

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. 9	Computer Earthwork Data
Section No. 9	Cross Sections

A.D.T. (2015)	=	6350
A.D.T. (2035)	=	8150
D.H.V.	=	13.5
D.(%)	=	59%
T.(%)	=	15.7%
V.	=	35 MPH
FSALS	=	2788600

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

MARSH AREA

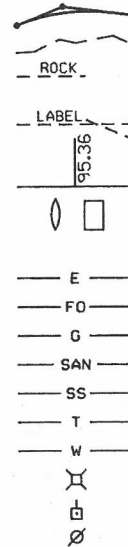
WOODED OR SHRUB AREA

GRADE LINE
ORIGINAL GROUND
MARSH OR ROCK PROFILE
(To be noted as such)
SPECIAL DITCH

GRADE ELEVATION

CULVERT (Profile View)

UTILITIES
ELECTRIC
FIBER OPTIC
GAS
SANITARY SEWER
STORM SEWER
TELEPHONE
WATER
UTILITY PEDESTAL
POWER POLE
TELEPHONE POLE



7995-02-22

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7995-02-22	WISC 2016226	1

This is a detailed street map of the Eau Claire area, showing the confluence of the Chippewa and Eau Claire rivers. The map includes numerous streets, landmarks like the airport and Hallie, and various numbered markers (99, 39, 47, 28, 53). The map is oriented with North at the top.

Geographical Features:

- Rivers:** Chippewa River (flowing from the top right), Eau Claire River (flowing from the bottom left).
- Landmarks:** Airport (top left), Hallie (top center), Village of Lake Hallie (top right).

Streets and Roads:


- Major Roads:** USH 53 (running diagonally from the bottom left to the top right).
- Other Streets:** Melby St, 15th Ave, 16th Ave, 17th Ave, 18th Ave, 19th Ave, 20th Ave, 21st Ave, 22nd Ave, 23rd Ave, 24th Ave, 25th Ave, 26th Ave, 27th Ave, 28th Ave, 29th Ave, 30th Ave, 31st Ave, 32nd Ave, 33rd Ave, 34th Ave, 35th Ave, 36th Ave, 37th Ave, 38th Ave, 39th Ave, 40th Ave, 41st Ave, 42nd Ave, 43rd Ave, 44th Ave, 45th Ave, 46th Ave, 47th Ave, 48th Ave, 49th Ave, 50th Ave, 51st Ave, 52nd Ave, 53rd Ave, 54th Ave, 55th Ave, 56th Ave, 57th Ave, 58th Ave, 59th Ave, 60th Ave, 61st Ave, 62nd Ave, 63rd Ave, 64th Ave, 65th Ave, 66th Ave, 67th Ave, 68th Ave, 69th Ave, 70th Ave, 71st Ave, 72nd Ave, 73rd Ave, 74th Ave, 75th Ave, 76th Ave, 77th Ave, 78th Ave, 79th Ave, 80th Ave, 81st Ave, 82nd Ave, 83rd Ave, 84th Ave, 85th Ave, 86th Ave, 87th Ave, 88th Ave, 89th Ave, 90th Ave, 91st Ave, 92nd Ave, 93rd Ave, 94th Ave, 95th Ave, 96th Ave, 97th Ave, 98th Ave, 99th Ave, 100th Ave.

Numbered Markers:

- 99:** Located in the top left corner, near the airport.
- 39:** Located in the center of the map, near the confluence of the rivers.
- 47:** Located in the bottom left corner, near the airport.
- 28:** Located in the bottom left corner, near the airport.
- 53:** Located in the bottom right corner, near the river.

Other Labels:

- CHIPPWEA VALLEY REGIONAL:** Located in the top left corner.
- LAKE HALLIE:** Located in the top right corner.
- CHIPPWEA COUNTY:** Located in the bottom right corner.
- EAU CLAIRE COUNTY:** Located in the bottom right corner.

0 $\frac{1}{4}$ $\frac{1}{2}$
SCALE  MILE

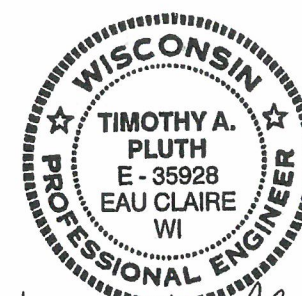
HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATE SYSTEM, CHIPPEWA COUNTY, NAD 1983 IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID DISTANCES AND GRID BEARINGS. DISTANCES MAY BE USED AS GROUND DISTANCES.

T-27-N

ACCEPTED FOR
CITY OF EAU CLAIRE

4/14/14
DATE

ORIGINAL PLANS PREPARED BY
CITY OF EAU CLAIRE



4/14
DATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY:

Surveyor City of Eau Claire

Designer City of Eau Claire

Management Consultant Knight E/A Inc.

C.O. Examiner

APPROVED FOR REGION OFFICE

4/14/16 Ryan D McKane
DATE

Management Consultant Signature

GENERAL NOTES

WHEN THE QUANTITY OF ITEMS OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

INLET PROTECTION, SILT FENCE AND OTHER EROSION CONTROL MEASURES INCLUDED IN THE PLANS SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER.

CURVE DATA IS BASED ON ARC DEFINITION.

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

THE EXACT LOCATION OF PRIVATE AND COMMERCIAL ENTRANCES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. DRIVEWAYS SHALL BE RECONSTRUCTED WITH SUCH MATERIAL AND TO SUCH DIMENSIONS AS TO MATCH THE EXISTING AS DIRECTED BY THE ENGINEER.

SAWED JOINTS WILL BE REQUIRED WHERE NEW SURFACING JOINS EXISTING PAVEMENT AT SIDE STREETS AND ENDS OF PROJECT.

THE AREAS WITHIN THE RIGHT-OF-WAY, EXCLUSIVE OF THE ROADBED, ARE TO BE FILLED WITH TOPSOIL & SEEDS AS SHOWN IN THE DETAILS OR AS DIRECTED BY THE ENGINEER.

ALL CURB AND GUTTER RADII ARE SHOWN TO FRONT FACE OF CURB.

ALL HMA PAVEMENT SHALL BE TYPE 4 LT 58-28 S.

HMA PAVEMENT, 2" SURFACE LIFT OVER TWO (2) - 2" LOWER LIFTS, FOR A TOTAL THICKNESS OF 6-INCHES

NOMINAL AGGREGATE SIZES FOR HMA PAVEMENT:

UPPER LAYER = 12.5 mm
LOWER LAYER = 12.5 mm

VERTICAL DATUM BASED OFF NAVD88 (NORTH AMERICAN VERTICAL DATUM OF 1988)

UTILITIES

CITY OF EAU CLAIRE
203 SOUTH FARWELL STREET
EAU CLAIRE, WI 54701
LANE BERG (STORM, SANITARY & WATER); 715-839-5045
e-mail: Lane.Berg@ci.eau-claire.wi.us

VILLAGE OF LAKE HALLIE
13136 30TH AVENUE
CHIPPEWA FALLS, WI 54729
DAREN ADDY (WATER OPERATOR); 715-559-7019

GAS AND ELECTRIC:
XCEL ENERGY
1400 WESTERN AVE
EAU CLAIRE, WI 54702
RODNEY KREMER; 715-839-1154 e-mail: rodney.p.kremer@xcelenergy.com

TELEPHONE:
AT&T - SBC
304 SOUTH DEWEY STREET
EAU CLAIRE, WI 54701
Rick Podolek; 715-839-5820 e-mail: rp4514@att.com

CABLE TV:
CHARTER COMMUNICATIONS
2207 HEIMSTAD ROAD
EAU CLAIRE, WI 54703
SHANE YODER; 715-831-8940 e-mail: Shane.Yoder@chartercom.com

•• DENOTES UTILITY IS NOT A MEMBER OF DIGGERS HOTLINE.

FOR LOCATES:

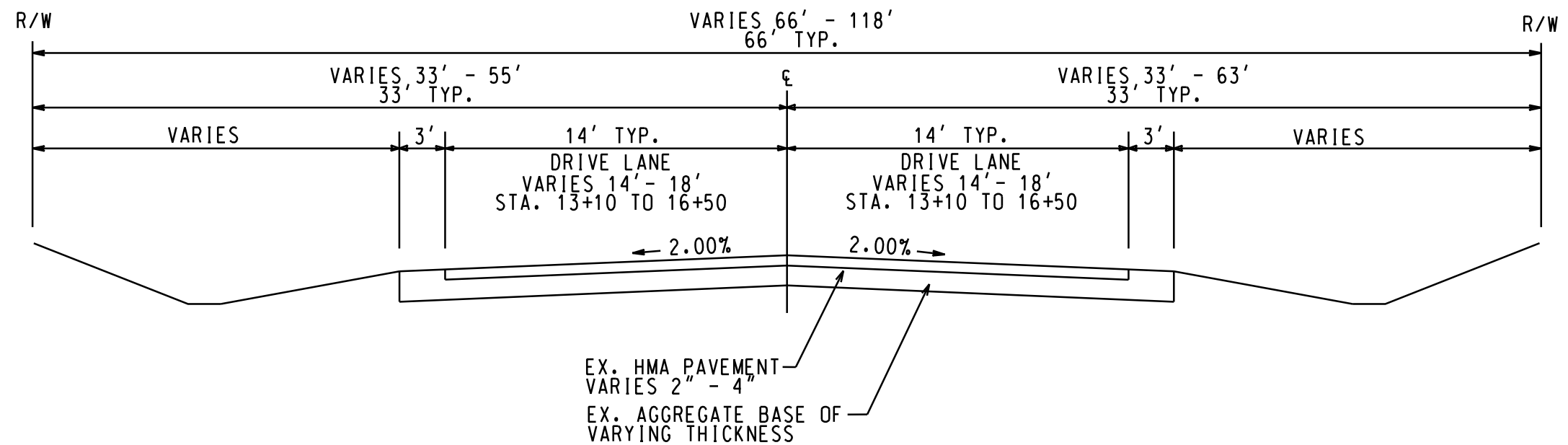


DESIGN CONTACT: TIM PLUTH
CITY OF EAU CLAIRE
715-839-4934
e-mail: Tim.Pluth@eauclairewi.gov

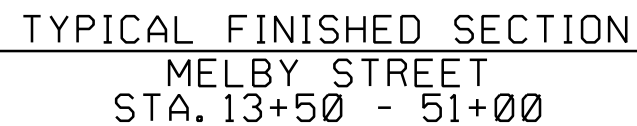
DEPARTMENT OF NATURAL RESOURCES
1300 WEST CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
715-839-3700
CONTACT: CHRIS WILLGER e-mail: Christopher.J.Willger@Wisconsin.gov

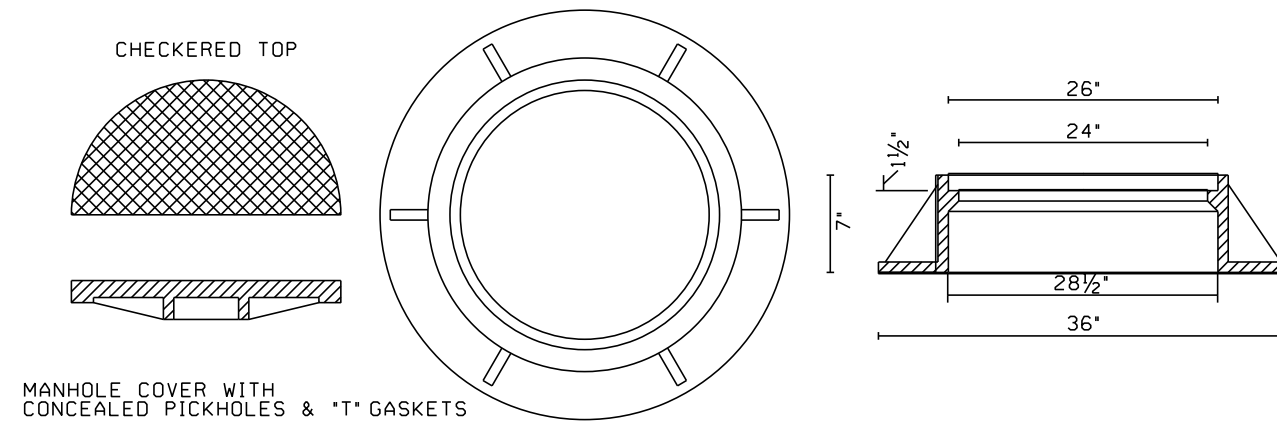
LIST OF STANDARD ABBREVIATIONS

ABUT.	ABUTMENT
AGG.	AGGREGATE
AH.	AHEAD
APPROX.	APPROXIMATE
A.E.W.	APRON ENDWALL
ASPH.	ASPHALTIC
A.D.T.	AVERAGE DAILY TRAFFIC
AZ.	AZIMUTH
BK.	BACK
BEG.	BEGIN
B.M.	BENCH MARK
BIT.	BITUMINOUS
BW	OF BACK OF SIDEWALK
C.E.	COMMERCIAL ENTRANCE
C.E.C.	CITY OF EAU CLAIRE
CL.	CLASS
C/L	CENTER LINE
CONC.	CONCRETE
CONST.	CONSTRUCTION
CO.	COUNTY
C.T.H.	COUNTY TRUNK HIGHWAY
X-SEC.	CROSS SECTION
CR.	CRUSHED
CFS	CUBIC FEET/SECOND
C.Y., CU. YD.	CUBIC YARD
CULV.	CULVERT
C.P.	CULVERT PIPE
D.O.T.	DEPARTMENT OF TRANSPORTATION
D.H.V.	DESIGN HOUR VOLUME
D.I.	DUCTILE IRON
D.	DIRECTIONAL DISTRIBUTION
DISCH. OR DIS.	DISCHARGE
EA.	EACH
ELECT.	ELECTRIC
EL. OR ELEV.	ELEVATION
EMB.	EMBANKMENT
E.B.S.	EXCAVATION BELOW SUBGRADE
EXIST.	EXISTING
EX.	EXISTING
FERT.	FERTILIZE
F.E.	FIELD ENTRANCE
FF	FACE TO FACE
FIN.	FINISHED
FT.	FOOT
F.L.	FLOW LINE
GA.	GAUGE
HORIZ.	HORIZONTAL
CWT.	HUNDREDWEIGHT
INL.	INLET
I.E.	INVERT ELEVATION
LT.	LEFT
L.H.F.	LEFT-HAND FORWARD
LIN.	LINEAR
LIN.FT.	LINEAR FOOT
L.P.	LIGHT POLE
L.S.	LUMP SUM
MAX.	MAXIMUM
MI.	MILE
MISC.	MISCELLANEOUS
N.E.	NORTH EAST
N.W.	NORTH WEST
PAV'T	PAVEMENT
P.C.	POINT OF CURVATURE
P.E.	PRIVATE ENTRANCE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
P.O.T.	POINT ON TANGENT
LB.	POUND
P.P.	POWER POLE
P.E.	PRIVATE ENTRANCE
PROJ.	PROJECT
R.	RANGE
RCPSS	REINFORCE CONCRETE PIPE STORM SEWER
RT.	RIGHT
R.H.F.	RIGHT-HAND FORWARD
R/W	RIGHT OF WAY
RD.	ROAD
SAN	SANITARY
SL.	SLOPE
STD.	STANDARD
S.D.D.	STANDARD DETAIL DRAWINGS
S.T.H.	STATE TRUNK HIGHWAY
STA.	STATION
S.P.P.A.	STRUCTURAL PLATE PIPE ARCH
STRUCT.	STRUCTURE
SURF.	SURFACE
T.C.	TOP OF CURB
TEL.	TELEPHONE
T.O.M.	TOP OF MASONRY
TYP.	TYPICAL
T.	TRUCKS (PERCENT OF)
UNCL.	UNCLASSIFIED
U.G.	UNDERGROUND
V.	VELOCITY OR DESIGN SPEED
V.C.	VERTICAL CURVE
WM	WATER MAIN

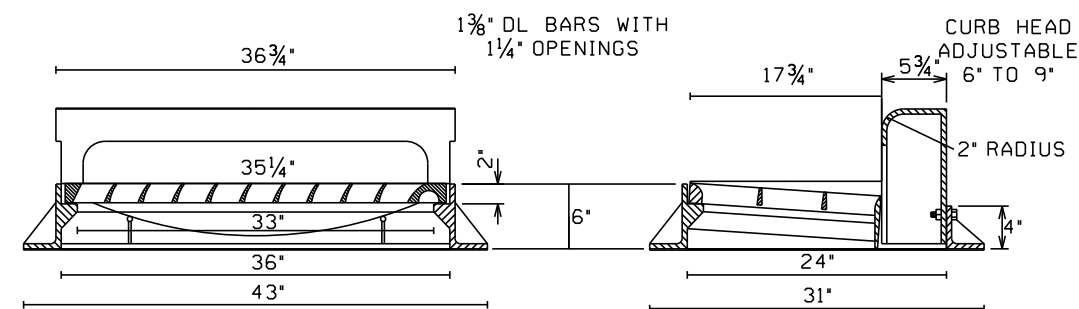


TYPICAL EXISTING SECTION
MELBY STREET
STA. 13+50 TO 51+00



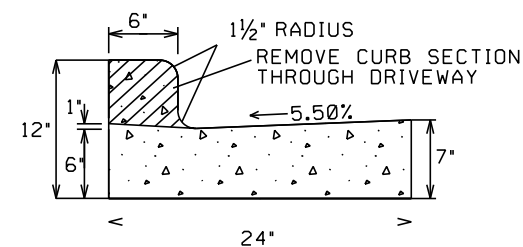


MANHOLE COVERS TYPE J

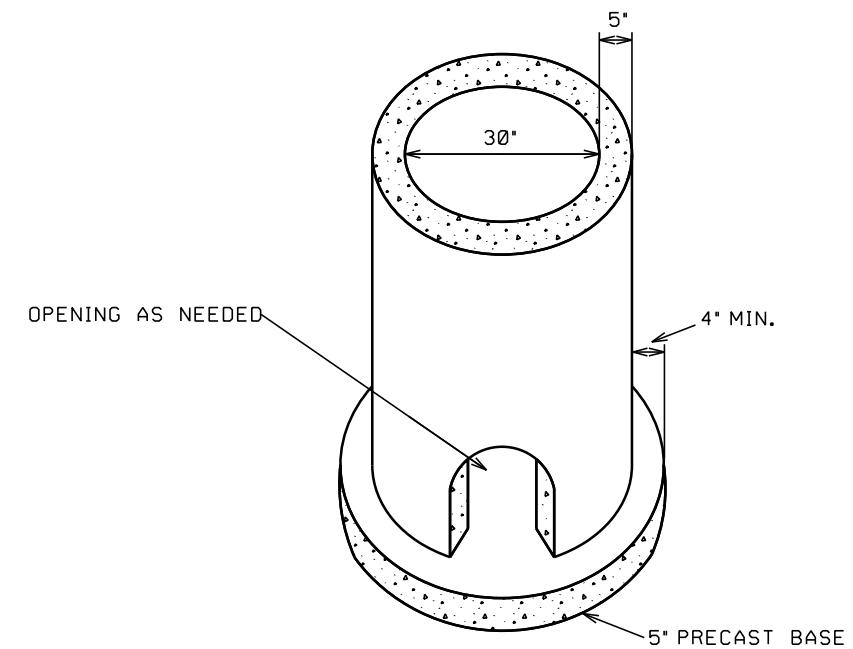


INLET CASTING WITH VANE STYLE GRATE
WEIGHT=510 LBS.

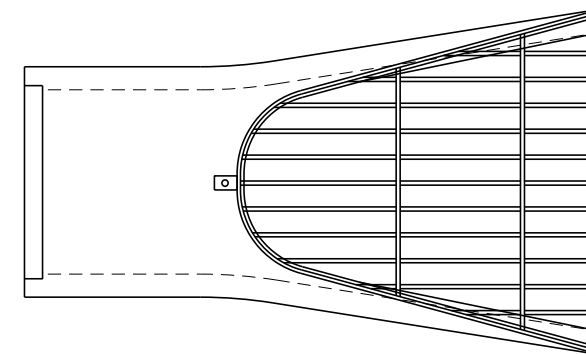
INLET COVERS TYPE H



SPECIAL 06.24" CURB AND GUTTER TYPE D

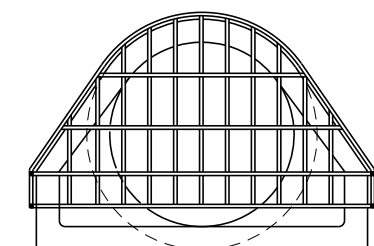
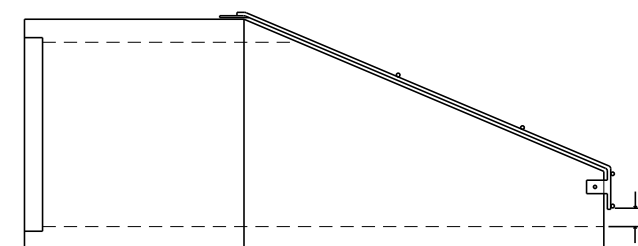


INLET 30-INCH ROUND

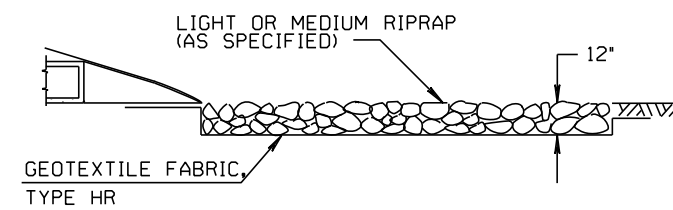


- ALL BARS AND HARDWARE SHALL BE GALVANIZED
- 6" SPACING MAX.
- HINGED CONNECTOR PLATE W/ANCHOR ATTACHED AT THREE POINTS TO ENDWALL

ENDWALL SIZE	BAR DIAMETER	ANCHOR DIAMETER	H HEIGHT
18"	3/4"	5/8"	4"
30"	1"	5/8"	5"



PIPE GRATES FOR CONCRETE APRON ENDWALL



SECTION B-B

W+2'

2' NOR.

12°

VAR.

VAR.

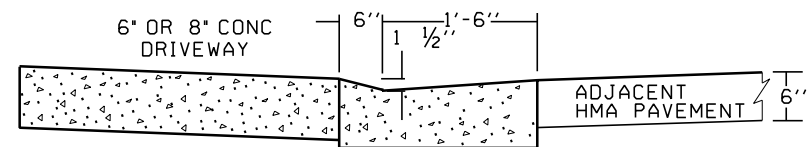
GEOTEXTILE FABRIC, TYPE HR

EXTEND MIN. 1' BEYOND RIPRAP (TYP.)

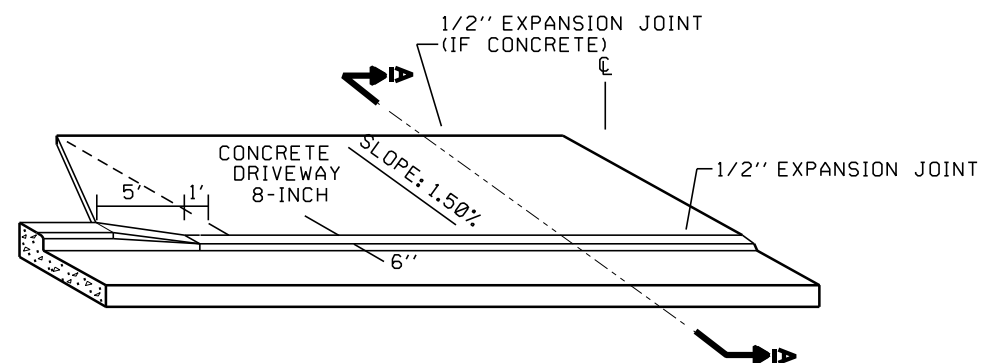
LIGHT OR MEDIUM RIPRAP (AS SPECIFIED)

NOTES: OVERLAP FABRIC AT SEAMS A MINIMUM 12" (TYP.)
FABRIC SHOULD EXTEND A MINIMUM 1' BEYOND RIPRAP AT EASES

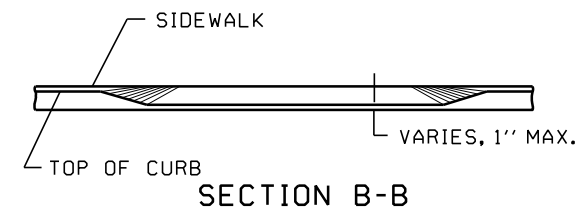
RIPRAP AND GEOTEXTILE FABRIC DETAIL
AT APRON ENDWALLS



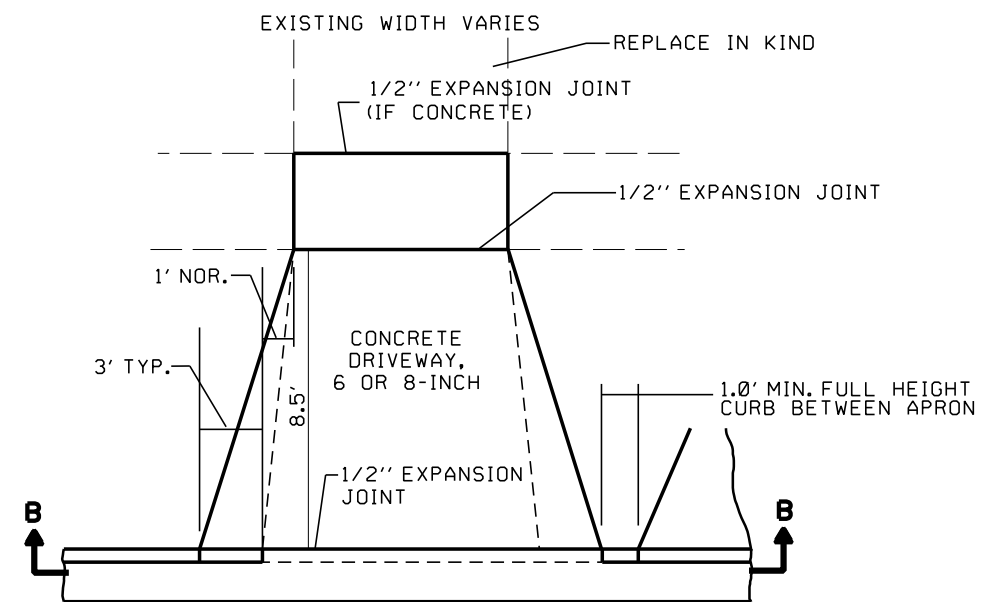
SECTION A-A



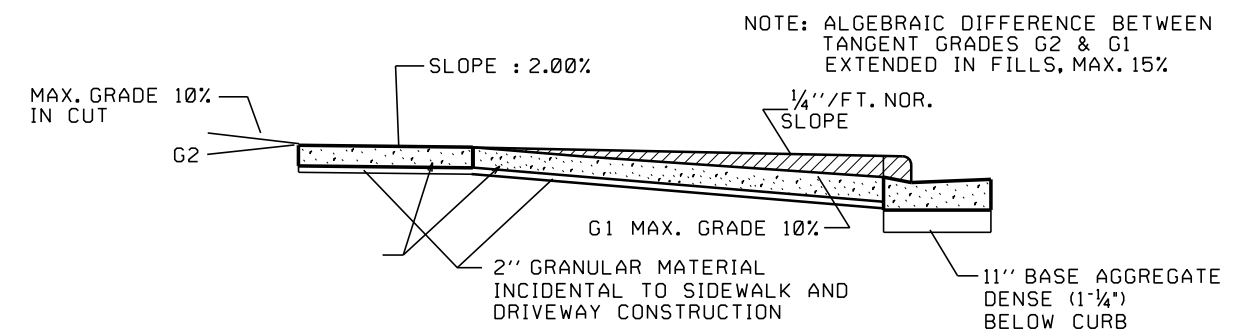
COMMERCIAL ENTRANCE (HALF SECTION)



SECTION B-B



PLAN



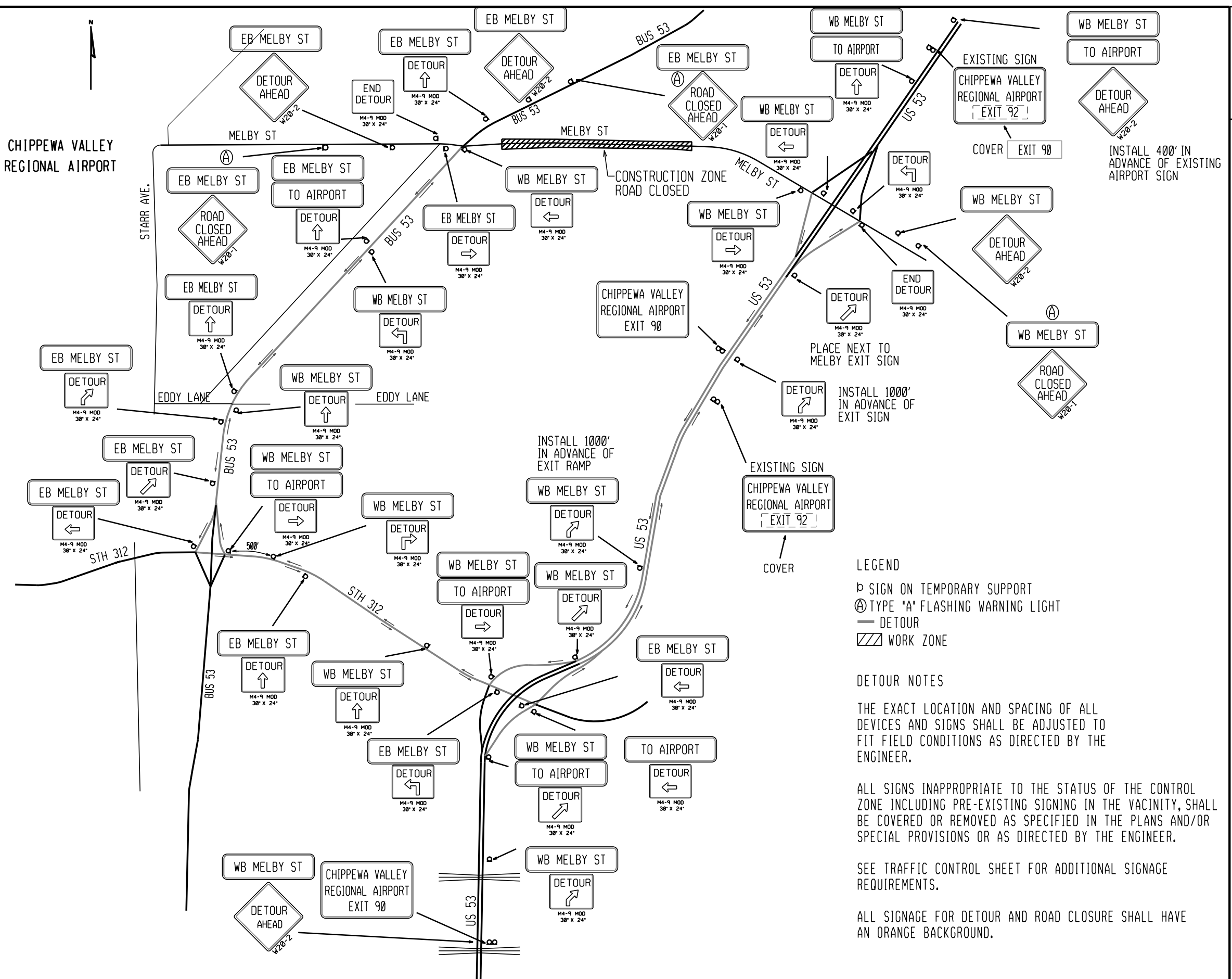
PROFILE

URBAN DRIVEWAY DETAIL

SIGN LEGEND

- ROAD CLOSED AHEAD — W20-1
- DETOUR AHEAD — W20-2
- DETOUR — M4-9 MOD 30" X 24"
- DETOUR — M4-9 MOD 30" X 24"
- DETOUR — M4-9 MOD 30" X 24"
- END DETOUR — M4-9 MOD 30" X 24"
- DETOUR — M4-9 MOD 30" X 24"
- DETOUR — M4-9 MOD 30" X 24"
- WB MELBY ST — SEE SIGNING DETAIL
- CHIPPEWA VALLEY REGIONAL AIRPORT EXIT 90 — SEE SIGNING DETAIL

CHIPPEWA VALLEY REGIONAL AIRPORT



LEGEND

- Ⓟ SIGN ON TEMPORARY SUPPORT
- Ⓐ TYPE 'A' FLASHING WARNING LIGHT
- DETOUR
- ▨ WORK ZONE

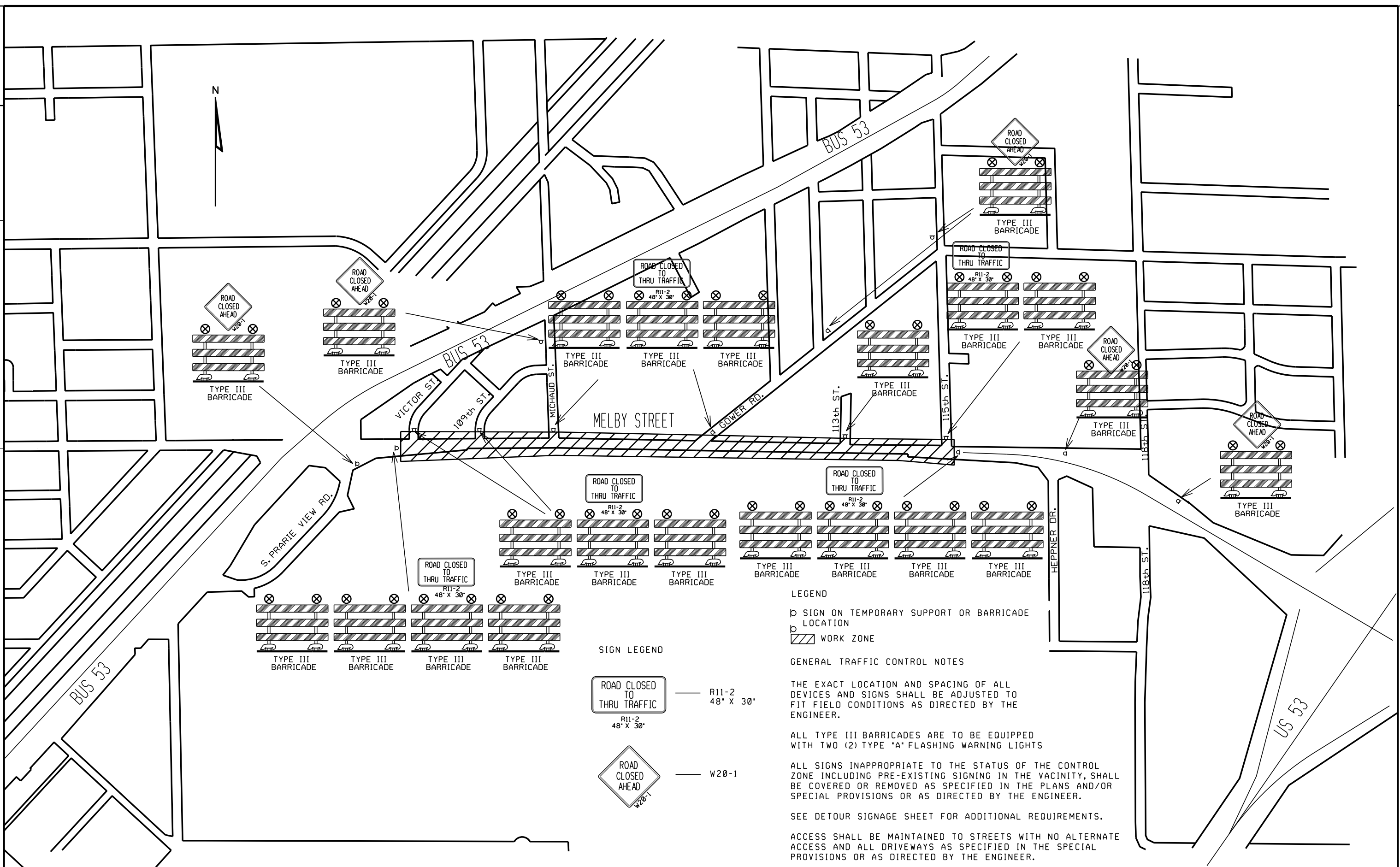
DETOUR NOTES

THE EXACT LOCATION AND SPACING OF ALL DEVICES AND SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

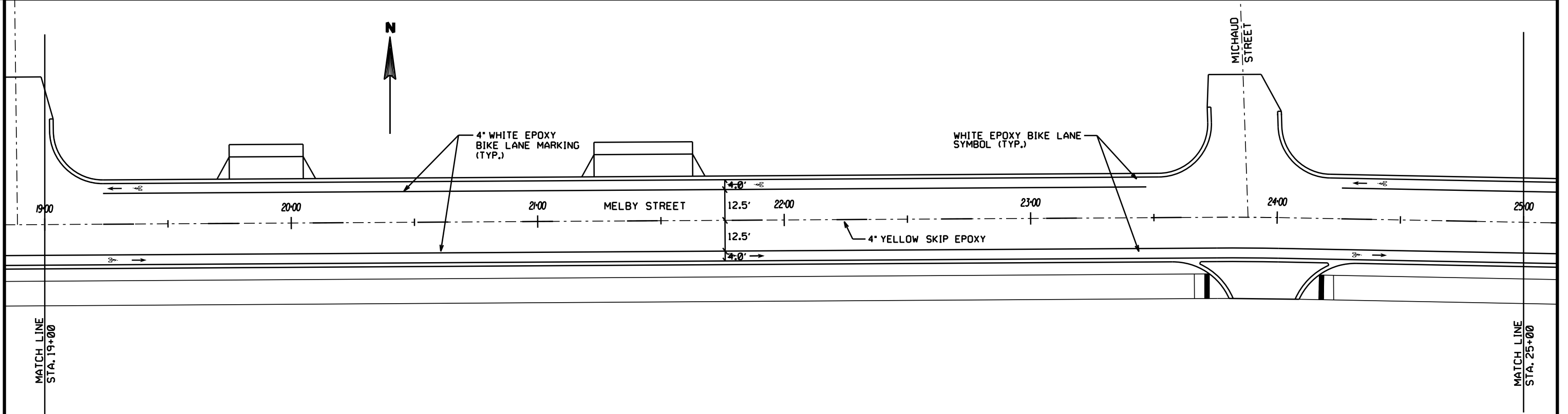
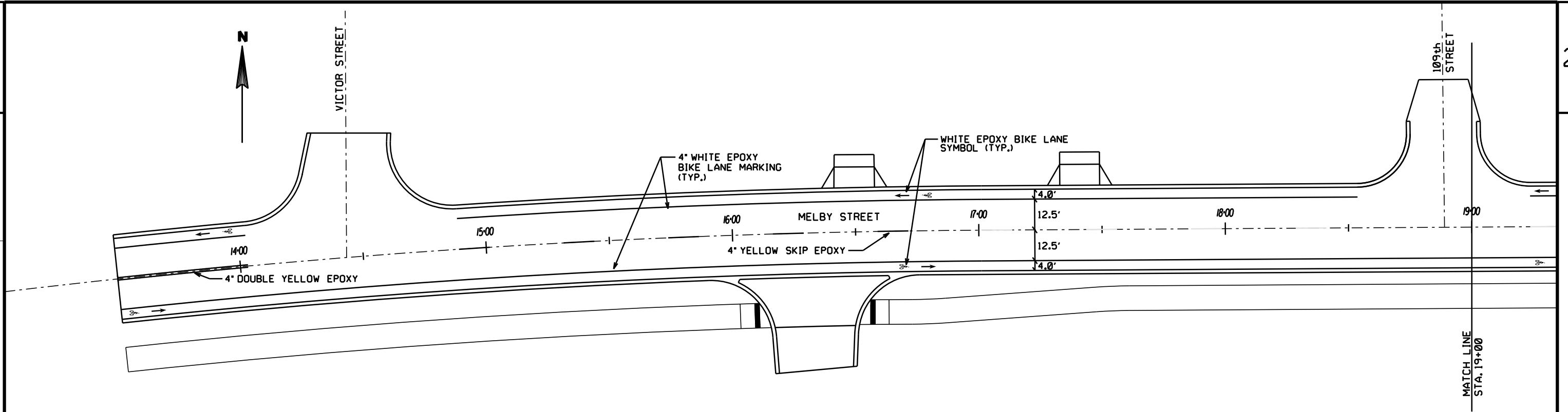
SEE TRAFFIC CONTROL SHEET FOR ADDITIONAL SIGNAGE REQUIREMENTS.

ALL SIGNAGE FOR DETOUR AND ROAD CLOSURE SHALL HAVE AN ORANGE BACKGROUND.



2

2



2



25+00

26+00

27+00

MELBY STREET

28+00

29+00

30+00

31+00

MATCH LINE
STA. 25+00

MATCH LINE
STA. 31+00

4" WHITE EPOXY
BIKE LANE MARKING
(TYP.)

WHITE EPOXY BIKE LANE
SYMBOL (TYP.)

4" YELLOW SKIP EPOXY

4.0'

12.5'

4.0'

2



31+00

32+00

33+00

34+00

MELBY STREET

35+00

36+00

37+00

MATCH LINE
STA. 31+00

MATCH LINE
STA. 37+00

WHITE EPOXY BIKE LANE
SYMBOL (TYP.)

4" WHITE EPOXY
BIKE LANE MARKING
(TYP.)

COVER STREET

4" YELLOW SKIP EPOXY

4.0'

12.5'

4.0'

PROJECT NO: 7995-02-22

HWY: MELBY STREET

COUNTY: CHIPPEWA

MARKING PLAN

SHEET

E

FILE NAME : \$\$.....designfile....\$\$

PLOT DATE : \$\$...plottingdate...\$\$

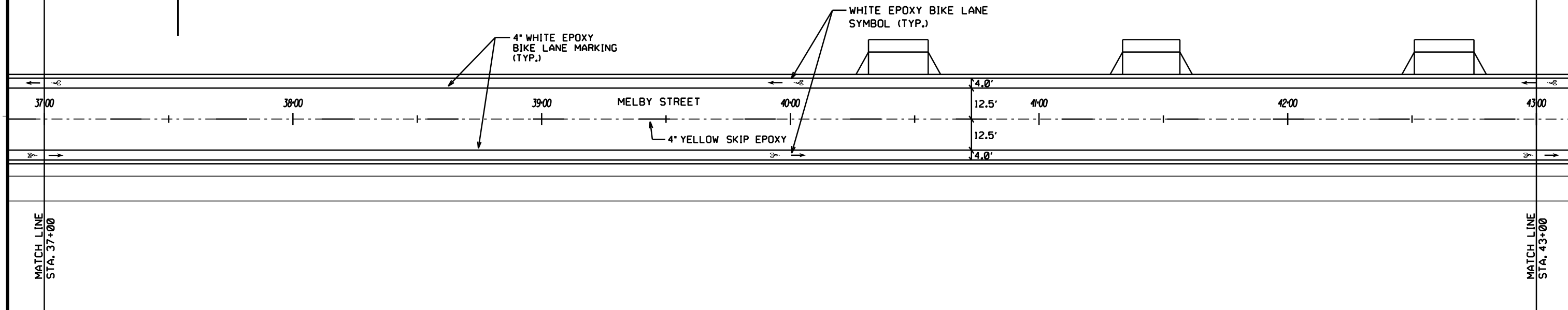
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PLOT NAME :

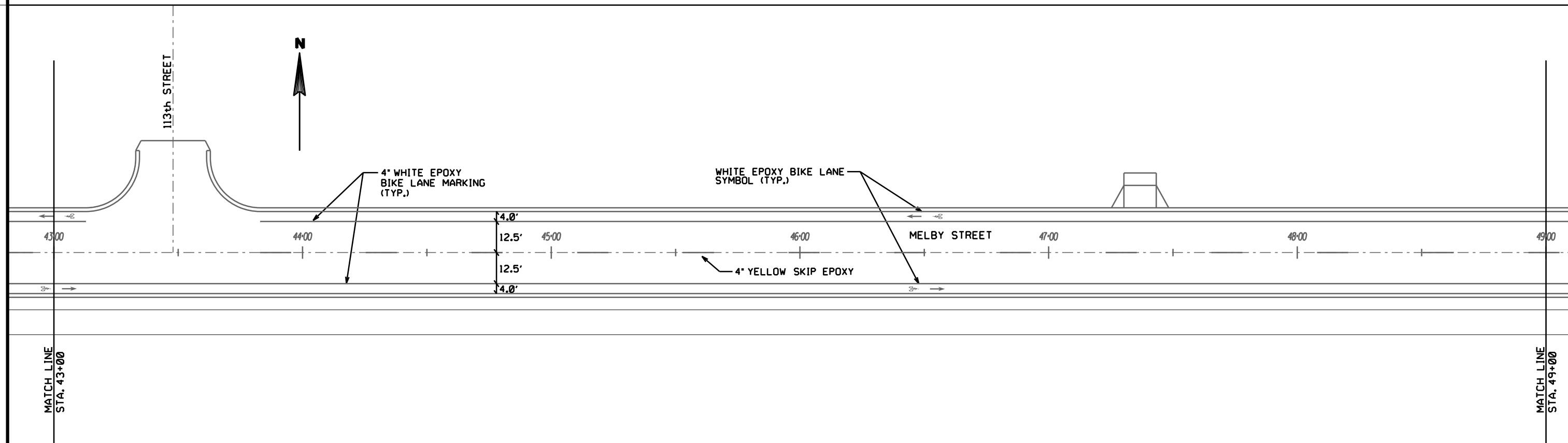
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WISDOT/CADDs SHEET 42

2



2



PROJECT NO: 7995-02-22

HWY: MELBY STREET

COUNTY: CHIPPEWA

MARKING PLAN

SHEET

E

FILE NAME :\$\$.....designfile.....\$\$

PLOT DATE : \$\$...plottingdate...\$\$

PLOT BY : \$\$...plotuser...\$\$

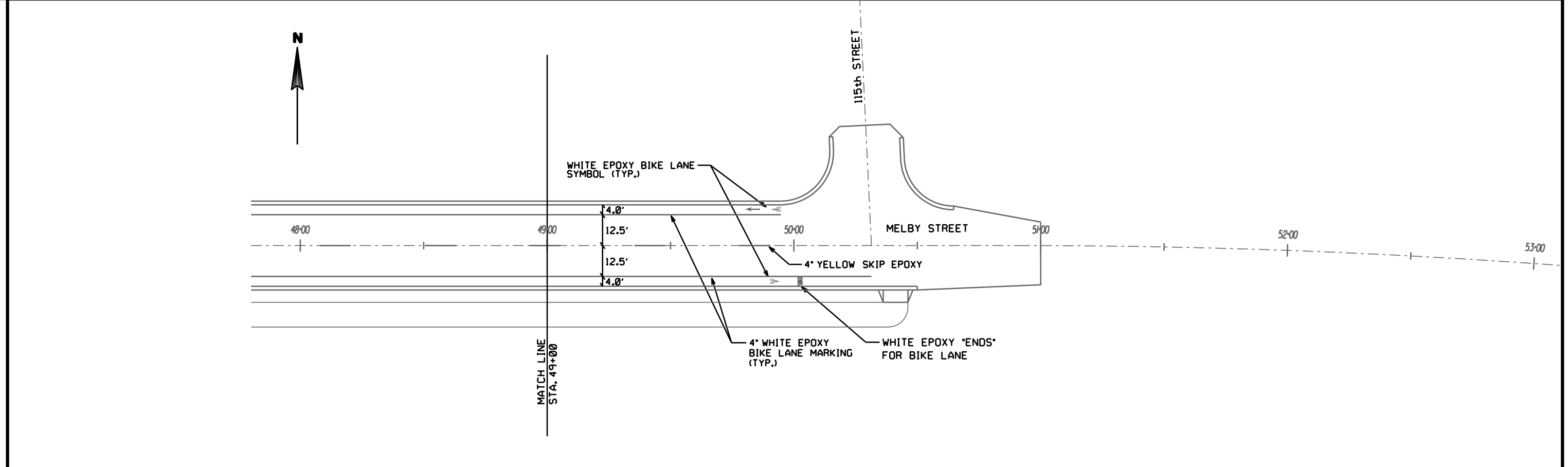
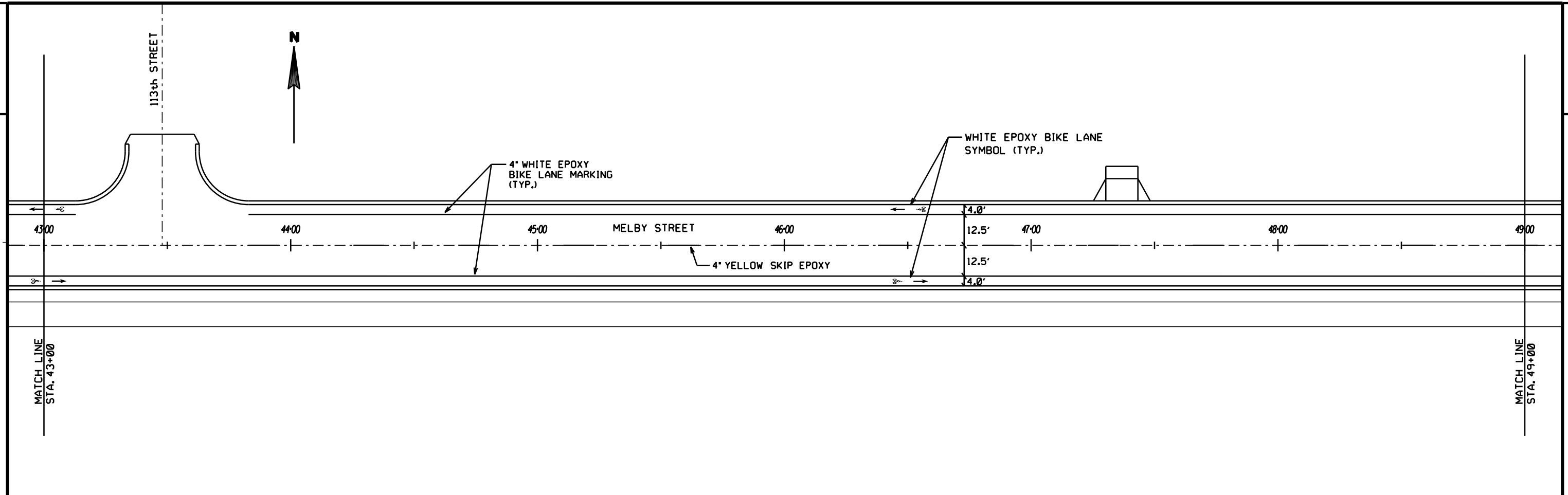
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PLOT SCALE : \$\$.....plotscale.....\$\$

WISDOT/CADDs SHEET 42

2

2



DATE 15APR16		E S T I M A T E O F Q U A N T I T I E S			
LINE					7995-02-22
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	201.0105	Clearing	STA	16.000	16.000
0020	201.0205	Grubbing	STA	16.000	16.000
0030	203.0100	Removing Small Pipe Culverts	EACH	12.000	12.000
0040	204.0110	Removing Asphaltic Surface	SY	541.000	541.000
0050	205.0100	Excavation Common **P**	CY	71,065.550	71,065.550
0060	213.0100	Finishing Roadway (project) 01. 7995-02-22	EACH	1.000	1.000
0070	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	12,160.000	12,160.000
0080	416.0160	Concrete Driveway 6-Inch	SY	215.000	215.000
0090	416.0180	Concrete Driveway 8-Inch	SY	444.000	444.000
0100	455.0605	Tack Coat	GAL	1,650.000	1,650.000
0110	460.2000	Incentive Density HMA Pavement	DOL	4,180.000	4,180.000
0120	460.5224	HMA Pavement 4 LT 58-28 S	TON	6,543.000	6,543.000
0130	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	5.000	5.000
0140	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0150	602.0415	Concrete Sidewalk 6-Inch	SF	500.000	500.000
0160	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	100.000	100.000
0170	606.0100	Riprap Light	CY	20.000	20.000
0180	606.0200	Riprap Medium	CY	20.000	20.000
0190	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	743.000	743.000
0200	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	624.000	624.000
0210	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	1,479.000	1,479.000
0220	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	776.000	776.000
0230	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	173.000	173.000
0240	611.0530	Manhole Covers Type J	EACH	13.000	13.000
0250	611.0612	Inlet Covers Type C	EACH	3.000	3.000
0260	611.0624	Inlet Covers Type H	EACH	35.000	35.000
0270	611.2004	Manholes 4-FT Diameter	EACH	13.000	13.000
0280	611.3230	Inlets 2x3-FT	EACH	35.000	35.000
0290	611.8110	Adjusting Manhole Covers	EACH	8.000	8.000
0300	611.9800.S	Pipe Grates	EACH	6.000	6.000
0310	619.1000	Mobilization	EACH	1.000	1.000
0320	624.0100	Water	MGAL	0.200	0.200
0330	625.0100	Topsoil	SY	20,700.000	20,700.000
0340	627.0200	Mulching	SY	20,700.000	20,700.000
0350	628.1104	Erosion Bales	EACH	4.000	4.000
0360	628.1504	Silt Fence	LF	3,625.000	3,625.000
0370	628.1520	Silt Fence Maintenance	LF	3,625.000	3,625.000
0380	628.2008	Erosion Mat Urban Class I Type B	SY	10,075.000	10,075.000
0390	628.7005	Inlet Protection Type A	EACH	1.000	1.000
0400	628.7020	Inlet Protection Type D	EACH	37.000	37.000
0410	629.0210	Fertilizer Type B	CWT	12.820	12.820
0420	630.0140	Seeding Mixture No. 40	LB	366.000	366.000
0430	643.0100	Traffic Control (project) 01. 7995-02-22	EACH	1.000	1.000
0440	643.0420	Traffic Control Barricades Type III	DAY	1,260.000	1,260.000
0450	643.0705	Traffic Control Warning Lights Type A	DAY	2,655.000	2,655.000
0460	643.0900	Traffic Control Signs	DAY	450.000	450.000

DATE 15APR16		E S T I M A T E O F Q U A N T I T I E S				
LINE					7995-02-22	
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY	
0470	643.0910	Traffic Control Covering Signs Type I	EACH	2.000	2.000	
0480	643.1000	Traffic Control Signs Fixed Message	SF	393.000	393.000	
0490	643.2000	Traffic Control Detour (project) 01.	EACH	1.000	1.000	
		7995-02-22				
0500	643.3000	Traffic Control Detour Signs	DAY	3,195.000	3,195.000	
0510	645.0120	Geotextile Fabric Type HR	SY	73.000	73.000	
0520	646.0106	Pavement Marking Epoxy 4-Inch	LF	8,022.000	8,022.000	
0530	647.0206	Pavement Marking Arrows Bike Lane Epoxy	EACH	23.000	23.000	
0540	647.0306	Pavement Marking Symbols Bike Lane Epoxy	EACH	24.000	24.000	
0550	647.0356	Pavement Marking Words Epoxy	EACH	1.000	1.000	
0560	690.0150	Sawing Asphalt	LF	427.000	427.000	
0570	690.0250	Sawing Concrete	LF	16.000	16.000	
0580	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000	
0590	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000	
0600	SPV.0060	Special 01. Adjusting Valve Boxes	EACH	12.000	12.000	
0610	SPV.0060	Special 02. Inlet 30-Inch Round	EACH	3.000	3.000	
0620	SPV.0090	Special 01. Concrete Curb and Gutter, 24-Inch Type D	LF	6,242.000	6,242.000	

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CLEARING						
201.0105						
CAT.	STATION	TO	STATION	LOCATION	STA	REMARKS
0010	35+50	-	45+50	RT	10	MAINLINE
0010	10+00	-	16+00	POND	6	POND
TOTAL 0010					16	

GRUBBING						
201.0205						
CAT.	STATION	TO	STATION	LOCATION	STA	REMARKS
0010	35+50	-	45+50	RT	10	MAINLINE
0010	10+00	-	16+00	POND	6	POND
TOTAL 0010					16	

REMOVING SMALL PIPE CULVERT						
203.0100						
CAT.	STATION	TO	STATION	LOCATION	EA	REMARKS
0010	14+18	-	14+71	24' LT	1	VICTOR ST.
0011	16+35	-	16+60	21' LT	1	DRIVEWAY
0012	25+22	-			1	MAINLINE
0013	27+57	-	27+97	23' LT	1	DRIVEWAY
0014	28+84	-			1	MAINLINE
0015	33+35	-			1	MAINLINE
0016	38+84	-			1	MAINLINE
0017	39+58	-	39+78	19' LT	1	DRIVEWAY
0018	40+29	-	40+59	21' LT	1	DRIVEWAY
0010	41+29	-	41+60	21' LT	1	DRIVEWAY
0011	42+48	-	42+78	21' LT	1	DRIVEWAY
0010	50+00	-	50+37		1	MAINLINE
TOTAL 0010					12	

REMOVING ASPHALTIC SURFACE						
204.0100						
CAT.	STATION	TO	STATION	LOCATION	SY	REMARKS
0010	15+88	-	16+26	RT	190	DRIVEWAY
0010	16+36	-	16+64	LT	36	DRIVEWAY
0010	17+28	-	17+53	LT	34	DRIVEWAY
0010	23+60	-	24+26	RT	103	DRIVEWAY
0010	40+27	-	40+60	LT	60	DRIVEWAY
0010	41+30	-	41+60	LT	56	DRIVEWAY
0010	42+47	-	42+79	LT	62	DRIVEWAY
TOTAL 0010					541	

EXCAVATION COMMON **P**						
205.0100						
CAT.	STATION	TO	STATION	LOCATION	CY	REMARKS
0010	13+50	-	51+00		11298.70	MAINLINE
0010	10+00	-	16+00		59766.85	POND
TOTAL 0010					71065.55	

FINISHING ROADWAY (PROJECT 7995-02-22)						
213.0100						
CAT.	STATION	TO	STATION	LOCATION	EA	REMARKS
0010	13+50	-	51+00	MAINLINE	1	
TOTAL 0010					1	

BASE AGGREGATE DENSE 1 1/4-INCH						
305.0120						
CAT.	STATION	TO	STATION	LOCATION	TON	REMARKS
0010	13+50	-	51+00	MAINLINE	10710	
	13+50	-	50+50	TRAIL	1450	
TOTAL 0010					12160	

CONCRETE DRIVEWAY 6-INCH (PROJECT 7995-02-22)						
416.0160						
CAT.	STATION	TO	STATION	LOCATION	SY	REMARKS
0010	16+37	-	16+63	LT	30	
0010	17+28	-	17+54	LT	30	
0010	40+26	-	40+61	LT	43	
0010	41+28	-	41+63	LT	43	
0010	42+46	-	42+80	LT	43	
0010	47+25	-	47+48	LT	26	
TOTAL 0010					215	

CONCRETE DRIVEWAY 8-INCH (PROJECT 7995-02-22)						
416.0180						
CAT.	STATION	TO	STATION	LOCATION	SY	REMARKS
0010	16+02	-	16+63	RT	97	
0010	19+70	-	20+10	LT	53	
0010	21+18	-	21+68	LT	68	
0010	23+68	-	24+21	RT	62	
0010	25+75	-	26+15	LT	52	
0010	27+57	-	27+97	LT	52	
0010	31+13	-	31+58	LT	60	
TOTAL 0010					444	

TACK COAT						
455.0605						
CAT.	STATION	TO	STATION	LOCATION	GAL	REMARKS
0010	13+50	-	51+00		1650	MAINLINE
TOTAL 0010					1650	

HMA PAVEMENT TYPE 4 LT 58-28 S						
460.5224						
CAT.	STATION	TO	STATION	LOCATION	TON	REMARKS
0010	13+50	-	51+00		5803	MAINLINE
0010	13+50	-	50+50		552	TRAIL
0010	16+18	-	16+49		13	DRIVEWAY
TOTAL 0010					6543	

APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH						
522.1018						
CAT.	STATION	TO	STATION	LOCATION	EA	REMARKS
0010	14+12			32' LT	1	
0010	33+61			47' RT	1	
0010	48+73			24' LT	1	
0010	48+73			42' RT	1	
0010	50+15			45' RT	1	
TOTAL 0010					5	

APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH						
522.1030						
CAT.	STATION	TO	STATION	LOCATION	EA	REMARKS
0010	33+95			153' LT	1	POND
TOTAL 0010					1	

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CONCRETE SIDEWALK 6-INCH (PROJECT 7995-02-22)						
602.0415						
CAT.	STATION	TO	STATION	LOCATION	SF	REMARKS
0010	16+02	-	16+14	RT	110	PED RAMP
0010	16+51	-	16+64	RT	110	PED RAMP
0010	23+66	-	23+80	RT	110	PED RAMP
0010	24+10	-	24+23	RT	110	PED RAMP
0010	50+36	-	50+46	RT	60	PED RAMP
TOTAL 0010					500	

CURB RAMP DETECTABLE WARNING FIELD YELLOW						
602.0505						
CAT.	STATION	TO	STATION	LOCATION	SF	REMARKS
0010	16+09	-		RT	20	
0010	16+57	-		RT	20	
0010	23+70	-		RT	20	
0010	24+18	-		RT	20	
0010	50+40	-		RT	20	
TOTAL 0010					100	

RIPRAP LIGHT						
606.0100						
CAT.	STATION	TO	STATION	LOCATION	CY	REMARKS
0010	14+05			32' LT	5	MAINLINE
0010	33+64			50' RT	5	MAINLINE
0010	48+73			42' RT	5	MAINLINE
0010	50+15			45' RT	5	MAINLINE
TOTAL 0010					20	

RIPRAP MEDIUM						
606.0200						
CAT.	STATION	TO	STATION	LOCATION	CY	REMARKS
0010	33+95			156' LT	20	POND
TOTAL 0010					20	

STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH						
608.0312						
CAT.	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	INLET 3A	-	MH 3		18	
0010	INLET 3B	-	MH 3		18	
0010	INLET 4A	-	MH 4		18	
0010	INLET 4B	-	MH 4		18	
0010	INLET 5A	-	MH 5		18	
0010	INLET 5B	-	MH 5		18	
0010	INLET 6B	-	INLET 6A		10	
0010	INLET 6D	-	INLET 6C		10	
0010	INLET 7A	-	MH 7		18	
0010	INLET 7B	-	MH 7		18	
0010	INLET 8A	-	MH 8		18	
0010	INLET 8B	-	MH 8		18	
0010	INLET 9B	-	INLET 9A		10	
0010	INLET 9D	-	INLET 9C		10	
0010	INLET 10A	-	MH 10		18	
0010	INLET 10B	-	MH 10		18	
0010	INLET 11B	-	INLET 11A		30	
0010	MH 13	-	MH 12		239	
0010	INLET 13A	-	MH 13		18	
0010	INLET 13B	-	MH 13		18	
0010	INLET 15A	-	CBMH 15		36	
0010	INLET 16A	-	MH 16		36	
0010	INLET 17A	-	MH 17		23	
0010	INLET 17B	-	MH 17		22	
0010	INLET 17C	-	MINLET 17B		30	
0010	INLET 17D	-	MH 17		35	
TOTAL 0010					743	

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STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH						
608.0315						
CAT.	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	INLET 2	-	MH 1		58	
0010	MH 7	-	MH 6		213	
0010	INLET 6A	-	MH 6		18	
0010	INLET 6C	-	MH 6		18	
0010	INLET 9A	-	MH 9		18	
0010	INLET 9C	-	MH 9		18	
0010	MH 11	-	MH 10		212	
0010	INLET 11A	-	MH 11		39	
0010	INLET 14C	-	INLET 14B		30	
TOTAL 0010					624	

STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH

608.0318						
CAT.	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	INLET 3B	-	OUTFALL		43	
0010	MH 8	-	MH 3		326	
0010	MH 9	-	MH 8		290	
0010	MH 10	-	MH 9		170	
0010	ENDWALL	-	INLET 12A		10	
0010	INLET 12A	-	MH 12		18	
0010	MH 12	-	INLET 12B		18	
0010	INLET 12B	-	OUTFALL		26	
0010	INLET 14A	-	OUTFALL		28	
0010	INLET 14B	-	INLET 14A		57	
0010	MH 15	-	OUTFALL		82	
0010	MH 16	-	MH 15		186	
0010	MH 17	-	MH 16		225	
TOTAL 0010					1479	

STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH						
608.0324						
CAT.	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	MH 4	-	MH 3		234	
0010	MH 5	-	MH 4		248	
0010	MH 6	-	MH 5		294	
TOTAL 0010					776	

STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH

608.0330						
CAT.	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	MH 1	-	OUTFALL		101	
0010	MH 3	-	MH 1		72	
TOTAL 0010					173	

MANHOLE COVERS TYPE J

611.0530					
CAT.	STATION	TO	STATION	LOCATION	EACH
0010	33+73	-		47' LT	1
0010	33+34	-		CL	1
0010	31+00	-		CL	1
0010	28+52	-		CL	1
0010	25+58	-		CL	1
0010	23+45	-		CL	1
0010	36+60	-		CL	1
0010	39+50	-		CL	1
0010	41+20	-		CL	1
0010	43+32	-		CL	1
0010	49+22	-		CL	1
0010	46+34	-		CL	1
0010	19+03	-		17.25' LT	1
TOTAL 0010					13

INLET COVERS TYPE C

611.0612					
CAT.	STATION	TO	STATION	LOCATION	EACH
0010	34+38	-		47' LT	1
0010	14+92	-		18' LT	1
0010	16+78	-		18' LT	1
TOTAL 0010					3

INLET COVERS TYPE H

611.0624					
CAT.	STATION	TO	STATION	LOCATION	EACH
0010	33+34	-		18' LT	1
0010	33+34	-		18' RT	1
0010	31+00	-		18' LT	1
0010	31+00	-		18' RT	1
0010	28+52	-		18' LT	1
0010	28+52	-		18' RT	1
0010	25+58	-		18' LT	1
0010	25+48	-		18' LT	1
0010	25+58	-		18' RT	1
0010	25+48	-		18' RT	1
0010	23+45	-		18' LT	1
0010	23+45	-		18' RT	1
0010	36+60	-		18' LT	1
0010	36+60	-		18' RT	1
0010	39+50	-		18' LT	1
0010	39+60	-		18' LT	1
0010	39+50	-		18' RT	1
0010	39+60	-		18' RT	1
0010	41+20	-		18' LT	1
0010	41+20	-		18' RT	1
0010	43+33	-		39.50' LT	1
0010	43+63	-		39.50' LT	1
0010	49+22	-		18' LT	1
0010	49+22	-		18' RT	1
0010	46+34	-		18' LT	1
0010	46+34	-		18' RT	1
0010	50+15	-		18' RT	1
0010	15+44.50	-		40.50' LT	1
0010	15+44.50	-		40.50' LT	1
0010	14+92	-		18' RT	1
0010	16+78	-		18' RT	1
0010	19+26	-		18' LT	1
0010	19+03.70	-		40' LT	1
0010	18+73.70	-		40' LT	1
0010	19+03	-		18' RT.	1
TOTAL 0010					35

INLETS 2X3-FT						
611.3230						
CAT.	STATION	TO	STATION	LOCATION	EA	REMARKS
0010	33+34	-		18' LT	1	INLET 3A
0010	33+34	-		18' RT	1	INLET 3B
0010	31+00	-		18' LT	1	INLET 4A
0010	31+00	-		18' RT	1	INLET 4B
0010	28+52	-		18' LT	1	INLET 5A
0010	28+52	-		18' RT	1	INLET 5B
0010	25+58	-		18' LT	1	INLET 6A
0010	25+48	-		18' LT	1	INLET 6B
0010	25+58	-		18' RT	1	INLET 6C
0010	25+48	-		18' RT	1	INLET 6D
0010	23+45	-		18' LT	1	INLET 7A
0010	23+45	-		18' RT	1	INLET 7B
0010	36+60	-		18' LT	1	INLET 8A
0010	36+60	-		18' RT	1	INLET 8B
0010	39+50	-		18' LT	1	INLET 9A
0010	39+60	-		18' LT	1	INLET 9B
0010	39+50	-		18' RT	1	INLET 9C
0010	39+60	-		18' RT	1	INLET 9D
0010	41+20	-		18' LT	1	INLET 10A
0010	41+20	-		18' RT	1	INLET 10B
0010	43+33	-		39.50' LT	1	INLET 11A
0010	43+63	-		39.50' LT	1	INLET 11B
0010	49+22	-		18' LT	1	INLET 12A
0010	49+22	-		18' RT	1	INLET 12B
0010	46+34	-		18' LT	1	INLET 13A
0010	46+34	-		18' RT	1	INLET 13B
0010	50+15	-		18' RT	1	INLET 14A
0010	15+44.50	-		40.50' LT	1	INLET 14B
0010	15+44.50	-		40.50' LT	1	INLET 14C
0010	14+92	-		18' RT	1	INLET 15A
0010	16+78	-		18' RT	1	INLET 16A
0010	19+26	-		18' LT	1	INLET 17A
0010	19+03.70	-		40' LT	1	INLET 17B
0010	18+73.70	-		40' LT	1	INLET 17C
0010	19+03	-		18' RT	1	INLET 17D
TOTAL 0010					35	

MANHOLES 4-FT DIAMETER						
611.2004						
CAT.	STATION	TO	STATION	LOCATION	EA	REMARKS
0010	33+73	-		47' LT	1	STM MH 1
0010	33+34	-		CL	1	STM MH 3
0010	31+00	-		CL	1	STM MH 4
0010	28+52	-		CL	1	STM MH 5
0010	25+58	-		CL	1	STM MH 6
0010	23+45	-		CL	1	STM MH 7
0010	36+60	-		CL	1	STM MH 8
0010	39+50	-		CL	1	STM MH 9
0010	41+20	-		CL	1	STM MH 10
0010	43+32	-		CL	1	STM MH 11
0010	49+22	-		CL	1	STM MH 12
0010	46+34	-		CL	1	STM MH 13
0010	19+03	-		17.25' LT	1	STM MH 17
TOTAL 0010					13	

ADJUSTING MANHOLE COVERS						
611.8110						
CAT.	STATION	TO	STATION	LOCATION	EA	REMARKS
0010	15+69	-		4' RT	1	EX. SAN MH
0010	18+88	-		6' RT	1	EX. SAN MH
0010	21+36	-		8' RT	1	EX. SAN MH
0010	23+86	-		8' RT	1	EX. SAN MH
0010	27+11	-		7.5' RT	1	EX. SAN MH
0010	29+02	-		7' RT	1	EX. SAN MH
0010	30+84	-		7.5' RT	1	EX. SAN MH
0010	33+48	-		8.0' RT	1	EX. SAN MH
TOTAL 001018					8	

PIPE GRATES						
611.9800.S						
CAT.	STATION	TO	STATION	LOCATION	EACH	REMARKS
0010	14+12			32' LT	1	
0010	33+61			47' RT	1	
0010	48+73			24' LT	1	
0010	48+73			42' RT	1	
0010	50+15			45' RT	1	
0010	33+95			153' LT	1	
TOTAL 0010					6	

WATER						
624.0100						
CAT.	STATION	TO	STATION	LOCATION	MGAL	REMARKS
0010	13+50		51+00	-	0.20	BASE AGGREGATE COMPACTION
TOTAL 0010					0.20	

TOPSOIL						
625.0100						
CAT.	STATION	TO	STATION	LOCATION	SY	REMARKS
0010	13+50	-	51+00	LT & RT	9000	MAINLINE
0010		-		POND	11700	POND
TOTAL 0010					20700	

MULCHING						
627.0200						
CAT.	STATION	TO	STATION	LOCATION	SY	REMARKS
0010	13+50	-	51+00	LT & RT	9000	MAINLINE
		-		POND	11700	POND
TOTAL 0010					20700	

EROSION BALES						
628.1104						
CAT.	STATION	TO	STATION	LOCATION	EA	REMARKS
0010	13+82	-		RT	2	
0010	33+80	-		RT	2	
TOTAL 0010					4	

SILT FENCE						
628.1504						
CAT.	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	13+50	-	16+00	RT	250	
0010	17+00	-	50+90	RT	3390	
0010	47+75	-	50+10	LT	235	
TOTAL 0010					3625	

SILT FENCE MAINTENANCE						
628.1520						
CAT.	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	13+50	-	16+00	RT	250	
0010	17+00	-	50+90	RT	3390	
0010	47+75	-	50+10	LT	235	
TOTAL 0010					3625	

EROSION MAT URBAN CLASS I TYPE B						
628.2008						
CAT.	STATION	TO	STATION	LOCATION	SY	REMARKS
0010	13+50	-	51+00	LT	1500	UNDISTRIBUTED
0010	13+50	-	51+00	RT	2075	UNDISTRIBUTED
0010		-		POND	6500	ON SLOPES
TOTAL 0010					10075	

INLET PROTECTION TYPE A						
628.7005						
CAT.	STATION	TO	STATION	LOCATION	EA	REMARKS
0010	34+38	-		47' LT	1	INLET 2
TOTAL 0010					1	

FERTILIZER TYPE B						
629.0210						
CAT.	STATION	TO	STATION	LOCATION	CWT	REMARKS
0010	13+50	-	51+00	LT & RT	5.67	MAINLINE
0010		-		POND	7.15	POND
TOTAL 0010					12.82	

SEEDING MIXTURE No. 40						
630.0140						
CAT.	STATION	TO	STATION	LOCATION	LB	REMARKS
0010	13+50	-	51+00	LT & RT	162	MAINLINE
0010				POND	204	POND
TOTAL 0010					366	

INLET PROTECTION TYPE D						
628.7020						
CAT.	STATION	TO	STATION	LOCATION	EA	REMARKS
0010	33+34	-		18' LT	1	INLET 3A
0010	33+34	-		18' RT	1	INLET 3B
0010	31+00	-		18' LT	1	INLET 4A
0010	31+00	-		18' RT	1	INLET 4B
0010	28+52	-		18' LT	1	INLET 5A
0010	28+52	-		18' RT	1	INLET 5B
0010	25+58	-		18' LT	1	INLET 6A
0010	25+48	-		18' LT	1	INLET 6B
0010	25+58	-		18' RT	1	INLET 6C
0010	25+48	-		18' RT	1	INLET 6D
0010	23+45	-		18' LT	1	INLET 7A
0010	23+45	-		18' RT	1	INLET 7B
0010	36+60	-		18' LT	1	INLET 8A
0010	36+60	-		18' RT	1	INLET 8B
0010	39+50	-		18' LT	1	INLET 9A
0010	39+60	-		18' LT	1	INLET 9B
0010	39+50	-		18' RT	1	INLET 9C
0010	39+60	-		18' RT	1	INLET 9D
0010	41+20	-		18' LT	1	INLET 10A
0010	41+20	-		18' RT	1	INLET 10B
0010	43+33	-		39.50' LT	1	INLET 11A
0010	43+63	-		39.50' LT	1	INLET 11B
0010	49+22	-		18' LT	1	INLET 12A
0010	49+22	-		18' RT	1	INLET 12B
0010	46+34	-		18' LT	1	INLET 13A
0010	46+34	-		18' RT	1	INLET 13B
0010	50+15	-		18' RT	1	INLET 14A
0010	15+44.50	-		40.50' LT	1	INLET 14B
0010	15+44.50	-		40.50' LT	1	INLET 14C
0010	14+92	-		18' RT	1	INLET 15A
0010	16+78	-		18' RT	1	INLET 16A
0010	19+26	-		18' LT	1	INLET 17A
0010	19+03.70	-		40' LT	1	INLET 17B
0010	18+73.70	-		40' LT	1	INLET 17C
0010	19+03	-		18' RT	1	INLET 17D
0010	14+92	-		18' LT	1	CBMH 15
0010	16+78	-		18' LT	1	CBMH 16
TOTAL 0010					37	

TRAFFIC CONTROL

	643.0420		643.0705		643.0900		643.0910		643.1000				643.3000	
	TRAFFIC CONTROL BARRICADES		TRAFFIC CONTROL WARNING LIGHTS		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL COVERING SIGNS		TRAFFIC CONTROL SIGNS				TRAFFIC CONTROL DETOUR SIGNS	
	DURATION	TYPE III	TYPE A				TYPE 1		FIXED MESSAGE					
	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	EACH	SF	SIZE (IN)	MESSAGE	EACH	DAYS
PROJECT ID 7995-02-22	45	28	1260	59	2655	10	450	2	6	45	15 X 72	TO AIRPORT	71	3195
									11	90	15 X 78	EB MELBY ST		
									17	138	15 X 78	WB MELBY ST		
									2	88	48 X 132	CHIPPEWA VALLEY REGIONAL AIRPORT EXIT 90		
									2	32	24 X 96	EXIT 90		
TOTALS			1260		2655		450	2		393				3195

TRAFFIC CONTROL PROJECT	
643.0100	
EA	
PROJECT ID 7995-02-22	1
TOTAL	1

TRAFFIC CONTROL DETOUR PROJECT	
643.2000	
EA	
PROJECT ID 7995-02-22	1
TOTAL	1

GEOTEXTILE FABRIC TYPE HR					
645.0120					
CAT.	STATION TO	STATION	LOCATION	SY	REMARKS
0010	14+05		32' LT	12	MAINLINE
0010	33+64		50' RT	12	MAINLINE
0010	48+73		42' RT	12	MAINLINE
0010	50+15		45' RT	12	MAINLINE
0010	33+95		156' LT	25	POND
TOTAL 0010				73	

PAVEMENT MARKING ARROWS BIKE LANE EPOXY					
647.0206					
CAT.	STATION TO	STATION	LOCATION	EA	REMARKS
0010	13+60	-	14.50' RT	1	
0010	13+92	-	14.50' LT	1	
0010	16+75	-	14.50' LT	1	
0010	16+75	-	14.50' RT	1	
0010	19+35	-	14.50' LT	1	
0010	19+35	-	14.50' RT	1	
0010	21+85	-	14.50' LT	1	
0010	21+85	-	14.50' RT	1	
0010	24+35	-	14.50' LT	1	
0010	24+35	-	14.50' RT	1	
0010	28+50	-	14.50' LT	1	
0010	28+50	-	14.50' RT	1	
0010	33+25	-	14.50' LT	1	
0010	33+25	-	14.50' RT	1	
0010	37+00	-	14.50' LT	1	
0010	37+00	-	14.50' RT	1	
0010	40+00	-	14.50' LT	1	
0010	40+00	-	14.50' RT	1	
0010	43+00	-	14.50' LT	1	
0010	43+00	-	14.50' RT	1	
0010	46+50	-	14.50' LT	1	
0010	46+50	-	14.50' RT	1	
0010	49+89	-	14.50' LT	1	
TOTAL 0010				23	

PAVEMENT MARKING EPOXY 4-INCH					
646.0106					
CAT.	STATION TO	STATION	LOCATION	LF	REMARKS
0010	13+50	- 50+31	MAINLINE	6928	WHITE
0010	13+50	- 50+31	MAINLINE	1094	YELLOW
TOTAL 0010				8022	

PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY					
647.0306					
CAT.	STATION TO	STATION	LOCATION	EA	REMARKS
0010	13+60	-	14.50' RT	1	
0010	13+92	-	14.50' LT	1	
0010	16+75	-	14.50' LT	1	
0010	16+75	-	14.50' RT	1	
0010	19+35	-	14.50' LT	1	
0010	19+35	-	14.50' RT	1	
0010	21+85	-	14.50' LT	1	
0010	21+85	-	14.50' RT	1	
0010	24+35	-	14.50' LT	1	
0010	24+35	-	14.50' RT	1	
0010	28+50	-	14.50' LT	1	
0010	28+50	-	14.50' RT	1	
0010	33+25	-	14.50' LT	1	
0010	33+25	-	14.50' RT	1	
0010	37+00	-	14.50' LT	1	
0010	37+00	-	14.50' RT	1	
0010	40+00	-	14.50' LT	1	
0010	40+00	-	14.50' RT	1	
0010	43+00	-	14.50' LT	1	
0010	43+00	-	14.50' RT	1	
0010	46+50	-	14.50' LT	1	
0010	46+50	-	14.50' RT	1	
0010	49+89	-	14.50' LT	1	
0010	49+92	-	14.50' RT	1	
TOTAL 0010				24	

PAVEMENT MARKING WORDS EPOXY					
647.0356					
CAT.	STATION TO	STATION	LOCATION	EA	REMARKS
0010	50+02	-	14.50' RT	1	"ENDS"
TOTAL 0010				1	

SAWING CONCRETE

690.0250					
CAT.	STATION TO	STATION	LOCATION	LF	REMARKS
0010	17+33	- 17+49	LT	16	DRIVEWAY
TOTAL 0010				16.0	

SAWING ASPHALT

690.0150					
CAT.	STATION TO	STATION	LOCATION	LF	REMARKS
0010	13+50	-	MAINLINE	36	MAINLINE
0010	14+31	- 14+65	LT	34	VICTOR STREET
0010	16+16	- 16+50	RT	33	DRIVEWAY
0010	16+42	- 16+58	LT	16	DRIVEWAY
0010	18+79	- 18+99	LT	20	109TH STREET
0010	21+23	- 21+96	LT	73	DRIVEWAY
0010	23+72	- 23+93	LT	21	MICHAUD STREET
0010	23+80	- 24+10	RT	30	DRIVEWAY
0010	34+12	- 34+26	LT	21	GOWER STREET
0010	40+31	- 40+56	LT	24	DRIVEWAY
0010	41+34	- 41+57	LT	23	DRIVEWAY
0010	0+43	- 42+74	LT	24	DRIVEWAY
0010	43+35	- 43+61	LT	26	113TH STREET
0010	50+18	- 50+39	LT	21	115TH STREET
0010	51+00	-	MAINLINE	25	MAINLINE
TOTAL 0010				427	

SPECIAL 01. ADJUSTING VALVE BOXES

SPV.0060.01					
CAT.	STATION TO	STATION	LOCATION	EACH	REMARKS
0010	14+37	-	39' LT	1	MAINLINE
0010	14+75	-	11' LT	1	MAINLINE
0010	19+16	-	6' LT	1	MAINLINE
0010	19+20	-	11' LT	1	HYDRANT
0010	23+38	-	11' LT	1	SERVICE
0010	24+23	-	7' LT	1	MAINLINE
0010	28+54	-	10' RT	1	HYDRANT
0010	30+94	-	10' LT	1	SERVICE
0010	32+46	-	10' LT	1	SERVICE
0010	33+22	-	10.5' RT	1	HYDRANT
0010	33+51	-	16' LT	1	MAINLINE
0010	34+11	-	47' LT	1	GOWER ST.
TOTAL 0010				12	

SPECIAL 02. INLET 30-INCH ROUND

SPV.0060.02					
CAT.	STATION	TO	STATION	LOCATION	REMARKS
				EACH	
0010	14+92	-		18' LT	1 CBMH 15
0010	16+78	-		18' LT	1 CBMH 16
0010	34+38	-		47' LT	1 INLET 1A
TOTAL 0010				3	

SPECIAL 01, CONCRETE CURB AND GUTTER, 24-INCH, TYPE D

SPV.0090.01					
CAT.	STATION	TO	STATION	LOCATION	REMARKS
				LF	
0010	13+50	-	50+65	LT	3718 MAINLINE
0010	13+50	-	50+32	RT	3813 MAINLINE
TOTAL 0010				6242	

R/W PROJECT NUMBER 7995-02-35	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT NUMBER	4.01	4
PLAT OF RIGHT-OF-WAY REQUIRED FOR C EAU CLAIRE MELBY STREET VICTOR STREET - 115TH STREET LOCAL STREET CHIPPEWA CO.		
CONSTRUCTION PROJECT NUMBER 7995-02-22		

CONVENTIONAL ABBREVIATIONS			
ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.	CURVE DATA	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LCH
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
RECORDED AS	(100')	TANGENT	TAN

CONVENTIONAL SYMBOLS			
FOUND IRON PIPE/PIN	UP (1" UNLESS NOTED)	PROPOSED R/W LINE	=====
R/W MONUMENT	• (1" SET)	EXISTING H.E. LINE	-----
R/W STANDARD	▲ (1" SET)	PROPERTY LINE	-----
SIGN	(SIGN)	LOT & TIE LINES	-----
SECTION CORNER MONUMENT	(SIGN)	SLOPE INTERCEPTS	-----
SECTION CORNER SYMBOL	(SIGN)	CORPORATE LIMITS	=====
FEE (HATCH VARIES)	(HATCH)	NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	=====
TEMPORARY LIMITED EASEMENT	(HATCH)	NO ACCESS (BY ACQUISITION)	=====
PERMANENT LIMITED EASEMENT	(HATCH)	NO ACCESS (BY STATUTORY AUTHORITY)	=====
R/W BOUNDARY POINT	(HATCH)	SECTION LINE	-----
PARCEL NUMBER	(HATCH)	QUARTER LINE	-----
UTILITY PARCEL NUMBER	(HATCH)	SIXTEENTH LINE	-----
SIGN NUMBER (OFF PREMISE)	(HATCH)	EXISTING CENTERLINE	-----
BUILDING	(HATCH)	PROPOSED REFERENCE LINE	-----
		PARALLEL OFFSET	-----

CONVENTIONAL UTILITY SYMBOLS			
WATER	W	NON COMPENSABLE	COMPENSABLE
GAS	G		
TELEPHONE	T		
OVERHEAD	OH		
TRANSMISSION LINES	OH		
ELECTRIC	E		
CABLE TELEVISION	TV		
FIBER OPTIC	FO		
SANITARY SEWER	SAN		
STORM SEWER	SS		
POWER POLE	PP		
TELEPHONE POLE	TP		
TELEPHONE PEDESTAL	TPD		
ELECTRIC TOWER	ET		

GN

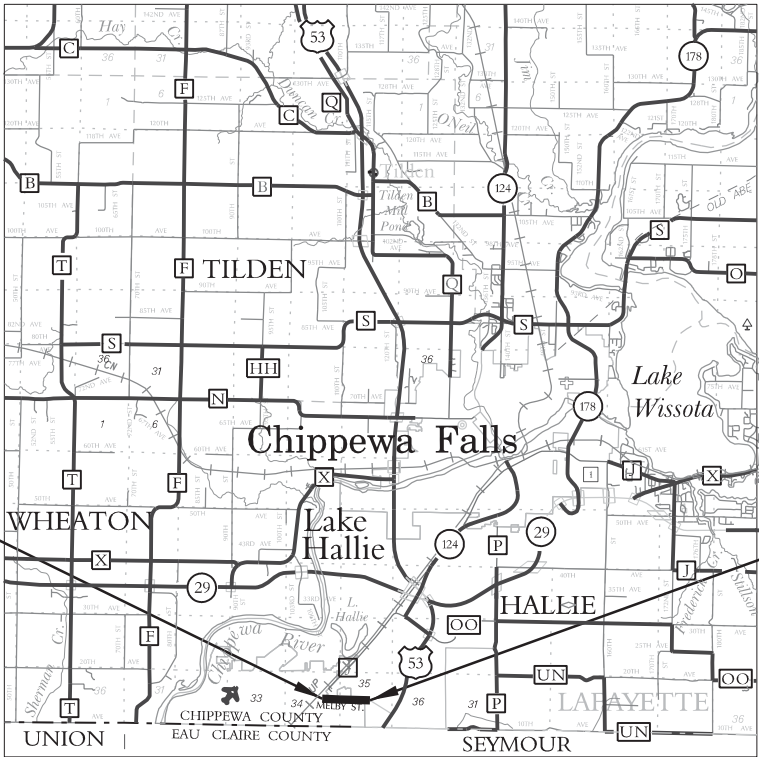


T 30 N
T 29 N

T 29 N
T 28 N

BEGIN RELOCATION ORDER
STA. 10+00.00
Y=298,058.549
X=351,367.868
78.62 FEET SOUTH AND 1383.02
FEET WEST OF THE EAST 1/4
CORNER OF SECTION 34, T28N, R9W.

END RELOCATION ORDER
STA. 51+00.00
Y=298,085.661
X=355,462.285
51.51 FEET SOUTH AND 2711.40
FEET EAST OF THE WEST 1/4
CORNER OF SECTION 35, T28N, R9W.



R 10 W | R 9 W | R 9 W | R 8 W

LAYOUT
0 1 MI.
SCALE

TOTAL NET LENGTH OF CENTERLINE = 0.777 MI.

NOTES

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, EAU CLAIRE COUNTY (MODIFIED), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY MONUMENTS ARE TYPE-2 (3/4" X 24" REINFORCEMENT BAR WEIGHING 1.502 lb/ft) AND ARE PLACED PRIOR TO THE COMPLETION OF THE PROJECT

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

ORIGINAL PLANS PREPARED BY



770 TECHNOLOGY WAY
CHIPPEWA FALLS, WI 54729



DATE: 10-30-15 *Neil C. Bowe*
(Signature)

CHIPPEWA COUNTY

APPROVED FOR THE CITY OF EAU CLAIRE

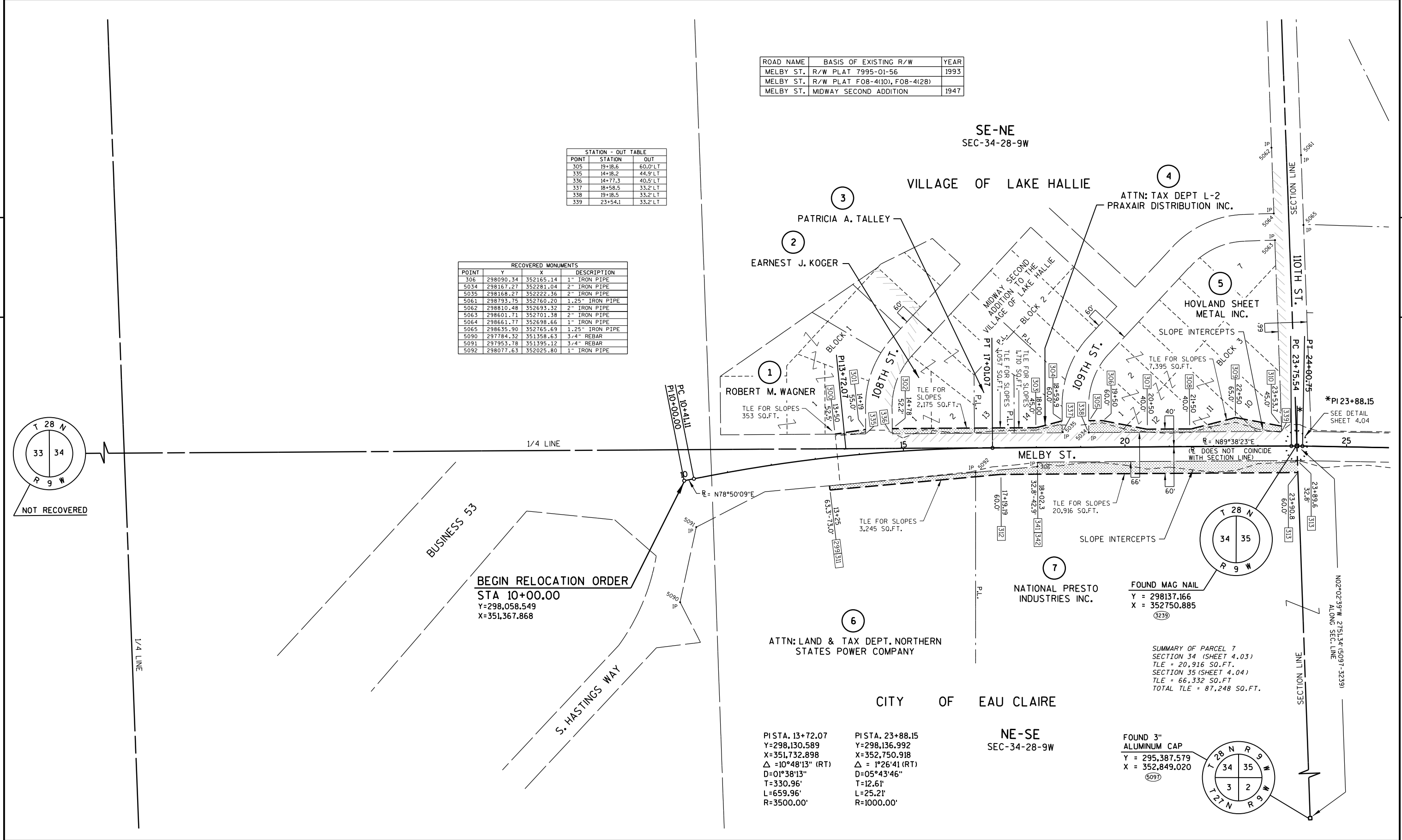
DATE: _____
(Signature)

E

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

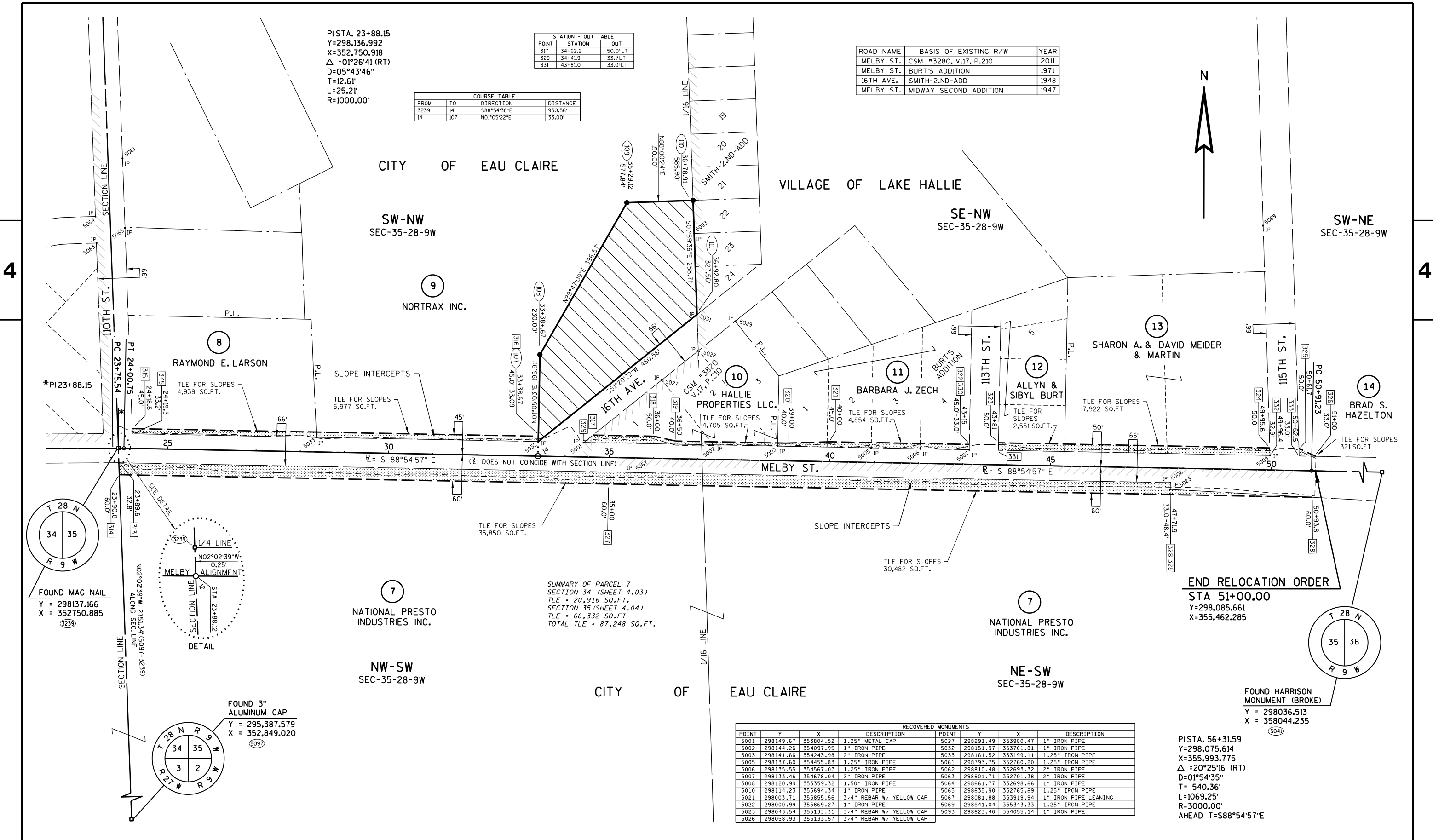
PARCEL NUMBER	SHEET NUMBER	OWNER (S)	INTEREST REQUIRED	TOTAL SQ.FT.	R/W SQ.FT. REQUIRED			TOTAL SQ.FT. REMAINING	PLE SQ.FT.	TLE SQ.FT.
					NEW	EXISTING	TOTAL			
1	4.03	ROBERT M. WAGNER	TLE	-	-	-	-	-	-	353
2	4.03	EARNEST J. KOGER	TLE	-	-	-	-	-	-	2175
3	4.03	PATRICIA A. TALLEY	TLE	-	-	-	-	-	-	1057
4	4.03	ATTN: TAX DEPT L-2 PRAXAIR DIST. INC.	TLE	-	-	-	-	-	-	1710
5	4.03	HOVLAND SHEET METAL, INC.	TLE	-	-	-	-	-	-	7395
6	4.03	ATTN: LAND & TAX DEPT NSP COMPANY	TLE	-	-	-	-	-	-	3245
7	4.03,4.04	NATIONAL PRESTO INDUSTRIES INC.	TLE	-	-	-	-	-	-	87248
8	4.04	RAYMOND E. LARSON	TLE	-	-	-	-	-	-	4939
9	4.04	NORTRAX INC.	FEE,TLE	-	106569	-	106569	-	-	5977
10	4.04	HALLIE PROPERTIES LLC.	TLE	-	-	-	-	-	-	4705
11	4.04	BARBARA J. ZECH	TLE	-	-	-	-	-	-	4854
12	4.04	ALLYN & SIBYL BURT	TLE	-	-	-	-	-	-	2551
13	4.04	SHARON A. & DAVID MEIDER & MARTIN	TLE	-	-	-	-	-	-	7922
14	4.04	BRAD S. HAZELTON	TLE	-	-	-	-	-	-	32



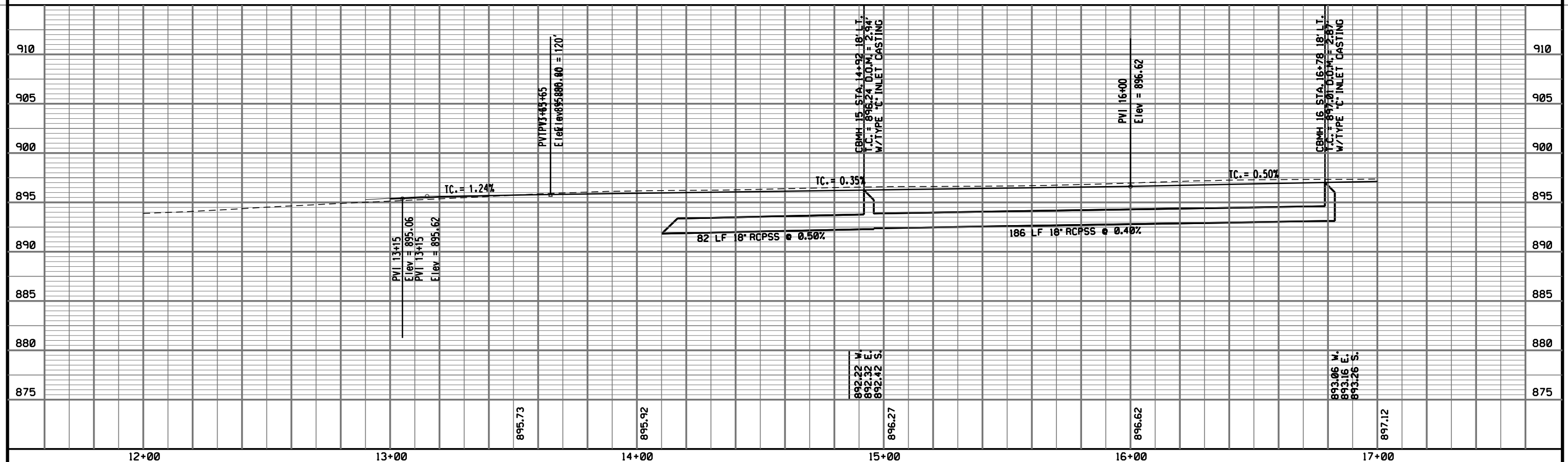
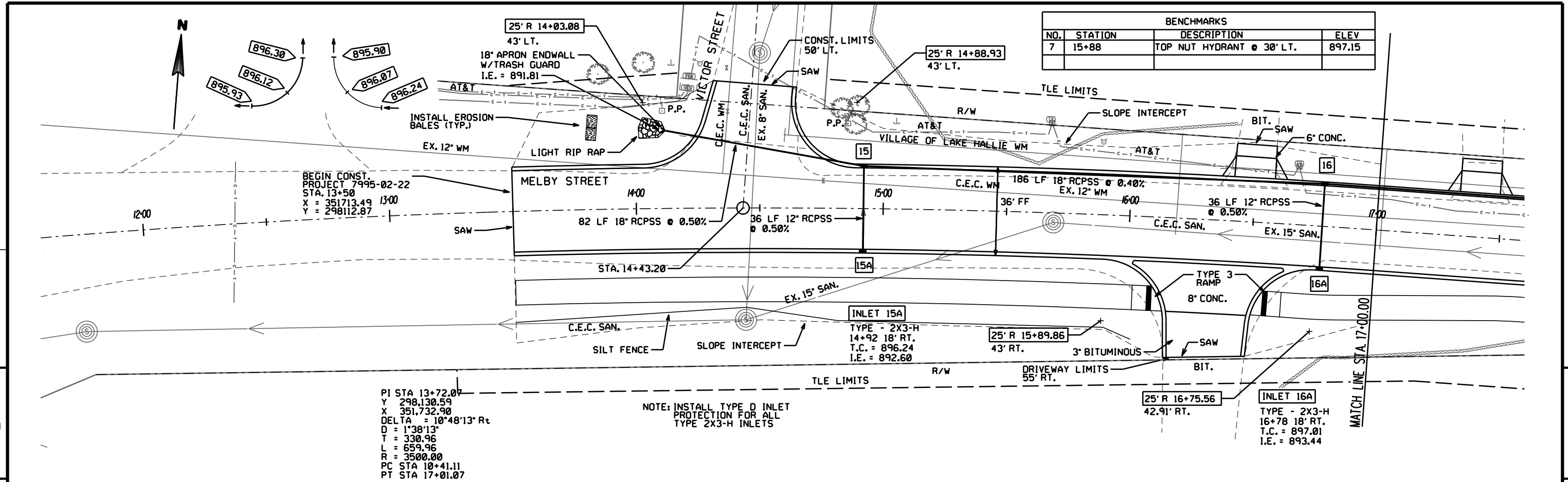
REVISION DATE 12-3-15	DATE 10-30-15	SCALE, FEET 0 100 200	HWY: MELBY STREET	R/W PROJECT NUMBER 7995-02-35	PLAT SHEET 4.03	E
	GRID FACTOR N/A		COUNTY: CHIPPEWA	CONSTRUCTION PROJECT NUMBER 7995-02-22	PS&E SHEET	

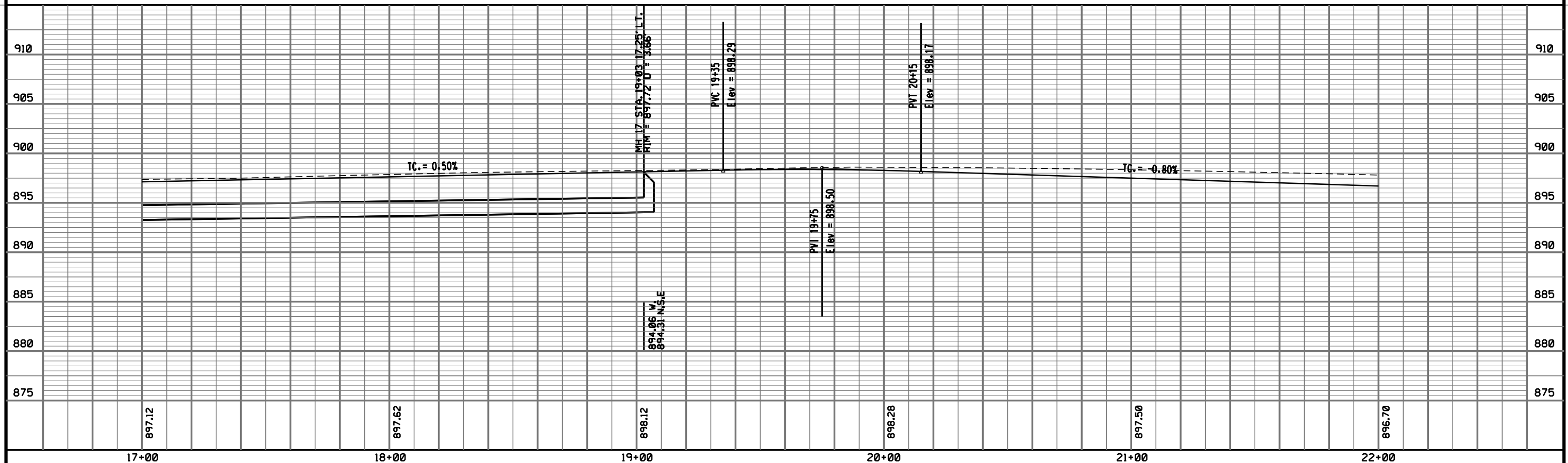
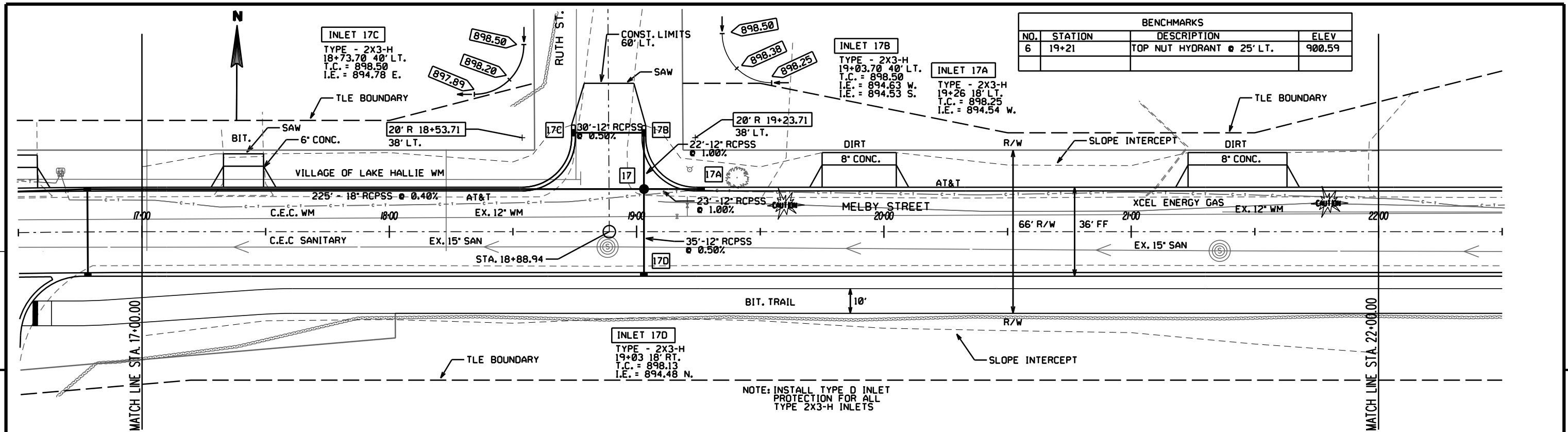
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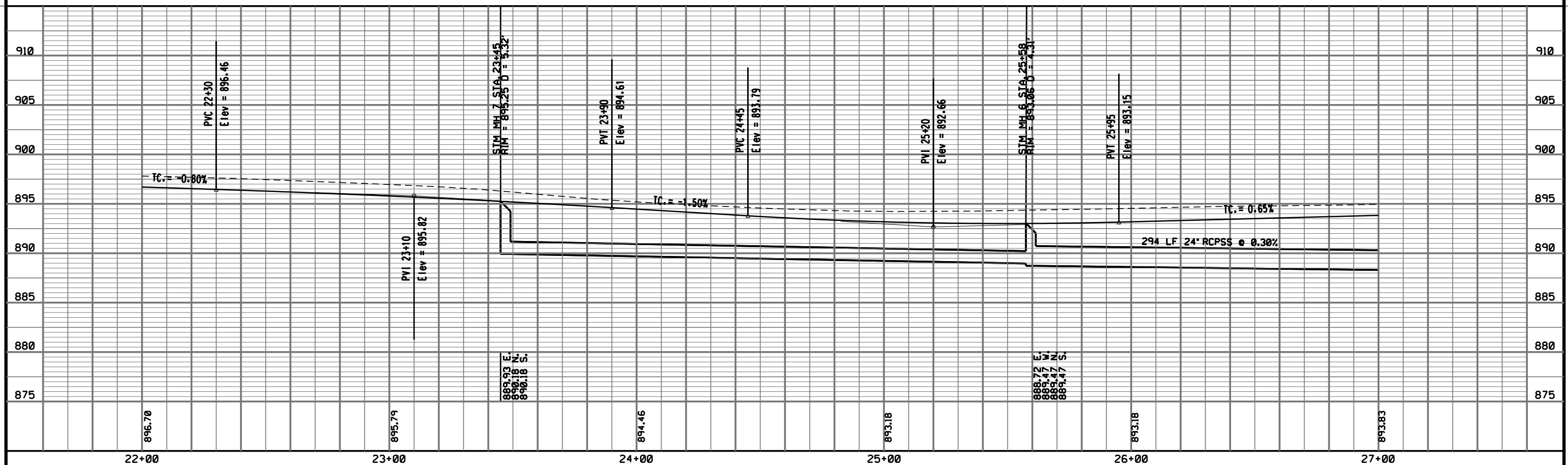
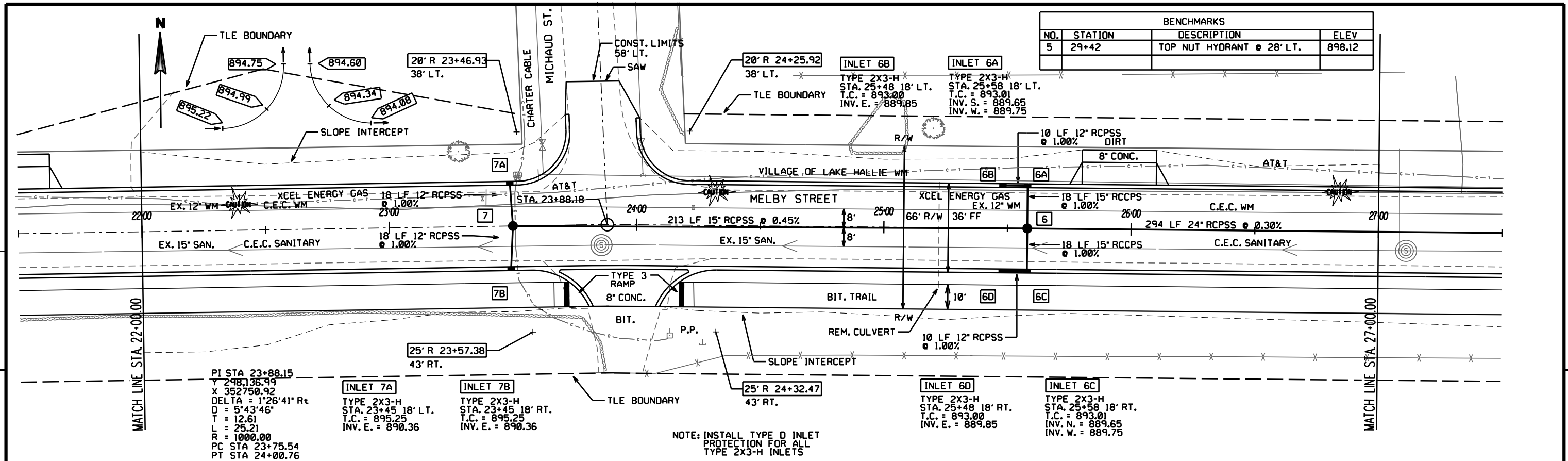
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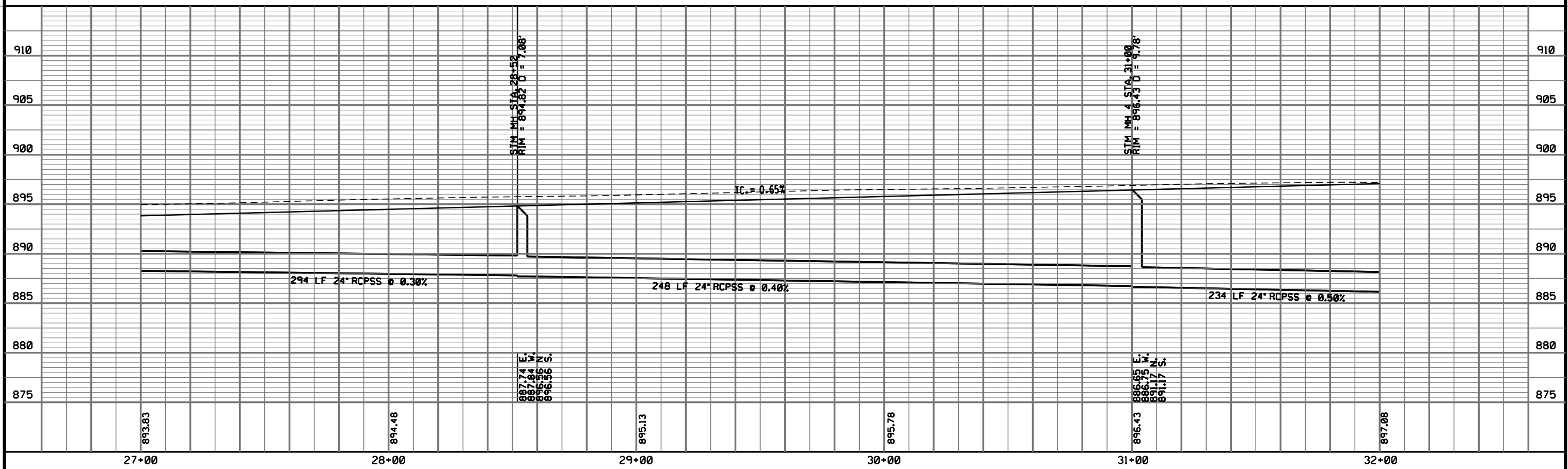
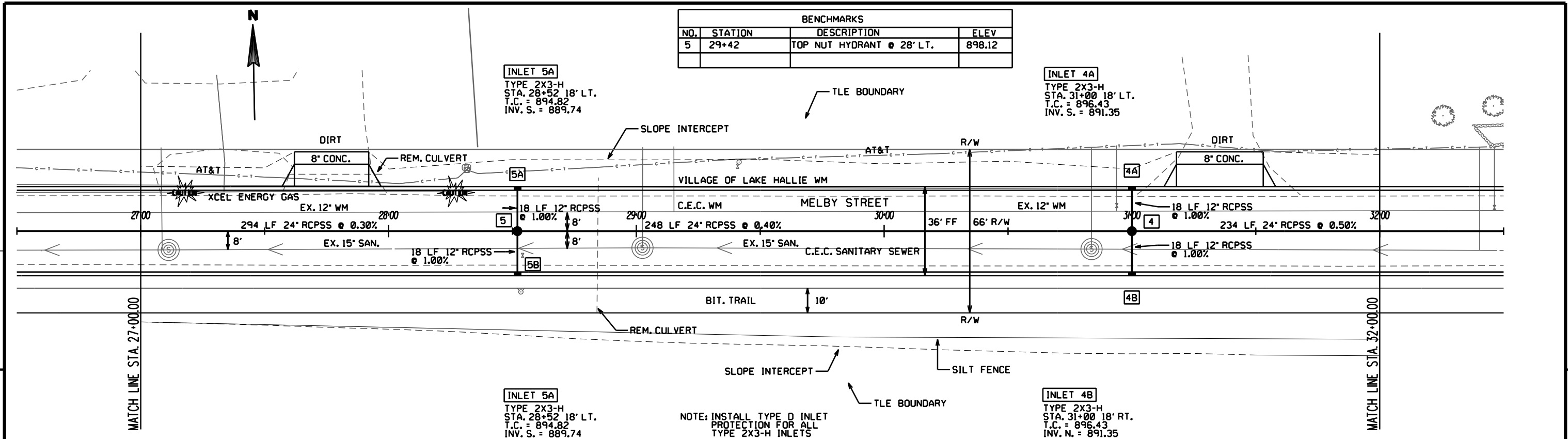


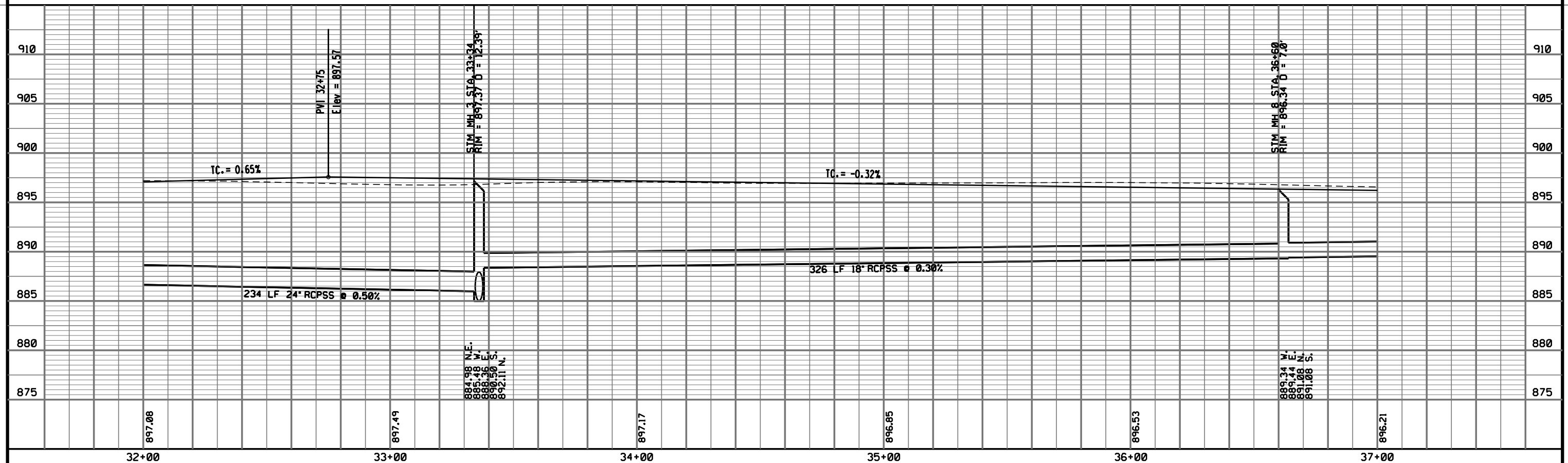
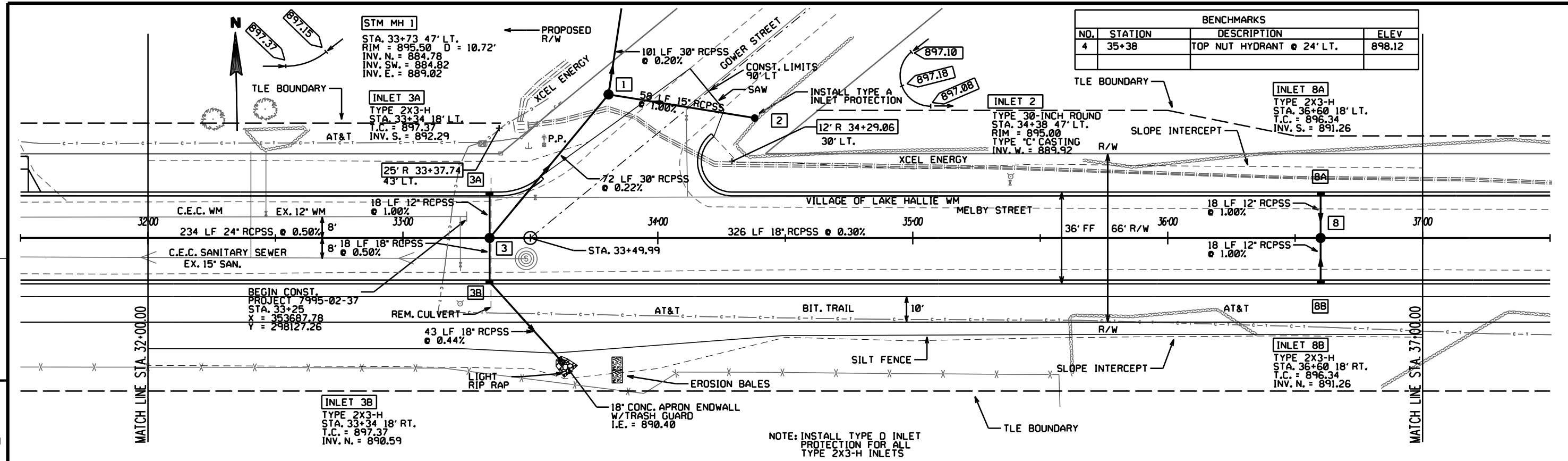
REVISION DATE 12-3-15	DATE 10-30-15	SCALE, FEET 0 100 200	HWY: MELBY STREET	R/W PROJECT NUMBER 7995-02-35	PLAT SHEET 4.04	E
	GRID FACTOR N/A		COUNTY: CHIPPEWA	CONSTRUCTION PROJECT NUMBER 7995-02-22	PS&E SHEET	

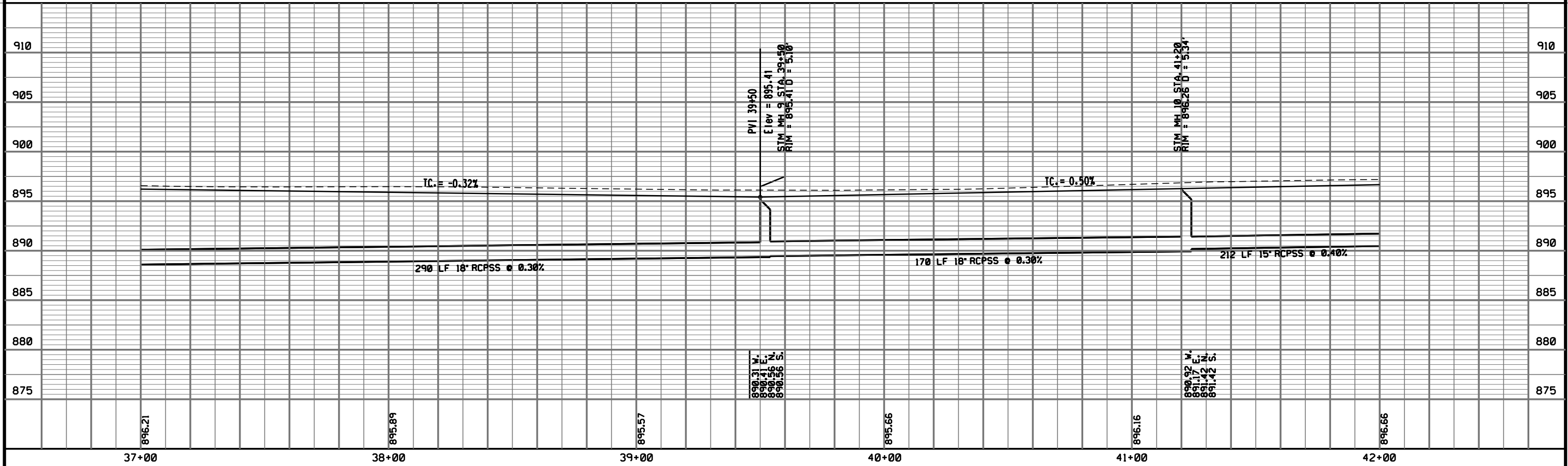
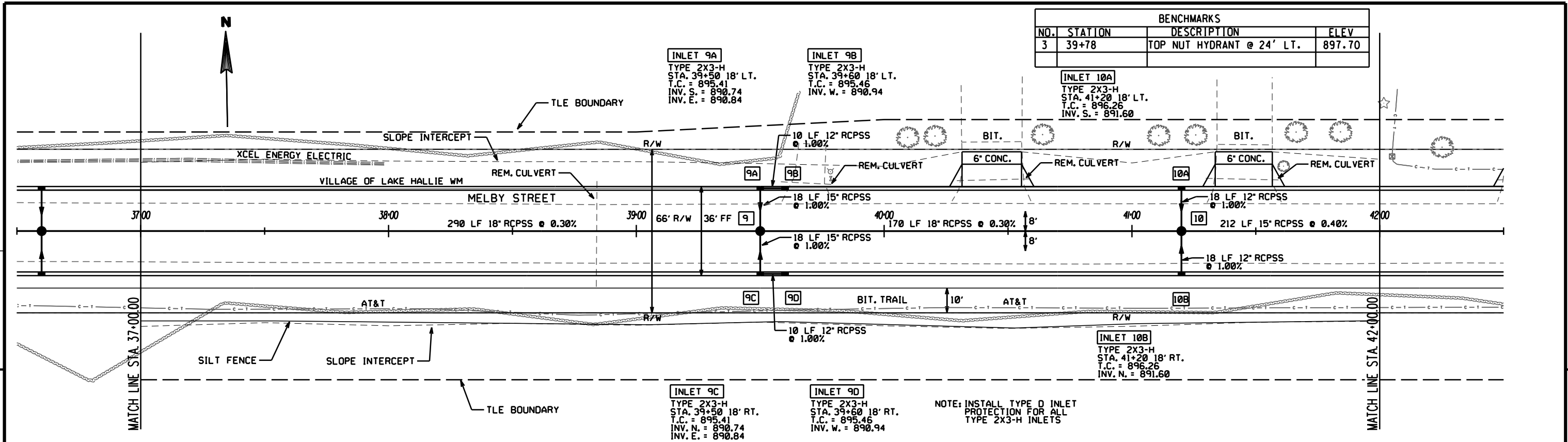


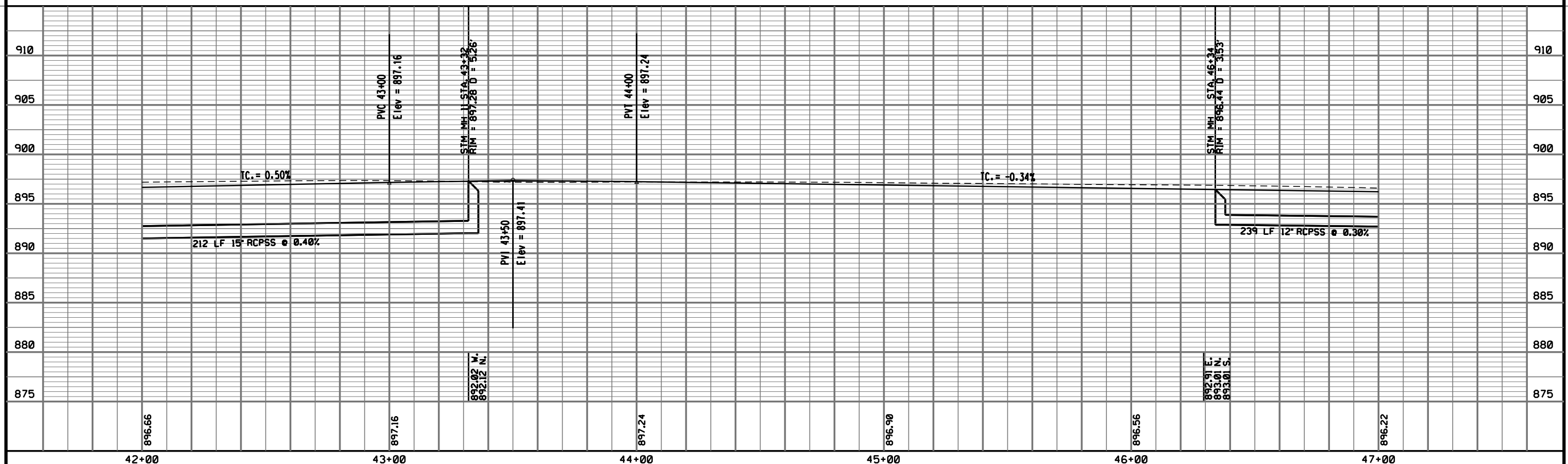
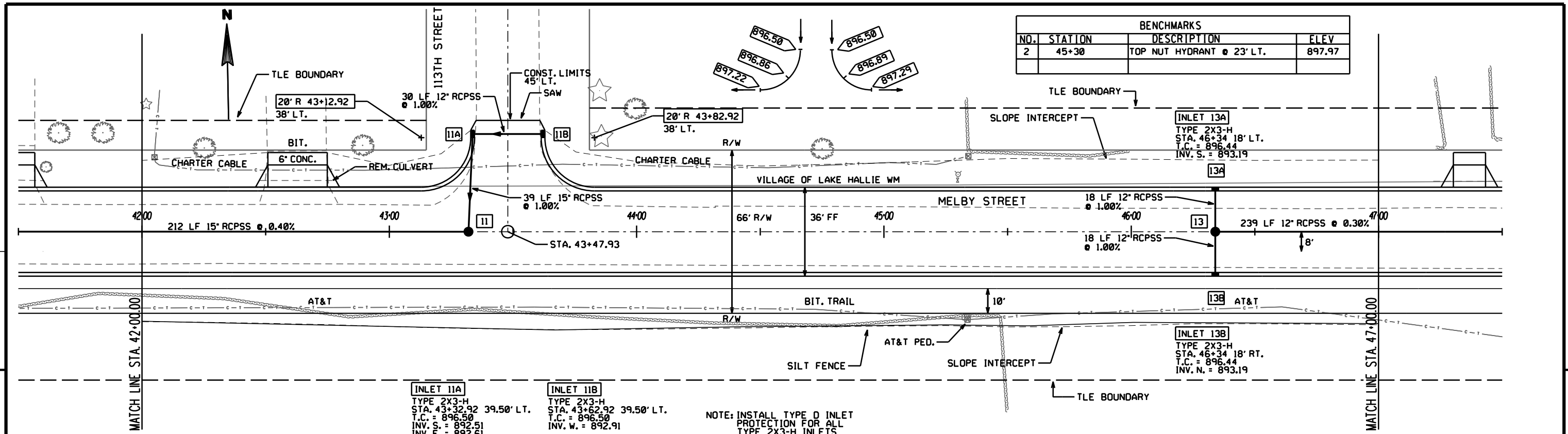


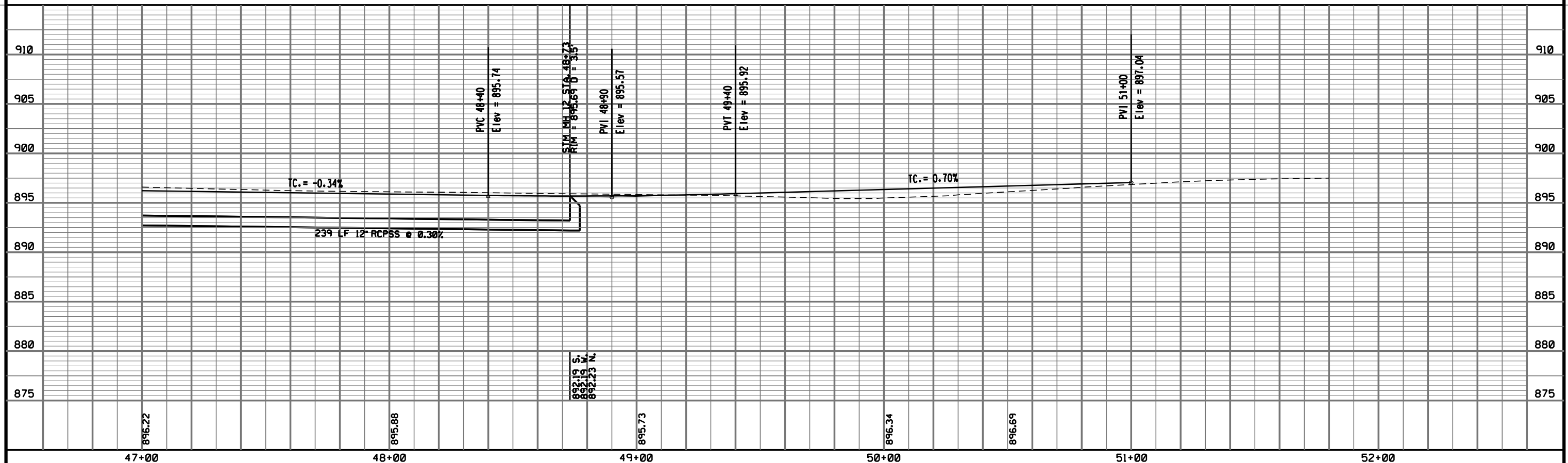
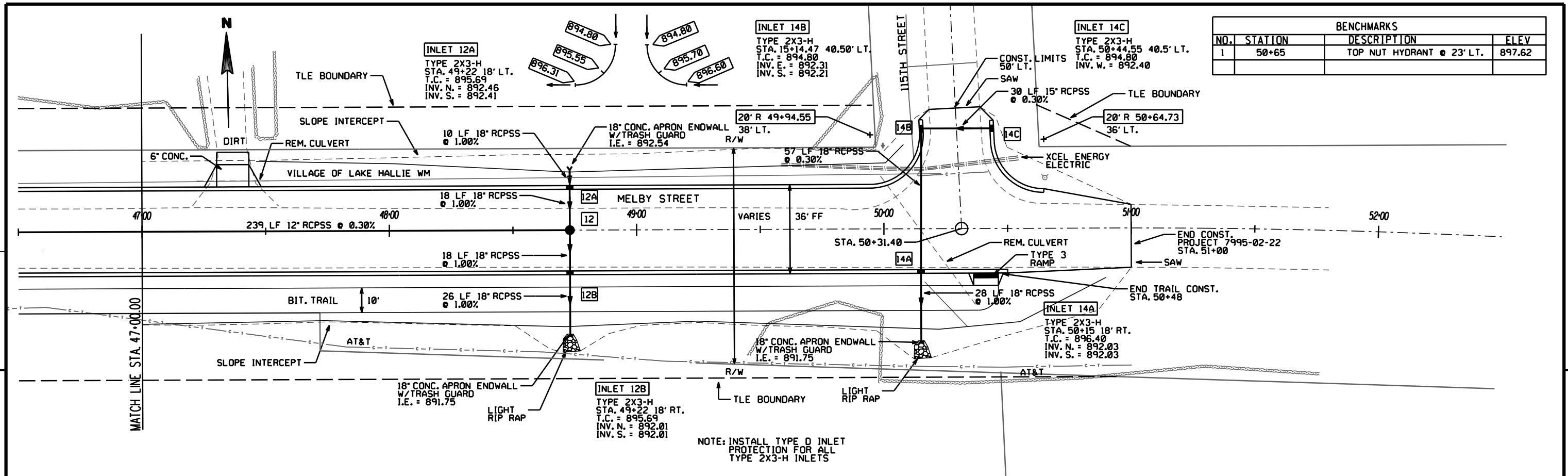


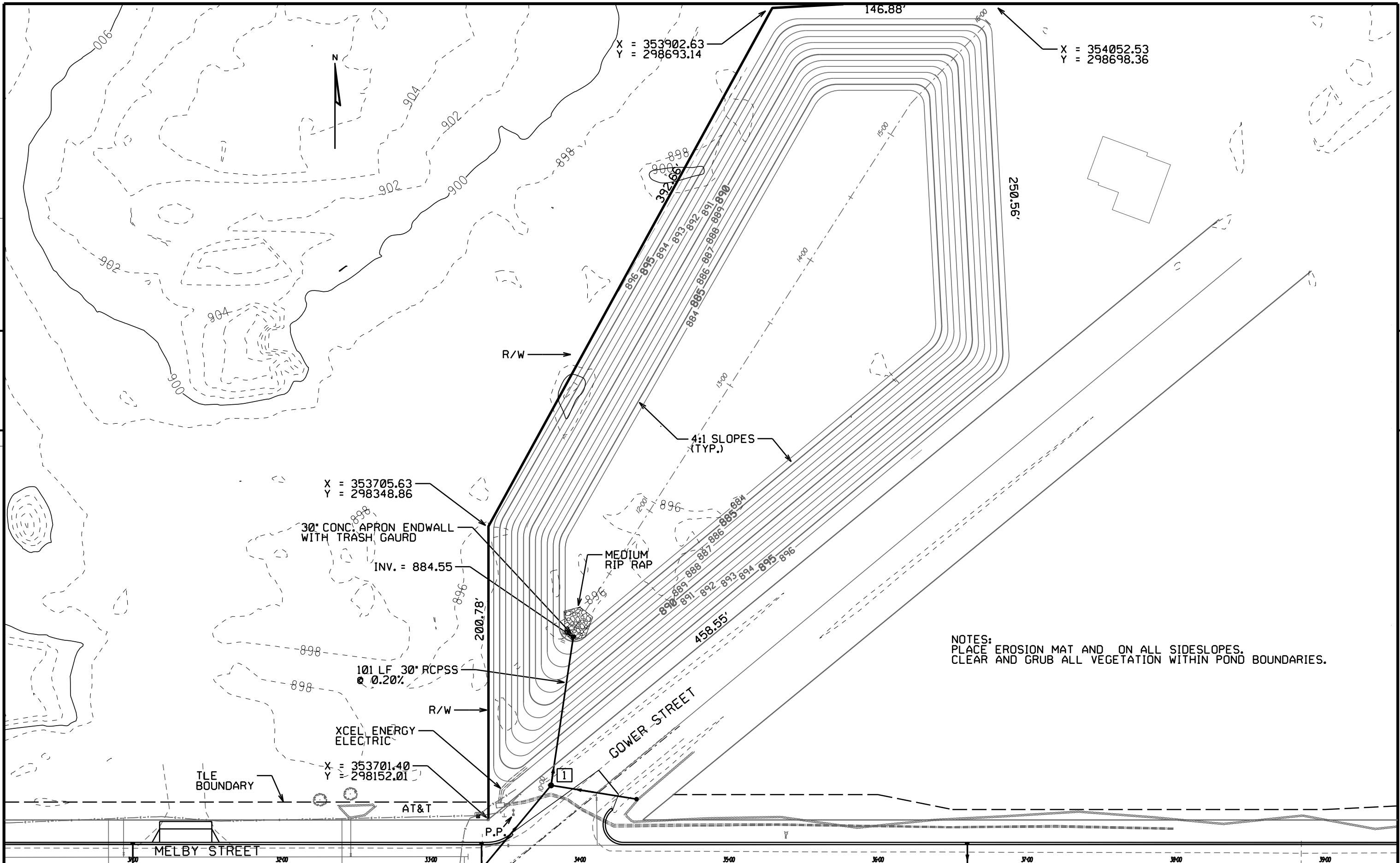








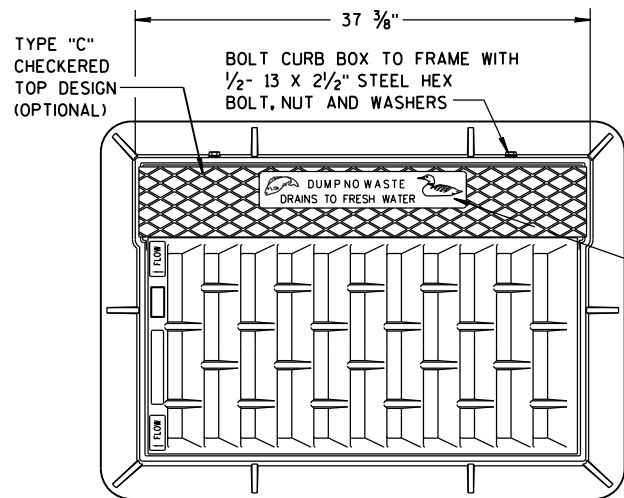




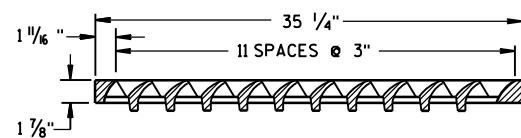
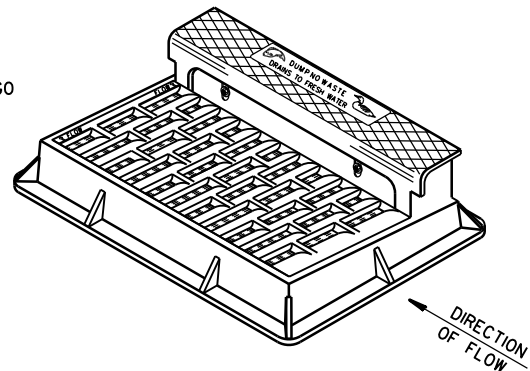
PROJECT NO: 7995-02-22	HWY: MELBY STREET	COUNTY: CHIPPEWA	STORM WATER FACILITY	SHEET	E
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Standard Detail Drawing List

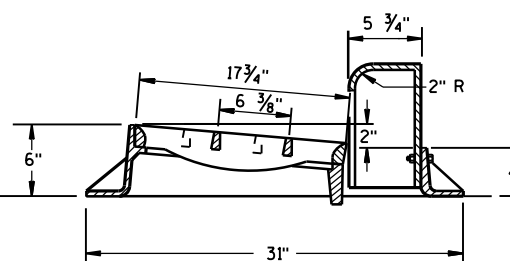
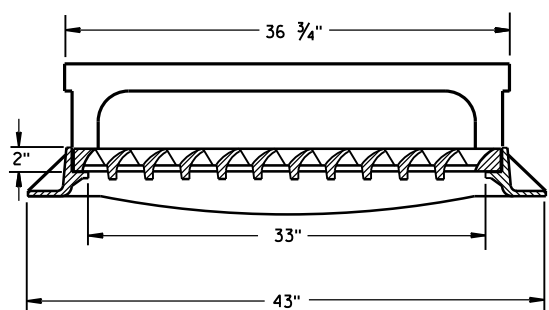
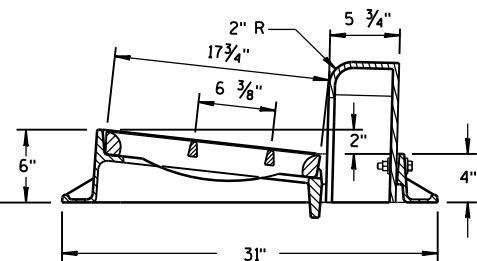
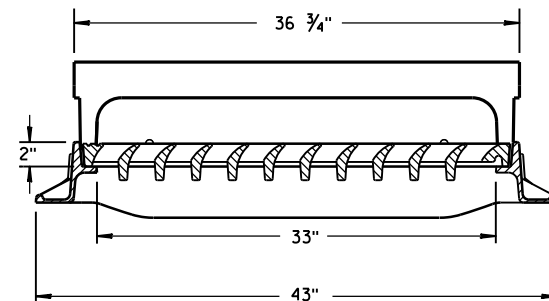
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-16A	CURB RAMPS TYPES 1 AND 1-A
08D05-16B	CURB RAMPS TYPES 2 AND 3
08D05-16C	CURB RAMPS TYPES 4A AND 4A1
08D05-16D	CURB RAMPS TYPE 4B AND 4B1
08D05-16E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-12B	PAVEMENT MARKING WORDS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C29-03E	PAVEMENT MARKING FOR BIKE LANES



NOTE:
GRATE IS REVERSIBLE.

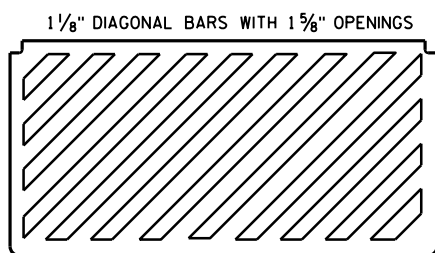


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

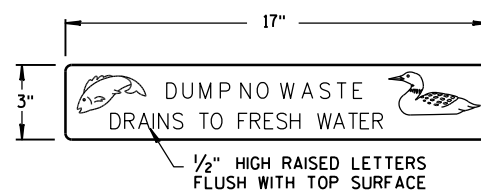


TYPE "H"

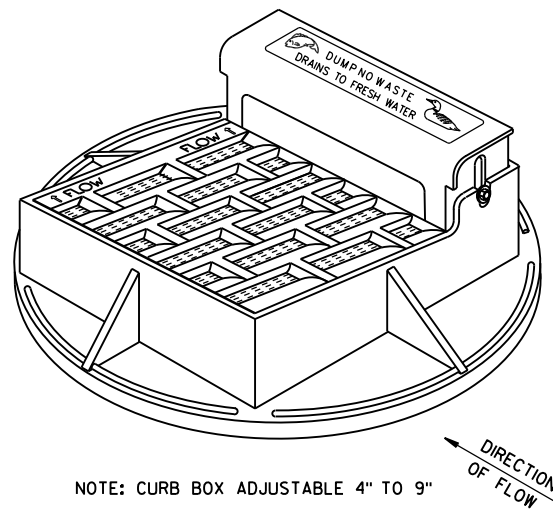
NOTE: EITHER CASTING IS ACCEPTABLE



SPECIAL GRATE FOR
TYPE "H" COVER
(MEASURES 35 1/4" X 17 3/4" X 2")
(NOTED AS TYPE H-S ON DRAINAGE TABLE)

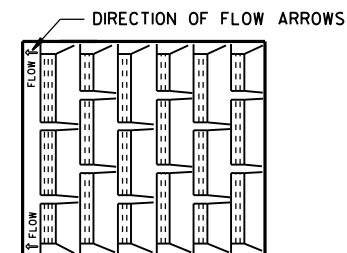


LOGO DETAIL

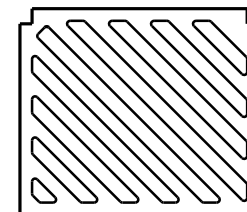


NOTE: CURB BOX ADJUSTABLE 4" TO 9"

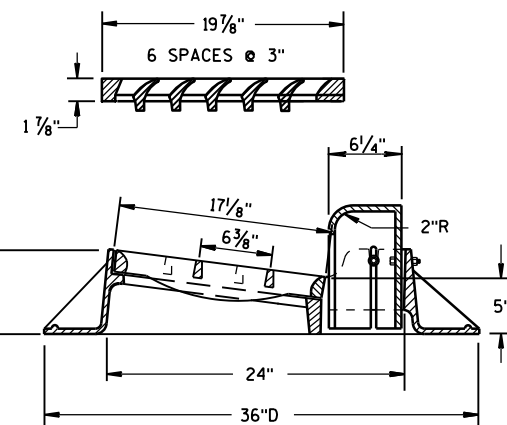
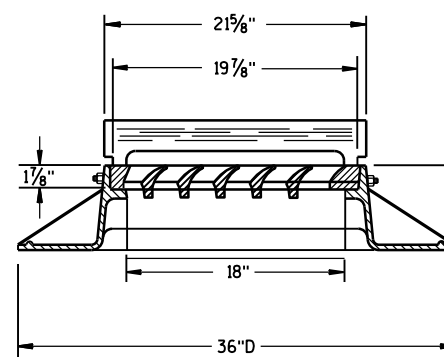
NOTE:
GRATE IS REVERSIBLE.



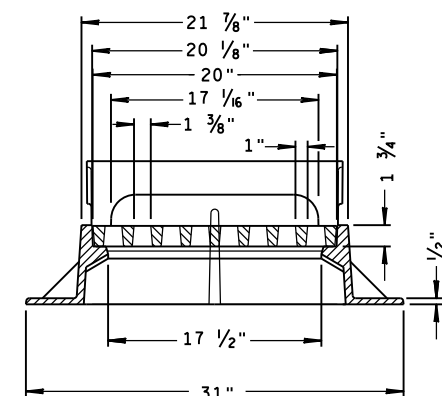
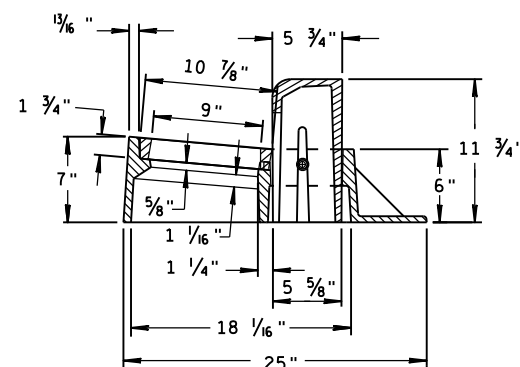
1" DIAGONAL BARS
WITH 1 1/2" OPENINGS



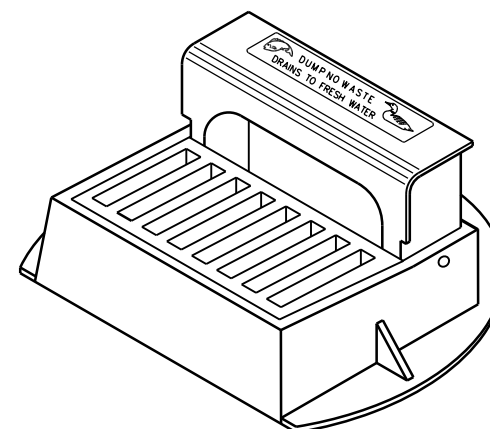
SPECIAL GRATE FOR
TYPE "A" COVER
(MEASURES 19 3/4" X 17" X 1 1/8")
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"



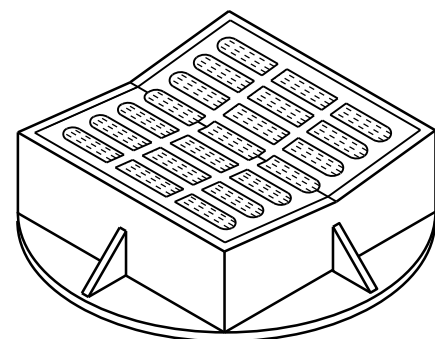
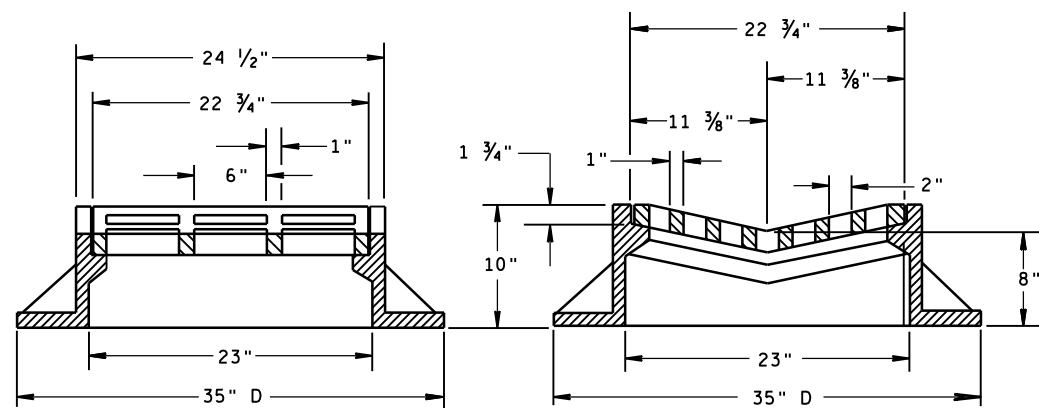
TYPE "Z"



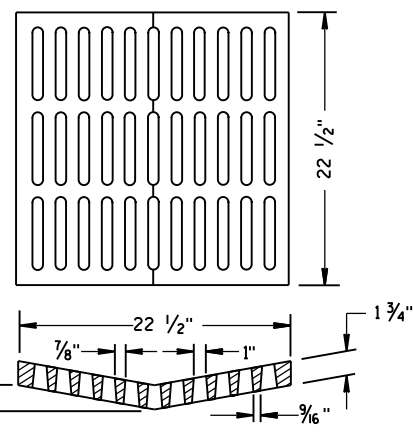
INLET COVERS
TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

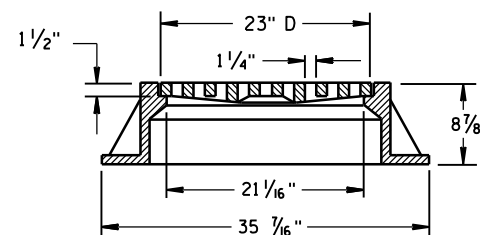
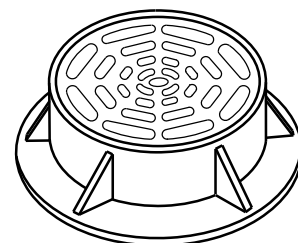
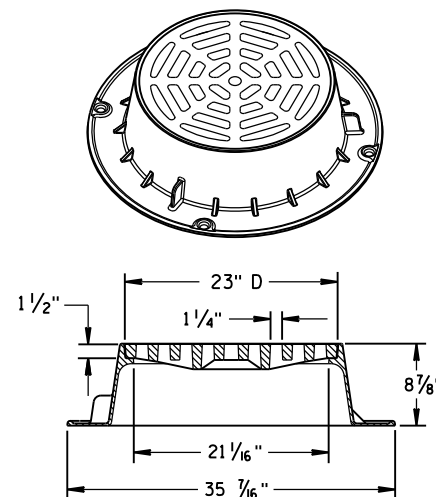
APPROVED
11-27-13
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



TYPE "B"

ALTERNATIVE GRATE FOR
TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
 NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

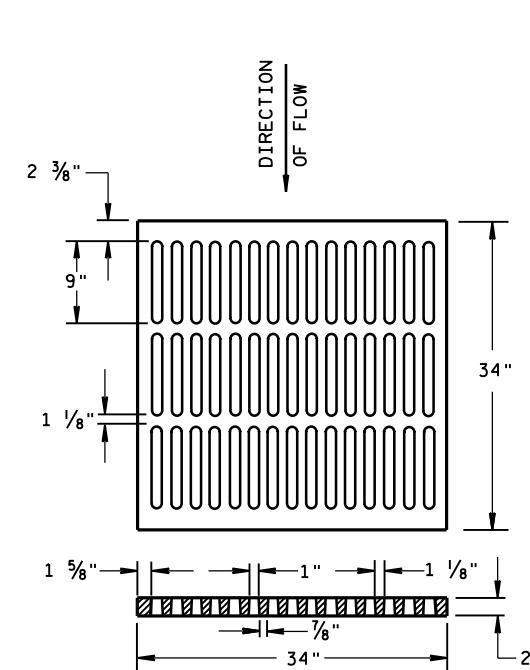
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

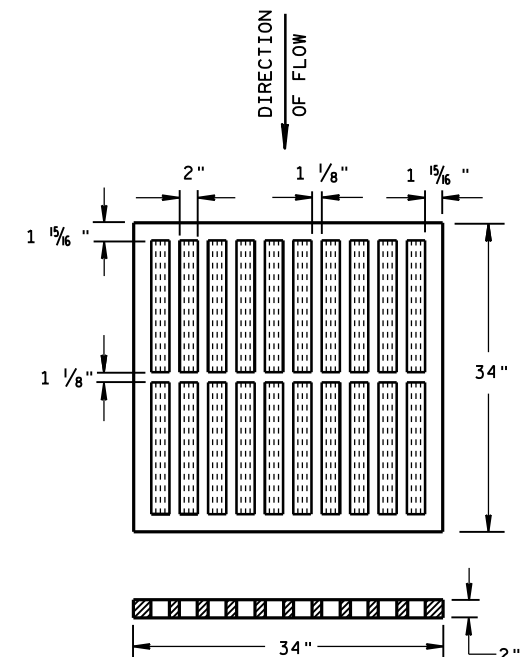
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



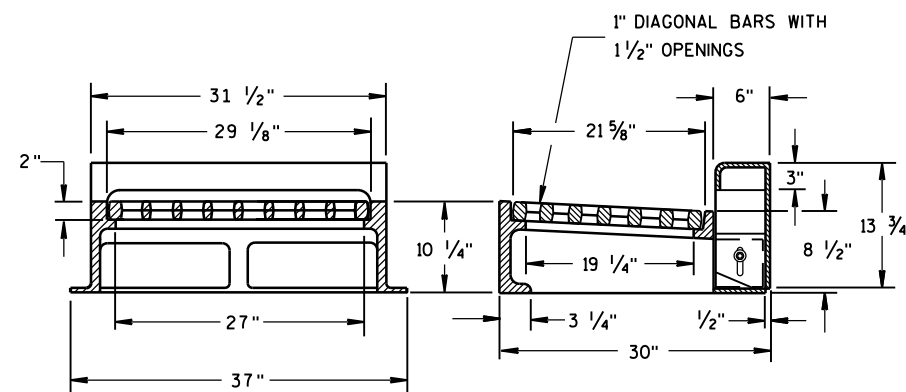
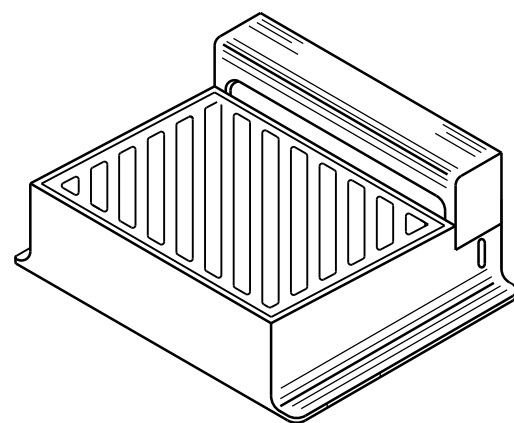
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
 NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
 NOTED AS TYPE MS ON DRAINAGE TABLE



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

DIAGONAL SLOTS, SHALL BE ORIENTED
 TO THE DIRECTION OF FLOW AS ILLUSTRATED.
 GRATES ARE MANUFACTURED TO BE REVERSIBLE.

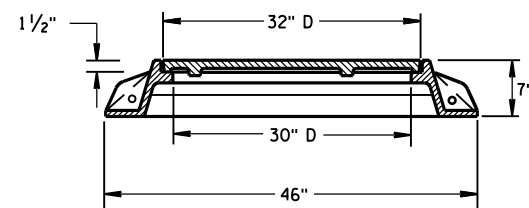
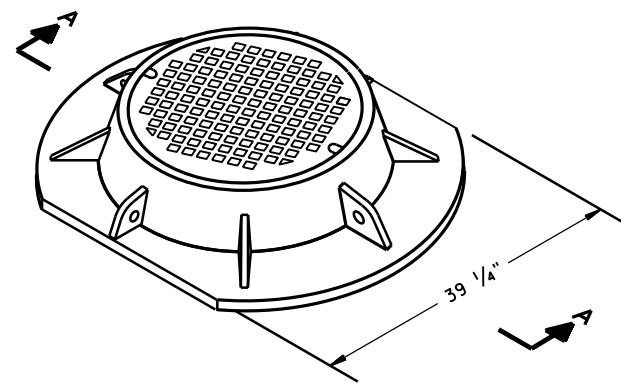
DIRECTION
OF FLOW

INLET COVERS
 TYPE B, B-A, C,
 MS, MS-A, & WM

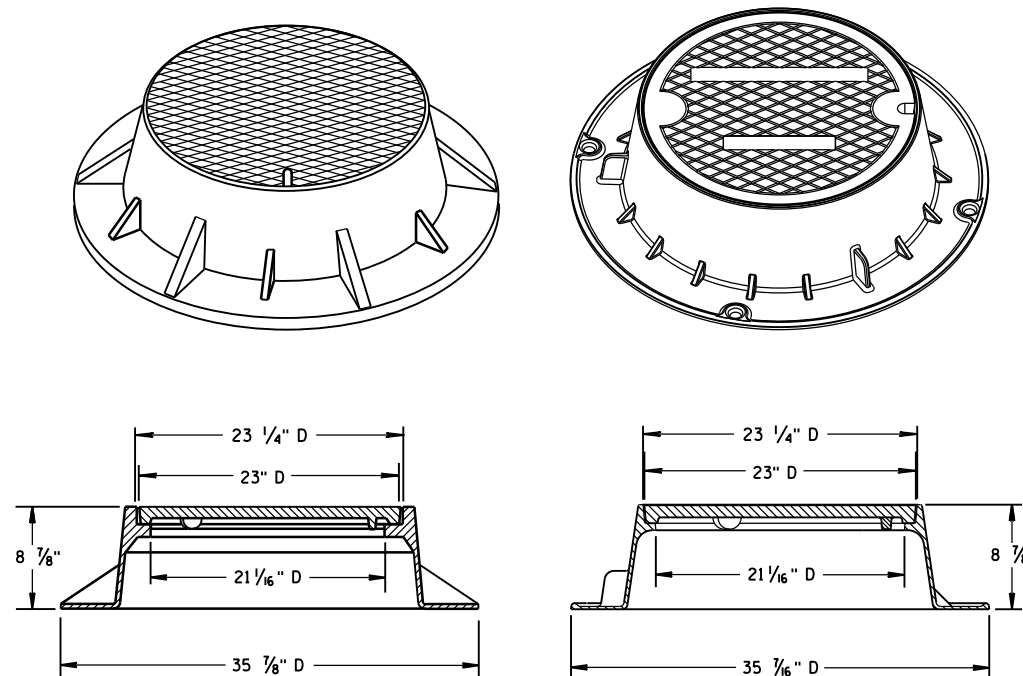
STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

APPROVED
 11/27/2013
 DATE
 FHWA

/S/ Jerry H. Zogg
 ROADWAY STANDARDS DEVELOPMENT
 ENGINEER

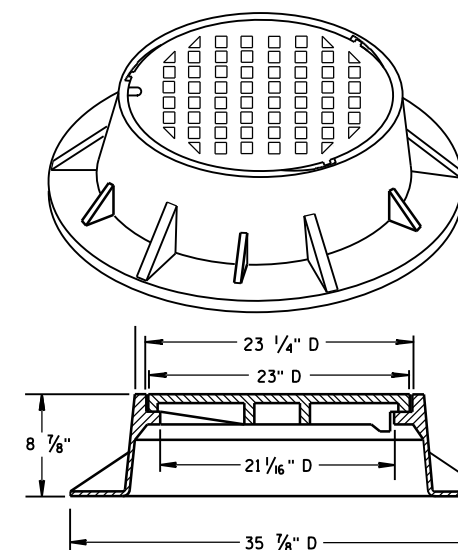
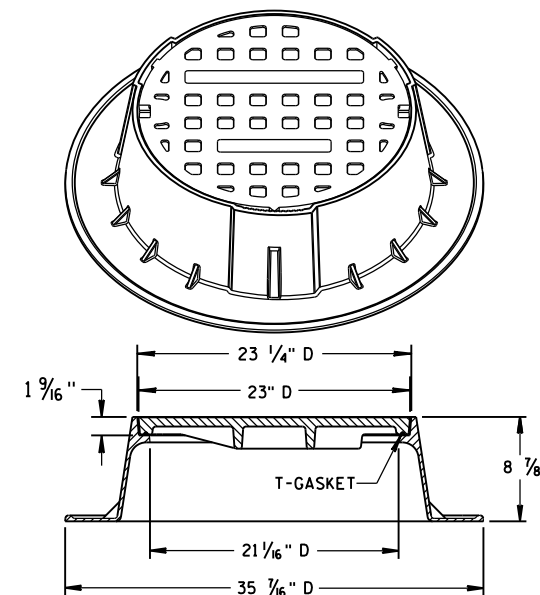


SECTION A-A
TYPE "K"



TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

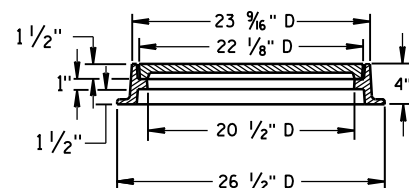
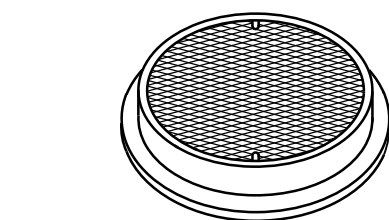


TYPE "J" SPECIAL

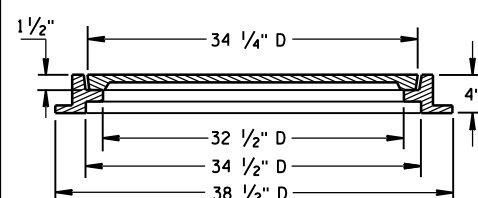
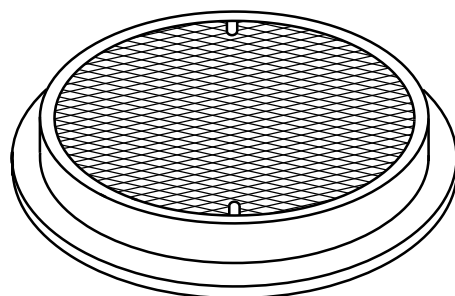
TYPE "B" NON-ROCKING SELF-SEAL LID

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

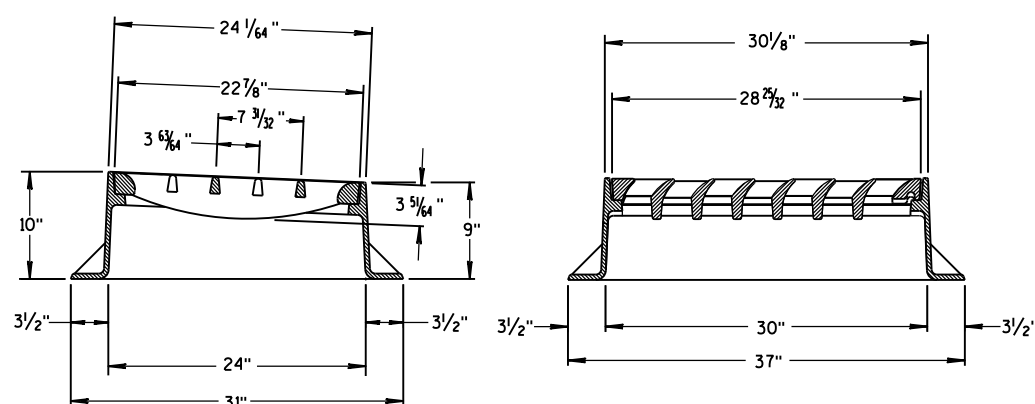
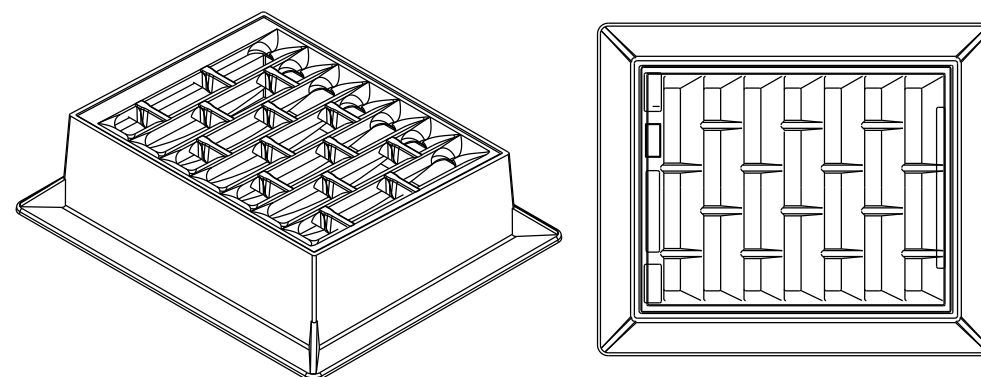
NOTE: EITHER CASTING IS ACCEPTABLE



TYPE "L"



TYPE "M"



INLET COVER TYPE "BW"

GENERAL NOTES

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

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

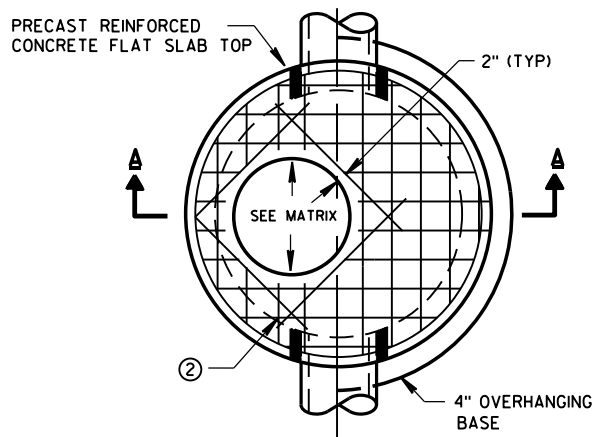
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K,
J, J-S, L & M

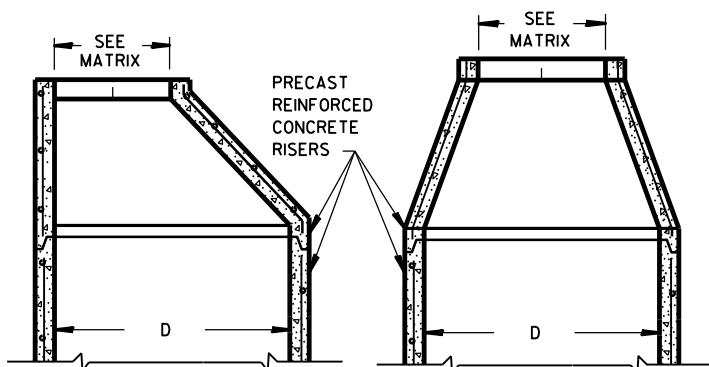
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

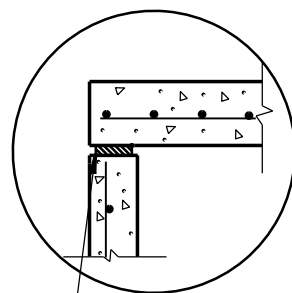


PLAN VIEW CIRCULAR OPENING

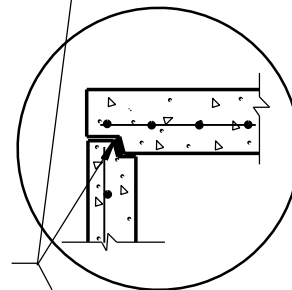


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

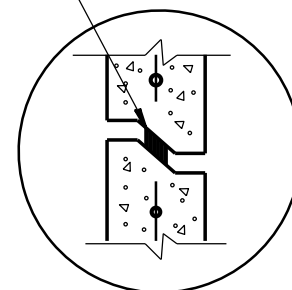
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



TOP WITH PLAIN END JOINT



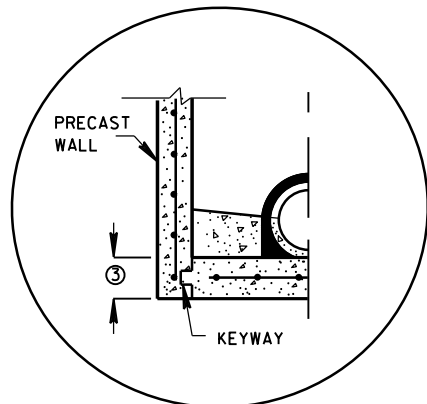
TOP WITH TONGUE AND GROOVE JOINT



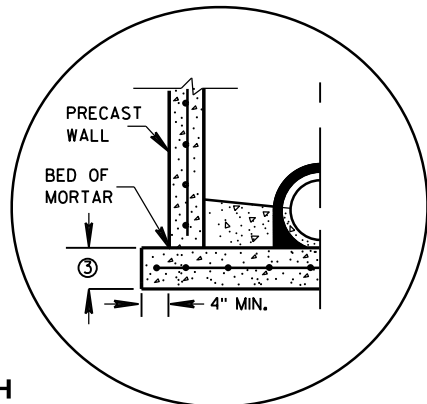
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

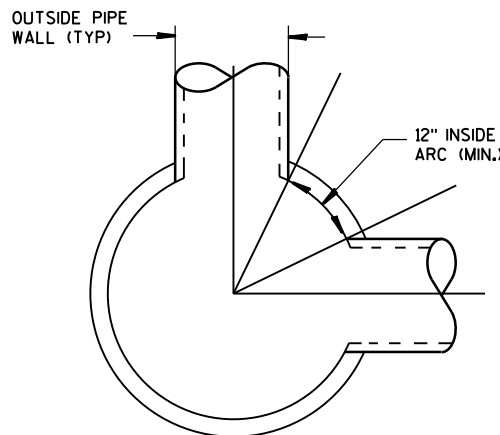


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

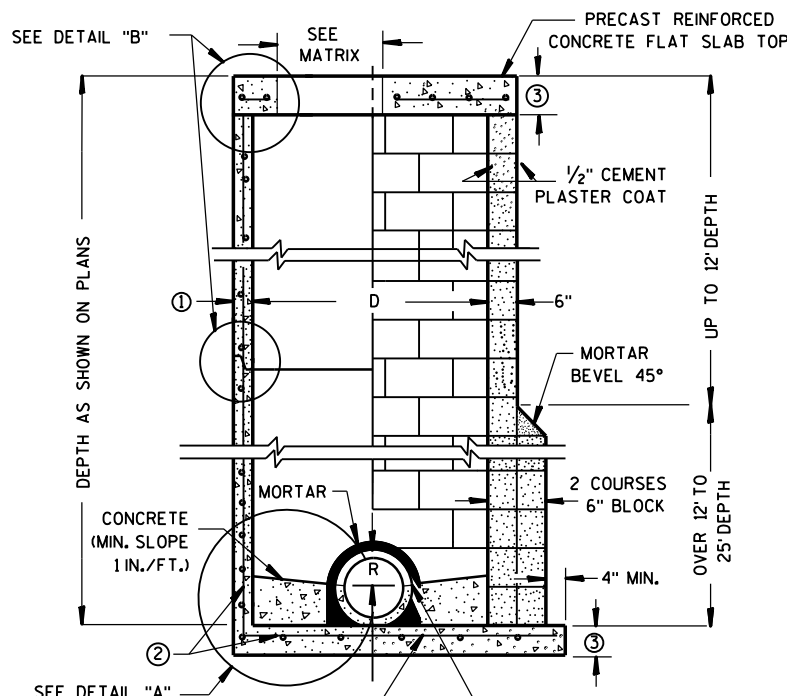


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"



CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES

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

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

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 1/2" 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 PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

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

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

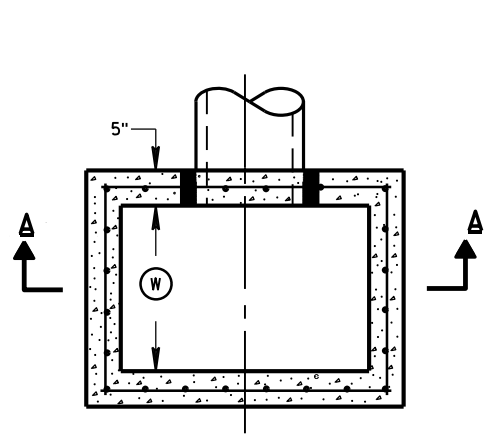
PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

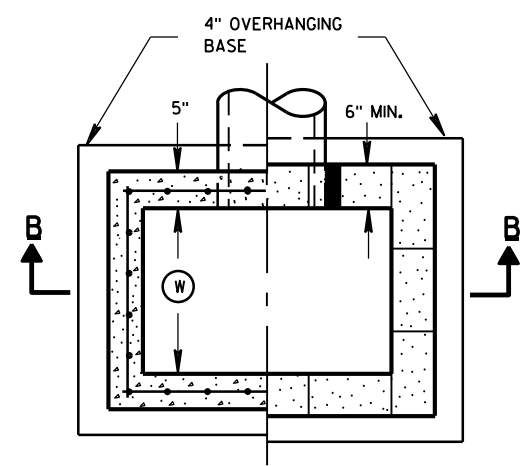
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

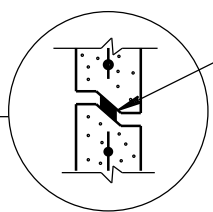
APPROVED
6/5/2012 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA ENGINEER



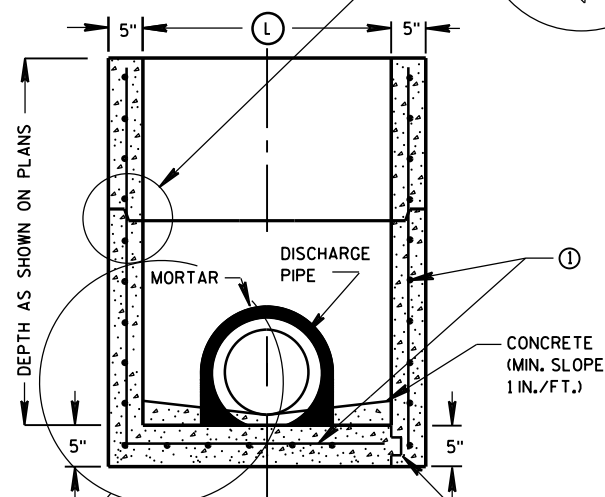
PLAN VIEW



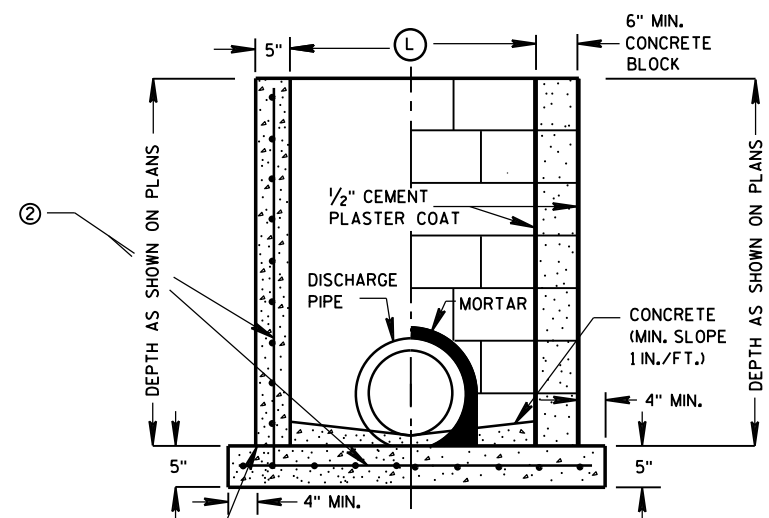
PLAN VIEW



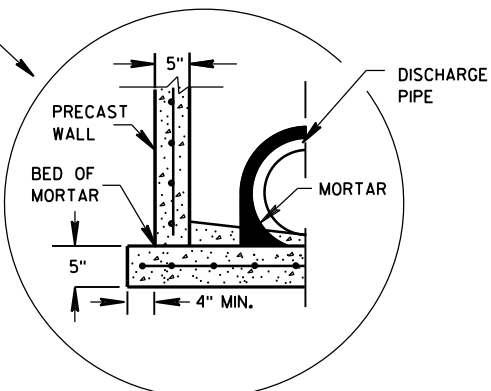
RISER JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

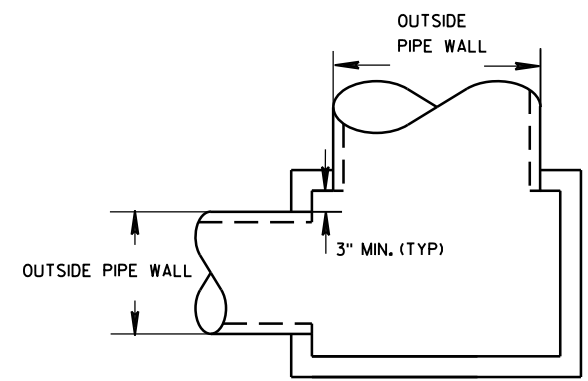
- FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH ① (FT)	LENGTH ② (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



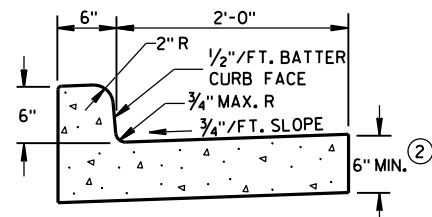
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

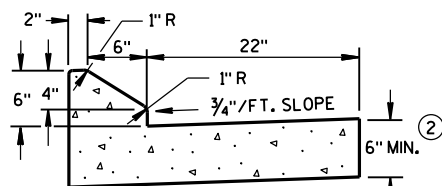
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

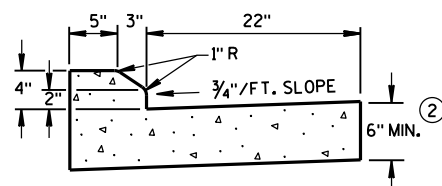
APPROVED
6/5/2012 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA ENGINEER



TYPES A & D ①

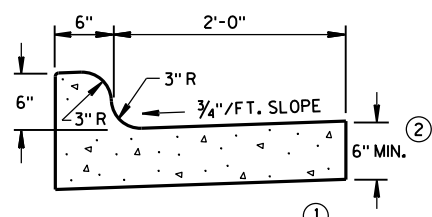


6" SLOPED CURB TYPES G & J ①



4" SLOPED CURB TYPES G & J ①

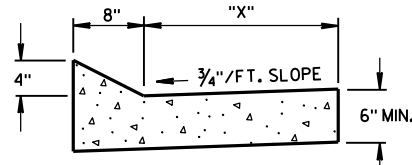
CONCRETE CURB & GUTTER 30"



TYPES K & L ①

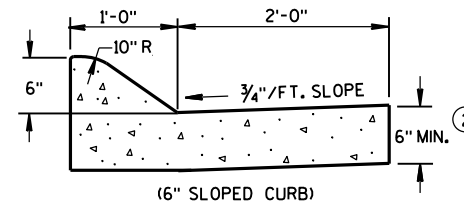
OPTIONAL CURB SHAPE
FOR TYPES K & L ①

CONCRETE CURB & GUTTER 30"

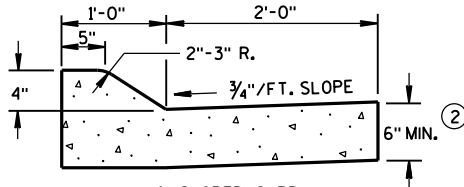


TYPES TBT & TBT ①
CONCRETE CURB & GUTTER

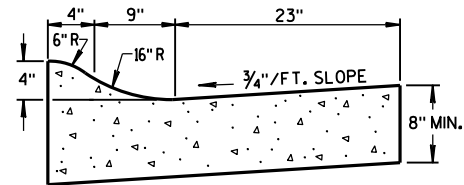
TBT & TBT	"X"
30"	22"
36"	28"



(6" SLOPED CURB)

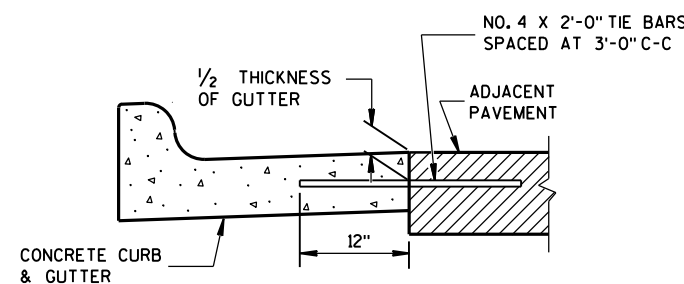


TYPES A & D ①

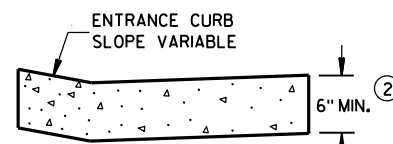


4" SLOPED CURB TYPES R & T ① ④

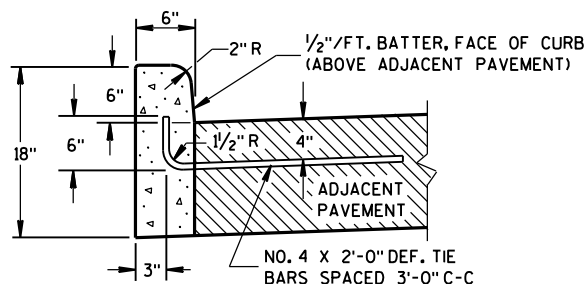
CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION ①

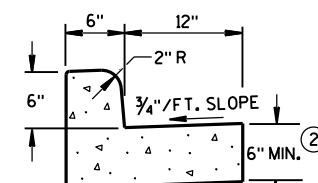


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

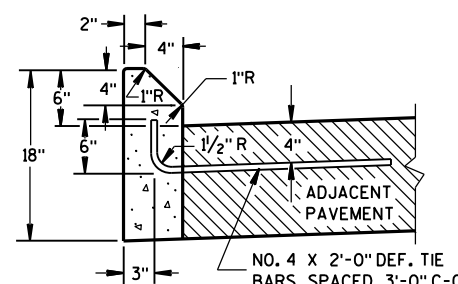


TYPES A & D ①

CONCRETE CURB



TYPES A & D
CONCRETE CURB & GUTTER 18"



TYPES G & J ①

GENERAL NOTES

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

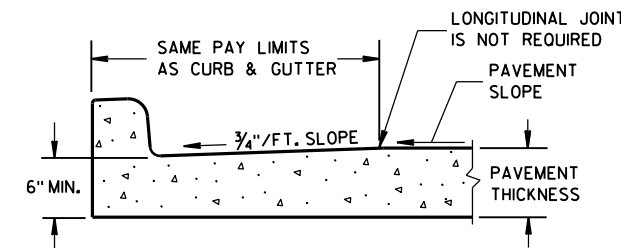
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

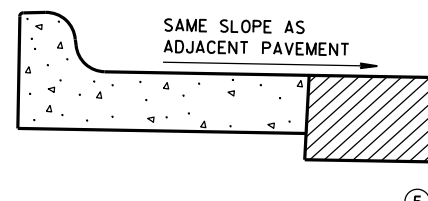
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

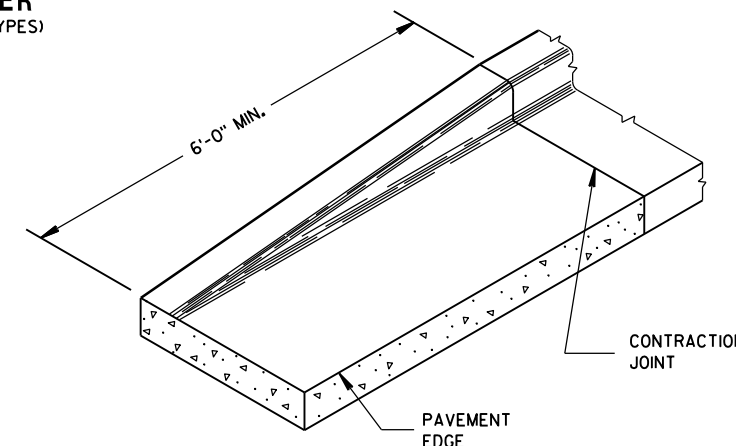
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED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



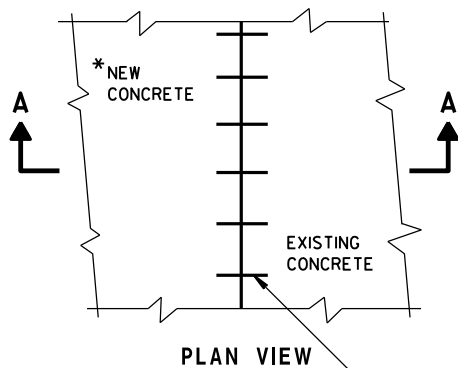
PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



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



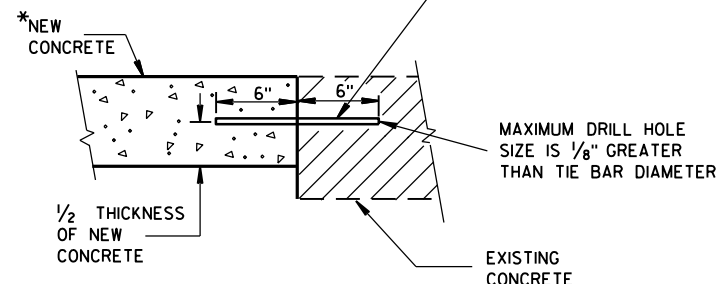
END SECTION CURB & GUTTER



PLAN VIEW

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

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

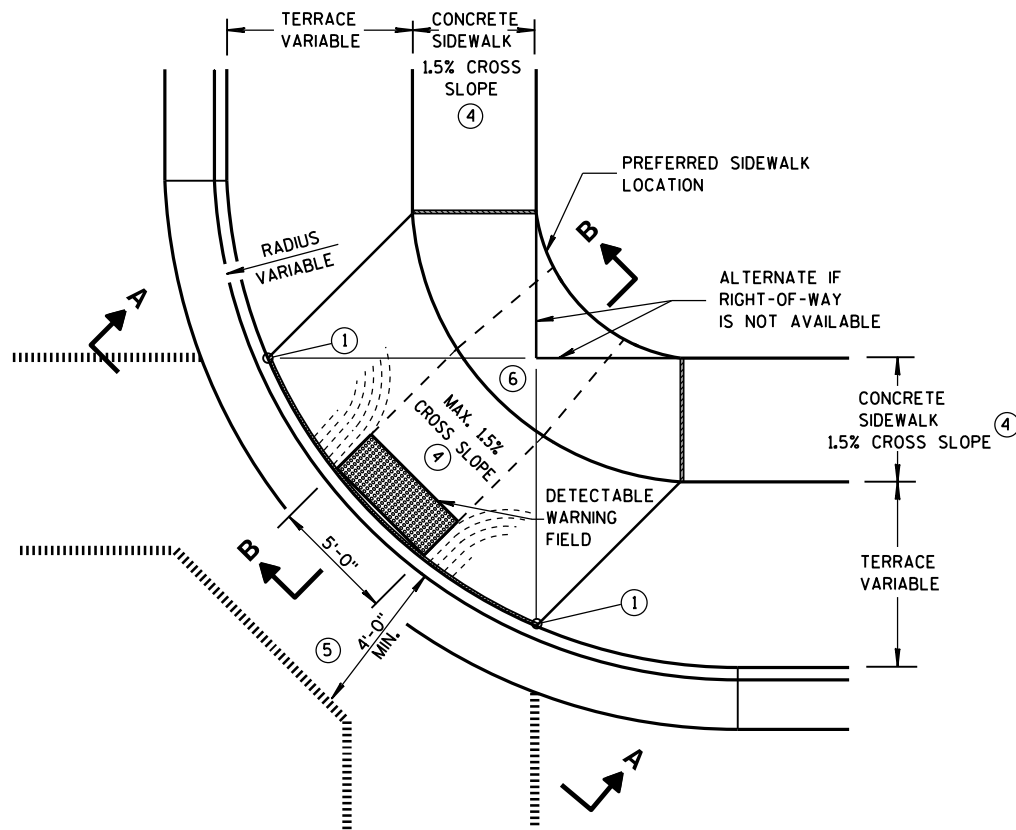


SECTION A-A
TIE BARS DRILLED
INTO EXISTING PAVEMENT

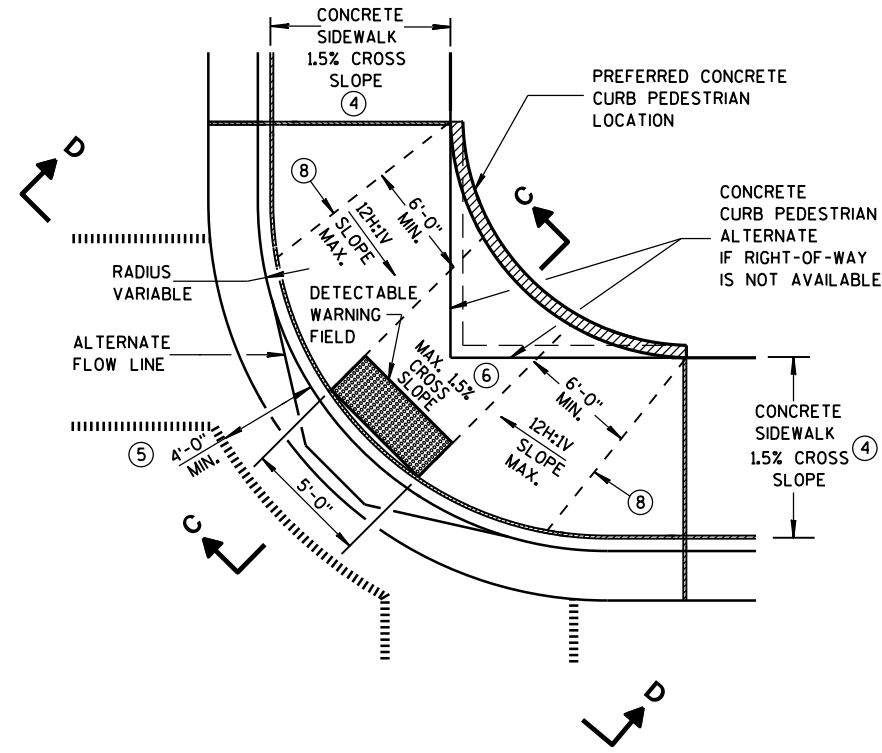
CONCRETE CURB, CONCRETE
CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

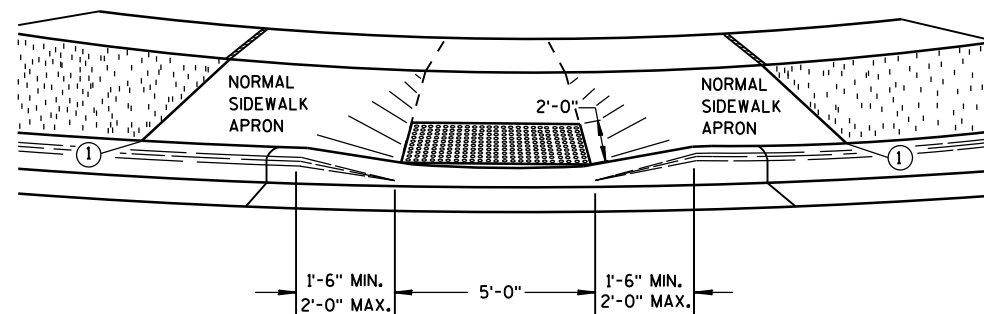
APPROVED
June, 2015 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



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

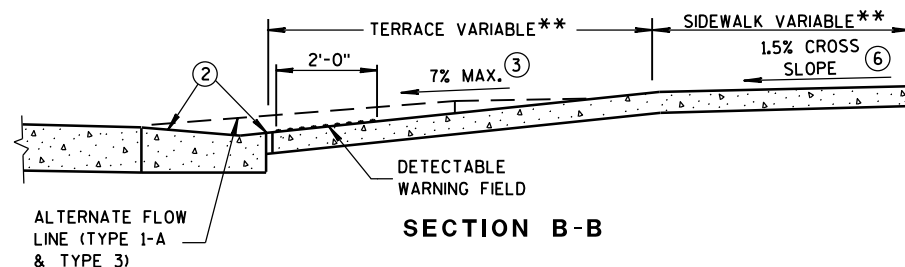


**PLAN VIEW
TYPE 1-A RAMP**
(NO TERRACE)

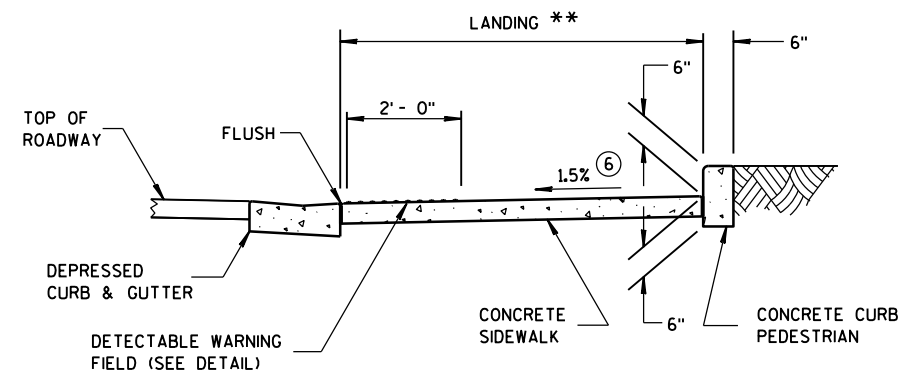


VIEW A-A

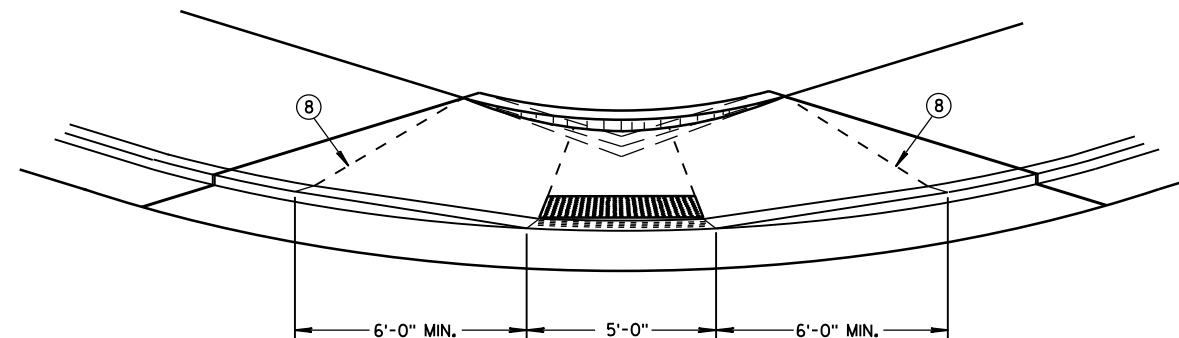
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

GENERAL NOTES

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

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.

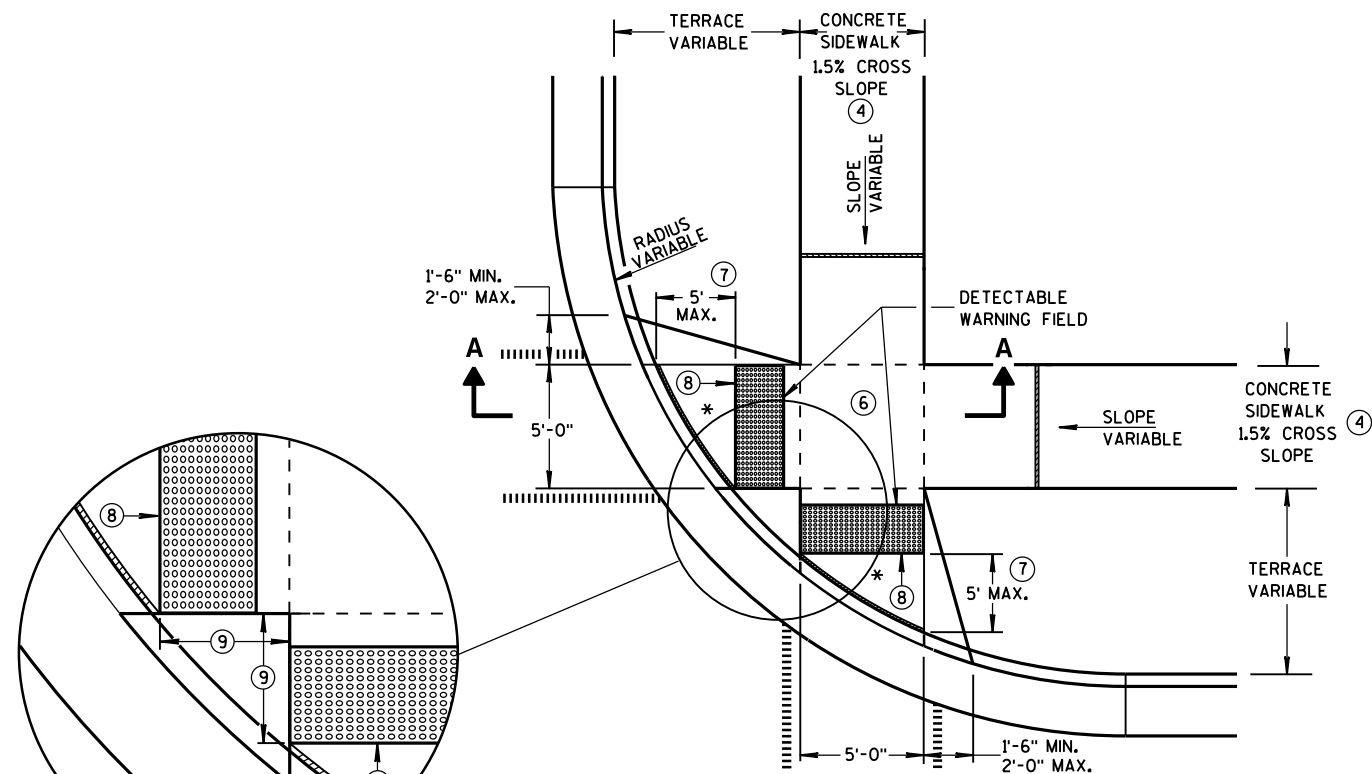
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO 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.

LEGEND

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

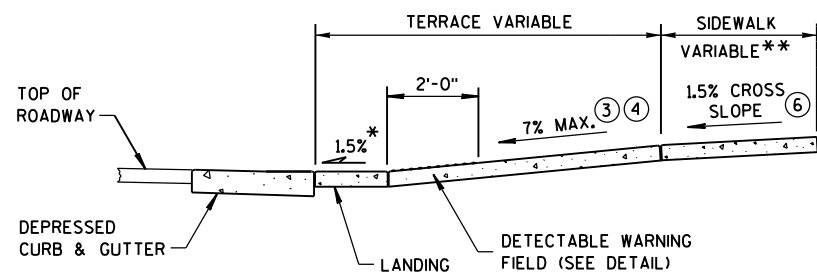
**CURB RAMPS
TYPES 1 AND 1-A**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



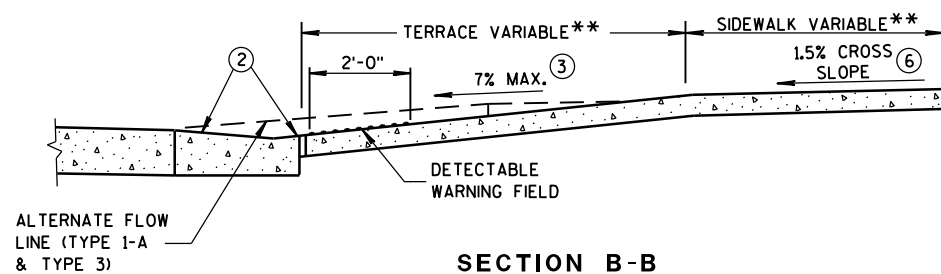
**PLAN VIEW
TYPE 2 RAMP**
(ON LINE WITH SIDEWALK)

* 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).

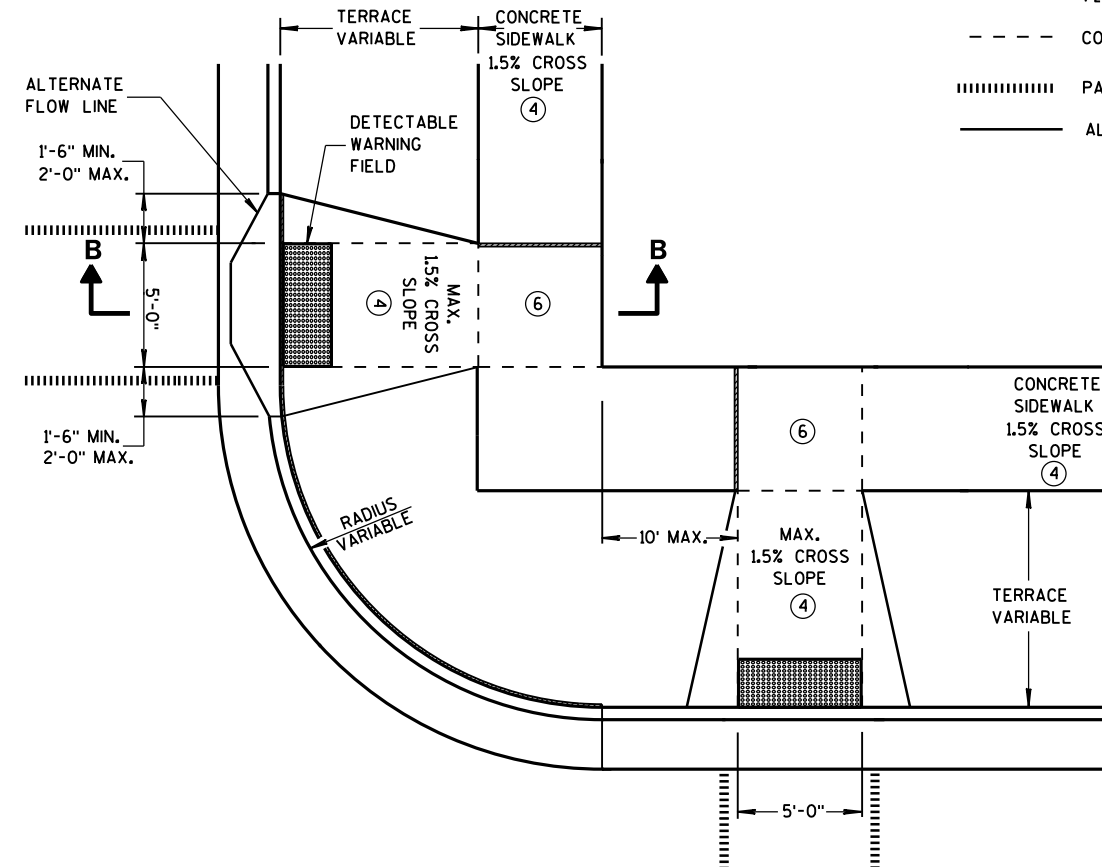
⑦ WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

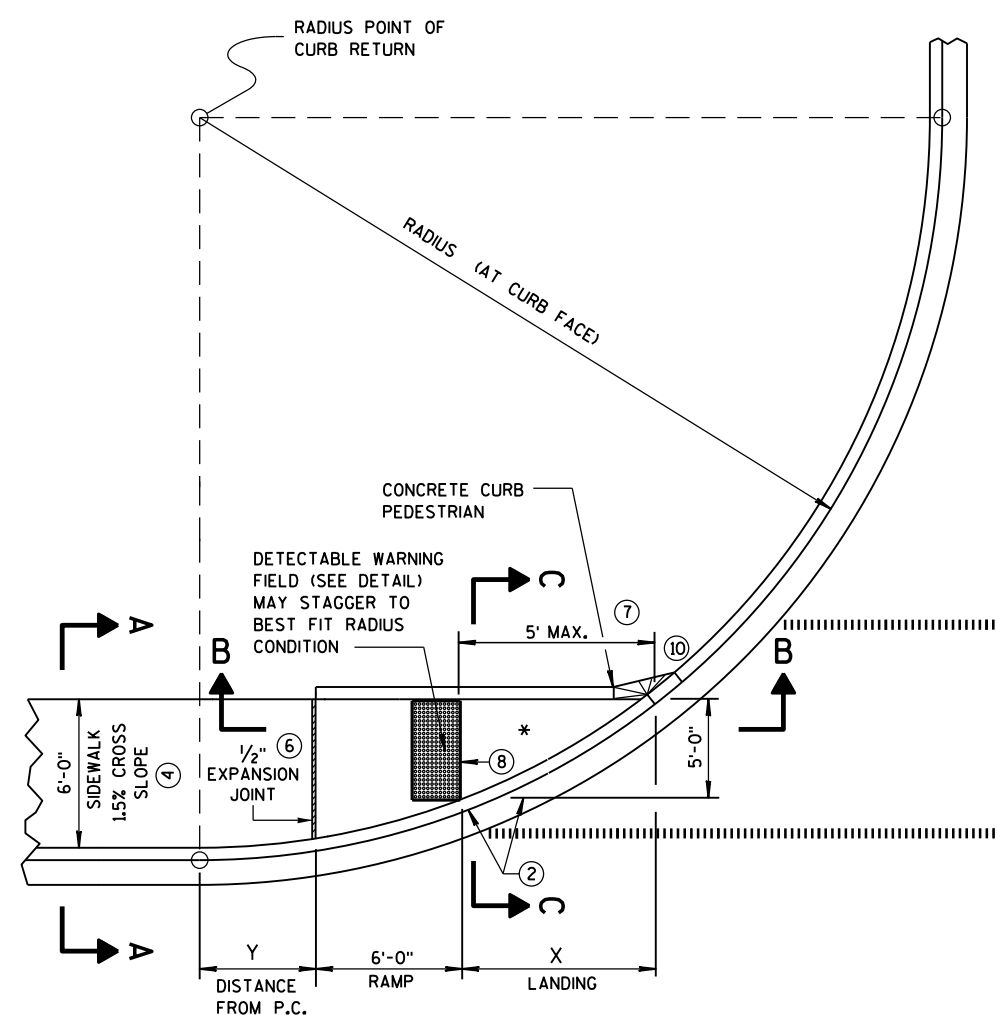
- 1/2" EXPANSION JOINT-SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



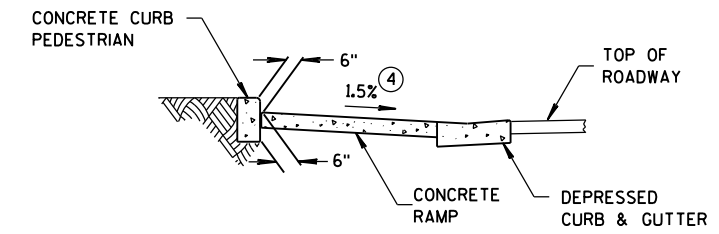
**PLAN VIEW
TYPE 3 RAMP**
(OUTSIDE OF CROSSWALK AREA)

**CURB RAMPS
TYPES 2 AND 3**

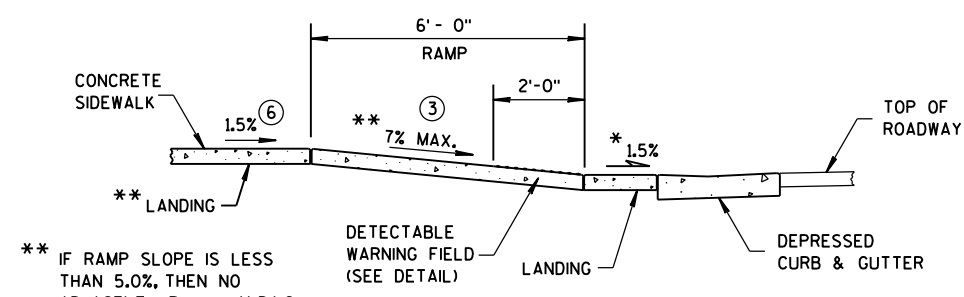
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 4A
PLAN VIEW



SECTION C-C FOR TYPE 4A



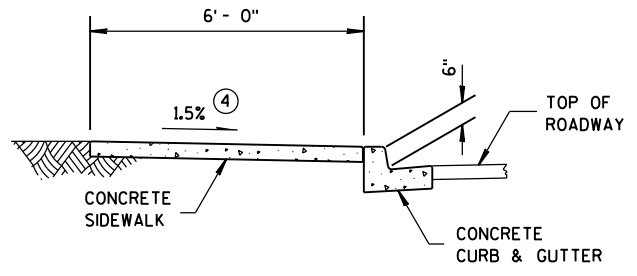
SECTION B-B FOR TYPE 4A

** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

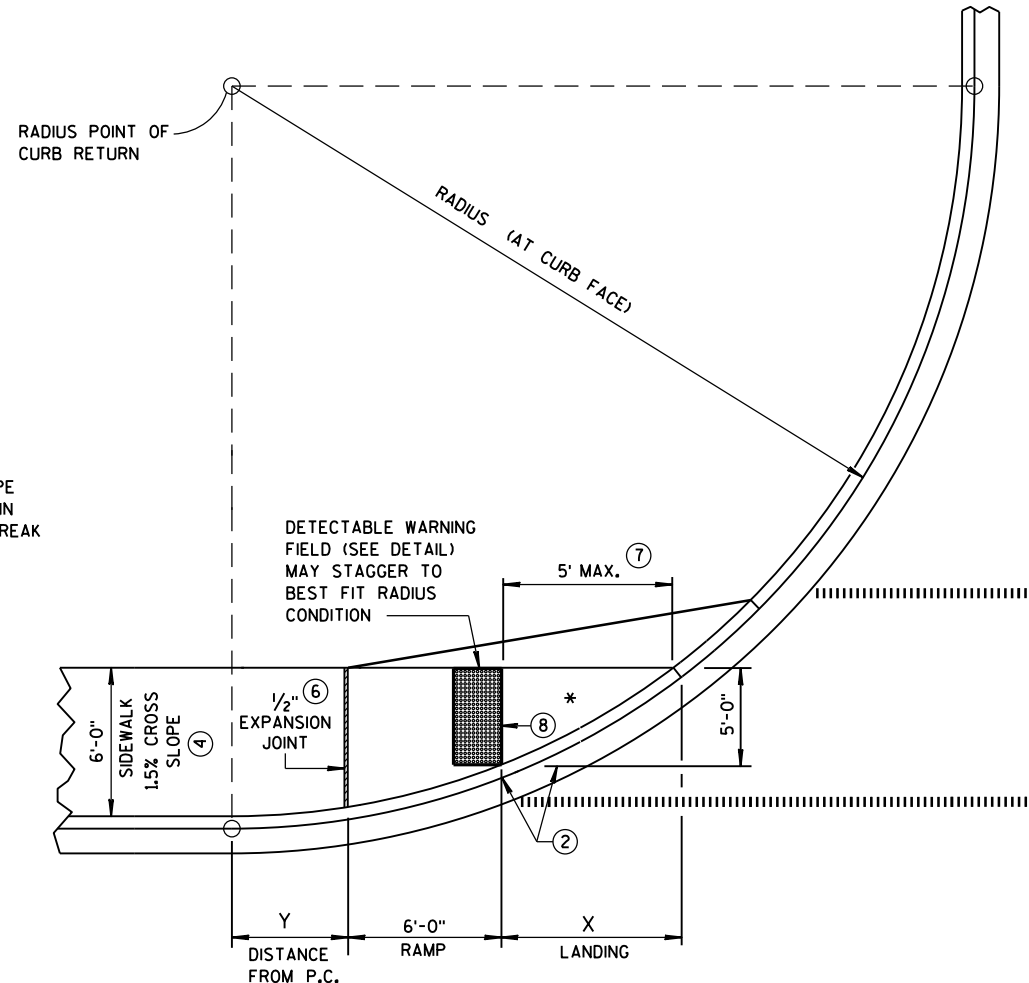
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1 3/4"	2'-7 1/4"
30 FEET	7'-11 3/4"	4'-8 1/4"
40 FEET	9'-5 1/4"	6'-5"
50 FEET	10'-8 3/4"	7'-11 1/4"
60 FEET	11'-10 1/4"	9'-3 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED



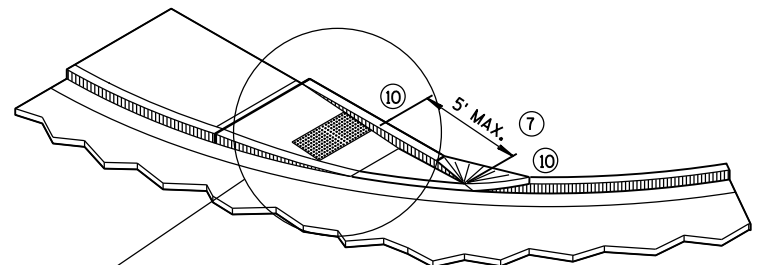
SECTION A-A FOR TYPE 4A



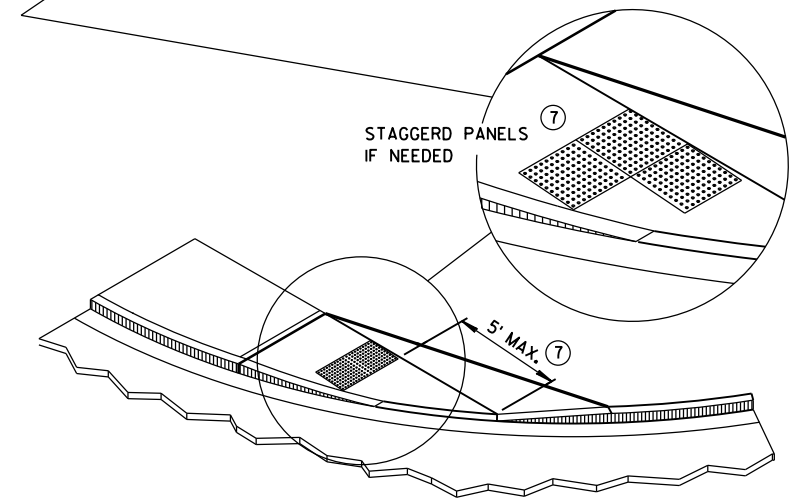
CURB RAMP TYPE 4A1
PLAN VIEW

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.
- 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.
- ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 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).
- 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.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



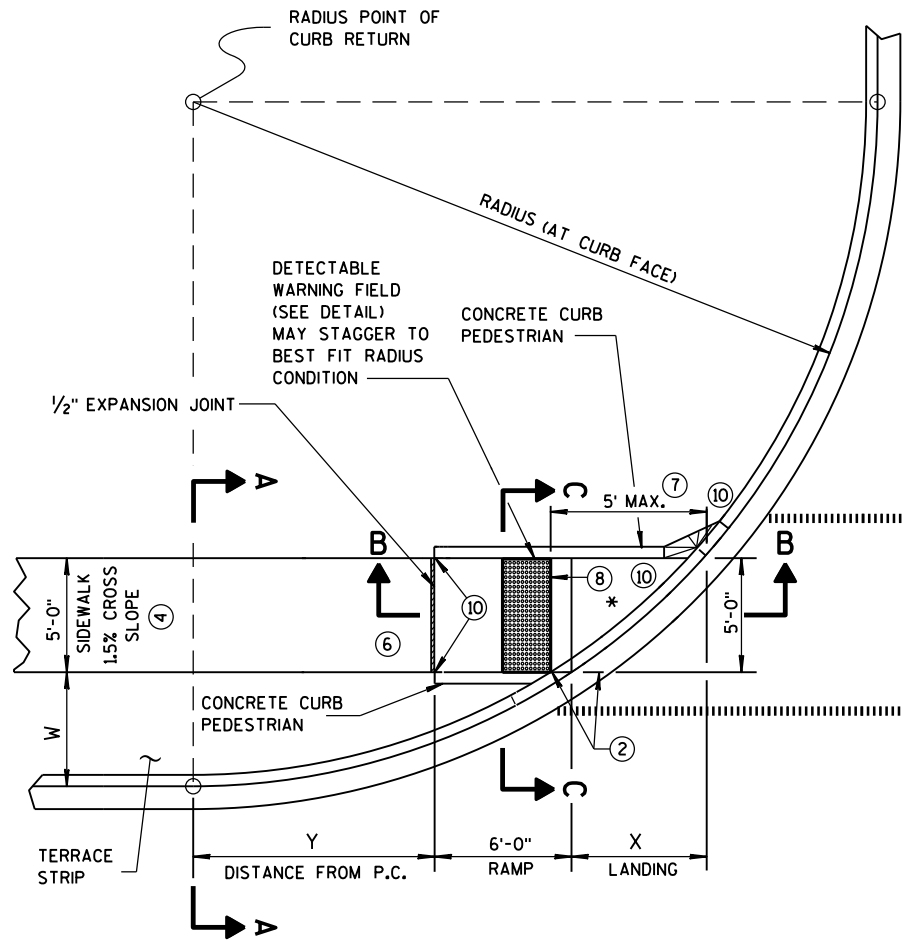
ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

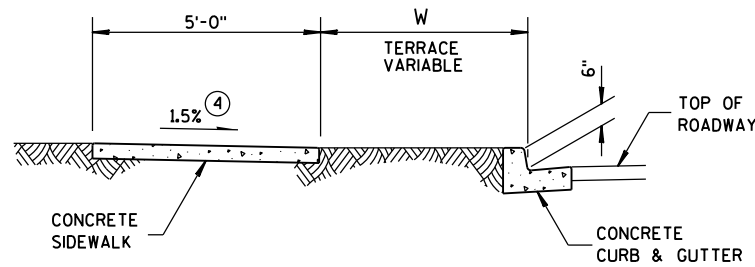
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

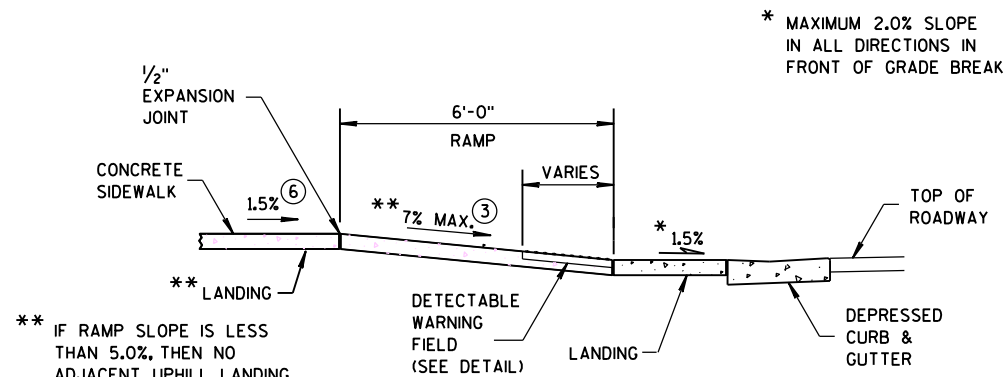
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**CURB RAMP TYPE 4B
PLAN VIEW**

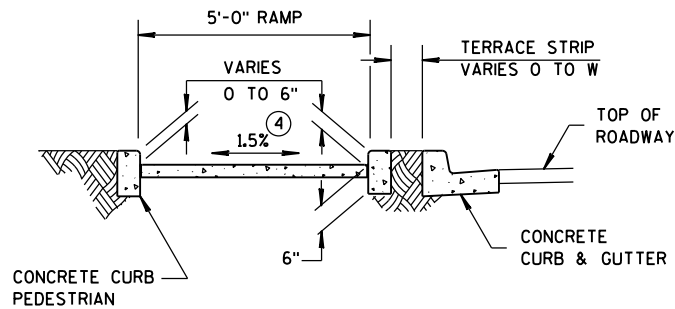


SECTION A-A FOR TYPE 4B

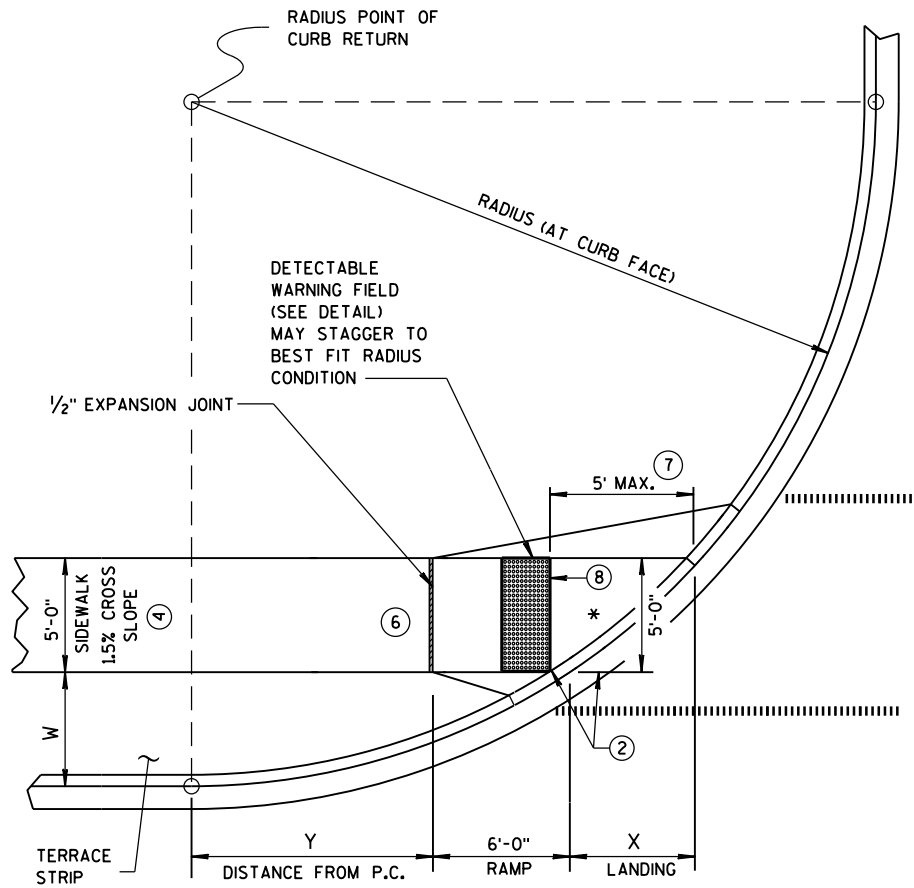


SECTION B-B FOR TYPE 4B

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



SECTION C-C FOR TYPE 4B

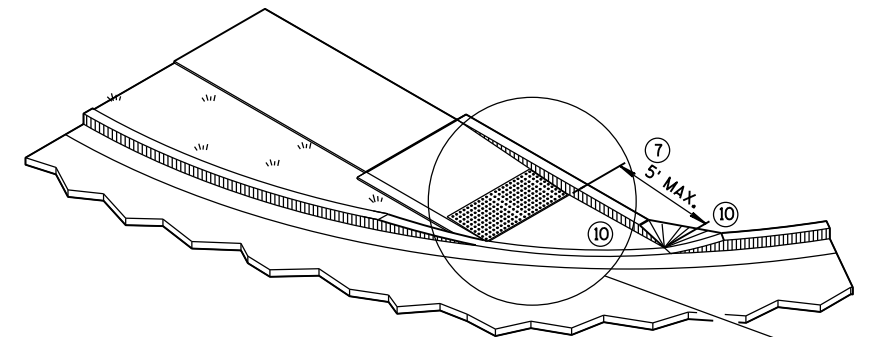


**CURB RAMP TYPE 4B1
PLAN VIEW**

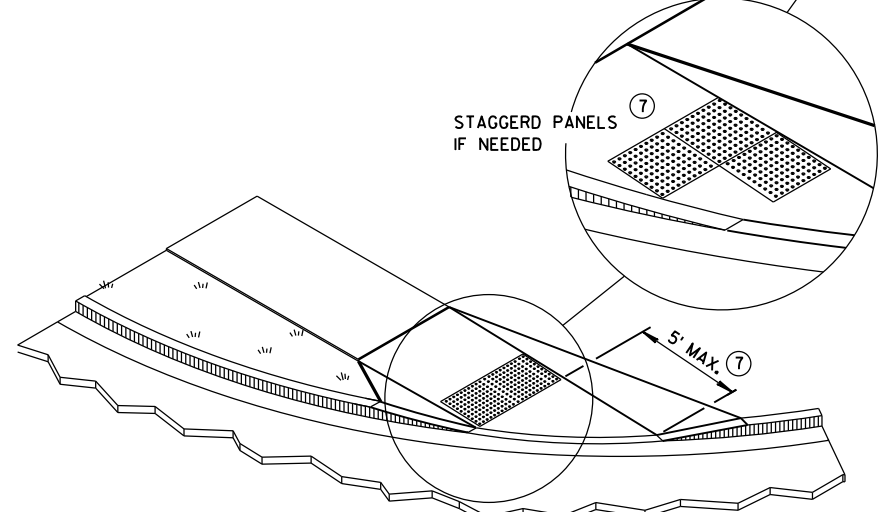
RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5 1/2"	4'-6 1/2"	4'-8 1/2"	6'-0"	4'-1"	7'-2 3/4"	3'-7"	8'-3 1/2"	3'-1 1/2"	9'-2 1/2"
30 FEET	7'-3 3/4"	7'-1"	6'-5 1/2"	8'-11 1/2"	5'-9 1/4"	10'-7"	5'-2 1/2"	12'-0"	4'-8 3/4"	13'-3 1/4"
40 FEET	8'-9 1/2"	9'-2 1/2"	7'-10"	11'-5 1/4"	7'-1"	13'-4 1/2"	6'-5 3/4"	15'-3/4"	5'-11 1/2"	16'-7 1/4"
50 FEET	10'-3/4"	11'-3/4"	9'-1/4"	13'-7 1/4"	8'-2 1/2"	15'-9 1/2"	7'-6 1/2"	17'-9"	6'-11 3/4"	19'-6 1/4"
60 FEET	11'-2 1/2"	12'-8 3/4"	10'-3/4"	15'-6 1/2"	9'-2 1/4"	17'-11 3/4"	8'-5 3/4"	20'-1 3/4"	7'-10 1/2"	22'-1 1/2"

GENERAL NOTES

- INTERMEDIATE RADII CAN BE INTERPOLATED
- 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.



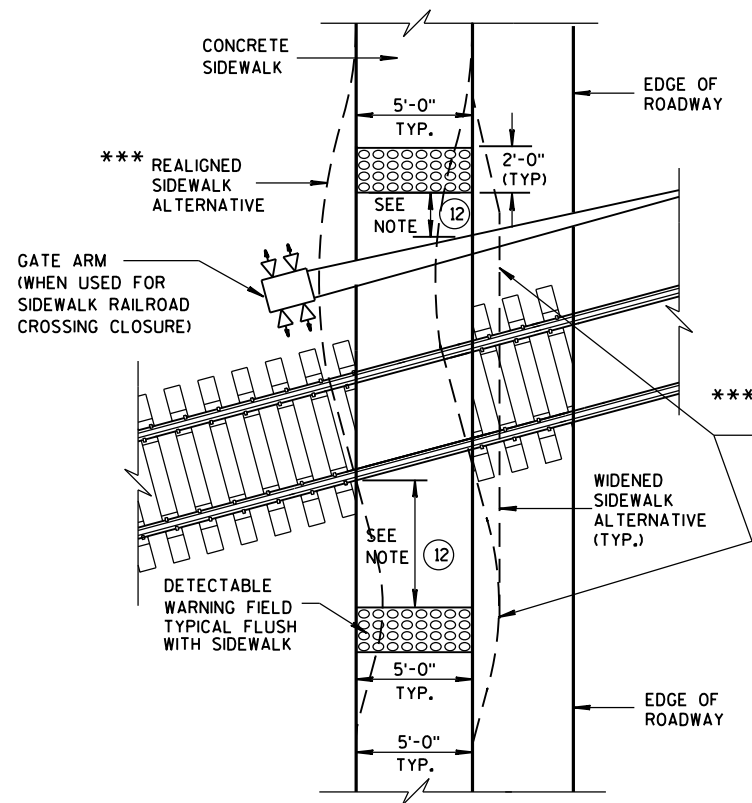
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

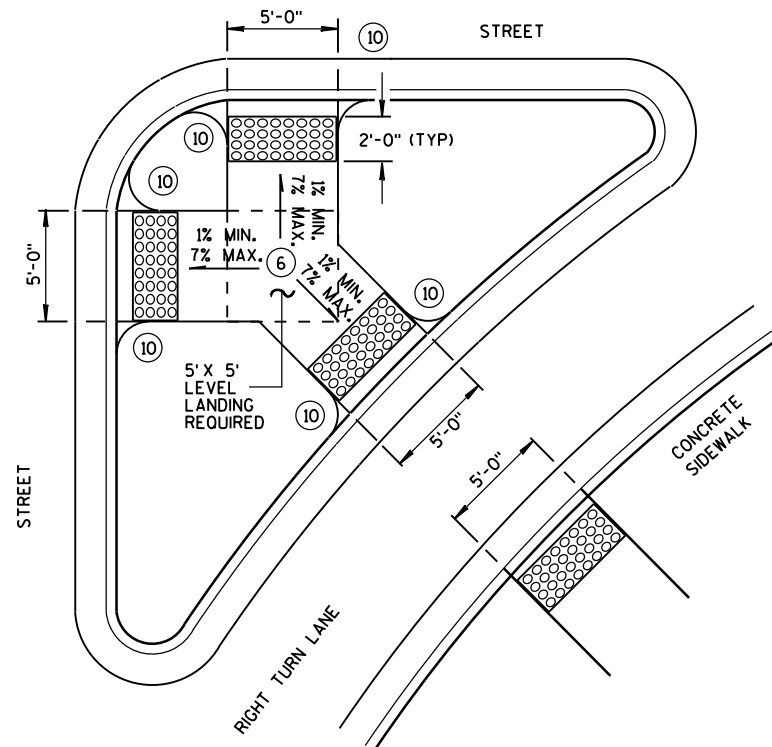
**CURB RAMPS
TYPE 4B AND 4B1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

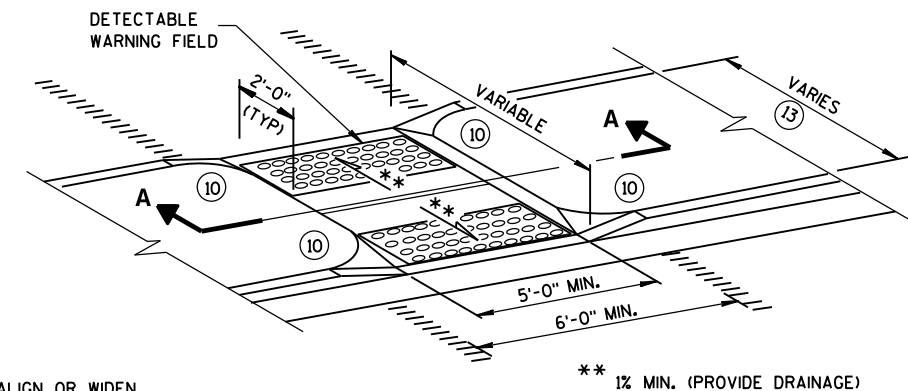


TYPE 8
DETECTABLE WARNINGS
AT RAILROAD CROSSING

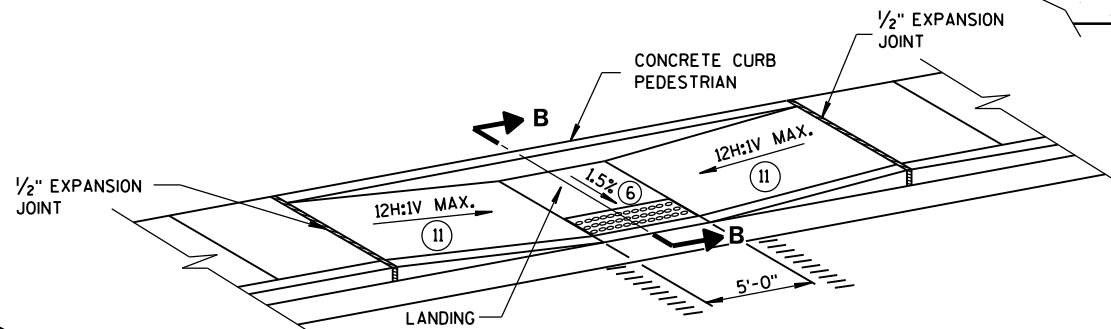
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



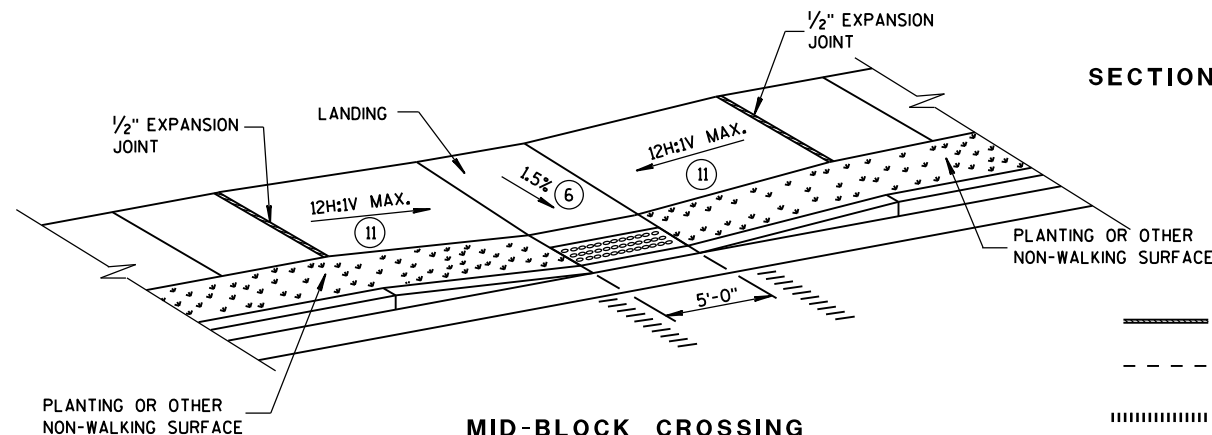
TYPE 6
DETECTABLE WARNING AT ISLANDS



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5



MID-BLOCK CROSSING
TYPE 7A

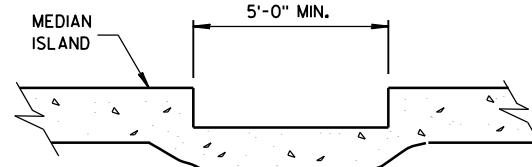


MID-BLOCK CROSSING
TYPE 7B

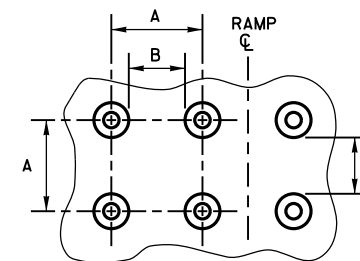
NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS
MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

GENERAL NOTES

- SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- 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.



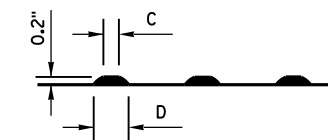
SECTION A-A



PLAN VIEW

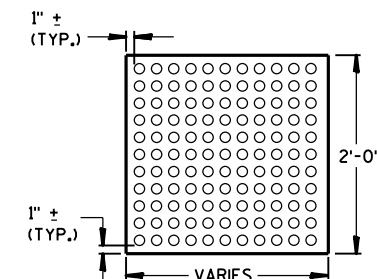
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



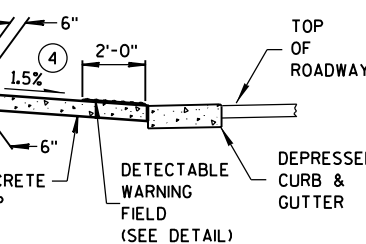
ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



PLAN VIEW
DETECTABLE WARNING
FIELD (TYPICAL)

SECTION B-B



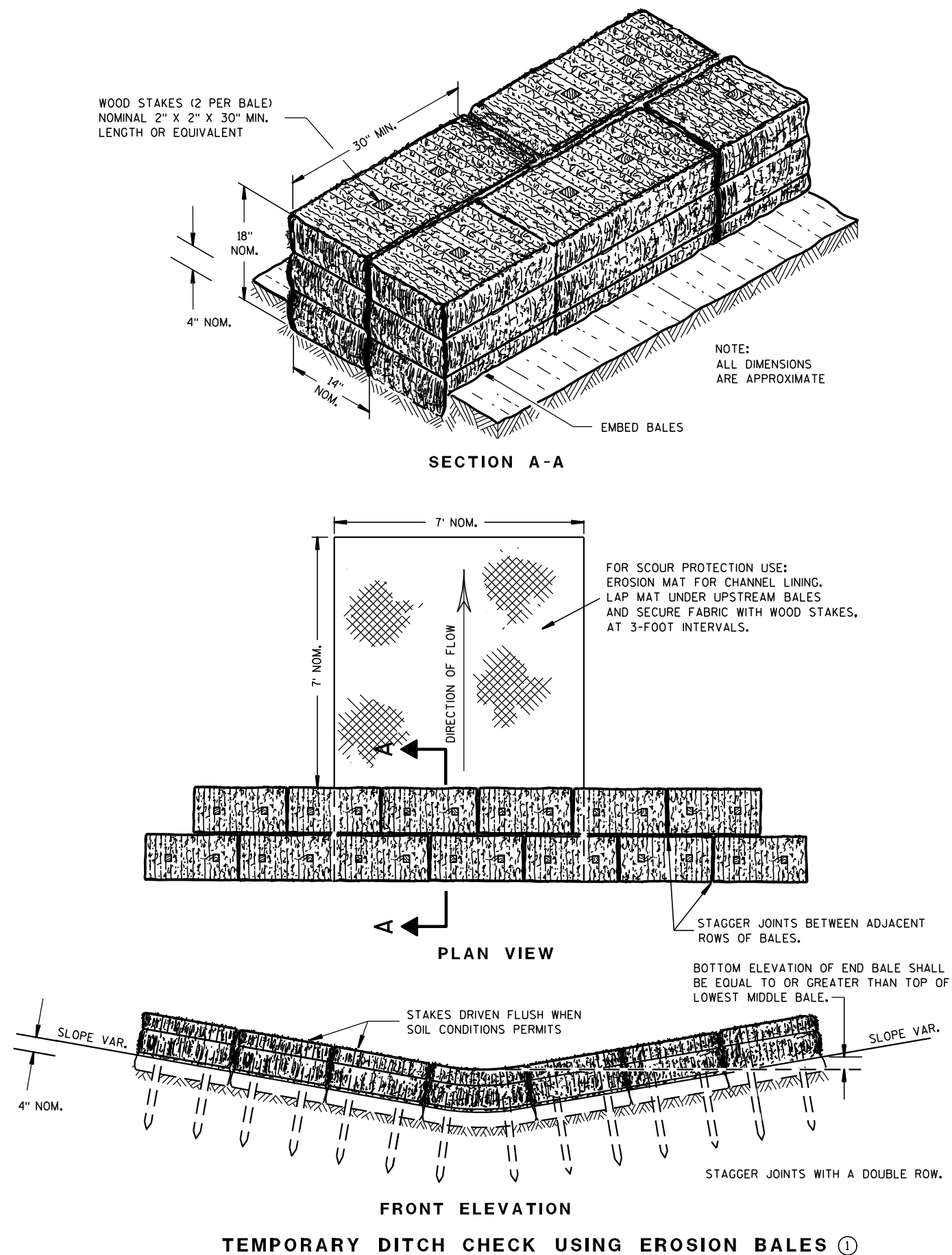
LEGEND

- 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

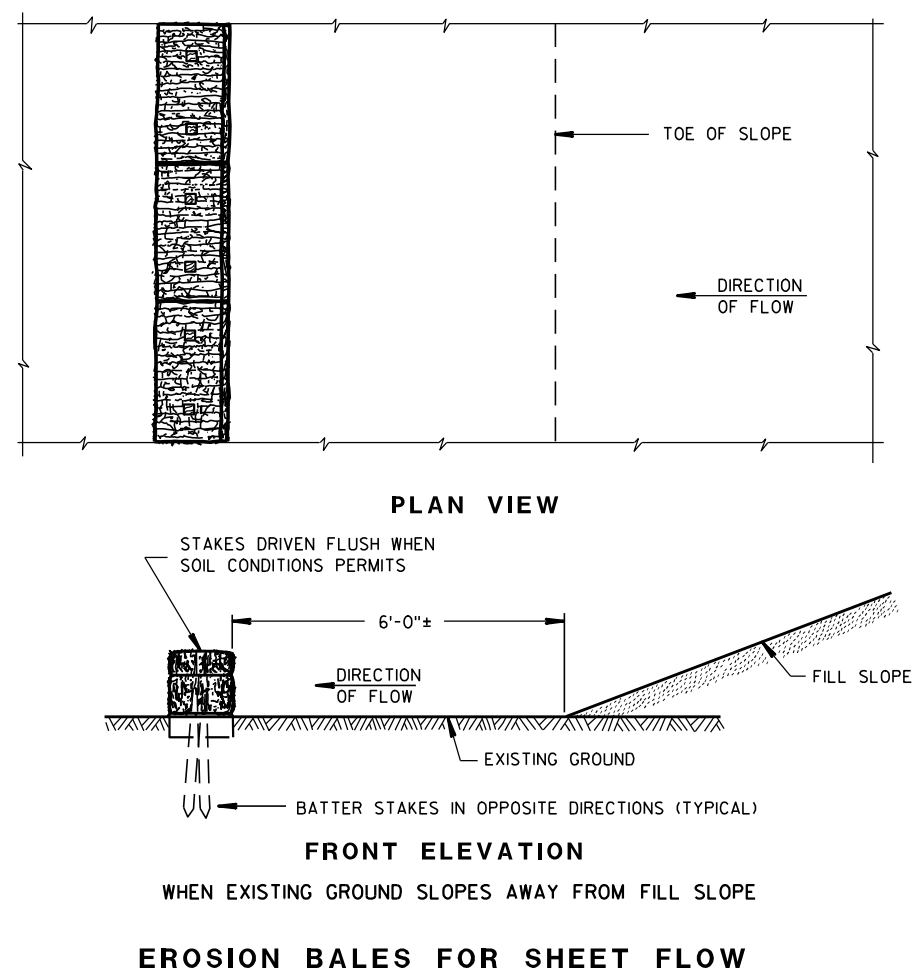
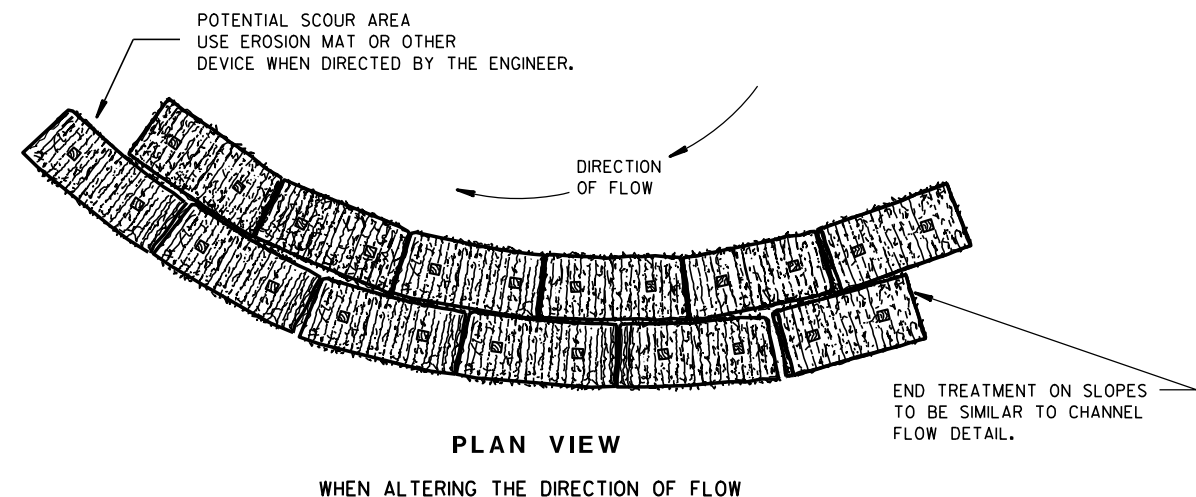
APPROVED
June, 2015 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



GENERAL NOTES

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

- ① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

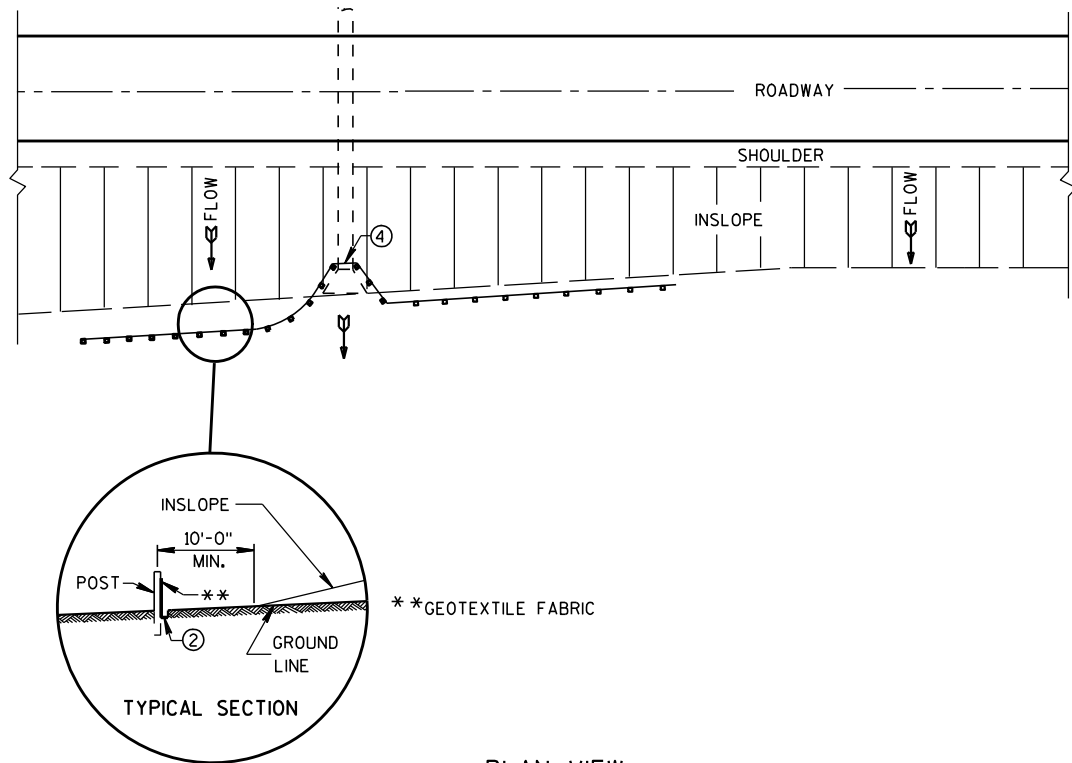
TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

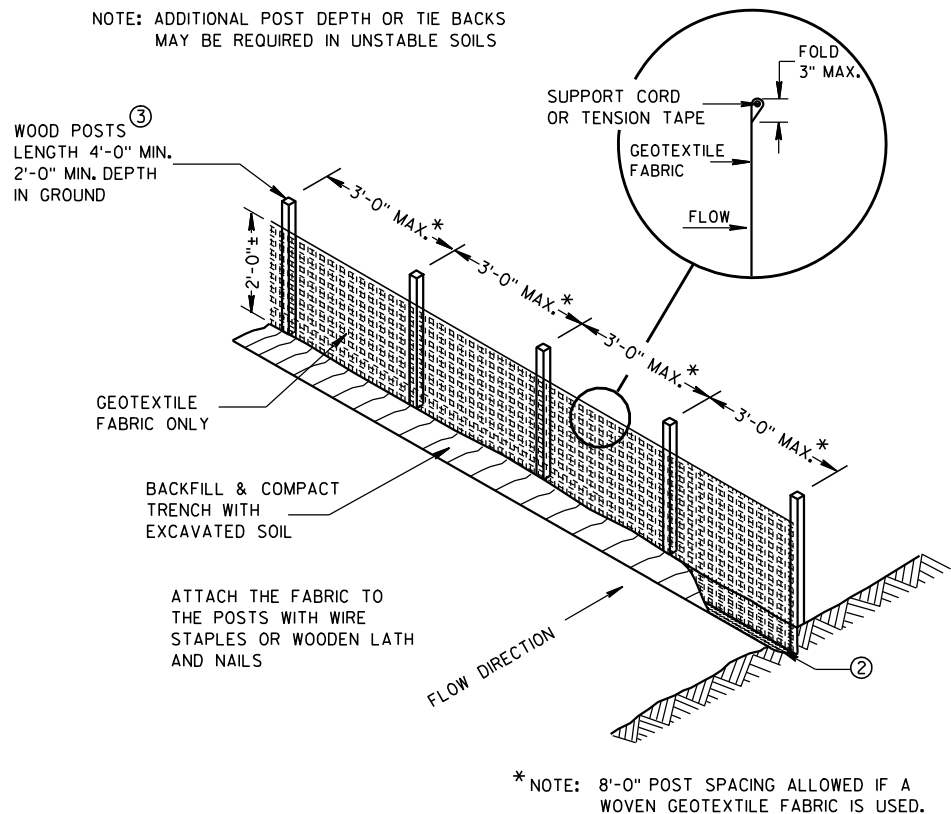
APPROVED

6/04/02
DATE/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

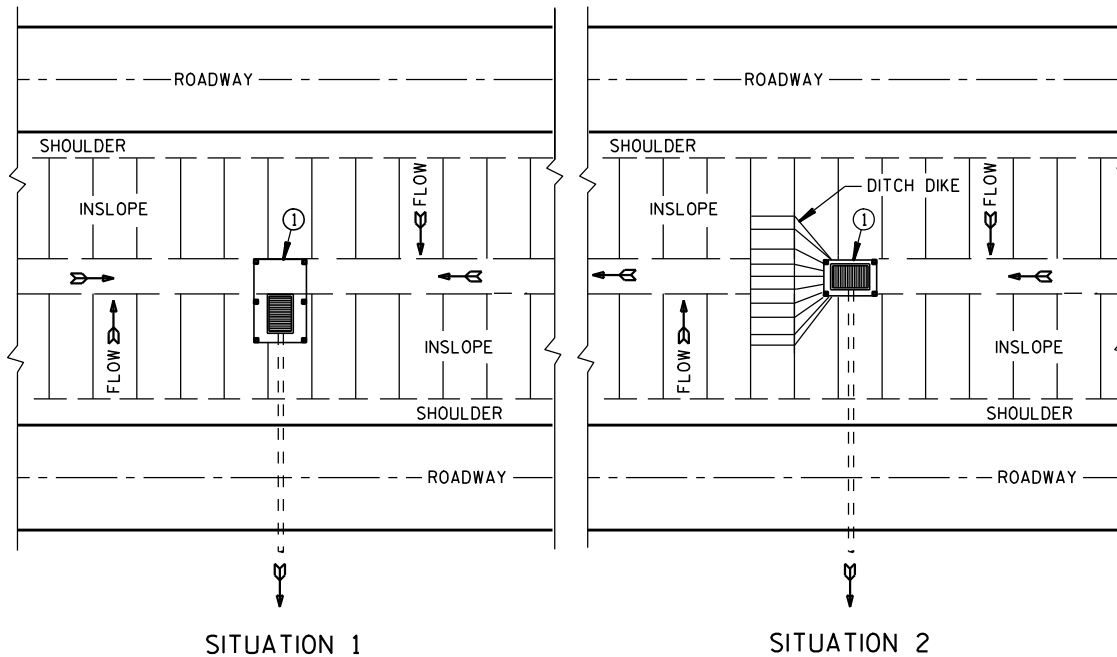
FHWA



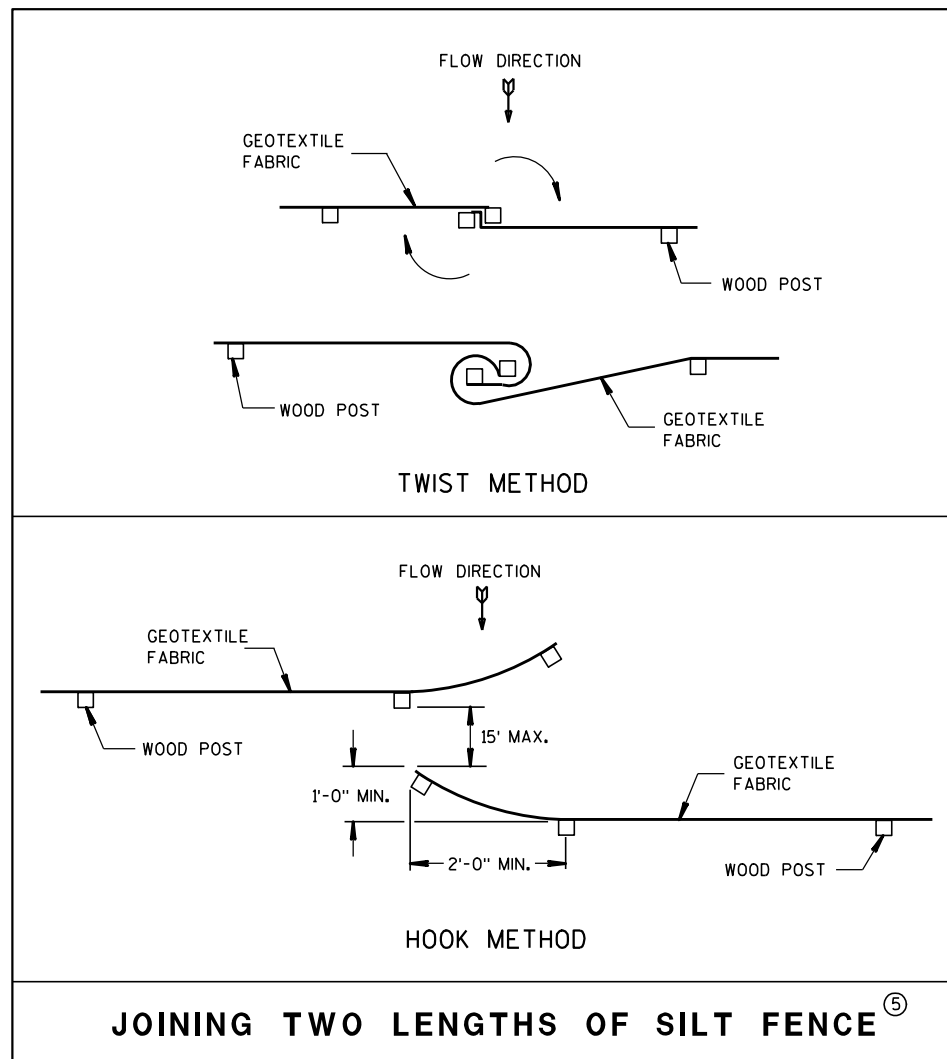
PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE



SILT FENCE



PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

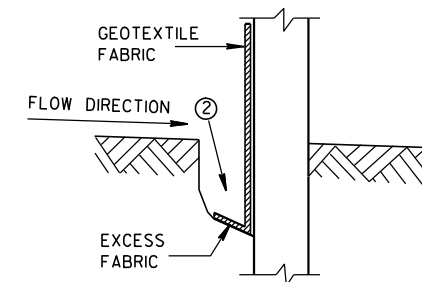


JOINING TWO LENGTHS OF SILT FENCE ⑤

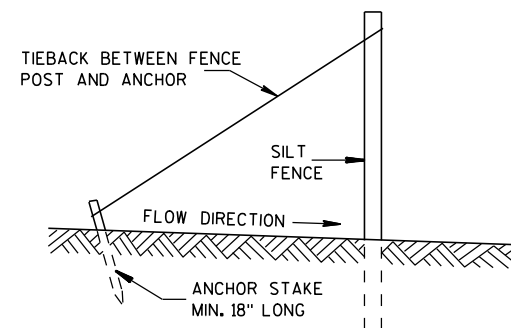
GENERAL NOTES

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 1 1/8" X 1 1/8" 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.

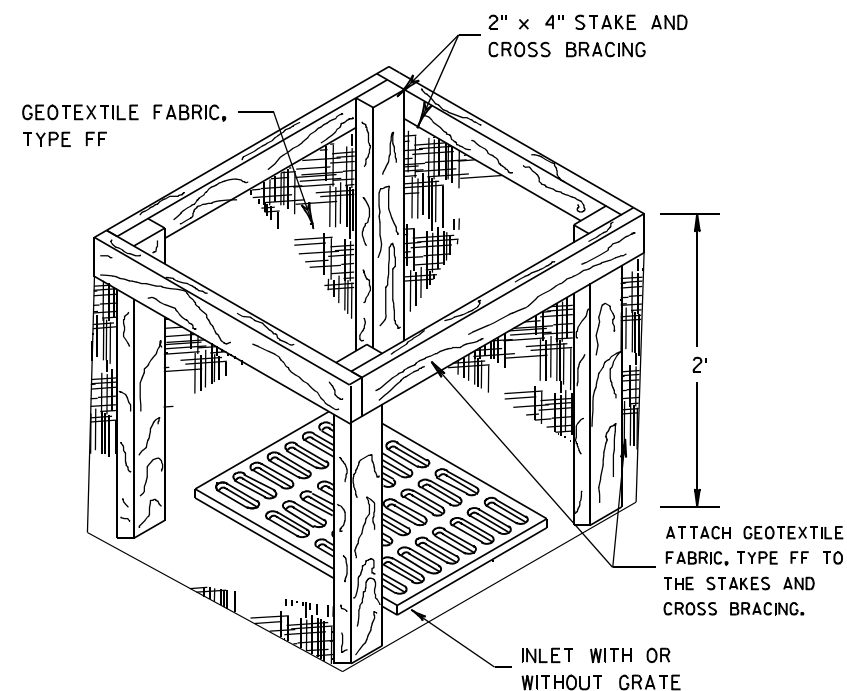
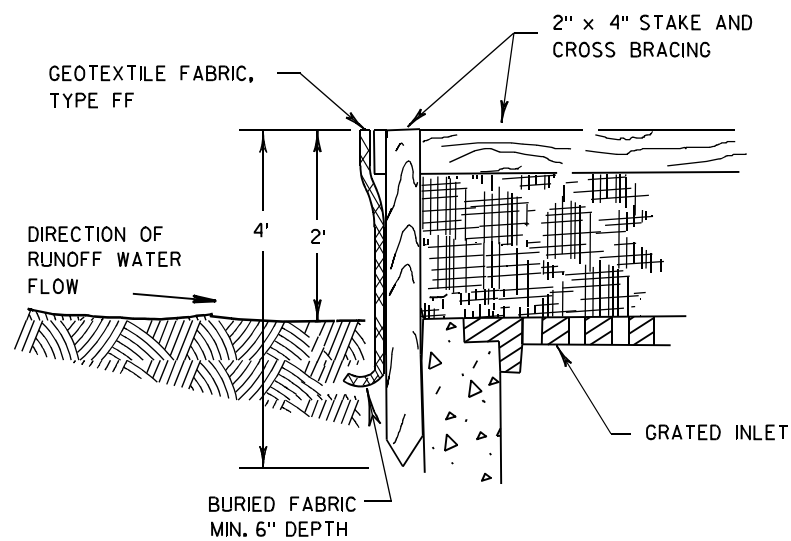


TRENCH DETAIL



SILT FENCE 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	



INLET PROTECTION, TYPE A

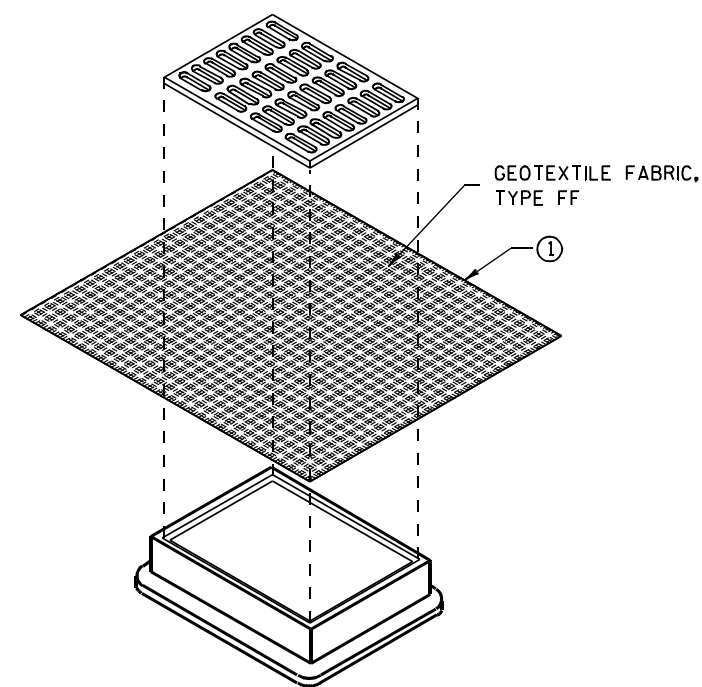
GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

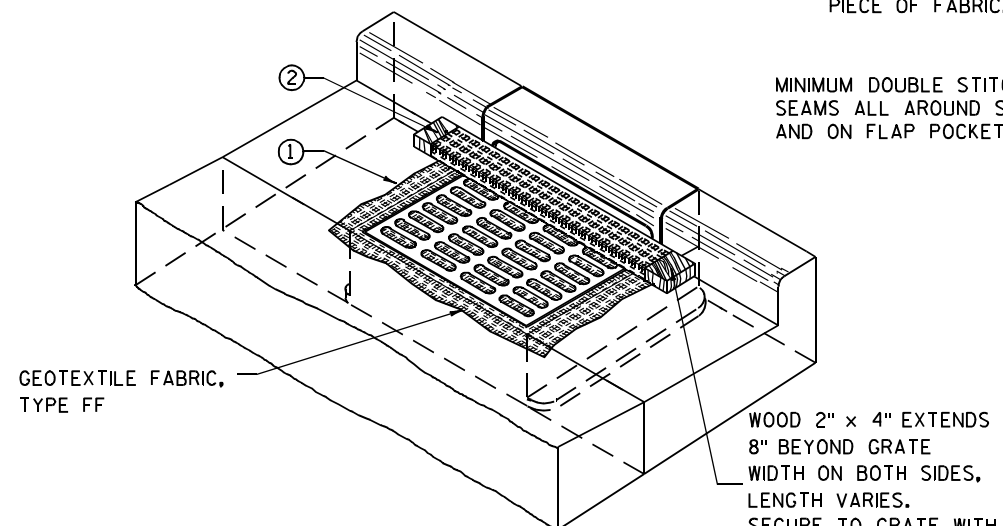
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- ③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

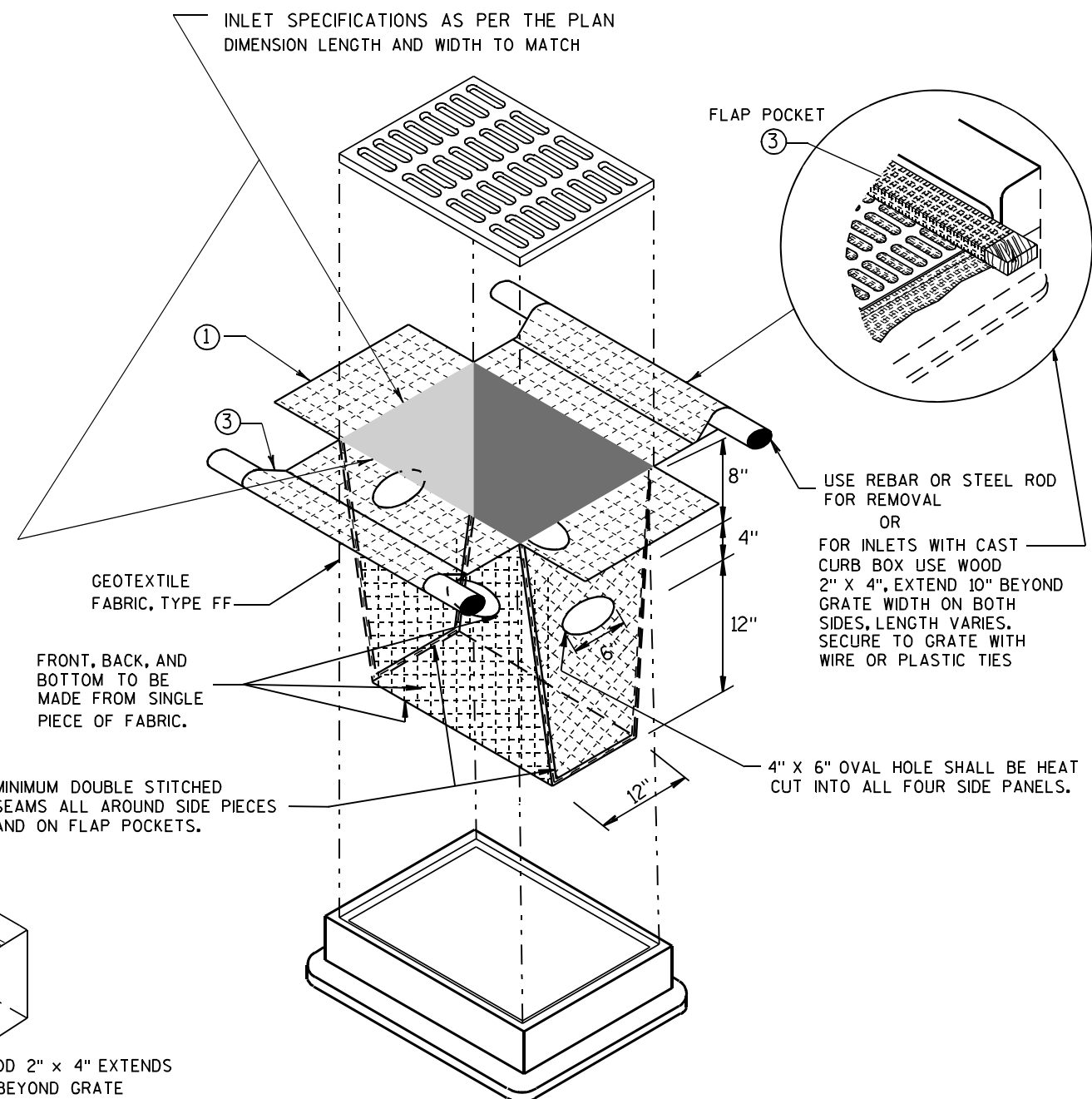
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLower THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.



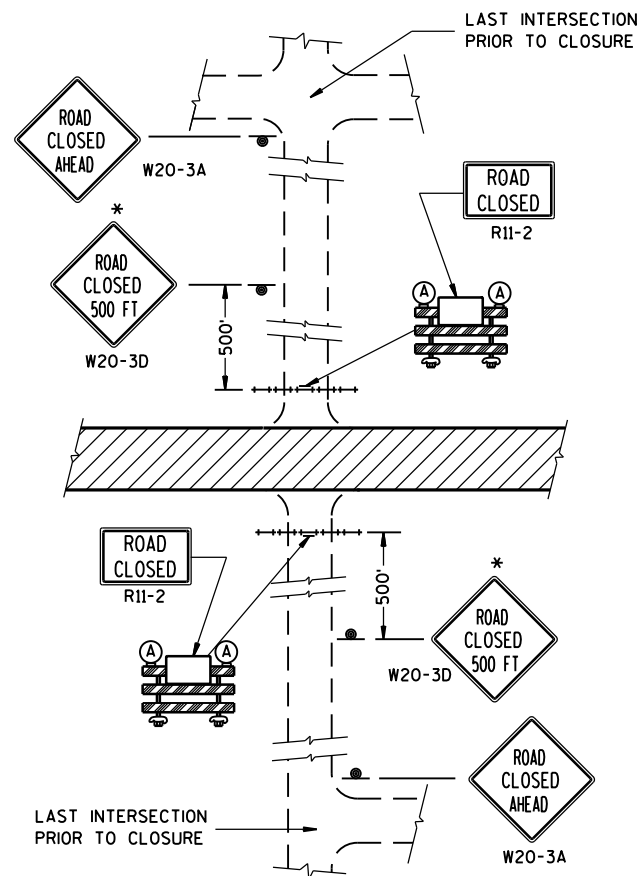
INLET PROTECTION, TYPE D

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

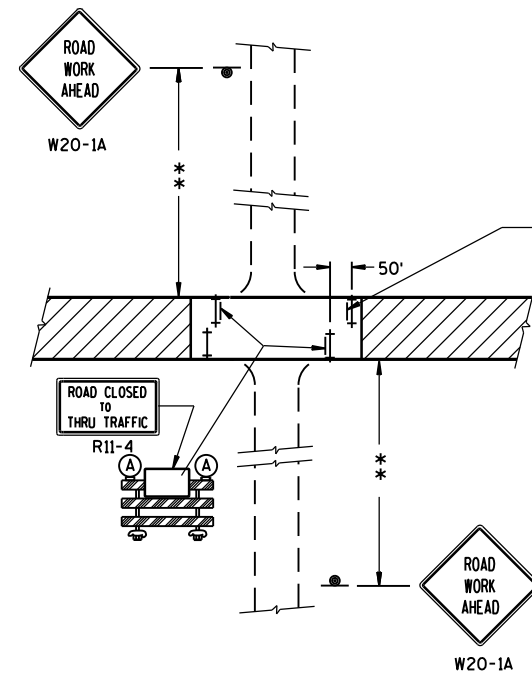
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

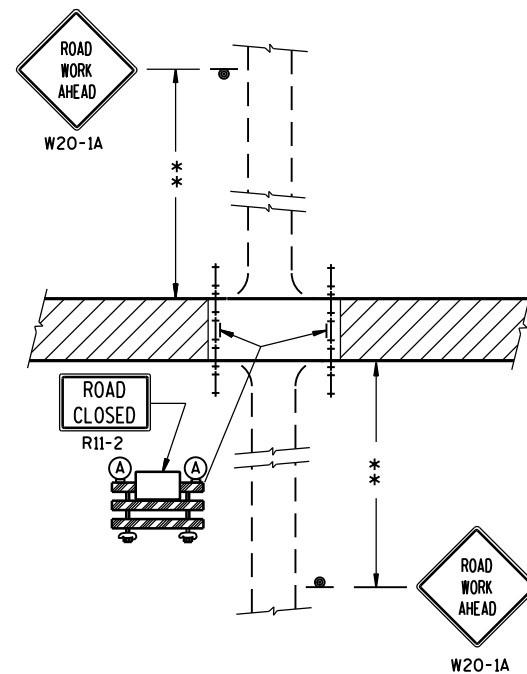
APPROVED
10/16/02 /S/ Beth Cannestra
DATE
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



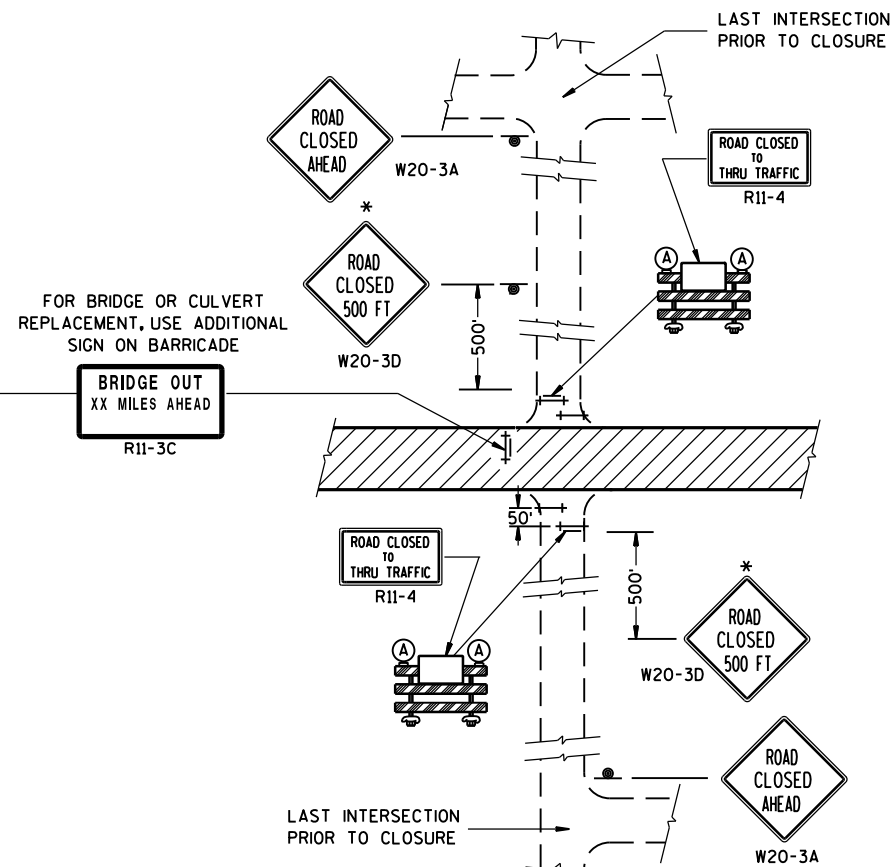
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).



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

Sept. 2015

DATE

FHWA

/S/ Peter Amakobe Atepe

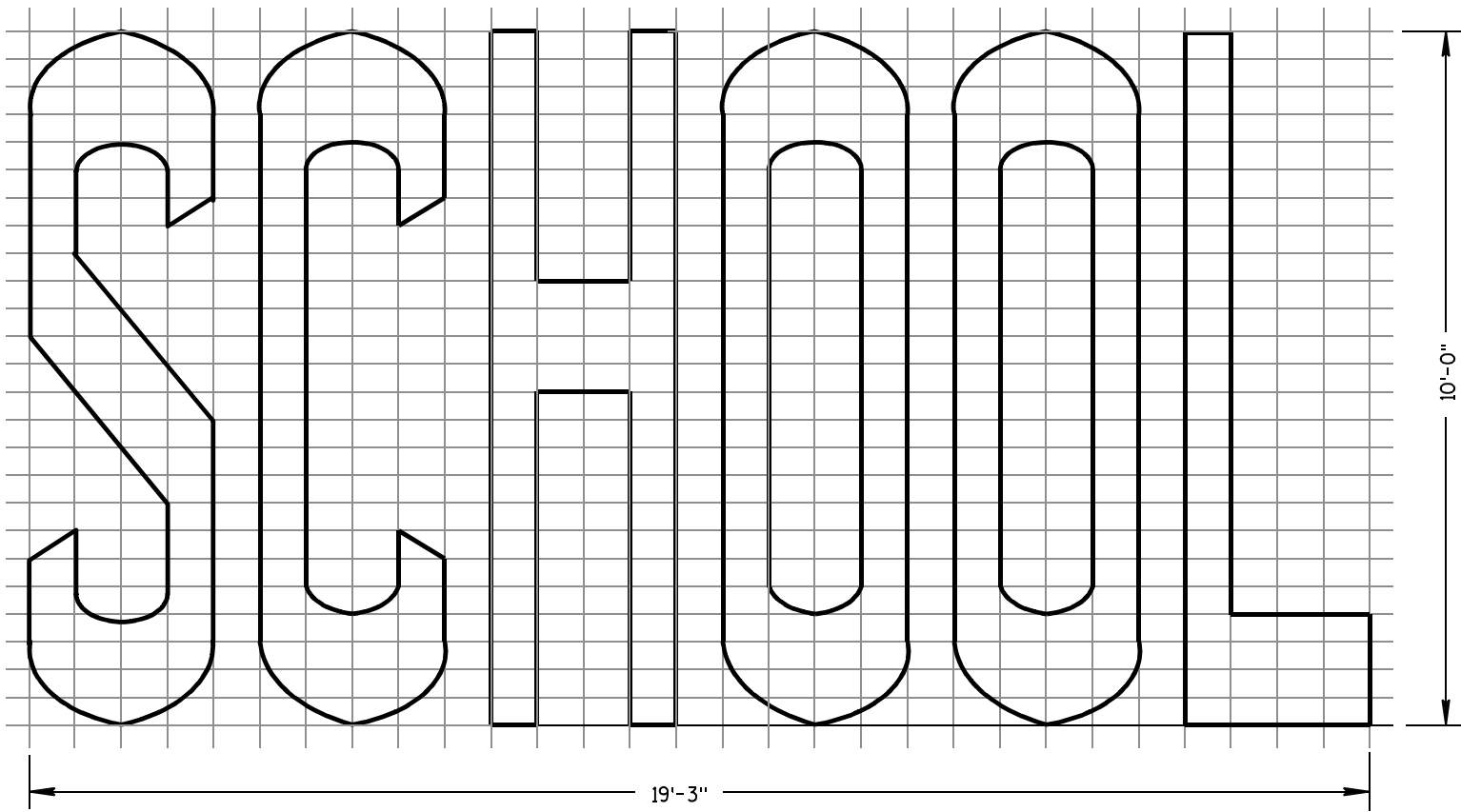
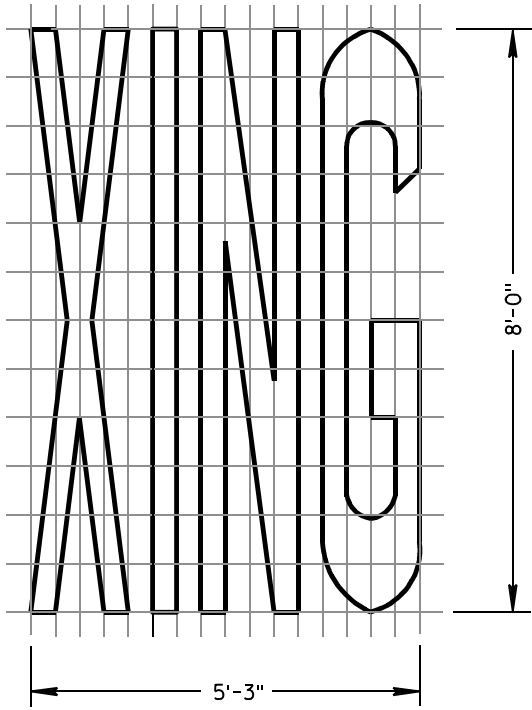
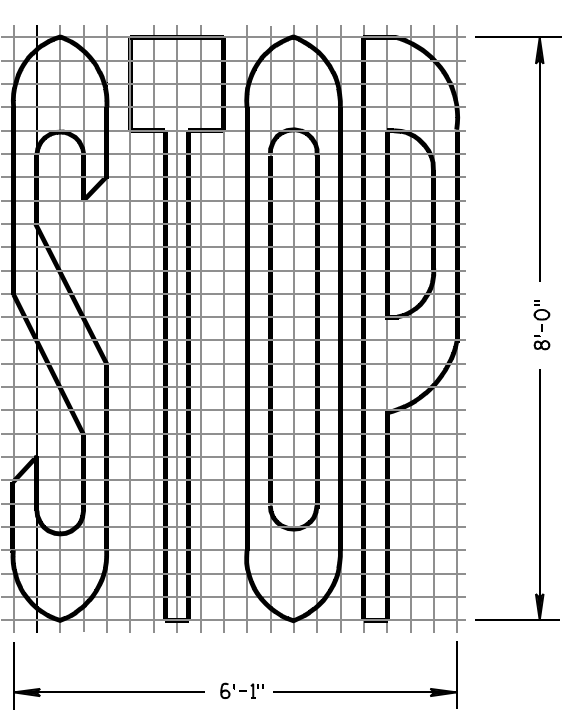
STATEWIDE WORK ZONE TRAFFIC

SAFETY ENGINEER

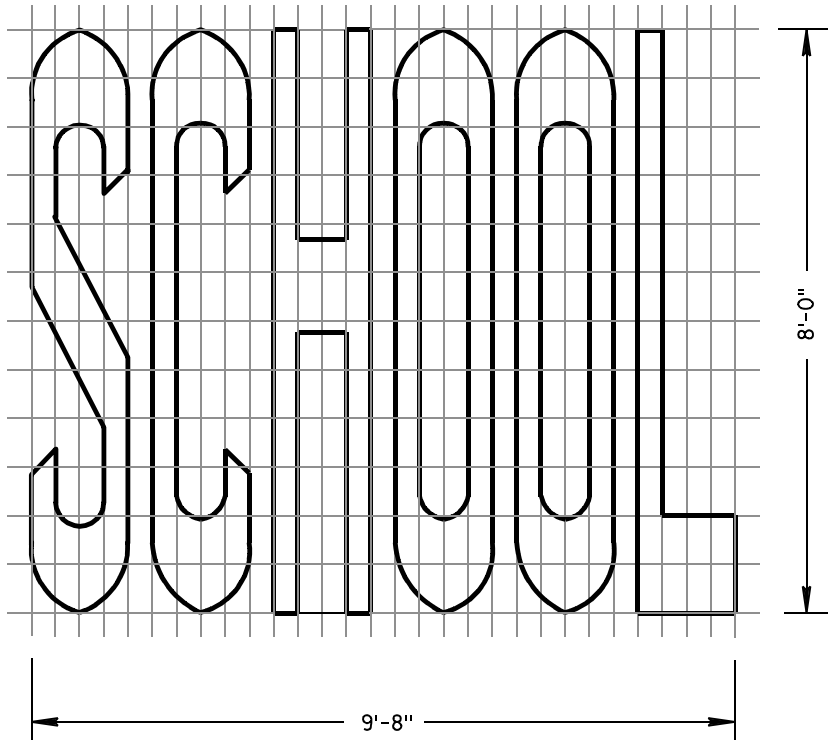
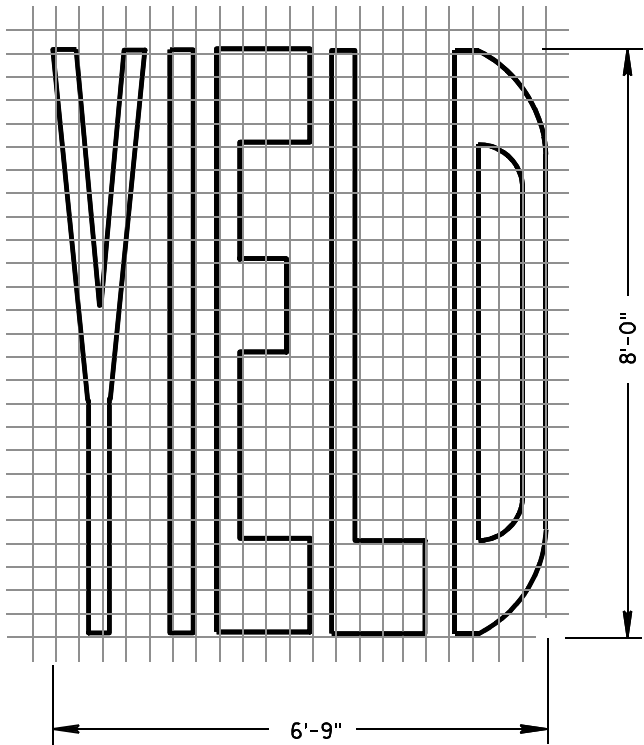
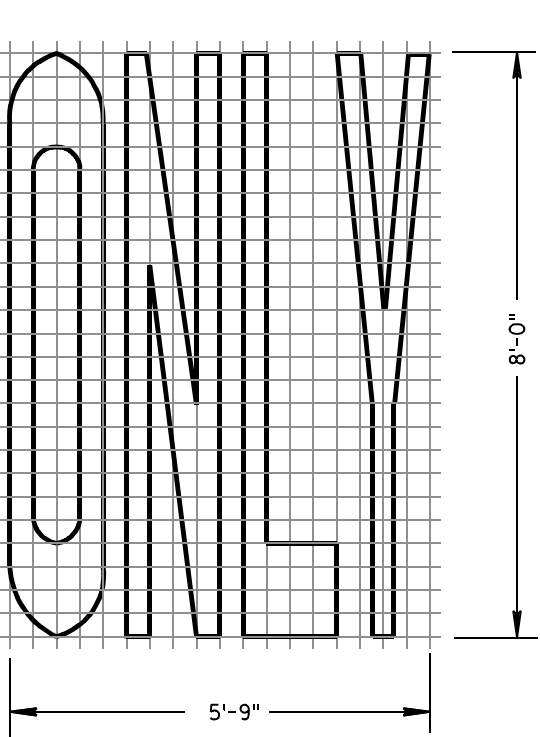
GENERAL NOTES

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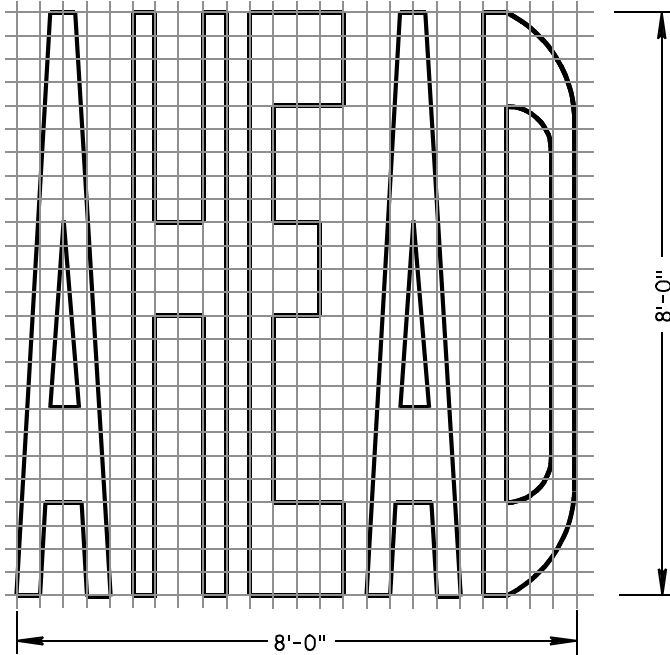
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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



TWO-LANE



SINGLE-LANE



PAVEMENT MARKING WORDS

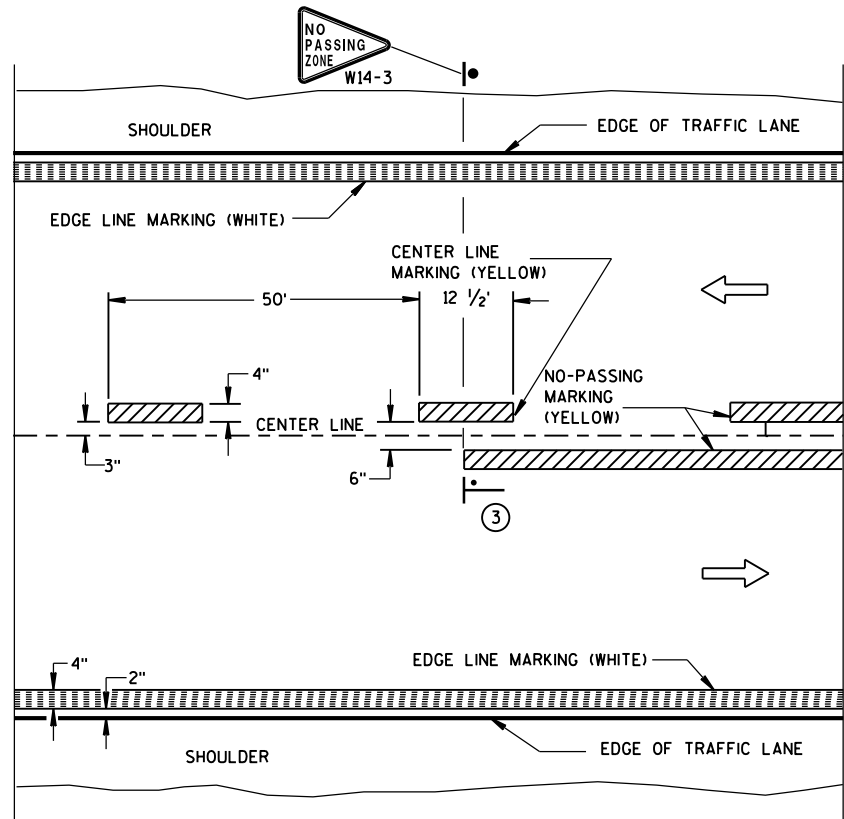
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

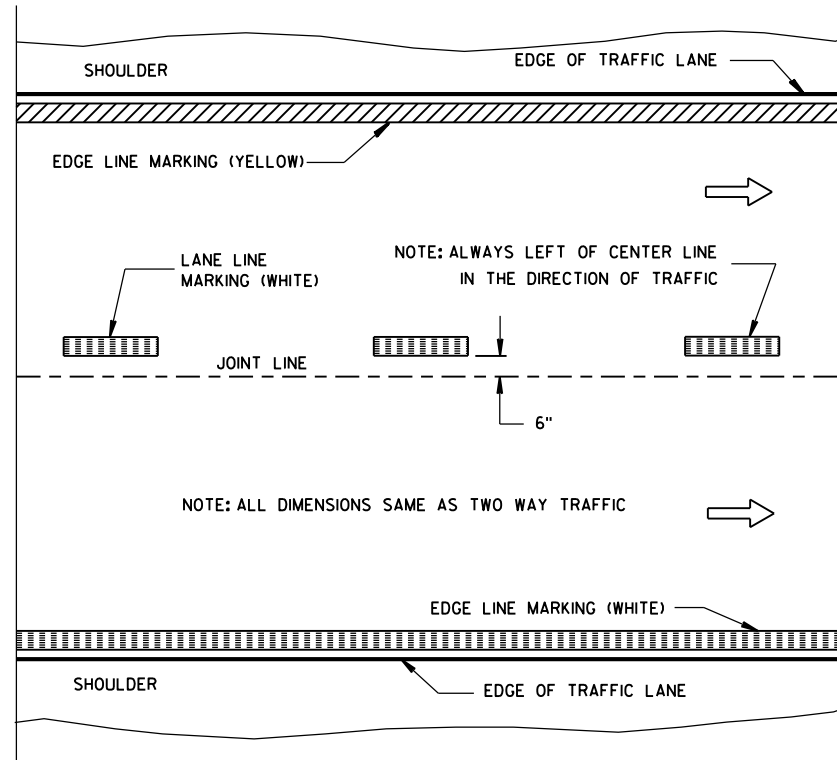
7-1-11
DATE

/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

FHWA

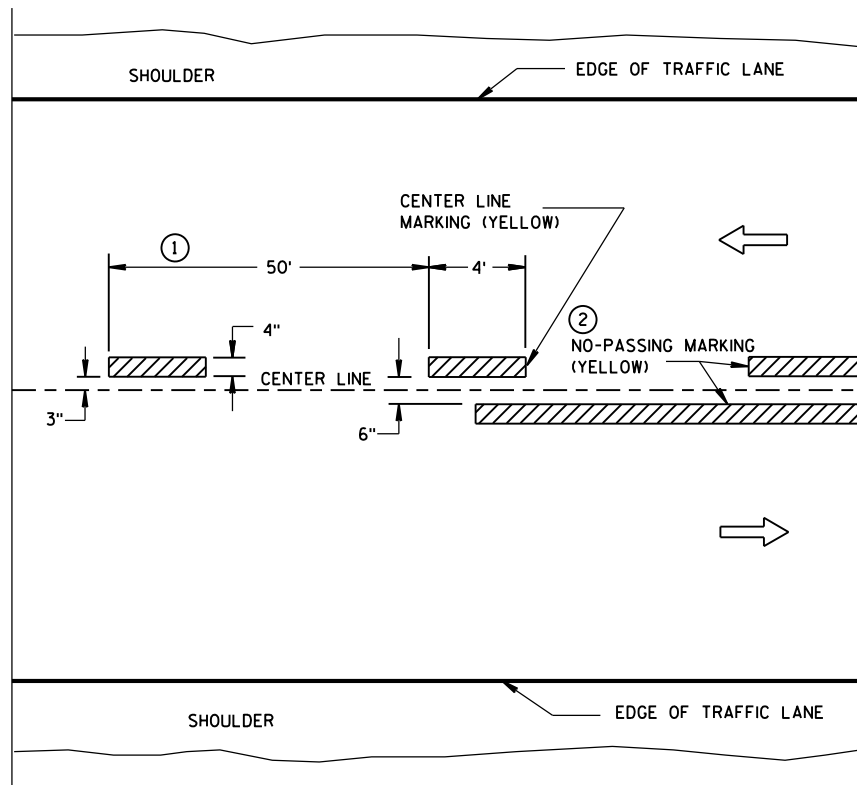


TWO WAY TRAFFIC

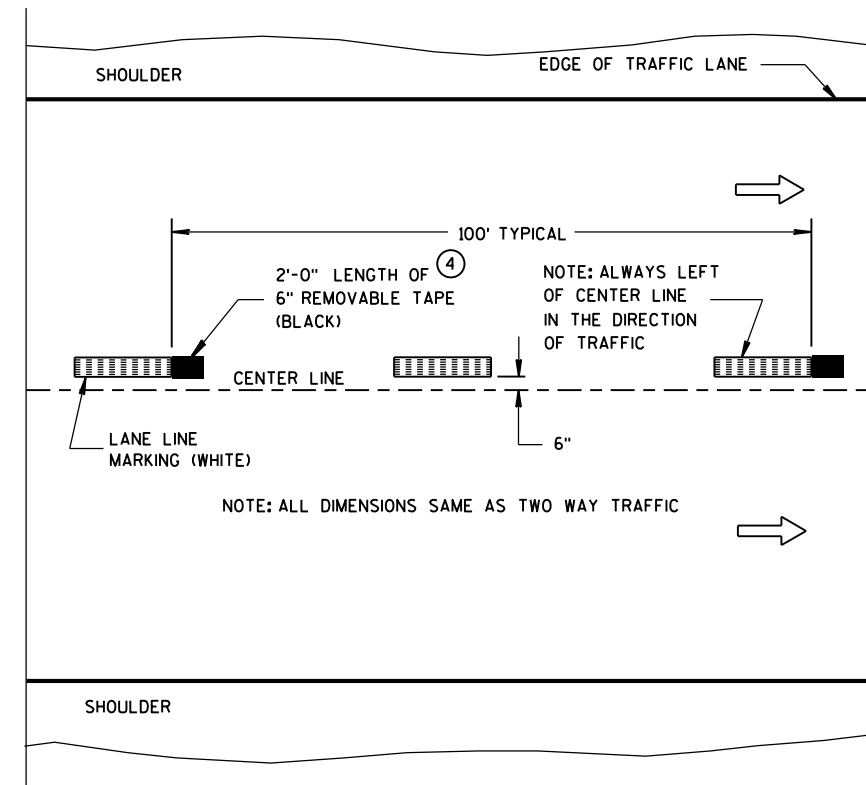


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

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

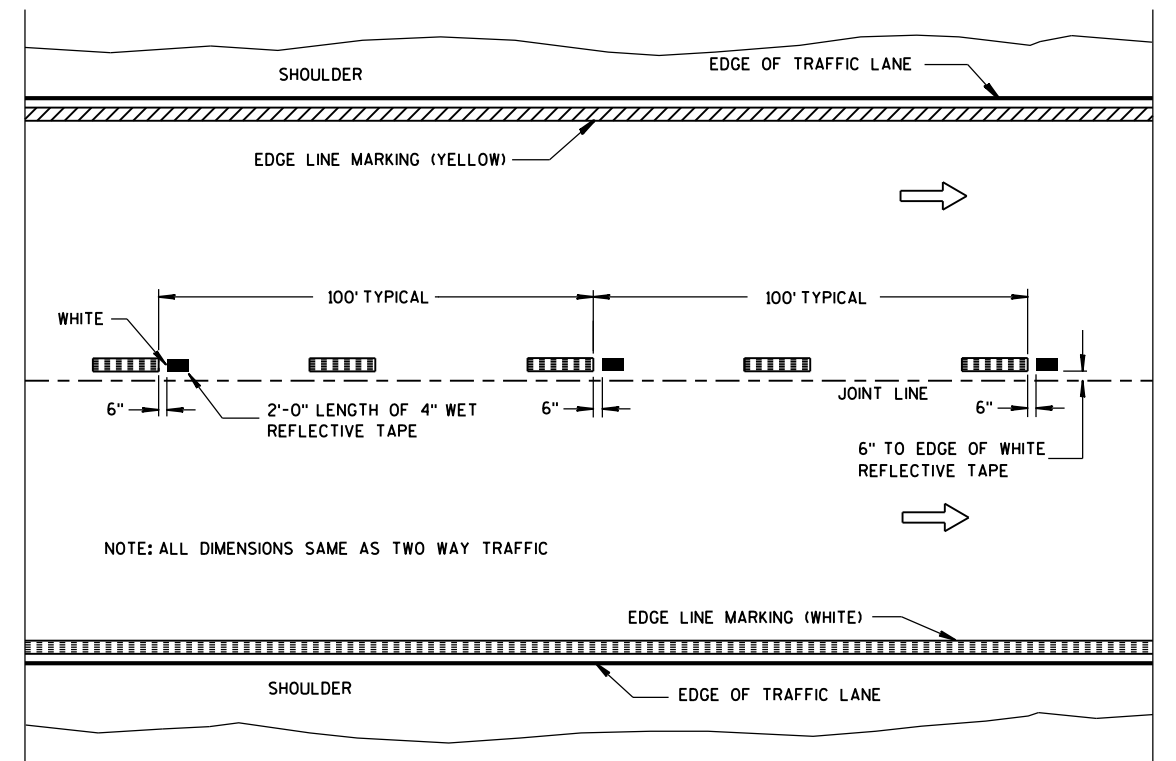
GENERAL NOTES

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

- 1 HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- 2 NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
- 3 NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
- 4 CONCRETE ONLY.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING
(MAINLINE)

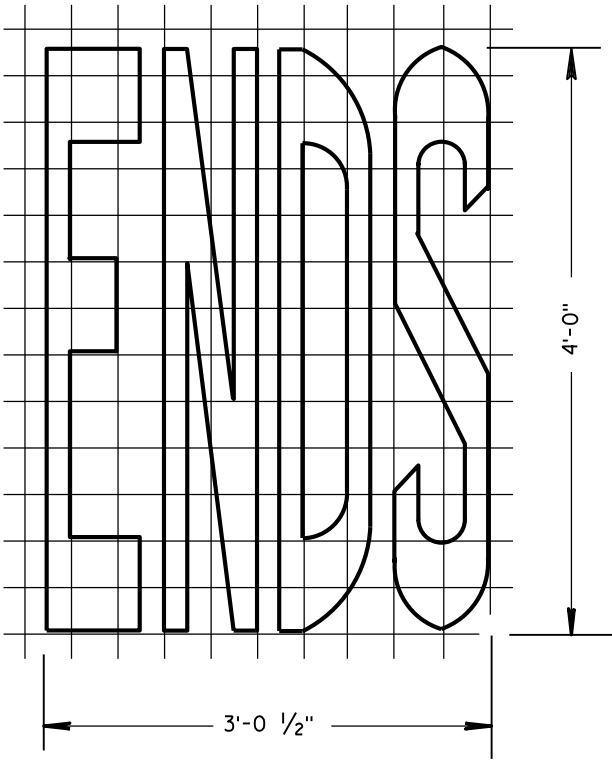
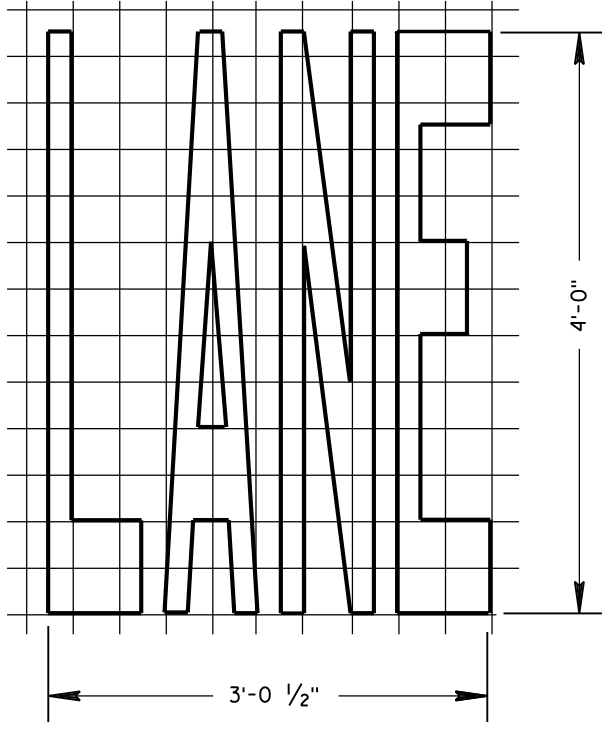
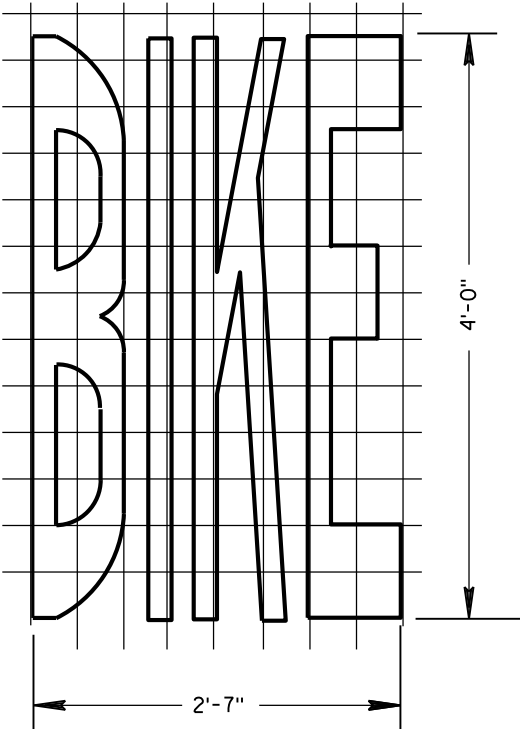
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER
FHWA

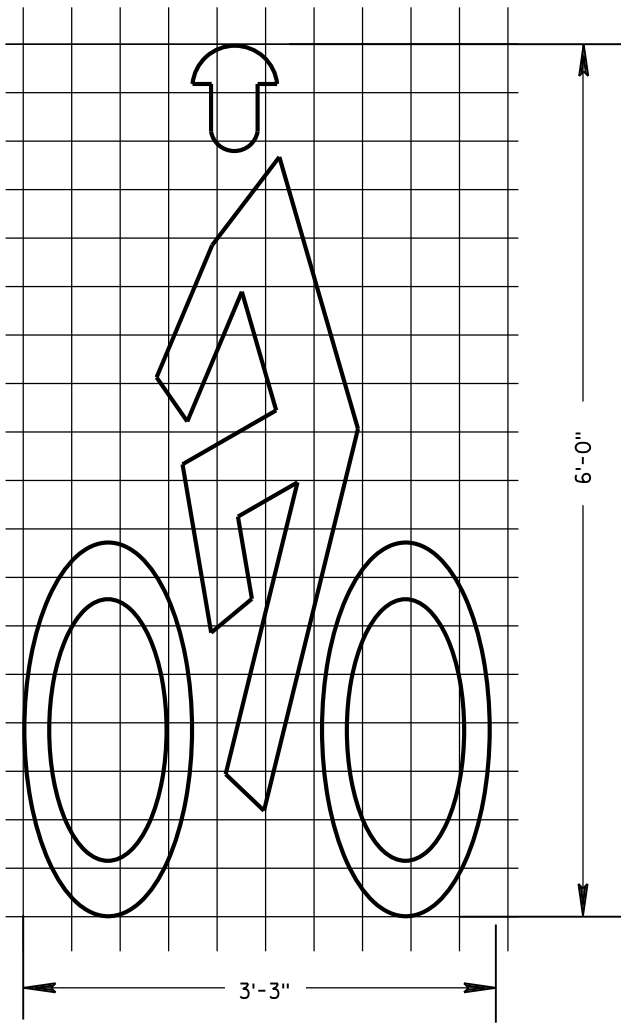
GENERAL NOTES

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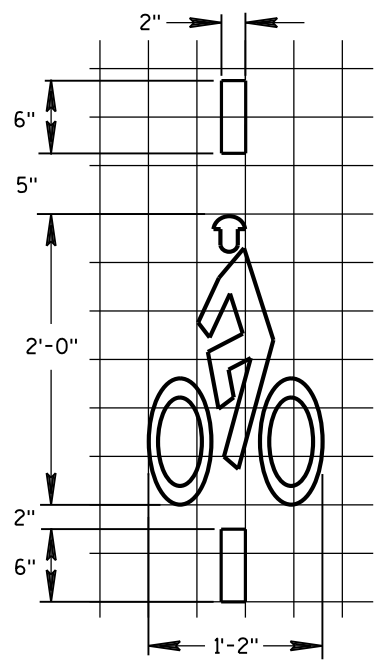
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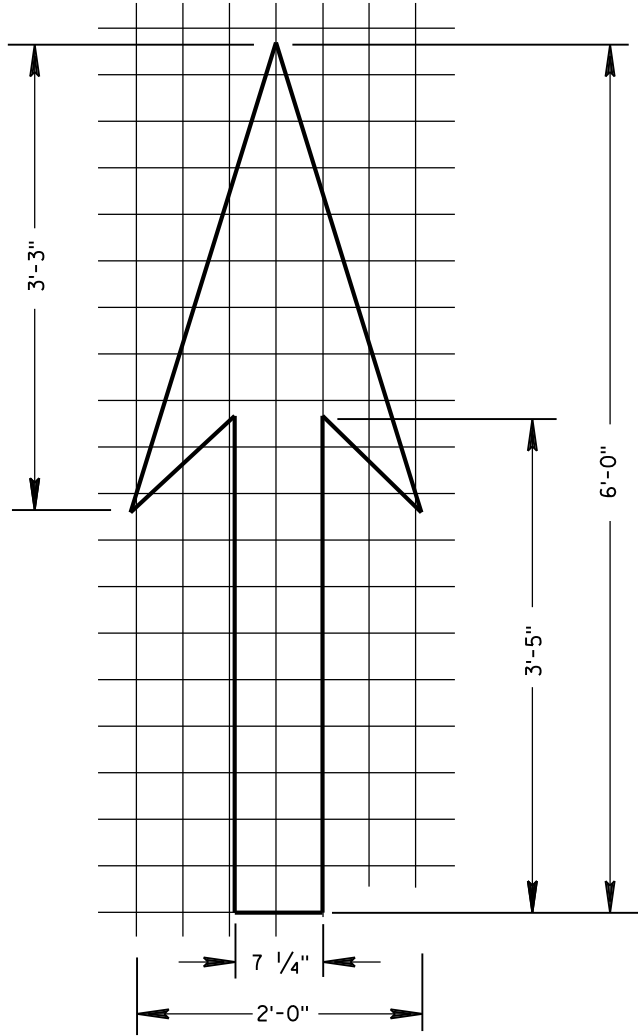
BIKE LANE WORDS



BIKE LANE SYMBOL

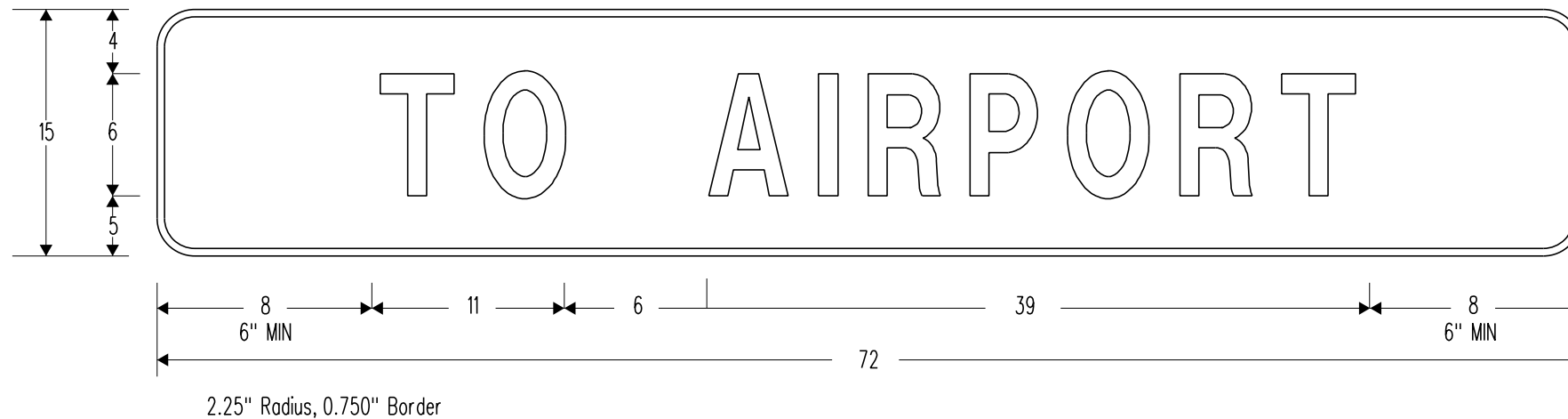


BICYCLE DETECTOR PAVEMENT MARKING



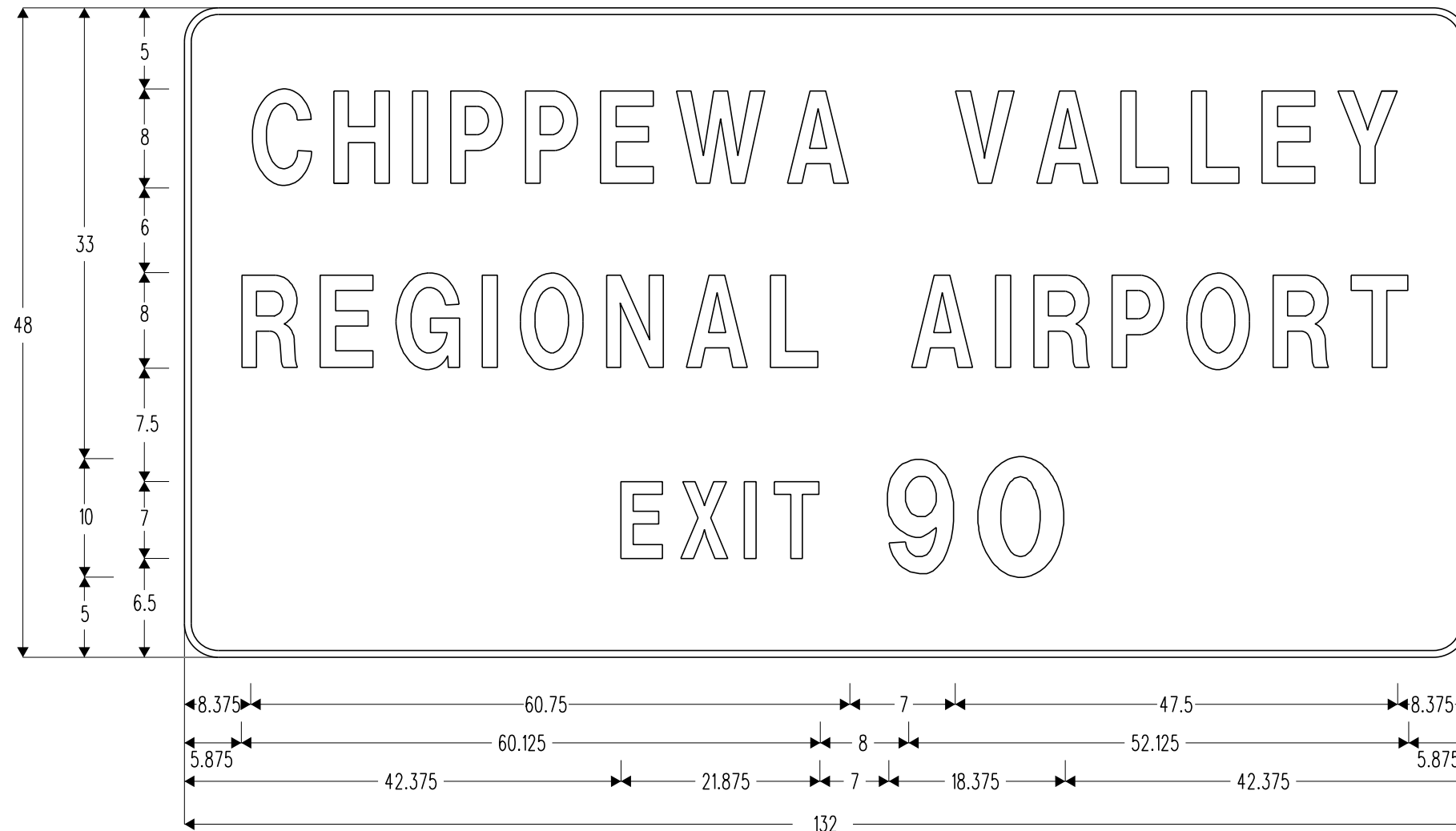
BIKE LANE ARROW

PAVEMENT MARKING FOR BIKE LANES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-30-2013 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER
FHWA	

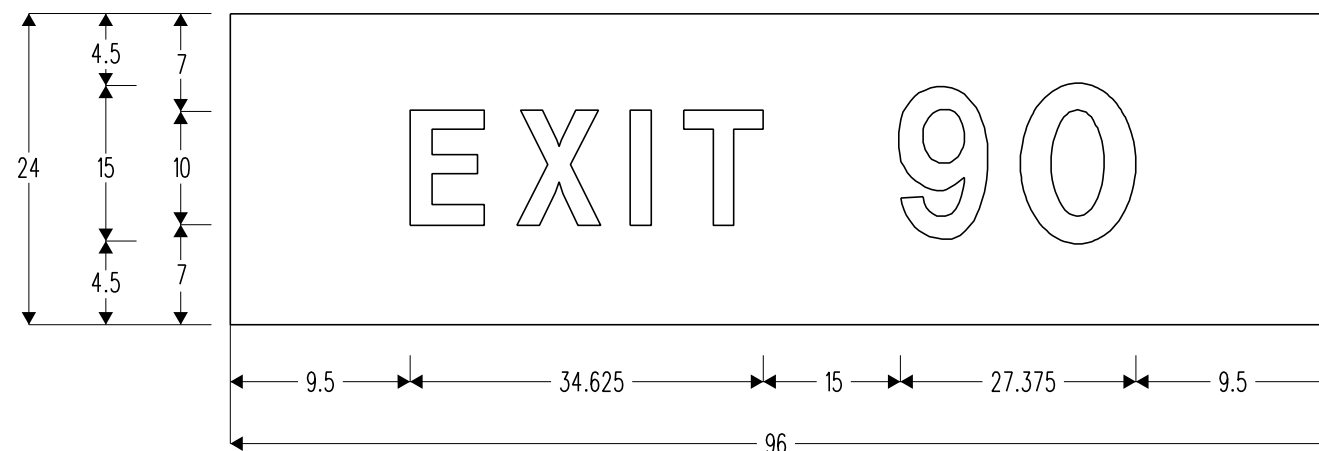


GENERAL NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "TYPE II"
3. UNLESS OTHERWISE NOTED, TYPE I AND TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE F REFLECTIVE SHEETING" AND "TYPE F MESSAGE MATERIAL".
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE AN ORANGE BACKGROUND AND BLACK MESSAGE.
5. ALL UPPER CASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E, MODIFIED". ALL LOWERCASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E, MODIFIED".
6. ALL DIMENSIONS IN INCHES. DO NOT SCALE.



6.00" Radius, 1.000" Border



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6. DO NOT SCALE.

9

STATION	CUT (CY)			FILL (CY)			MASS ORDINATE (CY)
	FACTOR	VOLUME	ADJUSTED	FACTOR	VOLUME	ADJUSTED	
13+50	1.30	0.00	0.00	0.80	0.00	0.00	0.00
14+00	1.30	127.30	165.49	0.80	15.00	12.00	153.49
14+50	1.30	139.90	181.87	0.80	4.90	3.92	331.44
15+00	1.30	138.20	179.66	0.80	6.60	5.28	505.82
15+50	1.30	133.00	172.90	0.80	7.10	5.68	673.04
16+00	1.30	137.80	179.14	0.80	3.80	3.04	849.14
16+50	1.30	152.50	198.25	0.80	2.10	1.68	1045.71
17+00	1.30	155.40	202.02	0.80	0.50	0.40	1247.33
17+50	1.30	149.00	193.70	0.80	0.00	0.00	1441.03
18+00	1.30	146.60	190.58	0.80	0.30	0.24	1631.37
18+50	1.30	139.80	181.74	0.80	1.10	0.88	1812.23
19+00	1.30	135.20	175.76	0.80	1.50	1.20	1986.79
19+50	1.30	143.40	186.42	0.80	0.70	0.56	2172.65
20+00	1.30	150.40	195.52	0.80	2.60	2.08	2366.09
20+50	1.30	167.60	217.88	0.80	4.50	3.60	2580.37
21+00	1.30	203.60	264.68	0.80	2.20	1.76	2843.29
21+50	1.30	244.30	317.59	0.80	0.20	0.16	3160.72
22+00	1.30	276.80	359.84	0.80	0.40	0.32	3520.24
22+50	1.30	280.90	365.17	0.80	1.50	1.20	3884.21
23+00	1.30	256.60	333.58	0.80	1.20	0.96	4216.83
23+50	1.30	228.30	296.79	0.80	0.80	0.64	4512.98
24+00	1.30	205.10	266.63	0.80	0.80	0.64	4778.97
24+50	1.30	191.60	249.08	0.80	1.80	1.44	5026.61
25+00	1.30	188.00	244.40	0.80	2.50	2.00	5269.01
25+50	1.30	197.50	256.75	0.80	19.30	15.44	5510.32
26+00	1.30	227.10	295.23	0.80	21.10	16.88	5788.67
26+50	1.30	237.90	309.27	0.80	23.40	18.72	6079.22
27+00	1.30	223.70	290.81	0.80	37.90	30.32	6339.71
27+50	1.30	207.60	269.88	0.80	25.50	20.40	6589.19
28+00	1.30	199.60	259.48	0.80	16.60	13.28	6835.39
28+50	1.30	188.90	245.57	0.80	20.70	16.56	7064.40
29+00	1.30	164.40	213.72	0.80	35.90	28.72	7249.40
29+50	1.30	157.80	205.14	0.80	55.40	44.32	7410.22
30+00	1.30	163.80	212.94	0.80	79.50	63.60	7559.56
30+50	1.30	156.40	203.32	0.80	101.10	80.88	7682.00
31+00	1.30	152.20	197.86	0.80	116.10	92.88	7786.98
31+50	1.30	148.70	193.31	0.80	129.40	103.52	7876.77
32+00	1.30	130.20	169.26	0.80	152.90	122.32	7923.71
32+50	1.30	100.00	130.00	0.80	175.00	140.00	7913.71
33+00	1.30	70.20	91.26	0.80	176.70	141.36	7863.61
33+50	1.30	69.40	90.22	0.80	148.90	119.12	7834.71
34+00	1.30	95.90	124.67	0.80	87.50	70.00	7889.38
34+50	1.30	121.20	157.56	0.80	43.90	35.12	8011.82
35+00	1.30	132.30	171.99	0.80	43.50	34.80	8149.01
35+50	1.30	138.40	179.92	0.80	42.70	34.16	8294.77
36+00	1.30	149.10	193.83	0.80	35.70	28.56	8460.04
36+50	1.30	153.60	199.68	0.80	34.70	27.76	8631.96
37+00	1.30	147.20	191.36	0.80	33.60	26.88	8796.44
37+50	1.30	144.30	187.59	0.80	30.90	24.72	8959.31
38+00	1.30	152.00	197.60	0.80	26.70	21.36	9135.55
38+50	1.30	155.10	201.63	0.80	29.70	23.76	9313.42
39+00	1.30	151.90	197.47	0.80	34.90	27.92	9482.97
39+50	1.30	151.90	197.47	0.80	25.70	20.56	9659.88
40+00	1.30	144.70	188.11	0.80	19.20	15.36	9832.63
40+50	1.30	143.30	186.29	0.80	23.80	19.04	9999.88
41+00	1.30	145.70	189.41	0.80	28.30	22.64	10166.65
41+50	1.30	153.70	199.81	0.80	19.50	15.60	10350.86
42+00	1.30	155.70	202.41	0.80	17.20	13.76	10539.51
42+50	1.30	148.10	192.53	0.80	19.90	15.92	10716.12
43+00	1.30	135.50	176.15	0.80	20.10	16.08	10876.19
43+50	1.30	112.40	146.12	0.80	28.90	23.12	10999.19
44+00	1.30	103.30	134.29	0.80	35.70	28.56	11104.92
44+50	1.30	105.90	137.67	0.80	34.00	27.20	11215.39
45+00	1.30	113.50	147.55	0.80	29.90	23.92	11339.02
45+50	1.30	118.00	153.40	0.80	36.10	28.88	11463.54
46+00	1.30	120.90	157.17	0.80	40.30	32.24	11588.47
46+50	1.30	124.60	161.98	0.80	37.40	29.92	11720.53
47+00	1.30	126.10	163.93	0.80	33.90	27.12	11857.34
47+50	1.30	125.70	163.41	0.80	27.50	22.00	11998.75
48+00	1.30	119.60	155.48	0.80	31.20	24.96	12129.27
48+50	1.30	115.10	149.63	0.80	43.40	34.72	12244.18
49+00	1.30	111.60	145.08	0.80	51.10	40.88	12348.38
49+50	1.30	90.70	117.91	0.80	53.20	42.56	12423.73
50+00	1.30	62.10	80.73	0.80	73.90	59.12	12445.34
50+50	1.30	59.70	77.61	0.80	103.50	82.80	12440.15
51+00	1.30	83.20	108.16	0.80	106.20	84.96	12463.35
TOTALS	CUT (CY)	11298.70	14688.31	FILL (CY)	2781.20	2224.96	

CUT INCLUDES PAVEMENT AND BASE MATERIAL

PROJECT NO: 7995-02-22

HWY: MELBY STREET

COUNTY: CHIPPEWA

EARTHWORK

SHEET

E

FILE NAME :

PLOT DATE :

PLOT BY :

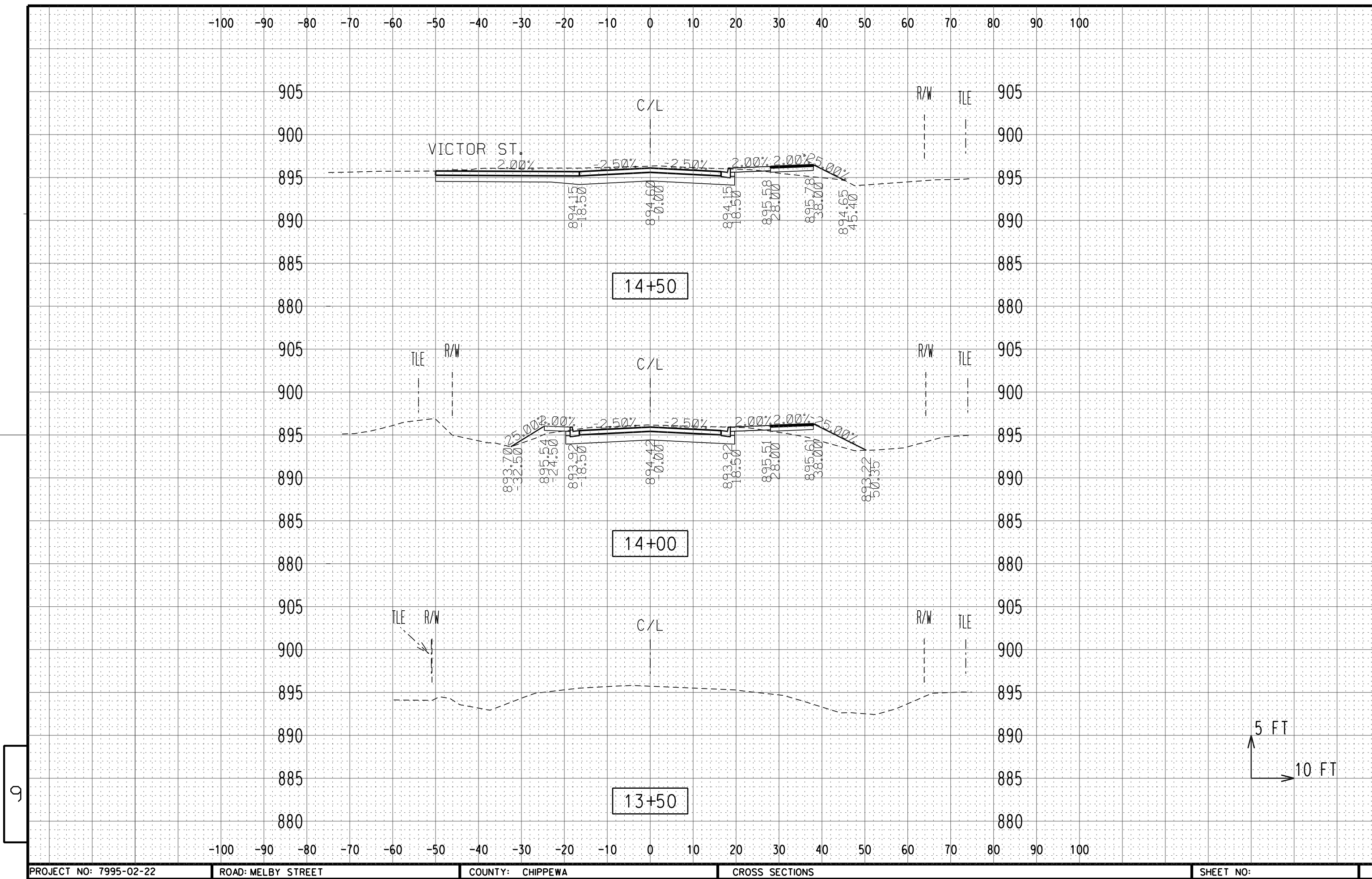
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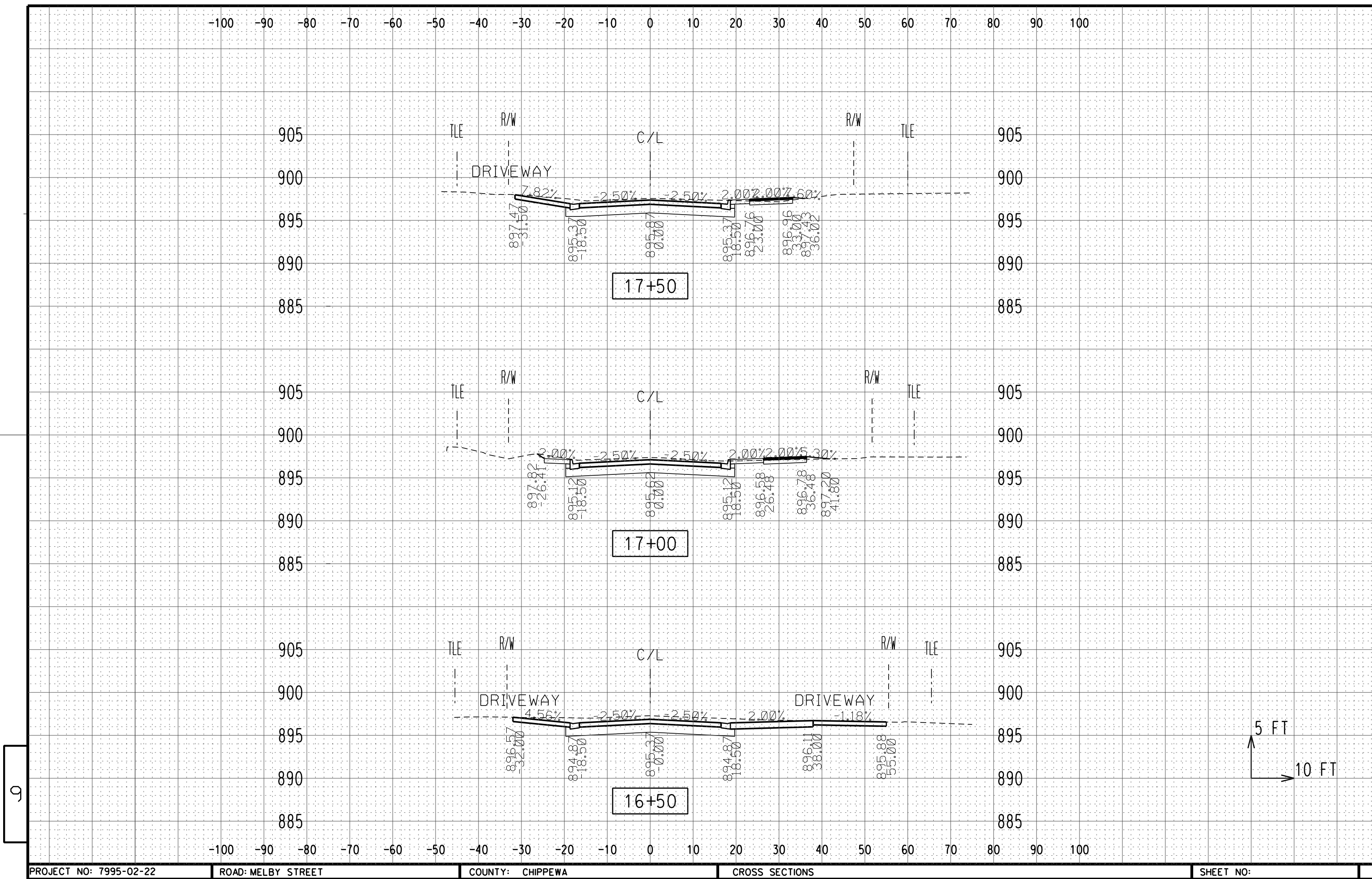
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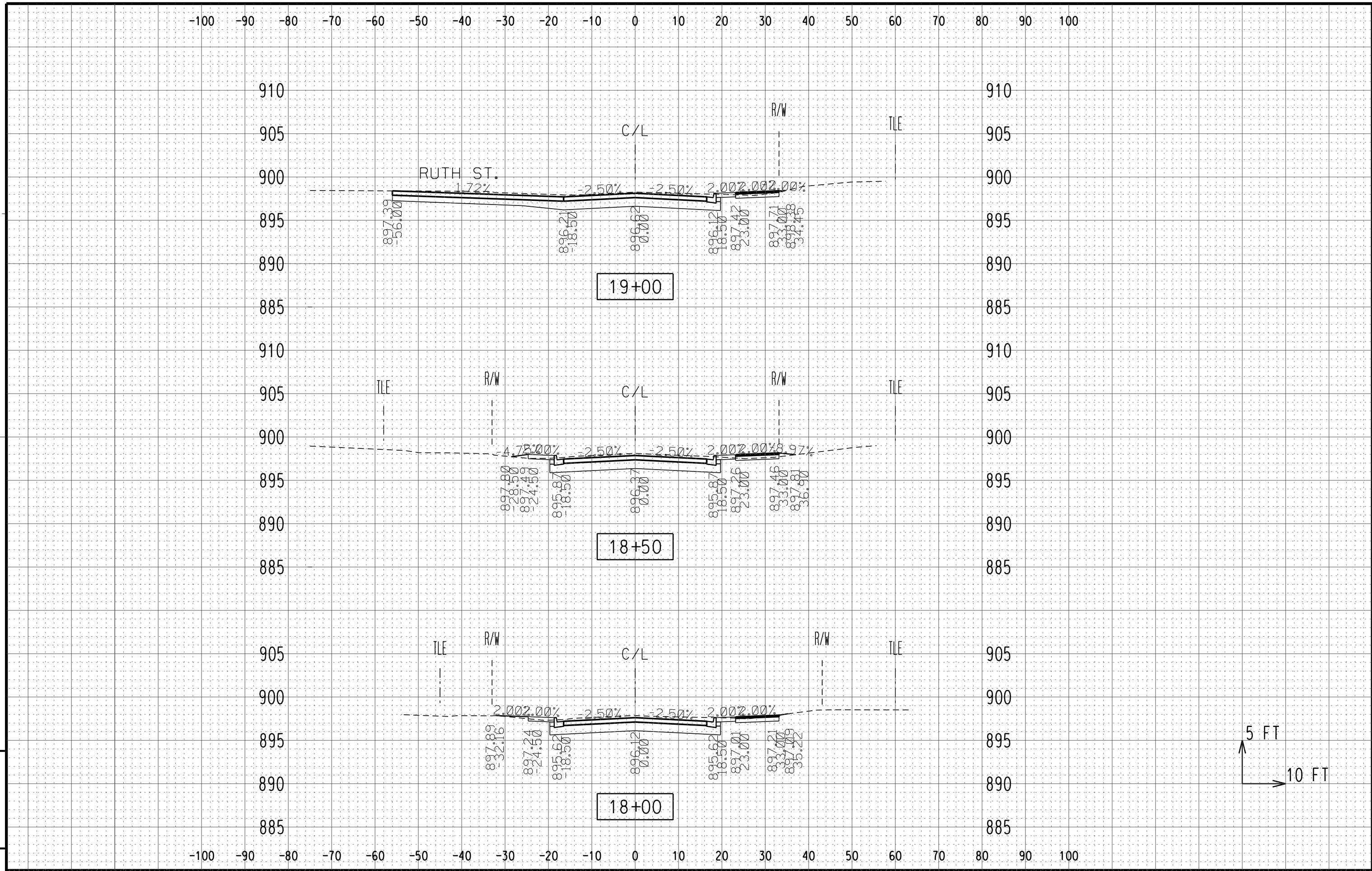
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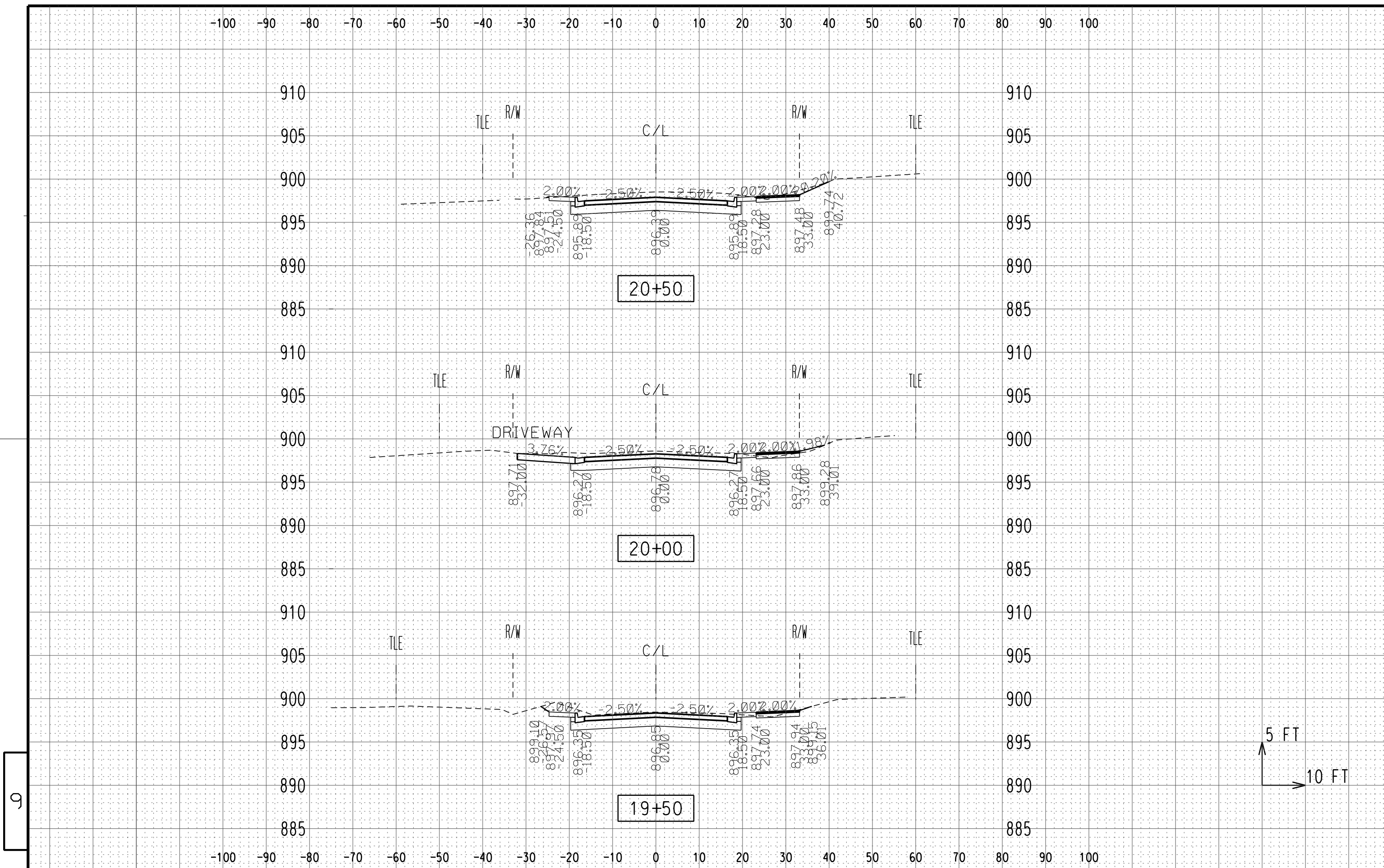
POND EARTHWORK TABLE

STATION	CUT (CY)			FILL (CY)			MASS ORDINATE (CY)
	FACTOR	VOLUME	ADJUSTED	FACTOR	VOLUME	ADJUSTED	
10+50	1.30	490.56	637.72	0.80	24.19	19.35	618.37
11+00	1.30	2370.37	3081.48	0.80	0.73	0.58	3699.27
11+50	1.30	4438.19	5769.64	0.80	23.91	19.13	9449.78
12+00	1.30	5197.48	6756.73	0.80	5.72	4.58	16201.93
12+50	1.30	6441.15	8373.49	0.80	1.67	1.34	24574.08
13+00	1.30	7161.30	9309.69	0.80	3.59	2.87	33880.90
13+50	1.30	8089.81	10516.76	0.80	7.20	5.76	44391.90
14+00	1.30	9194.67	11953.07	0.80	2.52	2.02	56342.95
14+50	1.30	8020.11	10426.14	0.80	0.93	0.74	66768.35
15+00	1.30	6304.07	8195.30	0.80	0.41	0.33	74963.32
15+50	1.30	2059.15	2676.89	0.80	2.13	1.70	77638.51
TOTALS	CUT (CY)	59766.85	77696.91	FILL (CY)	73.00	58.40	



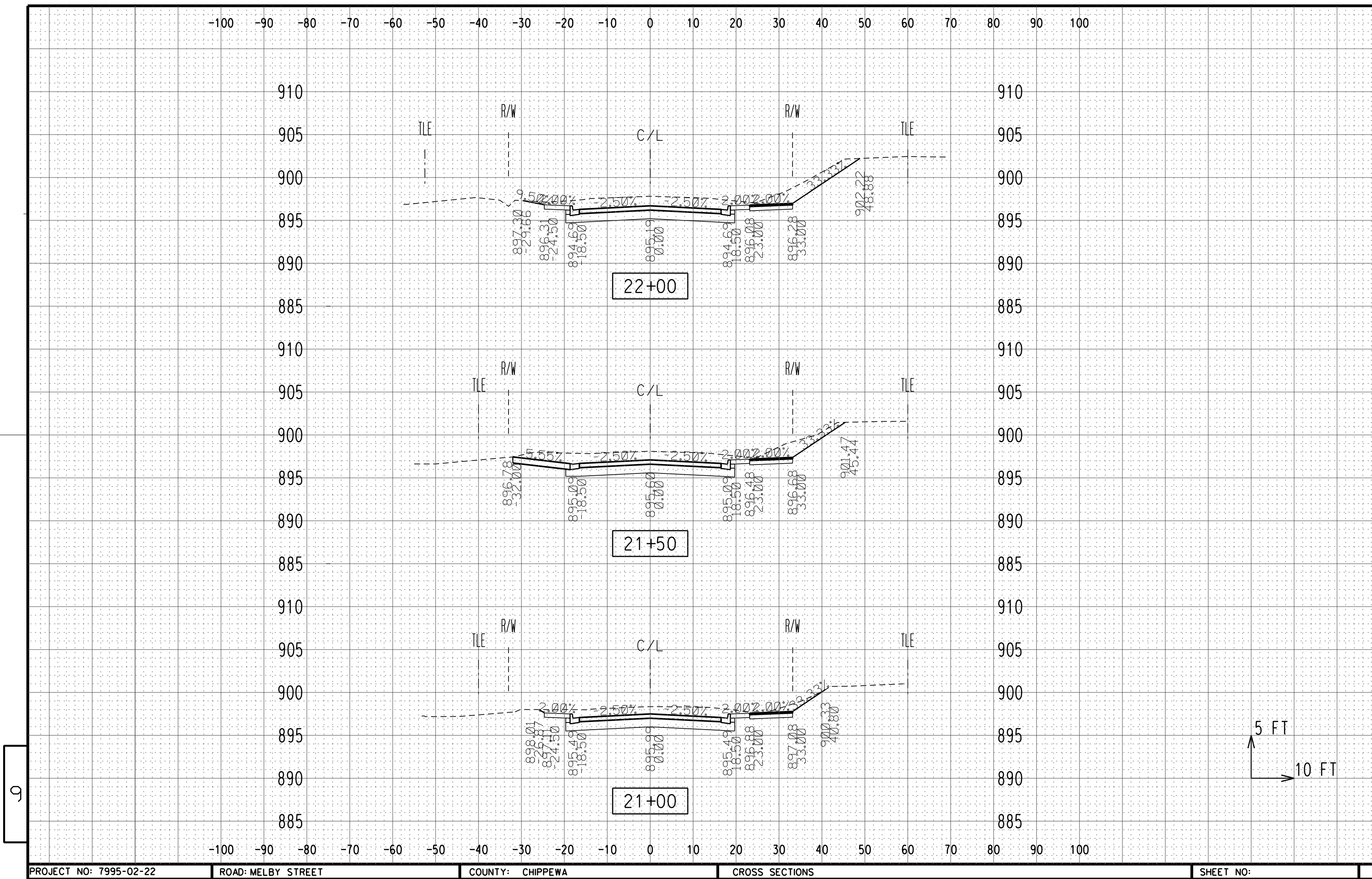






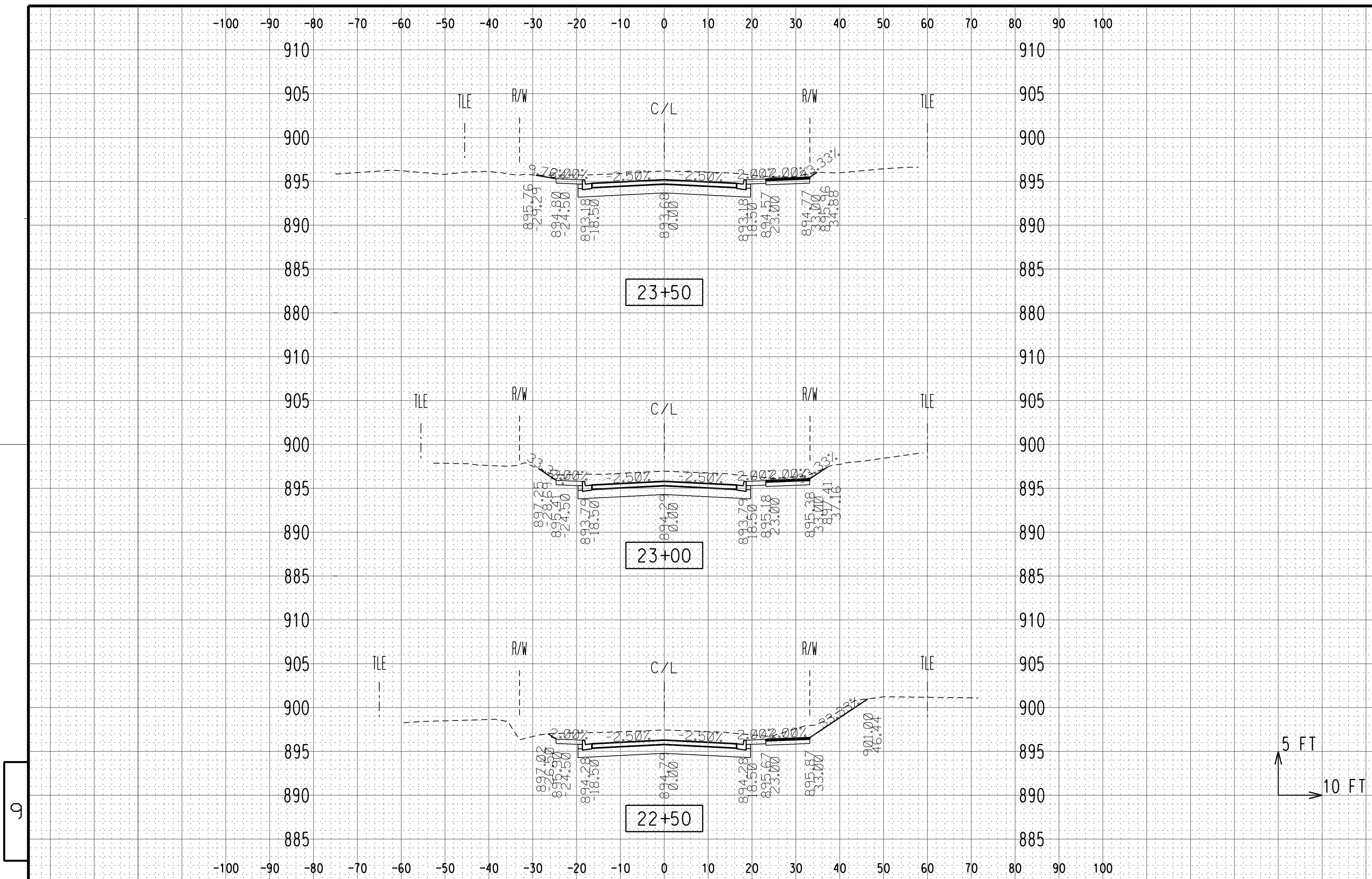
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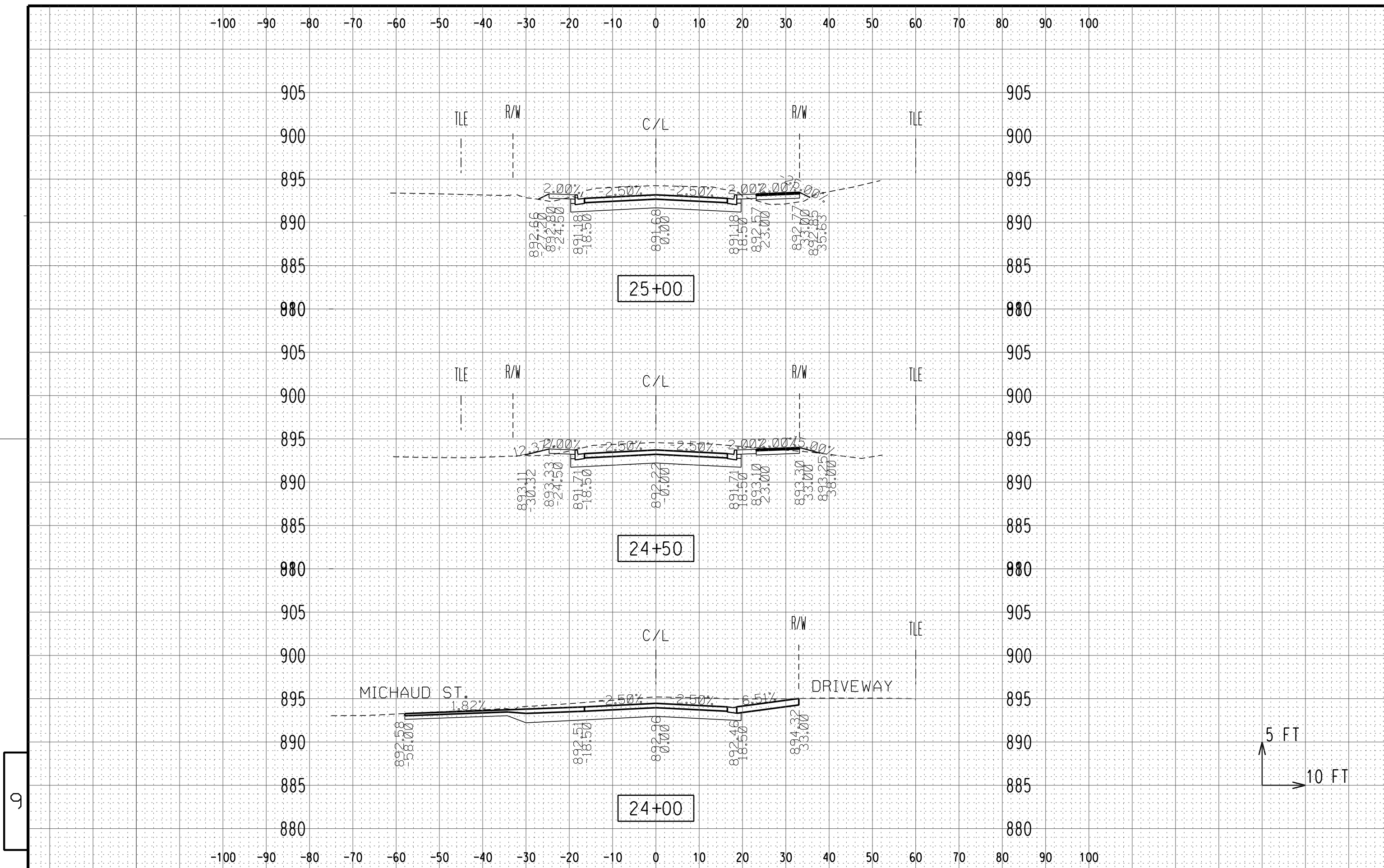
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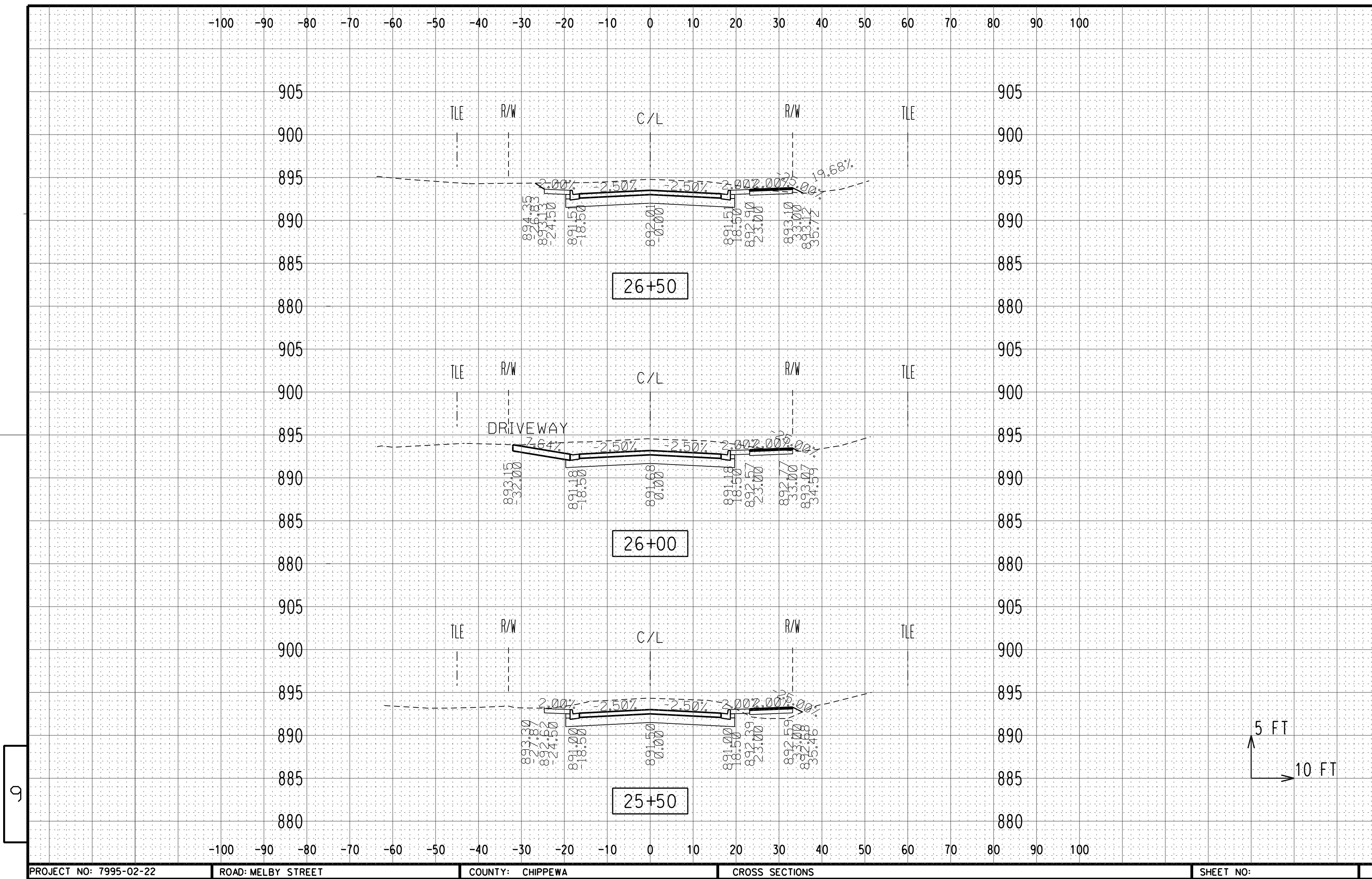


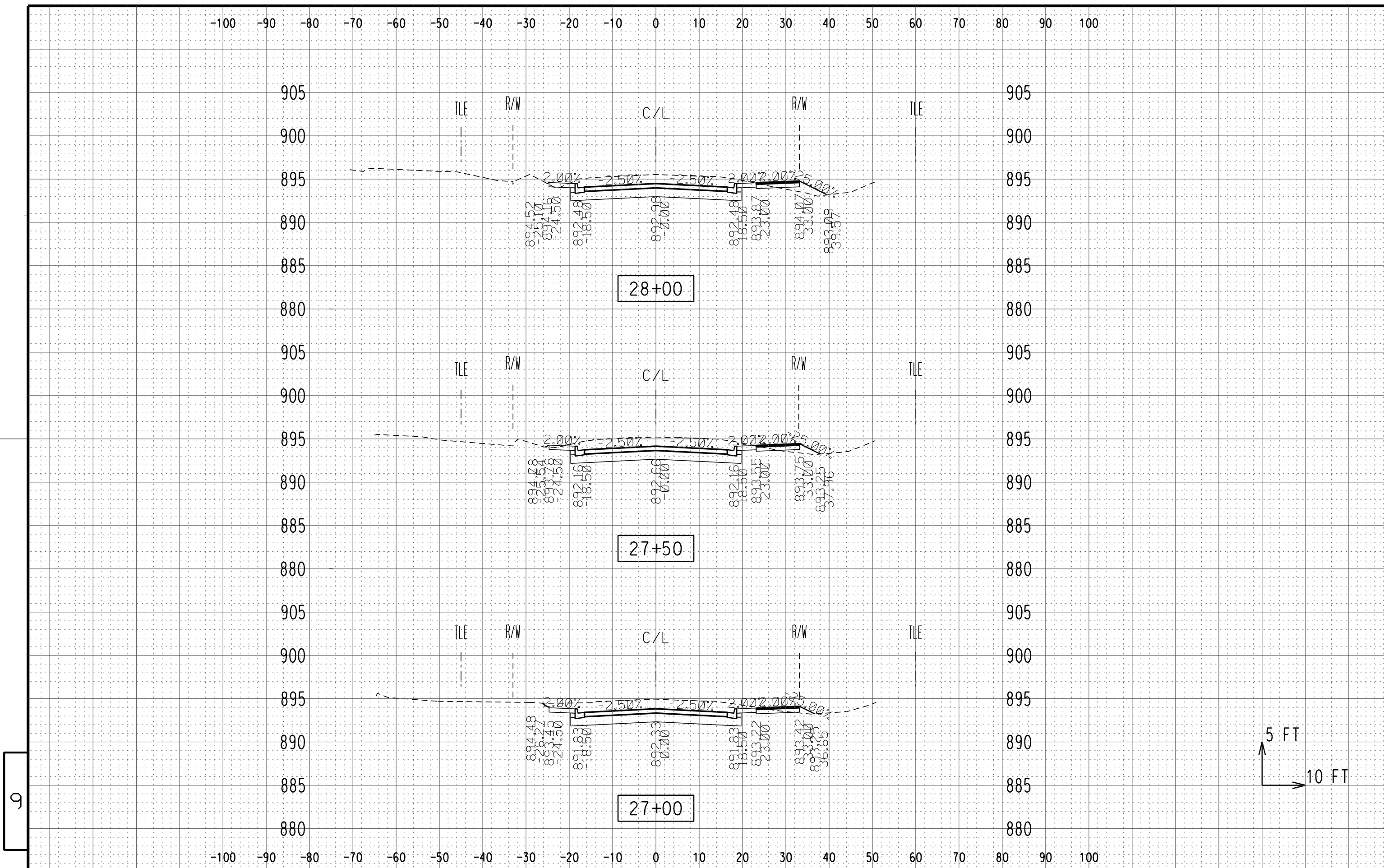
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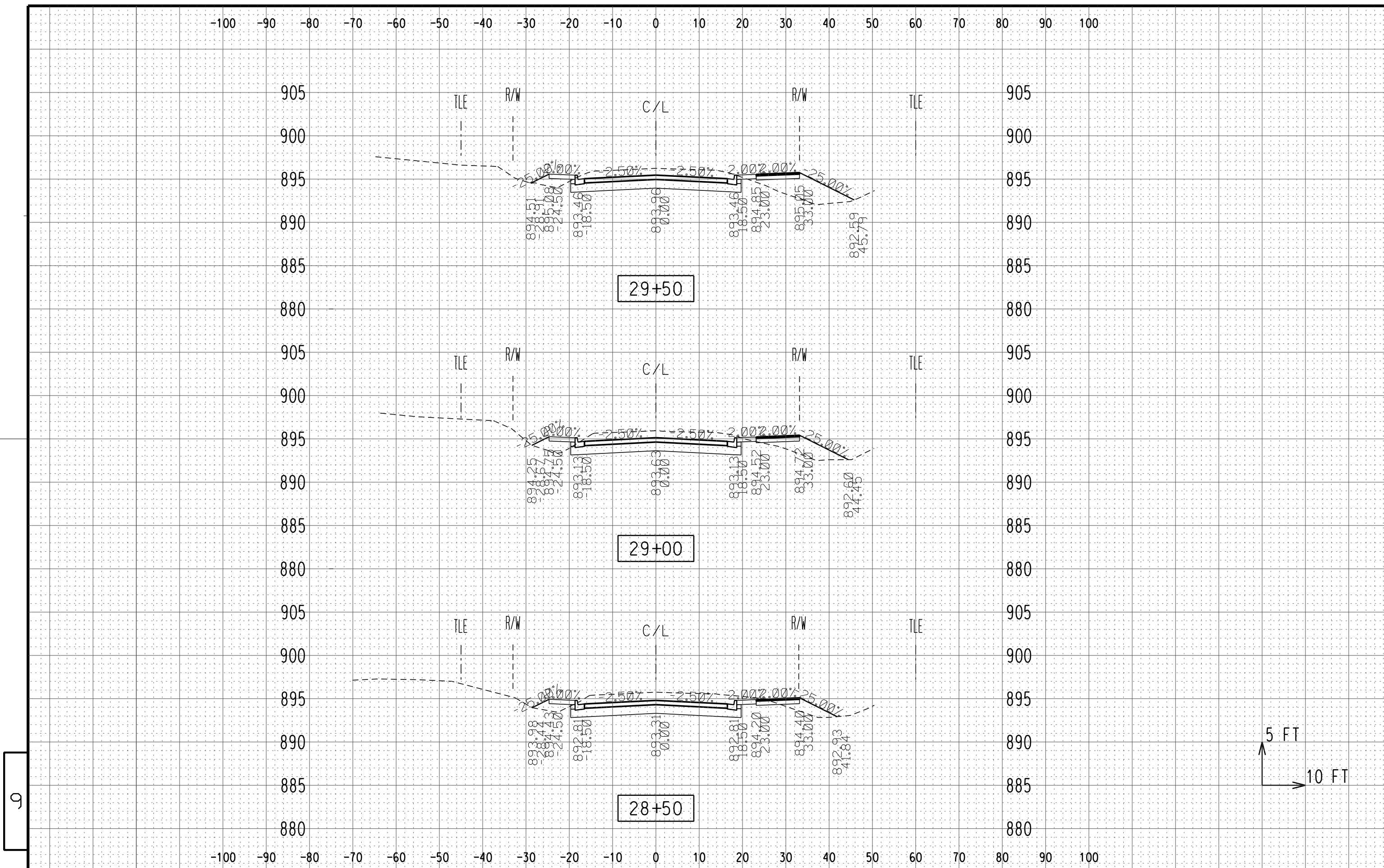
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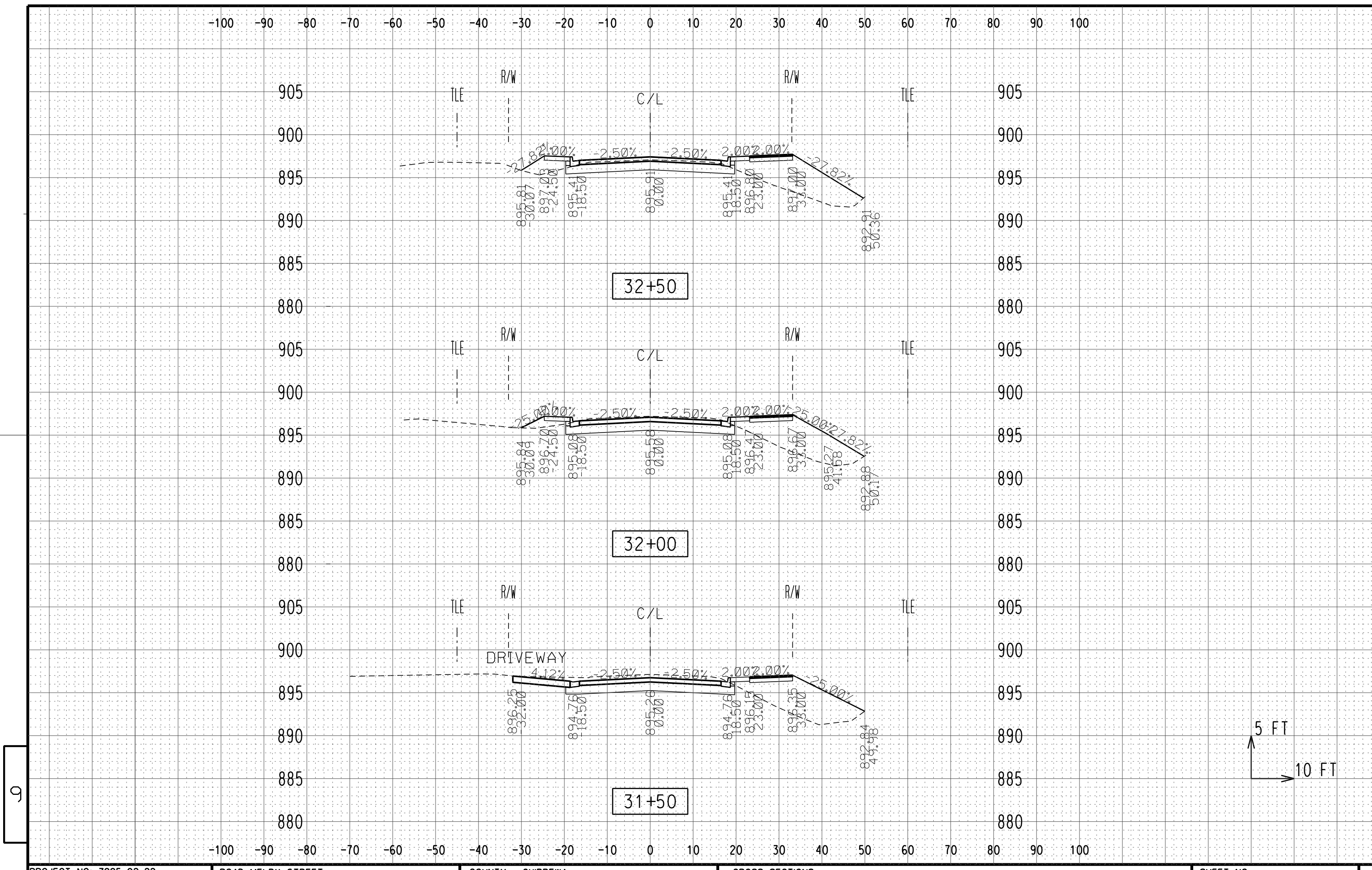


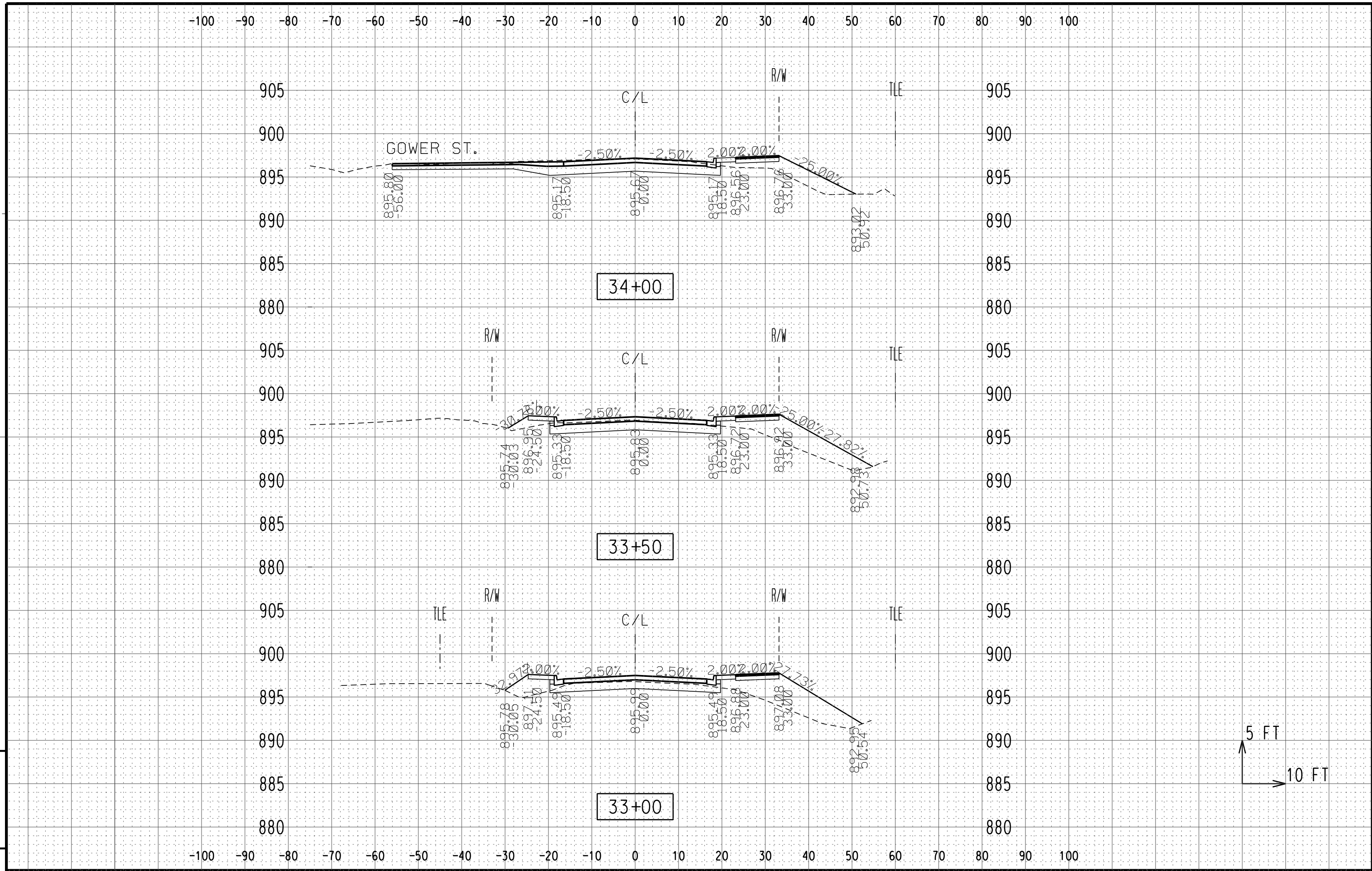


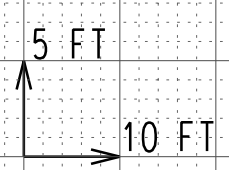
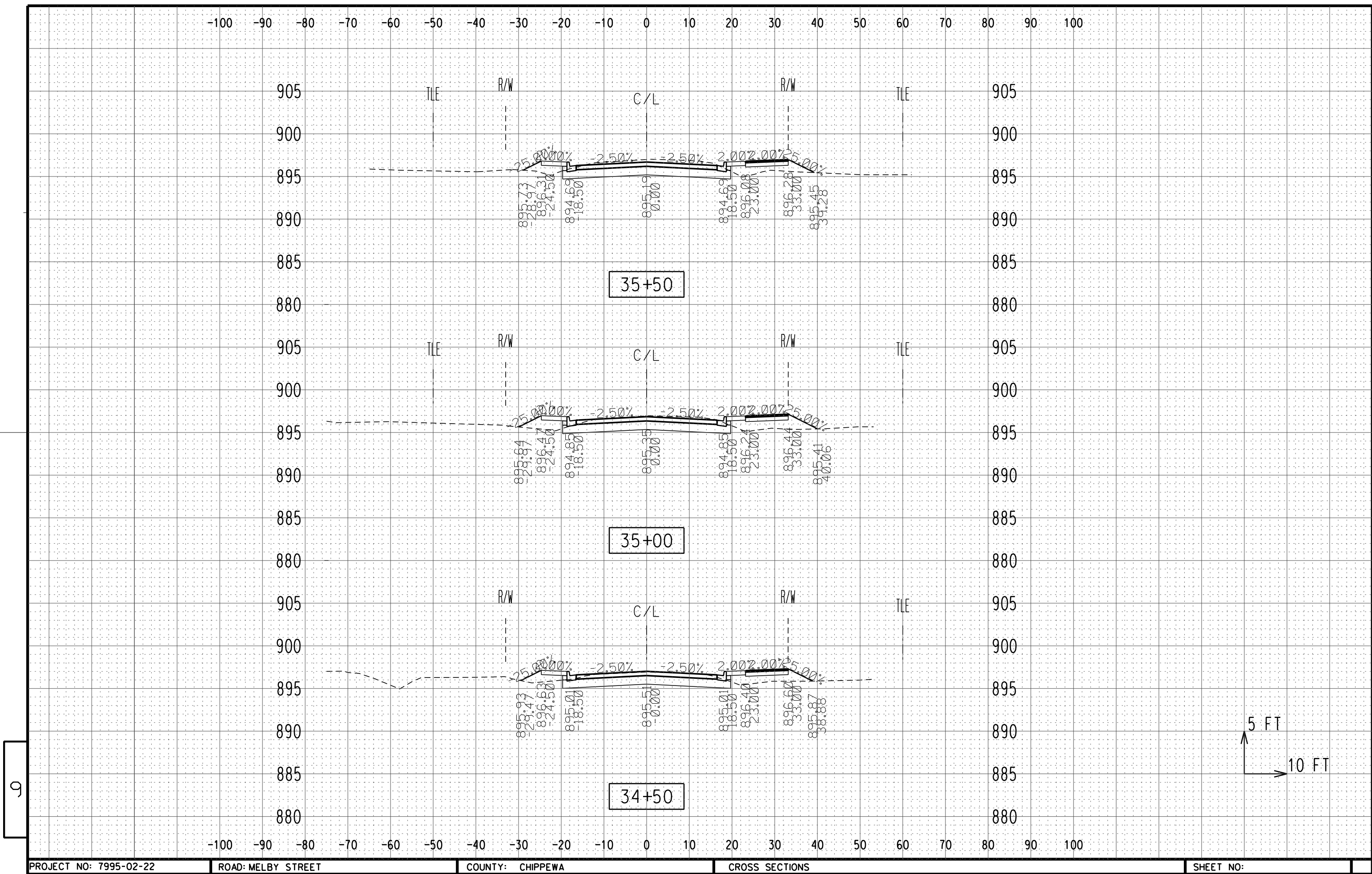


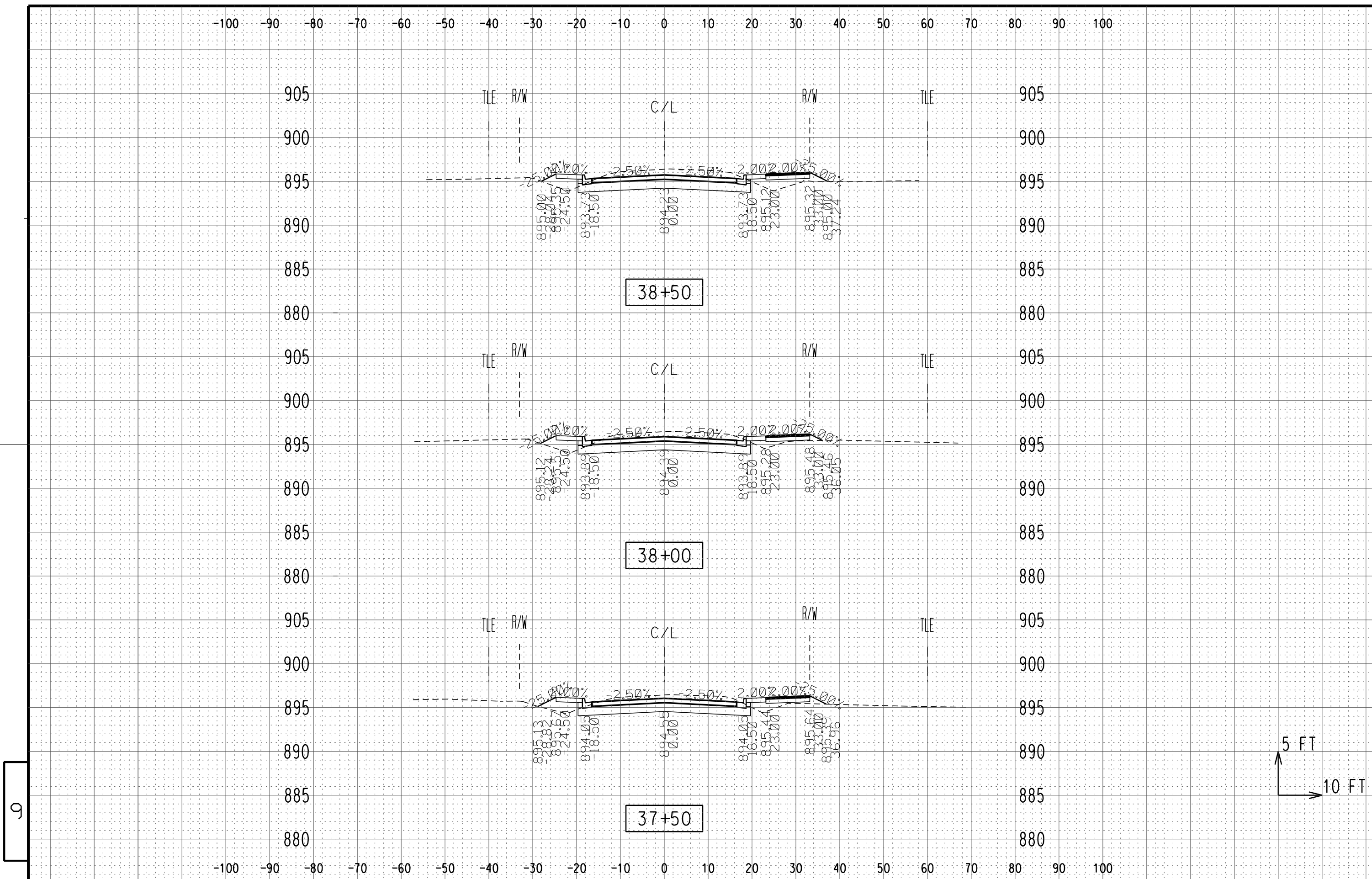
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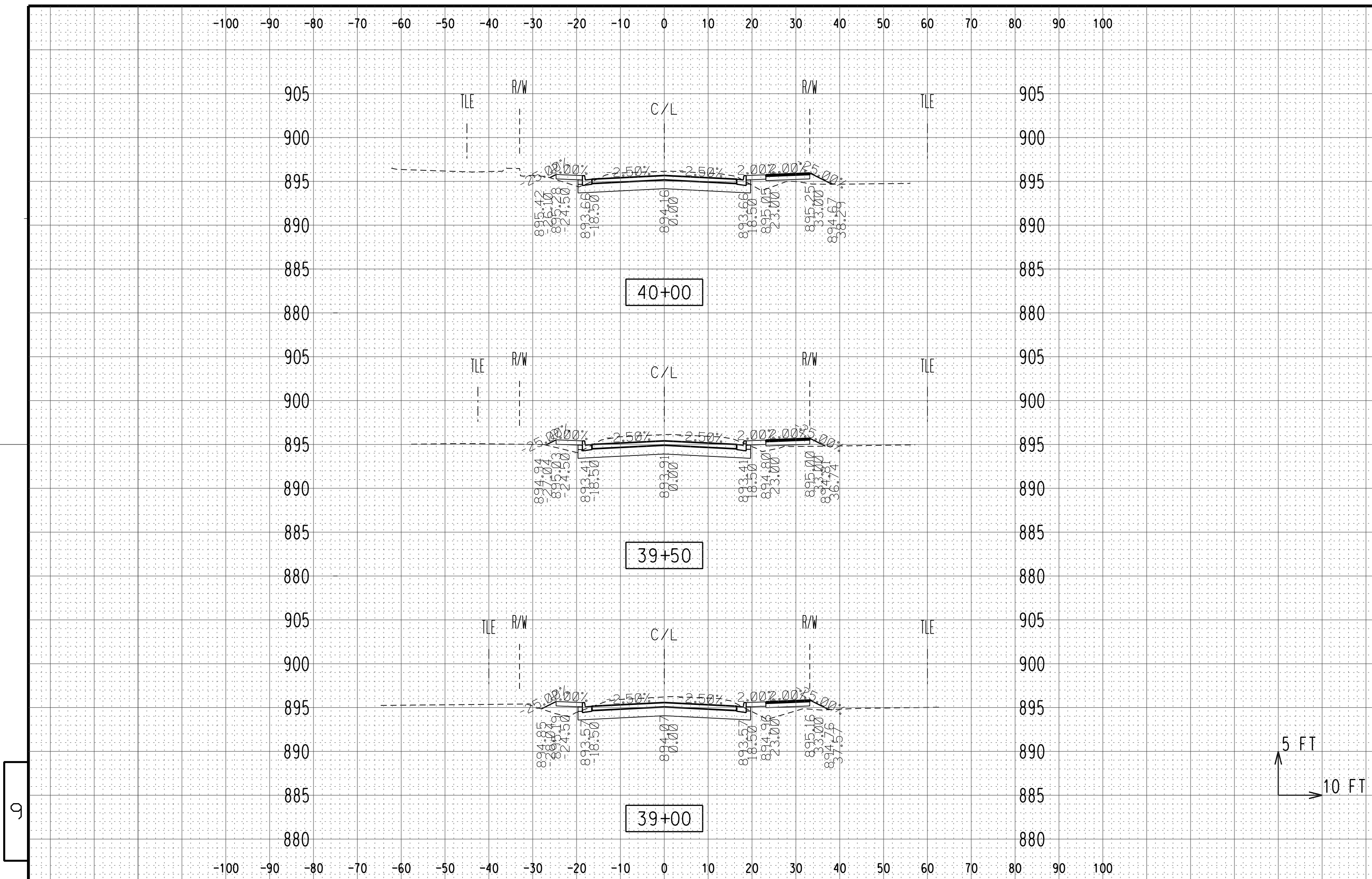


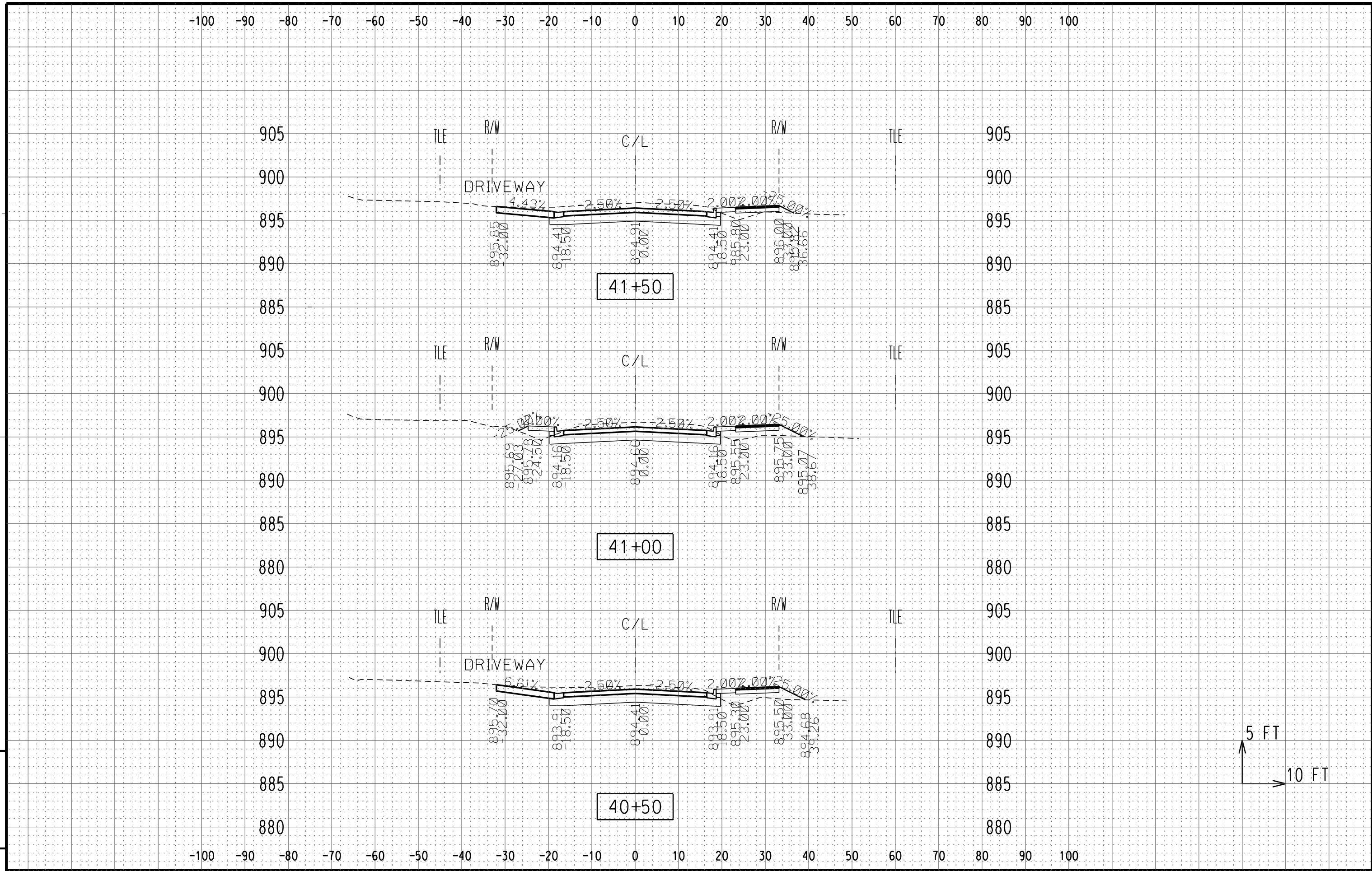


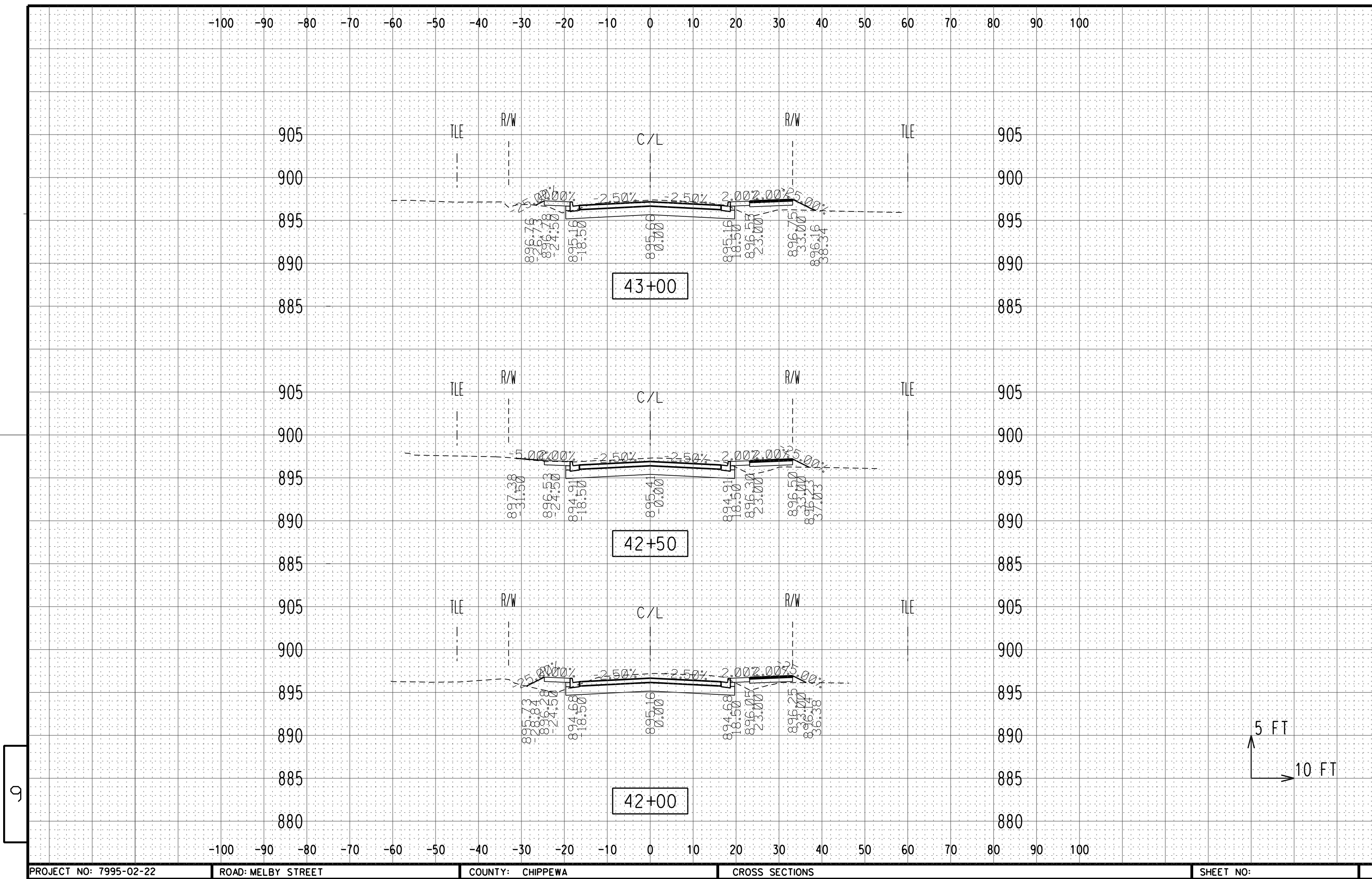


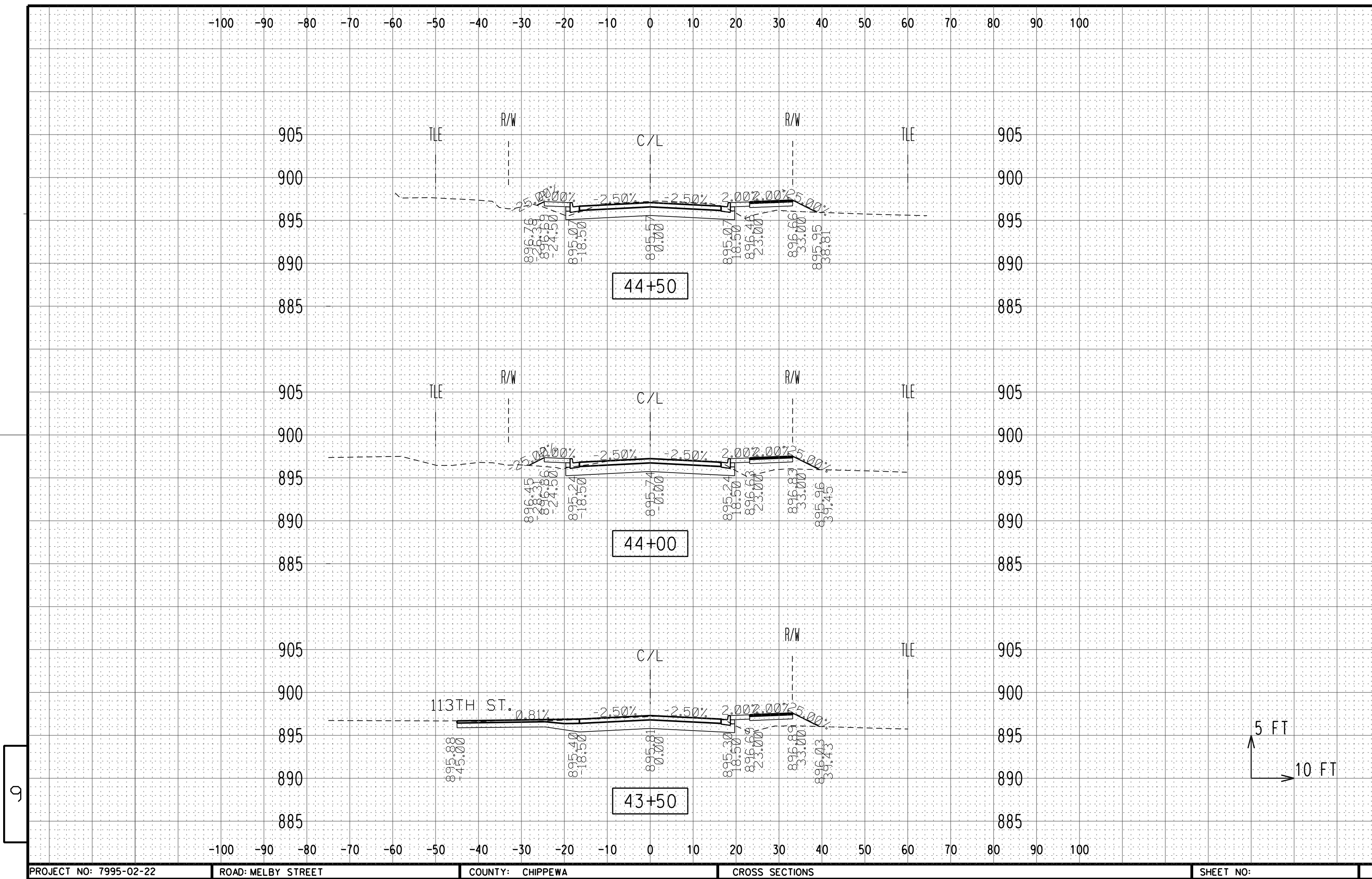
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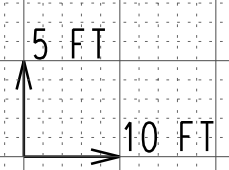
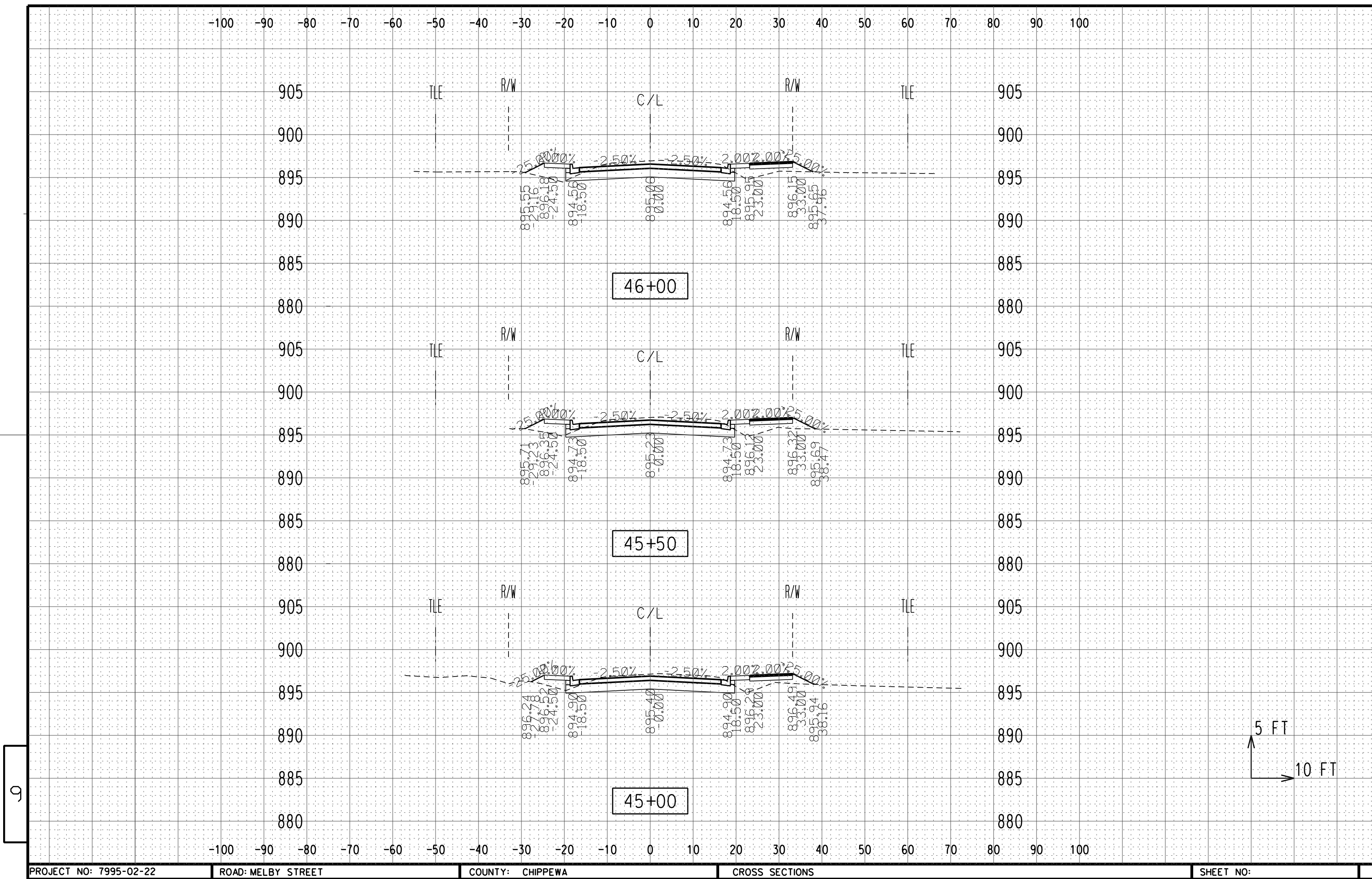
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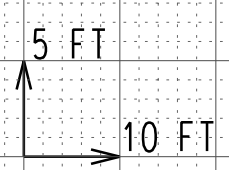
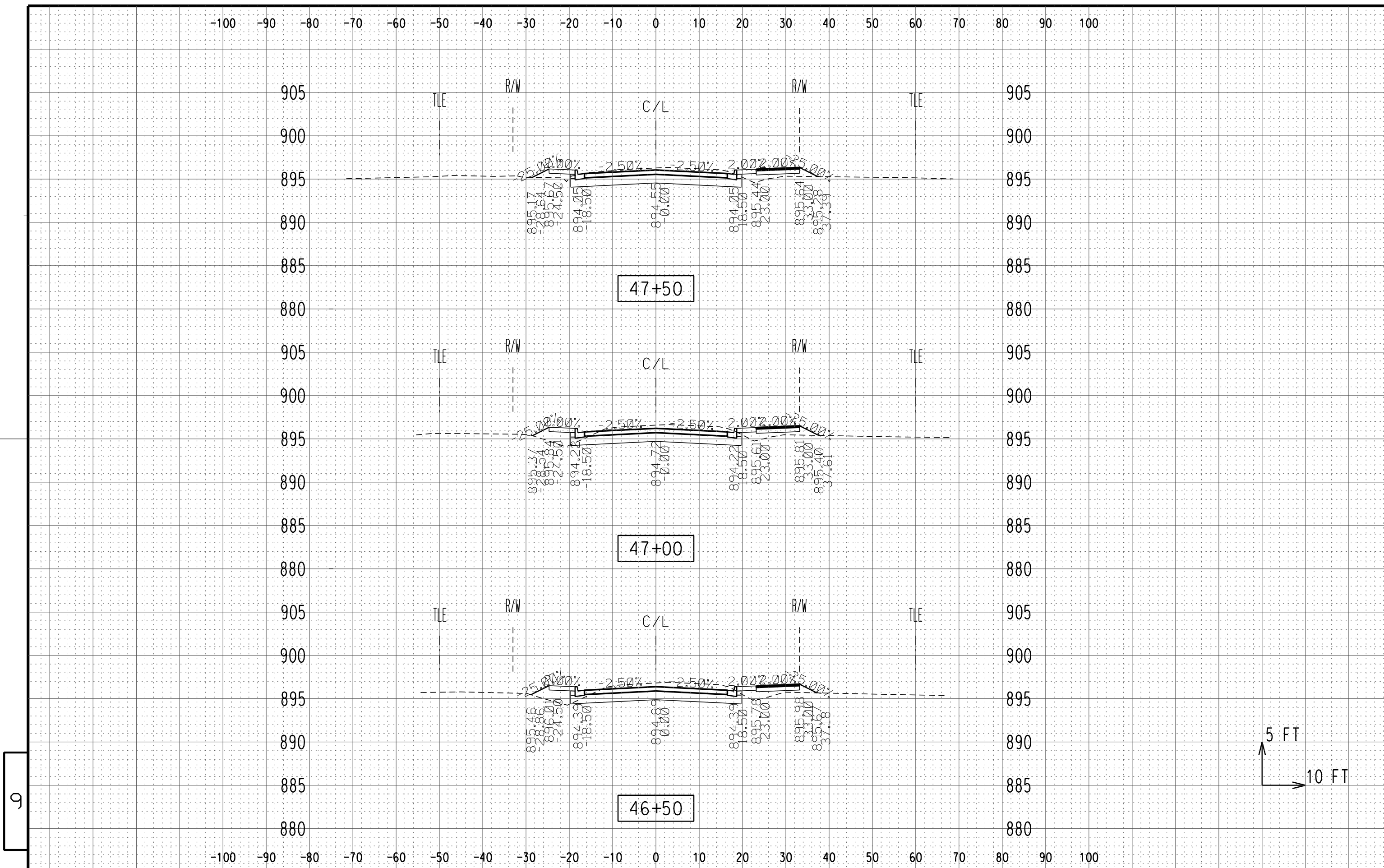






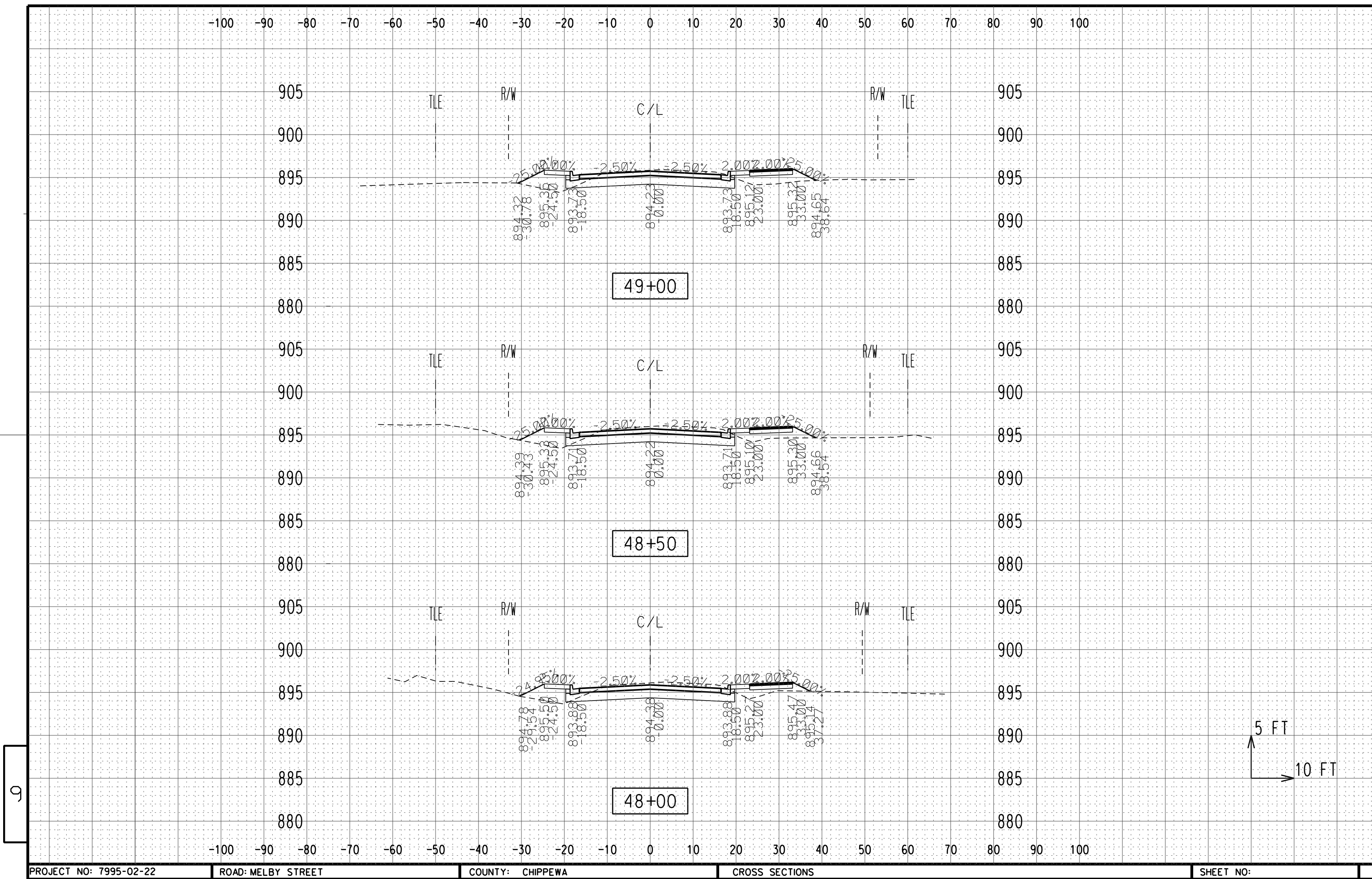


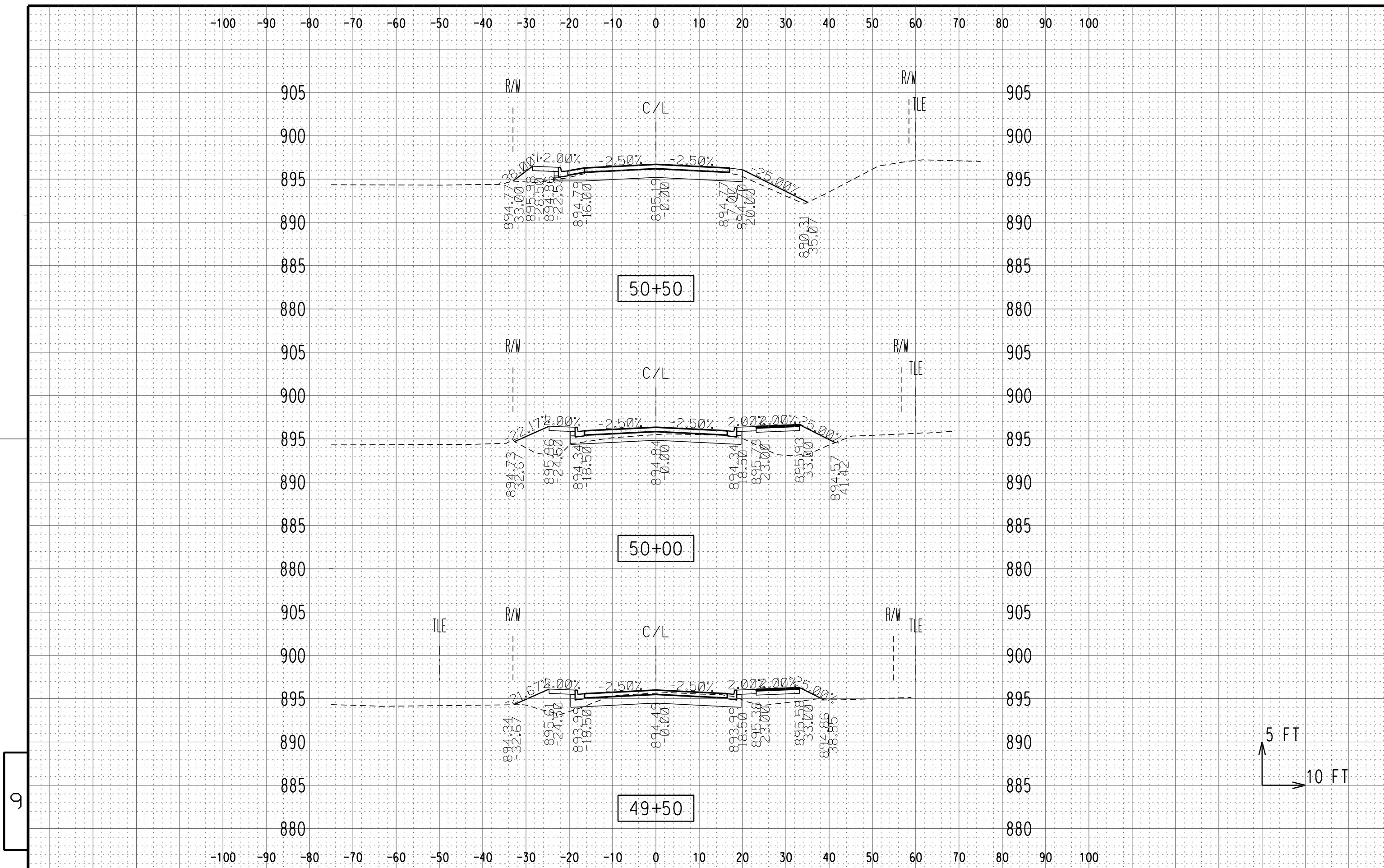


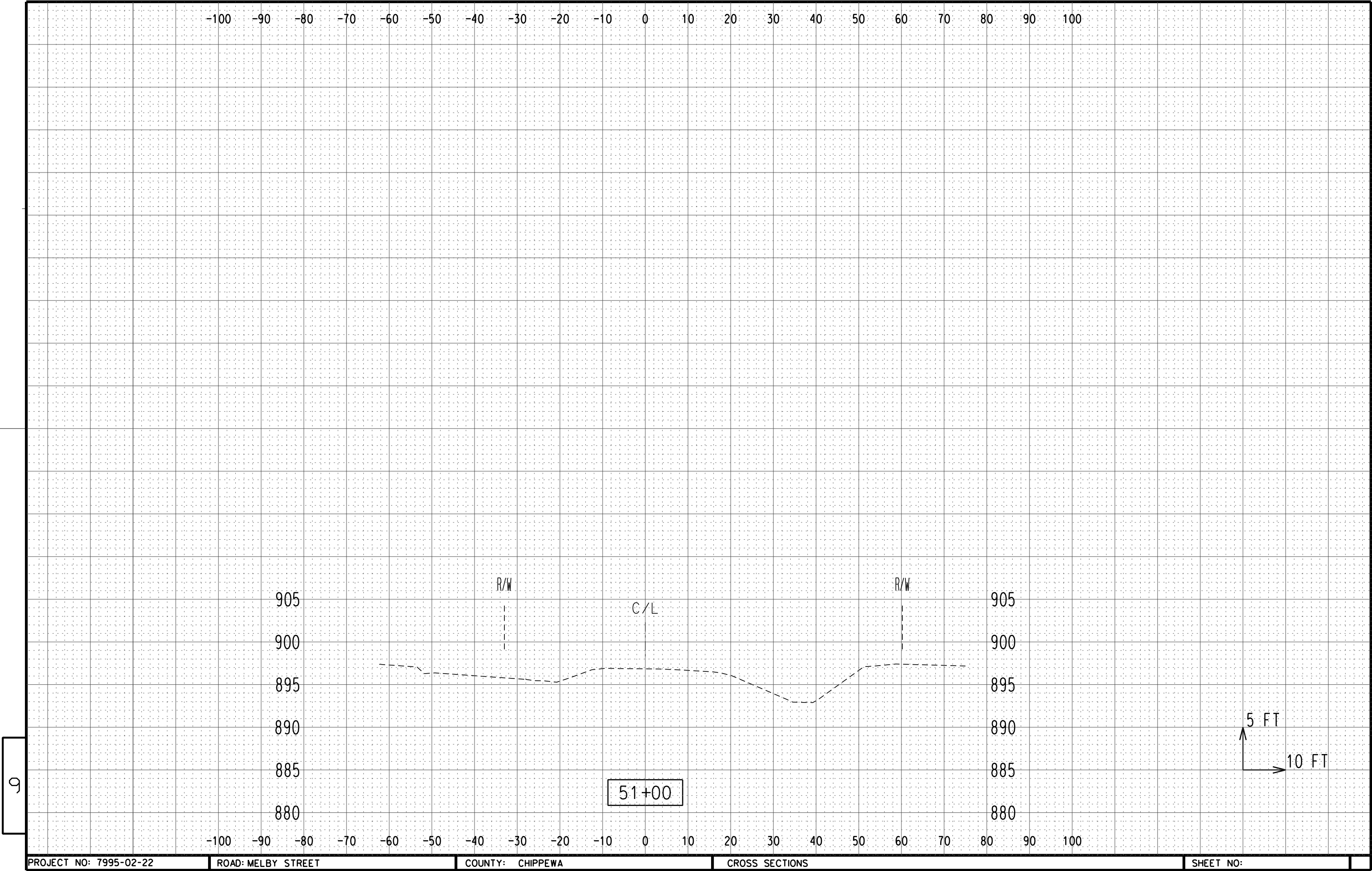


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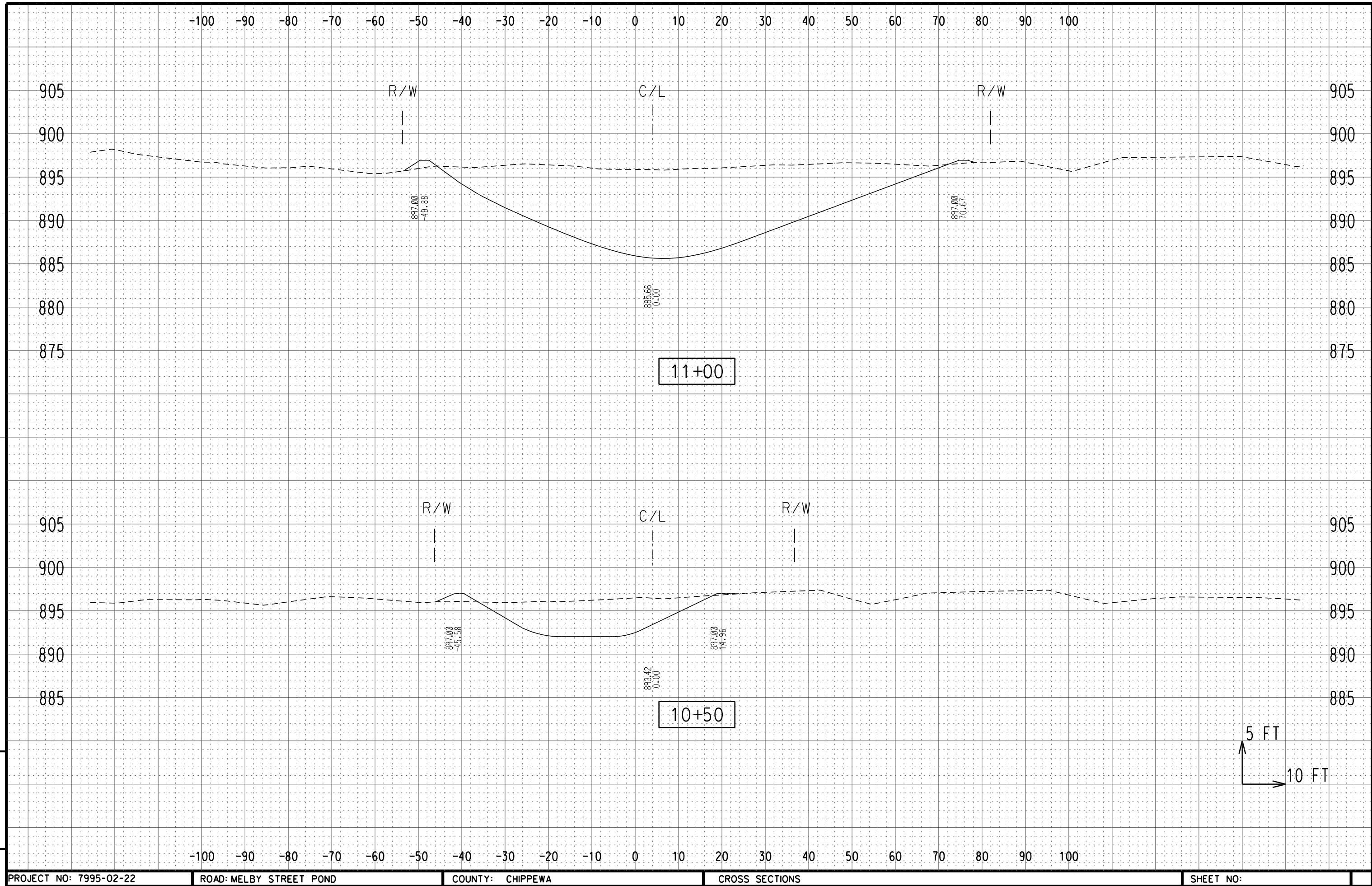
PROJECT NO: 7995-02-22

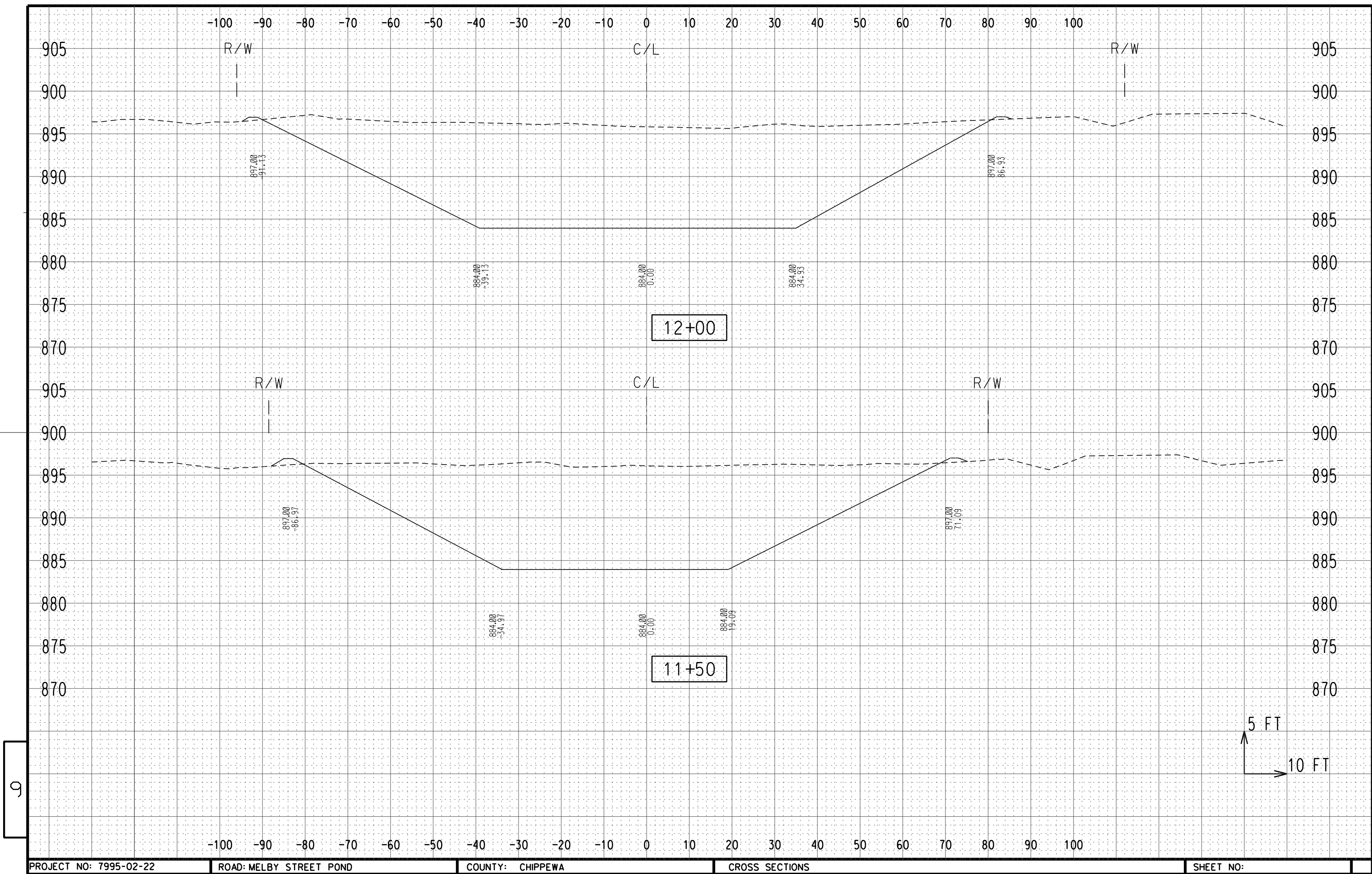
ROAD: MELBY STREET

COUNTY: CHIPPEWA

CROSS SECTIONS

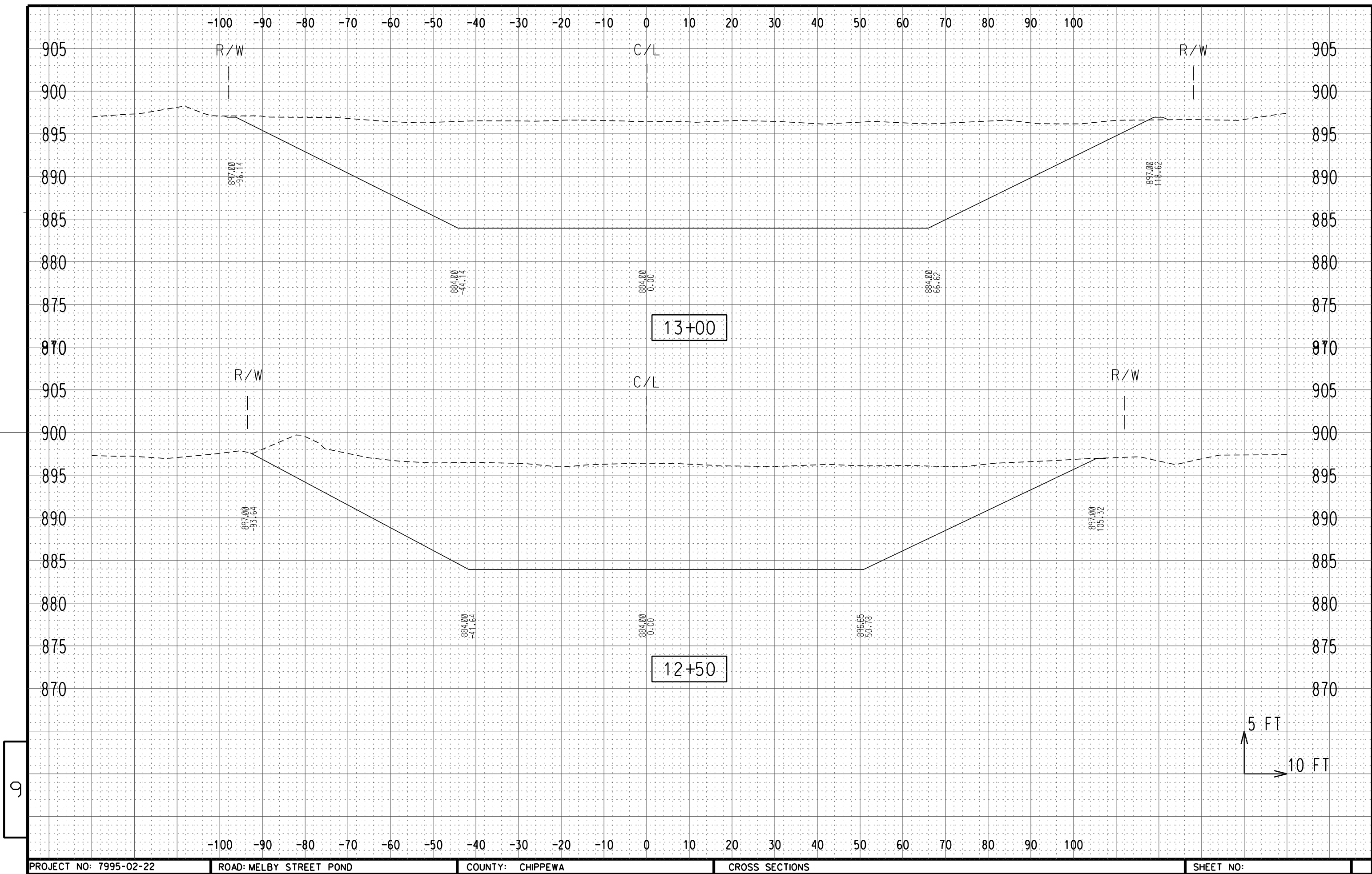
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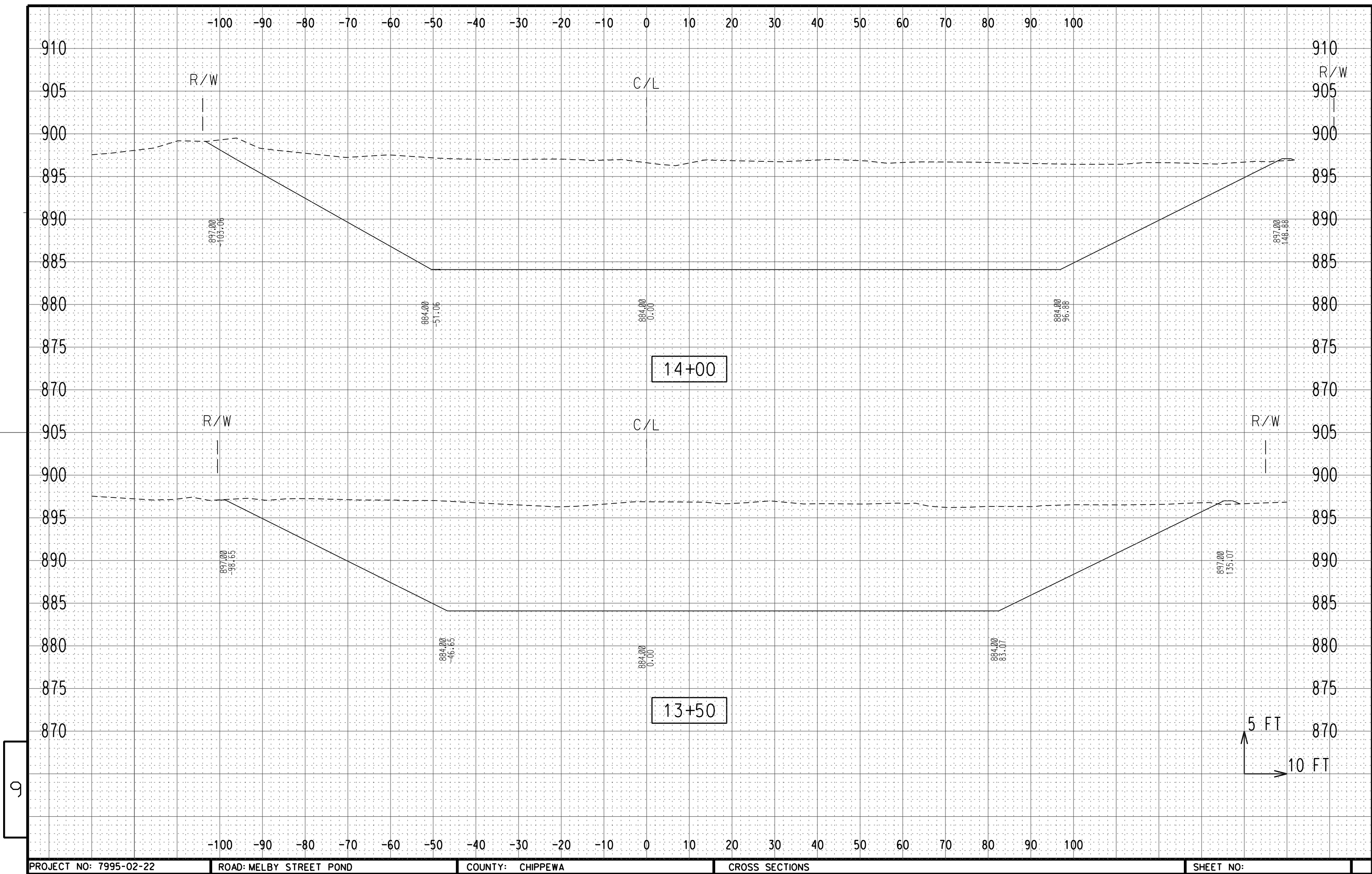


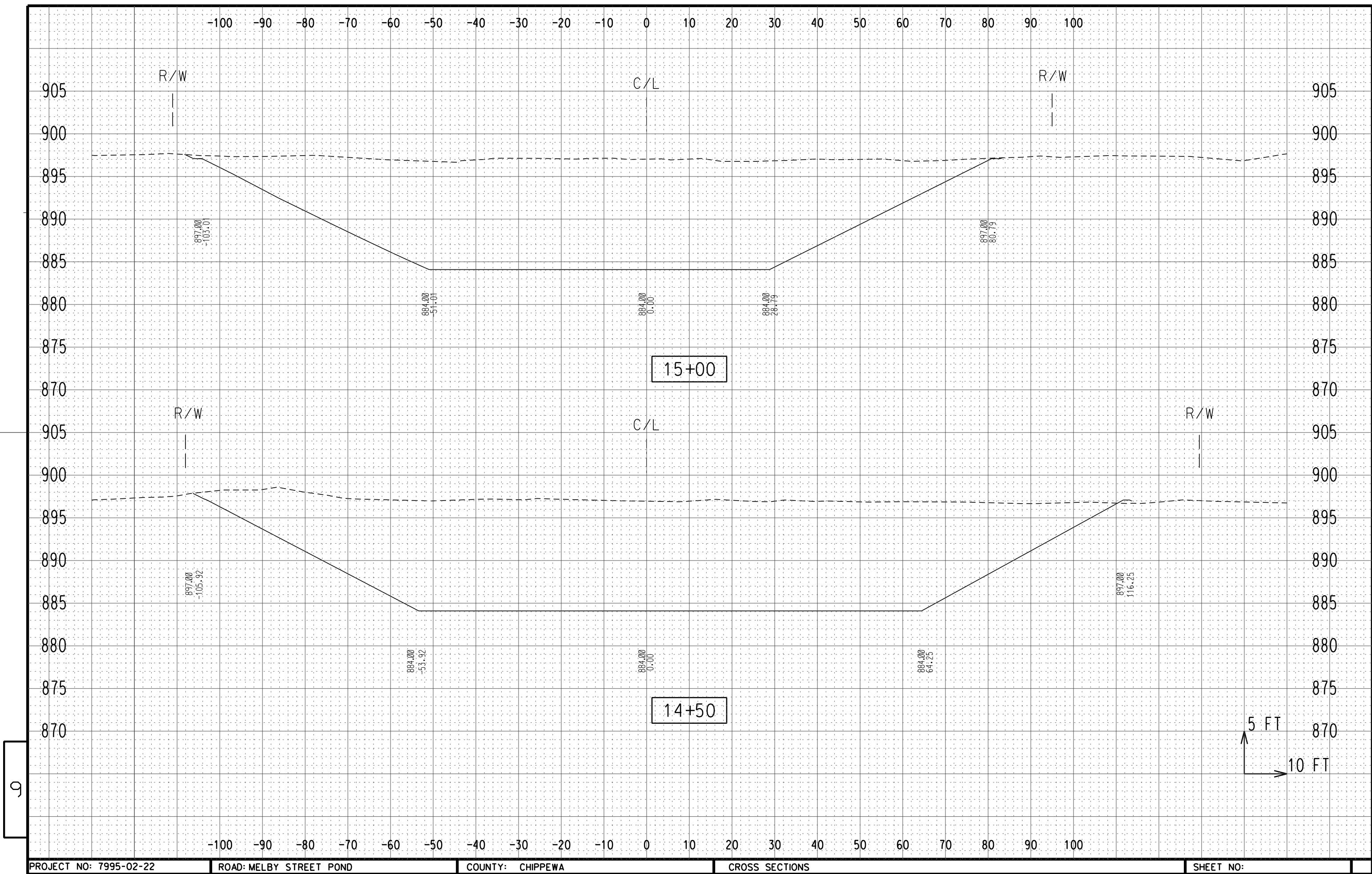


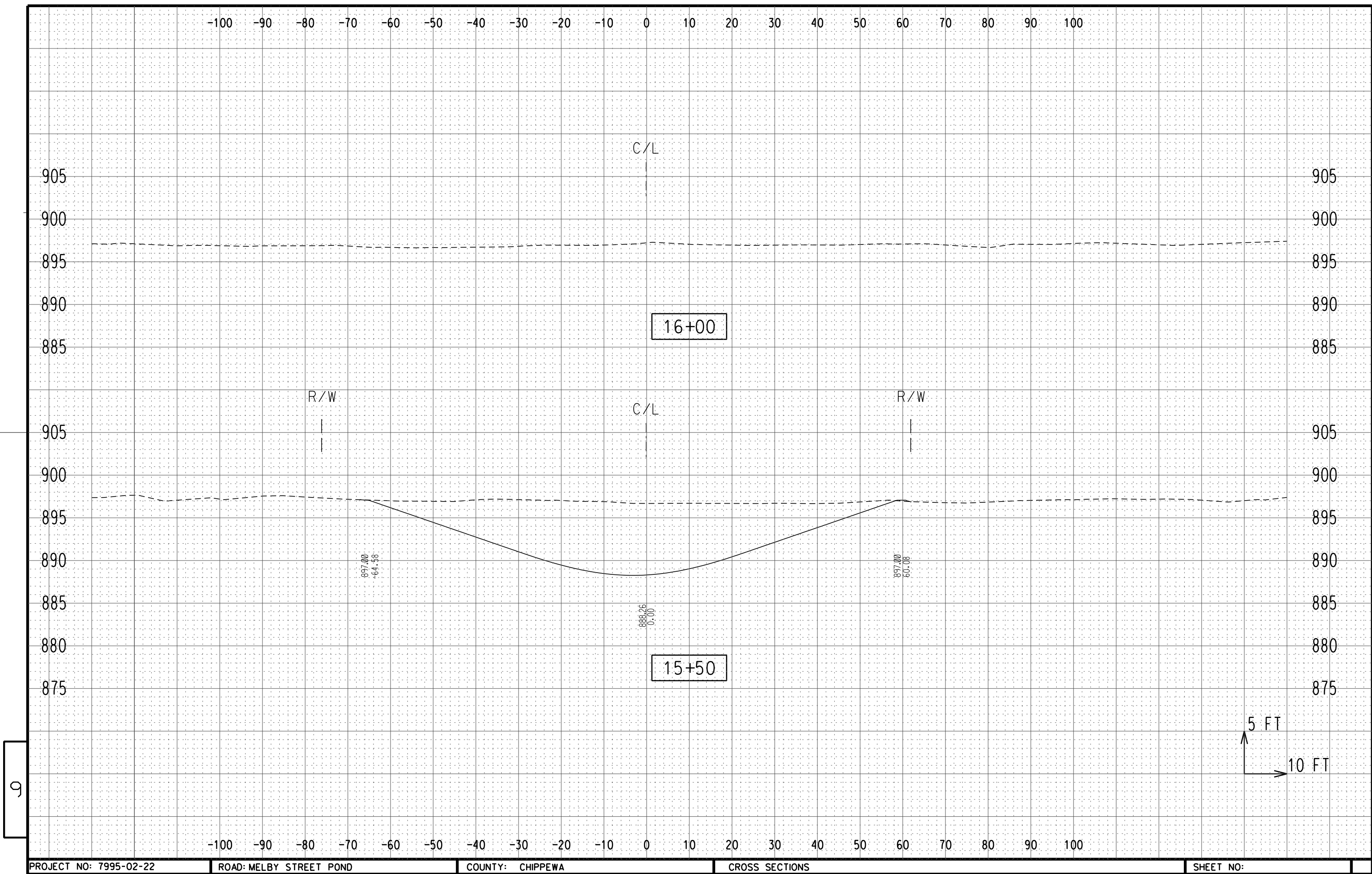
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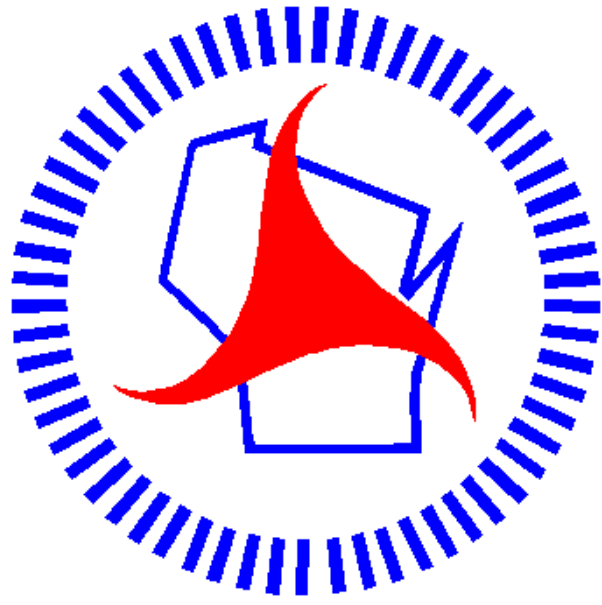
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Wisconsin Department of Transportation

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through innovation and exceptional service.

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