NEL

MAR 2016

PROJECT ID: 4994-01-15

WITH: N/A

COUNTY: WINNEBAGO

ORDER OF SHEETS

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

TOTAL SHEETS = 244



N

DESIGN DESIGNATION

A.A.D.T. (2016)	= 5,040
A.A.D.T. (2036)	= 5,590
D.H.V. (2036)	= 800
D.D.	= 50–50
T.	= 3.6%
DESIGN SPEED	= 35 MPH
ESALS	= 600,000

CONVENTIONAL SYMBOLS

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

N MAIN STREET, CITY OF OSHKOSH

NEW YORK - MURDOCK

LOCAL STREET

WINNEBAGO COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4994–01–15	WISC 2016063	1

STATE PROJECT NUMBER
4994-01-15

R–16–E

END PROJECT
4994-01-14
STA 36+41.59
Y= 481141.37
X= 793110.95



BEGIN PROJECT
4994-01-14
STA 9+08.00
Y= 478407.89
X= 793113.69

T–18–N

LAYOUT
SCALE 0 .25 MI

TOTAL NET LENGTH OF CENTERLINE = 0.518 MILES

–"Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), 'Winnebago' County."

ACCEPTED FOR CITY OF OSHKOSH
James Rabe
1-11-2016 (DATE)
Director of Public Works (SIGNATURE & TITLE)

ORIGINAL PLANS PREPARED BY
McMAHON ENGINEERS ARCHITECTS

WISCONSIN MICHAEL R. SIMON E-25960 APPLETON WIS. PROFESSIONAL ENGINEER

1-14-2016 (DATE)
SIGNATURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
SURVEYOR: CITY OF OSHKOSH
DESIGNER: McMAHON
MANAGEMENT CONSULTANT: SEH

APPROVED FOR THE DEPARTMENT
DATE: 1/14/16
MANAGEMENT CONSULTANT SIGNATURE

E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ Originator : _____ PLOT SCALE : _____

WSDOT/CADDS SHEET 10

UTILITIES

CHUCK BARTELT
AT&T – COMMUNICATION LINE
70 E DIVISION ST
FOND DU LAC, WI 54935
(920) 929–1013
cb1461@att.com

VINCE ALBIN
TIME WARNER CABLE – COMMUNICATION LINE
3545 PLANK RD
APPLETON, WI 54915
(920) 831–9249
vince.albin@twcable.com

STEVEN JAKUBIEC
TDS METROCOM–COMMUNICATION LINE
10 COLLEGE AVE., SUITE 218A
APPLETON, WI 54911
(920) 882–4166
steve.jakubiec@testelecom.com

PETE GULBRONSON, P.E.
CITY OSHKOSH – SANITARY SEWER AND WATERMAIN
215 CHURCH AVENUE
OSHKOSH, WI 54903–1130
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pgulbronson@ci.oshkosh.wi.us

DAVE PETERSEN
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3300 NORTH MAIN ST
OSHKOSH, WI 54910
(920) 236–5910
24 HR EMERGENCY (800) 450–7240
dtpetersen@wisconsinpublicservice.com

DAN KUSSMANN
CITY OSHKOSH – TRAFFIC SIGNALS AND LIGHTING
926 DEMPSEY TRAIL
OSHKOSH, WI 54903–1130
(920) 379–1127
dkussmann@ci.oshkosh.wi.us

PAUL SPANGLER
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3300 NORTH MAIN ST
OSHKOSH, WI 54910
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24 HR EMERGENCY (800) 450–7280
paspangler@wisconsinpublicservice.coM

DNR – LIASON

JAY SCHIEFELBEIN
NORTHEAST REGION HEADQUARTERS
2984 SHAWANO AVENUE
GREEN BAY, WI 54313–6727
(920) 662–5130
jeremiah.schiefelbein@wisconsin.gov

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

ADDITIONAL CITY CONTACTS

JIM COLLINS – DIRECTOR
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926 DEMPSEY TRAIL
OSHKOSH, WI 54903–1130
(920) 232–5342
jcollins@ci.oshkosh.wi.us

GREG MAXWELL – MAINTENANCE SUPERVISOR
CITY OSHKOSH – TRANSPORTATION DEPARTMENT (SIGN DIVISION)
926 DEMPSEY TRAIL
OSHKOSH, WI 54903–1130
(920) 232–5348
gmaxwell@ci.oshkosh.wi.us

BILL GENZ – SUPT. WATER DISTR.
CITY OSHKOSH – WATER DIVISION
757 W. 3RD AVENUE
OSHKOSH, WI 54903–1130
(920) 232–5330
bgenz@ci.oshkosh.wi.us

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 = 5.37 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 5.37ACRES

skelliher, W:\PROJECTS\00005\830103\01– Plan Preparation\02–Notes\01 NOTES.dwg, 01 notes, Plot Date: 1/14/2016 2:49 PM, xrefs: none

GENERAL NOTES

BEARINGS AND COORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WINNEBAGO COUNTY. DISTANCES SHOWN ARE GROUND DISTANCES.

BENCHMARKS SHOWN ON THIS PLAN ARE REFERENCED TO NGVD 29 DATUM.

DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY FACILITIES AS SHOWN ON THE PLAN AND CROSS SECTIONS ARE APROXIMATE AND ARE BASED ON UTILITY LOCATES OBTAINED FROM THE UTILITIES WHEN THE SURVEY DATA WAS COLLECTED PRIOR TO THE FINAL DESIGN OF THE PROJECT. IT IS ANTICIPATED THAT UTILITY FACILITIES WILL BE RELOCATED AS PART OF THIS PROJECT AS DESCRIBED IN THE SPECIAL PROVISIONS. LOCATIONS OF THE PROPOSED RELOCATED UTILITY FACILITIES ARE NOT SHOWN ON THE PLAN SHEETS OR CROSS SECTIONS. THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT LIMITS THAT ARE NOT SHOWN ON THE PLAN SHEETS OR CROSS SECTIONS. THE EXISTING UTILTY INFORMATION SHOWN ON THE PLANS WAS PROVIDED BY THE CITY OF OSHKOSH.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY UTILITY WHICH IS NOT A MEMBER OF DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

SANITARY SEWER AND WATER MAIN LOCATIONS AS SHOWN IN THE VARIOUS SECTIONS OF THE PLANS REPRESENT A COMBINATION OF EXISTING FACILITIES AND PROPOSED CONSTRUCTION. THE FINAL CONSTRUCTED LOCATION OF THESE FACILITIES MAY VARY. THERE MAY BE ADDITIONAL SANITARY SEWER AND WATER MAIN LINES THAT HAVE BEEN PREVIOUSLY ABANDONED AND LEFT IN PLACE THAT ARE NOT SHOWN ON THESE PLANS. THESE ABANDONED FACILITIES MAY BE IN CONFLICT WITH PROPOSED CONSTRUCTION. WHEREVER A SECTION OF THESE ABANDONED LINES ARE REQUIRED TO BE REMOVED, THE CONTRACTOR SHALL PLUG THE ENDS OF ANY REMAINING SECTIONS OF PIPE WITH BRICK AND MASONRY OR CONCRETE BLOCK AND MASONRY.

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

THE EROSION CONTROL ITEMS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATION OF ALL EROSION CONTROL ITEMS SHALL BE DETERMINED BY ENGINEER IN THE FIELD. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

ALL RADII SHOWN ON THE PLAN SHEETS ARE TO THE FACE OF CURB.

CONCRETE PAVEMENT JOINTS IN ADDITION TO THOSE REQUIRED TO MEET THE SPACING REQUIREMENTS OF THE STANDARD DETAIL DRAWING FOR URBAN DOWELED CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONCRETE PAVEMENT ITEMS. THIS INCLUDES ALL ADDITIONAL JOINTS REQUIRED AT INTERSECTIONS, MANHOLES, INLETS AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS.

CONCRETE PAVEMENT JOINTS SHALL BE SEALED. SEAL ALL CONSTRUCTION, LONGITUDINAL, AND TRANSVERSE CONCRETE PAVEMENT AND CURB AND GUTTER JOINTS, INCLUDING THE JOINT BETWEEN THE PAVEMENT AND THE CURB AND GUTTER.

THE ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FINISHED SUBGRADE ELEVATIONS AT THE REFERENCE LINE, EDGE OF SUBGRADE, AND FINISHED SURFACE ELEVATIONS AT CROWN, BACK OF CURB, FRONT AND BACK OF WALK AND SLOPE INTERCEPTS.

FINISHED GRADES AS SHOWN AT SIDE STREET INTERSECTIONS ARE APPROXIMATE AND MAY BE ADJUSTED BY THE ENGINEER IN THE FIELD.

ALL CURB RADII SHALL BE 12–INCH WIDE CURB HEAD FOR EACH CURB RADIUS AS SHOWN ON THE PAVING DETAILS. THE ADDITIONAL CURB HEAD WIDTH SHALL BE PROVIDED FROM END OF RADIUS TO END OF RADIUS AT EACH CORNER AND SHALL BE ADDED TO THE BACK OF THE INTEGRAL CURB SECTION.

THE CONTRACTOR SHALL FIELD VERIFY SANITARY LATERAL LOCATIONS AND SHALL DETERMINE WHICH LATERALS ARE LIVE AND NEED TO BE RECONNECTED. THE CITY OF OSHKOSH WILL ASSIST THE CONTRACTOR IN DETERMINING WHICH LATERALS ARE TO BE RECONNECTED.

IMMEDIATELY AFTER CONSTRUCTION OF ANY CATCH BASIN, THE CONTRACTOR SHALL INSTALL INLET EROSION CONTROL IN THE STRUCTURE TO MINIMIZE SEDIMENTATION OF THE CATCH BASIN AND STORM SEWER.

STORM LATERALS TO BE INSTALLED TO A POINT 5–FT (TYP.) FROM THE BACK OF WALK (SEE CONSTRUCTION DETAIL).

RELAY LIVE SANITARY SEWER LATERALS TO THE BACK OF WALK (TYP.)

RELAY WATER SERVICES TO THE FRONT OF WALK (TYP.) AND CONNECT TO EXISTING SERVICE AT THE BACK OF WALK.

DETAILS OF CONSTRUCTION FOR SANITARY SEWER AND WATER MAIN NOT SHOWN SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF THE CITY OF OSHKOSH.

ANY MESH OR REINFORCEMENT FOUND IN EXISTING CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE REMOVING PAVEMENT ITEM.

THE EXACT LIMITS OF CONCRETE, ASPHALT OR GRAVEL DRIVEWAY REMOVALS AND REPLACEMENT, AND CONCRETE SIDEWALK REMOVAL AND REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL DISTURBED AREAS NOT OTHERWISE SURFACED SHALL BE RESTORED WITH TOPSOIL, FERTILIZER, SEED AND E–MAT.

FILL AS SHOWN ON THE PLAN PERTAINS TO EMBANKMENT CONSTRUCTED FROM COMMON EXCAVATION. THE FACTOR USED FOR EXPANDING THE FILLS TO COMPLETE THE VOLUME OF MATERIAL REQUIRED IS 30% FOR COMMON EXCAVATION.

EXCAVATION BELOW SUBGRADE (EBS) AREAS ARE CALLED OUT AS UNDISTRIBUTED ON THE PLAN QUANTITIES FOR COMMON EXCAVATION. THESE AREAS ARE TO BE BACKFILLED WITH BREAKER RUN. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.

THE EXACT LOCATION AND LIMITS OF PRIVATE ENTRANCES AND COMMERCIAL ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

TEMPORARY PEDESTRIAN SURFACE ASPHALT WILL BE REQUIRED AT STORM SEWER, SANITARY SEWER AND WATER MAIN LATERAL LOCATIONS AND AT UNDISTRIBUTED LOCATIONS THROUGHOUT THE PROJECT FOR MAINTAINING PEDESTRIAN ACCESS. THE EXACT LOCATIONS FOR TEMPORARY PEDESTRIAN SURFACE ASPHALT WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. TEMPORARY PEDESTRIAN SURFACE ASPHALT SHOULD BE A MINIMUM OF 4–FEET WIDE AND A MAXIMUM OF 5–FEET WIDE AND WILL CONSIST OF 2–INCHES OF ASPHALT.

WHERE SECTIONS OF EXISTING STORM SEWER OR EXISTING STORM SEWER STRUCTURES ARE REMOVED, ADJACENT ENDS OF PIPE LEFT IN PLACE SHALL BE SEALED IN ACCORDANCE WITH SECTION 204.3.3.2 OF THE STANDARD SPECIFICATIONS. SEALING OF PIPES SHALL BE INCIDENTAL TO THE REMOVING STORM SEWER AND REMOVING STORM SEWER STRUCTURE ITEMS.

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

SIDEWALK AND CURB AND GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.

BENCHMARK LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND SHOULD BE VERIFIED.

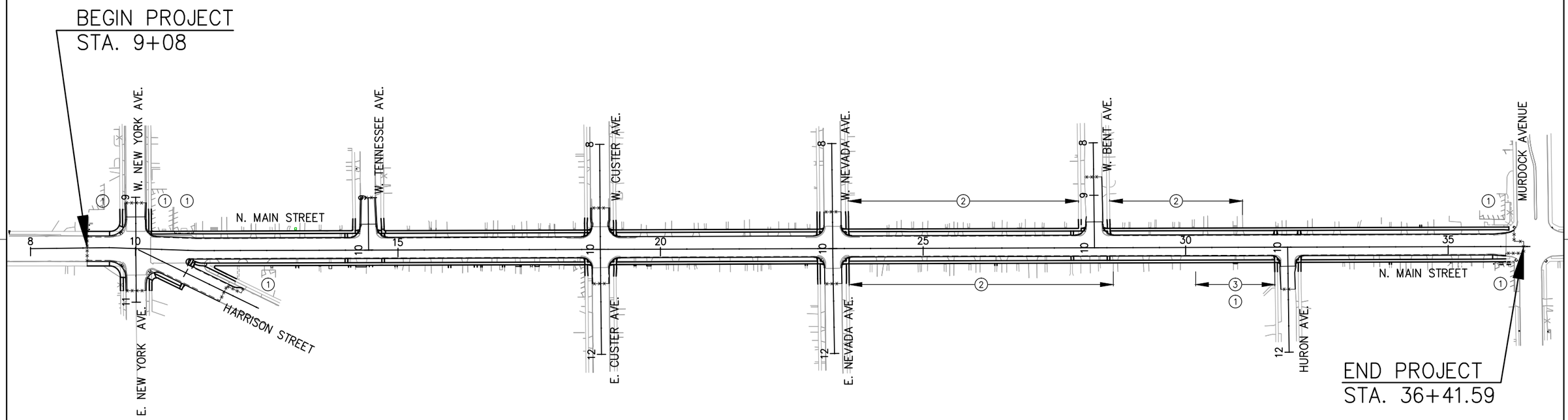
THERE IS EXISTING SIDEWALK THAT EXTENDS TO THE FACE OF THE BUILDING IN THE NORTHWEST CORNER OF THE N. MAIN STREET INTERSECTION WITH NEW YORK AVENUE. SAW 1–FOOT AWAY FROM THE FACE OF THE BUILDING AS SHOWN ON THE PLANS AND THEN REMOVE BY HAND TO THE FACE OF THE BUILDING AND STEP. THIS REMOVAL WORK SHALL BE CONSIDERED INCIDENTAL TO THE ITEM OF REMOVING CONCRETE SIDEWALK.

2

NORTH

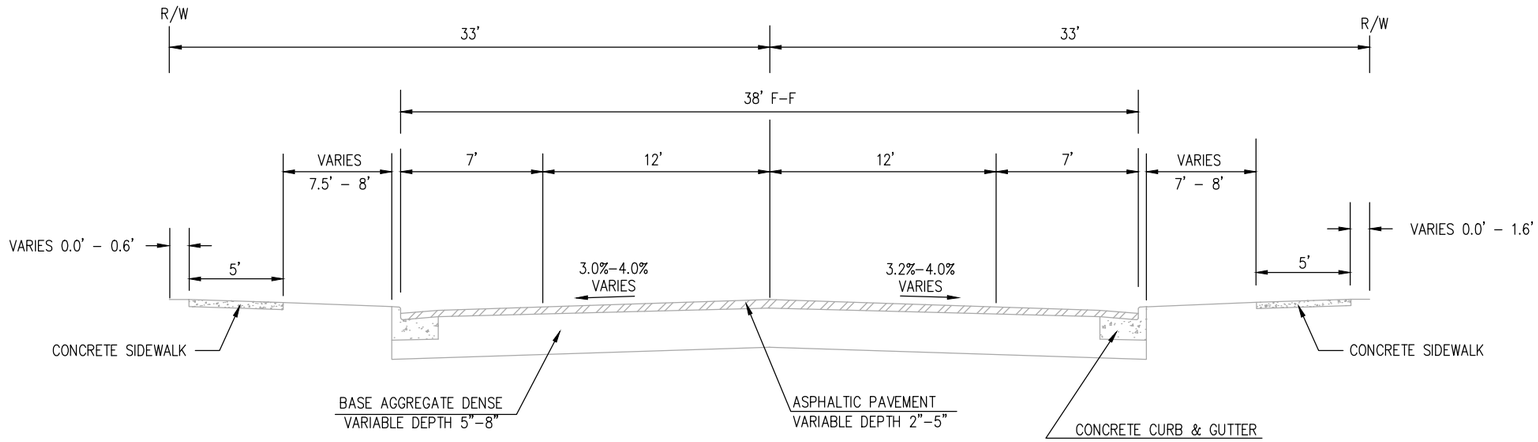
NOTES

1. EXISTING LOCAL BUSINESS, ACCESS TO BE MAINTAINED AT ALL TIMES
2. NORTH MAIN STREET BUNGALOW HISTORIC DISTRICT
3. LADIES BENEVOLENT SOCIETY HOME (HISTORIC PROPERTY)



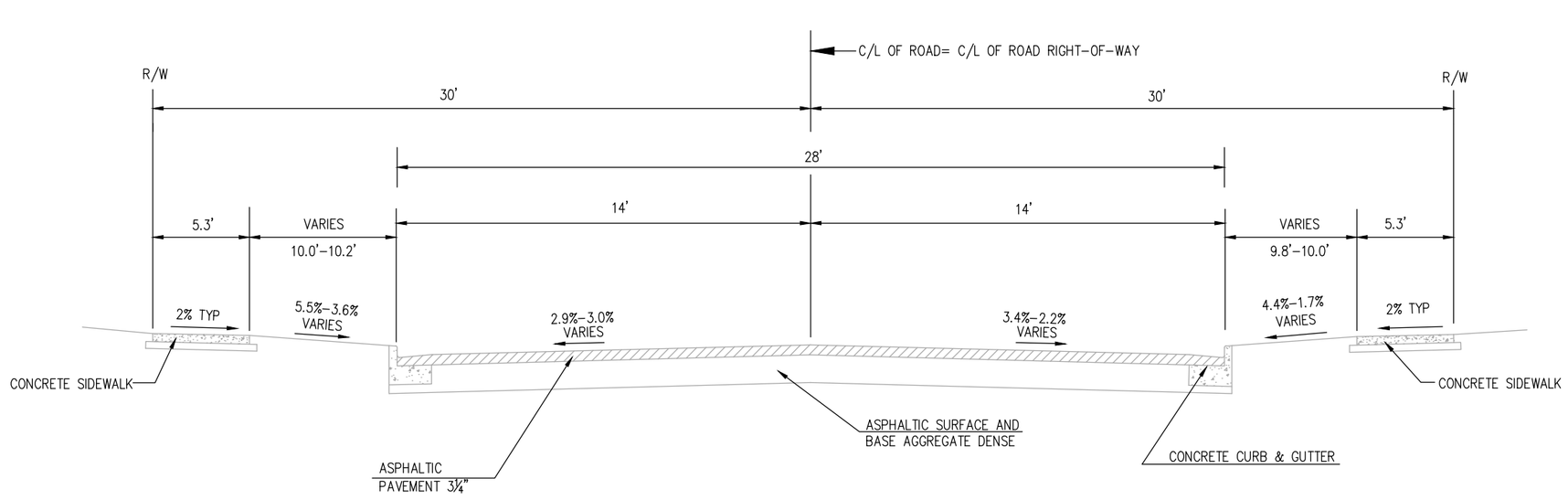
PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PROJECT OVERVIEW	SHEET: 4	E

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EXISTING TYPICAL CROSS SECTION FOR N. MAIN STREET

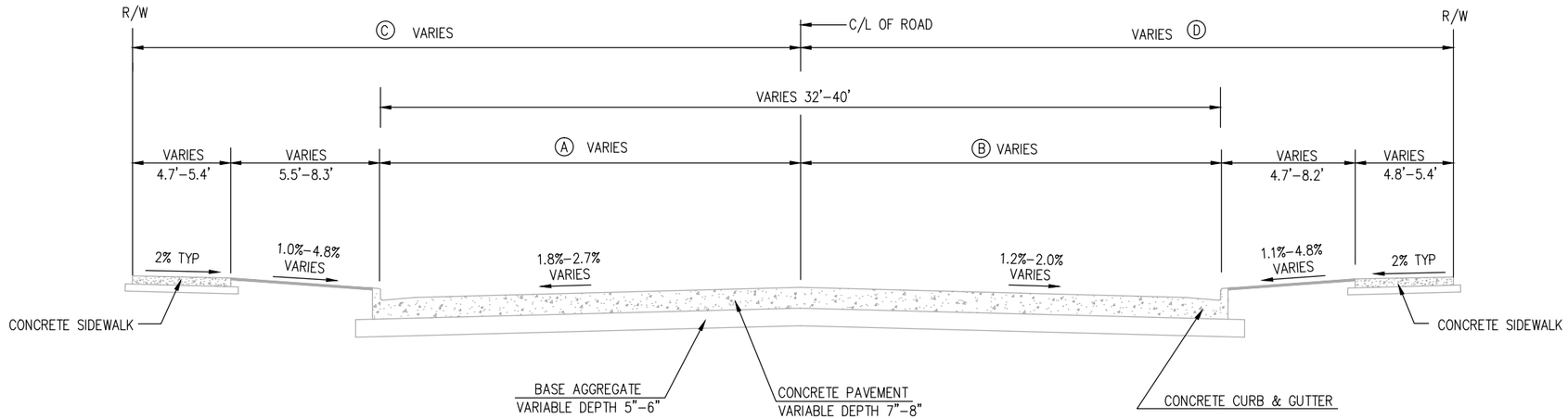
STA. 9+08 - STA. 36+10.02



EXISTING TYPICAL SECTION FOR TENNESSEE AVE
EXISTING ASPHALT PAVEMENT

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	TYPICAL SECTIONS	SHEET: 5	E

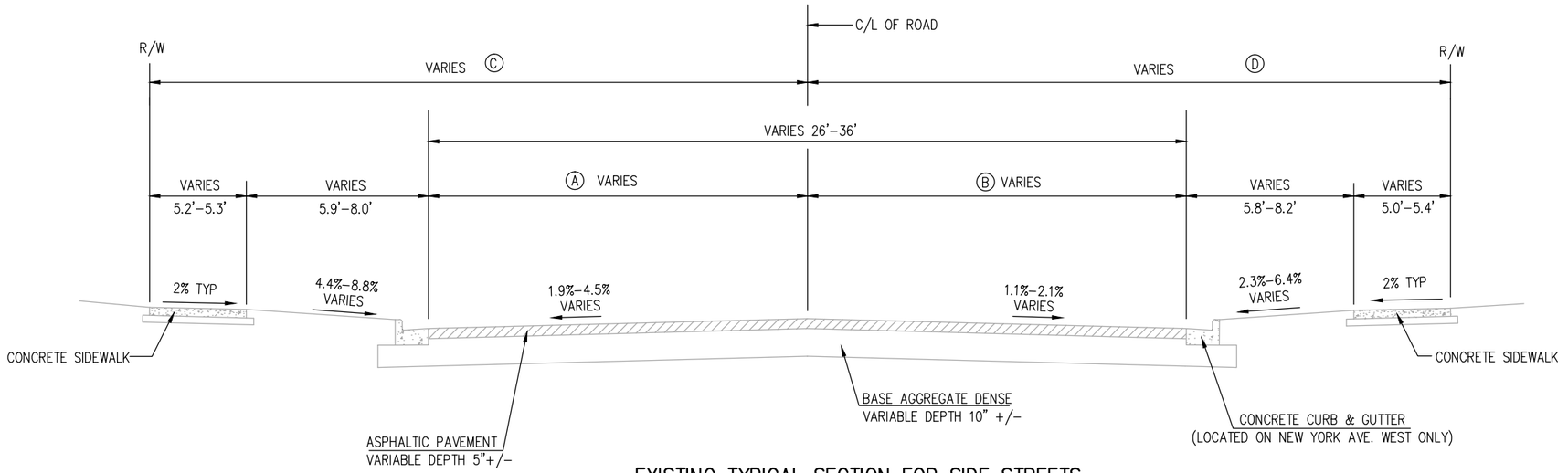
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STREET NAME	A	B	C	D
NEW YORK AVE. EAST	20'	20'	30'	30'
HARRISON ST.	19'	19'	32.3'	47.7'
CUSTER AVE. WEST	18'	18'	30'	30'
CUSTER AVE. EAST	16'	16'	30'	30'
NEVADA AVE. WEST	16'	16'	30'	30'
NEVADA AVE. EAST	16'	16'	30'	30'

NOTE: WIDTHS OF SIDE STREETS ARE AT THE E.O.R.
(C) & (D) DIMENSIONS ARE APPROXIMATE

EXISTING TYPICAL SECTION FOR SIDE STREETS
EXISTING CONCRETE PAVEMENT
NEW YORK (EAST), HARRISON, CUSTER, NEVADA



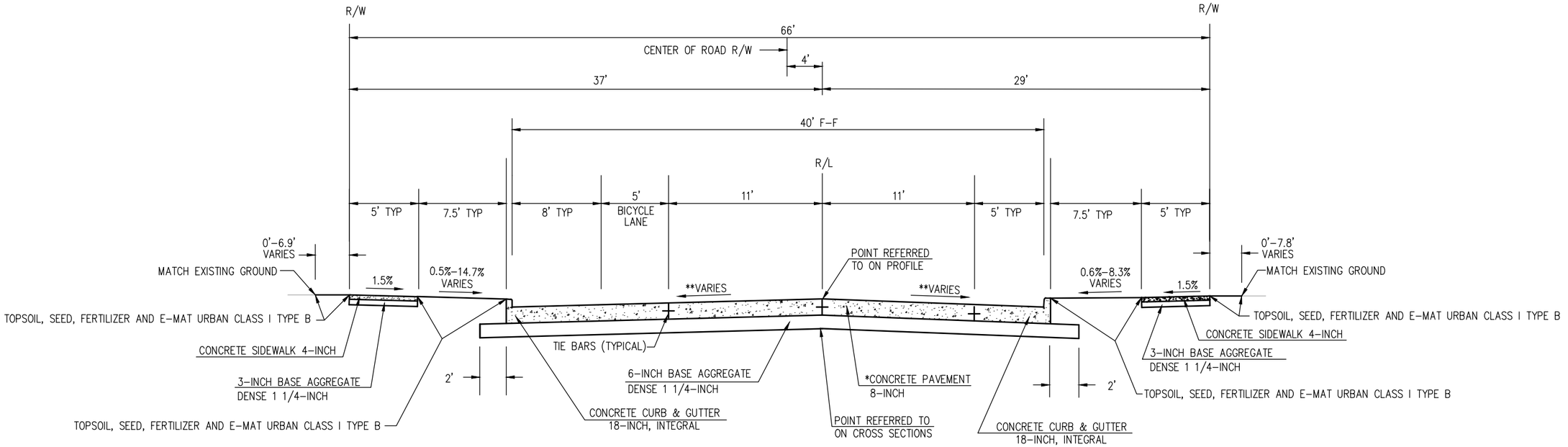
STREET NAME	A	B	C	D
NEW YORK AVE. WEST	18	18	28.4'	31.6'
BENT AVE.	14.5'	14.5'	30'	30'
HURON AVE.	13'	13'	25'	25'

NOTE: WIDTHS OF SIDE STREETS ARE AT THE E.O.R.
(C) & (D) DIMENSIONS ARE APPROXIMATE

EXISTING TYPICAL SECTION FOR SIDE STREETS
EXISTING ASPHALT PAVEMENT
NEW YORK (WEST), BENT, HURON

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	TYPICAL SECTIONS	SHEET: 6	E

2



N. MAIN STREET PROPOSED TYPICAL SECTION

STA. 9+08 – STA. 36+17.02

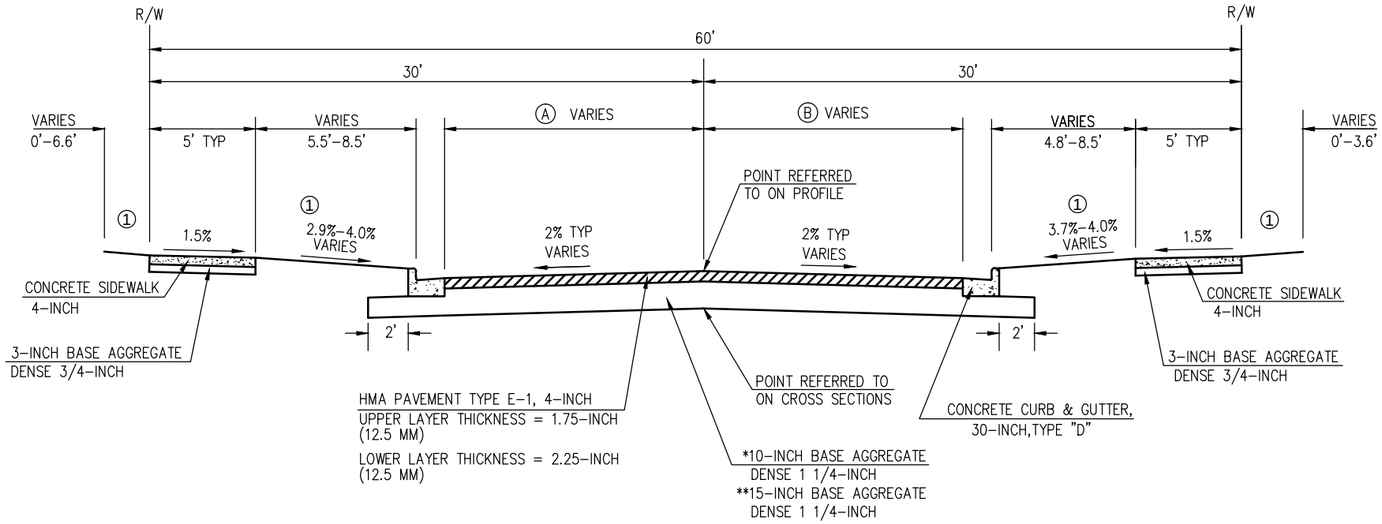
**CROSS SLOPE VARIES. SEE PAVING DETAILS

*CONCRETE PAVEMENT HES 9-INCH (DOWELED) STA. 9+08- STA. 11+02.28

CONCRETE CURB AND GUTTER INTEGRAL, SPECIAL 12-INCH WIDE CURB HEAD LOCATED AT RADIUS LOCATIONS. SEE PAVING DETAILS FOR MORE INFORMATION.

NOTE: MATCH INTO SIDE STREETS WITH 4–INCHES OF ASPHALTIC SURFACE OVER 10–INCHES OF BASE AGGREGATE DENSE, 1 1/4–INCH. SEE PAVING DETAILS FOR LOCATIONS.

① TOPSOIL, FERTILIZER, SEED, AND E–MAT URBAN CLASS I TYPE B

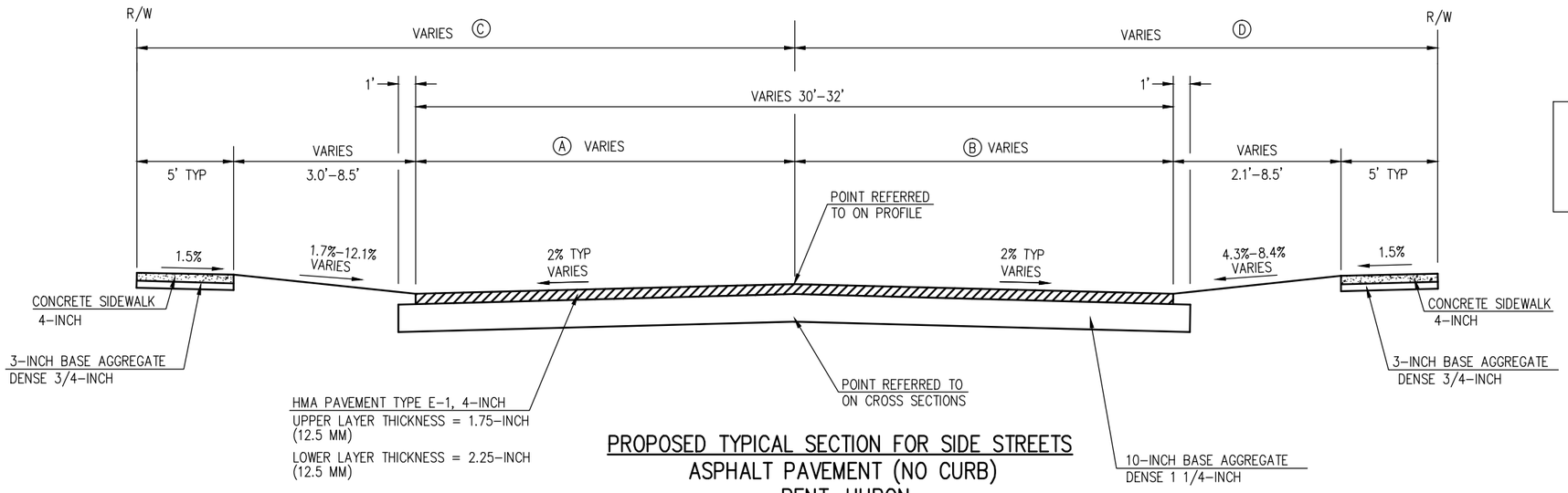


PROPOSED TYPICAL SECTION FOR SIDE STREETS
ASPHALT PAVEMENT (WITH CURB)
NEW YORK (WEST), TENNESSEE
(SEE PAVING DETAILS FOR PAVING LIMITS)

Ⓐ AND Ⓑ = DISTANCE FROM C/L TO EDGE OF PAVEMENT AT THE E.O.R.

STREET NAME	Ⓐ	Ⓑ
**NEW YORK AVE WEST	17	17
*TENNESSEE AVE	14	14

CONCRETE CURB AND GUTTER INTEGRAL, SPECIAL 12–INCH WIDE CURB HEAD LOCATED AT RADIUS LOCATIONS. SEE PAVING DETAILS FOR MORE INFORMATION.



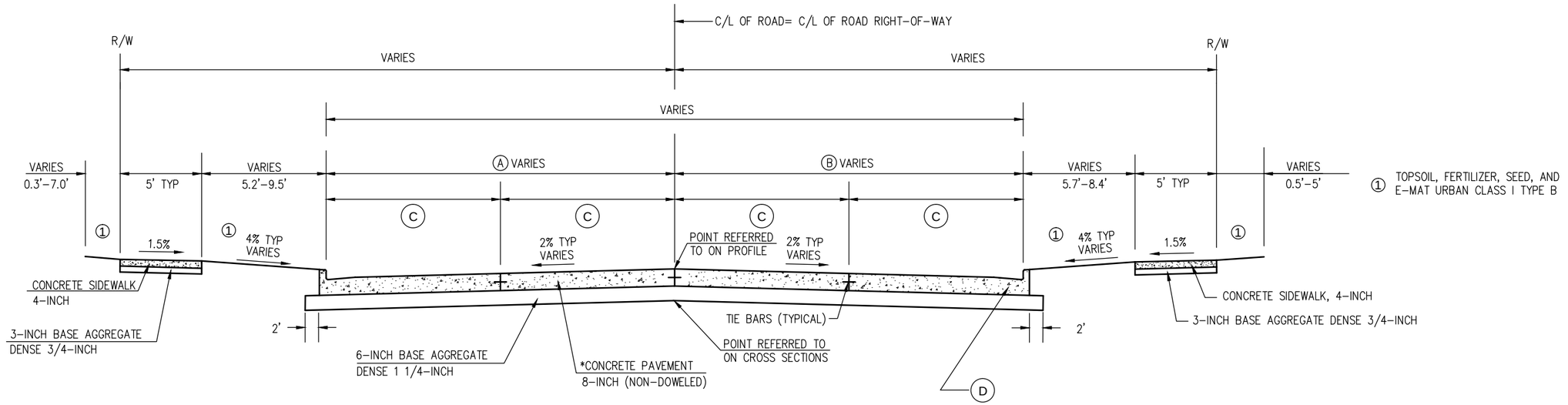
PROPOSED TYPICAL SECTION FOR SIDE STREETS
ASPHALT PAVEMENT (NO CURB)
BENT, HURON
(SEE PAVING DETAILS FOR PAVING LIMITS)

Ⓐ AND Ⓑ = DISTANCE FROM C/L TO EDGE OF PAVEMENT AT THE E.O.R.

STREET NAME	Ⓐ	Ⓑ	Ⓒ	Ⓓ
BENT AVE	16'	16'	30'	30'
HURON AVE	15'	15'	25'	25'

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	TYPICAL SECTIONS	SHEET: 8	E

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PROPOSED TYPICAL SECTION FOR SIDE STREETS
CONCRETE PAVEMENT
NEW YORK (EAST), HARRISON, CUSTER, NEVADA

(SEE PAVING DETAILS FOR PAVING LIMITS)

*NOTE: CONCRETE PAVEMENT HES 9-INCH (DOWELED)
REQUIRED STA. 9+37.55 – STA. 10+78 NEW YORK AVE.
AND STA. 10+00 – STA. 12+17.40 HARRISON ST.
REFER TO THE PAVING DETAILS FOR MORE INFORMATION.

STREET NAME	(A)	(B)	(C)	(D) CONCRETE CURB & GUTTER:
NEW YORK AVE. EAST	19'	19'	9.5'	INTEGRAL 18-INCH
HARRISON ST.	21'	21'	10.5'	INTEGRAL 18-INCH
CUSTER AVE. WEST	16'	16'	8'	30-INCH TYPE A
CUSTER AVE. EAST	16'	16'	8'	INTEGRAL 18-INCH
NEVADA AVE. WEST	16'	16'	8'	INTEGRAL 18-INCH
NEVADA AVE. EAST	16'	16'	8'	INTEGRAL 18-INCH

(A) AND (B) = DISTANCE FROM C/L TO CURB FACE

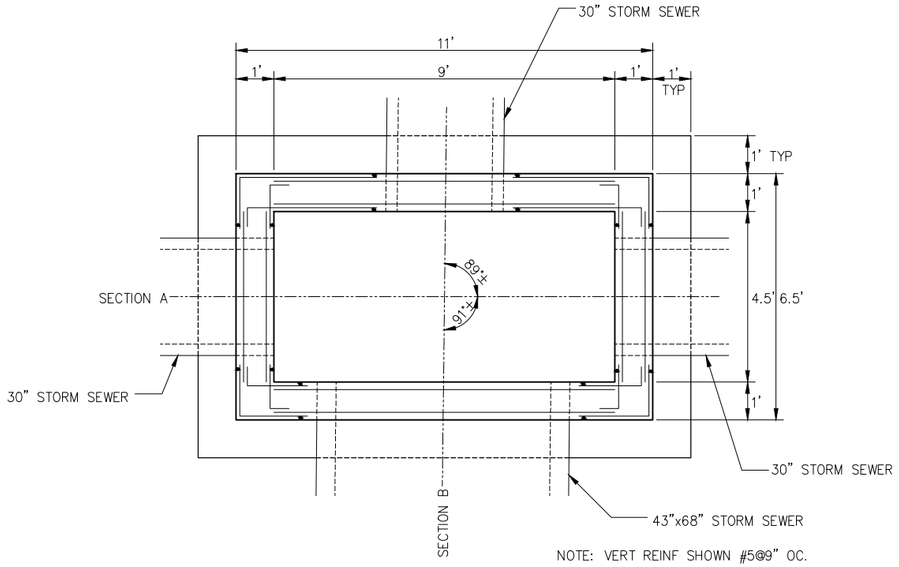
(C) = ¼ OF TOTAL PAVEMENT WIDTH (F-F)

NOTES:
1. MATCH EXISTING JOINT SPACING, LONGITUDINAL JOINT SPACING SHALL NOT EXCEED 15-FT.
2. WIDTHS OF SIDE STREETS ARE AT THE E.O.R.

   CONCRETE CURB AND GUTTER INTEGRAL, SPECIAL 12-INCH WIDE CURB HEAD LOCATED AT RADIUS LOCATIONS. SEE PAVING DETAILS FOR MORE INFORMATION.

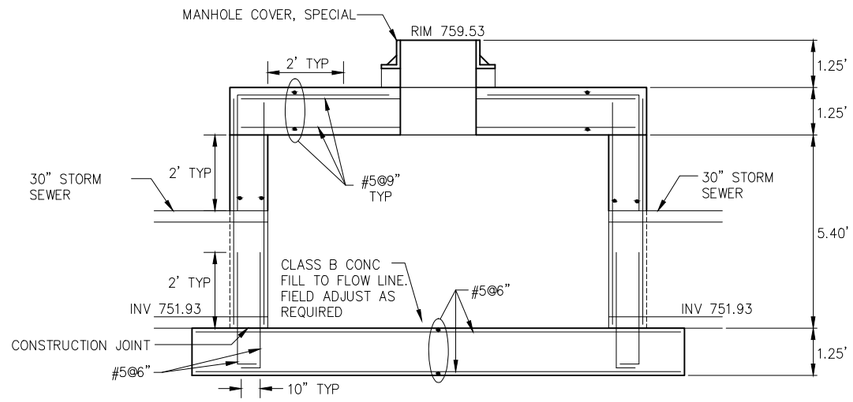
STORM MANHOLE ST-12

4.5'x9' BOX MANHOLE



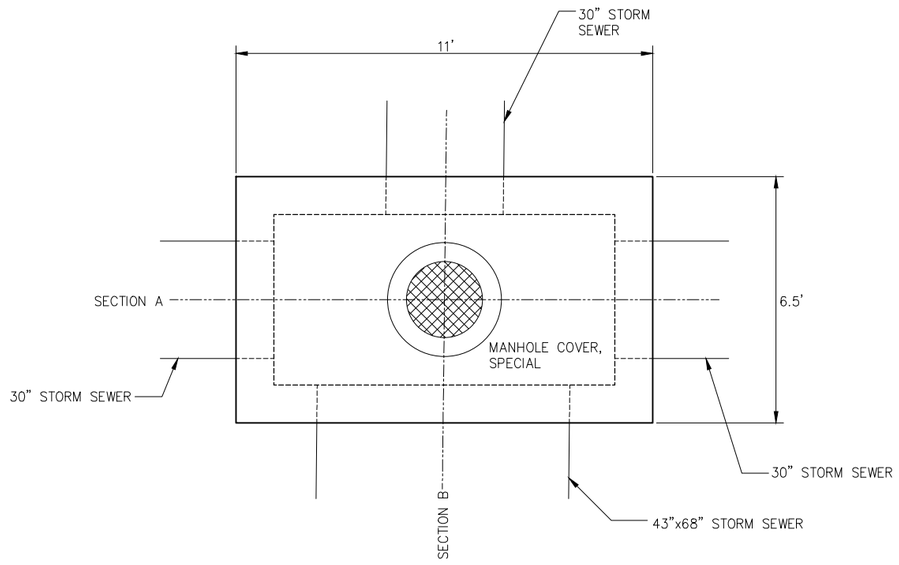
NOTE: VERT REINF SHOWN #5@9" OC.

LOWER PLAN

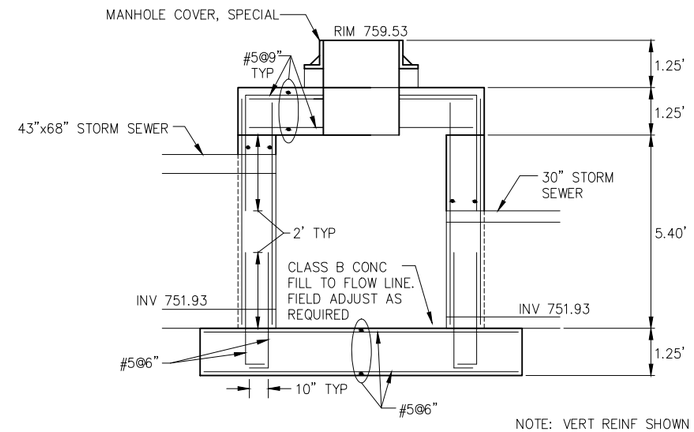


NOTE: VERT REINF SHOWN #5@9" OC UNLESS NOTED OTHERWISE

SECTION A



UPPER PLAN



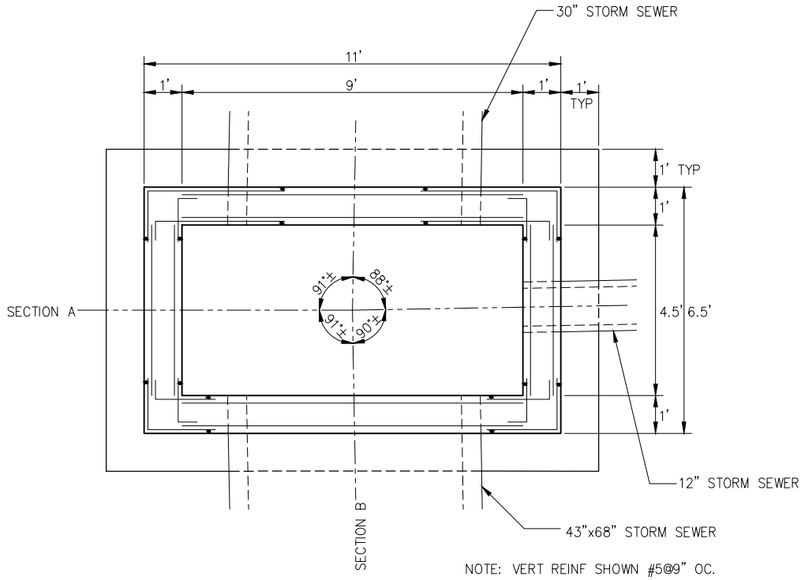
NOTE: VERT REINF SHOWN #5@9" OC UNLESS NOTED OTHERWISE

SECTION B

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL	SHEET: 10	E

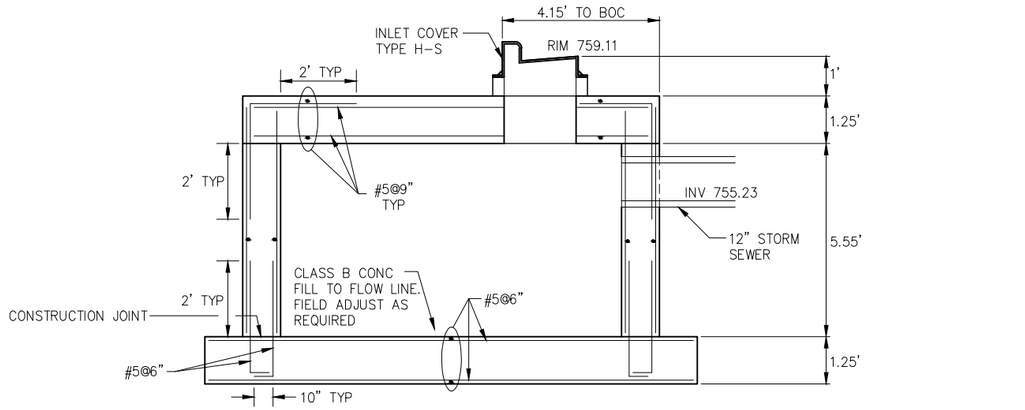
STORM MANHOLE ST-30

4.5'x9' BOX MANHOLE



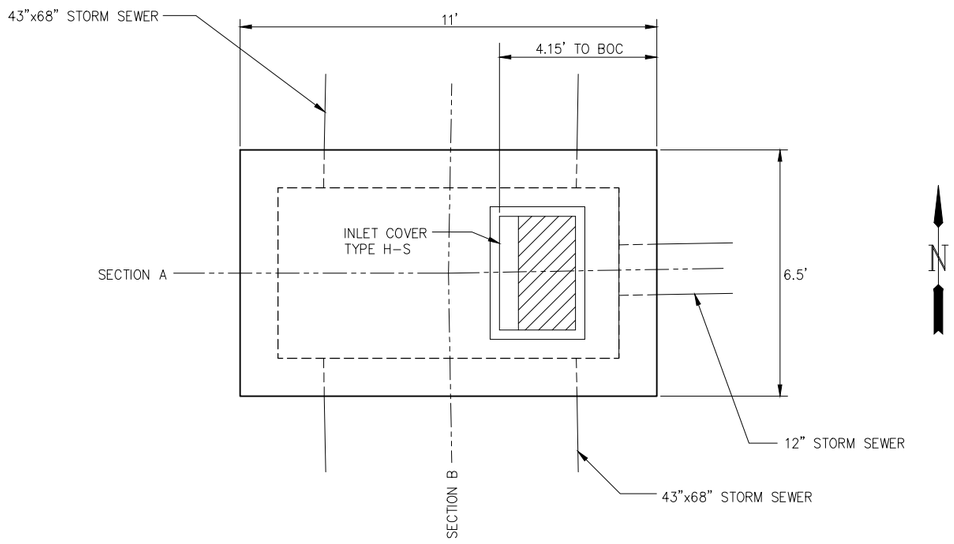
NOTE: VERT REINF SHOWN #5@9" OC.

LOWER PLAN

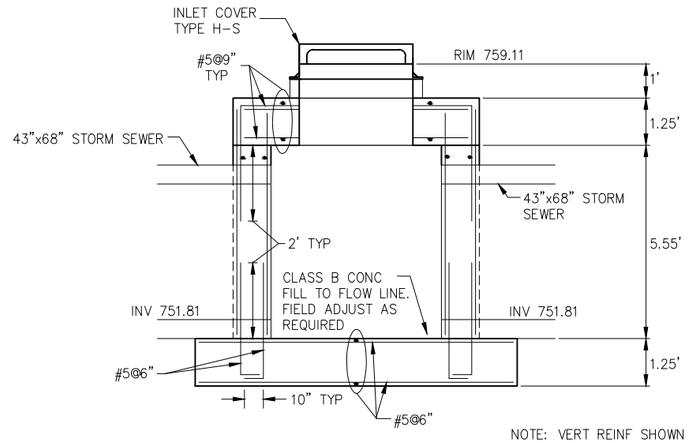


NOTE: VERT REINF SHOWN #5@9" OC UNLESS NOTED OTHERWISE

SECTION A



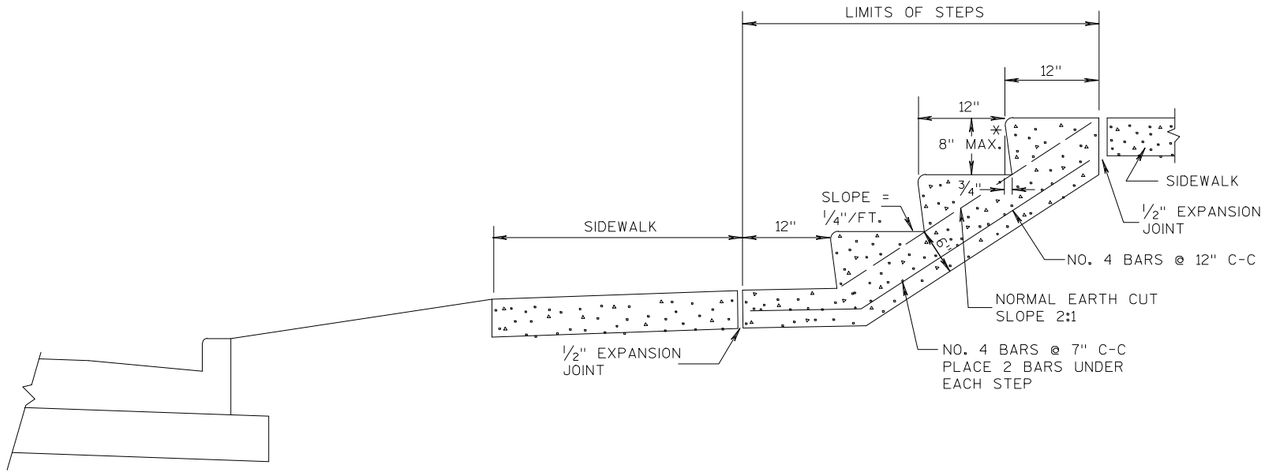
UPPER PLAN



NOTE: VERT REINF SHOWN #5@9" OC UNLESS NOTED OTHERWISE

SECTION B

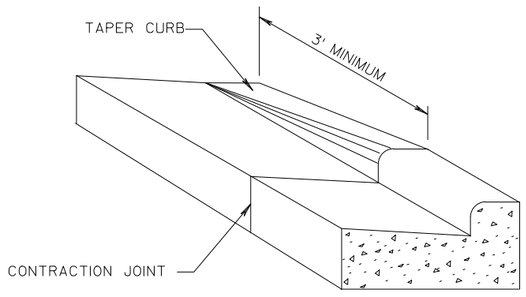
PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL	SHEET: 11	E



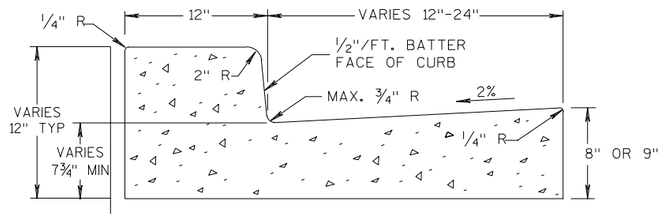
CONCRETE STEPS DETAIL

NOTE:
1. THE EXACT LOCATION, WIDTHS, & NUMBER OF STEPS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. STEEL REINFORCEMENT NOT REQUIRED ON STEPS WITH 2 RISERS OR LESS.
3. CITY OF OSHKOSH ORDINANCE REQUIRES A RAIL IF THERE ARE MORE THAN 3 RISERS. NO RAILINGS ARE ANTICIPATED FOR THIS PROJECT.
4. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2-INCH CLEAR
5. STEPS TO BE CONSTRUCTED AT 4 FT MIN. WIDTH. IF MATCHING A NARROWER SERVICE WALK, TAPER SIDEWALK TO MEET THE 4 FT TREAD WIDTH.

* ALL RISERS MUST HAVE A UNIFORM HEIGHT, MAX RISER HEIGHT EQUALS 8-INCHES. RISER HEIGHT TO BE MEASURED AT CENTER OF RISER.



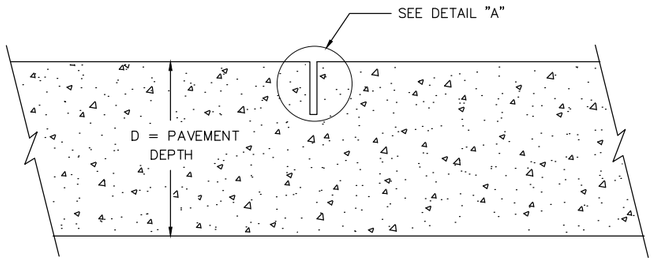
DETAIL OF CURB & GUTTER TERMINI



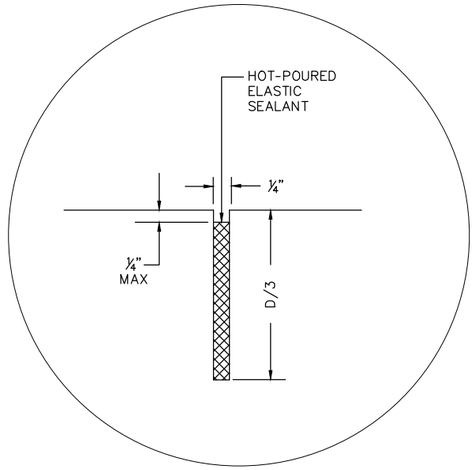
CONCRETE CURB AND GUTTER INTEGRAL,
SPECIAL 12-INCH WIDE CURB HEAD (RADIUS LOCATIONS)

NOTE: THICKNESS AT FLANGE TO MATCH ADJACENT PAVEMENT. SEE PAVING DETAILS

SEE CONSTRUCTION DETAIL
(CURB RAMP DETAILS NEW YORK AVE/HARRISON ST/N. MAIN ST)
FOR CURB HEAD VARIABILITY

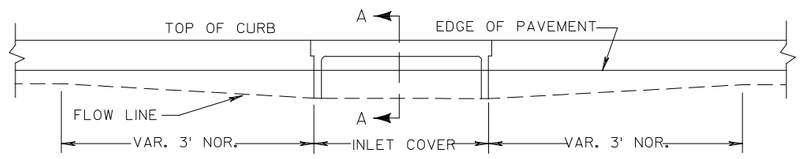


CONTRACTION JOINT

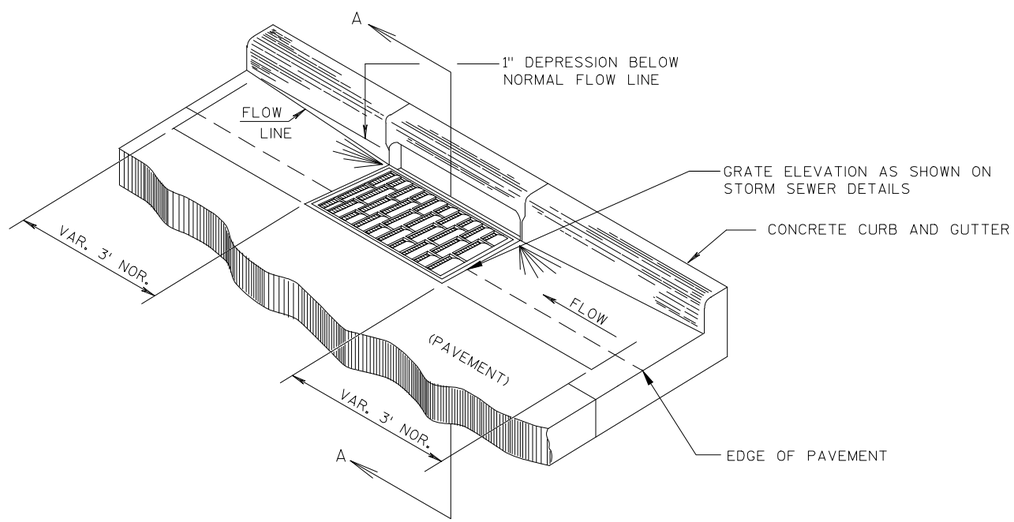


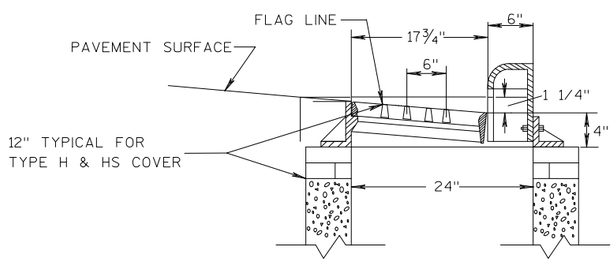
DETAIL "A"

CONCRETE JOINT SEALING DETAIL



ELEVATION



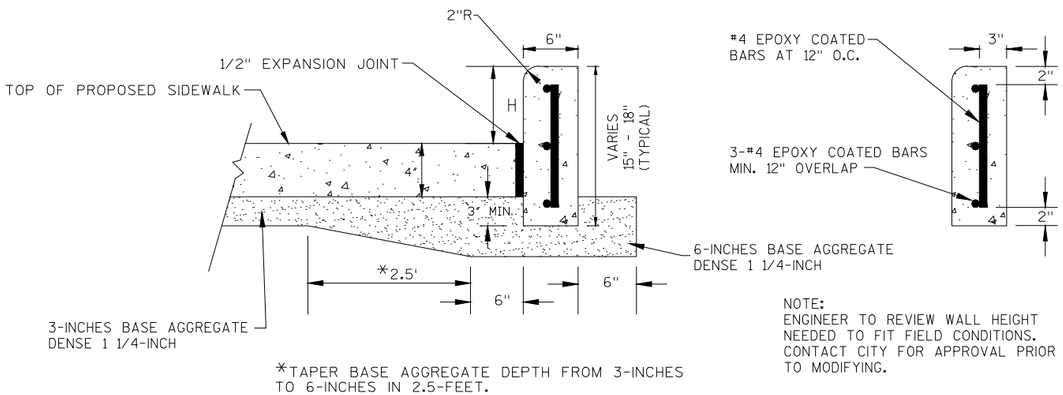


SECTION A-A

DETAIL OF CURB AND GUTTER AT CATCH BASINS

CATCH BASIN SPECIAL SHOWN

TAPER RETAINING CURB HEIGHT
A MAX. OF 1" IN 3-FT.



*TAPER BASE AGGREGATE DEPTH FROM 3-INCHES TO 6-INCHES IN 2.5-FEET.

NOTE:
ENGINEER TO REVIEW WALL HEIGHT NEEDED TO FIT FIELD CONDITIONS. CONTACT CITY FOR APPROVAL PRIOR TO MODIFYING.

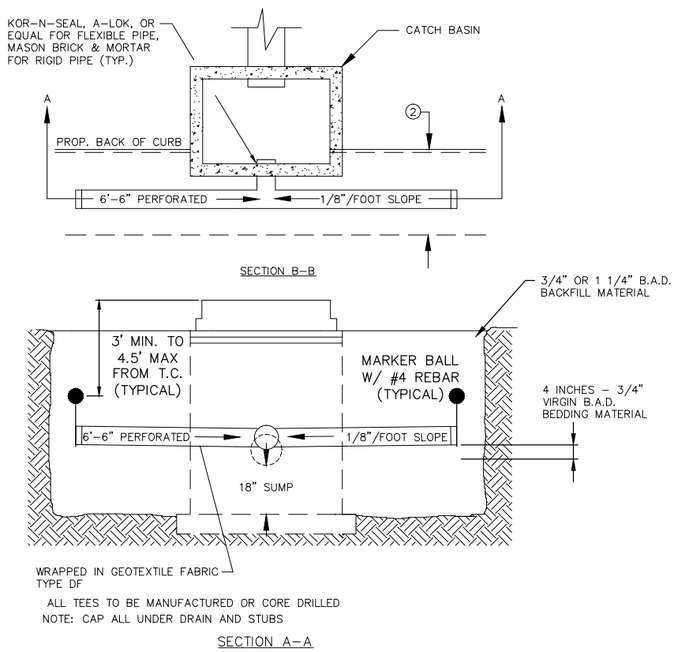
CONCRETE RETAINING CURB

THE RETAINING CURBS WITHIN THE HISTORIC DISTRICT AT HOUSE #'S 1502, 1533, 1541 AND 1603 HAVE MAX CURB HEIGHT (H) REQUIREMENTS. THE VALUE OF (H) AT THESE LOCATIONS ARE AS FOLLOWS:

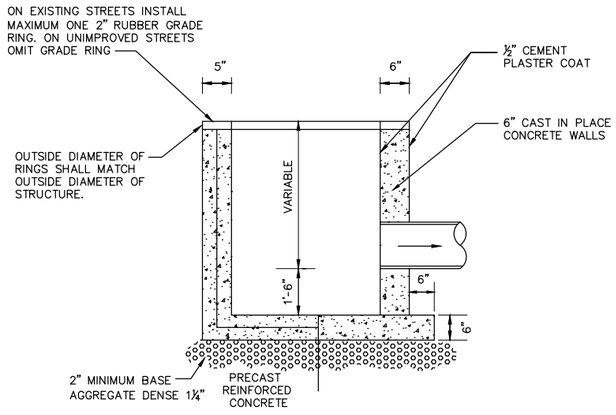
- #1502 H = 8" MAX (EXISTING WALL HEIGHT AT MATCHPOINT IS 12", STEP DOWN TO 8")
- #1533 H = MATCH EXISTING "FIRST TIER" WALL HEIGHT
- #1541 H = 6" MAX
- #1603 H = 6" MAX

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GENERAL NOTES:
1. CATCH BASINS AT LOW POINTS OF THE PROFILE WILL BE CONSTRUCTED WITH PIPE UNDERDRAIN WRAPPED 6-INCH ATTACHED, AS SHOWN.-SEE MQ TABLE FOR PIPE UNDERDRAIN 6-INCH FOR LOCATIONS
2. TRENCH WIDTH TO BE IN ACCORDANCE WITH SECTION 607 OF THE STANDARD SPECIFICATIONS
3. UNDERDRAIN INVERT TO BE AT SAME ELEVATION OF SPRINGLINE OF OUTGOING PIPE

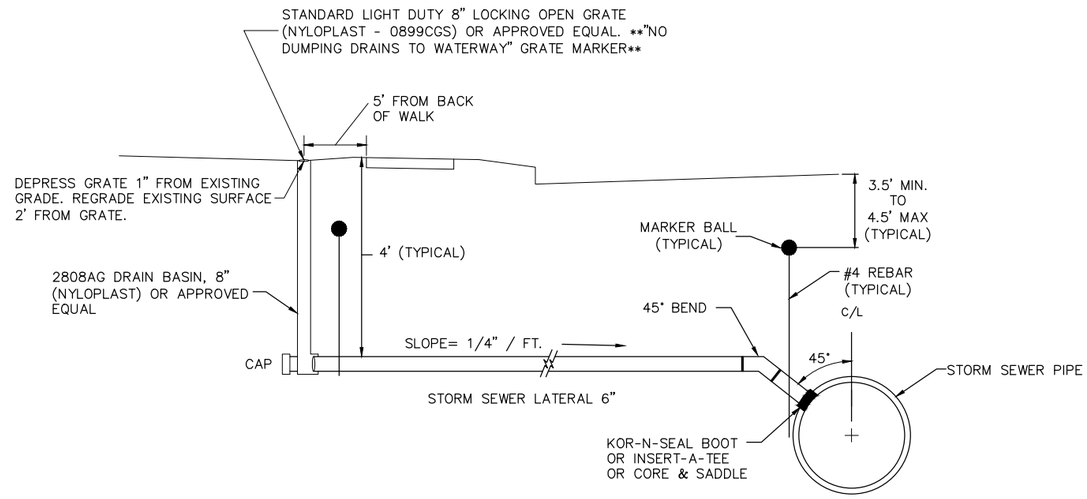


STUB DRAINS AT CATCH BASINS



CATCH BASIN 2' x 3' SPECIAL

NOTE:
REFER TO SDD CATCH BASINS 2' x 3' AND 2.5' x 3' FOR ADDITIONAL INFORMATION NOT SHOWN ON THIS DETAIL

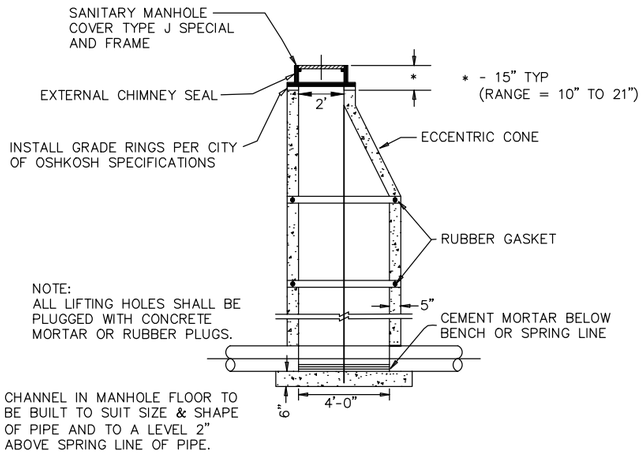


STORM SEWER LATERAL WITH DRAIN

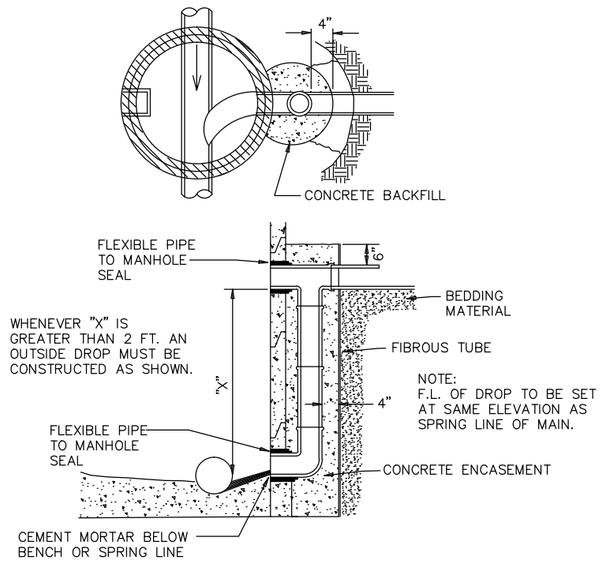
NOTE:
REFER TO SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION NOT SHOWN ON THIS DETAIL

NOTE:
AT LOCATIONS WHERE LATERAL INLETS ARE NOT REQUIRED, THE CONTRACTOR TO INSTALL STORM SEWER LATERAL TO 5' FROM BACK OF WALK AND CAP THE LATERAL IN ACCORDANCE WITH CITY OF OSHKOSH SPECIFICATIONS.

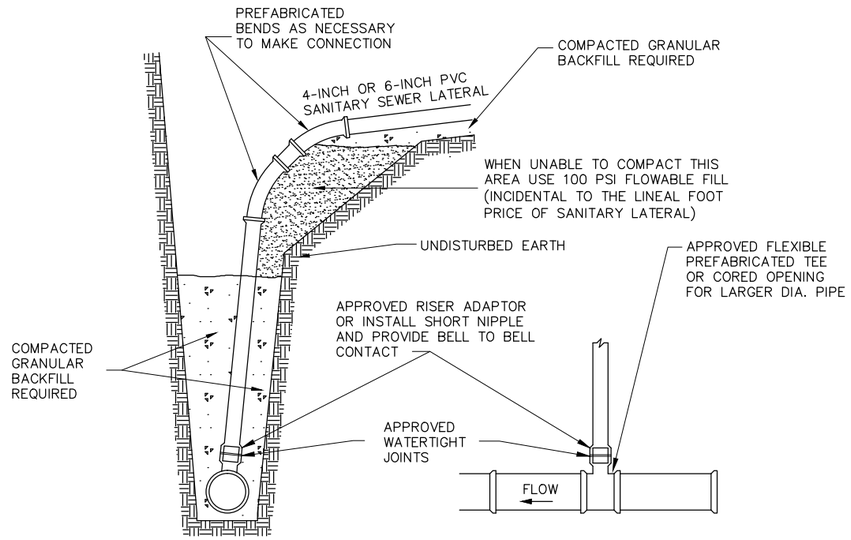
RECONNECT EXISTING BURIED STORM SEWER LATERALS WHERE FOUND. THIS WORK TO BE MEASURED AND PAID FOR UNDER THE BID ITEM OF RECONNECT EXISTING STORM LATERAL.



SANITARY PRECAST MANHOLE



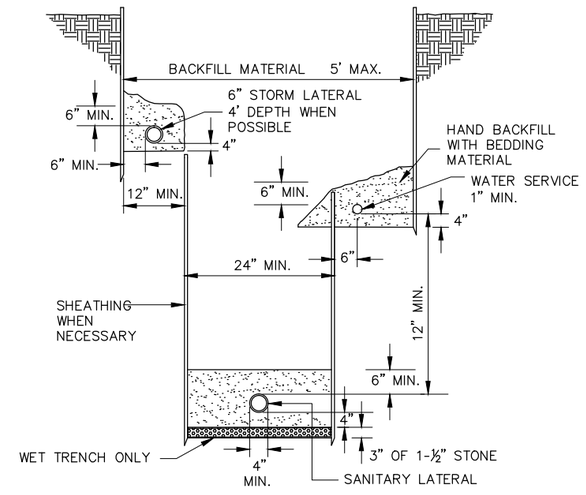
SANITARY SEWER OUTSIDE DROP



SANITARY SEWER LATERAL RISER DETAIL

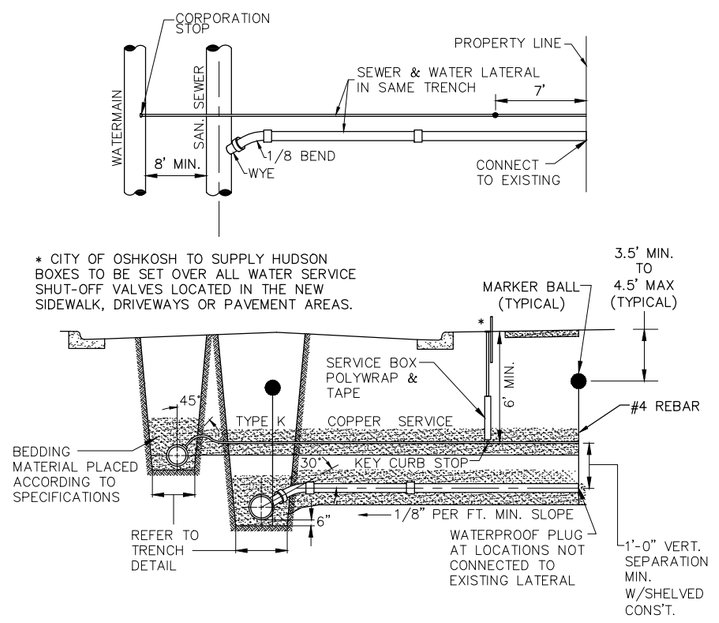
(FLEXIBLE RISER TO FLEXIBLE MAIN)

REFER TO THE SEWER AND WATER CONNECTION DETAIL FOR ADDITIONAL INFORMATION.



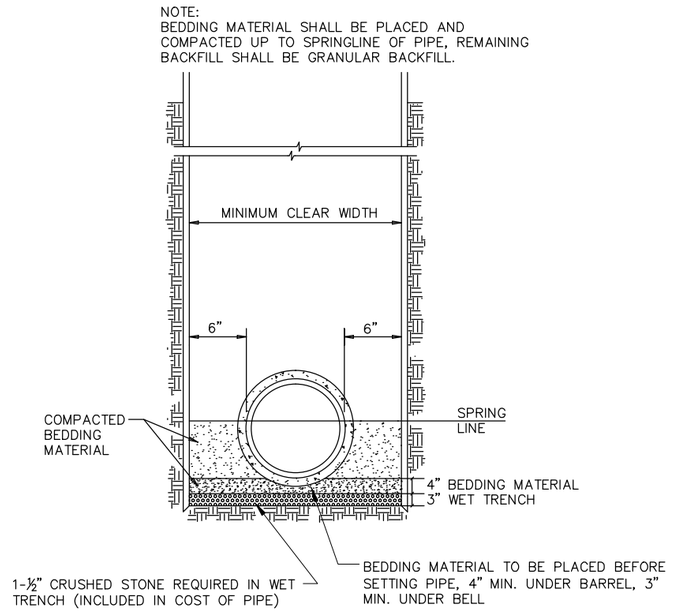
STANDARD SECTION FOR SERVICES

(STORM, SANITARY & WATER)



TYPICAL CONNECTION SEWER & WATER

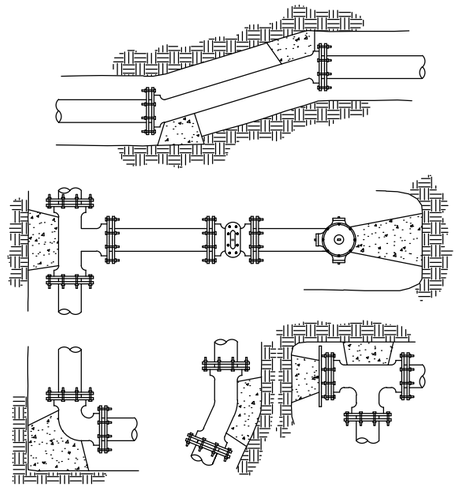
REFER TO STANDARD SECTION FOR SERVICES DETAIL FOR ADDITIONAL INFORMATION



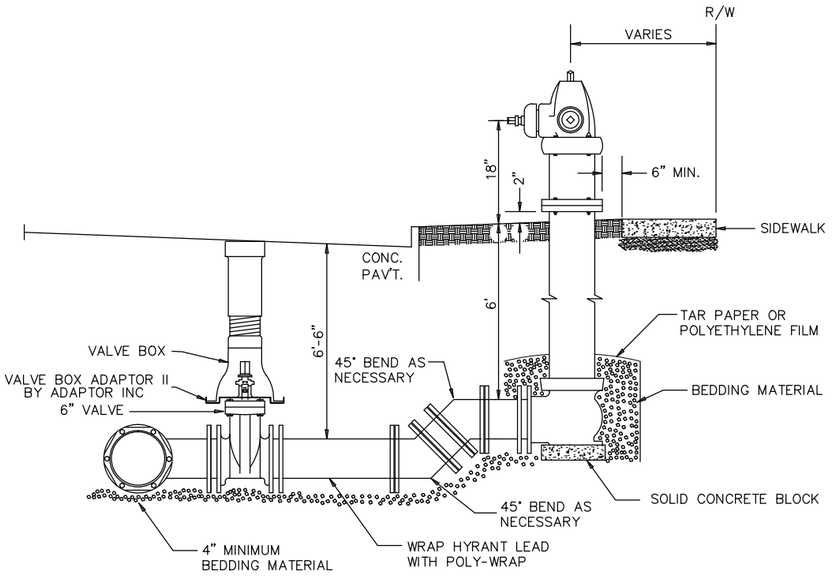
STANDARD SANITARY SEWER TRENCH SECTION

(CLASS "B" BEDDING)

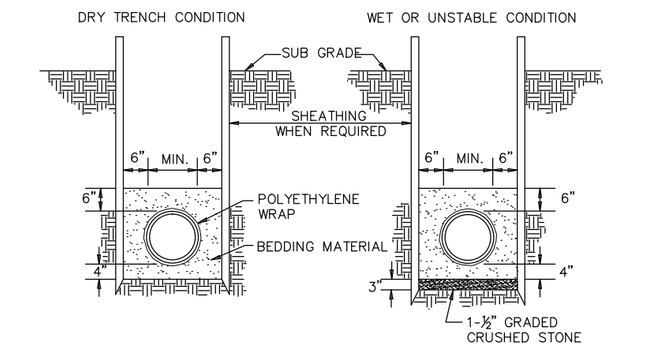
PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL	SHEET: 15	E

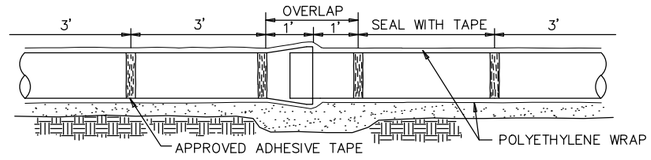


THRUST BLOCK LOCATION



TYPICAL HYDRANT INSTALLATION
MECHANICAL JOINT





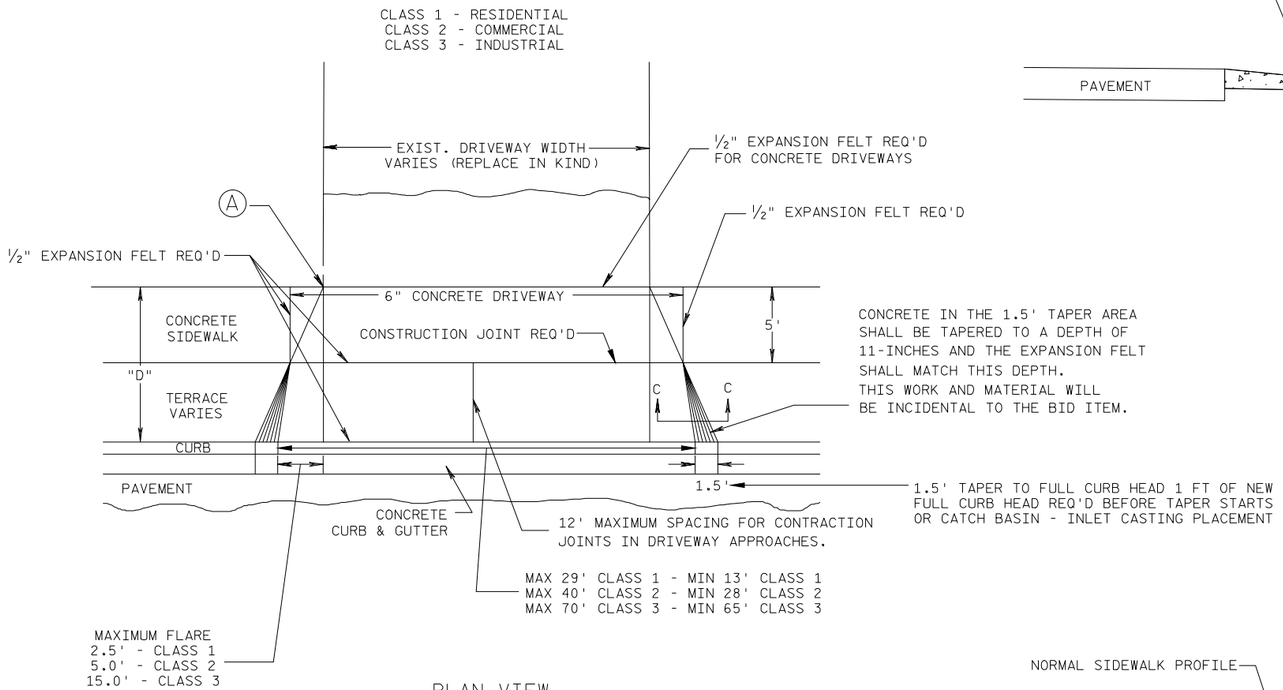
STANDARD WATER MAIN
TRENCH SECTION

2

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL	SHEET: 16	E

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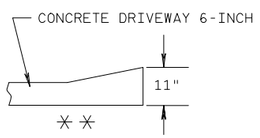
DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER

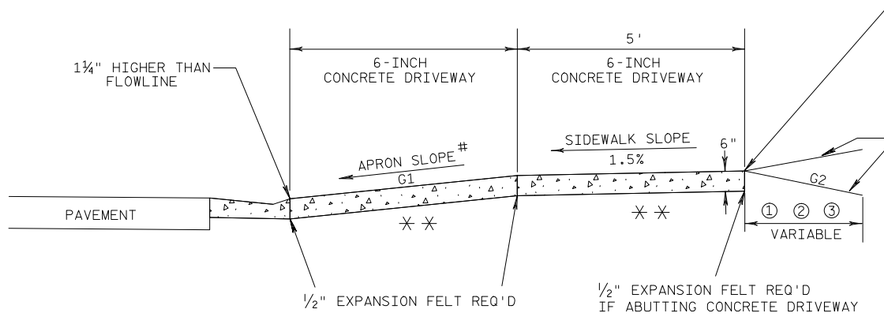


CONCRETE IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 11-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH. THIS WORK AND MATERIAL WILL BE INCIDENTAL TO THE BID ITEM.

1.5' TAPER TO FULL CURB HEAD 1 FT OF NEW FULL CURB HEAD REQ'D BEFORE TAPER STARTS OR CATCH BASIN - INLET CASTING PLACEMENT

PLAN VIEW





TYPICAL SIDEWALK SECTION

① — 6" CONCRETE DRIVEWAY

② — 10" BASE AGG. DENSE 3/4-INCH

③ — 6" BASE AGG. DENSE 1 1/4-INCH BASE WITH 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

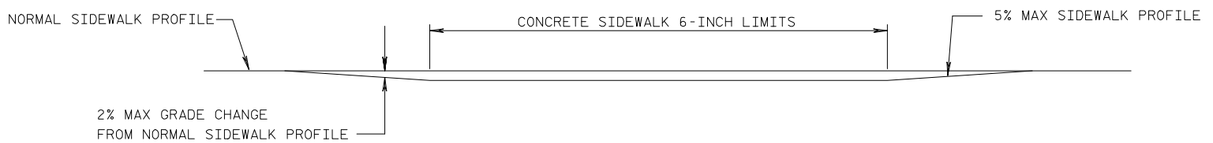
⁂ = 6" BASE AGG. DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRWY

\#

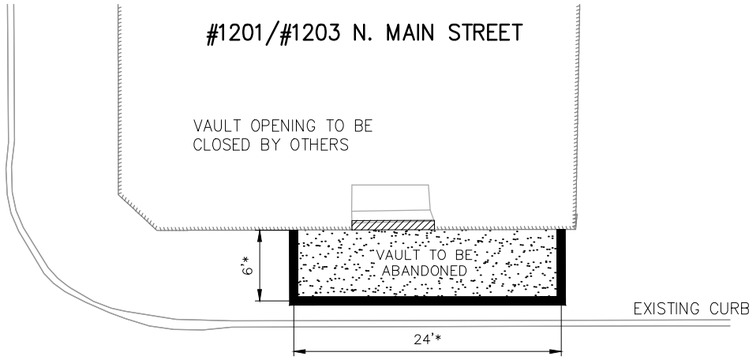
TERRACE WIDTH	APRON SLOPE (G1)		
	MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	9.0	12.0
8 FT	3.0	9.0	12.0

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

*DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE

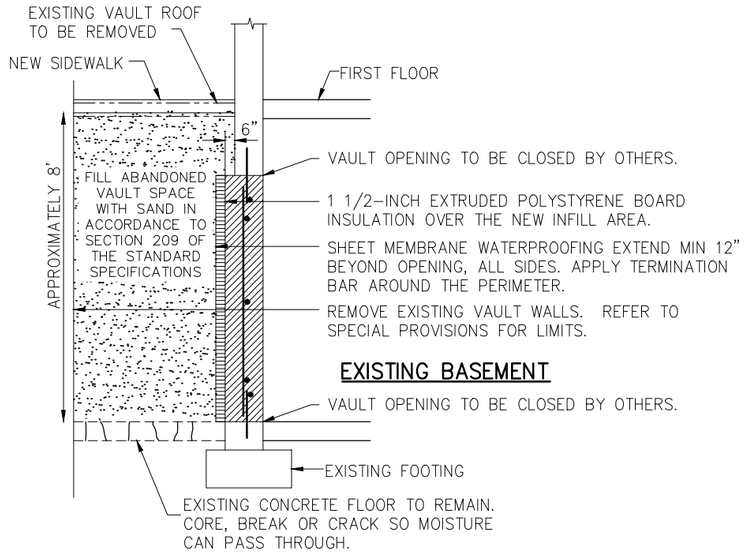


DEPRESSED SIDEWALK PROFILE DETAIL



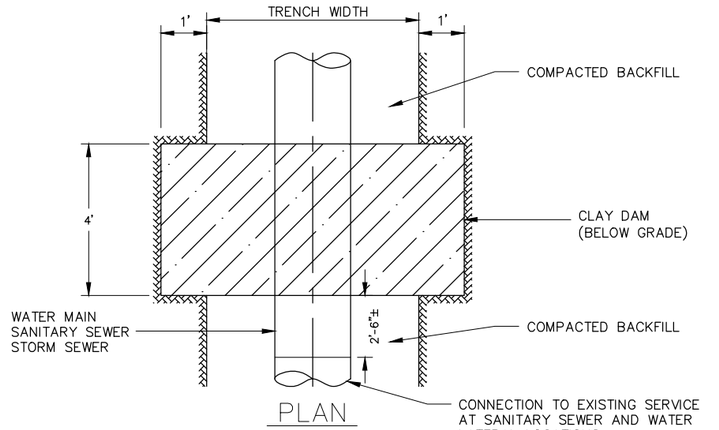
*APPROXIMATE DIMENSIONS OF VAULT TO BE ABANDONED

PLAN VIEW



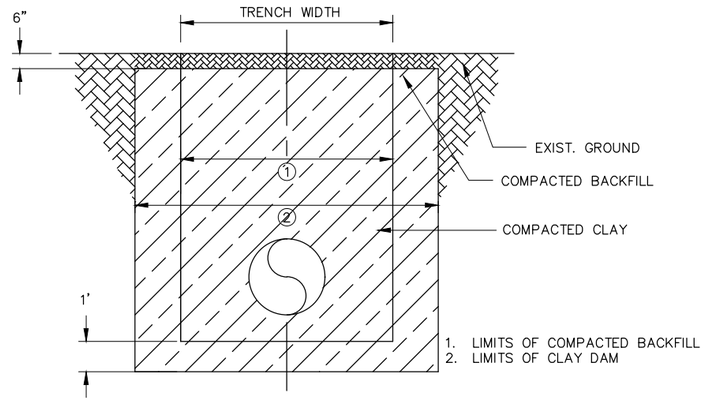
SECTION VIEW

ABANDON VAULT & VAULT WALL DETAIL



PLAN

CONSTRUCT CLAY DAMS 2'-6" FROM THE END OF STORM SEWER LATERALS NEAR THE BACK OF WALK



SECTION

CLAY DAM DETAIL

NOTES:

A. CLAY DAMS TO BE CONSTRUCTED AT ALL STORM SEWER, SANITARY SEWER AND WATERMAIN LATERAL LOCATIONS.

B. CLAY DAMS REQUIRED AT ALL TRENCH LOCATIONS ADJACENT TO THE CONTAMINATED AREA AS SHOWN ON THE PLANS

C. CONTRACTOR SHALL BACKFILL AND COMPACT TRENCH WITH CLAY DAM. NO STONE SHALL BE USED IN THE BOTTOM OF TRENCH ALONG THE LENGTH OF THE DAM.

D. IN THE EVENT THAT SUITABLE CLAY IS NOT AVAILABLE FROM ONSITE WORK, BENTONITE WILL BE ALLOWED AS A SUBSTITUTE.

E. TOP OF CLAY DAM TO BE WITHIN 6" OF FINISHED GROUND GRADE

F. CLAY DAMS ARE INCIDENTAL TO THE BID ITEMS OF WATER SERVICES, WATER MAINS, SANITARY LATERALS, AND STORM SEWER LATERALS

2

SPECIFICATIONS:

LUMINAIRE: ONE PIECE HIGH IMPACT OPAL PATTERNED POLYCARBONATE DIFFUSER. LUMINAIRE SUPPLIED WITH CAST ALUMINUM FITTER.

LED SYSTEM: LED POWER ARRAY™ CONSISTS OF A THREE DIMENSIONAL ARRAY OF LED TUBES SECURED TO A RETAINING PLATE. EACH TUBE HOUSES THE LED EMITTERS WHICH ARE MOUNTED ON VENTED CIRCUIT BOARDS AND SECURED TO A RADIAL ALUMINUM HEATSINK. INDIVIDUAL TUBES ARE SEALED WITH A PROTECTIVE ACRYLIC LENS. A SPECULAR MICRO-REFLECTOR IS ATTACHED AROUND EACH LED TO PROVIDE PRECISE HORIZONTAL AND VERTICAL CONTROL OF THE LED EMITTERS RAY LIGHT OUTPUT. EACH TUBE IN THE **ANGLED ARRAY** IS UNIQUELY AIMED AND COMBINED TO PRODUCE IES DISTRIBUTION **TYPES II, III, IV, OR V**. THE RETAINING PLATE IS FIELD ROTATABLE AND SECURED TO AN ALUMINUM STEM WITH A LOCK NUT.

LED EMITTERS: 48 LUXEON T EMITTERS ARE MOUNTED TO VENTED AND HEATSINKED CIRCUIT BOARDS WITHIN EACH LED TUBE. EMITTERS ARE DRIVEN AT 525mA FOR 79 TOTAL INPUT WATTS. LED'S ARE AVAILABLE IN STANDARD NEUTRAL WHITE (CCT 4000K), OR OPTIONAL COOL WHITE (CCT 5500K) AND WARM WHITE (CCT 3000K).

LED DRIVER: UL AND CUL RECOGNIZED CONSTANT CURRENT LED DRIVERS OPERATE ON INPUT VOLTAGES FROM 120-277VAC, 50/60HZ AND ARE MOUNTED TO AN ALUMINUM BRACKET AND SECURED TO A BARRIER PLATE. A QUICK DISCONNECT TO THE LINE IN IS PROVIDED FOR EASY REMOVAL OF THE LED POWER SUPPLY AND MODULE. DRIVER IS INDEPENDENTLY UL LISTED FOR WET LOCATION. 20KA SURGE PROTECTOR WITH "ON" LED OPERATIONAL INDICATOR AND END OF LIFE OPEN CIRCUIT PROTECTION FOR LUMINAIRE.

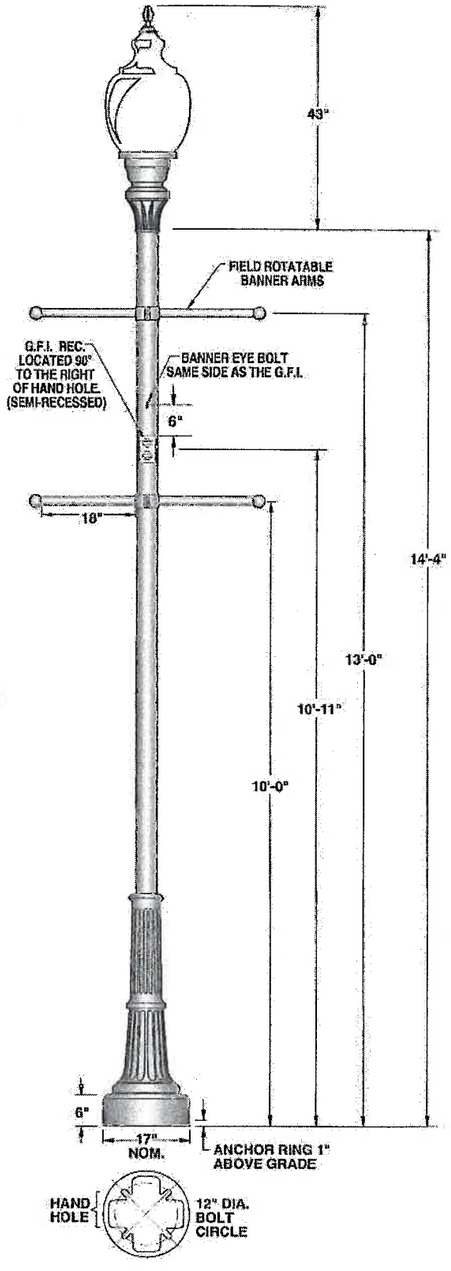
SHAFT: 4" O.D. (.188 WALL) EXTRUDED FROM 6063 ALLOY ALUMINUM. SHAFT IS HEAT TREATED TO PRODUCE A T6 TEMPER. SHAFT IS CIRCUMFERENTIALLY WELDED TO BASE.

BASE: ONE PIECE CORROSION RESISTANT, DURABLE CAST ALUMINUM CONSTRUCTION. MINIMUM .210 WALL THICKNESS. BASE CONSISTS OF A 17" DIA. WIDE SMOOTH STEPPED BOTTOM SECTION WITH HAND HOLE AND A DECORATIVE TAPERED SECTION CONSISTING OF EVENLY SPACED, HIGHLY DETAILED RAISED VERTICAL FLUTES. HAND HOLE COVER SUPPLIED WITH TAMPER RESISTANT HARDWARE. GROUNDING LUG PROVIDED INSIDE BASE OPPOSITE HAND HOLE.

ANCHORAGE: (4) 1"X36" FULLY GALVANIZED ANCHOR BOLTS. EACH BOLT SUPPLIED WITH TWO NUTS AND TWO WASHERS.

FINISH: POWDER PAINT, NON TEXTURED. (COLOR: SEMI-GLOSS BLACK SMOOTH.)

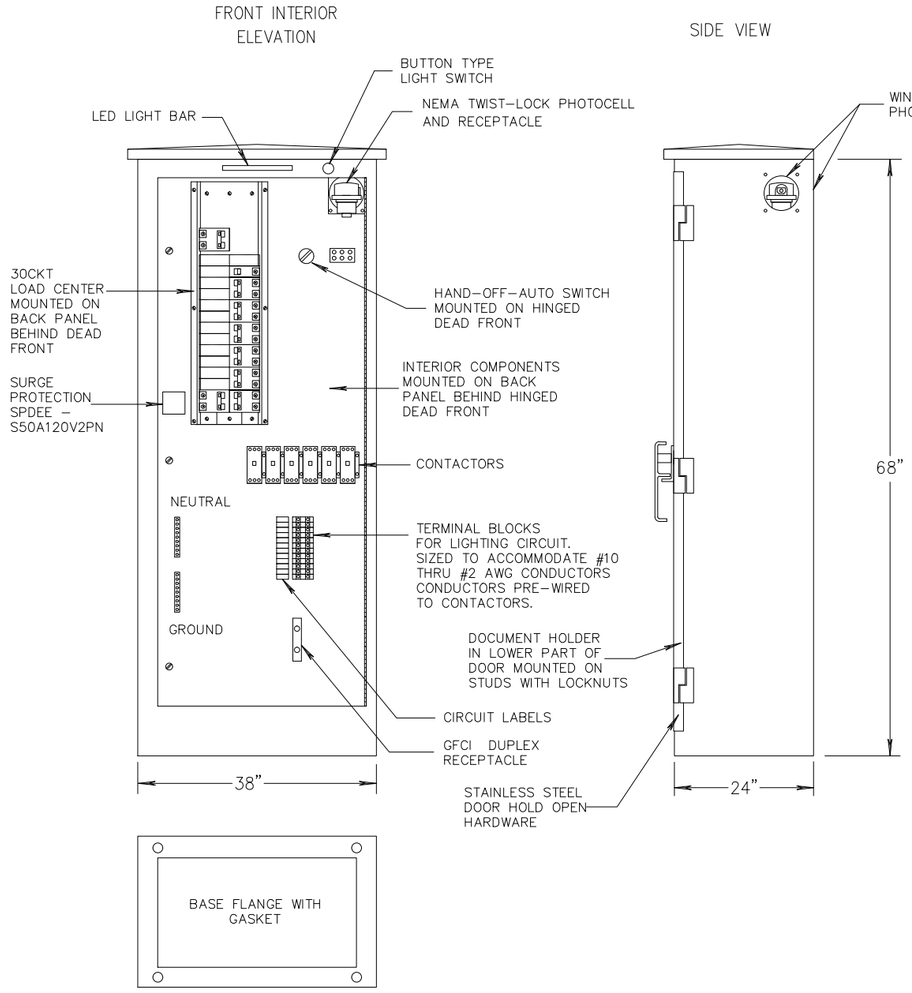
NOTE: **BASE REQUIRES THE BASE PLATE HOLE SIZE TO BE MODIFIED BY MANUFACTURER.**



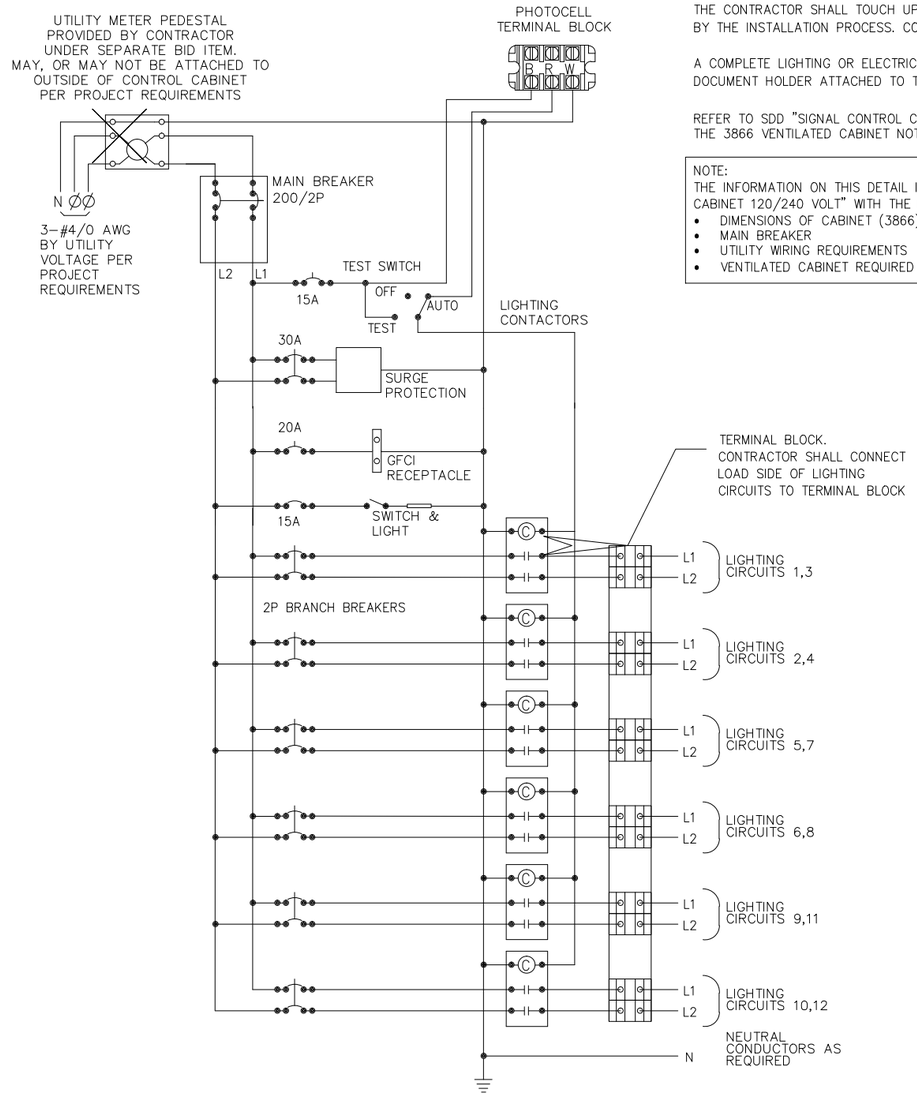
SUN VALLEY LIGHTING	PART NO.		3
	DR'N	CHK'D	MAT'L
	DATE 08/24/15	SCALE	SHEET
TOLERANCE UNLESS NOTED	DESCRIPTION	CS-3514 REV. 3	

660 WEST AVENUE O, PALMDALE, CA.93551 Ph. (661) 233-2000 - Fax (661) 233-2001

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL	SHEET:	E



LIGHTING CONTROL CABINET 120/240 VOLT SPECIAL



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

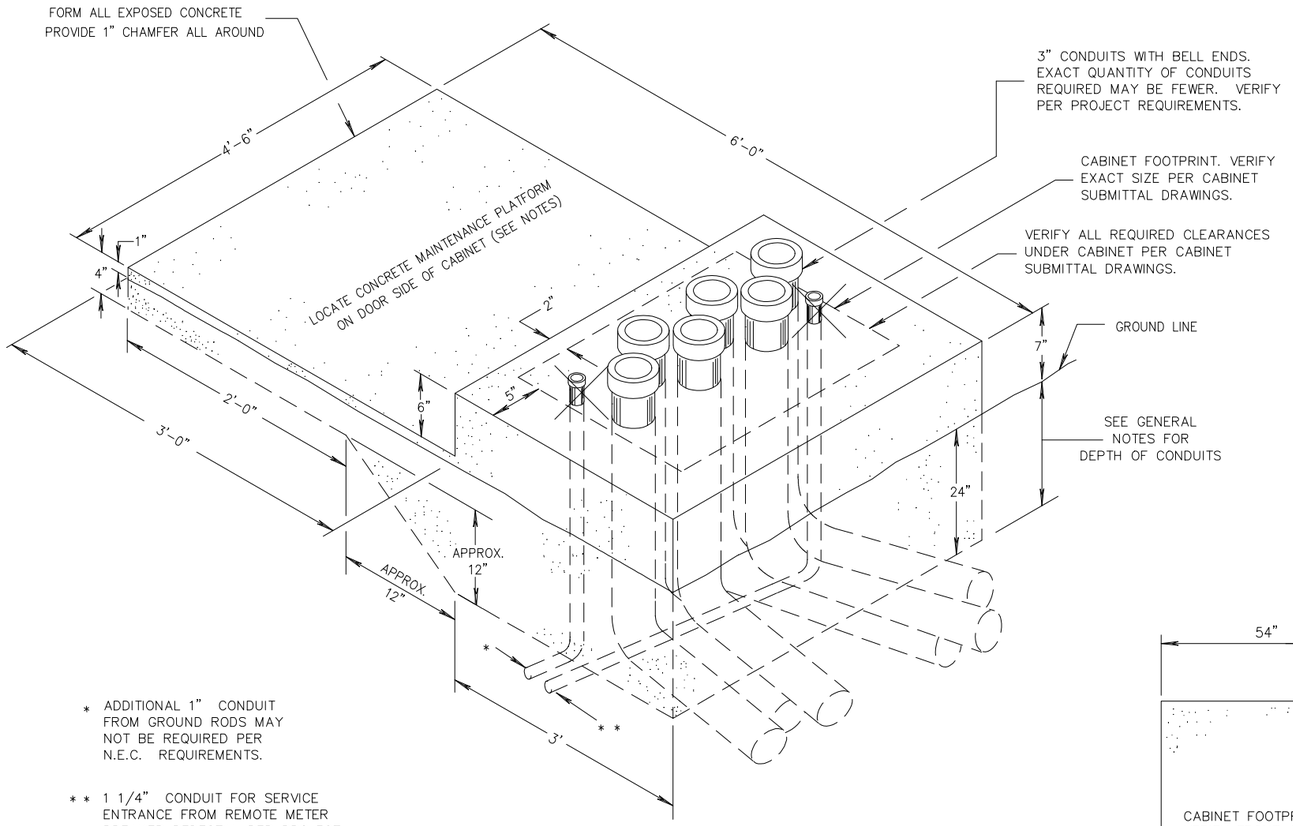
THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

REFER TO SDD "SIGNAL CONTROL CABINET" FOR ADDITIONAL INFORMATION REGARDING THE 3866 VENTILATED CABINET NOT SHOWN ON THIS DRAWING.

NOTE:
THE INFORMATION ON THIS DETAIL IS THE SAME AS ON "SDD LIGHTING CONTROL CABINET 120/240 VOLT" WITH THE FOLLOWING EXCEPTIONS:

- DIMENSIONS OF CABINET (3866)
- MAIN BREAKER
- UTILITY WIRING REQUIREMENTS
- VENTILATED CABINET REQUIRED (3866)

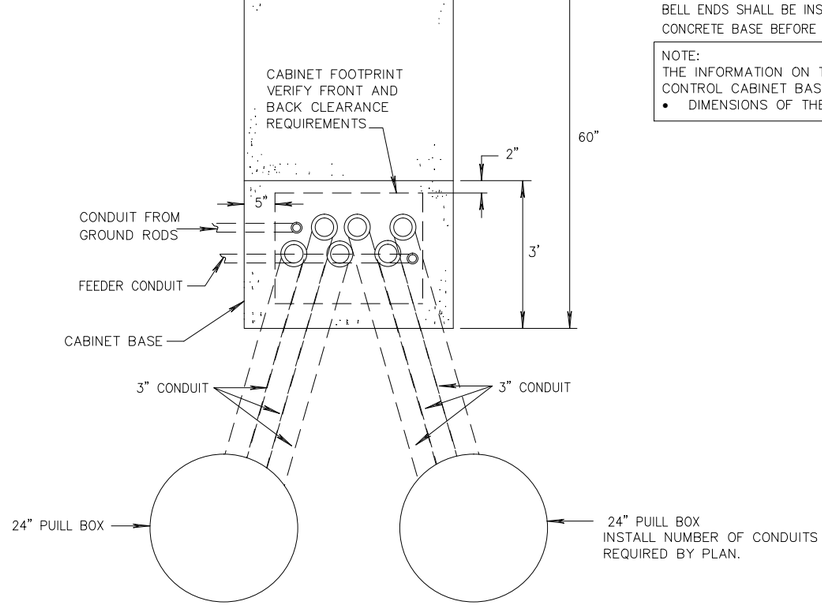


* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

* * 1 1/4" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW
CONCRETE CONTROL
CABINET BASE, TYPE L SPECIAL

(C.Y. CONCRETE = APPROX. 0.4)



PLAN VIEW
CONCRETE CONTROL CABINET BASE, TYPE L 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 STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS 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 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.

NOTE:
THE INFORMATION ON THIS DETAIL IS THE SAME AS ON "SDD CONCRETE CONTROL CABINET BASE, TYPE L" WITH THE FOLLOWING EXCEPTION:

- DIMENSIONS OF THE CONCRETE BASE

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUIT IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

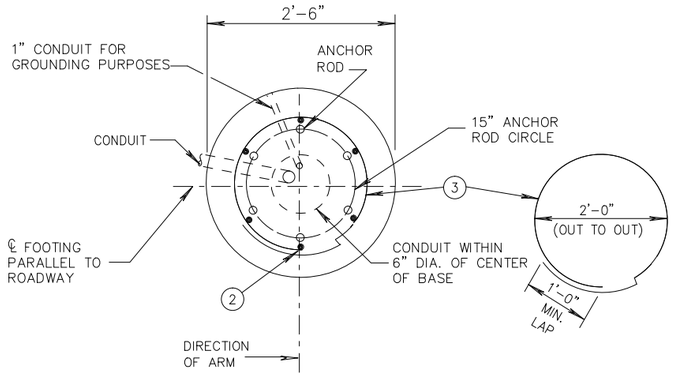
NOTE:
THE INFORMATION ON THIS DETAIL IS THE SAME AS ON "SDD CONCRETE BASE TYPE 10" WITH THE FOLLOWING EXCEPTION:
- CONTRACTOR SUPPLIES THE ANCHOR BOLTS AND ANCHOR RODS

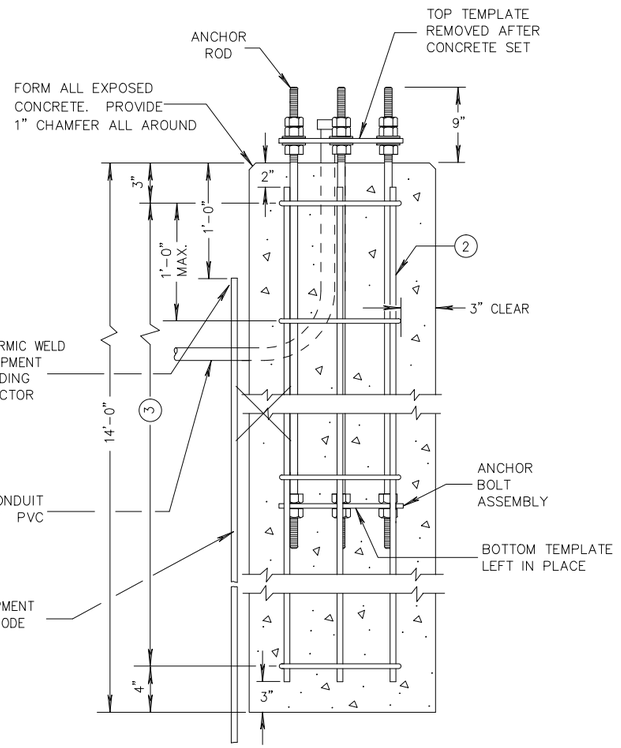
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES, (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

(3) (15) NO. 4 X 7'-4" BAR STEEL REINFORCEMENT @ 1'-0" MAX. C-C.

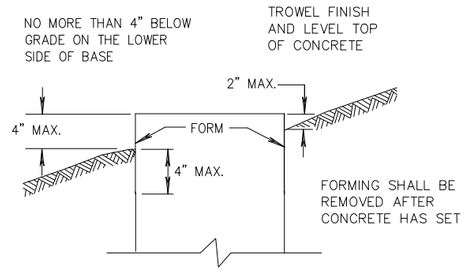
CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.



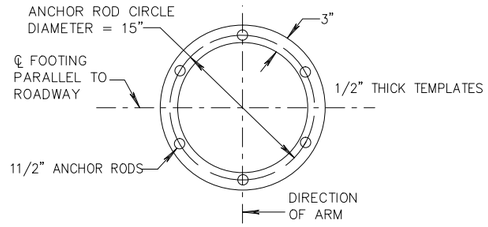


CONCRETE BASE TYPE 10 CONTRACTOR SUPPLIED ANCHOR BOLTS AND ANCHOR RODS (FOR TYPE 9 & 10 POLES)

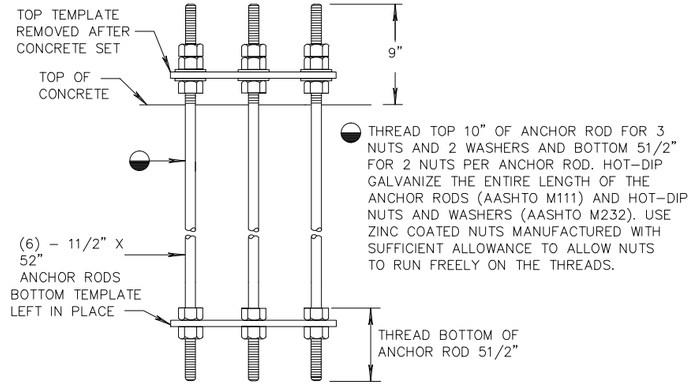
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATES

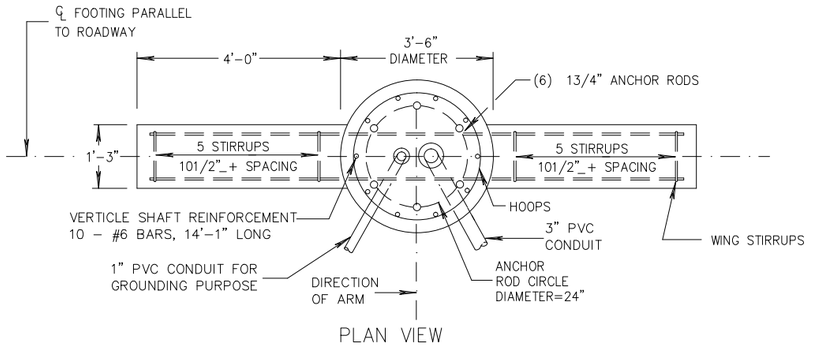


ANCHOR BOLT ASSEMBLY DETAIL

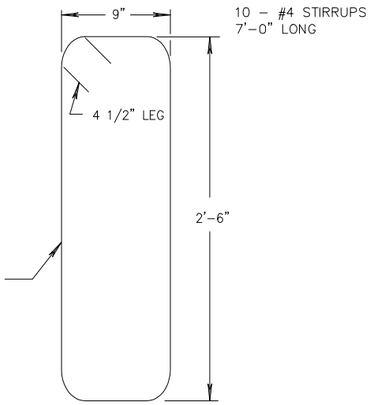
CONCRETE BASE TYPE 10 ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	69
LBS. OF VERTICAL BAR STEEL	122

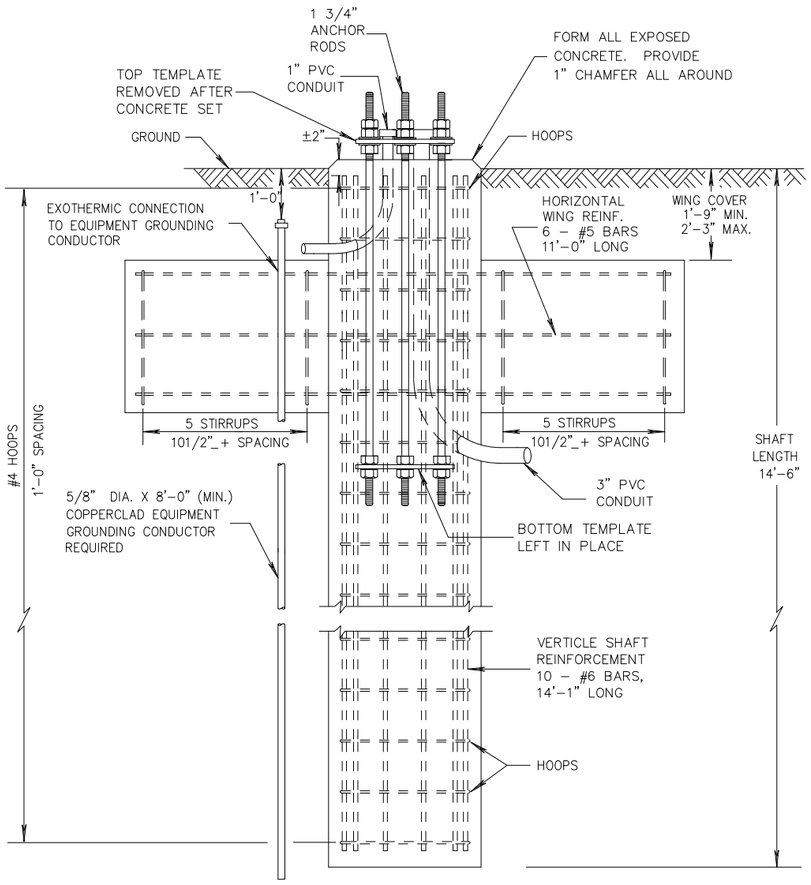
skelliher, W:\PROJECTS\00005\830103\01- Plan Preparation\02-Construction Details\13 CONSTRUCTION DETAIL.dwg, 13 construction detail, Plot Date: 1/18/2016 11:36 AM, xrefs:none



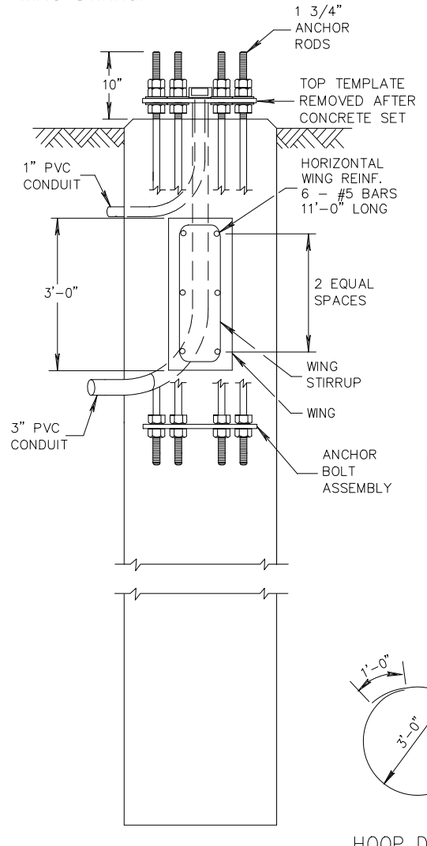
PLAN VIEW



WING STIRRUP

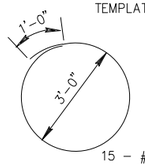


ELEVATION VIEW



SIDE VIEW

DOES NOT SHOW HOOPS OR
VERTICAL SHAFT REINFORCEMENT



15 – #4 HOOPS
10'–6" LONG

HOOP DETAIL

CONCRETE BASE TYPE 13
CONTRACTOR SUPPLIED ANCHOR BOLTS AND ANCHOR RODS
(FOR TYPE 12 & 13 POLES)

CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 433 LBS.

TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13–2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

GENERAL NOTES

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 41/2" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF THE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1–INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4–FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24–INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18–INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36–INCHES, (GREATER THAN 36–INCHES IF INSTALLED IN BREAKER–RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

NOTE:
THE INFORMATION ON THIS DETAIL IS THE SAME AS ON "SDD CONCRETE BASE TYPE 13" WITH THE FOLLOWING EXCEPTION:
- CONTRACTOR SUPPLIES THE ANCHOR BOLTS AND ANCHOR RODS

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

NOT TO SCALE

EXISTING CONC. STEP TO REMAIN. SAWCUT SIDEWALK AND REMOVE SIDEWALK TO FACE OF STEP.

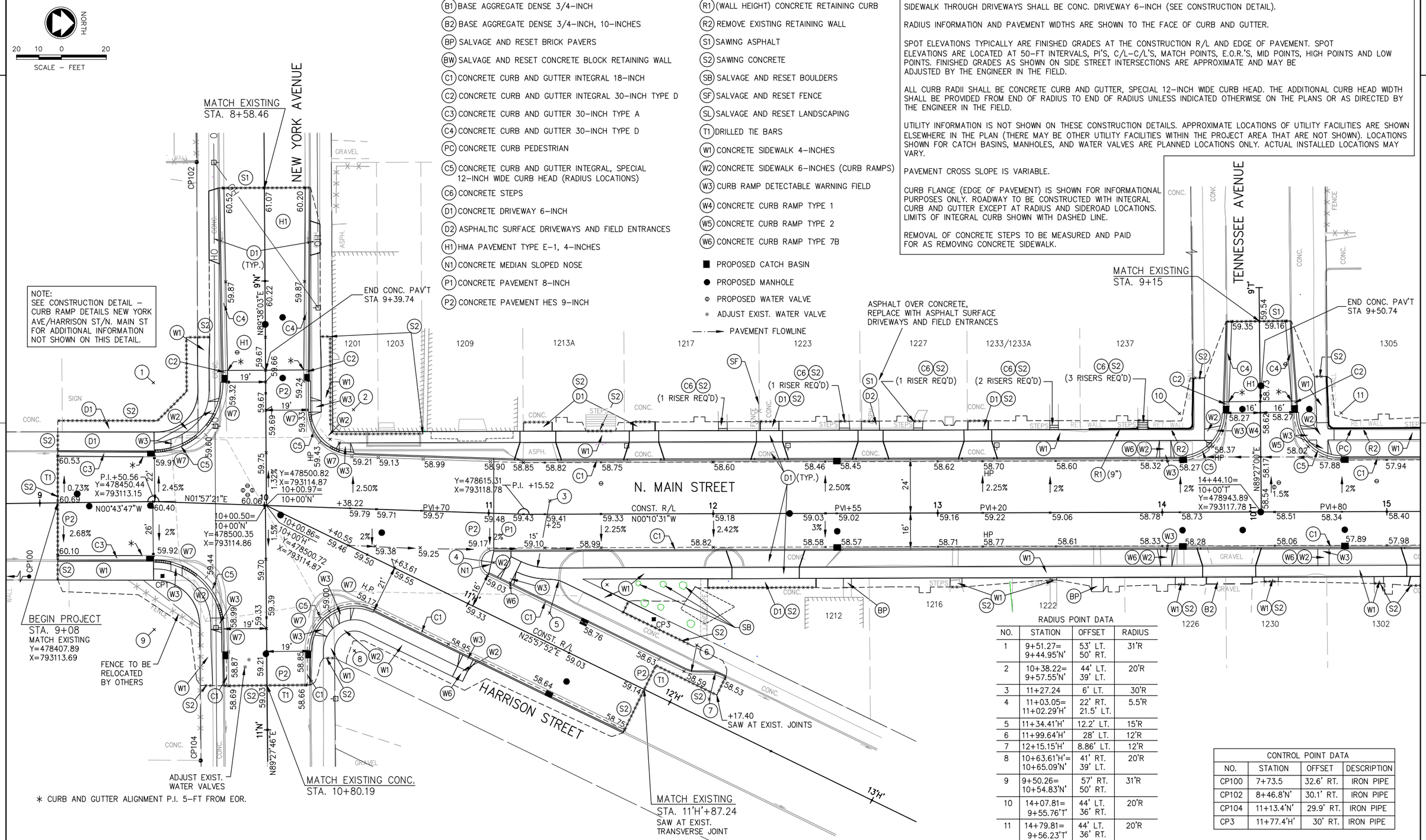
59.72 B/W @ BLD
59.76 B/W
59.76 B/W
59.13 EOP
59.71
59.38
2%
H.P. 59.17
HARRISON STREET CONST REF LINE
59.21 EOP
2.50%
59.79
59.50
59.25 EOP
+38.22
59.32 EOP ¼ PT
+40.55
59.46
2FT CURB HEAD TAPERS BETWEEN RAMPS
59.00
4FT CURB HEAD TAPER
59.43 EOP HP
*2" CURB HEAD BETWEEN RAMPS
*4" CURB HEAD BETWEEN CURB RAMPS
59.38 EOP ¼ PT
59.33 EOP
59.24 EOP
4FT CURB HEAD TAPER
2FT CURB HEAD TAPERS BETWEEN RAMPS
58.85
58.66
59.66
59.67
59.67
59.69
59.75
1.32%
1.5%
NEW YORK AVENUE CONST REF LINE
59.39
59.70
59.33
59.21
59.03
11'N'
N. MAIN STREET CONST REF LINE
60.06
6FT CURB HEAD TAPER
59.32
58.99
58.87
58.69
6FT CURB HEAD TAPER
*4" CURB HEAD BETWEEN CURB RAMPS
59.60
59.44
7FT CURB HEAD TAPER
7FT CURB HEAD TAPER
PP TO BE RELOCATED BY OTHERS PRIOR TO CONSTRUCTION.
7FT CURB HEAD TAPER
2.45%
59.91
60.40
2%
59.92
7FT CURB HEAD TAPER
CPT
FENCE
17.2'
P.I.+50.56

NOTE:
SEE PAVING AND HORIZONTAL ALIGNMENT DETAIL SHEETS FOR ADDITIONAL INFORMATION NOT SHOWN ON THIS DETAIL.

(1) MODIFIED TYPE 3 CURB RAMP. CONSTRUCT IN ACCORDANCE WITH S.D.D. 8D 5–16b AND MODIFY CURB HEAD TAPERS AS SHOWN. THE MAX OFFSET DISTANCE BETWEEN RAMPS AS SHOWN ON S.D.D. 8 5–16b WILL BE EXCEEDED IN THE S.E. QUADRANT OF N. MAIN ST. AND NEW YORK AVE. AS DIMENSIONED.

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL – CURB RAMP DETAILS NEW YORK AVE/HARRISON ST/N. MAIN ST	SHEET: 24	E

skelliher, W:\PROJECTS\00005\830103\01– Plan Preparation\02–Construction Details\15 CONSTRUCTION DETAILS.dwg, 15 construction details, Plot Date: 1/20/2016 2:39 PM, xrefs:none



LEGEND

- (B1) BASE AGGREGATE DENSE 3/4–INCH
- (B2) BASE AGGREGATE DENSE 3/4–INCH, 10–INCHES
- (BP) SALVAGE AND RESET BRICK PAVERS
- (BW) SALVAGE AND RESET CONCRETE BLOCK RETAINING WALL
- (C1) CONCRETE CURB AND GUTTER INTEGRAL 18–INCH
- (C2) CONCRETE CURB AND GUTTER INTEGRAL 30–INCH TYPE D
- (C3) CONCRETE CURB AND GUTTER 30–INCH TYPE A
- (C4) CONCRETE CURB AND GUTTER 30–INCH TYPE D
- (PC) CONCRETE CURB PEDESTRIAN
- (C5) CONCRETE CURB AND GUTTER INTEGRAL, SPECIAL 12–INCH WIDE CURB HEAD (RADIUS LOCATIONS)
- (C6) CONCRETE STEPS
- (D1) CONCRETE DRIVEWAY 6–INCH
- (D2) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- (H1) HMA PAVEMENT TYPE E–1, 4–INCHES
- (N1) CONCRETE MEDIAN SLOPED NOSE
- (P1) CONCRETE PAVEMENT 8–INCH
- (P2) CONCRETE PAVEMENT HES 9–INCH
- (R1) (WALL HEIGHT) CONCRETE RETAINING CURB
- (R2) REMOVE EXISTING RETAINING WALL
- (S1) SAWING ASPHALT
- (S2) SAWING CONCRETE
- (SB) SALVAGE AND RESET BOULDERS
- (SF) SALVAGE AND RESET FENCE
- (SL) SALVAGE AND RESET LANDSCAPING
- (T1) DRILLED TIE BARS
- (W1) CONCRETE SIDEWALK 4–INCHES
- (W2) CONCRETE SIDEWALK 6–INCHES (CURB RAMPS)
- (W3) CURB RAMP DETECTABLE WARNING FIELD
- (W4) CONCRETE CURB RAMP TYPE 1
- (W5) CONCRETE CURB RAMP TYPE 2
- (W6) CONCRETE CURB RAMP TYPE 7B

- ■ PROPOSED CATCH BASIN
- ● PROPOSED MANHOLE
- Φ PROPOSED WATER VALVE
- ● ADJUST EXIST. WATER VALVE
- → PAVEMENT FLOWLINE

ALL DRIVEWAY APPROACHES SHALL BE CONC. DRIVEWAY 6–INCH UNLESS OTHERWISE NOTED (SEE CONSTRUCTION. DETAIL).

SIDEWALK THROUGH DRIVEWAYS SHALL BE CONC. DRIVEWAY 6–INCH (SEE CONSTRUCTION DETAIL).

RADIUS INFORMATION AND PAVEMENT WIDTHS ARE SHOWN TO THE FACE OF CURB AND GUTTER.

SPOT ELEVATIONS TYPICALLY ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50–FT INTERVALS, PI'S, C/L–C/L'S, MATCH POINTS, E.O.R.'S, MID POINTS, HIGH POINTS AND LOW POINTS. FINISHED GRADES AS SHOWN ON SIDE STREET INTERSECTIONS ARE APPROXIMATE AND MAY BE ADJUSTED BY THE ENGINEER IN THE FIELD.

ALL CURB RADII SHALL BE CONCRETE CURB AND GUTTER, SPECIAL 12–INCH WIDE CURB HEAD. THE ADDITIONAL CURB HEAD WIDTH SHALL BE PROVIDED FROM END OF RADIUS TO END OF RADIUS UNLESS INDICATED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

UTILITY INFORMATION IS NOT SHOWN ON THESE CONSTRUCTION DETAILS. APPROXIMATE LOCATIONS OF UTILITY FACILITIES ARE SHOWN ELSEWHERE IN THE PLAN (THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN). LOCATIONS SHOWN FOR CATCH BASINS, MANHOLES, AND WATER VALVES ARE PLANNED LOCATIONS ONLY. ACTUAL INSTALLED LOCATIONS MAY VARY.

PAVEMENT CROSS SLOPE IS VARIABLE.

CURB FLANGE (EDGE OF PAVEMENT) IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. ROADWAY TO BE CONSTRUCTED WITH INTEGRAL CURB AND GUTTER EXCEPT AT RADIUS AND SIDEROAD LOCATIONS. LIMITS OF INTEGRAL CURB SHOWN WITH DASHED LINE.

REMOVAL OF CONCRETE STEPS TO BE MEASURED AND PAID FOR AS REMOVING CONCRETE SIDEWALK.

RADIUS POINT DATA

NO.	STATION	OFFSET	RADIUS
1	9+51.27= 9+44.95'N'	53' LT. 50' RT.	31'R
2	10+38.22= 9+57.55'N'	44' LT. 39' LT.	20'R
3	11+27.24	6' LT.	30'R
4	11+03.05= 11+02.29'H'	22' RT. 21.5' LT.	5.5'R
5	11+34.41'H'	12.2' LT.	15'R
6	11+99.64'H'	28' LT.	12'R
7	12+15.15'H'	8.86' LT.	12'R
8	10+63.61'H'= 10+65.09'N'	41' RT. 39' LT.	20'R
9	9+50.26= 10+54.83'N'	57' RT. 50' RT.	31'R
10	14+07.81= 9+55.76'T'	44' LT. 36' RT.	20'R
11	14+79.81= 9+56.23'T'	44' LT. 36' RT.	20'R

CONTROL POINT DATA

NO.	STATION	OFFSET	DESCRIPTION
CP100	7+73.5	32.6' RT.	IRON PIPE
CP102	8+46.8'N'	30.1' RT.	IRON PIPE
CP104	11+13.4'N'	29.9' RT.	IRON PIPE
CP3	11+77.4'H'	30' RT.	IRON PIPE

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PAVING AND HORIZONTAL ALIGNMENT DETAILS	SHEET: 25	E

NORTH

20 10 0 20

SCALE – FEET

CONTROL POINT DATA			
NO.	STATION	OFFSET	DESCRIPTION
CP5	17+08.9	26.1' RT.	MAG NAIL
CP123	20+23.6	28.3' RT.	IRON PIPE

LEGEND

- (B1) BASE AGGREGATE DENSE 3/4–INCH
- (B2) BASE AGGREGATE DENSE 3/4–INCH, 10–INCHES
- (BP) SALVAGE AND RESET BRICK PAVERS
- (BW) SALVAGE AND RESET CONCRETE BLOCK RETAINING WALL
- (C1) CONCRETE CURB AND GUTTER INTEGRAL 18–INCH
- (C2) CONCRETE CURB AND GUTTER INTEGRAL 30–INCH TYPE D
- (C3) CONCRETE CURB AND GUTTER 30–INCH TYPE A
- (C4) CONCRETE CURB AND GUTTER 30–INCH TYPE D
- (PC) CONCRETE CURB PEDESTRIAN
- (C5) CONCRETE CURB AND GUTTER INTEGRAL, SPECIAL 12–INCH WIDE CURB HEAD (RADIUS LOCATIONS)
- (C6) CONCRETE STEPS
- (D1) CONCRETE DRIVEWAY 6–INCH
- (D2) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- (H1) HMA PAVEMENT TYPE E–1, 4–INCHES
- (N1) CONCRETE MEDIAN SLOPED NOSE
- (P1) CONCRETE PAVEMENT 8–INCH
- (P2) CONCRETE PAVEMENT HES 9–INCH
- (R1) (WALL HEIGHT) CONCRETE RETAINING CURB
- (R2) REMOVE EXISTING RETAINING WALL
- (S1) SAWING ASPHALT
- (S2) SAWING CONCRETE
- (SB) SALVAGE AND RESET BOULDERS
- (SF) SALVAGE AND RESET FENCE
- (SL) SALVAGE AND RESET LANDSCAPING
- (T1) DRILLED TIE BARS
- (W1) CONCRETE SIDEWALK 4–INCHES
- (W2) CONCRETE SIDEWALK 6–INCHES (CURB RAMPS)
- (W3) CURB RAMP DETECTABLE WARNING FIELD
- (W4) CONCRETE CURB RAMP TYPE 1
- (W5) CONCRETE CURB RAMP TYPE 2
- (W6) CONCRETE CURB RAMP TYPE 7B
- ■ PROPOSED CATCH BASIN
- ● PROPOSED MANHOLE
- Φ PROPOSED WATER VALVE
- • ADJUST EXIST. WATER VALVE
- —·→ PAVEMENT FLOWLINE

RADIUS POINT DATA			
NO.	STATION	OFFSET	RADIUS
12	18+49.29= 9+55.90'C'	44' LT. 36' RT.	20'R
13	9+52.47'C'	28' RT.	12'R
14	9+41.83	6' RT.	12'R
15	9+42.02	6' LT.	12'R
16	9+52.67'C'	28' LT.	12'R
17	19+21.31= 9+56.10'C'	44' LT. 36' LT.	20'R
18	19+21.73= 10+36.26'C'	36' RT. 36' LT.	20'R
19	18+49.74= 10+35.74'C'	36' RT. 36' RT.	20'R

ALL DRIVEWAY APPROACHES SHALL BE CONC. DRIVEWAY 6–INCH UNLESS OTHERWISE NOTED (SEE CONSTRUCTION. DETAIL).

SIDEWALK THROUGH DRIVEWAYS SHALL BE CONC. DRIVEWAY 6–INCH (SEE CONSTRUCTION DETAIL).

RADIUS INFORMATION AND PAVEMENT WIDTHS ARE SHOWN TO THE FACE OF CURB AND GUTTER.

SPOT ELEVATIONS TYPICALLY ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EDGE OF PAVEMENT. SPOT
ELEVATIONS ARE LOCATED AT 50–FT INTERVALS, PI'S, C/L–C/L'S, MATCH POINTS, E.O.R.'S, MID POINTS, HIGH POINTS AND LOW POINTS. FINISHED GRADES AS SHOWN ON SIDE STREET INTERSECTIONS ARE APPROXIMATE AND MAY BE
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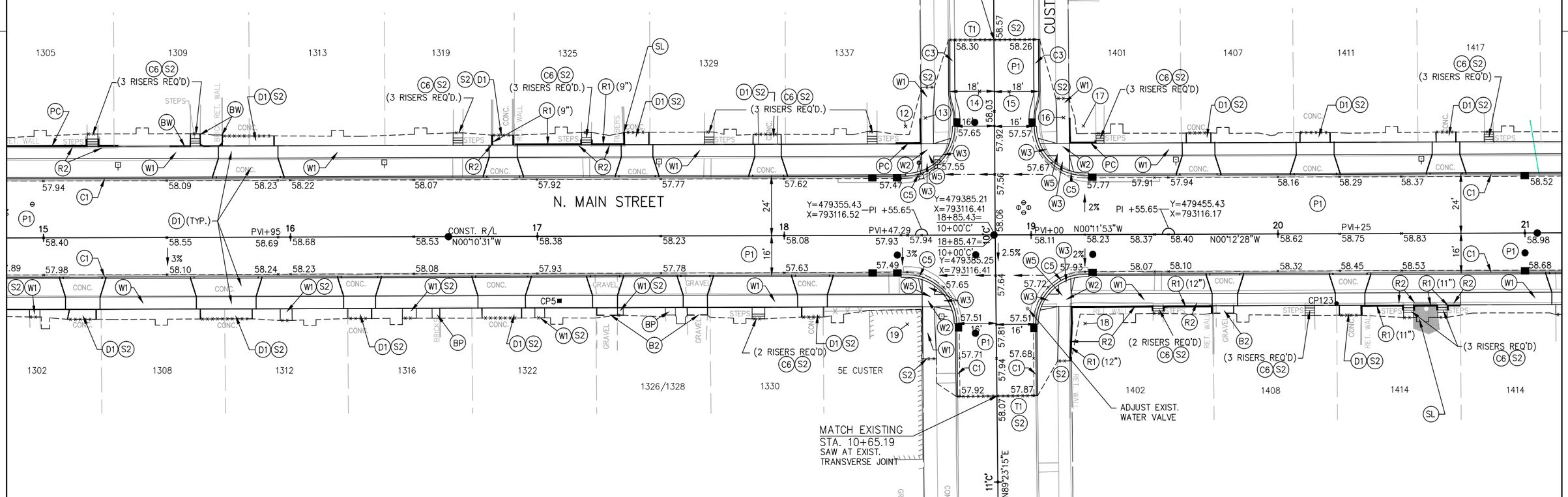
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REMOVAL OF CONCRETE STEPS TO BE MEASURED AND PAID FOR BY THE SQUARE YARD AREA OF TREADS AS REMOVING CONCRETE SIDEWALK.



PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PAVING AND HORIZONTAL ALIGNMENT DETAILS	SHEET: 26	E

NORTH

20 10 0 20

SCALE – FEET

CONTROL POINT DATA			
NO.	STATION	OFFSET	DESCRIPTION
CP134	8+17.6'NE'	30.5' LT.	IRON PIPE
CP8	9+34.5'NE'	27.3' LT.	MAG NAIL

LEGEND

- (B1) BASE AGGREGATE DENSE 3/4–INCH
- (B2) BASE AGGREGATE DENSE 3/4–INCH, 10–INCHES
- (BP) SALVAGE AND RESET BRICK PAVERS
- (BW) SALVAGE AND RESET CONCRETE BLOCK RETAINING WALL
- (C1) CONCRETE CURB AND GUTTER INTEGRAL 18–INCH
- (C2) CONCRETE CURB AND GUTTER INTEGRAL 30–INCH TYPE D
- (C3) CONCRETE CURB AND GUTTER 30–INCH TYPE A
- (C4) CONCRETE CURB AND GUTTER 30–INCH TYPE D
- (PC) CONCRETE CURB PEDESTRIAN
- (C5) CONCRETE CURB AND GUTTER INTEGRAL, SPECIAL 12–INCH WIDE CURB HEAD (RADIUS LOCATIONS)
- (C6) CONCRETE STEPS
- (D1) CONCRETE DRIVEWAY 6–INCH
- (D2) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- (H1) HMA PAVEMENT TYPE E–1, 4–INCHES
- (N1) CONCRETE MEDIAN SLOPED NOSE
- (P1) CONCRETE PAVEMENT 8–INCH
- (P2) CONCRETE PAVEMENT HES 9–INCH
- (R1) (WALL HEIGHT) CONCRETE RETAINING CURB
- (R2) REMOVE EXISTING RETAINING WALL
- (S1) SAWING ASPHALT
- (S2) SAWING CONCRETE
- (SB) SALVAGE AND RESET BOULDERS
- (SF) SALVAGE AND RESET FENCE
- (SL) SALVAGE AND RESET LANDSCAPING
- (T1) DRILLED TIE BARS
- (W1) CONCRETE SIDEWALK 4–INCHES
- (W2) CONCRETE SIDEWALK 6–INCHES (CURB RAMPS)
- (W3) CURB RAMP DETECTABLE WARNING FIELD
- (W4) CONCRETE CURB RAMP TYPE 1
- (W5) CONCRETE CURB RAMP TYPE 2
- (W6) CONCRETE CURB RAMP TYPE 7B

- ■ PROPOSED CATCH BASIN
- ● PROPOSED MANHOLE
- ⊕ PROPOSED WATER VALVE
- ● ADJUST EXIST. WATER VALVE

RADIUS POINT DATA			
NO.	STATION	OFFSET	RADIUS
20	22+91.85= 9+55.74'NE'	44' LT. 36' RT.	20'R
21	23+63.83= 9+56.27'NE'	44' LT. 36' LT.	20'R
22	23+64.40= 10+36.53'NE'	36' RT. 36' LT.	20'R
23	22+92.38= 10+35.49'NE'	36' RT. 36' RT.	20'R

ALL DRIVEWAY APPROACHES SHALL BE CONC. DRIVEWAY 6–INCH UNLESS OTHERWISE NOTED (SEE CONSTRUCTION. DETAIL).

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ELEVATIONS ARE LOCATED AT 50–FT INTERVALS, PI'S, C/L–C/L'S, MATCH POINTS, E.O.R.'S, MID POINTS, HIGH POINTS AND LOW POINTS. FINISHED GRADES AS SHOWN ON SIDE STREET INTERSECTIONS ARE APPROXIMATE AND MAY BE
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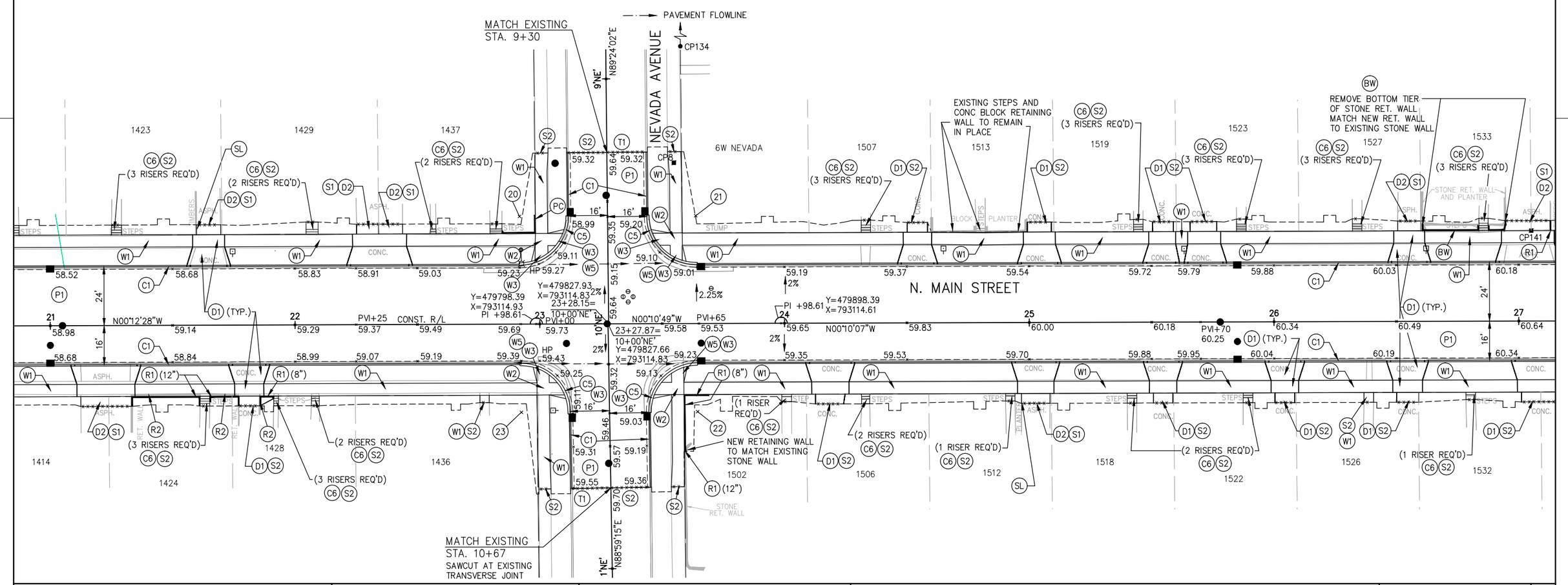
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REMOVAL OF CONCRETE STEPS TO BE MEASURED AND PAID FOR BY THE SQUARE YARD AREA OF TREADS AS REMOVING CONCRETE SIDEWALK.



PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PAVING AND HORIZONTAL ALIGNMENT DETAILS	SHEET: 27	E

NORTH

20 10 0 20

SCALE – FEET

LEGEND

- (B1) BASE AGGREGATE DENSE 3/4–INCH
- (B2) BASE AGGREGATE DENSE 3/4–INCH, 10–INCHES
- (BP) SALVAGE AND RESET BRICK PAVERS
- (BW) SALVAGE AND RESET CONCRETE BLOCK RETAINING WALL
- (C1) CONCRETE CURB AND GUTTER INTEGRAL 18–INCH
- (C2) CONCRETE CURB AND GUTTER INTEGRAL 30–INCH TYPE D
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- (PC) CONCRETE CURB PEDESTRIAN
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- (C6) CONCRETE STEPS
- (D1) CONCRETE DRIVEWAY 6–INCH
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- (H1) HMA PAVEMENT TYPE E–1, 4–INCHES
- (N1) CONCRETE MEDIAN SLOPED NOSE
- (P1) CONCRETE PAVEMENT 8–INCH
- (P2) CONCRETE PAVEMENT HES 9–INCH
- (R1) (WALL HEIGHT) CONCRETE RETAINING CURB
- (R2) REMOVE EXISTING RETAINING WALL
- (S1) SAWING ASPHALT
- (S2) SAWING CONCRETE
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- (W3) CURB RAMP DETECTABLE WARNING FIELD
- (W4) CONCRETE CURB RAMP TYPE 1
- (W5) CONCRETE CURB RAMP TYPE 2
- (W6) CONCRETE CURB RAMP TYPE 7B
- ■ PROPOSED CATCH BASIN
- ● PROPOSED MANHOLE
- Φ PROPOSED WATER VALVE
- • ADJUST EXIST. WATER VALVE
- —·→ PAVEMENT FLOWLINE

CONTROL POINT DATA			
NO.	STATION	OFFSET	DESCRIPTION
CP10	9+47.5'B'	27.3' LT.	IRON PIPE
CP141	27+05.2	37' LT.	MAG NAIL
CP153	29+69.8	29' RT.	IRON PIPE

RADIUS POINT DATA			
NO.	STATION	OFFSET	RADIUS
24	27+90.09= 9+55.63'B'	44' LT. 36' RT.	20'R
25	28+62.09= 9+56.35'B'	44' LT. 36' LT.	20'R
26	31+64.54= 10+30.62'HU'	36' RT. 36' RT.	20'R
27	32+24.54= 10+31.34'HU'	36' RT. 36' RT.	20'R

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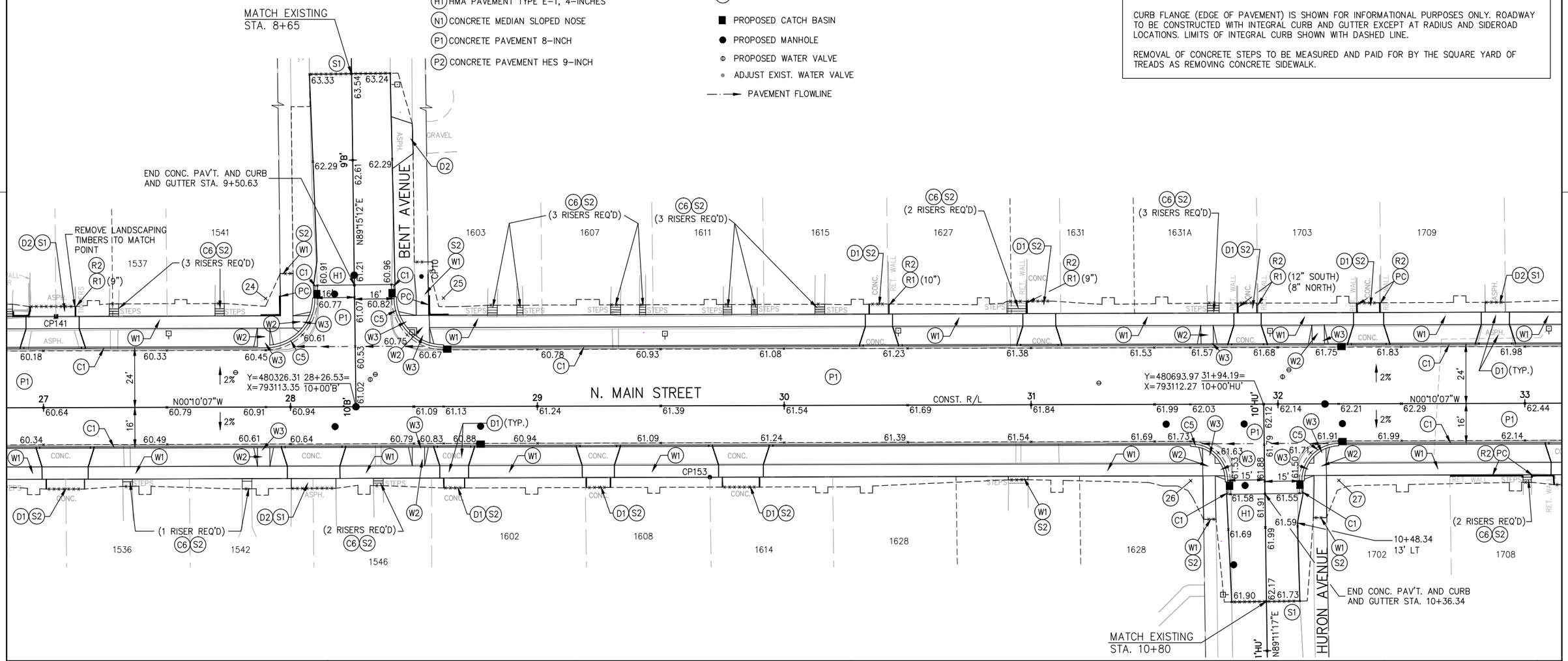
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PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PAVING AND HORIZONTAL ALIGNMENT DETAILS	SHEET: 28	E

NORTH

20 10 0 20

SCALE – FEET

CONTROL POINT DATA			
NO.	STATION	OFFSET	DESCRIPTION
CP13	37+05.3	36.5' LT.	MAG NAIL
CP14	39+93.2	36.2' LT.	MAG NAIL

RADIUS POINT DATA			
NO.	STATION	OFFSET	RADIUS
28	36+07.61	59.03' LT.	32.9'R

LEGEND

- (B1) BASE AGGREGATE DENSE 3/4–INCH
- (B2) BASE AGGREGATE DENSE 3/4–INCH, 10–INCHES
- (BP) SALVAGE AND RESET BRICK PAVERS
- (BW) SALVAGE AND RESET CONCRETE BLOCK RETAINING WALL
- (C1) CONCRETE CURB AND GUTTER INTEGRAL 18–INCH
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- (D2) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- (H1) HMA PAVEMENT TYPE E–1, 4–INCHES
- (N1) CONCRETE MEDIAN SLOPED NOSE
- (P1) CONCRETE PAVEMENT 8–INCH
- (P2) CONCRETE PAVEMENT HES 9–INCH
- (R1) (WALL HEIGHT) CONCRETE RETAINING CURB
- (R2) REMOVE EXISTING RETAINING WALL
- (S1) SAWING ASPHALT
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- (SB) SALVAGE AND RESET BOULDERS
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- (W3) CURB RAMP DETECTABLE WARNING FIELD
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- (W6) CONCRETE CURB RAMP TYPE 7B
- ■ PROPOSED CATCH BASIN
- ● PROPOSED MANHOLE
- Φ PROPOSED WATER VALVE
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- —·—► PAVEMENT FLOWLINE

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RADIUS INFORMATION AND PAVEMENT WIDTHS ARE SHOWN TO THE FACE OF CURB AND GUTTER.

SPOT ELEVATIONS TYPICALLY ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50–FT INTERVALS, PI'S, C/L–C/L'S, MATCH POINTS, E.O.R.'S, MID POINTS, HIGH POINTS AND LOW POINTS. FINISHED GRADES AS SHOWN ON SIDE STREET INTERSECTIONS ARE APPROXIMATE AND MAY BE ADJUSTED BY THE ENGINEER IN THE FIELD.

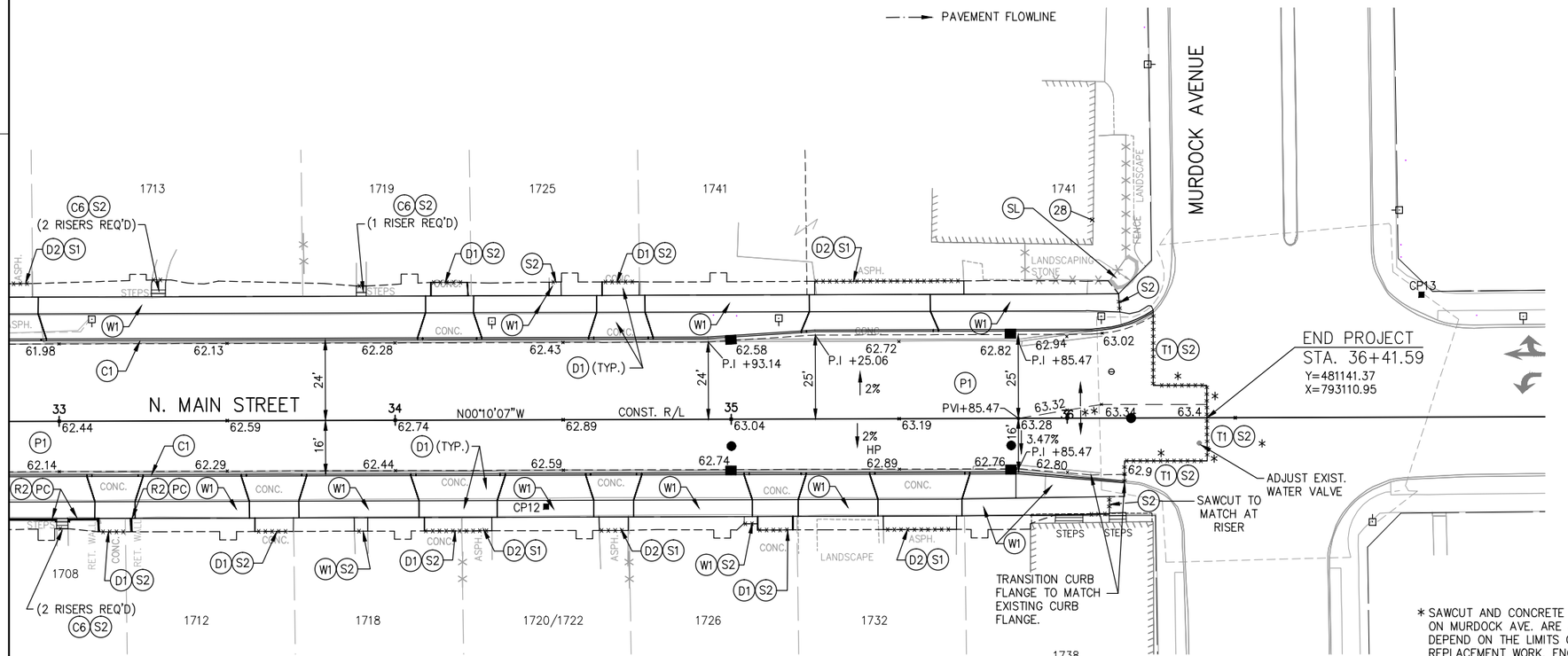
ALL CURB RADII SHALL BE CONCRETE CURB AND GUTTER, SPECIAL 12–INCH WIDE CURB HEAD. THE ADDITIONAL CURB HEAD WIDTH SHALL BE PROVIDED FROM END OF RADIUS TO END OF RADIUS UNLESS INDICATED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

UTILITY INFORMATION IS NOT SHOWN ON THESE CONSTRUCTION DETAILS. APPROXIMATE LOCATIONS OF UTILITY FACILITIES ARE SHOWN ELSEWHERE IN THE PLAN (THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN). LOCATIONS SHOWN FOR CATCH BASINS, MANHOLES, AND WATER VALVES ARE PLANNED LOCATIONS ONLY. ACTUAL INSTALLED LOCATIONS MAY VARY.

PAVEMENT CROSS SLOPE IS VARIABLE.

CURB FLANGE (EDGE OF PAVEMENT) IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. ROADWAY TO BE CONSTRUCTED WITH INTEGRAL CURB AND GUTTER EXCEPT AT RADIUS AND SIDEROAD LOCATIONS. LIMITS OF INTEGRAL CURB SHOWN WITH DASHED LINE.

REMOVAL OF CONCRETE STEPS TO BE MEASURED AND PAID FOR BY THE SQUARE YARD OF TREADS AS REMOVING CONCRETE SIDEWALK.



* SAWCUT AND CONCRETE PAVEMENT LIMITS SHOWN ON MURDOCK AVE. ARE APPROXIMATE AND WILL DEPEND ON THE LIMITS OF THE CITY UTILITY REPLACEMENT WORK. ENGINEER AND CITY OF OSHKOSH WILL DETERMINE EXACT LIMITS AT THE TIME OF CONSTRUCTION.

** BEGIN PAVEMENT CROWN OFFSET STA. 35+85.47. MATCH INTO EXISTING PAVEMENT AT STA. 36+41.59.

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PAVING AND HORIZONTAL ALIGNMENT DETAILS	SHEET: 29	E

NORTH

20 10 0 20

SCALE – FEET

LEGEND

1. REMOVING MANHOLES
2. REMOVING INLETS
3. REMOVING STORM SEWER LESS THAN 12–INCH
4. REMOVING STORM SEWER 12–INCH TO 24–INCH
5. REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES
6. CLAY DAM REQUIRED

5 FT MANHOLE
STA 9'N'+16, 7.71' LT (ST-23)

8 FT MANHOLE
STA 9'N'+43, 7.71' RT (ST-22)

ABANDON VAULT (SEE CONSTRUCTION DETAIL)

NEW YORK AVENUE

1201 1203 1209 1213A 1217 1223 1227 1233/1233A 1237

INLET TO BE PLACED BETWEEN BUILDINGS AND BEHIND THE BACK OF SIDEWALK

STORM SEWER LATERAL WITH STANDARD LIGHT DUTY 8–INCH LOCKING OPEN GRATE (TYP.) SEE CONSTRUCTION DETAILS AND MQ TABLE

APPROX. LOCATION OF UNDERGROUND VAULT

N. MAIN STREET

8 FT MANHOLE
STA 9+49, 1.5' RT (ST-2)

4 FT MANHOLE
STA 9+22, 1.5' RT (ST-1)

APPROXIMATE LIMITS OF PETROLEUM CONTAMINATED SOIL

5 FT MANHOLE
STA 12+55, 8' RT (ST-4)

4 FT MANHOLE
STA 10+53, 10' RT (ST-3)

HARRISON STREET

4 FT MANHOLE
STA 10'N'+66, 0.4' RT (ST-24)

4 FT MANHOLE
STA 11'H'+54.6, 12' RT (ST-25)

CLAY DAMS REQUIRED IN ALL TRENCHES WITHIN THE LIMITS OF PETROLEUM CONTAMINATED SOIL. REFER TO CONSTRUCTION DETAILS.

1212 1216 1222

STORM SEWER LATERAL WITH STANDARD LIGHT DUTY 8–INCH LOCKING OPEN GRATE (TYP.) SEE CONSTRUCTION DETAILS AND MQ TABLE

NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP). SEE CONSTRUCTION DETAIL

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THE PLANS PROVIDED BY THE CITY OF OSHKOSH.

2

SCALE – FEET

20

762 760 758 756 754 752 750

ST-1 ST-2 ST-3 ST-4

EXISTING C/L PROFILE

PROPOSED R/L PROFILE

27' – 19"x30" STO @ 0.40%

14"x23" STO

209' – 19" x 30" STO @ 0.20%

154' – 19" x 30" STO @ 0.20%

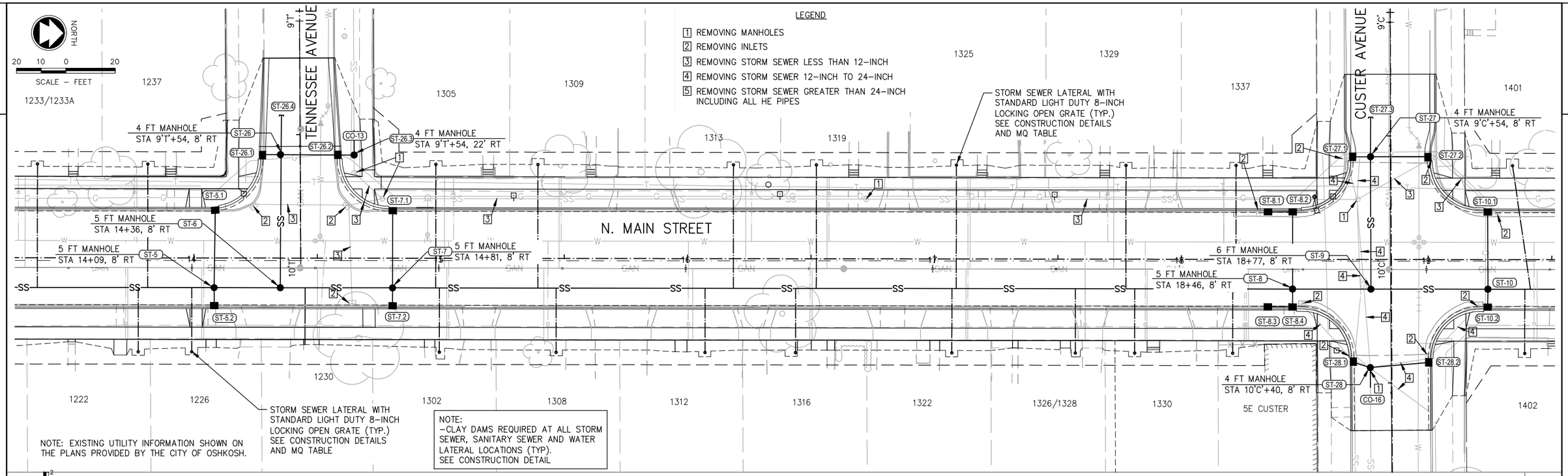
STO MH ST–1
9+22, 1.5' RT
RIM 760.56
INV 754.92 21" N
INV 754.92 21" S

STO MH ST–2
9+49, 1.5' RT
RIM 760.39
INV 755.03 19"x30" NW
INV 755.03 19"x30" S
INV 756.17 12" W
INV 756.17 12" E

STO MH ST–3
10+53, 10' RT
RIM 759.48
INV 754.47 19"x30" N

STO MH ST–4
12+55, 8' RT
RIM 758.78
INV 754.06 19"x30" N
INV 754.06 19"x30" S
INV 754.63 12" W
INV 754.93 12" E

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STORM SEWER – MAINLINE	SHEET: 30	E

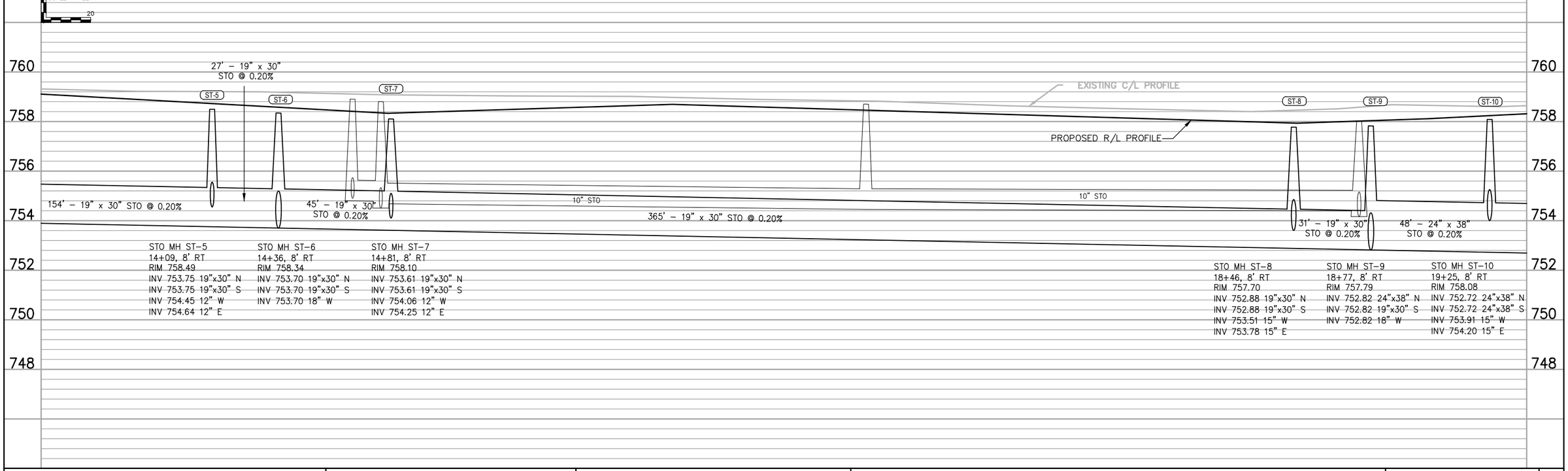


LEGEND

1. REMOVING MANHOLES
2. REMOVING INLETS
3. REMOVING STORM SEWER LESS THAN 12–INCH
4. REMOVING STORM SEWER 12–INCH TO 24–INCH
5. REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THE PLANS PROVIDED BY THE CITY OF OSHKOSH.

NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP).
SEE CONSTRUCTION DETAIL

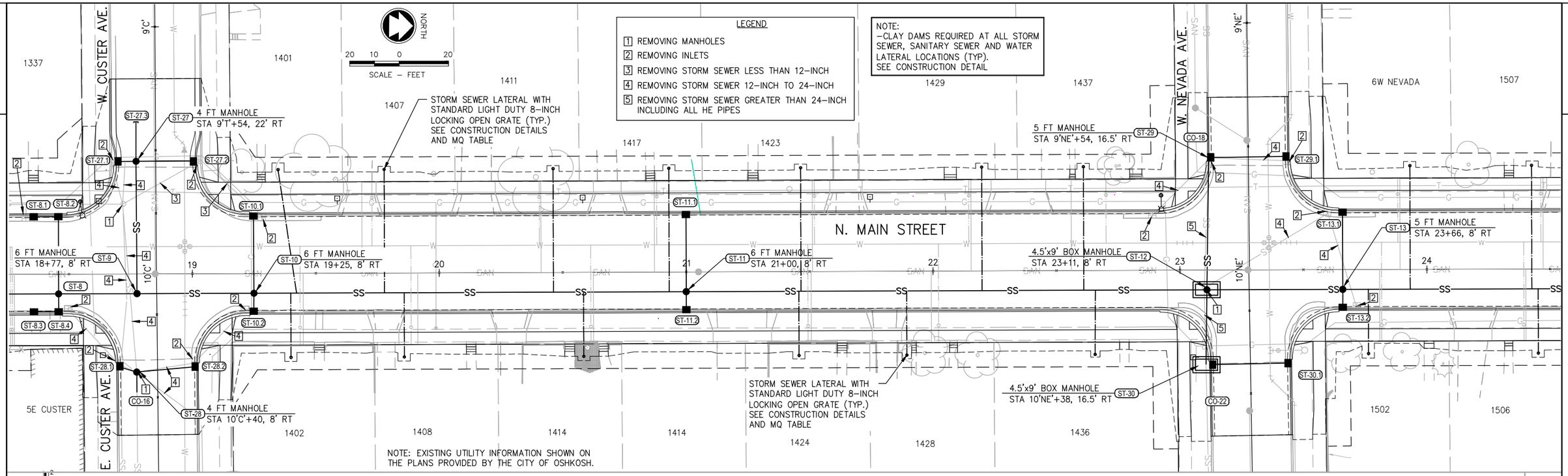


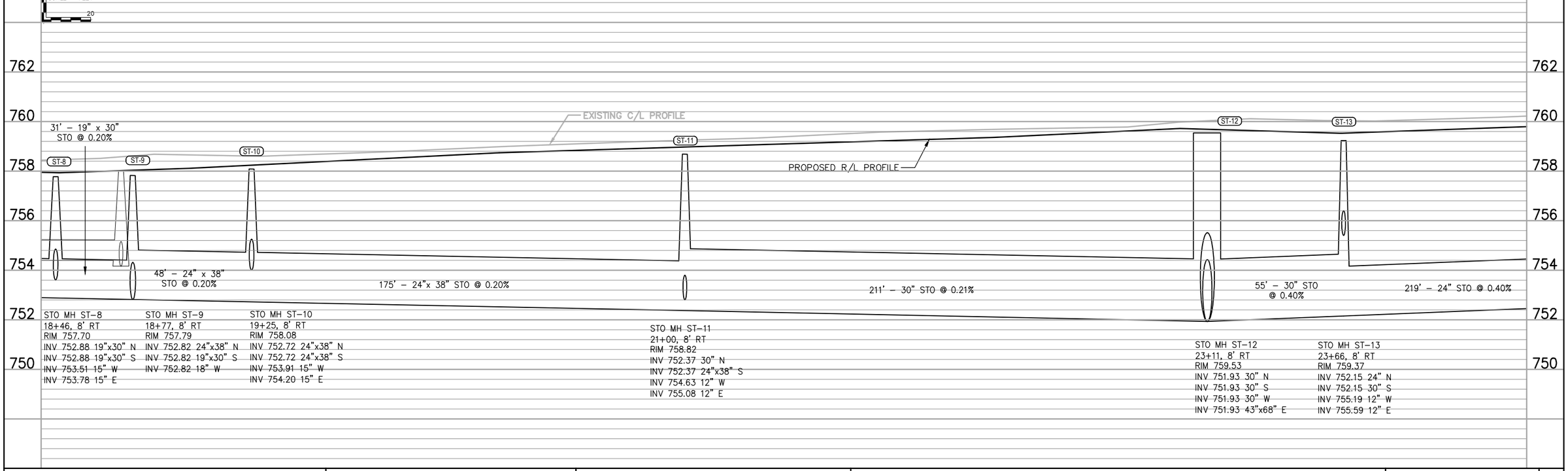
STO MH ST–5	STO MH ST–6	STO MH ST–7
14+09, 8' RT	14+36, 8' RT	14+81, 8' RT
RIM 758.49	RIM 758.34	RIM 758.10
INV 753.75 19"x30" N	INV 753.70 19"x30" N	INV 753.61 19"x30" N
INV 753.75 19"x30" S	INV 753.70 19"x30" S	INV 753.61 19"x30" S
INV 754.45 12" W	INV 753.70 18" W	INV 754.06 12" W
INV 754.64 12" E		INV 754.25 12" E

STO MH ST–8	STO MH ST–9	STO MH ST–10
18+46, 8' RT	18+77, 8' RT	19+25, 8' RT
RIM 757.70	RIM 757.79	RIM 758.08
INV 752.88 19"x30" N	INV 752.82 24"x38" N	INV 752.72 24"x38" N
INV 752.88 19"x30" S	INV 752.82 19"x30" S	INV 752.72 24"x38" S
INV 753.51 15" W	INV 752.82 18" W	INV 753.91 15" W
INV 753.78 15" E		INV 754.20 15" E

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STORM SEWER – MAINLINE	SHEET: 31	E

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PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STORM SEWER – MAINLINE	SHEET: 32	E

NORTH

SCALE – FEET
20 10 0 20

LEGEND
1. REMOVING MANHOLES
2. REMOVING INLETS
3. REMOVING STORM SEWER LESS THAN 12–INCH
4. REMOVING STORM SEWER 12–INCH TO 24–INCH
5. REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES

6W NEVADA 1507 1513 1519 1523 1527 1533 1537 1541 1546 1603 1607 1611 1615

W. BENT AVE.

STORM SEWER LATERAL WITH STANDARD LIGHT DUTY 8–INCH LOCKING OPEN GRATE (TYP.) SEE CONSTRUCTION DETAILS AND MQ TABLE

4 FT MANHOLE
STA 9'B'+54, 8' RT
ST-31

ST-31.3
ST-31.1
ST-31.2
CP150
ST-16.1
9'B'
10'B'

CP141

N. MAIN STREET

4 FT MANHOLE
STA 25+85, 8' RT
ST-14
ST-14.1
ST-14.2

5 FT MANHOLE
STA 28+18, 8' RT
ST-15

4 FT MANHOLE
STA 28+77, 8' RT
ST-16
ST-16.2

24 25 26 27 28 29 30

SS SS SS

NORTH

20 10 0 20
SCALE – FEET

LEGEND

1 REMOVING MANHOLES
2 REMOVING INLETS
3 REMOVING STORM SEWER LESS THAN 12–INCH
4 REMOVING STORM SEWER 12–INCH TO 24–INCH
5 REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES

NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP).
SEE CONSTRUCTION DETAIL

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THE PLANS PROVIDED BY THE CITY OF OSHKOSH.

1611 1615 1627 1631 1631A 1703 1709 1713 1719 1725 1741 1741

STORM SEWER LATERAL WITH STANDARD LIGHT DUTY 8–INCH LOCKING OPEN GRATE (TYP.) SEE CONSTRUCTION DETAILS AND MQ TABLE

STORM SEWER LATERAL WITH STANDARD LIGHT DUTY 8–INCH LOCKING OPEN GRATE (TYP.) SEE CONSTRUCTION DETAILS AND MQ TABLE

4 FT MANHOLE STA 31+86, 8' RT (ST-18)

4 FT MANHOLE STA 32+26, 8' RT (ST-19)

4 FT MANHOLE STA 35+00, 8' RT (ST-20)

N. MAIN STREET

10'HU

RECONNECT EXISTING STORM LATERAL

SHRUBS/HEDGE

4 FT MANHOLE STA 31+55, 8' RT (ST-17)

HURON AVE

4 FT MANHOLE STA 10'HU'+33, 8' RT (ST-32)

4 FT MANHOLE STA 10'HU'+65, 13' RT (ST-33)

CO-28

1608 1614 1628 1628 1702 1708 1712 1718 1720/1722 1726 1732

SCALE – FEET
2
20

764 762 760 758 756 754 752

EXISTING C/L PROFILE

PROPOSED R/L PROFILE

ST-17 ST-18 ST-19 ST-20

15" STO

278' – 24" STO @ 0.40%

40' – 24" STO @ 0.40%

274' – 24" STO @ 0.40%

83' – 24" STO @ 0.40%

STO MH ST–17
31+55, 8' RT
RIM 761.85
INV 755.27 24" S

STO MH ST–18
31+86, 8' RT
RIM 761.94
INV 755.76 24" N
INV 755.76 24" E

STO MH ST–19
32+26, 8' RT
RIM 762.06
INV 755.92 24" N
INV 755.92 24" S
INV 757.93 12" W
INV 758.27 12" E

STO MH ST–20
35+00, 8' RT
RIM 762.88
INV 757.02 24" N
INV 757.02 24" S
INV 758.76 12" W
INV 759.10 12" E

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STORM SEWER – MAINLINE	SHEET: 34	E

2

STORM SEWER LATERAL WITH STANDARD LIGHT DUTY 8–INCH LOCKING OPEN GRATE (TYP.) SEE CONSTRUCTION DETAILS AND MQ TABLE

1741

MURDOCK AVENUE

NORTH

20 10 0 20

SCALE – FEET

NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP).
SEE CONSTRUCTION DETAIL

CP13

N. MAIN STREET

ST-21.1

4 FT MANHOLE
STA 35+83, 8' RT

ST-21

36

SS

ST-21.2

STEPS STEPS

1732

1738

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THE PLANS PROVIDED BY THE CITY OF OSHKOSH.

SCALE – FEET

2

20

766
764
762
760
758
756
754

PROPOSED R/L PROFILE

ST-21

EXISTING C/L PROFILE

83' – 24" STO @ 0.40%

STO MH ST–21
35+83, 8' RT
RIM 763.01
INV 757.35 24" S
INV 759.00 12" W
INV 759.12 12" E

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STORM SEWER – MAINLINE	SHEET: 35	E

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NORTH

20 10 0 20

SCALE – FEET

LEGEND

1. REMOVING MANHOLES
2. REMOVING INLETS
3. REMOVING STORM SEWER LESS THAN 12–INCH
4. REMOVING STORM SEWER 12–INCH TO 24–INCH
5. REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES
6. CLAY DAM REQUIRED

NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP).
SEE CONSTRUCTION DETAIL

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THE PLANS PROVIDED BY THE CITY OF OSHKOSH.

N. MAIN STREET

NEW YORK AVENUE

HARRISON STREET

1201 1203 1209 1213A 1217 1223 1227 1233/1233A 1237

1212 1216 1222

CATCH BASIN SPECIAL
STA 9'N'+43, 19.5' RT — ST-22.1

CATCH BASIN SPECIAL
STA 9'N'+43, 19.5' LT — ST-22.2

CATCH BASIN SPECIAL
STA 9+49, 22.5' LT — ST-2.1

CATCH BASIN SPECIAL
STA 9+49, 25.5' RT — ST-2.2

CATCH BASIN SPECIAL
STA 10'N'+66.5, 19.5' RT — ST-24.1

CATCH BASIN SPECIAL
STA 10'N'+66.5, 19.5' LT — ST-24.2

CATCH BASIN SPECIAL
STA 11'H'+50, 21.5' RT — ST-25.1

CATCH BASIN SPECIAL
STA 11'H'+50, 16.5' LT — ST-25.2

CATCH BASIN SPECIAL
STA 12+55, 24.5' LT — ST-4.1

CATCH BASIN SPECIAL
STA 12+55, 16.5' RT — ST-4.2

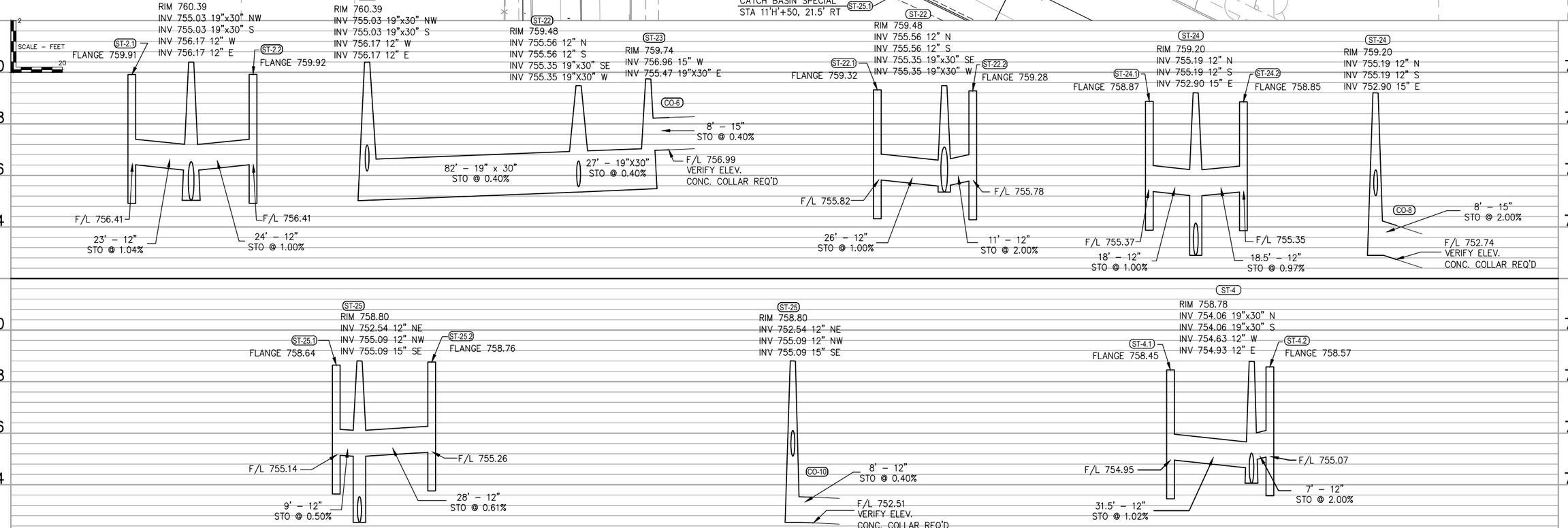
APPROX. LOCATION OF UNDERGROUND VAULT

APPROXIMATE LIMITS OF PETROLEUM CONTAMINATED SOIL

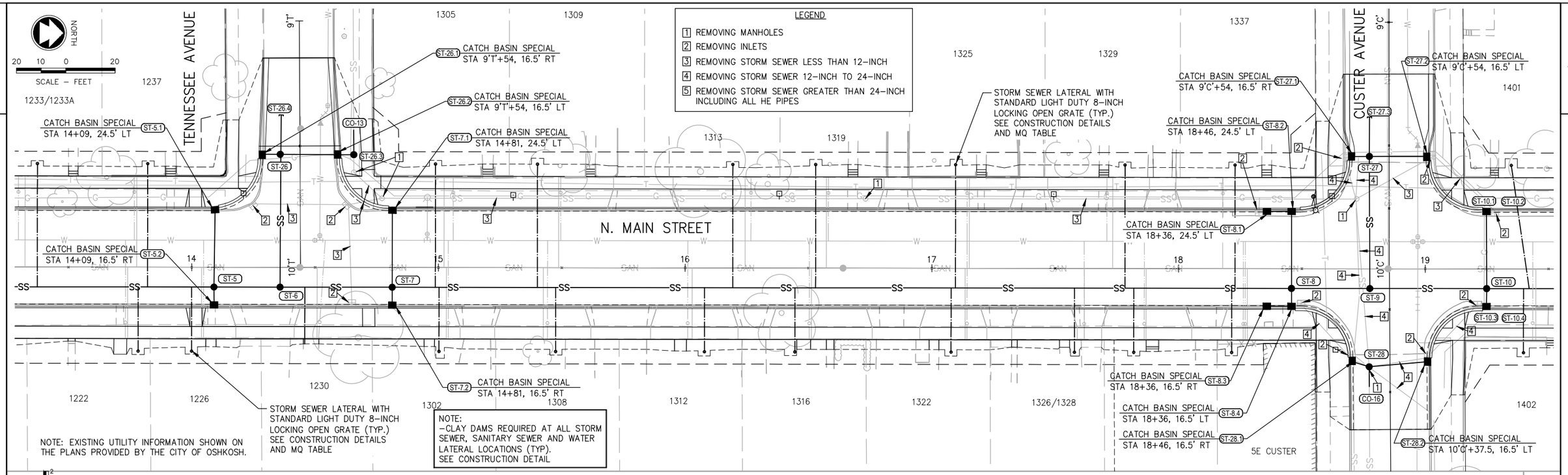
STORM SEWER LATERAL WITH STANDARD LIGHT DUTY 8–INCH LOCKING OPEN GRATE (TYP.) SEE CONSTRUCTION DETAILS AND MQ TABLE

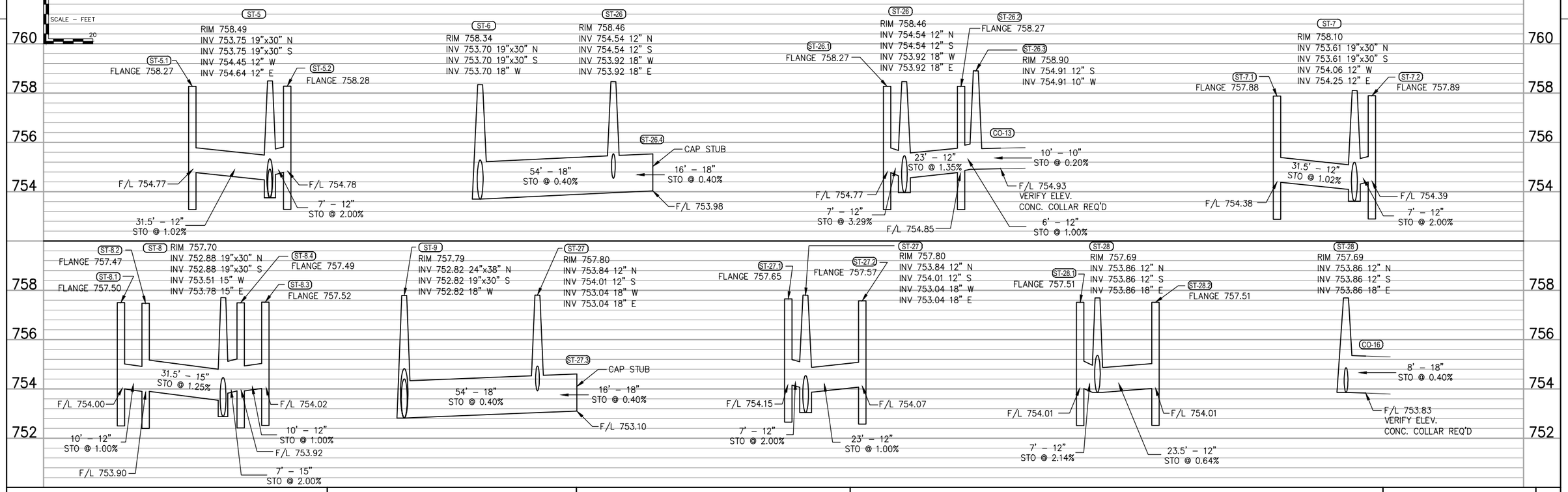
CLAY DAMS REQUIRED IN ALL TRENCHES WITHIN THE LIMITS OF PETROLEUM CONTAMINATED SOIL. REFER TO CONSTRUCTION DETAILS.

STORM SEWER LATERAL WITH STANDARD LIGHT DUTY 8–INCH LOCKING OPEN GRATE (TYP.) SEE CONSTRUCTION DETAILS AND MQ TABLE



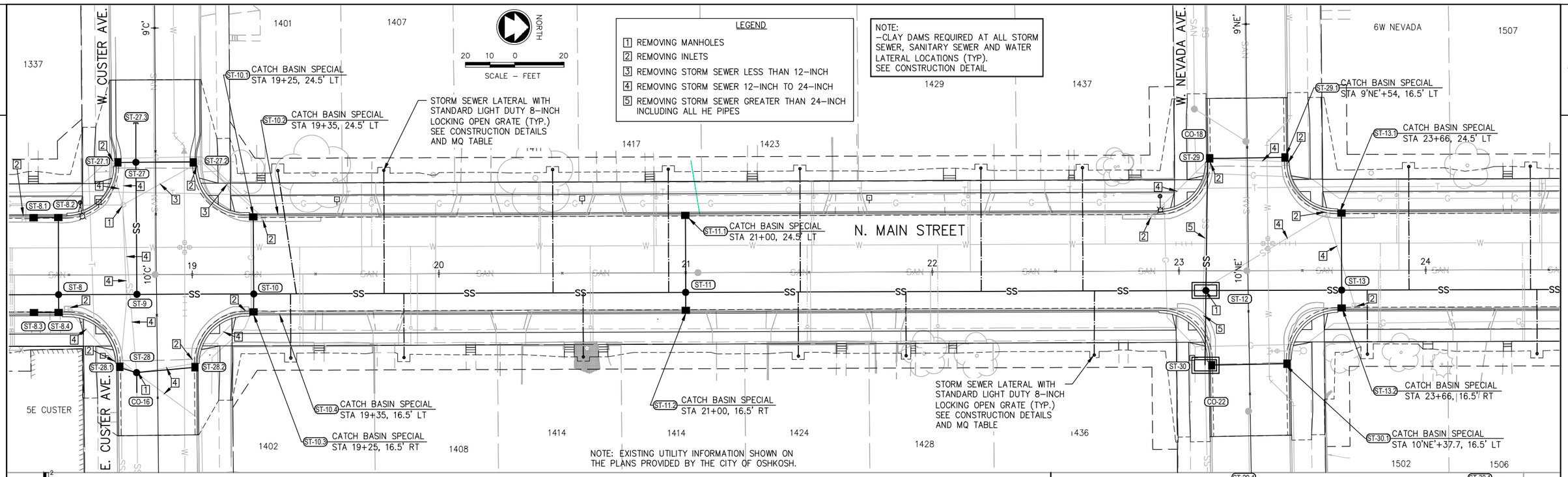
PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STORM SEWER – INLETS AND LEADS	SHEET: 36	E

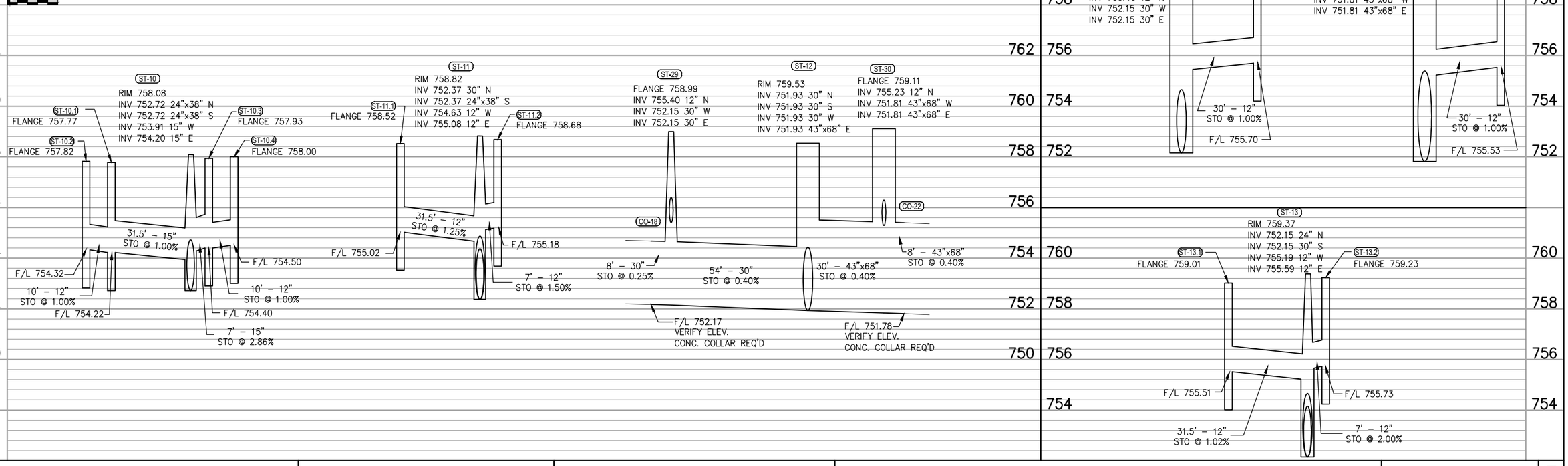




PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STORM SEWER – INLETS AND LEADS	SHEET: 37	E

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PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STORM SEWER – INLETS AND LEADS	SHEET: 38	E

NOTE:
-CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP). SEE CONSTRUCTION DETAIL

LEGEND
1. REMOVING MANHOLES
2. REMOVING INLETS
3. REMOVING STORM SEWER LESS THAN 12-INCH
4. REMOVING STORM SEWER 12-INCH TO 24-INCH
5. REMOVING STORM SEWER GREATER THAN 24-INCH INCLUDING ALL HE PIPES

NORTH
20 10 0 20
SCALE - FEET

6W NEVADA 1507 1513 1519 1523 1527 1533 1537 1541 W. BENT AVE. 1603 1607 1611 1615

STORM SEWER LATERAL WITH STANDARD LIGHT DUTY 8-INCH LOCKING OPEN GRATE (TYP.) SEE CONSTRUCTION DETAILS AND MQ TABLE

CATCH BASIN SPECIAL STA 25+85, 24.5' LT (ST-14.1)

CATCH BASIN SPECIAL STA 9'B'+54, 16.5' RT (ST-31.1)

CATCH BASIN SPECIAL STA 9'B'+53.7, 16.5' LT (ST-31.2)

CATCH BASIN SPECIAL STA 28+63.5, 24.5' LT (ST-16.2)

CATCH BASIN SPECIAL STA 28+77, 24.5' LT (ST-16.1)

N. MAIN STREET

CATCH BASIN SPECIAL STA 25+85, 16.5' RT (ST-14.2)

CATCH BASIN SPECIAL STA 28+77, 16.5' RT (ST-16.3)

STORM SEWER LATERAL WITH STANDARD LIGHT DUTY 8-INCH LOCKING OPEN GRATE (TYP.) SEE CONSTRUCTION DETAILS AND MQ TABLE

1502 1506 1512 1518 1522 1526 1532 1536 1542 1546 1602 1608 1614

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THE PLANS PROVIDED BY THE CITY OF OSHKOSH.

SCALE - FEET
2
20

ST-14
RIM 760.14
INV 753.03 24" N
INV 753.03 24" S
INV 756.02 12" W
INV 756.36 12" E
ST-14.1 FLANGE 759.84
ST-14.2 FLANGE 760.00
F/L 756.34
F/L 756.50
31.5' - 12" STO @ 1.02%
7' - 12" STO @ 2.00%

ST-15
RIM 760.83
INV 753.92 24" N
INV 753.92 24" S
INV 753.92 18" W
54' - 18" STO @ 0.40%

ST-31
RIM 760.96
INV 757.14 12" N
INV 757.29 12" S
INV 754.14 18" W
INV 754.14 18" E
ST-31.3 CAP STUB
16' - 18" STO @ 0.40%
F/L 754.20

ST-31
RIM 760.96
INV 757.14 12" N
INV 757.29 12" S
INV 754.14 18" W
INV 754.14 18" E
ST-31.1 FLANGE 760.93
ST-31.2 FLANGE 760.87
F/L 757.43
F/L 757.37
7' - 12" STO @ 2.00%
23' - 12" STO @ 1.00%

ST-16
RIM 761.01
INV 754.16 24" N
INV 754.16 24" S
INV 756.90 12" W
INV 757.24 12" E
ST-16.1 FLANGE 760.72
ST-16.2 FLANGE 760.67
ST-16.3 FLANGE 760.88
F/L 757.29
F/L 757.38
13' - 12" STO @ 0.50%
F/L 757.22
7' - 12" STO @ 2.00%
31.5' - 12" STO @ 1.02%

762 760 758 756 754 752 750

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STORM SEWER - INLETS AND LEADS	SHEET: 39	E

NORTH

SCALE – FEET
20 10 0 20

LEGEND
1 REMOVING MANHOLES
2 REMOVING INLETS
3 REMOVING STORM SEWER LESS THAN 12–INCH
4 REMOVING STORM SEWER 12–INCH TO 24–INCH
5 REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES

NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP).
SEE CONSTRUCTION DETAIL

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THE PLANS PROVIDED BY THE CITY OF OSHKOSH.

1611 1615 1627 1631 1631A 1713 1719 1725 1741 1741

STORM SEWER LATERAL WITH STANDARD LIGHT DUTY 8–INCH LOCKING OPEN GRATE (TYP.) SEE CONSTRUCTION DETAILS AND MQ TABLE

CATCH BASIN SPECIAL STA 32+26, 24.5' LT (ST-19.1)

CATCH BASIN SPECIAL STA 35+00, 24.5' LT (ST-20.1)

8" STORM SEWER LATERAL WITH STANDARD LIGHT DUTY 8–INCH LOCKING OPEN GRATE (TYP.) SEE CONSTRUCTION DETAILS AND MQ TABLE

1703 1709

N. MAIN STREET

30 31 32 33 34 35

ST-17 ST-18 ST-19 ST-20

10'HU'

ST-32

RECONNECT EXISTING STORM LATERAL

SHRUBS/HEDGE

CATCH BASIN SPECIAL STA 10'HU'+33, 15.5' RT (ST-32.1)

HURON AVE.

ST-33 CO-28

ST-19.2 CATCH BASIN SPECIAL STA 32+26, 16.5' RT

ST-32.2 CATCH BASIN SPECIAL STA 10'HU'+32.7, 15.5' LT

CATCH BASIN SPECIAL STA 35+00, 16.5' RT (ST-20.2)

STORM SEWER LATERAL WITH STANDARD LIGHT DUTY 8–INCH LOCKING OPEN GRATE (TYP.) SEE CONSTRUCTION DETAILS AND MQ TABLE

1608 1614 1628 1628 1702 1708 1712 1718 1720/1722 1726 1732

SCALE – FEET
2
20

764 762 760 758 756 754 752

ST-18
RIM 761.94
INV 755.76 24" N
INV 755.76 24" E

ST-32
RIM 761.73
INV 757.78 12" N
INV 757.91 12" S
INV 755.66 24" W
INV 755.66 24" E

ST-33
RIM 761.78
INV 755.48 24" W
INV 755.48 18" E

CO-28

32.5' – 24" STO @ 0.55%

8' – 18" STO @ 0.60%

25' – 24" STO @ 0.40%

F/L 755.43
VERIFY ELEV.
CONC. COLLAR REQ'D

ST-32
RIM 761.73
INV 757.78 12" N
INV 757.91 12" S
INV 755.66 18" W
INV 755.66 18" E

ST-32.1
FLANGE 761.53

ST-32.2
FLANGE 761.50

F/L 758.03

F/L 758.00

6' – 12" STO @ 2.00%

22' – 12" STO @ 1.00%

ST-19
RIM 762.06
INV 755.92 24" N
INV 755.92 24" S
INV 757.93 12" W
INV 758.27 12" E

ST-19.1
FLANGE 761.75

ST-19.2
FLANGE 761.91

F/L 758.25

F/L 758.41

31.5' – 12" STO @ 1.02%

7' – 12" STO @ 2.00%

ST-20
RIM 762.88
INV 757.02 24" N
INV 757.02 24" S
INV 758.76 12" W
INV 759.10 12" E

ST-20.1
FLANGE 762.58

ST-20.2
FLANGE 762.74

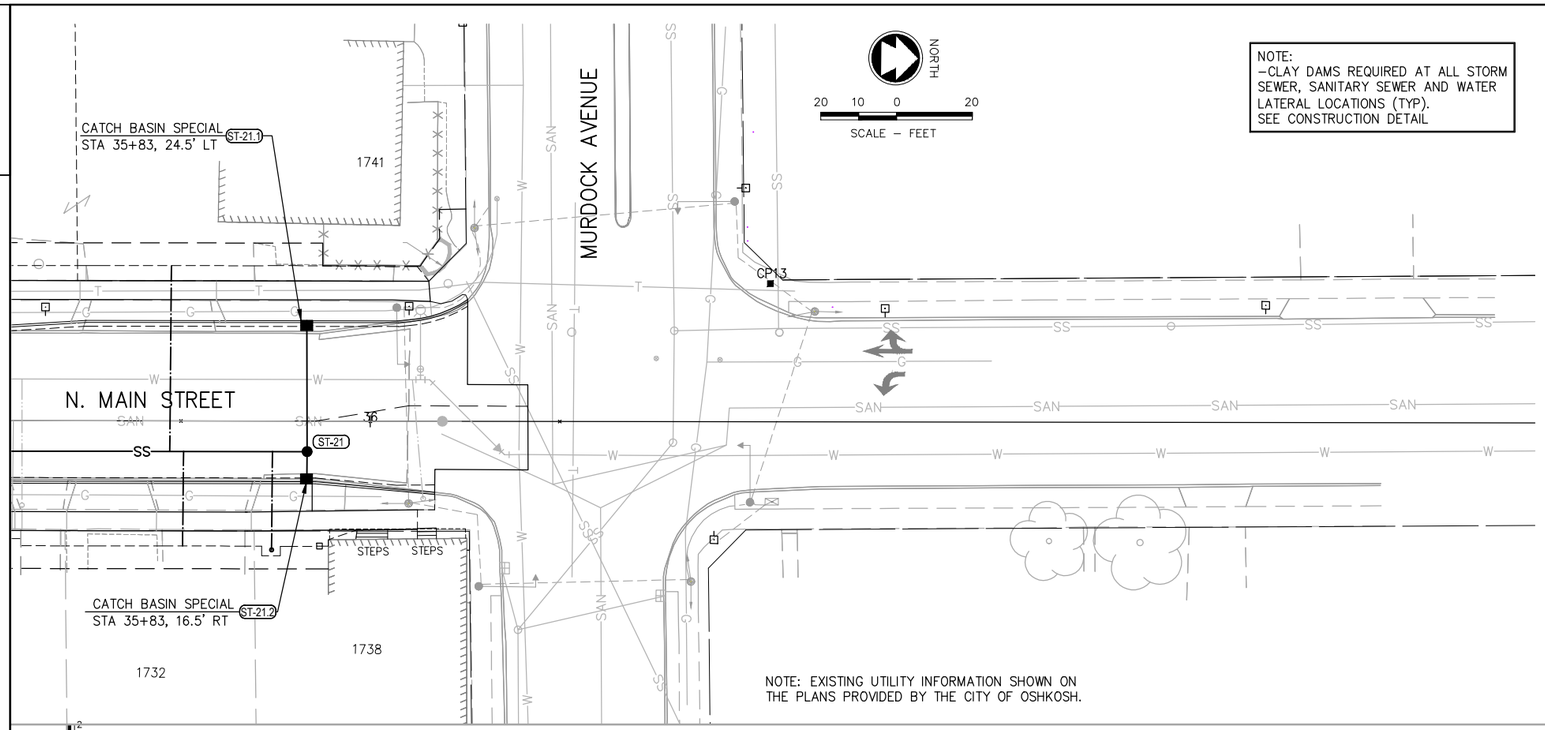
F/L 759.08

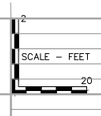
F/L 759.24

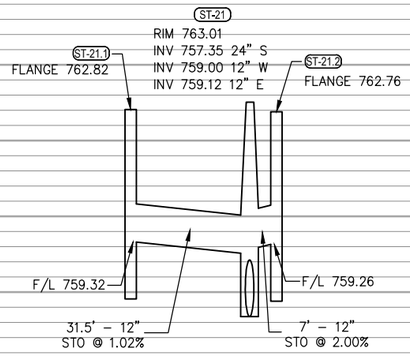
31.5' – 12" STO @ 1.02%

7' – 12" STO @ 2.00%

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STORM SEWER – INLETS AND LEADS	SHEET: 40	E







PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STORM SEWER – INLETS AND LEADS	SHEET: 41	E

skelliher, W:\PROJECTS\00005\830103\01– Plan Preparation\02–Storm Sewer Plan and Profile\06A STORM SEWER.dwg, 06a storm sewer, Plot Date: 1/21/2016 7:04 AM, xrefs: (x–existing main street, x–proposed, sheet layout, x–main street comps hpa, x–main street rw comps hpa)

WATER MAIN FITTING SCHEDULE			
ITEM	DESCRIPTION	STATION	LOCATION
B-1	6" 45° BEND	9+20.1	14' RT
B-2	6" 45° BEND	9+39.4	5' LT
B-3	6" 45° BEND	9+38.6 NEW YORK AVE.	8.7' RT
B-4	6" 45° BEND	9+35.6 NEW YORK AVE.	12.6' RT
C-1	8"x8" CROSS	9+91.8	6.4' LT
H-1	HYDRANT	11+50	29.5' LT
R-1	8"x6" REDUCER	9+23.1	11.9' RT
R-2	8"x6" REDUCER	9+41.8 NEW YORK AVE.	8.7' RT
T-1	8"x6" TEE	11+50	11' LT
V-1	8" VALVE	9+91.6	9.4' LT
V-2	8" VALVE	9+94.8	6.5' LT
V-3	8" VALVE	9+91.8	3.4' LT
V-4	8" VALVE	9+88.8	6.4' LT
V-5	6" VALVE	9+32.6 NEW YORK AVE.	12.7' RT
V-6	6" VALVE	11+50	14' LT

MAIN CONNECTIONS		
ITEM	UTILITY	SIZE
CO-1	SAN	12"
CO-2	STO	15"x23"
CO-3	WM	6"
CO-4	WM	6"
CO-7	WM	8"
CO-8	STO	15"
CO-9	SAN	12"
CO-10	STO	12"

*NOTE: CONTRACTOR TO VERIFY ELEVATION AT

LEGEND

1 REMOVING MANHOLES
2 REMOVING INLETS
3 REMOVING STORM SEWER LESS THAN 12–INCH
4 REMOVING STORM SEWER 12–INCH TO 24–INCH
5 REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES
6 CLAY DAM REQUIRED
A REMOVING SANITARY SEWER
B REMOVING WATER MAIN
C REMOVING WATER VALVES
D REMOVING HYDRANTS

NORTH
20 10 0 20
SCALE – FEET

NEW YORK AVENUE
N. MAIN STREET
HARRISON STREET
1201 1203 1209 1213A 1217 1223 1227 1233/1233A 1237
1212 1216 1222
SANITARY LATERAL 6–INCH (TYP)
1–INCH WATER SERVICE (TYP)
STORM SEWER LATERAL 6–INCH WITH DRAIN (TYP)
APPROX. LOCATION OF UNDERGROUND VAULT
CLAY DAMS REQUIRED IN ALL TRENCHES WITHIN THE LIMITS OF PETROLEUM CONTAMINATED SOIL. REFER TO CONSTRUCTION DETAILS.
APPROXIMATE LIMITS OF PETROLEUM CONTAMINATED SOIL

NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP). SEE CONSTRUCTION DETAIL

NOTES:
–EXISTING UTILITY INFORMATION SHOWN ON THE PLANS PROVIDED BY THE CITY OF OSHKOSH.

–STATIONS AND ELEVATIONS FOR WATER MAIN BENDS AND DEFLECTIONS ARE APPROXIMATE. EXACT LOCATION AND ELEVATION TO BE DETERMINED BY PROVIDING 18" MIN. CLEARANCE WHEN CROSSING UNDER SANITARY OR STORM SEWER.

–INSULATION BOARD POLYSTYRENE 2–INCH REQUIRED AT ALL CROSSINGS OF THE WATER MAIN WHERE LESS THAN 1–FT OF SEPARATION IS PRESENT.

–UNLESS OTHERWISE NOTED ALL WATER SERVICES ARE 1–INCH.

SCALE – FEET

EXISTING C/L PROFILE
PROPOSED R/L PROFILE
7' COVER TYP.

STO MH ST–1
9+22, 1.5' RT
RIM 760.56
INV 754.92 19"X30" N
INV 754.92 19"X30" S

STO MH ST–2
9+49, 1.5' RT
RIM 760.39
INV 755.03 19"X30" NW
INV 755.03 19"X30" S
INV 756.17 12" W
INV 756.17 12" E

STO MH ST–3
10+53, 10' RT
RIM 759.48
INV 754.47 19"X30" N

STO MH ST–4
12+55, 8' RT
RIM 758.78
INV 754.06 19"X30" N
INV 754.06 19"X30" S
INV 754.63 12" W
INV 754.93 12" E

SAN MH S–1
9+17, 4' LT
RIM 760.60
INV 751.49 12" S
D 9.11

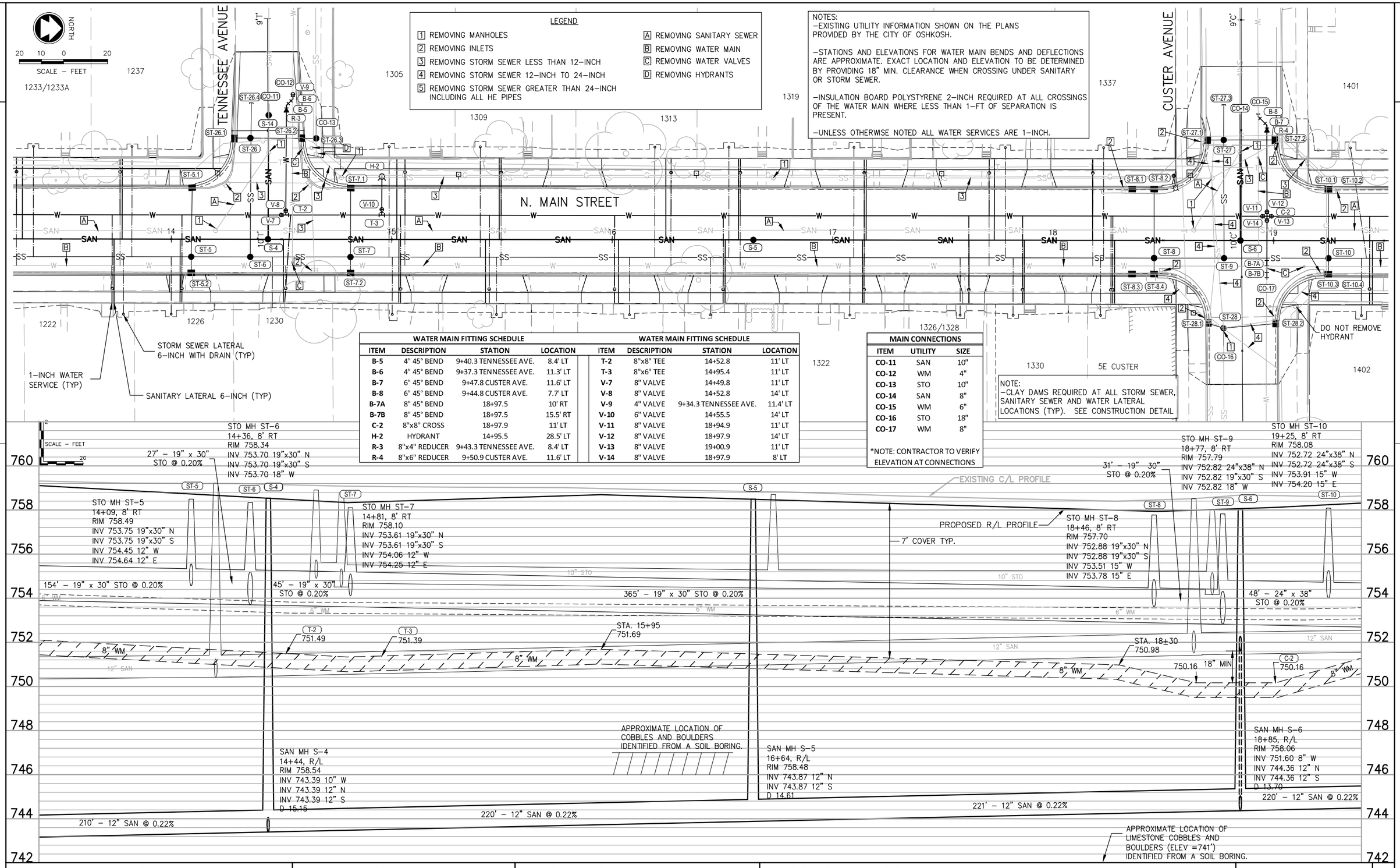
SAN MH S–2
10+07, 4' RT
RIM 760.00
INV 742.43 12" W
INV 742.43 12" N
INV 742.43 12" E
D 17.57

SAN MH S–3
12+34, R/L
RIM 759.08
INV 742.93 12" N
INV 742.93 12" S
D 16.15

27'–19"X30" STO @ 0.40%
203' – 19" x 30" STO @ 0.20%
154' – 19" x 30" STO @ 0.20%
227' – 12" SAN @ 0.22%
210' – 12" SAN @ 0.22%
14"x23" STO
6" WM
8" WM
15" SAN
12" SAN
B-2 753.21
C-1 753.11
T-1 752.33
STA. 12+55 752.02
STA. 13+20 752.22

760 758 756 754 752 750 748 746 744 742

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	SHEET: 42	E



LEGEND

1 REMOVING MANHOLES
2 REMOVING INLETS
3 REMOVING STORM SEWER LESS THAN 12–INCH
4 REMOVING STORM SEWER 12–INCH TO 24–INCH
5 REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES
A REMOVING SANITARY SEWER
B REMOVING WATER MAIN
C REMOVING WATER VALVES
D REMOVING HYDRANTS

NOTES:
–EXISTING UTILITY INFORMATION SHOWN ON THE PLANS PROVIDED BY THE CITY OF OSHKOSH.

–STATIONS AND ELEVATIONS FOR WATER MAIN BENDS AND DEFLECTIONS ARE APPROXIMATE. EXACT LOCATION AND ELEVATION TO BE DETERMINED BY PROVIDING 18" MIN. CLEARANCE WHEN CROSSING UNDER SANITARY OR STORM SEWER.

–INSULATION BOARD POLYSTYRENE 2–INCH REQUIRED AT ALL CROSSINGS OF THE WATER MAIN WHERE LESS THAN 1–FT OF SEPARATION IS PRESENT.

–UNLESS OTHERWISE NOTED ALL WATER SERVICES ARE 1–INCH.

WATER MAIN FITTING SCHEDULE

ITEM	DESCRIPTION	STATION	LOCATION
B-5	4" 45° BEND	9+40.3 TENNESSEE AVE.	8.4' LT
B-6	4" 45° BEND	9+37.3 TENNESSEE AVE.	11.3' LT
B-7	6" 45° BEND	9+47.8 CUSTER AVE.	11.6' LT
B-8	6" 45° BEND	9+44.8 CUSTER AVE.	7.7' LT
B-7A	8" 45° BEND	18+97.5	10' RT
B-7B	8" 45° BEND	18+97.5	15.5' RT
C-2	8"x8" CROSS	18+97.9	11' LT
H-2	HYDRANT	14+95.5	28.5' LT
R-3	8"x4" REDUCER	9+43.3 TENNESSEE AVE.	8.4' LT
R-4	8"x6" REDUCER	9+50.9 CUSTER AVE.	11.6' LT

WATER MAIN FITTING SCHEDULE

ITEM	DESCRIPTION	STATION	LOCATION
T-2	8"x8" TEE	14+52.8	11' LT
T-3	8"x6" TEE	14+95.4	11' LT
V-7	8" VALVE	14+49.8	11' LT
V-8	8" VALVE	14+52.8	14' LT
V-9	4" VALVE	9+34.3 TENNESSEE AVE.	11.4' LT
V-10	6" VALVE	14+55.5	14' LT
V-11	8" VALVE	18+94.9	11' LT
V-12	8" VALVE	18+97.9	14' LT
V-13	8" VALVE	19+00.9	11' LT
V-14	8" VALVE	18+97.9	8' LT

MAIN CONNECTIONS

ITEM	UTILITY	SIZE
CO-11	SAN	10"
CO-12	WM	4"
CO-13	STO	10"
CO-14	SAN	8"
CO-15	WM	6"
CO-16	STO	18"
CO-17	WM	8"

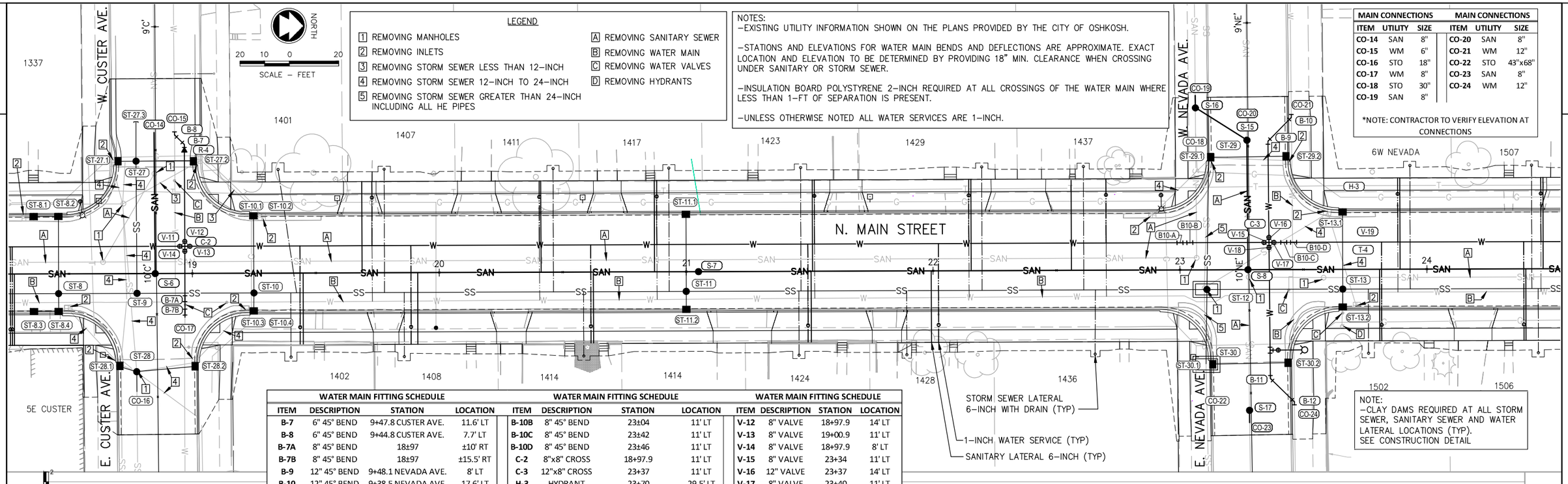
*NOTE: CONTRACTOR TO VERIFY ELEVATION AT CONNECTIONS

NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP). SEE CONSTRUCTION DETAIL

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	SHEET: 43	E

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2



LEGEND

1. REMOVING MANHOLES
2. REMOVING INLETS
3. REMOVING STORM SEWER LESS THAN 12–INCH
4. REMOVING STORM SEWER 12–INCH TO 24–INCH
5. REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES

A. REMOVING SANITARY SEWER
B. REMOVING WATER MAIN
C. REMOVING WATER VALVES
D. REMOVING HYDRANTS

NOTES:
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–INSULATION BOARD POLYSTYRENE 2–INCH REQUIRED AT ALL CROSSINGS OF THE WATER MAIN WHERE LESS THAN 1–FT OF SEPARATION IS PRESENT.

–UNLESS OTHERWISE NOTED ALL WATER SERVICES ARE 1–INCH.

MAIN CONNECTIONS			MAIN CONNECTIONS		
ITEM	UTILITY	SIZE	ITEM	UTILITY	SIZE
CO-14	SAN	8"	CO-20	SAN	8"
CO-15	WM	6"	CO-21	WM	12"
CO-16	STO	18"	CO-22	STO	43"x68"
CO-17	WM	8"	CO-23	SAN	8"
CO-18	STO	30"	CO-24	WM	12"
CO-19	SAN	8"			

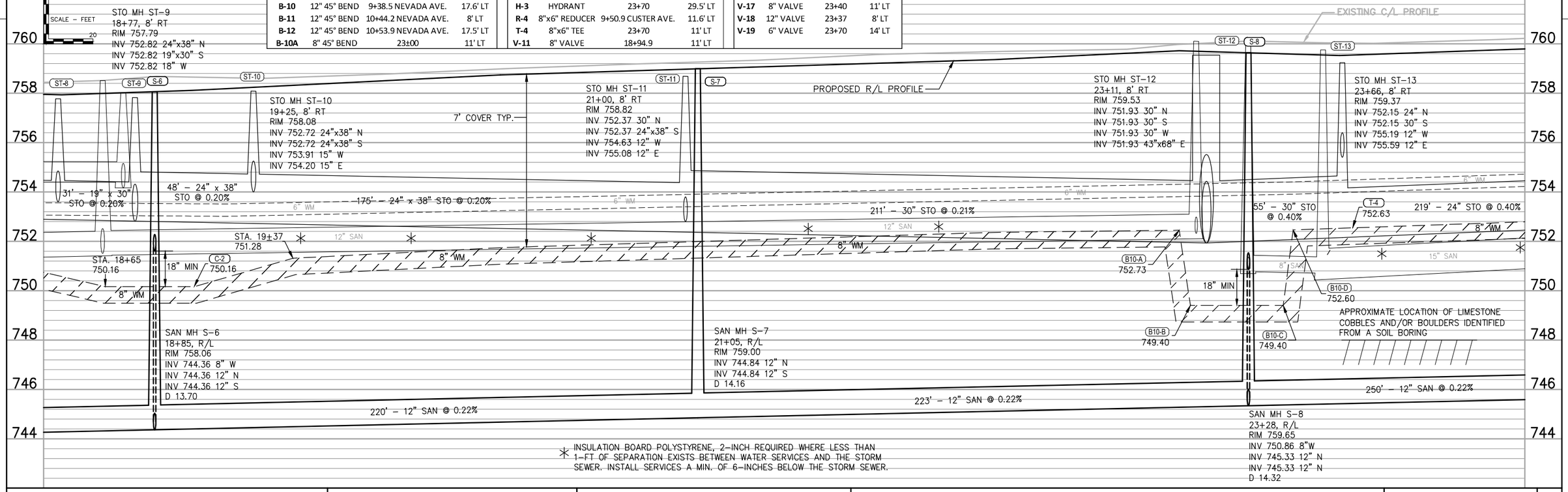
*NOTE: CONTRACTOR TO VERIFY ELEVATION AT CONNECTIONS

NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP). SEE CONSTRUCTION DETAIL

WATER MAIN FITTING SCHEDULE			
ITEM	DESCRIPTION	STATION	LOCATION
B-7	6" 45° BEND	9+47.8 CUSTER AVE.	11.6' LT
B-8	6" 45° BEND	9+44.8 CUSTER AVE.	7.7' LT
B-7A	8" 45° BEND	18±97	±10' RT
B-7B	8" 45° BEND	18±97	±15.5' RT
B-9	12" 45° BEND	9+48.1 NEVADA AVE.	8' LT
B-10	12" 45° BEND	9+38.5 NEVADA AVE.	17.6' LT
B-11	12" 45° BEND	10+44.2 NEVADA AVE.	8' LT
B-12	12" 45° BEND	10+53.9 NEVADA AVE.	17.5' LT
B-10A	8" 45° BEND	23±00	11' LT

WATER MAIN FITTING SCHEDULE			
ITEM	DESCRIPTION	STATION	LOCATION
B-10B	8" 45° BEND	23±04	11' LT
B-10C	8" 45° BEND	23±42	11' LT
B-10D	8" 45° BEND	23±46	11' LT
C-2	8"x8" CROSS	18+97.9	11' LT
C-3	12"x8" CROSS	23+37	11' LT
H-3	HYDRANT	23+70	29.5' LT
R-4	8"x6" REDUCER	9+50.9 CUSTER AVE.	11.6' LT
T-4	8"x6" TEE	23+70	11' LT
V-11	8" VALVE	18+94.9	11' LT

WATER MAIN FITTING SCHEDULE			
ITEM	DESCRIPTION	STATION	LOCATION
V-12	8" VALVE	18+97.9	14' LT
V-13	8" VALVE	19+00.9	11' LT
V-14	8" VALVE	18+97.9	8' LT
V-15	8" VALVE	23+34	11' LT
V-16	12" VALVE	23+37	14' LT
V-17	8" VALVE	23+40	11' LT
V-18	12" VALVE	23+37	8' LT
V-19	6" VALVE	23+70	14' LT



✳ INSULATION BOARD POLYSTYRENE, 2–INCH REQUIRED WHERE LESS THAN 1–FT OF SEPARATION EXISTS BETWEEN WATER SERVICES AND THE STORM SEWER. INSTALL SERVICES A MIN. OF 6–INCHES BELOW THE STORM SEWER.

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	SHEET: 44	E

WATER MAIN FITTING SCHEDULE			
ITEM	DESCRIPTION	STATION	LOCATION
B-13	6" 45° BEND	9+46.6 BENT AVE.	8' LT
B-14	6" 45° BEND	9+43.1 BENT AVE.	11.3' LT
H-4	HYDRANT	27+77.8	29.5' LT
R-5	8"x6" REDUCER	9+49.6 BENT AVE.	8' LT
T-5	8"x6" TEE	27+77.8	11' LT
T-6	8"x8" TEE	28+35.3	11' LT
V-20	6" VALVE	27+77.8	14' LT
V-21	8" VALVE	28+32.3	11' LT
V-22	8" VALVE	28+35.3	14' LT

MAIN CONNECTIONS		
ITEM	UTILITY	SIZE
CO-25	SAN	12"
CO-26	WM	6"

*NOTE: CONTRACTOR TO VERIFY ELEVATION AT CONNECTIONS

LEGEND

1 REMOVING MANHOLES
2 REMOVING INLETS
3 REMOVING STORM SEWER LESS THAN 12–INCH
4 REMOVING STORM SEWER 12–INCH TO 24–INCH
5 REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES

A REMOVING SANITARY SEWER
B REMOVING WATER MAIN
C REMOVING WATER VALVES
D REMOVING HYDRANTS

NORTH
20 10 0 20
SCALE – FEET

6W NEVADA
1507 1513 1519 1523 1527 1533 1537 1541 1603 1607 1611 1615
1506 1512 1518 1502 1522 1526 1532 1536 1542 1546 1602 1608 1614

W. BENT AVE.
N. MAIN STREET
9'8'
10'8'

NOTES:
–EXISTING UTILITY INFORMATION SHOWN ON THE PLANS PROVIDED BY THE CITY OF OSHKOSH.

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–INSULATION BOARD POLYSTYRENE 2–INCH REQUIRED AT ALL CROSSINGS OF THE WATER MAIN WHERE LESS THAN 1–FT OF SEPARATION IS PRESENT.

–UNLESS OTHERWISE NOTED ALL WATER SERVICES ARE 1–INCH.

NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP). SEE CONSTRUCTION DETAIL

STORM SEWER LATERAL 6–INCH WITH DRAIN (TYP)

1–INCH WATER SERVICE (TYP)

SANITARY LATERAL 6–INCH (TYP)

STO MH ST–15
28+18, 8' RT
RIM 760.83
INV 753.92 24" N
INV 753.92 24" S
INV 753.92 18" W

SCALE – FEET
2
20

EXISTING C/L PROFILE
PROPOSED R/L PROFILE

762 760 758 756 754 752 750 748 746 744

STO MH ST–14
25+85, 8' RT
RIM 760.14
INV 753.03 24" N
INV 753.03 24" S
INV 756.02 12" W
INV 756.36 12" E

7' COVER TYP.

219' – 24" STO @ 0.40%

233' – 24" STO @ 0.38%

27+53
753.82
753.17

18" MIN

752.21

59' – 24" STO @ 0.40%

28+83
754.19

752.62

278' – 24" STO @ 0.40%

STO MH ST–16
28+77, 8' RT
RIM 761.01
INV 754.16 24" N
INV 754.16 24" S
INV 756.90 12" W
INV 757.24 12" E

SAN MH S–9
25+78, R/L
RIM 760.27
INV 745.88 12" N
INV 745.88 12" N
D 14.39

SAN MH S–10
28+26, R/L
RIM 761.02
INV 746.43 8" W
INV 746.43 12" N
INV 746.43 12" S
D 14.59

INSULATION BOARD POLYSTYRENE, 2–INCH REQUIRED WHERE LESS THAN 1–FT OF SEPARATION EXISTS BETWEEN WATER SERVICES AND THE STORM SEWER. INSTALL SERVICES A MIN. OF 6–INCHES BELOW THE STORM SEWER.

250' – 12" SAN @ 0.22%
248' – 12" SAN @ 0.22%
392' – 12" SAN @ 0.22%

6" WM
8" WM
15" SAN
15" STO

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	SHEET: 45	E

NORTH

20 10 0 20
SCALE – FEET

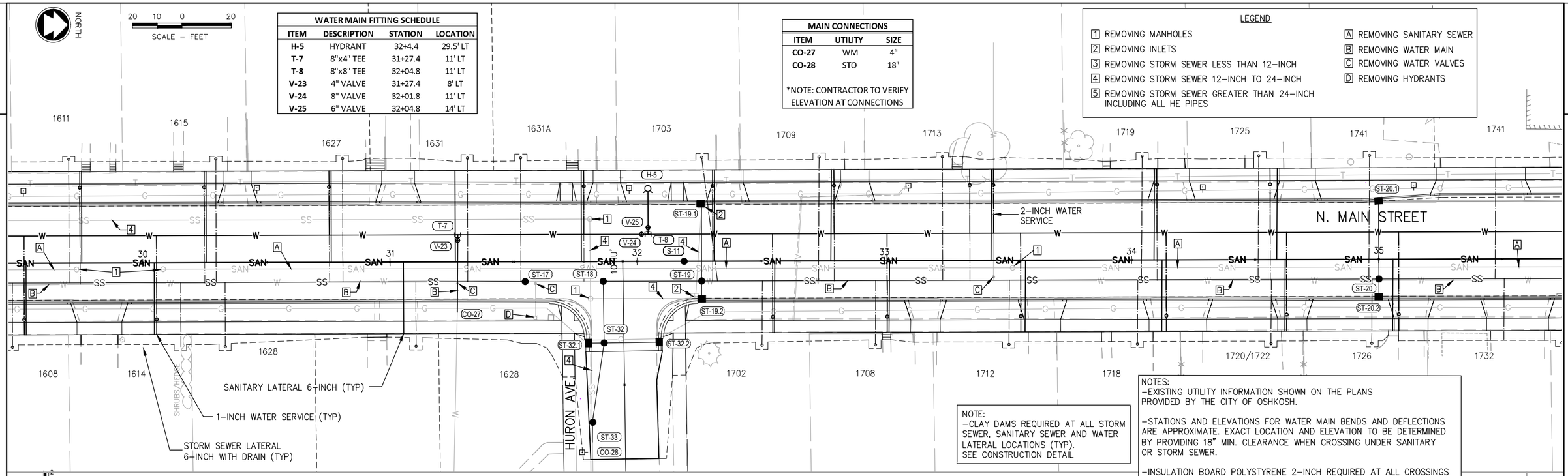
WATER MAIN FITTING SCHEDULE			
ITEM	DESCRIPTION	STATION	LOCATION
H-5	HYDRANT	32+4.4	29.5' LT
T-7	8"x4" TEE	31+27.4	11' LT
T-8	8"x8" TEE	32+04.8	11' LT
V-23	4" VALVE	31+27.4	8' LT
V-24	8" VALVE	32+01.8	11' LT
V-25	6" VALVE	32+04.8	14' LT

MAIN CONNECTIONS		
ITEM	UTILITY	SIZE
CO-27	WM	4"
CO-28	STO	18"

*NOTE: CONTRACTOR TO VERIFY ELEVATION AT CONNECTIONS

LEGEND

- [1] REMOVING MANHOLES
- [2] REMOVING INLETS
- [3] REMOVING STORM SEWER LESS THAN 12–INCH
- [4] REMOVING STORM SEWER 12–INCH TO 24–INCH
- [5] REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES
- [A] REMOVING SANITARY SEWER
- [B] REMOVING WATER MAIN
- [C] REMOVING WATER VALVES
- [D] REMOVING HYDRANTS



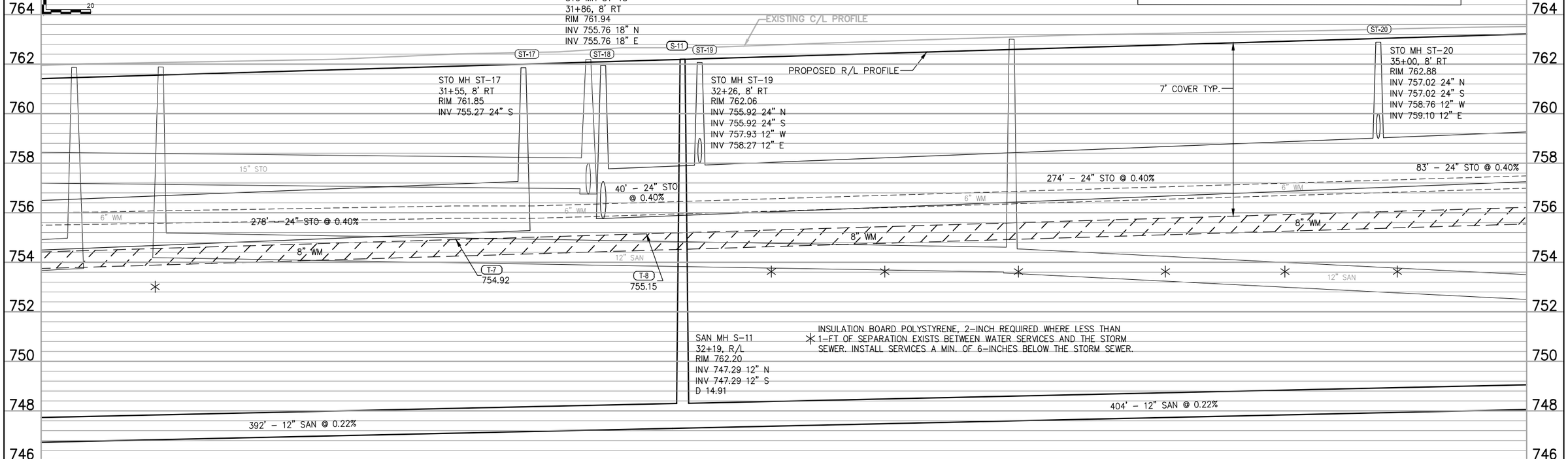
NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP). SEE CONSTRUCTION DETAIL

NOTES:
–EXISTING UTILITY INFORMATION SHOWN ON THE PLANS PROVIDED BY THE CITY OF OSHKOSH.

–STATIONS AND ELEVATIONS FOR WATER MAIN BENDS AND DEFLECTIONS ARE APPROXIMATE. EXACT LOCATION AND ELEVATION TO BE DETERMINED BY PROVIDING 18" MIN. CLEARANCE WHEN CROSSING UNDER SANITARY OR STORM SEWER.

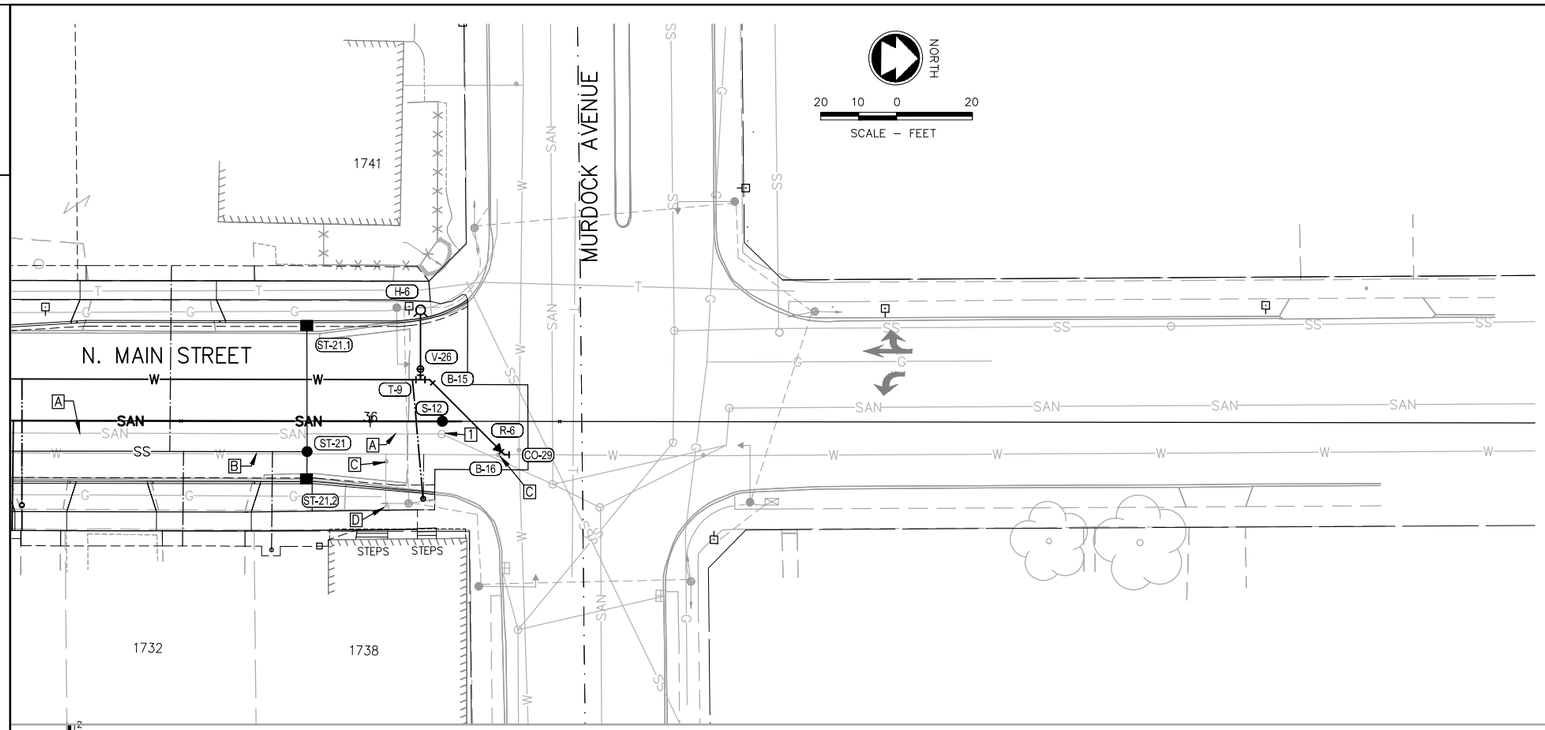
–INSULATION BOARD POLYSTYRENE 2–INCH REQUIRED AT ALL CROSSINGS OF THE WATER MAIN WHERE LESS THAN 1–FT OF SEPARATION IS PRESENT.

–UNLESS OTHERWISE NOTED ALL WATER SERVICES ARE 1–INCH.



PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	SHEET: 46	E

skelliher, W:\PROJECTS\00005\830103\01– Plan Preparation\02–Sanitary & Water Main Details\05 SANITARY & WATER.dwg, 05 sanitary & water, Plot Date: 1/21/2016 7:47 AM, xrefs: (sheet layout, x–proposed, x–main street rw comps hpa, x–existing main street, x–additional wall topo from city, sheet layout 4 ft vert)



WATER MAIN FITTING SCHEDULE			
ITEM	DESCRIPTION	STATION	LOCATION
B-15	6" 45° BEND	36+16.2	11' LT
B-16	6" 45° BEND	36+36.3	8.8' RT
H-6	HYDRANT	36+13.2	29.4' LT
R-6	8"x6" REDUCER	36+33.3	6.7' LT
T-9	8"x6" TEE	36+13.2	11' LT
V-26	6" VALVE	36+13.2	14' LT

MAIN CONNECTIONS		
ITEM	UTILITY	SIZE
CO-29	WM	6"

*NOTE: CONTRACTOR TO VERIFY ELEVATION AT CONNECTIONS

NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP).
SEE CONSTRUCTION DETAIL

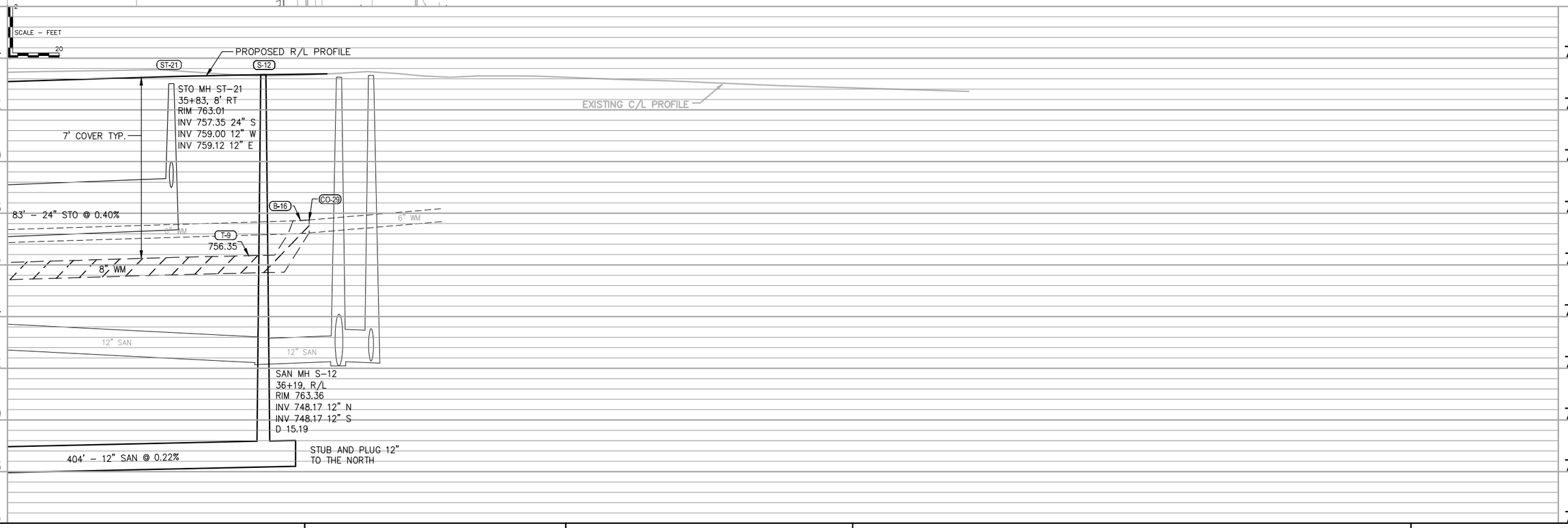
LEGEND
- 1 REMOVING MANHOLES
- A REMOVING SANITARY SEWER
- B REMOVING WATER MAIN
- C REMOVING WATER VALVES
- D REMOVING HYDRANTS

NOTES:
–EXISTING UTILITY INFORMATION SHOWN ON THE PLANS PROVIDED BY THE CITY OF OSHKOSH.

–STATIONS AND ELEVATIONS FOR WATER MAIN BENDS AND DEFLECTIONS ARE APPROXIMATE. EXACT LOCATION AND ELEVATION TO BE DETERMINED BY PROVIDING 18" MIN. CLEARANCE WHEN CROSSING UNDER SANITARY OR STORM SEWER.

–INSULATION BOARD POLYSTYRENE 2–INCH REQUIRED AT ALL CROSSINGS OF THE WATER MAIN WHERE LESS THAN 1–FT OF SEPARATION IS PRESENT.

–UNLESS OTHERWISE NOTED ALL WATER SERVICES ARE 1–INCH.



PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	SHEET: 47	E

NORTH

20 10 0 20

SCALE – FEET

NOTES:
–EXISTING UTILITY INFORMATION SHOWN ON THE PLANS PROVIDED BY THE CITY OF OSHKOSH.

–STATIONS AND ELEVATIONS FOR WATER MAIN BENDS AND DEFLECTIONS ARE APPROXIMATE. EXACT LOCATION AND ELEVATION TO BE DETERMINED BY PROVIDING 18" MIN. CLEARANCE WHEN CROSSING UNDER SANITARY OR STORM SEWER.

–INSULATION BOARD POLYSTYRENE 2–INCH REQUIRED AT ALL CROSSINGS OF THE WATER MAIN WHERE LESS THAN 1–FT OF SEPARATION IS PRESENT.

–UNLESS OTHERWISE NOTED ALL WATER SERVICES ARE 1–INCH.

NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP).
SEE CONSTRUCTION DETAIL

WATER MAIN FITTING SCHEDULE

ITEM	DESCRIPTION	STATION	LOCATION
B-1	6" 45° BEND	9+20.1	14' RT
B-2	8" 45° BEND	9+39.4	5' LT
B-3	6" 45° BEND	9+38.6 NEW YORK AVE.	8.7' RT
B-4	6" 45° BEND	9+35.6 NEW YORK AVE.	12.6' RT
C-1	8"x8" CROSS	9+91.8	6.4' LT
R-1	8"x6" REDUCER	9+23.1	11.9' RT
R-2	8"x6" REDUCER	9+41.6 NEW YORK AVE.	8.7' RT
V-1	8" VALVE	9+91.6	9.4' LT
V-2	8" VALVE	9+94.8	6.5' LT
V-3	8" VALVE	9+91.8	3.4' LT
V-4	8" VALVE	9+88.8	6.4' LT
V-5	6" VALVE	9+32.6 NEW YORK AVE.	12.7' RT

MAIN CONNECTIONS

ITEM	UTILITY	SIZE
CO-1	SAN	12"
CO-2	STO	15"x23"
CO-3	WM	6"
CO-4	WM	6"
CO-5	SAN	12"
CO-6	STO	15"
CO-7	WM	8"
CO-8	STO	15"
CO-9	SAN	12"

*NOTE: CONTRACTOR TO VERIFY ELEVATION AT CONNECTIONS

LEGEND

1 REMOVING MANHOLES
2 REMOVING INLETS
3 REMOVING STORM SEWER LESS THAN 12–INCH
4 REMOVING STORM SEWER 12–INCH TO 24–INCH
5 REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES

A REMOVING SANITARY SEWER
B REMOVING WATER MAIN
C REMOVING WATER VALVES
D REMOVING HYDRANTS

NEW YORK AVENUE

N. MAIN STREET

APPROX. LOCATION OF UNDERGROUND VAULT

STO MH ST–23
9'N'+16, 7.71' LT
RIM 759.74
INV 756.96 15" W
INV 755.47 19"x30" E

STO MH ST–22
9'N'+43, 7.71' LT
RIM 759.48
INV 755.56 12" N
INV 755.56 12" S
INV 755.35 19"x30" SE
INV 755.35 19"x30" W

PROPOSED R/L PROFILE
EXISTING C/L PROFILE

27' – 19"x30" STO @ 0.40%

82' – 19"x30" STO @ 0.40%

STO MH ST–2
9+49, 2' RT
RIM 760.39
INV 755.03 21" NW
INV 755.03 21" S
D 5.36

STO MH ST–24
10'N'+66, 0.40' RT
RIM 759.20
INV 755.19 12" N
INV 755.19 12" S
INV 752.90 15" E

C-1
753.11

OUTSIDE DROP MANHOLE

SAN MH S–13
(OUTSIDE DROP MH)
9'N'+19, R/L
RIM 759.86
INV 755.06 12" W
INV 742.62 12" E
DROP 12.44
D 17.24

SAN MH S–2
10+07, 4' RT
RIM 760.00
INV 742.43 12" N
INV 742.43 12" W
INV 742.43 12" E
D 17.57

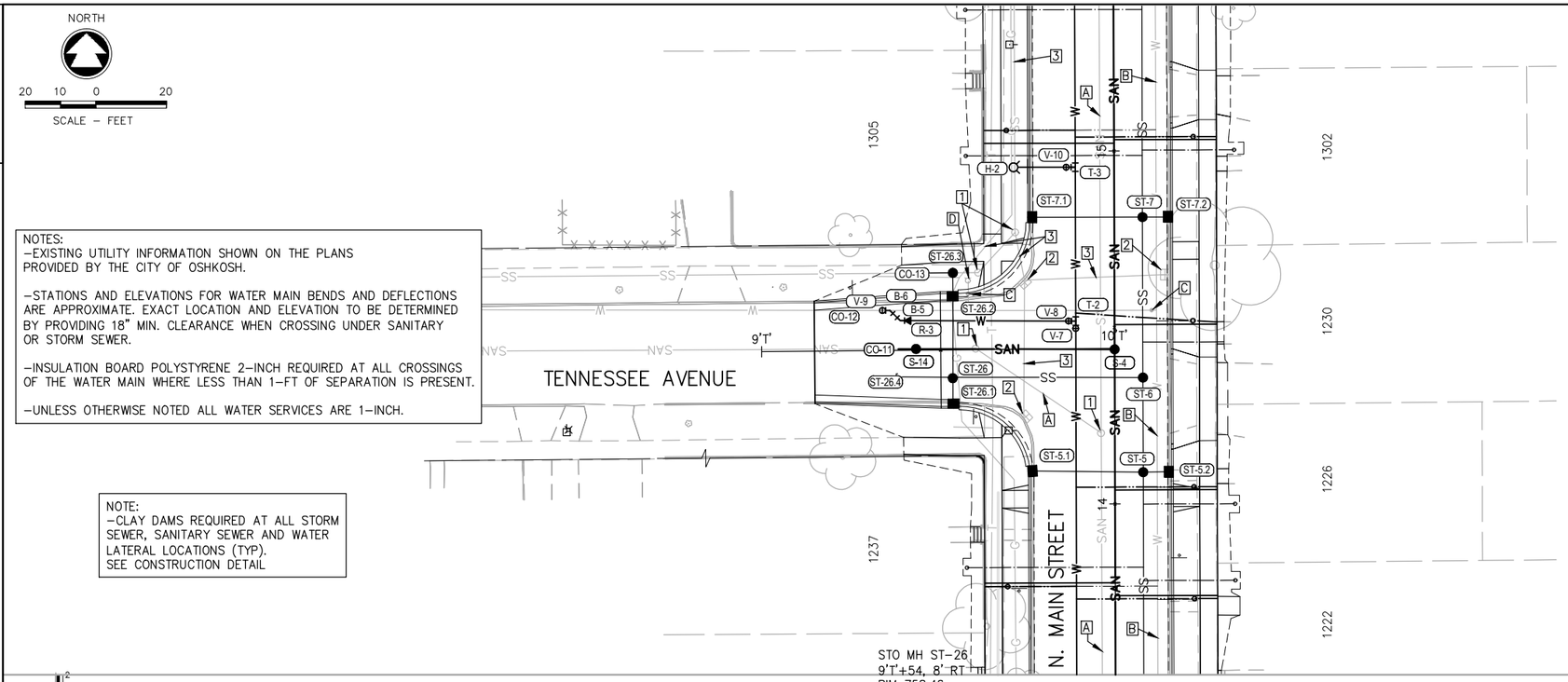
85' – 12" SAN @ 0.22%

67' – 12" SAN @ 0.22%

CONNECT TO EXIST. REDUCER

762 760 758 756 754 752 750 748 746 744 742

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN – NEW YORK AVENUE	SHEET: 48	E



NOTES:
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–UNLESS OTHERWISE NOTED ALL WATER SERVICES ARE 1–INCH.

NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP).
SEE CONSTRUCTION DETAIL

WATER MAIN FITTING SCHEDULE

ITEM	DESCRIPTION	STATION	LOCATION
B-5	4" 45° BEND	9+40.3 TENNESSEE AVE.	8.4' LT
B-6	4" 45° BEND	9+37.3 TENNESSEE AVE.	11.3' LT
H-2	HYDRANT	14+95.5	28.5' LT
R-3	8"x4" REDUCER	9+43.3 TENNESSEE AVE.	8.4' LT
T-2	8"x8" TEE	14+52.8	11' LT
T-3	8"x6" TEE	14+95.4	11' LT
V-7	8" VALVE	14+49.8	11' LT
V-8	8" VALVE	14+49.8	14' LT
V-9	4" VALVE	9+34.3 TENNESSEE AVE.	11.4' LT
V-10	6" VALVE	14+55.5	13.6' LT

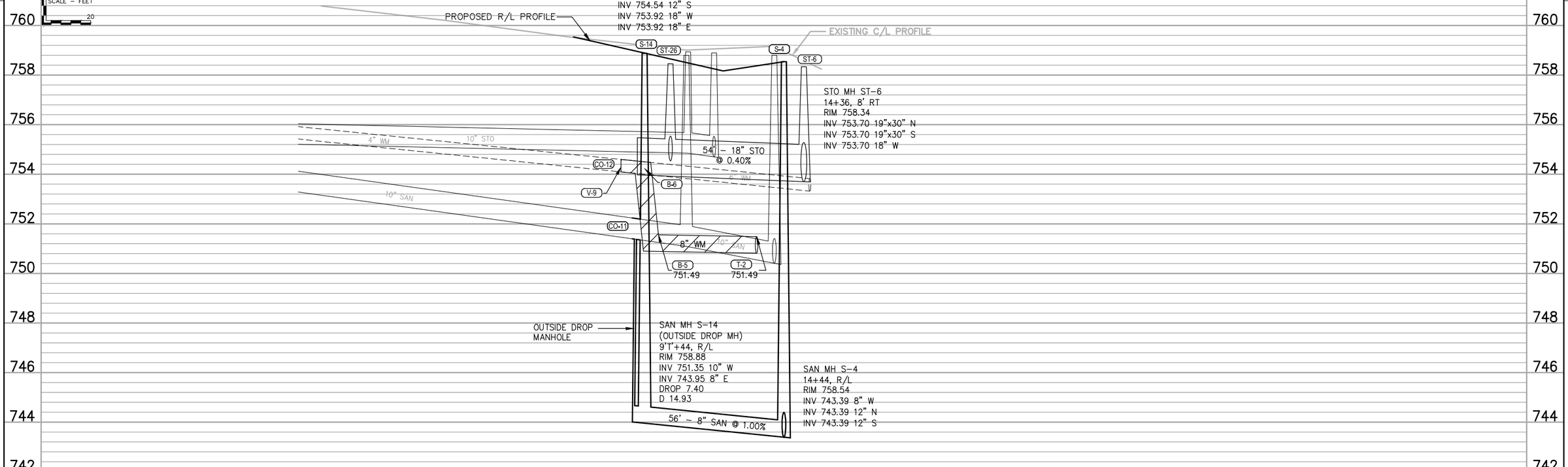
MAIN CONNECTIONS

ITEM	UTILITY	SIZE
CO-11	SAN	10"
CO-12	WM	4"
CO-13	STO	10"

*NOTE: CONTRACTOR TO VERIFY ELEVATION AT CONNECTIONS

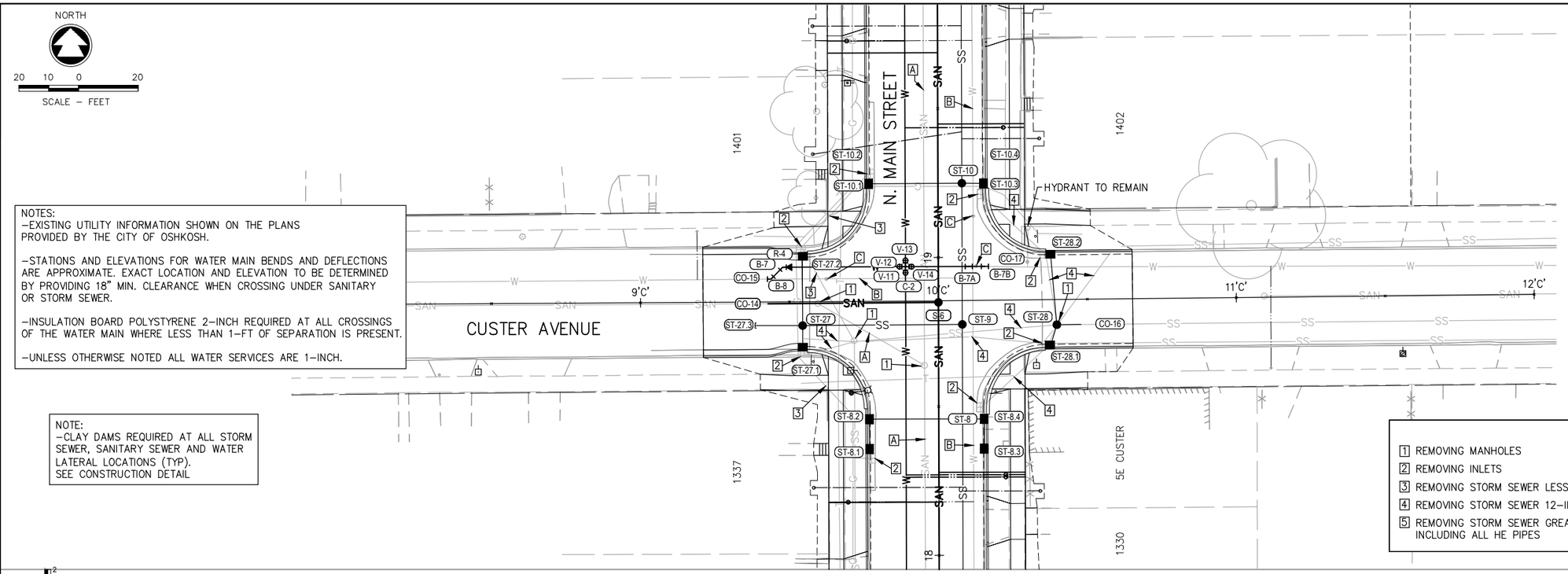
LEGEND

- [1] REMOVING MANHOLES
- [2] REMOVING INLETS
- [3] REMOVING STORM SEWER LESS THAN 12–INCH
- [4] REMOVING STORM SEWER 12–INCH TO 24–INCH
- [5] REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES
- [A] REMOVING SANITARY SEWER
- [B] REMOVING WATER MAIN
- [C] REMOVING WATER VALVES
- [D] REMOVING HYDRANTS



PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN – TENNESSEE AVENUE	SHEET: 49	E

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NOTES:
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–UNLESS OTHERWISE NOTED ALL WATER SERVICES ARE 1–INCH.

NOTE:
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SEE CONSTRUCTION DETAIL

WATER MAIN FITTING SCHEDULE

ITEM	DESCRIPTION	STATION	LOCATION
B-7	6" 45° BEND	9+47.8 CUSTER AVE.	11.6' LT
B-8	6" 45° BEND	9+44.8 CUSTER AVE.	7.7' LT
B-7A	8" 45° BEND	10±10 CUSTER AVE.	11' LT
B-7B	8" 45° BEND	10±15 CUSTER AVE	11' LT
C-2	8"x8" CROSS	18+97.9	11' LT
R-4	8"x6" REDUCER	9+50.9 CUSTER AVE.	11.6' LT
V-11	8" VALVE	18+94.9	11' LT
V-12	8" VALVE	18+97.9	14' LT
V-13	8" VALVE	19+00.9	11' LT
V-14	8" VALVE	18+97.9	8' LT

MAIN CONNECTIONS

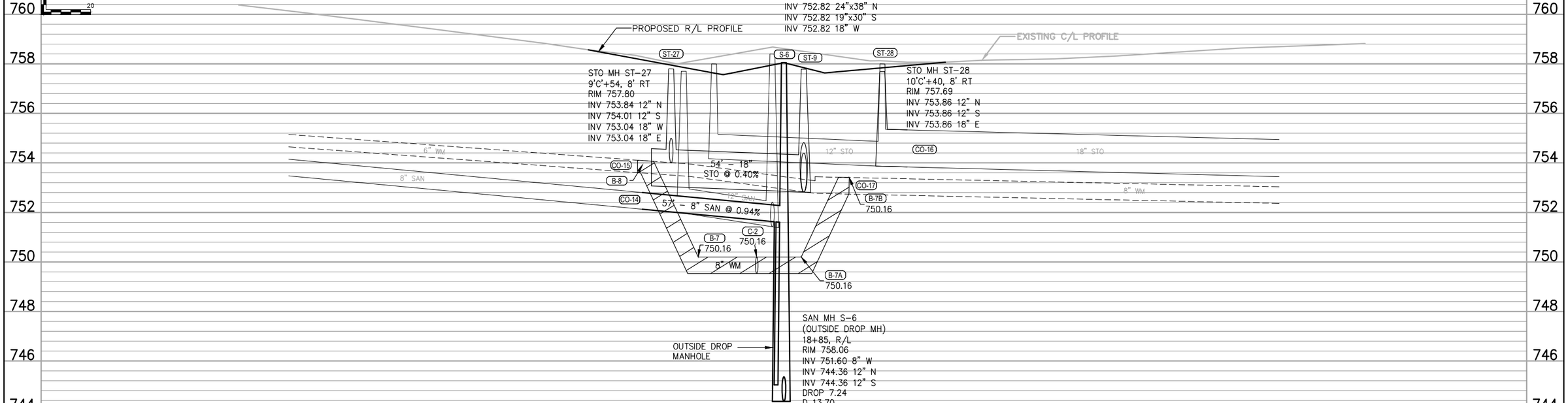
ITEM	UTILITY	SIZE
CO-14	SAN	8"
CO-15	WM	6"
CO-16	STO	18"

*NOTE: CONTRACTOR TO VERIFY ELEVATION AT CONNECTIONS

LEGEND

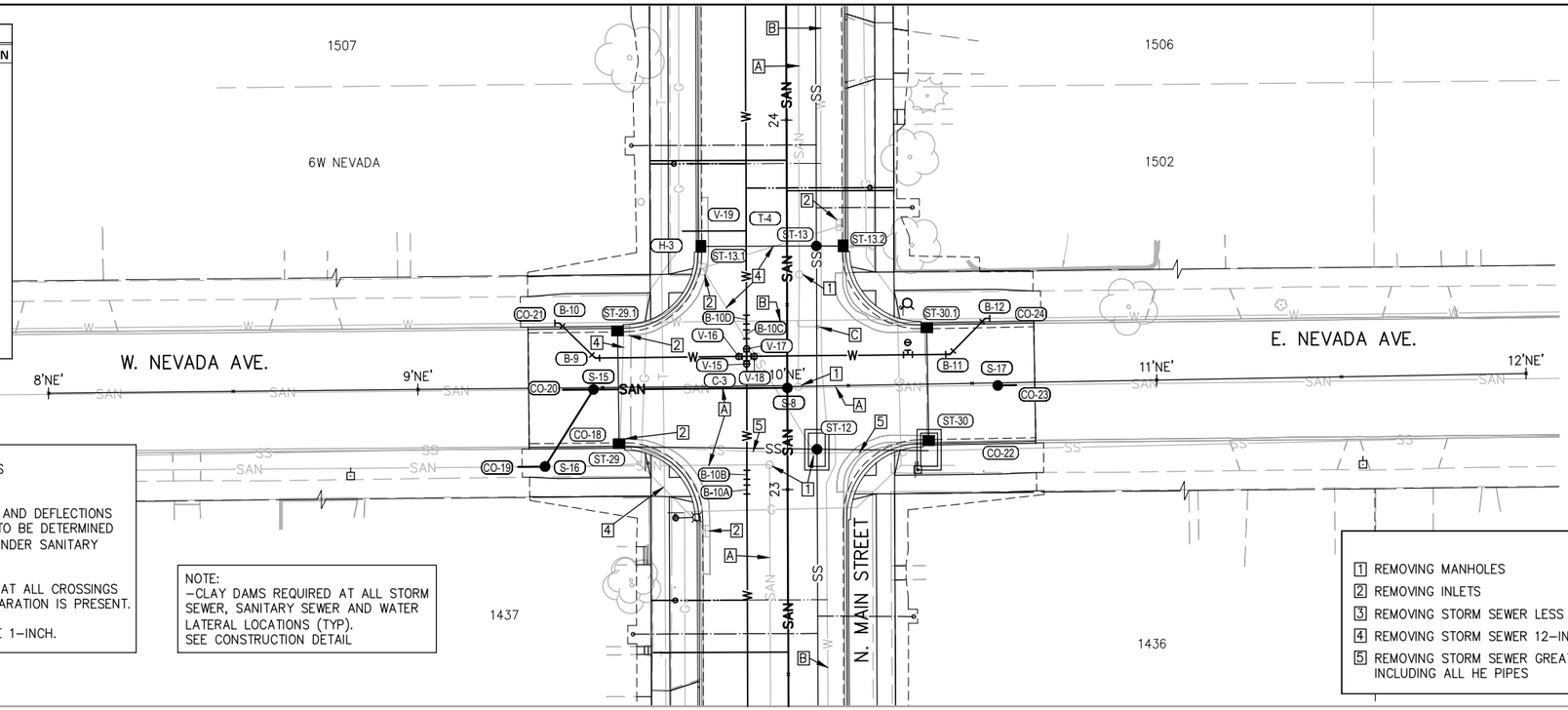
[1] REMOVING MANHOLES
[2] REMOVING INLETS
[3] REMOVING STORM SEWER LESS THAN 12–INCH
[4] REMOVING STORM SEWER 12–INCH TO 24–INCH
[5] REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES

[A] REMOVING SANITARY SEWER
[B] REMOVING WATER MAIN
[C] REMOVING WATER VALVES
[D] REMOVING HYDRANTS



PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN – CUSTER AVENUE	SHEET: 50	E

WATER MAIN FITTING SCHEDULE			
ITEM	DESCRIPTION	STATION	LOCATION
B-9	12" 45° BEND	9+48.1 NEVADA AVE.	8' LT
B-10	12" 45° BEND	9+38.5 NEVADA AVE.	17.6' LT
B-11	12" 45° BEND	10+44.2 NEVADA AVE.	8' LT
B-12	12" 45° BEND	10+53.9 NEVADA AVE.	17.5' LT
B-10A	8" 45° BEND	23±00	11' LT
B-10B	8" 45° BEND	23±04	11' LT
B-10C	8" 45° BEND	23±42	11' LT
B-10D	8" 45° BEND	23±46	11' LT
C-3	12"x8" CROSS	23+37	11' LT
H-3	HYDRANT	23+70	29.5' LT
T-4	8"x6" TEE	23+70	11' LT
V-15	8" VALVE	23+34	11' LT
V-16	12" VALVE	23+37	14' LT
V-17	8" VALVE	23+40	11' LT
V-18	12" VALVE	23+37	8' LT
V-19	6" VALVE	23+70	14.3' LT



NOTES:
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–UNLESS OTHERWISE NOTED ALL WATER SERVICES ARE 1–INCH.

NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP). SEE CONSTRUCTION DETAIL

NORTH

20 10 0 20

SCALE – FEET

MAIN CONNECTIONS		
ITEM	UTILITY	SIZE
CO-18	STO	30"
CO-19	SAN	8"
CO-20	SAN	8"
CO-21	WM	12"
CO-22	STO	43"x68"
CO-23	SAN	8"
CO-24	WM	12"

*NOTE: CONTRACTOR TO VERIFY ELEVATION AT CONNECTIONS

LEGEND

- [1] REMOVING MANHOLES
- [2] REMOVING INLETS
- [3] REMOVING STORM SEWER LESS THAN 12–INCH
- [4] REMOVING STORM SEWER 12–INCH TO 24–INCH
- [5] REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES
- [A] REMOVING SANITARY SEWER
- [B] REMOVING WATER MAIN
- [C] REMOVING WATER VALVES
- [D] REMOVING HYDRANTS

SCALE – FEET

STO MH ST–29
9'NE'+54, 16.5' RT
FLANGE 758.99
INV 755.40 12" N
INV 752.15 30" W
INV 752.15 30" E

STO MH ST–12
23+11, 8' RT
RIM 759.53
INV 751.93 30" N
INV 751.93 30" S
INV 751.93 30" W
INV 751.93 43"x68" E

STO MH ST–30
10'NE'+38, 8.5' RT
FLANGE 759.11
INV 755.23 12" N
INV 751.81 43"x68" W
INV 751.81 43"x68" E

PROPOSED R/L PROFILE

EXISTING C/L PROFILE

760 758 756 754 752 750 748 746 744

SAN MH S–16
9'NE'+34, 21' RT
RIM 759.96
INV 752.54 8" W
INV 752.54 8" E
D 7.42

30" STO
12" WM
8" SAN
8" SAN

25' – 8" SAN @ 6.72%

53' – 8" SAN @ 0.40%

54' – 30" STO @ 0.40%

30' – 43" x 68" STO @ 0.40%

43" x 68" STO
12" WM
8" SAN

B-9 749.40
C-3 749.40
B-11 749.40
12" WM

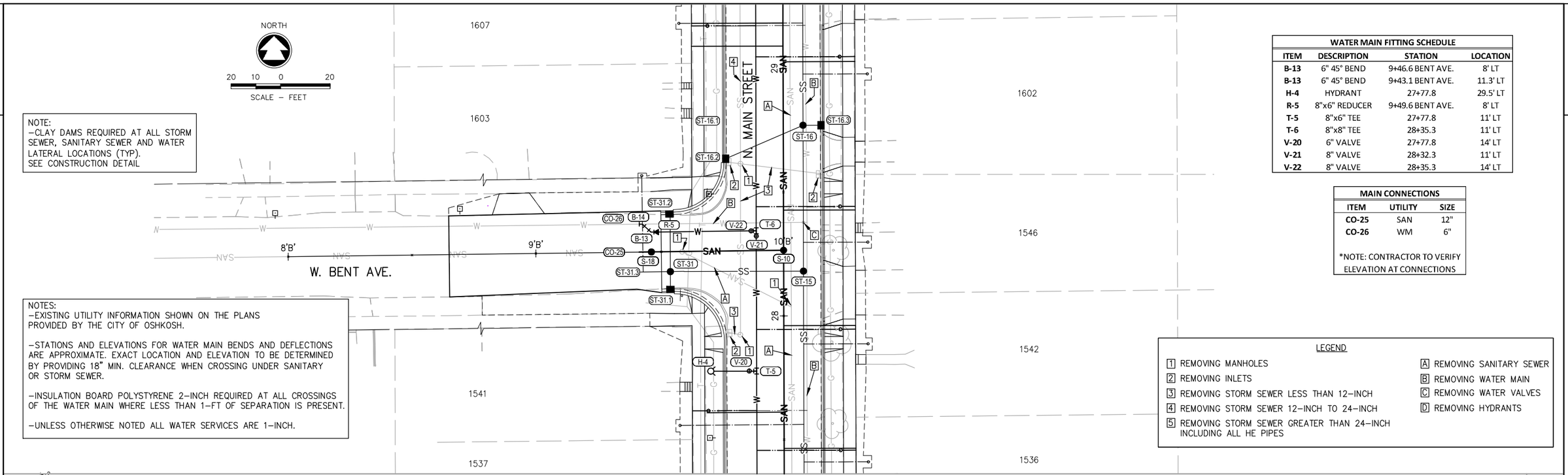
SAN MH S–15
9'NE'+48, R/L
RIM 759.45
INV 750.86 8" W
INV 750.86 8" E
INV 750.86 8" SW
D 8.59

SAN MH S–8
(OUTSIDE DROP MH)
23+28, R/L
RIM 759.65
INV 750.86 8" W
INV 750.86 8" E
INV 745.33 12" N
D 14.32

OUTSIDE DROP MANHOLE

SAN MH S–17
10'NE'+57, 1' RT
RIM 759.60
INV 750.58 8" E
D 9.02

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN – NEVADA AVENUE	SHEET: 51	E



NOTE:
–CLAY DAMS REQUIRED AT ALL STORM SEWER, SANITARY SEWER AND WATER LATERAL LOCATIONS (TYP).
SEE CONSTRUCTION DETAIL

NOTES:
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–INSULATION BOARD POLYSTYRENE 2–INCH REQUIRED AT ALL CROSSINGS OF THE WATER MAIN WHERE LESS THAN 1–FT OF SEPARATION IS PRESENT.

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WATER MAIN FITTING SCHEDULE

ITEM	DESCRIPTION	STATION	LOCATION
B-13	6" 45° BEND	9+46.6 BENT AVE.	8' LT
B-13	6" 45° BEND	9+43.1 BENT AVE.	11.3' LT
H-4	HYDRANT	27+77.8	29.5' LT
R-5	8"x6" REDUCER	9+49.6 BENT AVE.	8' LT
T-5	8"x6" TEE	27+77.8	11' LT
T-6	8"x8" TEE	28+35.3	11' LT
V-20	6" VALVE	27+77.8	14' LT
V-21	8" VALVE	28+32.3	11' LT
V-22	8" VALVE	28+35.3	14' LT

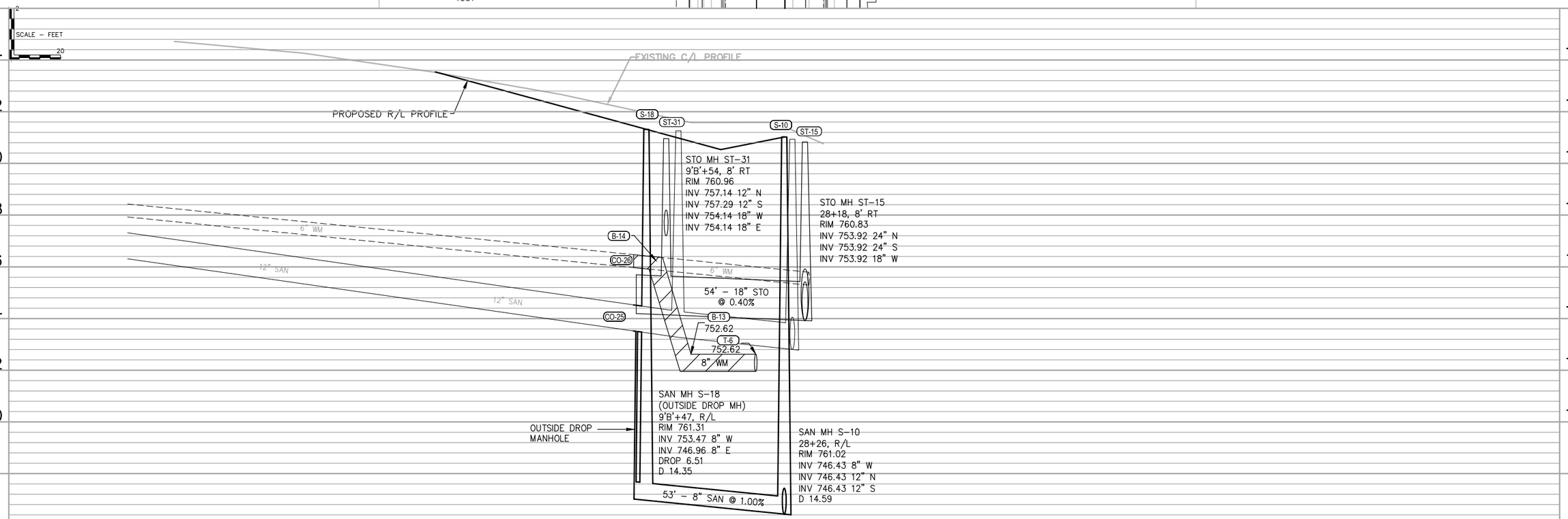
MAIN CONNECTIONS

ITEM	UTILITY	SIZE
CO-25	SAN	12"
CO-26	WM	6"

*NOTE: CONTRACTOR TO VERIFY ELEVATION AT CONNECTIONS

LEGEND

- [1] REMOVING MANHOLES
- [2] REMOVING INLETS
- [3] REMOVING STORM SEWER LESS THAN 12–INCH
- [4] REMOVING STORM SEWER 12–INCH TO 24–INCH
- [5] REMOVING STORM SEWER GREATER THAN 24–INCH INCLUDING ALL HE PIPES
- [A] REMOVING SANITARY SEWER
- [B] REMOVING WATER MAIN
- [C] REMOVING WATER VALVES
- [D] REMOVING HYDRANTS



PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN – BENT AVENUE	SHEET: 52	E

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2

NORTH

20 10 0 20

SCALE – FEET

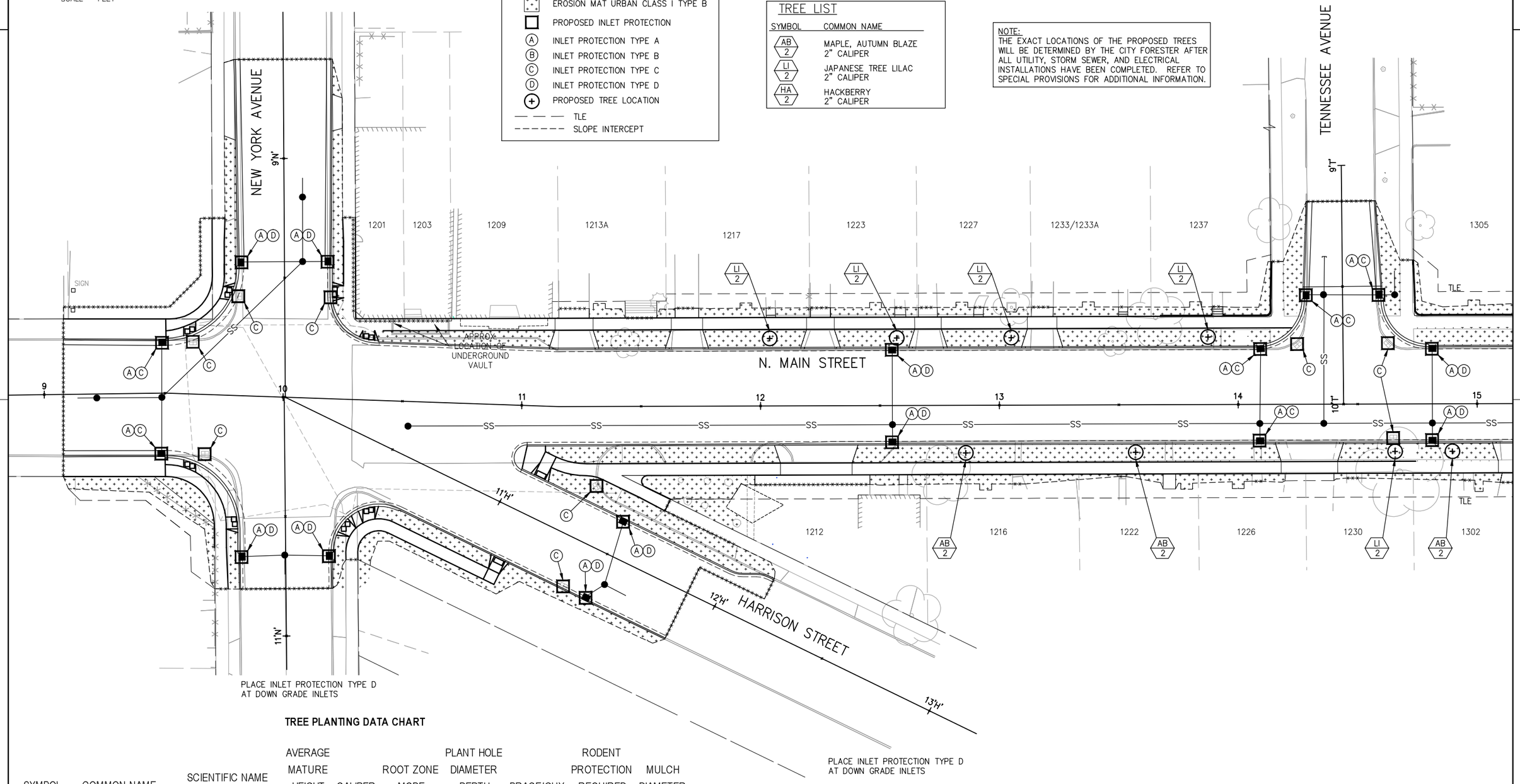
LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- PROPOSED INLET PROTECTION
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (+) PROPOSED TREE LOCATION
- TLE
- SLOPE INTERCEPT

TREE LIST

SYMBOL	COMMON NAME
AB 2	MAPLE, AUTUMN BLAZE 2" CALIPER
LI 2	JAPANESE TREE LILAC 2" CALIPER
HA 2	HACKBERRY 2" CALIPER

NOTE:
THE EXACT LOCATIONS OF THE PROPOSED TREES WILL BE DETERMINED BY THE CITY FORESTER AFTER ALL UTILITY, STORM SEWER, AND ELECTRICAL INSTALLATIONS HAVE BEEN COMPLETED. REFER TO SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



TREE PLANTING DATA CHART

SYMBOL	COMMON NAME	SCIENTIFIC NAME	AVERAGE MATURE HEIGHT	CALIPER	ROOT ZONE MODE	PLANT HOLE DIAMETER DEPTH	BRACE/GUY	RODENT PROTECTION REQUIRED	MULCH DIAMETER
HA	HACKBERRY	CELTIS OCCIDENTALIS	50'	2"	B&B	24"/18"	YES	YES	44"
AB	MAPLE AUTUMN BLAZE	ACER X FREEMANII	50'	2"	B&B	24"/18"	YES	YES	44"
LI	JAPANESE TREE LILAC	SYRINGE RETICULATE	50'	2"	B&B	24"/18"	YES	YES	44"

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	EROSION CONTROL AND PLANTING DETAIL	SHEET: 53	E

2

NORTH

20 10 0 20

SCALE – FEET

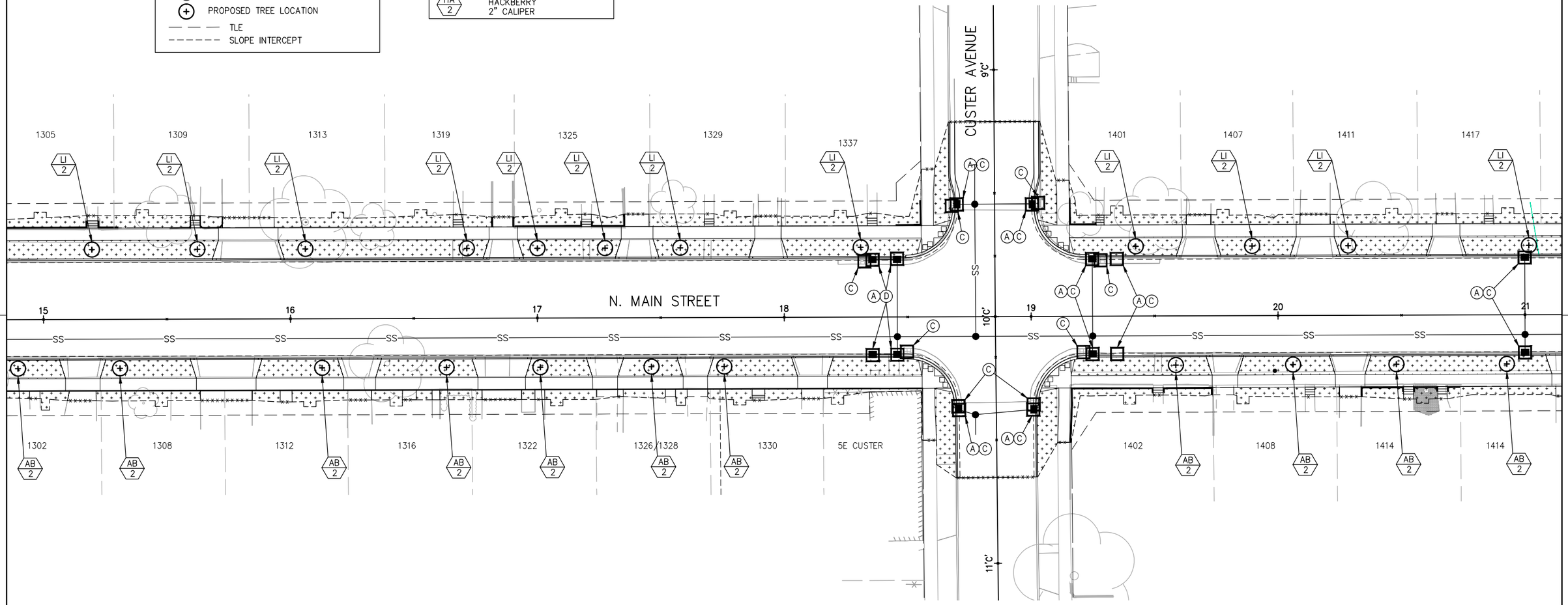
LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- PROPOSED INLET PROTECTION
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (+) PROPOSED TREE LOCATION
- — — — TLE
- – – – – – SLOPE INTERCEPT

TREE LIST

SYMBOL	COMMON NAME
AB 2	MAPLE, AUTUMN BLAZE 2" CALIPER
LI 2	JAPANESE TREE LILAC 2" CALIPER
HA 2	HACKBERRY 2" CALIPER

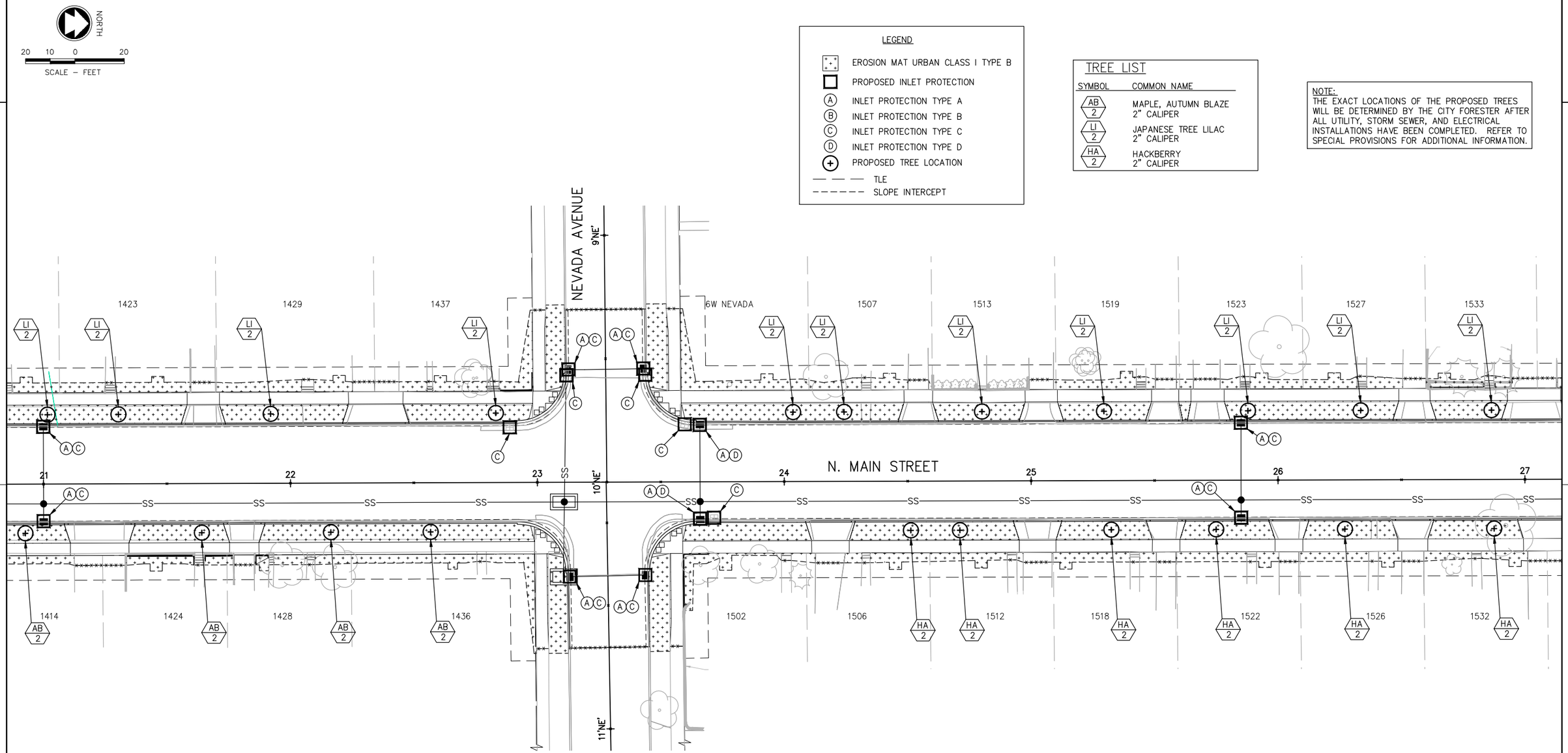
NOTE:
THE EXACT LOCATIONS OF THE PROPOSED TREES WILL BE DETERMINED BY THE CITY FORESTER AFTER ALL UTILITY, STORM SEWER, AND ELECTRICAL INSTALLATIONS HAVE BEEN COMPLETED. REFER TO SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



TREE PLANTING DATA CHART

SYMBOL	COMMON NAME	SCIENTIFIC NAME	AVERAGE MATURE HEIGHT	CALIPER	ROOT ZONE MODE	PLANT HOLE DIAMETER DEPTH	BRACE/GUY	RODENT PROTECTION REQUIRED	MULCH DIAMETER
HA	HACKBERRY	CELTIS OCCIDENTALIS	50'	2"	B&B	24"/18"	YES	YES	44"
AB	MAPLE AUTUMN BLAZE	ACER X FREEMANII	50'	2"	B&B	24"/18"	YES	YES	44"
LI	JAPANESE TREE LILAC	SYRINGE RETICULATE	50'	2"	B&B	24"/18"	YES	YES	44"

skelliher, W:\PROJECTS\00005\830103\01- Plan Preparation\02-Erosion Control\02 EROSION CONTROL.dwg, 02 erosion control, Plot Date: 1/25/2016 8:28 AM, xrefs:none



TREE PLANTING DATA CHART

SYMBOL	COMMON NAME	SCIENTIFIC NAME	AVERAGE MATURE HEIGHT	CALIPER	ROOT ZONE MODE	PLANT HOLE DIAMETER DEPTH	BRACE/GUY	RODENT PROTECTION REQUIRED	MULCH DIAMETER
HA	HACKBERRY	CELTIS OCCIDENTALIS	50'	2"	B&B	24"/18"	YES	YES	44"
AB	MAPLE AUTUMN BLAZE	ACER X FREEMANII	50'	2"	B&B	24"/18"	YES	YES	44"
LI	JAPANESE TREE LILAC	SYRINGE RETICULATE	50'	2"	B&B	24"/18"	YES	YES	44"

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	EROSION CONTROL AND PLANTING DETAIL	SHEET: 55	E

2

NORTH

20 10 0 20

SCALE – FEET

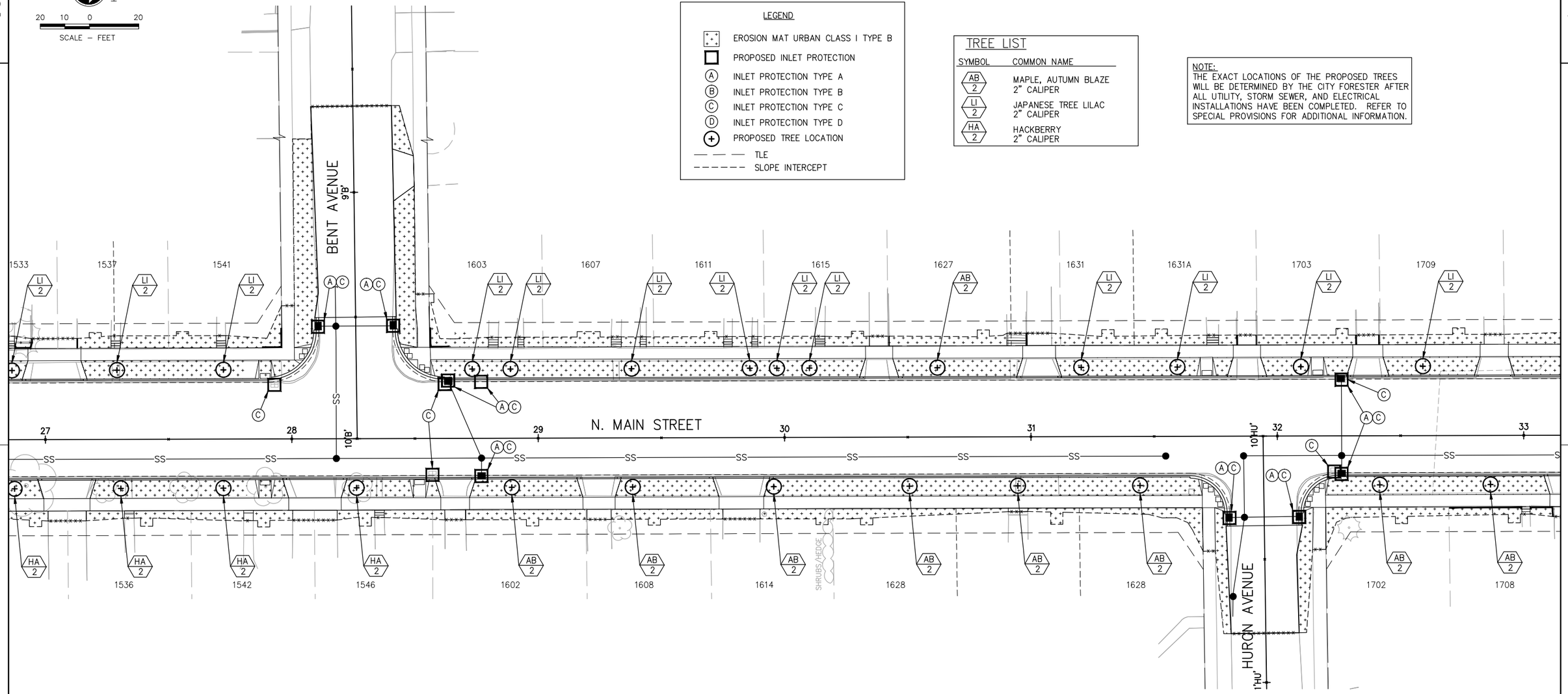
LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- PROPOSED INLET PROTECTION
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (+) PROPOSED TREE LOCATION
- TLE
- SLOPE INTERCEPT

TREE LIST

SYMBOL	COMMON NAME
AB 2	MAPLE, AUTUMN BLAZE 2" CALIPER
LI 2	JAPANESE TREE LILAC 2" CALIPER
HA 2	HACKBERRY 2" CALIPER

NOTE:
THE EXACT LOCATIONS OF THE PROPOSED TREES WILL BE DETERMINED BY THE CITY FORESTER AFTER ALL UTILITY, STORM SEWER, AND ELECTRICAL INSTALLATIONS HAVE BEEN COMPLETED. REFER TO SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



TREE PLANTING DATA CHART

SYMBOL	COMMON NAME	SCIENTIFIC NAME	AVERAGE MATURE HEIGHT	CALIPER	ROOT ZONE MODE	PLANT HOLE DIAMETER DEPTH	BRACE/GUY	RODENT PROTECTION REQUIRED	MULCH DIAMETER
HA	HACKBERRY	CELTIS OCCIDENTALIS	50'	2"	B&B	24"/18"	YES	YES	44"
AB	MAPLE AUTUMN BLAZE	ACER X FREEMANII	50'	2"	B&B	24"/18"	YES	YES	44"
LI	JAPANESE TREE LILAC	SYRINGE RETICULATE	50'	2"	B&B	24"/18"	YES	YES	44"

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	EROSION CONTROL AND PLANTING DETAIL	SHEET: 56	E

2

NORTH

20 10 0 20

SCALE – FEET

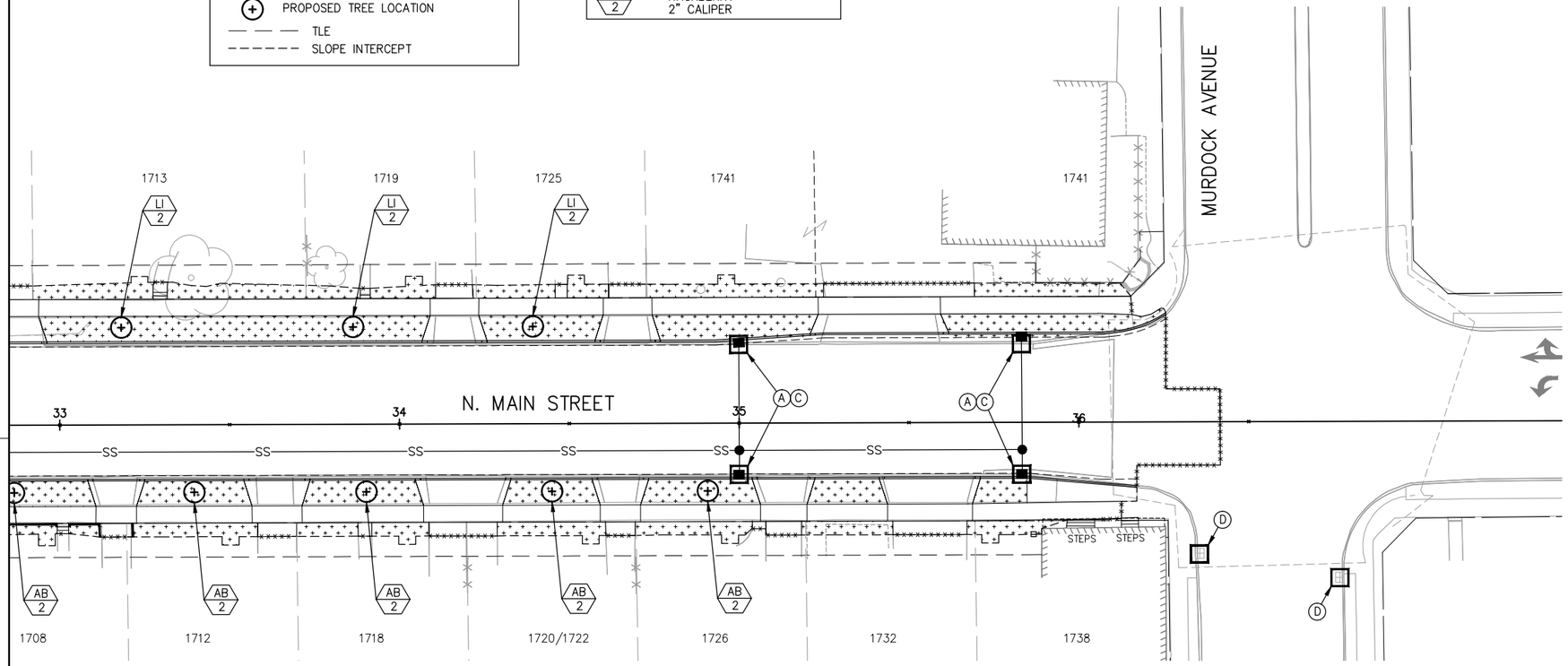
LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- PROPOSED INLET PROTECTION
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- PROPOSED TREE LOCATION
- TLE
- SLOPE INTERCEPT

TREE LIST

SYMBOL	COMMON NAME
AB 2	MAPLE, AUTUMN BLAZE 2" CALIPER
LI 2	JAPANESE TREE LILAC 2" CALIPER
HA 2	HACKBERRY 2" CALIPER

NOTE:
THE EXACT LOCATIONS OF THE PROPOSED TREES WILL BE DETERMINED BY THE CITY FORESTER AFTER ALL UTILITY, STORM SEWER, AND ELECTRICAL INSTALLATIONS HAVE BEEN COMPLETED. REFER TO SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



TREE PLANTING DATA CHART

SYMBOL	COMMON NAME	SCIENTIFIC NAME	AVERAGE MATURE HEIGHT	CALIPER	ROOT ZONE MODE	PLANT HOLE DIAMETER DEPTH	BRACE/GUY	RODENT PROTECTION REQUIRED	MULCH DIAMETER
HA	HACKBERRY	CELTIS OCCIDENTALIS	50'	2"	B&B	24"/18"	YES	YES	44"
AB	MAPLE AUTUMN BLAZE	ACER X FREEMANII	50'	2"	B&B	24"/18"	YES	YES	44"
LI	JAPANESE TREE LILAC	SYRINGE RETICULATE	50'	2"	B&B	24"/18"	YES	YES	44"

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	EROSION CONTROL AND PLANTING DETAIL	SHEET: 57	E

skelliher, W:\PROJECTS\00005\830103\01- Plan Preparation\02-Erosion Control\05 EROSION CONTROL.dwg, 05 erosion control, Plot Date: 1/25/2016 8:30 AM, xrefs:none

2

NORTH

20 10 0 20

SCALE – FEET

PAVEMENT MARKING LEGEND

- A PAVEMENT MARKING, EPOXY, 4–INCH (YELLOW)
- B PAVEMENT MARKING, EPOXY, 4–INCH (WHITE)
- C PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)
- D PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)
- E PAVEMENT MARKING, PARKING STALL, EPOXY, (WHITE)
- F PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- G PAVEMENT MARKING, SYMBOLS, BIKE LANE, EPOXY, (WHITE)
- H PAVEMENT MARKING, ARROWS, BIKE LANE, EPOXY, (WHITE)
- I PAVEMENT MARKING, WORDS, BIKE LANE, EPOXY, (WHITE)
- J PAVEMENT MARKING, EPOXY, 8–INCH (WHITE)
- K PAVEMENT MARKING, WORDS, ONLY, EPOXY, (WHITE)

NEW YORK AVENUE

SIGN TO REMAIN

1–6 NO TURN ON RED
R10–11B
30" X 30"
MOUNT ON NEAR RIGHT SIGNAL STANDARD

1–7 THIS SIDE

1–8 NO PARKING ANY TIME
R7–1
12" X 18"
MOUNT ON NEAR RIGHT SIGNAL STANDARD

1–11 STOP HERE ON RED
R10–6
24" X 36"
MOUNT ON NEAR RIGHT SIGNAL STANDARD

1–12 1–13 STOP HERE ON RED
30 MIN PARKING 6:00 AM TO 6:00 PM

1–14 1–15 DO NOT BLOCK DRIVEWAY
R10–7(MOD)
24" X 30"

30 MIN PARKING 6:00 AM TO 6:00 PM
R7–108(MOD)
12" X 18"

1–18 1–19
R3–17
30" X 24"
BIKE LANE ENDS
R3–17BP
30" X 12"

1–23 1 HOUR PARKING 6AM 6PM

1–25 STOP
R1–1
30" X 30"

1–26 THIS SIDE

1–27 NO PARKING ON THIS SIDE
R7–53R
12" X 18"

TENNESSEE AVENUE

SIGN TO REMAIN

1–1 ONLY
R3–8A
36" X 30"
STA. 7+45, 25' RT.

1–2 NO PARKING ANY TIME
R7–1
12" X 18"

1–3 NO TURN ON RED
R10–11B
30" X 30"
MOUNT ON NEAR RIGHT SIGNAL STANDARD

1–4 1–5 THIS SIDE
ONLY

1–9 1–10 NO TURN ON RED
R10–11B
30" X 30"

NO PARKING ANY TIME
R7–1
12" X 18"
MOUNT ON NEAR RIGHT SIGNAL STANDARD

1–16 NO TURN ON RED
R10–11B
30" X 30"
MOUNT ON NEAR RIGHT SIGNAL STANDARD

1–17 BIKE LANE
R3–17
30" X 24"

1–20
R5–2
24" X 24"

1–21 NO PARKING ON THIS SIDE
R7–53R
12" X 18"

1–22 SPEED LIMIT 30
R2–1
24" X 30"

1–24 SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT
S4–51
24" X 48"

3' LINE, 9' GAP

PAVEMENT MARKING ISLAND NOSE EPOXY

N. MAIN STREET

HARRISON STREET

1201 1203 1209 1213A 1217 1223 1227 1233/1233A 1237 1212 1216 1222 1226 1230 1302 1305

NOTE: INFORMATION NOT SHOWN ON THIS DETAIL SHALL BE IN ACCORDANCE WITH THE PERTINENT STANDARD DETAIL DRAWINGS.

EXISTING STREET SIGNS TO BE REMOVED BY THE CITY OF OSHKOSH.

SEE MQ TABLE FOR SUMMARY OF REMOVING SMALL SIGN SUPPORTS.

EXISTING SIGNS NOT BEING REMOVED SHALL BE COVERED WHEN NOT APPLICABLE DURING CONSTRUCTION OR AS DIRECTED BY THE ENGINEER. SEE MQ TABLE FOR SUMMARY OF TRAFFIC CONTROL COVERING SIGNS TYPE II.

PERMANENT SIGNING LEGEND

- EXISTING SIGN AND SUPPORT
- PROPOSED SIGN AND SUPPORT
- X–X SIGN – NEW
- X–X SIGN – REMOVE AND REPLACE
- X–X SIGN – REMOVE

V–LOCK REQUIRED AT ALL SIGN POST LOCATIONS.

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGNING DETAIL	SHEET: 58	E

skelliher, W:\PROJECTS\00005\830103\01– Plan Preparation\02–Pavement Marking\01 PAVEMENT MARKING AND SIGNING.dwg, 01 pavement marking and signing, Plot Date: 1/21/2016 7:39 AM, xrefs: (x–existing main street, x–proposed)

NORTH

20 10 0 20

SCALE – FEET

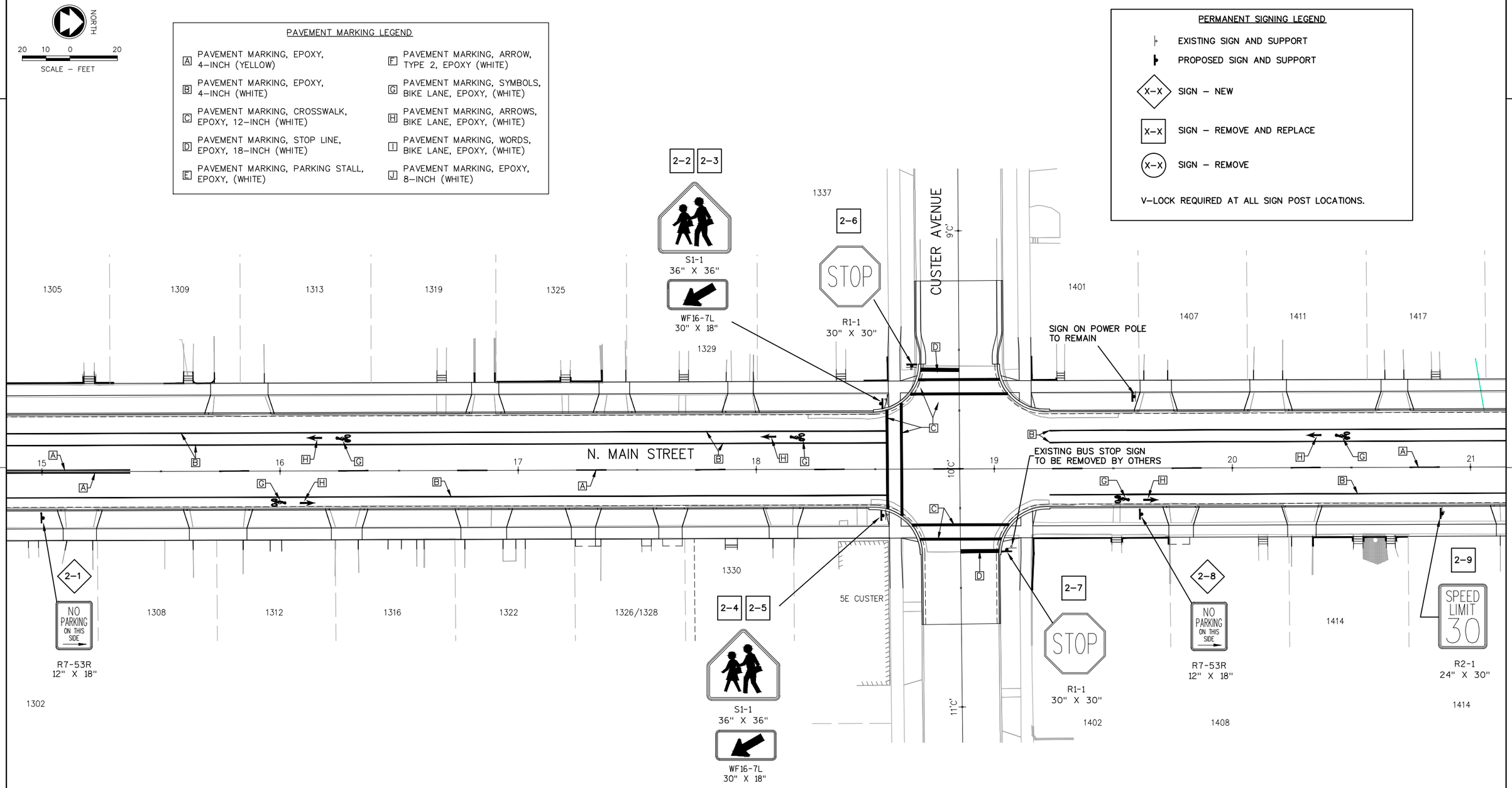
PAVEMENT MARKING LEGEND

- A PAVEMENT MARKING, EPOXY, 4–INCH (YELLOW)
- B PAVEMENT MARKING, EPOXY, 4–INCH (WHITE)
- C PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)
- D PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)
- E PAVEMENT MARKING, PARKING STALL, EPOXY, (WHITE)
- F PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- G PAVEMENT MARKING, SYMBOLS, BIKE LANE, EPOXY, (WHITE)
- H PAVEMENT MARKING, ARROWS, BIKE LANE, EPOXY, (WHITE)
- I PAVEMENT MARKING, WORDS, BIKE LANE, EPOXY, (WHITE)
- J PAVEMENT MARKING, EPOXY, 8–INCH (WHITE)

PERMANENT SIGNING LEGEND

- EXISTING SIGN AND SUPPORT
- PROPOSED SIGN AND SUPPORT
- X–X SIGN – NEW
- X–X SIGN – REMOVE AND REPLACE
- X–X SIGN – REMOVE

V–LOCK REQUIRED AT ALL SIGN POST LOCATIONS.



NOTE: INFORMATION NOT SHOWN ON THIS DETAIL SHALL BE IN ACCORDANCE WITH THE PERTINENT STANDARD DETAIL DRAWINGS.

EXISTING STREET SIGNS TO BE REMOVED BY THE CITY OF OSHKOSH.

SEE MQ TABLE FOR SUMMARY OF REMOVING SMALL SIGN SUPPORTS.

EXISTING SIGNS NOT BEING REMOVED SHALL BE COVERED WHEN NOT APPLICABLE DURING CONSTRUCTION OR AS DIRECTED BY THE ENGINEER. SEE MQ TABLE FOR SUMMARY OF TRAFFIC CONTROL COVERING SIGNS TYPE II.

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGNING DETAIL	SHEET: 59	E

2

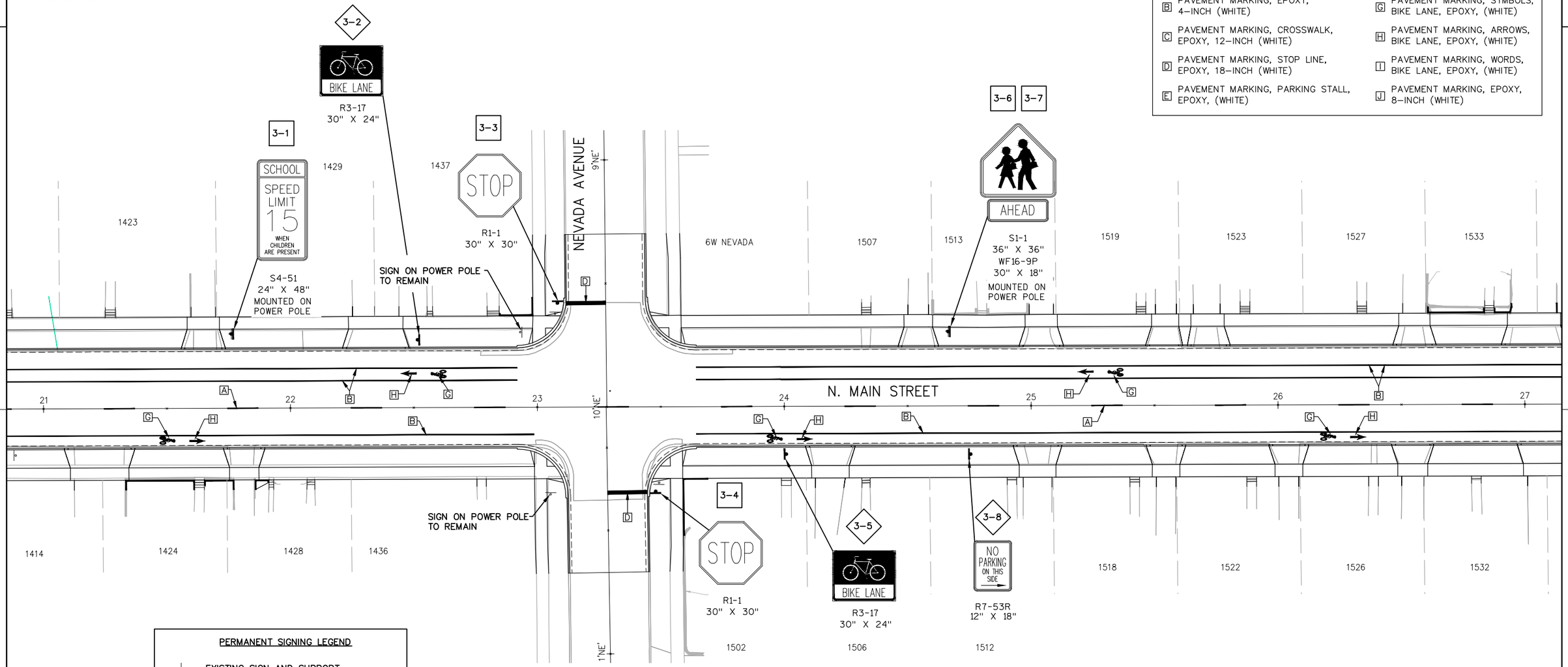
NORTH

20 10 0 20

SCALE – FEET

PAVEMENT MARKING LEGEND

- [A] PAVEMENT MARKING, EPOXY, 4–INCH (YELLOW)
- [B] PAVEMENT MARKING, EPOXY, 4–INCH (WHITE)
- [C] PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)
- [D] PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)
- [E] PAVEMENT MARKING, PARKING STALL, EPOXY, (WHITE)
- [F] PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- [G] PAVEMENT MARKING, SYMBOLS, BIKE LANE, EPOXY, (WHITE)
- [H] PAVEMENT MARKING, ARROWS, BIKE LANE, EPOXY, (WHITE)
- [I] PAVEMENT MARKING, WORDS, BIKE LANE, EPOXY, (WHITE)
- [J] PAVEMENT MARKING, EPOXY, 8–INCH (WHITE)



PERMANENT SIGNING LEGEND

- EXISTING SIGN AND SUPPORT
- PROPOSED SIGN AND SUPPORT
- X–X SIGN – NEW
- X–X SIGN – REMOVE AND REPLACE
- X–X SIGN – REMOVE

V–LOCK REQUIRED AT ALL SIGN POST LOCATIONS.

NOTE: INFORMATION NOT SHOWN ON THIS DETAIL SHALL BE IN ACCORDANCE WITH THE PERTINENT STANDARD DETAIL DRAWINGS.

EXISTING STREET SIGNS TO BE REMOVED BY THE CITY OF OSHKOSH.

SEE MQ TABLE FOR SUMMARY OF REMOVING SMALL SIGN SUPPORTS.

EXISTING SIGNS NOT BEING REMOVED SHALL BE COVERED WHEN NOT APPLICABLE DURING CONSTRUCTION OR AS DIRECTED BY THE ENGINEER. SEE MQ TABLE FOR SUMMARY OF TRAFFIC CONTROL COVERING SIGNS TYPE II.

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGNING DETAIL	SHEET: 60	E

skelliher, W:\PROJECTS\00005\830103\01– Plan Preparation\02–Pavement Marking\03 PAVEMENT MARKING AND SIGNING.dwg, 03 pavement marking and signing, Plot Date: 1/21/2016 7:40 AM, xrefs:none

2

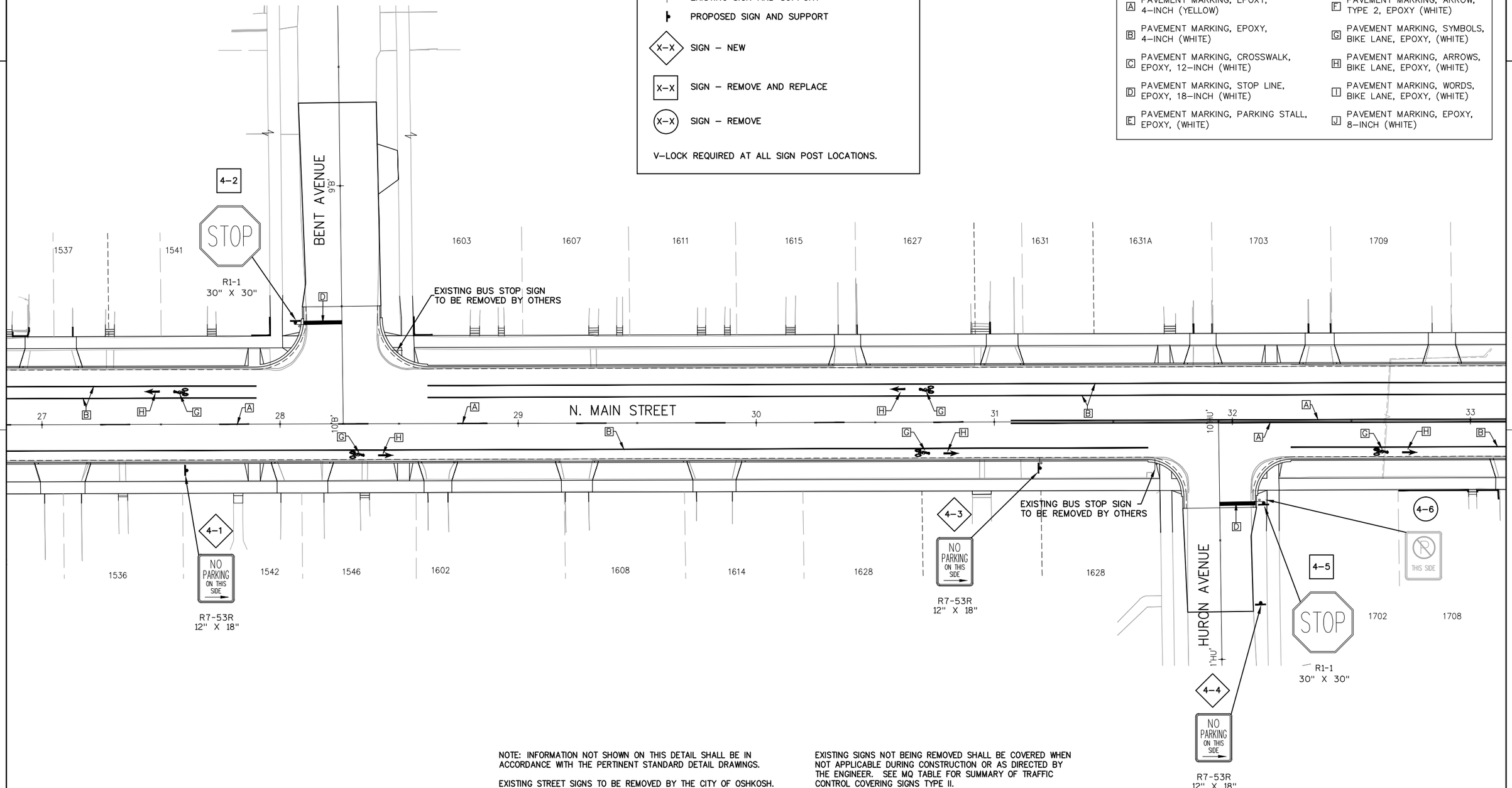
PERMANENT SIGNING LEGEND

- EXISTING SIGN AND SUPPORT
- PROPOSED SIGN AND SUPPORT
- X–X SIGN – NEW
- X–X SIGN – REMOVE AND REPLACE
- X–X SIGN – REMOVE

V–LOCK REQUIRED AT ALL SIGN POST LOCATIONS.

PAVEMENT MARKING LEGEND

- A PAVEMENT MARKING, EPOXY, 4–INCH (YELLOW)
- B PAVEMENT MARKING, EPOXY, 4–INCH (WHITE)
- C PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)
- D PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)
- E PAVEMENT MARKING, PARKING STALL, EPOXY, (WHITE)
- F PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- G PAVEMENT MARKING, SYMBOLS, BIKE LANE, EPOXY, (WHITE)
- H PAVEMENT MARKING, ARROWS, BIKE LANE, EPOXY, (WHITE)
- I PAVEMENT MARKING, WORDS, BIKE LANE, EPOXY, (WHITE)
- J PAVEMENT MARKING, EPOXY, 8–INCH (WHITE)



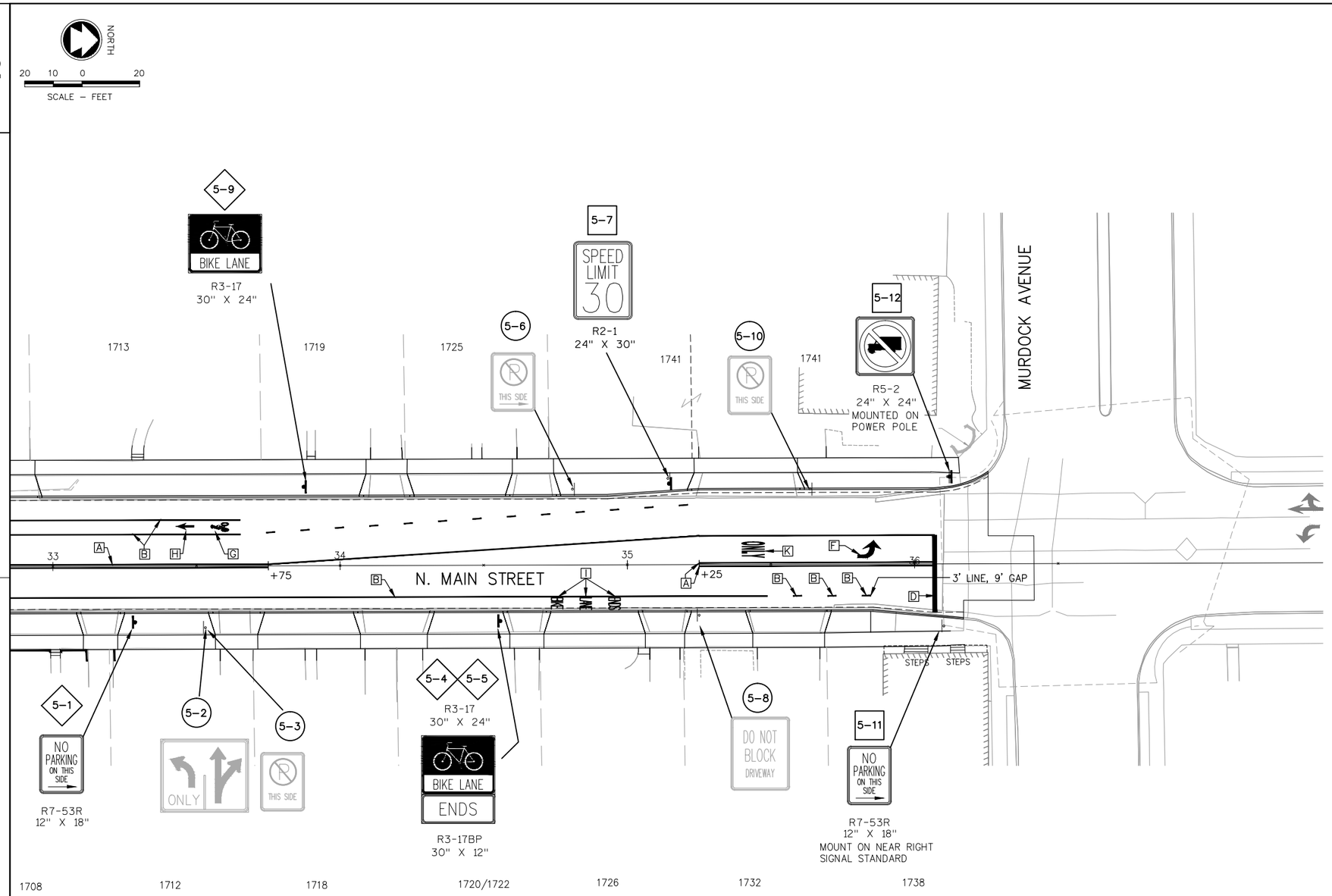
NOTE: INFORMATION NOT SHOWN ON THIS DETAIL SHALL BE IN ACCORDANCE WITH THE PERTINENT STANDARD DETAIL DRAWINGS.

EXISTING STREET SIGNS TO BE REMOVED BY THE CITY OF OSHKOSH.

SEE MQ TABLE FOR SUMMARY OF REMOVING SMALL SIGN SUPPORTS.

EXISTING SIGNS NOT BEING REMOVED SHALL BE COVERED WHEN NOT APPLICABLE DURING CONSTRUCTION OR AS DIRECTED BY THE ENGINEER. SEE MQ TABLE FOR SUMMARY OF TRAFFIC CONTROL COVERING SIGNS TYPE II.

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGNING DETAIL	SHEET: 61	E



PAVEMENT MARKING LEGEND

- A PAVEMENT MARKING, EPOXY, 4–INCH (YELLOW)
- B PAVEMENT MARKING, EPOXY, 4–INCH (WHITE)
- C PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)
- D PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)
- E PAVEMENT MARKING, PARKING STALL, EPOXY, (WHITE)
- F PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- G PAVEMENT MARKING, SYMBOLS, BIKE LANE, EPOXY, (WHITE)
- H PAVEMENT MARKING, ARROWS, BIKE LANE, EPOXY, (WHITE)
- I PAVEMENT MARKING, WORDS, BIKE LANE, EPOXY, (WHITE)
- J PAVEMENT MARKING, EPOXY, 8–INCH (WHITE)
- K PAVEMENT MARKING, WORDS, ONLY, EPOXY, (WHITE)

PERMANENT SIGNING LEGEND

- EXISTING SIGN AND SUPPORT
- PROPOSED SIGN AND SUPPORT
- X–X SIGN – NEW
- X–X SIGN – REMOVE AND REPLACE
- X–X SIGN – REMOVE

V–LOCK REQUIRED AT ALL SIGN POST LOCATIONS.

NOTE: INFORMATION NOT SHOWN ON THIS DETAIL SHALL BE IN ACCORDANCE WITH THE PERTINENT STANDARD DETAIL DRAWINGS.

EXISTING STREET SIGNS TO BE REMOVED BY THE CITY OF OSHKOSH.

SEE MQ TABLE FOR SUMMARY OF REMOVING SMALL SIGN SUPPORTS.

EXISTING SIGNS NOT BEING REMOVED SHALL BE COVERED WHEN NOT APPLICABLE DURING CONSTRUCTION OR AS DIRECTED BY THE ENGINEER. SEE MQ TABLE FOR SUMMARY OF TRAFFIC CONTROL COVERING SIGNS TYPE II.

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGNING DETAIL	SHEET: 62	E

skelliher, W:\PROJECTS\00005\830103\01– Plan Preparation\02–Pavement Marking\05 PAVEMENT MARKING AND SIGNING.dwg, 05 pavement marking and signing, Plot Date: 1/21/2016 7:41 AM, xrefs: none

NOTES:
ALL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECT IS 2–INCH.

CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30".

THE DISTANCE FROM BACK OF CURB TO NEAREST EDGE OF THE TYPE 5 BASE SHALL BE 2–FT.

PRIOR TO INSTALLING ELECTRICAL CONDUIT IN THE TERRACE AREAS FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECTS, CONTRACTOR TO COORDINATE WITH THE CITY FORESTER TO VERIFY THE FINAL LOCATION OF TREES BEING PLANTED AS PART OF THIS PROJECT. ADJUST LOCATION OF ELECTRICAL CONDUIT AS REQUIRED. ADJUSTING THE LOCATION OF THE ELECTRICAL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECTS SHALL BE CONSIDERED INCIDENTAL TO THE ITEM OF CONDUIT RIGID NON METALLIC SCHEDULE 40 2–INCH.

LEGEND:

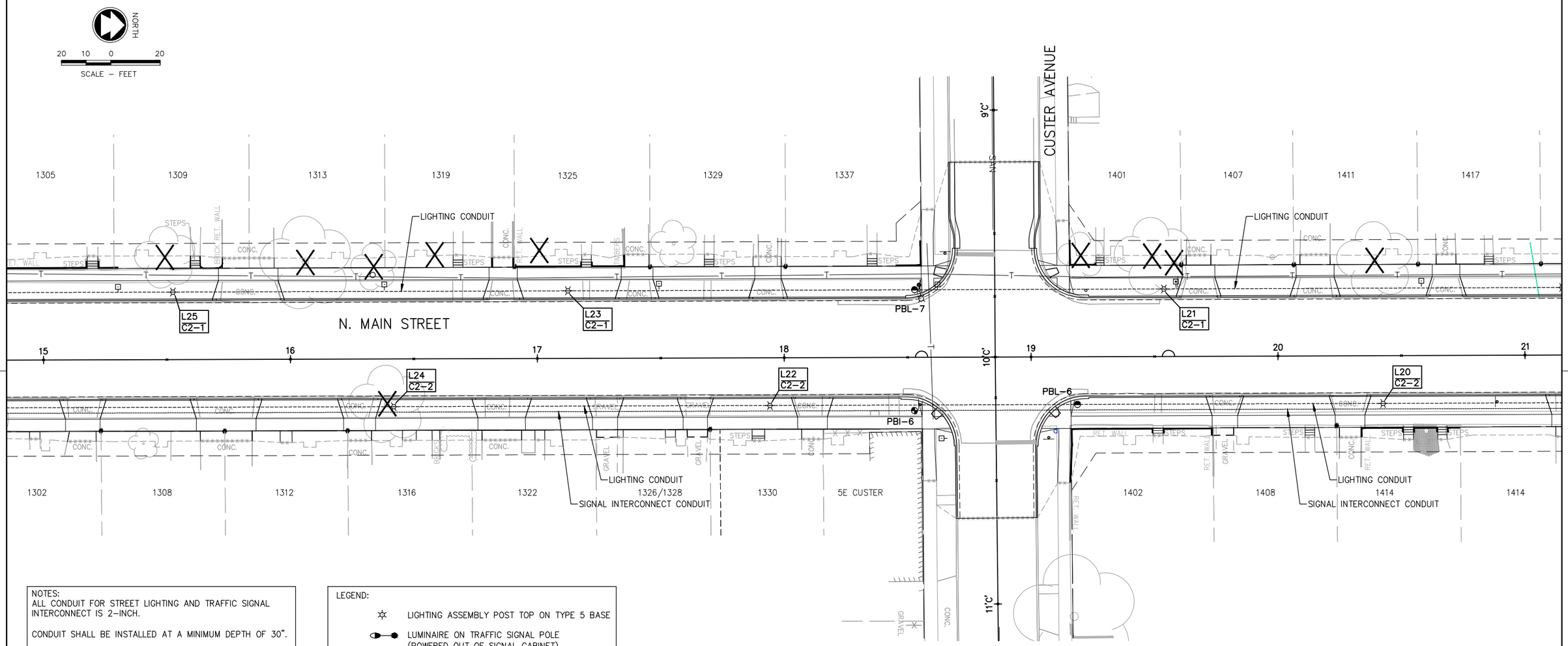
- LIGHTING ASSEMBLY POST TOP ON TYPE 5 BASE
- LUMINAIRE ON TRAFFIC SIGNAL POLE (POWERED OUT OF SIGNAL CABINET)
- LIGHTING CONTROL CABINET
- TRAFFIC SIGNAL CONTROL CABINET
- TRAFFIC SIGNAL PULL BOX
- PBI–5 INTERCONNECT PULL BOX
- PBL–10 LIGHTING PULL BOX
- ----- CONDUIT
- L29 / C2–1 LIGHT POLE # / LIGHTING CONTROL CABINET #–CIRCUIT #

NORTH
20 10 0 20
SCALE – FEET

NEW YORK AVENUE
TENNESSEE AVENUE
N. MAIN STREET
HARRISON STREET
LIGHTING AND INTERCONNECT CONDUIT FOR FUTURE USE, CAP REQUIRED
LIGHTING CONDUIT FOR FUTURE USE, CAP REQUIRED
INTERCONNECT CONDUIT FOR FUTURE USE, CAP REQUIRED
(2) 2–INCH CONDUIT
TRAFFIC SIGNAL CONTROL CABINET (CB–1)
LIGHTING CONTROL CABINET #2 (LC–2) W/ METER PEDESTAL
LIGHTING CONDUIT
SIGNAL INTERCONNECT CONDUIT
PBI–11, PBL–12, PBL–10, PBI–10, PBL–13, PBL–9, PBI–8, PBI–9, PBL–11, PBL–8, PBI–7
L31 C2–1, L29 C2–1, L27 C2–1, L30 C2–2, L28 C2–2, L26 C2–2
1201 1203 1209 1213A 1217 1223 1227 1233/1233A 1237 1305
1212 1216 1222 1226 1230 1302
9 10 11 12 13 14 15 16
N 6' 9'T 11'H 12'H 13'H 11'N
ASPH. CONC. GRAVEL RET. WALL FENCE STEPS MH OH HO BUS LANE BIKE

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STREET LIGHTING/INTERCONNECT	SHEET: 63	E

2



NOTES:
ALL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECT IS 2–INCH.

CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30".

THE DISTANCE FROM BACK OF CURB TO NEAREST EDGE OF THE TYPE 5 BASE SHALL BE 2–FT.

PRIOR TO INSTALLING ELECTRICAL CONDUIT IN THE TERRACE AREAS FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECTS, CONTRACTOR TO COORDINATE WITH THE CITY FORESTER TO VERIFY THE FINAL LOCATION OF TREES BEING PLANTED AS PART OF THIS PROJECT. ADJUST LOCATION OF ELECTRICAL CONDUIT AS REQUIRED. ADJUSTING THE LOCATION OF THE ELECTRICAL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECTS SHALL BE CONSIDERED INCIDENTAL TO THE ITEM OF CONDUIT RIGID NON METALLIC SCHEDULE 40 2–INCH.

LEGEND:

- ☼ LIGHTING ASSEMBLY POST TOP ON TYPE 5 BASE
- LUMINAIRE ON TRAFFIC SIGNAL POLE (POWERED OUT OF SIGNAL CABINET)
- ▭ LIGHTING CONTROL CABINET
- ⊠ TRAFFIC SIGNAL CONTROL CABINET
- TRAFFIC SIGNAL PULL BOX
- PBI–5 INTERCONNECT PULL BOX
- PBL–10 LIGHTING PULL BOX
- ----- CONDUIT
- L29 / C2–1 LIGHT POLE # / LIGHTING CONTROL CABINET #–CIRCUIT #

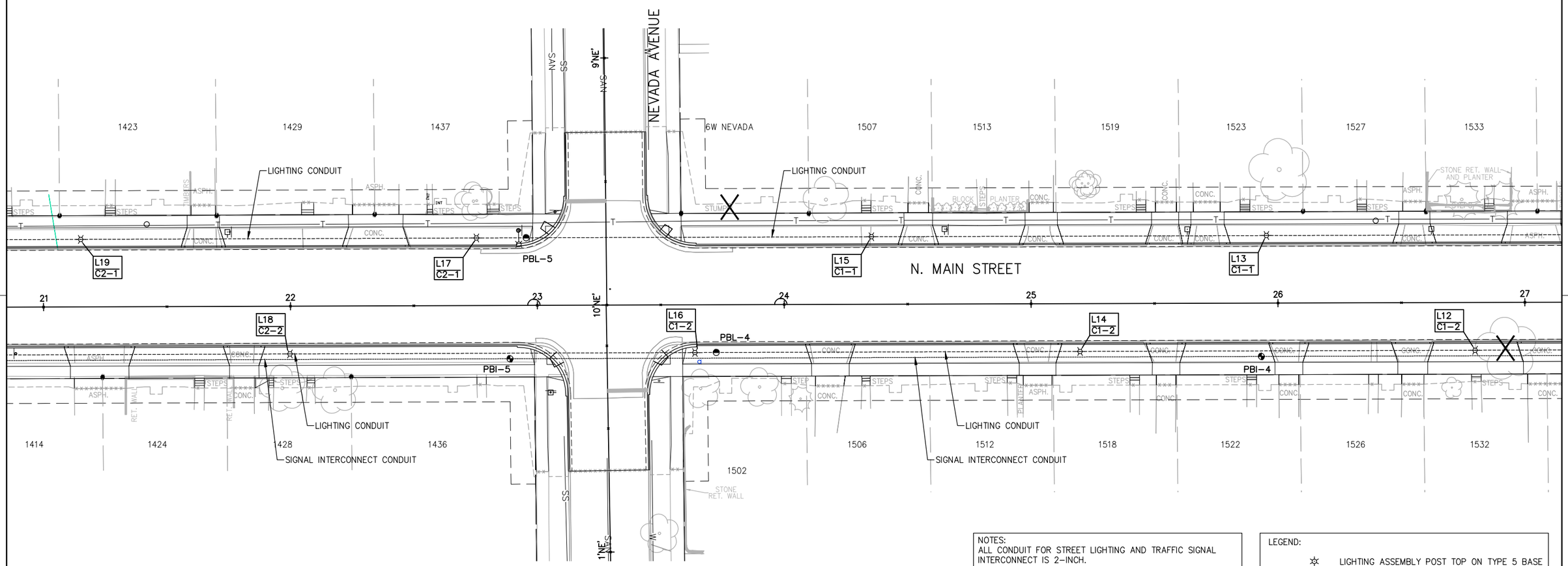
PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STREET LIGHTING/INTERCONNECT	SHEET: 64	E

2

NORTH

20 10 0 20

SCALE – FEET



NOTES:
ALL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECT IS 2–INCH.

CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30".

THE DISTANCE FROM BACK OF CURB TO NEAREST EDGE OF THE TYPE 5 BASE SHALL BE 2–FT.

PRIOR TO INSTALLING ELECTRICAL CONDUIT IN THE TERRACE AREAS FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECTS, CONTRACTOR TO COORDINATE WITH THE CITY FORESTER TO VERIFY THE FINAL LOCATION OF TREES BEING PLANTED AS PART OF THIS PROJECT. ADJUST LOCATION OF ELECTRICAL CONDUIT AS REQUIRED. ADJUSTING THE LOCATION OF THE ELECTRICAL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECTS SHALL BE CONSIDERED INCIDENTAL TO THE ITEM OF CONDUIT RIGID NON METALLIC SCHEDULE 40 2–INCH.

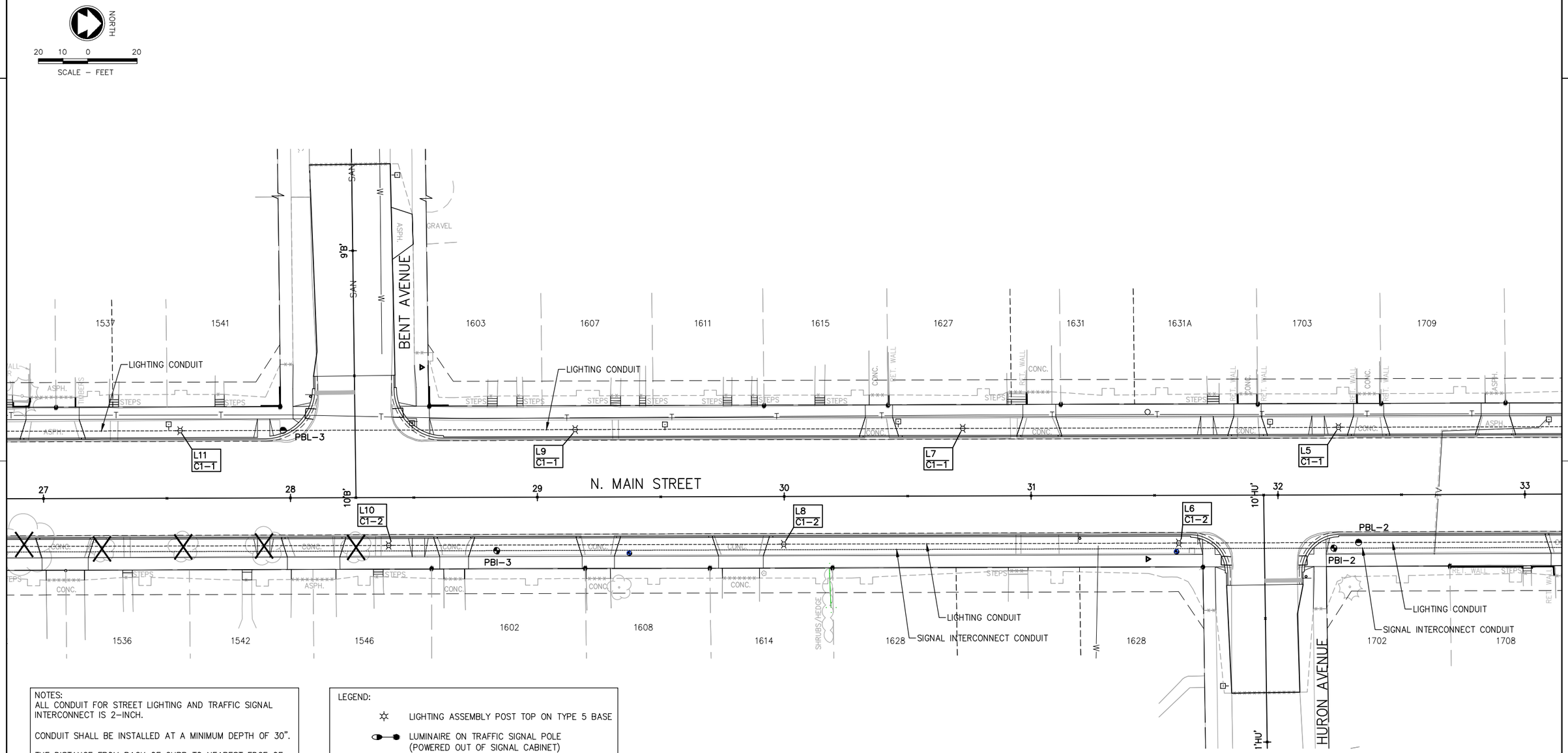
LEGEND:

- LIGHTING ASSEMBLY POST TOP ON TYPE 5 BASE
- LUMINAIRE ON TRAFFIC SIGNAL POLE (POWERED OUT OF SIGNAL CABINET)
- LIGHTING CONTROL CABINET
- TRAFFIC SIGNAL CONTROL CABINET
- TRAFFIC SIGNAL PULL BOX
- PBI–5 INTERCONNECT PULL BOX
- PBL–10 LIGHTING PULL BOX
- ----- CONDUIT
- L29 / C2–T LIGHT POLE # / LIGHTING CONTROL CABINET #–CIRCUIT #

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STREET LIGHTING/INTERCONNECT	SHEET: 65	E

skelliher, W:\PROJECTS\00005\830103\01– Plan Preparation\02–Street Lighting\03 STREET LIGHTING INTERCONNECT.dwg, 03 street lighting interconnect, Plot Date: 1/21/2016 7:57 AM, xrefs:none

2



NOTES:
ALL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECT IS 2–INCH.

CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30".

THE DISTANCE FROM BACK OF CURB TO NEAREST EDGE OF THE TYPE 5 BASE SHALL BE 2–FT.

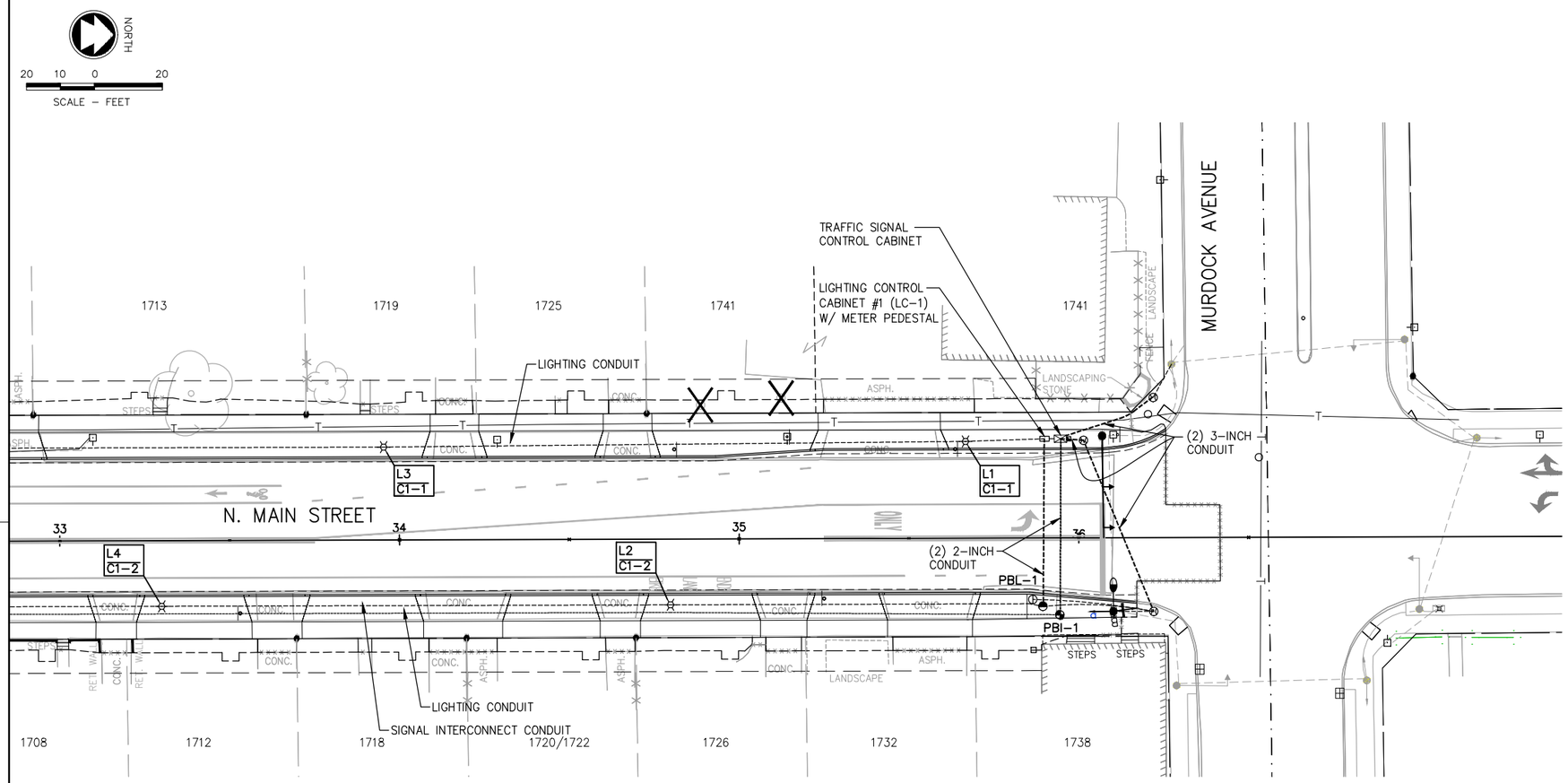
PRIOR TO INSTALLING ELECTRICAL CONDUIT IN THE TERRACE AREAS FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECTS, CONTRACTOR TO COORDINATE WITH THE CITY FORESTER TO VERIFY THE FINAL LOCATION OF TREES BEING PLANTED AS PART OF THIS PROJECT. ADJUST LOCATION OF ELECTRICAL CONDUIT AS REQUIRED. ADJUSTING THE LOCATION OF THE ELECTRICAL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECTS SHALL BE CONSIDERED INCIDENTAL TO THE ITEM OF CONDUIT RIGID NON METALLIC SCHEDULE 40 2–INCH.

LEGEND:

- LIGHTING ASSEMBLY POST TOP ON TYPE 5 BASE
- LUMINAIRE ON TRAFFIC SIGNAL POLE (POWERED OUT OF SIGNAL CABINET)
- LIGHTING CONTROL CABINET
- TRAFFIC SIGNAL CONTROL CABINET
- TRAFFIC SIGNAL PULL BOX
- PBI–5 — INTERCONNECT PULL BOX
- PBL–10 — LIGHTING PULL BOX
- ----- CONDUIT
- L29 C2–1 — LIGHT POLE # / LIGHTING CONTROL CABINET #–CIRCUIT #

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STREET LIGHTING/INTERCONNECT	SHEET: 66	E

2



NOTES:
ALL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECT IS 2–INCH.

CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30".

THE DISTANCE FROM BACK OF CURB TO NEAREST EDGE OF THE TYPE 5 BASE SHALL BE 2–FT.

PRIOR TO INSTALLING ELECTRICAL CONDUIT IN THE TERRACE AREAS FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECTS, CONTRACTOR TO COORDINATE WITH THE CITY FORESTER TO VERIFY THE FINAL LOCATION OF TREES BEING PLANTED AS PART OF THIS PROJECT. ADJUST LOCATION OF ELECTRICAL CONDUIT AS REQUIRED. ADJUSTING THE LOCATION OF THE ELECTRICAL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECTS SHALL BE CONSIDERED INCIDENTAL TO THE ITEM OF CONDUIT RIGID NON METALLIC SCHEDULE 40 2–INCH.

LEGEND:

- LIGHTING ASSEMBLY POST TOP ON TYPE 5 BASE
- LUMINAIRE ON TRAFFIC SIGNAL POLE (POWERED OUT OF SIGNAL CABINET)
- LIGHTING CONTROL CABINET
- TRAFFIC SIGNAL CONTROL CABINET
- TRAFFIC SIGNAL PULL BOX
- PBI–5 INTERCONNECT PULL BOX
- PBL–10 LIGHTING PULL BOX
- ----- CONDUIT
- L29 C2–1 LIGHT POLE # / LIGHTING CONTROL CABINET #–CIRCUIT #

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	STREET LIGHTING/INTERCONNECT	SHEET: 67	E

2

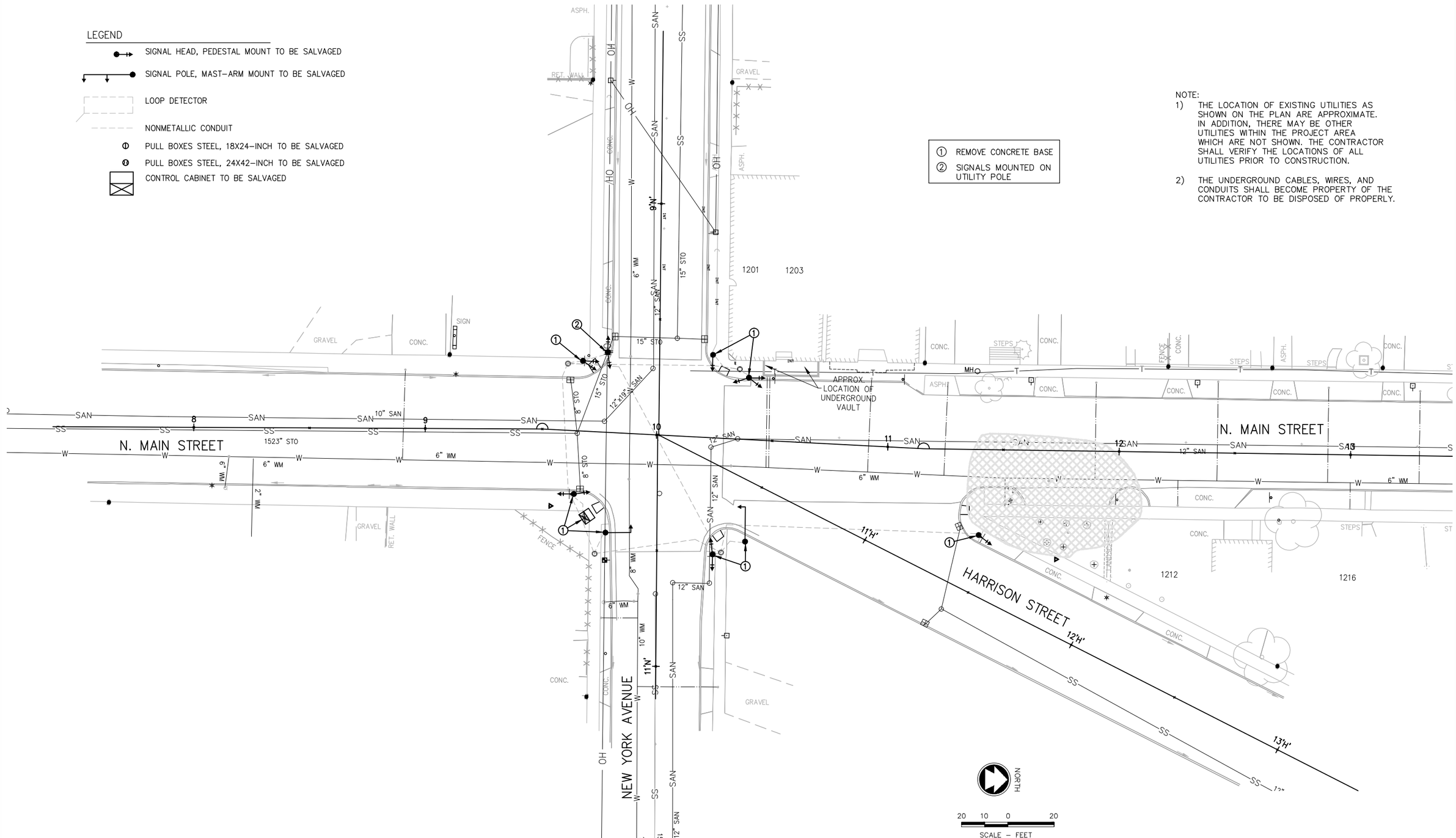
LEGEND

- SIGNAL HEAD, PEDESTAL MOUNT TO BE SALVAGED
- SIGNAL POLE, MAST-ARM MOUNT TO BE SALVAGED
- LOOP DETECTOR
- NONMETALLIC CONDUIT
- PULL BOXES STEEL, 18X24-INCH TO BE SALVAGED
- PULL BOXES STEEL, 24X42-INCH TO BE SALVAGED
- CONTROL CABINET TO BE SALVAGED

① REMOVE CONCRETE BASE
② SIGNALS MOUNTED ON UTILITY POLE

NOTE:
1) THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLAN ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

2) THE UNDERGROUND CABLES, WIRES, AND CONDUITS SHALL BECOME PROPERTY OF THE CONTRACTOR TO BE DISPOSED OF PROPERLY.



PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	REMOVE AND SALVAGE TRAFFIC SIGNALS, N. MAIN ST/NEW YORK AVE/HARRISON ST	SHEET: 68	E

2

LEGEND

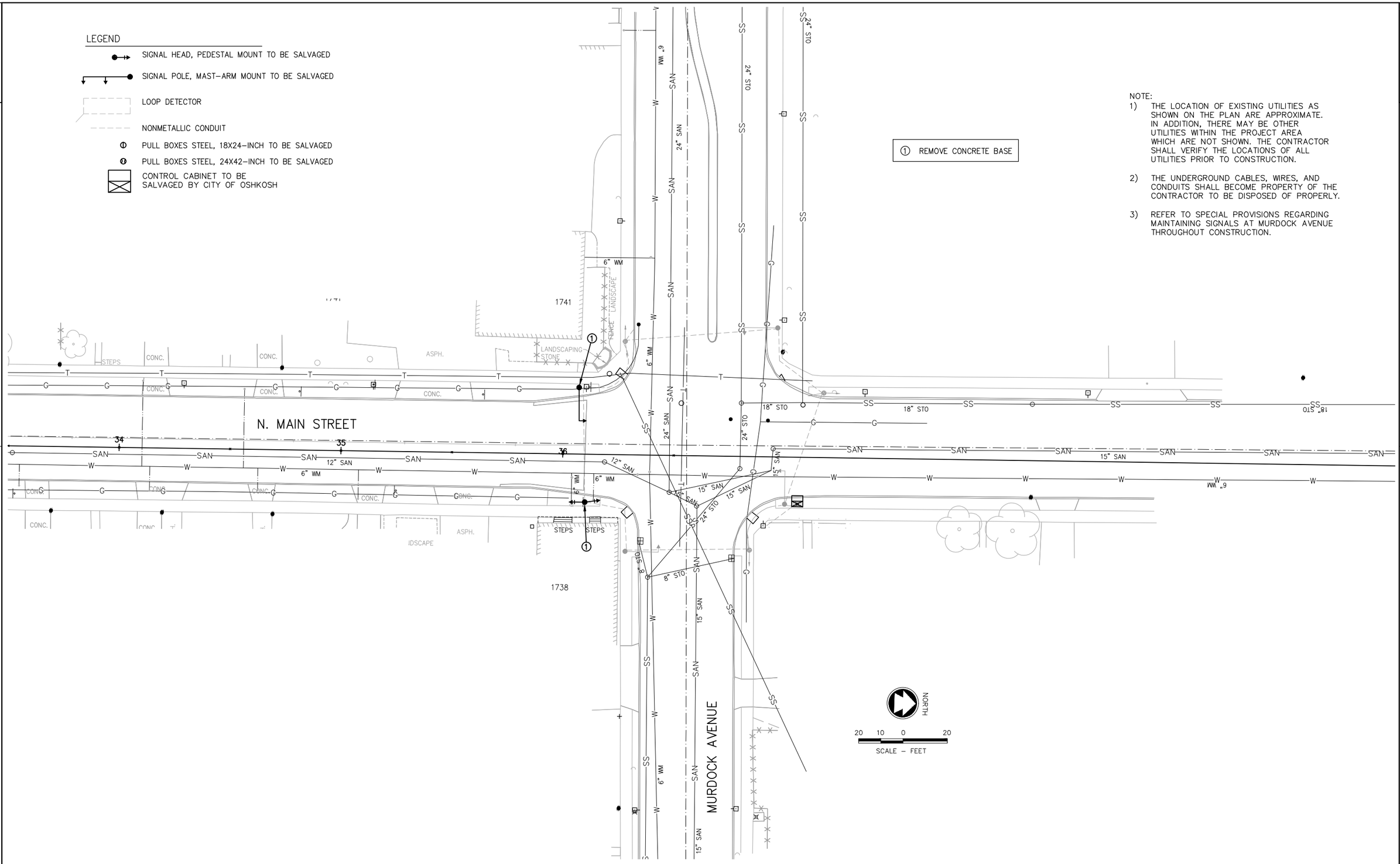
- SIGNAL HEAD, PEDESTAL MOUNT TO BE SALVAGED
- SIGNAL POLE, MAST-ARM MOUNT TO BE SALVAGED
- LOOP DETECTOR
- NONMETALLIC CONDUIT
- PULL BOXES STEEL, 18X24-INCH TO BE SALVAGED
- PULL BOXES STEEL, 24X42-INCH TO BE SALVAGED
- CONTROL CABINET TO BE SALVAGED BY CITY OF OSHKOSH

① REMOVE CONCRETE BASE

NOTE:
1) THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLAN ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

2) THE UNDERGROUND CABLES, WIRES, AND CONDUITS SHALL BECOME PROPERTY OF THE CONTRACTOR TO BE DISPOSED OF PROPERLY.

3) REFER TO SPECIAL PROVISIONS REGARDING MAINTAINING SIGNALS AT MURDOCK AVENUE THROUGHOUT CONSTRUCTION.

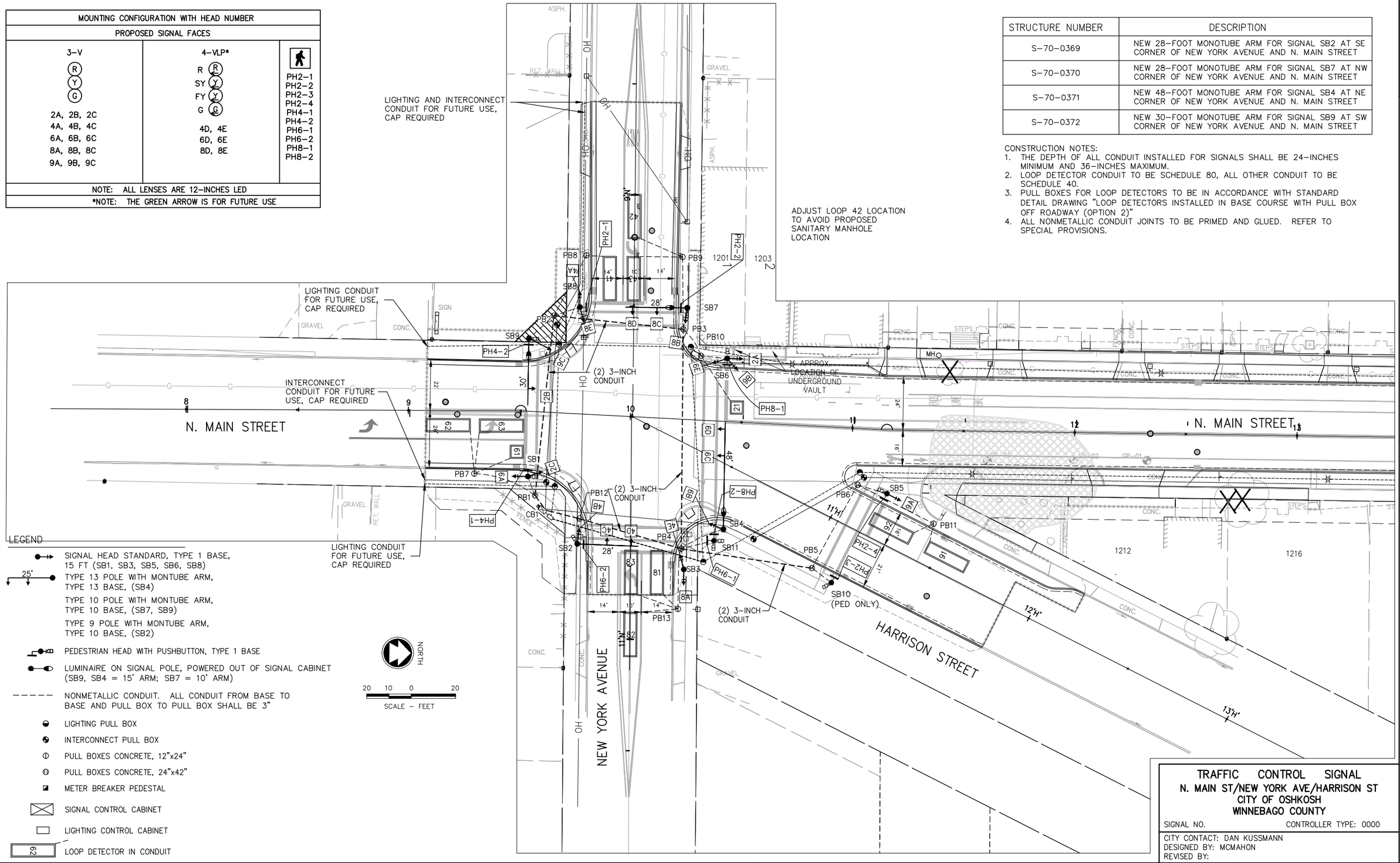


PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	REMOVE AND SALVAGE TRAFFIC SIGNALS, MURDOCK AVENUE	SHEET: 69	E

MOUNTING CONFIGURATION WITH HEAD NUMBER		
PROPOSED SIGNAL FACES		
3-V	4-VLP*	
R Y G	R SY FY G	PH2-1 PH2-2 PH2-3 PH2-4 PH4-1 PH4-2 PH6-1 PH6-2 PH8-1 PH8-2
2A, 2B, 2C 4A, 4B, 4C 6A, 6B, 6C 8A, 8B, 8C 9A, 9B, 9C	4D, 4E 6D, 6E 8D, 8E	
NOTE: ALL LENSES ARE 12-INCHES LED		
*NOTE: THE GREEN ARROW IS FOR FUTURE USE		

STRUCTURE NUMBER	DESCRIPTION
S-70-0369	NEW 28-FOOT MONOTUBE ARM FOR SIGNAL SB2 AT SE CORNER OF NEW YORK AVENUE AND N. MAIN STREET
S-70-0370	NEW 28-FOOT MONOTUBE ARM FOR SIGNAL SB7 AT NW CORNER OF NEW YORK AVENUE AND N. MAIN STREET
S-70-0371	NEW 48-FOOT MONOTUBE ARM FOR SIGNAL SB4 AT NE CORNER OF NEW YORK AVENUE AND N. MAIN STREET
S-70-0372	NEW 30-FOOT MONOTUBE ARM FOR SIGNAL SB9 AT SW CORNER OF NEW YORK AVENUE AND N. MAIN STREET

CONSTRUCTION NOTES:
1. THE DEPTH OF ALL CONDUIT INSTALLED FOR SIGNALS SHALL BE 24-INCHES MINIMUM AND 36-INCHES MAXIMUM.
2. LOOP DETECTOR CONDUIT TO BE SCHEDULE 80, ALL OTHER CONDUIT TO BE SCHEDULE 40.
3. PULL BOXES FOR LOOP DETECTORS TO BE IN ACCORDANCE WITH STANDARD DETAIL DRAWING "LOOP DETECTORS INSTALLED IN BASE COURSE WITH PULL BOX OFF ROADWAY (OPTION 2)"
4. ALL NONMETALLIC CONDUIT JOINTS TO BE PRIMED AND GLUED. REFER TO SPECIAL PROVISIONS.



LEGEND

- SIGNAL HEAD STANDARD, TYPE 1 BASE, 15 FT (SB1, SB3, SB5, SB6, SB8)
- 25' TYPE 13 POLE WITH MONTUBE ARM, TYPE 13 BASE, (SB4)
- TYPE 10 POLE WITH MONTUBE ARM, TYPE 10 BASE, (SB7, SB9)
- TYPE 9 POLE WITH MONTUBE ARM, TYPE 10 BASE, (SB2)
- PEDESTRIAN HEAD WITH PUSHBUTTON, TYPE 1 BASE
- LUMINAIRE ON SIGNAL POLE, POWERED OUT OF SIGNAL CABINET (SB9, SB4 = 15' ARM; SB7 = 10' ARM)
- NONMETALLIC CONDUIT. ALL CONDUIT FROM BASE TO BASE AND PULL BOX TO PULL BOX SHALL BE 3"
- LIGHTING PULL BOX
- INTERCONNECT PULL BOX
- PULL BOXES CONCRETE, 12"x24"
- PULL BOXES CONCRETE, 24"x42"
- METER BREAKER PEDESTAL
- SIGNAL CONTROL CABINET
- LIGHTING CONTROL CABINET
- 62 LOOP DETECTOR IN CONDUIT

TRAFFIC CONTROL SIGNAL
N. MAIN ST/NEW YORK AVE/HARRISON ST
CITY OF OSHKOSH
WINNEBAGO COUNTY

SIGNAL NO. CONTROLLER TYPE: 0000

CITY CONTACT: DAN KUSSMANN
DESIGNED BY: MCMAHON
REVISED BY:

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	TRAFFIC SIGNAL PLAN N. MAIN STREET AND NEW YORK AVENUE	SHEET: 70	E

SEQUENCE OF OPERATION

NORTH

FUTURE | OL "A" (HARRISON) | FUTURE | OL "B"

RING 1

PHASE	HEAD NUMBERS	#1								#2								#3								#4								FLASH
		R/W	*	*						R/W	*	*						R/W	*	*						R/W	*	*						
1	–	–	–	–						–	–	–						–	–	–						–	–	–						
2	2A, 2B, 2C	–	–	–						G	Y	R						–	–	–						R	R	R						R
3	–	–	–	–						–	–	–						–	–	–						–	–	–						
4	4A, 4B, 4C	–	–	–						R	R	R						–	–	–						G	Y	R						R
5	–	–	–	–						–	–	–						–	–	–						–	–	–						
6	6A, 6B, 6C	–	–	–						R	R	R						–	–	–						R	R	R						R
7	–	–	–	–						–	–	–						–	–	–						–	–	–						
8	8A, 8B, 8C	–	–	–						R	R	R						–	–	–						R	R	R						R
9	9A, 9B, 9C	–	–	–						R	R	R						–	–	–						R	R	R						R
OL "A"	6D, 6E	–	–	–						FY ←	Y ←	R ←						–	–	–						R ←	R ←	R ←						R ←
OL "B"	8D, 8E	–	–	–						R ←	R ←	R ←						–	–	–						FY ←	Y ←	R ←						R ←
OL "C"	–	–	–	–						–	–	–						–	–	–						–	–	–						
OL "D"	4D, 4E	–	–	–						R ←	R ←	R ←						–	–	–						R ←	R ←	R ←						R ←
2P	PH2–1,PH2–2 PH2–3,PH2–4	–	–	–						*	D	D						–	–	–						D	D	D						
4P	PH4–1,PH4–2	–	–	–						D	D	D						–	–	–						*	D	D						
6P	PH6–1,PH6–2	–	–	–						D	D	D						–	–	–						D	D	D						
8P	PH8–1,PH8–2	–	–	–						D	D	D						–	–	–						D	D	D						

RING 2

FUTURE | → | FUTURE | OL "D" | (HARRISON)

PHASE	HEAD NUMBERS	#5								#6								#7								#8								#9							
		R/W	*	*						R/W	*	*						R/W	*	*						R/W	*	*						R/W	*	*					
1	–	–	–	–						–	–	–						–	–	–						–	–	–						–	–	–					
2	2A, 2B, 2C	–	–	–						R	R	R						–	–	–						R	R	R						R	R	R					
3	–	–	–	–						–	–	–						–	–	–						–	–	–						–	–	–					
4	4A, 4B, 4C	–	–	–						R	R	R						–	–	–						R	R	R						R	R	R					
5	–	–	–	–						–	–	–						–	–	–						–	–	–						–	–	–					
6	6A, 6B, 6C	–	–	–						G	Y	R						–	–	–						R	R	R						R	R	R					
7	–	–	–	–						–	–	–						–	–	–						–	–	–						–	–	–					
8	8A, 8B, 8C	–	–	–						R	R	R						–	–	–						G	Y	R						R	R	R					
9	9A, 9B, 9C	–	–	–						R	R	R						–	–	–						R	R	R						G	Y	R					
OL "A"	6D, 6E	–	–	–						R ←	R ←	R ←						–	–	–						R ←	R ←	R ←						R ←	R ←	R ←					
OL "B"	8D, 8E	–	–	–						R ←	R ←	R ←						–	–	–						R ←	R ←	R ←						R ←	R ←	R ←					
OL "C"	–	–	–	–						–	–	–						–	–	–						–	–	–						–	–	–					
OL "D"	4D, 4E	–	–	–						R ←	R ←	R ←						–	–	–						FY ←	Y ←	R ←						R ←	R ←	R ←					
2P	PH2–1,PH2–2 PH2–3,PH2–4	–	–	–						D	D	D						–	–	–						D	D	D						D	D	D					
4P	PH4–1,PH4–2	–	–	–						D	D	D						–	–	–						D	D	D						D	D	D					
6P	PH6–1,PH6–2	–	–	–						*	D	D						–	–	–						D	D	D						D	D	D					
8P	PH8–1,PH8–2	–	–	–						D	D	D						–	–	–						*	D	D						D	D	D					

BARRIER

* WHEN CALLED TIMED STEADY WALK, FOLLOWED BY A FLASHING DON'T WALK, THEN STEADY DON'T WALK

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

NOTES:

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

CHART 1

PHASE ON	NON–CONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2	6	4, 8
3		
4	8	2, 6
5		
6	2	4, 8
7		
8	4	2, 6
9		2, 4, 6, 8

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
21	1	X			2	2				6 X 6	4
41	2	X			4	4				6 X 20	3
42	3	X			4	4				6 X 20	4
43	3	X			4	4				6 X 20	3
61	4	X			6	6				6 X 6	3
62	5	X			6	6				6 X 20	4
63	5	X			6	6				6 X 20	3
81	6	X			8	8				6 X 20	3
82	7	X			8	8				6 X 20	5
83	7	X			8	8				6 X 20	4
91	8	X			9	9				6 X 20	3
92	8	X			9	9				6 X 20	4

EMERGENCY VEHICLE PREEMPTION SEQUENCE – NONE

EMERGENCY VEHICLE DETECTOR	A	B	C	D
MOVEMENT				
PHASE				

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W/O	PHASE RECALL	PHASE ACTIVE
1				NO
2		6	MAX	YES
3				NO
4		8		YES
5				NO
6		2	MAX	YES
7				NO
8		4		YES
9				YES

TYPE OF INTERCONNECT	
NONE	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	X
HARDWIRE	
TONE (FREQ)	
SIGNAL SYSTEM:	

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

TYPE OF LIGHTING	
NONE	
IN TRAFFIC CONTROL CABINET	X
IN SEPARATE CONTROL CABINET	

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
OL "A"		2
OL "B"		4
OL "C"		
OL "D"		8

TRAFFIC CONTROL SIGNAL
N. MAIN ST/NEW YORK AVE/HARRISON ST
CITY OF OSHKOSH
WINNEBAGO COUNTY

SIGNAL NO. CONTROLLER TYPE: 0000

CITY CONTACT: DAN KUSSMANN
DESIGNED BY: MCMAHON
REVISED BY:

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SEQUENCE OF OPERATIONS N. MAIN ST/NEW YORK AVE/HARRISON ST	SHEET: 71	E

PROJECT ID: 4994-01-15
INTERSECTION: N. MAIN ST/NEW YORK AVE/HARRISON ST

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

CB-1 TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR								WALK	PED BUTTON
					RED	YELLOW	GREEN	<RED>	<YELLOW> SOLID	<YELLOW> FLASHING	<GREEN>	D/WALK		
SB1		12	6A	6	RED	ORG	GRN							
			2C	2	RED/BLK	ORG/BLK	GRN/BLK							
			PH4-1	4P								BLK	BLU	
			B4-1	4P										WHT/BLK
SB2		19	4B	4	RED	ORG	GRN							
			4C	4	RED/BLK	ORG/BLK	GRN/BLK							
			4D	4				RED/WHT	ORG/RED	BLU/RED	GRN/WHT			
			PH6-2	4P								BLK	BLU	
			B6-2	6P										WHT/BLK
SB3		12	8A	8	RED	ORG	GRN							
			4E	4				RED/WHT	ORG/RED	BLU/RED	GRN/WHT			
SB11		12	PH6-1	6P								BLK	BLU	
			B6-1	6P										WHT/BLK
			PH8-2	8P								BLK/WHT	BLU/BLK	
			B8-2	8P										RED/BLK
SB4		19	6B	6	RED	ORG	GRN							
			6C	6	RED/BLK	ORG/BLK	GRN/BLK							
			6D					RED/WHT	ORG/RED	BLU/RED	GRN/WHT			
SB9		19	2B	2	RED	ORG	GRN							
			9C	9	RED/BLK	ORG/BLK	GRN/BLK							
			PH4-2	4P								BLK	BLU	
			B4-2	4P										WHT/BLK
SB8		12	4A	4	RED	ORG	GRN							
			8E	8				RED/WHT	ORG/RED	BLU/RED	GRN/WHT			
			PH2-1	2P								BLK	BLU	
			B2-1	2P										WHT/BLK

CB-1 TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR								WALK	PED BUTTON
					RED	YELLOW	GREEN	<RED>	<YELLOW> SOLID	<YELLOW> FLASHING	<GREEN>	D/WALK		
SB7		19	8B		RED	ORG	GRN							
			8C	8	RED/BLK	ORG/BLK	GRN/BLK							
			8D	8				RED/WHT	ORG/RED	BLU/RED	GRN/WHT			
			PH4-2	4P								BLK	BLU	
			B4-2	4P										WHT/BLK
SB6		19	2A	2	RED	ORG	GRN							
			9B	9	RED/BLK	ORG/BLK	GRN/BLK							
			6E	6				RED/WHT	ORG/RED	BLU/RED	GRN/WHT			
			PH8-1	8P								BLK	BLU	
			B8-1	8P										WHT/BLK
SB10		12	PH2-3	2P								BLK	BLU	
			B2-3	2P										WHT/BLK
SB5		12	9A	9	RED	ORG	GRN							
			PH2-4	2P								BLK	BLU	
			B2-4	2P										WHT/BLK

EMERGENCY VEHICLE PREEPMPTION CABLE

FROM	TO

VIDEO DETECTION CABLE

FROM	TO

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GREEN XLP

FROM	TO
CB1	SB1
SB1	SB9
SB9	SB8
SB8	SB7
SB7	SB6
SB6	SB4
SB4	SB10
SB10	SB5
SB5	SB11
SB11	SB3
SB3	SB2
SB2	CB1

NOTES:
1. USE THE 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 12" 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.

TRAFFIC CONTROL SIGNAL
N. MAIN ST/NEW YORK AVE/HARRISON ST
CITY OF OSHKOSH
WINNEBAGO COUNTY
SIGNAL NO. CONTROLLER TYPE: 0000

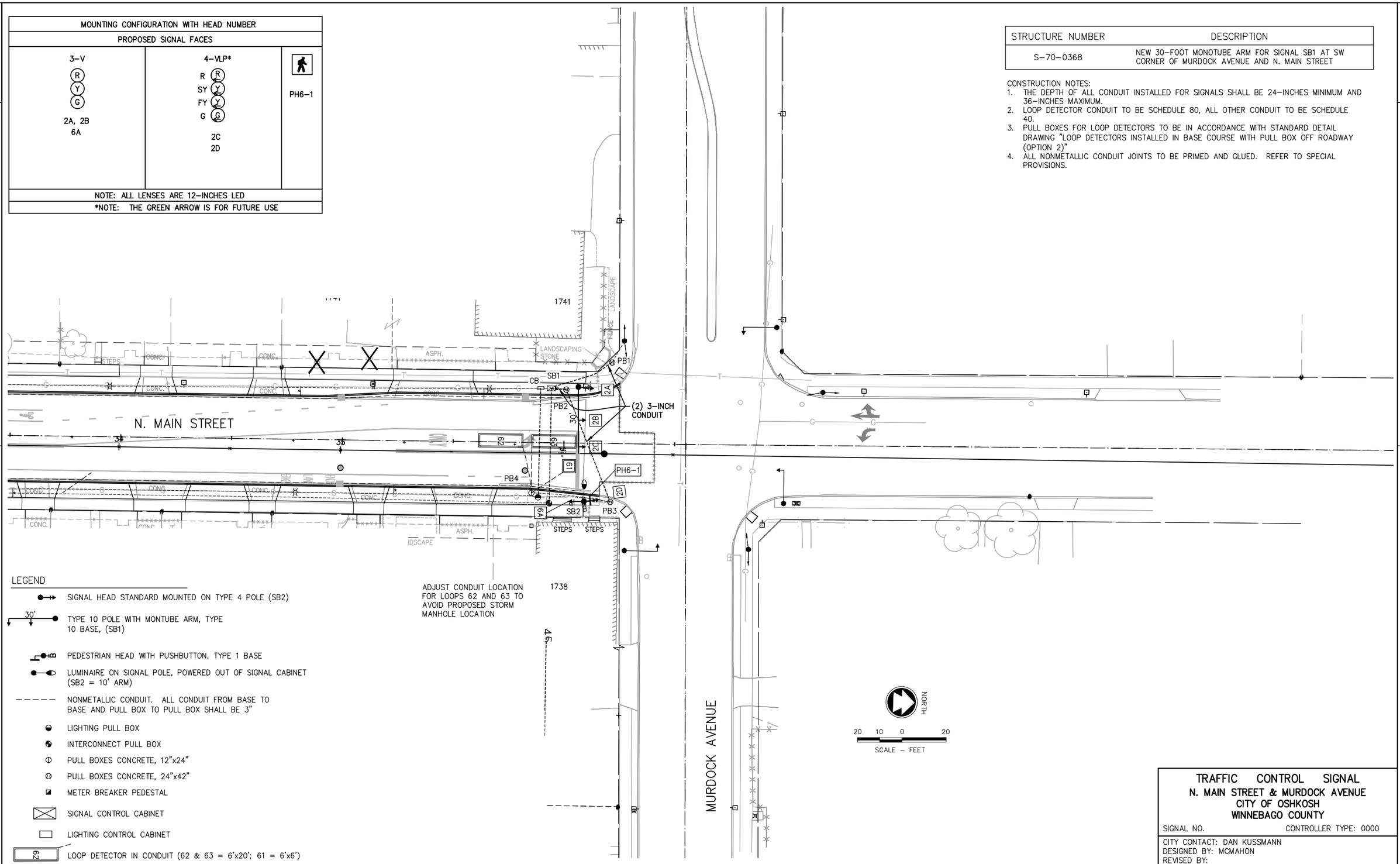
CITY CONTACT: DAN KUSSMANN
DESIGNED BY: MCMAHON
REVISED BY:

skelliher, W:\PROJECTS\00005\830103\01- Plan Preparation\02-Signals\04 Cable Routing Diagram.dwg, 04 cable routing diagram, Plot Date: 1/15/2016 3:47 PM, xrefs:none

MOUNTING CONFIGURATION WITH HEAD NUMBER		
PROPOSED SIGNAL FACES		
3-V	4-VLP*	
R Y G 2A, 2B 6A	R SY FY G 2C 2D	PH6-1
NOTE: ALL LENSES ARE 12-INCHES LED		
*NOTE: THE GREEN ARROW IS FOR FUTURE USE		

STRUCTURE NUMBER	DESCRIPTION
S-70-0368	NEW 30-FOOT MONOTUBE ARM FOR SIGNAL SB1 AT SW CORNER OF MURDOCK AVENUE AND N. MAIN STREET

CONSTRUCTION NOTES:
1. THE DEPTH OF ALL CONDUIT INSTALLED FOR SIGNALS SHALL BE 24-INCHES MINIMUM AND 36-INCHES MAXIMUM.
2. LOOP DETECTOR CONDUIT TO BE SCHEDULE 80, ALL OTHER CONDUIT TO BE SCHEDULE 40.
3. PULL BOXES FOR LOOP DETECTORS TO BE IN ACCORDANCE WITH STANDARD DETAIL DRAWING "LOOP DETECTORS INSTALLED IN BASE COURSE WITH PULL BOX OFF ROADWAY (OPTION 2)"
4. ALL NONMETALLIC CONDUIT JOINTS TO BE PRIMED AND GLUED. REFER TO SPECIAL PROVISIONS.



LEGEND

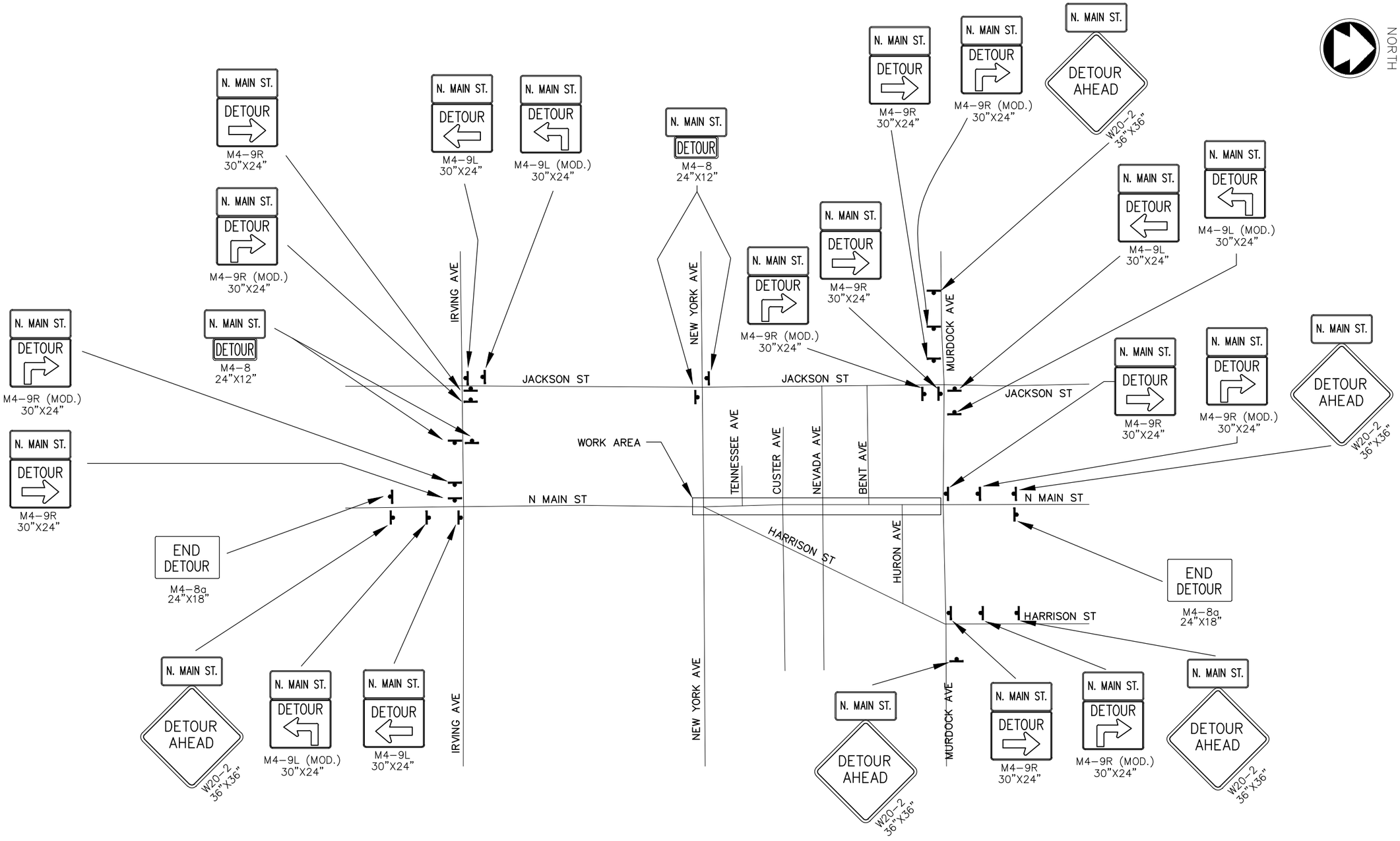
- SIGNAL HEAD STANDARD MOUNTED ON TYPE 4 POLE (SB2)
- 30' TYPE 10 POLE WITH MONTUBE ARM, TYPE 10 BASE, (SB1)
- PEDESTRIAN HEAD WITH PUSHBUTTON, TYPE 1 BASE
- LUMINAIRE ON SIGNAL POLE, POWERED OUT OF SIGNAL CABINET (SB2 = 10' ARM)
- NONMETALLIC CONDUIT. ALL CONDUIT FROM BASE TO BASE AND PULL BOX TO PULL BOX SHALL BE 3"
- LIGHTING PULL BOX
- INTERCONNECT PULL BOX
- PULL BOXES CONCRETE, 12"x24"
- PULL BOXES CONCRETE, 24"x42"
- METER BREAKER PEDESTAL
- SIGNAL CONTROL CABINET
- LIGHTING CONTROL CABINET
- 63 LOOP DETECTOR IN CONDUIT (62 & 63 = 6'x20'; 61 = 6'x6')

TRAFFIC CONTROL SIGNAL
N. MAIN STREET & MURDOCK AVENUE
CITY OF OSHKOSH
WINNEBAGO COUNTY

SIGNAL NO. CONTROLLER TYPE: 0000

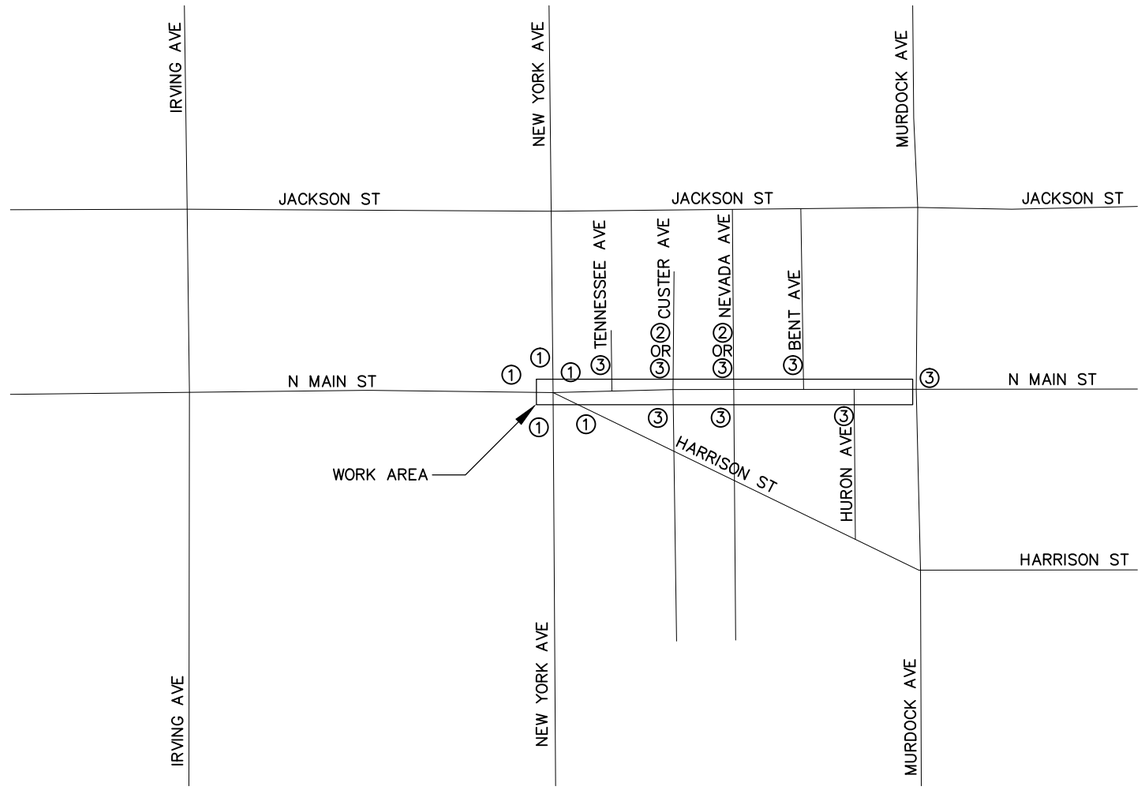
CITY CONTACT: DAN KUSSMANN
DESIGNED BY: MCMAHON
REVISED BY:

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	TRAFFIC SIGNAL PLAN N. MAIN STREET & MURDOCK AVENUE	SHEET: 73	E



PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	DETOUR SIGNING PLAN	SHEET: 74	E

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① REFER TO SSD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 1
(NO ACCESS TO PROJECT)

② REFER TO SSD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3
(PUBLIC CROSS–TRAFFIC MAINTAINED, CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS)

③ REFER TO SSD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	TRAFFIC CONTROL PLAN	SHEET: 75	E

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DATE 25JAN16 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	4994-01-15 QUANTITY
0010	201.0220	Grubbing	ID	421.000	421.000
0020	204.0100	Removing Pavement **P**	SY	2,877.000	2,877.000
0030	204.0150	Removing Curb & Gutter **P**	LF	5,600.000	5,600.000
0040	204.0155	Removing Concrete Sidewalk **P**	SY	3,334.000	3,334.000
0050	204.0195	Removing Concrete Bases	EACH	10.000	10.000
0060	204.0210	Removing Manholes	EACH	15.000	15.000
0070	204.0220	Removing Inlets	EACH	27.000	27.000
0080	204.0245	Removing Storm Sewer (size) 01. Less than 12-Inch	LF	798.000	798.000
0090	204.0245	Removing Storm Sewer (size) 02. 12-Inch to 24-Inch	LF	1,096.000	1,096.000
0100	204.0245	Removing Storm Sewer (size) 03. Greater than 24-Inch	LF	150.000	150.000
0110	205.0100	Excavation Common	CY	10,780.000	10,780.000
0120	213.0100	Finishing Roadway (project) 01. 4994-01-15	EACH	1.000	1.000
0130	305.0110	Base Aggregate Dense 3/4-Inch	TON	436.000	436.000
0140	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	6,614.000	6,614.000
0150	311.0110	Breaker Run	TON	3,000.000	3,000.000
0160	415.0080	Concrete Pavement 8-Inch	SY	10,098.000	10,098.000
0170	415.0210	Concrete Pavement Gaps	EACH	3.000	3.000
0180	415.1080	Concrete Pavement HES 8-Inch	SY	300.000	300.000
0190	415.1090	Concrete Pavement HES 9-Inch	SY	1,950.000	1,950.000
0200	416.0160	Concrete Driveway 6-Inch	SY	1,649.000	1,649.000
0210	416.0610	Drilled Tie Bars	EACH	160.000	160.000
0220	416.0620	Drilled Dowel Bars	EACH	80.000	80.000
0230	440.4410	Incentive IRI Ride	DOL	2,000.000	2,000.000
0240	455.0605	Tack Coat	GAL	43.000	43.000
0250	465.0105	Asphaltic Surface	TON	207.000	207.000
0260	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	25.800	25.800
0270	520.8000	Concrete Collars for Pipe	EACH	9.000	9.000
0280	601.0342	Concrete Curb & Gutter Integral 18-Inch	LF	5,069.000	5,069.000
0290	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	156.000	156.000
0300	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	234.000	234.000
0310	601.0452	Concrete Curb & Gutter Integral 30-Inch Type D	LF	20.000	20.000
0320	601.0600	Concrete Curb Pedestrian	LF	227.000	227.000
0330	602.0405	Concrete Sidewalk 4-Inch	SF	20,683.000	20,683.000
0340	602.0415	Concrete Sidewalk 6-Inch	SF	2,435.000	2,435.000
0350	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	352.000	352.000
0360	602.1500	Concrete Steps	SF	863.000	863.000
0370	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	801.000	801.000
0380	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	93.000	93.000
0390	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	226.000	226.000
0400	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	1,244.000	1,244.000
0410	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	328.000	328.000
0420	610.0419	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	967.000	967.000

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DATE 25JAN16 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	4994-01-15 QUANTITY
0430	610.0424	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	223.000	223.000
0440	611.0624	Inlet Covers Type H	EACH	14.000	14.000
0450	611.0639	Inlet Covers Type H-S	EACH	34.000	34.000
0460	611.2004	Manholes 4-FT Diameter	EACH	19.000	19.000
0470	611.2005	Manholes 5-FT Diameter	EACH	8.000	8.000
0480	611.2006	Manholes 6-FT Diameter	EACH	3.000	3.000
0490	611.2008	Manholes 8-FT Diameter	EACH	2.000	2.000
0500	612.0106	Pipe Underdrain 6-Inch	LF	130.000	130.000
0510	619.1000	Mobilization	EACH	1.000	1.000
0520	620.0300	Concrete Median Sloped Nose	SF	51.000	51.000
0530	623.0200	Dust Control Surface Treatment	SY	25,000.000	25,000.000
0540	624.0100	Water	MGAL	40.000	40.000
0550	625.0100	Topsoil	SY	5,587.000	5,587.000
0560	628.1504	Silt Fence	LF	250.000	250.000
0570	628.1520	Silt Fence Maintenance	LF	500.000	500.000
0580	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0590	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0600	628.2008	Erosion Mat Urban Class I Type B	SY	5,587.000	5,587.000
0610	628.7005	Inlet Protection Type A	EACH	53.000	53.000
0620	628.7010	Inlet Protection Type B	EACH	5.000	5.000
0630	628.7015	Inlet Protection Type C	EACH	67.000	67.000
0640	628.7020	Inlet Protection Type D	EACH	23.000	23.000
0650	628.7560	Tracking Pads	EACH	3.000	3.000
0660	628.7570	Rock Bags	EACH	250.000	250.000
0670	629.0210	Fertilizer Type B	CWT	35.000	35.000
0680	630.0140	Seeding Mixture No. 40	LB	201.000	201.000
0690	632.0101	Trees (species) (size) (root) 01. Maple Autumn Blaze B&B 2" CAL	EACH	29.000	29.000
0700	632.0101	Trees (species) (size) (root) 02. Japanese Tree Lilac B&B 2" CAL	EACH	42.000	42.000
0710	632.0101	Trees (species) (size) (root) 03. Hackleberry B&B 2" CAL	EACH	9.000	9.000
0720	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	18.000	18.000
0730	637.2210	Signs Type II Reflective H	SF	164.000	164.000
0740	637.2230	Signs Type II Reflective F	SF	48.000	48.000
0750	638.2602	Removing Signs Type II	EACH	42.000	42.000
0760	638.3000	Removing Small Sign Supports	EACH	20.000	20.000
0770	642.5401	Field Office Type D	EACH	1.000	1.000
0780	643.0100	Traffic Control (project) 01. 4994-01-15	EACH	1.000	1.000
0790	643.0300	Traffic Control Drums	DAY	12,920.000	12,920.000
0800	643.0420	Traffic Control Barricades Type III	DAY	6,992.000	6,992.000
0810	643.0705	Traffic Control Warning Lights Type A	DAY	15,808.000	15,808.000
0820	643.0900	Traffic Control Signs	DAY	12,464.000	12,464.000
0830	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000
0840	643.2000	Traffic Control Detour (project) 01. 4994-01-14	EACH	1.000	1.000
0850	643.3000	Traffic Control Detour Signs	DAY	9,272.000	9,272.000
0860	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	4,650.000	4,650.000
0870	644.1601.S	Temporary Curb Ramp	EACH	24.000	24.000
0880	644.1616.S	Temporary Pedestrian Safety Fence	LF	2,310.000	2,310.000
0890	645.0140	Geotextile Fabric Type SAS	SY	4,000.000	4,000.000
0900	646.0106	Pavement Marking Epoxy 4-Inch	LF	9,319.000	9,319.000

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DATE 25JAN16 — 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	4994-01-15 QUANTITY
0910	646.0126	Pavement Marking Epoxy 8-Inch	LF	161.000	161.000
0920	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	3.000	3.000
0930	647.0206	Pavement Marking Arrows Bike Lane Epoxy	EACH	20.000	20.000
0940	647.0306	Pavement Marking Symbols Bike Lane Epoxy	EACH	20.000	20.000
0950	647.0356	Pavement Marking Words Epoxy	EACH	2.000	2.000
0960	647.0406	Pavement Marking Words Bike Lane Epoxy	EACH	6.000	6.000
0970	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	234.000	234.000
0980	647.0606	Pavement Marking Island Nose Epoxy	EACH	1.000	1.000
0990	647.0656	Pavement Marking Parking Stall Epoxy	LF	14.000	14.000
1000	647.0776	Pavement Marking Crosswalk Epoxy 12-Inch	LF	821.000	821.000
1010	650.4000	Construction Staking Storm Sewer	EACH	82.000	82.000
1020	650.4500	Construction Staking Subgrade	LF	3,726.000	3,726.000
1030	650.5000	Construction Staking Base	LF	248.000	248.000
1040	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	236.000	236.000
1050	650.7000	Construction Staking Concrete Pavement	LF	3,344.000	3,344.000
1060	650.8500	Construction Staking Electrical Installations (project) 01. 4994-01-15	LS	1.000	1.000
1070	650.9910	Construction Staking Supplemental Control (project) 01. 4994-01-15	LS	1.000	1.000
1080	650.9920	Construction Staking Slope Stakes	LF	3,726.000	3,726.000
1090	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	8,877.000	8,877.000
1100	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,344.000	1,344.000
1110	652.0800	Conduit Loop Detector	LF	932.000	932.000
1120	653.0105	Pull Boxes Steel 12x24-Inch	EACH	6.000	6.000
1130	653.0140	Pull Boxes Steel 24x42-Inch	EACH	33.000	33.000
1140	653.0145	Pull Boxes Steel 24x48-Inch	EACH	1.000	1.000
1150	654.0101	Concrete Bases Type 1	EACH	7.000	7.000
1160	654.0102	Concrete Bases Type 2	EACH	1.000	1.000
1170	654.0105	Concrete Bases Type 5	EACH	31.000	31.000
1180	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	2.000	2.000
1190	655.0230	Cable Traffic Signal 5-14 AWG	LF	601.000	601.000
1200	655.0240	Cable Traffic Signal 7-14 AWG	LF	198.000	198.000
1210	655.0260	Cable Traffic Signal 12-14 AWG	LF	840.000	840.000
1220	655.0280	Cable Traffic Signal 19-14 AWG	LF	429.000	429.000
1230	655.0305	Cable Type UF 2-12 AWG Grounded	LF	435.000	435.000
1240	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,320.000	1,320.000
1250	655.0610	Electrical Wire Lighting 12 AWG	LF	2,430.000	2,430.000
1260	655.0620	Electrical Wire Lighting 8 AWG	LF	5,503.000	5,503.000
1270	655.0630	Electrical Wire Lighting 4 AWG	LF	11,006.000	11,006.000
1280	655.0700	Loop Detector Lead In Cable	LF	2,141.000	2,141.000
1290	655.0800	Loop Detector Wire	LF	3,032.000	3,032.000
1300	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. New York	LS	1.000	1.000
1310	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. Murdock	LS	1.000	1.000
1320	657.0100	Pedestal Bases	EACH	7.000	7.000
1330	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	1.000	1.000
1340	657.0315	Poles Type 4	EACH	1.000	1.000
1350	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	5.000	5.000

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DATE 25JAN16 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	4994-01-15 QUANTITY
1360	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	2.000	2.000
1370	657.0635	Luminaire Arms Single Member 6-Inch Clamp 10-FT	EACH	2.000	2.000
1380	657.0640	Luminaire Arms Single Member 6-Inch Clamp 15-FT	EACH	2.000	2.000
1390	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	18.000	18.000
1400	658.0115	Traffic Signal Face 4-12 Inch Vertical	EACH	8.000	8.000
1410	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	18.000	18.000
1420	658.0220	Backplates Signal Face 4 Section 12-Inch	EACH	8.000	8.000
1430	658.0416	Pedestrian Signal Face 16-Inch	EACH	11.000	11.000
1440	658.0500	Pedestrian Push Buttons	EACH	11.000	11.000
1450	658.0600	Led Modules 12-Inch Red Ball	EACH	18.000	18.000
1460	658.0605	Led Modules 12-Inch Yellow Ball	EACH	18.000	18.000
1470	658.0610	Led Modules 12-Inch Green Ball	EACH	18.000	18.000
1480	658.0615	Led Modules 12-Inch Red Arrow	EACH	8.000	8.000
1490	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	16.000	16.000
1500	658.0625	Led Modules 12-Inch Green Arrow	EACH	8.000	8.000
1510	658.0635	Led Modules Pedestrian Countdown Timer 16-Inch	EACH	11.000	11.000
1520	658.5069	Signal Mounting Hardware (location) 01. New York	LS	1.000	1.000
1530	658.5069	Signal Mounting Hardware (location) 02. Murdock	LS	1.000	1.000
1540	659.1115	Luminaires Utility LED A	EACH	4.000	4.000
1550	690.0150	Sawing Asphalt	LF	304.000	304.000
1560	690.0250	Sawing Concrete	LF	1,463.000	1,463.000
1570	715.0415	Incentive Strength Concrete Pavement	DOL	6,030.000	6,030.000
1580	999.1000.S	Seismograph	LS	1.000	1.000
1590	999.1500.S	Crack and Damage Survey	LS	1.000	1.000
1600	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
1610	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,100.000	2,100.000
1620	SPV.0035	Special 05. Sanitary Sewer Rock Excavation	CY	1,100.000	1,100.000
1630	SPV.0060	Special 04. Exposing Existing Utility	EACH	1.000	1.000
1640	SPV.0060	Special 05. Catch Basins 2 x 3 Ft. Special	EACH	46.000	46.000
1650	SPV.0060	Special 06. Storm Sewer Lateral Inlet	EACH	81.000	81.000
1660	SPV.0060	Special 08. Storm Sewer Manhole Cover Type J Special	EACH	31.000	31.000
1670	SPV.0060	Special 10. Box Manhole 4.5' x 9'	EACH	2.000	2.000
1680	SPV.0060	Special 12. Sign Post 14-Ft. Black	EACH	27.000	27.000
1690	SPV.0060	Special 13. Sign Post 16-Ft. Black	EACH	4.000	4.000
1700	SPV.0060	Special 14. V-Loc Sign Support	EACH	31.000	31.000
1710	SPV.0060	Special 16. Traffic Signal Controller and Cabinet	EACH	2.000	2.000
1720	SPV.0060	Special 18. Lighting Assembly Post Top	EACH	31.000	31.000
1730	SPV.0060	Special 19. Removing Sanitary Manholes	EACH	18.000	18.000
1740	SPV.0060	Special 20. Sanitary Manhole Cover Type J Special	EACH	18.000	18.000
1750	SPV.0060	Special 21. Marker Ball	EACH	356.000	356.000
1760	SPV.0060	Special 23. External Chimney Seal	EACH	18.000	18.000
1770	SPV.0060	Special 25. Remove Hydrants	EACH	6.000	6.000
1780	SPV.0060	Special 26. Remove Water Valves	EACH	21.000	21.000
1790	SPV.0060	Special 27. Adjusting Water Valve Boxes	EACH	4.000	4.000

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DATE 25JAN16 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	4994-01-15 QUANTITY
1800	SPV.0060	Special 30. Connect Water Main to Existing Pipe	EACH	11.000	11.000
1810	SPV.0060	Special 31. Standard Sanitary Pipe Connection	EACH	9.000	9.000
1820	SPV.0060	Special 32. Special Concrete Collar Sanitary Pipe Connection	EACH	3.000	3.000
1830	SPV.0060	Special 33. Connect To Existing Storm Sewer Lateral	EACH	1.000	1.000
1840	SPV.0060	Special 35. Salvage And Reset Boulder	EACH	3.000	3.000
1850	SPV.0060	Special 40. Water Main 4" 45 Degree Bend	EACH	2.000	2.000
1860	SPV.0060	Special 41. Water Main 6" 45 Degree Bend	EACH	9.000	9.000
1870	SPV.0060	Special 42. Water Main 8" 22.5 Degree Bend	EACH	5.000	5.000
1880	SPV.0060	Special 43. Water Main 8" 45 Degree Bend	EACH	1.000	1.000
1890	SPV.0060	Special 44. Water Main 12" 22.5 Degree Bend	EACH	5.000	5.000
1900	SPV.0060	Special 45. Water Main 12" 45 Degree Bend	EACH	4.000	4.000
1910	SPV.0060	Special 46. Water Main Cross 8" x 8"	EACH	2.000	2.000
1920	SPV.0060	Special 47. Water Main Cross 12" x 8"	EACH	1.000	1.000
1930	SPV.0060	Special 48. Water Main Reducer 8" x 4"	EACH	1.000	1.000
1940	SPV.0060	Special 49. Water Main Reducer 8" x 6"	EACH	5.000	5.000
1950	SPV.0060	Special 50. Water Main Tee 8" x 4"	EACH	1.000	1.000
1960	SPV.0060	Special 51. Water Main Tee 8" x 6"	EACH	6.000	6.000
1970	SPV.0060	Special 52. Water Main Tee 8" x 8"	EACH	2.000	2.000
1980	SPV.0060	Special 53. Water Valve and Box 4"	EACH	2.000	2.000
1990	SPV.0060	Special 54. Water Valve and Box 6"	EACH	7.000	7.000
2000	SPV.0060	Special 55. Water Valve and Box 8"	EACH	15.000	15.000
2010	SPV.0060	Special 56. Water Valve and Box 12"	EACH	2.000	2.000
2020	SPV.0060	Special 57. Fire Hydrant	EACH	6.000	6.000
2030	SPV.0060	Special 59. 1" Corporation, Curb Stop and Box (Set)	EACH	80.000	80.000
2040	SPV.0060	Special 60. 2" Corporation, Curb Stop and Box (Set)	EACH	1.000	1.000
2050	SPV.0060	Special 65. Fluorocarbon Gasket 6-Inch	EACH	4.000	4.000
2060	SPV.0060	Special 66. Fluorocarbon Gasket 8-Inch	EACH	8.000	8.000
2070	SPV.0060	Special 70. Poles Type 9	EACH	2.000	2.000
2080	SPV.0060	Special 71. Poles Type 10	EACH	2.000	2.000
2090	SPV.0060	Special 72. Poles Type 13	EACH	1.000	1.000
2100	SPV.0060	Special 73. Monotube Arms 28-FT	EACH	2.000	2.000
2110	SPV.0060	Special 74. Monotube Arms 30-FT	EACH	2.000	2.000
2120	SPV.0060	Special 75. Monotube Arms 48-FT	EACH	1.000	1.000
2130	SPV.0060	Special 76. Concrete Bases Type 10 Contractor Supplied Anchor Bolts and Rod Template	EACH	4.000	4.000
2140	SPV.0060	Special 77. Concrete Bases Type 13 Contractor Supplied Anchor Bolts and Rod Template	EACH	1.000	1.000
2150	SPV.0060	Special 80. Concrete Control Cabinet Base Type L Special	EACH	2.000	2.000
2160	SPV.0060	Special 81. Lighting Control Cabinet 120/240 Volt Special	EACH	2.000	2.000
2170	SPV.0075	Special 01. Street Sweeping	HRS	50.000	50.000
2180	SPV.0090	Special 02. Remove Retaining Wall	LF	446.000	446.000
2190	SPV.0090	Special 04. Remove Water Main	LF	3,207.000	3,207.000
2200	SPV.0090	Special 06. Remove Sanitary Sewer	LF	3,111.000	3,111.000

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DATE 25JAN16 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	4994-01-15 QUANTITY
2210	SPV.0090	Special 08. Concrete Curb and Gutter Integral Special 12-Inch Wide Curb Head	LF	619.000	619.000
2220	SPV.0090	Special 10. Concrete Retaining Curb	LF	349.000	349.000
2230	SPV.0090	Special 11. Salvage and Reset Concrete Block Retaining Wall	LF	20.000	20.000
2240	SPV.0090	Special 12. Storm Sewer Lateral 6-Inch	LF	3,258.000	3,258.000
2250	SPV.0090	Special 13. Storm Sewer Lateral 8-Inch	LF	99.000	99.000
2260	SPV.0090	Special 14. Storm Sewer Pipe PVC 10-Inch	LF	10.000	10.000
2270	SPV.0090	Special 15. Storm Sewer Pipe Reinforced Concrete Horiz Ellip Class HE-IV 43 x 68	LF	38.000	38.000
2280	SPV.0090	Special 16. Televising Storm Sewer	LF	3,929.000	3,929.000
2290	SPV.0090	Special 17. Televising Sanitary Sewer	LF	3,031.000	3,031.000
2300	SPV.0090	Special 20. Sanitary Sewer 8 Inch	LF	254.000	254.000
2310	SPV.0090	Special 21. Sanitary Sewer 10 Inch	LF	10.000	10.000
2320	SPV.0090	Special 22. Sanitary Sewer 12 Inch	LF	2,767.000	2,767.000
2330	SPV.0090	Special 23. Sanitary Sewer Laterals 4 Inch or 6 Inch	LF	2,664.000	2,664.000
2340	SPV.0090	Special 30. Water Main 4 Inch	LF	39.000	39.000
2350	SPV.0090	Special 31. Water Main 6 Inch	LF	133.000	133.000
2360	SPV.0090	Special 32. Water Main 8 Inch	LF	3,010.000	3,010.000
2370	SPV.0090	Special 33. Water Main 12 Inch	LF	126.000	126.000
2380	SPV.0090	Special 34. Water Service 1 Inch Copper	LF	2,612.000	2,612.000
2390	SPV.0090	Special 35. Water Service 2 Inch Copper	LF	26.000	26.000
2400	SPV.0090	Special 40. Salvage And Reset Fence	LF	4.000	4.000
2410	SPV.0090	Special 51. Fiber Optic Warning Tape	LF	2,995.000	2,995.000
2420	SPV.0090	Special 52. Fiber Optic Tracer Cable	LF	2,995.000	2,995.000
2430	SPV.0090	Special 55. Fiber Optic Interconnect Cable	LF	2,812.000	2,812.000
2440	SPV.0105	Special 01. Remove and Salvage Traffic Signals New York Avenue	LS	1.000	1.000
2450	SPV.0105	Special 02. Remove and Salvage Traffic Signals Murdock Avenue	LS	1.000	1.000
2460	SPV.0105	Special 03. Concrete Pavement Joint Layout	LS	1.000	1.000
2470	SPV.0105	Special 04. Locate and Replace Existing Property Monuments	LS	1.000	1.000
2480	SPV.0105	Special 05. Construction Staking Miscellaneous City Utilities	LS	1.000	1.000
2490	SPV.0105	Special 10. Abandon Vault	LS	1.000	1.000
2500	SPV.0120	Special 01. Water for Seeded Areas	MGAL	110.000	110.000
2510	SPV.0165	Special 01. Salvage and Reset Brick Pavers	SF	88.000	88.000
2520	SPV.0165	Special 02. Salvage And Reset Landscaping	SF	142.000	142.000
2530	SPV.0180	Special 01. Sealing Concrete Pavement Joints	SY	12,348.000	12,348.000
2540	SPV.0180	Special 02. Install City Furnished Insulation Board Polystyrene	SY	62.000	62.000
2550	SPV.0200	Special 01. Sanitary Sewer Manholes Standard	VF	232.000	232.000
2560	SPV.0200	Special 02. Sanitary Sewer Outside Drop	VF	39.000	39.000

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GRUBBING

STATION	201.0220 GRUBBING ID
11+44 LT	12
12+76 RT	24
13+48 LT	12
13+66 LT	24
14+38 RT	36
15+49 LT	24
16+06 LT	36
16+34 LT	18
16+39 RT	30
19+20 LT	18
19+49 LT	30
20+39 LT	30
23+78 LT	24
26+92 RT	24
27+34 RT	10
27+57 RT	12
27+89 RT	15
28+26 RT	12
34+89 LT	15
35+12 LT	15
PROJECT TOTAL	421

REMOVING CURB & GUTTER

204.0150
P

STATION	LOCATION	LF
9+08 - 10+00	LT	183
9+08 - 10+00	RT	122
10+00 - 14+42	LT	577
10+00 - 14+42	RT	374
14+42 - 18+85	LT	478
14+42 - 18+85	RT	438
18+85 - 23+30	LT	430
18+85 - 23+30	RT	439
23+30 - 28+20	LT	491
23+30 - 28+20	RT	498
28+20 - 31+95	LT	361
28+20 - 31+95	RT	362
31+95 - 36+50	LT	432
31+95 - 36+50	RT	416
PROJECT TOTAL		5,600

NOTE: INCLUDES SIDEROADS

REMOVING MANHOLES

STATION	LOCATION	204.0210 CAT 0010 EACH	SPV.0060.19 SANITARY MANHOLES CAT 0020 EACH	REMARKS
9+65	1' RT	1	--	STORM
9+77	5' LT	--	1	SANITARY
9+96	29' LT	--	1	SANITARY
10+03	25' RT	1	--	STORM
10+03	69' RT (NEW YORK)	1	--	STORM
10+08	42' LT	1	-	STORM
10+10	63' RT	--	1	SANITARY
10+24	4' RT	--	1	SANITARY
10+26	63' RT	--	1	SANITARY
10+35	ON R/L	--	1	SANITARY
11+24	69' RT (HARRISON)	1	--	STORM
14+20	4' LT	--	1	SANITARY
14+44	39' LT	--	1	SANITARY
14+66	39' LT	1	--	STORM
14+77	28' LT	1	--	STORM
16+73	28' LT	1	--	STORM
18+64	5' LT	--	1	SANITARY
18+72	28' LT	1	--	STORM
18+77	40' RT	1	--	STORM
18+85	40' LT	--	1	SANITARY
23+07	5' LT	--	1	SANITARY
23+10	7' RT	1	--	STORM
23+28	3' RT	--	1	SANITARY
23+58	3' RT	--	1	SANITARY
27+92	18' LT	1	--	STORM
28+26	41' LT	--	1	SANITARY
28+62	17' LT	1	--	STORM
29+73	3' RT	--	1	SANITARY
30+08	3' RT	--	1	SANITARY
31+81	17' LT	1	--	STORM
31+81	15' RT	1	--	STORM
33+52	3' RT	--	1	SANITARY
36+19	3' RT	--	1	SANITARY
PROJECT TOTALS		15	18	

REMOVING INLETS

204.0220

STATION	LOCATION	EACH
9+61	22' LT.	1
9+68	25' RT.	1
9+79	42' LT.	1
10+19	42' LT.	1
11+20	75' RT (HARRISON)	1
11+31	33' RT. (HARRISON)	1
14+25	25' LT.	1
14+63	25' LT.	1
14+65	14' RT.	1
18+33	23' LT.	1
18+50	14' RT.	1
18+68	45' LT.	1
18+70	36' RT.	1
19+01	36' LT.	1
19+03	46' RT.	1
19+21	14' RT.	1
19+28	23' LT.	1
22+89	22' LT.	1
23+13	45' LT.	1
23+43	44' LT.	1
23+60	23' LT.	1
23+72	15' RT.	1
27+93	22' LT.	1
28+57	15' RT.	1
28+62	22' LT.	1
32+23	14' RT.	1
32+26	23' LT.	1
PROJECT TOTAL		27

REMOVING PAVEMENT

204.0100
P

STATION	LOCATION	SY
9+08 - 10+00	LT & RT	575
10+00 - 14+44	LT & RT	1.024
14+44 - 18+85	LT & RT	280
18+85 - 23+28	LT & RT	340
23+28 - 28+26	LT & RT	280
28+26 - 31+95	LT & RT	92
31+95 - 36+50	LT & RT	287
PROJECT TOTAL		2,877

NOTE: INCLUDES SIDEROADS, DRIVEWAY APRONS, & DRIVEWAY TRANSITIONS

REMOVING CONCRETE SIDEWALK

204.0155
P

STATION	LOCATION	SY
*7+45	RT	3
9+08 - 10+00	LT	92
9+08 - 10+00	RT	93
10+00 - 14+42	LT	325
10+00 - 14+42	RT	264
14+42 - 18+85	LT	302
14+42 - 18+85	RT	283
18+85 - 23+30	LT	290
18+85 - 23+30	RT	297
23+30 - 28+20	LT	290
23+30 - 28+20	RT	324
28+20 - 31+95	LT	28
28+20 - 31+95	RT	235
31+95 - 36+50	LT	257
31+95 - 36+50	RT	254
PROJECT TOTAL		3,334

NOTE: INCLUDES SIDEROADS, SIDEWALK THROUGH DRIVEWAYS, AND EXISTING STEPS
* FOR SIGN NO. 1-1

REMOVING CONCRETE BASES

204.0195

STATION	LOCATION	EACH
9+64	27' RT	1
9+68	29' LT	1
9+69	30' LT	1
10+22	35' LT	1
10+38	27' LT	1
10+43'N'	23' RT	1
10+51'N'	24' LT	1
10+54'H'	23'RT	1
36+08	30'LT	1
36+10	20'RT	1
PROJECT TOTAL		10

REMOVING STORM SEWER

STATION	204.0245.01 LESS THAN 12-INCH LF	204.0245.02 12-INCH TO 24-INCH LF	204.0245.03 * GREATER THAN 24-INCH LF
9+08 - 14+00	93	156	55
14+00 - 18+50	503	--	--
18+50 - 22+50	89	286	--
22+50 - 27+50	--	162	95
27+50 - 31+50	113	288	--
31+50 - 33+00	--	204	--
PROJECT TOTALS	798	1,096	150

NOTE: INCLUDES SIDEROADS
* INCLUDES ALL HE PIPES

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

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EARTHWORK SUMMARY

Division	From/To Station	Location	Common Excavation (1)	(item # 205.0100)	Salvaged/Unusable Pavement Material	Available Material (4)	Unexpanded Fill	Expanded Fill (5)	Mass Ordinate +/- (6)	Comment:
			Cut (2)	EBS Excavation (3)				Factor 1.30		
0010	9+08 - 36+41.59	N. MAIN ST	8118	0	0	8118	15	19	8099	
	8+58.46 - 10+80.19	NEW YORK AVE	234	0	113	121	2	3	118	
	10+00 - 11+87.24	HARRISON ST	187	0	99	88	5	7	81	
	9+15 - 10+00	TENNESSEE AVE	85	0	0	85	0	0	85	
	9+21 - 10+65.19	CUSTER AVE	136	0	62	74	0	0	74	
	9+30 - 10+67	NEVADA AVE	232	0	52	180	2	3	176	
	8+65 - 10+00	BENT AVE	202	0	0	202	0	0	202	
	10+00 - 10+80	HURON AVE	82	0	0	82	0	0	82	
		UNDISTRIBUTED		1503						estimated 30% of mainline
Subtotal			9276	1503	326	8950	25	32	8918	
Grand Total			9276	1503	326	8950	25	32	8918	
		Total Common Exc		**10780**						

NOTES:
1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unusable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Breaker Run material.
4) Available Material = Cut - Salvaged/Unusable Pavement Material
5) Expanded Fill Factor = 1.30
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus Indicates a shortage of material within the Division.

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

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CONCRETE DRIVEWAY 6-INCH

416.0160

STATION	LOCATION	SY
9+27	LT	40
9+50	LT	57
8+75 NEW YORK AVE	RT	16
8+80 NEW YORK AVE	LT	7
11+22	LT	30
11+70	LT	25
12+20	RT	65
12+25	LT	22
12+70	LT	18
13+18	LT	23
14+30	RT	35
15+15	RT	26
15+72	RT	45
15+82	LT	45
16+27	RT	24
16+86	LT	22
16+86	RT	36
17+30	RT	16
17+40	LT	25
17+67	RT	16
17+93	LT	20
18+12	RT	23
19+68	LT	25
19+77	RT	16
20+15	LT	29
20+28	RT	23
20+68	LT	21
21+22	RT	35
21+65	LT	20
21+80	RT	22
22+34	LT	33
24+18	RT	28
24+53	LT	22
25+04	LT	25
25+04	RT	23
25+54	LT	21
25+54	RT	21
25+71	LT	25
26+03	RT	21
26+54	LT	20
26+54	RT	23
27+03	LT	32
27+10	RT	35
28+09	RT	31
28+66	RT	22
29+24	RT	24
29+82	RT	34
30+37	LT	21
31+03	LT	26
31+87	LT	21
32+36	LT	23
32+87	LT	18
33+16	RT	22
33+64	RT	27
34+16	LT	27
34+18	RT	39
34+64	RT	18
34+67	LT	27
35+18	RT	26
35+41	LT	52
35+56	RT	37
PROJECT TOTAL		1,649

BASE AGGREGATE AND GEOTEXILE FABRIC

STATION	LOCATION	305.0110 DENSE 3/4-INCH TON	305.0120 DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	645.0140 FABRIC TYPE SAS S.Y.
9+08 - 36+41.59	N. MAIN ST	--	5,003	--	--
8+58.46 - 9+39.74	NEW YORK AVE. (WEST)	--	332	--	--
10+65.30 - 10+80.19	NEW YORK AVE. (EAST)	--	24	--	--
10+86.14 - 11+87.24	HARRISON STREET	--	170	--	--
9+15 - 9+50.74	TENNESSEE AVE.	--	78	--	--
9+21 - 9+56	CUSTER AVE. (WEST)	--	52	--	--
10+35.91 - 10+65.19	CUSTER AVE. (EAST)	--	40	--	--
9+30 - 9+55.99	NEVADA AVE. (WEST)	--	36	--	--
10+38.53 - 10+67	NEVADA AVE. (EAST)	--	39	--	--
8+65 - 9+50.63	BENT AVE.	--	191	--	--
10+36.34 - 10+80	HURON AVE.	--	87	--	--
9+08 - 36+41.59	CONCRETE DRIVEWAYS	--	534	--	--
9+08 - 36+41.59	ASPHALT DRIVEWAYS	--	29	--	--
9+08 - 36+41.59	BASE AGG. DRIVEWAYS	9	--	--	--
9+08 - 36+41.59	SIDEWALK AREAS	427	--	--	--
UNDISTRIBUTED EBS AREAS	PROJECT	--	--	3,000	4,000
	PROJECT TOTALS	436	6,614	3,000	4,000

ASPHALTIC PAVEMENT SUMMARY

STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON	455.0605 TACK COAT GAL
8+58.46 - 9+39.75	NEW YORK AVE	76	16
9+15 - 9+50.74	TENNESSEE AVE	25	5
8+65 - 9+50.63	BENT AVE	73	15
10+36.34 - 10+80	HURON AVE	33	7
	PROJECT TOTALS	207	43

CONCRETE PAVEMENT SUMMARY

STATION	LOCATION	415.0080 8-INCH SY	415.1080 HES 8-INCH SY	415.1090 HES 9-INCH SY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	415.0210 GAPS EACH	CATEGORY 0020 SPV.0180.01 SEALING JOINTS SY
9+08 - 11+02.28	N. MAIN ST	--	--	1,557	20	--	--	1,557
10+65.09 - 10+80.19	NEW YORK AVE (EAST)	--	--	57	16	--	--	57
11+02.29 - 11+87.24	HARRISON ST	--	--	337	30	--	--	337
11+02.28 - 14+44.10	N. MAIN ST	1,557	--	--	--	--	--	1,557
14+44.10 - 18+85.47	N. MAIN ST	57	--	--	--	--	--	57
9+21 - 9+56	CUSTER AVE (WEST)	337	--	--	15	--	--	337
10+36 - 10+65.19	CUSTER AVE (EAST)	97	--	--	14	--	--	97
18+85.47 - 23+28.15	N. MAIN ST	2,053	--	--	--	--	--	2,053
9+30 - 9+55.74	NEVADA AVE (WEST)	86	--	--	14	--	--	86
10+36.53 - 10+67	NEVADA AVE (EAST)	102	--	--	14	--	--	102
23+28.15 - 28+26.53	N. MAIN ST	2,252	--	--	--	--	--	2,252
28+26.53 - 31+94.19	N. MAIN ST	1,644	--	--	--	--	--	1,644
31+94.19 - 36+41.59	N. MAIN ST	1,914	--	--	37	--	--	1,914
UNDISTRIBUTED	N. MAIN ST	--	300	--	--	80	--	300
--	CUSTER AVE or NEVADA AVE	--	--	--	--	--	2	--
	DRIVEWAY 35+57 RT	--	--	--	--	--	1	--
	PROJECT TOTALS	10,098	300	1,950	160	80	3	12,348

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

465.0120

STATION	LOCATION	TON
12+70	LT	0.8
21+23	RT	2.2
21+65	LT	1.1
22+39	LT	2.0
25+03	RT	1.2
26+55	LT	1.0
27+04	LT	2.0
28+09	RT	1.9
8+93 BENT AVE	LT	3.8
32+88	LT	0.9
34+24	RT	1.0
34+65	RT	0.9
35+47	LT	4.7
35+55	RT	2.3
	PROJECT TOTAL	25.8

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

3

CONCRETE CURB PEDESTRIAN
601.0600

STATION	LOCATION	LF
14+73 - 15+18	LT	68
15+22 - 15+30	LT	11
18+45 - 18+56	LT	20
19+16 - 19+26	LT	21
22+85 - 22+98	LT	21
27+88 - 27+96	LT	16
28+68 - 28+64	LT	16
30+70 - 32+99	RT	30
32+32	LT	4
32+41	LT	4
33+02 - 33+12	RT	13
33+21	RT	4
PROJECT TOTAL		227

CONCRETE SIDEWALK

STATION	LOCATION	602.0405 4-INCH SF	*602.0415 6-INCH SF
**7+45	RT	25	--
9+08 - 10+00	LT	169	216
9+08 - 10+00	RT	499	347
10+00 - 14+42	LT	1,948	99
10+00 - 14+42	RT	211	367
14+42 - 18+85	LT	1,819	213
14+42 - 18+85	RT	1,746	130
18+85 - 23+30	LT	1,796	188
18+85 - 23+30	RT	1,925	186
23+30 - 28+20	LT	2,053	171
23+30 - 28+20	RT	1,988	135
28+20 - 31+95	LT	1,618	146
28+20 - 31+95	RT	1,632	114
31+95 - 36+50	LT	1,686	49
31+95 - 36+50	RT	1,569	74
PROJECT TOTALS		20,683	2,435

NOTE: INCLUDES SIDEROADS
* 6-INCH SIDEWALK USED AT CURB RAMPS
**FOR SIGN LOCATION 1-1

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
602.0515

INTERSECTION	LOCATION	SF
NEW YORK AVE	NW QUAD	16
NEW YORK AVE	NE QUAD	16
NEW YORK AVE	SW QUAD	16
NEW YORK AVE	SE QUAD	16
HARRISON ST	11+11 LT	8
HARRISON ST	11+11 RT	8
TENNESSEE AVE	NW QUAD	16
TENNESSEE AVE	NE QUAD	16
TENNESSEE AVE	SW QUAD	8
TENNESSEE AVE	SE QUAD	8
CUSTER AVE	NW QUAD	16
CUSTER AVE	NE QUAD	16
CUSTER AVE	SW QUAD	16
CUSTER AVE	SE QUAD	16
NEVADA AVE	NW QUAD	16
NEVADA AVE	NE QUAD	16
NEVADA AVE	SW QUAD	16
NEVADA AVE	SE QUAD	16
BENT AVE	NW QUAD	16
BENT AVE	NE QUAD	16
BENT AVE	SW QUAD	8
BENT AVE	SE QUAD	8
HURON AVE	NW QUAD	8
HURON AVE	NE QUAD	8
HURON AVE	SW QUAD	16
HURON AVE	SE QUAD	16
PROJECT TOTAL		352

CONCRETE STEPS
602.1500

STATION	LOCATION	SF	REMARKS
12+04	LT	16	1 RISER
12+59	LT	18	1 RISER
12+91	LT	16	1 RISER
13+52	LT	15	2 RISERS
13+91	LT	18	3 RISERS
15+20	LT	22	3 RISERS
15+62	LT	19	3 RISERS
16+68	LT	20	3 RISERS
17+20	LT	16	3 RISERS
17+70	LT	19	3 RISERS
17+89	RT	23	2 RISERS
18+36	LT	20	3 RISERS
19+28	LT	13	3 RISERS
19+51	RT	12	2 RISERS
20+13	RT	16	3 RISERS
20+53	RT	20	3 RISERS
20+67	RT	19	3 RISERS
20+86	LT	14	3 RISERS
21+27	LT	16	3 RISERS
21+63	RT	16	3 RISERS
21+92	LT	8	3 RISERS
22+07	LT	25	2 RISERS
22+08	RT	13	2 RISERS
22+57	LT	9	2 RISERS
22+82	LT	20	2 RISERS
24+00	RT	12	1 RISER
24+33	LT	19	3 RISERS
24+33	RT	13	2 RISERS
24+92	RT	11	1 RISER
25+42	RT	16	2 RISERS
25+45	LT	20	3 RISERS
25+87	LT	20	3 RISERS
25+89	RT	16	2 RISERS
26+34	LT	19	3 RISERS
26+80	RT	12	1 RISER
26+86	LT	19	3 RISERS
27+29	LT	19	3 RISERS
27+34	RT	12	1 RISER
27+71	LT	19	3 RISERS
27+83	RT	16	1 RISER
28+36	RT	12	2 RISERS
28+82	LT	16	3 RISERS
28+93	LT	10	3 RISERS
29+32	LT	16	3 RISERS
29+43	LT	10	3 RISERS
29+77	LT	14	3 RISERS
29+88	LT	10	3 RISERS
30+15	LT	16	3 RISERS
30+94	LT	40	2 RISERS
31+74	LT	19	3 RISERS
33+01	RT	10	2 RISERS
33+30	LT	21	2 RISERS
33+90	LT	9	1 RISER
PROJECT TOTAL		863	

CONCRETE CURB & GUTTER

STATION	LOCATION	601.0342 INTEGRAL 18-INCH LF	601.0409 30-INCH TYPE A LF	601.0411 30-INCH TYPE D LF	601.0452 INTEGRAL 30-INCH TYPE D LF	SPV.0090.08 INTEGRAL SPECIAL 12-INCH WIDE HEAD LF
9+08 - 10+00	LT	--	43	81	5	49
9+08 - 10+00	RT	15	43	--	--	59
10+00 - 14+44	LT	372	--	117	10	72
10+00 - 14+44	RT	597	--	--	--	41
14+44 - 18+85	LT	370	35	36	5	63
14+44 - 18+85	RT	433	--	--	--	34
18+85 - 23+30	LT	396	35	--	--	62
18+85 - 23+30	RT	429	--	--	--	65
23+30 - 28+20	LT	456	--	--	--	64
23+30 - 28+20	RT	493	--	--	--	32
28+20 - 31+95	LT	337	--	--	--	31
28+20 - 31+95	RT	342	--	--	--	24
31+95 - 36+50	LT	433	--	--	--	--
31+95 - 36+50	RT	398	--	--	--	24
PROJECT TOTALS		5,069	156	234	20	619

NOTE: INCLUDES SIDEROADS

PIPE UNDERAIN 6-INCH and MARKER BALLS

STATION	LOCATION	STRUCTURE	612.0106 UNDERDRAIN 6-INCH LF	* SPV.0060.21 MARKER BALLS EACH
12+55	LT	ST-4.1	13	2
12+55	RT	ST-4.2	13	2
14+81	LT	ST-7.1	13	2
14+81	RT	ST-7.2	13	2
18+36	LT	ST-8.1	13	2
18+46	LT	ST-8.2	13	2
18+36	RT	ST-8.3	13	2
18+46	RT	ST-8.4	13	2
23+65	LT	ST-13.1	13	2
23+65	RT	ST-13.2	13	2
PROJECT TOTALS			130	20

NOTE: PIPE UNDERDRAIN LOCATED AT LOW POINTS
* ADDITIONAL QUANTITIES INCLUDED ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

STORM SEWER SUMMARY

DOWNSTREAM STRUCTURE	UPSTREAM STRUCTURE	DOWNSTREAM ELEVATION	UPSTREAM ELEVATION	608.0312 RCPSS CLASS III 12-INCH LF	608.0315 RCPSS CLASS III 15-INCH LF	608.0318 RCPSS CLASS III 18-INCH LF	608.0324 RCPSS CLASS III 24-INCH LF	608.0330 RCPSS CLASS III 30-INCH LF	610.0419 RCPHE SS CL IV 19X30-INCH LF	610.0424 RCPHE SS CL HE-IV 24X38-INCH LF	SPV.0090.14 PVC 10-INCH LF	SPV.0090.15 RCPHE SS CL HE-IV 43X68-INCH LF	SPV.0090.16 TELEVISING LF	520.8000 CONCRETE COLLAR EACH	SLOPE %	PIPE REMARKS
C0-2	ST-1	754.90	754.92	--	--	--	--	--	--	--	--	--	--	1	0.30	CONTRACTOR TO VERIFY ELEV @ CO-2
ST-1	ST-2	754.92	755.03	--	--	--	--	--	27	--	--	--	27	--	0.40	
ST-2	ST-2.1	756.17	756.41	23	--	--	--	--	--	--	--	--	23	--	1.04	
ST-2	ST-2.2	756.17	756.41	24	--	--	--	--	--	--	--	--	24	--	1.00	
ST-2	ST-22	755.03	755.35	--	--	--	--	--	82	--	--	--	82	--	0.40	
ST-4	ST-3	754.06	754.47	--	--	--	--	--	209	--	--	--	209	--	0.20	
ST-4	ST-4.1	754.63	754.95	31.5	--	--	--	--	--	--	--	--	31.5	--	1.02	
ST-4	ST-4.2	754.93	755.07	7	--	--	--	--	--	--	--	--	7	--	2.00	
ST-5	ST-4	753.75	754.06	--	--	--	--	--	154	--	--	--	154	--	0.20	
ST-5	ST-5.1	754.45	754.77	31.5	--	--	--	--	--	--	--	--	31.5	--	1.02	
ST-5	ST-5.2	754.64	754.78	7	--	--	--	--	--	--	--	--	7	--	2.00	
ST-6	ST-26	753.70	753.92	--	--	54	--	--	--	--	--	--	54	--	0.40	
ST-6	ST-5	753.70	753.75	--	--	--	--	--	27	--	--	--	27	--	0.20	
ST-7	ST-6	753.61	753.70	--	--	--	--	--	45	--	--	--	45	--	0.20	
ST-7	ST-7.1	754.06	754.38	31.5	--	--	--	--	--	--	--	--	31.5	--	1.02	
ST-7	ST-7.2	754.25	754.39	7	--	--	--	--	--	--	--	--	7	--	2.00	
ST-8	ST-7	752.88	753.61	--	--	--	--	--	365	--	--	--	365	--	0.20	
ST-8	ST-8.2	753.51	753.90	--	31.5	--	--	--	--	--	--	--	31.5	--	1.25	
ST-8	ST-8.4	753.78	753.92	--	7	--	--	--	--	--	--	--	7	--	2.00	
ST-8.2	ST-8.1	753.90	754.00	10	--	--	--	--	--	--	--	--	10	--	1.00	
ST-8.4	ST-8.3	753.92	754.02	10	--	--	--	--	--	--	--	--	10	--	1.00	
ST-9	ST-27	752.82	753.04	--	--	54	--	--	--	--	--	--	54	--	0.40	
ST-9	ST-8	752.82	752.88	--	--	--	--	--	31	--	--	--	31	--	0.20	
ST-10	ST-10.1	753.91	754.22	--	31.5	--	--	--	--	--	--	--	31.5	--	1.00	
ST-10	ST-10.2	754.20	754.40	--	7	--	--	--	--	--	--	--	7	--	2.86	
ST-10	ST-9	752.72	752.82	--	--	--	--	--	--	48	--	--	48	--	0.20	
ST-11	ST-10	752.37	752.72	--	--	--	--	--	--	175	--	--	175	--	0.20	
ST-11	ST-11.1	754.63	755.02	31.5	--	--	--	--	--	--	--	--	31.5	--	1.25	
ST-11	ST-11.2	755.08	755.18	7	--	--	--	--	--	--	--	--	7	--	1.50	
ST-12	ST-11	751.93	752.37	--	--	--	--	211	--	--	--	--	211	--	0.21	
ST-12	ST-13	751.93	752.15	--	--	--	--	55	--	--	--	--	55	--	0.40	
ST-12	ST-29	751.93	752.15	--	--	--	--	54	--	--	--	--	54	--	0.40	
ST-13	ST-13.1	755.19	755.51	31.5	--	--	--	--	--	--	--	--	31.5	--	1.02	
ST-13	ST-13.2	755.59	755.73	7	--	--	--	--	--	--	--	--	7	--	2.00	
ST-13	ST-14	752.15	753.03	--	--	--	219	--	--	--	--	--	219	--	0.40	
ST-14	ST-14.1	756.02	756.34	31.5	--	--	--	--	--	--	--	--	31.5	--	1.02	
ST-14	ST-14.2	756.36	756.50	7	--	--	--	--	--	--	--	--	7	--	2.00	
ST-14	ST-15	753.03	753.92	--	--	--	233	--	--	--	--	--	233	--	0.38	
ST-15	ST-16	753.92	754.16	--	--	--	59	--	--	--	--	--	59	--	0.40	
ST-15	ST-31	753.92	754.14	--	--	54	--	--	--	--	--	--	54	--	0.40	
ST-16	ST-16.1	756.90	757.17	34	--	--	--	--	--	--	--	--	34	--	0.79	
ST-16	ST-16.2	757.24	757.38	7	--	--	--	--	--	--	--	--	7	--	2.00	
ST-16.1	ST16.2	757.22	757.29	13	--	--	--	--	--	--	--	--	13	--	0.50	
ST-16	ST-17	754.16	755.27	--	--	--	278	--	--	--	--	--	278	--	0.40	
			SUB TOTALS	352	77	162	789	320	940	223	0	0	2863	1		

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

STORM SEWER SUMMARY

DOWNSTREAM STRUCTURE	UPSTREAM STRUCTURE	DOWNSTREAM ELEVATION	UPSTREAM ELEVATION	608.0312 RCPSS CLASS III 12-INCH LF	608.0315 RCPSS CLASS III 15-INCH LF	608.0318 RCPSS CLASS III 18-INCH LF	608.0324 RCPSS CLASS III 24-INCH LF	608.0330 RCPSS CLASS III 30-INCH LF	610.0419 RCPHE SS CL IV 19X30-INCH LF	610.0424 RCPHE SS CL HE-IV 24X38-INCH LF	SPV.0090.14 PVC 10-INCH LF	SPV.0090.15 RCPHE SS CL HE-IV 43X68-INCH LF	SPV.0090.16 TELEVISING LF	520.8000 CONCRETE COLLAR EACH	SLOPE %	PIPE REMARKS
ST-18	ST-19	755.76	755.92	--	--	--	40	--	--	--	--	--	40	--	0.40	
ST-19	ST-19.1	757.93	758.25	31.5	--	--	--	--	--	--	--	--	31.5	--	1.02	
ST-19	ST-19.2	758.27	758.41	7	--	--	--	--	--	--	--	--	7	--	2.00	
ST-19	ST-20	755.92	757.02	--	--	--	274	--	--	--	--	--	274	--	0.40	
ST-20	ST-20.1	758.76	759.08	31.5	--	--	--	--	--	--	--	--	31.5	--	1.02	
ST-20	ST-20.2	759.10	759.24	7	--	--	--	--	--	--	--	--	7	--	2.00	
ST-20	ST-21	757.02	757.35	--	--	--	83	--	--	--	--	--	83	--	0.40	
ST-21	ST-21.1	759.00	759.32	31.5	--	--	--	--	--	--	--	--	31.5	--	1.02	
ST-21	ST-21.2	759.12	759.26	7	--	--	--	--	--	--	--	--	7	--	2.00	
ST-22	ST-22.1	755.56	755.82	26	--	--	--	--	--	--	--	--	26	--	1.00	
ST-22	ST-22.2	755.56	755.78	11	--	--	--	--	--	--	--	--	11	--	2.00	
ST-22	ST-23	755.35	755.47	--	--	--	--	--	27	--	--	--	27	--	0.40	
ST-23	CO-6	756.96	756.99	--	8	--	--	--	--	--	--	--	8	1	0.40	CONTRACTOR TO VERIFY ELEV @ CO-6
ST-24	ST-24.1	755.19	755.37	18	--	--	--	--	--	--	--	--	18	--	1.00	
ST-24	ST-24.2	755.19	755.35	18.5	--	--	--	--	--	--	--	--	18.5	--	0.97	
CO-8	ST-24	752.74	752.90	--	8	--	--	--	--	--	--	--	8	1	2.00	CONTRACTOR TO VERIFY ELEV @ CO-8
ST-25	ST-25.1	755.09	755.14	9	--	--	--	--	--	--	--	--	9	--	0.50	
ST-25	ST-25.2	755.09	755.26	28	--	--	--	--	--	--	--	--	28	--	0.61	
CO-10	ST-25	752.51	752.54	8	--	--	--	--	--	--	--	--	8	1	0.40	CONTRACTOR TO VERIFY ELEV @ CO-10
ST-26	ST-26.1	754.54	754.77	7	--	--	--	--	--	--	--	--	7	--	3.29	
ST-26	ST-26.2	754.54	754.85	23	--	--	--	--	--	--	--	--	23	--	1.35	
ST-26	ST-26.4	753.92	753.98	--	--	16	--	--	--	--	--	--	16	--	0.40	
ST-26.2	ST-26.3	754.85	754.91	6	--	--	--	--	--	--	--	--	6	--	1.00	
ST-26.3	CO-13	754.91	754.93	--	--	--	--	--	--	--	10	--	10	1	0.20	CONNECT TO EXIST. 10", VERIFY ELEV
ST-27	ST-27.1	754.01	754.15	7	--	--	--	--	--	--	--	--	7	--	2.00	
ST-27	ST-27.2	753.84	754.07	23	--	--	--	--	--	--	--	--	23	--	1.00	
ST-27	ST-27.3	753.04	753.10	--	--	16	--	--	--	--	--	--	16	--	0.40	
ST-28	ST-28.1	753.86	754.01	7	--	--	--	--	--	--	--	--	7	--	2.14	
ST-28	ST-28.2	753.86	754.01	23.5	--	--	--	--	--	--	--	--	23.5	--	0.64	
CO-16	ST-28	753.83	753.86	--	--	8	--	--	--	--	--	--	8	1	0.40	CONTRACTOR TO VERIFY ELEV @ CO-16
ST-29	CO-18	752.15	752.17	--	--	--	--	8	--	--	--	--	8	1	0.25	CONTRACTOR TO VERIFY ELEV @ CO-18
ST-29	ST-29.1	755.40	755.70	30	--	--	--	--	--	--	--	--	30	--	1.00	
ST-30	ST-12	751.81	751.93	--	--	--	--	--	--	--	--	30	30	--	0.40	
ST-30	ST-30.1	755.53	755.23	30	--	--	--	--	--	--	--	--	30	--	1.00	
CO-22	ST-30	751.78	751.81	--	--	--	--	--	--	--	--	8	8	1	0.40	CONTRACTOR TO VERIFY ELEV @ CO-22
ST-31	ST-31.1	757.29	757.43	7	--	--	--	--	--	--	--	--	7	--	2.00	
ST-31	ST-31.2	757.14	757.37	23	--	--	--	--	--	--	--	--	23	--	1.00	
ST-31	ST-31.3	754.14	754.20	--	--	16	--	--	--	--	--	--	16	--	0.40	
ST-32	ST-18	755.66	755.76	--	--	--	25	--	--	--	--	--	25	--	0.40	
ST-32	ST-32.1	757.91	758.03	6	--	--	--	--	--	--	--	--	6	--	2.00	
ST-32	ST-32.2	757.78	758.00	22	--	--	--	--	--	--	--	--	22	--	1.00	
ST-33	ST-32	755.48	755.66	--	--	---	32.5	--	--	--	--	--	32.5	--	0.55	
CO-28	ST-33	755.43	755.48	--	--	8	--	--	--	--	--	--	8	1	0.60	CONTRACTOR TO VERIFY ELEV @ CO-28
		SUB TOTALS		448.5	16.0	64.0	454.5	8.0	27.0	0.0	10.0	38.0	1066.0	8.0		
		PROJECT TOTALS		801	93	226	1,244	328	967	223	10	38	3,929	9		SHEET 2 OF 2

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

STORM SEWER STRUCTURES

STRUCT. NO.	STATION	LOCATION	MANHOLES 611.2004 MANHOLES 4-FT DIA. EACH	MANHOLES 611.2005 MANHOLES 5-FT DIA. EACH	MANHOLES 611.2006 MANHOLES 6-FT DIA. EACH	MANHOLES 611.2008 MANHOLES 8-FT DIA. EACH	MANHOLES SPV.0060.10 BOX MANHOLE 4.5'x9' EACH	CATCH BASINS SPV.0060.05 CATCH BASIN 2'x3' SPECIAL EACH	INLET COVERS 611.0639 INLET COVERS TYPE HS EACH	INLET COVERS 611.0624 INLET COVERS TYPE H EACH	MANHOLE COVERS SPV.0060.08 MANHOLE COVERS TYPE J SPECIAL EACH	RIM ELEVATION	FLOWLINE OF STRUCTURE	STRUCTURE DEPTH	REMARKS
ST-1	9+22	1.5' RT	1	--	--	--	--	--	--	--	1	760.56	754.92	4.39	
ST-2	9+49	1.5' RT	--	--	--	1	--	--	--	--	1	760.39	755.03	4.11	
ST-2.1	9+49	22.50' LT	--	--	--	--	--	1	1	--	--	759.91	756.41	4.00	
ST-2.2	9+49	26.50' RT	--	--	--	--	--	1	--	1	--	759.92	756.42	4.00	
ST-3	10+53	10' RT	1	--	--	--	--	--	--	--	1	759.48	754.47	3.76	
ST-4	12+55	8' RT	--	1	--	--	--	--	--	--	1	758.78	754.06	3.47	
ST-4.1	12+55	24.50' LT	--	--	--	--	--	1	1	--	--	758.45	754.95	4.00	
ST-4.2	12+55	16.50' RT	--	--	--	--	--	1	--	1	--	758.57	755.07	4.00	
ST-5	14+09	8' RT	--	1	--	--	--	--	--	--	1	758.49	753.75	3.49	
ST-5.1	14+09	24.50' LT	--	--	--	--	--	1	1	--	--	758.27	754.77	4.00	
ST-5.2	14+09	16.50' RT	--	--	--	--	--	1	--	1	--	758.28	754.78	4.00	
ST-6	14+36	8' RT	--	1	--	--	--	--	--	--	1	758.34	753.7	3.39	
ST-7	14+81	8' RT	--	1	--	--	--	--	--	--	1	758.10	753.61	3.24	
ST-7.1	14+81	24.50' LT	--	--	--	--	--	1	1	--	--	757.88	754.38	4.00	
ST-7.2	14+81	16.50' RT	--	--	--	--	--	1	--	1	--	757.89	754.39	4.00	
ST-8	18+46	8' RT.	--	1	--	--	--	--	--	--	1	757.70	752.88	3.57	
ST-8.1	18+36	24.50' LT	--	--	--	--	--	1	1	--	--	757.50	754	4.00	
ST-8.2	18+46	24.50' LT	--	--	--	--	--	1	1	--	--	757.47	753.90	4.07	
ST-8.3	18+36	16.50' RT	--	--	--	--	--	1	--	1	--	757.52	754.02	4.00	
ST-8.4	18+46	16.50' RT	--	--	--	--	--	1	--	1	--	757.49	753.92	4.07	
ST-9	18+77	8' RT	--	--	1	--	--	--	--	--	1	757.79	752.82	3.72	
ST-10	19+25	8' RT	--	--	1	--	--	--	--	--	1	758.08	752.72	4.11	
ST-10.1	19+25	24.50' RT	--	--	--	--	--	1	1	--	--	757.77	754.22	4.05	
ST-10.2	19+25	16.50' RT	--	--	--	--	--	1	--	1	--	757.93	754.4	4.03	
ST-11	21+00	8' RT	--	--	1	--	--	--	--	--	1	758.82	752.37	5.20	
ST-11.1	21+00	24.50' LT	--	--	--	--	--	1	1	--	--	758.52	755.02	4.00	
ST-11.2	21+00	16.50' RT	--	--	--	--	--	1	--	1	--	758.68	755.18	4.00	
ST-12	23+11	8' RT	--	--	--	--	1	--	--	--	1	759.53	751.93	6.35	
ST-13	23+66	8' RT	--	1	--	--	--	--	--	--	1	759.37	752.15	5.97	
ST-13.1	23+66	24.50' LT	--	--	--	--	--	1	1	--	--	759.01	755.51	4.00	
ST-13.2	23+66	16.50' RT	--	--	--	--	--	1	--	1	--	759.23	755.73	4.00	
ST-14	25+85	8' RT	1	--	--	--	--	--	--	--	1	760.14	753.03	5.86	
ST-14.1	25+85	24.50' LT	--	--	--	--	--	1	1	--	--	759.84	756.34	4.00	
ST-14.2	25+85	16.50' RT	--	--	--	--	--	1	--	1	--	760.00	756.5	4.00	
ST-15	28+18	8' RT	--	1	--	--	--	--	--	--	1	760.83	753.92	5.66	
ST-16	28+77	8' RT	1	--	--	--	--	--	--	--	1	761.01	754.16	5.60	
ST-16.1	28+64	24.50' LT	--	--	--	--	--	1	1	--	--	760.67	757.17	4.00	
ST-16.2	28+77	16.50' RT	--	--	--	--	--	1	--	1	--	760.88	757.38	4.00	
ST-17	31+55	8 ' RT	1	--	--	--	--	--	--	--	1	761.85	755.27	5.33	
ST-18	31+86	8' RT	1	--	--	--	--	--	--	--	1	761.94	755.76	4.93	
ST-19	32+26	8' RT	1	--	--	--	--	--	--	--	1	762.06	755.92	4.89	
ST-19.1	32+26	24.50' LT	--	--	--	--	--	1	1	--	--	761.75	758.25	4.00	
ST-19.2	32+26	16.50' RT	--	--	--	--	--	1	--	1	--	761.91	758.41	4.00	
ST-20	35+00	8' RT	1	--	--	--	--	--	--	--	1	762.88	757.02	4.61	
ST-20.1	35+00	24.50' LT	--	--	--	--	--	1	1	--	--	762.58	759.08	4.00	
ST-20.2	35+00	16.50' RT	--	--	--	--	--	1	--	1	--	762.74	759.24	4.00	
ST-21	35+83	8' RT	1	--	--	--	--	--	--	--	1	763.01	757.35	4.41	
ST-21.1	35+83	24.50' LT	--	--	--	--	--	1	1	--	--	762.82	759.32	4.00	
		SUB TOTALS	9	7	3	1	1	27	14	13	21				

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

STORM SEWER STRUCTURES

STRUCT. NO.	STATION	LOCATION	MANHOLES 611.2004 MANHOLES 4-FT DIA. EACH	MANHOLES 611.2005 MANHOLES 5-FT DIA. EACH	MANHOLES 611.2006 MANHOLES 6-FT DIA. EACH	MANHOLES 611.2008 MANHOLES 8-FT DIA. EACH	MANHOLES SPV.0060.10 BOX MANHOLE 4.5'x9' EACH	CATCH BASINS SPV.0060.05 CATCH BASIN 2'x3' SPECIAL EACH	INLET COVERS 611.0639 INLET COVERS TYPE HS EACH	INLET COVERS 611.0624 INLET COVERS TYPE H EACH	MANHOLE COVERS SPV.0060.08 MANHOLE COVERS TYPE J SPECIAL EACH	RIM ELEVATION	FLOWLINE OF STRUCTURE	STRUCTURE DEPTH	REMARKS
ST-21.2	35+83	16.50' RT	--	--	--	--	--	1	--	1	--	762.76	759.26	4.00	
ST-22	9'N'+43	7.50' LT	--	--	--	1	--	--	--	--	1	759.48	755.35	2.88	
ST-22.1	9'N'+43	19.50' LT	--	--	--	--	--	1	1	--	--	759.32	755.82	4.00	
ST-22.2	9'N'+43	19.50' RT	--	--	--	--	--	1	1	--	--	759.28	755.78	4.00	
ST-23	9'N'+16	7.71' LT	1	--	--	--	--	--	--	--	1	759.74	755.47	3.02	
ST-24	10'N'+66	0.40' RT	1	--	--	--	--	--	--	--	1	759.20	752.9	5.05	
ST-24.1	10'N'+66.5	19.50' RT	--	--	--	--	--	1	1	--	--	758.87	755.37	4.00	
ST-24.2	10'N'+66.5	19.50' LT	--	--	--	--	--	1	1	--	--	758.85	755.35	4.00	
ST-25	11'H'+54.6	12' RT	1	--	--	--	--	--	--	--	1	758.80	752.54	5.01	
ST-25.1	11'H'+50	21.50' RT	--	--	--	--	--	1	1	--	--	758.64	755.14	4.00	
ST-25.2	11'H'+50	16.50' LT	--	--	--	--	--	1	1	--	--	758.76	755.26	4.00	
ST-26	9'T'+54	8' RT	1	--	--	--	--	--	--	--	1	758.46	753.92	3.25	
ST-26.1	9'T'+54	16.50' RT	--	--	--	--	--	1	1	--	--	758.27	754.77	4.00	
ST-26.2	9'T'+54	16.50' LT	--	--	--	--	--	1	1	--	--	758.27	754.77	4.00	
ST-26.3	9'T'+54	22' LT	1	--	--	--	--	--	--	--	--	758.90	754.91	2.74	
ST-26.4	9'T'+38	7.5' RT	--	--	--	--	--	--	--	--	--	-	754.03	-	CAP ON PIPE STUB
ST-27	9'C'+54	8' RT	1	--	--	--	--	--	--	--	1	757.80	753.04	3.51	
ST-27.1	9'C'+54	16.50' RT	--	--	--	--	--	1	1	--	--	757.65	754.15	4.00	
ST-27.2	9'C'+54	16.50' LT	--	--	--	--	--	1	1	--	--	757.57	754.07	4.00	
ST-27.3	9'C'+46	8' RT	--	--	--	--	--	--	--	--	--	-	753.1	-	CAP ON PIPE STUB
ST-28	10'C'+40	8' RT	1	--	--	--	--	--	--	--	1	757.69	753.86	2.58	
ST-28.1	10'C'+37	16.50' RT	--	--	--	--	--	1	1	--	--	757.51	754.01	4.00	
ST-28.2	10'C'+37.50	16.50' LT	--	--	--	--	--	1	1	--	--	757.51	754.01	4.00	
ST-29	9'NE'+54	16.50' RT	--	1	--	--	--	--	1	--	--	758.99	752.15	5.84	
ST-29.1	9'NE'+54	16.50' LT	--	--	--	--	--	1	1	--	--	759.20	755.7	4.00	
ST-30	10'NE'+38	16.50' RT	--	--	--	--	1	--	1	--	--	759.11	751.81	6.30	
ST-30.1	10'NE+37.7	16.50' LT	--	--	--	--	--	1	1	--	--	759.03	755.53	4.00	
ST-31	9'B'+54	8' RT	1	--	--	--	--	--	--	--	1	760.96	754.14	5.57	
ST-31.1	9'B'+54	16.50' RT	--	--	--	--	--	1	1	--	--	760.93	757.43	4.00	
ST-31.2	9'B'+53.7	16.50' LT	--	--	--	--	--	1	1	--	--	760.87	757.37	4.00	
ST-31.3	9'B'+38	8' RT	--	--	--	--	--	--	--	--	--	-	754.2	-	CAP ON PIPE STUB
ST-32	10'HU'+33	8' RT	1	--	--	--	--	--	--	--	1	761.73	755.66	4.82	
ST-32.1	10'HU'+33	15.50' RT	--	--	--	--	--	1	1	--	--	761.53	758.03	4.00	
ST-32.2	10'HU'+32.7	15.50' LT	--	--	--	--	--	1	1	--	--	761.50	758	4.00	
ST-33	10'HU'+65	13' RT	1	--	--	--	--	--	--	--	1	761.78	755.48	5.05	
	SUB TOTALS		10	1	0	1	1	19	20	1	10				
	PROJECT TOTALS		19	8	3	2	2	46	34	14	31				

LOCATION IS TO CENTER OF STRUCTURE FOR THE MANHOLES
LOCATION IS TO CENTER BACK OF CURB FOR CATCH BASINS

FLOW LINE OF STRUCTURE = LOWEST PIPE FLOW LINE ELEVATION EXITING STRUCTURES

RIM ELEVATION = FINISHED EDGE OF PAVEMENT (FLANGE) FOR STUCTURES WITH TYPE H AND TYPE H-S INLET COVERS
RIM ELEVATION = TOP OF CASTING FOR STRUCTURES WITH MANHOLE COVERS, SPECIAL

STRUCTURE DEPTH = RIM ELEVATION MINUS FLOW LINE OF STRUCTURE MINUS 1-FOOT PLUS 1.5-FOOT SUMP FOR INLET COVERS TYPE H AND TYPE H-S

STRUCTURE DEPTH = RIM ELEVATION MINUS FLOW LINE OF STRUCTURE MINUS 1.25-FEET FOR ALL MANHOLES WITH MANHOLE COVER SPECIAL

NOTE: STRUCTURE DEPTH FOR CATCH BASINS, SPECIAL INCLUDES A 1.5-FOOT SUMP BELOW THE FLOW LINE OF THE STRUCTURE.

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

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DUST CONTROL SURFACE TREATMENT
623.0200

LOCATION	SY
PROJECT	25,000
PROJECT TOTAL	25,000

WATER
624.0100

LOCATION	MGAL
PROJECT	40
PROJECT TOTAL	40

NOTE: FOR BASE AGGREGATE COMPACTION AND DUST CONTROL

EROSION CONTROL

STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EACH	628.1910 MOBILIZATIONS EMERGENCY EACH	628.7570 ROCK BAGS EACH	628.756 TRACKING PADS EACH
9+08 - 36+50	UNDISTRIBUTED	250	500	6	3	250	3
	PROJECT TOTALS	250	500	6	3	250	3

CONCRETE MEDIAN SLOPED NOSE
620.0300

STATION	LOCATION	SF
11+00	RT	51
	PROJECT TOTAL	51

LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES
632.9101

LOCATION	EACH
PROJECT	18
PROJECT TOTAL	18

LANDSCAPING SUMMARY

STATION	LOCATION	625.0100 TOPSOIL SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	SPV.0120.01 WATER FOR SEEDED AREAS MGAL
9+08 - 10+00	LT	37	37	0.2	1	1
9+08 - 10+00	RT	80	80	0.5	3	2
10+00 - 14+42	LT	424	424	2.7	15	8
10+00 - 14+42	RT	574	574	3.6	21	11
14+42 - 18+85	LT	485	485	3.1	17	10
14+42 - 18+85	RT	390	390	2.5	14	8
18+85 - 23+30	LT	455	455	2.9	16	9
18+85 - 23+30	RT	471	471	3.0	17	9
23+30 - 28+20	LT	564	564	3.6	20	11
23+30 - 28+20	RT	473	473	3.0	17	9
28+20 - 31+95	LT	456	456	2.9	16	9
28+20 - 31+95	RT	396	396	2.5	14	8
31+95 - 36+50	LT	414	414	2.6	15	8
31+95 - 36+50	RT	369	369	2.3	13	7
	PROJECT TOTALS	5,587	5,587	35	201	110

NOTE: INCLUDES SIDEROADS

INLET PROTECTION

STRUCTURE	STATION	LOCATION	628.7005 TYPE A EACH	628.7010 TYPE B EACH	628.7015 TYPE C EACH	628.7020 TYPE D EACH
ST-2.1	9+49	RT	1	--	1	--
ST-2.2	9+49	RT	1	--	1	--
EXISTING	9+61	LT	--	--	1	--
EXISTING	9+67	RT	--	--	1	--
ST-22.1	9+43 NEW YORK AVE.	LT	1	--	--	1
ST-22.2	9+43 NEW YORK AVE.	RT	1	--	--	1
EXISTING	9+58 NEW YORK AVE.	LT	--	--	1	--
EXISTING	9+58 NEW YORK AVE.	RT	--	--	1	--
ST-24.1	10+66.5 NEW YORK AVE.	RT	1	--	1	--
ST-24.2	10+66.5 NEW YORK AVE.	LT	1	--	1	--
EXISTING	NEW YORK AVE. (SOUTH)	--	--	--	2	--
EXISTING	NEW YORK AVE. (EAST)	--	--	--	--	2
EXISTING	11+34 HARRISON ST.	LT	--	--	1	--
EXISTING	11+39 HARRISON ST.	RT	--	--	1	--
ST-25.1	11+50 HARRISION ST.	RT	1	--	--	1
ST-25.2	11+50 HARRISION ST.	LT	1	--	--	1
EXISTING	HARRISON ST. (NORTH)	--	--	--	--	2
ST-4.1	12+55	LT	1	--	--	1
ST-4.2	12+55	RT	1	--	--	1
ST-5.1	14+09	LT	1	--	1	--
ST-5.2	14+09	RT	1	--	1	--
EXISTING	14+25	LT	--	--	1	--
EXISTING	14+63	LT	--	--	1	--
EXISTING	14+65	RT	--	--	1	--
ST-26.1	9+54 TENNESSEE AVE.	RT	1	--	1	--
ST-26.2	9+54 TENNESSEE AVE.	LT	1	--	1	--
ST-7.1	14+81	LT	1	--	--	1
ST-7.2	14+81	RT	1	--	--	1
EXISTING	18+33	LT	--	--	1	--
EXISTING	18+50	RT	--	--	1	--
ST-8.1	18+36	LT	1	--	--	1
ST-8.2	18+46	LT	1	--	--	1
ST-8.3	18+36	RT	1	--	--	1
ST-8.4	18+46	RT	1	--	--	1
EXISTING	9+54 CUSTER AVE.	LT	--	--	1	--
EXISTING	9+55 CUSTER AVE.	RT	--	--	1	--
ST-27.1	9+54 CUSTER AVE.	RT	1	--	1	--
ST-27.2	9+54 CUSTER AVE.	LT	1	--	1	--
EXISTING	10+36 CUSTER AVE.	LT	--	--	1	--
EXISTING	10+36 CUSTER AVE.	RT	--	--	1	--

STRUCTURE	STATION	LOCATION	628.7005 TYPE A EACH	628.7010 TYPE B EACH	628.7015 TYPE C EACH	628.7020 TYPE D EACH
ST-28.1	10+37 CUSTER AVE.	RT	1	--	1	--
ST-28.2	10+37.5 CUSTER AVE.	LT	1	--	1	--
EXISTING	19+28	LT	--	--	1	--
EXISTING	19+21	RT	--	--	1	--
ST-10.1	19+25	LT	1	--	1	--
ST-10.2	19+25	RT	1	--	1	--
ST-11.1	21+00	LT	1	--	1	--
ST-11.2	21+00	RT	1	--	1	--
EXISTING	22+89	LT	--	--	1	--
EXISTING	9+56 NEVADA AVE.	LT	--	--	1	--
EXISTING	9+55 NEVADA AVE.	RT	--	--	1	--
ST-29	9+54 NEVADA AVE.	RT	1	--	1	--
ST-29.1	9+54 NEVADA AVE.	LT	1	--	1	--
ST-30	10+38 NEVADA AVE.	RT	1	--	1	--
ST-30.1	10+37.7 NEVADA AVE.	LT	1	--	1	--
EXISTING	23+60	LT	--	--	1	--
EXISTING	23+72	RT	--	--	1	--
ST-13.1	23+66	LT	1	--	--	1
ST-13.2	23+66	RT	1	--	--	1
ST-14.1	25+85	LT	1	--	1	--
ST-14.2	25+85	RT	1	--	1	--
EXISTING	27+93	LT	--	--	--	--
ST-31.1	9+54 BENT AVE.	RT	1	--	1	--
ST-31.2	9+53.7 BENT AVE.	LT	1	--	1	--
EXISTING	28+62	LT	--	--	1	--
EXISTING	28+57	RT	--	--	1	--
ST-16.1	28+63.5	LT	1	--	1	--
ST-16.2	28+77	RT	1	--	1	--
ST-32.1	10+33 HURON AVE.	RT	1	--	1	--
ST-32.2	10+32.7 HURON AVE.	LT	1	--	1	--
EXISTING	32+23	RT	--	--	1	--
EXISTING	32+26	LT	--	--	1	--
ST-19.1	32+26	LT	1	--	1	--
ST-19.2	32+26	RT	1	--	1	--
ST-20.1	35+00	LT	1	--	1	--
ST-20.2	35+00	RT	1	--	1	--
ST-21.1	35+83	LT	1	--	1	--
ST-22.2	35+83	RT	1	--	1	--
UNDISTRIBUTED			5	5	5	5
	PROJECT TOTALS		53	5	67	23

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

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TREE PLANTINGS

STATION	LOCATION	632.0101.01 MAPLE AUTUMN BLAZE B&B, 2" CALIPER EACH	632.0101.02 JAPANESE TREE LILAC B&B, 2" CALIPER EACH	632.0101.03 HACKLEBERRY B&B, 2" CALIPER EACH
12+05	LT	-	1	-
12+56	LT	-	1	-
12+86	RT	1	-	-
13+05	LT	-	1	-
13+57	RT	1	-	-
13+86	LT	-	1	-
14+65	RT	-	1	-
14+85	RT	1	-	-
15+20	LT	-	1	-
15+30	RT	1	-	-
15+62	LT	-	1	-
16+08	LT	-	1	-
16+15	RT	1	-	-
16+63	RT	1	-	-
16+72	LT	-	1	-
17+00	RT	1	-	-
17+00	LT	-	1	-
17+27	LT	-	1	-
17+45	RT	1	-	-
17+58	LT	-	1	-
17+75	RT	1	-	-
18+32	LT	-	1	-
19+43	LT	-	1	-
19+58	RT	1	-	-
19+90	LT	-	1	-
20+06	RT	1	-	-
20+30	LT	-	1	-
20+50	RT	1	-	-
20+94	RT	1	-	-
21+05	LT	-	1	-
21+30	LT	-	1	-
21+63	RT	1	-	-
21+90	LT	-	1	-
22+15	RT	1	-	-
22+55	RT	1	-	-
22+82	LT	-	1	-
24+05	LT	-	1	-
24+24	LT	-	1	-
24+52	RT	-	-	1
24+71	RT	-	-	1
	SUBTOTALS	16	22	2

TREE PLANTINGS

STATION	LOCATION	632.0101.01 MAPLE AUTUMN BLAZE B&B, 2" CALIPER EACH	632.0101.02 JAPANESE TREE LILAC B&B, 2" CALIPER EACH	632.0101.03 HACKLEBERRY B&B, 2" CALIPER EACH
24+80	LT	-	1	-
25+30	LT	-	1	-
25+35	RT	-	-	1
25+75	RT	-	-	1
25+90	LT	-	1	-
26+08	RT	-	-	1
26+35	LT	-	1	-
26+86	LT	-	1	-
26+87	RT	-	-	1
27+28	LT	-	1	-
27+32	RT	-	-	1
27+72	LT	-	1	-
27+73	RT	-	-	1
28+25	RT	-	-	1
28+73	LT	-	1	-
28+84	RT	1	-	-
28+89	LT	-	1	-
29+38	LT	-	1	-
29+40	RT	1	-	-
29+85	LT	-	1	-
29+96	LT	-	1	-
20+96	RT	1	-	-
30+10	LT	-	1	-
30+52	RT	1	-	-
30+60	LT	1	-	-
30+95	RT	1	-	-
31+20	LT	-	1	-
31+45	RT	1	-	-
31+60	LT	-	1	-
32+08	LT	-	1	-
32+42	RT	1	-	-
32+59	LT	-	1	-
32+85	RT	1	-	-
33+18	LT	-	1	-
33+40	RT	1	-	-
33+85	LT	-	1	-
33+90	RT	1	-	-
34+40	LT	-	1	-
34+45	RT	1	-	-
34+90	RT	1	-	-
	SUBTOTALS	13	20	7
	PROJECT TOTALS	29	42	9

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ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

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SIGNING SUMMARY

SIGN NO.	STATION	LOCATION	SIGN CODE	SIZE IN X IN	SPV.0060.12 POST 14 FT EACH	SPV.0060.13 POST 16 FT EACH	SPV.0060.14 VLOCK EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1-1	7+45	RT	R3-8A	36 x 30	1	--	1	7.50	--	--	--	
1-2	9+08	RT	R7-1	12 x 18	1	--	1	1.50	--	--	--	
1-3	9+53	RT	R10-11B	30 x 30	--	--	--	7.50	--	1	--	MOUNT ON SIGNAL
1-4	9+53	RT	--	--	--	--	--	--	--	1	--	
1-5	9+53	RT	--	--	--	--	--	--	--	1	--	
1-6	9+55	LT	R10-11B	30 x 30	--	--	--	7.50	--	1	--	MOUNT ON SIGNAL
1-7	9+65	NEW YORK AVE RT	--	--	--	--	--	--	--	1	--	
1-8	9+54	NEW YORK AVE RT	R7-1	12 x 18	--	--	--	1.50	--	--	--	MOUNT ON SIGNAL
1-9	10+60	NEW YORK AVE LT	R10-11B	30 x 30	--	--	--	7.50	--	1	--	MOUNT ON SIGNAL
1-10	10+60	NEW YORK AVE LT	R7-1	12 x 18	--	--	--	1.50	--	1	--	MOUNT ON SIGNAL
1-11	10+41	LT	R10-6	24 x 36	--	--	--	6.00	--	--	--	MOUNT ON SIGNAL
1-12	10+49	LT	--	--	--	--	--	--	--	1	1	
1-13	10+49	LT	--	--	--	--	--	--	--	1	--	
1-14	11+05	LT	R10-7(MOD)	24 x 30	--	1	1	5.00	--	1	1	
1-15	11+05	LT	R7-108	12 x 18	--	--	--	1.50	--	1	--	
1-16	11+20	HARRISON ST LT	R10-11B	30 x 30	--	--	--	7.50	--	1	--	MOUNT ON SIGNAL
1-17	11+20	RT	R3-17	30 x 24	1	--	1	5.00	--	--	--	
1-18	11+82	LT	R3-17	30 x 24	1	--	1	5.00	--	--	--	
1-19	11+82	LT	R3-17BP	30 x 12	--	--	--	2.50	--	--	--	
1-20	12+02	RT	R5-2	24 x 24	1	--	1	4.00	--	1	1	
1-21	12+02	RT	R7-53R	12 x 18	--	--	--	1.50	--	1	--	
1-22	12+63	RT	R2-1	24 x 30	1	--	1	5.00	--	1	1	
1-23	13+75	LT	--	--	--	--	--	--	--	1	1	
1-24	13+85	RT	S4-51	24 x 48	--	1	1	--	8.00	1	1	
1-25	9+58	TENNESSEE AVE RT	R1-1	30 x 30	1	--	1	5.18	--	1	1	
1-26	9+58	TENNESSEE AVE RT	--	--	--	--	--	--	--	1	--	
1-27	9+18	TENNESSEE AVE RT	R7-53R	12 x 18	1	--	1	1.50	--	--	--	
2-1	15+00	RT	R7-53R	12 x 18	1	--	1	1.50	--	--	--	
2-2	18+52	LT	S1-1	36 x 36	--	1	1	--	6.75	1	1	
2-3	18+52	LT	WF16-7L	30 x 18	--	--	--	--	3.75	1	--	
2-4	18+53	RT	S1-1	36 x 36	--	1	1	--	6.75	1	1	
2-5	18+53	RT	WF16-7L	30 x 18	--	--	--	--	3.75	1	--	
2-6	9+57	CUSTER AVE RT	R1-1	30 x 30	1	--	1	5.18	--	1	1	
2-7	10+34	CUSTER AVE LT	R1-1	30 x 30	1	--	1	5.18	--	1	1	
2-8	19+62	RT	R7-53R	12 x 18	1	--	1	1.50	--	--	--	
			SUBTOTALS		12	4	16	98	29	25	11	

SHEET 1 OF 2

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

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SIGNING SUMMARY CONT.

SIGN NO.	STATION	LOCATION	SIGN CODE	SIZE IN X IN	SPV.0060.12 POST 14 FT EACH	SPV.0060.13 POST 16 FT EACH	SPV.0060.14 VLOCK EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
2-9	20+88	RT	R2-1	24 x 30	1	--	1	5.00	--	1	1	
3-1	21+76	LT	S4-51	24 x 48	--	--	--	--	8.00	1	--	MOUNT ON POWER POLE
3-2	22+52	LT	R3-17	30 x 24	1	--	1	5.00	--	--	--	
3-3	9+58	NEVADA AVE RT	R1-1	30 x 30	1	--	1	5.18	--	1	1	
3-4	10+35	NEVADA AVE LT	R1-1	30 x 30	1	--	1	5.18	--	1	1	
3-5	24+01	RT	R3-17	30 x 24	1	--	1	5.00	--	--	--	
3-6	24+67	LT	S1-1	36 x 36	--	--	--	--	6.75	1	--	MOUNT ON POWER POLE
3-7	24+67	LT	WF16-9P	30 x 18	--	--	--	--	3.75	1	--	MOUNT ON POWER POLE
3-8	24+75	RT	R7-53R	12 x 18	1	--	1	1.50	--	--	--	
4-1	27+61	RT	R7-53R	12 x 18	1	--	1	1.50	--	--	--	
4-2	9+57	BENT AVE RT	R1-1	30 x 30	1	--	1	5.18	--	1	1	
4-3	31+19	RT	R7-53R	12 x 18	1	--	1	1.50	--	--	--	
4-4	10+77	HURON AVE LT	R7-53R	12 x 18	1	--	1	1.50	--	--	--	
4-5	10+35	HURON AVE LT	R1-1	30 x 30	1	--	1	5.18	--	1	1	
4-6	10+33	HURON AVE LT	--	--	--	--	--	--	--	1	--	
5-1	33+29	RT	R7-53R	12 x 18	1	--	1	1.50	--	--	--	
5-2	33+53	RT	--	--	--	--	--	--	--	1	1	
5-3	33+53	RT	--	--	--	--	--	--	--	1	--	
5-4	34+55	RT	R3-17	30 x 24	1	--	1	5.00	--	--	--	
5-5	34+55	RT	R3-17BP	30 x 12	--	--	--	2.50	--	--	--	
5-6	34+81	LT	--	--	--	--	--	--	--	1	1	
5-7	35+15	LT	R2-1	24 x 30	1	--	1	5.00	--	1	--	
5-8	35+25	RT	--	--	--	--	--	--	--	1	1	
5-9	35+65	LT	R3-17	30 x 24	1	--	1	5.00	--	--	--	
5-10	35+65	LT	--	--	--	--	--	--	--	1	1	
5-11	36+10	RT	R7-53R	12 x 18	--	--	--	1.50	--	1	--	MOUNT ON SIGNAL
5-12	36+12	LT	R5-2	24 x 24	--	--	--	4.00	--	1	--	MOUNT ON POWER POLE
			SUBTOTALS		15	0	15	66	19	17	9	
			PROJECT TOTALS		27	4	31	164	48	42	20	

SHEET 2 OF 2

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

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TRAFFIC CONTROL SUMMARY

STATION	LOCATION	SERVICE DAYS	643.0300 DRUMS NO	643.0300 DRUMS DAYS	643.0420 BARRICADES TYPE III NO	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A NO	643.0705 WARNING LIGHTS TYPE A DAYS	643.0900 SIGNS NO	643.0900 SIGNS DAYS	643.3000 DETOUR SIGNS NO	643.3000 DETOUR SIGNS DAYS
9+08 - 36+41.59	N. MAIN ST	152	75	11400	41	6232	94	14288	74	11248	56	8512
UNDISTRIBUTED	N. MAIN ST	152	10	1520	5	760	10	1520	8	1216	5	760
PROJECT TOTALS				12,920		6,992		15,808		12,464		9,272

NOTE: INCLUDES SIDEROADS

TRAFFIC CONTROL COVERING SIGNS TYPE II

643.0920

LOCATION	DESCRIPTION	EACH *	CYCLES
NE CORN NEW YORK/BALDWIN	LANE DESIGNATION LT/THRU RT	1	1
8+40 RT NEW YORK/JEFFERSON	LANE DESIGNATION LT/THRU	1	1
NW CORN NEW YORK/JEFFERSON	LANE DESIGNATION LT/THRU RT	1	1
12+50 E. MURDOCK APPROACH	LANE DESIGNATION LT/THRU RT	1	1
7+25 RT NEW YORK	TRUCK ROUTE	1	1
14+50 LT HARRISON	LANE DESIGNATION LT/THRU RT	1	1
UNDISTRIBUTED		4	1
PROJECT TOTAL		10	

*NOTE-ALL ITEMS TO BE PAID FOR AS A SINGLE COVER/UNCOVER CYCLE

TEMPORARY PEDESTRIAN FACILITIES

LOCATION	644.1410S TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601S TEMPORORY CURB RAMP EACH	644.1616S TEMPORARY PEDESTRIAN SAFETY FENCE LF
N. MAIN ST MAINLINE CROSSINGS	1,200	12	480
SIDE STREET CROSSINGS	1,200	12	480
LATERAL LOCATIONS	2,250	--	--
*N. MAIN ST. (WEST SIDE)	--	--	700
*N. MAIN ST. (EAST SIDE)	--	--	650
PROJECT TOTALS	4,650	24	2,310

CONSTRUCTION STAKING SUMMARY

STATION	LOCATION	650.4000 STORM SEWER EACH	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB & GUTTER LF	650.7000 CONCRETE PAVEMENT LF	650.8500 ELECTRICAL INSTALLATIONS LS	650.9910 SUPPLEMENTAL CONTROL LS	650.9920 SLOPE STAKES LF	CATEGORY 0020 SPV.0105.04 LOCATE & REPLACE EXISTING PROPERTY MONUMENTS LS	CATEGORY 0020 SPV.0105.05 CITY UTILITES LS
9+08 - 36+41.59	N. MAIN ST	51	2.734	--	--	2.734	1	1	2.734	1	1
8+58.46 - 10+80.19	NEW YORK AVE	7	222	82	164	140	--	--	222	--	--
10+00 - 11+87.24	HARRISON ST	3	188	--	--	188	--	--	188	--	--
9+15 - 10+00	TENNESSEE AVE	4	85	36	72	--	--	--	85	--	--
9+21 - 10+65.19	CUSTER AVE	6	145	--	--	145	--	--	145	--	--
9+30 - 10+67	NEVADA AVE	4	137	--	--	137	--	--	137	--	--
8+65 - 10+00	BENT AVE	3	135	86	--	--	--	--	135	--	--
10+00 - 10+80	HURON AVE	4	80	44	--	--	--	--	80	--	--
PROJECT TOTALS		82	3,726	248	236	3,344	1	1	3,726	1	1

PAVEMENT MARKING EPOXY

STATION	LOCATION	646.0106 4-INCH YELLOW LF	646.0106 4-INCH WHITE LF	646.0126 8-INCH WHITE LF	647.0166 ARROWS TYPE 2 EACH	647.0206 ARROWS BIKE LANE EACH	647.0306 SYMBOLS BIKE LANE EACH	647.0356 WORDS EACH	647.0406 WORDS BIKE LANE EACH	647.0566 STOP LINE 18-INCH LF	647.0606 ISLAND NOSE EACH	647.0656 PARKING STALL LF	647.0776 CROSSWALK 12-INCH LF
9+08 - 10+00	N. MAIN ST	90	--	45	--	--	--	--	--	26	--	--	103
10+00 - 14+50	N. MAIN ST	826	909	--	--	3	3	--	3	24	1	14	141
14+50 - 19+00	N. MAIN ST	262	1156	--	--	3	3	--	--	--	--	--	89
19+00 - 23+50	N. MAIN ST	113	1112	--	--	4	4	--	--	--	--	--	--
23+50 - 28+00	N. MAIN ST	113	1287	--	--	4	4	--	--	--	--	--	--
28+00 - 32+00	N. MAIN ST	261	1041	--	--	3	3	--	--	--	--	--	--
32+00 - 36+50	N. MAIN ST	814	1103	--	--	3	3	1	3	17	--	--	--
8+58.46 - 10+80.19	NEW YORK AVE	232	--	116	3	--	--	1	--	40	--	--	189
10+00 - 11+87.24	HARRISON ST	--	--	--	--	--	--	--	--	16	--	--	74
9+15 - 10+00	TENNESSEE AVE	--	--	--	--	--	--	--	--	16	--	--	75
9+21 - 10+65.19	CUSTER AVE	--	--	--	--	--	--	--	--	32	--	--	150
9+30 - 10+67	NEVADA AVE	--	--	--	--	--	--	--	--	32	--	--	--
8+65 - 10+00	BENT AVE	--	--	--	--	--	--	--	--	16	--	--	--
10+00 - 10+80	HURON AVE	--	--	--	--	--	--	--	--	15	--	--	--
PROJECT TOTALS		2,711	6,608	161	3	20	20	2	6	234	1	14	821

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

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SAWING ASPHALT

690.0150

STATION	LOCATION	LF	DESCRIPTION
8+58.46	NEW YORK AVE (WEST)	36	MATCH POINT
12+70	LT	8	DRIVEWAY
21+27	RT	21	DRIVEWAY
21+65	LT	10	DRIVEWAY
22+39	LT	20	DRIVEWAY
25+03	RT	12	DRIVEWAY
26+55	LT	9	DRIVEWAY
27+04	LT	18	DRIVEWAY
28+09	RT	18	DRIVEWAY
8+65	BENT AVE	33	MATCH POINT
10+80	HURON AVE	28	MATCH POINT
32+88	LT	8	DRIVEWAY
34+24	RT	9	DRIVEWAY
34+65	RT	9	DRIVEWAY
35+47	LT	44	DRIVEWAY
35+56	RT	22	DRIVEWAY
	PROJECT TOTAL	304	

SAWING CONCRETE

690.0250

STATION	LOCATION	LF	DESCRIPTION
9+08	MAIN ST	66	MATCH POINT
9+50	LT	87	DRIVEWAY
8+58.46	NEW YORK (WEST)	5	MATCH POINT
9+25	LT & RT NEW YORK (WEST)	15	SIDEWALK
10+80.19	NEW YORK (EAST)	49	MATCH POINT
11+87.24	HARRISON ST	73	MATCH POINT
11+98	HARRISON ST	5	SIDEWALK
10+50	LT	84	SIDEWALK
11+22	LT	13	DRIVEWAY
11+50	LT	13	SERVICE WALK
11+69	RT	10	DRIVEWAY
12+04	LT	4	SERVICE WALK
12+22	RT	48	DRIVEWAY
12+25	LT	8	DRIVEWAY
12+58	LT	5	SERVICE WALK
12+92	LT	4	SERVICE WALK
13+08	RT	5	SERVICE WALK
13+18	LT	9	DRIVEWAY
13+51	RT	3	SERVICE WALK
13+52	LT	4	SERVICE WALK
13+91	LT	4	SERVICE WALK
14+08	RT	4	SERVICE WALK
9+15	TENNESSEE AVE	5	MATCH POINT
9+40	LT & RT TENNESSEE AVE	10	SIDEWALK
14+48	RT	6	SERVICE WALK
14+96	RT	4	SERVICE WALK
15+15	RT	12	DRIVEWAY
15+20	LT	4	SERVICE WALK
15+62	LT	4	SERVICE WALK
15+74	RT	21	DRIVEWAY
15+83	LT	21	DRIVEWAY
15+98	RT	5	SERVICE WALK
16+28	RT	10	DRIVEWAY
16+48	RT	6	SERVICE WALK
16+68	LT	4	SERVICE WALK
16+86	LT	9	DRIVEWAY
16+86	RT	16	DRIVEWAY
17+01	RT	4	SERVICE WALK
17+20	LT	4	SERVICE WALK
17+34	RT	2	SERVICE WALK
17+40	LT	10	SERVICE WALK
17+70	LT	4	SERVICE WALK
17+89	RT	5	SERVICE WALK
17+93	LT	11	DRIVEWAY
18+11	RT	9	DRIVEWAY
18+36	LT	4	SERVICE WALK
9+21	CUSTER AVE (WEST)	37	MATCH POINT
9+40	RT CUSTER AVE (WEST)	5	SIDEWALK
9+45	LT CUSTER AVE (WEST)	5	SIDEWALK
10+50	LT & RT CUSTER AVE (EAST)	10	SIDEWALK
10+65.19	CUSTER AVE (EAST)	33	MATCH POINT
19+28	LT	3	SERVICE WALK
19+51	RT	4	SERVICE WALK
19+68	LT	10	DRIVEWAY
20+13	RT	4	SERVICE WALK
20+15	LT	12	DRIVEWAY
20+29	RT	9	DRIVEWAY
20+53	RT	4	SERVICE WALK
20+67	RT	4	SERVICE WALK
20+68	LT	8	DRIVEWAY
20+86	LT	4	SERVICE WALK
21+27	LT	4	SERVICE WALK
21+63	RT	4	SERVICE WALK
21+81	RT	9	DRIVEWAY
21+92	RT	2	SERVICE WALK
22+07	LT	5	SERVICE WALK
22+08	RT	3	SERVICE WALK
22+57	LT	2	SERVICE WALK
22+77	RT	4	SERVICE WALK
22+82	LT	5	SERVICE WALK
9+30	NEVADA AVE (WEST)	43	MATCH POINT
10+67	NEVADA AVE (EAST)	43	MATCH POINT
24+00	RT	4	SERVICE WALK
24+18	RT	12	DRIVEWAY
24+33	LT	4	SERVICE WALK
24+33	RT	3	SERVICE WALK
24+54	LT	8	DRIVEWAY
24+92	RT	4	SERVICE WALK
25+04	LT	10	DRIVEWAY
25+42	RT	4	SERVICE WALK
25+45	LT	4	SERVICE WALK
25+55	LT	9	DRIVEWAY
25+55	RT	8	DRIVEWAY
25+71	LT	11	DRIVEWAY
25+87	LT	4	SERVICE WALK
25+89	RT	4	SERVICE WALK
26+04	RT	8	DRIVEWAY
26+34	LT	4	SERVICE WALK
26+39	RT	4	SERVICE WALK
26+54	RT	9	DRIVEWAY
26+80	RT	4	SERVICE WALK
26+86	LT	4	SERVICE WALK
27+09	RT	15	DRIVEWAY
27+29	LT	4	SERVICE WALK
27+34	RT	4	SERVICE WALK
27+71	LT	4	SERVICE WALK
27+83	RT	4	SERVICE WALK
9+46	LT & RT BENT AVE	10	SIDEWALK
28+36	RT	4	SERVICE WALK
28+66	RT	9	DRIVEWAY
28+82	LT	4	SERVICE WALK
28+93	LT	3	SERVICE WALK
29+25	RT	10	DRIVEWAY
29+83	LT	4	SERVICE WALK
29+43	LT	2	SERVICE WALK
29+77	LT	4	SERVICE WALK
29+82	RT	15	DRIVEWAY
29+88	LT	2	SERVICE WALK
30+15	LT	4	SERVICE WALK
30+39	LT	8	DRIVEWAY
30+94	LT	8	SERVICE WALK
30+95	RT	8	SERVICE WALK
31+03	LT	10	DRIVEWAY
31+74	LT	5	SERVICE WALK
31+88	LT	8	DRIVEWAY
10+46	LT & RT HURON AVE	10	SIDEWALK
32+37	LT	9	DRIVEWAY
33+01	RT	3	SERVICE WALK
33+17	RT	10	DRIVEWAY
33+30	LT	4	SERVICE WALK
33+64	RT	12	DRIVEWAY
33+90	LT	3	SERVICE WALK
33+90	RT	4	SERVICE WALK
34+14	RT	11	DRIVEWAY
34+16	LT	11	DRIVEWAY
34+48	LT	4	SERVICE WALK
34+67	RT	11	DRIVEWAY
35+06	RT	4	SERVICE WALK
35+13	RT	11	DRIVEWAY
36+10	RT	10	SIDEWALK
36+15	LT	5	SIDEWALK
36+41.59	MAIN ST	92	MATCH POINT
	PROJECT TOTAL	1463	

NOTE INCLUDES SAW CUTS RETAINING WALLS

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

REMOVE HYDRANTS

SPV.0060.25

CATEGORY 0020

STATION	LOCATION	EACH
11+51	22.93' RT.	1
14+63	41.52' LT.	1
23+66	23.09' RT.	1
29+37	22.60' RT.	1
31+59	22.64' RT.	1
36+04	22.92' RT.	1
PROJECT TOTAL		6

REMOVE WATER VALVES

SPV.0060.26

CATEGORY 0020

STATION	LOCATION	REMARKS	EACH
9+87	33.32' LT.	N. MAIN ST	1
9+89	19.71' RT.	N. MAIN ST	1
10+33	11.74' RT.	N. MAIN ST	1
11+70	13.15' RT.	N. MAIN ST	1
11+78	35.28' RT.	N. MAIN ST	1
14+55	10.50' RT.	N. MAIN ST	1
14+60	41+49' LT.	TENNESSEE AVE	1
18+92	37.62' LT.	CUSTER AVE	1
18+97	12.67' RT.	N. MAIN ST	1
19+14	11.77' RT.	N. MAIN ST	1
23+44	8.28' RT.	N. MAIN ST	1
23+66	17.66' RT	N. MAIN ST	1
27+91	9.32' RT.	N. MAIN ST	1
28+38	7.99' RT.	N. MAIN ST	1
29+37	20.75 RT.	N. MAIN ST	1
31+27	8.50' RT.	N. MAIN ST	1
31+59	8.82' RT.	N. MAIN ST	1
33+44	6.63' RT.	N. MAIN ST	1
36+04	10.61' RT.	N. MAIN ST	1
36+34	8.84' RT.	N. MAIN ST	1
36+39	7.55' RT.	N. MAIN ST	1
PROJECT TOTAL			21

ADJUSTING WATER VALVE BOXES

SPV.0060.27

CATEGORY 0020

STATION	LOCATION	EACH
10+69	8' RT NEW YORK AVE	1
10+72	10' RT NEW YORK AVE	1
10+30	13' LT CUSTER AVE	1
36+39	8' RT	1
PROJECT TOTAL		4

SANITARY SEWER ROCK EXCAVATION

SPV.0035.05

CATEGORY 0020

FROM	TO	C.Y.	REMARKS
NEW YORK AVE	NEVADA AVE.	1.100	
PROJECT TOTAL		1,100	

FLUROCARBON GASKET

CATEGORY 0020

STATION	LOCATION	SPV.0060.65 6-INCH EACH	SPV.0060.66 8-INCH EACH
11+30 - 12+15	PETROLEUM CONTAMINATED SOIL	2	6
--	UNDISTRIBUTED	2	2
	PROJECT TOTALS	4	8

EXPOSING EXISTING UTILITY

SPV.0060.04

DESCRIPTION	LOCATION	UTILITY	CATEGORY 0010 EACH
STORM SEWER	18+70 N MAIN ST	AT&T	1
PROJECT TOTALS			1

SALVAGE AND RESET BOULDER

SPV.0060.35

STATION	LOCATION	EA
11+78	31' RT	3
PROJECT TOTAL		3

WATER MAIN FITTINGS

CATEGORY 0020

STATION	SPV.0060.40 4"- 45 DEG. BEND EACH	SPV.0060.41 6"- 45 DEG. BEND EACH	SPV.0060.42 8"-22.5 DEG. BEND EACH	SPV.0060.43 8"- 45 DEG. BEND EACH	SPV.0060.44 12"-22.5 DEG. BEND EACH	SPV.0060.45 12"- 45 DEG. BEND EACH	SPV.0060.46 8"X8" CROSS EACH	SPV.0060.47 12"X8" CROSS EACH	SPV.0060.48 8"X4" REDUCER EACH	SPV.0060.49 8"X6" REDUCER EACH	SPV.0060.50 8"X4" TEE EACH	SPV.0060.51 8"X6" TEE EACH	SPV.0060.52 8"X8" TEE EACH	SPV.0060.53 4" VALVE & BOX EACH	SPV.0060.54 6" VALVE & BOX EACH	SPV.0060.55 8" VALVE & BOX EACH	SPV.0060.56 12" VALVE & BOX EACH	SPV.0060.57 FIRE HYDRANT EACH
9+08 - 14+00	--	3	--	1	--	--	1	--	--	2	--	1	--	--	2	4	--	1
14+0 - 20+0	2	2	--	--	--	--	1	--	1	1	--	1	1	1	1	6		1
20+00 - 27+00	--	--	--	--	--	4	--	1	--	--	--	1	--	--	1	2	2	1
27+00 - 31+00	--	2	--	--	--	--	--	--	--	1	--	2	--	--	1	2	--	1
31+00 - 36-41.59	--	2	--	--	--	--	--	--	--	1	1	1	1	1	2	1	--	2
UNDISTRIBUTED	--	--	5	--	5	--	--	--	--	--	--	--	--	--	--	--	--	--
PROJECT TOTALS	2	9	5	1	5	4	2	1	1	5	1	6	2	2	7	15	2	6

NOTE: TOTALS INCLUDE MAIN STREET AND ALL SIDE STREETS. SEE SANITARY AND WATER MAIN DETAIL SHEETS FOR MORE INFORMATION.

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

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CONCRETE RETAINING CURB

SPV.0090.10

STATION	LOCATION	LF	WALL HEIGHT
13+67 - 13+89	LT	22	9"
13+94 - 14+14	LT	42	9"
16+82	LT	4	9"
16+90 - 17+17	LT	33	9"
17+22 - 17+35	LT	10	9"
19+16 - 19+49	RT	56	12"
19+54 - 19+73	RT	24	12"
20+34 - 20+50	RT	22	11"
20+55 - 20+64	RT	13	11"
20+69 - 20+73	RT	7	11"
21+33 - 21+61	RT	35	12"
21+65 - 21+77	RT	17	12"
21+86 - 21+91	RT	10	8"
23+59 - 23+69	RT	33	TAPER 12" TO 8"
27+13	LT	4	9"
30+42	LT	4	10"
30+98	LT	5	9"
31+84	LT	4	12"
31+92	LT	4	8"

PROJECT TOTAL 349

REMOVE RETAINING WALL

SPV.0090.02

STATION	LOCATION	LF
13+67 - 13+89	LT	22
13+94 - 14+14	LT	42
14+73 - 15+18	LT	68
15+22 - 15+30	LT	11
16+82	LT	4
16+90 - 17+17	LT	33
17+22 - 17+35	LT	10
19+16 - 19+49	RT	56
19+54 - 19+73	RT	24
20+34 - 20+50	RT	22
20+55 - 20+64	RT	13
20+69 - 20+73	RT	7
21+33 - 21+61	RT	35
21+65 - 21+77	RT	17
21+86 - 21+91	RT	10
30+42	LT	4
30+98	LT	5
31+84	LT	4
31+92	LT	4
32+32	LT	4
32+41	LT	4
30+70 - 32+99	RT	30
33+02 - 33+12	RT	13
33+21	RT	4

PROJECT TOTAL 446

NOTE: INCLUDES REMOVING CONCRETE, CONCRETE BLOCK, TIMBERS, AND STONE

REMOVE SANITARY SEWER

SPV.0090.06

CATEGORY 0020

STATION	LOCATION	REMARKS	L.F.
9+17-9+77		N. MAIN ST	61
9+77-9+96		N. MAIN ST	31
9+96-LT		NEW YORK AVE	69
10+10-RT		NEW YORK AVE	7
10+10-10+26		NEW YORK AVE	16
10+26-10+35		NEW YORK AVE	12
10+35-14+20		N. MAIN ST	385
14+20-14+44		N. MAIN ST	49
14+44-LT		TENNESSEE AVE	22
14+20-18+64		N. MAIN ST	444
16+64-18+85		N. MAIN ST	41
18+85-LT		CUSTER AVE	17
18+64-23+07		N. MAIN ST	443
23+07-LT		NEVADA AVE	68
23+28-LT		NEVADA AVE	61
23+28-RT		NEVADA AVE	62
23+28-23+58		N. MAIN ST	30
23+58-29+73		N. MAIN ST	615
28+26-LT		BENT AVE	67
30+08-33+52		N. MAIN ST	344
33+52-36+19		N. MAIN ST	267

PROJECT TOTAL 3,111

SALVAGE AND RESET CONCRETE BLOCK RETAINING WALL

SPV.0090.11

STATION	LOCATION	LF
15+64 - 15+73	LT	20

PROJECT TOTAL 20

SALVAGE AND RESET FENCE

SPV .0090.40

STATION	LOCATION	LF
12+20	37' LT	4

PROJECT TOTAL 4

STORM SEWER LATERALS

CATEGORY 0020

STATION	LOCATION	SPV.0090.12 6-INCH LF	SPV.0060.06 INLET EACH	* SPV.0060.21 MARKER BALLS EACH	SPV.0060.33 CONNECT TO EXISITING STM SEWER LATERAL EACH
10+54	LT	45	--	2	--
10+71	LT	46	1	2	--
10+97	LT	45	--	2	--
11+33	LT	50	1	2	--
11+94	LT	50	1	2	--
12+31	RT	25	--	2	--
12+48	LT	50	1	2	--
12+85	LT	50	1	2	--
12+94	RT	26	1	2	--
13+37	LT	50	1	2	--
13+78	RT	26	1	2	--
13+83	LT	50	1	2	--
14+00	RT	26	1	2	--
14+46	RT	23	1	2	--
14+99	LT	50	1	2	--
15+00	RT	26	1	2	--
15+40	LT	50	1	2	--
15+48	RT	26	1	2	--
16+08	RT	26	1	2	--
16+12	LT	50	1	2	--
16+45	RT	26	1	2	--
16+53	LT	50	1	2	--
17+08	RT	26	1	2	--
17+10	LT	50	1	2	--
17+58	RT	26	1	2	--
17+78	LT	50	1	2	--
17+82	RT	26	1	2	--
18+22	RT	26	1	2	--
18+23	LT	50	1	2	--
19+40	RT	26	1	2	--
19+41	LT	51	1	2	--
19+78	LT	50	1	2	--
19+86	RT	26	1	2	--
20+46	LT	50	1	2	--
20+59	RT	26	1	2	--
20+93	LT	50	1	2	--
21+46	RT	26	1	2	--
21+46	LT	50	1	2	--
21+89	RT	26	1	2	--
22+20	LT	50	1	2	--
22+61	LT	50	1	2	--
22+66	RT	26	1	2	--
23+76	RT	26	1	2	--
23+93	LT	50	1	2	--
24+43	LT	50	1	2	--

STATION	LOCATION	SPV.0090.12 6-INCH LF	SPV.0060.06 INLET EACH	SPV. 0090.13 8-INCH LF	* SPV.0060.21 MARKER BALLS EACH	SPV.0060.33 CONNECT TO EXISITING STM SEWER LATERAL EACH
24+45	RT	26	1	--	2	--
24+80	RT	26	1	--	2	--
24+90	LT	45	--	--	2	--
25+14	RT	26	1	--	2	--
25+39	LT	50	1	--	2	--
25+94	LT	50	1	--	2	--
25+95	RT	26	1	--	2	--
26+23	LT	50	1	--	2	--
26+45	RT	26	1	--	2	--
26+68	LT	50	1	--	2	--
26+96	RT	26	1	--	2	--
27+20	LT	50	1	--	2	--
27+41	RT	26	1	--	2	--
27+56	LT	50	1	--	2	--
27+89	RT	26	1	--	2	--
28+30	RT	26	1	--	2	--
9+43'B'	LT	39	1	--	2	--
28+98	RT	26	1	--	2	--
29+18	LT	50	1	--	2	--
29+47	RT	26	1	--	2	--
29+70	LT	50	1	--	2	--
30+18	RT	26	--	--	2	1
30+30	LT	50	1	--	2	--
30+33	RT	26	1	--	2	--
30+81	LT	50	1	--	2	--
31+10	RT	26	1	--	2	--
31+31	LT	50	1	--	2	--
31+53	LT	50	1	--	2	--
32+31	LT	50	1	--	2	--
32+51	RT	26	1	--	2	--
32+73	LT	50	1	--	2	--
32+96	RT	26	1	--	2	--
33+24	LT	50	1	--	2	--
33+51	RT	26	1	--	2	--
34+02	RT	26	1	--	2	--
34+04	LT	50	1	--	2	--
34+51	LT	50	1	--	2	--
34+57	RT	26	1	--	2	--
34+96	LT	--	1	50	2	--
34+97	RT	26	1	--	2	--
35+47	LT	--	--	49	2	--
35+51	RT	25	--	--	2	--
35+74	RT	26	1	--	2	--
PROJECT TOTALS		3,258	81	99	176	1

* ADDITIONAL QUANTITIES INCLUDED ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

3

REMOVE WATER MAIN

SPV.0090.04
CATEGORY 0020

STATION	LOCATION	REMARKS	L.F.
9+19 - 9+88	RT.	N. MAIN ST	69
9+85 - 9+95	68' LT. TO 69' RT.	NEW YORK AVE	138
9+88 - 14+55	RT.	N. MAIN ST	467
14+55	66' LT. TO 12' RT.	TENNESSEE AVE.	78
14+55 - 18+93	RT.	N. MAIN ST	438
18+93	57' LT. TO 12' RT.	CUSTER AVE.	69
18+97	12' RT. TO 15' RT.	N. MAIN ST	3
18+93 - 23+46	RT.	N. MAIN ST	455
23+46	63' LT. TO 55' RT.	W. NEVADA AVE.	118
23+46 - 28+38	RT.	N. MAIN ST	492
28+38	58' LT. TO 10' RT.	W. BENT AVE.	68
28+38 - 36+37	RT.	N. MAIN ST	799
31+27	7' RT. TO 20' RT.	N. MAIN ST	13
		PROJECT TOTAL	3,207

WATER MAIN

CATEGORY 0020

STATION	LOCATION	SPV.0090.30 4-INCH L.F.	SPV.0090.31 6-INCH L.F.	SPV.0090.32 8-INCH L.F.	SPV.0090.33 12-INCH L.F.	* SPV.0180.02 INSTALL CITY FURNISHED INSULATION S.Y.	SPV.0060.30 CONNECT WATERMAIN TO EXISTING PIPE EACH	REMARKS
9+22 - 9+92	LT. & RT.	--	--	78	--	--	--	N. MAIN ST
9+92 - 14+52	LT.	--	--	460	--	--	--	N. MAIN ST
14+52 - 18+97	LT.	--	--	445	--	--	--	N. MAIN ST
18+97 - 23+36	LT.	--	--	439	--	--	--	N. MAIN ST
23+36 - 28+34	LT.	--	--	498	--	--	--	N. MAIN ST
28+34 - 36+16	LT.	--	--	782	--	--	--	N. MAIN ST
36+16 - 36+35	LT. & RT.	--	--	19	--	--	--	N. MAIN ST
9+90	62' LT. TO 69' RT.	--	--	131	--	--	--	NEW YORK AVE
14+52	61' LT. TO 11' LT.	--	--	50	--	--	--	TENNESSEE AVE
18+97	52' LT. TO 15' RT.	--	--	67	--	--	--	W. CUSTER AVE
28+34	11' LT. TO 52' LT.	--	--	41	--	--	--	W. BENT AVE
23+36 - 23+45	11' LT. TO 63' LT.	--	--	--	56	--	--	W. NEVADA AVE
23+36 - 23+46	11' LT. TO 55' RT.	--	--	--	70	--	--	W. NEVADA AVE
9+88	61' LT. TO 55' LT.	--	8	--	--	--	--	NEW YORK AVE
11+50	LT.	--	19	--	--	--	--	HYDRANT LEAD
14+95	LT.	--	19	--	--	--	--	HYDRANT LEAD
18+97	52' LT. TO 58' LT.	--	8	--	--	--	--	CUSTER AVE.
10+33NE	LT.	--	14	--	--	--	--	HYDRANT LEAD
27+78	LT.	--	19	--	--	--	--	HYDRANT LEAD
28+34	52' LT TO 58' LT.	--	8	--	--	--	--	W. BENT AVE
32+04	LT.	--	19	--	--	--	--	HYDRANT LEAD
36+13	LT.	--	19	--	--	--	--	HYDRANT LEAD
14+52	61' LT. TO 66' LT.	8	--	--	--	--	--	TENNESSEE AVE
31+27	11' LT. TO 20' RT.	31	--	--	--	--	--	4" EXISTING WM
	UNDISTRIBUTED	--	--	--	--	12		
--	CO3	--	--	--	--	--	1	--
--	CO4	--	--	--	--	--	1	--
--	CO7	--	--	--	--	--	1	--
--	CO12	--	--	--	--	--	1	--
--	CO15	--	--	--	--	--	1	--
--	CO17	--	--	--	--	--	1	--
--	CO21	--	--	--	--	--	1	--
--	CO24	--	--	--	--	--	1	--
--	CO26	--	--	--	--	--	1	--
--	CO27	--	--	--	--	--	1	--
--	CO29	--	--	--	--	--	1	--
	PROJECT TOTALS	39	133	3,010	126	12	11	

*ADDITIONAL QUANTITIES INCLUDED ELSEWHERE

WATER SERVICES

CATEGORY 0020

STATION	LOCATION	SPV.0090.34 1 - INCH COPPER L.F.	SPV.0090.35 2 - INCH COPPER L.F.	SPV.0060.59 1-INCH CORP. AND STOP BOX EACH	SPV.0060.60 2-INCH CORP. AND STOP BOX EACH
10+47	LT.	19	--	1	--
10+48	LT.	19	--	1	--
10+92	LT.	26	--	1	--
11+26	LT.	26	--	1	--
11+90	LT.	26	--	1	--
12+26	RT.	40	--	1	--
12+42	LT.	26	--	1	--
12+90	LT.	26	--	1	--
13+00	RT.	40	--	1	--
13+30	LT.	26	--	1	--
13+73	RT.	40	--	1	--
13+77	LT.	26	--	1	--
14+05	RT.	40	--	1	--
14+54	RT.	40	--	1	--
15+04	RT.	40	--	1	--
15+06	LT.	26	--	1	--
15+44	RT.	40	--	1	--
15+50	LT.	26	--	1	--
16+01	RT.	40	--	1	--
16+27	LT.	26	--	1	--
16+50	RT.	40	--	1	--
16+58	LT.	26	--	1	--
17+14	LT.	26	--	1	--
17+14	RT.	40	--	1	--
17+62	RT.	40	--	1	--
17+71	LT.	26	--	1	--
17+86	RT.	40	--	1	--
18+18	LT.	26	--	1	--
18+26	RT.	40	--	1	--
18+27	RT.	40	--	1	--
19+44	RT.	40	--	1	--
19+73	LT.	26	--	1	--
19+89	RT.	40	--	1	--
20+41	LT.	26	--	1	--
20+61	RT.	40	--	1	--
20+88	LT.	26	--	1	--
21+49	RT.	40	--	1	--
21+52	LT.	26	--	1	--
22+02	RT.	40	--	1	--
22+15	LT.	26	--	1	--

CATEGORY 0020

STATION	LOCATION	SPV.0090.34 1 - INCH COPPER L.F.	SPV.0090.35 2 - INCH COPPER L.F.	SPV.0060.59 1-INCH CORP. AND STOP BOX EACH	SPV.0060.60 2-INCH CORP. AND STOP BOX EACH	* SPV.0180.02 INSTALL CITY FURNISHED INSULATION S.Y.
22+70	LT.	26	--	1	--	--
23+82	RT.	40	--	1	--	--
23+88	LT.	26	--	1	--	--
24+39	RT.	40	--	1	--	--
24+46	LT.	26	--	1	--	--
24+85	RT.	40	--	1	--	--
25+00	LT.	26	--	1	--	--
25+08	RT.	40	--	1	--	--
25+52	LT.	26	--	1	--	--
25+98	RT.	40	--	1	--	--
26+05	LT.	26	--	1	--	--
26+47	RT.	40	--	1	--	--
26+62	LT.	26	--	1	--	--
26+64	LT.	26	--	1	--	--
27+01	RT.	40	--	1	--	--
27+14	LT.	26	--	1	--	--
27+46	RT.	40	--	1	--	--
27+62	LT.	26	--	1	--	--
27+95	RT.	40	--	1	--	--
28+44	RT.	40	--	1	--	--
29+05	RT.	40	--	1	--	--
29+17	LT.	26	--	1	--	--
29+52	RT.	40	--	1	--	--
29+75	LT.	26	--	1	--	--
30+06	RT.	40	--	1	--	--
30+25	LT.	26	--	1	--	--
30+75	LT.	26	--	1	--	--
31+78	LT.	26	--	1	--	--
32+31	LT.	26	--	1	--	--
32+55	RT.	40	--	1	--	--
32+80	LT.	26	--	1	--	--
33+01	RT.	40	--	1	--	--
33+35	LT.	26	--	1	--	--
33+44	LT.	--	26	--	1	--
33+55	RT.	40	--	1	--	--
34+10	LT.	26	--	1	--	--
34+14	RT.	40	--	1	--	--
34+56	LT.	26	--	1	--	--
34+63	RT.	40	--	1	--	--
35+08	RT.	40	--	1	--	--
36+11	RT.	40	--	1	--	--
UNDISTRIBUTED		--	--	--	--	50
PROJECT TOTALS		2,612	26	80	1	50

* ADDITIONAL QUANTITIES INCLUDED ELSEWHERE

ALL ITEMS ARE CATEGORY 0020 UNLESS OTHERWISE NOTED

SANITARY SEWER
CATEGORY 0020

STATION	LOCATION	SPV.0090.20 8-INCH L.F.	SPV.0090.21 10-INCH L.F.	SPV.0090.22 12-INCH L.F.	SPV.0090.17 TELEVISING L.F.	SPV.0060.31 STANDARD SANITARY PIPE CONNECTION EACH	SPV.0060.32 SPECIAL CONCRETE COLLAR SANITARY PIPE CONNECTION EACH	REMARKS
9+12 -9+17	LT.	--	5	--	5	--	--	N. MAIN ST
10+07 - 12+34	R/L	--	--	227	227	--	--	N. MAIN ST
12+34 - 14+44	R/L	--	--	210	210	--	--	N. MAIN ST
14+44 - 16+64	R/L	--	--	220	220	--	--	N. MAIN ST
16+64 - 18+85	R/L	--	--	221	221	--	--	N. MAIN ST
18+85 - 21+05	R/L	--	--	220	220	--	--	N. MAIN ST
21+05 - 23+28	R/L	--	--	223	223	--	--	N. MAIN ST
23+28 - 25+78	R/L	--	--	250	250	--	--	N. MAIN ST
25+78 - 28+26	R/L	--	--	248	248	--	--	N. MAIN ST
28+26 - 32+19	R/L	--	--	392	392	--	--	N. MAIN ST
32+19 - 36+19	R/L	--	--	400	400	--	--	N. MAIN ST
36+19 - 36+23	R/L	--	--	4	4	--	--	N. MAIN ST
10+07 - 9+19	RT.	--	--	85	85	--	--	NEW YORK AVE
10+07 - 10+74	RT.	--	--	67	67	--	--	NEW YORK AVE
10+00 - 9+44	R/L	56	--	--	56	--	--	TENNESSEE AVE
9+44 - 9+39	R/L	--	5	--	5	--	--	TENNESSEE AVE
10+00 - 9+43	R/L	57	--	--	57	--	--	CUSTER AVE.
10+00 - 9+48	RT.	53	--	--	53	--	--	W. NEVADA AVE
9+48 - 9+34	RT.	25	--	--	25	--	--	W. NEVADA AVE
10+38 - 10+43	RT.	5	--	--	5	--	--	W. NEVADA AVE
10+00 - 9+47	R/L	53	--	--	53	--	--	W. BENT AVE
9+47 - 9+42		5	--	--	5	--	--	W. BENT AVE
--	CO1	--	--	--	--	1	--	
--	CO5	--	--	--	--	1	--	
--	CO9	--	--	--	--	1	--	
--	CO11	--	--	--	--	1	--	
--	CO14	--	--	--	--	1	--	
--	CO19	--	--	--	--	1	--	
--	CO20	--	--	--	--	1	--	
--	CO23	--	--	--	--	1	--	
--	CO25	--	--	--	--	1	--	
	UNDISTRIBUTED	--	--	--	--	--	3	
	PROJECT TOTALS	254	10	2,767	3,031	9	3	

SANITARY SEWER MANHOLES
CATEGORY 0020

STRUCTURE NO.	STATION	LOCATION	REMARKS	SPV.0200.01 STANDARD V.F.	SPV.0200.02 OUTSIDE DROP V.F.	SPV.0060.20 COVER TYPE J SPECIAL EACH	SPV.0060.23 EXTERNAL CHIMNEY SEAL EACH
S-1	9+16.68	3.87' LT.	N. MAIN ST	8.36	--	1	1
S-2	10+07	4.03' RT.	N. MAIN ST	16.82	--	1	1
S-3	12+34	0.00' RT.	N. MAIN ST	15.40	--	1	1
S-4	14+43.83	0.00' RT.	N. MAIN ST	14.40	--	1	1
S-5	16+64	0.00' RT.	N. MAIN ST	13.86	--	1	1
S-6	18+84.95	0.00' RT.	N. MAIN ST	12.95	7.24	1	1
S-7	21+05	0.00' RT.	N. MAIN ST	13.41	--	1	1
S-8	23+27.54	0.00' RT.	N. MAIN ST	13.57	5.53	1	1
S-9	25+78	0.00' RT.	N. MAIN ST	13.64	--	1	1
S-10	28+26.53	0.00' RT.	N. MAIN ST	13.84	--	1	1
S-11	32+19	0.00' RT.	N. MAIN ST	14.16	--	1	1
S-12	36+19	0.00' RT.	N. MAIN ST	14.44	--	1	1
S-13	9+19.28	0.00' RT.	NEW YORK AVE.	16.49	12.44	1	1
S-14	9+43.74	0.35' LT.	TENNESSEE AVE	14.18	7.40	1	1
S-15	9+47.53	0.41' RT.	W. NEVADA AVE	7.84	--	1	1
S-16	9+34.45	21.21' RT.	W. NEVADA AVE	6.67	--	1	1
S-17	10+56.99	0.70' RT.	W. NEVADA AVE	8.27	--	1	1
S-18	9+46.64	0.00' RT.	W. BENT AVE	13.6	6.51	1	1
			PROJECT TOTALS	232	39	18	18

STREET SWEEPING
CATEGORY 0010
SPV.0075.01

STATION	LOCATION	HOURS
9+08-36+42	--	50
PROJECT TOTAL		50

NOTE: INCLUDES SIDE ROADS

ABANDON VAULT
CATEGORY 0010
SPV.0105.10

STATION	LOCATION	L.S.	REMARKS
10+38-10+62	LT.	1	N. MAIN ST
PROJECT TOTAL		1	

SALVAGE AND RESET BRICK PAVERS
CATEGORY 0010
SPV.0165.01

STATION	LOCATION	SF
12+60	RT	14
13+71	RT	33
16+59	RT	12
17+54	RT	12
35+06	RT	17
PROJECT TOTAL		88

SANITARY LATERAL 4 OR 6-INCH and MARKER BALLS
CATEGORY 0020

STATION	LOCATION	SPV.0090.23 LATERAL 4" or 6" LF	SPV.0060.21* MARKER BALLS EACH	STATION	LOCATION	SPV.0090.23 LATERAL 4" or 6" LF	SPV.0060.21* MARKER BALLS LF
10+48	LT	37	2	22+56	LT	37	2
10+49	LT	37	2	23+81	RT	29	2
10+90	LT	37	2	23+88	LT	37	2
10+92	LT	37	2	24+40	RT	29	2
11+28	LT	37	2	24+47	LT	37	2
11+89	LT	37	2	24+85	RT	29	2
12+25	RT	29	2	24+95	LT	37	2
12+43	LT	37	2	25+09	RT	29	2
12+90	LT	37	2	25+49	LT	37	2
12+99	RT	29	2	25+98	RT	29	2
13+32	LT	37	2	26+00	LT	37	2
13+73	RT	29	2	27+01	RT	29	2
13+77	LT	37	2	27+06	LT	37	2
14+04	RT	29	2	27+15	LT	37	2
14+51	RT	29	2	27+46	RT	29	2
15+02	LT	37	2	27+61	LT	37	2
15+04	RT	29	2	27+96	RT	29	2
15+43	RT	29	2	28+43	RT	29	2
15+49	LT	37	2	29+03	RT	29	2
16+03	RT	29	2	29+09	LT	37	2
16+24	LT	37	2	29+18	LT	37	2
16+51	RT	29	2	29+52	RT	29	2
16+58	LT	37	2	29+75	LT	37	2
17+14	RT	29	2	30+05	RT	29	2
17+15	LT	37	2	30+26	LT	37	2
17+62	RT	29	2	30+76	LT	37	2
17+73	LT	37	2	31+05	RT	29	2
17+87	RT	29	2	31+26	LT	37	2
18+18	LT	37	2	31+77	LT	37	2
18+28	RT	29	2	32+31	LT	37	2
19+45	RT	29	2	32+56	RT	29	2
19+69	LT	37	2	32+78	LT	37	2
19+90	RT	29	2	33+02	RT	29	2
20+41	LT	37	2	33+43	LT	37	2
20+62	RT	29	2	33+57	RT	29	2
20+88	LT	37	2	34+09	LT	37	2
21+51	RT	29	2	34+12	RT	29	2
21+52	LT	37	2	34+59	LT	37	2
21+99	RT	29	2	34+63	RT	29	2
22+15	LT	37	2	35+06	RT	29	2
				PROJECT TOTALS		2,664	160

*QUANTITIES INCLUDED ELSEWHERE

SALVAGE AND RESET LANDSCAPING
CATEGORY 0010
SPV.0165.02

STATION	LOCATION	SF
174+35	37' LT	10
20+60	28' RT	67
21+60	37' LT	10
24+95	29' RT	10
36+18	42' LT	45
PROJECT TOTAL		142

ALL ITEMS ARE CATEGORY 0020 UNLESS OTHERWISE NOTED

TRAFFIC SIGNALS INTERSECTION OF N. MAIN STREET & NEW YORK AVENUE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

* QUANTITIES LISTED ELSEWHERE ON PLANS

3

LOOP DETECTORS

LOOP NO.	SIZE FT x FT	# OF TURNS	* 652.0800 CONDUIT LOOP DETECTOR LF	* 655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	* 655.0800 LOOP DETECTOR WIRE L.F.
21	6' X 6'	4	49	175	146
41	6' X 20'	3	58	135	176
42	6' X 20'	4	72	190	248
43	6' X 20'	3	71	190	196
61	6' X 6'	3	42	60	108
62	6' X 20'	4	70	60	246
63	6' X 20'	3	70	60	192
81	6' X 20'	3	60	110	176
82	6' X 20'	5	61	110	300
83	6' X 20'	4	71	110	248
91	6' X 20'	3	62	235	172
92	6' X 20'	4	60	235	230
TOTALS			746	1,670	2,438

TRAFFIC SIGNAL CONTROLLER, CABINET, & BASE

BASE NO.	* SPV.0060.16 TRAFFIC SIGNAL CONTROLLER & CABINET EACH	* 654.0217 CONCRETE CONTROL CABINET BASE TYPE 9 SPECIAL EACH
CB1	1	1
TOTALS	1	1

CABLE TRAFFIC SIGNAL & LOOP DETECTOR LEAD IN CABLE

FROM	TO	655.0230 5-14 AWG LF	655.0240 7-14 AWG LF	655.0260 12-14 AWG LF	655.0280 19-14 AWG LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF
CB1	SB1	-	-	40	-	-
SB1	HEAD 6A	17	-	-	-	-
SB1	HEAD 2C	17	-	-	-	-
SB1	Head PH4-1	11	-	-	-	-
SB1	B4-1	-	-	-	-	6
CB1	SB2	-	-	-	55	-
SB2	HEAD 4B	17	-	-	-	-
SB2	HEAD 4C	37	-	-	-	-
SB2	HEAD 4D	-	48	-	-	-
SB2	HEAD PH6-2	11	-	-	-	-
SB2	B6-2	-	-	-	-	6
CB1	SB3	-	-	89	-	-
SB3	HEAD 8A	17	-	-	-	-
SB3	HEAD 4E	-	17	-	-	-
CB1	SB11	-	-	122	-	-
SB11	HEAD PH6-1	11	-	-	-	-
SB11	B6-1	-	-	-	-	6
SB11	HEAD PH8-2	11	-	-	-	-
SB11	B8-2	-	-	-	-	6
CB1	SB4	-	-	-	125	-
SB4	HEAD 6B	17	-		-	-
SB4	HEAD 6C	41	-	-	-	-
SB4	HEAD 6D	-	54	-	-	-
CB1	SB9	-	-	-	143	-
SB9	HEAD 2B	47	-	-	-	-
SB9	HEAD 9C	17	-	-	-	-
SB9	HEAD PH4-2	11	-	-	-	-
SB9	B4-2	-	-	-	-	6
SUBTOTALS		282	119	251	323	30

FROM	TO	655.0230 5-14 AWG LF	655.0240 7-14 AWG LF	* 655.0260 12-14 AWG LF	* 655.0280 19-14 AWG LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF
CB1	SB8	-	-	135	-	-
SB8	HEAD 8E	-	17	-	-	-
SB8	HEAD 4A	17	-	-	-	-
SB8	HEAD PH2-1	11	-	-	-	-
SB8	B2-1	-	-	-	-	6
CB1	SB7	-	-	-	198	-
SB7	HEAD 8D	-	45	-	-	-
SB7	HEAD 8C	34	-	-	-	-
SB7	HEAD 8B	17	-	-	-	-
SB7	HEAD PH4-2	11	-	-	-	-
SB7	B4-2	-	-	-	-	6
CB1	SB6	-	-	-	231	-
SB6	HEAD 6E	-	17	-	-	-
SB6	HEAD 2A	17	-	-	-	-
SB6	HEAD 9B	17	-	-	-	-
SB6	HEAD PH8-1	11	-	-	-	-
SB6	B8-1	-	-	-	-	6
CB1	SB10	-	-	193	-	-
SB10	HEAD PH2-3	11	-	-	-	-
SB10	B2-3	-	-	-	-	6
CB1	SB5	-	-	261	-	-
SB5	HEAD 9A	17	-	-	-	-
SB5	HEAD PH2-4	11	-	-	-	-
SB5	B2-4	-	-	-	-	6
SUBTOTALS		174	79	589	429	30
PROJECT TOTALS		456	198	840	429	60

TRAFFIC SIGNALS INTERSECTION OF N. MAIN STREET & NEW YORK AVENUE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

* QUANTITIES LISTED ELSEWHERE ON PLANS

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PEDESTAL BASES, TRAFFIC SIGNAL STANDARDS, PEDESTRIAN PUSH BUTTONS, POLES, MONOTUBE POLES & ARMS

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	* 658.0500 PEDESTRIAN PUSH BUTTONS EACH	* SPV.0060.70 POLES, TYPE 9 EACH	SPV.0060.71 POLES, TYPE 10 EACH	SPV.0060.72 POLES, TYPE 13 EACH	SPV.0060.73 MONOTUBE ARM 28-FT EACH	* SPV.0060.74 MONOTUBE ARM 30-FT EACH	SPV.0060.75 MONOTUBE ARM 48-FT EACH
SB1	1	-	1	1	-	-	-	-	-	-
SB2	-	-	-	1	1	-	-	1	-	-
SB3	1	-	1	-	-	-	-	-	-	-
SB4	-	-		-	-	-	1	-	-	1
SB5	1	-	1	1	-	-	-	-	-	-
SB6	1	-	1	1	-	-	-	-	-	-
SB7	-	-	-	-	-	1	-	1	-	-
SB8	1	-	1	1	-	-	-	-	-	-
SB9	-	-	-	1		1	-	-	1	-
SB10	1	1	-	1	-	-	-	-	-	-
SB11	1	1	-	2	-	-	-	-	-	-
TOTALS	7	2	5	9	1	2	1	2	1	1

TRAFFIC SIGNAL FACES, BACKPLATES, AND LED MODULES

SIGNAL HEAD NO.	SIGNAL BASE 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	* 658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH	* 658.0600 LED MODULE 12-INCH RED BALL EACH	* 658.0605 LED MODULE 12-INCH YELLOW BALL EACH	* 658.0610 LED MODULE 12-INCH GREEN BALL EACH	* 658.0615 LED MODULE 12-INCH RED ARROW EACH	* 688.0620 LED MODULE 12-INCH YELLOW ARROW EACH	* 658.0625 LED MODULE 12-INCH GREEN ARROW EACH
2A	SB6	1	-	1	-	-	-	1	1	1	-	-	-
2B	SB9	1	-	1	-	-	-	1	1	1	-	-	-
2C	SB1	1	-	1	-	-	-	1	1	1	-	-	-
4A	SB8	1	-	1	-	-	-	1	1	1	-	-	-
4B	SB2	1	-	1	-	-	-	1	1	1	-	-	-
4C	SB2	1	-	1	-	-	-	1	1	1	-	-	-
4D	SB2	-	1	-	1	-	-	-	-	-	1	2	1
4E	SB3	-	1	-	1	-	-	-	-	-	1	2	1
6A	SB1	1	-	1	-	-	-	1	1	1	-	-	-
6B	SB4	1	-	1	-	-	-	1	1	1	-	-	-
6C	SB4	1	-	1	-	-	-	1	1	1	-	-	-
6D	SB4	-	1	-	1	-	-	-	-	-	1	2	1
6E	SB6	-	1	-	1	-	-	-	-	-	1	2	1
8A	SB3	1	-	1	-	-	-	1	1	1	-	-	-
8B	SB7	1	-	1	-	-	-	1	1	1	-	-	-
8C	SB7	1	-	1	-	-	-	1	1	1	-	-	-
8D	SB7	-	1	-	1	-	-	-	-	-	1	2	1
8E	SB8	-	1	-	1	-	-	-	-	-	1	2	1
9A	SB5	1	-	1	-	-	-	1	1	1	-	-	-
9B	SB6	1	-	1	-	-	-	1	1	1	-	-	-
9C	SB9	1	-	1	-	-	-	1	1	1	-	-	-
PH2-1	SB8	-		-		1	1	-	-	-	-	-	-
PH2-2	SB7	-		-		1	1	-	-	-	-	-	-
PH2-3	SB10	-		-		1	1	-	-	-	-	-	-
PH2-4	SB5	-		-		1	1	-	-	-	-	-	-
PH4-1	SB1	-		-		1	1	-	-	-	-	-	-
PH4-2	SB9	-		-		1	1	-	-	-	-	-	-
PH6-1	SB11	-		-		1	1	-	-	-	-	-	-
PH6-2	SB2	-		-		1	1	-	-	-	-	-	-
PH8-1	SB6	-	-	-	-	1	1	-	-	-	-	-	-
PH8-2	SB9	-	-	-	-	1	1	-	-	-	-	-	-
TOTALS		15	6	15	6	10	10	15	15	15	6	12	6

TRAFFIC SIGNALS INTERSECTION OF N. MAIN STREET & NEW YORK AVENUE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

* QUANTITIES LISTED ELSEWHERE ON PLANS

3

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CONDUIT RIGID NONMETALLIC SCHEDULE 40

FROM	TO	* 652.0235 3-INCH LF	REMARKS
CB1	PB1	16	8' x 2
PB1	SB1	8	-
PB1	PB7	34	-
PB1	PB2	156	78' X 2
PB2	SB9	20	-
PB2	PB8	35	-
PB2	SB8	13	-
PB2	PB3	116	58' x 2
PB3	SB7	10	-
PB3	PB10	15	-
PB10	SB6	12	-
PB3	PB4	196	98' x 2
PB4	SB4	20	-
PB4	SB11	15	-
PB4	SB3	10	-
PB4	PB13	28	-
PB4	PB5	120	60' x 2
PB5	SB10	10	-
PB5	PB6	43	-
PB6	SB5	14	-
PB6	PB11	38	-
PB4	PB12	96	48' x 2
PB12	SB2	12	-
PB12	CB1	34	17' x 2
PB10	PLB-10	7	-
CB1	LC-2	5	-
TOTAL		1,083	

ELECTRICAL WIRE TRAFFIC SIGNALS (Equipment Grounding Conductor)

FROM	TO	** 655.0515 10 AWG LF
CB1	SB1	25
SB1	SB9	115
SB9	SB8	45
SB8	SB7	85
SB7	SB6	45
SB6	SB4	160
SB4	SB10	100
SB10	SB5	70
SB5	SB11	135
SB11	SB3	35
SB3	SB2	80
SB7	CB1	40
PB1	SB1	15
PB7	SB1	50
PB2	SB9	24
PB8	SB8	39
PB3	SB7	14
PB9	SB7	46
PB10	SB6	15
PB4	SB4	25
PB13	SB3	42
PB5	SB10	15
PB6	SB5	18
PB11	SB5	56
PB12	SB2	15
PB10	PBL10	6
CB1	LC2	5
TOTAL		1,320

**The white conductor in the signal cable shall be used as the grounded neutral conductor.

CONCRETE BASES

BASE NO.	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	* SPV.0060.76 CONCRETE BASES TYPE 10 CONTRACTOR SUPPLIED ANCHOR BOLTS AND ANCHOR ROD TEMPLATE EACH	* SPV.0060.77 CONCRETE BASES TYPE 13 CONTRACTOR SUPPLIED ANCHOR BOLTS AND ANCHOR ROD TEMPLATE EACH
SB1	9+54	29' RT	1	-	-
SB2	10+57 'N'	24' RT	-	1	-
SB3	10+68 'N'	24' LT	1	-	
SB4	10+59"H'	26.5' RT	-	-	1
SB5	11+28'H'	21'LT	1	-	
SB6	10+41	28'LT	1		-
SB7	9+51'N'	24'LT	-	1	-
SB8	9+50'N'	24'RT	1	-	-
SB9	9+53	30'LT	-	1	-
SB10	11+24'H'	26'RT	1	-	-
SB11	10+55'N'	37'LT	1	-	-
	TOTALS		7	3	1

PULL BOXES

PULL BOX NO.	STATION	LOCATION	* 653.0140 PULL BOXES STEEL 24X42 EACH	* 653.0105 PULL BOXES STEEL 12X24 EACH	653.0145 PULL BOXES STEEL 24X48 EACH
PB1	9+59	38' RT	1	-	-
PB2	9+55'N'	36' RT	1	-	-
PB3	9+60'N'	22' LT	1	-	-
PB4	10+58'N'	23' LT	-	-	1
PB5	11+13'H'	24' RT	1	-	-
PB6	11+14'H'	18' LT	1	-	-
PB7	9+30	28' RT	-	1	-
PB8	9+28'N'	22' RT	-	1	-
PB9	9+28'N'	22' LT	-	1	-
PB10	10+29	28.5' LT	1	-	-
PB11	11+52'H'	19' LT	-	1	-
PB12	10+47	23'RT	1	-	-
PB13	10+86'N'	22'LT	-	1	-
		TOTALS	7	5	1

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

* QUANTITIES LISTED ELSEWHERE ON PLANS

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ELECTRICAL WIRE & CABLE, LIGHTING
(Lighting as part of signals)

FROM	TO	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	* 655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF
CB1	SB9	-	125
	SB9	150	-
CB1	SB4	-	108
	SB4	150	-
CB1	SB7	-	202
	SB7	135	-
	TOTALS	435	435

LIGHTING SUMMARY

BASE NO.	* 657.0635 LUMINAIRE ARM SINGLE MEMBER 10-FT WITH 6-INCH CLAMP EACH	657.0640 LUMINAIRE ARM SINGLE MEMBER 15-FT WITH 6-INCH CLAMP EACH	* 659.0115 LUMINAIRES UTILITY LED TYPE A EACH
SB4	-	1	1
SB7	1	-	1
SB9	-	1	1
TOTALS	1	2	3

SIGNAL MOUNTING HARDWARE

LOCATION	* 658.5069.01 L.S.
N. MAIN/NEW YORK/HARRISON	1
TOTAL	1

TRAFFIC SIGNALS INTERSECTION OF N. MAIN STREET & MURDOCK AVENUE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

* QUANTITIES LISTED ELSEWHERE ON PLANS

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CONDUIT RIGID NONMETALLIC SCHEDULE 40

FROM	TO	652.0235 3-INCH LF	REMARKS
CB1	PB1	60	30' x 2
CB1	PB2	10	5' x 2
PB2	SB1	6	
PB2	PB3	106	53' x 2
PB3	SB2	12	
PB3	PB4	35	-
PB3	PBL-1	32	-
TOTAL		261	

LOOP DETECTORS

LOOP NO.	SIZE FT x FT	# OF TURNS	* 652.0800 CONDUIT LOOP DETECTOR LF	* 655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	* 655.0800 LOOP DETECTOR WIRE L.F.
61	6' X 6'	4	40	135	128
62	6' X 20'	4	73	135	260
63	6' X 20'	3	73	135	206
	TOTALS		186	405	594

NOTE: LOOP DETECTOR CONDUIT TO BE SCHEDULE 80

PULL BOXES

PULL BOX NO.	STATION	LOCATION	* 653.0140 PULL BOXES STEEL 24X42 EACH	* 653.0105 PULL BOXES STEEL 12X24 EACH
PB1	36+22	41' LT	1	-
PB2	36+00	29' LT	1	-
PB3	35+82	22' RT	1	-
PB4	35-82	19' RT	-	1
	TOTALS		3	1

CONCRETE BASES

BASE NO.	STATION	LOCATION	654.0102 CONCRETE BASES TYPE 2 EACH	* SPV.0060.76 CONCRETE BASES TYPE 10 CONTRACTOR SUPPLIED ANCHOR BOLTS AND ANCHOR ROD TEMPLATE EACH
SB1	36+09	30' LT	-	1
SB2	36+10	21' RT	1	-
	TOTALS		1	1

TRAFFIC SIGNAL CONTROLLER, CABINET, & BASE

BASE NO.	* SPV.0060.16 TRAFFIC SIGNAL CONTROLLER & CABINET EACH	* 654.0217 CONCRETE CONTROL CABINET BASE TYPE 9 SPECIAL EACH
CB1	1	1
TOTALS	1	1

CABLE TRAFFIC SIGNAL & LOOP DETECTOR LEAD IN CABLE

FROM	TO	655.0230 5-14 AWG LF	* 655.0700 LOOP DETECTOR LEAD IN CABLE LF
CB1	SB1	-	-
SB1	HEAD 2A	11	-
SB1	HEAD 2B	39	-
SB1	HEAD 2C	50	-
CB1	SB2	-	-
SB2	HEAD 2D	17	
SB2	HEAD 6A	17	
SB2	HEAD PH6-1	11	-
SB2	B6-2	-	6
TOTALS		145	6

SIGNAL CABLE FROM CONTROLLER TO SIGNAL BASE TO BE INSTALLED BY OTHERS

SIGNAL MOUNTING HARDWARE

LOCATION	* 658.5069.02 L.S.
MURDOCK	1
TOTAL	1

TRAFFIC SIGNALS INTERSECTION OF N. MAIN STREET & MURDOCK AVENUE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

* QUANTITIES LISTED ELSEWHERE ON PLANS

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ELECTRICAL WIRE & CABLE, LIGHTING
(Lighting as part of signals)

FROM	TO	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0305 Lighting Cable LF
CB1	SB2	135	BY OTHERS -
	TOTAL	135	-

LIGHTING CABLE FROM CONTROLLER TO SIGNAL BASE TO BE INSTALLED BY OTHERS

LIGHTING SUMMARY

BASE NO.	* 657.0635 LUMINAIRE ARM SINGLE MEMBER 10-FT WITH 6-INCH CLAMP EACH	* 659.0115 LUMINAIRES UTILITY LED TYPE A EACH
SB2	1	1
TOTALS	1	1

TRAFFIC SIGNAL FACES, BACKPLATES, AND LED MODULES

SIGNAL HEAD NO.	SIGNAL BASE 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	* 658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH	* 658.0600 LED MODULE 12-INCH RED BALL EACH	* 658.0605 LED MODULE 12-INCH YELLOW BALL EACH	* 658.0610 LED MODULE 12-INCH GREEN BALL EACH	* 658.0615 LED MODULE 12-INCH RED ARROW EACH	* 688.0620 LED MODULE 12-INCH YELLOW ARROW EACH	* 658.0625 LED MODULE 12-INCH GREEN ARROW EACH
2A	SB1	1	-	1	-	-	-	1	1	1	-	-	-
2B	SB1	1	-	1	-	-	-	1	1	1	-	-	-
2C	SB1	-	1	-	1	-	-	-	-	-	1	2	1
2D	SB2	-	1	-	1	-	-	-	-	-	1	2	1
6A	SB2	1	-	1	-	-	-	1	1	1	-	-	-
PH6-1	SB2	-	-	-		1	1	-	-	-	-	-	
TOTALS		3	2	3	2	1	1	3	3	3	2	4	2

PEDESTAL BASES, TRAFFIC SIGNAL STANDARDS, PEDESTRIAN PUSH BUTTONS, POLES, MONOTUBE POLES & ARMS

SIGNAL BASE NO.	* 657.0255 TRANSFORMER BASE 11 1/2-INCH B.S. EACH	* 657.0315 POLES, TYPE 4 EACH	* 658.0500 PEDESTRIAN PUSH BUTTONS EACH	* SPV.0060.70 POLES, TYPE 9 EACH	* SPV.0060.74 MONOTUBE ARM 30-FT EACH
SB1	-	-	1	1	1
SB2	1	1	1	-	-
TOTALS	1	1	2	1	1

CONDUIT RIGID NONMETALLIC SCHEDULE 40, FIBER OPTIC WARNING TAPE, AND FIBER OPTIC TRACER CABLE

FROM	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	SPV.0090.51 FIBER OPTIC WARNING TAPE L.F.	SPV.0090.52 FIBER OPTIC TRACER CABLE L.F.	SPV.0090.55 FIBER OPTIC INTERCONNECT CABLE L.F.	REMARKS
MURDOCK CB-1	PBI-1	102	102	102	71	1 CONDUIT IS FOR FUTURE USE
PBI-1	PBI-2	377	377	377	387	
PBI-2	PB-3	340	340	340	350	
PBI-3	PBI-4	290	290	290	300	
PBI-4	PBI-5	304	304	304	314	
PBI-5	PBI-6	439	439	439	449	
PBI-6	PBI-7	379	379	379	389	
PBI-7	PBI-8	368	368	368	378	
PBI-8	PBI-9	57	57	57	67	
PBI-9	NEW YORK CB-1	97	97	97	107	
CB-1	PBI-10	13	13	13	-	CONDUIT IS FOR FUTURE USE
PBI-10	MATCH PT (SOUTH)	55	55	55	-	CONDUIT IS FOR FUTURE USE
PBI-10	PBI-11	71	71	71	-	CONDUIT IS FOR FUTURE USE
PBI-11	MATCH PT (WEST)	103	103	103	-	CONDUIT IS FOR FUTURE USE
PROJECT TOTALS		2,995	2,995	2,995	2,812	

*QUANTITIES LISTED ELSEWHERE ON PLAN
NOTE: QUANTITIES LISTED IN TABLE ARE FOR TRAFFIC SIGNAL INTERCONNECT

PULL BOXES FOR TRAFFIC SIGNAL INTERCONNECT

PULL BOX NO.	STATION	LOCATION	* 653.0140 PULL BOXES 24 x 42 INCH EACH
PBI-1	36+00	23' RT	1
PBI-2	32+23	22' RT	1
PBI-3	28+83	22' RT	1
PBI-4	25+93	22' RT	1
PBI-5	22+91	22' RT	1
PBI-6	18+52	22' RT	1
PBI-7	14+73	22' RT	1
PBI-8	11+05'H'	23' LT	1
PBI-9	10+74'H'	25' RT	1
PBI-10	9+64	31' RT	1
PBI-11	9+65	40' LT	1
	PROJECT TOTAL		11

*QUANTITIES LISTED ELSEWHERE ON PLAN

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

ELECTRICAL WIRE & CONDUIT FOR STREET LIGHTING

LOCATION FROM	LOCATION TO	655.0620 8 AWG LF	655.0630 4 AWG LF	* 655.0610 12 AWG LF	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	
WEST SIDE						
LC-1	L1	38	76	-	28	
	L1	-	-	60		
L1	L3	181	362	-	171	
	L3	-	-	60		
L3	L5	180	360	-	170	
	L5	-	-	60		
L5	L7	162	324	-	152	
	L7	-	-	60		
L7	L9	167	334	-	157	
	L9	-	-	60		
L9	PBL-3	128	256	-	118	
PBL-3	L11	52	104	-	42	
	L11	-	-	60		
L11	L13	180	360	-	170	
	L13	-	-	60		
L13	L15	170	340	-	160	
	L15	-	-	60		
L15	PBL-5	-	-	-	140	
LC-1		-	-	-	20	**
SUBTOTALS (CABINET 1-CIRCUIT 1)		1258	2516	480	1328	
LC-2	PBL-11	82	164	-	72	
PBL-11	PBL-10	107	214	-	97	
PBL-10	PBL-12	-	-	-	60	***
PBL-12	MATCH PT (SOUTH)	-	-	-	59	***
PBL-12	PBL-13	-	-	-	64	***
PBL-12	MATCH PT (WEST)	-	-	-	111	***
PBL-10	L31	56	112	-	46	
	L31	-	-	60		
L31	L29	176	352	-	166	
L29		-	-	60		
L29	L27	165	330	-	155	
	L27	-	-	60		
L27	L25	156	312	-	146	
	L25	-	-	60		
L25	L23	170	340	-	160	
	L23	-	-	60		
L23	PBL-7	151	302	-	141	
PBL-7	L21	111	222	-	101	
	L21	-	-	60		
L21	L19	171	342	-	161	
	L19	-	-	60		
L19	L17	170	340	-	160	
	L17	-	-	60		
L17	PBL-5	-	-	-	20	
SUBTOTALS (CABINET 2-CIRCUIT 1)		1515	3030	480	1719	
SUBTOTALS (WEST)		2773	5546	960	3047	

LOCATION FROM	LOCATION TO	655.0620 8 AWG LF	655.0630 4 AWG LF	* 655.0610 12 AWG LF	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	
EAST SIDE						
LC-1	PBL-1	58	116	-	96	
PBL-1	L2	125	250	-	115	
	L2	-	-	60		
L2	L4	160	320	-	150	
	L4	-	-	60		
L4	PBL-2	107	214	-	97	
PBL-2	L6	83	166	-	73	
	L6	-	-	60		
L6	L8	170	340	-	160	
	L8	-	-	60		
L8	L10	170	340	-	160	
	L10	-	-	60		
L10	L12	170	340	-	160	
	L12	-	-	60		
L12	L14	170	340	-	160	
	L14	-	-	60		
L14	L16	165	330	-	155	
	L16	-	-	60		
SUBTOTALS (CABINET 1-CIRCUIT 2)		1378	2756	480	1326	
LC-2	PBL-11	82	164	-	72	
PBL-11	PBL-9	91	182	-	81	
PBL-9	L30	61	122	-	51	
	L30	-	-	60		
L30	L28	170	340	-	160	
	L28	-	-	60		
L28	L26	175	350	-	165	
	L26	-	-	60		
L26	L24	175	350	-	165	
	L24	-	-	60		
L24	L22	162	324	-	152	
	L22	-	-	60		
L22	PBL-6	135	270	-	125	
PBL-6	L20	134	268	-	124	
	L20	-	-	60		
L20	L18	167	334	-	157	
	L18	-	-	60		
L18	PBL-4	-	-	-	160	
PBL-4	L16	-	-	-	5	
LC-2		-	-	-	20	**
LC-2	PBL-13	-	-	-	14	***
PBL-13	MATCH PT (SOUTH)	-	-	-	58	***
SUBTOTALS (CABINET 2-CIRCUIT 2)		1352	2704	420	1509	
SUBTOTALS (EAST)		2730	5460	900	2835	
PROJECT TOTALS		5503	11006	1860	5882	

NOTES 2x4 AWG AND 1x 8 AWG ARE FROM BASE TO BASE
12 AWG IS FROM FIXTURE TO HAND HOLE

* ADDITIONAL QUANTITIES INCLUDED ELSEWHERE

** CONDUIT REQUIRED FOR SERVICE LATERAL TO METER BREAKER PEDESTAL.
*** EMPTY CONDUIT FOR FUTURE USE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

3

3

LIGHTING SUMMARY

CATG.	L / PBL	STATION	LOCATION	* 653.0140 PULL BOXES 24x42-INCH EACH	654.0105 CONCRETE BASES TYPE 5 EACH	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH	SPV.0060.18 ASSEMBLY POST TOP EACH	SPV.0060.80 CONCRETE CONTROL CABINET BASE TYPE L SPECIAL EACH	SPV.0060.81 LIGHTING CONTROL CABINET 120/240 VOLT SPECIAL EACH
0020	PBL-1	35+95	20.0' RT	1	-	-	-	-	-
	L1	35+67	29.3' LT	-	1	-	1	-	-
	L2	34+80	19.3' RT	-	1	-	1	-	-
	L3	33+95	27.3' LT	-	1	-	1	-	-
	L4	33+30	19.3' RT	-	1	-	1	-	-
	PBL-2	32+33	19.5' RT	1	-	-	-	-	-
	L5	32+25	27.3' LT	-	1	-	1	-	-
	L6	31+60	19.3' RT	-	1	-	1	-	-
	L7	30+72	27.3' LT	-	1	-	1	-	-
	L8	30+00	19.3' RT	-	1	-	1	-	-
	L9	29+15	27.3' LT	-	1	-	1	-	-
	L10	28+40	19.3' RT	-	1	-	1	-	-
	PBL-3	27+97	27.5' LT	1	-	-	-	-	-
	L11	27+55	27.3' LT	-	1	-	1	-	-
	L12	26+80	19.3' RT	-	1	-	1	-	-
	L13	25+95	27.3' LT	-	1	-	1	-	-
	L14	25+20	19.3' RT	-	1	-	1	-	-
	L15	24+35	27.3' LT	-	1	-	1	-	-
	PBL-4	23+72	19.5' RT	1	-	-	-	-	-
	L16	23+64	19.3' RT	-	1	-	1	-	-
	PBL-5	22+95	27.5' LT	1	-	-	-	-	-
	L17	22+75	27.3' LT	-	1	-	1	-	-
	L18	22+00	19.3' RT	-	1	-	1	-	-
	L19	21+15	27.3' LT	-	1	-	1	-	-
	L20	20+43	19.3' RT	-	1	-	1	-	-
	L21	19+54	27.3' LT	-	1	-	1	-	-
	PBL-7	18+52	27.5' LT	1	-	-	-	-	-
	L22	17+94	19.3' RT	-	1	-	1	-	-
	L23	17+12	27.3' LT	-	1	-	1	-	-
	L24	16+42	19.3' RT	-	1	-	1	-	-
	L25	15+25	27.3' LT	-	1	-	1	-	-
	L-26	14+77	19.3' RT	-	1	-	1	-	-
	PBL-8	14+06	27.5' RT	1	-	-	-	-	-
	L27	13+94	27.3' LT	-	1	-	1	-	-
	L28	13+14	19.3' RT	-	1	-	1	-	-
	L29	12+38	27.3' LT	-	1	-	1	-	-
	L30	11+54	19.3' RT	-	1	-	1	-	-
	PBL-9	11+04	19.5' RT	1	-	-	-	-	-
	L31	10+71	27.3' LT	-	1	-	1	-	-
	PBL-11	10+64'N'	33' LT	1	-	-	-	-	-
	PBL-10	10+26	33' LT	1	-	-	-	-	-
	PBL-12	9+66	31' LT	1	-	-	-	-	-
	PBL-13	9+68	33' RT	1	-	-	-	-	-
	LC 1 MURDOCK	35+95	29.5' LT	-	-	1	-	1	1
	LC 2 NEW YORK	41+42	44.3' RT	-	-	1	-	1	1
	PROJECT TOTALS			12	31	2	31	2	2

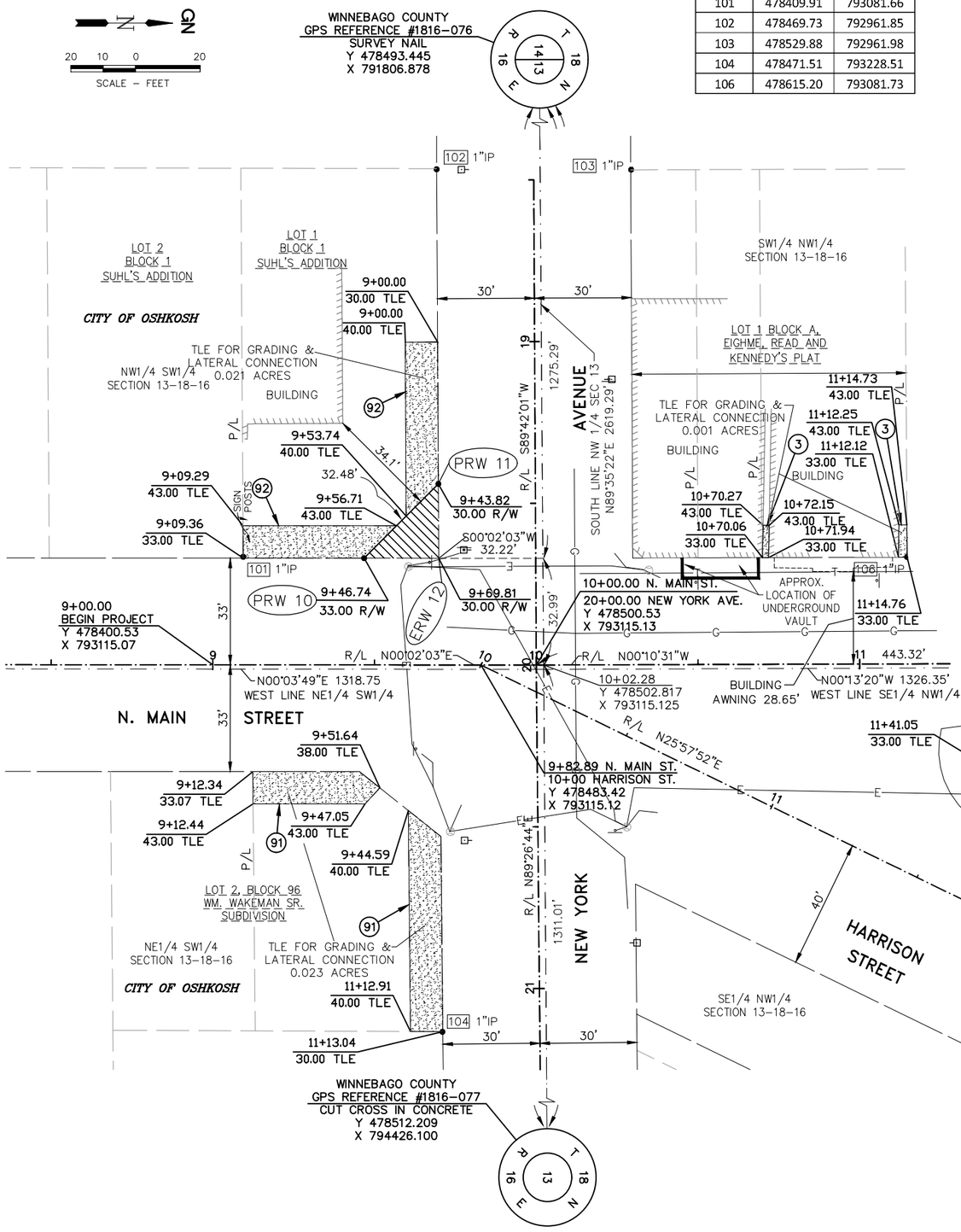
* ADDITIONAL QUANTITIES INCLUDED ELSEWHERE

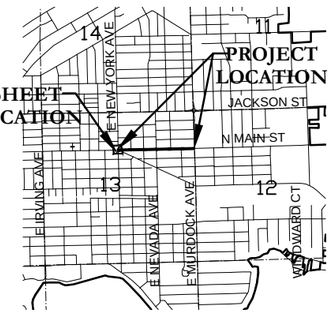
ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED

POINT #	Y	X
101	478409.91	793081.66
102	478469.73	792961.85
103	478529.88	792961.98
104	478471.51	793228.51
106	478615.20	793081.73

POINT #	Y	X
PRW10	478447.293	793082.100
PRW11	478470.240	793059.114
ERW12	478470.360	793082.114

PT#-PT#	BEARING	DISTANCE
ERW12-PRW10	S00°02'03"W	23.07'
PRW10-PRW11	N45°02'57"W	32.48'
PRW11-ERW12	N89°42'01"E	23.00'





RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4994-01-14
SHEET 1 OF 2
AMENDMENT NO:___

TRANSPORTATION PROJECT PLAT NO: 4994–01–14 – 4.01

N. MAIN STREET

(NEW YORK AVENUE TO MURDOCK AVENUE)

THAT PART OF LOT 1, BLOCK 1, SUHL'S ADDITION, LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, A PART OF LOT 1 OF BLOCK A, EIGHME, READ AND KENNEDY'S PLAT, LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4, A PART OF LOT 2 OF BLOCK 96 OF WM. WAKEMAN SR. SUBDIVISION LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, ALL IN SECTION 13, TOWNSHIP 18 NORTH, RANGE 16 EAST, CITY OF OSHKOSH, WINNEBAGO COUNTY, WISCONSIN.

RELOCATION ORDER N. MAIN STREET (NEW YORK AVENUE TO MURDOCK AVENUE), WINNEBAGO COUNTY:

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

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

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF OSHKOSH FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF OSHKOSH. PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

Owner's names are shown for reference purposes only and are subject to change prior to transfer of land interest to the department.

SCHEDULE OF LAND & INTEREST REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
3	THOMAS DARABOSH & BARBARA DARABOSH (LAND CONTRACT VENDORS) RATOMIR MILADINOVIC (LAND CONTRACT VENDEE)	TLE	0	0	0	0.001
91	EXCEL PROPERTIES LLC	TLE	0	0	0	0.023
92	JERRY J. KOWAL	TLE, FEE	0.006	0	0.006	0.021

McMAHON
ENGINEERING
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
Tel: (920) 751-4200 Fax: (920) 751-4284
www.mcmgr.com

I, DAVID M. SCHMALZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF OSHKOSH, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: Aug. 25, 2015
PRINT NAME: DAVID M. SCHMALZ
REGISTRATION NUMBER: S–1284

WISCONSIN
DAVID M. SCHMALZ
S-1284
NEENAH, WI
LAND SURVEYOR

THE PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF OSHKOSH

SIGNATURE: _____ DATE: _____
PRINT NAME: _____

FILE NAME : mabing, W:\PROJECTS\00005\830103\01– Plan Preparation\04–RW Plat\01 MAIN STREET.dwg, 01 main street, Plot Date: 8/31/2015 11:03 AM, xrefs: (x–main street rw, x–main street rw comps hpa, x–existing main street, x–tle areas, location plat)
PLOT DATE: PLOT BY : PLOT NAME : PLOT SCALE :
APPRAISAL PLAT DATE : _____
WISDOT/CADDS SHEET 75

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET

4994-01-14

N MAIN STREET, CITY OF OSHKOSH

NEW YORK AVENUE - MURDOCK AVENUE

WINNEBAGO COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) (TYPE)
FEE ACQUISITION AREA
TEMPORARY LIMITED EASEMENT AREA
TRANSMISSION STRUCTURES
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SECTION
CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
- PRIVATE LIGHT POLE
BRIDGE
TREE
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN
VALVE (GAS, WATER, ETC.)
SIGN
OFF-PREMISE SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC/LIGHT POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		
FIRE HYDRANT		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)

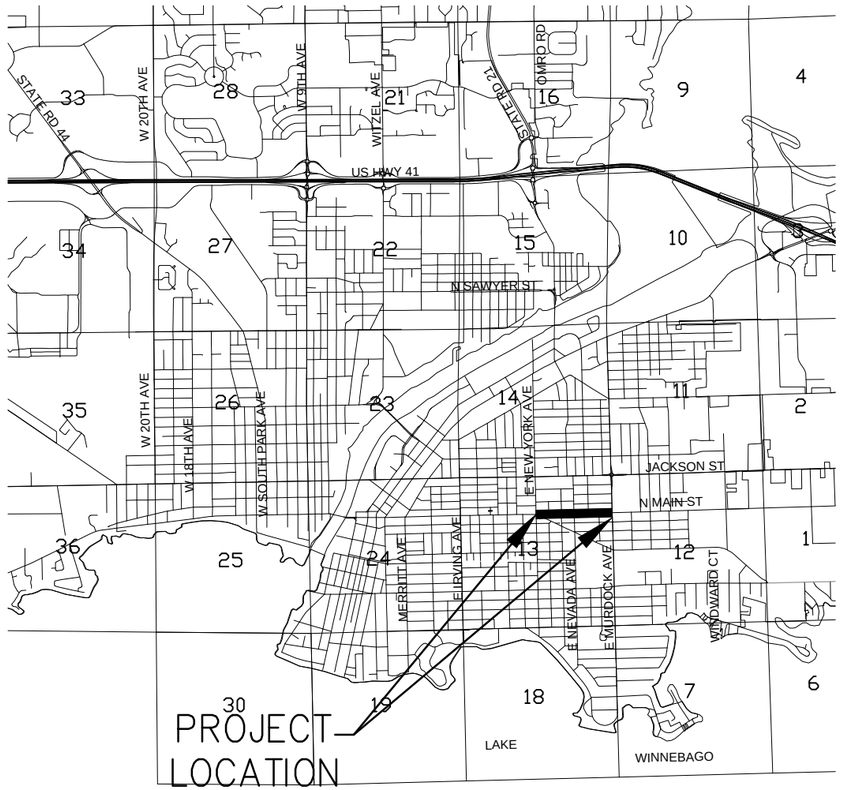
PARCEL NUMBER 10
UTILITY NUMBER 40

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	PAGE	P
ACRES	AC	POINT OF TANGENCY	PT
AHEAD	AH	PERMANENT LIMITED EASEMENT	PLE
ALUMINUM	ALUM	POINT OF BEGINNING	POB
AND OTHERS	ET AL	POINT OF CURVATURE	PC
BACK	BK	POINT OF COMPOUND CURVE	PCC
BLOCK	BLK	POINT OF INTERSECTION	PI
BUILDING	BLDG	PROPERTY LINE	PL
CENTERLINE	C/L	PROPOSED R/W POINT *	PRW135
CERTIFIED SURVEY MAP	CSM	RECORDED AS	(100')
CONCRETE	CONC	REFERENCE LINE	R/L
COUNTY	CO	REMAINING	REM
COUNTY TRUNK HIGHWAY	CTH	RIGHT	RT
DISTANCE	DIST	RIGHT OF WAY	R/W
CORNER	COR	SECTION	SEC
DOCUMENT NUMBER	DOC	SEPTIC VENT	SEPV
EASEMENT	EASE	SQUARE FEET	SF
EXISTING	EX	STATE TRUNK HIGHWAY	STH
EXISTING R/W POINT *	ERW135	STATION	STA
GAS VALVE	GV	SUBDIVISION	SUBD
GARAGE	GAR	TANGENT	TAN
GRID NORTH	GN	TELEPHONE PEDESTAL	TP
HIGHWAY EASEMENT	HE	TEMPORARY LIMITED EASEMENT	TLE
HOUSE	HSE	TRANSPORTATION PROJECT PLAT	TPP
IDENTIFICATION	ID	UNITED STATES HIGHWAY	USH
LAND CONTRACT	LC	VOLUME	V
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		

CURVE DATA

LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	T



GN

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—

LAYOUT
SCALE 0 1/2 MILE

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 4994-01-14

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WINNEBAGO COUNTY, NAD83(07), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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.

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.

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

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 (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

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, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING ACCESS CONTROL ALONG N.MAIN ST OSHKOSH HAS BEEN ESTABLISHED FROM PREVIOUS PROJECT BY

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: SUHL'S ADDITION; WM WAKEMAN SR. SUBDIVISION; EIGME, READ AND KENNEDY PLAT; LEACH'S MAP OF 1894; WASHBURN'S ADDITION; FOULK'S SUBDIVISION; HENNING'S PARK; WASHBURN AND BENT'S SUBDIVISION OF BLOCK 95; BENT'S REPLAT; LOT 1 CSM 2150 VOL 1 PAGE 2150; GRUENWALD, HILTON AND BURDICK'S SUBDIVISION; LOT 1 CSM 5815 VOL 1 PAGE 5815; HILTON AND GRUENWALD'S ADDITION; UNRECORDED PROPERTY SURVEYS AS FILED WITH THE WINNEBAGO COUNTY LAND SURVEYOR

WISCONSIN
DAVID M. SCHMALZ
S-1284
NEENAH, WI
August 25, 2015

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4994-01-14
SHEET 2 OF 2
AMENDMENT NO:

110

TRANSPORTATION PROJECT PLAT NO: 4994-01-14 - 4.02

N. MAIN STREET

(NEW YORK AVENUE TO MURDOCK AVENUE)

THAT PART OF LOTS 1 AND 4 OF BLOCK A EIGHME, READ AND KENNEDY'S PLAT, A PART OF LOTS 1 THRU 4, FOULK'S SUBDIVISION, LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4, A PART OF LOTS 1 THRU 4 OF BLOCK 1 OF WASHBURN'S ADDITION, A PART OF BLOCK 107 LEACH'S MAP OF 1894, LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 ALL IN SECTION 13, TOWNSHIP 18 NORTH, RANGE 16 EAST, CITY OF OSHKOSH, WINNEBAGO COUNTY, WISCONSIN.

RELOCATION ORDER N. MAIN STREET (NEW YORK AVENUE TO MURDOCK AVENUE), WINNEBAGO COUNTY:

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

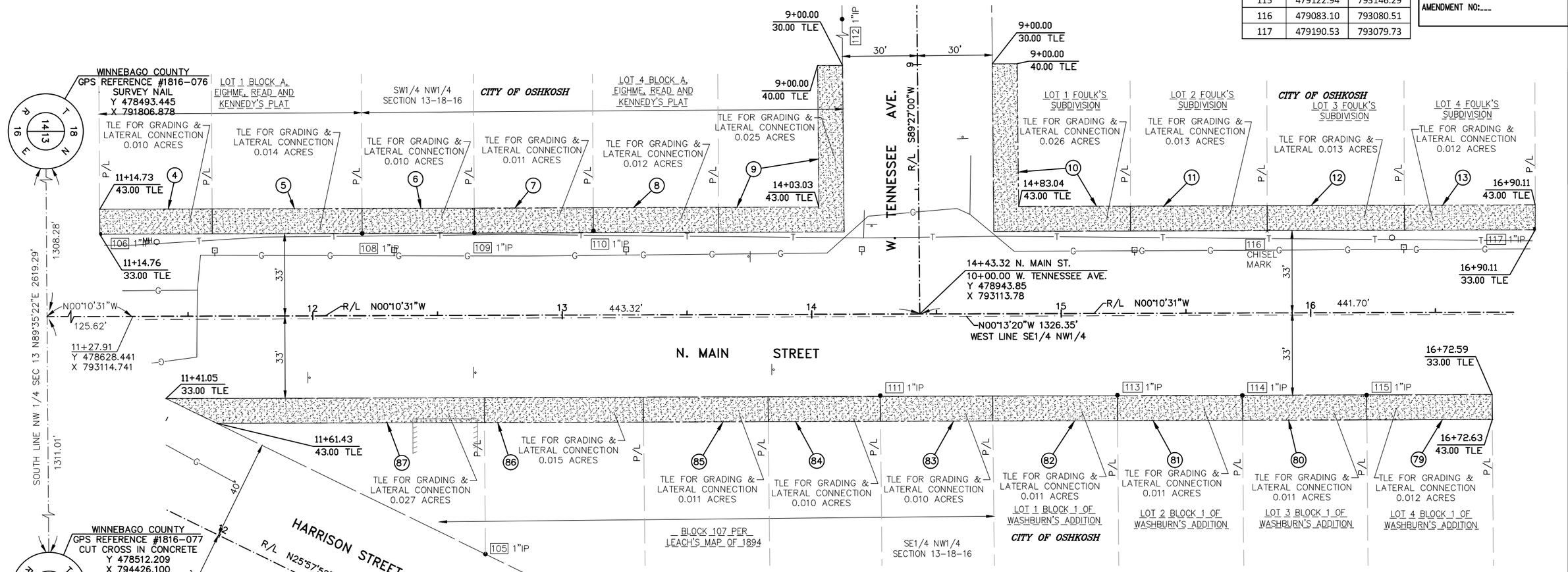
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF OSHKOSH HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF OSHKOSH FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF OSHKOSH. PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

POINT #	Y	X
105	478769.77	793210.08
106	478615.20	793081.73
108	478720.36	793081.46
109	478765.33	793081.24
110	478813.02	793080.40
111	478927.99	793146.50
112	478912.15	792960.86
113	479023.06	793146.32
114	479073.15	793146.44
115	479122.94	793146.29
116	479083.10	793080.51
117	479190.53	793079.73

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4994-01-14
AMENDMENT NO:---



SCHEDULE OF LAND & INTEREST REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
4	KENRIC A. KLEMZ	TLE			0	0.010
5	LUKE J. ELLERBUSCH	TLE			0	0.014
6	GEORGE M. BURNS & BONITA M. BURNS	TLE			0	0.010
7	JOHLENA M. LANDRUM	TLE			0	0.011
8	ARIC ANONICH & REBECCA K. ANONICH	TLE			0	0.012
9	1237 NORTH MAIN STREET, LLC	TLE			0	0.025
10	STEPHEN P. HUFFMAN	TLE			0	0.026
11	MITCHELL J. POND	TLE			0	0.013
12	GORDON W. WISCHOW & JACQUELINE V. WISCHOW	TLE			0	0.013
13	LINDSEY F. ZUEHLKE	TLE				0.012
79	WA YANG	TLE			0	0.012
80	ANTHONY H. CARPENTER & LISA A. CARPENTER	TLE			0	0.011
81	RICHARD L. GABERT	TLE			0	0.011
82	ALAN S. LONG & TIFFANY A. LONG	TLE			0	0.011
83	ARLEENE E. DERUS	TLE			0	0.010
84	D&L PROPERTIES LLC	TLE			0	0.010
85	KARL A. KETTERHAGEN	TLE			0	0.011
86	MICHAEL J. RENDL	TLE			0	0.015
87	KDC PROPERTIES, LLC	TLE			0	0.027

Owner's names are shown for reference purposes only and are subject to change prior to transfer of land interest to the department.

NOTE:
REFER TO TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN VOLUME ___ OF TRANSPORTATION PROJECT PLATS, PAGE _____ AS DOCUMENT NO. _____ FOR ADDITIONAL INFORMATION.

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I, DAVID M. SCHMALZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF OSHKOSH, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: Aug. 25, 2015
PRINT NAME: DAVID M. SCHMALZ
REGISTRATION NUMBER: S-1284

WISCONSIN DAVID M. SCHMALZ S-1284 NEENAH, WI LAND SURVEYOR

THE PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF OSHKOSH

SIGNATURE: _____ DATE: _____

PRINT NAME: _____

FILE NAME : mabing, W:\PROJECTS\00005\830103\01- Plan Preparation\04-RW Plat\02 MAIN STREET.dwg, 02 main street, Plot Date: 8/31/2015 11:04 AM, xrefs: (x-main street rw, x-main street rw comps hp, x-ex rw main street, x-tle areas, location plat)

PLOT DATE:

PLOT BY :

PLOT NAME :

PLOT SCALE :

APPRAISAL PLAT DATE : _____

WISDOT/CADDS SHEET 75

TRANSPORTATION PROJECT PLAT NO: 4994-01-14 – 4.03

N. MAIN STREET

(NEW YORK AVENUE TO MURDOCK AVENUE)

THAT PART OF LOTS 1 AND 4 OF BLOCK E, EIGHME, READ AND KENNEDY'S PLAT AND A PART OF LOTS 5 THRU 7, FOULK'S SUBDIVISION, LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4, A PART OF LOTS 5 THRU 7 OF BLOCK 1, A PART OF LOTS 1 THRU 5 OF BLOCK 2 OF WASHBURN'S ADDITION, LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 ALL IN SECTION 13, TOWNSHIP 18 NORTH, RANGE 16 EAST, CITY OF OSHKOSH, WINNEBAGO COUNTY, WISCONSIN.

RELOCATION ORDER N. MAIN STREET (NEW YORK AVENUE TO MURDOCK AVENUE), WINNEBAGO COUNTY:

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

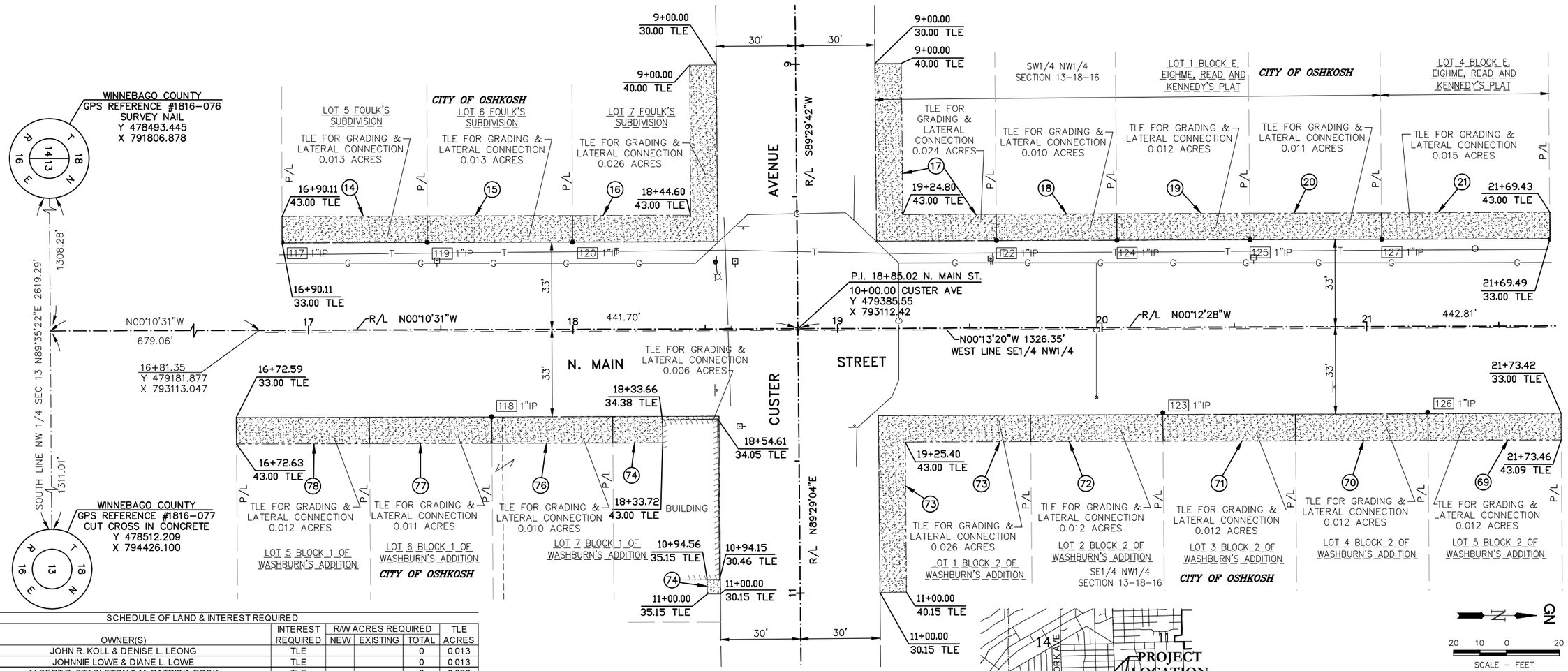
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF OSHKOSH HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF OSHKOSH FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF OSHKOSH. PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

POINT #	Y	X
117	479190.53	793079.73
118	479269.77	793145.72
119	479245.42	793079.84
120	479300.31	793079.68
122	479460.61	793079.07
123	479523.52	793144.20
124	479506.17	793078.99
125	479556.48	793078.75
126	479623.71	793144.00
127	479606.28	793078.65

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4994-01-14
AMENDMENT NO:---



SCHEDULE OF LAND & INTEREST REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
14	JOHN R. KOLL & DENISE L. LEONG	TLE			0	0.013
15	JOHNNIE LOWE & DIANE L. LOWE	TLE			0	0.013
16	ALBERT R. STAPLETON & M. PATRICIA ROCK	TLE			0	0.026
17	JOHN P. FRANK & CARLA FRANK	TLE			0	0.024
18	1922 OREGON LLC	TLE			0	0.010
19	KENNETH R. WUESTENHAGEN & PATRICIA A. WUESTENHAGEN	TLE			0	0.012
20	EDNA M. KELLEY	TLE			0	0.011
21	REBECCA R. BROWN	TLE			0	0.015
69	ANGIE KYANO & DAVID KYANO	TLE			0	0.012
70	1922 OREGON LLC	TLE			0	0.012
71	1922 OREGON LLC	TLE			0	0.012
72	JOYCE PETERSON	TLE			0	0.012
73	JOEL A PORST	TLE			0	0.026
74	VICTOR A. SERWE JR.	TLE			0	0.006
76	JAMES E. PATZLAFF	TLE			0	0.010
77	A. L. KING PROPERTIES, INC.	TLE			0	0.011
78	JAMES R. PAULSON & VERENA W. PAULSON	TLE			0	0.012

Owner's names are shown for reference purposes only and are subject to change prior to transfer of land interest to the department.

NOTE:
REFER TO TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN VOLUME __ OF TRANSPORTATION PROJECT PLATS, PAGE ____ AS DOCUMENT NO. _____ FOR ADDITIONAL INFORMATION.



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SIGNATURE: _____ DATE: Aug. 25, 2015
PRINT NAME: DAVID M. SCHMALZ
REGISTRATION NUMBER: S-1284

THE PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF OSHKOSH

SIGNATURE: _____ DATE: _____

PRINT NAME: _____

WISCONSIN DAVID M. SCHMALZ S-1284 NEENAH, WI LAND SURVEYOR

FILE NAME : mabing, W:\PROJECTS\00005\830103\01- Plan Preparation\04-RW Plat\03 MAIN STREET.dwg, 03 main street, Plot Date: 8/31/2015 11:04 AM, xrefs: (x-main street rw, x-main street rw comps hp, x-existing, x-main street, x-tle areas, location PLOT DATE: PLOT BY : PLOT NAME : PLOT SCALE :

APPRAISAL PLAT DATE : _____

WISDOT/CADDS SHEET 75

TRANSPORTATION PROJECT PLAT NO: 4994-01-14 - 4.04

N. MAIN STREET

(NEW YORK AVENUE TO MURDOCK AVENUE)

A PART OF LOT 4 OF BLOCK E, EIGHME, READ AND KENNEDY'S PLAT, LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4, A PART OF LOTS 1 THRU 6, BLOCK 1 HENNING'S PARK, A PART OF LOT 42, BENT'S REPLAT, LOCATED IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, A PART OF LOTS 1 THRU 7 OF BLOCK 1 OF WASHBURN AND BENT'S SUBDIVISION OF BLOCK 95, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, A PART OF LOTS 6 AND 7 OF BLOCK 2 OF WASHBURN'S ADDITION, LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, ALL IN SECTION 13, TOWNSHIP 18 NORTH, RANGE 16 EAST, CITY OF OSHKOSH, WINNEBAGO COUNTY, WISCONSIN.

POINT #	Y	X
128	479669.90	793078.58
129	479724.41	793143.85
130	479733.94	793078.10
131	479799.86	793273.40
132	479860.20	793273.75
133	479796.89	792977.14
134	479856.55	792932.14
135	479858.02	793077.73
136	479909.76	793077.73
137	480109.92	793076.85
139	480159.77	793076.82
141	480204.85	793076.77

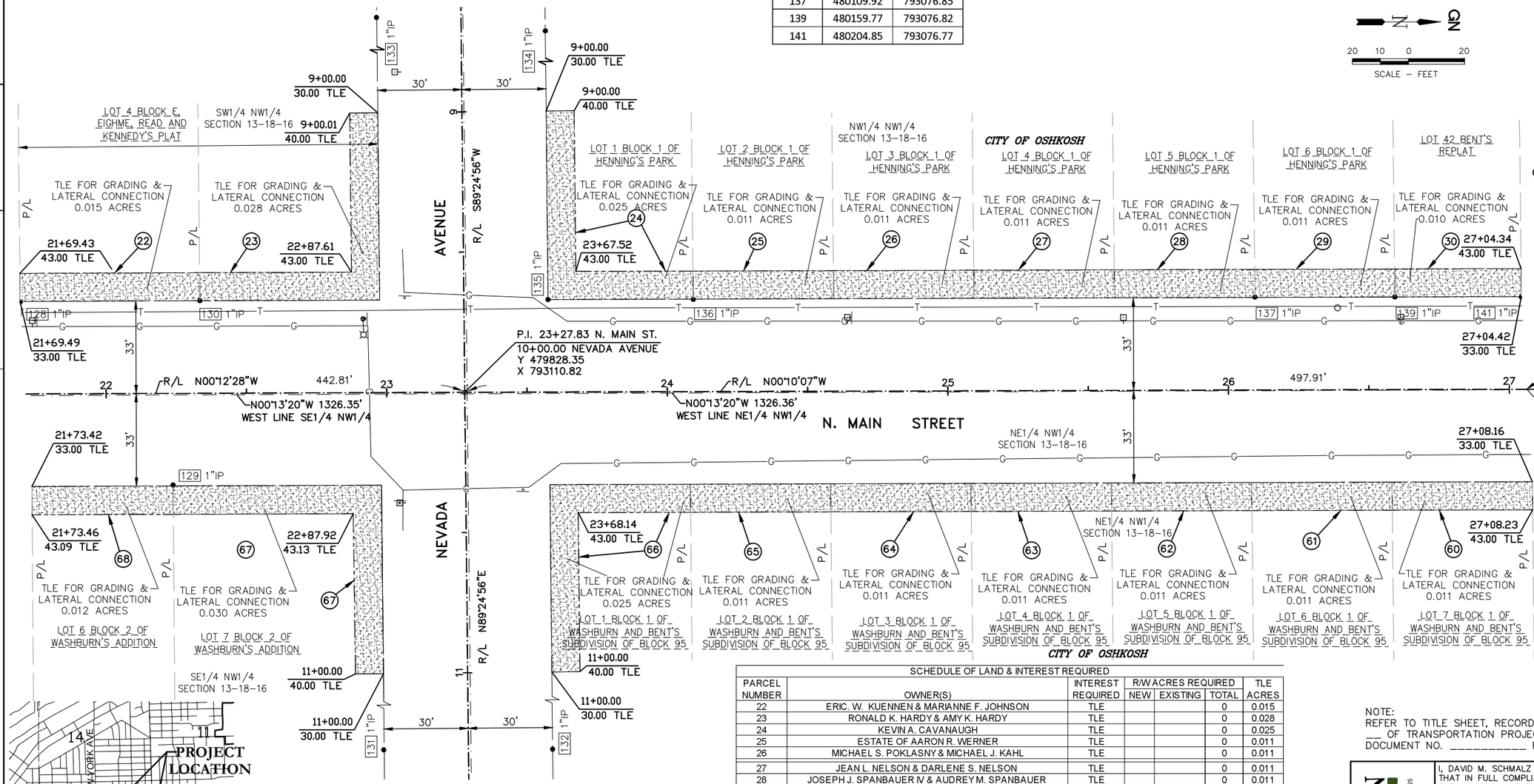
RELOCATION ORDER N. MAIN STREET (NEW YORK AVENUE TO MURDOCK AVENUE), WINNEBAGO COUNTY:

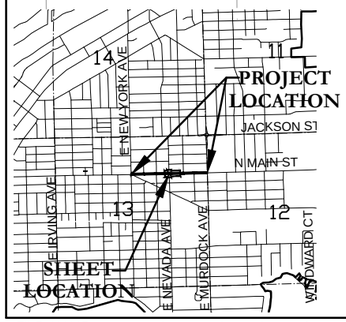
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT IMPROVE OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF OSHKOSH DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

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

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

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4994-01-14
AMENDMENT NO:---





Owner's names are shown for reference purposes only and are subject to change prior to transfer of land interest to the department.

SCHEDULE OF LAND & INTEREST REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
22	ERIC. W. KUENNEN & MARIANNE F. JOHNSON	TLE			0	0.015
23	RONALD K. HARDY & AMY K. HARDY	TLE			0	0.028
24	KEVIN A. CAVANAUGH	TLE			0	0.025
25	ESTATE OF AARON R. WERNER	TLE			0	0.011
26	MICHAEL S. POKLASNY & MICHAEL J. KAHL	TLE			0	0.011
27	JEAN L. NELSON & DARLENE S. NELSON	TLE			0	0.011
28	JOSEPH J. SPANBAUER IV & AUDREY M. SPANBAUER	TLE			0	0.011
29	ORLANDO M. RIVERA	TLE			0	0.011
30	BARRY M. GAYHART & JENNIFER L. GAYHART	TLE			0	0.010
60	JEAN M. COLLIER	TLE			0	0.011
61	SANDRA MARIE SPANBAUER	TLE			0	0.011
62	BRADLEY E. CURRAN & BONNIE E. CURRAN	TLE			0	0.011
63	TERRY S. & ANNETTE C. SKAUG	TLE			0	0.011
64	GRETCHEN O. KOCH	TLE			0	0.011
65	TERENCE L. STADLER	TLE			0	0.011
66	JORGE A. POPPI & ANA M. KAPELUSZ-POPPI	TLE			0	0.025
67	JEFFREY P. SCHERER & RACHELLE J. LAUX-SCHERER	TLE			0	0.030
68	RUBELLA R. HUNT	TLE			0	0.012

NOTE:
REFER TO TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN VOLUME ___ OF TRANSPORTATION PROJECT PLATS, PAGE _____ AS DOCUMENT NO. _____ FOR ADDITIONAL INFORMATION.

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WISCONSIN DAVID M. SCHMALZ S-1284 NEENAH, WI LAND SURVEYOR

SIGNATURE: _____ DATE: Aug. 25, 2015
PRINT NAME: DAVID M. SCHMALZ
REGISTRATION NUMBER: S-1284

THE PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF OSHKOSH

SIGNATURE: _____ DATE: _____
PRINT NAME: _____

FILE NAME : mabing, W:\PROJECTS\00005\830103\01- Plan Preparation\04-RW Plat\04 MAIN STREET.dwg, 04 main street, Plot Date: 8/31/2015 11:05 AM, xrefs: (x-main street rw, x-main street rw comps hp, x-tle main street, x-tle areas, location plat)
PLOT DATE :
PLOT BY :
PLOT NAME :
PLOT SCALE :
APPRAISAL PLAT DATE : _____

WISDOT/CADDS SHEET 75

TRANSPORTATION PROJECT PLAT NO: 4994-01-14 – 4.05

N. MAIN STREET

(NEW YORK AVENUE TO MURDOCK AVENUE)

THAT PART OF LOTS 3 THRU 7 OF BLOCK 8 OF HENNING'S PARK, A PART OF LOTS 1, 2, 3, 41 AND 42 IN BENT'S REPLAT, LOCATED IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, A PART OF LOT 8 OF BLOCK 1, GRUENWALD, HILTON AND BURDICK'S SUBDIVISION, A PART OF LOT 1 OF CERTIFIED SURVEY MAP NO. 2150 AS RECORDED IN VOLUME 1 OF MAPS ON PAGE 2150 AS DOCUMENT NO. 739134, A PART OF LOT 3, BLOCK 105, PER LEACH'S MAP OF 1894, A PART OF LOTS 8 THRU 10 OF BLOCK 1 OF WASHBURN AND BENT'S SUBDIVISION OF BLOCK 95, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, ALL IN SECTION 13, TOWNSHIP 18 NORTH, RANGE 16 EAST, CITY OF OSHKOSH, WINNEBAGO COUNTY, WISCONSIN.

POINT #	Y	X
141	480204.85	793076.77
143	480356.97	793142.05
144	480295.62	793076.49
145	480294.42	792956.35
146	480354.12	792956.47
147	480356.04	793076.30
148	480491.61	793076.05
149	480541.85	793075.89
150	480611.82	793075.59
151	480691.60	793075.44
152	480419.17	793141.94
153	480469.65	793141.88
154	480519.36	793141.80
155	480669.38	793141.45
158	480741.56	793075.17

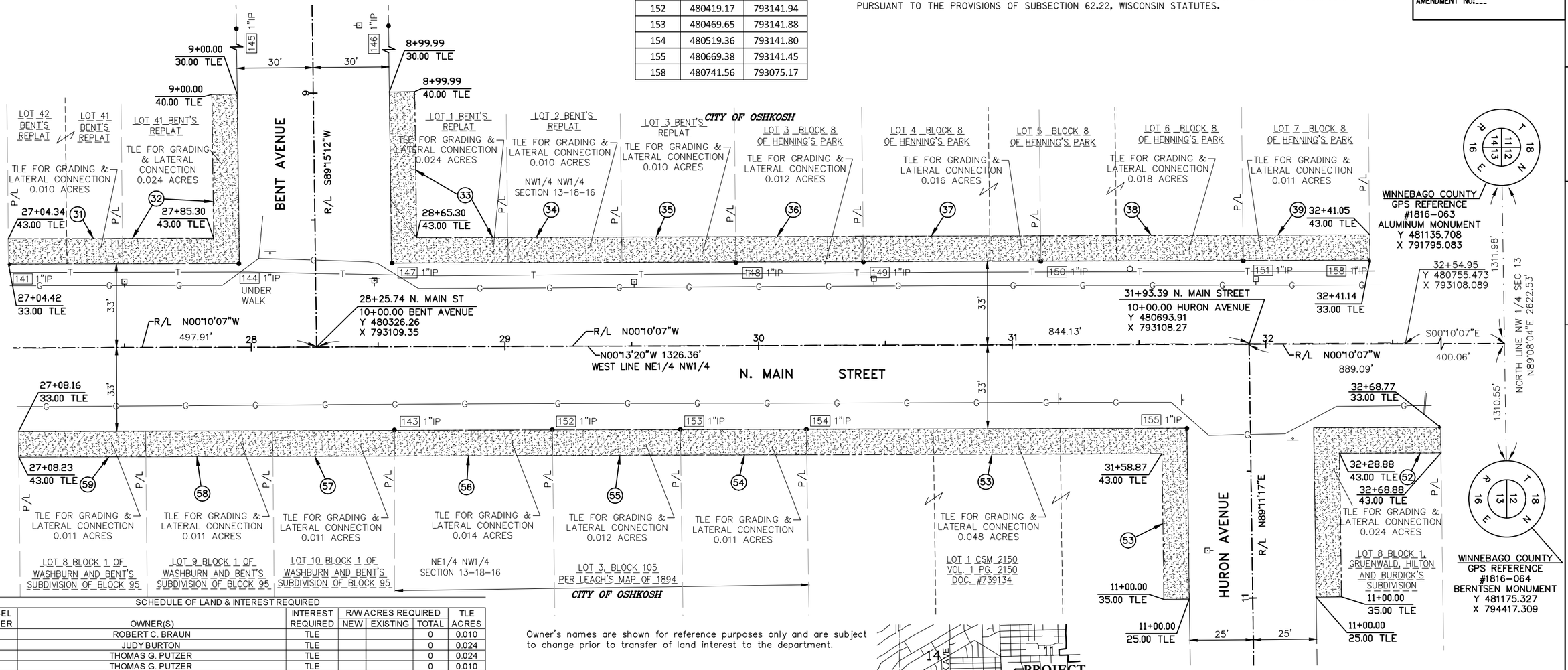
RELOCATION ORDER N. MAIN STREET (NEW YORK AVENUE TO MURDOCK AVENUE), WINNEBAGO COUNTY:

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

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

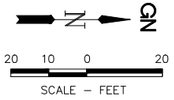
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF OSHKOSH FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE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

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4994-01-14
AMENDMENT NO:---

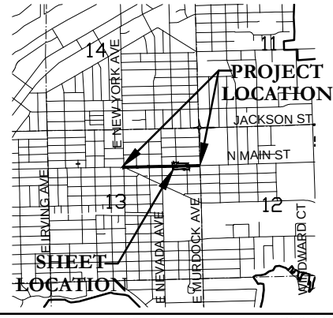


SCHEDULE OF LAND & INTEREST REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
31	ROBERT C. BRAUN	TLE			0	0.010
32	JUDY BURTON	TLE			0	0.024
33	THOMAS G. PUTZER	TLE			0	0.024
34	THOMAS G. PUTZER	TLE			0	0.010
35	THOMAS G. PUTZER	TLE			0	0.010
36	PAULA J. GERRITSEN	TLE			0	0.012
37	MYRA J. MANSER, ESTATE OF HELEN L. CHALLONER, ESTATE OF MARY ANN POMMERENING & GEORGE W. CHALLONER	TLE			0	0.016
38	GERALD A. ROSS & JANICE E. ROSS	TLE			0	0.018
39	JOHN L. CZARNOTA & JENNIFER L. CZARNOTA	TLE			0	0.011
52	PEGGY S. TESCH	TLE			0	0.024
53	WOODLAND MANOR, LLC	TLE			0	0.048
54	MYRTLE M. SCHMIDT	TLE			0	0.011
55	JUSTIN M. KAMINSKI & ALYSHA L. KAMINSKI	TLE			0	0.012
56	KARL L. KOELSCH & PATRICIA A. KOELSCH	TLE			0	0.014
57	BARNEY C. SCHMITZ & AUDREY L. BARTOS	TLE			0	0.011
58	STEVEN A. LENZ & HEATHER M. LENZ	TLE			0	0.011
59	MICHELLE L. RUHL	TLE			0	0.011

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NOTE:
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SIGNATURE: _____ DATE: Aug. 25, 2015
PRINT NAME: DAVID M. SCHMALZ
REGISTRATION NUMBER: S-1284

WISCONSIN DAVID M. SCHMALZ S-1284 NEENAH, WI LAND SURVEYOR

THE PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF OSHKOSH

SIGNATURE: _____ DATE: _____

PRINT NAME: _____

FILE NAME : mabing, W:\PROJECTS\00005\830103\01- Plan Preparation\04-RW Plat\05 MAIN STREET.dwg, 05 main street, Plot Date: 8/31/2015 11:05 AM, xrefs: (x-main street rw, x-main street rw comps hp, x-main street, x-tle areas, location plat) PLOT DATE: PLOT BY : PLOT NAME : PLOT SCALE :

APPRAISAL PLAT DATE : _____

WISDOT/CADDS SHEET 75

TRANSPORTATION PROJECT PLAT NO: 4994-01-14 - 4.06
N. MAIN STREET
(NEW YORK AVENUE TO MURDOCK AVENUE)

THAT PART OF LOTS 8 THRU 14 OF BLOCK 8 OF HENNING'S PARK, LOCATED IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, LOTS 1 THRU 7 OF BLOCK 1, GRUENWALD, HILTON AND BURDICK'S SUBDIVISION, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, ALL IN SECTION 13, TOWNSHIP 18 NORTH, RANGE 16 EAST, CITY OF OSHKOSH, WINNEBAGO COUNTY, WISCONSIN.

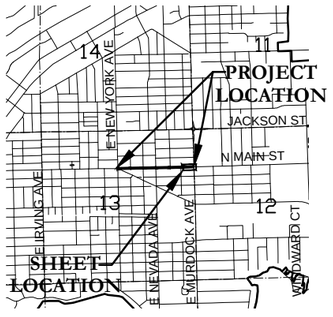
RELOCATION ORDER N. MAIN STREET (NEW YORK AVENUE TO MURDOCK AVENUE), WINNEBAGO COUNTY:

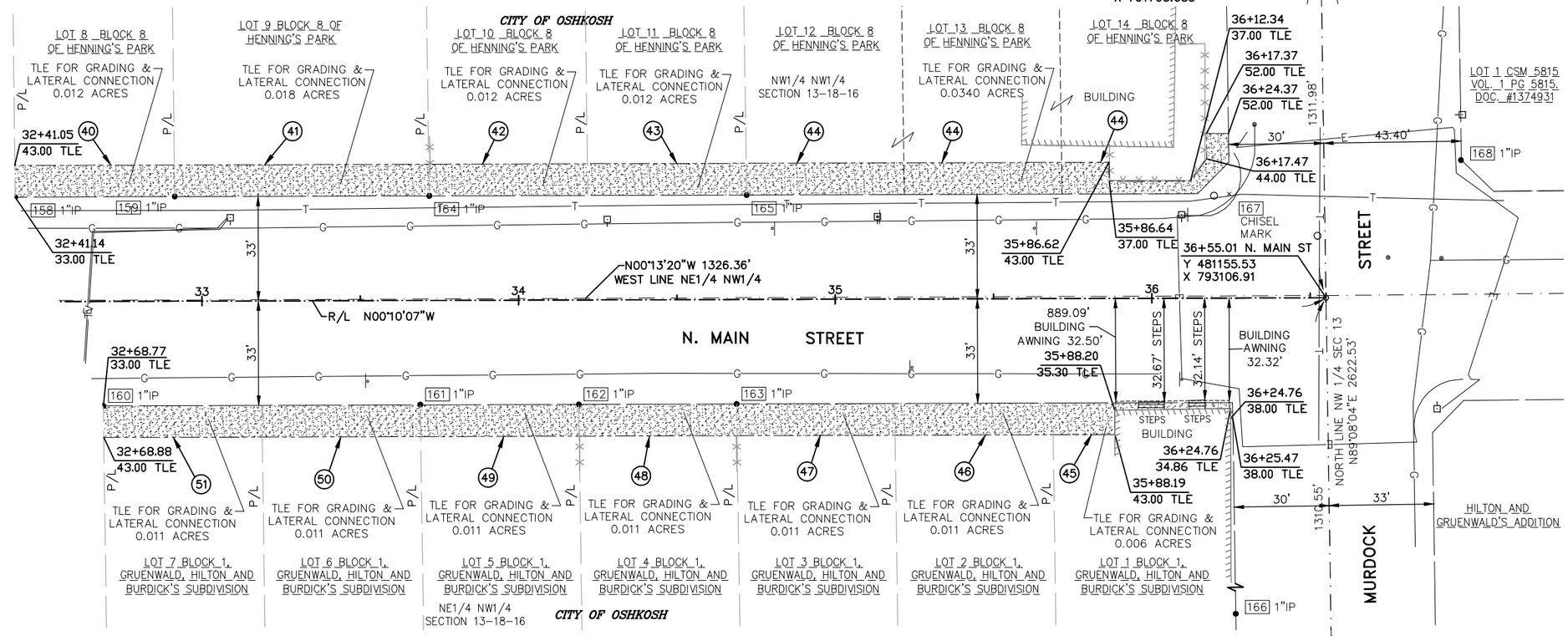
TO PROPERLY ESTABLISH, LAY OUT. WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT IMPROVE OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF OSHKOSH DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

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

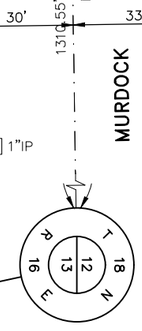
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4994-01-14
AMENDMENT NO:---





WINNEBAGO COUNTY
GPS REFERENCE #1816-063
ALUMINUM MONUMENT
Y 481135.708
X 791795.083

WINNEBAGO COUNTY
GPS REFERENCE #1816-064
BERNTSEN MONUMENT
Y 481175.327
X 794417.309



GN
20 10 0 20
SCALE - FEET

POINT #	Y	X
158	480741.56	793075.17
159	480791.94	793074.91
160	480769.39	793141.07
161	480869.49	793140.65
162	480919.54	793140.57
163	480969.40	793140.45
164	480872.30	793074.74
165	480972.54	793074.47
166	481127.72	793270.29
167	481124.96	793074.10
168	481198.14	793063.45

Owner's names are shown for reference purposes only and are subject to change prior to transfer of land interest to the department.

SCHEDULE OF LAND & INTEREST REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
40	IAN R. HUNT	TLE			0	0.012
41	CHARLES A. PERRY	TLE			0	0.018
42	CHAD R. BENNETT & AILEEN M. BENNETT	TLE			0	0.012
43	SHEILA A. RUEDINGER	TLE			0	0.012
44	WILLIAM G. TELLOCK & PAULA S. TELLOCK	TLE			0	0.034
45	ELIZABETH M. NIELSEN, THERESA J. LORD, PATRICIA A. MULHOLLAND, MARK C. NIELSEN & RALPH R. NIELSEN LIFE ESTATE	TLE			0	0.006
46	ELIZABETH M. NIELSEN, THERESA J. LORD, PATRICIA A. MULHOLLAND, MARK C. NIELSEN & RALPH R. NIELSEN LIFE ESTATE	TLE			0	0.011
47	MICHAEL E. GRAPENTINE	TLE			0	0.011
48	WINNEBAGO COUNTY HOUSING AUTHORITY	TLE			0	0.011
49	WATER CITY PROPERTIES LLC	TLE			0	0.011
50	WATER CITY PROPERTIES LLC	TLE			0	0.011
51	PIERCE C. LAEDTKE	TLE			0	0.011

NOTE:
REFER TO TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN VOLUME __ OF TRANSPORTATION PROJECT PLATS, PAGE ____ AS DOCUMENT NO. _____ FOR ADDITIONAL INFORMATION.

McMAHON ENGINEERS ARCHITECTS SURVEYORS
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing P.O.BOX 1025 NEENAH, WI 54957-1025
Tel: (920) 751-4200 Fax: (920) 751-4284
www.mcmgr.com

I, DAVID M. SCHMALZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF OSHKOSH, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUDARIES OF THE SURVEYED LAND.

WISCONSIN DAVID M. SCHMALZ S-1284 NEENAH, WI LAND SURVEYOR

SIGNATURE: _____ DATE: Aug. 25, 2015
PRINT NAME: DAVID M. SCHMALZ
REGISTRATION NUMBER: S-1284

THE PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF OSHKOSH

SIGNATURE: _____ DATE: _____

PRINT NAME: _____

FILE NAME : mabing, W:\PROJECTS\00005\830103\01- Plan Preparation\04-RW Plat\06 MAIN STREET.dwg, 06 main street, Plot Date: 8/31/2015 11:06 AM, xrefs: (x-main street rw, x-main street rw comps hpr, x-existing main street, x-tle areas, location PLOT DATE: PLOT BY : PLOT NAME : PLOT SCALE :

APPRAISAL PLAT DATE : _____

WISDOT/CADDS SHEET 75

NORTH

20 10 0 20

SCALE – FEET

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1	9+30 55' RT	PK NAIL IN POWER POLE	761.39

WPS & TIME WARNER CABLE

W. NEW YORK AVE.

ABANDON VAULT (SEE CONSTRUCTION DETAIL)

1201 1203 1209 1213A 1217 1223 1227 1233/1233A 1237

SAVE TREE

SLOPE INTERCEPT

TDS (FIBER OPTIC)

SAVE TREE

WPS & TIME WARNER CABLE

N. MAIN STREET

CITY OF OSHKOSH

APPROX. LOCATION OF UNDERGROUND VAULT

WPS

CONST. R/L

WPS

WPS

BEGIN PROJECT
STA. 9+08
Y= 478407.89
X= 793113.69

SLOPE INTERCEPT

SLOPE INTERCEPT

11'H'

12'H'

HARRISON STREET

1212 1216 1222

E. NEW YORK AVE.

LEGEND

X = *CLEARING AND GRUBBING

********** = SAWCUT REQUIRED

= APPROX. LIMIT OF CONTAMINATED SOILS

*CLEARING BY OTHERS PRIOR TO CONSTRUCTION

SCALE – FEET

764 762 760 758 756 754 752

PVI 9+08 ELEV 760.69

PVI 10+70 ELEV 759.57

PVI 12+55 ELEV. 759.02

PVI 13+20 ELEV 759.22

0.69%

0.30%

0.30%

PROPOSED R/L PROFILE

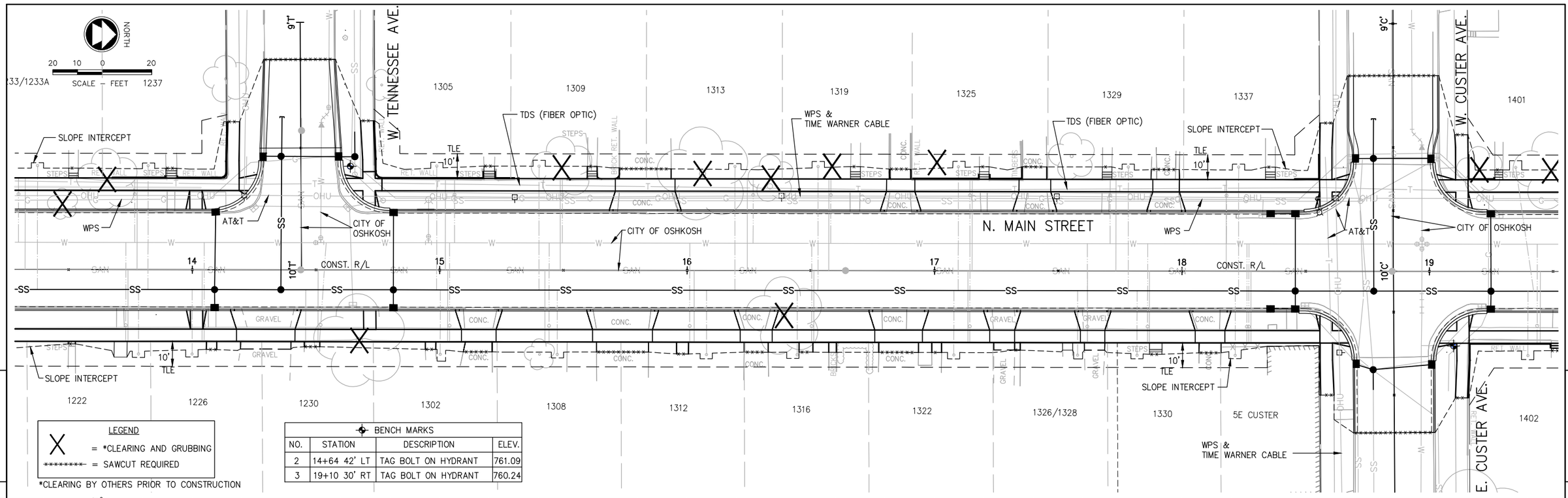
EXISTING C/L PROFILE

760.40 760.06 759.71 759.48 759.33 759.18 759.03 759.16 759.06

8 9 10 11 12 13

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET: 116	E

skelliher, W:\PROJECTS\00005\830103\01- Plan Preparation\05-Plan and Profile\01 PP.dwg, 01 pp, Plot Date: 1/21/2016 1:23 PM, xrefs: (x-existing main street, x-proposed, sheet layout, x-main street comps hpa, x-main street rw comps hpa)



PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET: 117	E

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
3	19+10 30' RT	TAG BOLT ON HYDRANT	760.24
4	23+66 23' RT	TAG BOLT ON HYDRANT	761.73

NORTH

20 10 0 20

SCALE – FEET

1337 1401 1407 1411 1417 1423 1429 1437 1507

W. CUSTER AVE.

W. NEVADA AVE.

NORTH MAIN STREET BUNGALOW HISTORIC DISTRICT

6W NEVADA

9'C' 9'NE' 10'C' 10'NE'

SAVE BUSH

TDS (FIBER OPTIC)

WPS & TIME WARNER CABLE

SLOPE INTERCEPT

TREE TO REMAIN

CITY OF OSHKOSH

WPS

N. MAIN STREET

CONST. R/L

19 20 21 22 23 24

TREES TO REMAIN

5E CUSTER

WPS & TIME WARNER CABLE

E. CUSTER AVE.

E. NEVADA AVE.

1402 1408 1414 1414 1424 1428 1436 1502 1506

STONE RET. WALL

LEGEND	
X	= *CLEARING AND GRUBBING
*********	= SAWCUT REQUIRED

*CLEARING BY OTHERS PRIOR TO CONSTRUCTION

5 5

SCALE – FEET

2 20

764 762 760 758 756 754 752

EXISTING C/L PROFILE

PROPOSED R/L PROFILE

PM 18+47.29 ELEV. 757.93

PM 19+00 ELEV. 758.11

PM 20+25 ELEV 758.75

PVI 22+25 ELEV 759.37

PVI 23+00 ELEV 759.73

PM 23+65 ELEV. 759.53

0.34% 0.51% 0.31% 0.48% 0.30%

758.11 758.37 758.62 758.83 758.98 759.14 759.29 759.49 759.73 759.58 759.65

19 20 21 22 23 24

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET: 118	E

NORTH MAIN STREET BUNGALOW HISTORIC DISTRICT

NORTH

20 10 0 20
SCALE – FEET

6W NEVADA | 1507 | 1513 | 1519 | 1523 | 1527 | 1533 | 1537 | 1541 | W. BENT AVE. | 1603 | 1607 | 1611 | 1615

NORTH MAIN STREET BUNGALOW HISTORIC DISTRICT

TREE TO REMAIN
TDS (FIBER OPTIC)
TREES TO REMAIN
SLOPE INTERCEPT
WPS & TIME WARNER CABLE
STONE RET. WALL AND PLANTER
WPS & TIME WARNER CABLE
SLOPE INTERCEPT
TDS (FIBER OPTIC)
TLE
10'
WPS
CITY OF OSHKOSH
N. MAIN STREET
CITY OF OSHKOSH
WPS
TREES TO REMAIN
CONST. R/L
24 | 25 | 26 | 27 | 28 | 29 | 30
10'8"
WPS
TREES TO REMAIN
TREE TO REMAIN
SLOPE INTERCEPT
TREE TO REMAIN

1502 | 1506 | 1512 | 1518 | 1522 | 1526 | 1532 | 1536 | 1542 | 1546 | 1602 | 1608 | 1614

5

5

LEGEND
X = *CLEARING AND GRUBBING
********* = SAWCUT REQUIRED
*CLEARING BY OTHERS PRIOR TO CONSTRUCTION

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
5	26+62 30' LT	PK NAIL IN POWER POLE	762.13
6	29+37 23' RT	TAG BOLT ON HYDRANT	763.54

NORTH MAIN STREET BUNGALOW HISTORIC DISTRICT

2
SCALE – FEET
20

PVI 25+70
ELEV 760.25
EXISTING C/L PROFILE
PROPOSED R/L PROFILE
0.35%
0.30%

764 | 762 | 760 | 758 | 756 | 754 | 752

759.65 | 759.83 | 760.00 | 760.18 | 760.34 | 760.49 | 760.64 | 760.79 | 760.94 | 761.09 | 761.24 | 761.39

24 | 25 | 26 | 27 | 28 | 29 | 30

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET: 119	E

NORTH MAIN STREET BUNGALOW HISTORIC DISTRICT

NORTH

SCALE – FEET: 20 10 0 20

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
7	31+59 23' RT	TAG BOLT ON HYDRANT	763.96

1611 1615 1627 1631 1631A 1703 1709 1713 1719 1725 1741 1741

TDS (FIBER OPTIC)

WPS & TIME WARNER CABLE

TREES TO REMAIN

SLOPE INTERCEPT

TDS (FIBER OPTIC)

TLE 10'

WPS

CITY OF OSHKOSH

N. MAIN STREET

CONST. R/L 30 31 32 33 34 35 CONST. R/L

10"HU

WPS

WPS

10' TLE

SECTION OF SHRUBS/HEDGE WITHIN SLOPE INTERCEPT TO BE REMOVED

SLOPE INTERCEPT

BUSH TO REMAIN

SHRUBS/HEDGE

TLE

TREE TO REMAIN

SLOPE INTERCEPT

1726

1712 1718 1720/1722 1732

LADIES BENEVOLENT SOCIETY HOME (HISTORIC PROPERTY)

1608 1614 1628 1628 HURON AVE. 1702 1708

LEGEND

X = *CLEARING AND GRUBBING

******** = SAWCUT REQUIRED

*CLEARING BY OTHERS PRIOR TO CONSTRUCTION

5 5

SCALE – FEET: 2 20

766 764 762 760 758 756 754

EXISTING C/L PROFILE

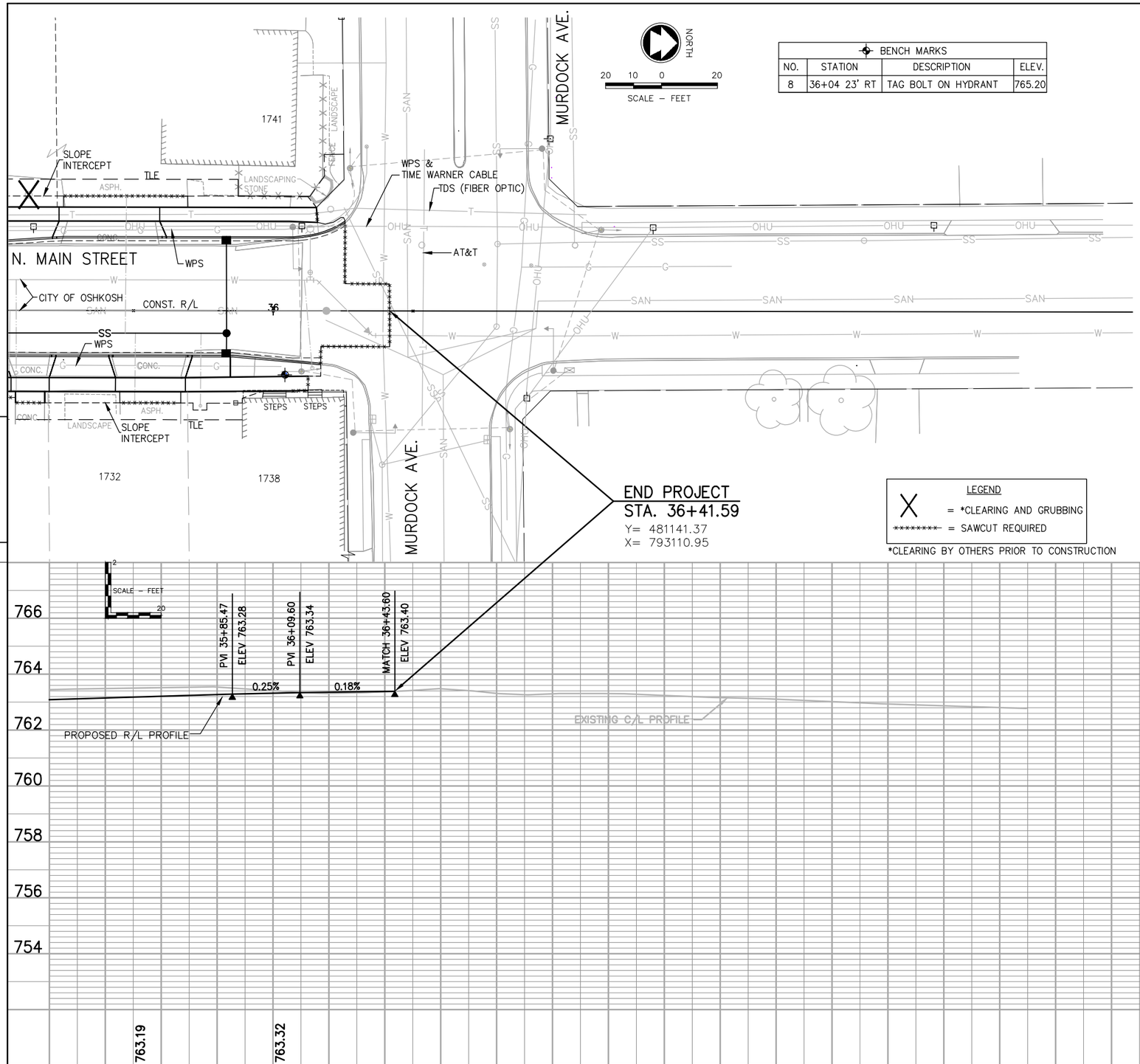
PROPOSED R/L PROFILE

0.30% 0.30%

761.54 761.69 761.84 761.99 762.14 762.29 762.44 762.59 762.74 762.89 763.04 763.19

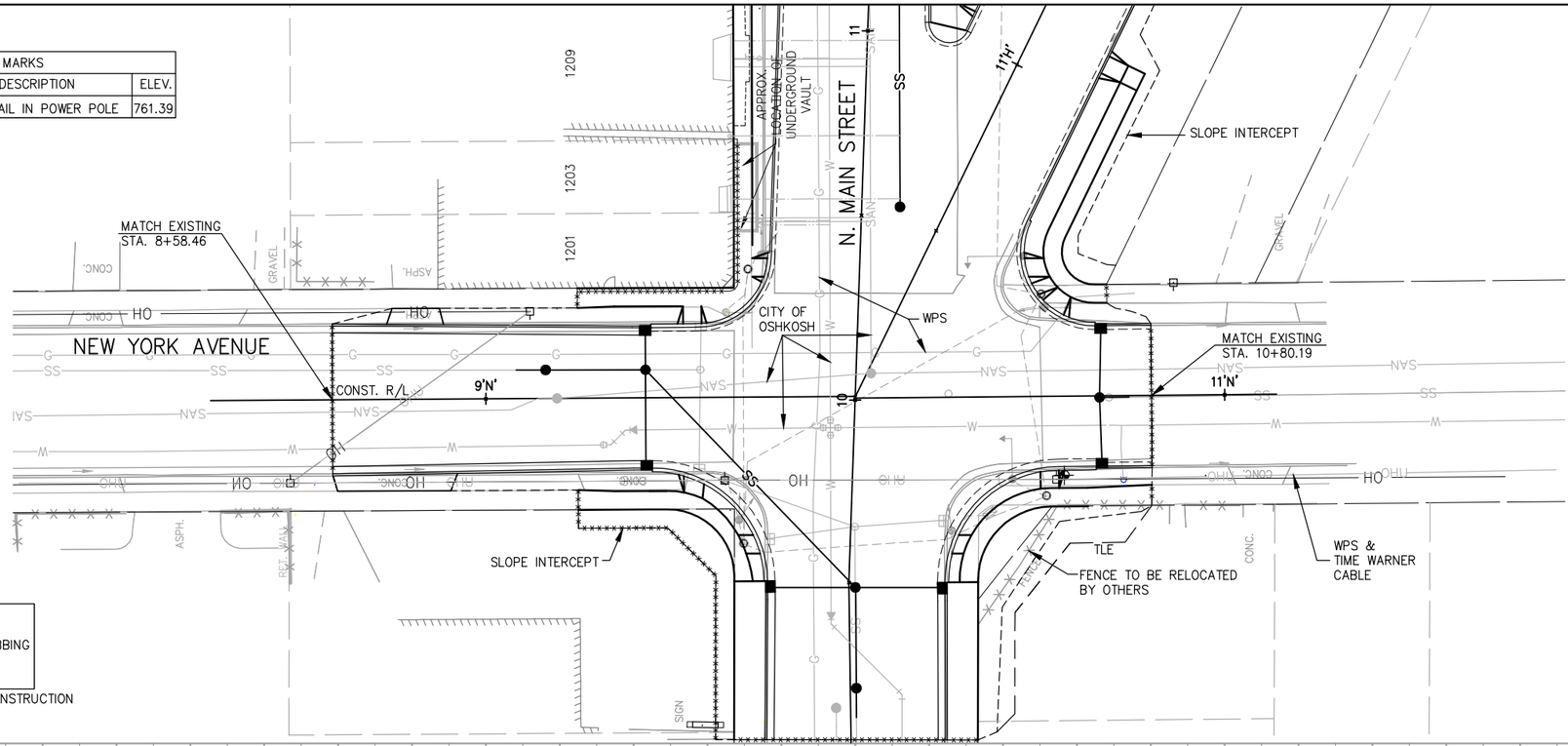
30 31 32 33 34 35

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET: 120	E



PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET: 121	E

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
1	9+30 55' RT	PK NAIL IN POWER POLE	761.39

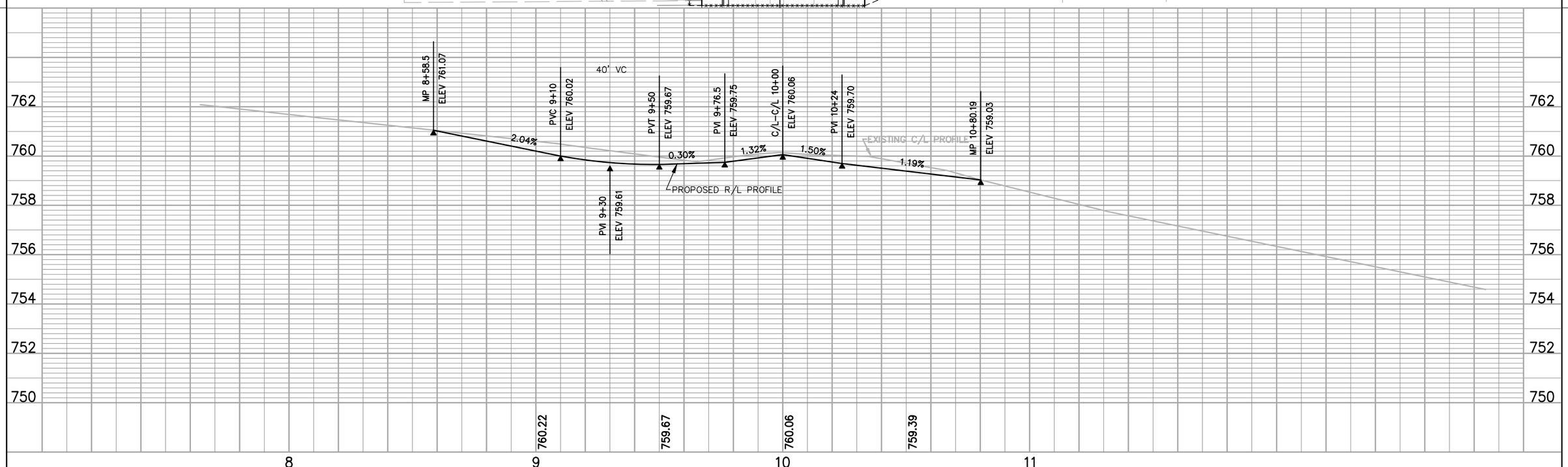


LEGEND

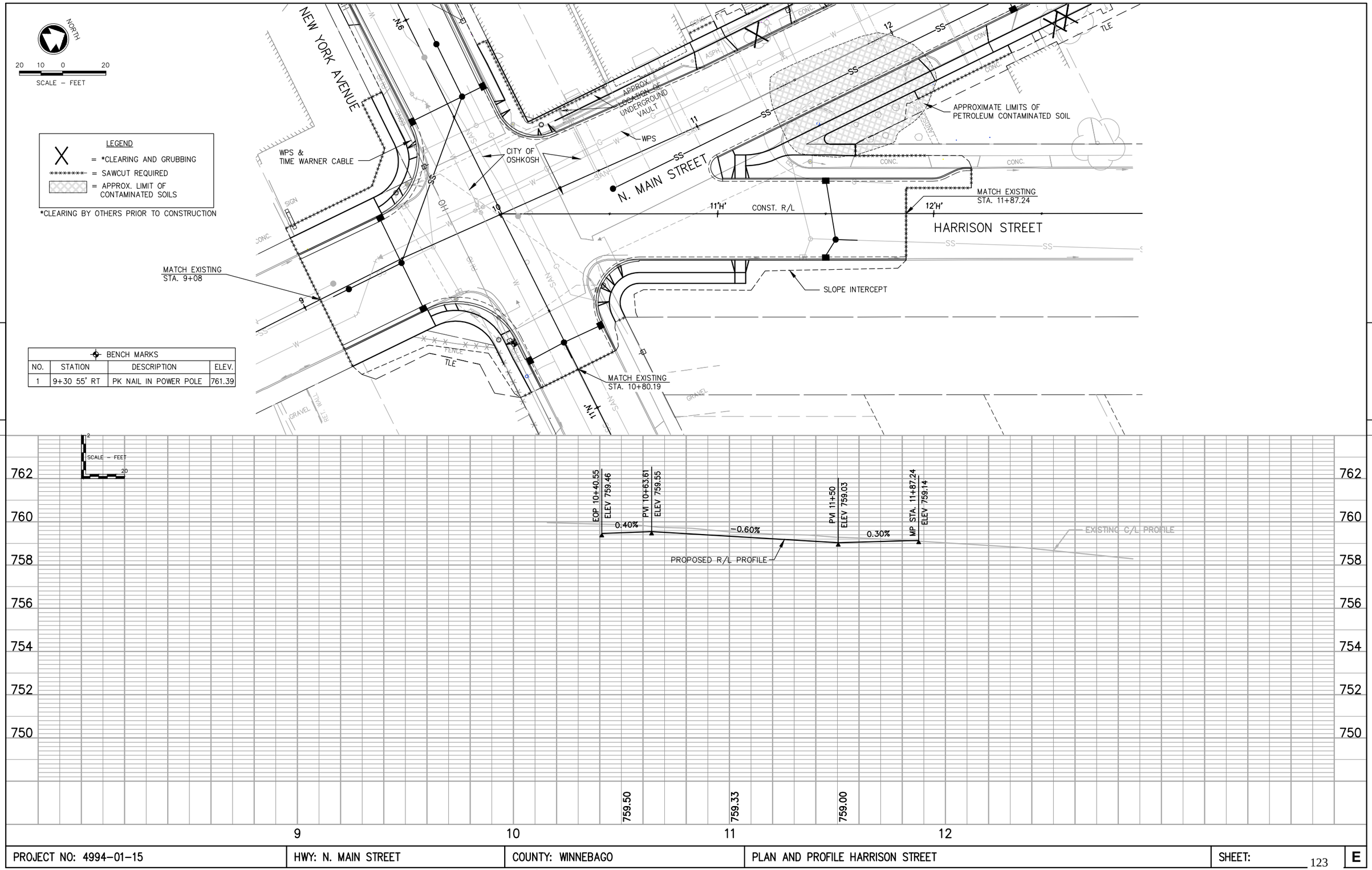
X = *CLEARING AND GRUBBING

******** = SAWCUT REQUIRED

*CLEARING BY OTHERS PRIOR TO CONSTRUCTION



PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PLAN AND PROFILE NEW YORK AVENUE	SHEET:	E



PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PLAN AND PROFILE HARRISON STREET	SHEET: 123	E

NORTH

20 10 0 20

SCALE – FEET

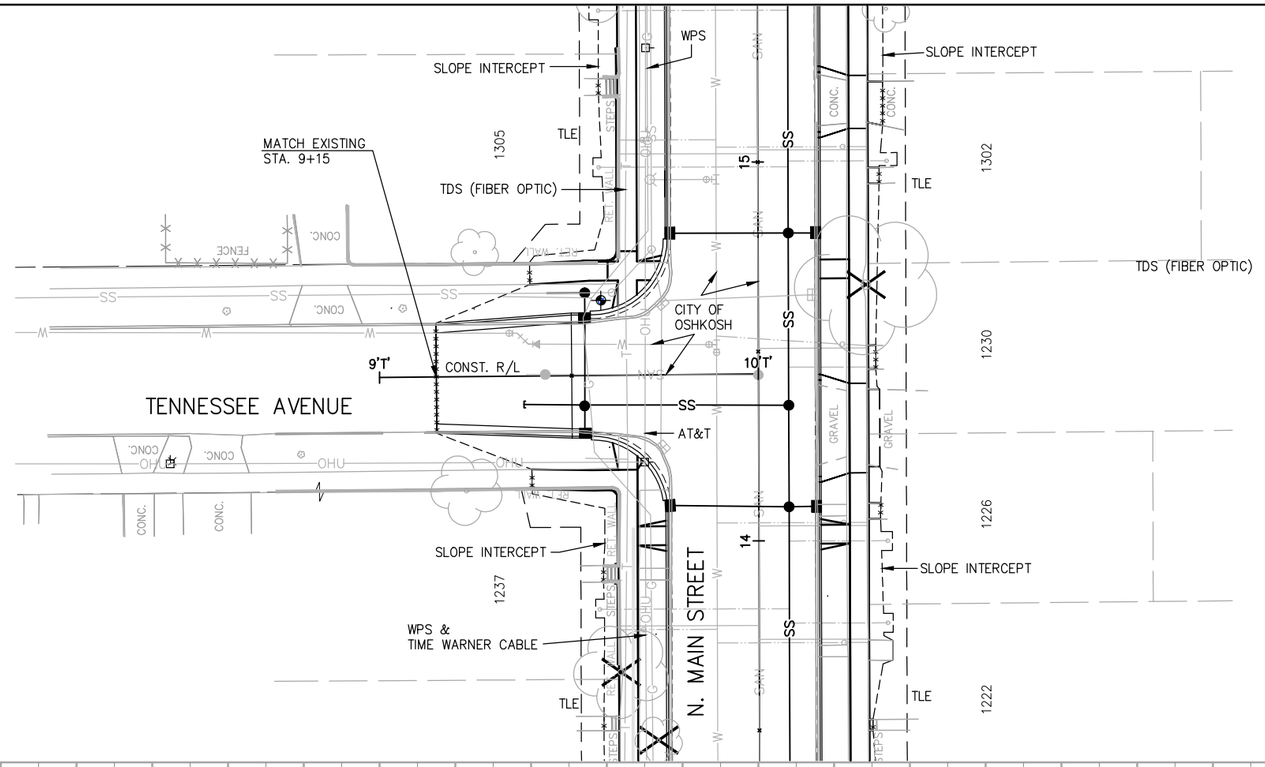
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
2	14+64 42' LT	TAG BOLT ON HYDRANT	761.09

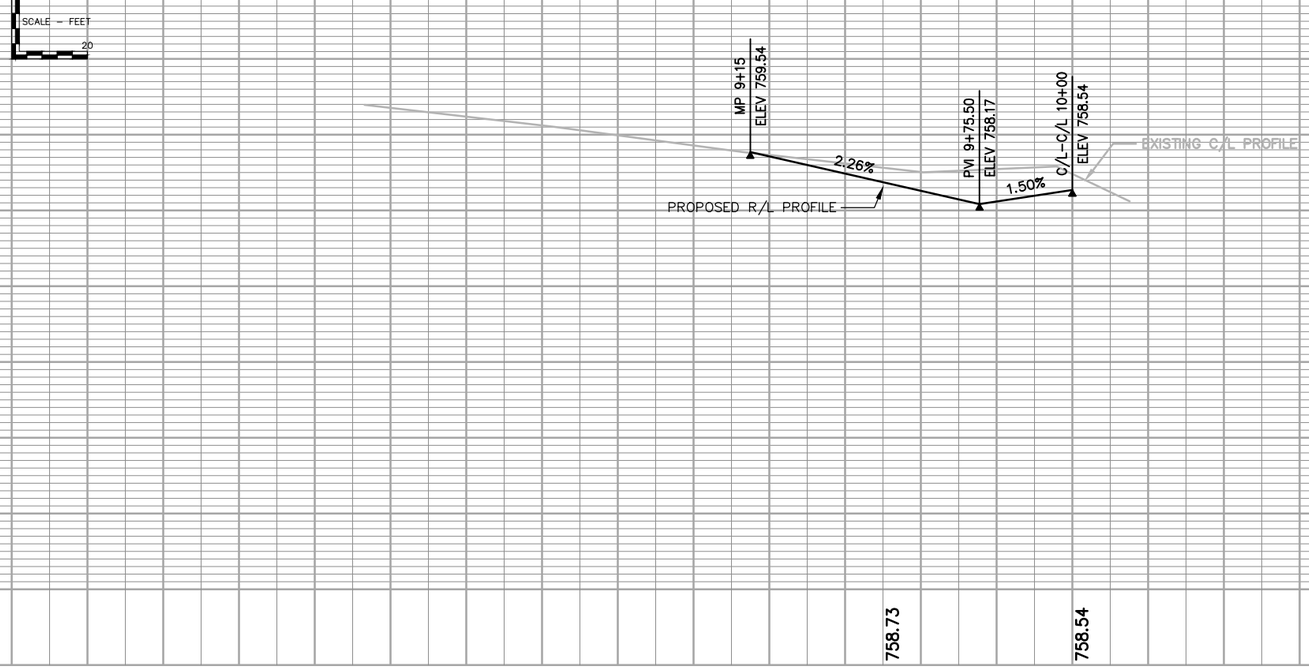
LEGEND

X = *CLEARING AND GRUBBING

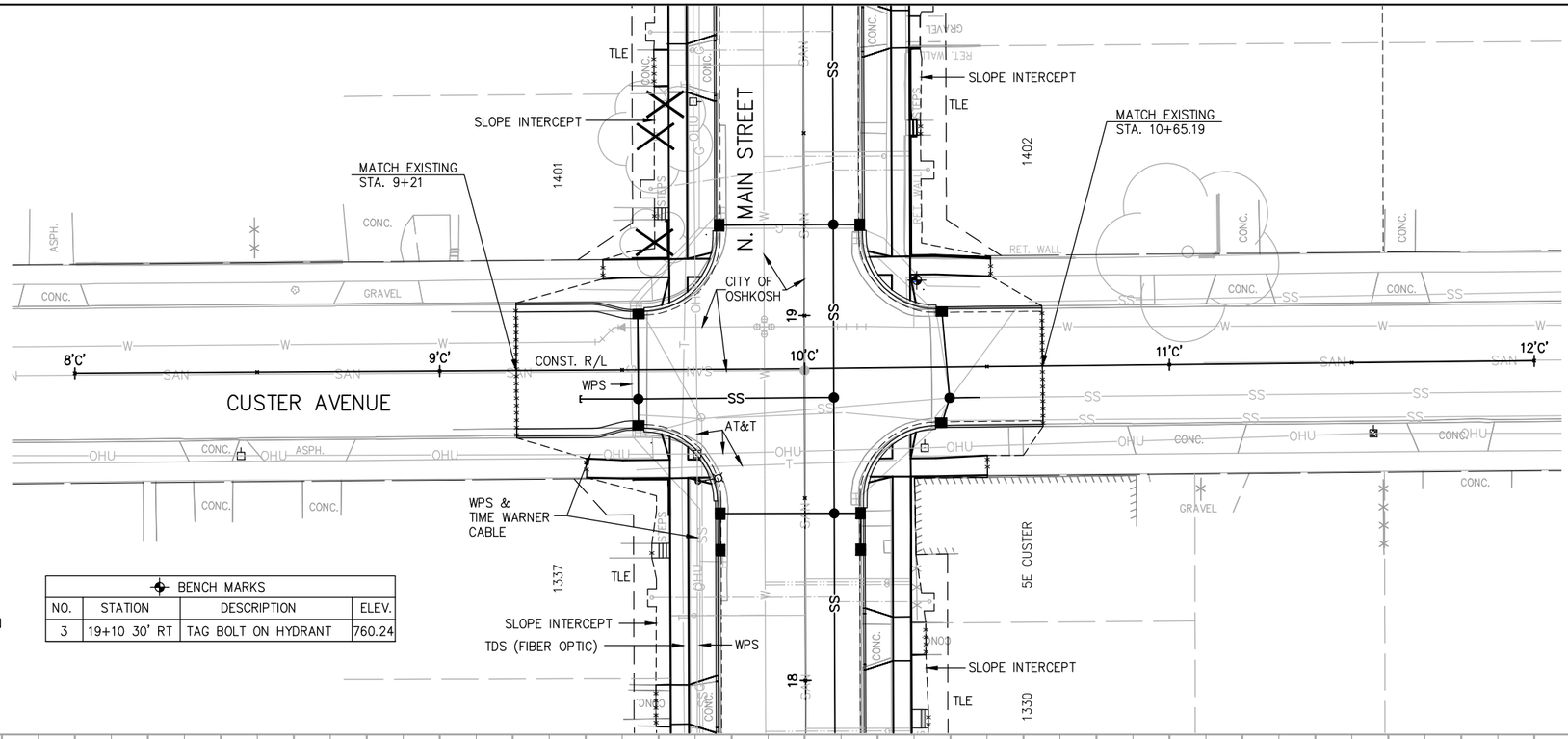
********* = SAWCUT REQUIRED

*CLEARING BY OTHERS PRIOR TO CONSTRUCTION





PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PLAN AND PROFILE TENNESSEE AVENUE	SHEET: 124	E



LEGEND

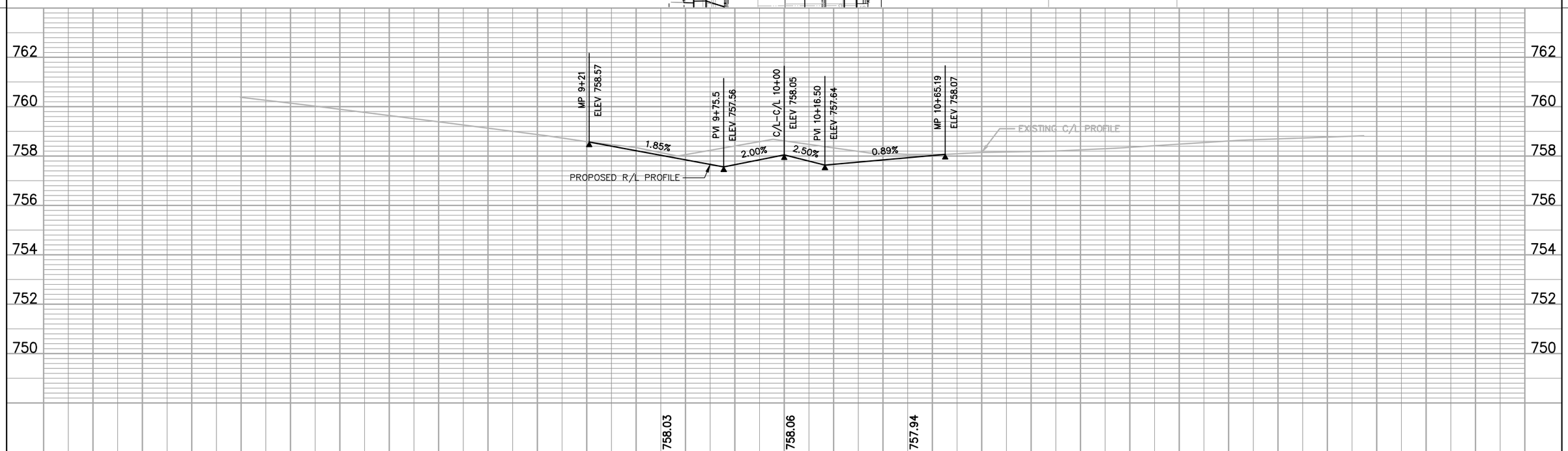
X = *CLEARING AND GRUBBING

********* = SAWCUT REQUIRED

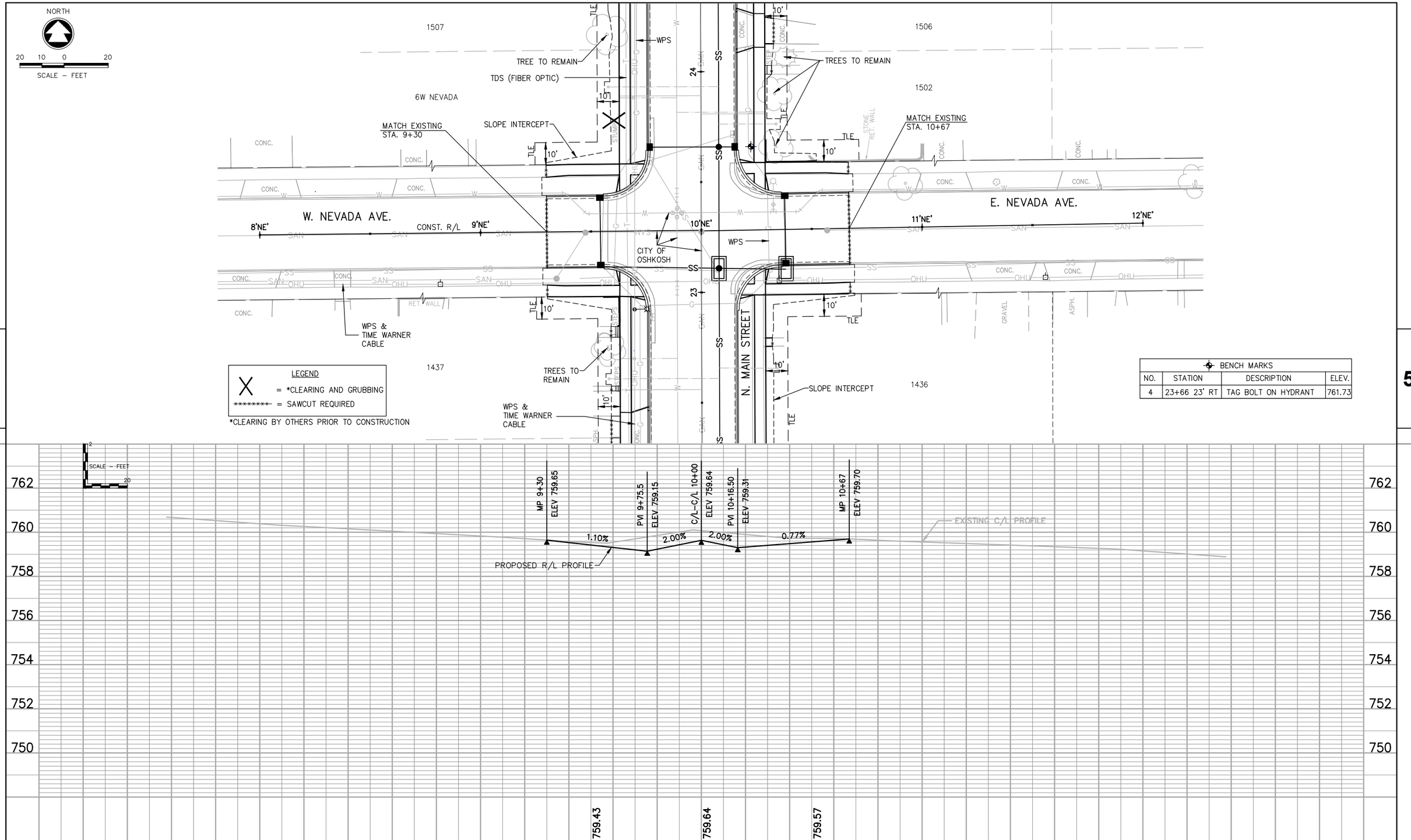
*CLEARING BY OTHERS PRIOR TO CONSTRUCTION

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
3	19+10 30' RT	TAG BOLT ON HYDRANT	760.24



PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PLAN AND PROFILE CUSTER AVENUE	SHEET: 125	E



PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PLAN AND PROFILE NEVADA AVENUE	SHEET: 126	E

NORTH

20 10 0 20

SCALE – FEET

1607

SLOPE INTERCEPT

10'

WPS

WPS & TIME WARNER CABLE

MATCH EXISTING STA. 8+65

1603

TLE

STEPS

OHU

G

SAN

29

SS

N. MAIN STREET

1602

SLOPE INTERCEPT

CONC.

GRAVEL

ASPH.

25'

CITY OF OSHKOSH

1546

8'B'

9'B'

CONST. R/L

10'B'

W. BENT AVE.

28

1542

RET. WALL

1541

TDS (FIBER OPTIC)

1537

1536

LEGEND

X = *CLEARING AND GRUBBING

********** = SAWCUT REQUIRED

*CLEARING BY OTHERS PRIOR TO CONSTRUCTION

5

5

SCALE – FEET

2

20

766

764

762

760

758

756

754

MP 8+65
ELEV 763.54

EXISTING C/L PROFILE

2.72%

PM 9+75.50
ELEV 760.53

2.00%

C/L–C/L 10+00
ELEV 761.02

PROPOSED R/L PROFILE

762.61

761.21

761.02

8 9 10

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PLAN AND PROFILE BENT AVENUE	SHEET:	E

skelliher, W:\PROJECTS\00005\830103\01- Plan Preparation\05-Plan and Profile\12 BENT AVENUE.dwg, 12 bent avenue, Plot Date: 1/21/2016 9:34 AM, xrefs:none

NORTH

20 10 0 20

SCALE – FEET

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
7	31+59 23' RT	TAG BOLT ON HYDRANT	763.96

LEGEND

X = *CLEARING AND GRUBBING

********** = SAWCUT REQUIRED

*CLEARING BY OTHERS PRIOR TO CONSTRUCTION

1709 1708 1703 1702 1631A 1631 1628 1627

TDS (FIBER OPTIC) WPS SLOPE INTERCEPT CITY OF OSHKOSH WPS & TIME WARNER CABLE SLOPE INTERCEPT TREE TO REMAIN MATCH EXISTING STA. 10+80 WPS CONST. R/L 10'HU' 11'HU' 12'HU' HURON AVE. N. MAIN STREET WPS & TIME WARNER CABLE SLOPE INTERCEPT

10' TLE SS OHU ASPH. CONC. W SAN

2 SCALE – FEET 20

C/L–C/L 10+00 ELEV 762.12 PM 10+16.50 ELEV 761.79 MP 10+80 ELEV 762.17

2.00% 0.60%

EXISTING C/L PROFILE

PROPOSED R/L PROFILE

764 762 760 758 756 754 752

762.12 761.99

10 11 12

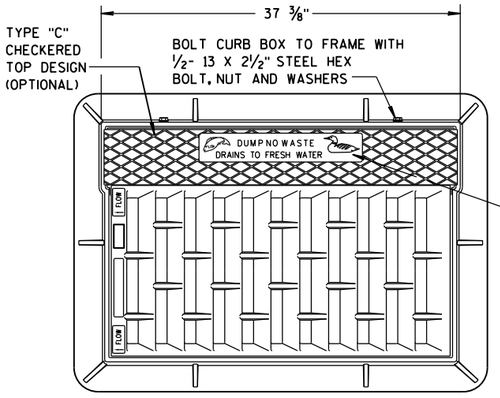
PROJECT NO: 4994–01–15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	PLAN AND PROFILE HURON AVENUE	SHEET: 128	E

skelliher, W:\PROJECTS\00005\830103\01– Plan Preparation\05–Plan and Profile\13 HURON AVENUE.dwg, 13 huron avenue, Plot Date: 1/21/2016 9:35 AM, xrefs:none

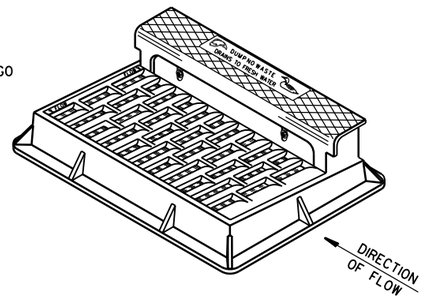
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A09-01	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
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
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-09	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
09D04-01	LIGHTING CONTROL CABINET
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
09E05-06	TRAFFIC SIGNAL STANDARD ORNAMENTAL BRACKET MOUNTINGS TYPICAL FOR 13 FT. OR 15 FT.
09E07-05	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-07A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-07B	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-07D	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-07E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
11B02-02	CONCRETE MEDIAN NOSE
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C04-16	URBAN NON-DOWELED CONCRETE PAVEMENT
13C18-03A	CONCRETE PAVEMENT JOINTING
13C18-03B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-03C	CONCRETE PAVEMENT JOINT TIES
13C18-03D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
14A02-01	TREE PLANTING DETAIL
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)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C29-03A	BICYCLE LANE MARKING
15C29-03B	BICYCLE LANE MARKING
15C29-03C	URBAN BICYCLE LANE MARKING
15C29-03D	URBAN BICYCLE LANE MARKING
15C29-03E	PAVEMENT MARKING FOR BIKE LANES
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-02A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-02B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-02C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

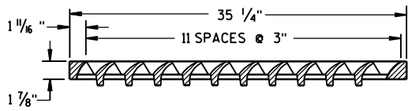
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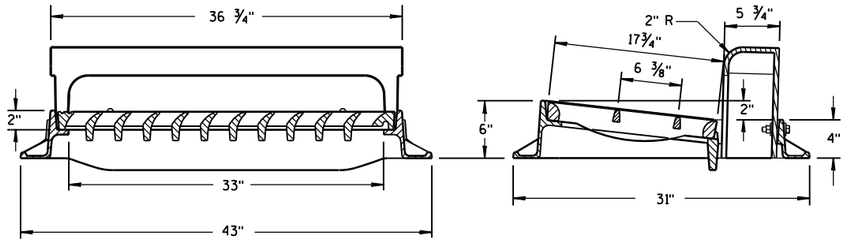


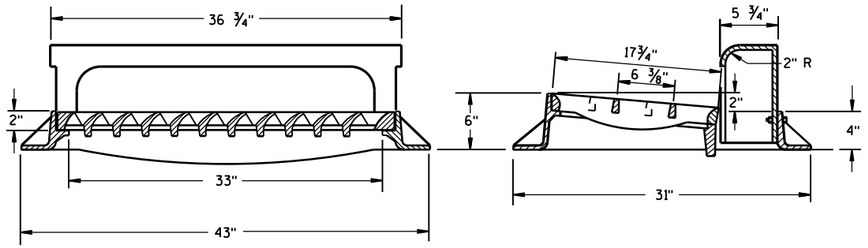
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

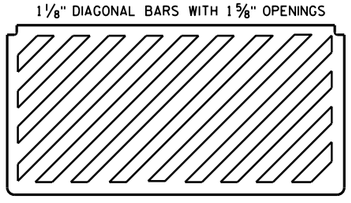






TYPE "H"

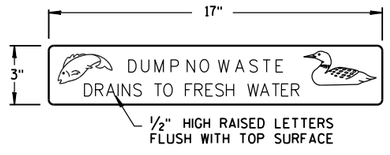
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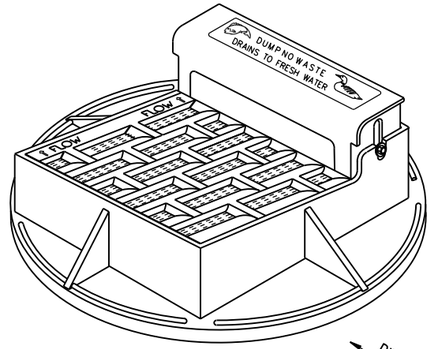
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

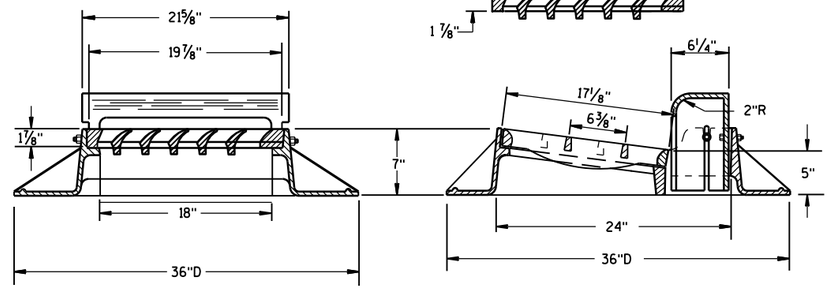


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



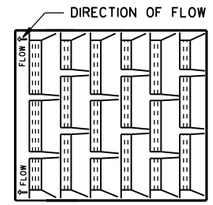
TYPE "A"

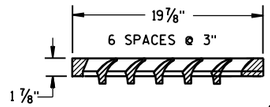
GENERAL NOTES

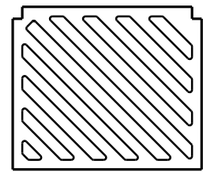
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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



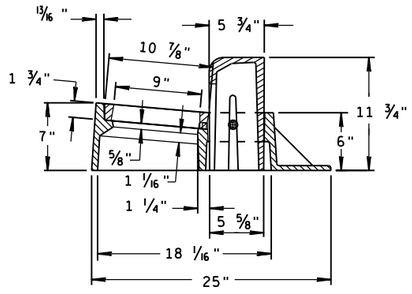


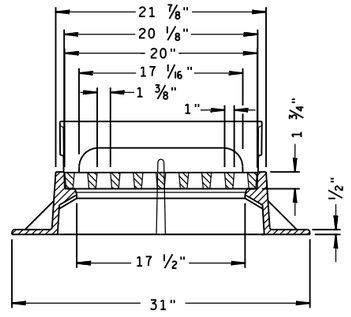


SPECIAL GRATE FOR TYPE "A" COVER

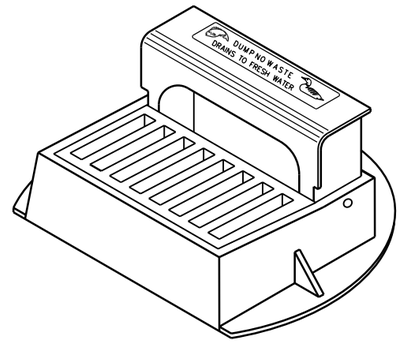
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"

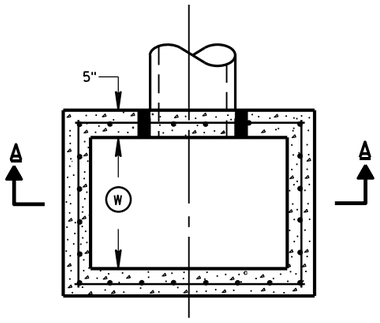


INLET COVERS TYPE A, H, A-S, H-S & Z

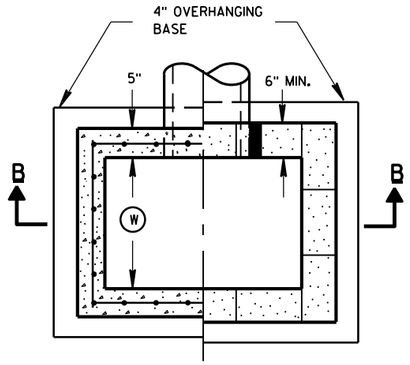
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DEPARTMENT OF TRANSPORTATION

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

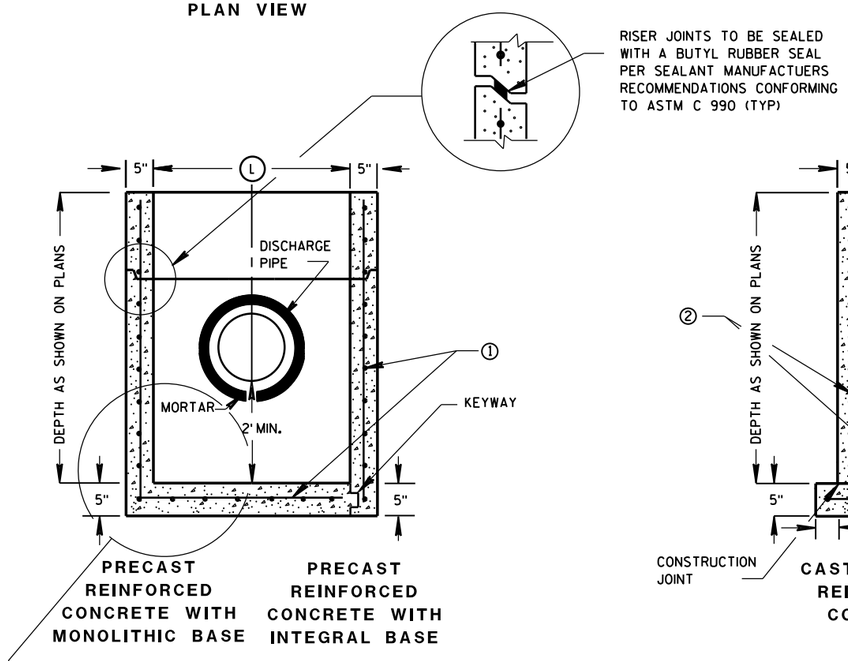
S.D.D. 8 A 5-19a



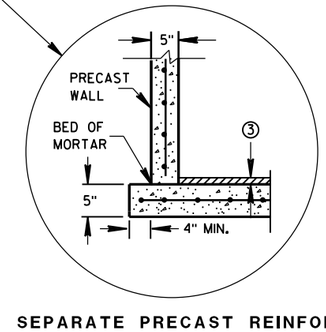
PLAN VIEW



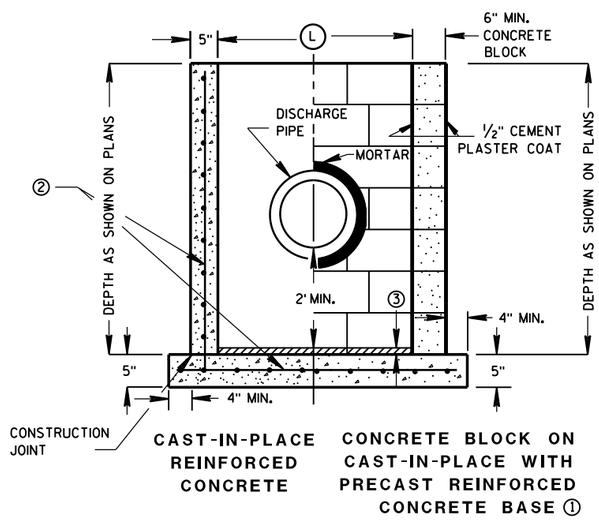
PLAN VIEW



SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



SECTION B-B

GENERAL NOTES

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

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

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

ALL PRECAST CATCH BASIN UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

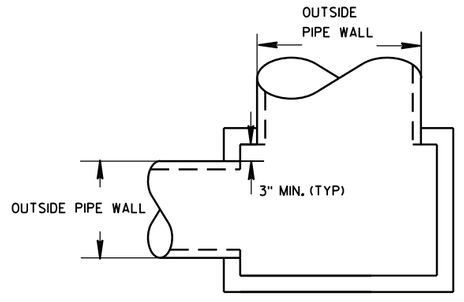
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE		INLET COVER TYPE	F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

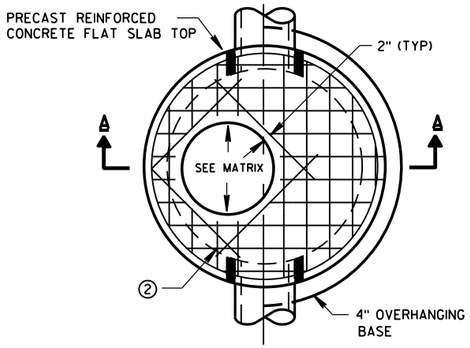
CATCH BASINS 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

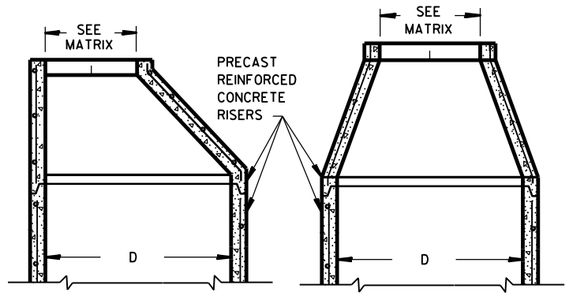
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6/5/2012 — DATE
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FHWA

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S.D.D. 8 A 9-1

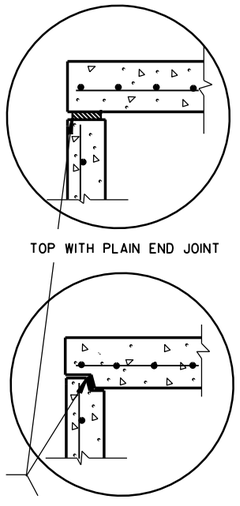


PLAN VIEW CIRCULAR OPENING



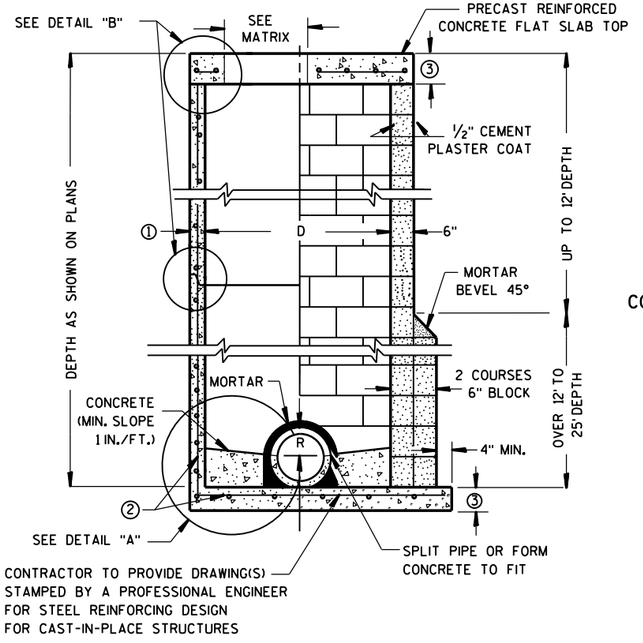
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



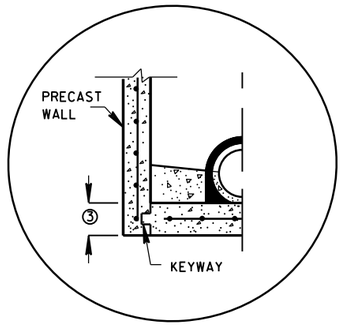
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

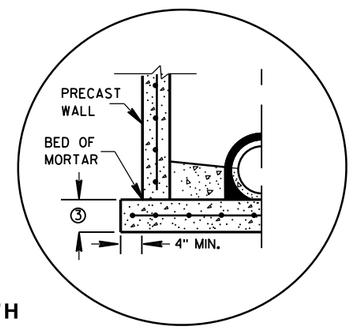


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

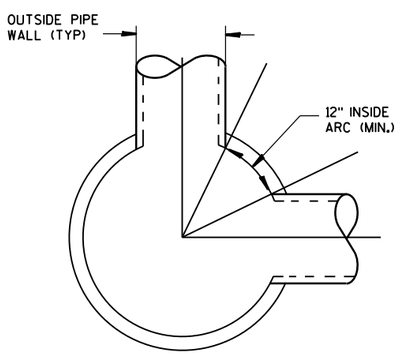


PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION



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

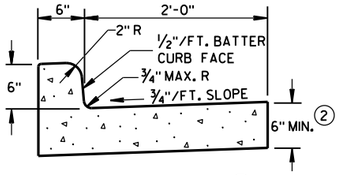
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

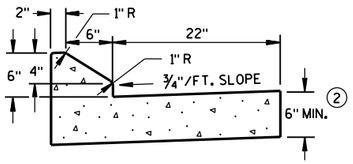
STATE OF WISCONSIN
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APPROVED
6/5/2012 — DATE
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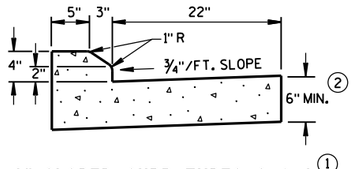
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TYPES A & D ①

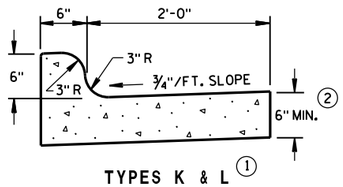


6" SLOPED CURB TYPES G & J ①

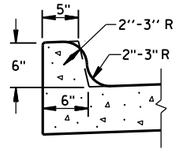


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

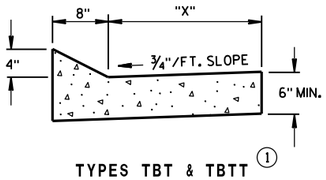


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

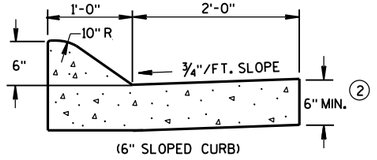
CONCRETE CURB & GUTTER 30"



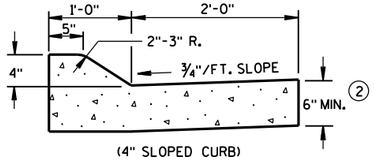
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"

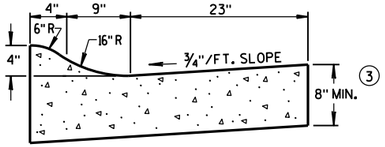


(6" SLOPED CURB)



(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.

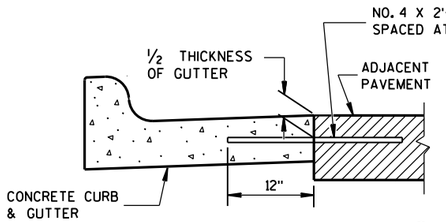
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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.

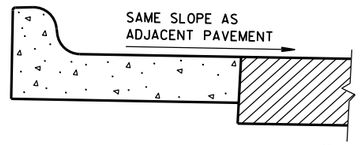
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

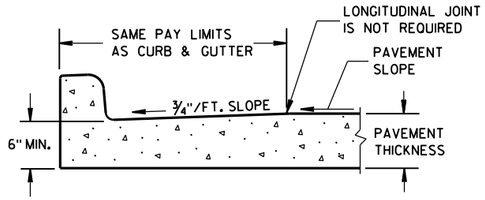
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



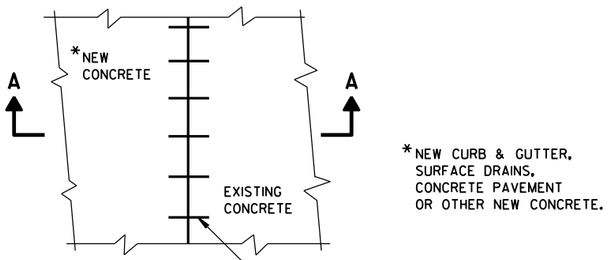
TYPICAL TIE BAR LOCATION ①



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

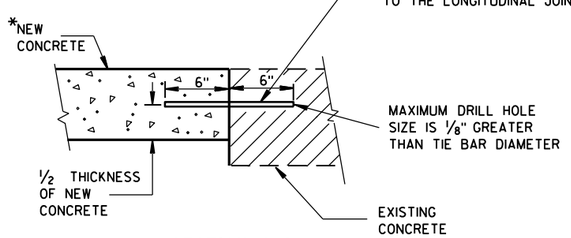


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



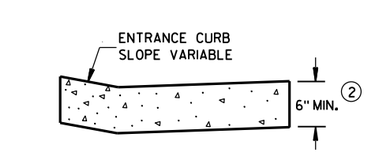
PLAN VIEW

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

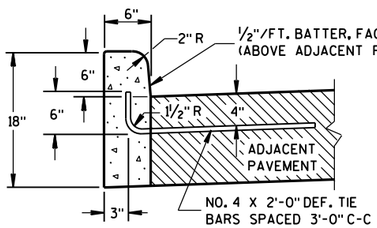


SECTION A-A

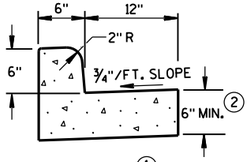
TIE BARS DRILLED
INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

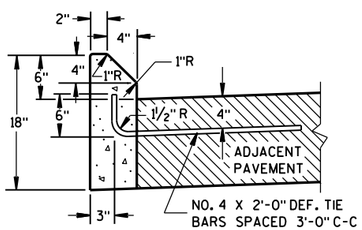


① TYPES A & D

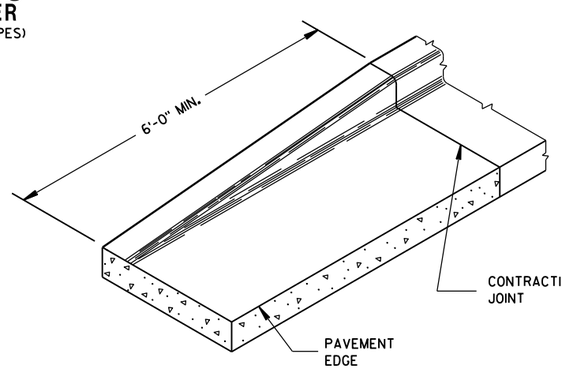


① TYPES A & D

CONCRETE CURB & GUTTER 18"



① TYPES G & J



END SECTION CURB & GUTTER

CONCRETE CURB

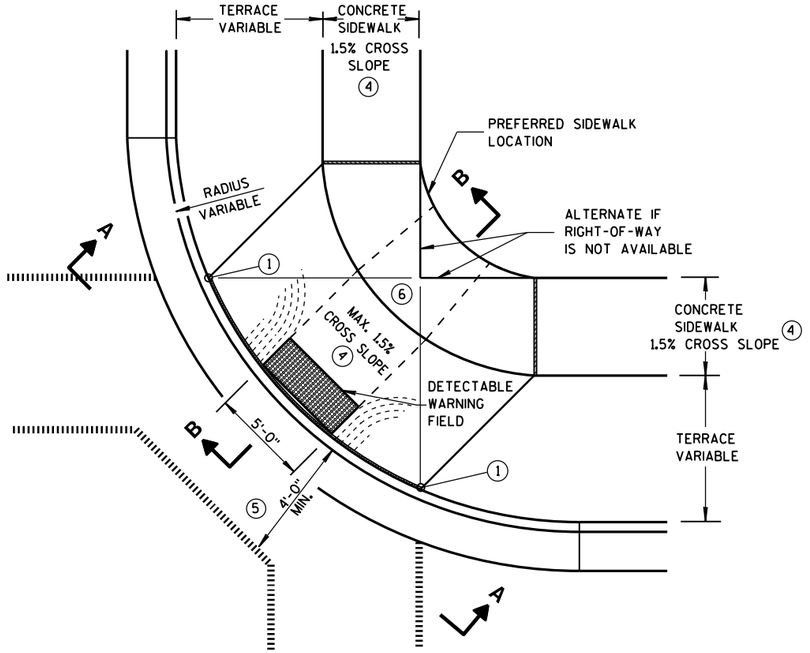
CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

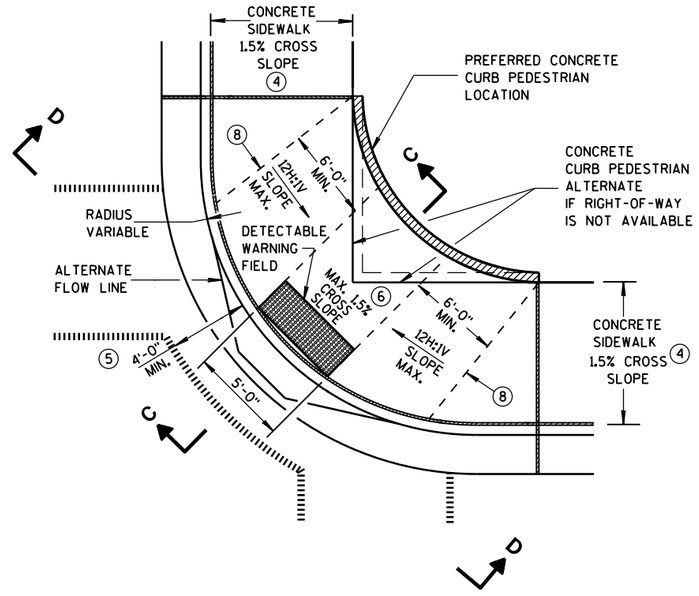
S.D.D. 8 D 1-18



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 1/4-INCH ARE ALLOWED.

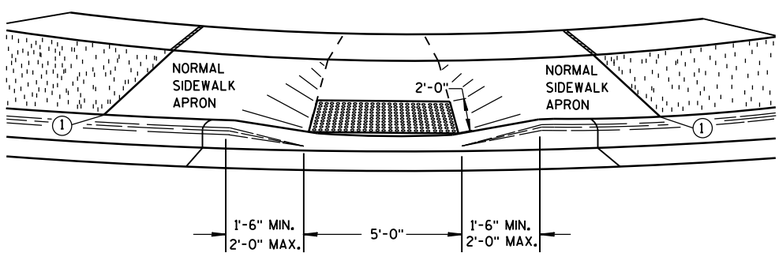
(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(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.

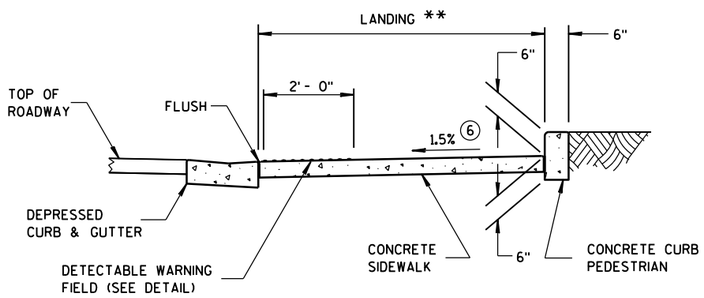
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A-A

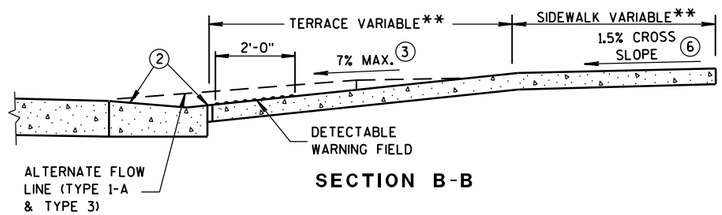
** WIDTH SHOWN ELSEWHERE IN THE PLANS



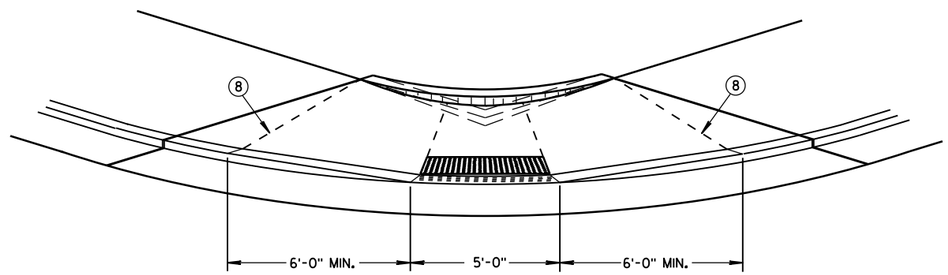
SECTION C-C

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



SECTION B-B



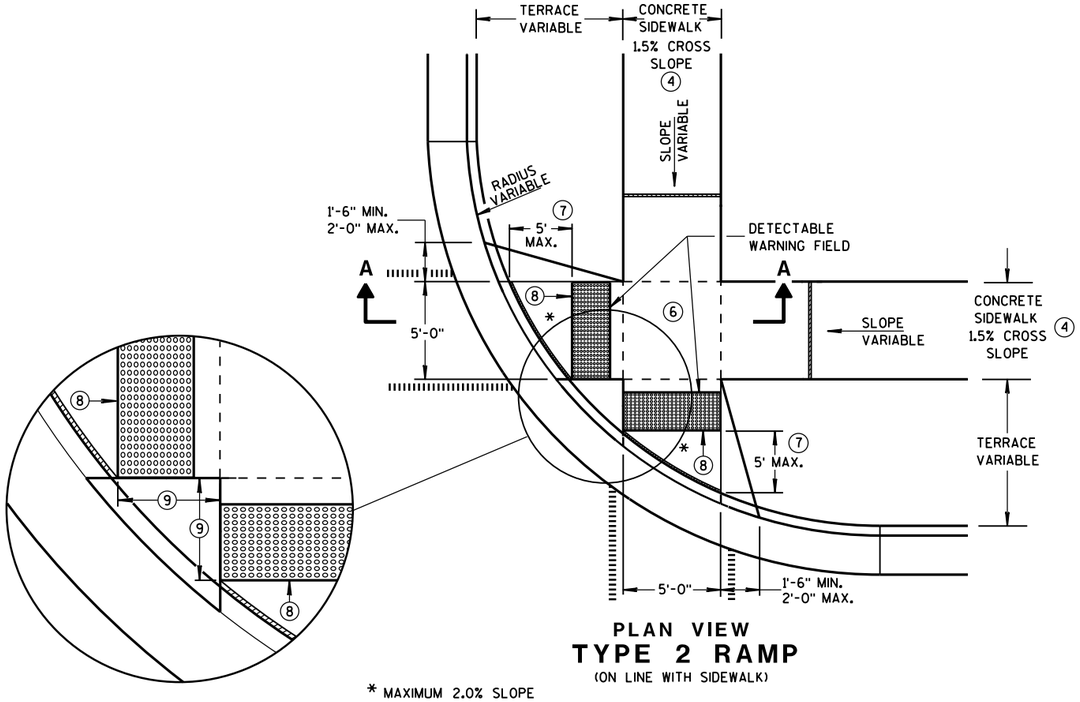
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 5-16a

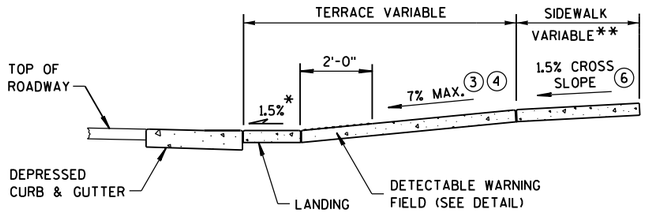


PLAN VIEW

TYPE 2 RAMP

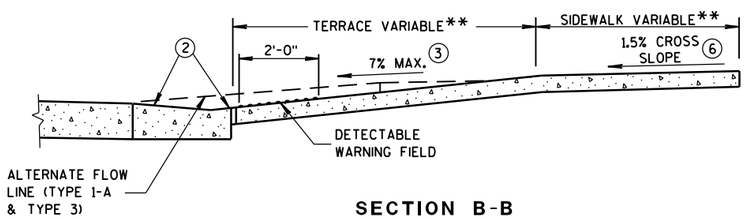
(ON LINE WITH SIDEWALK)

* 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).

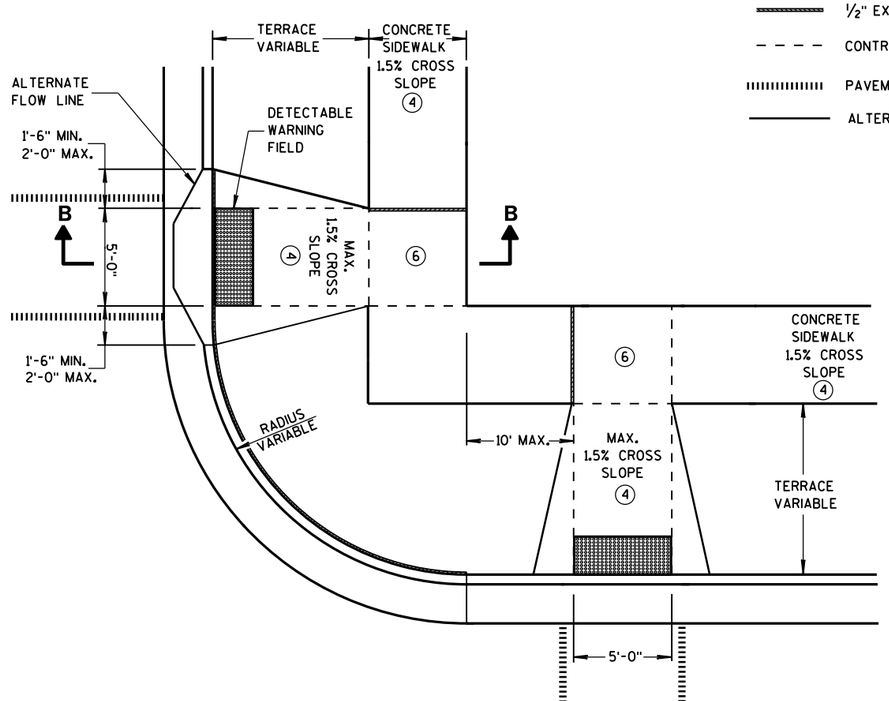
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(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

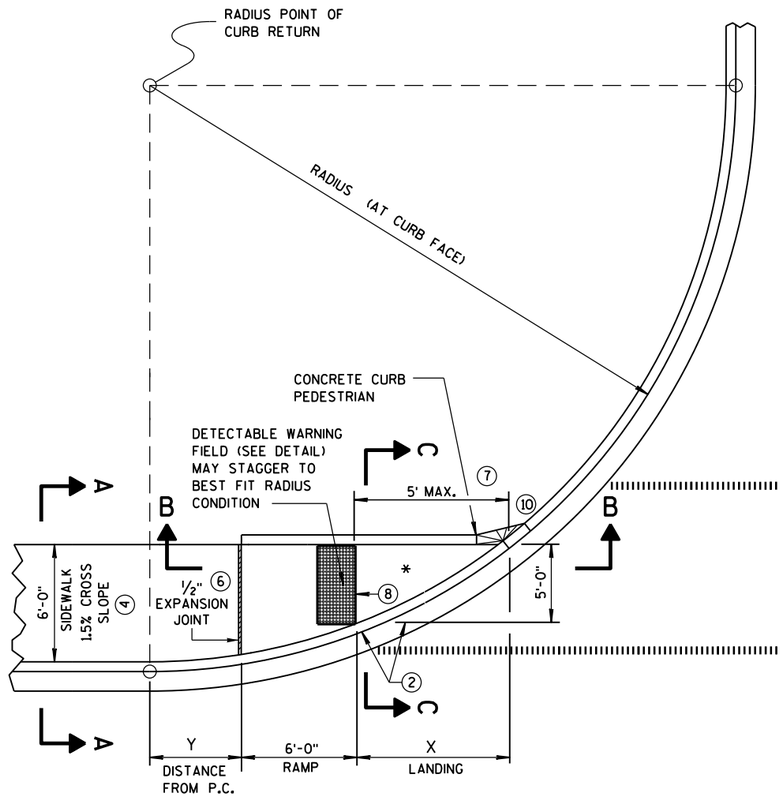
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

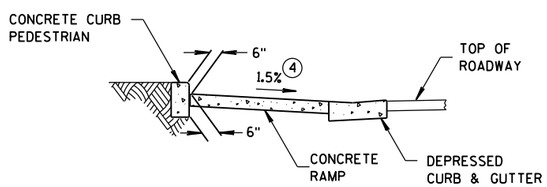
S.D.D. 8 D 5-16b



CURB RAMP TYPE 4A
PLAN VIEW

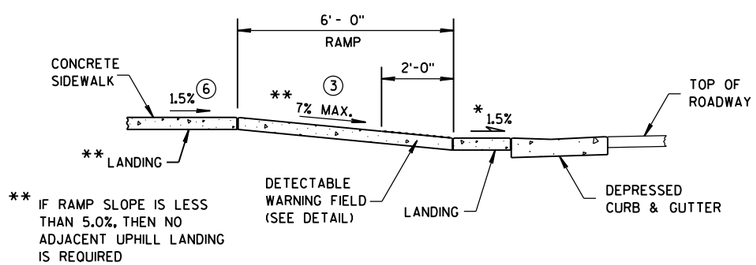
RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

INTERMEDIATE RADII CAN BE INTERPOLATED



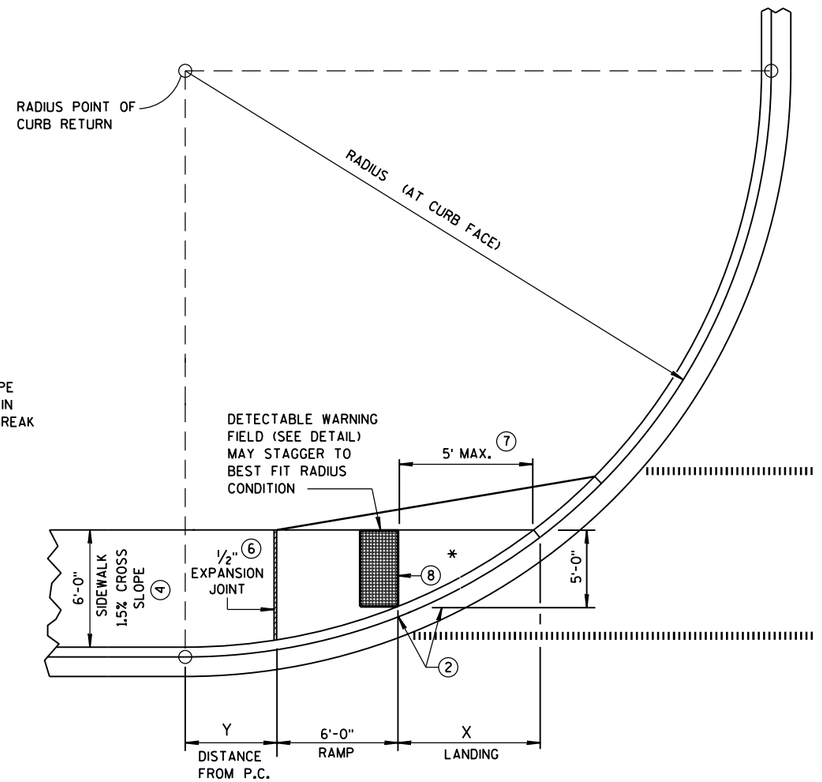
SECTION C-C FOR TYPE 4A

SECTION A-A FOR TYPE 4A



SECTION B-B FOR TYPE 4A

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



CURB RAMP TYPE 4A1
PLAN VIEW

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.

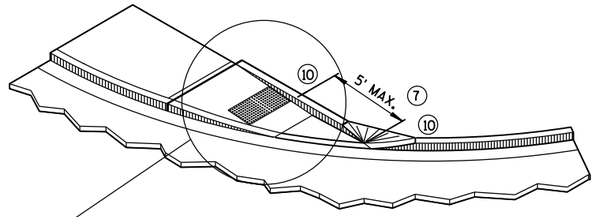
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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).

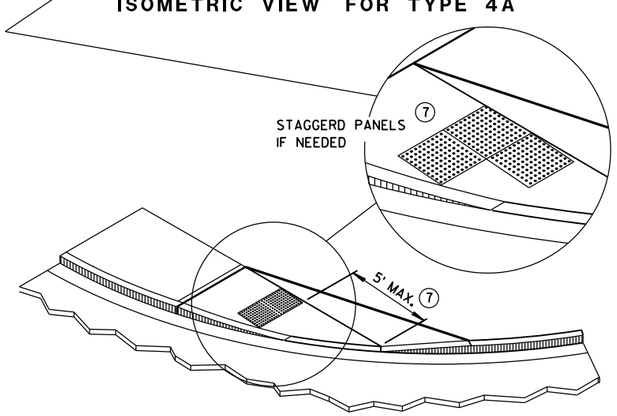
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

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



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

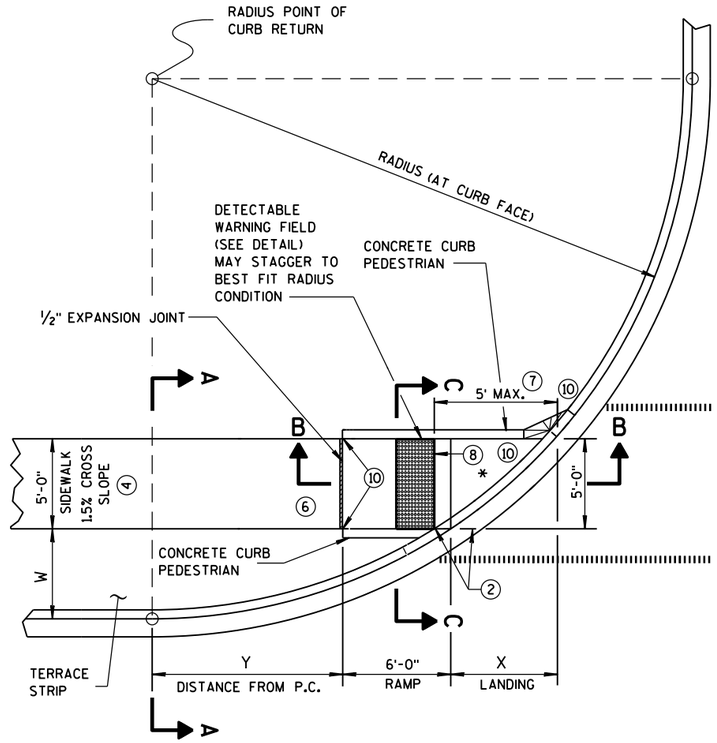
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

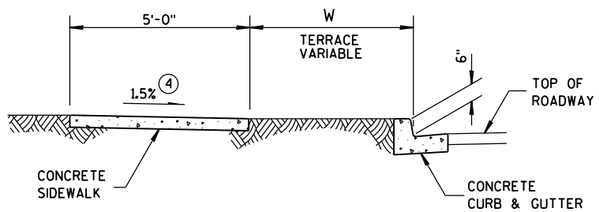
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

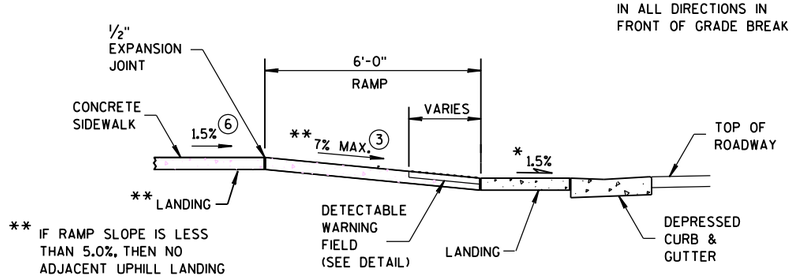
S.D.D. 8 D 5-16c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

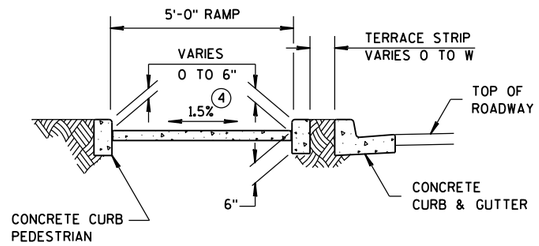
SECTION B-B FOR TYPE 4B

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.

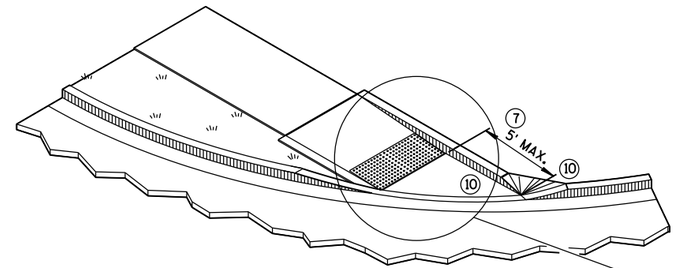
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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).

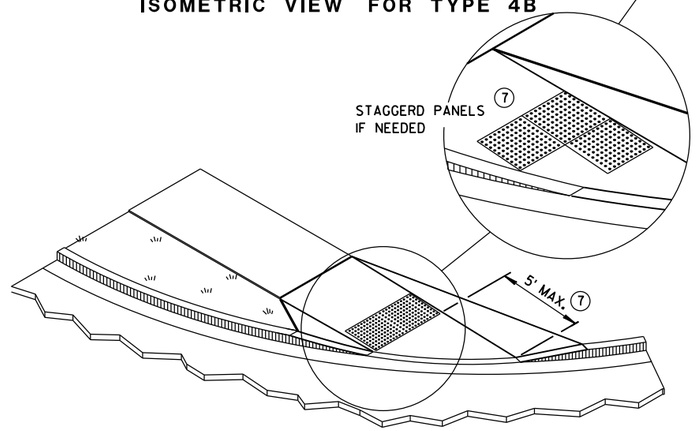
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

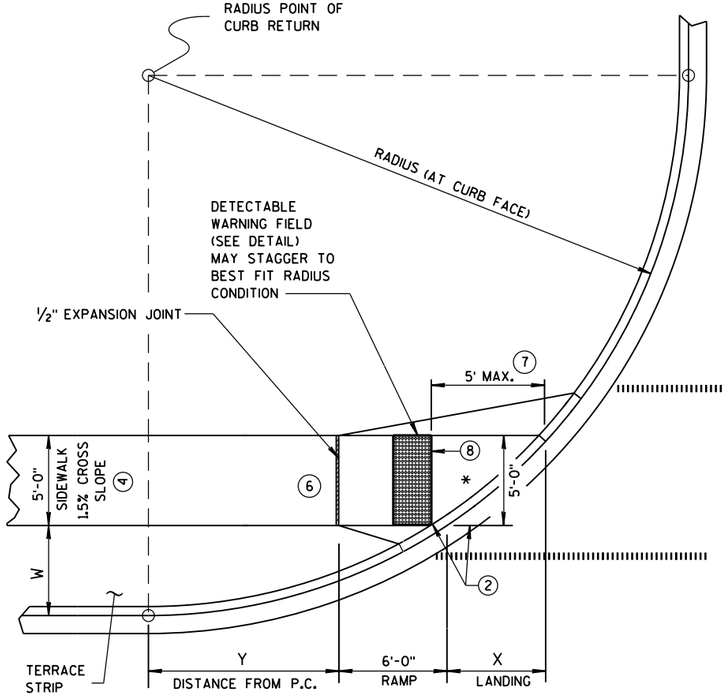
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS
TYPE 4B AND 4B1

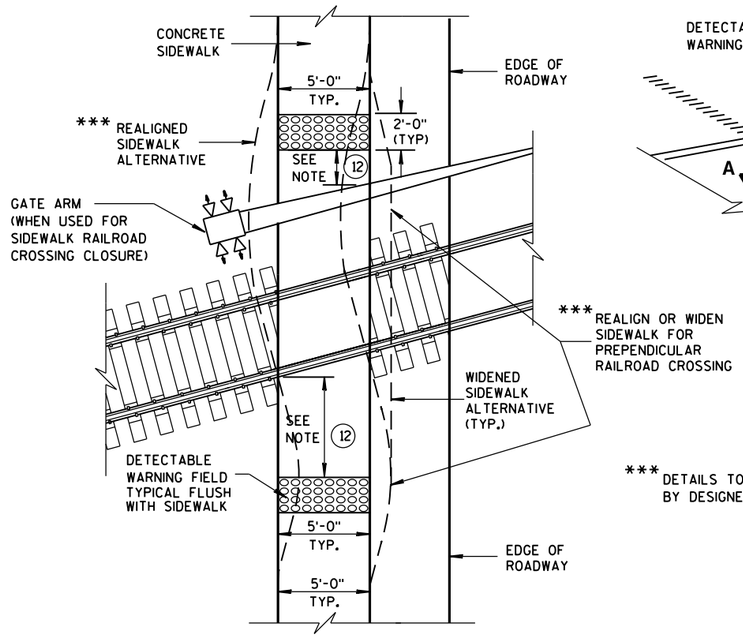
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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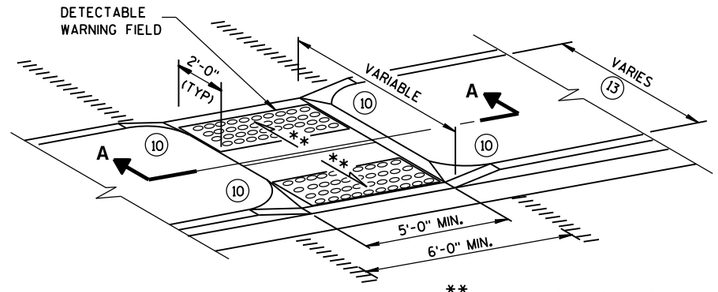
S.D.D. 8 D 5-16d

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S.D.D. 8 D 5-16d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

*** DETAILS TO BE DETERMINED BY DESIGNER

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.

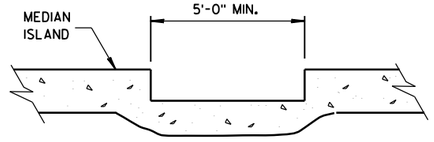
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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

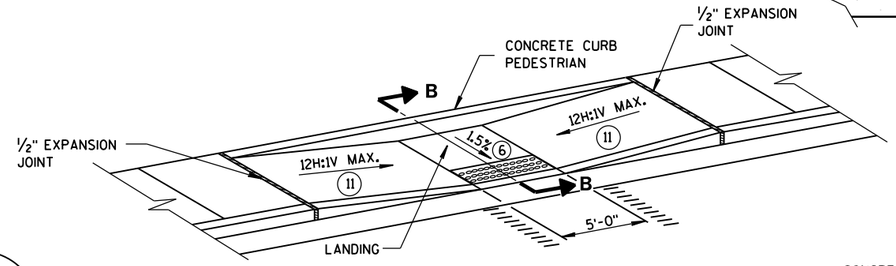
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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.



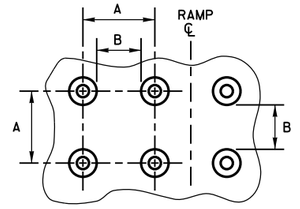
SECTION A-A



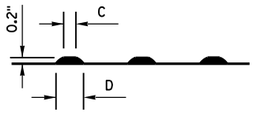
MID-BLOCK CROSSING
TYPE 7A

	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.

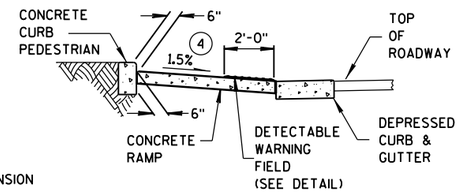


PLAN VIEW

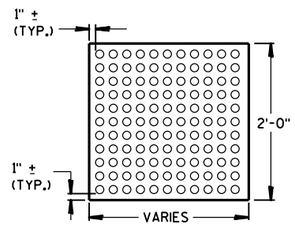


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



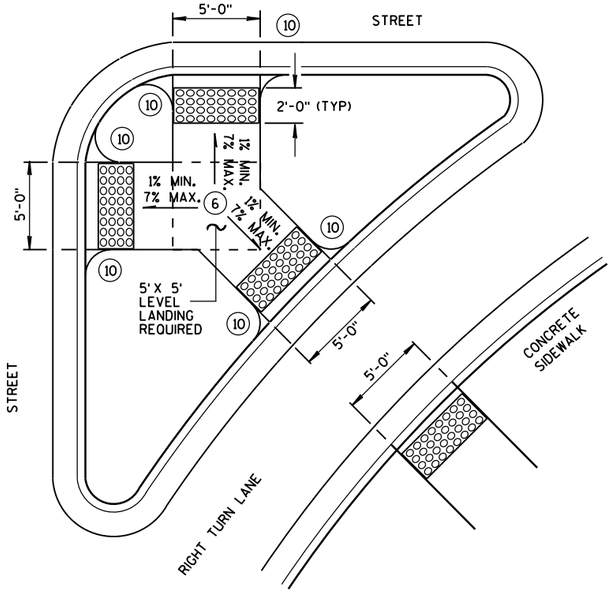
SECTION B-B



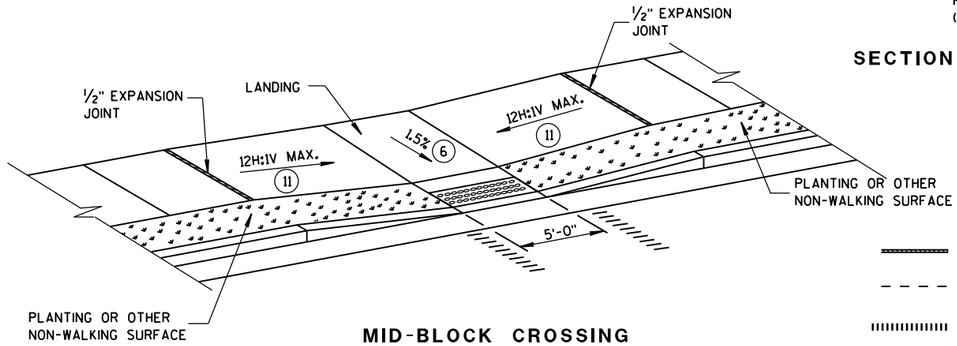
PLAN VIEW

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)

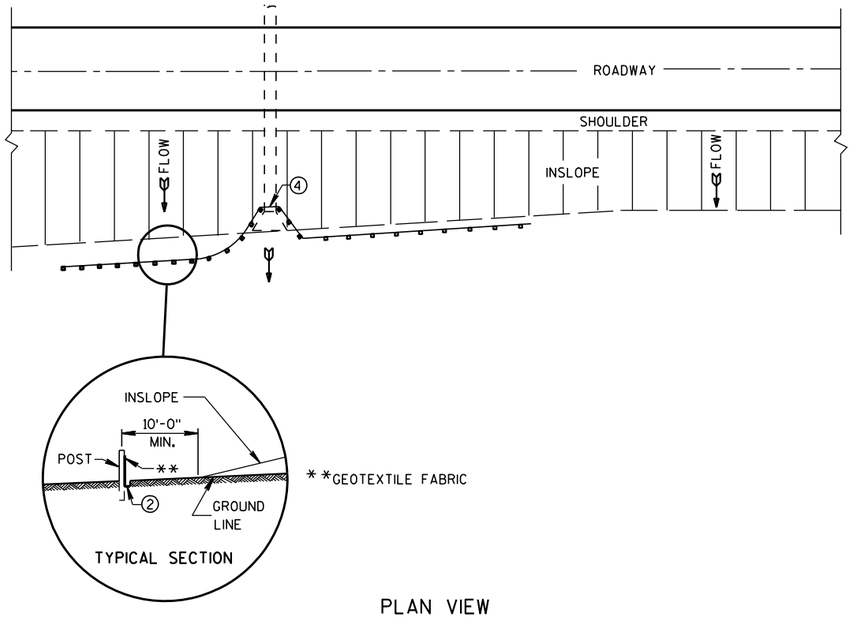
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS [illegible] ENGINEER
FHWA

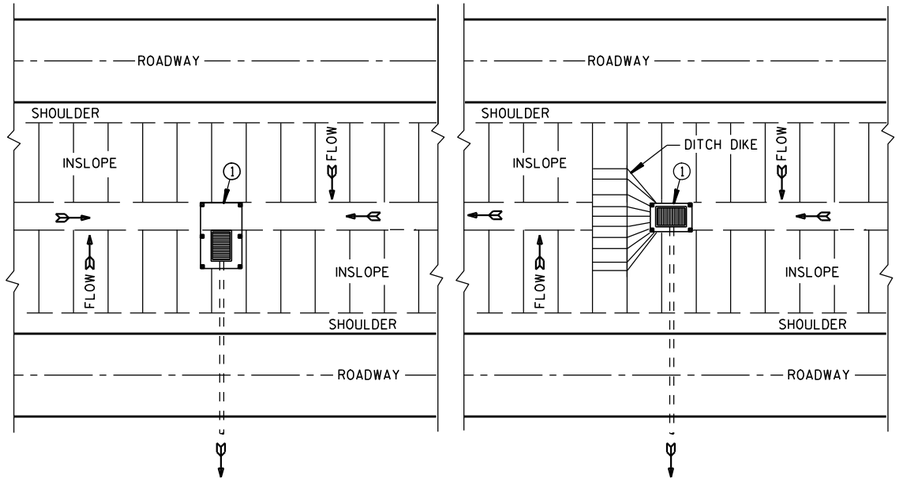
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S.D.D. 8 D 5-16e



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

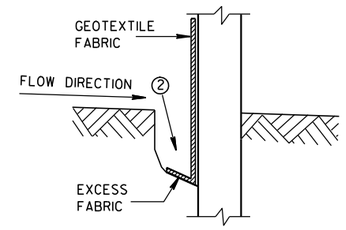
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

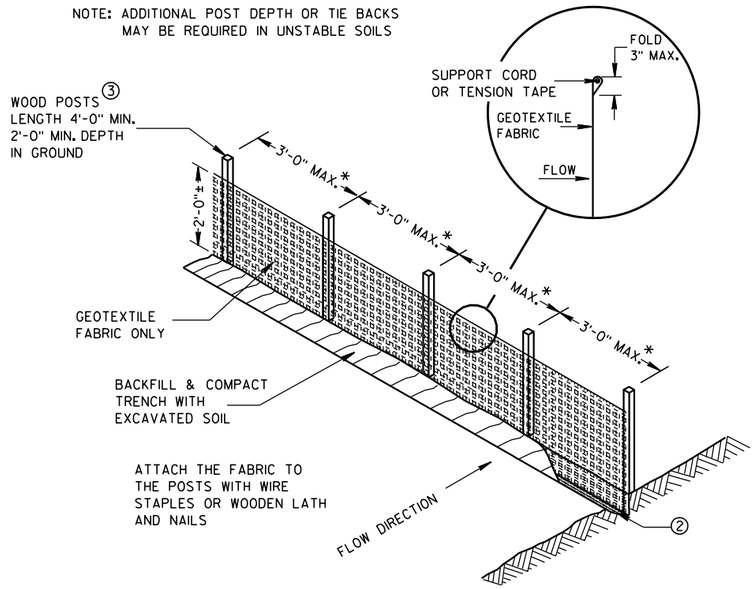
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

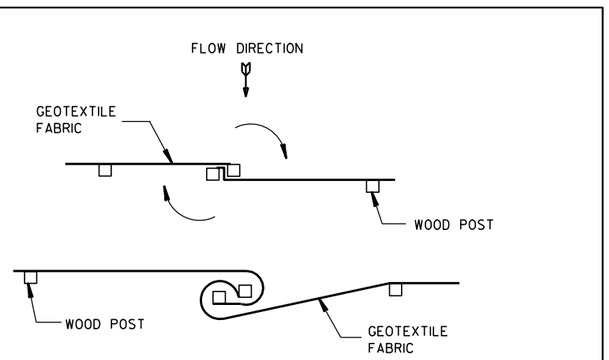
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



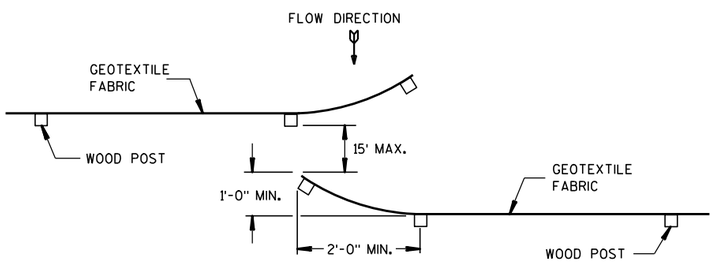
TRENCH DETAIL



SILT FENCE

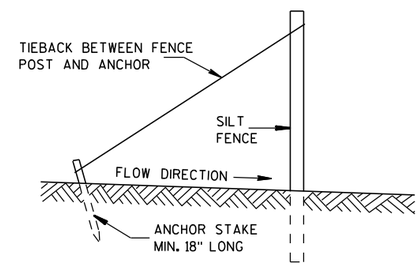


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

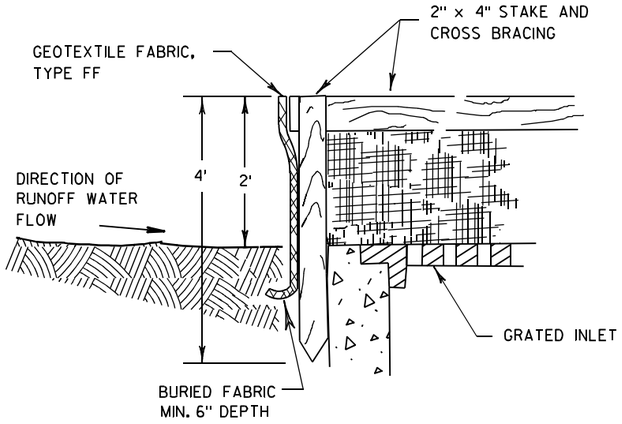
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

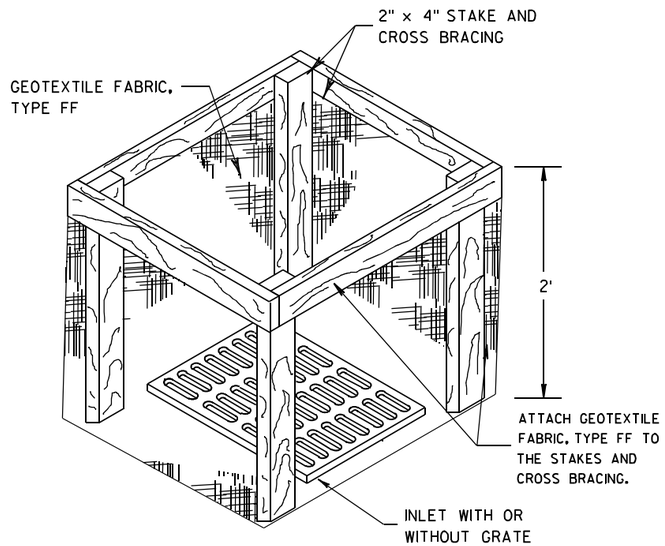
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S.D.D. 8 E 9-6

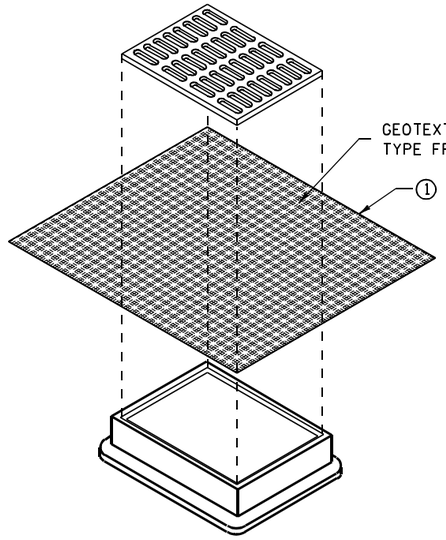
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S.D.D. 8 E 9-6



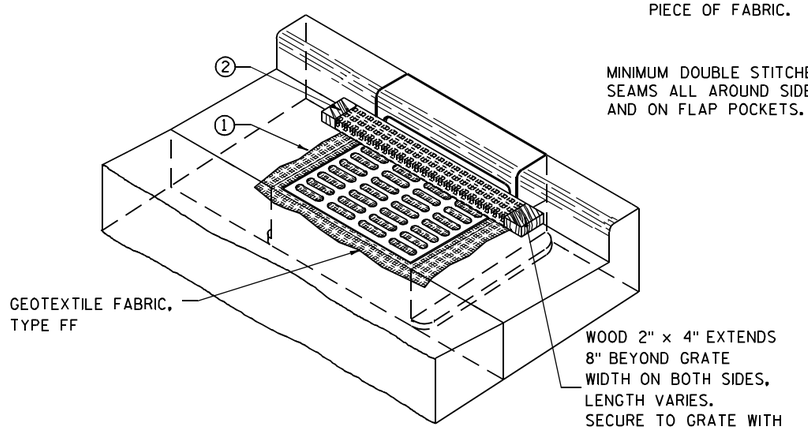


INLET PROTECTION, TYPE A

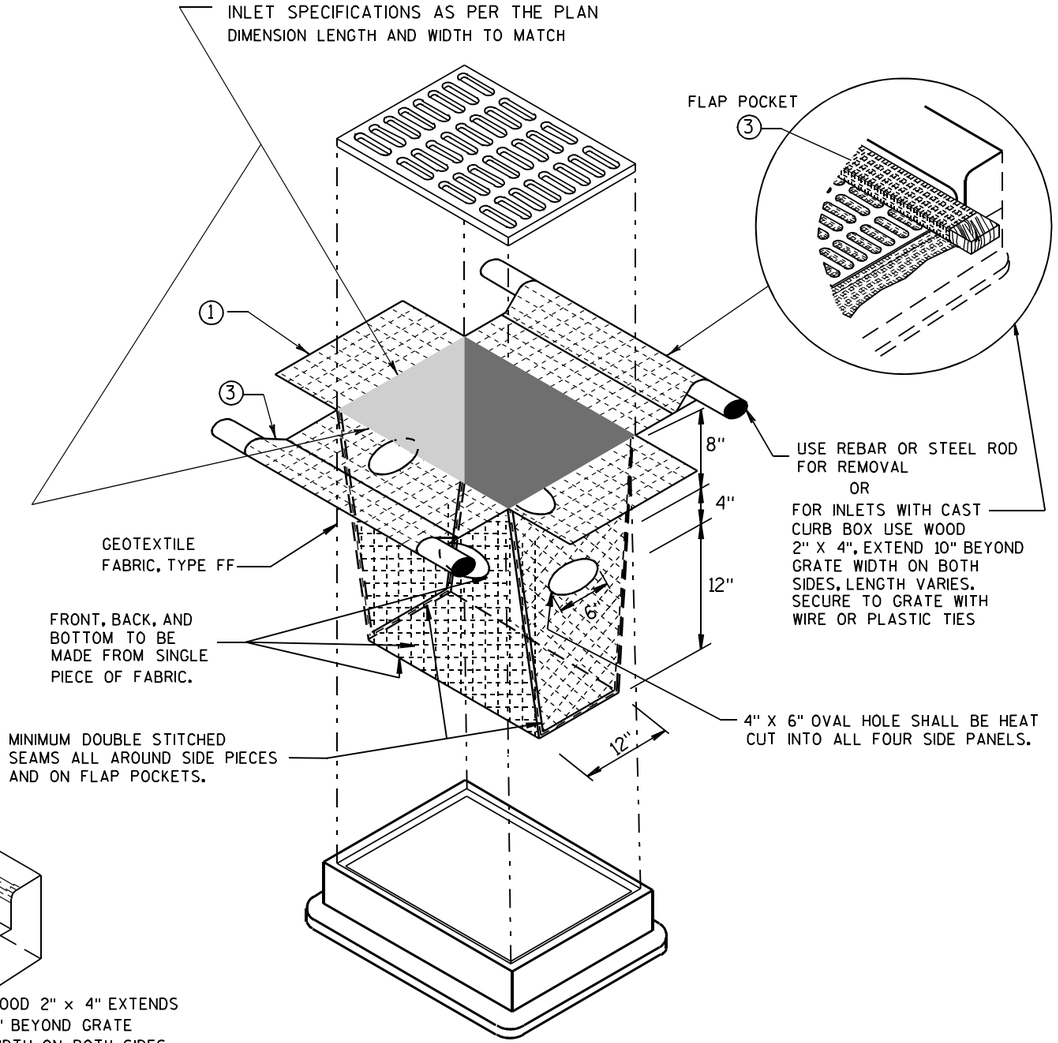


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

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DEPARTMENT OF TRANSPORTATION

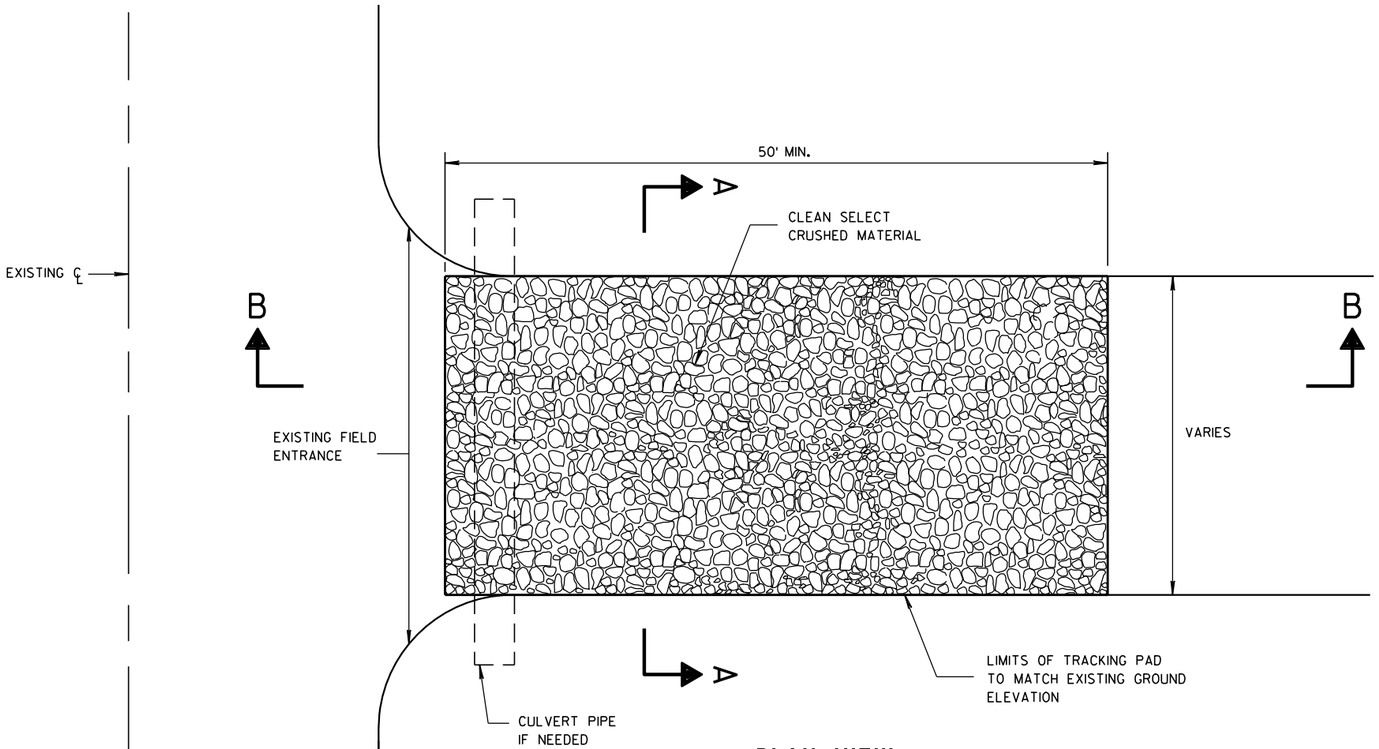
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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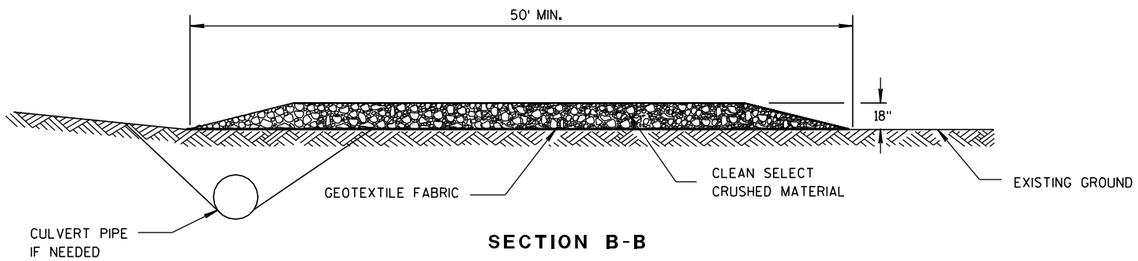
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW



SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

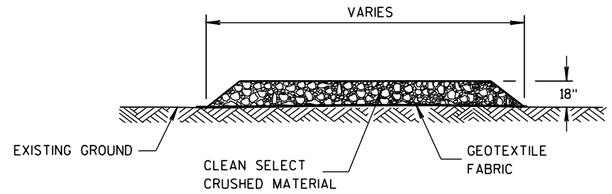
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

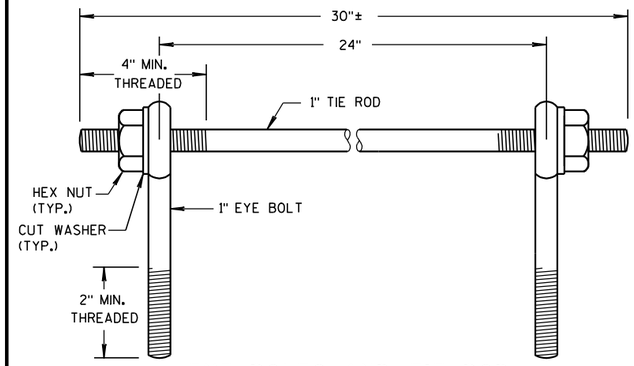
APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
ENT
FHWA

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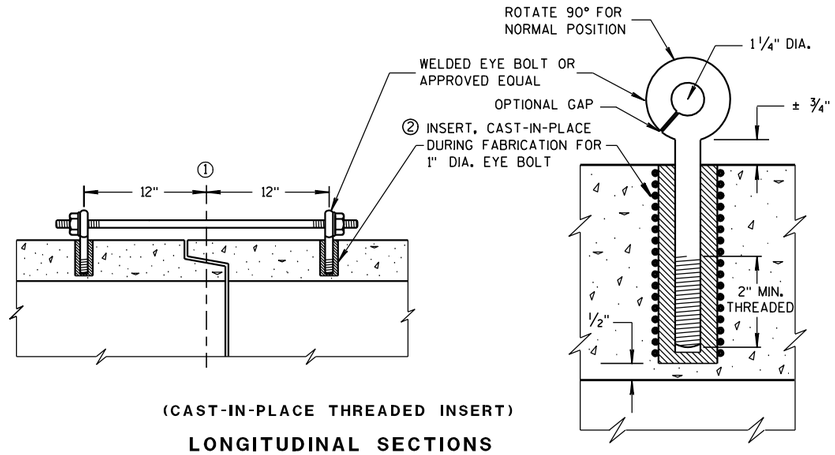
S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

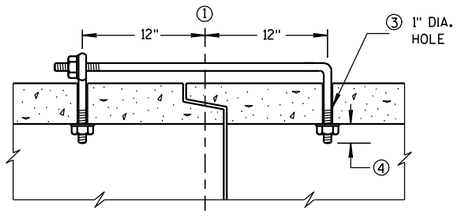
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

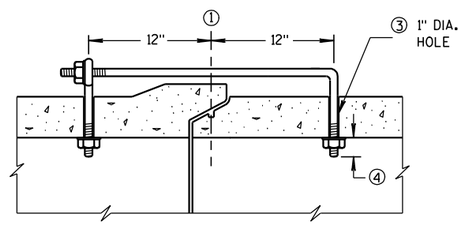
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

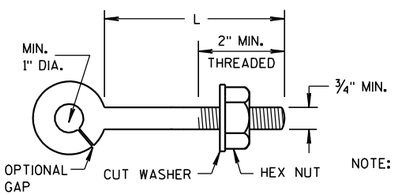


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

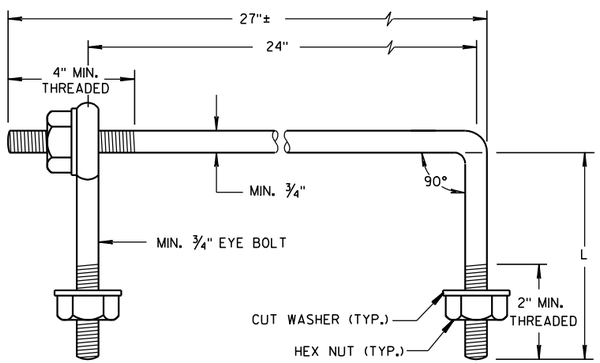
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

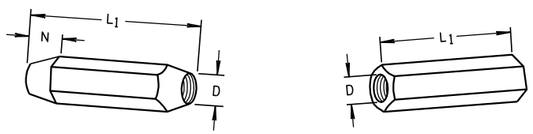
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

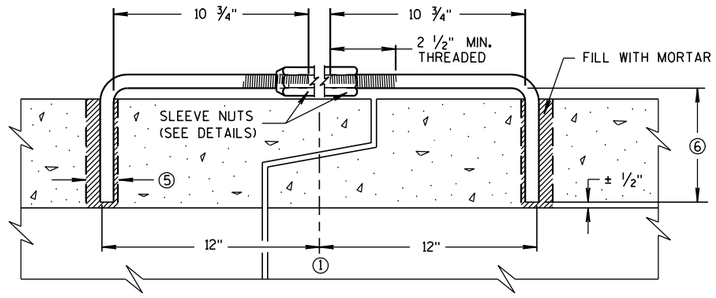
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

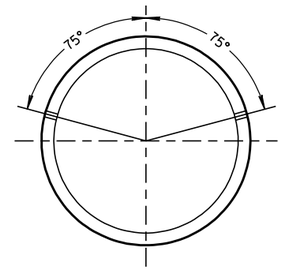
SLEEVE NUTS



LONGITUDINAL SECTION

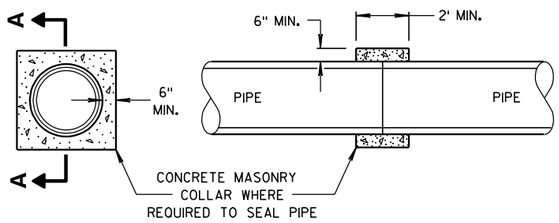
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

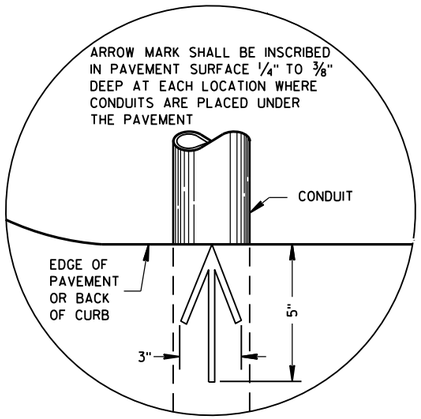
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
142
FHWA

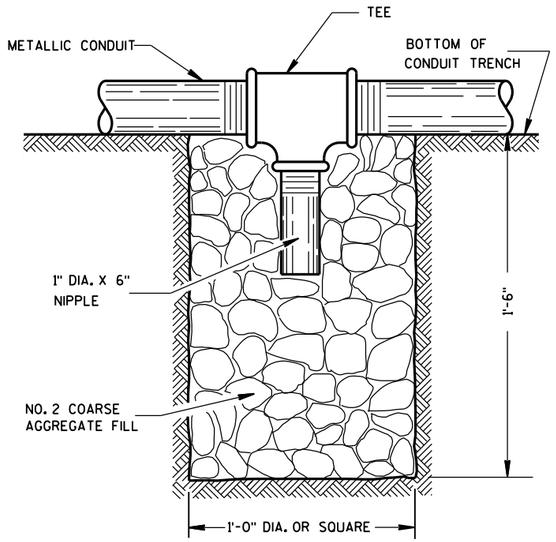
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S.D.D. 8 F 4-7



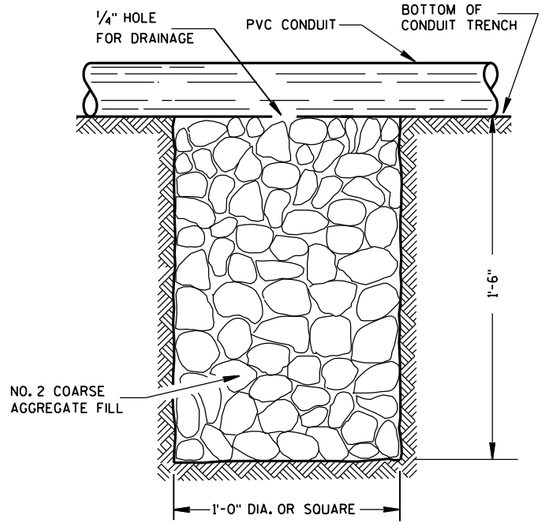
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

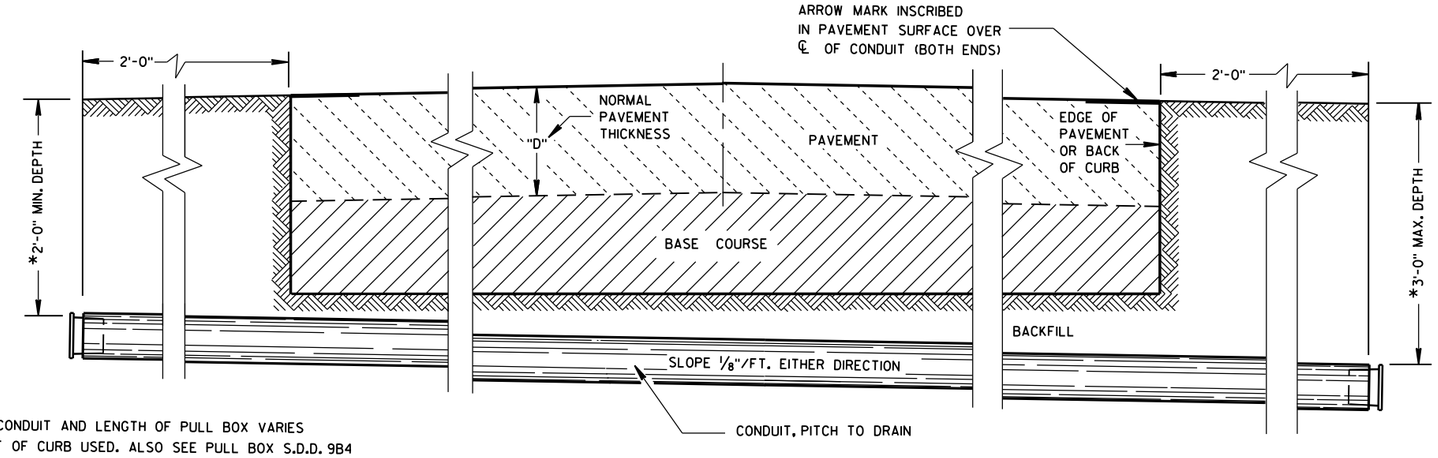
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

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

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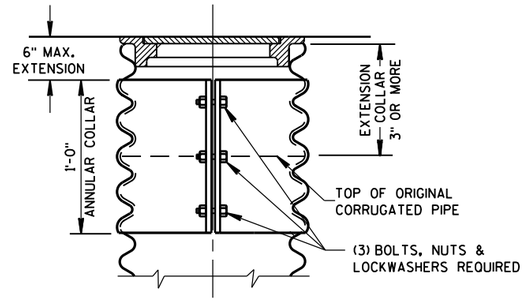
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

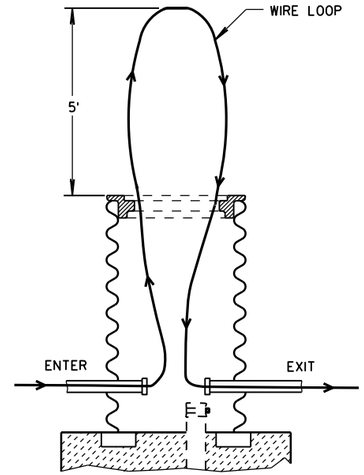
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

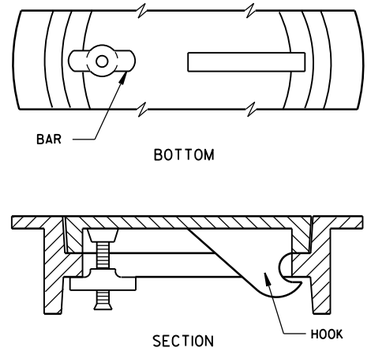
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

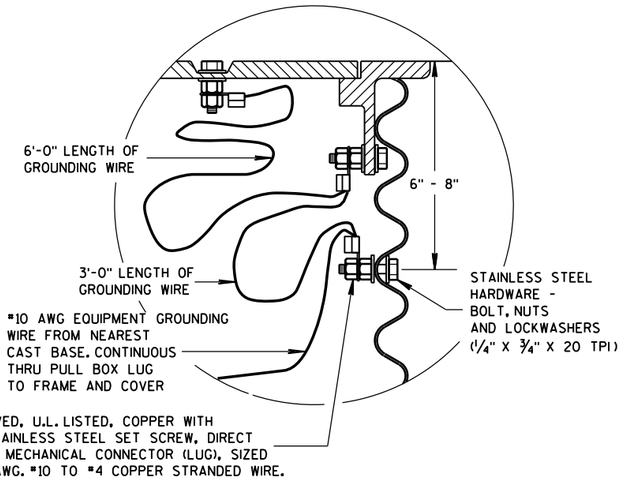


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

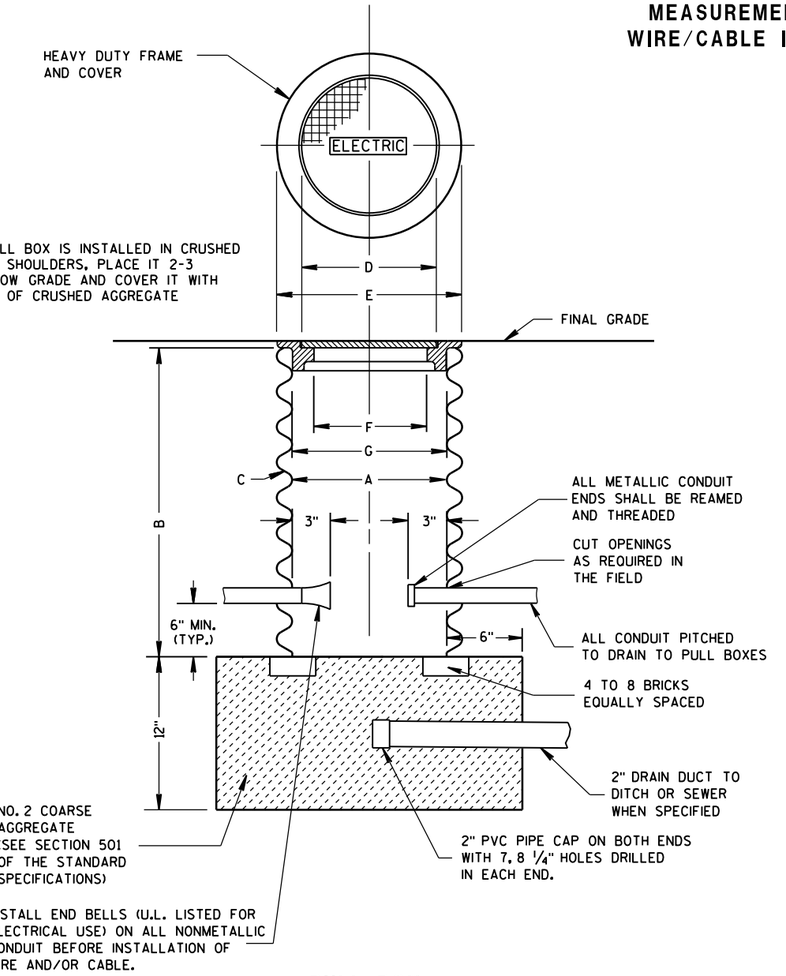


ALTERNATE COVER (LOCKING)

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.

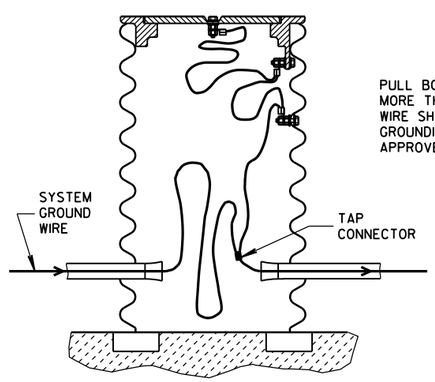
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

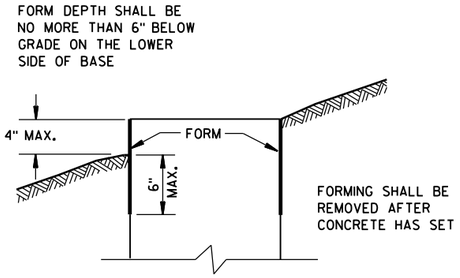
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

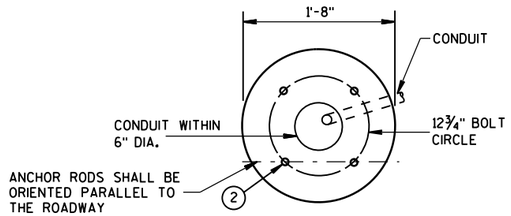
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

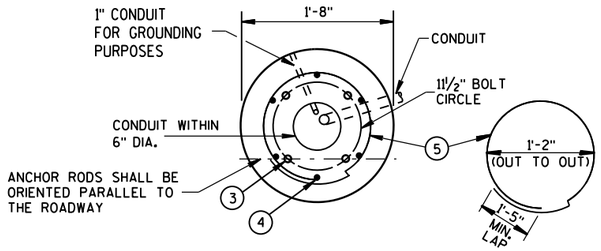
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

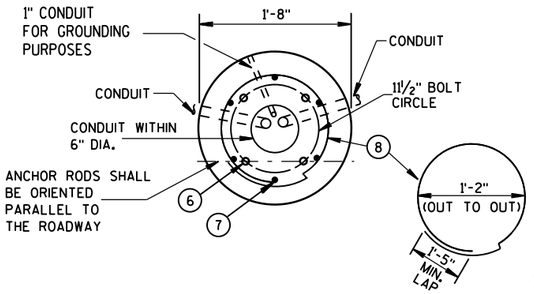
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

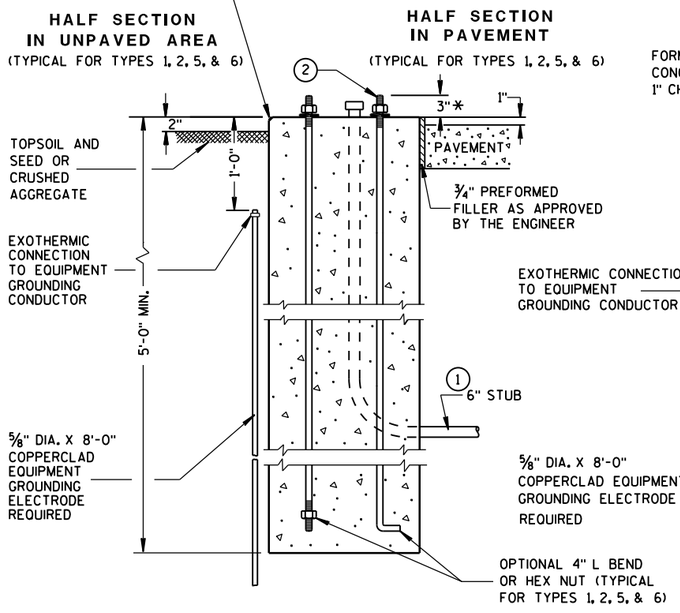


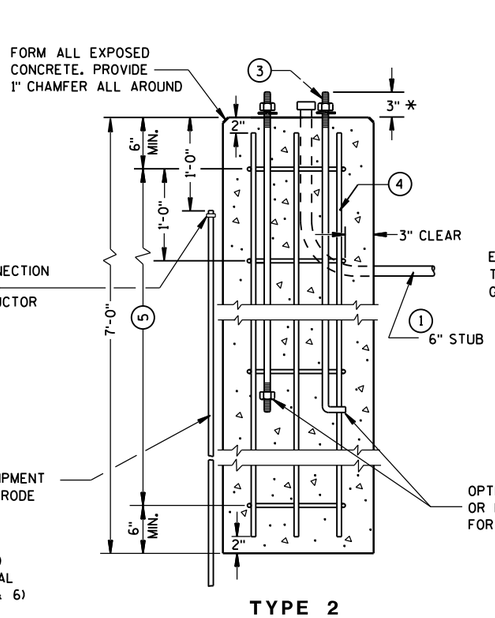




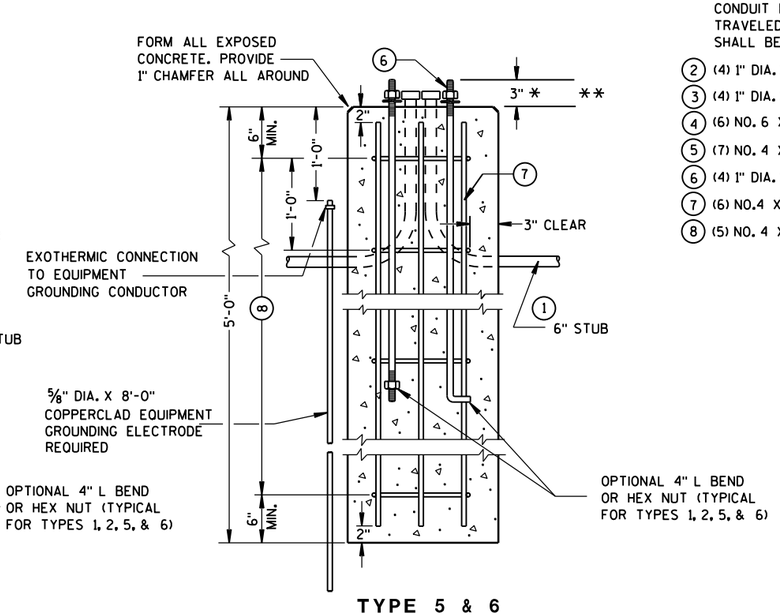
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)





TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 2-7

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

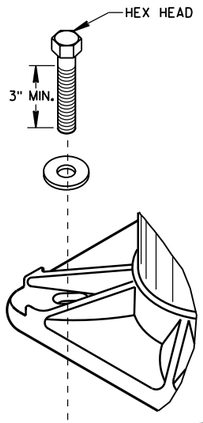
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

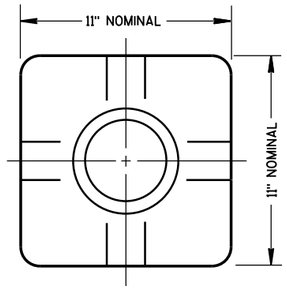
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

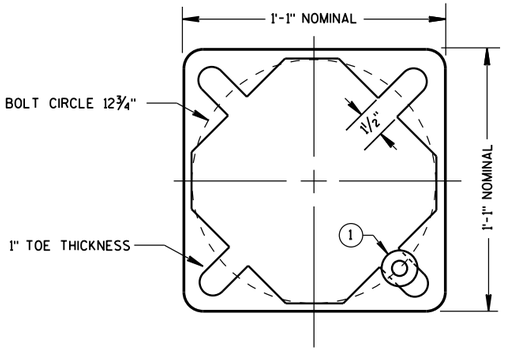
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

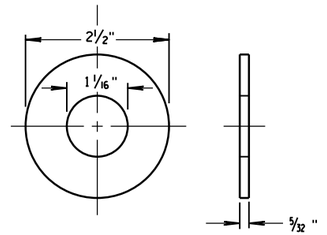




TOP VIEW
(PEDESTAL BASE)

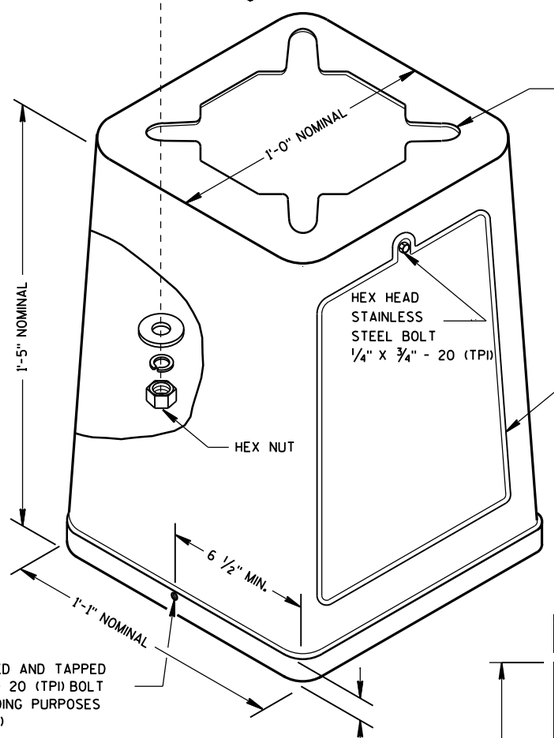


BOTTOM VIEW
(PEDESTAL BASE)

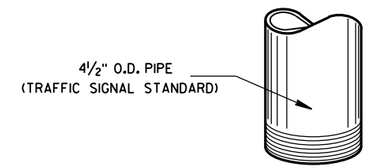


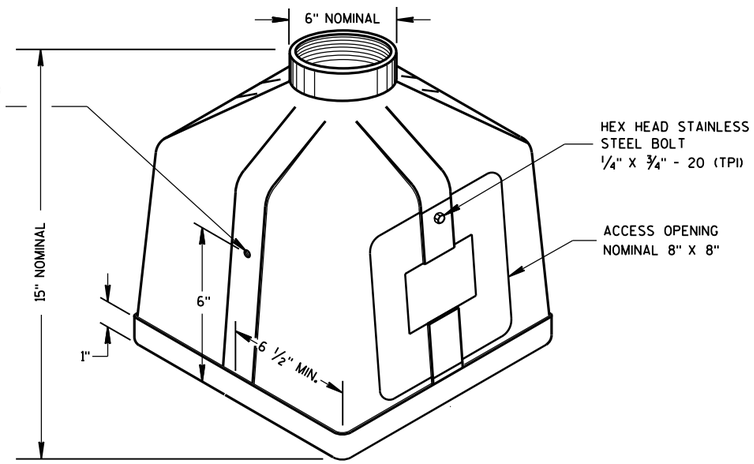
ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)



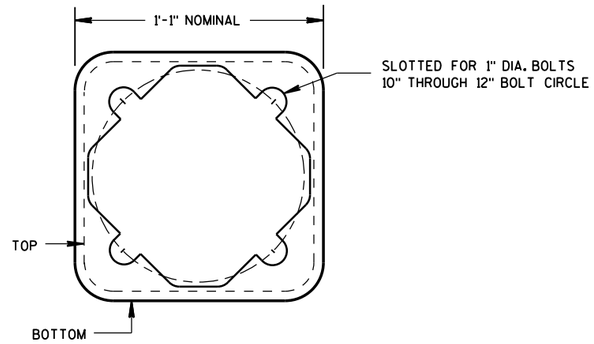
ISOMETRIC VIEW



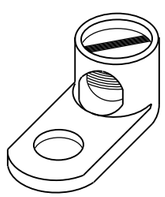


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

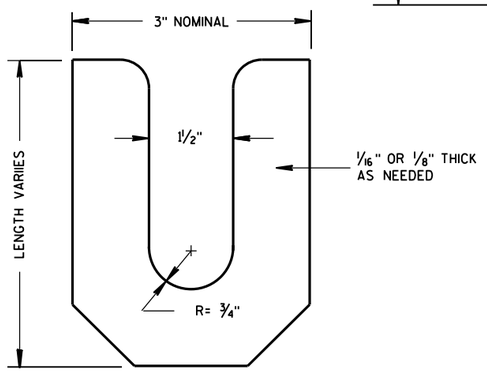


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

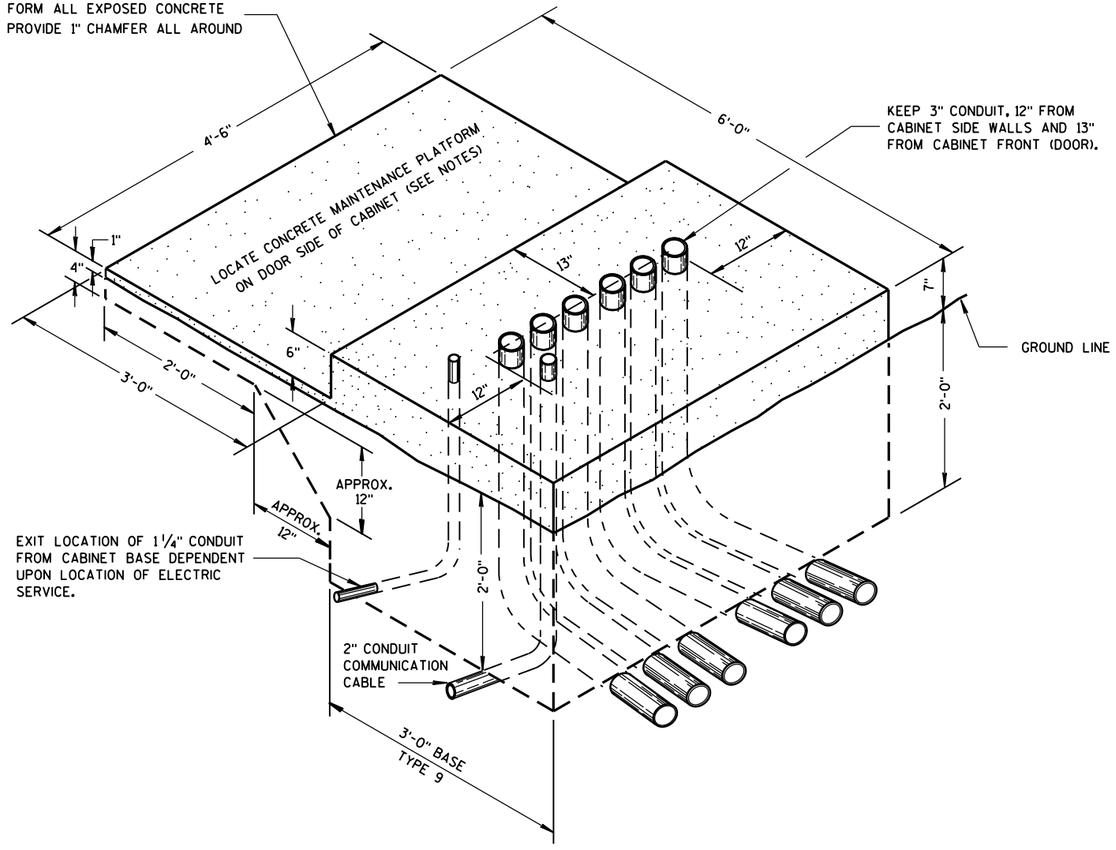
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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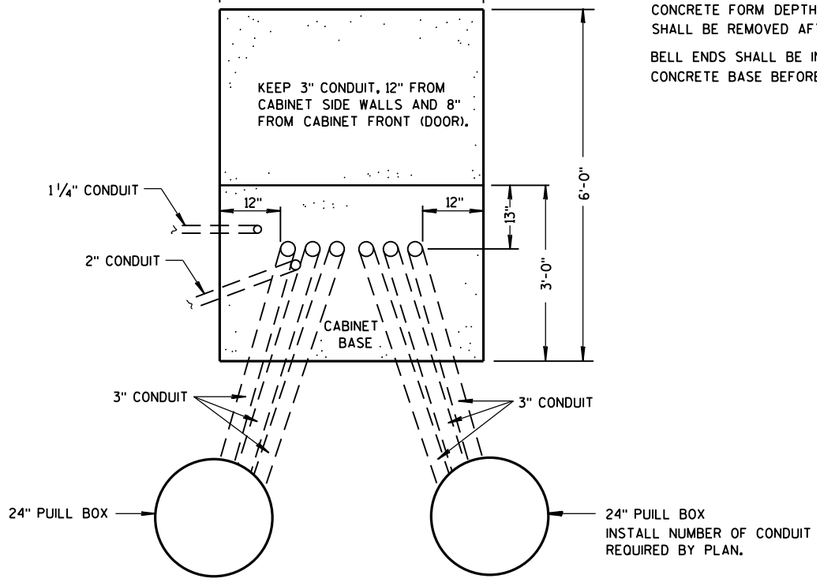
S.D.D. 9 C 3-4



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

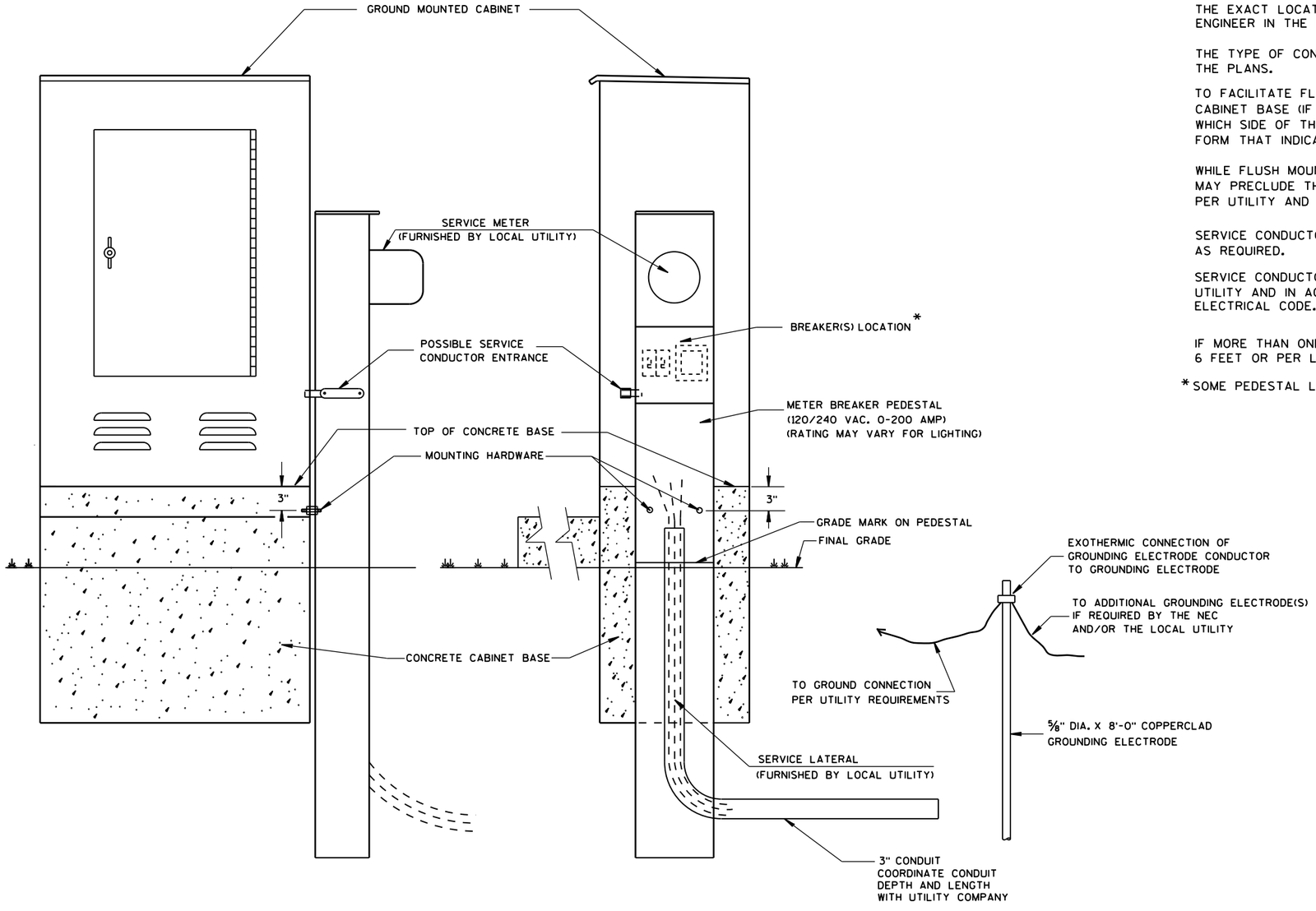
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

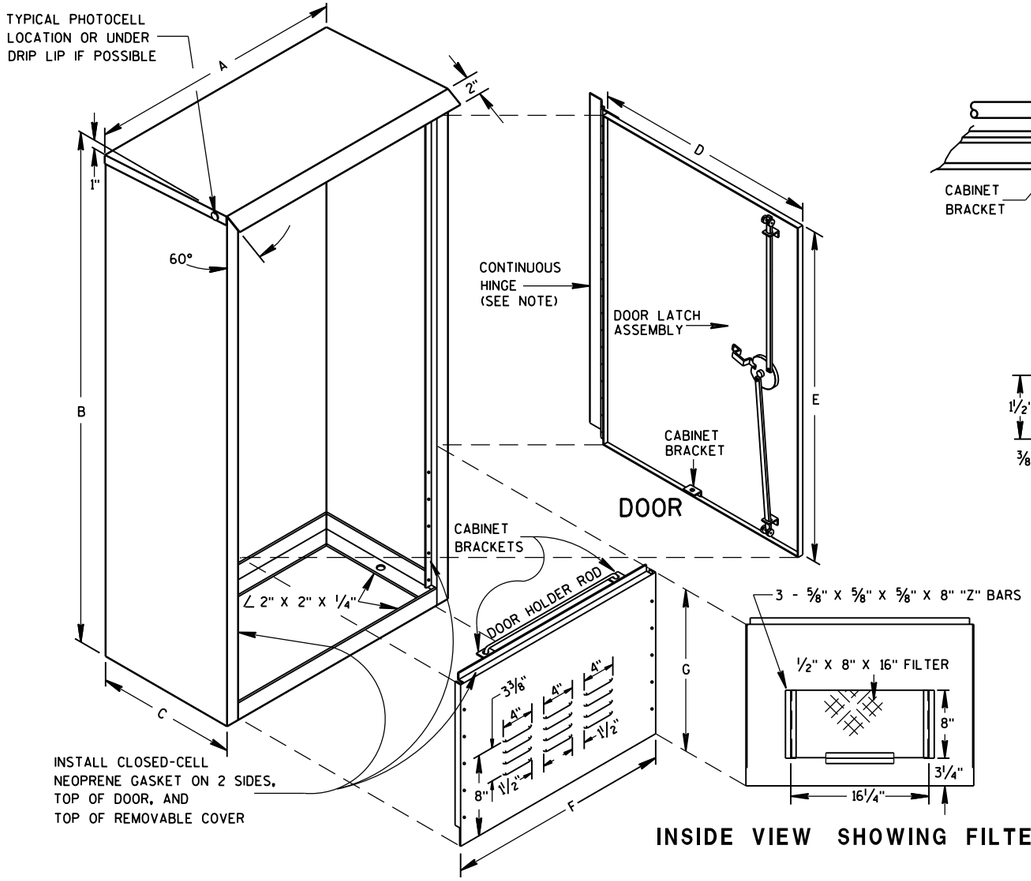
*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

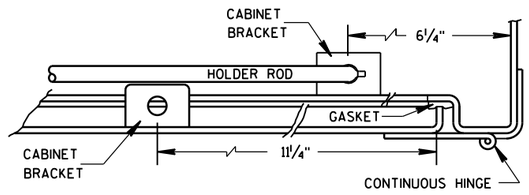
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6
S.D.D. 9 D 1-5

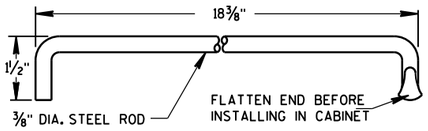


REMOVABLE COVER

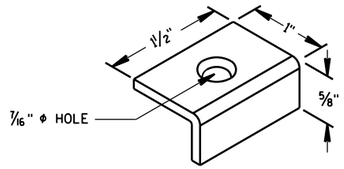
INSIDE VIEW SHOWING FILTER



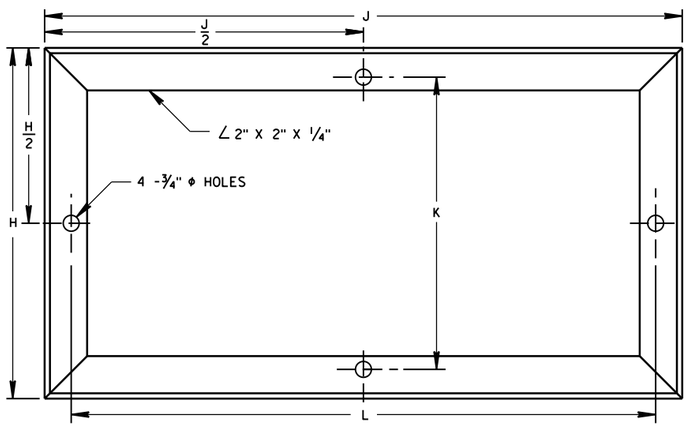
HINGE & DOOR HOLDER



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.

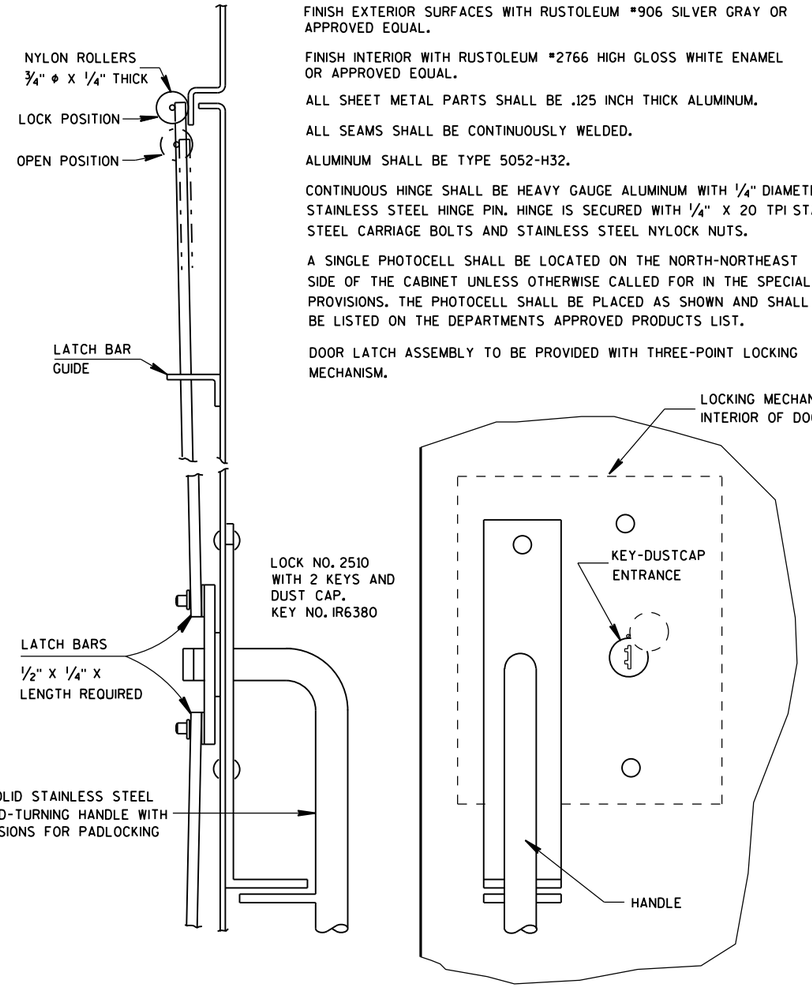
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

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.

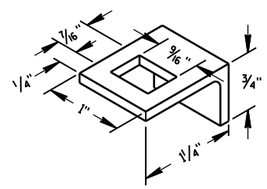
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



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

FHWA

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S.D.D. 9 D 2-3

6

S.D.D. 9 D 2-3

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

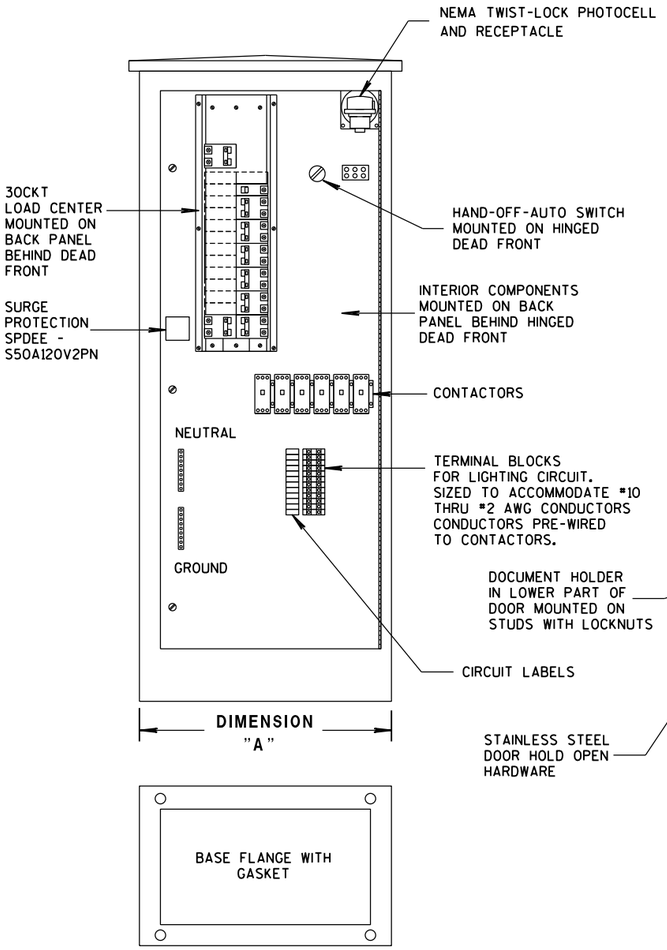
ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

FRONT INTERIOR ELEVATION



SIDE VIEW

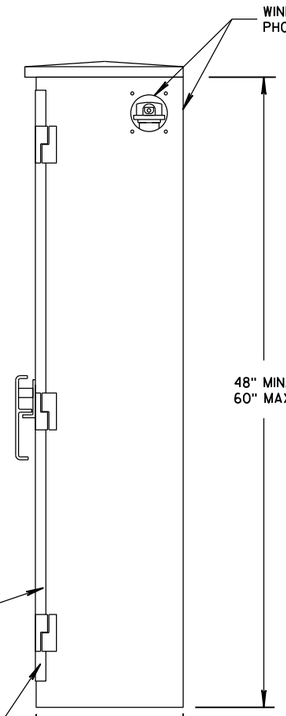
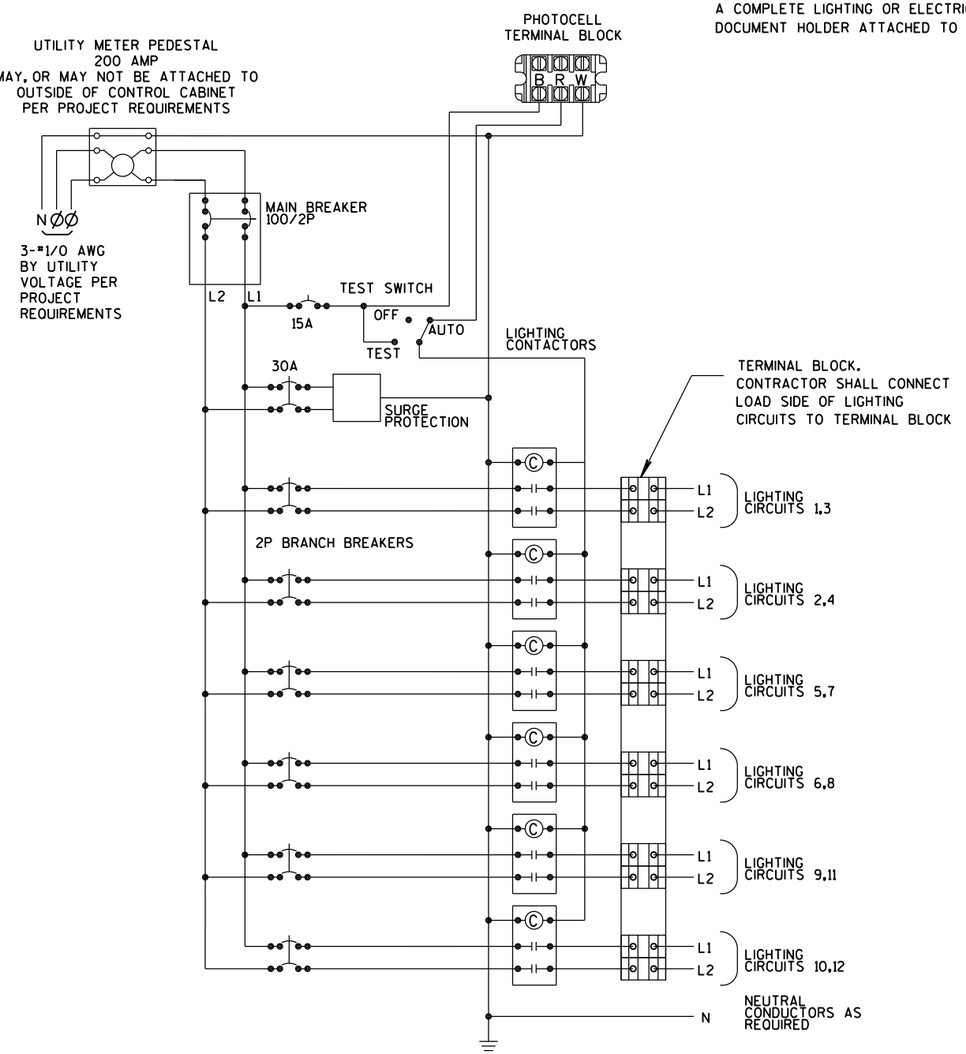


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"



CONTROL CABINET SCHEMATIC

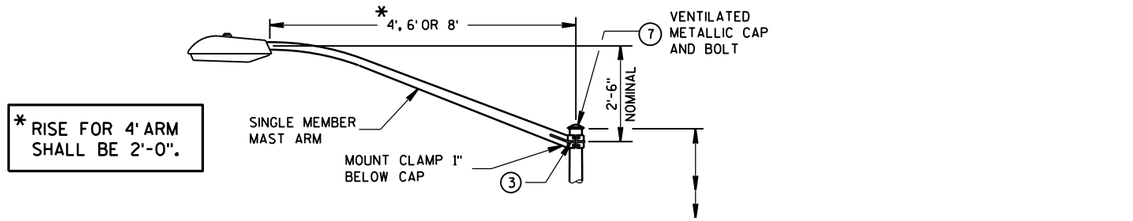
LIGHTING CONTROL CABINET

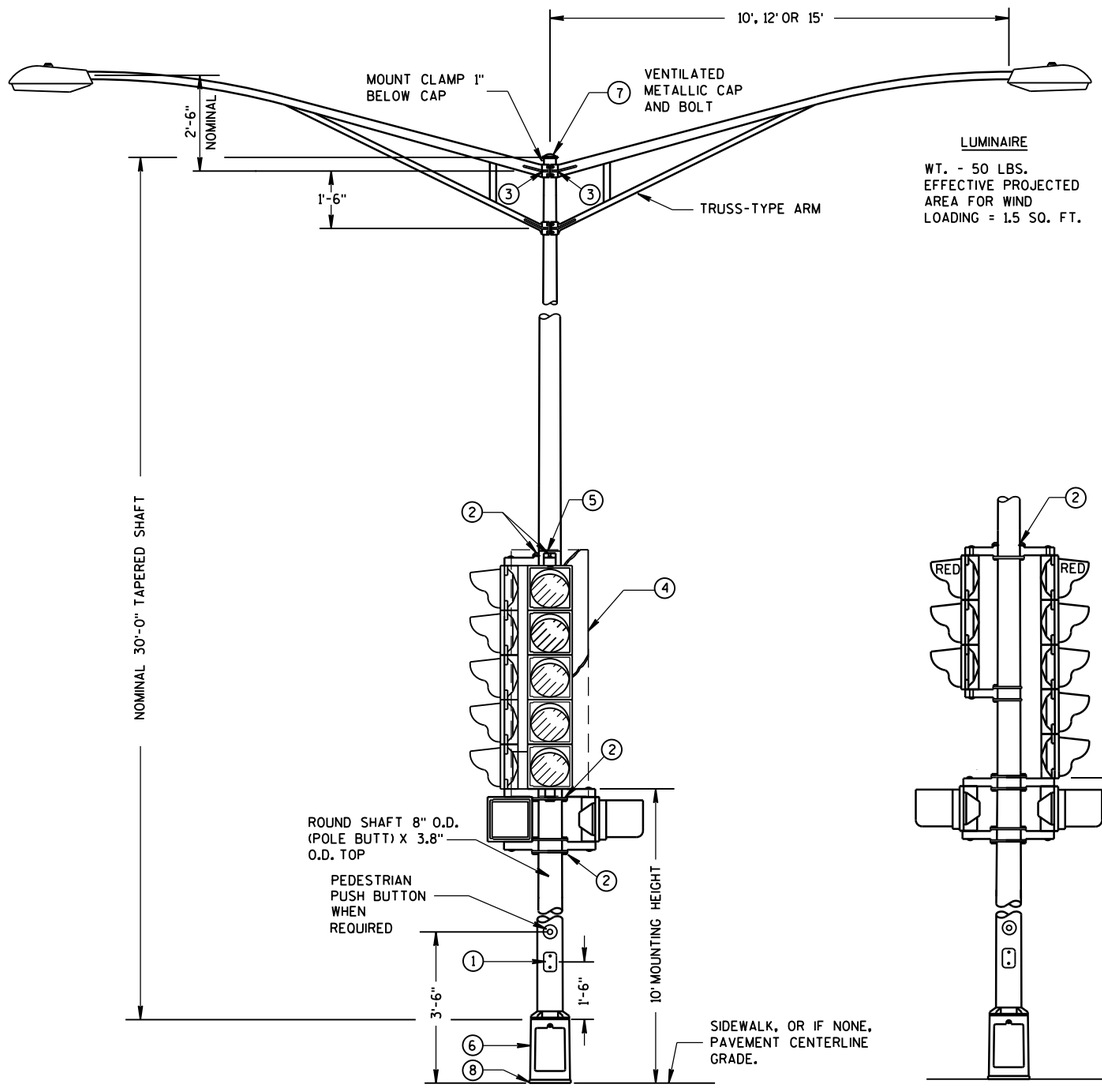
LIGHTING CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINEER
FHWA

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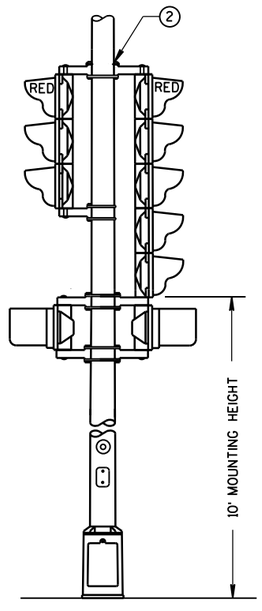




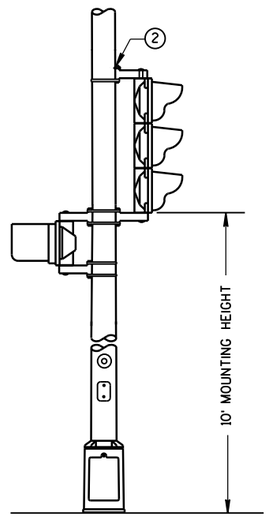
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

(MAXIMUM LOAD)

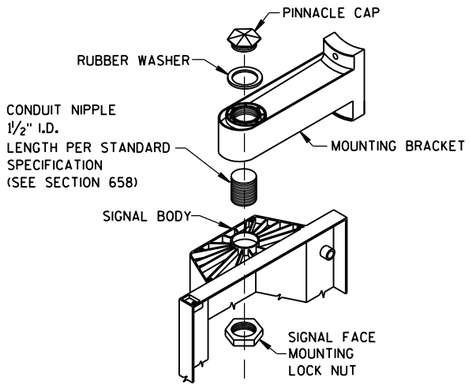


TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 4 POLE MOUNTING CONFIGURATION



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

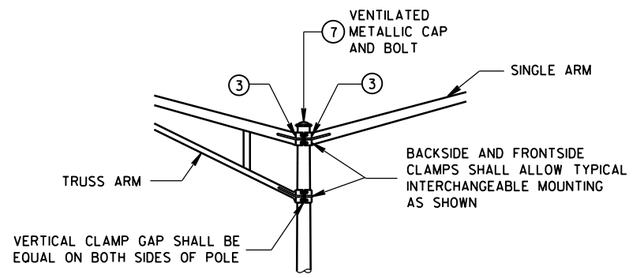
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



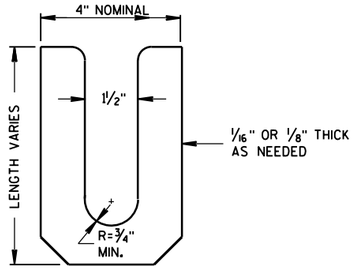
INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

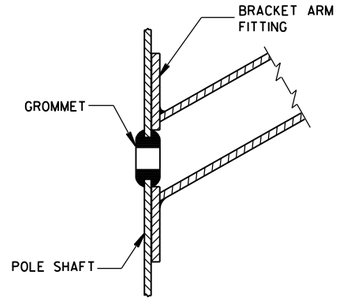
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S.D.D. 9 E 1-14c

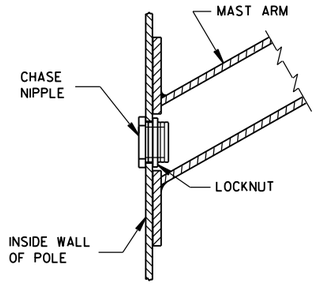


LEVELING SHIM (13)

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.

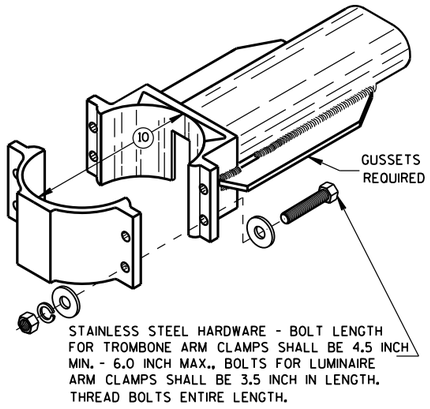
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

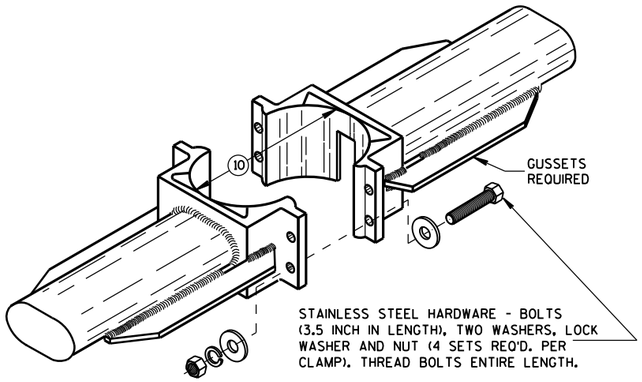
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

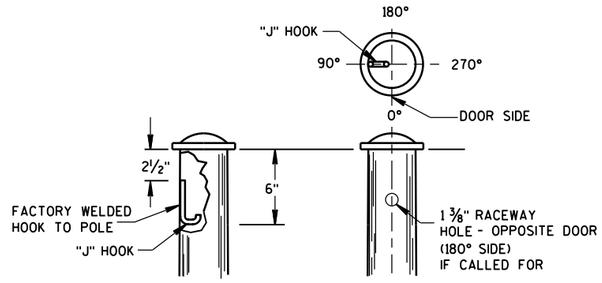
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



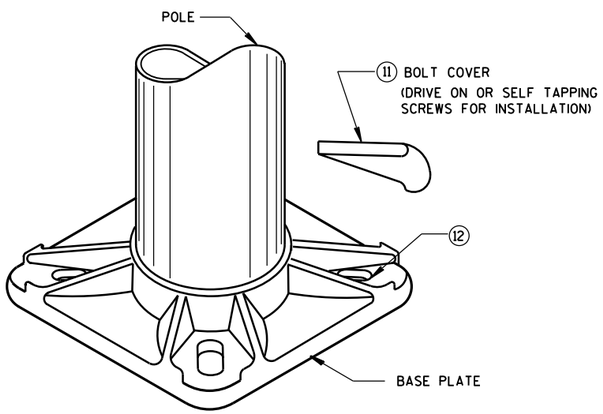
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



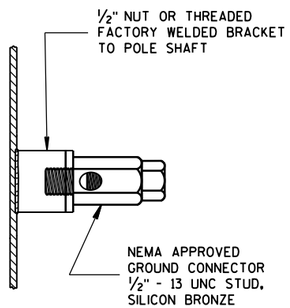
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

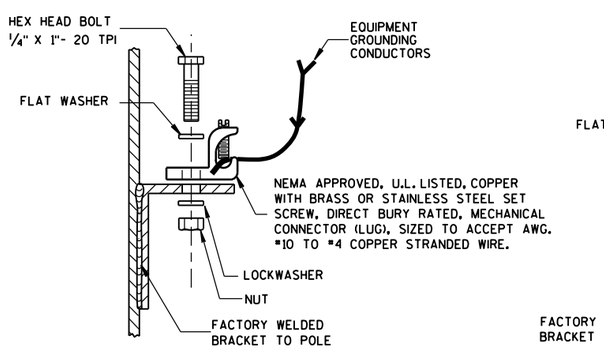


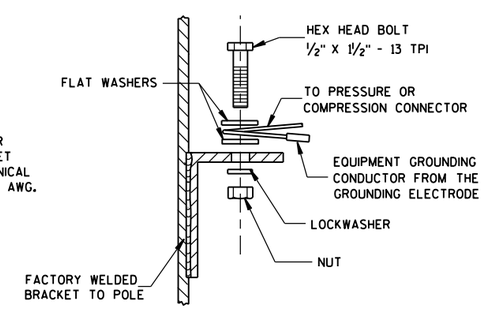
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

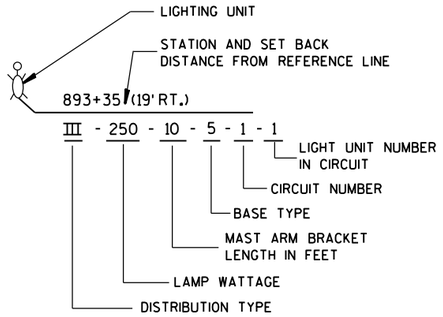
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

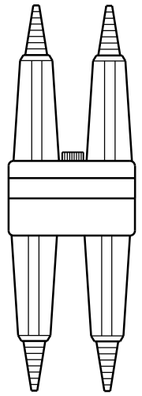
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

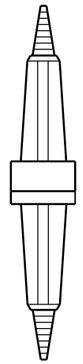
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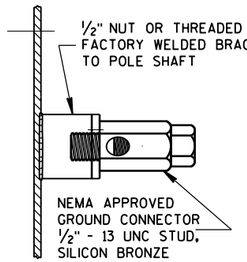
LIGHTING UNIT CODE
(TYPICAL)

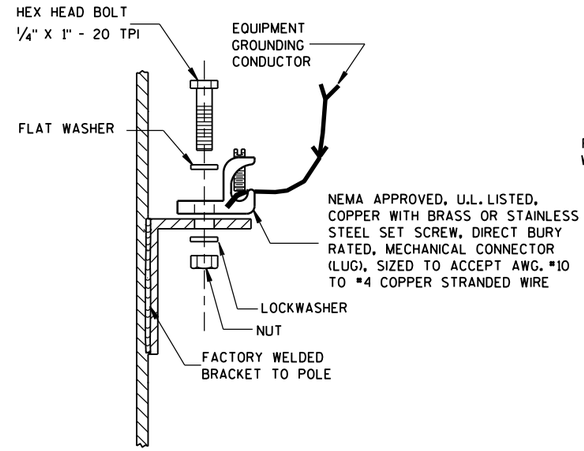


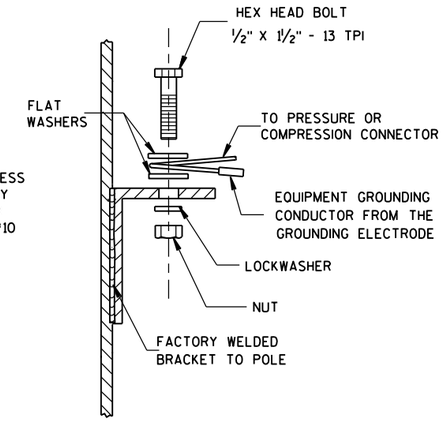
DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



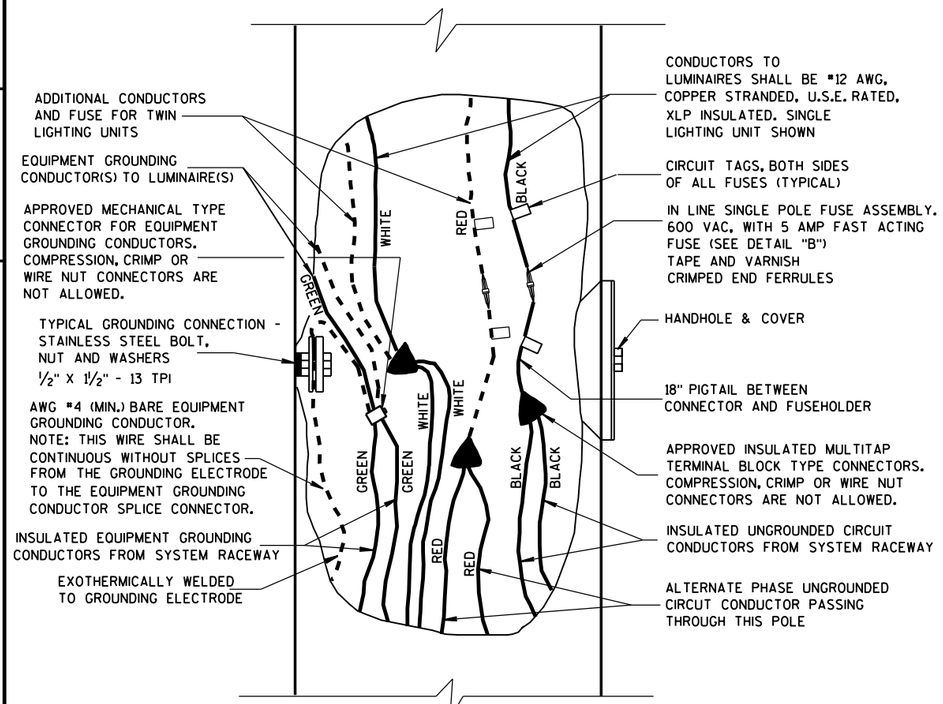
DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



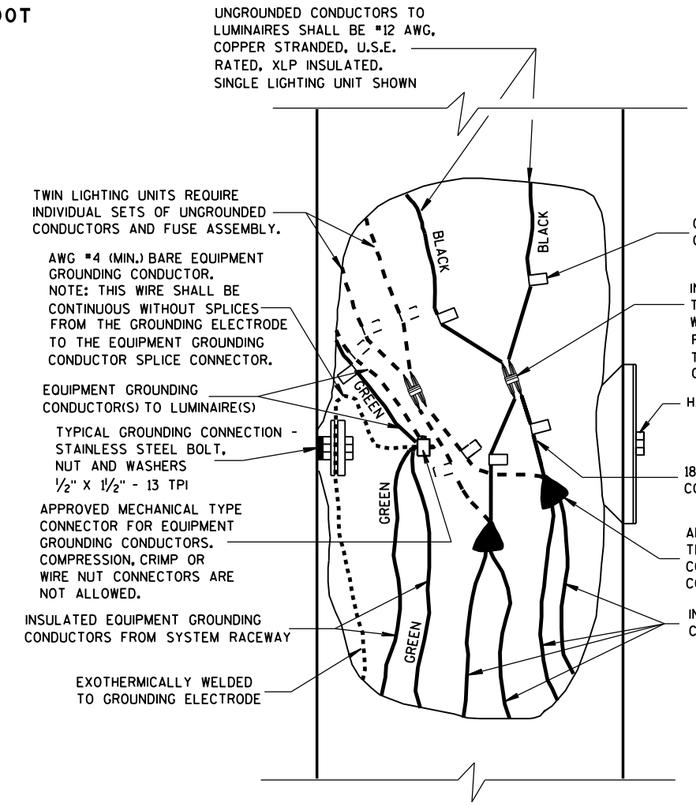




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



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.

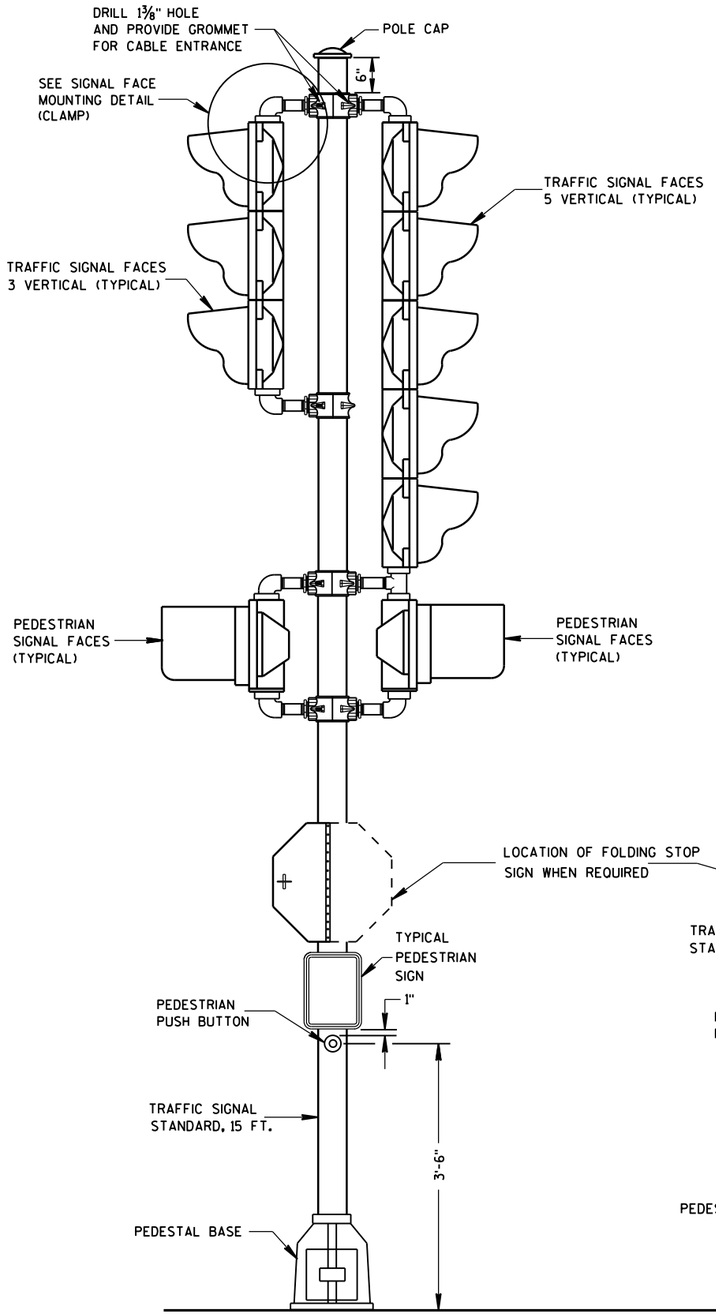
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

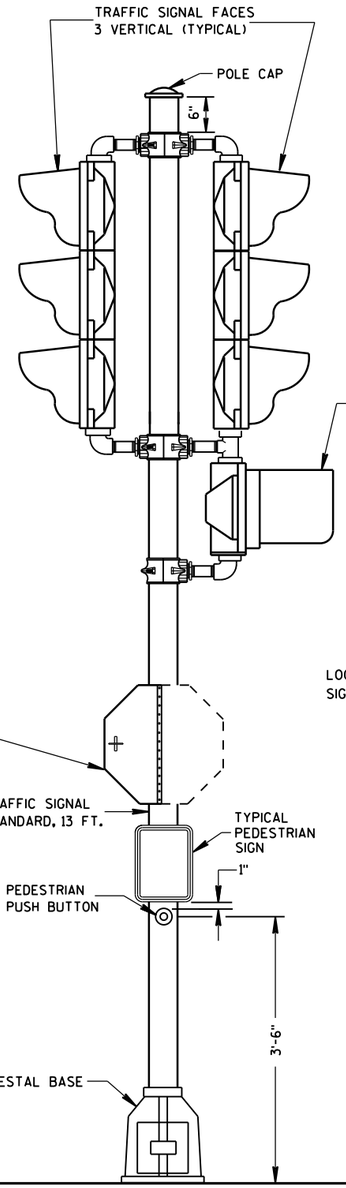
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

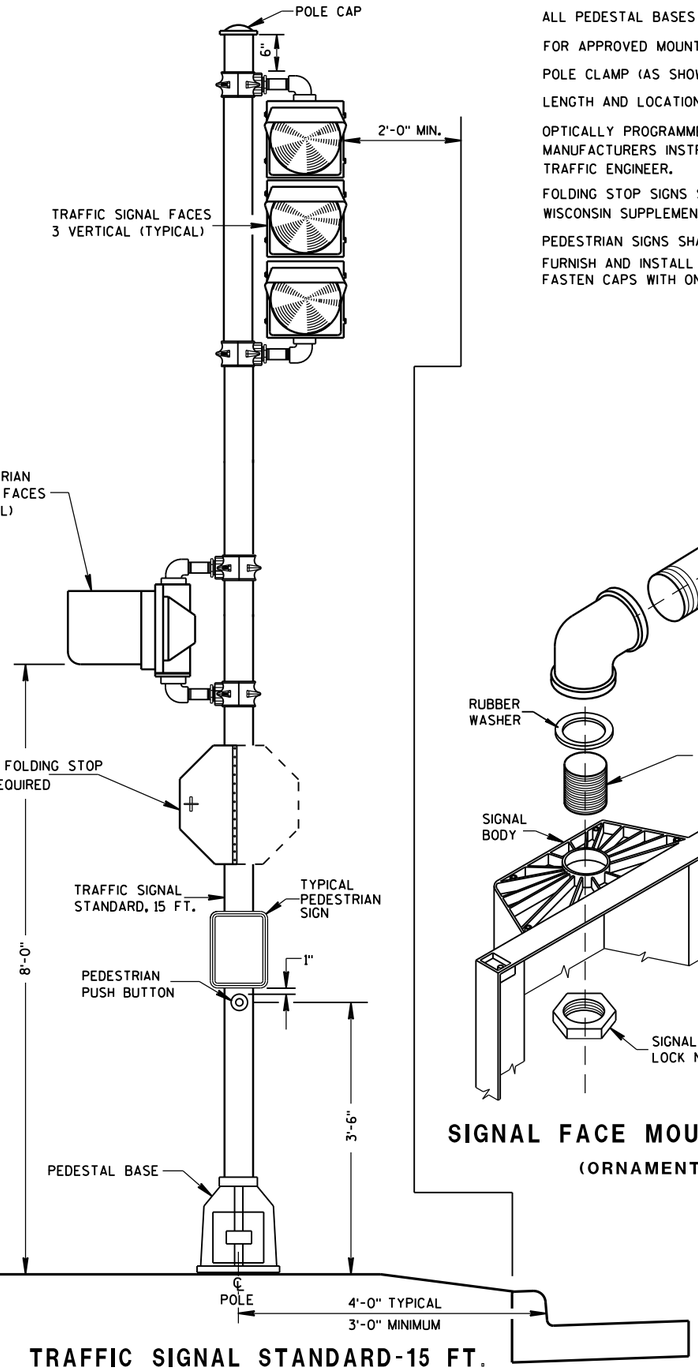
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TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.



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.

POLE CLAMP (AS SHOWN) MOUNTING BRACKETS SHALL BE USED.

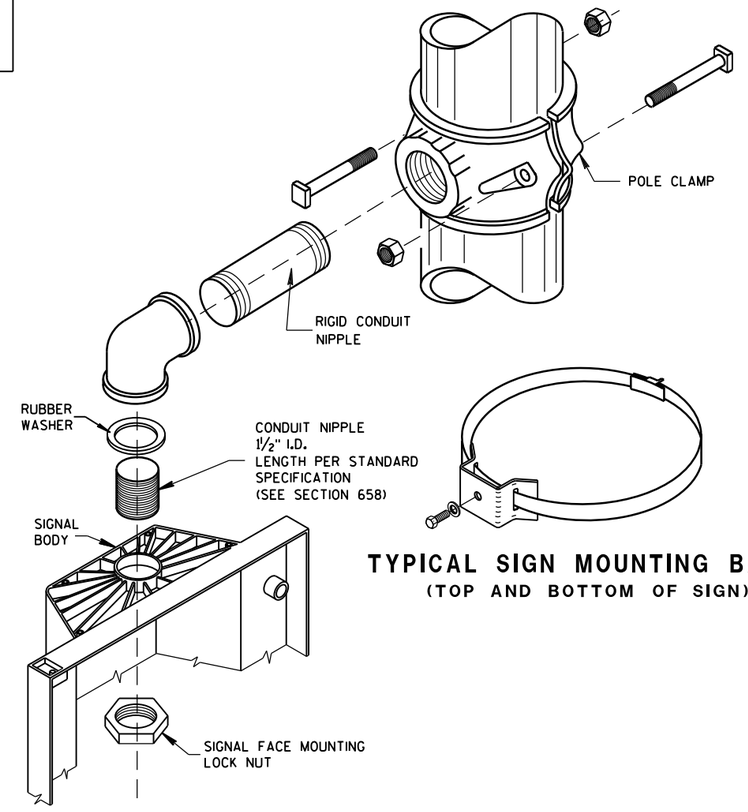
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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 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) 1/4" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(ORNAMENTAL)

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

TRAFFIC SIGNAL STANDARD
ORNAMENTAL BRACKET MOUNTINGS
TYPICAL FOR 13 FT. OR 15 FT.

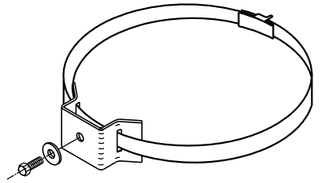
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

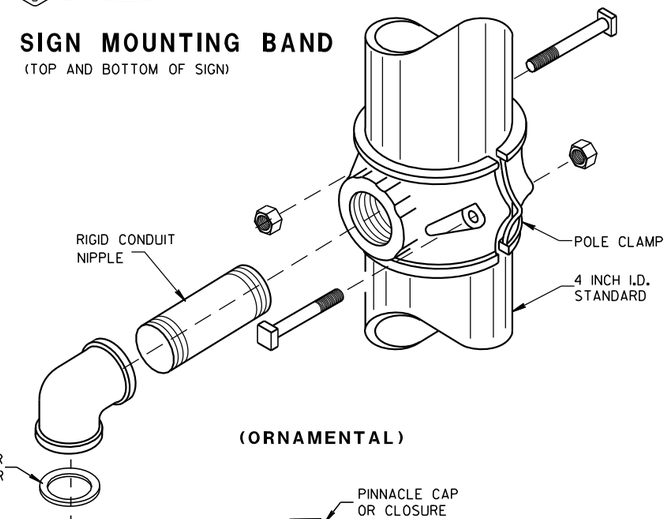
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S.D.D. 9 E 5-6

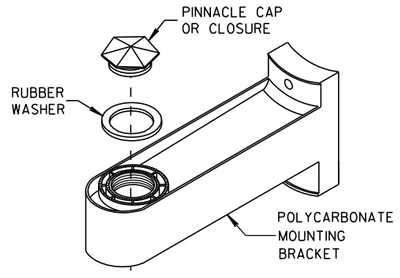
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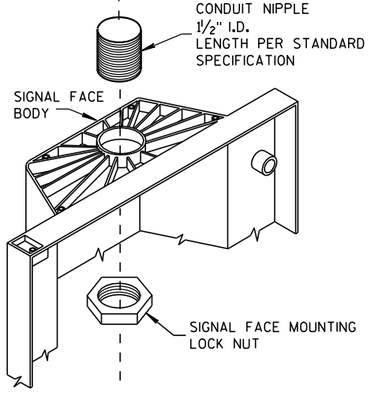
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



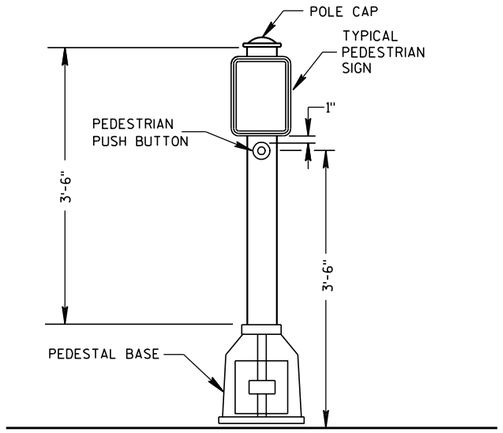
(ORNAMENTAL)



(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.

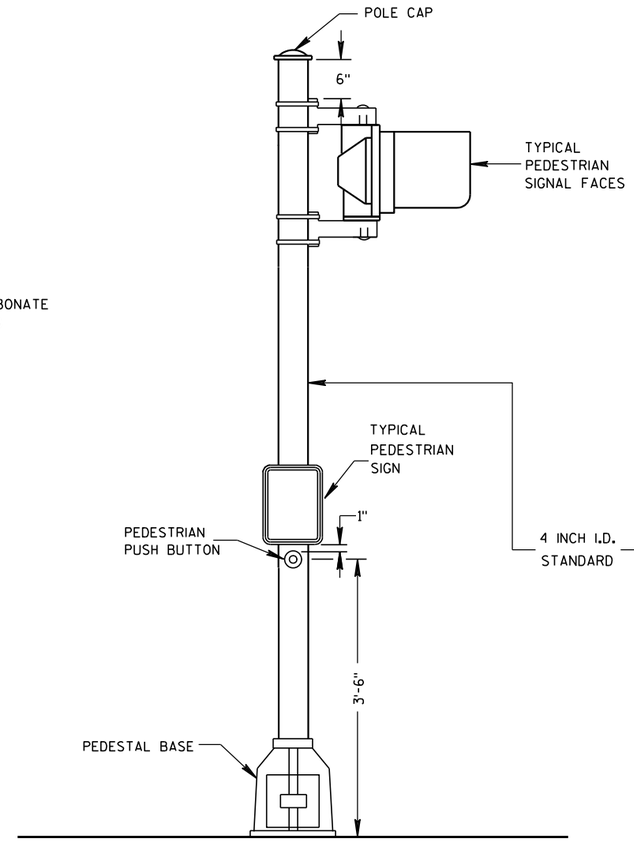
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

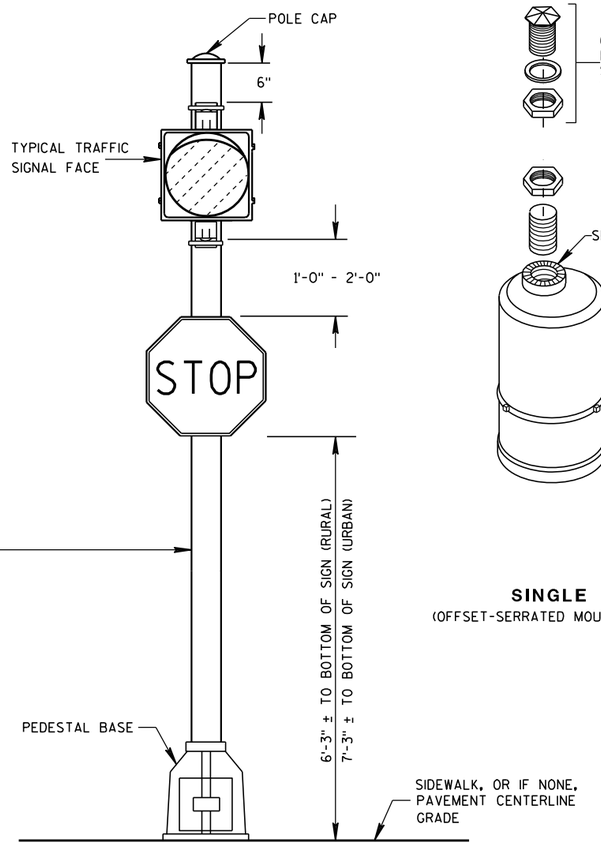
MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

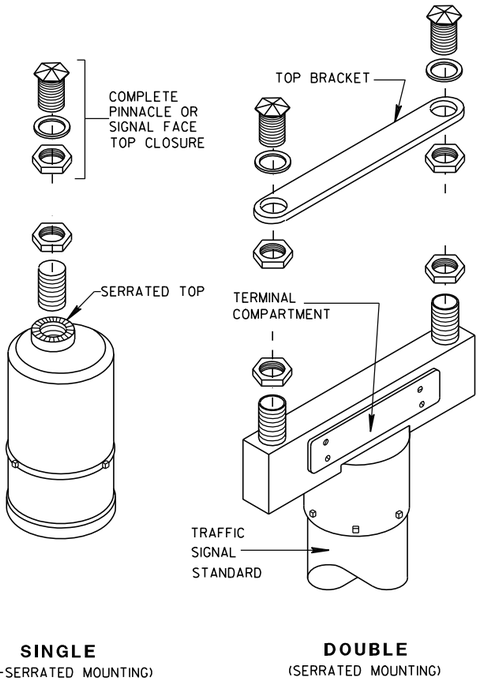
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



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

FHWA

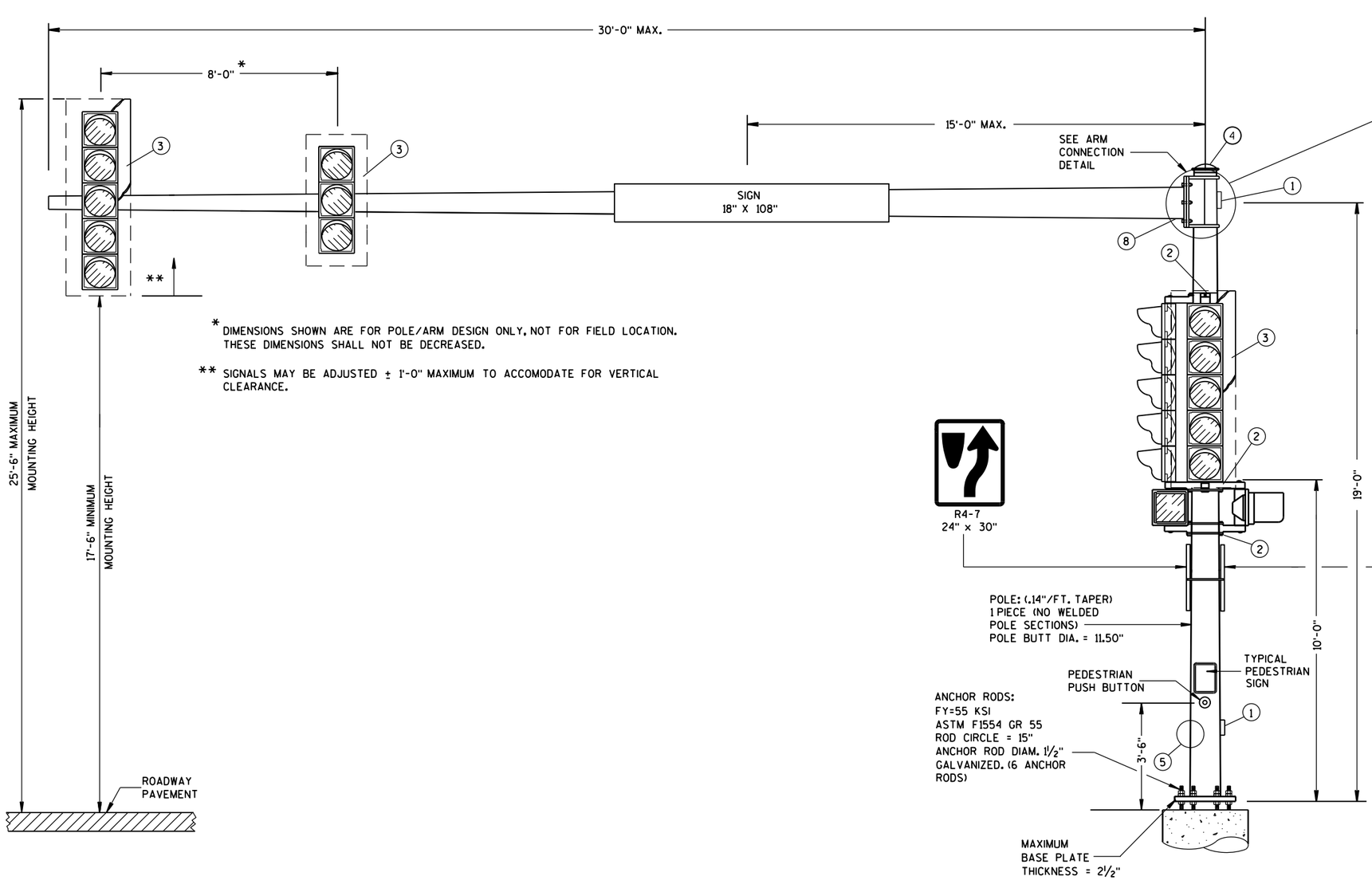
HWYS

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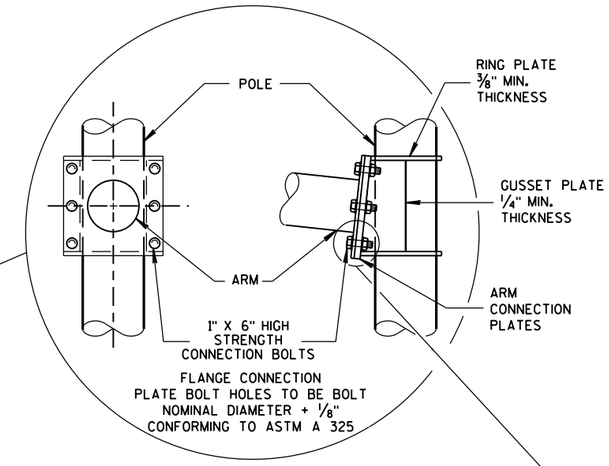
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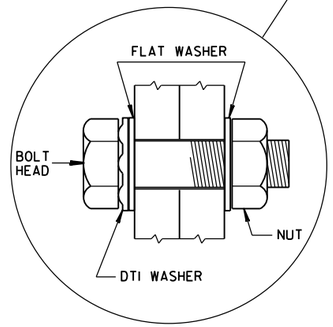


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

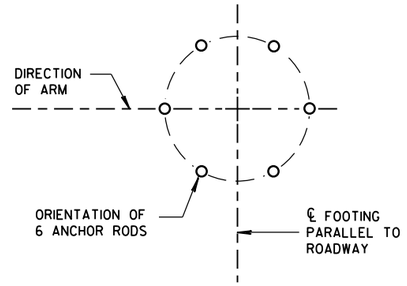
** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 9 POLE 15'- 30' MONOTUBE ARM

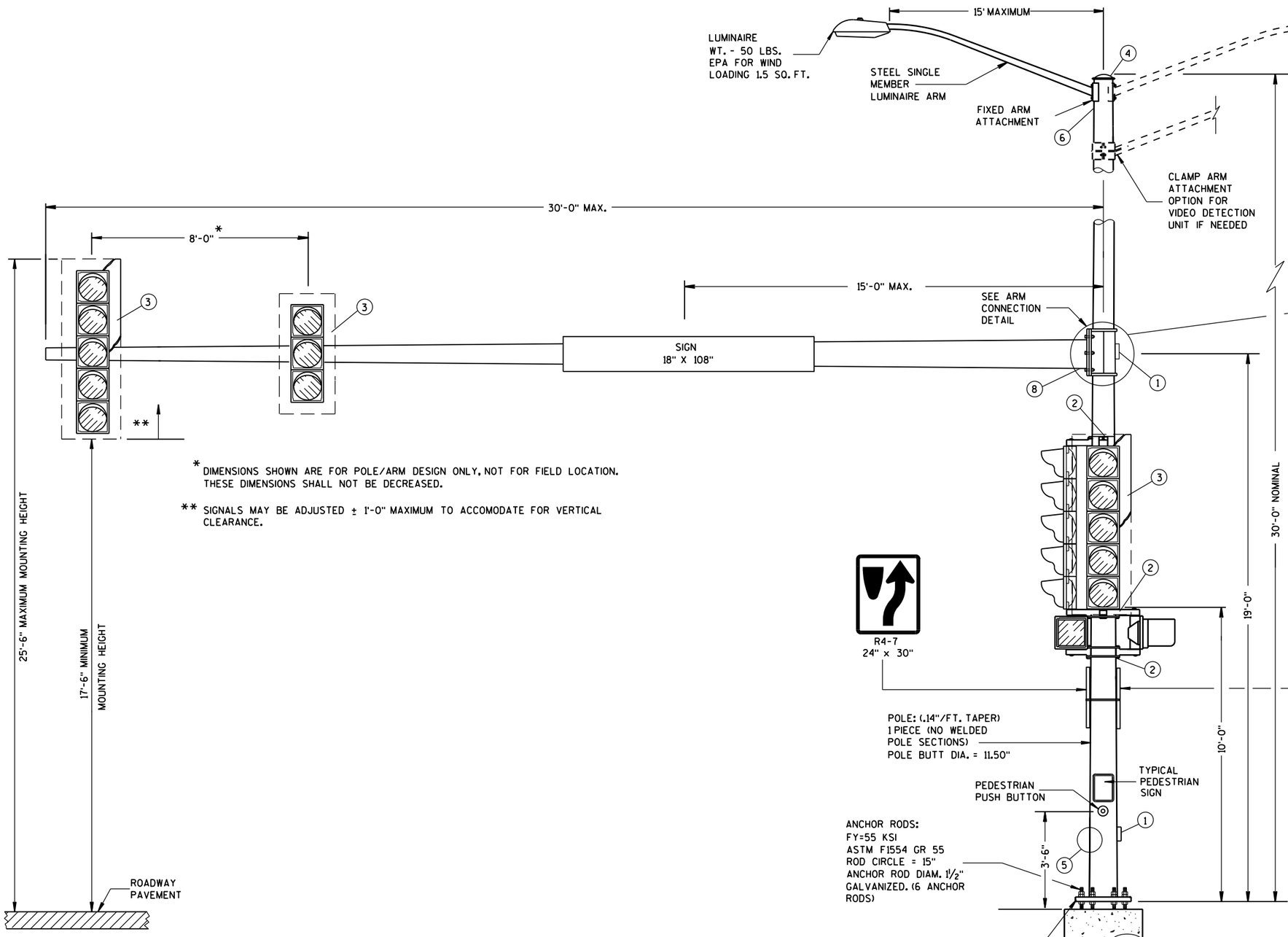
TYPE 9 POLE 15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

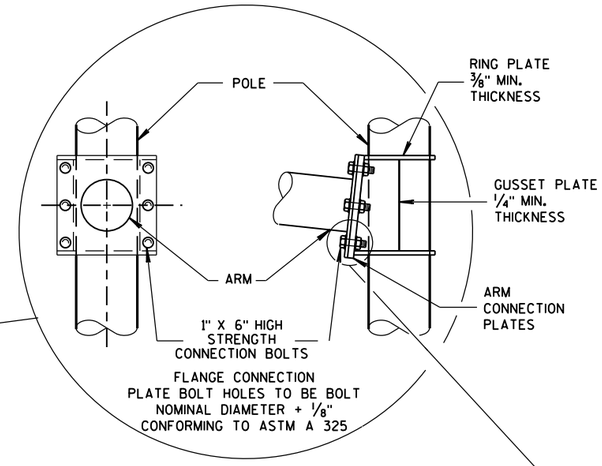
6

S.D.D. 9 E 8-7a

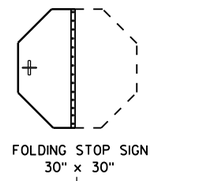


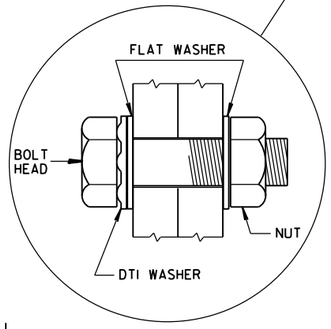
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

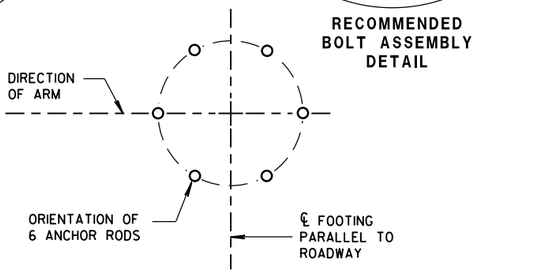


6 BOLT ARM CONNECTION DETAIL





RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 10 POLE
15'- 30' MONOTUBE ARM

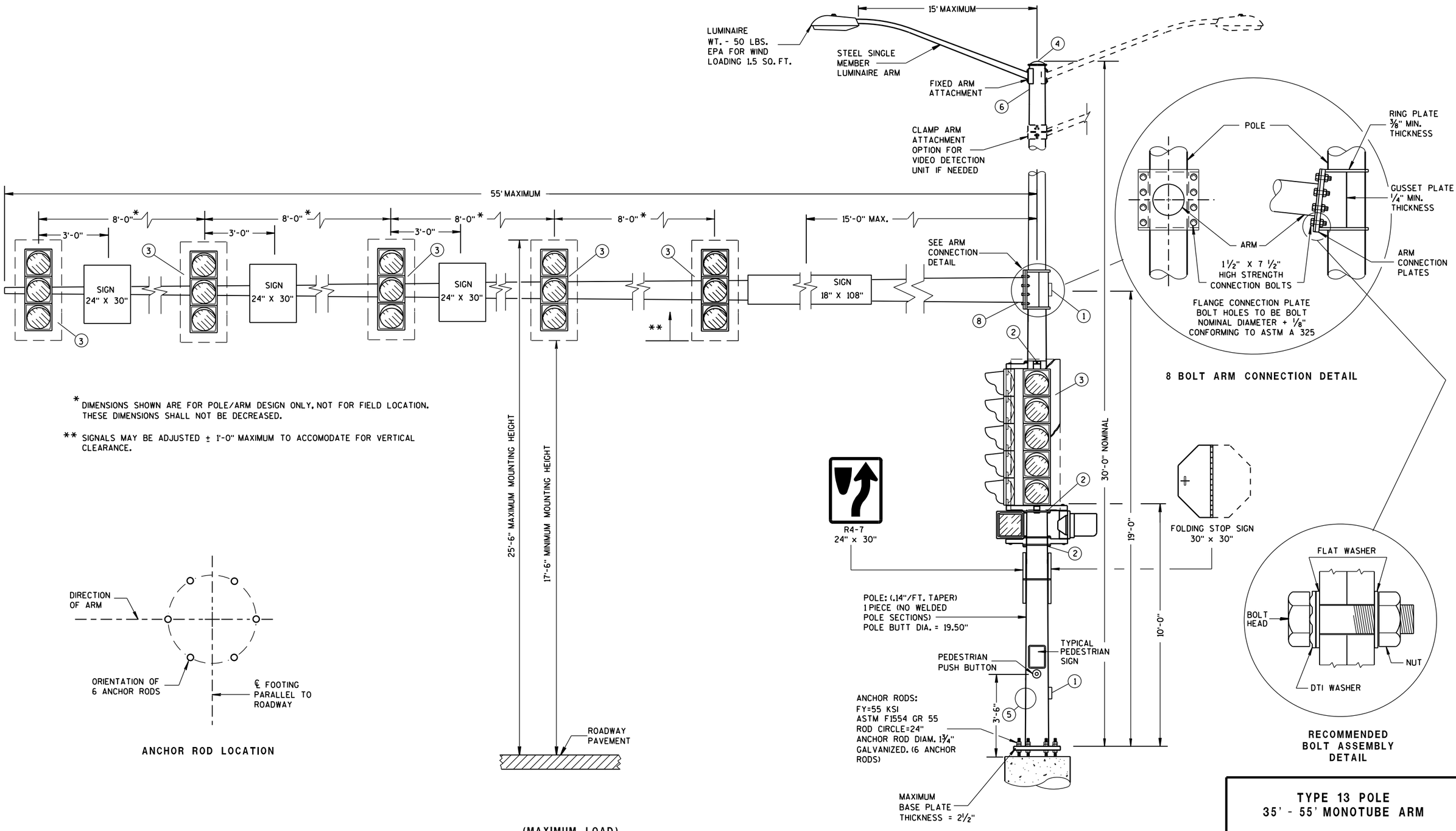
TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 E 8-7b



8 BOLT ARM CONNECTION DETAIL

RECOMMENDED
BOLT ASSEMBLY
DETAIL

* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 13 POLE 35'- 55' MONOTUBE ARM

TYPE 13 POLE 35' - 55' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June, 2015 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

6
S.D.D. 9 E 8-7d

GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

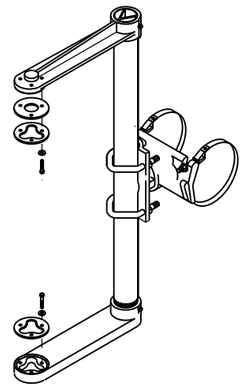
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

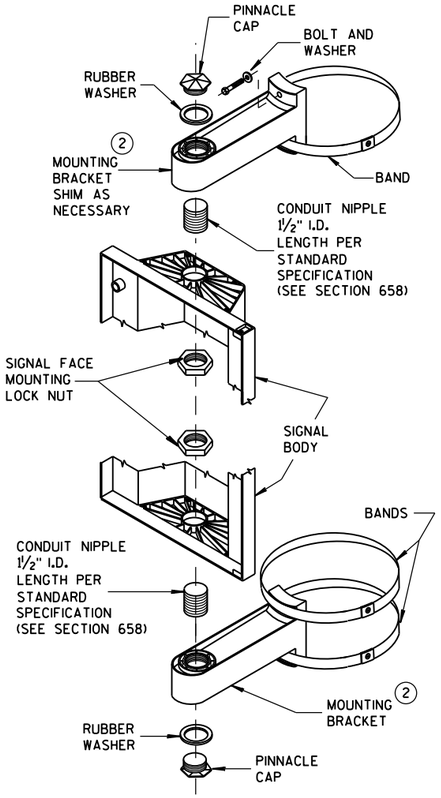
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

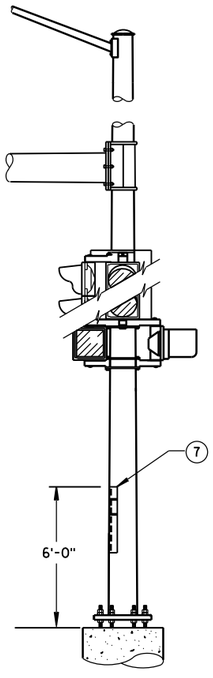


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

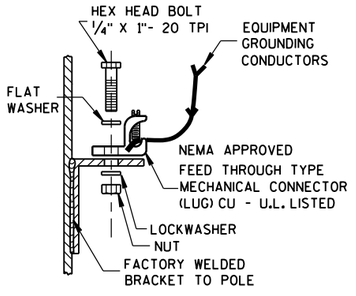
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE VERTICAL MOUNTING DETAIL

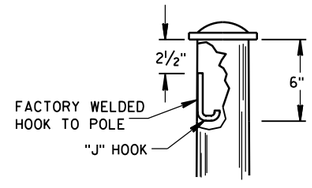


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

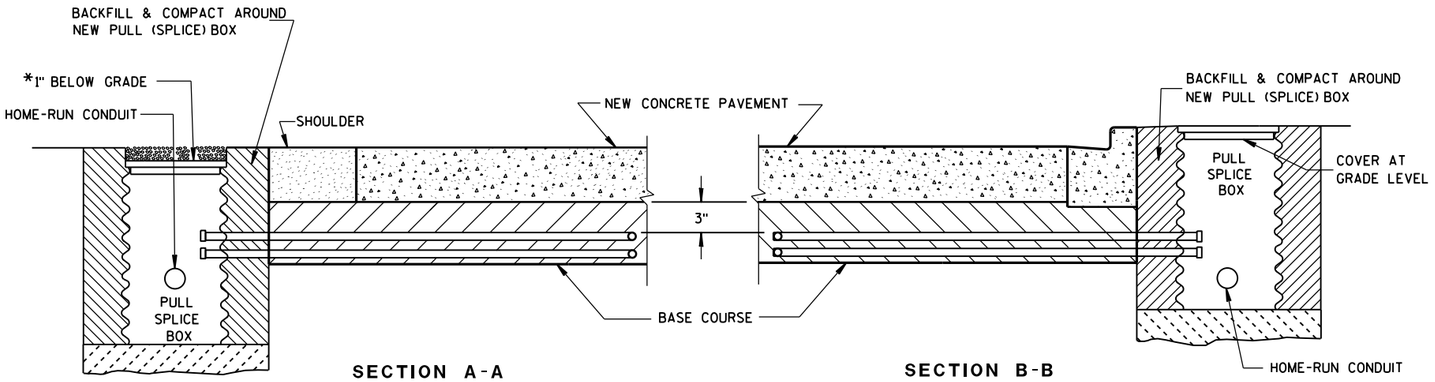
GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 E 8-7e



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.

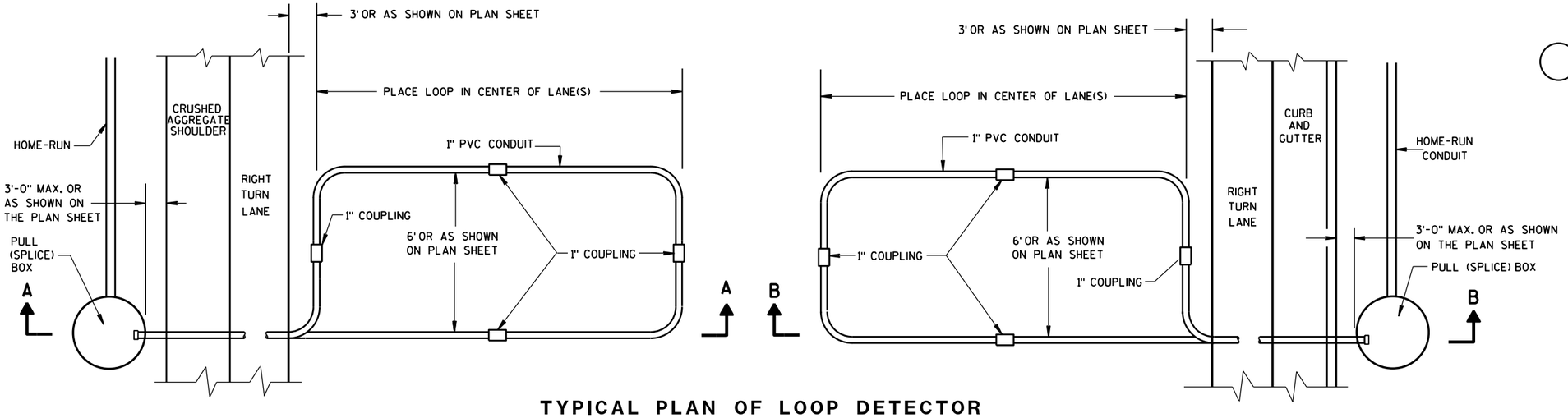
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

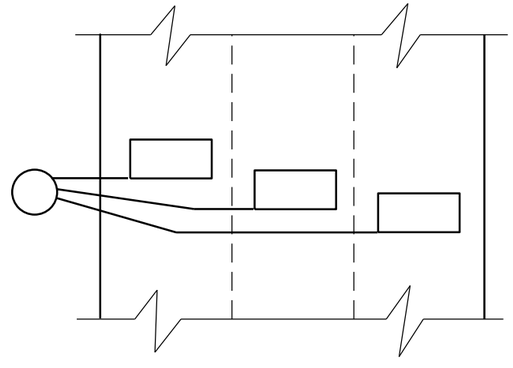
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

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.

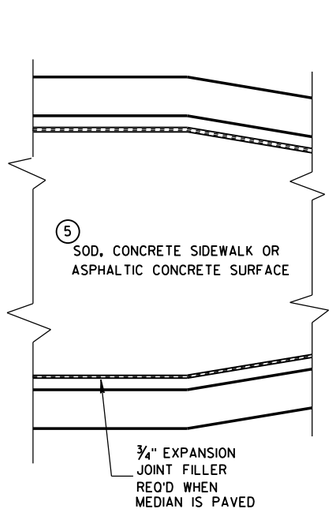


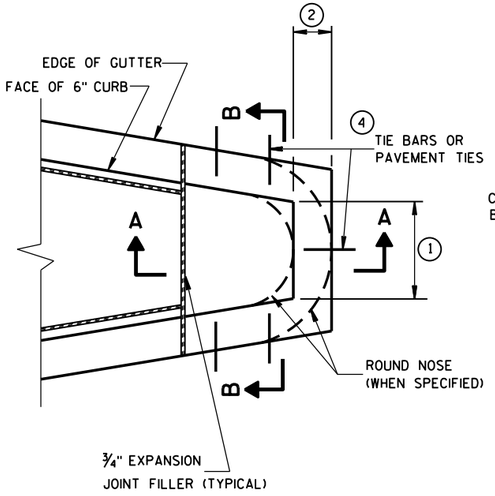
TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX

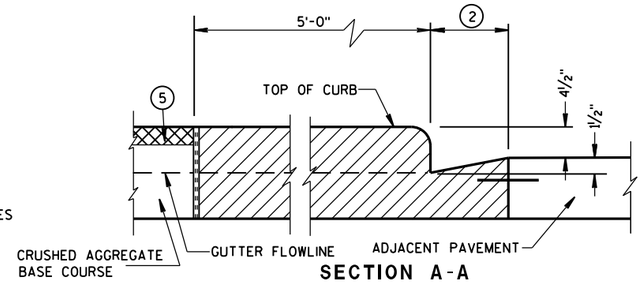


MULTI-LANE INSTALLATION

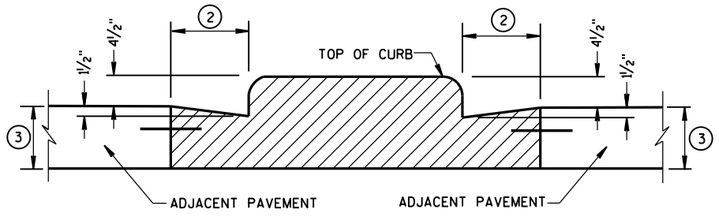
LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED Sept. 2014 — DATE /S/ Ahmet Demirbilek — STATE ELECTRICAL FHWA







SECTION A-A



SECTION B-B

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.

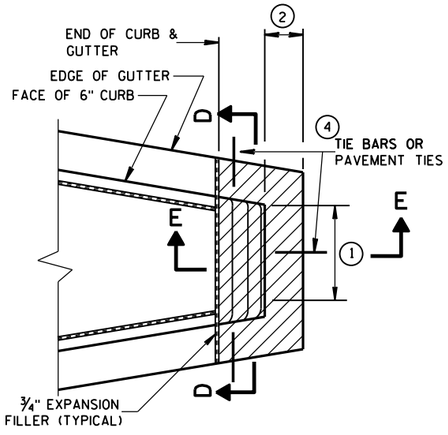
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

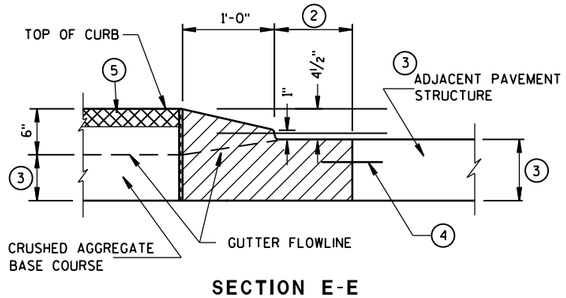
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

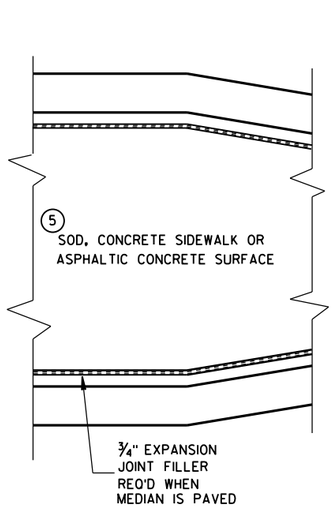
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

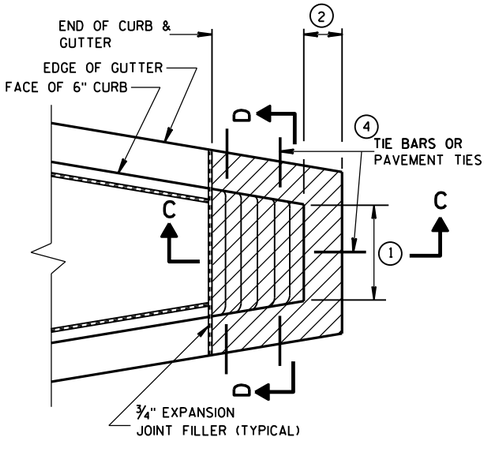


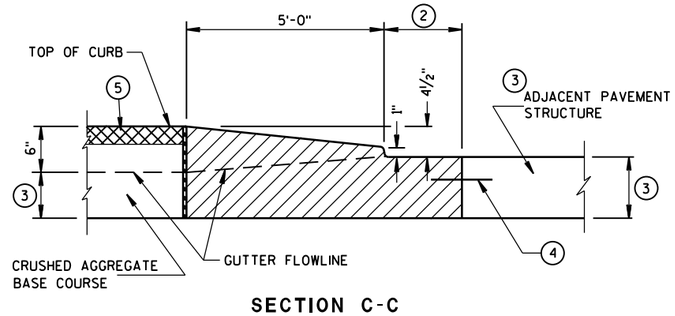


SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

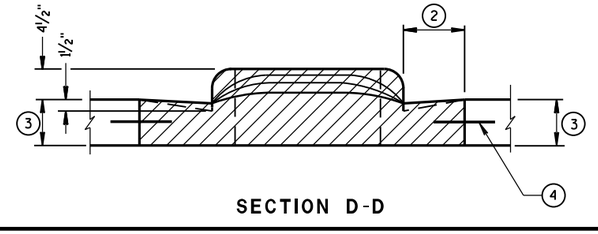






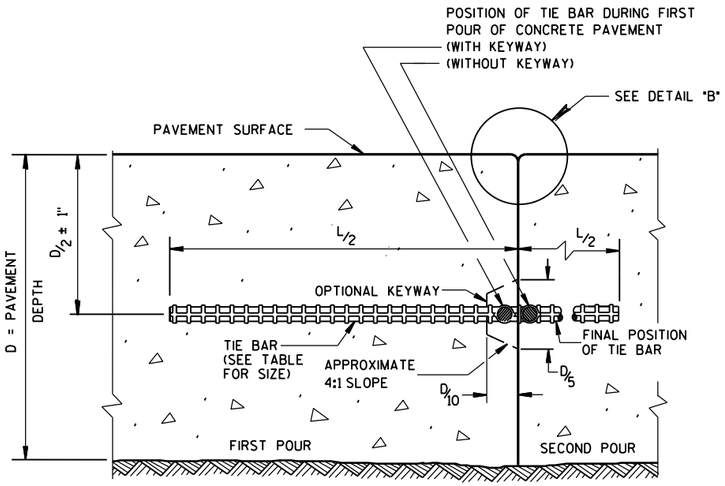
SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1

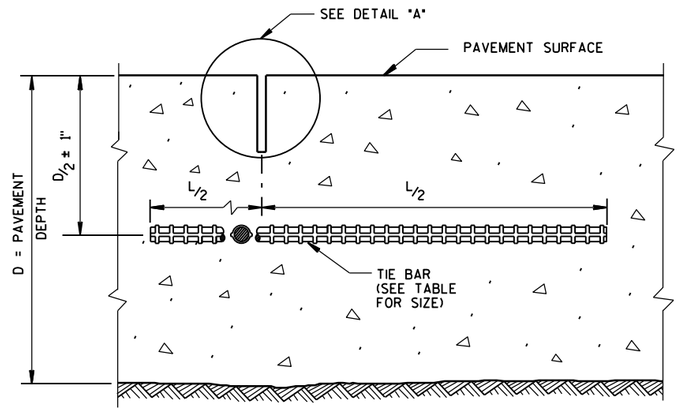


SECTION D-D

CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS D ENGINEER



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

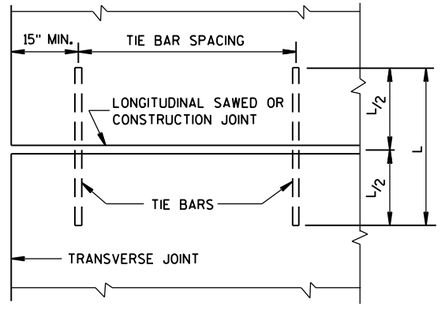
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	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
SHOWING LOCATION OF TIE BARS

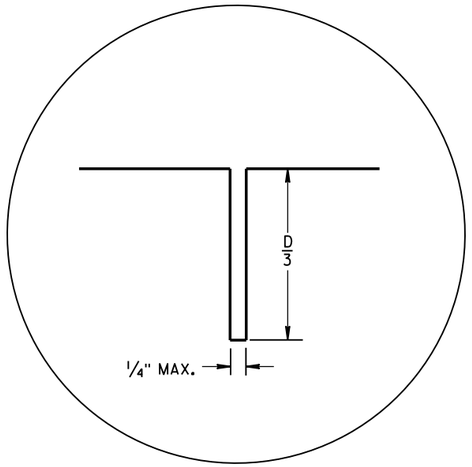
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

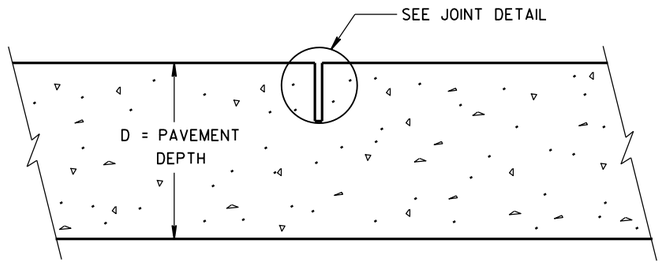
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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S.D.D. 13 C 1-18



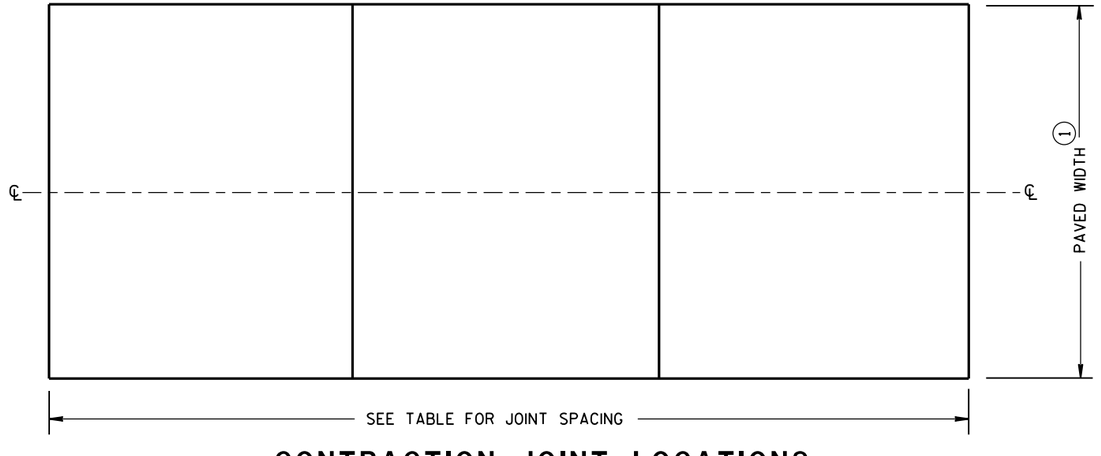
JOINT DETAIL



CONTRACTION JOINT

PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE.

LOCATE AND ORIENT CONTRACTION JOINTS THROUGH INTERSECTIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

CONSTRUCTION JOINTS

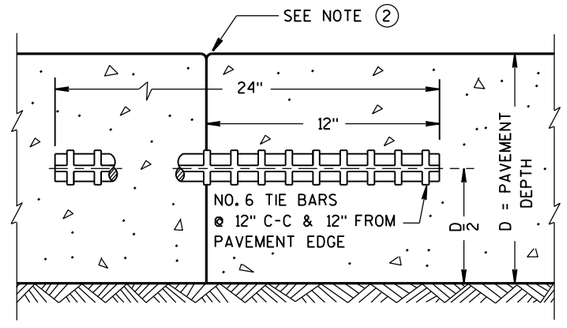
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

FORM OR SAW CONSTRUCTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

(1) REFER TO TYPICAL CROSS SECTIONS FOR PAVED WIDTH AND LOCATION OF LONGITUDINAL JOINTS.

(2) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.



TIED TRANSVERSE CONSTRUCTION JOINT

6

6

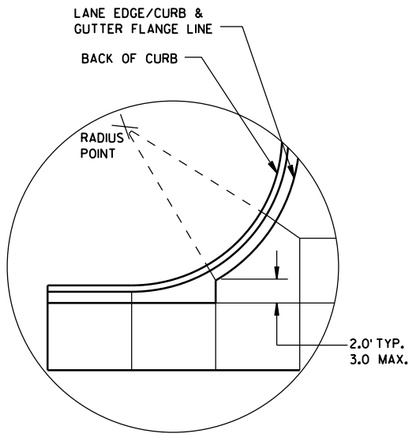
S.D.D. 13 C 4-16

S.D.D. 13 C 4-16

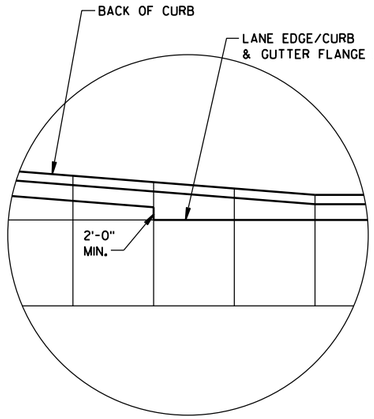
URBAN NON-DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

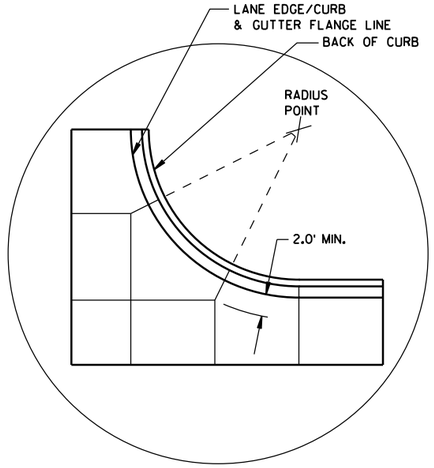
APPROVED
5-3-2013 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE
FHWA
IEER



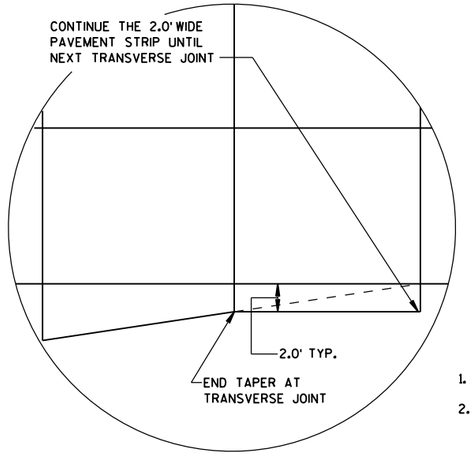
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

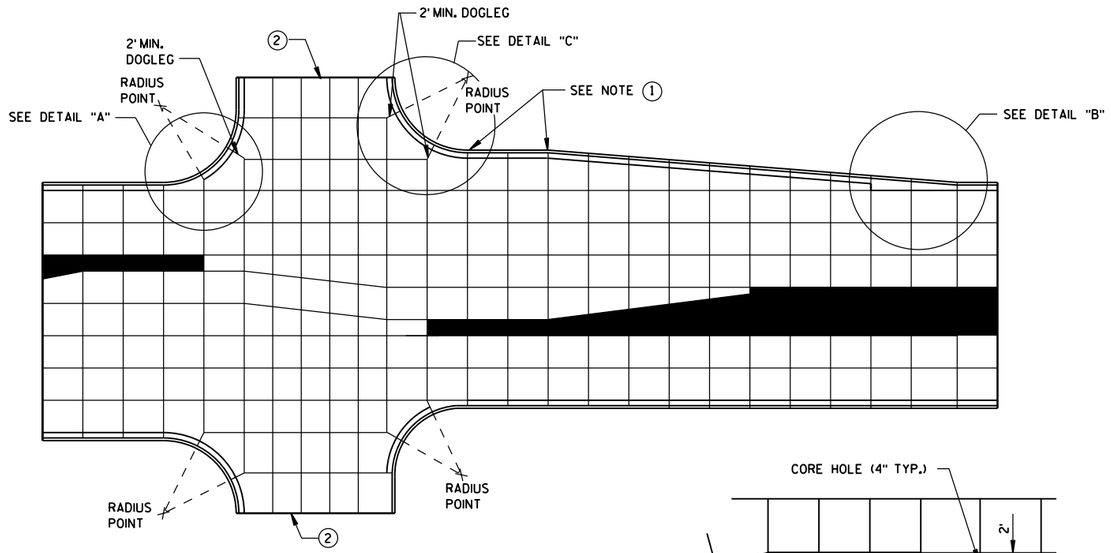
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

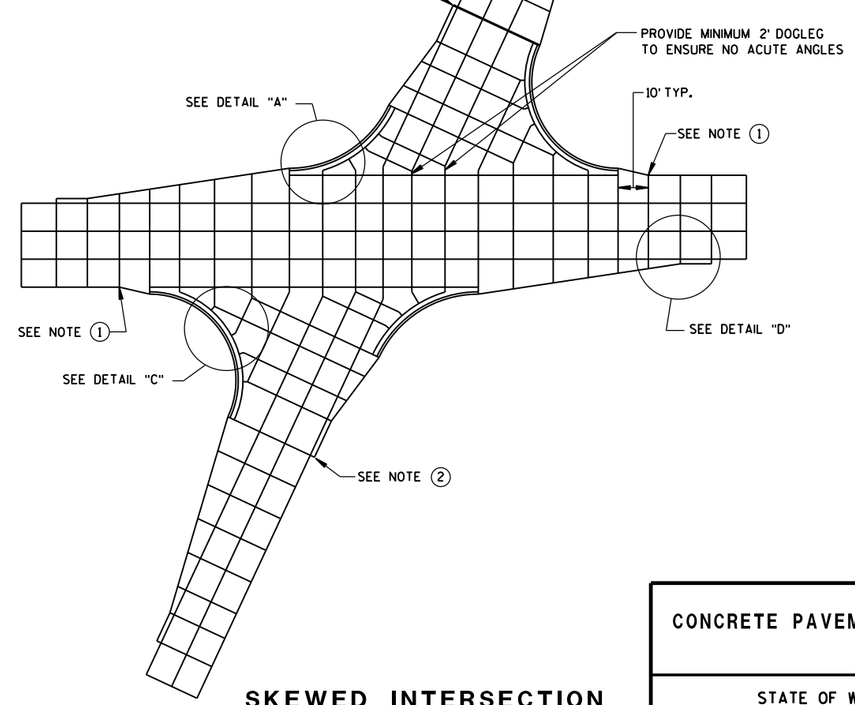
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



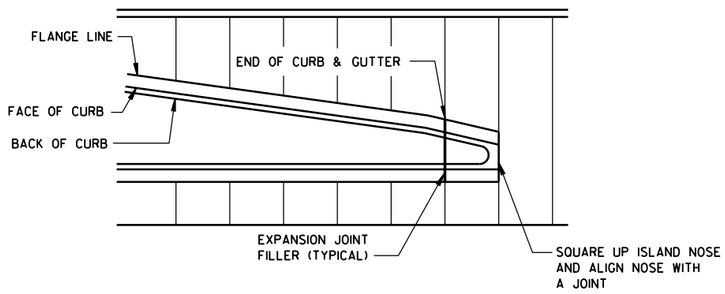
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

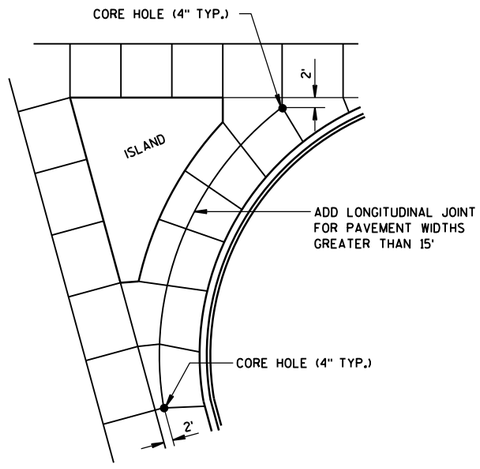
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

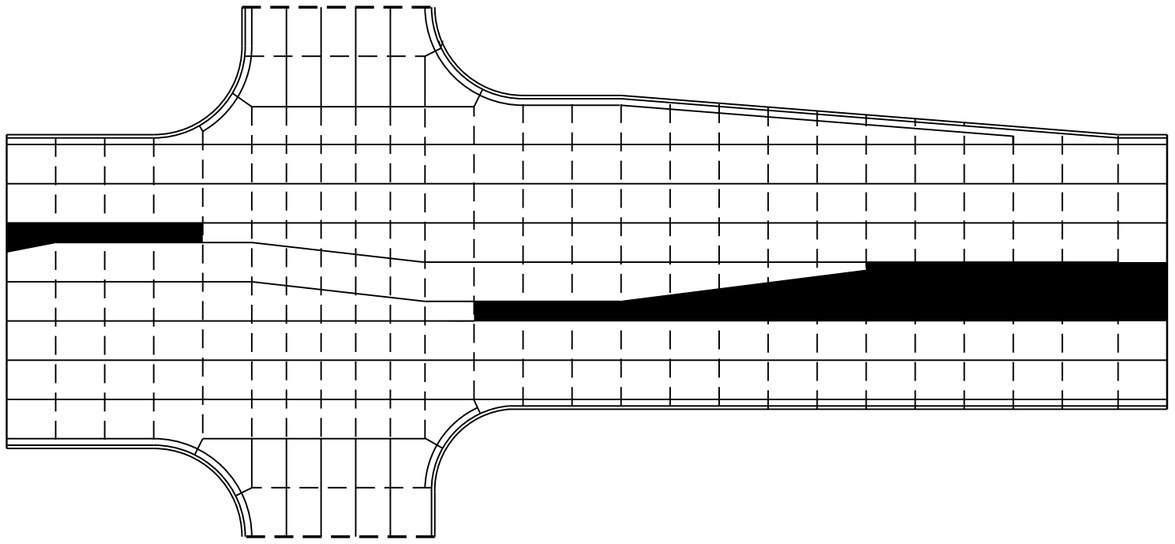
6
S.D.D. 13 C 18-3a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

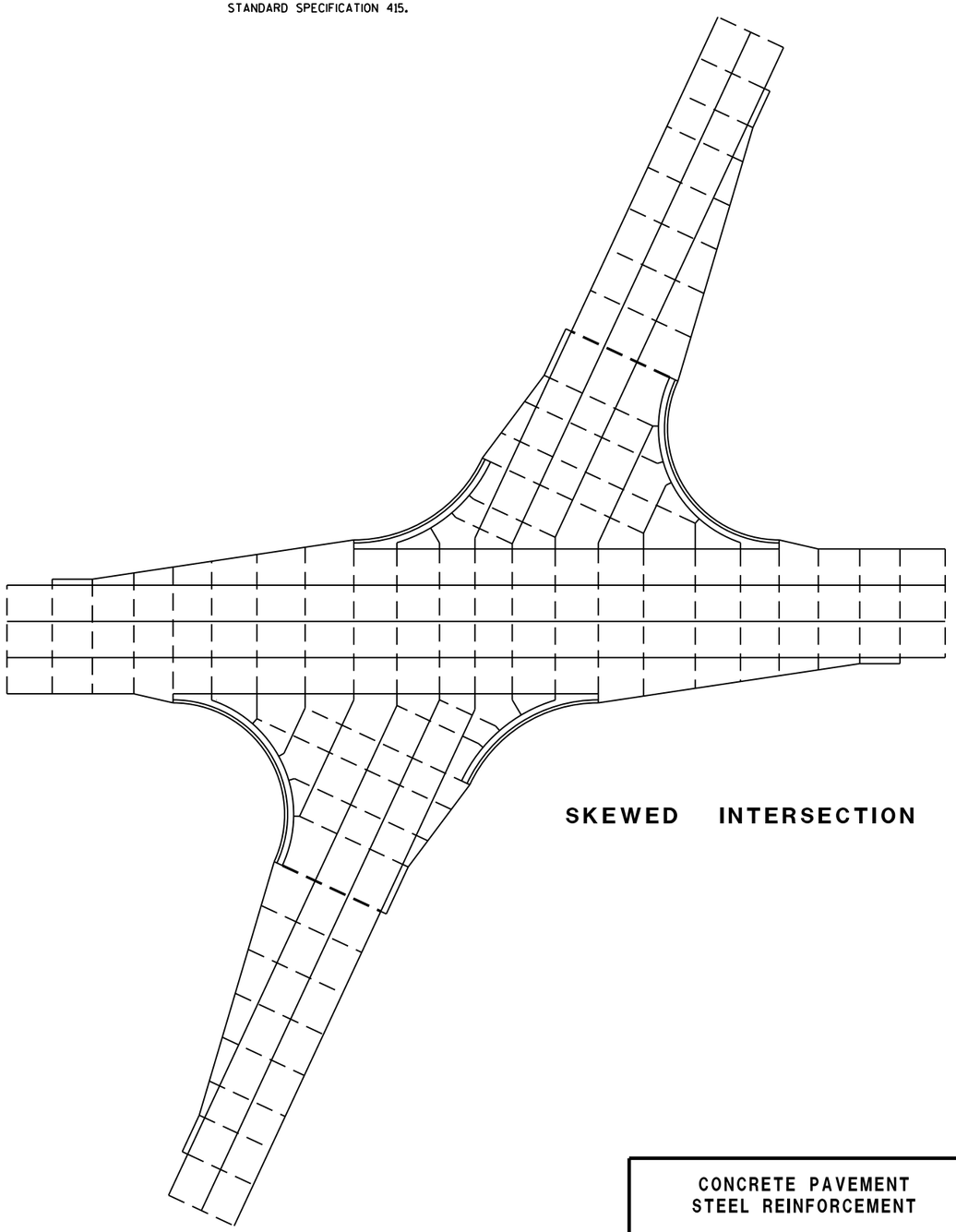
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

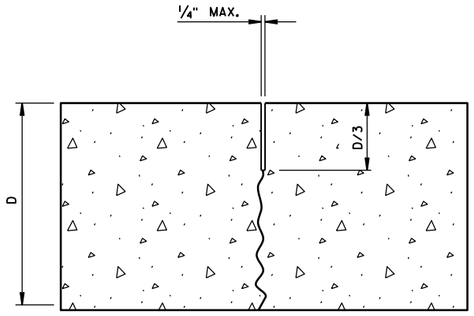
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

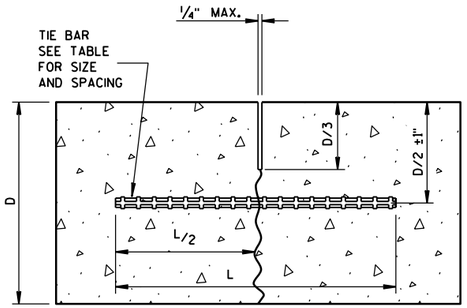
S.D.D. 13 C 18-3b

6

S.D.D. 13 C 18-3b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

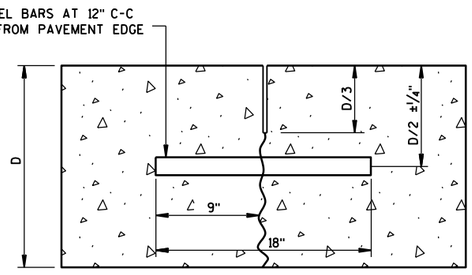
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* 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.

GENERAL NOTES

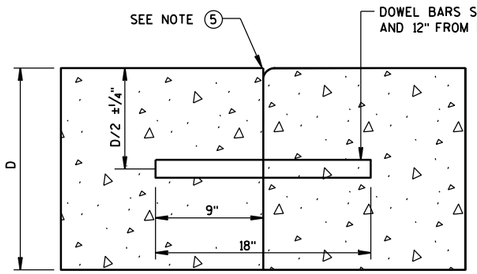
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



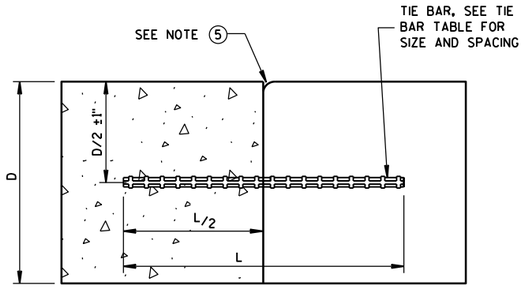
DOWELED-TRANSVERSE

CONTRACTION JOINTS

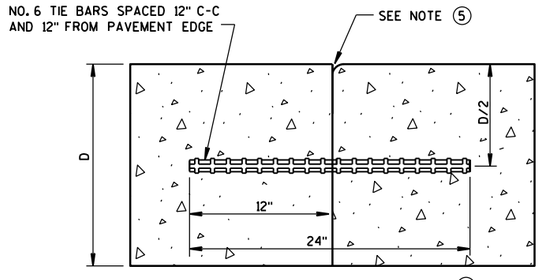
SEE NOTE (2)



DOWELED TRANSVERSE (3)

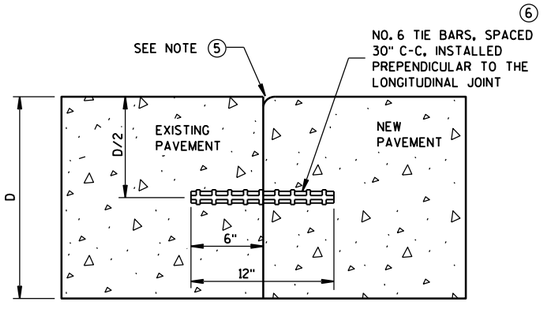


TIED LONGITUDINAL



TIED TRANSVERSE (3)

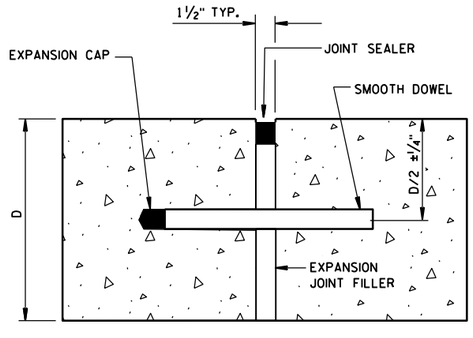
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

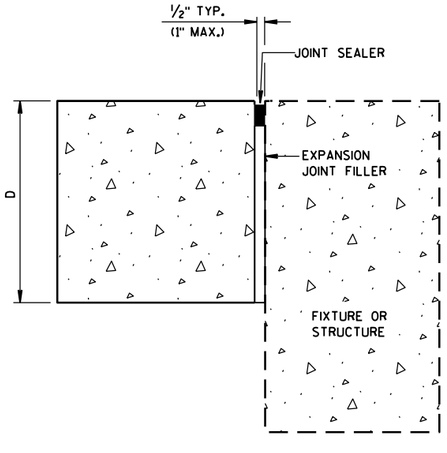
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

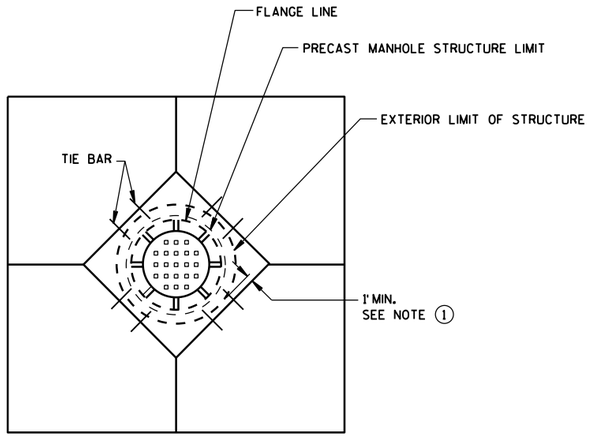
EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

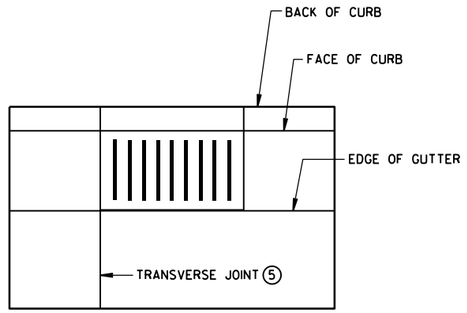
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

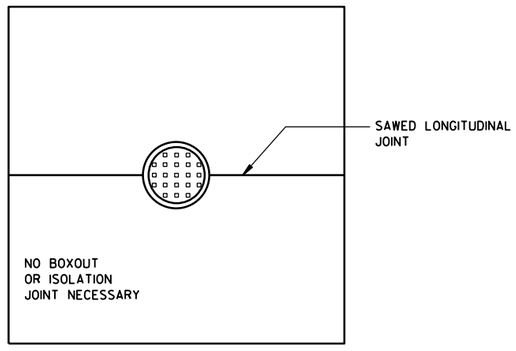
S.D.D. 13 C 18-3c



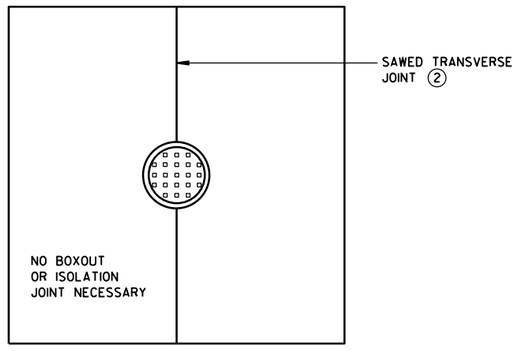
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



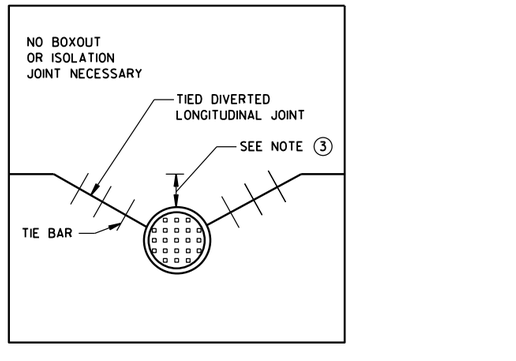
INLET WITH TRANSVERSE JOINT



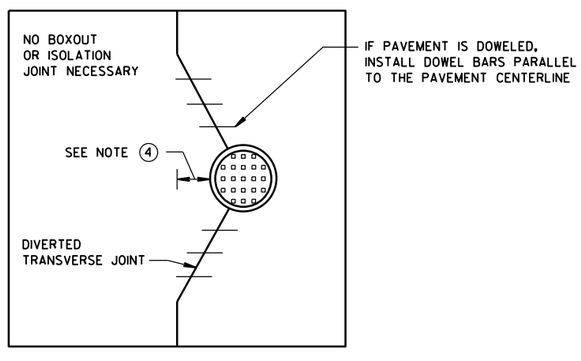
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

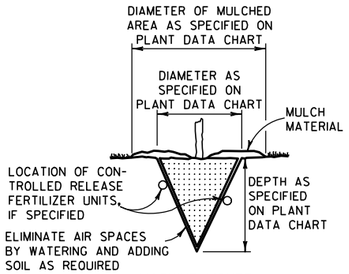
CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

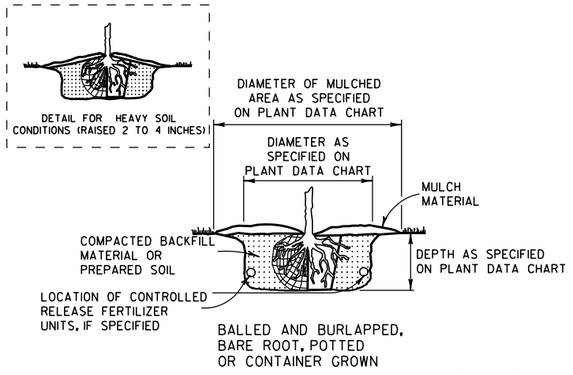
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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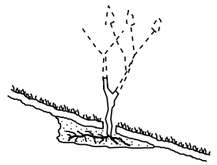
S.D.D. 13 C 18-3d



MACHINE MOVED

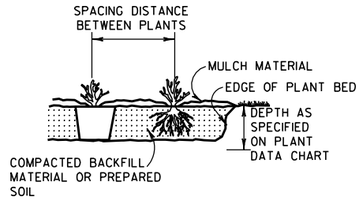


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



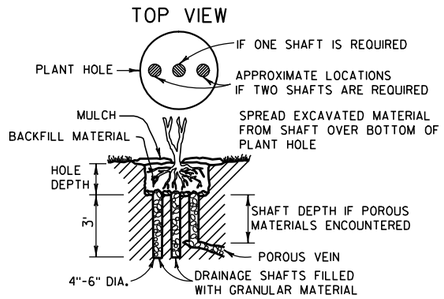
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



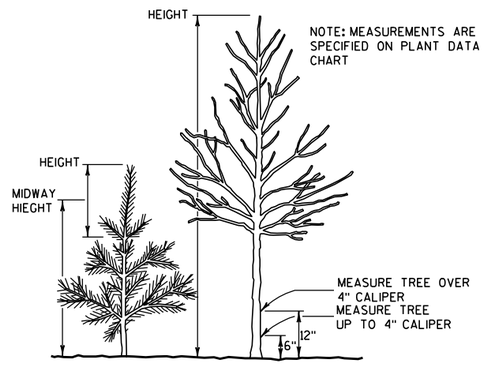
PREPARED BED (BARE ROOT AND POTTED)

PLANTING

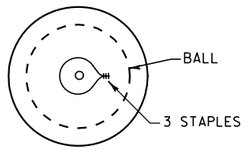


NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

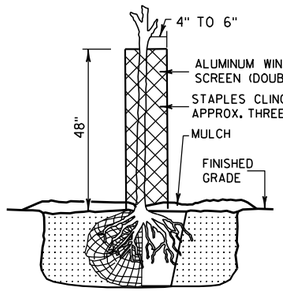
DRAINING



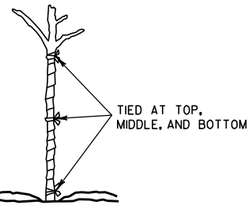
MEASURING



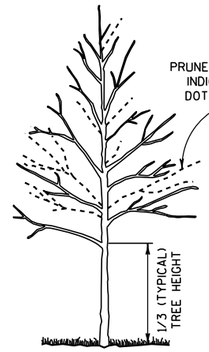
TOP VIEW



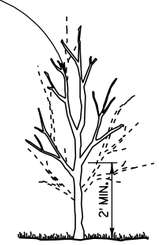
RODENT PROTECTION



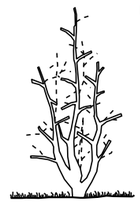
WRAPPING



TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)



SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)



MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

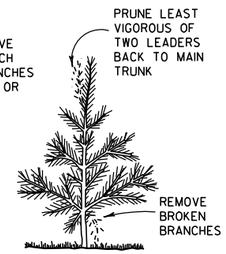
NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES



SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

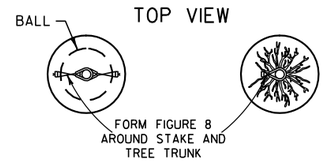


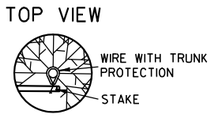
SUMAC

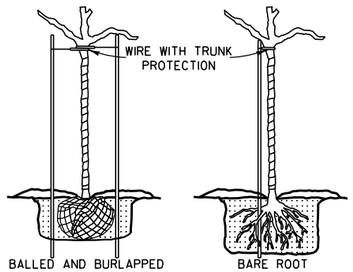


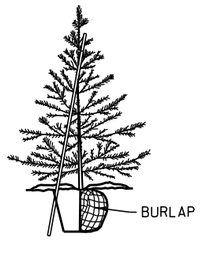
TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

PRUNING



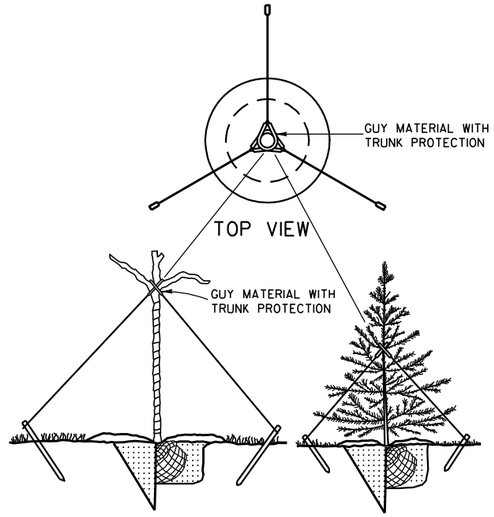






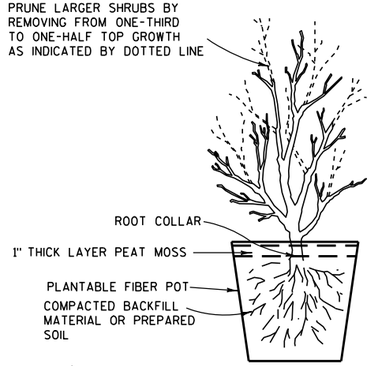
NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING

PRUNE LARGER SHRUBS BY REMOVING FROM ONE-THIRD TO ONE-HALF TOP GROWTH AS INDICATED BY DOTTED LINE



POTTING

NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

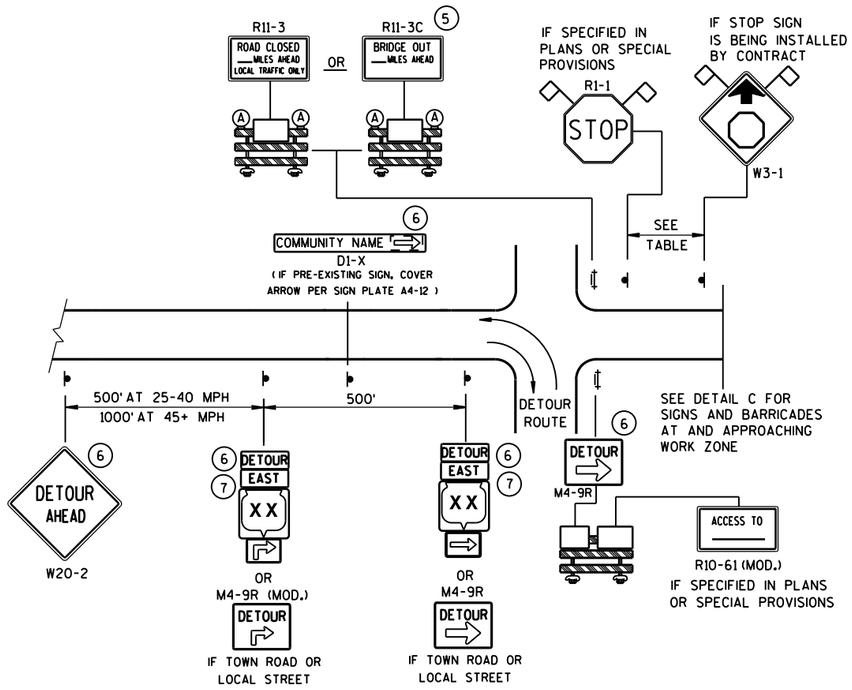
TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/11/94
DATE
/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER
FHWA

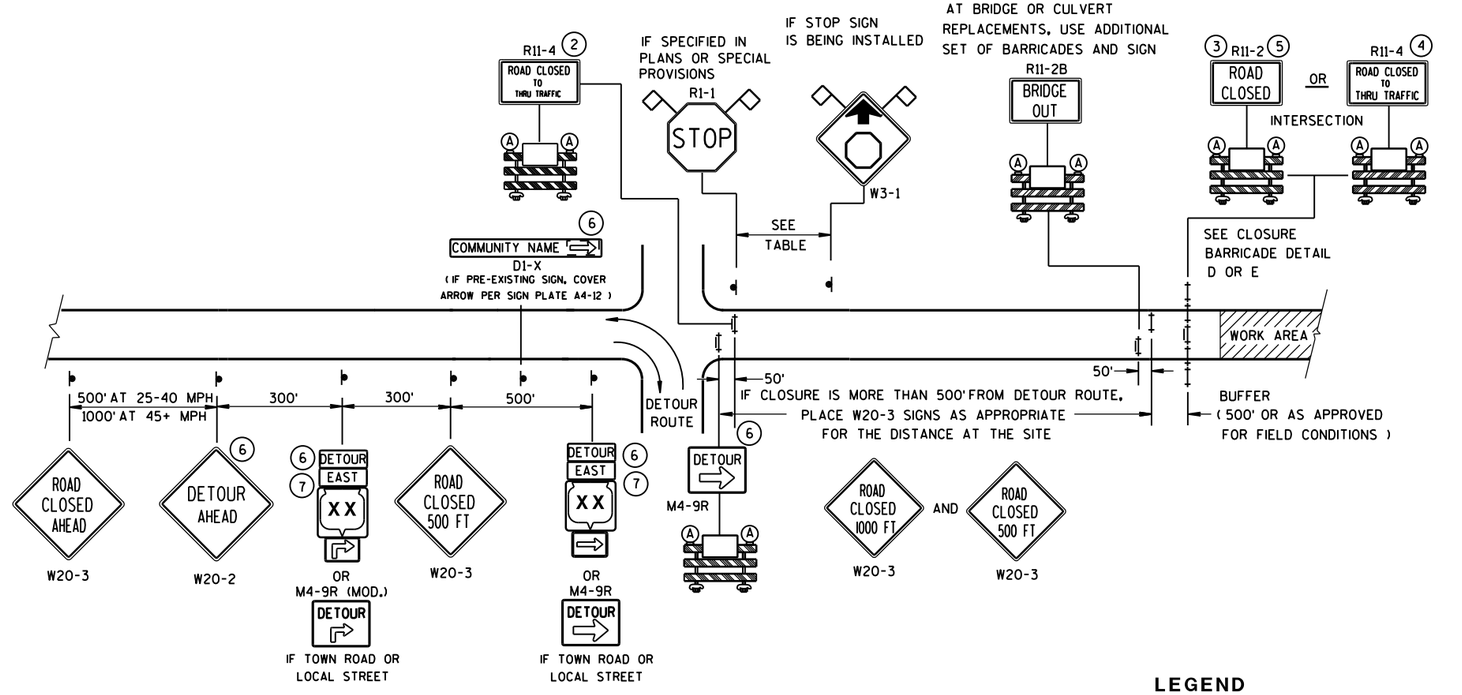
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S.D.D. 14 A 2-1



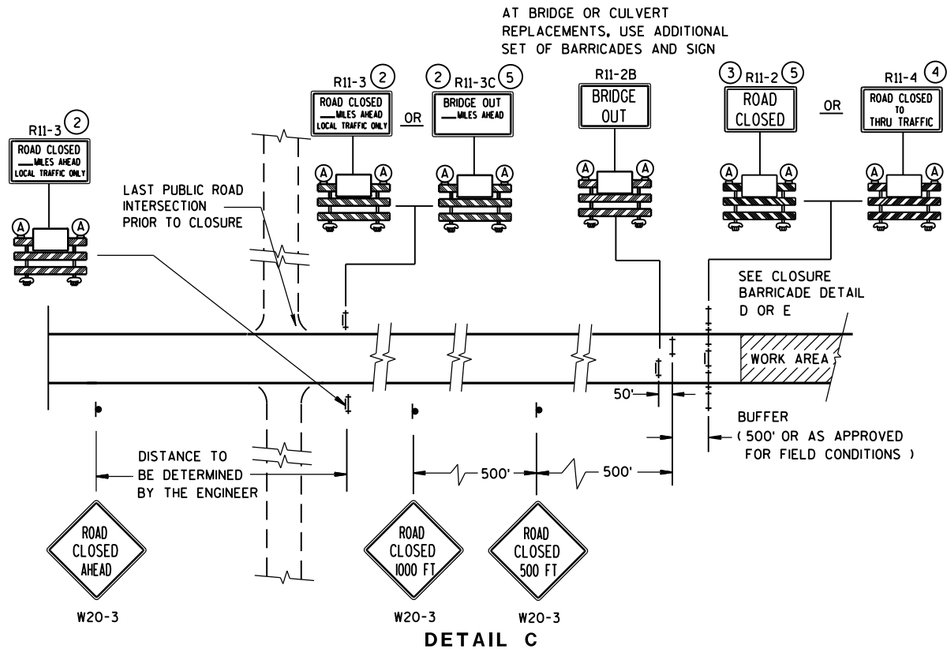
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

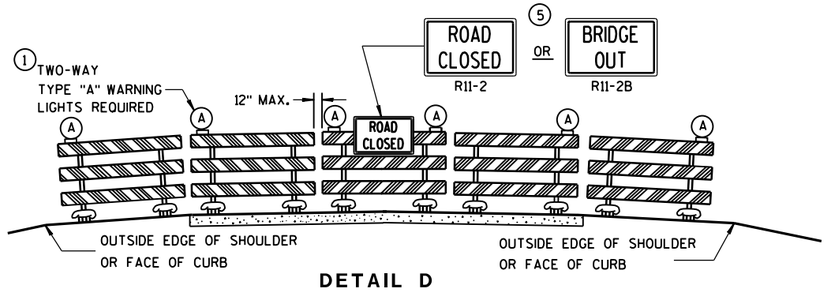
8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

6

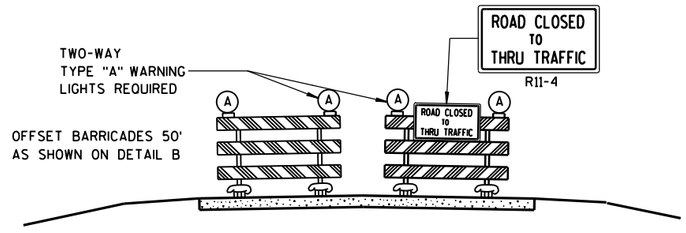
S.D.D. 15 C 2-5a



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.

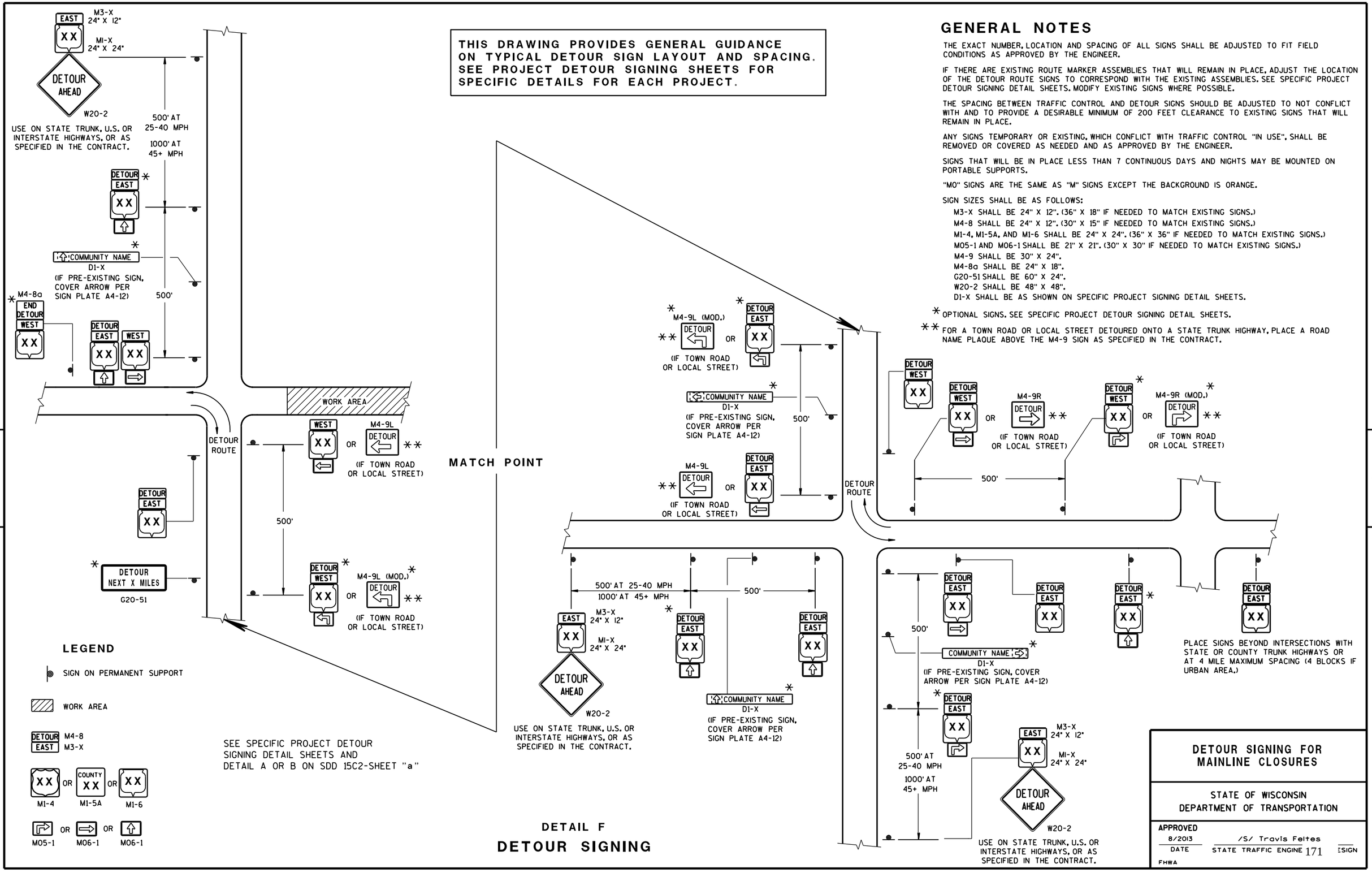
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.



DETAIL F

DETOUR SIGNING

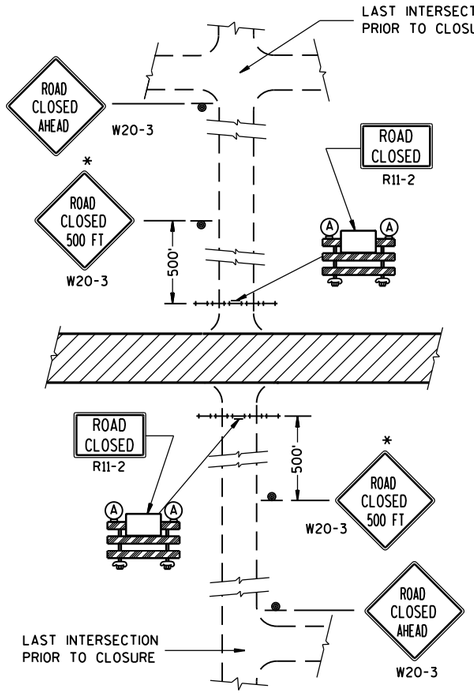
DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

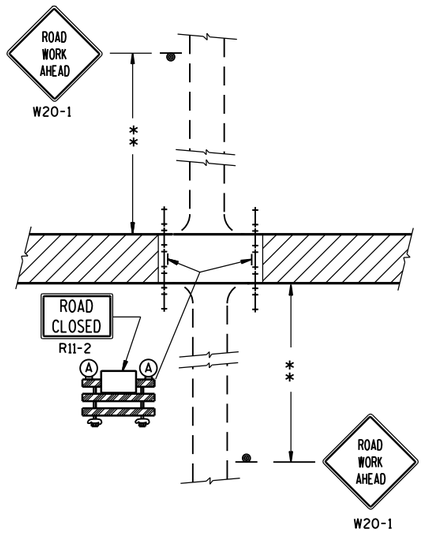
S.D.D. 15 C 2-5c

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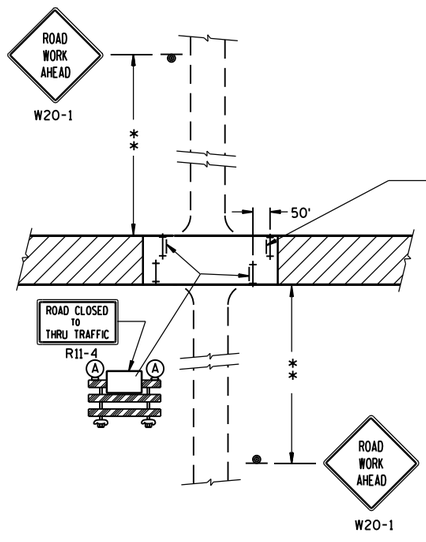
DETAIL 1

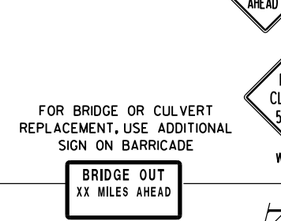
(NO ACCESS TO PROJECT)

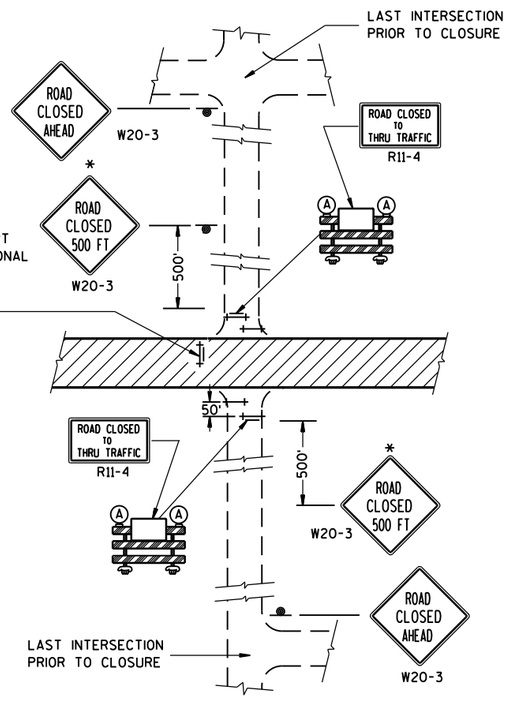


DETAIL 2

(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

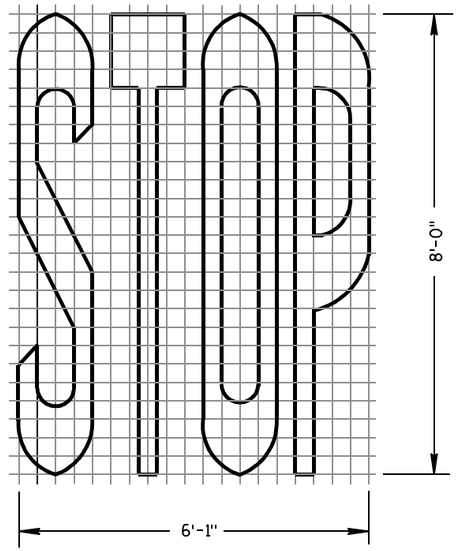
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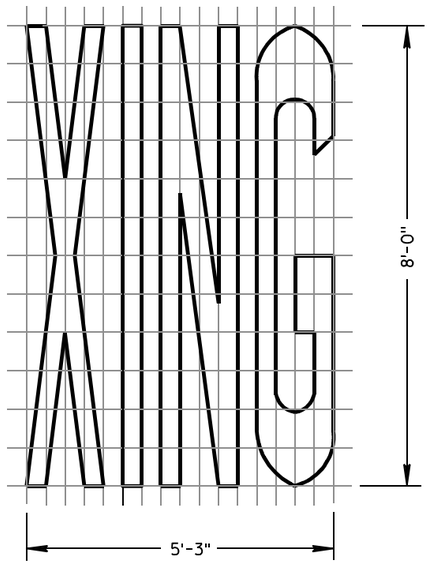
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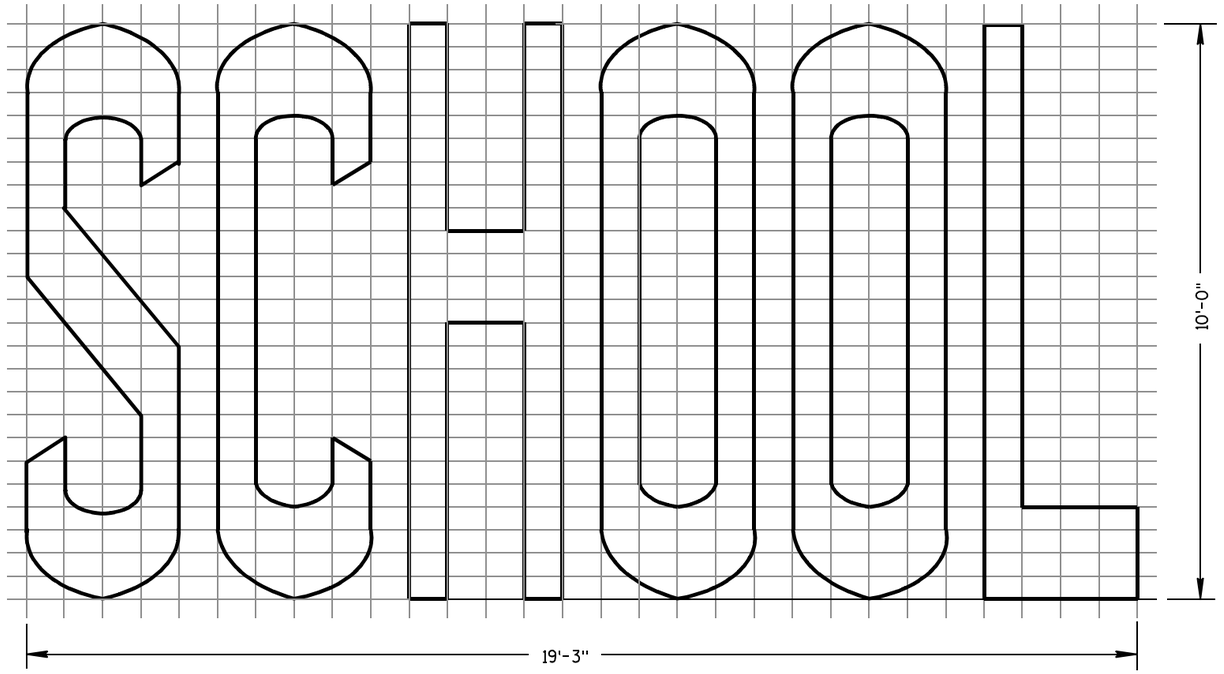
GENERAL NOTES

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

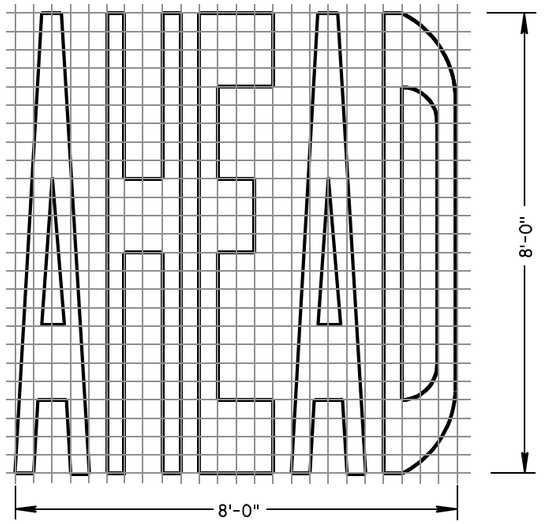
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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

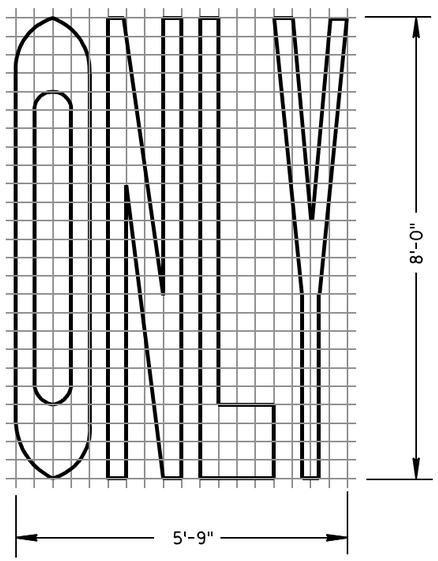


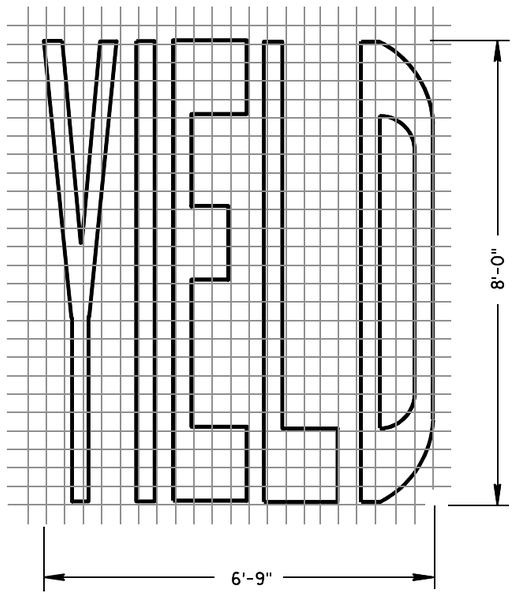


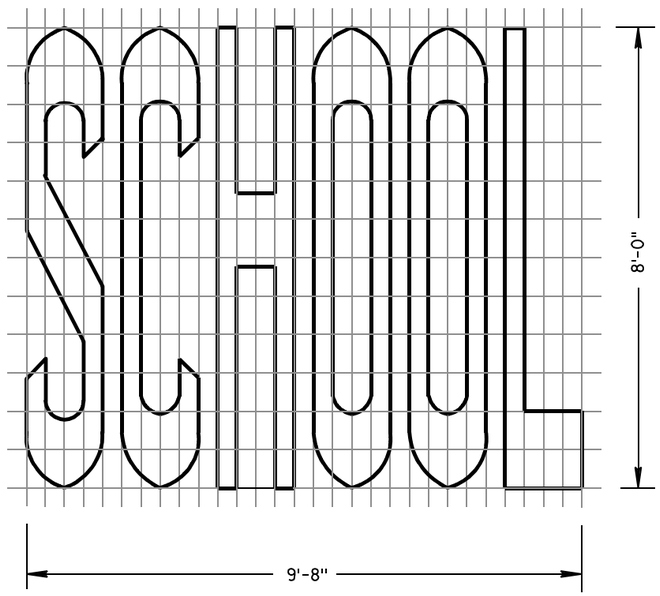


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

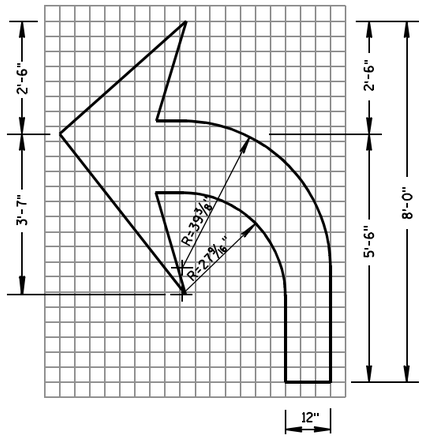
APPROVED

7-1-11 DATE — /S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER — IGN

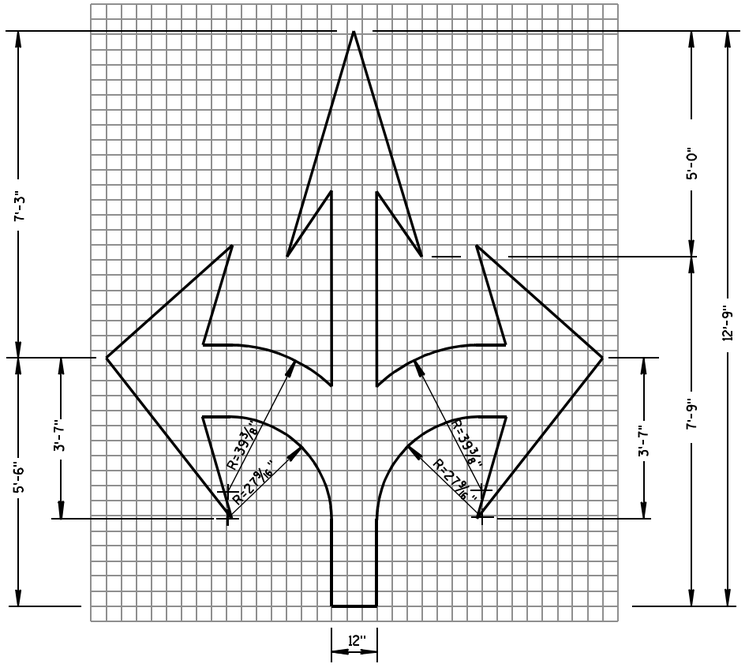
FHWA

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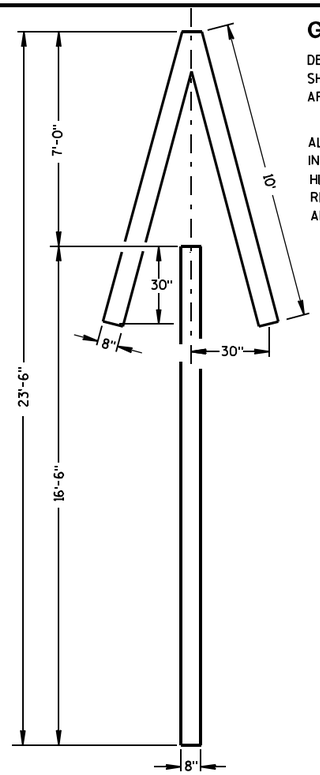
S.D.D. 15 C 7-12b



TYPE 2



TYPE 6

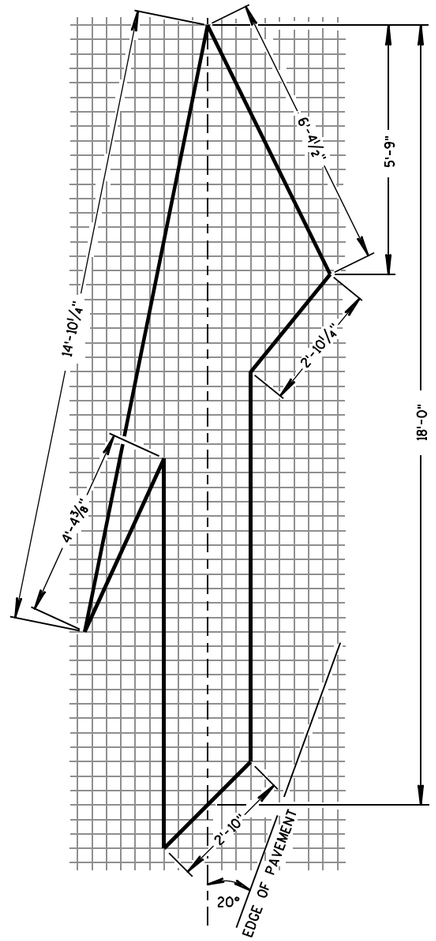


TYPE 4

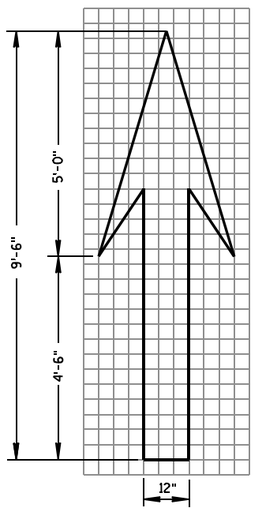
GENERAL NOTES

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

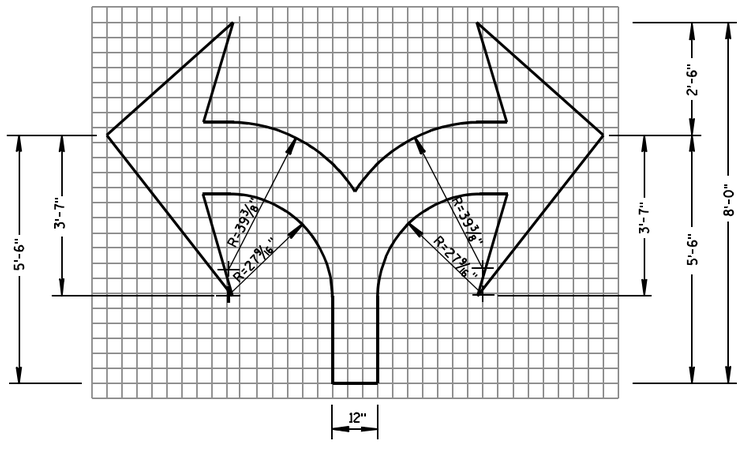
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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



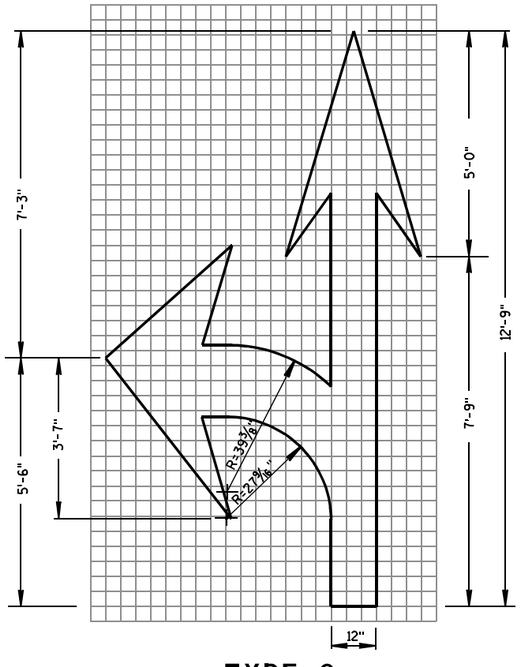
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

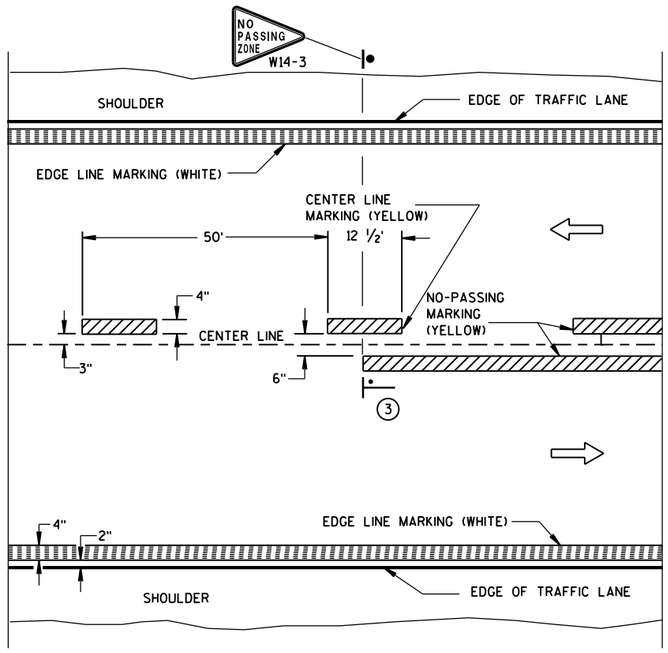
FHWA

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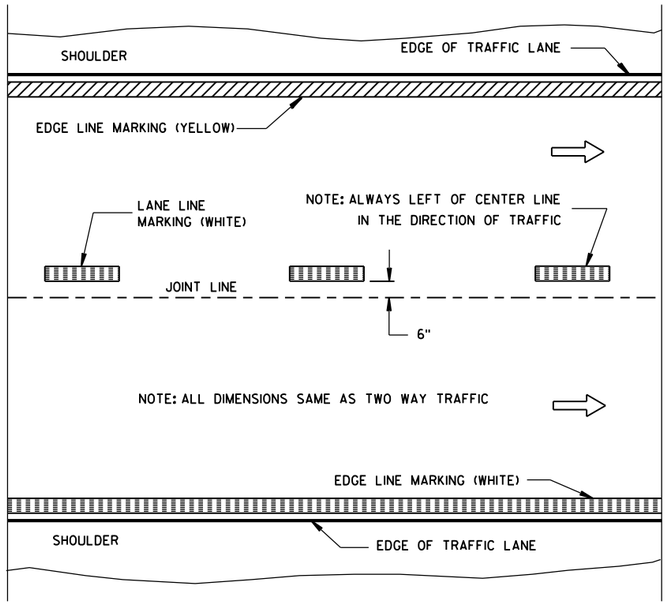
S.D.D. 15 C 7-12c

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S.D.D. 15 C 7-12c

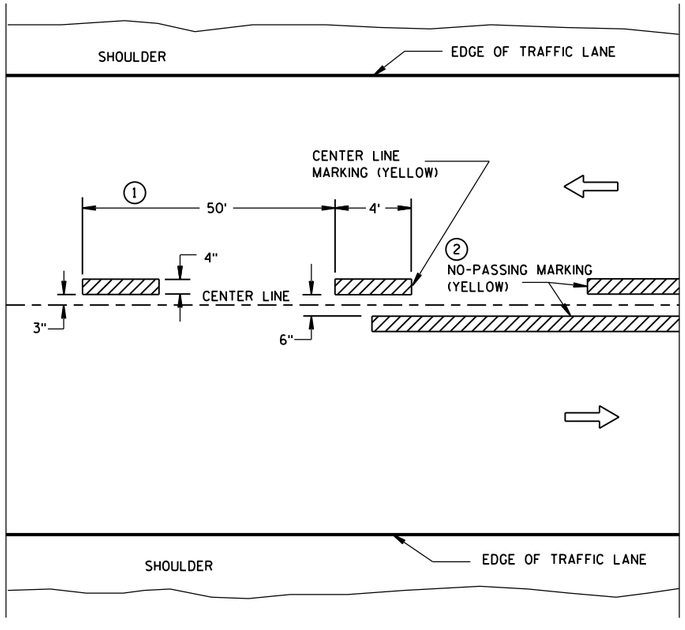


TWO WAY TRAFFIC

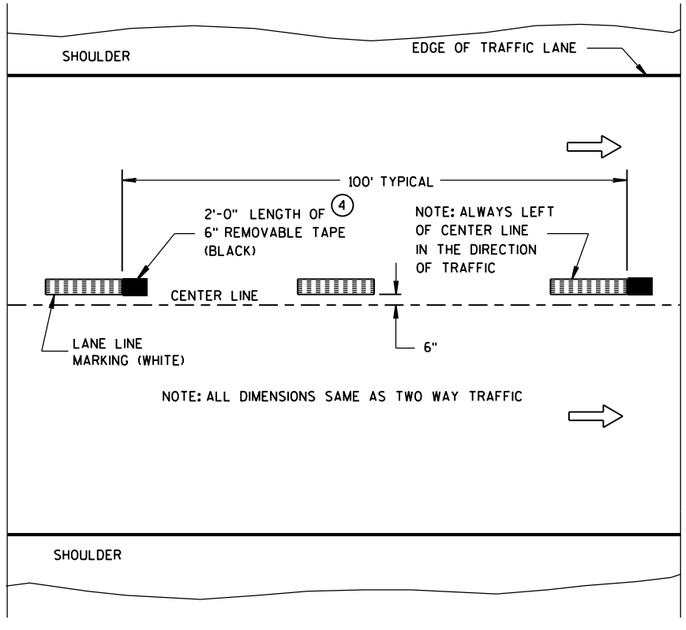


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

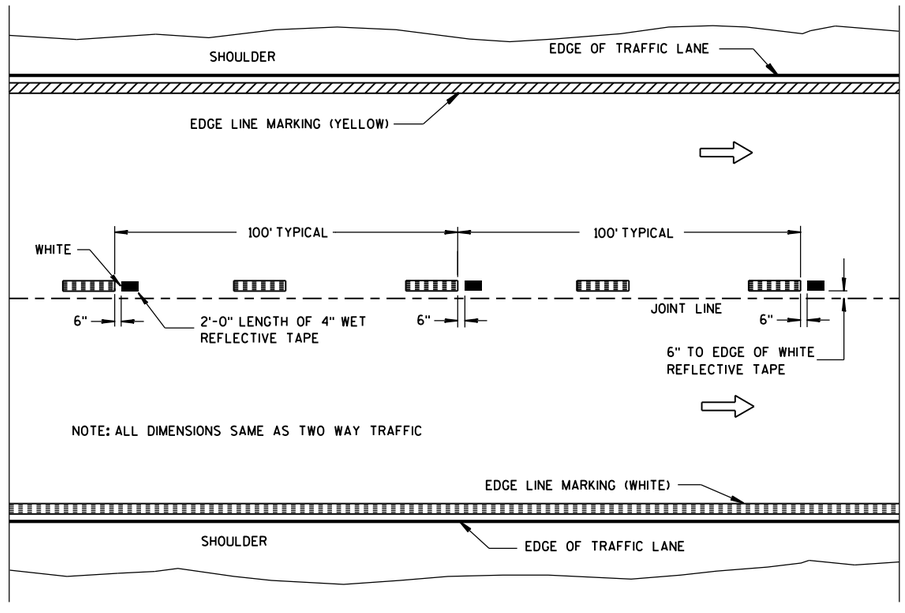
GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

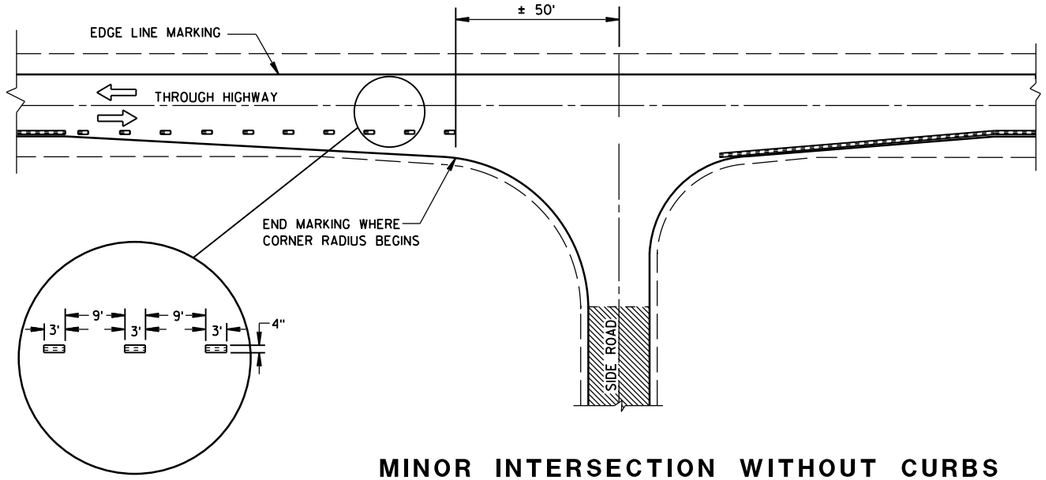
FHWA

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S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

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

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

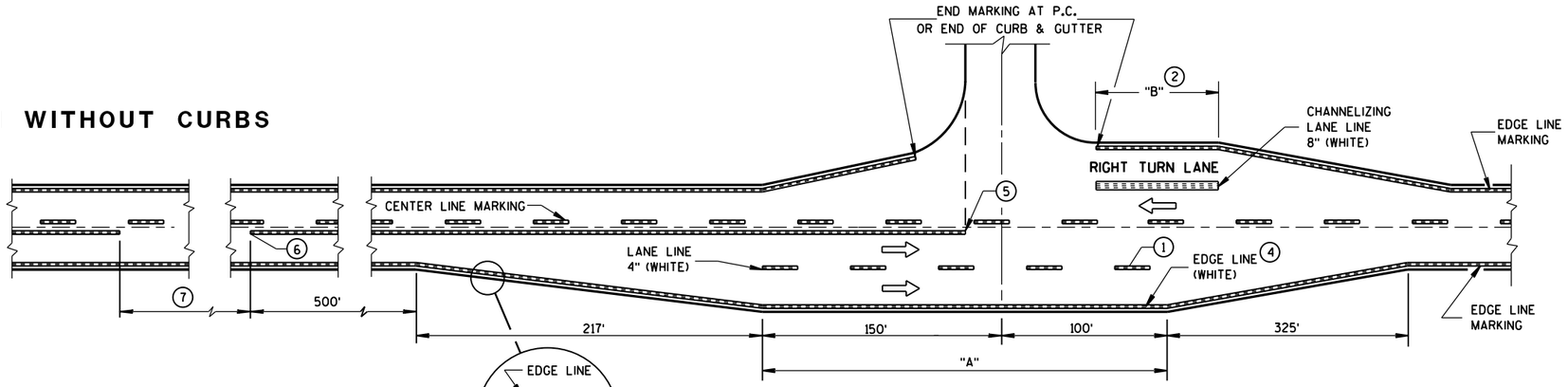
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

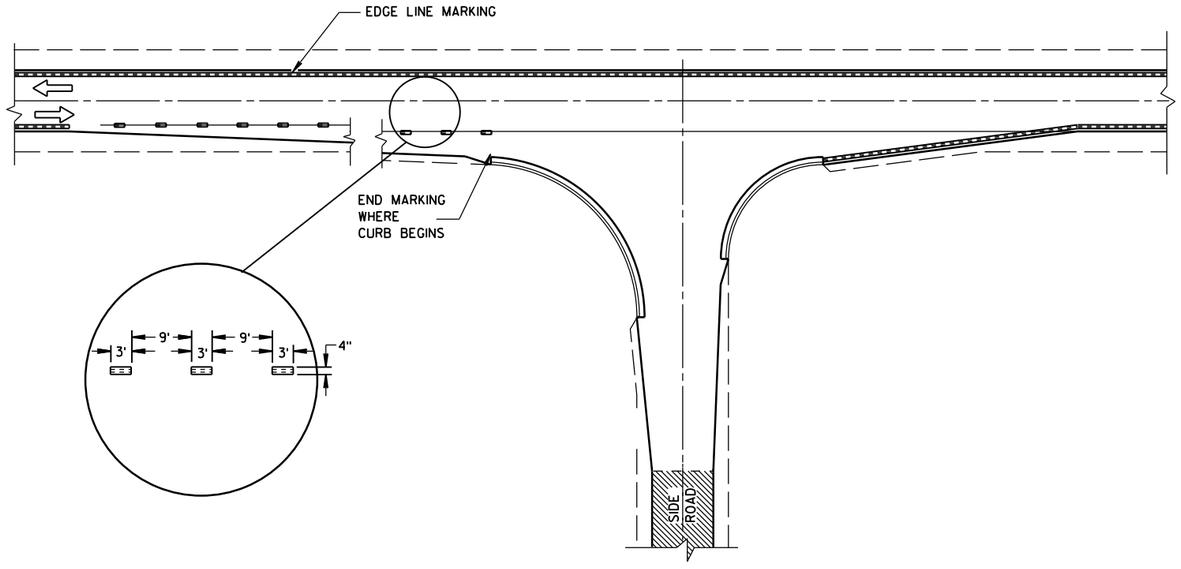
(7)

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



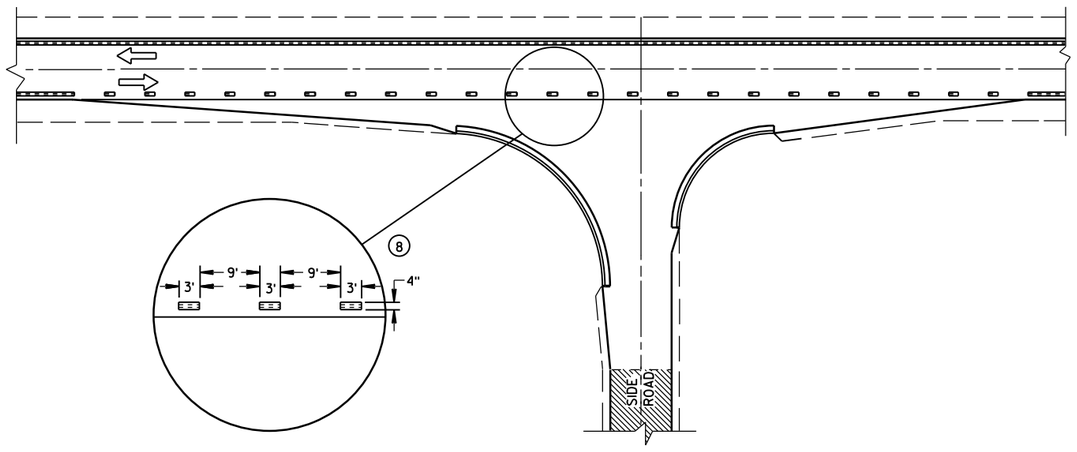
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

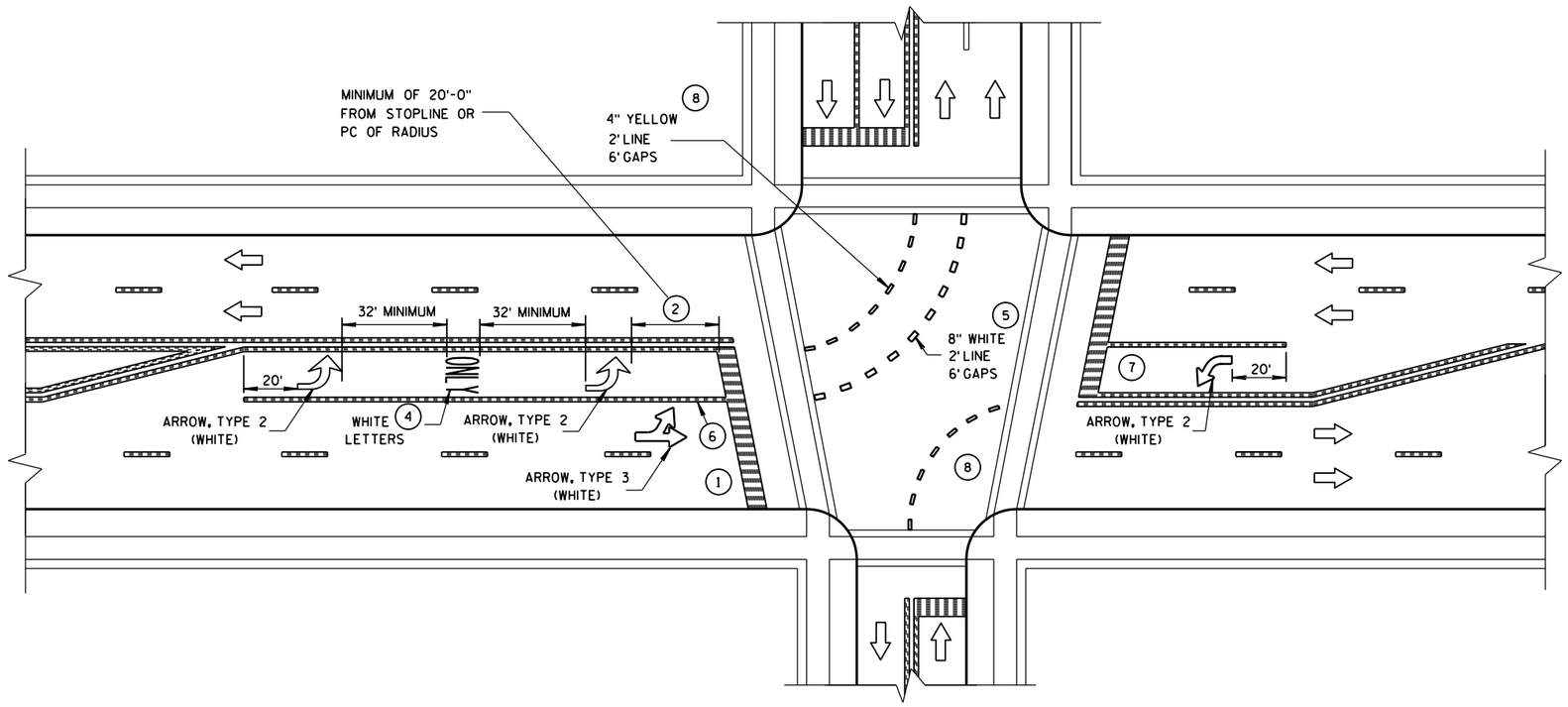
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-16b

6

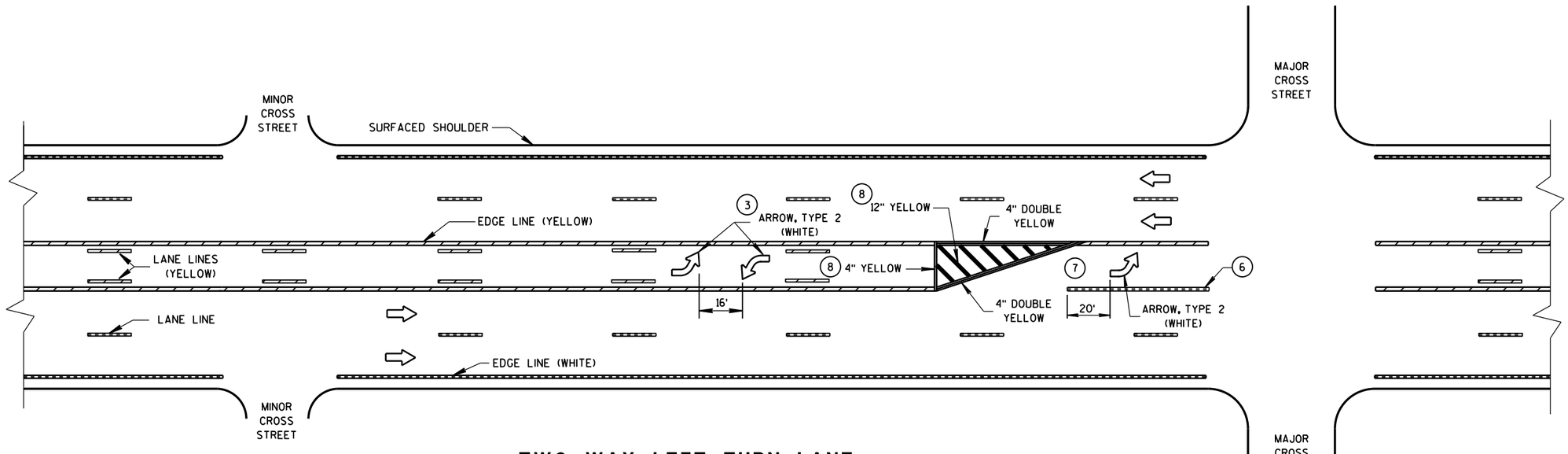
S.D.D. 15 C 8-16b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 8-16e

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

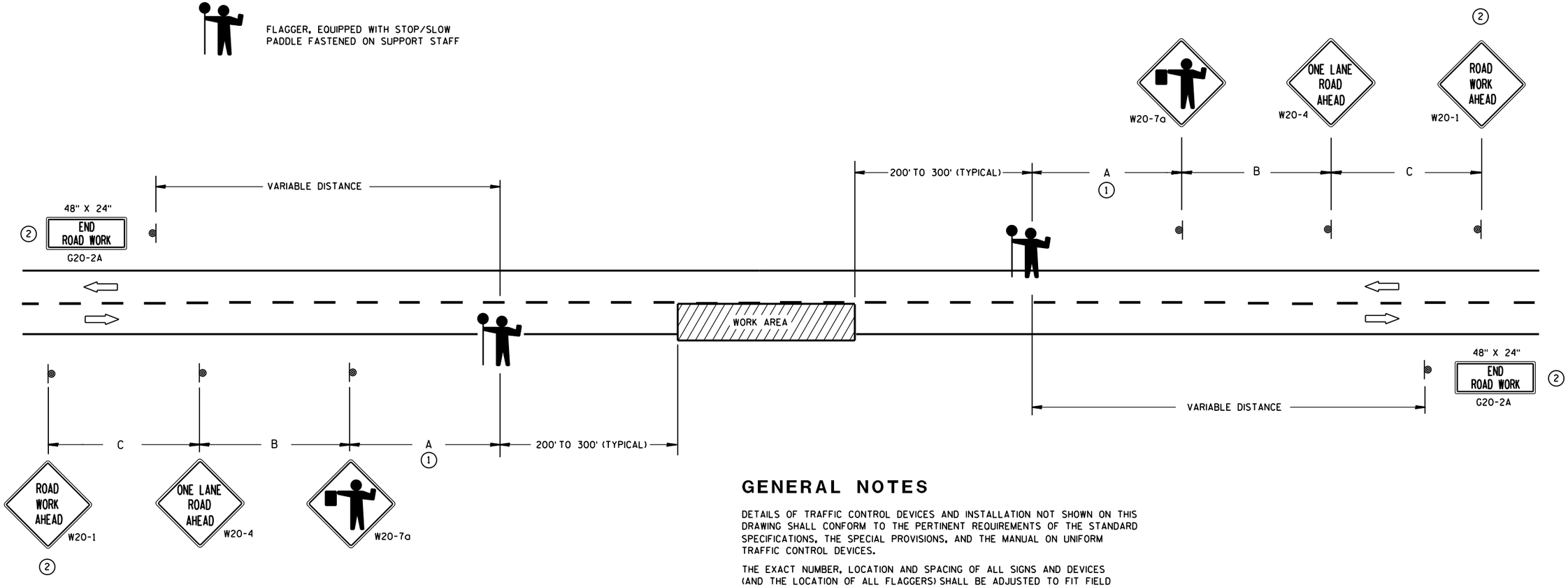
SIGN SPACING TABLE

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

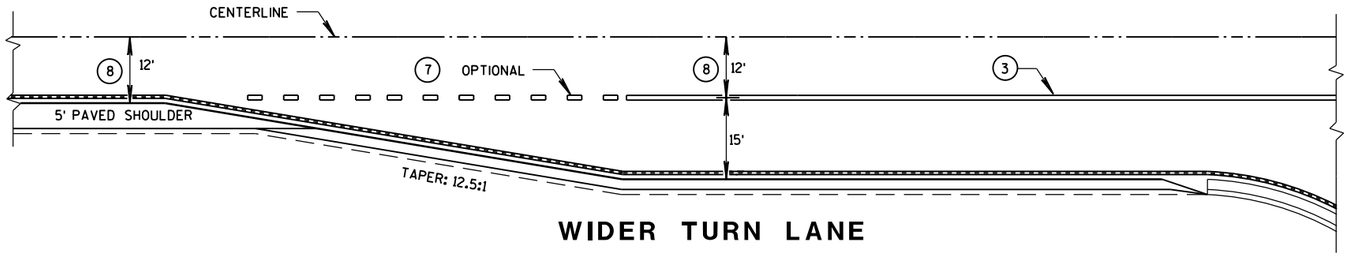
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

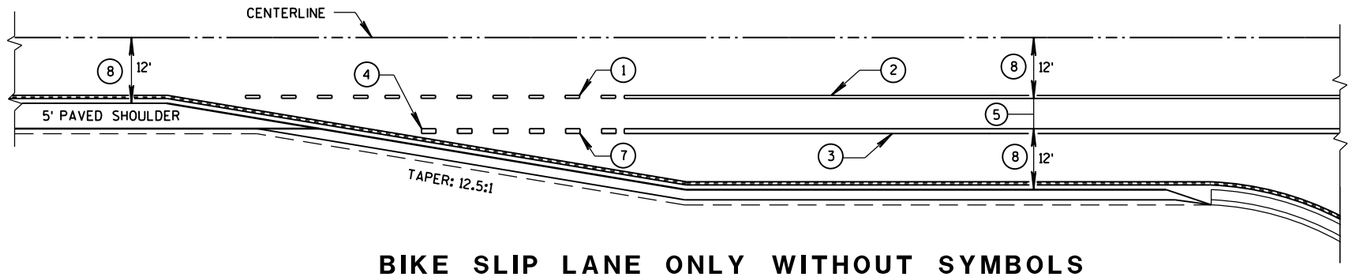
S.D.D. 15 C 12-4

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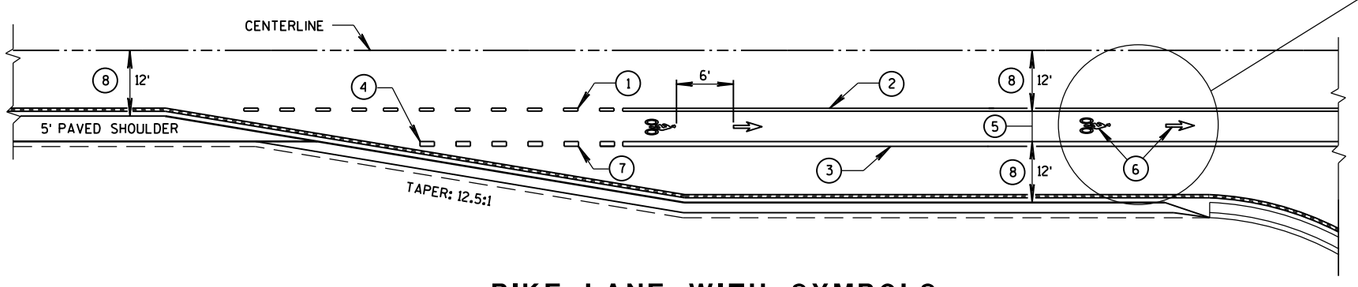
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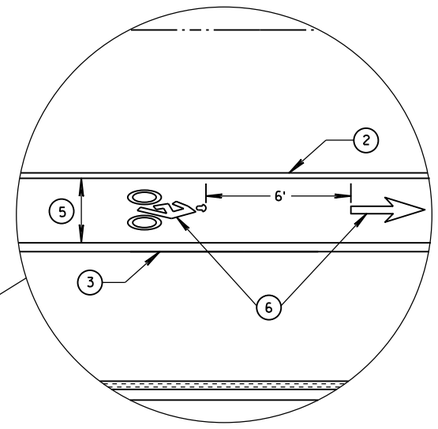
WIDER TURN LANE



BIKE SLIP LANE ONLY WITHOUT SYMBOLS



BIKE LANE WITH SYMBOLS



GENERAL NOTES

1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. BIKE ACCOMMODATION FOR CONCRETE PAVEMENT IS 5' WIDE.
   BIKE ACCOMMODATION FOR ASPHALT PAVEMENT IS A MINIMUM OF 4', 5' AT ≥ 45 MPH.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.
8. REFER TO CONTRACT PLANS.

6

S.D.D. 15 C 29-3a

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

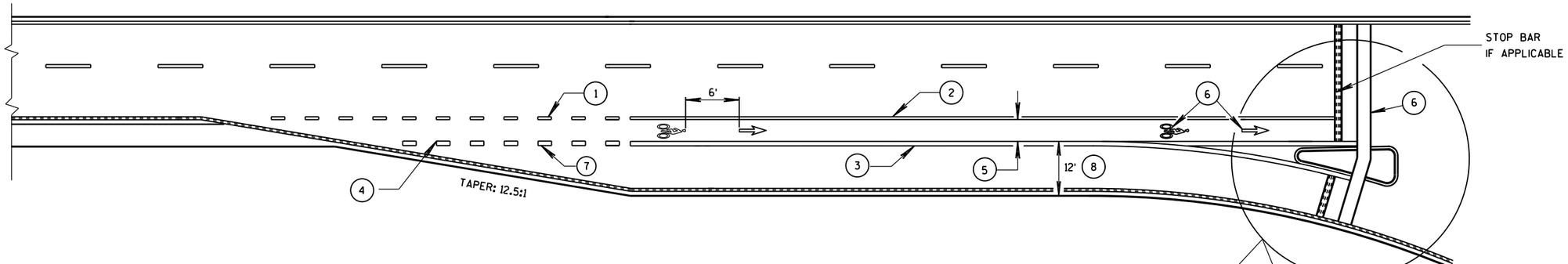
FHWA

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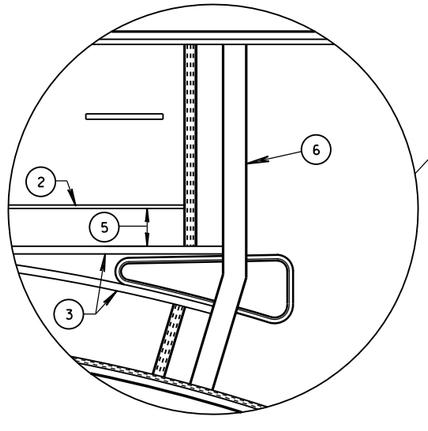
S.D.D. 15 C 29-3a

GENERAL NOTES

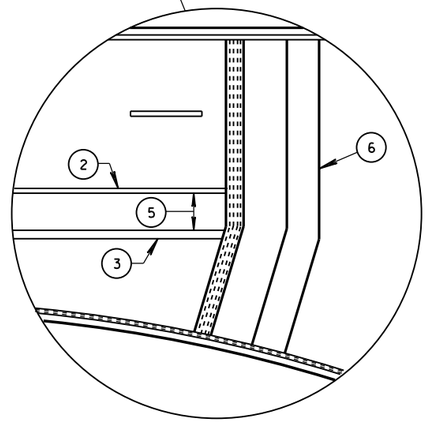
1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. 5' TYPICAL.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.
8. REFER TO CONTRACT PLANS.



BIKE LANE - 4-LANE DIVIDED WITH RIGHT TURN LANE



4 LANE DIVIDED WITH ISLAND



4 LANE DIVIDED WITHOUT ISLAND

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

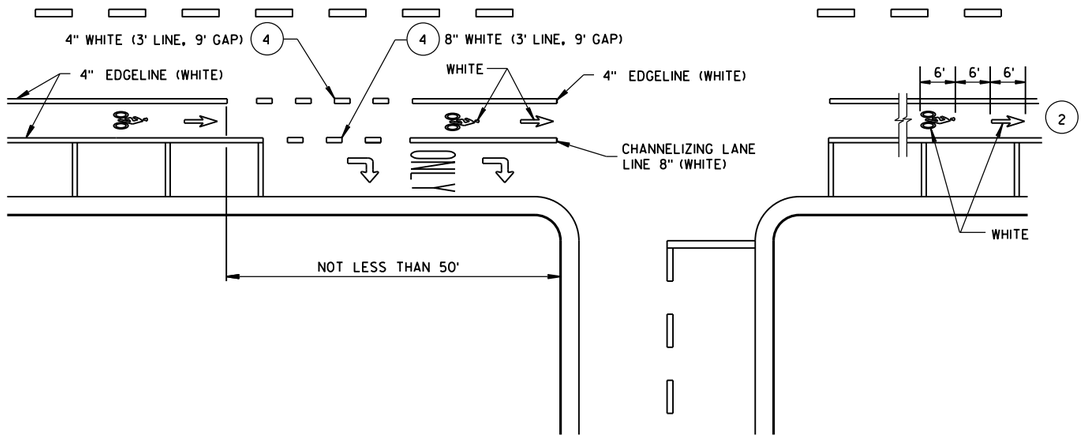
FHWA

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S.D.D. 15 C 29-3b

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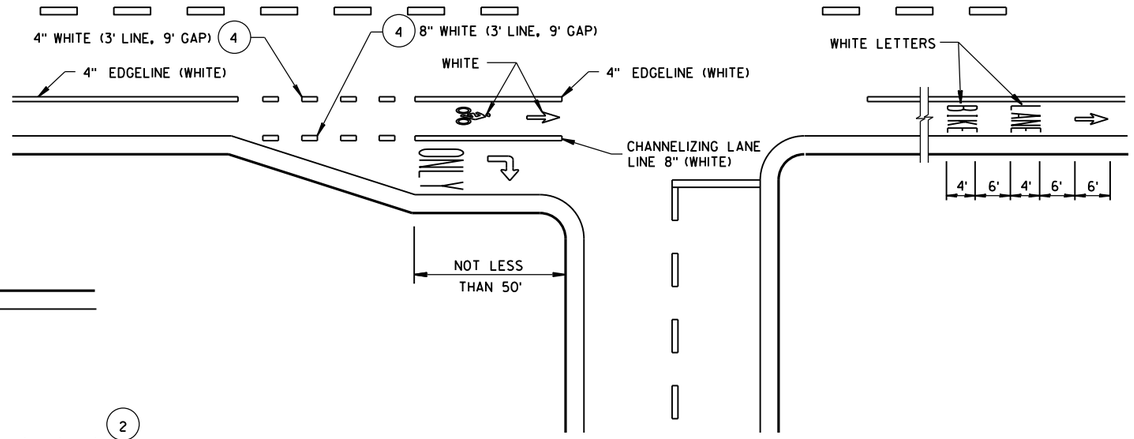
S.D.D. 15 C 29-3b



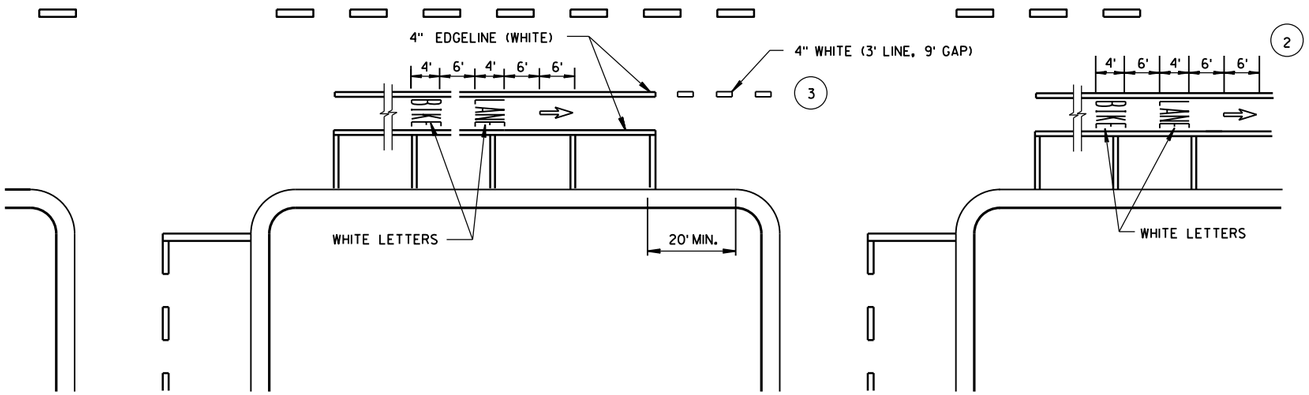
DESIGNATED BICYCLE LANE

GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. THE SERIES OF PAVEMENT MARKING SYMBOLS SHALL BE REPEATED AFTER INTERSECTIONS AND SPACED A MAXIMUM OF 250'. NO PAVEMENT MARKING WILL TAKE PLACE IN THE CROSSWALK.
3. DOTTED LINES SHOULD BE USED 50' TO 200' IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. WHEN SPECIFIED IN THE CONTRACT.



DESIGNATED BICYCLE LANE
NO PARKING, RIGHT TURN LANE



DESIGNATED BICYCLE LANE
WITH PARKING, NO RIGHT TURN LANE

URBAN BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/30/2013 DATE
/S/ Travis Feltes
STATE TRAFFIC E
FHWA

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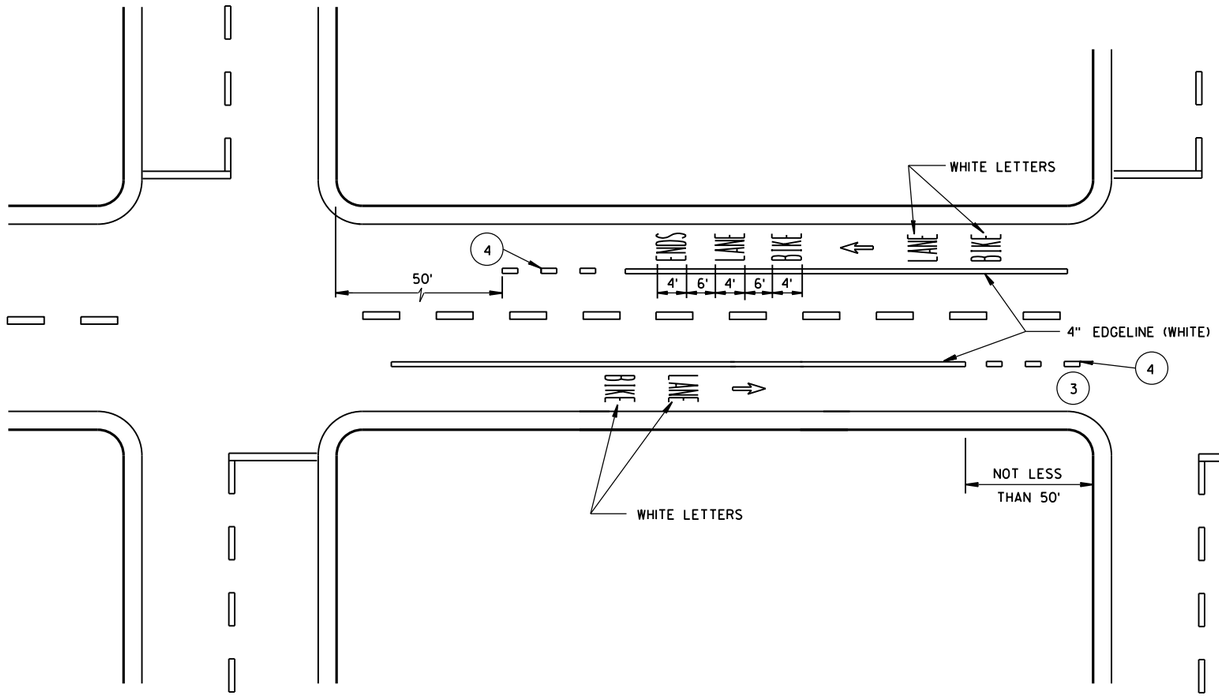
S.D.D. 15 C 29-3c

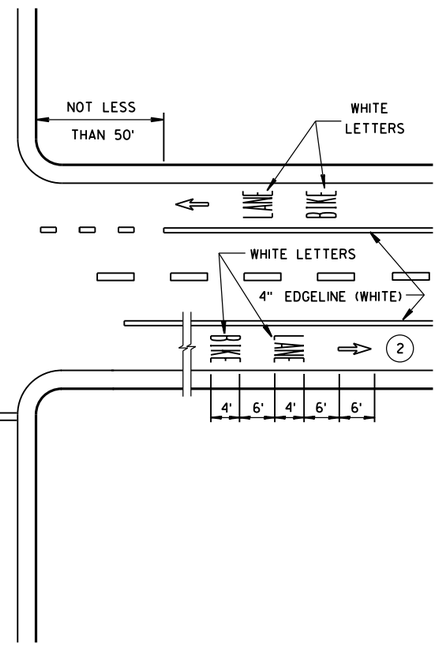
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S.D.D. 15 C 29-3c

GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. THE SERIES OF PAVEMENT MARKING SYMBOLS SHALL BE REPEATED AFTER INTERSECTIONS AND SPACED A MAXIMUM OF 250'. NO PAVEMENT MARKING WILL TAKE PLACE IN THE CROSSWALK.
3. DOTTED LINES SHOULD BE USED 50' TO 200' IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. 3' LINE, 9' GAP - 4" WIDE, WHITE.





DESIGNATED BICYCLE LANE
NO PARKING

URBAN BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/30/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC EN
FHWA

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S.D.D. 15 C 29-3d

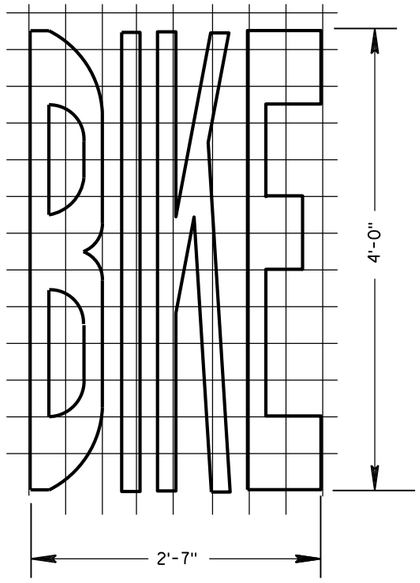
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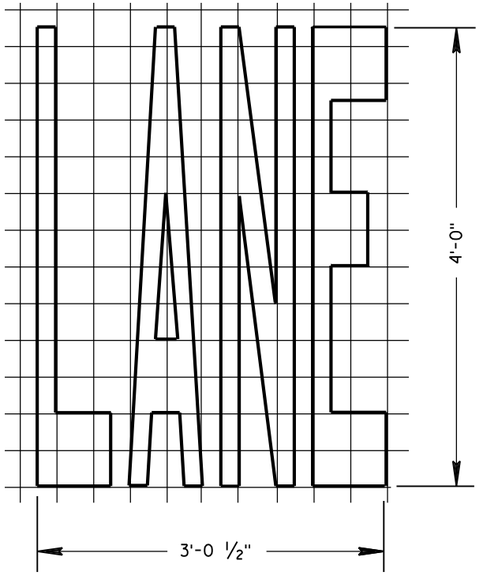
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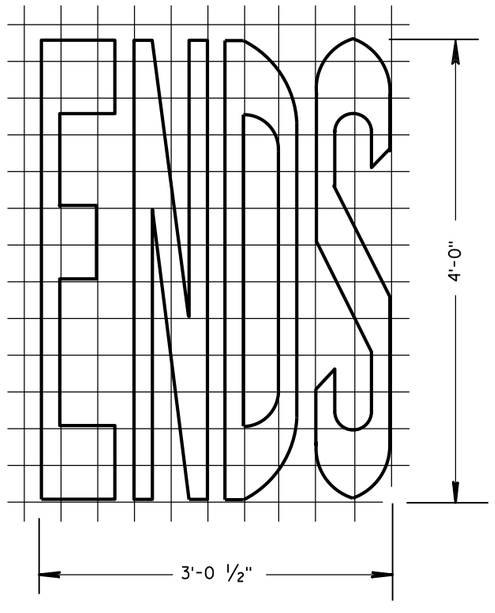
GENERAL NOTES

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

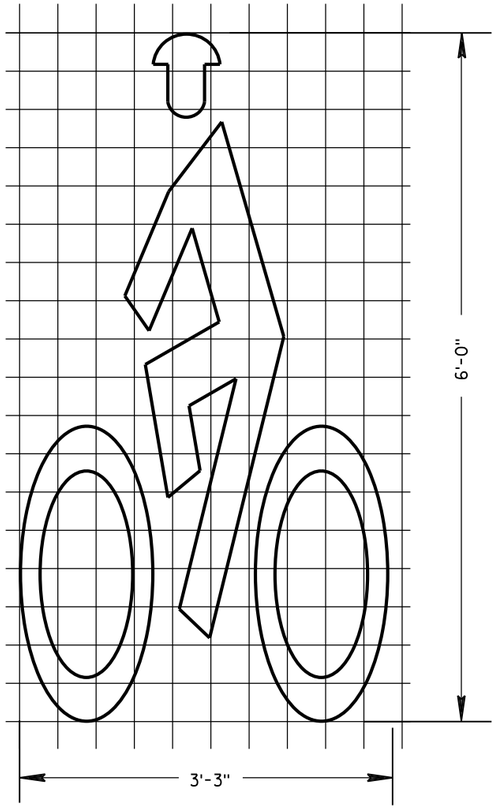
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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



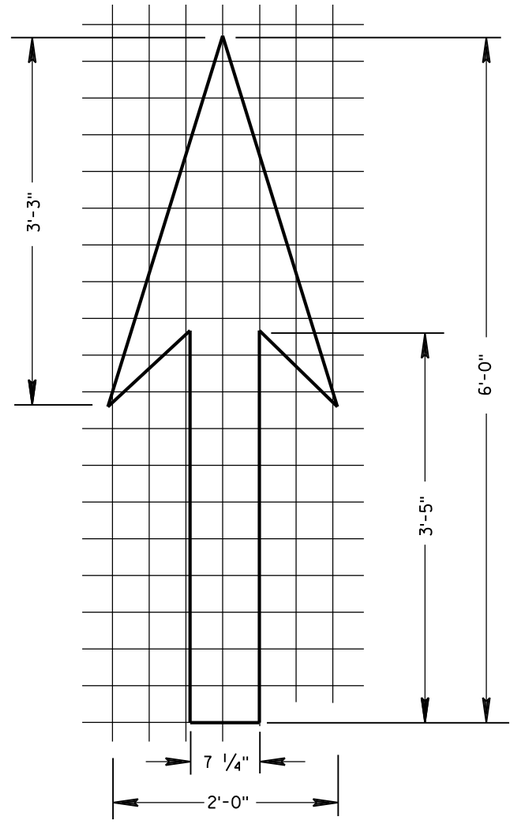




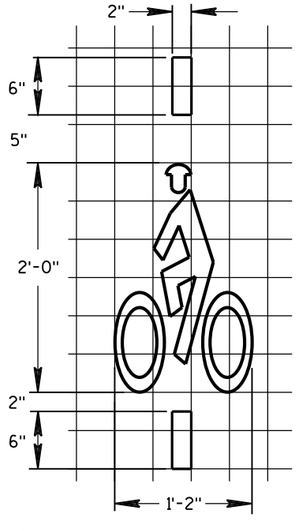
BIKE LANE WORDS



BIKE LANE SYMBOL



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-30-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC EN

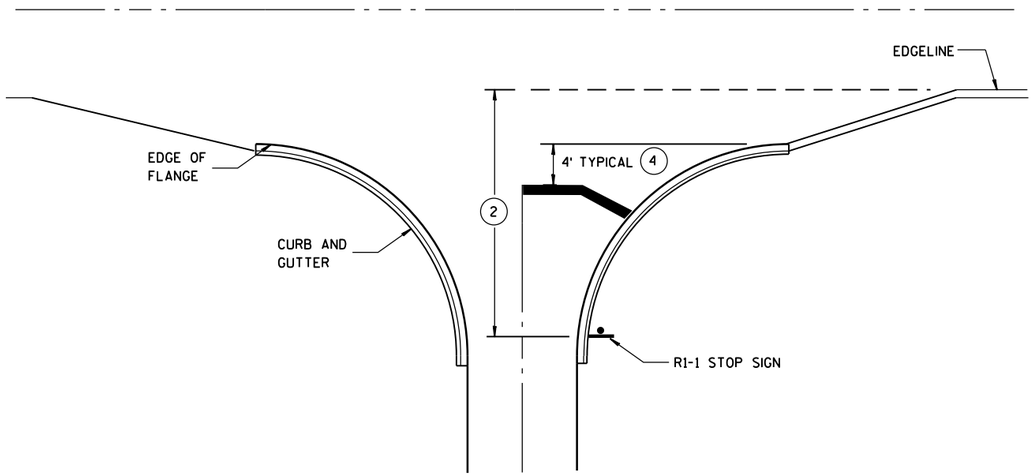
FHWA

6

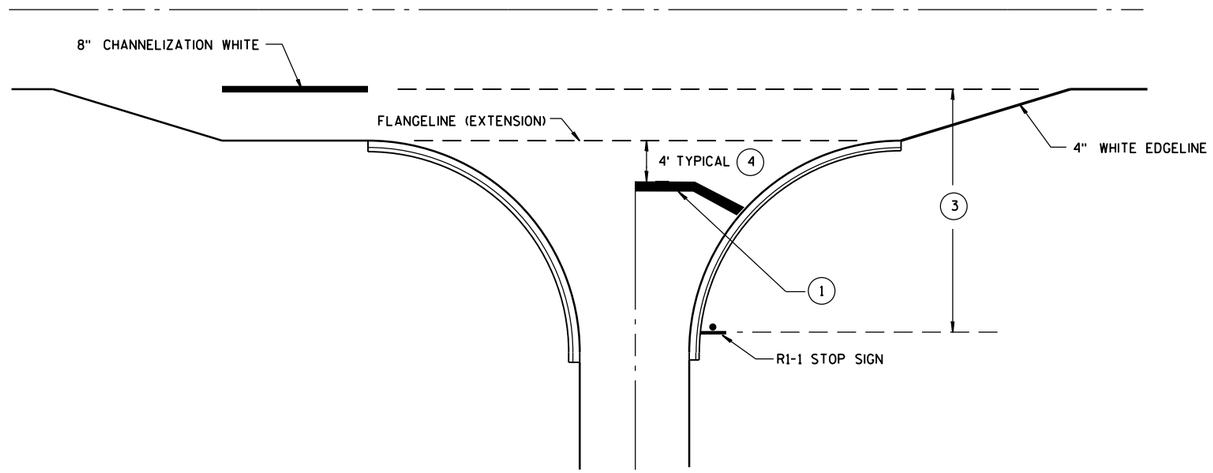
S.D.D. 15 C 29-3e

6

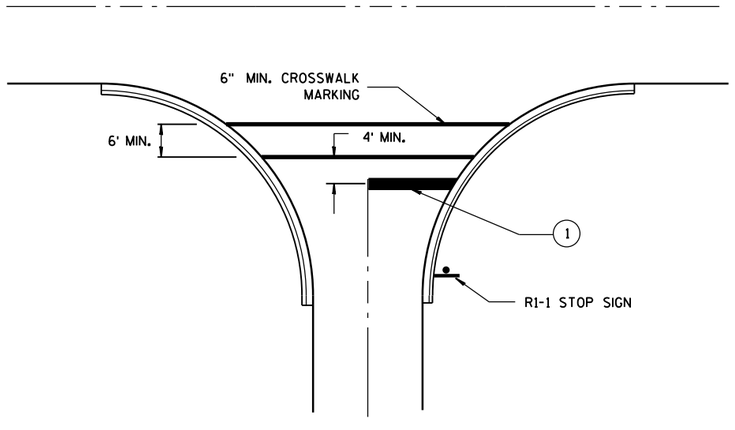
S.D.D. 15 C 29-3e



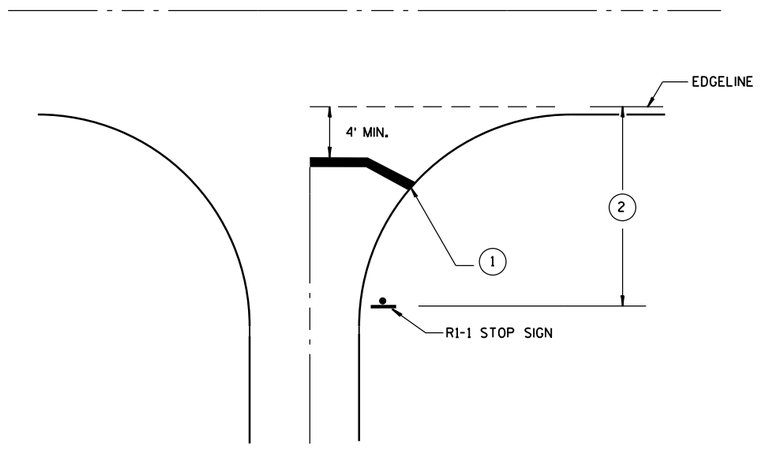
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

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

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

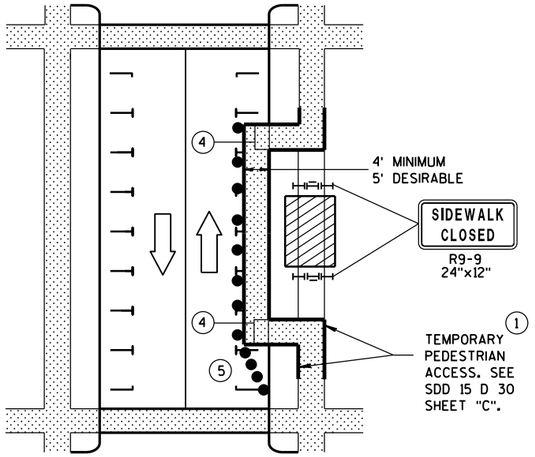
/S/ Travis Feltes
STATE TRAFFIC E

FHWA

6

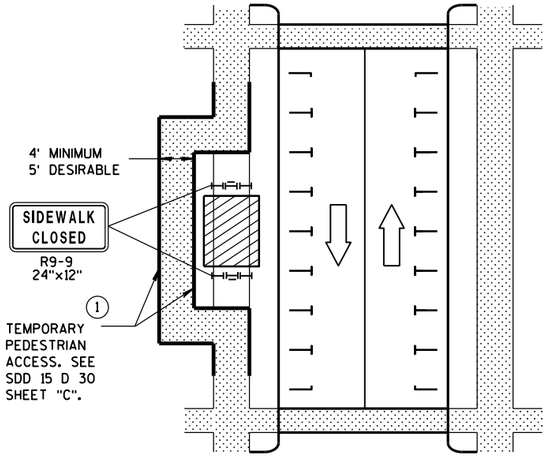
S.D.D. 15 C 33-1

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

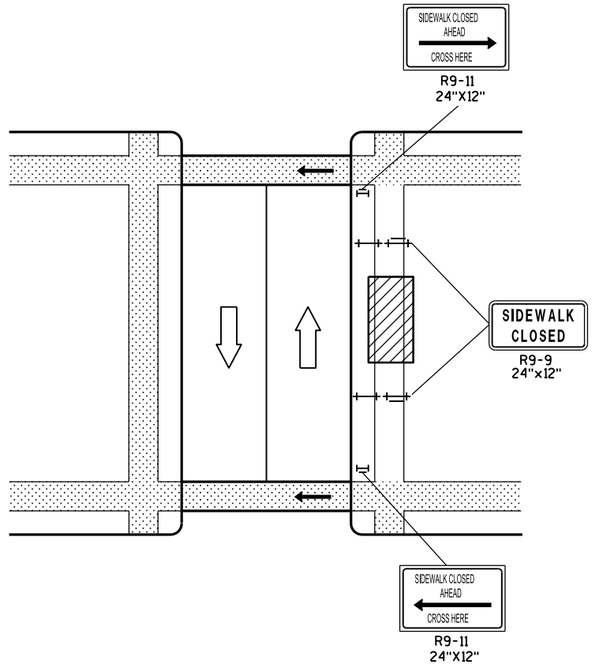


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

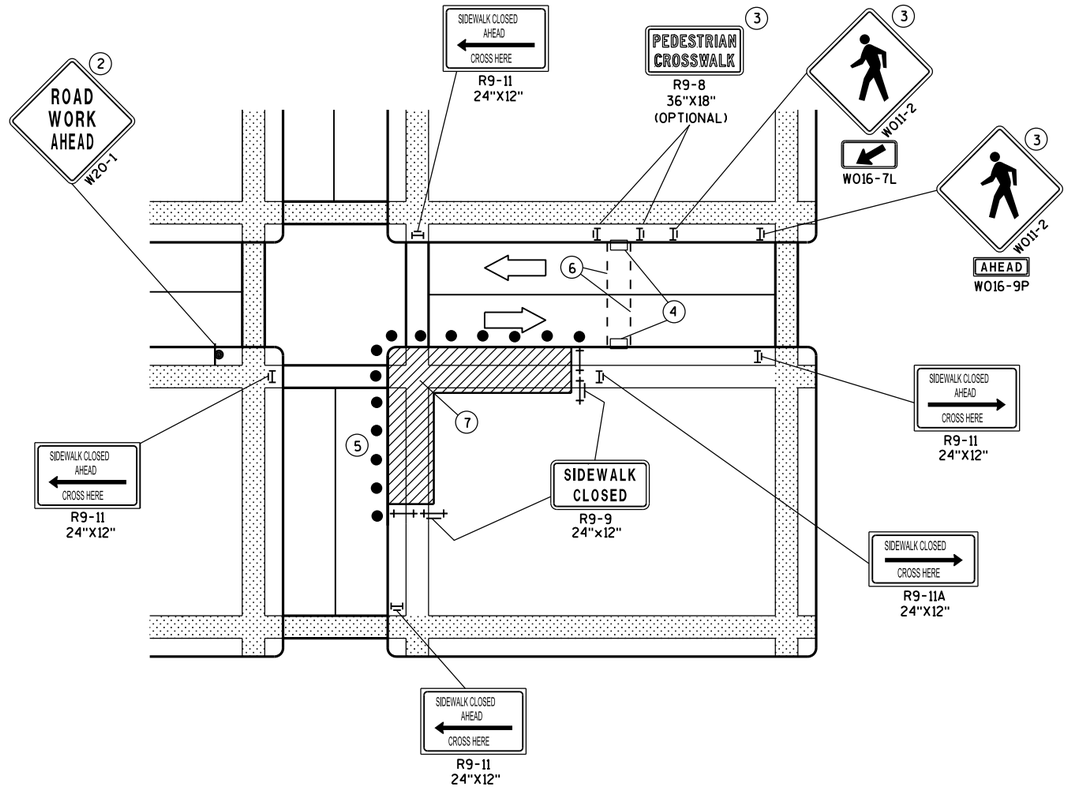
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

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 DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

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

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.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

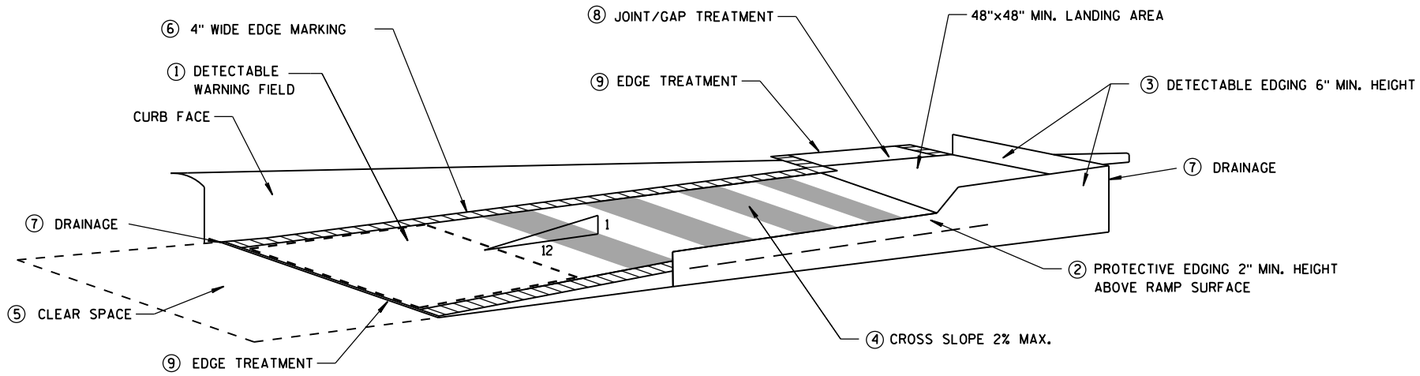
- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 30-2a



TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

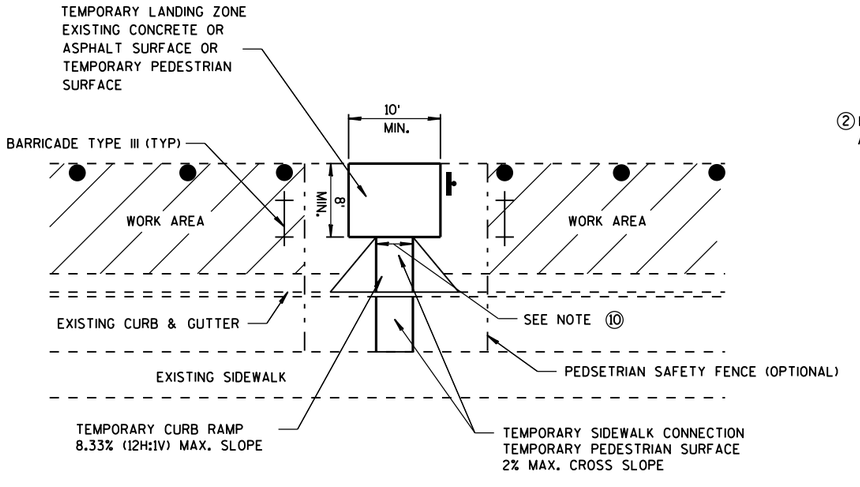
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

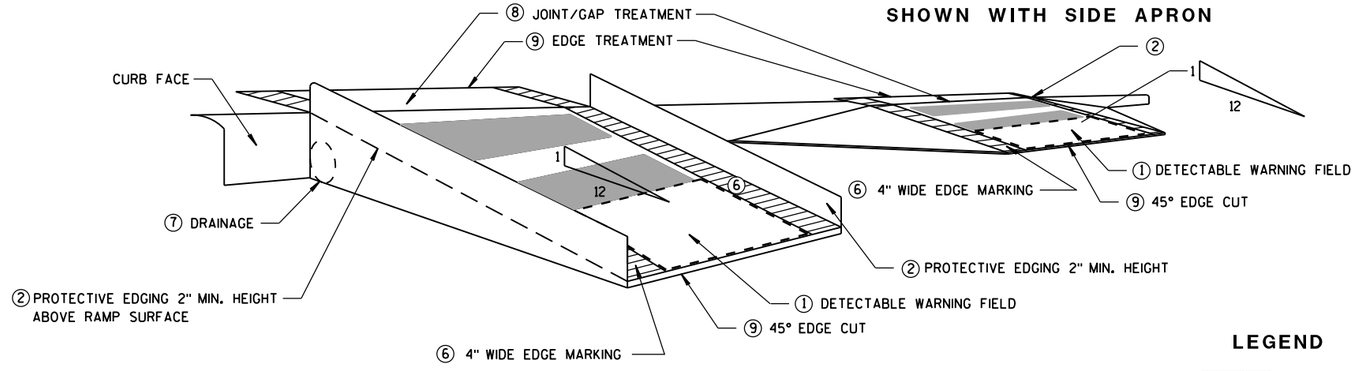
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

SHOWN WITH SIDE APRON

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2015 DATE — /S/ Travis Feltes STATE TRAFFIC ENGINEER — SIGN

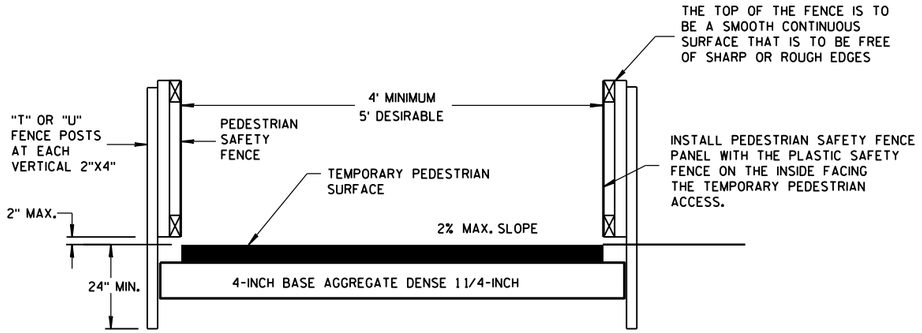
FHWA

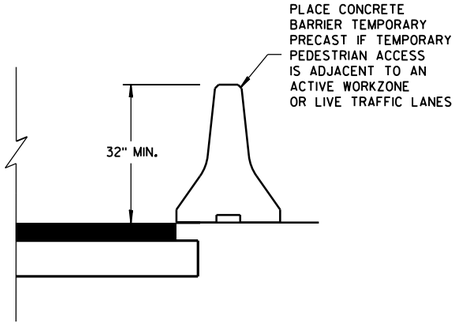
6

S.D.D. 15 D 30-2b

6

S.D.D. 15 D 30-2b

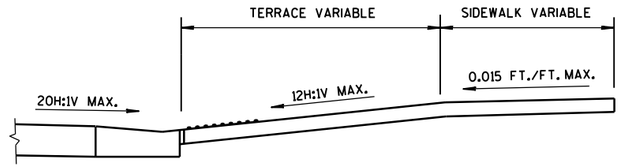




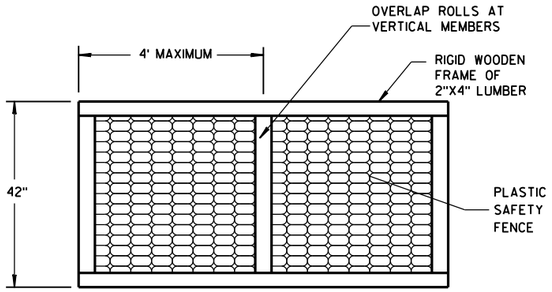
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

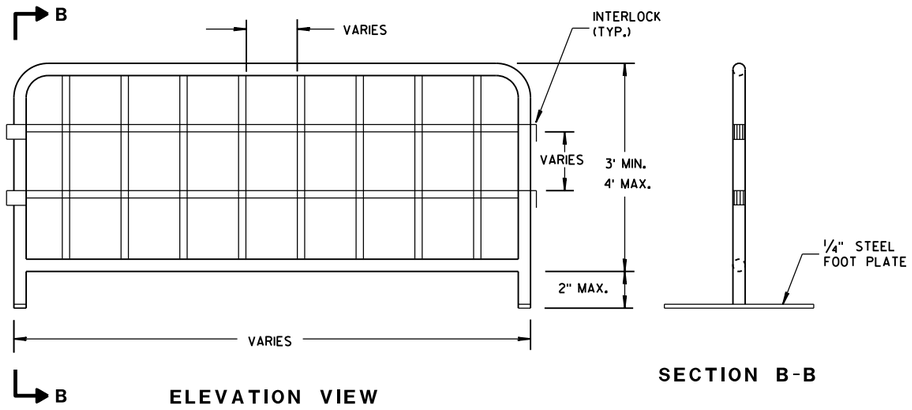
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



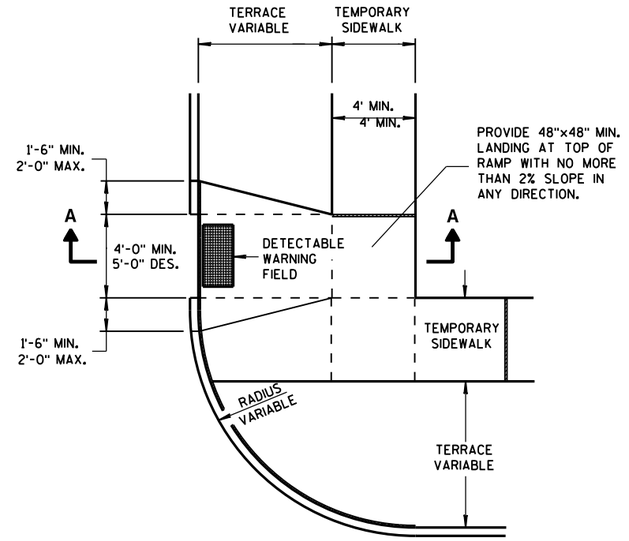
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

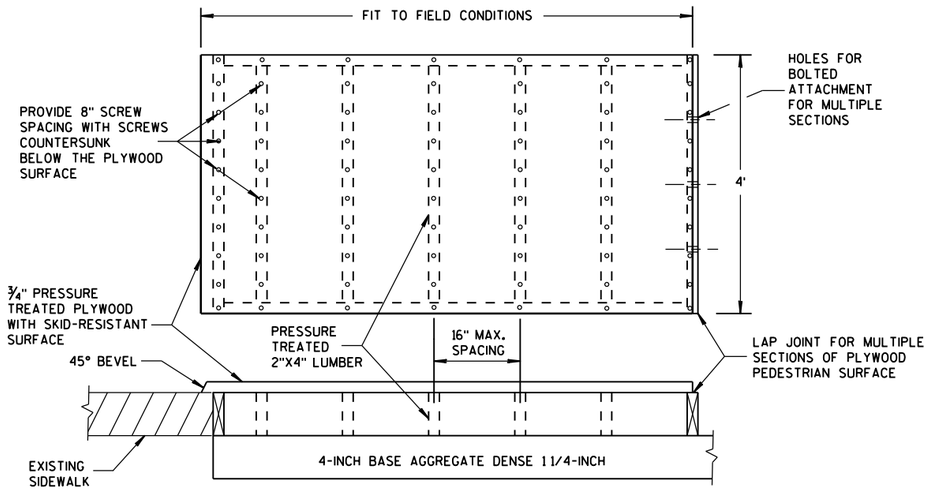
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



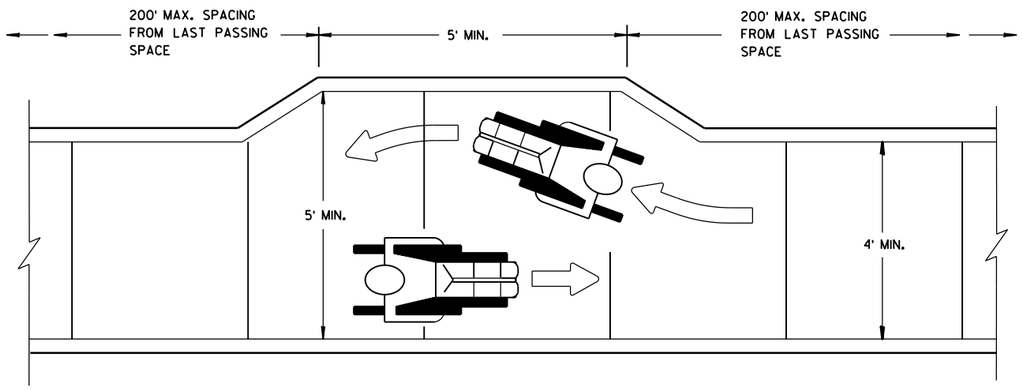
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2015 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER — SIGN

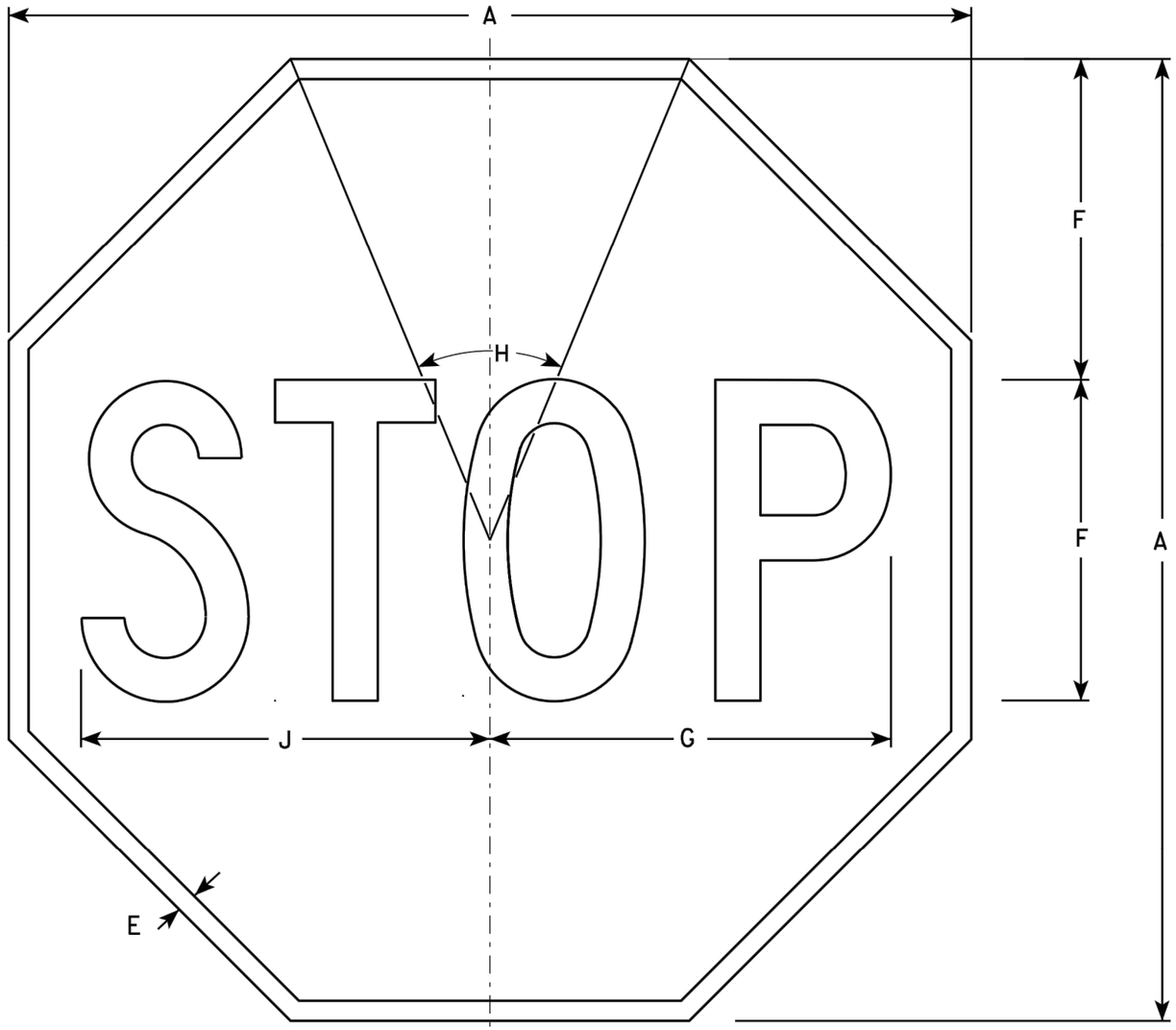
FHWA

6

S.D.D. 15 D 30-2c

6

S.D.D. 15 D 30-2c



R1-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

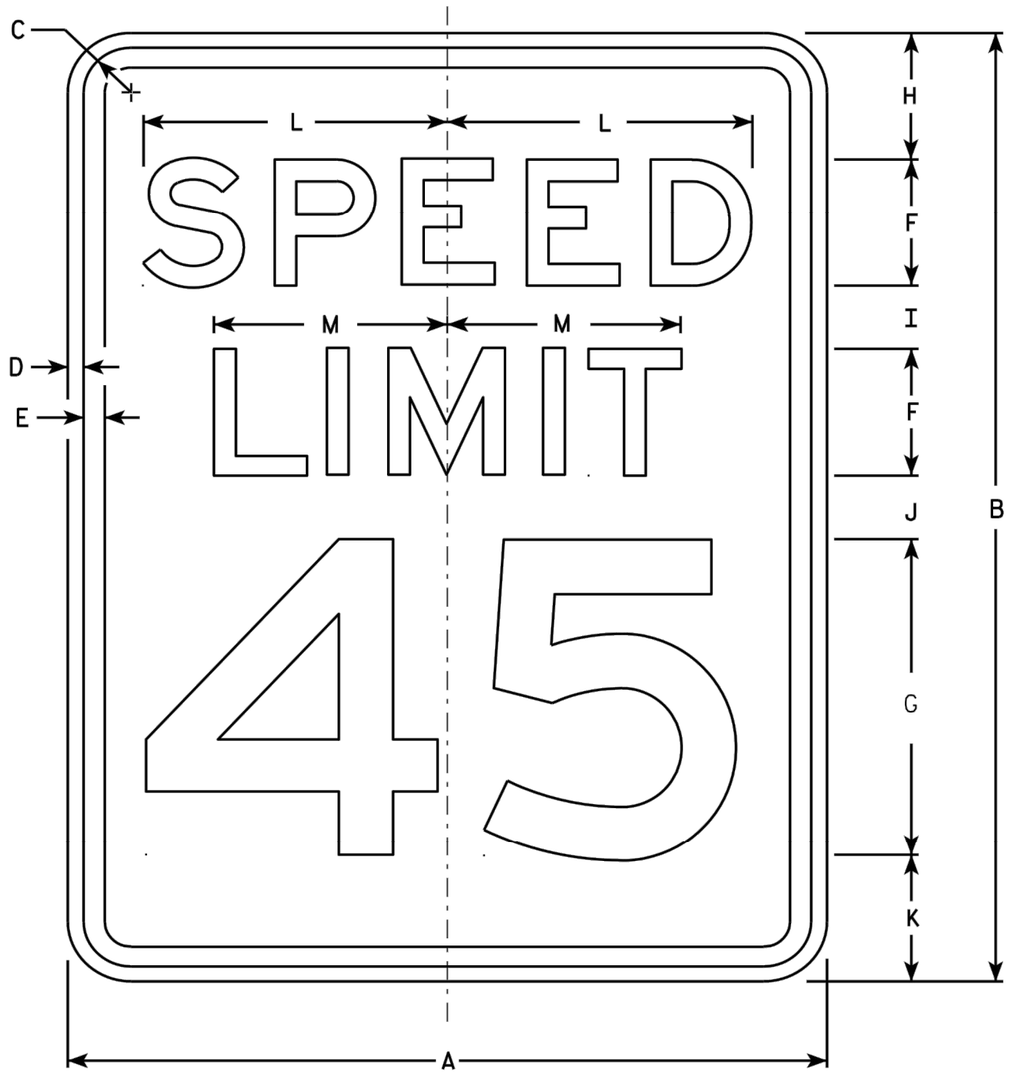
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SIGN PLATES	SHEET: 188	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

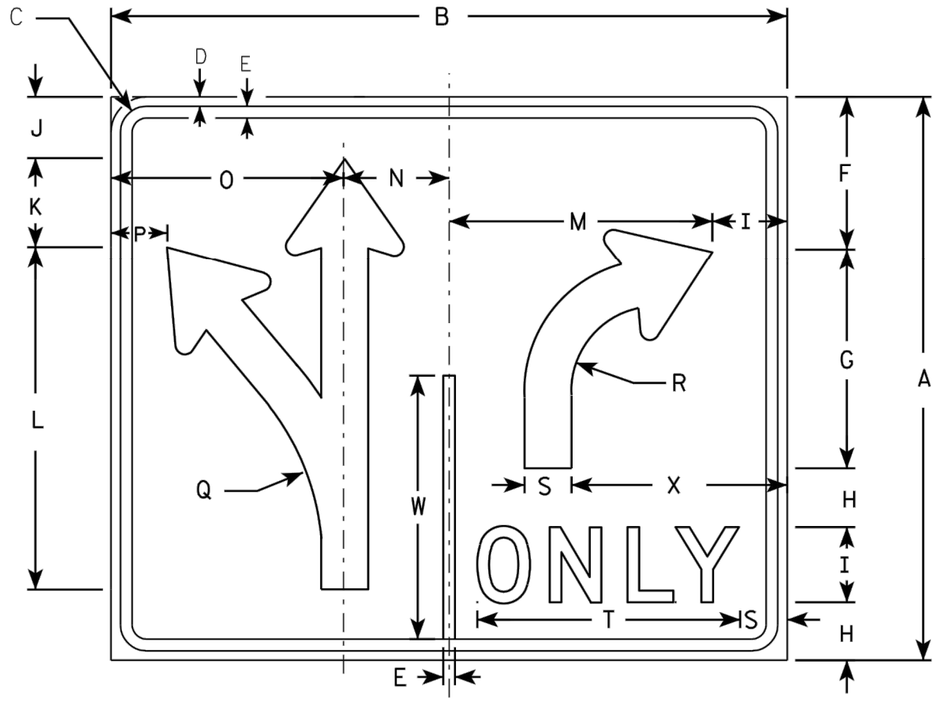
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

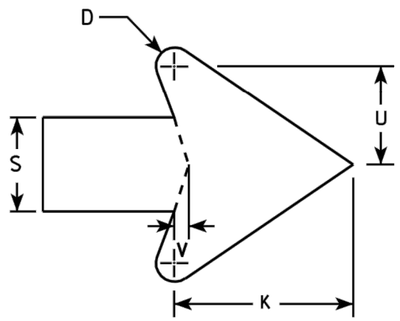
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SIGN PLATES	SHEET: 189	E



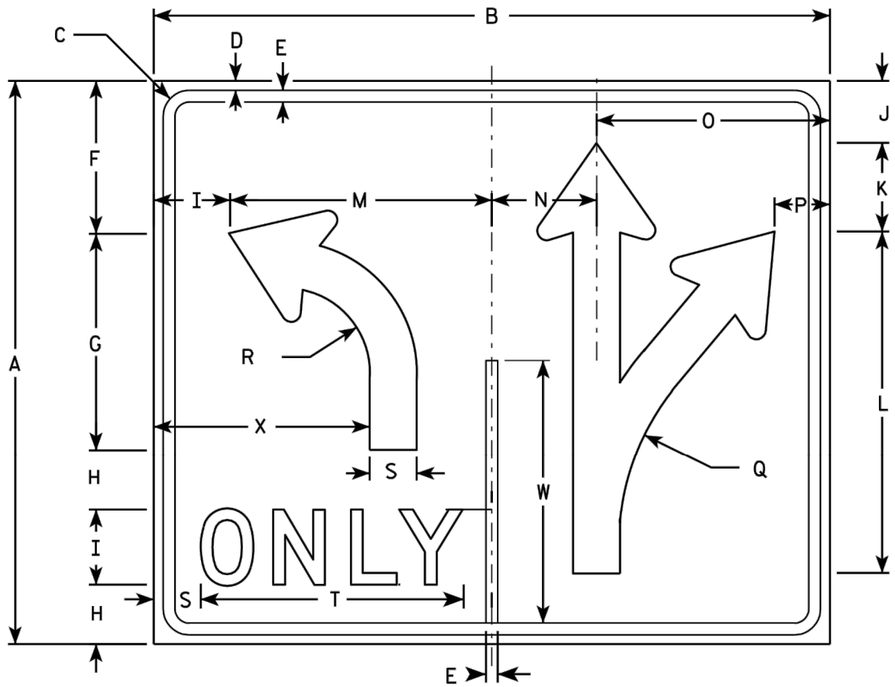
R3-8



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-8A

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	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0

STANDARD SIGN
R3-8 & R3-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8.5

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL	SHEET: 190	E

7

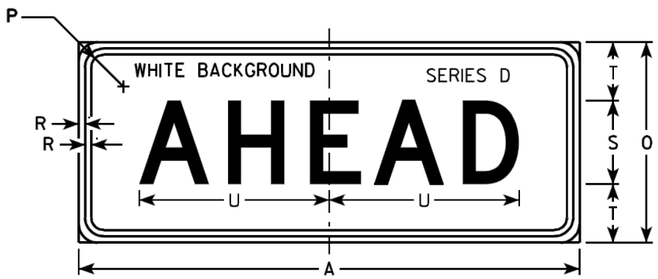
skelliher, W:\PROJECTS\00005\830103\01- Plan Preparation\07-SIGN PLATES\03 R3-8A.dwg, 03 r3-8a, Plot Date: 1/14/2016 3:22 PM, xrefs:none



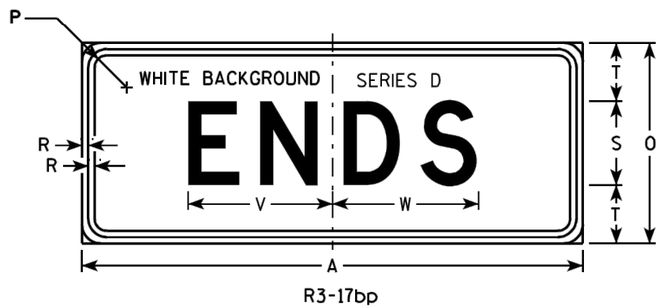
R3-17

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted on the Signs.
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.



R3-17ap



R3-17bp

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	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

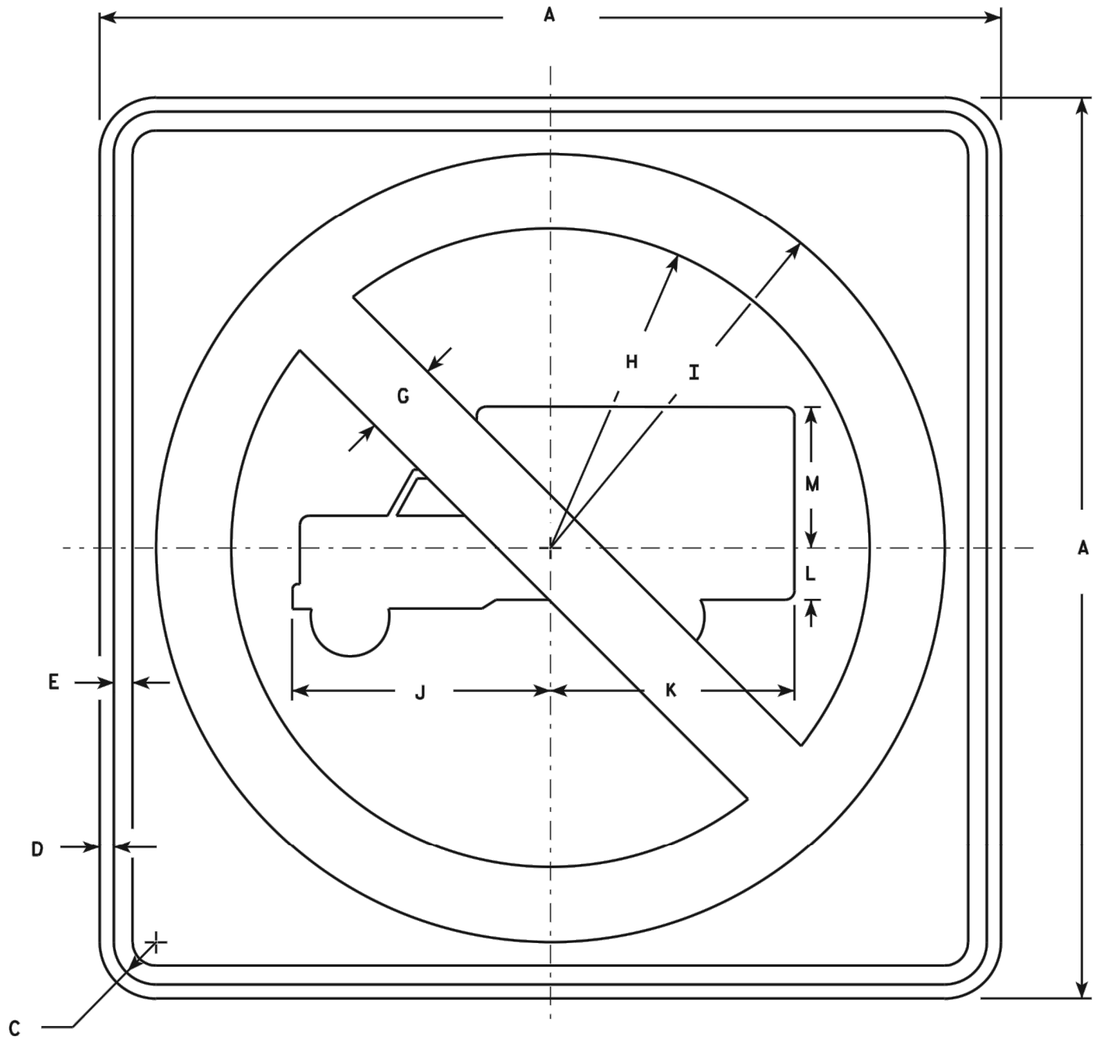
STANDARD SIGN
R3-17 & R3-17a&bp

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 4/12/2011 PLATE NO. R3-17.2

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SIGN PLATES	SHEET: 191	E



R5-2

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. Circle & Diagonal - Reflective red.
   Truck Symbol & Border - Non-reflective black.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
2M	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
3	30		1 3/8	1/2	5/8		2 1/2	10 5/8	13 1/8	8 1/2	8 1/8	1 5/8	4 3/4														6.25
4	36		1 5/8	5/8	3/4		3	12 3/4	15 3/4	10 1/4	9 3/4	2	5 3/4														9.0
5	48		2 1/4	3/4	1		4	17	21	13 5/8	13	2 5/8	7 5/8														16.0

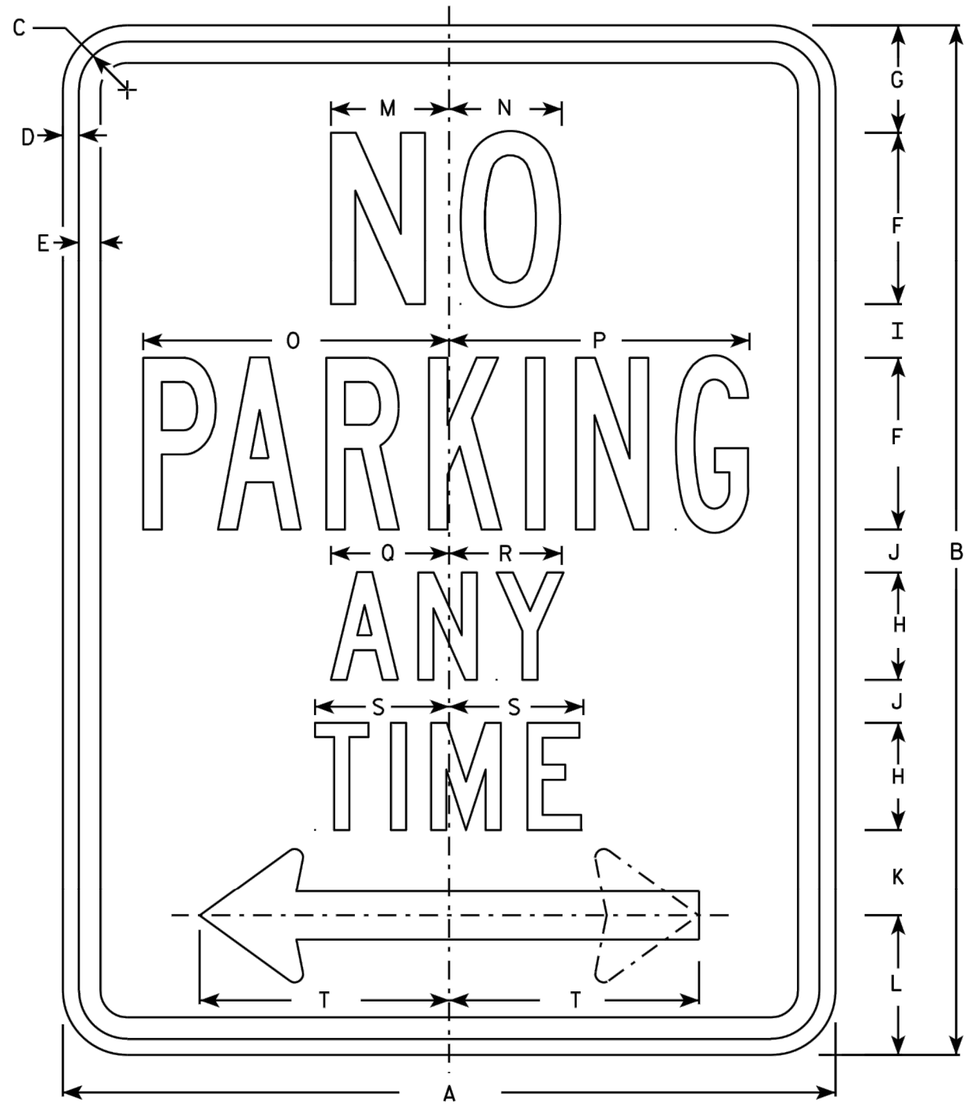
STANDARD SIGN
R5-2

WISCONSIN DEPT OF TRANSPORTATION

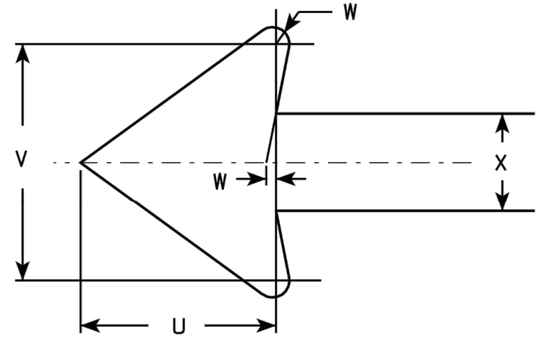
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-2.6

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SIGN PLATES	SHEET: 192	E



R7-1



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

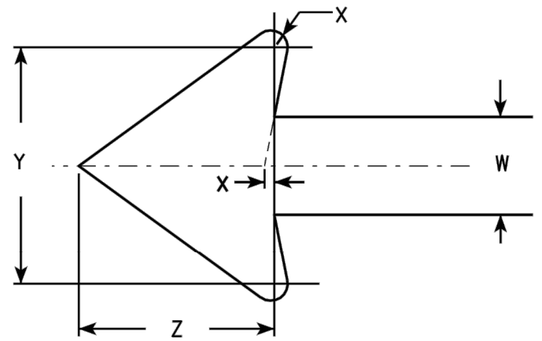
DATE 3/31/2011 PLATE NO. R7-1.9



R7-53

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-53D (double arrow)
   R7-53L (left arrow)
   R7-53R (right arrow)



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	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 5/8	1 3/4	1/4	4 1/2	2 3/8	3 7/8	3/4	1/8	1 3/4	1 1/2	1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	3 3/8	1 1/2	5/8	5 3/8	3	5 7/8	1 1/8	1/4	2 5/8	2 1/4	3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	4	2	5/8	6 5/8	3 5/8	7 3/4	1 1/2	1/4	3 1/2	3	5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	4	2	5/8	6 5/8	3 5/8	7 3/4	1 1/2	1/4	3 1/2	3	5.0
4																											
5																											

STANDARD SIGN
R7-53

WISCONSIN DEPT OF TRANSPORTATION

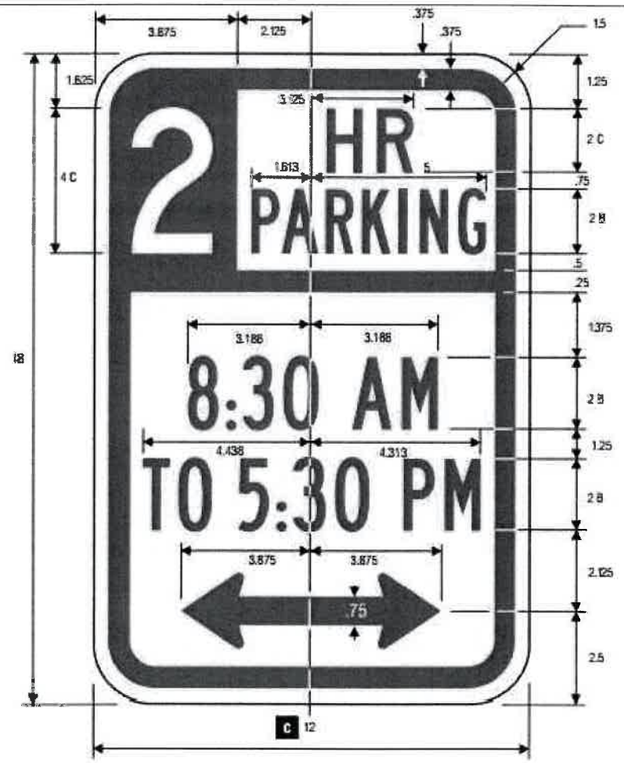
APPROVED Matthew R Rauch
for State Traffic Engineer

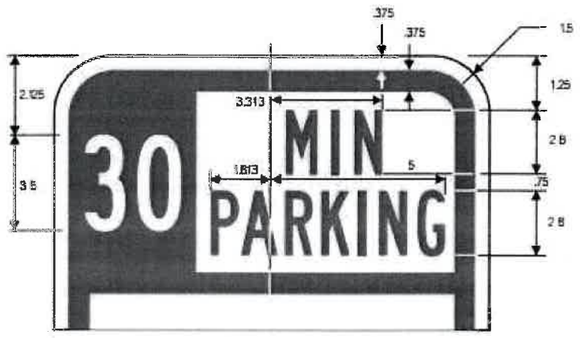
DATE 3/31/2011 PLATE NO. R7-53.6

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SIGN PLATES	SHEET: 194	E

7

skelliher, W:\PROJECTS\00005\830103\01- Plan Preparation\07-SIGN PLATES\07 R7-53.dwg, 07 r7-53, Plot Date: 1/14/2016 3:22 PM, xrefs:none





R7-108 (MOD)
NO PARKING-TIME

SEE PAVEMENT MARKING AND SIGNING DETAIL SHEET FOR TIME LIMITS

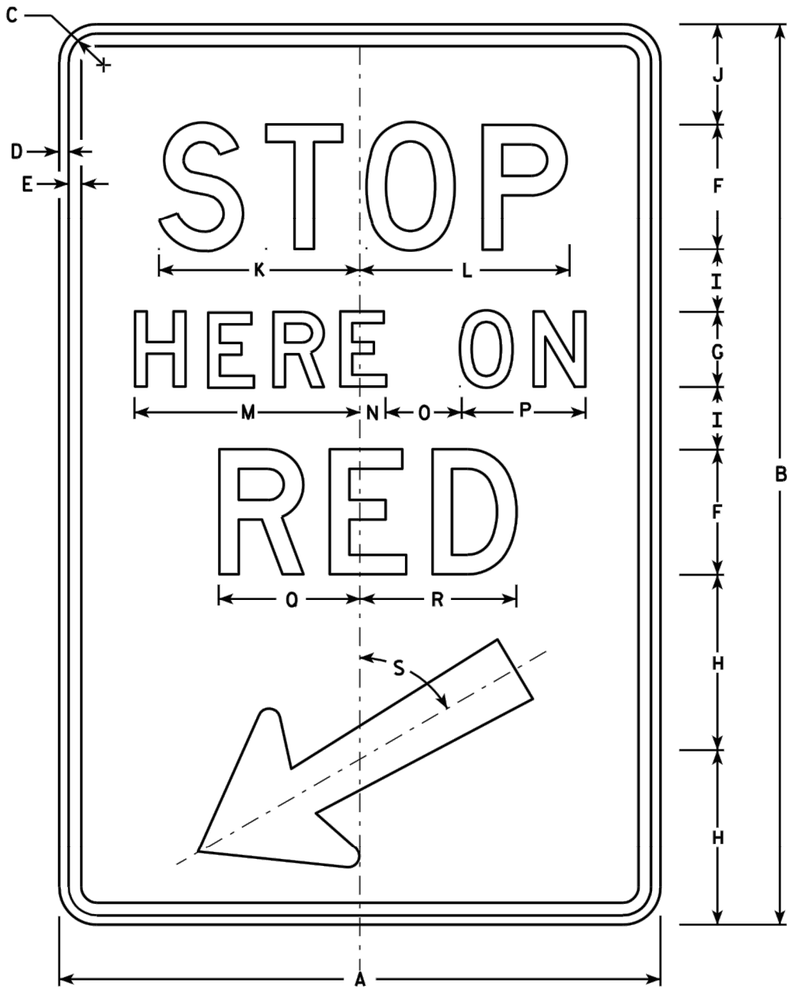
COLORS: LEGEND – GREEN (RETROREFLECTIVE)
BACKGROUND – WHITE (RETROREFLECTIVE)

7

7

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SIGN PLATES	SHEET:	E

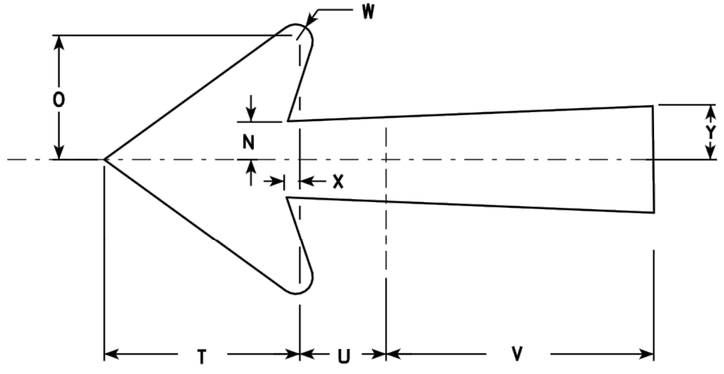
skelliher, W:\PROJECTS\00005\830103\01- Plan Preparation\07-SIGN PLATES\08 R7-108.dwg, 08 r7-108, Plot Date: 1/14/2016 3:22 PM, xrefs: none



R10-6

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - 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.



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	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
2M	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
3																											
4																											
5																											

STANDARD SIGN
R10-6

WISCONSIN DEPT OF TRANSPORTATION

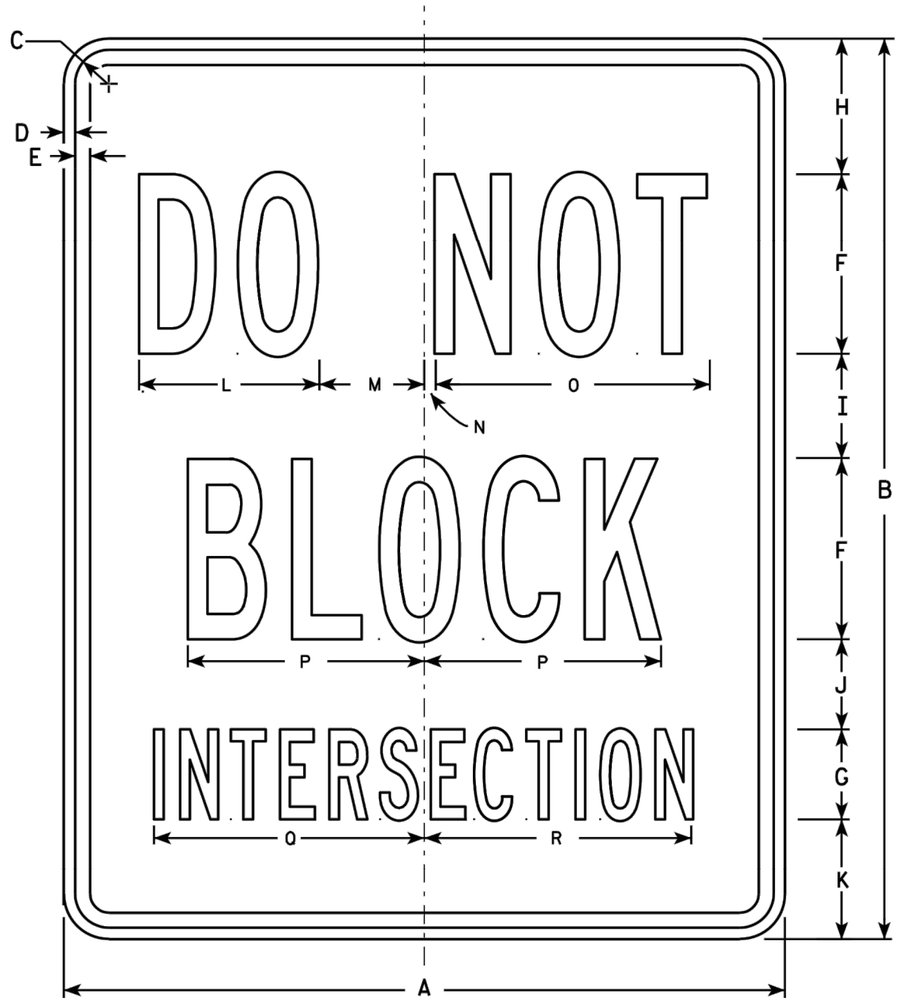
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-6.6

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SIGN PLATES	SHEET: 196	E

skelliher, W:\PROJECTS\00005\830103\01- Plan Preparation\07-SIGN PLATES\09 R10-6.dwg, 09 r10-6, Plot Date: 1/14/2016 3:22 PM, xrefs:none

7



R10-7(MOD)

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	6	3	4 1/2	3 1/2	3	4	6	3 1/2	3/8	9 1/8	7 7/8	9	8 7/8									5.0
2M	24	30	1 1/8	3/8	1/2	6	3	4 1/2	3 1/2	3	4	6	3 1/2	3/8	9 1/8	7 7/8	9	8 7/8									5.0
3	36	48	1 3/8	1/2	5/8	10	5	7	5 1/4	4 1/2	6 1/4	10	5 5/8	1/2	15 1/8	13 1/8	15	14 7/8									12.0
4																											
5																											

STANDARD SIGN
R10-7

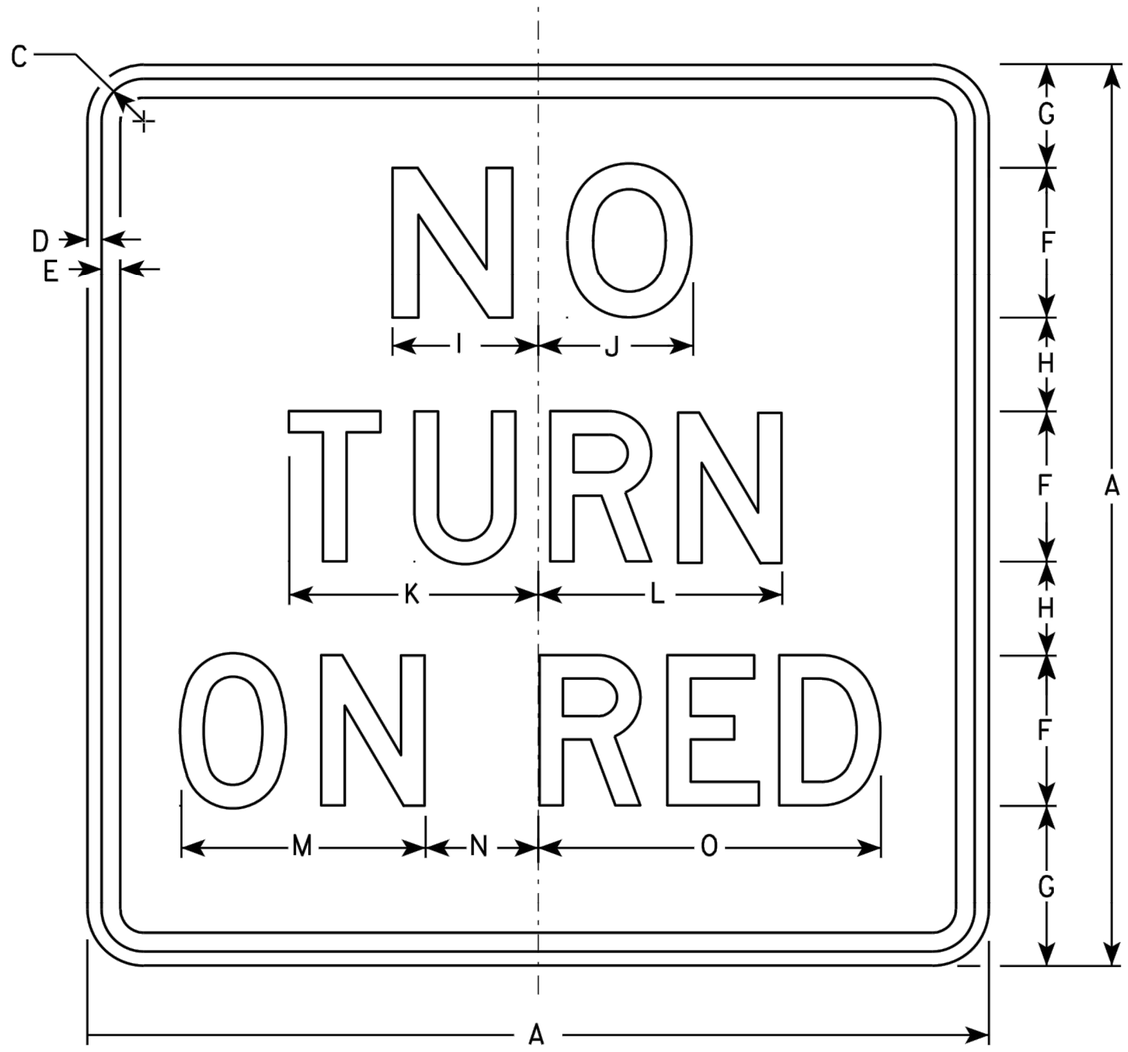
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-7.5

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SIGN PLATES	SHEET: 197	E

skelliher, W:\PROJECTS\00005\830103\01- Plan Preparation\07-SIGN PLATES\10 R10-7.dwg, 10 r10-7, Plot Date: 1/14/2016 3:22 PM, xrefs:none



R10-11B

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 E.
   Lines 2 and 3 are Series D.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8	3/8	3/8	3	2 3/4	1 3/4	3	3 1/8	5	4 7/8	5 1/4	1 7/8	7 1/8												2.25
2S	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
2M	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
3	30		1 3/8	1/2	5/8	5	4 1/2	3	4 7/8	5 1/4	8 1/4	8 1/8	7 3/4	4 1/8	11 7/8												6.25
4																											
5																											

STANDARD SIGN
R10-11B

WISCONSIN DEPT OF TRANSPORTATION

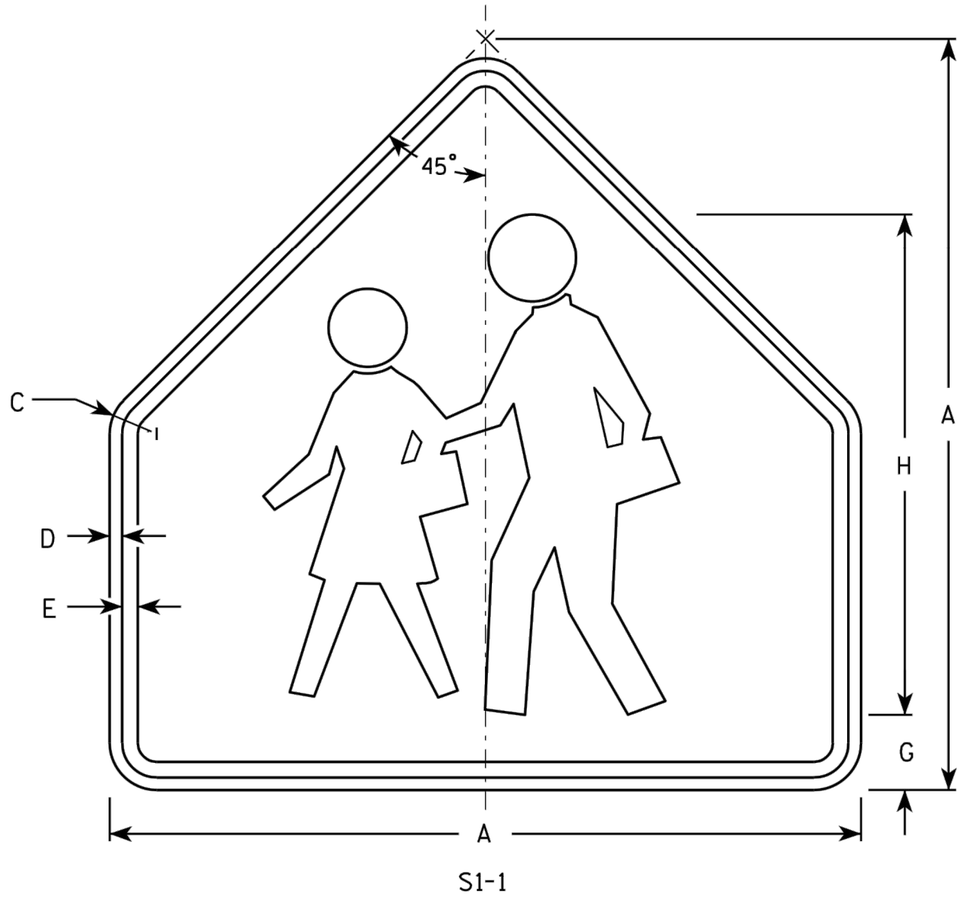
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-11B.4

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SIGN PLATES	SHEET: 198	E

7

skelliher, W:\PROJECTS\00005\830103\01- Plan Preparation\07-SIGN PLATES\11 R10-11B.dwg, 11 r10-11b, Plot Date: 1/14/2016 3:22 PM, xrefs:none



S1-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

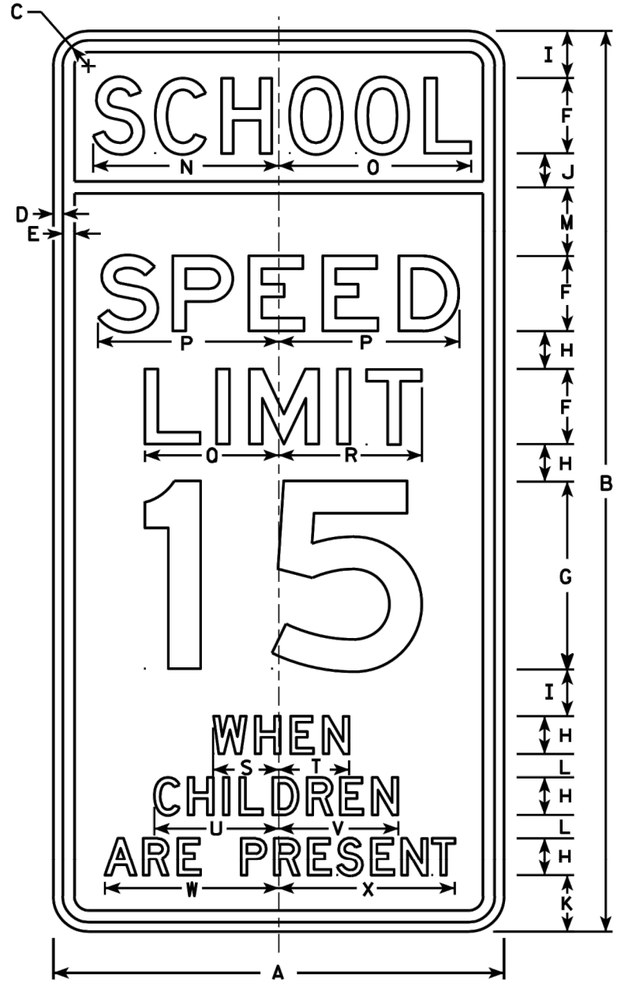
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SIGN PLATES	SHEET: 199	E



S4-51

NOTES

1. Sign is Type II - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. (See note 5).
2. Color:
   Background - See note 5
   Message - Black
3. Message Series - See note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Top panel (SCHOOL) background - Yellow Green -Type F Reflective.
   Lower panel background - White -Type H Reflective.
6. From top to bottom:
   Lines 1, 5, 6 & 7 are series D
   Lines 2, 3 & 4 are series E
7. Line 4 substitute appropriate numerals and adjust spacing to achieve proper balance.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 1200 mm
3	900 mm X 1800 mm
4	
5	

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.	Area m²
1																												
2	24	48	1 3/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00	0.72
3	36	72	2 1/4	3/4	1	6	15	3	3 3/4	2 3/4	4 1/2	1 7/8	5 1/2	15	15 1/4	14 1/2	11 1/4	11 1/2	5 1/2	5 3/4	10	9 3/4	14	14 1/8			18.00	1.62
4																												
5																												

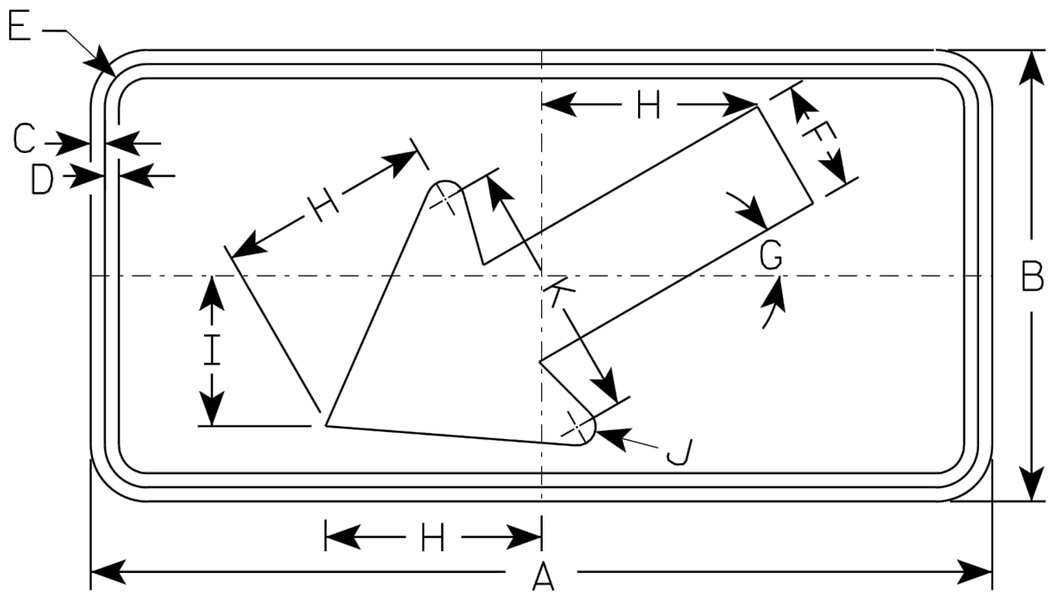
STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 4/26/10 PLATE NO. S4-51.9

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SIGN PLATES	SHEET: 200	E



WF16–7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. WF16–7R is the same as WF16–7L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4																											8
5																											8

STANDARD SIGN
WF16–7L

WISCONSIN DEPT OF TRANSPORTATION

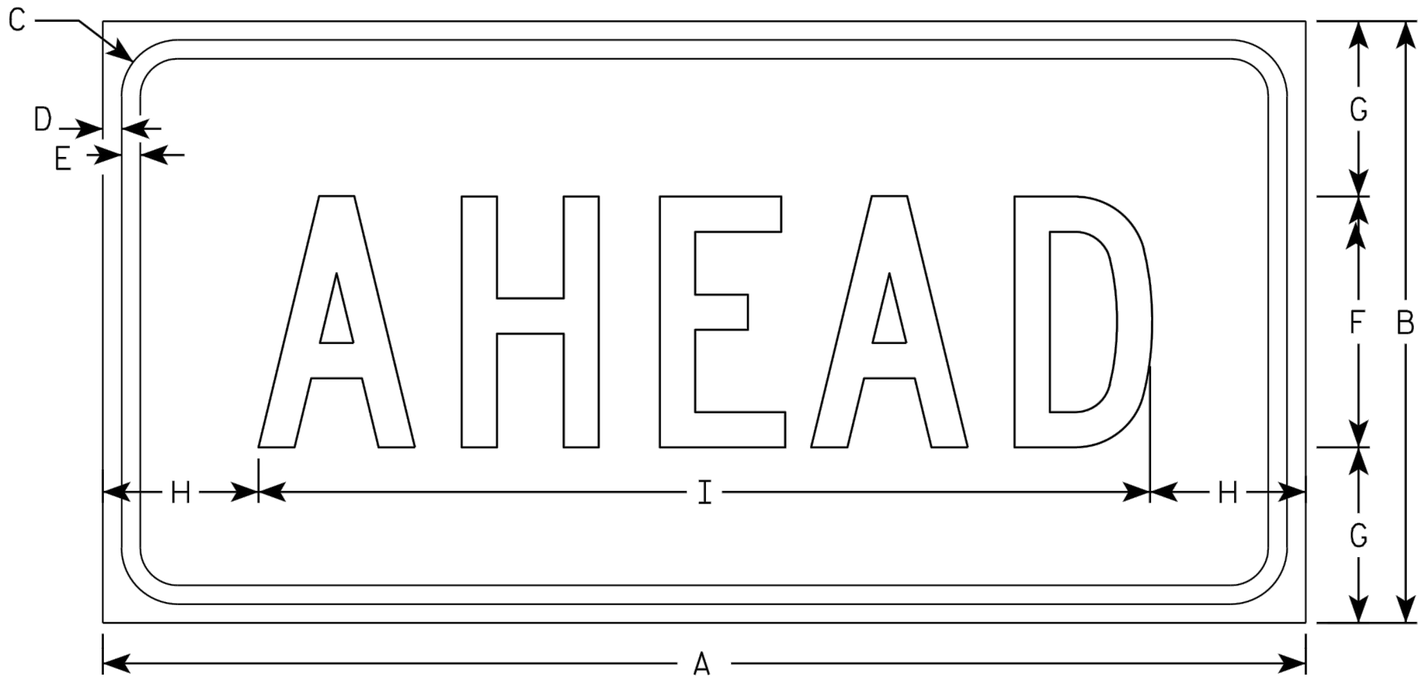
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

PROJECT NO: 4994-01-15	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	SIGN PLATES	SHEET: 201	E

7

skelliher, W:\PROJECTS\00005\830103\01- Plan Preparation\07-SIGN PLATES\14 WF16-7L.dwg, 14 wf16-7l, Plot Date: 1/14/2016 3:23 PM, xrefs: none



WF16–9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
WF16–9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/28/10 PLATE NO. W16-9P.6

Main St EW Volume						
Station	Fill Area (SF)	Cut Area (SF)	Fill Vol. (CY)	Cut Vol. (CY)	Cum. Fill Vol. (CY)	Cum Cut Vol. (CY)
9+08.31	0.02	157.76	0.00	0.00	0.00	0.00
9+50.00	0.01	228.18	0.02	297.93	0.02	297.93
10+00.00	0.00	161.73	0.01	361.03	0.03	658.96
10+50.00	0.85	62.36	0.79	207.49	0.82	866.45
11+00.00	0.56	64.61	1.31	117.56	2.13	984.01
11+25.00	3.62	69.04	1.93	61.87	4.07	1045.88
11+50.00	0.52	69.13	1.91	63.97	5.98	1109.85
11+69.00	0.54	73.86	0.37	50.31	6.35	1160.16
12+00.00	0.10	79.20	0.37	87.87	6.72	1248.03
12+25.00	0.00	84.33	0.04	75.71	6.76	1323.73
12+50.00	0.12	82.58	0.06	77.27	6.82	1401.01
12+70.00	0.06	79.52	0.07	60.04	6.88	1461.04
13+00.00	0.33	69.64	0.21	82.87	7.10	1543.91
13+18.00	0.28	64.56	0.20	44.73	7.30	1588.65
13+50.00	0.54	66.76	0.49	77.82	7.79	1666.47
14+00.00	0.11	76.05	0.60	132.24	8.39	1798.71
14+30.00	0.00	72.04	0.06	82.27	8.44	1880.98
14+50.00	0.00	75.08	0.00	54.49	8.44	1935.47
15+00.00	0.00	88.61	0.00	151.56	8.45	2087.03
15+15.00	0.00	91.96	0.00	50.16	8.45	2137.19
15+50.00	2.11	72.04	1.36	106.30	9.81	2243.49
15+75.00	0.00	73.43	0.97	67.35	10.78	2310.84
15+85.00	0.01	72.76	0.00	27.07	10.79	2337.91
16+00.00	0.51	69.48	0.14	39.51	10.93	2377.42
16+25.00	0.25	75.32	0.35	67.03	11.28	2444.45
16+50.00	0.08	79.29	0.15	71.58	11.43	2516.03
16+85.00	0.00	80.65	0.05	103.67	11.48	2619.70
17+00.00	0.00	79.89	0.00	44.60	11.48	2664.29

Main St EW Volume						
Station	Fill Area (SF)	Cut Area (SF)	Fill Vol. (CY)	Cut Vol. (CY)	Cum. Fill Vol. (CY)	Cum Cut Vol. (CY)
17+28.00	0.00	81.28	0.00	83.57	11.48	2747.86
17+40.00	0.03	76.72	0.01	35.11	11.49	2782.98
17+50.00	0.01	79.27	0.01	28.89	11.50	2811.86
17+69.00	0.01	83.01	0.01	57.10	11.50	2868.96
17+90.00	0.04	78.71	0.02	62.89	11.52	2931.86
18+00.00	0.00	82.46	0.01	29.85	11.53	2961.70
18+10.00	0.00	86.00	0.00	31.20	11.53	2992.90
18+50.00	0.00	73.09	0.00	117.84	11.53	3110.74
19+00.00	0.00	63.73	0.00	126.69	11.53	3237.43
19+50.00	0.19	72.21	0.18	125.88	11.71	3363.31
19+65.00	0.05	73.34	0.07	40.43	11.77	3403.74
19+80.00	0.03	74.32	0.02	41.02	11.79	3444.76
20+00.00	0.13	73.79	0.06	54.86	11.85	3499.61
20+14.00	0.05	72.65	0.05	37.96	11.90	3537.58
20+25.00	0.00	75.33	0.01	30.14	11.91	3567.72
20+50.00	0.10	74.81	0.05	69.51	11.96	3637.23
20+67.00	0.03	72.75	0.04	46.45	12.00	3683.69
21+00.00	0.01	74.17	0.02	89.79	12.03	3773.47
21+16.00	0.00	77.06	0.00	44.81	12.03	3818.28
21+26.00	0.01	76.91	0.00	28.51	12.03	3846.79
21+50.00	0.04	75.47	0.02	67.73	12.05	3914.52
21+65.00	0.04	76.78	0.02	42.29	12.07	3956.81
21+80.00	0.01	77.97	0.01	42.99	12.09	3999.80
22+00.00	0.06	77.26	0.03	57.49	12.11	4057.29
22+35.00	0.07	73.39	0.09	97.64	12.20	4154.93
22+50.00	0.08	73.33	0.04	40.76	12.24	4195.69
23+00.00	0.00	50.01	0.07	114.21	12.31	4309.90
23+50.00	0.00	58.82	0.00	100.77	12.31	4410.67

Main St EW Volume						
Station	Fill Area (SF)	Cut Area (SF)	Fill Vol. (CY)	Cut Vol. (CY)	Cum. Fill Vol. (CY)	Cum Cut Vol. (CY)
24+00.00	0.02	76.63	0.02	125.41	12.33	4536.08
24+16.00	0.00	80.92	0.01	46.68	12.34	4582.76
24+45.00	0.07	79.32	0.04	86.05	12.38	4668.81
24+50.00	0.06	78.99	0.01	14.66	12.39	4683.47
24+55.00	0.08	78.60	0.01	14.59	12.40	4698.06
24+70.00	0.04	77.00	0.03	43.22	12.43	4741.28
24+90.00	0.01	76.76	0.02	56.95	12.45	4798.23
25+00.00	0.00	81.73	0.00	29.35	12.45	4827.58
25+30.00	0.00	83.66	0.00	91.88	12.45	4919.46
25+50.00	0.00	81.64	0.00	61.22	12.45	4980.68
25+55.00	0.00	80.81	0.00	15.04	12.45	4995.73
25+70.00	0.01	78.37	0.00	44.22	12.46	5039.94
26+00.00	0.00	82.01	0.01	89.10	12.46	5129.04
26+05.00	0.00	80.57	0.00	15.05	12.46	5144.09
26+35.00	0.06	76.94	0.03	87.51	12.49	5231.60
26+50.00	0.00	78.51	0.02	43.18	12.51	5274.78
26+55.00	0.00	76.86	0.00	14.39	12.51	5289.16
26+75.00	0.16	78.38	0.06	57.50	12.57	5346.66
27+00.00	0.00	81.15	0.08	73.86	12.65	5420.52
27+08.00	0.00	81.39	0.00	24.08	12.65	5444.60
27+50.00	0.00	80.48	0.00	125.90	12.65	5570.50
28+00.00	0.00	71.38	0.00	140.61	12.65	5711.11
28+10.00	0.00	72.30	0.00	26.61	12.65	5737.72
28+50.00	0.17	67.21	0.13	103.34	12.78	5841.05
28+66.00	0.00	80.30	0.05	43.71	12.83	5884.76
29+00.00	0.07	81.79	0.05	102.06	12.88	5986.82
29+25.00	0.00	85.56	0.03	77.48	12.91	6064.30
29+50.00	0.05	83.25	0.02	78.15	12.94	6142.46

Main St EW Volume						
Station	Fill Area (SF)	Cut Area (SF)	Fill Vol. (CY)	Cut Vol. (CY)	Cum. Fill Vol. (CY)	Cum Cut Vol. (CY)
29+80.00	0.03	87.24	0.05	94.72	12.98	6237.17
30+00.00	0.05	82.98	0.03	63.04	13.01	6300.21
30+38.00	0.06	77.83	0.08	113.16	13.09	6413.38
30+50.00	0.05	78.29	0.02	34.69	13.11	6448.07
31+00.00	0.03	77.52	0.08	144.26	13.19	6592.33
31+50.00	0.08	77.40	0.10	143.45	13.29	6735.78
31+88.00	0.00	68.37	0.05	102.58	13.34	6838.36
32+00.00	0.01	71.19	0.00	31.02	13.35	6869.38
32+36.00	0.07	79.38	0.05	100.38	13.40	6969.76
32+50.00	0.08	78.26	0.04	40.87	13.44	7010.63
32+88.00	0.10	76.90	0.13	109.18	13.57	7119.81
33+00.00	0.09	78.16	0.04	34.46	13.61	7154.27
33+15.00	0.00	80.37	0.03	44.04	13.64	7198.30
33+50.00	0.29	78.33	0.19	102.87	13.82	7301.17
33+65.00	0.00	79.84	0.08	43.94	13.90	7345.11
34+00.00	0.22	74.44	0.14	100.00	14.05	7445.11
34+15.00	0.00	76.33	0.06	41.88	14.11	7486.99
34+50.00	0.22	72.83	0.14	96.68	14.25	7583.67
34+65.00	0.00	76.86	0.06	41.58	14.31	7625.25
35+00.00	0.27	75.60	0.17	98.81	14.49	7724.06
35+15.00	0.00	80.17	0.07	43.27	14.56	7767.33
35+50.00	0.00	78.21	0.00	102.65	14.56	7869.98
36+00.00	0.01	67.55	0.01	134.96	14.57	8004.94
36+09.60	0.00	109.00	0.00	31.39	14.58	8036.33
36+50.00	0.00	0.00	0.00	81.55	14.58	8117.88

NEW YORK EW Volume						
Station	Fill Area (SF)	Cut Area (SF)	Fill Vol. (CY)	Cut Vol. (CY)	Cum. Fill Vol. (CY)	Cum Cut Vol. (CY)
8+58.50	0.45	54.17	0.00	0.00	0.00	0.00
9+00.00	0.63	60.48	0.83	88.11	0.83	88.11
9+44.74	0.04	71.73	0.56	109.53	1.39	197.64
10+00.00	0.00	0.00	0.00	0.00	1.39	197.64
10+65.15	0.00	72.80	0.00	0.00	1.39	197.64
10+80.15	0.05	58.16	0.01	36.37	1.40	234.01

TENNESSEE EW Volume						
Station	Fill Area (SF)	Cut Area (SF)	Fill Vol. (CY)	Cut Vol. (CY)	Cum. Fill Vol. (CY)	Cum Cut Vol. (CY)
9+15.00	0.00	35.21	0.00	0.00	0.00	0.00
9+50.00	0.00	71.88	0.00	69.41	0.00	69.41
9+55.74	0.00	75.54	0.00	15.68	0.00	85.08

CUSTER EW Volume						
Station	Fill Area (SF)	Cut Area (SF)	Fill Vol. (CY)	Cut Vol. (CY)	Cum. Fill Vol. (CY)	Cum Cut Vol. (CY)
9+21.04	0.00	49.69	0.00	0.00	0.00	0.00
9+50.00	0.11	60.71	0.06	59.20	0.06	59.20
9+55.90	0.76	59.53	0.09	13.13	0.16	72.33
10+00.00	0.00	0.00	0.00	0.00	0.16	72.33
10+36.28	0.00	73.46	0.00	0.00	0.16	72.33
10+50.00	0.00	61.80	0.00	34.36	0.16	106.69
10+65.00	0.02	44.56	0.00	29.55	0.16	136.24

NEVADA EW Volume						
Station	Fill Area (SF)	Cut Area (SF)	Fill Vol. (CY)	Cut Vol. (CY)	Cum. Fill Vol. (CY)	Cum Cut Vol. (CY)
9+30.00	0.05	53.61	0.00	0.00	0.00	0.00
9+50.00	0.04	61.40	0.03	42.60	0.03	42.60
9+55.74	0.05	58.92	0.01	12.80	0.04	55.39
10+00.01	3.40	80.75	0.00	0.00	0.04	55.39
10+36.55	0.00	74.53	2.30	105.06	2.34	160.46
10+50.00	0.23	64.35	0.06	34.59	2.40	195.05
10+67.00	0.08	51.78	0.10	36.56	2.49	231.61

BENT EW Volume						
Station	Fill Area (SF)	Cut Area (SF)	Fill Vol. (CY)	Cut Vol. (CY)	Cum. Fill Vol. (CY)	Cum Cut Vol. (CY)
8+65.00	0.01	39.92	0.00	0.00	0.00	0.00
9+00.00	0.06	54.24	0.05	61.03	0.05	61.03
9+50.00	0.00	80.32	0.06	124.59	0.10	185.61
9+55.63	0.05	79.44	0.01	16.67	0.11	202.28

HURON EW Volume						
Station	Fill Area (SF)	Cut Area (SF)	Fill Vol. (CY)	Cut Vol. (CY)	Cum. Fill Vol. (CY)	Cum Cut Vol. (CY)
10+32.01	0.00	64.75	0.00	0.00	0.00	0.00
10+50.00	0.05	46.18	0.02	36.96	0.02	36.96
10+80.00	0.01	34.72	0.03	44.95	0.05	81.91

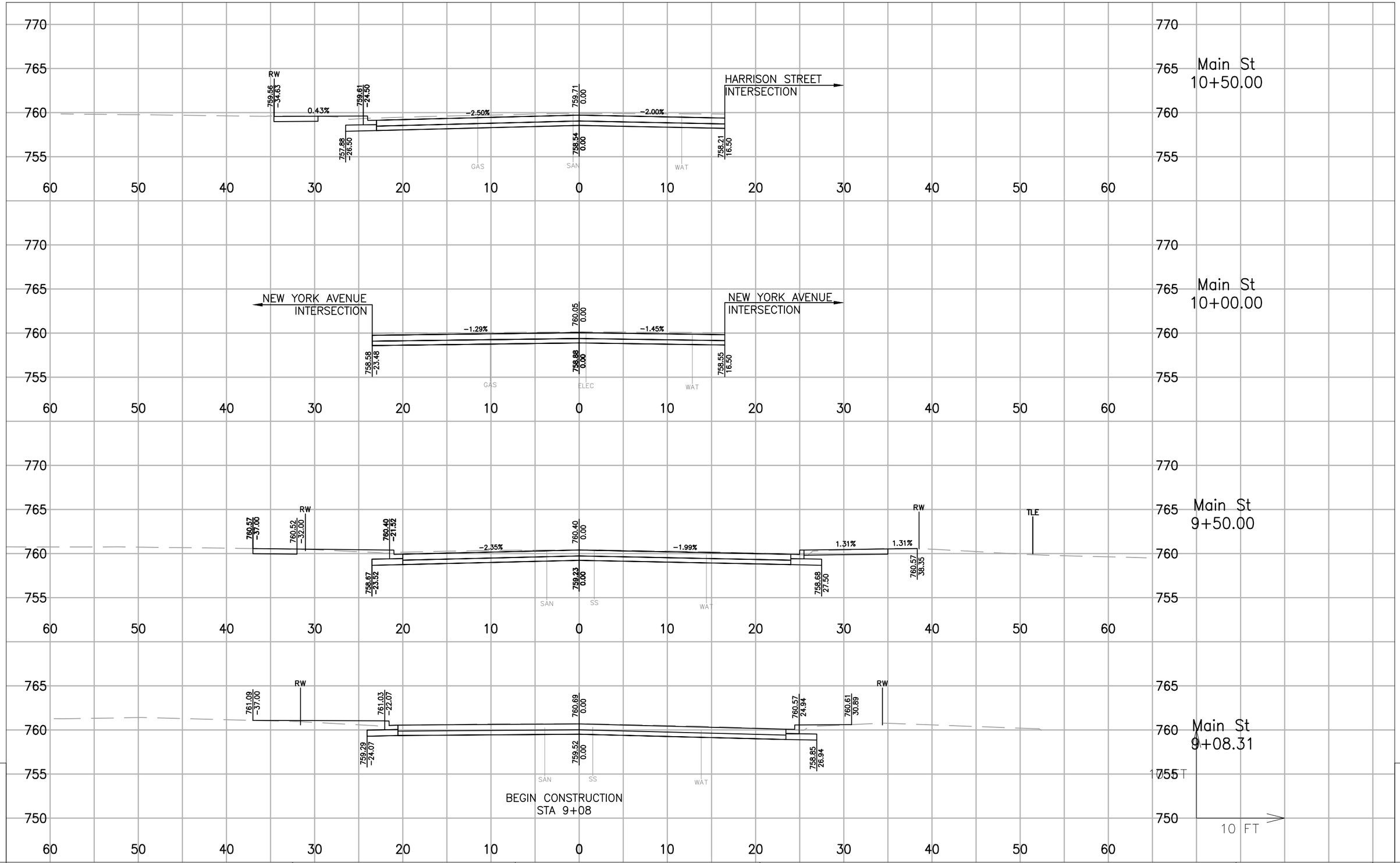
HARRISON EW Volume						
Station	Fill Area (SF)	Cut Area (SF)	Fill Vol. (CY)	Cut Vol. (CY)	Cum. Fill Vol. (CY)	Cum Cut Vol. (CY)
11+02.29	1.14	63.68	0.00	0.00	0.00	0.00
11+50.00	1.12	62.35	2.00	111.33	2.00	111.33
11+87.24	3.73	47.96	3.34	76.07	5.34	187.41

9

9

PROJECT NO: 4994–01–14 | HWY: WINNEBAGO | COUNTY: N. MAIN STREET | CROSS SECTIONS: SIDE ROAD EARTHWORK DATA | SHEET 205 E

W:\PROJECTS\O00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-1, 1/15/2016 10:11:57 AM, abonell, 1:1



W:\PROJECTS\O0005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-2, 1/15/2016 10:12:05 AM, abonell, 1:1

CONSTRUCT DRIVEWAY

TLE

RW

759.85 −40.96

759.60 −37.00

759.53 −32.00

759.80 −24.50

757.44 −26.50

759.28 0.00

758.11 0.00

759.41 16.50

757.68 18.50

6.26%

9.66%

−2.50%

−2.31%

GAS

SAN

WAT

SEE HARRISON STREET CROSS SECTIONS

Main St 11+69.00

CONSTRUCT DRIVEWAY

RW

759.56 −37.00

759.45 −32.00

758.93 −24.50

757.57 −26.50

759.33 0.00

758.16 0.00

759.47 16.50

757.75 18.50

2.91%

−2.50%

−2.25%

GAS

SAN

WAT GAS

SEE HARRISON STREET CROSS SECTIONS

Main St 11+50.00

CONSTRUCT DRIVEWAY

TLE

RW

759.60 −41.00

759.47 −37.00

759.40 −32.00

757.57 −26.50

759.41 0.00

758.24 0.00

759.57 16.50

757.84 18.50

3.25%

6.18%

−2.50%

−2.12%

GAS

SAN

WAT

SEE HARRISON STREET CROSS SECTIONS

Main St 11+25.00

RW

759.50 −36.46

759.38 −24.49

757.65 −26.49

759.48 0.00

758.31 0.00

757.98 16.50

−2.50%

−2.00%

GAS

SAN

WAT

HARRISON STREET INTERSECTION

Main St 11+00.00

10 FT

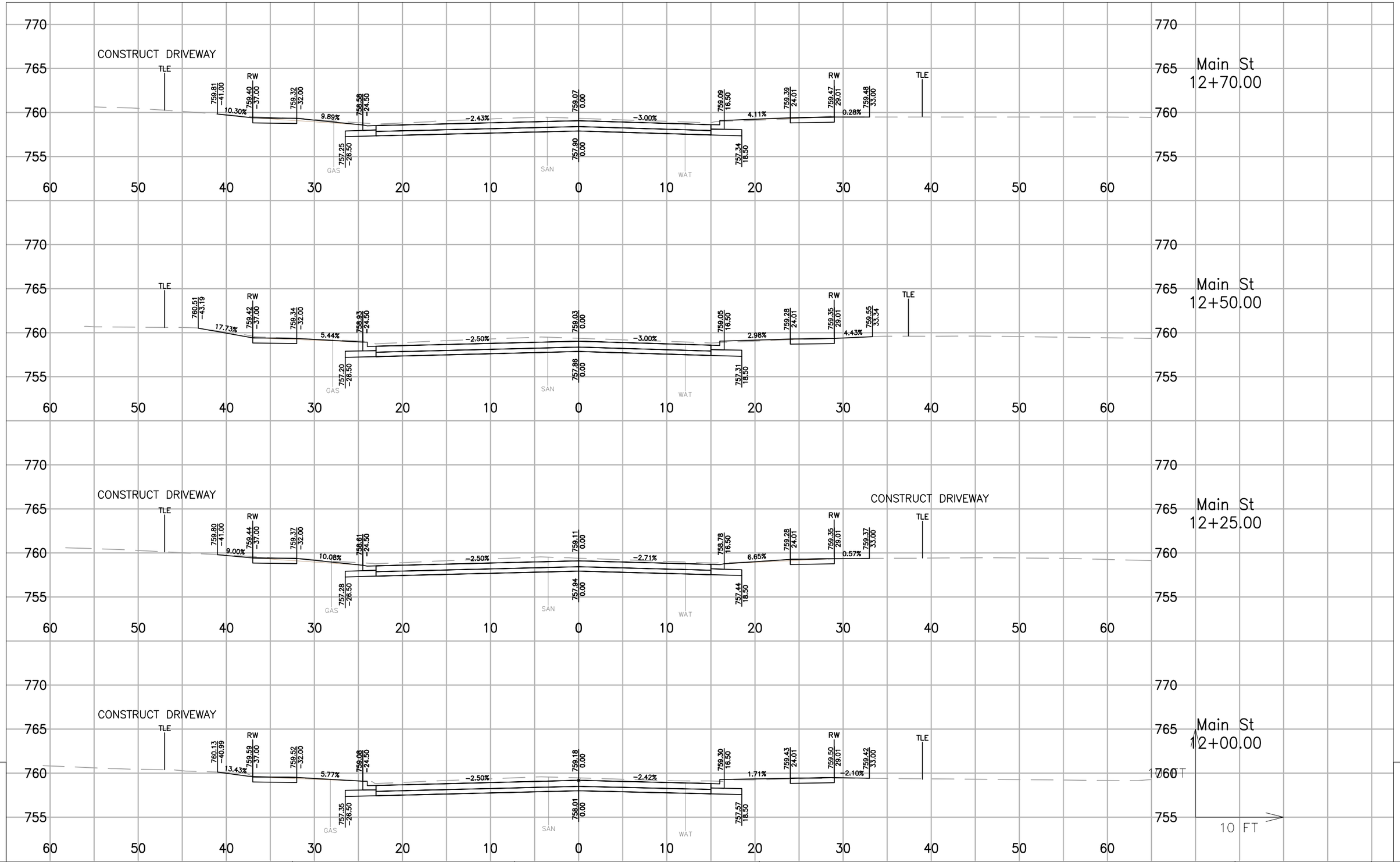
770 765 760 755

60 50 40 30 20 10 0 10 20 30 40 50 60

9

9

PROJECT NO: 4994−01−14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 207	E



9

9

PROJECT NO: 4994-01-14 | HWY: N. MAIN STREET | COUNTY: WINNEBAGO | CROSS SECTIONS: N. MAIN STREET | SHEET 208 E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-3

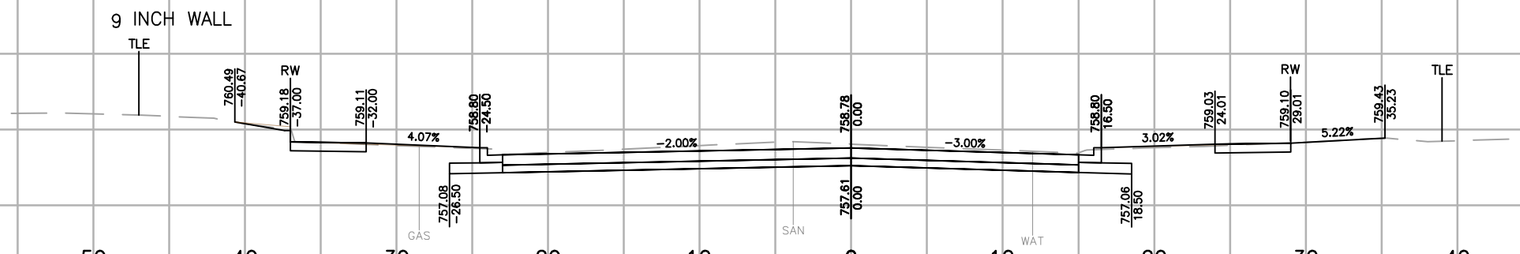
PLOT DATE : 1/15/2016 10:12 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

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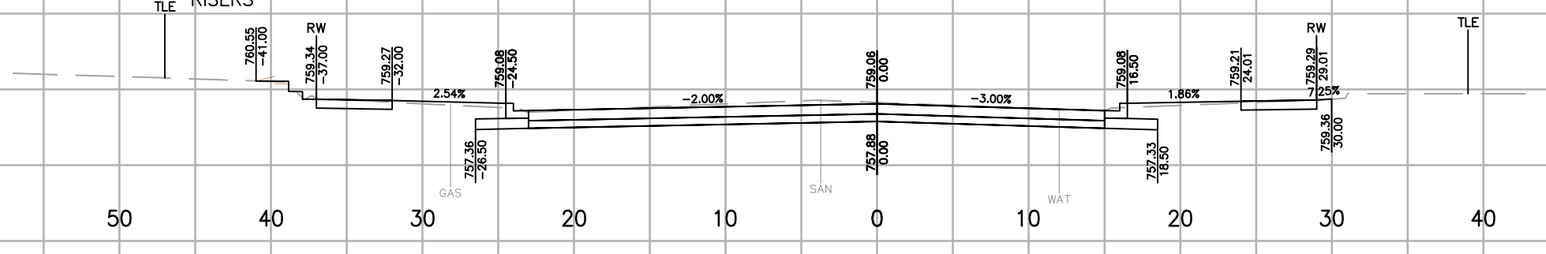
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9 INCH WALL



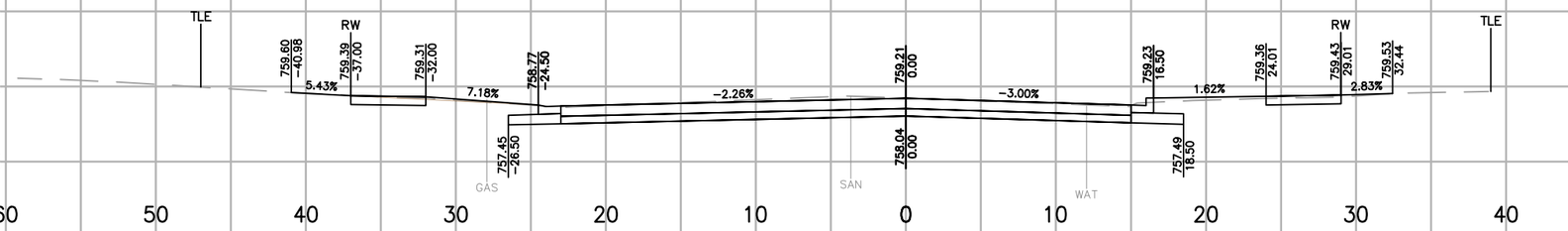
Main St
14+00.00

STEPS
RISERS



Main St
13+50.00

CONSTRUCT DRIVEWAY



Main St
13+18.00



Main St
13+00.00

10 FT

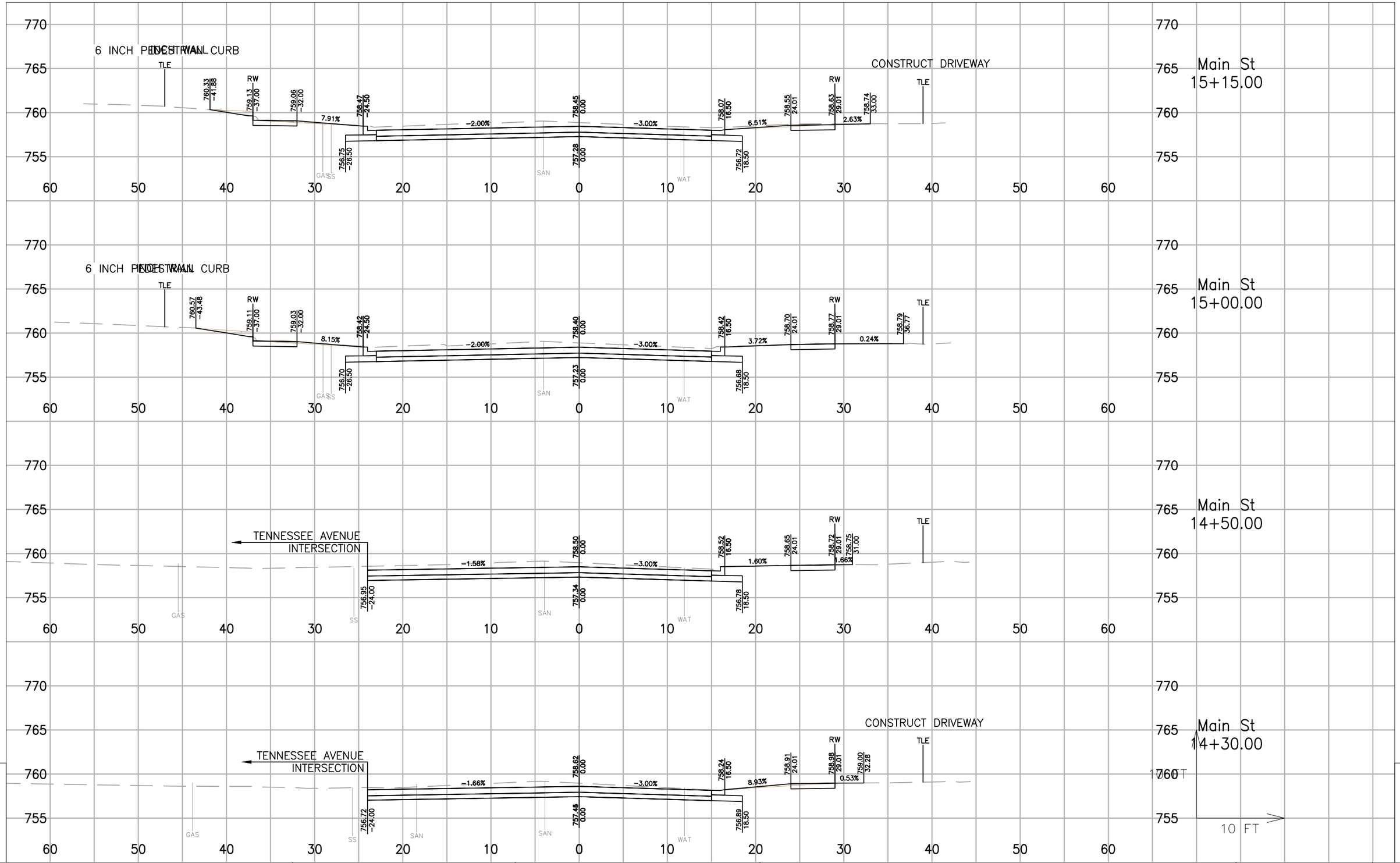
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9

PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 209 E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-4

PLOT DATE : 1/15/2016 10:12 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT



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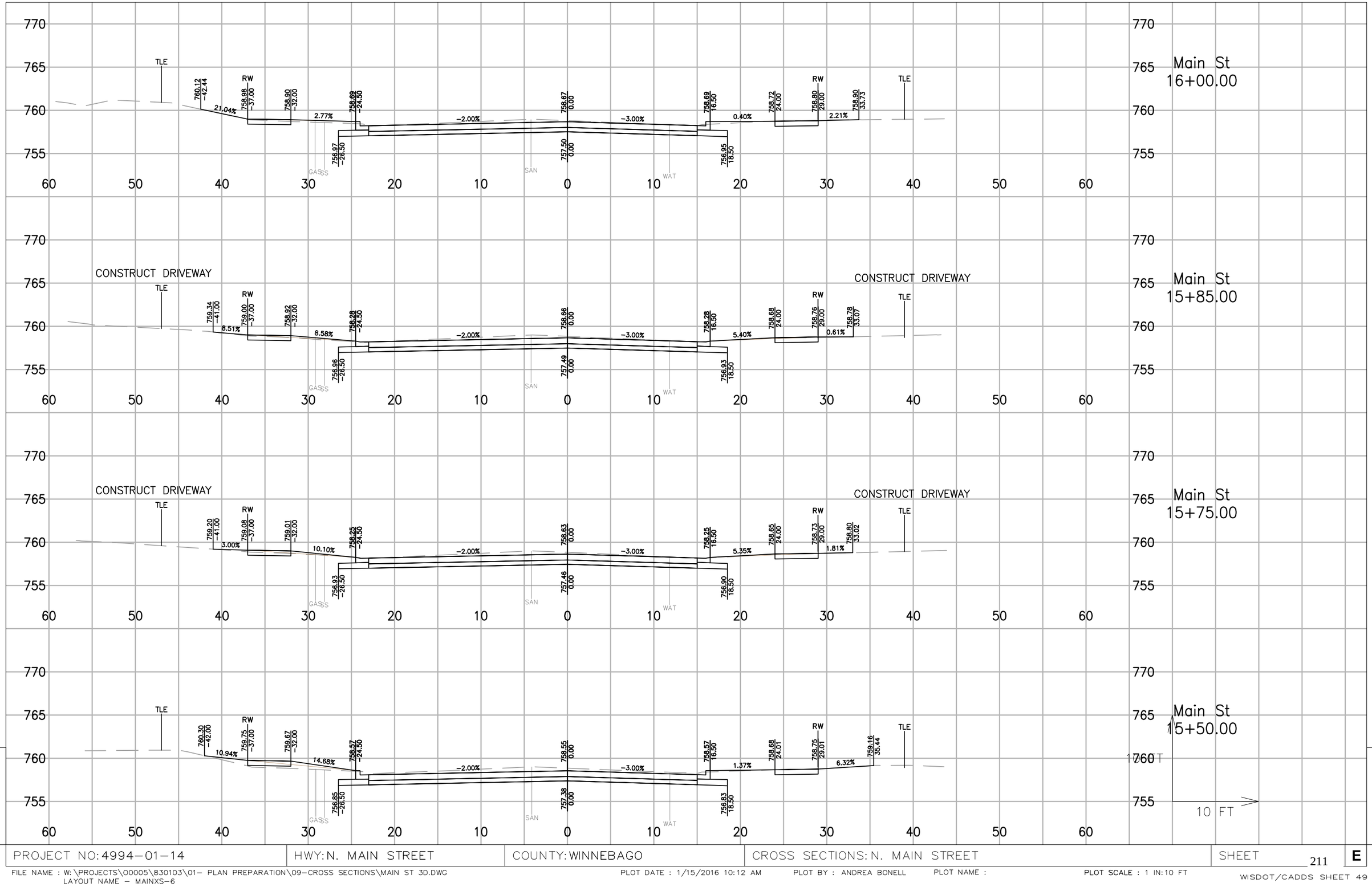
PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 210	E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-5

PLOT DATE : 1/15/2016 10:12 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-5, 1/15/2016 10:12:30 AM, abonell, 1:1



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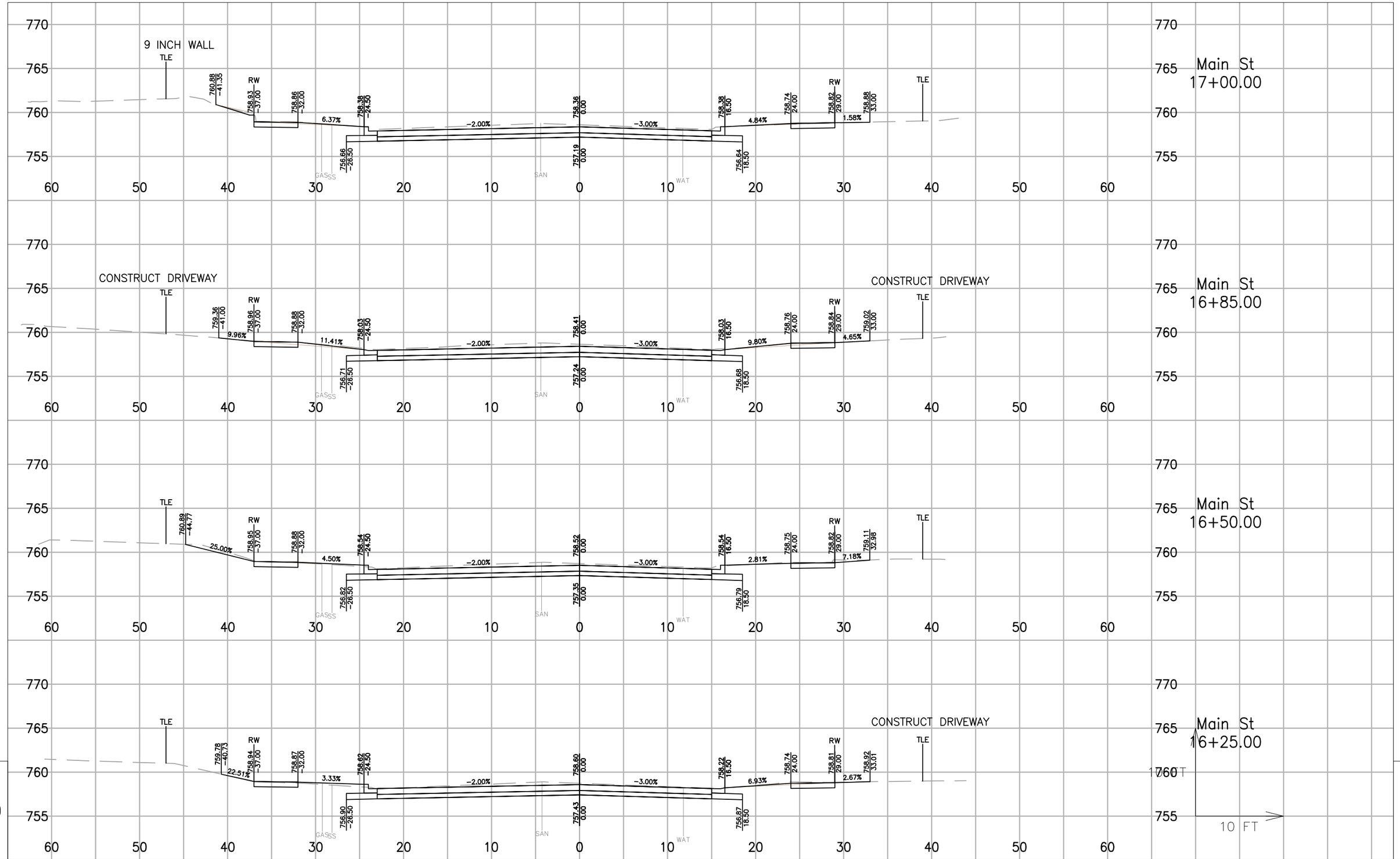
PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 211 E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-6

PLOT DATE : 1/15/2016 10:12 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-6, 1/15/2016 10:12:39 AM, abonell, 1:1



PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 212 E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-7

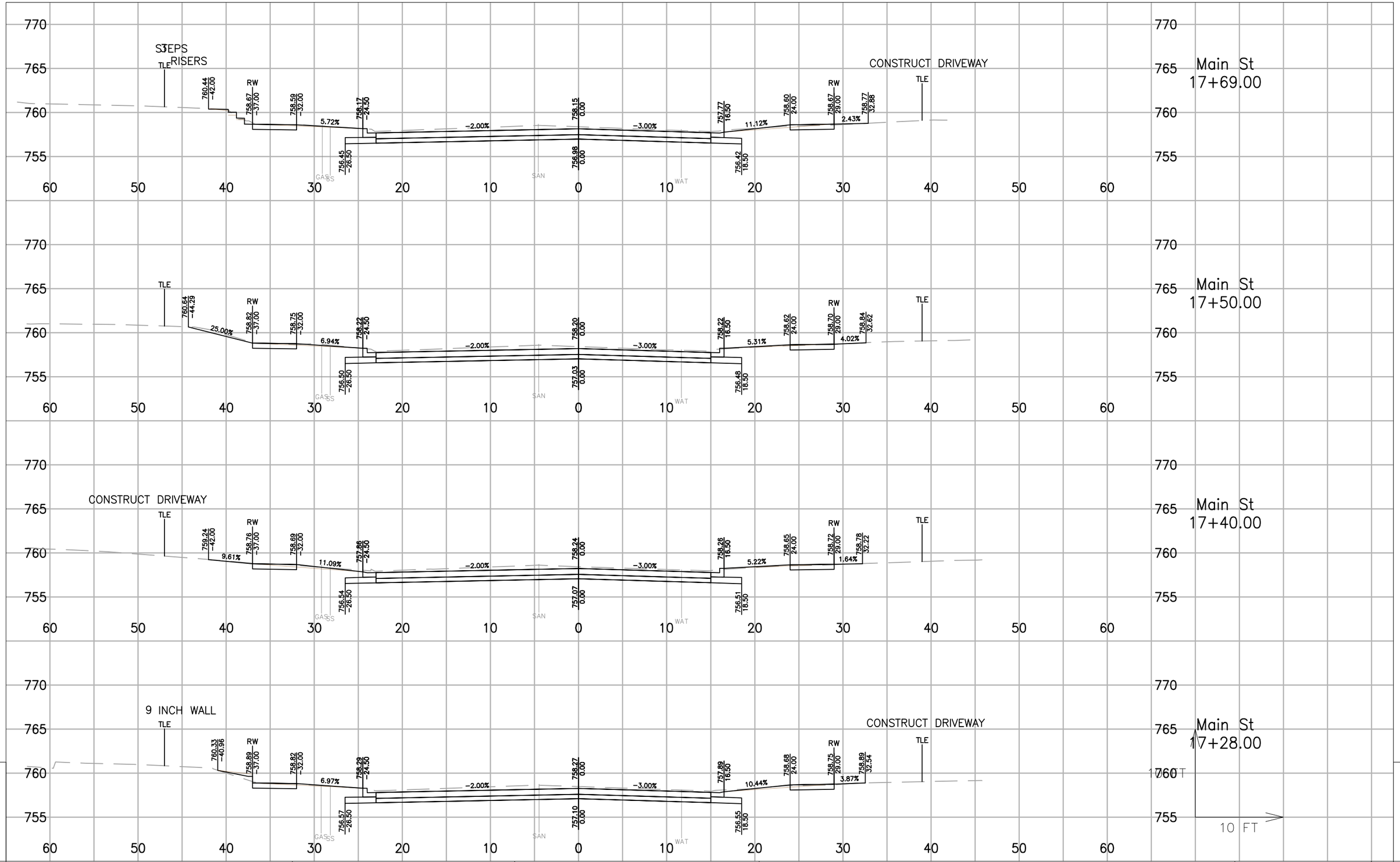
PLOT DATE : 1/15/2016 10:12 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-7, 1/15/2016 10:12:47 AM, abonell, 1:1

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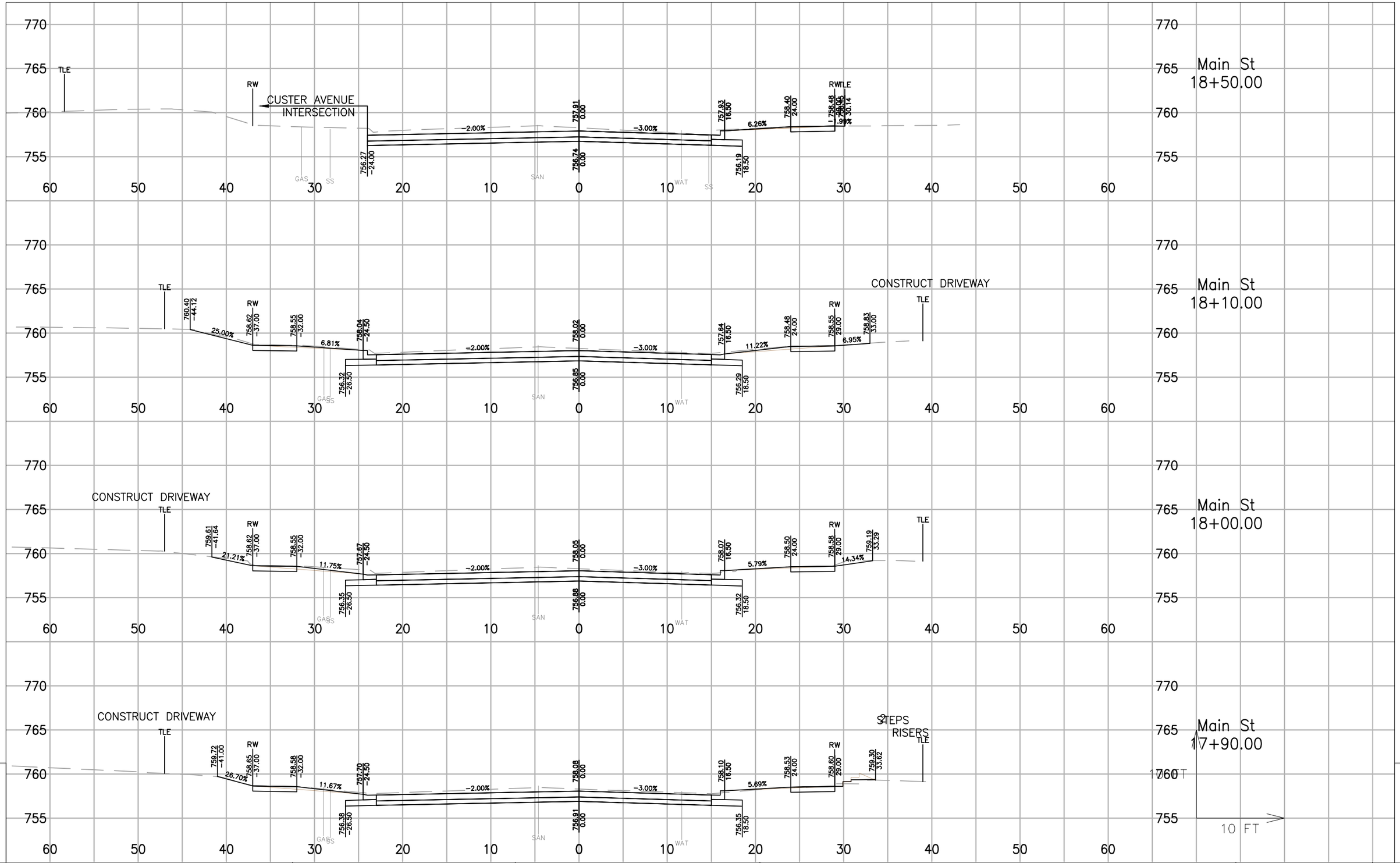
PROJECT NO: 4994-01-14 | HWY: N. MAIN STREET | COUNTY: WINNEBAGO | CROSS SECTIONS: N. MAIN STREET | SHEET 213 E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-8

PLOT DATE : 1/15/2016 10:21 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-8, 1/15/2016 10:21:12 AM, abonell, 1:1



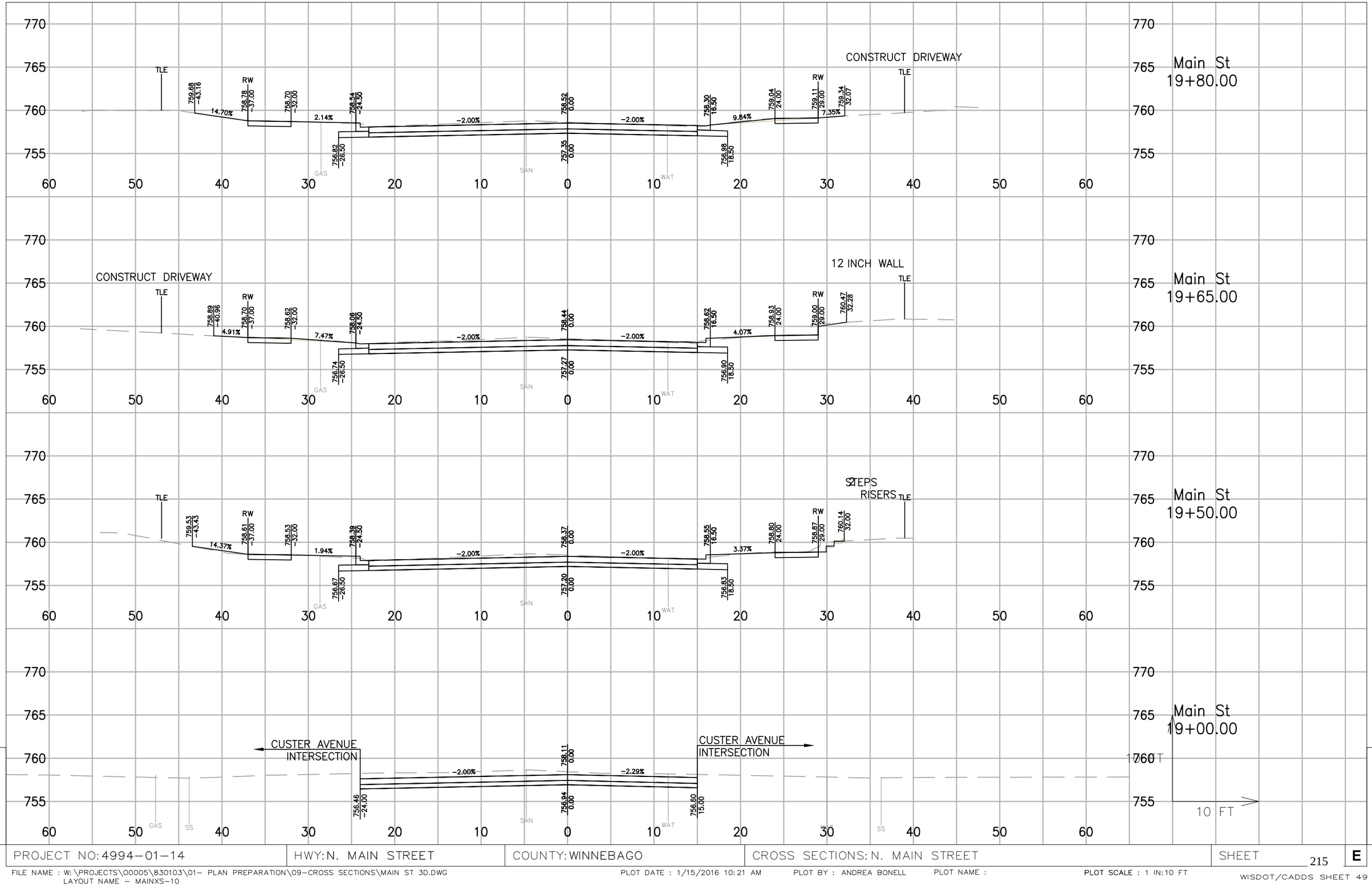
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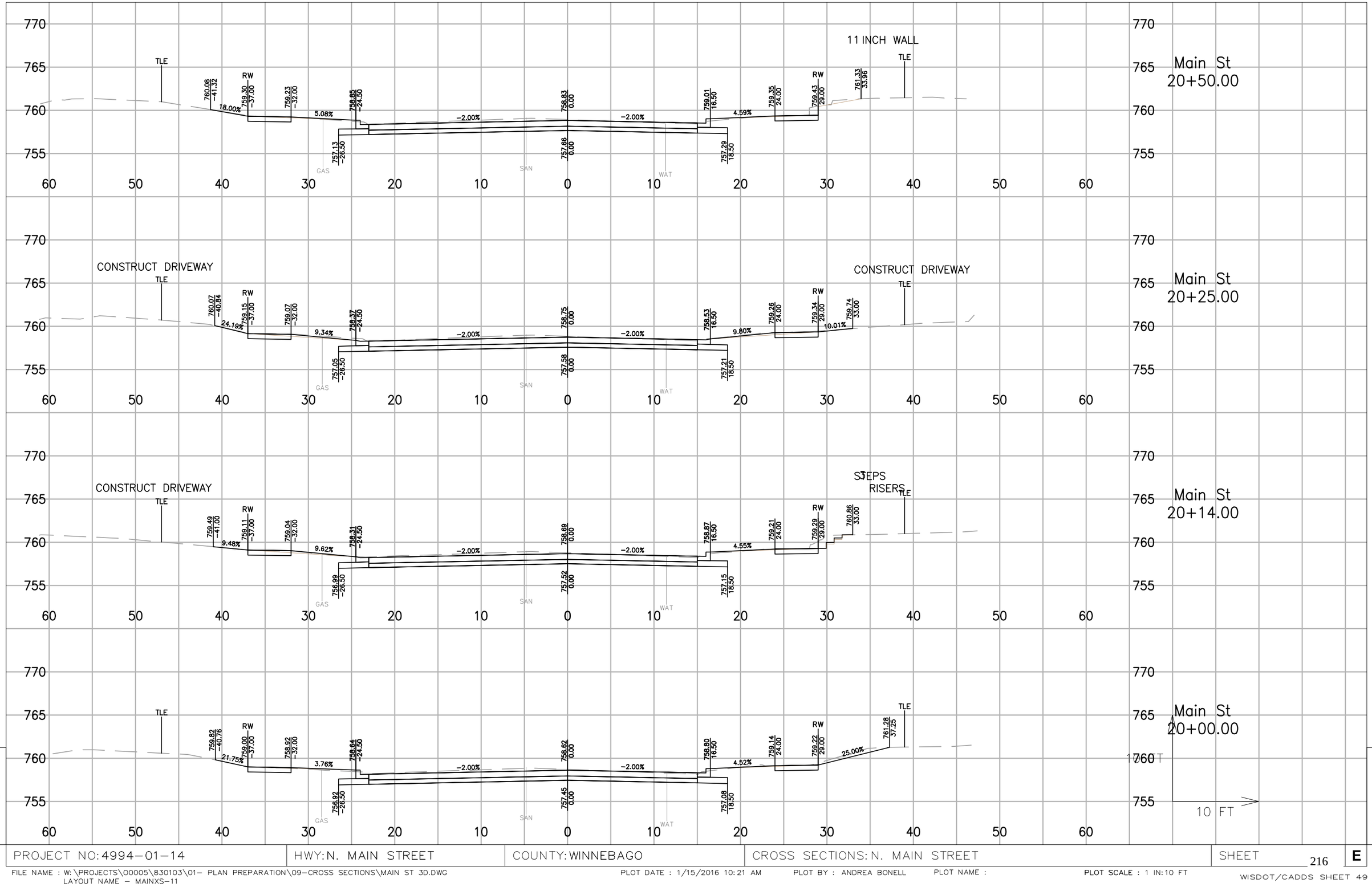
PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 214	E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-9

PLOT DATE : 1/15/2016 10:21 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49


Main St
19+80.00
CONSTRUCT DRIVEWAY
TLE
RW
759.68
-43.16
758.78
-37.00
758.70
-32.00
758.54
-24.50
758.52
0.00
758.30
16.50
759.04
24.00
759.11
29.00
759.34
32.07
14.70%
2.14%
-2.00%
-2.00%
9.84%
7.35%
756.82
-26.50
757.35
0.00
756.98
18.50
GAS
SAN
WAT
Main St
19+65.00
CONSTRUCT DRIVEWAY
12 INCH WALL
758.89
-40.96
758.70
-37.00
758.62
-32.00
758.06
-24.50
758.44
0.00
758.62
16.50
758.93
24.00
759.00
29.00
760.47
32.28
4.91%
7.47%
-2.00%
-2.00%
4.07%
756.74
-26.50
757.27
0.00
756.90
18.50
Main St
19+50.00
STEPS
RISERS
759.53
-43.43
758.61
-37.00
758.53
-32.00
758.39
-24.50
758.37
0.00
758.55
16.50
758.80
24.00
758.87
29.00
760.14
32.00
14.37%
1.94%
-2.00%
-2.00%
3.37%
756.67
-26.50
757.20
0.00
756.83
18.50
Main St
19+00.00
CUSTER AVENUE
INTERSECTION
CUSTER AVENUE
INTERSECTION
758.11
0.00
-2.00%
-2.29%
756.46
-24.00
756.94
0.00
756.60
15.00
10 FT
SS



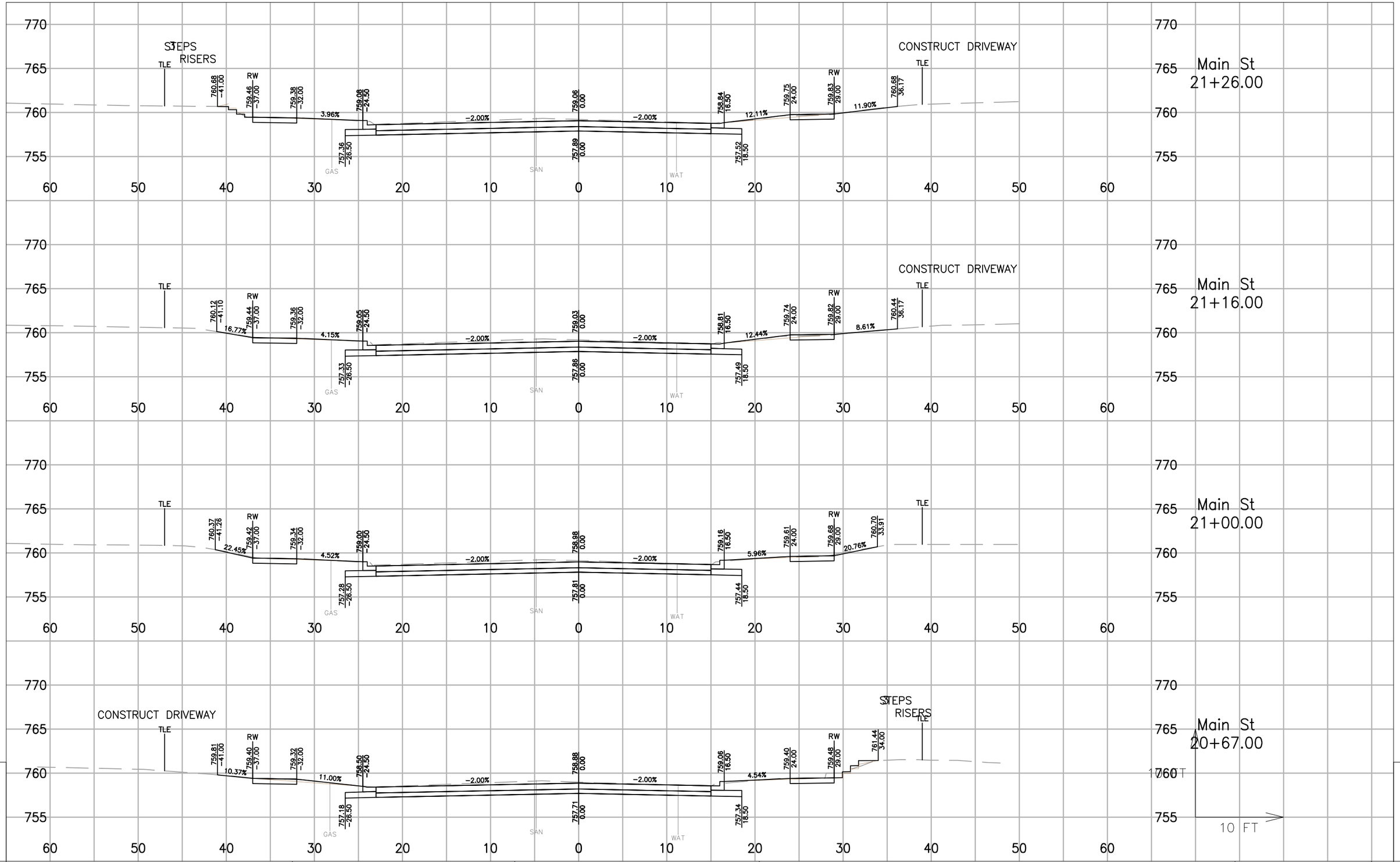
W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-11, 1/15/2016 10:21:37 AM, abonell, 1:1

PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 216 E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-11

PLOT DATE : 1/15/2016 10:21 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 217 E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-12

PLOT DATE : 1/15/2016 10:21 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-12, 1/15/2016 10:21:45 AM, abonell, 1:1

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PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 218 E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-13

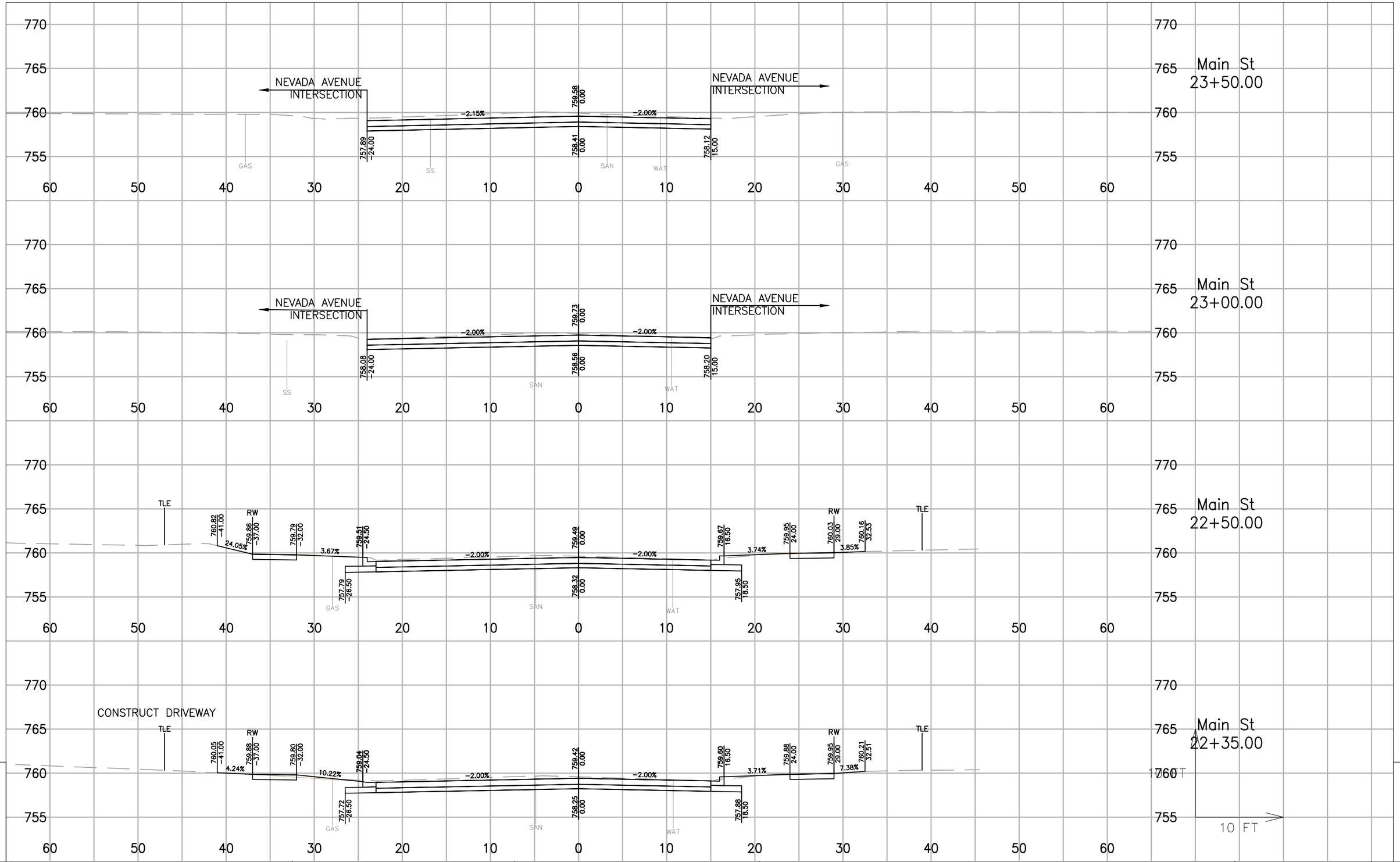
PLOT DATE : 1/15/2016 10:21 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-13, 1/15/2016 10:21:54 AM, abonell, 1:1

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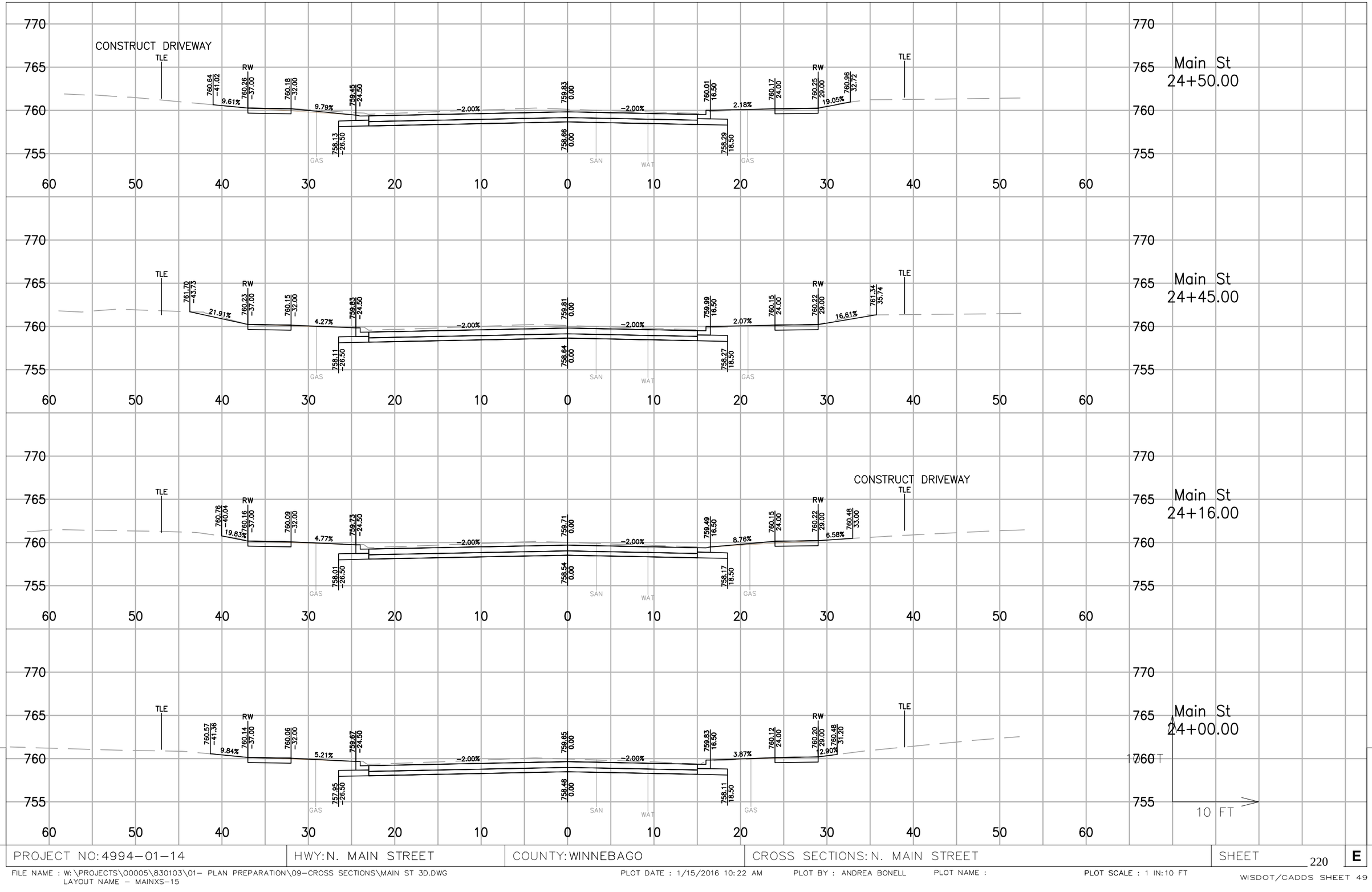
PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 219	E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-14

PLOT DATE : 1/15/2016 10:22 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-14, 1/15/2016 10:22:02 AM, abonell, 1:1



W:\PROJECTS\O0005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-15, 1/15/2016 10:22:11 AM, abonell, 1:1

PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 220 E

FILE NAME : W:\PROJECTS\O0005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-15

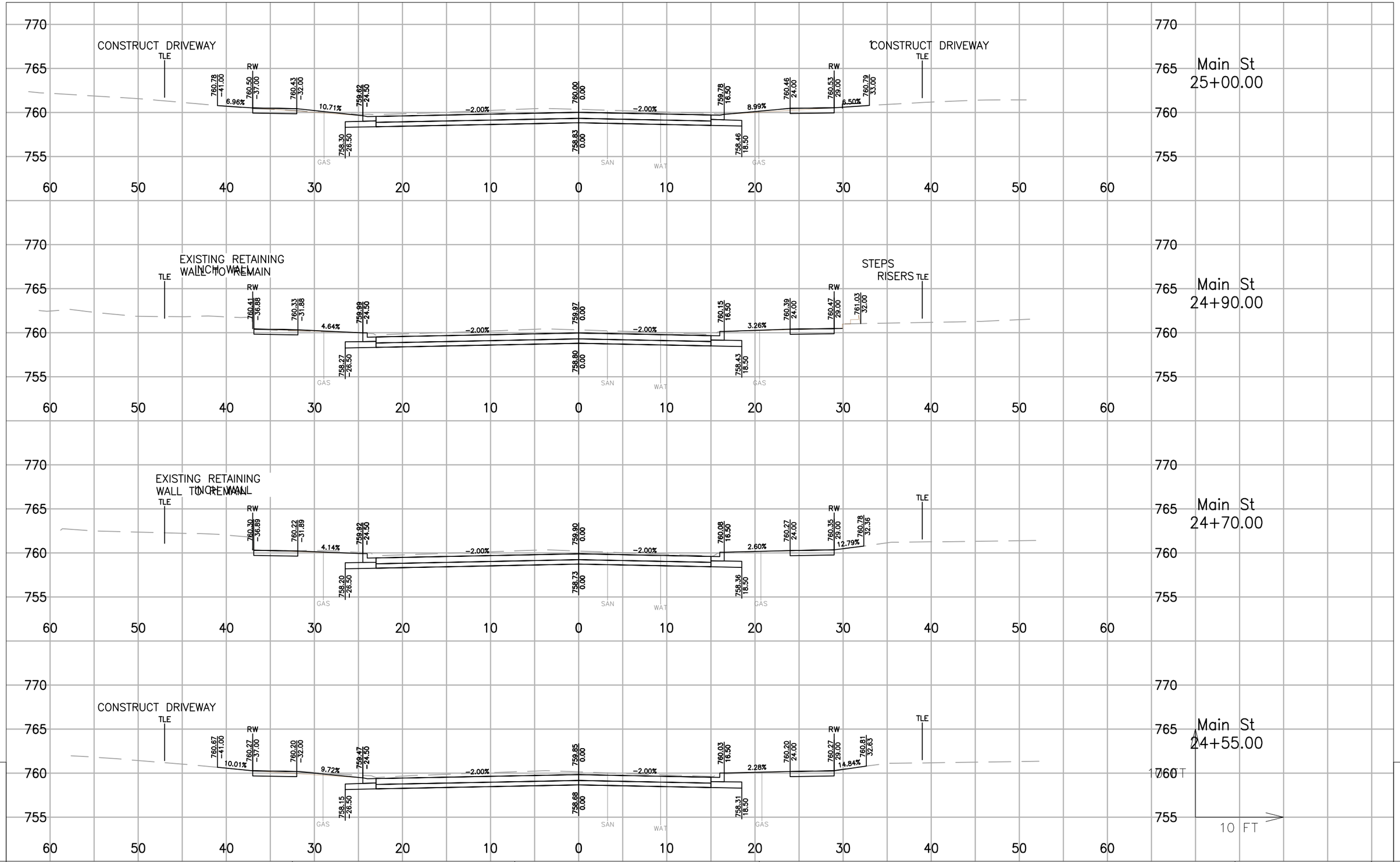
PLOT DATE : 1/15/2016 10:22 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

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W:\PROJECTS\O00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-16, 1/15/2016 10:22:19 AM, abonell, 1:1

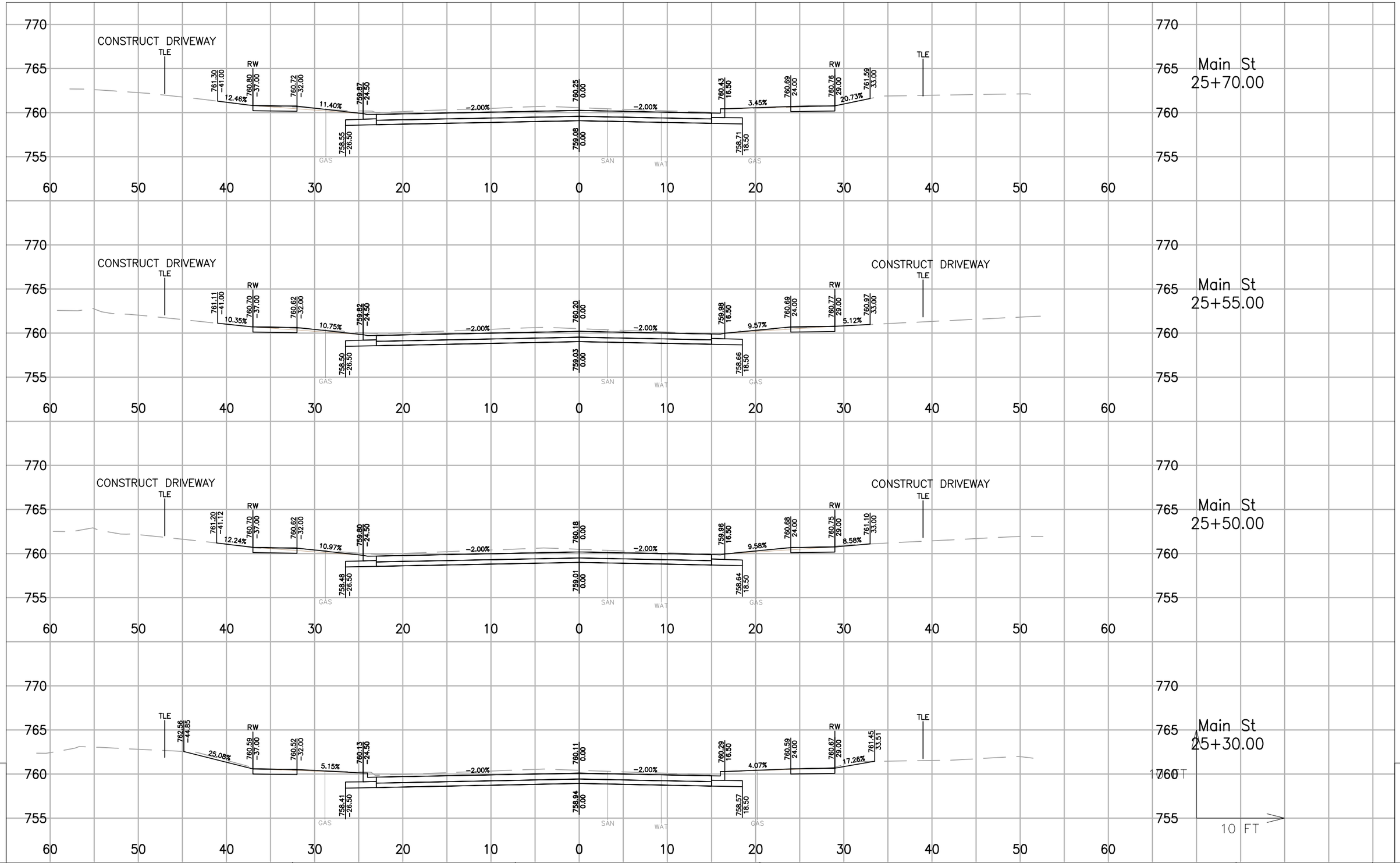


PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 221 E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-16

PLOT DATE : 1/15/2016 10:22 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

W:\PROJECTS\O00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-17, 1/15/2016 10:22:28 AM, abonell, 1:1

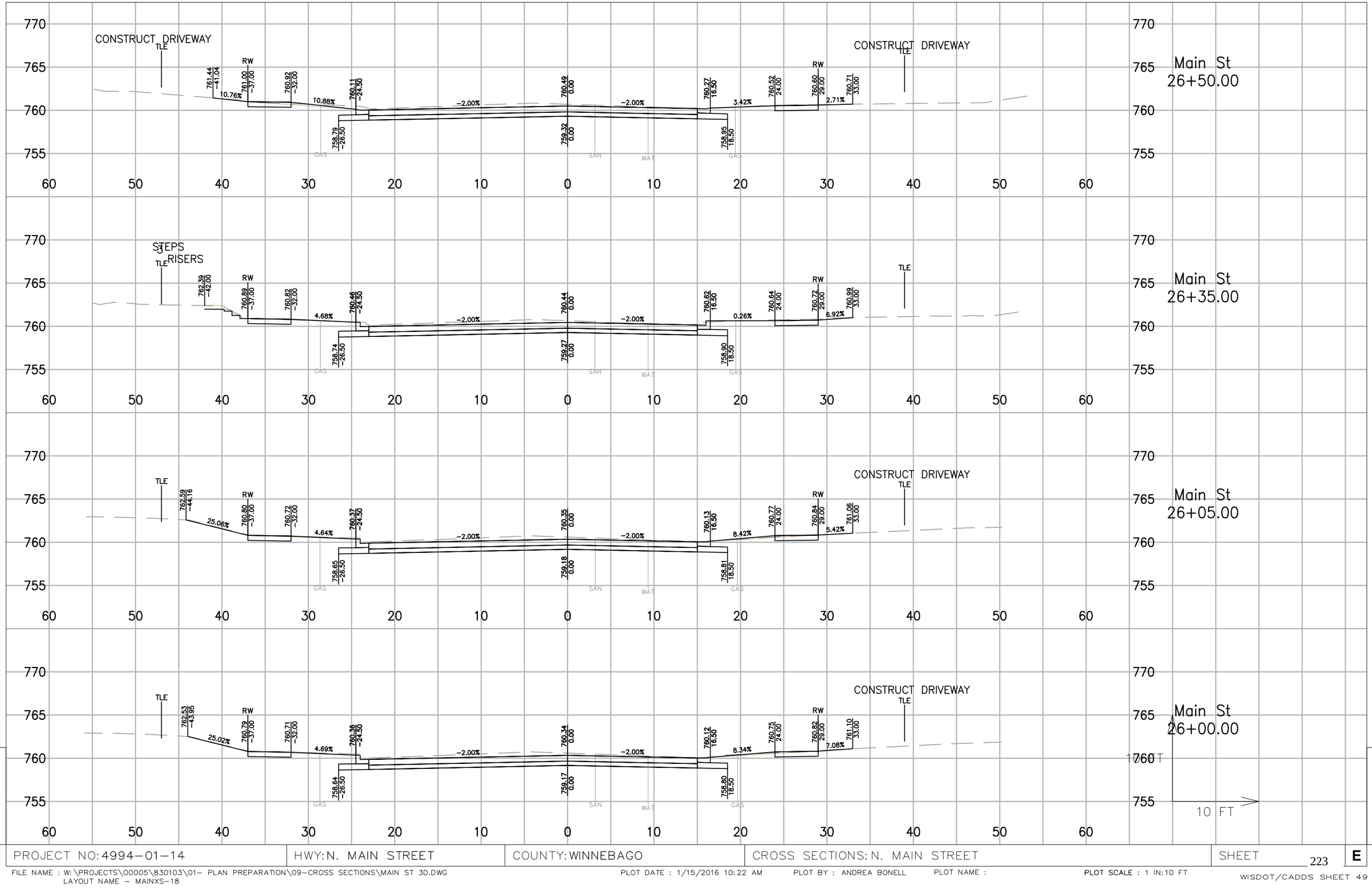


PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 222 E

FILE NAME : W:\PROJECTS\O00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-17

PLOT DATE : 1/15/2016 10:22 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



W:\PROJECTS\O00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-18, 1/15/2016 10:22:36 AM, abonell, 1:1

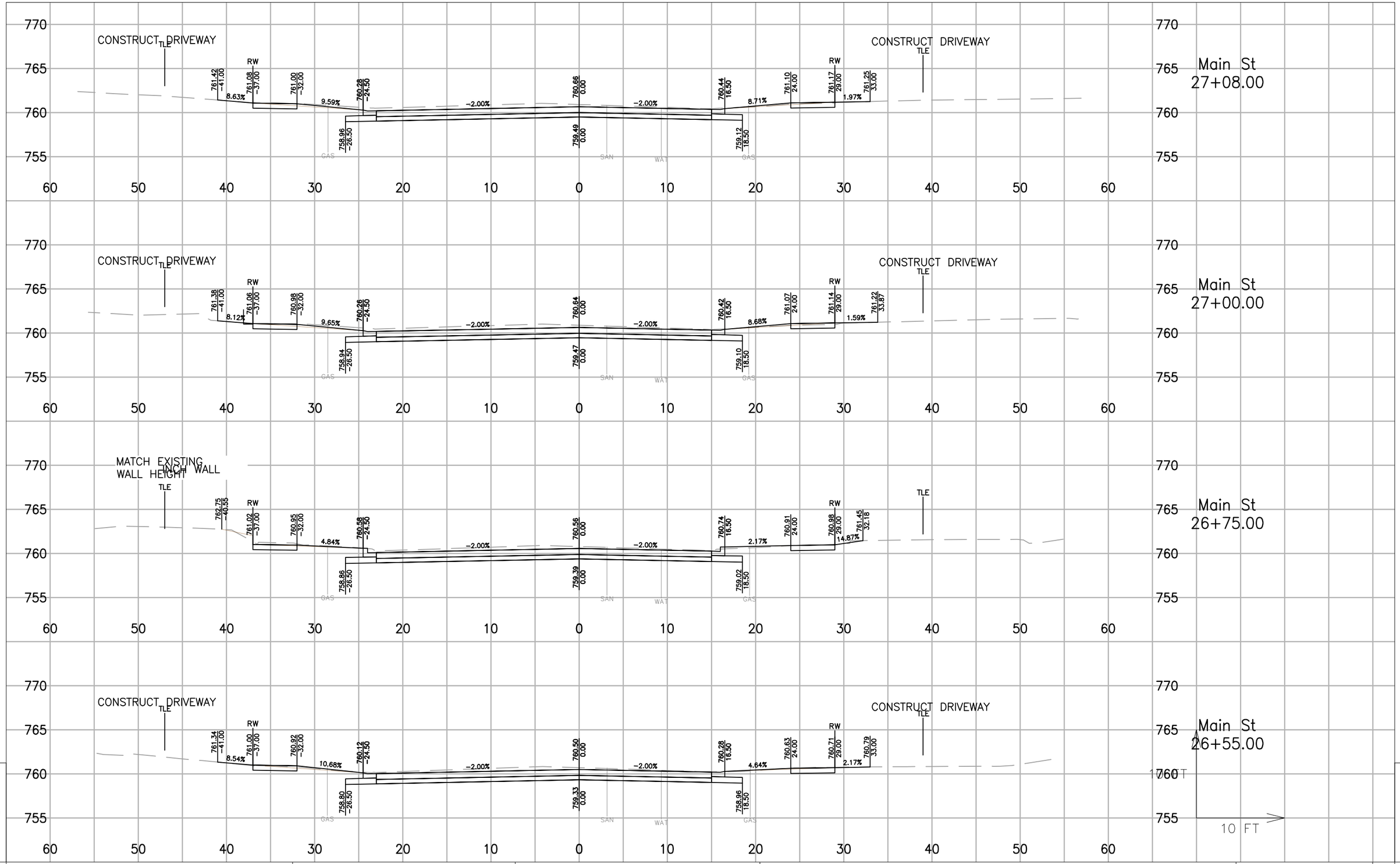
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PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 223 E

FILE NAME : W:\PROJECTS\O00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-18

PLOT DATE : 1/15/2016 10:22 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT



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PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 224 E

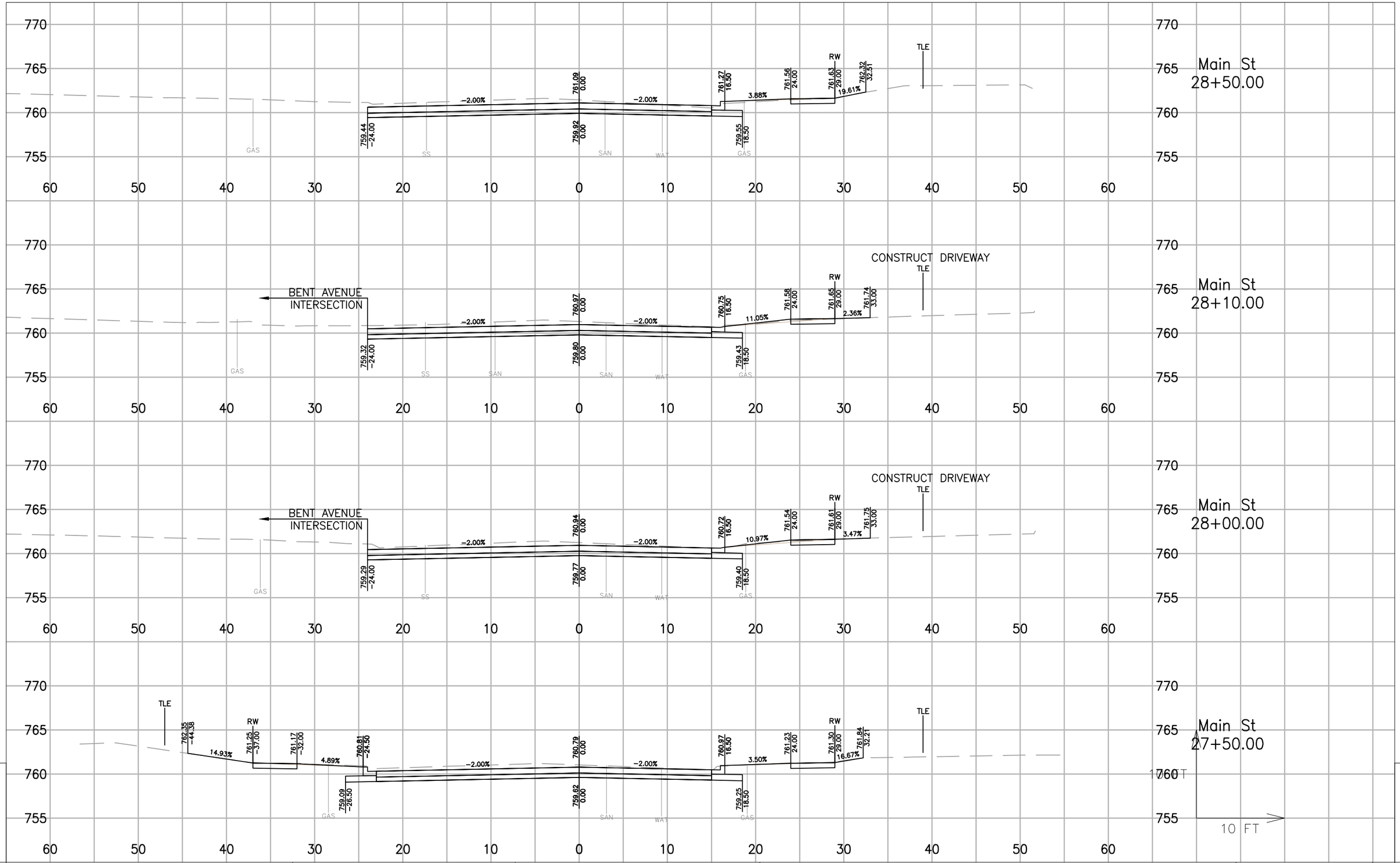
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LAYOUT NAME - MAINXS-19

PLOT DATE : 1/15/2016 10:22 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-19, 1/15/2016 10:22:44 AM, abonell, 1:1

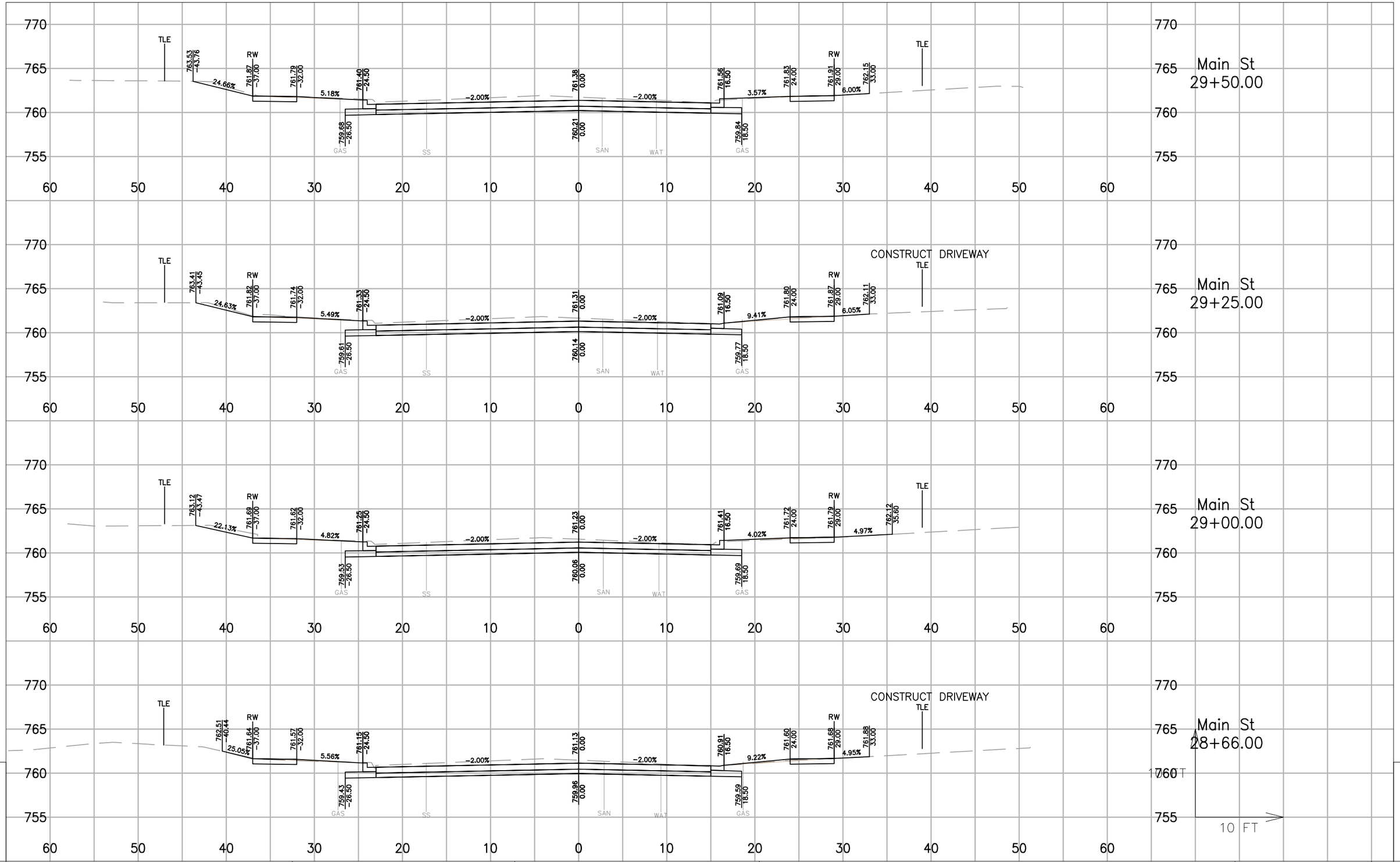
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PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 225 E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-20

PLOT DATE : 1/15/2016 10:22 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT



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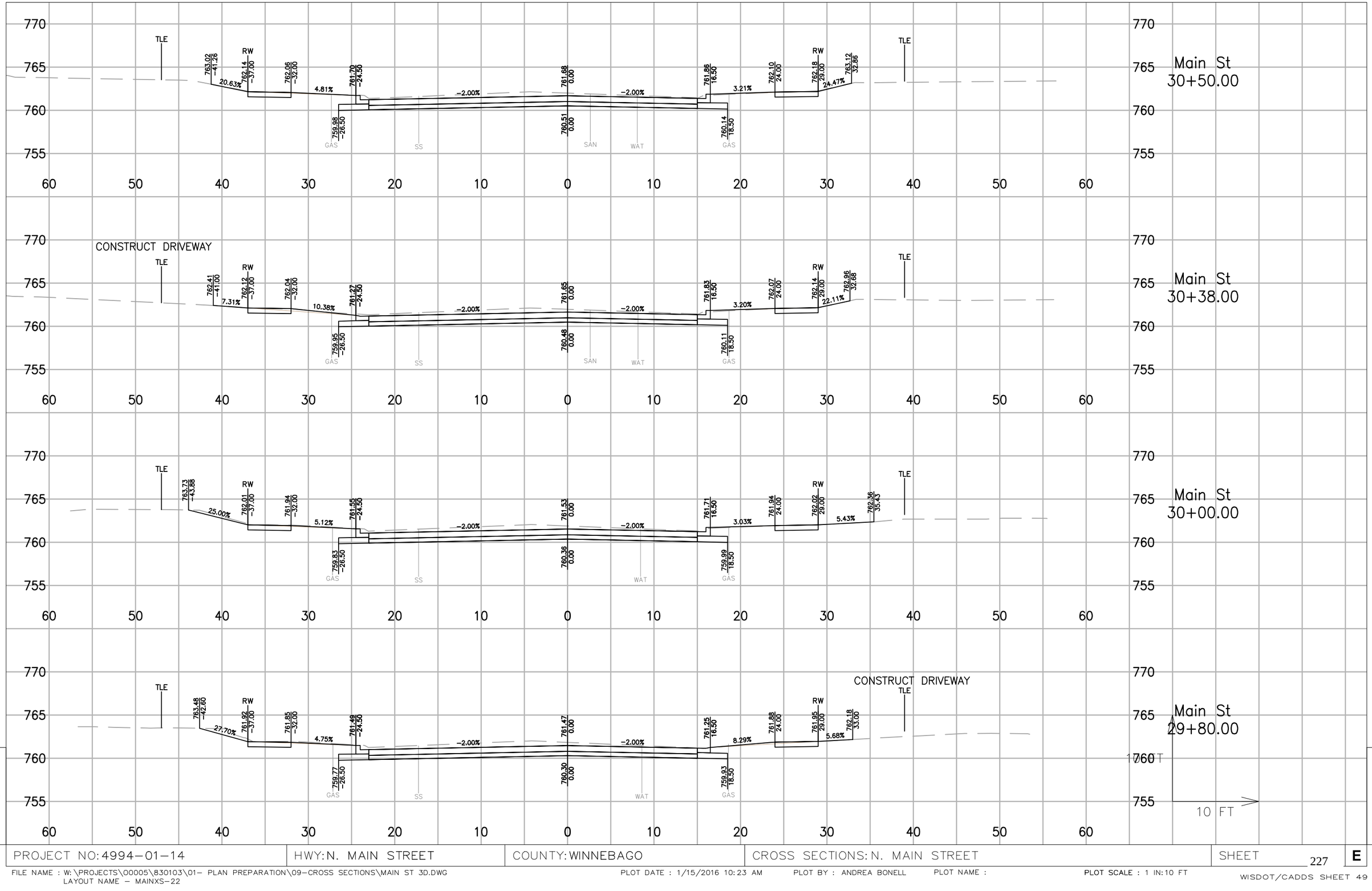
PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 226 E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-21

PLOT DATE : 1/15/2016 10:23 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-21, 1/15/2016 10:23:02 AM, abonell, 1:1



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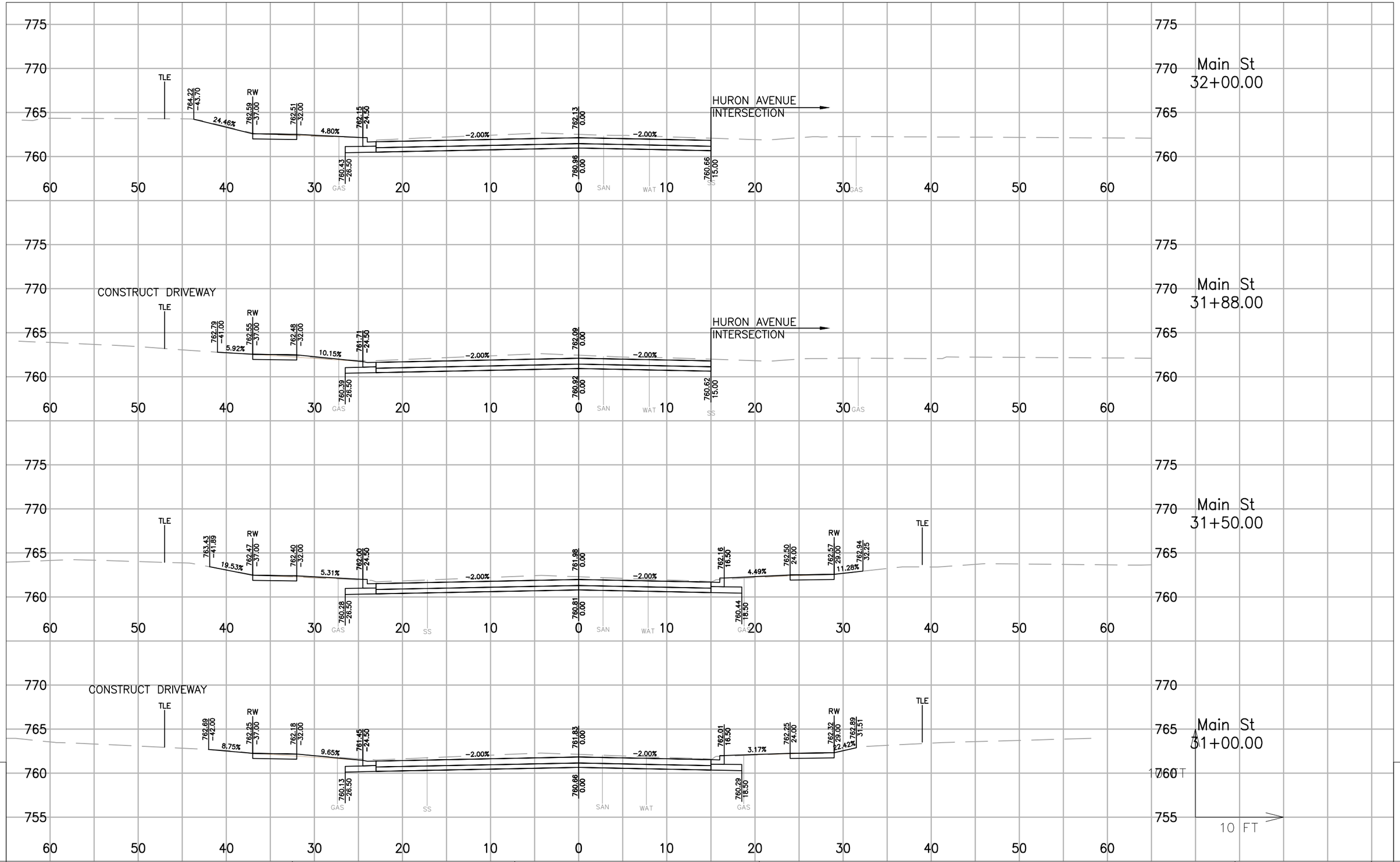
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FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-22

PLOT DATE : 1/15/2016 10:23 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-22, 1/15/2016 10:23:10 AM, abonell, 1:1



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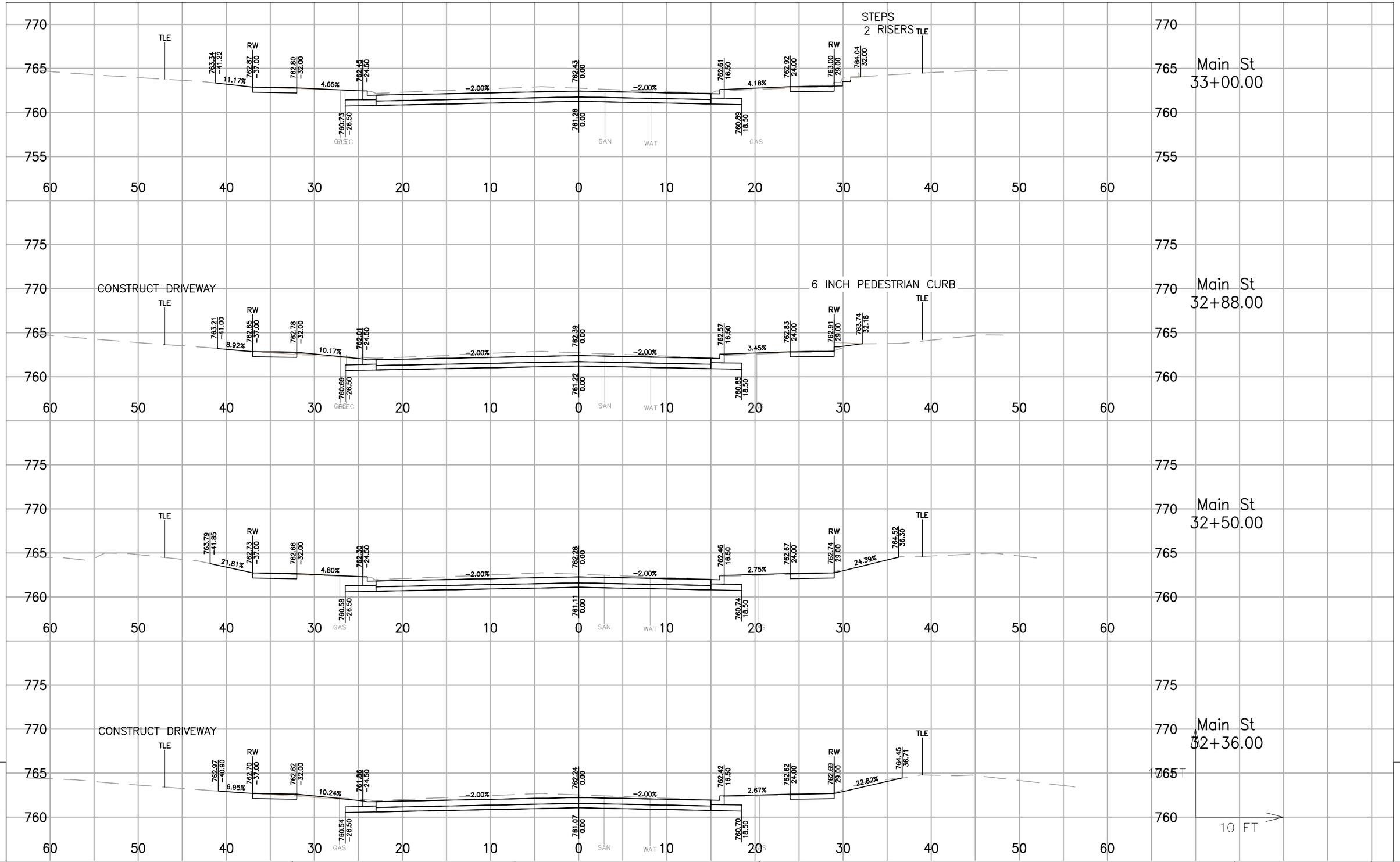
PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 228 E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-23

PLOT DATE : 1/15/2016 10:23 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-23, 1/15/2016 10:23:19 AM, abonell, 1:1



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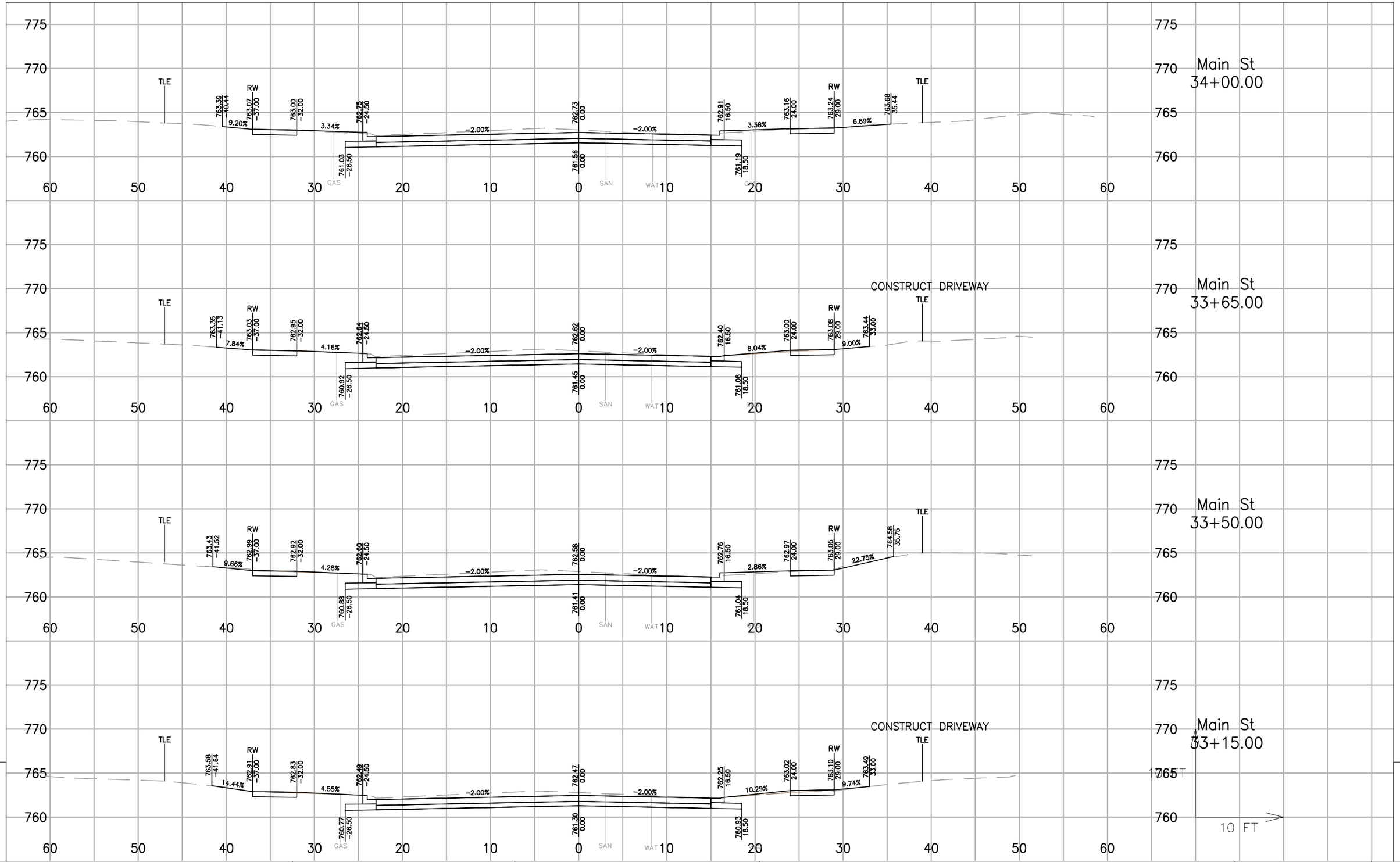
PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 229 E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-24

PLOT DATE : 1/15/2016 10:23 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-24, 1/15/2016 10:23:27 AM, abonell, 1:1



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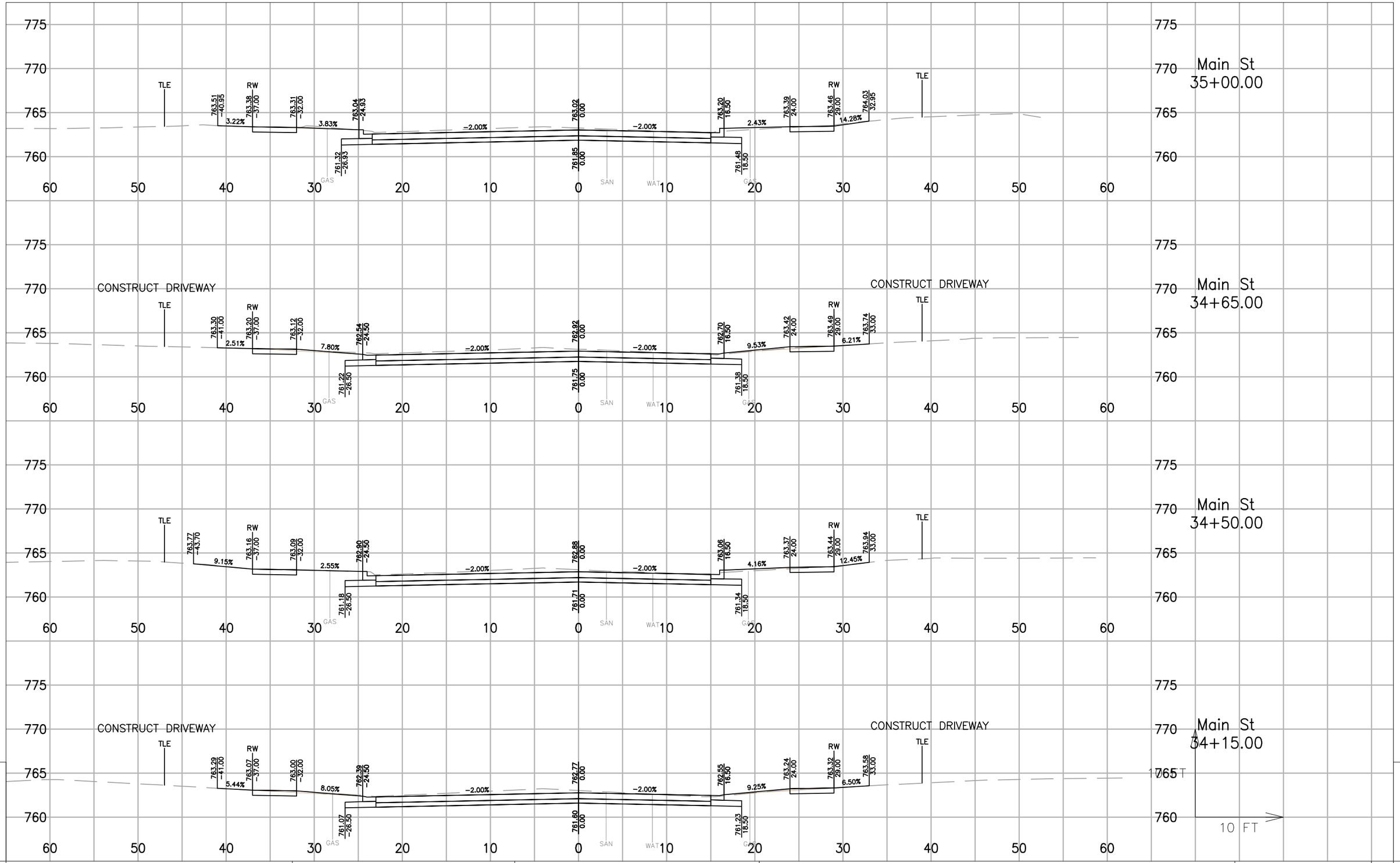
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FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-25

PLOT DATE : 1/15/2016 10:23 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St 3D.dwg, MainXS-25, 1/15/2016 10:23:36 AM, abonell, 1:1



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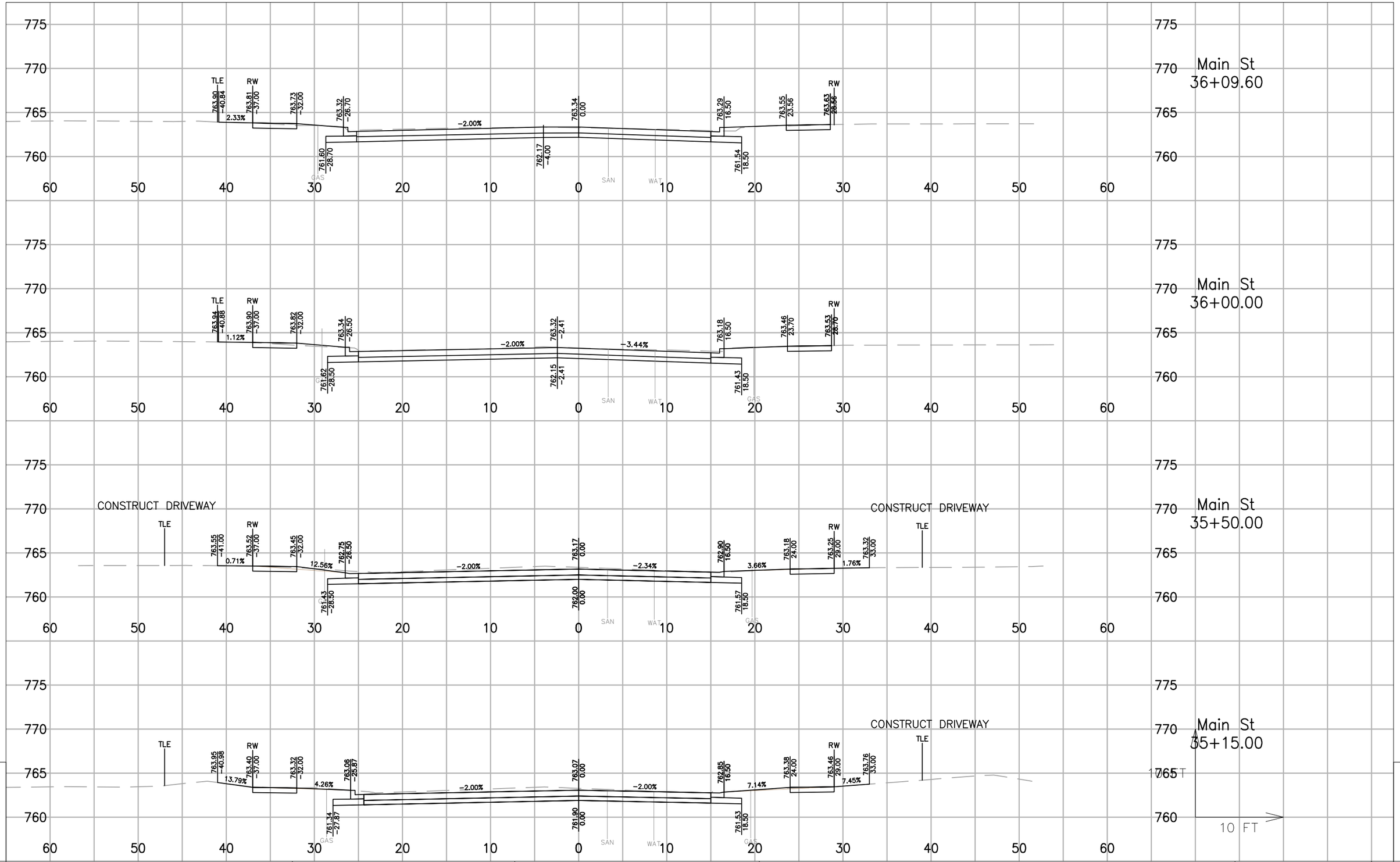
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PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 231 E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-26

PLOT DATE : 1/15/2016 10:23 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 4994-01-14	HWY: N. MAIN STREET	COUNTY: WINNEBAGO	CROSS SECTIONS: N. MAIN STREET	SHEET 232 E

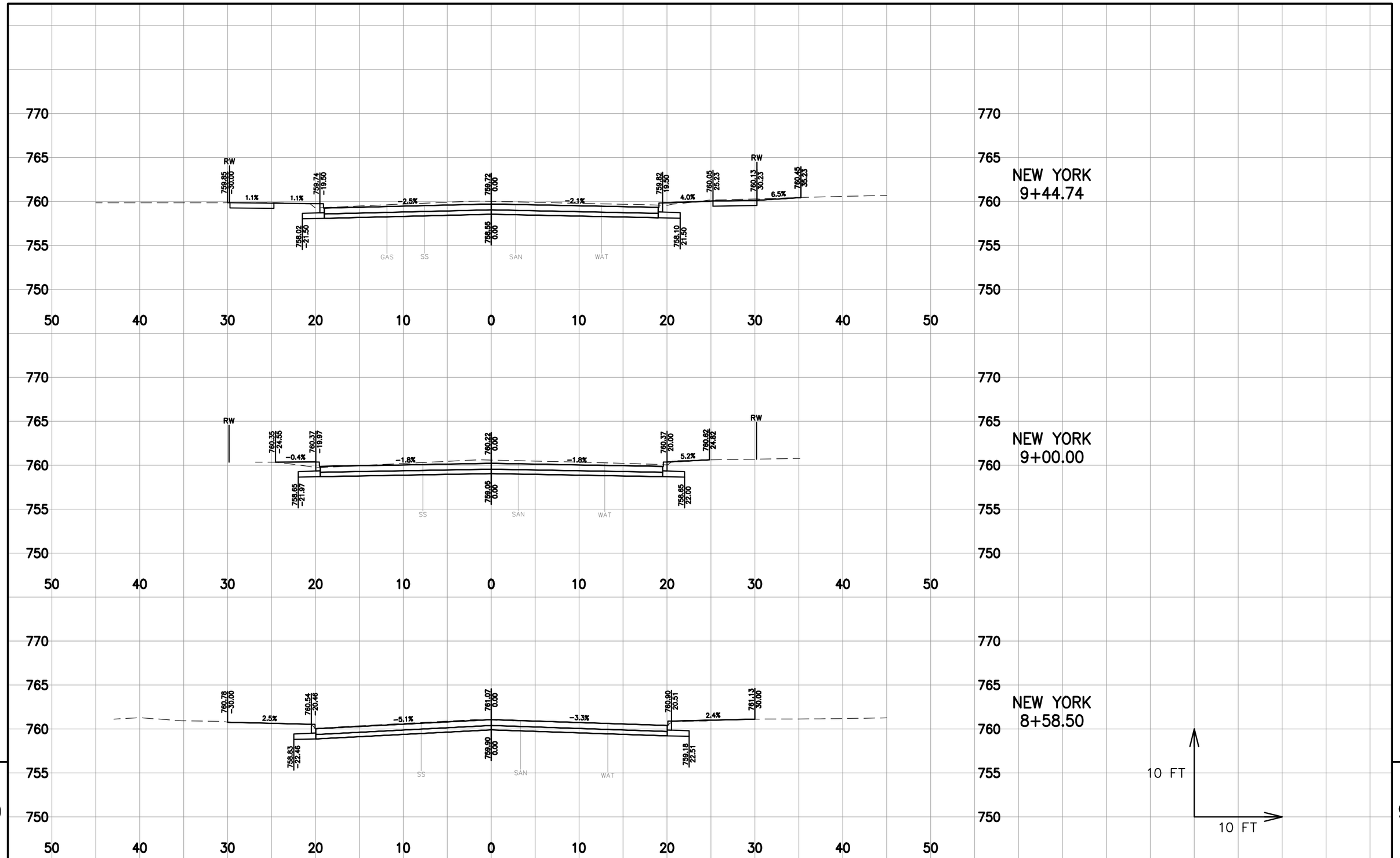
FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST 3D.DWG
LAYOUT NAME - MAINXS-27

PLOT DATE : 1/15/2016 10:23 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

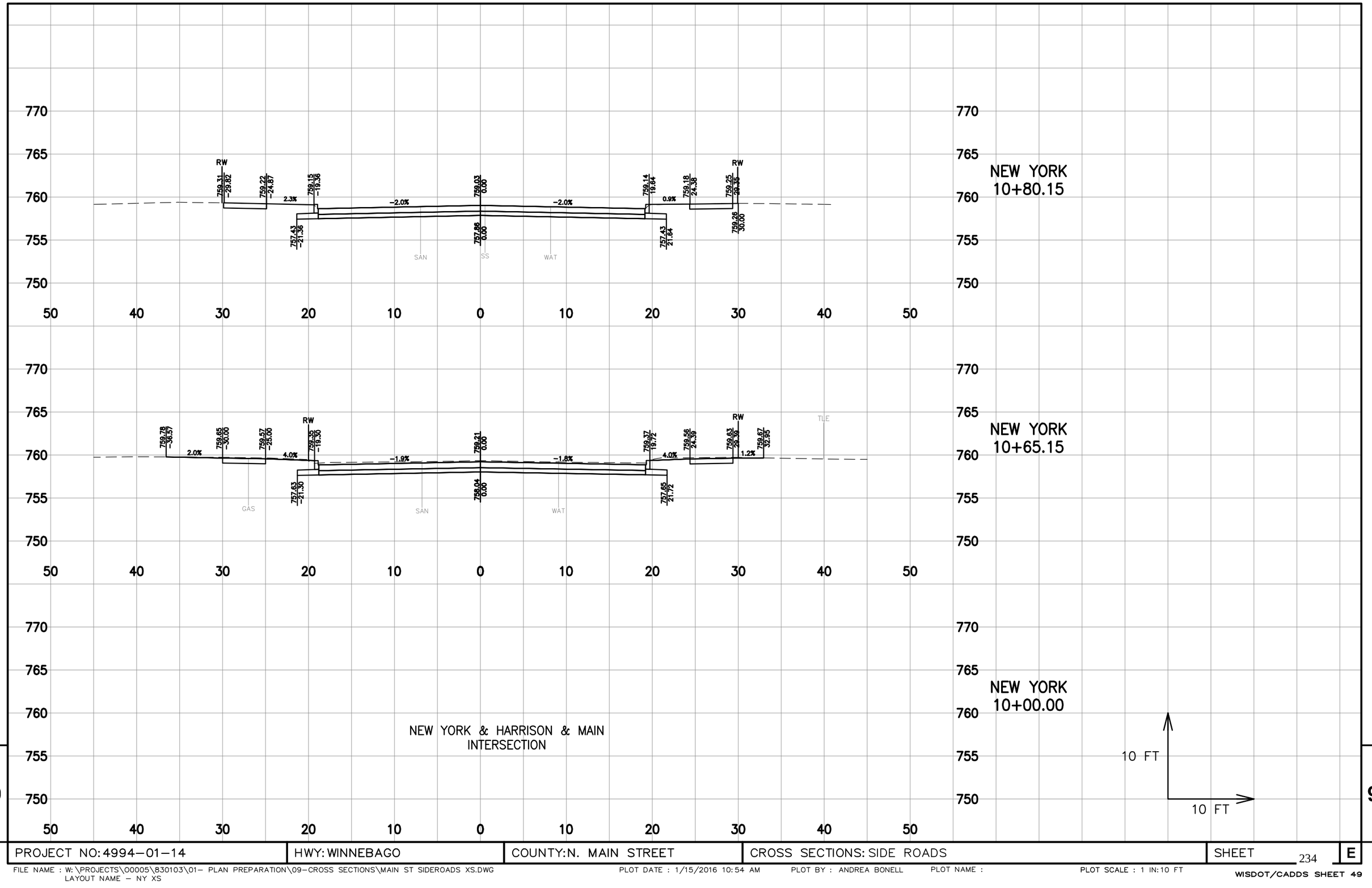
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W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St Sideroads XS.dwg, 1 NY XS, 1/15/2016 10:54:04 AM, abonell, 1:1



9	PROJECT NO: 4994-01-14	HWY: WINNEBAGO	COUNTY: N. MAIN STREET	CROSS SECTIONS: SIDE ROADS	SHEET 233 E

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St Sideroads XS.dwg, 2 NY XS, 1/15/2016 10:54:08 AM, abonell, 1:1



9

PROJECT NO: 4994-01-14	HWY: WINNEBAGO	COUNTY: N. MAIN STREET	CROSS SECTIONS: SIDE ROADS	SHEET 234	E

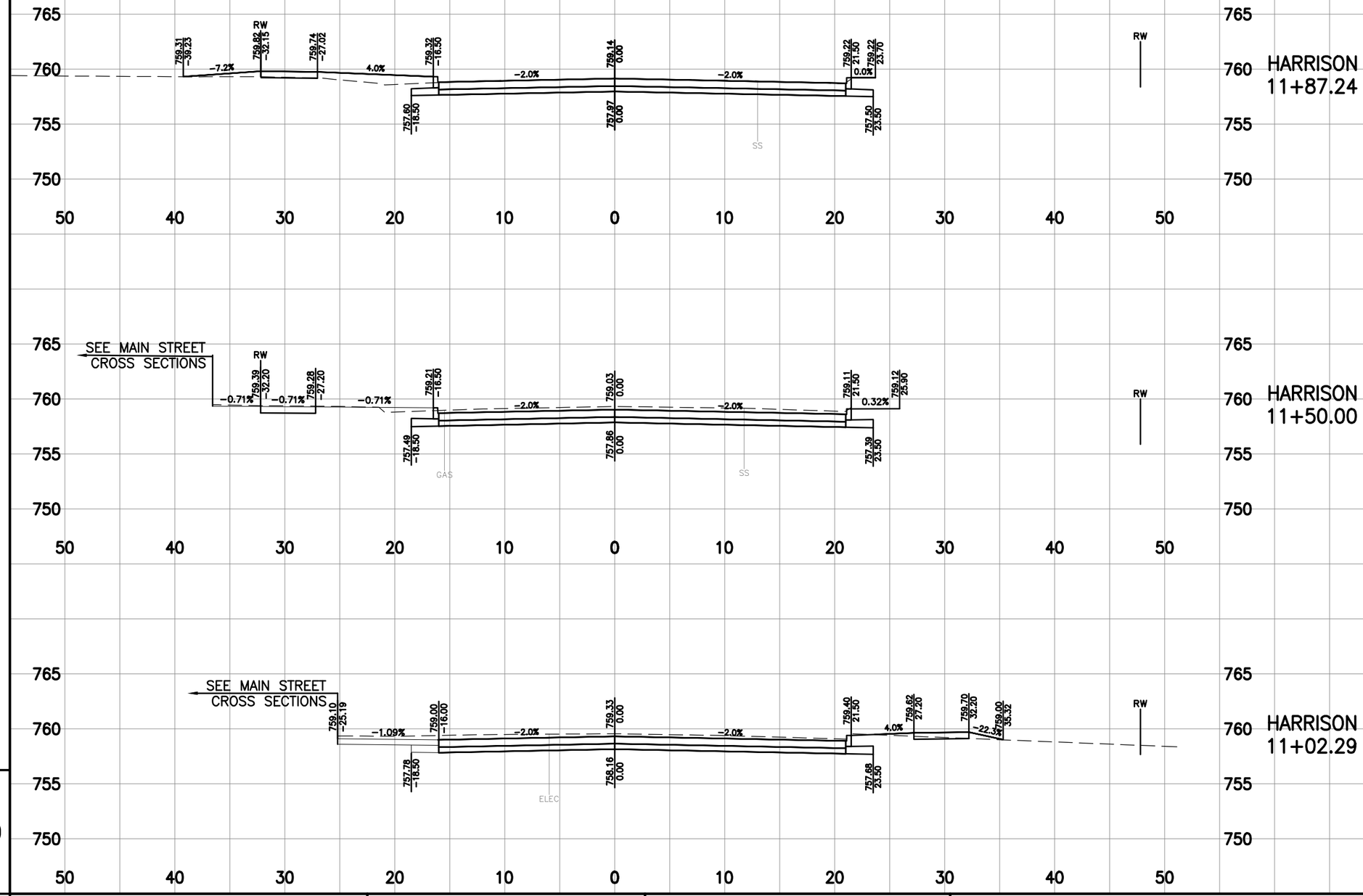
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LAYOUT NAME - NY XS

PLOT DATE : 1/15/2016 10:54 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

9

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St Sideroads XS.dwg, 5 H XS, 1/15/2016 10:54:11 AM, abonell, 1:1



PROJECT NO: 4994-01-14	HWY: WINNEBAGO	COUNTY: N. MAIN STREET	CROSS SECTIONS: SIDE ROADS	SHEET 235	E

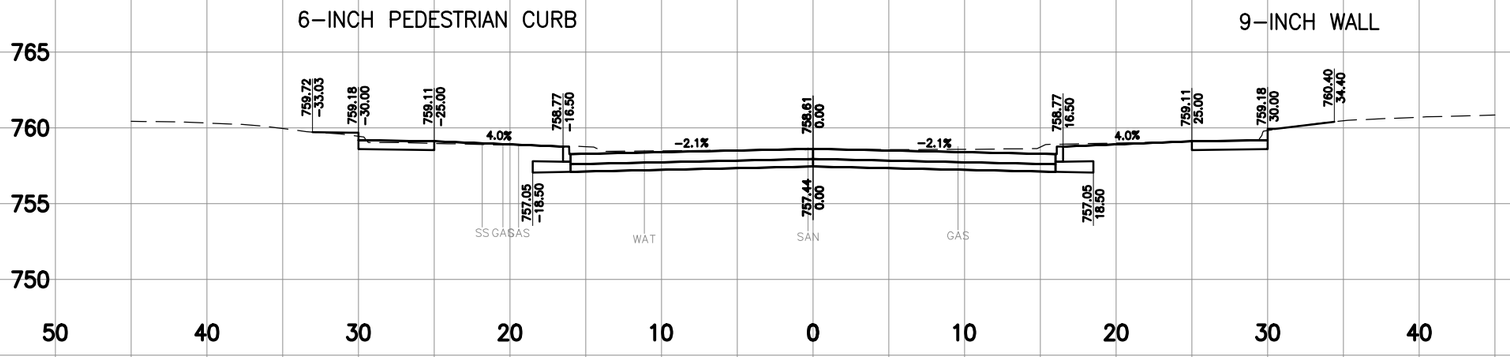
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LAYOUT NAME - H XS

PLOT DATE : 1/15/2016 10:54 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

6–INCH PEDESTRIAN CURB

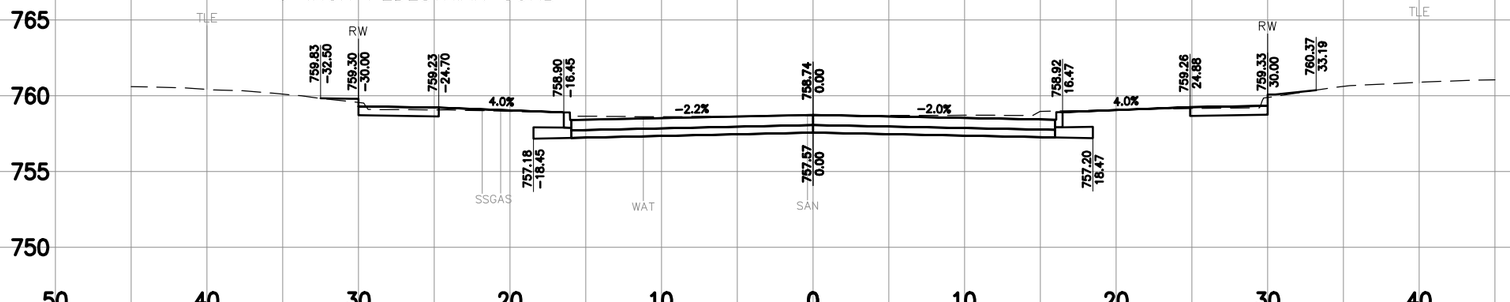
9–INCH WALL



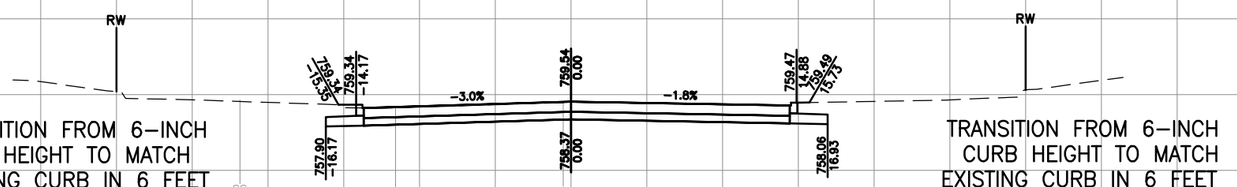
TENNESSEE
9+55.74

6–INCH PEDESTRIAN CURB

9–INCH WALL



TENNESSEE
9+50.00



TRANSITION FROM 6–INCH CURB HEIGHT TO MATCH EXISTING CURB IN 6 FEET

TRANSITION FROM 6–INCH CURB HEIGHT TO MATCH EXISTING CURB IN 6 FEET

TENNESSEE
9+15.00

10 FT

10 FT

PROJECT NO: 4994–01–14	HWY: WINNEBAGO	COUNTY: N. MAIN STREET	CROSS SECTIONS: SIDE ROADS	SHEET	E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST SIDEROADS XS.DWG
LAYOUT NAME – T XS

PLOT DATE : 1/15/2016 10:54 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St Sideroads XS.dwg, 7 T XS, 1/15/2016 10:54:15 AM, abonell, 1:1

CUSTER & MAIN
INTERSECTION

CUSTER
10+00.00

6–INCH PEDESTRIAN CURB

TLE

RW

759.47
–32.69

4.0%

758.02
–30.25

757.94
–25.25

4.0%

–2.2%

757.92
0.00

–1.7%

758.15
16.50

4.0%

758.48
24.75

RW

759.55
29.75

21.6%

759.80
33.68

6–INCH PEDESTRIAN CURB

TLE

GAS SS SS WAT SAN SS SS GAS

756.75
0.00

756.43
16.50

CUSTER
9+55.90

TLE

RW

760.04
–34.47

34.1%

758.60
–30.24

758.53
–25.24

4.0%

758.19
–16.80

–2.1%

758.03
0.00

–1.7%

758.26
16.76

4.0%

758.58
24.76

RW

758.65
29.76

31.9%

760.13
34.40

TLE

GAS WAT SAN

756.47
–18.80

756.86
0.00

756.54
16.76

CUSTER
9+50.00

RW

759.74
–20.61

758.76
–18.50

–1.7%

759.57
0.00

–1.5%

758.80
18.50

758.76
20.55

RW

WAT SAN

757.04
–20.50

757.40
0.00

757.08
20.50

CUSTER
9+21.04

10 FT

10 FT

9

9

PROJECT NO: 4994–01–14	HWY: WINNEBAGO	COUNTY: N. MAIN STREET	CROSS SECTIONS: SIDE ROADS	SHEET	E

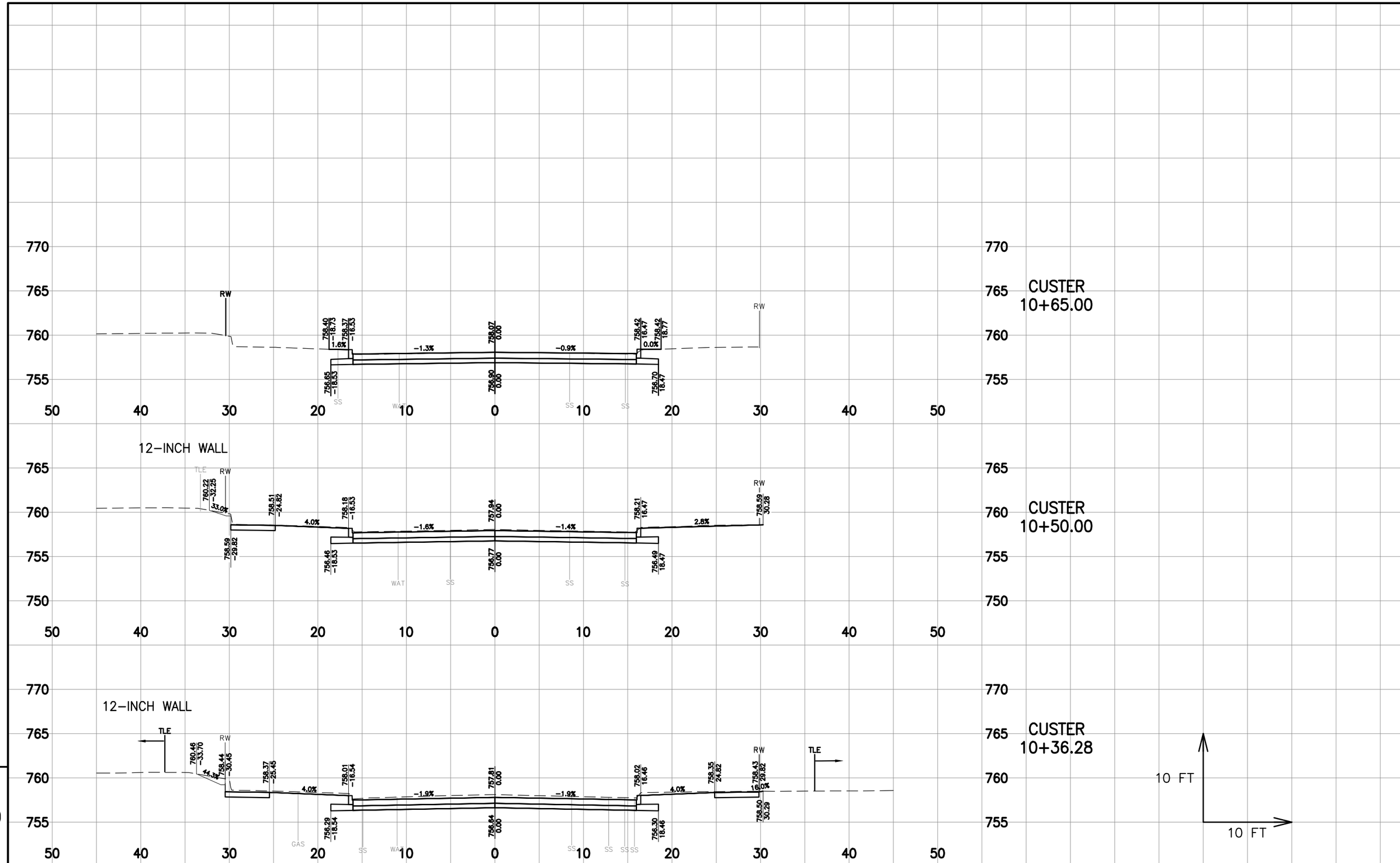
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LAYOUT NAME – C XS

PLOT DATE : 1/15/2016 10:54 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St Sideroads XS.dwg, 10 C XS, 1/15/2016 10:54:19 AM, abonell, 1:1

W:\PROJECTS\O0005\830103\01- Plan Preparation\09-Cross Sections\Main St Sideroads XS.dwg, 11 C XS, 1/15/2016 10:54:22 AM, abonell, 1:1



PROJECT NO: 4994-01-14	HWY: WINNEBAGO	COUNTY: N. MAIN STREET	CROSS SECTIONS: SIDE ROADS	SHEET	E

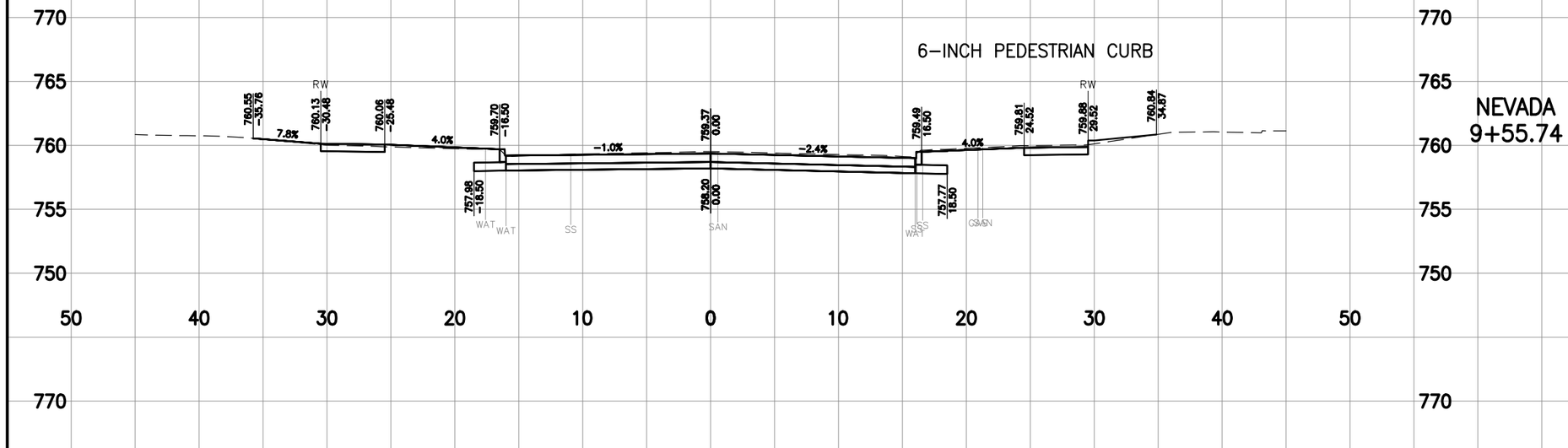
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LAYOUT NAME - C XS

PLOT DATE : 1/15/2016 10:54 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

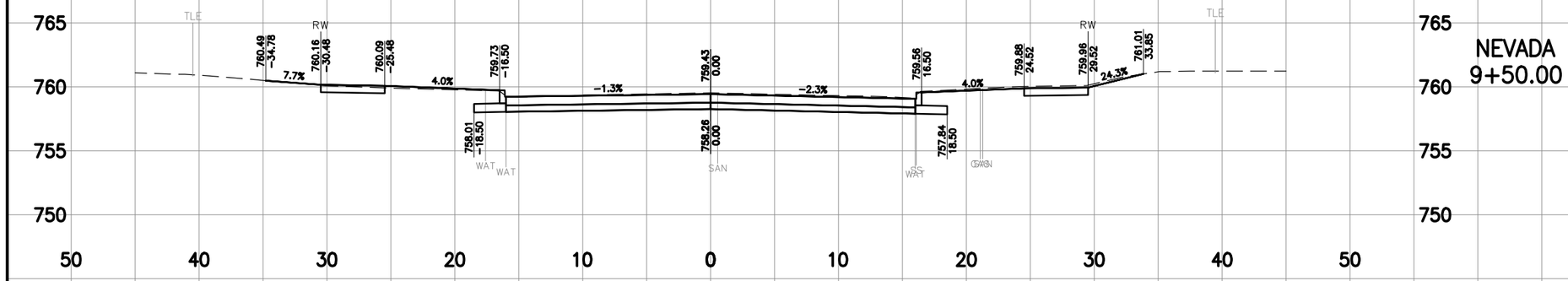
W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St Nevada S1.dwg, 15 N XS, 1/15/2016 11:05:03 AM, abonell, 1:1

6-INCH PEDESTRIAN CURB

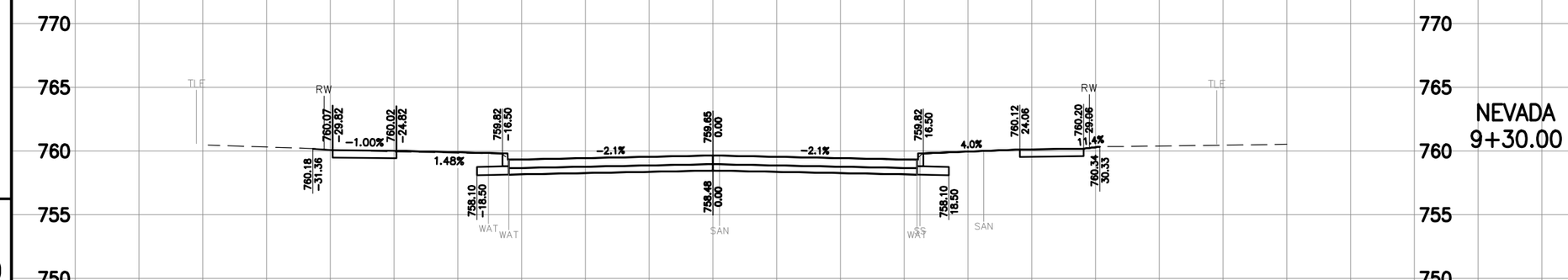
NEVADA
9+55.74



NEVADA
9+50.00



NEVADA
9+30.00



10 FT
10 FT

9

9

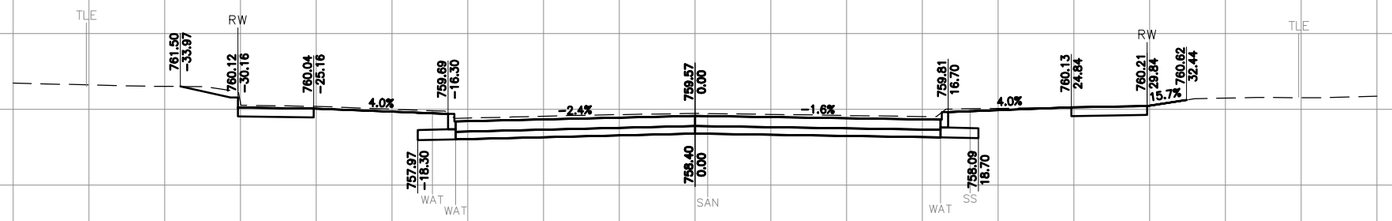
PROJECT NO: 4994-01-14	HWY: WINNEBAGO	COUNTY: N. MAIN STREET	CROSS SECTIONS: SIDE ROADS	SHEET 239	E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST NEVADA S1.DWG
LAYOUT NAME - 15 N XS

PLOT DATE : 1/15/2016 11:05 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

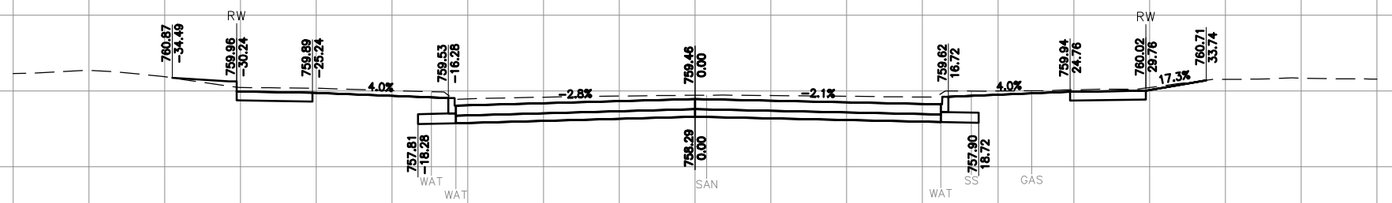
WISDOT/CADDS SHEET 49

8-INCH WALL



NEVADA
10+50.00

8-INCH WALL



NEVADA
10+36.55

NEVADA & MAIN
INTERSECTION

NEVADA
10+00.01

10 FT
10 FT

9

9

PROJECT NO: 4994-01-14	HWY: WINNEBAGO	COUNTY: N. MAIN STREET	CROSS SECTIONS: SIDE ROADS	SHEET 240	E

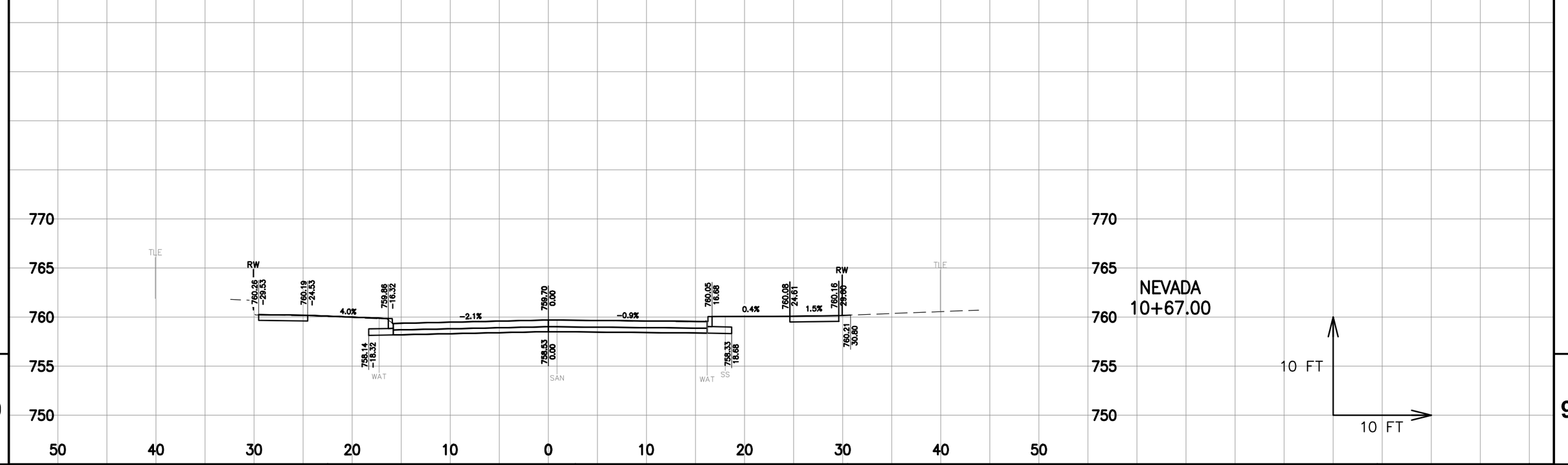
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LAYOUT NAME - 16 N XS

PLOT DATE : 1/15/2016 11:05 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

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W:\PROJECTS\O0005\830103\01- Plan Preparation\09-Cross Sections\Main St Nevada S1.dwg, 17 N XS, 1/15/2016 11:05:12 AM, abonell, 1:1



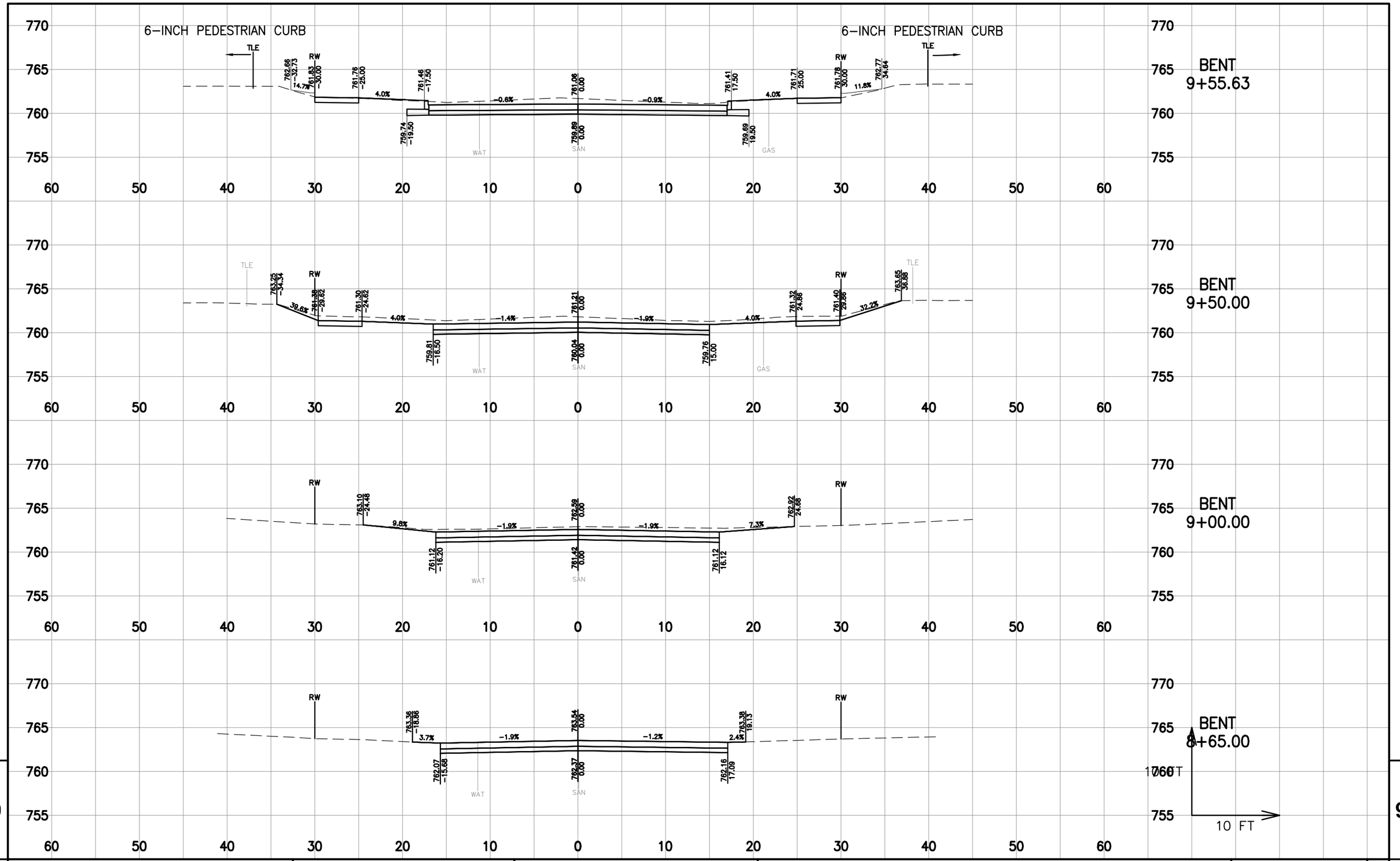
9

PROJECT NO: 4994-01-14	HWY: WINNEBAGO	COUNTY: N. MAIN STREET	CROSS SECTIONS: SIDE ROADS	SHEET	E

9

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST NEVADA S1.DWG
LAYOUT NAME - 17 N XS

PLOT DATE : 1/15/2016 11:05 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

PROJECT NO: 4994–01–14 | HWY: WINNEBAGO | COUNTY: N. MAIN STREET | CROSS SECTIONS: SIDE ROADS | SHEET E

242

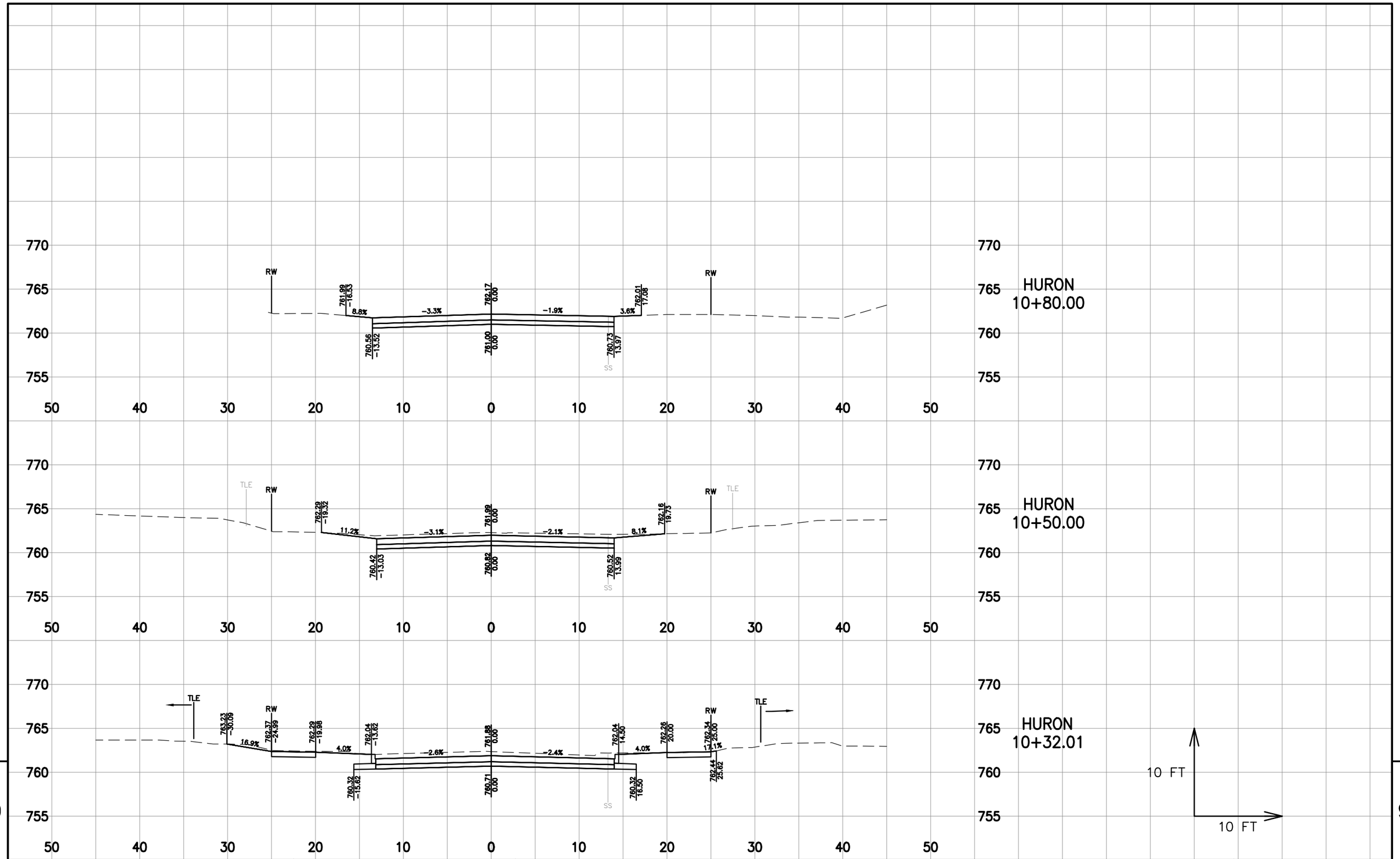
FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST SIDEROADS XS.DWG
LAYOUT NAME – B XS

PLOT DATE : 1/15/2016 10:54 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

W:\PROJECTS\00005\830103\01- Plan Preparation\09-Cross Sections\Main St Sideroads XS.dwg, 19 B XS, 1/15/2016 10:54:26 AM, abonell, 1:1

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9

PROJECT NO: 4994-01-14	HWY: WINNEBAGO	COUNTY: N. MAIN STREET	CROSS SECTIONS: SIDE ROADS	SHEET	E

FILE NAME : W:\PROJECTS\00005\830103\01- PLAN PREPARATION\09-CROSS SECTIONS\MAIN ST SIDEROADS XS.DWG
LAYOUT NAME - HR XS
PLOT DATE : 1/15/2016 10:54 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

Wisconsin Department of Transportation

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