GRE

DEC 2016

PROJECT ID: 6240-26-71

WITH:

COUNTY: OUTAGAMIE

ORDER OF SHEETS

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

TOTAL SHEETS = 458

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6240-26-71	WISC 2016489	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

RICHMOND STREET, CITY OF APPLETON

CTH OO INTERSECTION

STH 47

OUTAGAMIE COUNTY

STATE PROJECT NUMBER

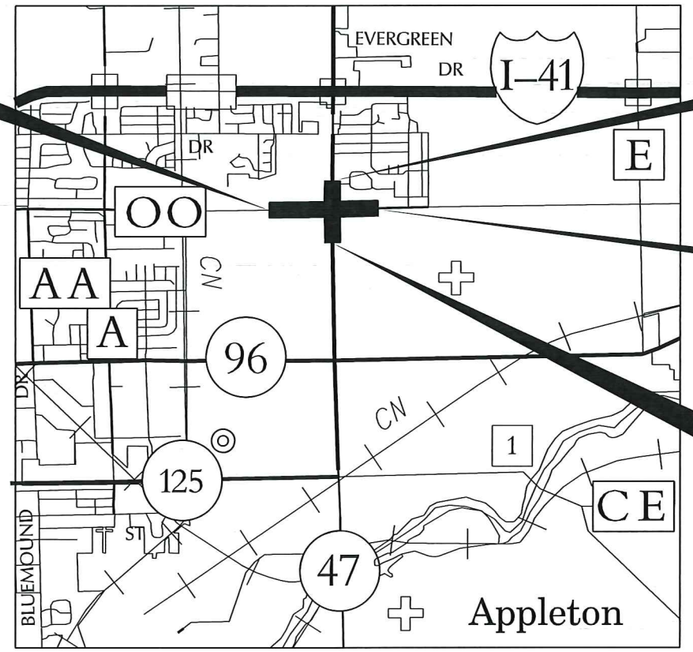
6240-26-71

28

N

BEGIN CONSTRUCTION

STA. 179+36.00 EB



END PROJECT

STA. 116+56.11 NB

END CONSTRUCTION

STA. 214+31.30 EB

T-21-N

BEGIN PROJECT

STA. 100+00.00 NB
Y = 570,693.891
X = 825,714.767

R-17-E

DESIGN DESIGNATION

		STH 47	CTH OO
A.A.D.T. (2017)	=	19,800	23,900
A.A.D.T. (2037)	=	24,000	26,700
D.H.V.	=	10.9	10.9
D.D.	=	59/41	59/41
T.	=	5.4	5.4
DESIGN SPEED	=	35	40
ESALS	=	4,810,700	

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

LAYOUT

SCALE 0 0.5 MI.

LENGTH OF STH 47 CENTERLINE = 0.314 MI.
LENGTH OF CTH OO CENTERLINE = 0.269 MI.
TOTAL NET LENGTH OF CENTERLINE = 0.583 MI.

-"ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO VERTICAL DATUM NAVD 88 (2007)."

-"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), OUTAGAMIE COUNTY."

ACCEPTED FOR
CITY OF APPLETON

DATE: 7/12/16 Paula Vandehey
(Director of Public Works)

ORIGINAL PLANS PREPARED BY

GHD, Inc.,
5325 Wall Street, Suite 2305
T 608 249 4545 F 608 249 4402
E madison@ghd.com W www.ghd.com

WISCONSIN
RIELLY P. O'DONNELL
E-32011
MADISON, WI
PROFESSIONAL ENGINEER

DATE: 7/11/16 Rielly O'Donnell
(Professional Engineer)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	AYRES ASSOCIATES
Designer	GHD INC.
Project Manager	TIM RANK
Regional Examiner	
Regional Supervisor	CHARLES KAROW
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 7/14/16 (Signature)

E

UTILITY CONTACTS

AT&T WISCONSIN - COMMUNICATION LINE
JOSEPH KASSAB
221 WEST WASHINGTON ST
APPLETON, WI 54911
(920) 735-3206
JK572K@ATT.COM

CITY OF APPLETON - SANITARY SEWER
SCOTT HART
DEPARTMENT OF PUBLIC WORKS
100 N APPLETON ST
APPLETON, WI 54911
(920) 419-6037
SCOTT.HART@APPLETON.ORG

CITY OF APPLETON - WATER
ERICK CARDEW
DEPARTMENT OF PUBLIC WORKS
100 N APPLETON ST
APPLETON, WI 54911
(920) 419-6214
ERICK.CARDEW@APPLETON.ORG

CITY OF APPLETON - TRAFFIC SIGNALS
MICHAEL HARDY
5625 E GLENDALE AVENUE
APPLETON, WI 54911
(920) 832-5580
MICHAEL.HARDY@APPLETON.ORG

TIME WARNER CABLE - COMMUNICATION LINE
VINCE ALBIN
3545 PLANK ROAD
APPLETON, WI 54915
(920) 831-9249, MOBILE (920) 378-0444
VINCE.ALBIN@TWCABLE.COM

NET LEC LLC - COMMUNICATION LINE
DENNIS LAFAVE
1700 INDUSTRIAL DRIVE
GREEN BAY, WI 54302
(920) 619-9774
DLAFAVE@MI-TECH.US

WE ENERGIES - ELECTRICITY
KEN VAN OSS
800 SOUTH LINNDALE DRIVE
APPLETON, WI 54912
(920) 380-3318
KENNETH.VAN-OSS@WE-ENERGIES.COM

WE ENERGIES - GAS/PETROLEUM
CODY BECKMAN
800 SOUTH LINNDALE DRIVE
APPLETON, WI 54912
(920) 380-3422, MOBILE (920) 428-1038
CODY.BECKMAN@WE-ENERGIES.COM

APPLETON AREA METROPOLITAN FIBER OPTIC NETWORK (AAMFON)
DENNIS LAFAVE
1700 INDUSTRIAL DRIVE
GREEN BAY, WI 54302
(920) 619-9774
DLAFAVE@MI-TECH.US

TOWN OF GRAND CHUTE SANITARY DIST 1 - SEWER
TODD PRAHL
1900 GRAND CHUTE BLVD
APPLETON, WI 54913-9613
(920) 419-2531
TODD.PRAHL@GRANDCHUTE.NET

TOM MARQUARDT
TOWN OF GRAND CHUTE - WATER
1900 GRAND CHUTE BLVD
APPLETON, WI 54913-9613
(920) 419-2516
THOMAS.MARQUARDT@GRANDCHUTE.NET

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

DNR CONTACT

MATT SCHAEVE
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST
NORTHEAST REGION
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
(920) 662-5472
MATTHEW.SCHAEVE@WISCONSIN.GOV

GENERAL NOTES

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

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

RIGHT OF WAY LINES SHOWN ON THE CROSS SECTIONS ARE APPROXIMATE.

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

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

PLACE TOPSOIL IN ALL AREAS AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING AND PLACEMENT OF CONCRETE HAS BEEN COMPLETED. SEED, MULCH, EROSION MAT AND FERTILIZE ALL AREAS WITHIN 5 DAYS AFTER PLACEMENT OF TOPSOIL.

CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF THE CURB.

CURB AND GUTTER GRADES ARE MEASURED AT THE FLANGE.

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

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

BENCHMARK LOCATIONS SHOWN ON PLAN ARE APPROXIMATE AND SHOULD BE VERIFIED.

5 FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT 5 FEET, 8 FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT 8 FEET UNLESS OTHERWISE SHOWN IN THE PLANS

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

DESIGN CONTACTS

RIELLY O'DONNELL
GHD INC.
5325 WALL STREET, SUITE 2305
MADISON, WI 53718
PHONE: (608)216-2052
RIELLY.ODONNELL@GHD.COM

TIM RANK
WISCONSIN DEPARTMENT OF TRANSPORTATION
NORTHEAST REGION
944 VANDERPERREN WAY
GREEN BAY, WI 54304
PHONE: (920) 360-2579
TIM.RANK@DOT.WI.GOV

DESIGN PLANS AND SPECIFICATIONS FOR RETAINING WALL R-44-0022 PROVIDED BY AYRES ASSOCIATES. CONTACT IS CHRISTOPHER MCMAHON, PHONE (715) 831-7574, MCMAHONC@AYRES ASSOCIATES.COM

DESIGN PLANS AND SPECIFICATIONS FOR TRAFFIC SIGNALS AND LIGHTING PROVIDED BY CITY OF APPLETON. CONTACT IS ERIC LOM, PHONE (920) 832-3958, ERIC.LOM@APPLETON.ORG

SECTION 2 ORDER OF SHEETS

GENERAL NOTES & UTILITY CONTACTS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVALS
PLAN DETAILS
PAVEMENT GRADES
CROSS SECTION MATCHLINES
EROSION CONTROL
STORM SEWER
PLANTING
EXISTING SIGNS
PERMANENT SIGNING
LIGHTING PLAN
TRAFFIC SIGNAL REMOVAL
TRAFFIC SIGNAL LAYOUT
PAVEMENT MARKING
TRAFFIC CONTROL STAGING
DETOUR PLAN
ALIGNMENT LAYOUT

2

N

MASON STREET

END CONSTRUCTION
MASON STREET
STA 6+79.50'M'

NEW TRAFFIC SIGNALS

NEW TRAFFIC SIGNALS

BEGIN RECONSTRUCTION
CTH 00
STA 200+00'EB'

NEW TRAFFIC SIGNALS

CTH 00
(NORTHLAND AVENUE)

WEST SERVICE ROAD

BENNETT STREET

STH 47
(RICHMOND STREET)

END PROJECT
STH 47
STA 116+56'NB'

END RECONSTRUCTION
CTH 00
STA 214+31'WB'

WEILAND AVENUE

BEGIN PROJECT
STH 47
STA 100+00'NB'
Y = 570,694.275
X = 825,055.541

STH 47
(RICHMOND STREET)

BEGIN CONSTRUCTION
MASON STREET
STA 0+53.71'M'

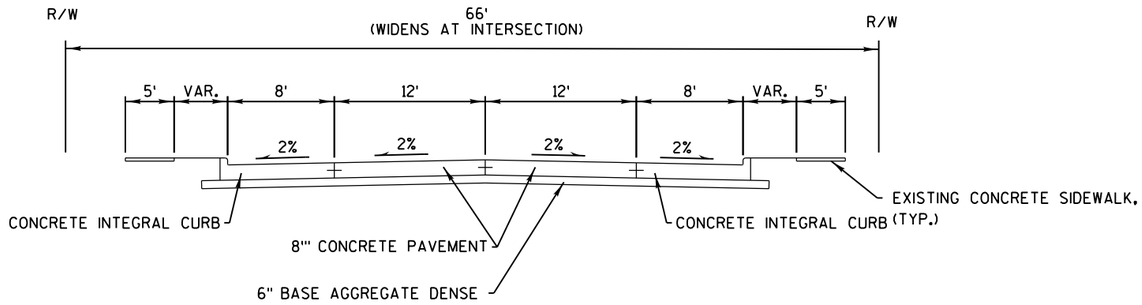
MASON STREET

BEGIN CONSTRUCTION
CTH 00
STA 179+36'EB'

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PROJECT OVERVIEW	SHEET 3	E

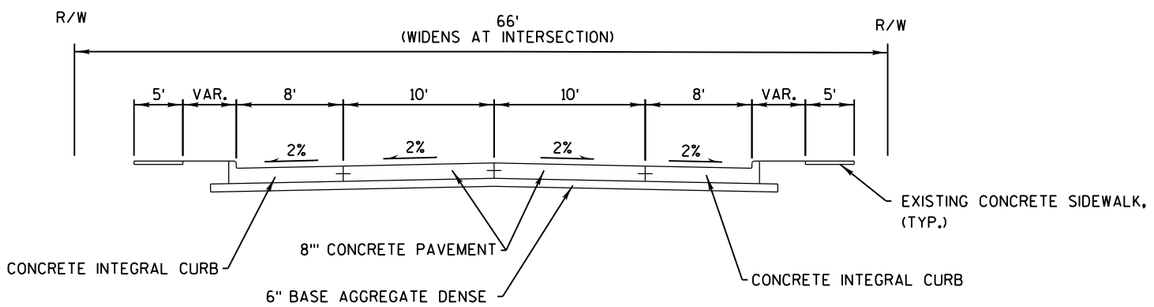
FILE NAME : G:\2012\12540 STH 47 - CTH 00\Micros\C3D\62402600\SheetsPlan\DGN Plansheets\020201_po.dgn PLOT DATE : 8/25/2016 PLOT BY : GHD, Inc. PLOT NAME : PLOT SCALE : 240.0000 sf / in.

WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION

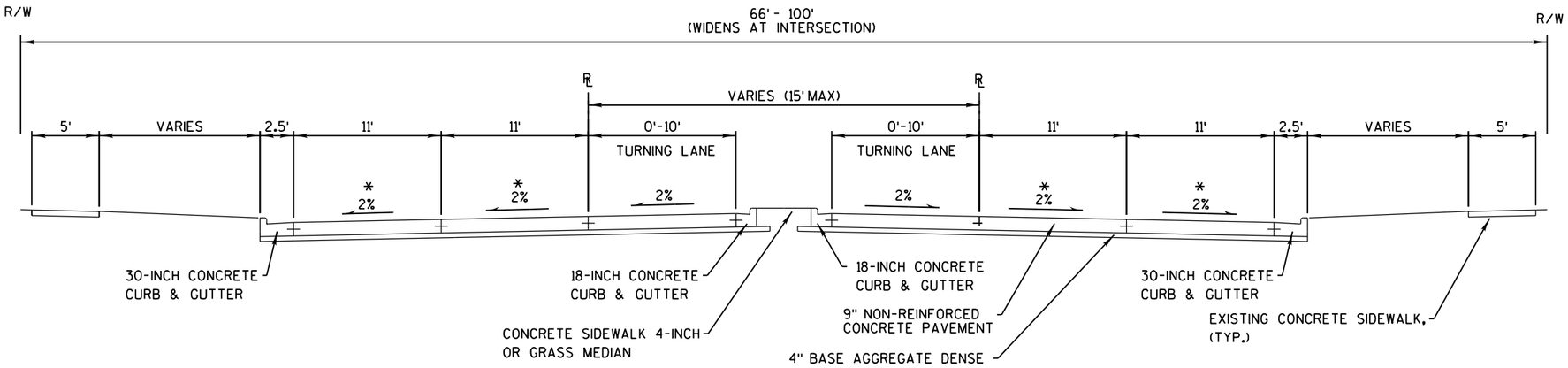
MASON STREET
(SOUTH OF CTH 00)
STA. 1+00 - STA. 3+65



EXISTING TYPICAL SECTION

MASON STREET
(NORTH OF CTH 00)
STA. 4+40 - STA. 7+00

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING TYPICAL SECTIONS	SHEET 4	E

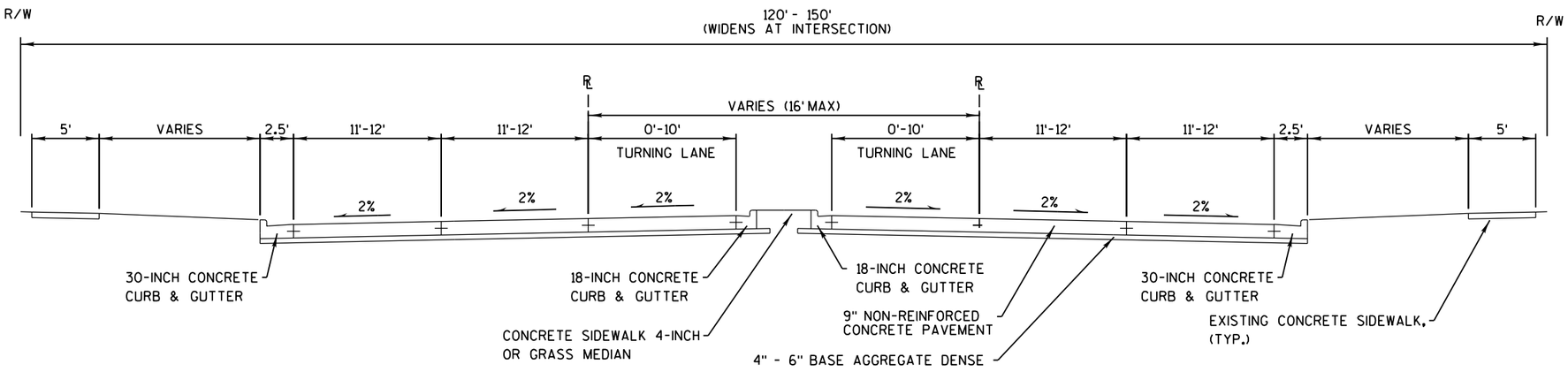


EXISTING TYPICAL SECTION

STH 47

STA 100+00 - 116+56

* ASPHALT OVERLAY FROM STA. 109+00 - 113+00

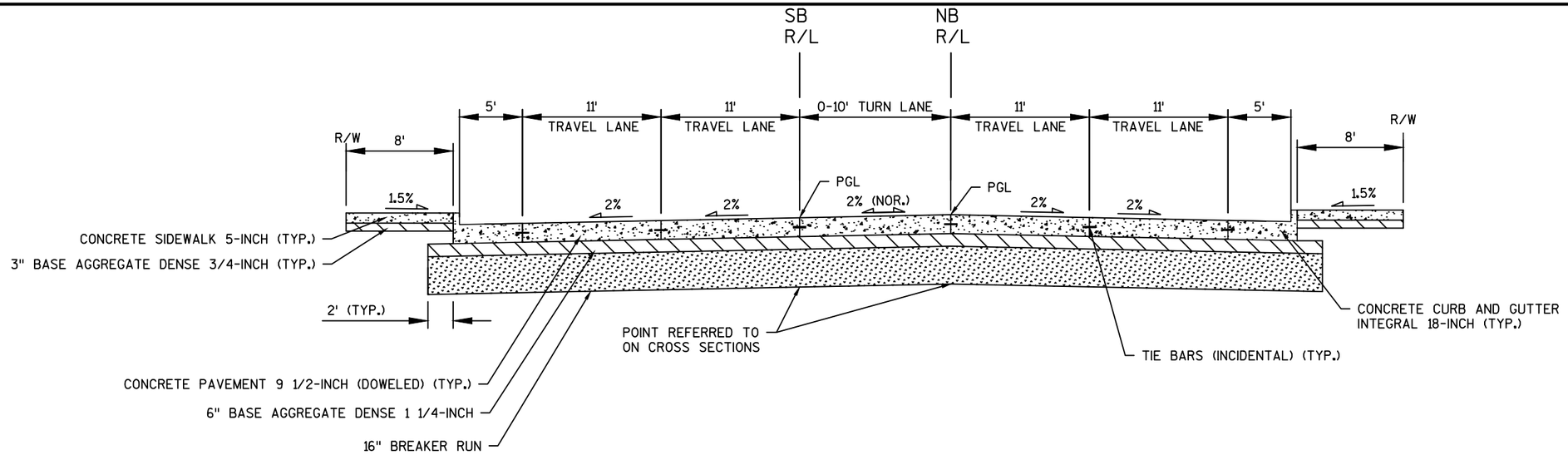


EXISTING TYPICAL SECTION

CTH 00

STA 200+00 - 214+31

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING TYPICAL SECTIONS	SHEET 5	E



Ⓐ SEE PLAN DETAILS FOR TERRACE TREATMENT: TOPSOIL, SEED, FERTILIZER & EROSION MAT OR STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED

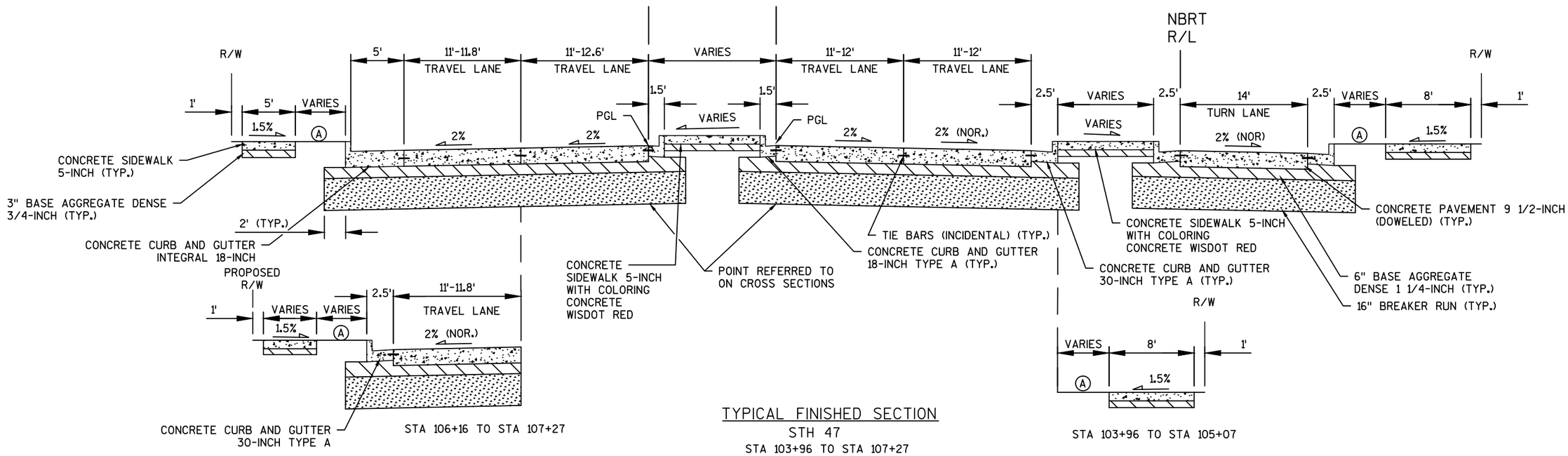
Ⓑ SEE PLAN DETAILS FOR MEDIAN TREATMENT: TOPSOIL, SEED, FERTILIZER & EROSION MAT OR CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED

Ⓒ TOPSOIL, SEED, FERTILIZER & EROSION MAT (SEE EROSION CONTROL PLANS FOR LOCATIONS)

TYPICAL FINISHED SECTION

STH 47

STA 100+00 TO STA 103+96

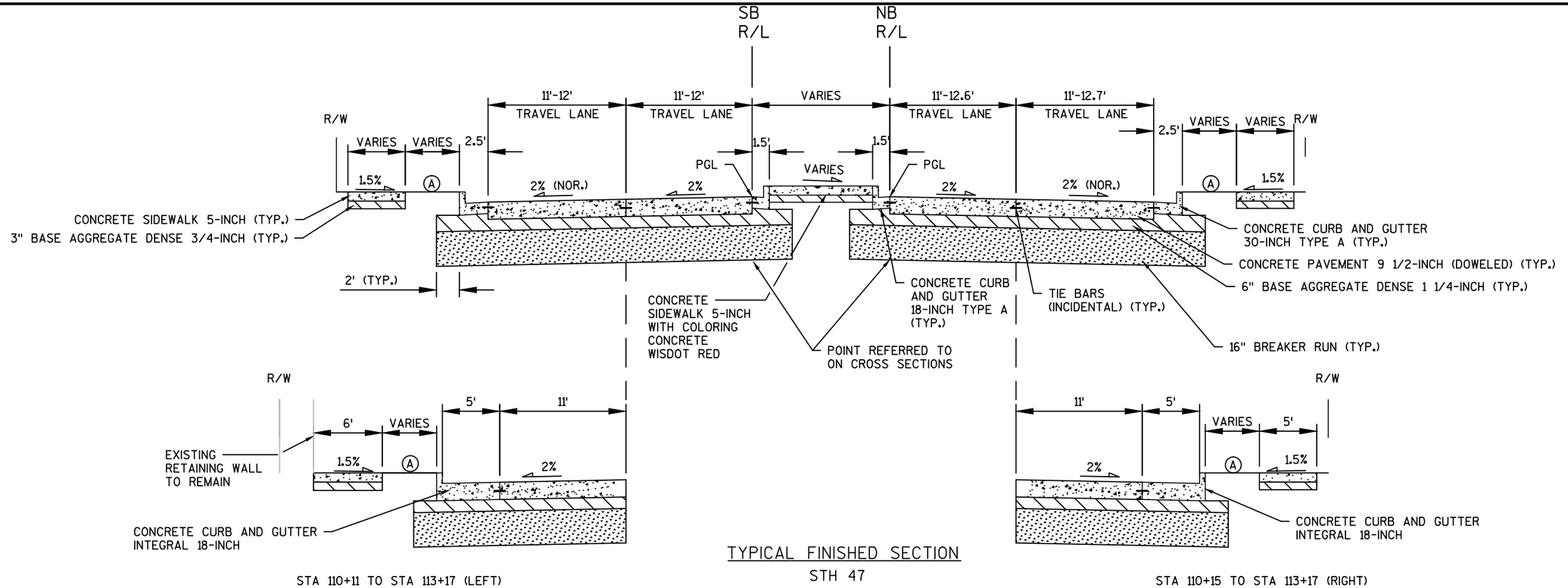


TYPICAL FINISHED SECTION

STH 47

STA 103+96 TO STA 107+27

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET 6	E



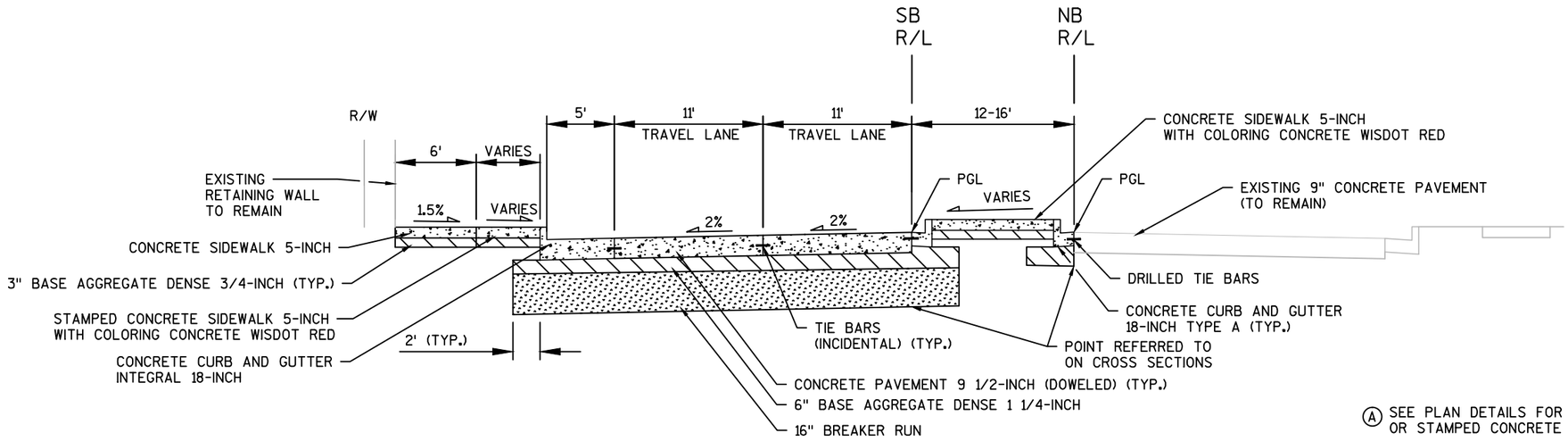
TYPICAL FINISHED SECTION

STH 47

STA 109+16 TO STA 113+17

STA 110+11 TO STA 113+17 (LEFT)

STA 110+15 TO STA 113+17 (RIGHT)



TYPICAL FINISHED SECTION

STH 47

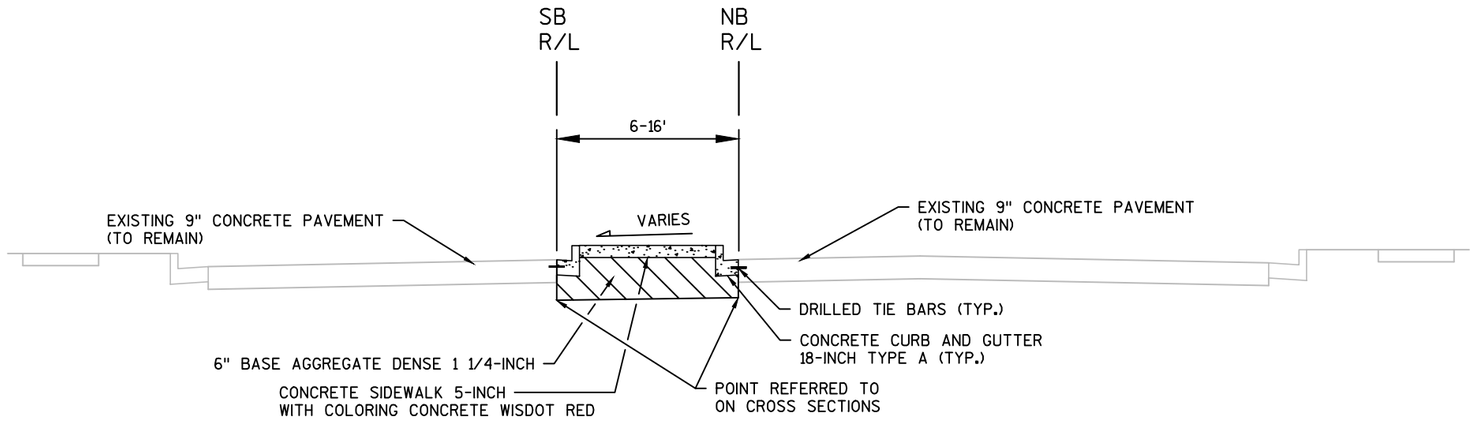
STA 113+17 TO STA 114+07

Ⓐ SEE PLAN DETAILS FOR TERRACE TREATMENT: TOPSOIL, SEED, FERTILIZER & EROSION MAT OR STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED

Ⓑ SEE PLAN DETAILS FOR MEDIAN TREATMENT: TOPSOIL, SEED, FERTILIZER & EROSION MAT OR CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED

Ⓒ TOPSOIL, SEED, FERTILIZER & EROSION MAT (SEE EROSION CONTROL PLANS FOR LOCATIONS)

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET 7	E



TYPICAL FINISHED SECTION

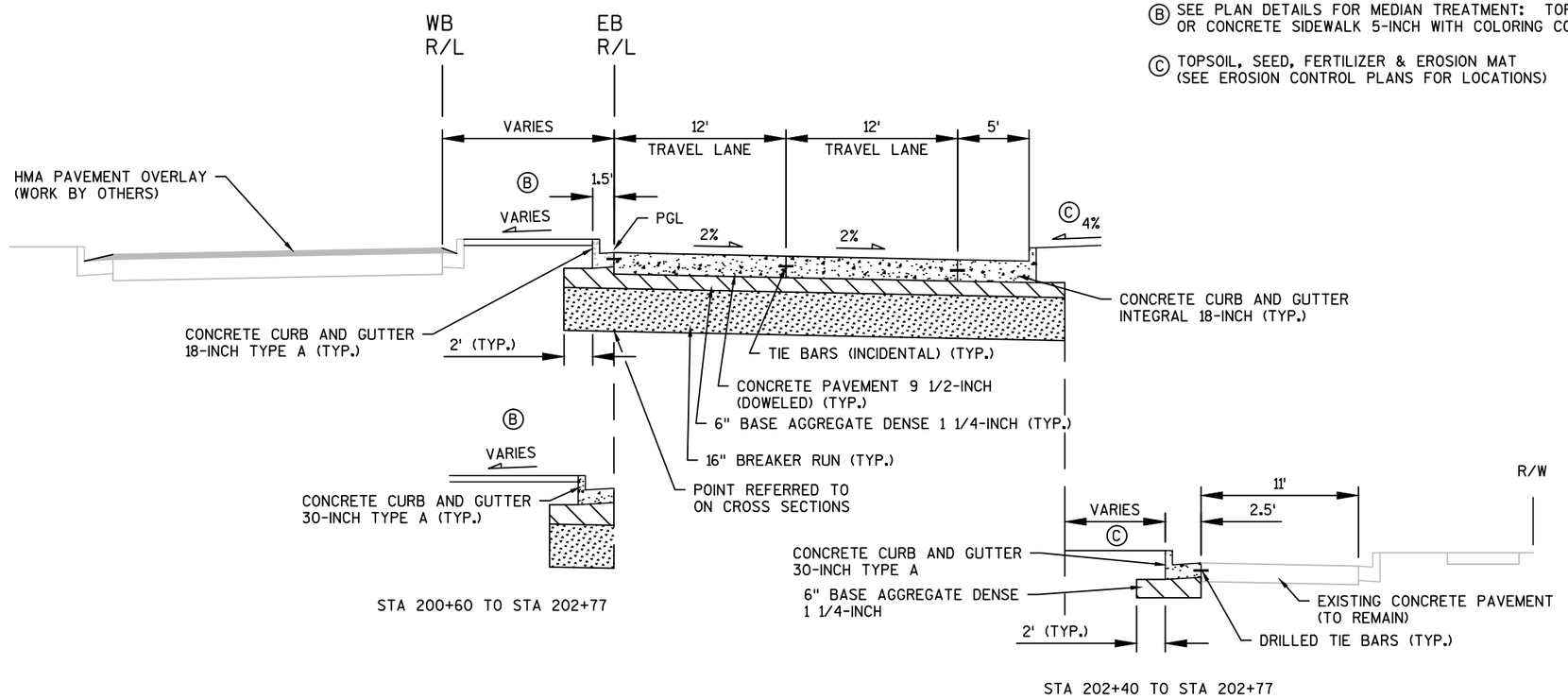
STH 47

STA 114+07 TO STA 116+56

Ⓐ SEE PLAN DETAILS FOR TERRACE TREATMENT: TOPSOIL, SEED, FERTILIZER & EROSION MAT OR STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED

Ⓑ SEE PLAN DETAILS FOR MEDIAN TREATMENT: TOPSOIL, SEED, FERTILIZER & EROSION MAT OR CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED

Ⓒ TOPSOIL, SEED, FERTILIZER & EROSION MAT (SEE EROSION CONTROL PLANS FOR LOCATIONS)

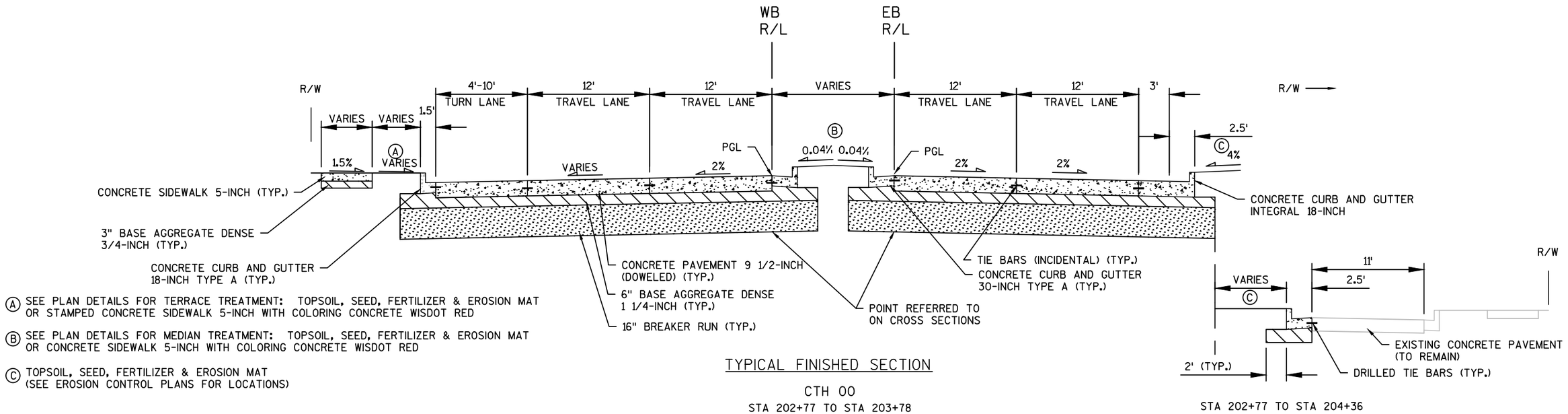


TYPICAL FINISHED SECTION

CTH 00

STA 200+00 TO STA 202+77

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET 8	E



Ⓐ SEE PLAN DETAILS FOR TERRACE TREATMENT: TOPSOIL, SEED, FERTILIZER & EROSION MAT OR STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED

Ⓑ SEE PLAN DETAILS FOR MEDIAN TREATMENT: TOPSOIL, SEED, FERTILIZER & EROSION MAT OR CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED

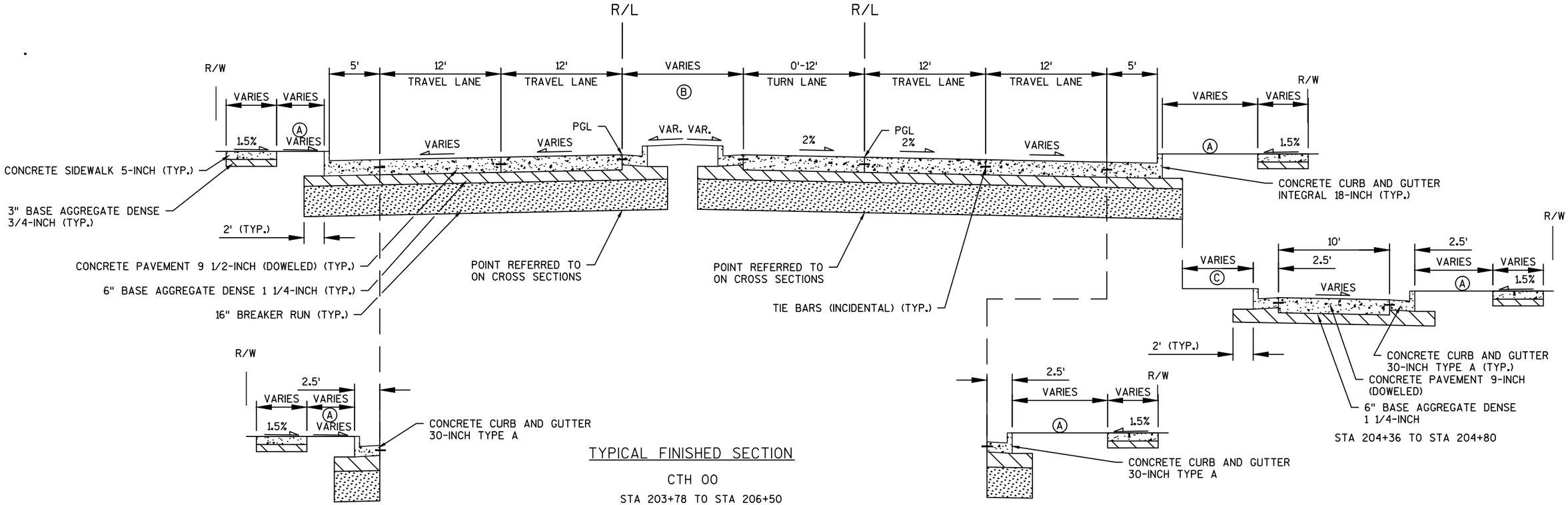
Ⓒ TOPSOIL, SEED, FERTILIZER & EROSION MAT (SEE EROSION CONTROL PLANS FOR LOCATIONS)

TYPICAL FINISHED SECTION

CTH 00

STA 202+77 TO STA 203+78

STA 202+77 TO STA 204+36



TYPICAL FINISHED SECTION

CTH 00

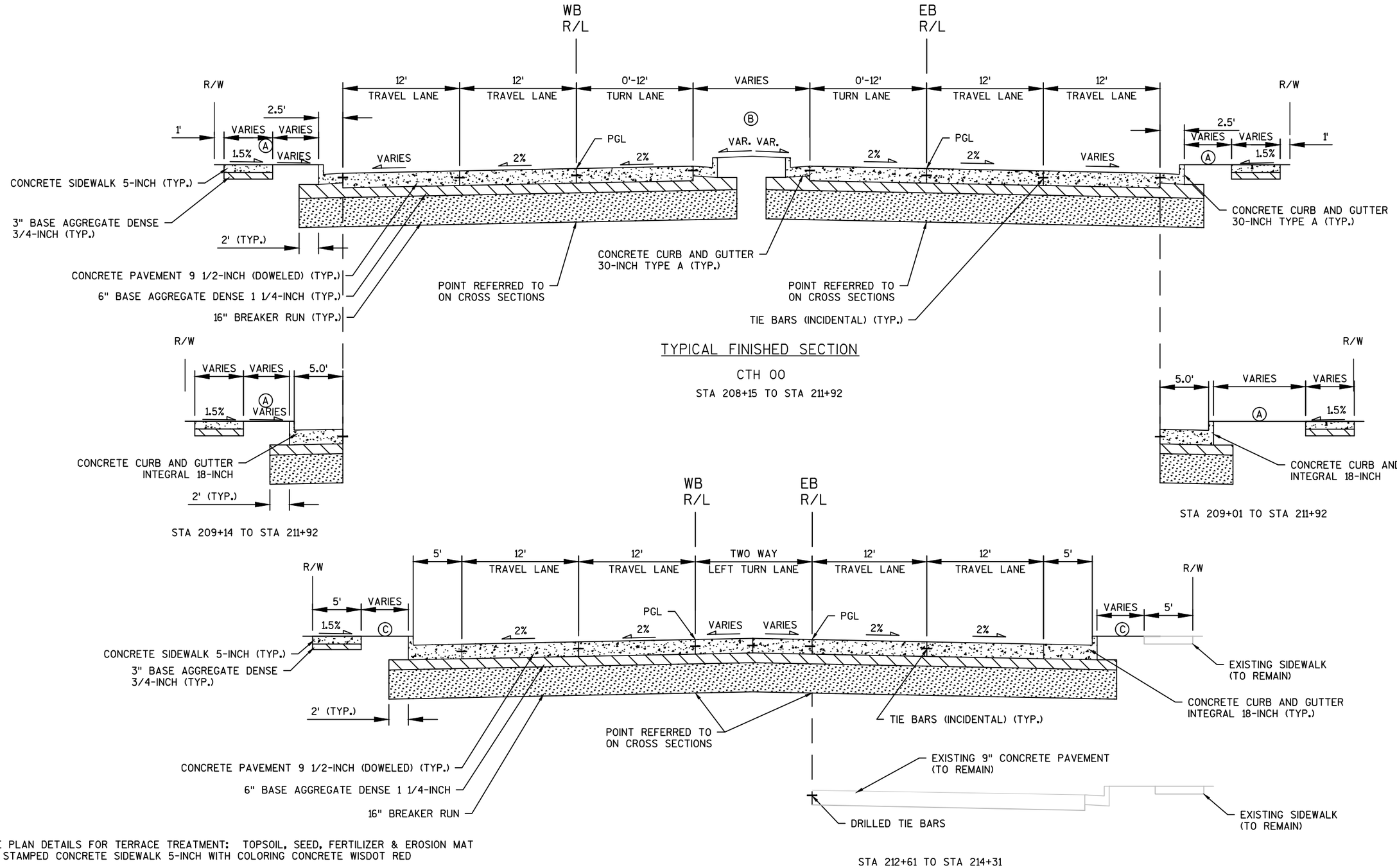
STA 203+78 TO STA 206+50

STA 205+65 TO STA 206+50

STA 205+39 TO STA 206+50

STA 204+36 TO STA 204+80

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET 9	E



Ⓐ SEE PLAN DETAILS FOR TERRACE TREATMENT: TOPSOIL, SEED, FERTILIZER & EROSION MAT OR STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED

Ⓑ SEE PLAN DETAILS FOR MEDIAN TREATMENT: TOPSOIL, SEED, FERTILIZER & EROSION MAT OR CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED

Ⓒ TOPSOIL, SEED, FERTILIZER & EROSION MAT (SEE EROSION CONTROL PLANS FOR LOCATIONS)

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET 10	E

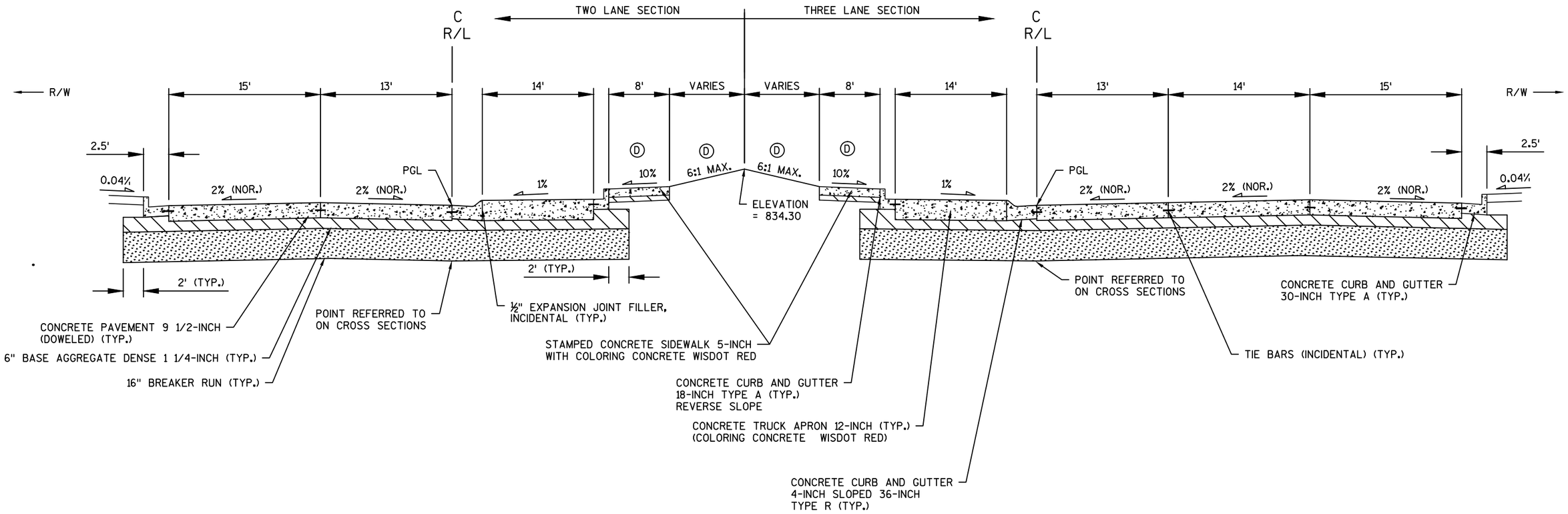
2

Ⓐ SEE PLAN DETAILS FOR TERRACE TREATMENT: TOPSOIL, SEED, FERTILIZER & EROSION MAT OR STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED

Ⓑ SEE PLAN DETAILS FOR MEDIAN TREATMENT: TOPSOIL, SEED, FERTILIZER & EROSION MAT OR CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED

Ⓒ TOPSOIL, SEED, FERTILIZER & EROSION MAT (SEE EROSION CONTROL PLANS FOR LOCATIONS)

Ⓓ SEE LANDSCAPING PLANS

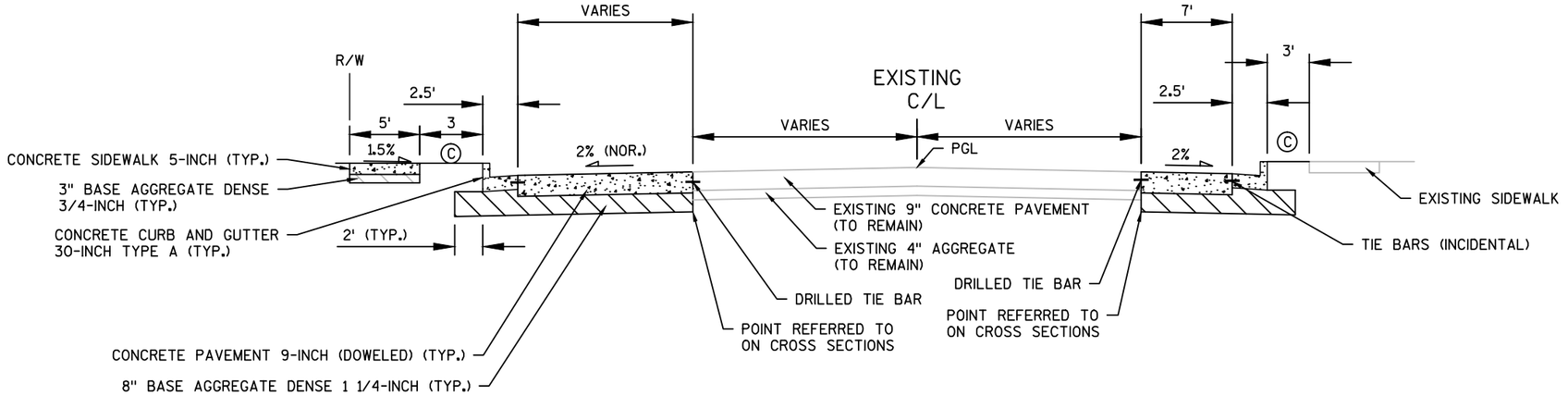


TYPICAL FINISHED SECTION

ROUNDABOUT

STA 1+00 TO STA 4+54

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET 11	E

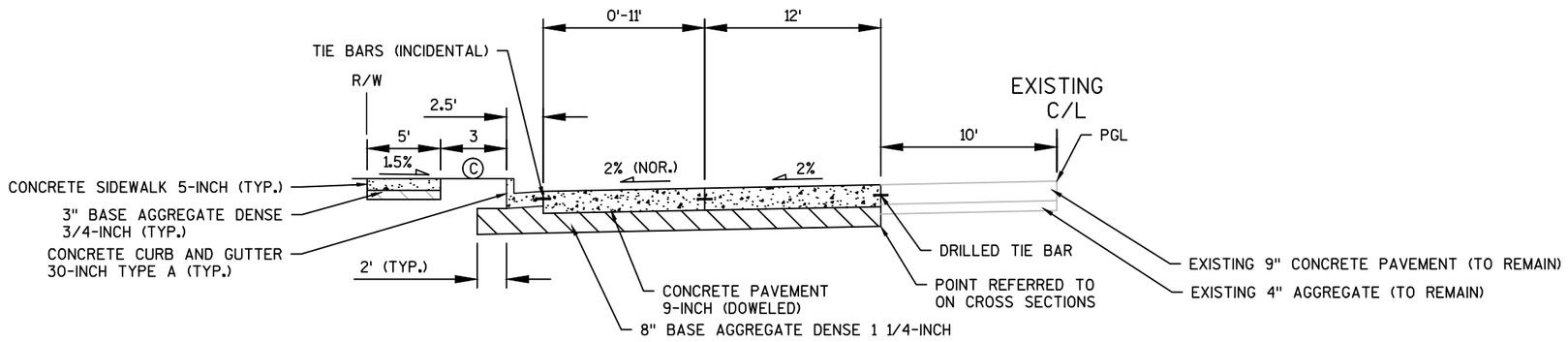


Ⓒ TOPSOIL, SEED, FERTILIZER & EROSION MAT
(SEE EROSION CONTROL PLANS FOR LOCATIONS)

TYPICAL FINISHED SECTION

MASON STREET
(SOUTH OF CTH OO)

STA 0+53 TO STA 3+64 (LEFT)
STA 1+65 TO STA 3+70 (RIGHT)

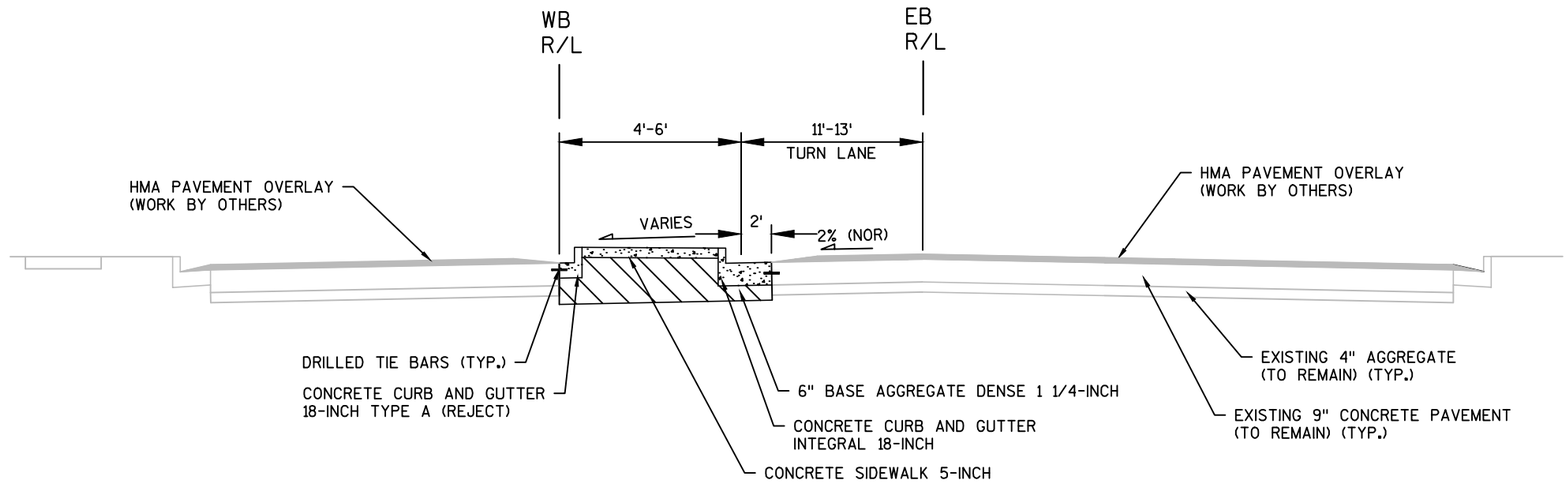


TYPICAL FINISHED SECTION

MASON STREET
(NORTH OF CTH OO)

STA 4+37 TO STA 6+36 (LEFT)

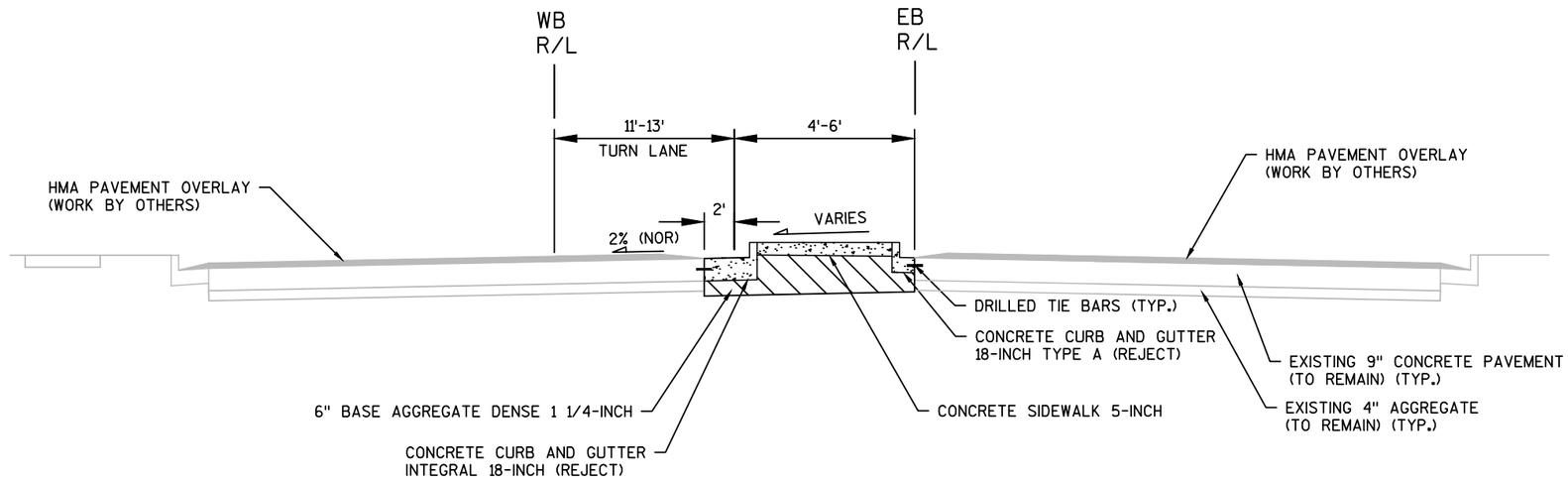
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET 12	E



TYPICAL FINISHED SECTION

CTH 00 (EB LEFT TURN LANE)

STA 179+40 TO STA 179+97
STA 187+75 TO STA 188+62
STA 196+80 TO STA 197+67

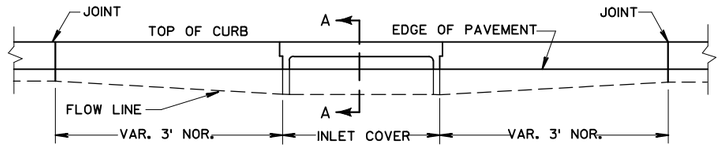


TYPICAL FINISHED SECTION

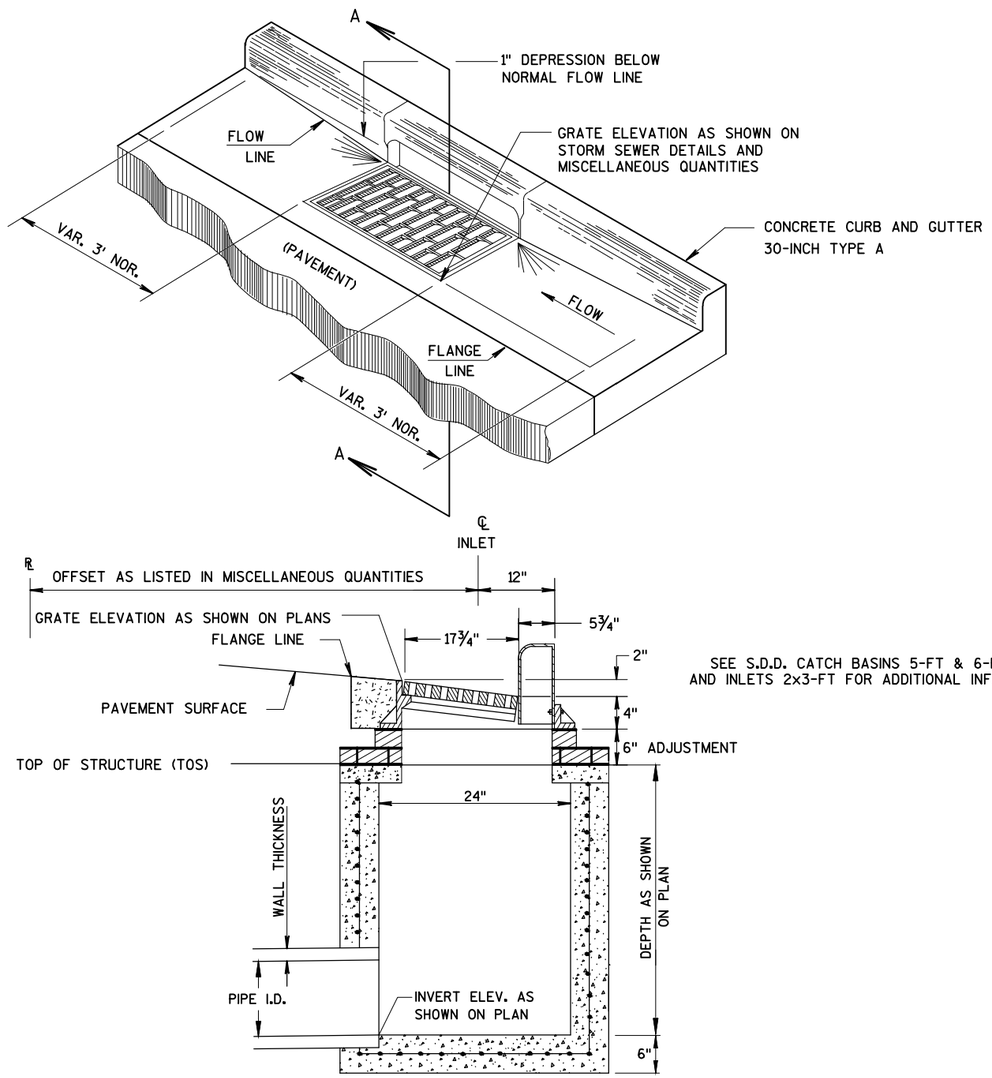
CTH 00 (WB LEFT TURN LANE)

STA 181+83 TO STA 182+72
STA 190+37 TO STA 191+27
STA 199+38 TO STA 200+35

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET 13	E



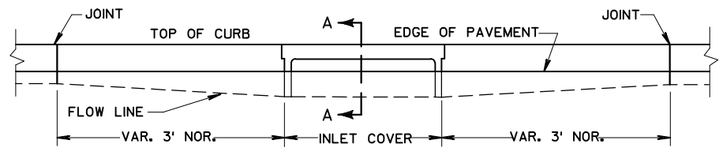
ELEVATION



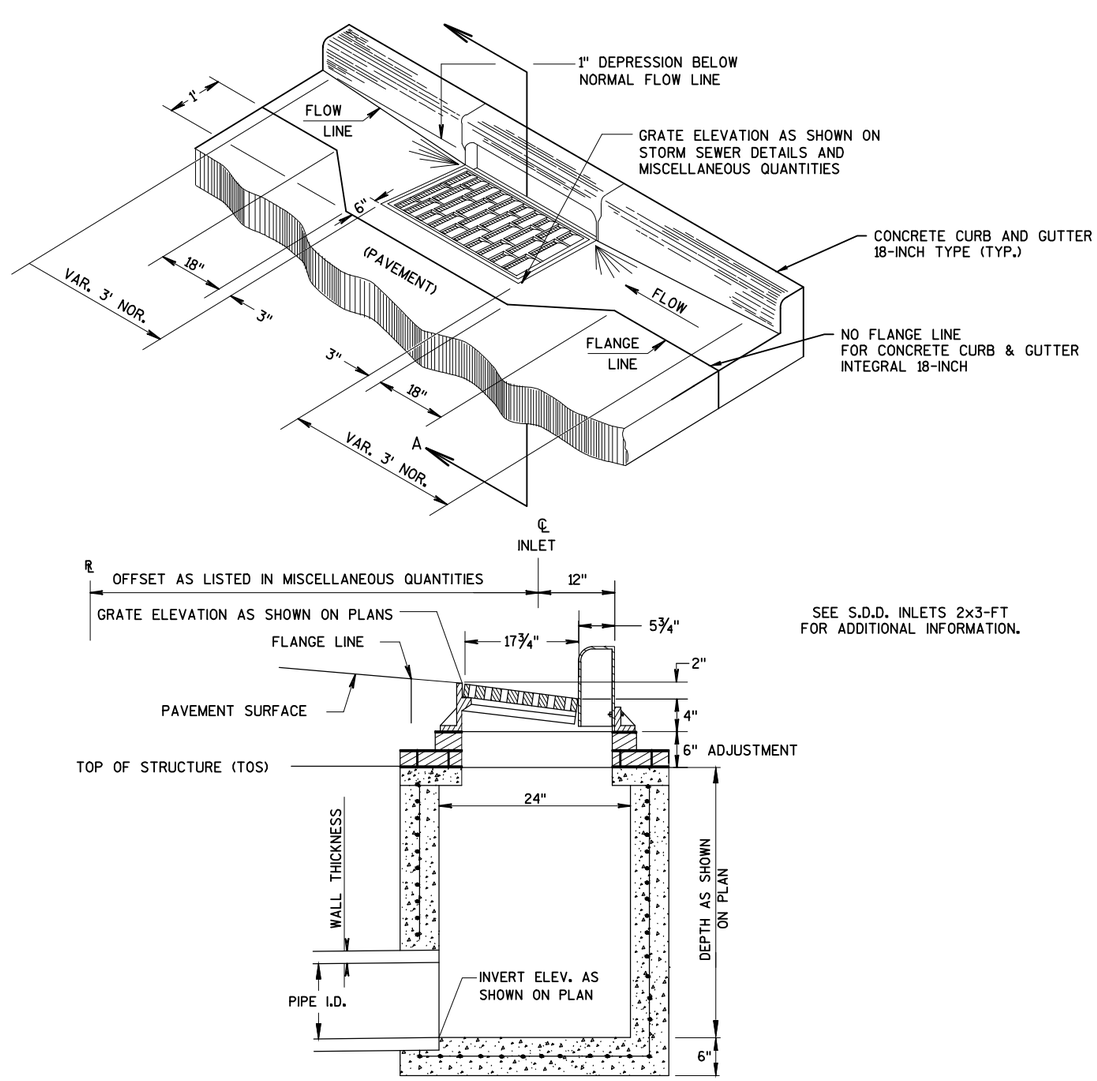
SEE S.D.D. CATCH BASINS 5-FT & 6-FT DIA.
AND INLETS 2x3-FT FOR ADDITIONAL INFORMATION.

SECTION A-A
NOT A BID ITEM
(INLETS 2X3-FT WITH INLET COVERS TYPE H SHOWN. INLET AND INLET COVER TYPE VARIES)

CONCRETE CURB AND GUTTER 30-INCH TYPE A DETAIL (AT INLETS)



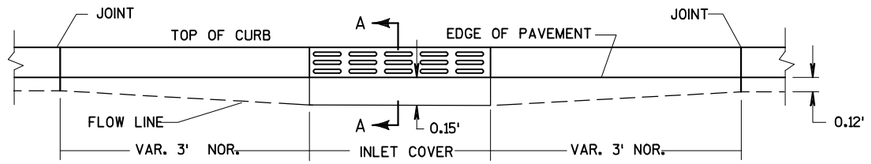
ELEVATION

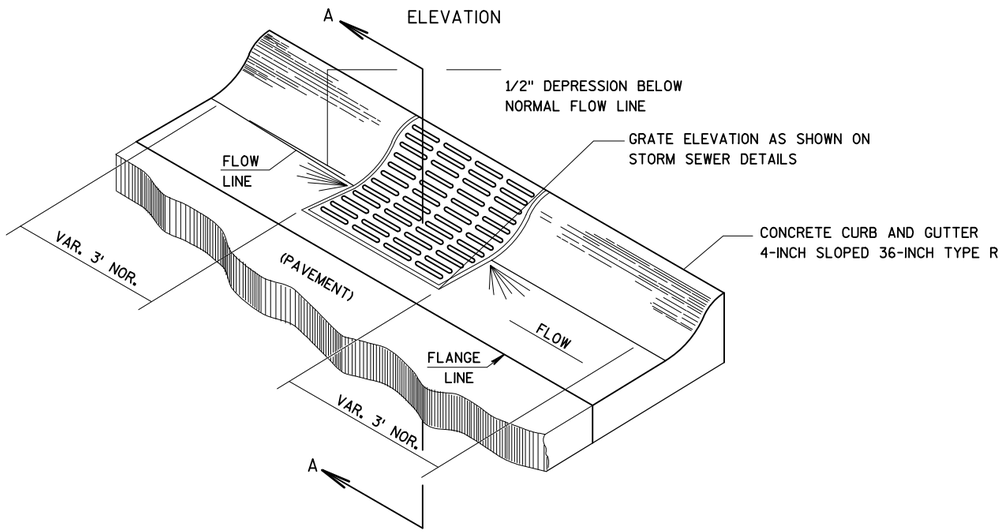


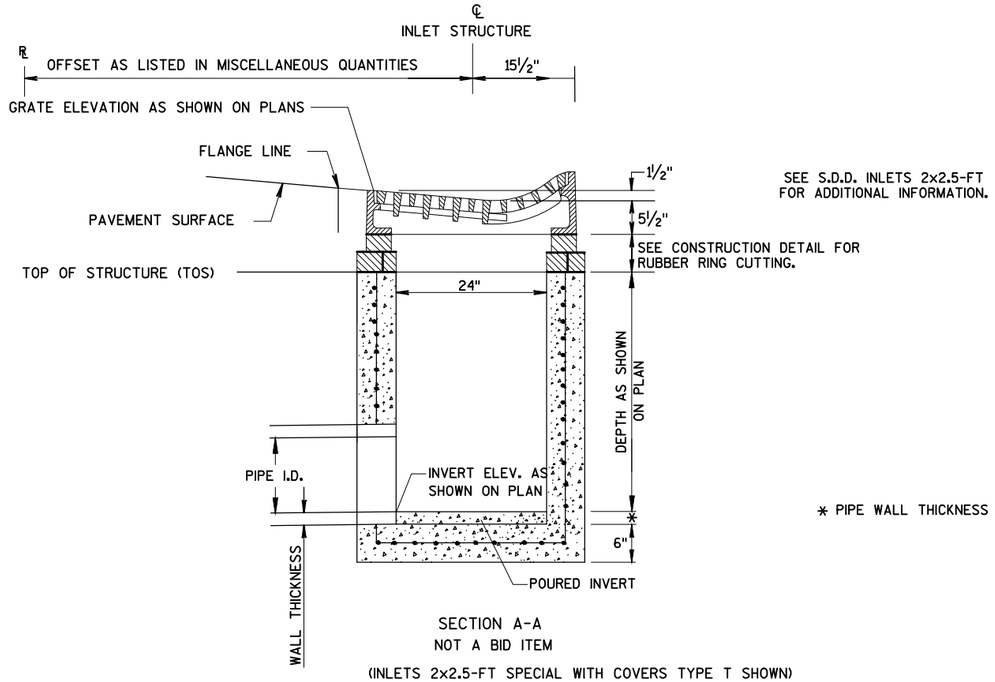
SEE S.D.D. INLETS 2x3-FT
FOR ADDITIONAL INFORMATION.

SECTION A-A
NOT A BID ITEM
(INLETS 2X3-FT WITH INLET COVERS TYPE H SHOWN. INLET AND INLET COVER TYPE VARIES)

CONCRETE CURB AND GUTTER 18-INCH TYPE A DETAIL (AT INLETS)



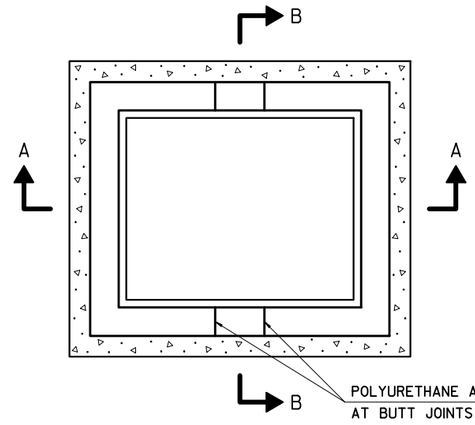




SECTION A-A
NOT A BID ITEM

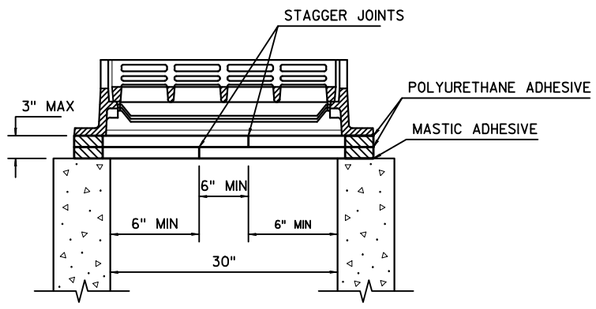
(INLETS 2x2.5-FT SPECIAL WITH COVERS TYPE T SHOWN)

CONCRETE CURB AND GUTTER 36-INCH TYPE R DETAIL (AT INLETS)

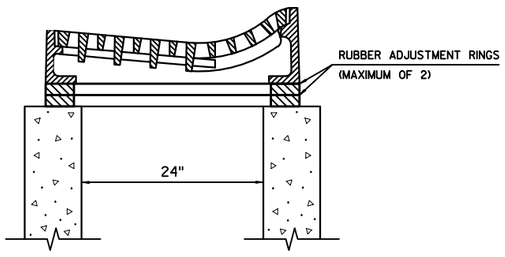


PLAN VIEW

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

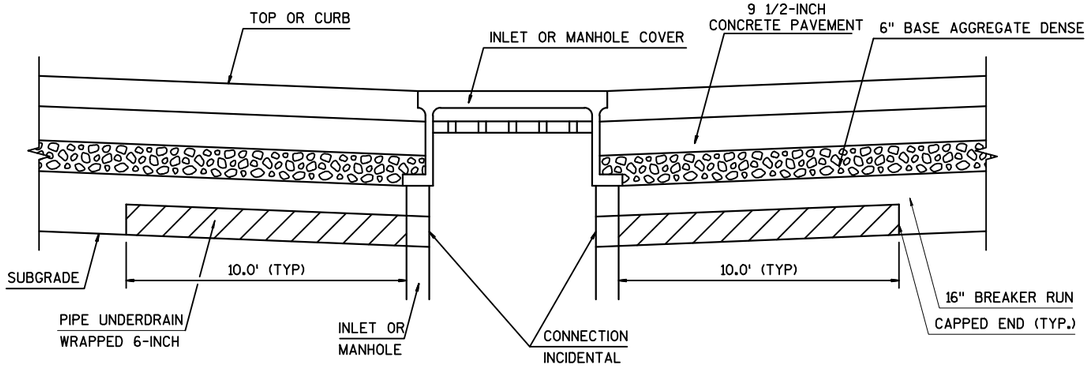


SECTION A-A

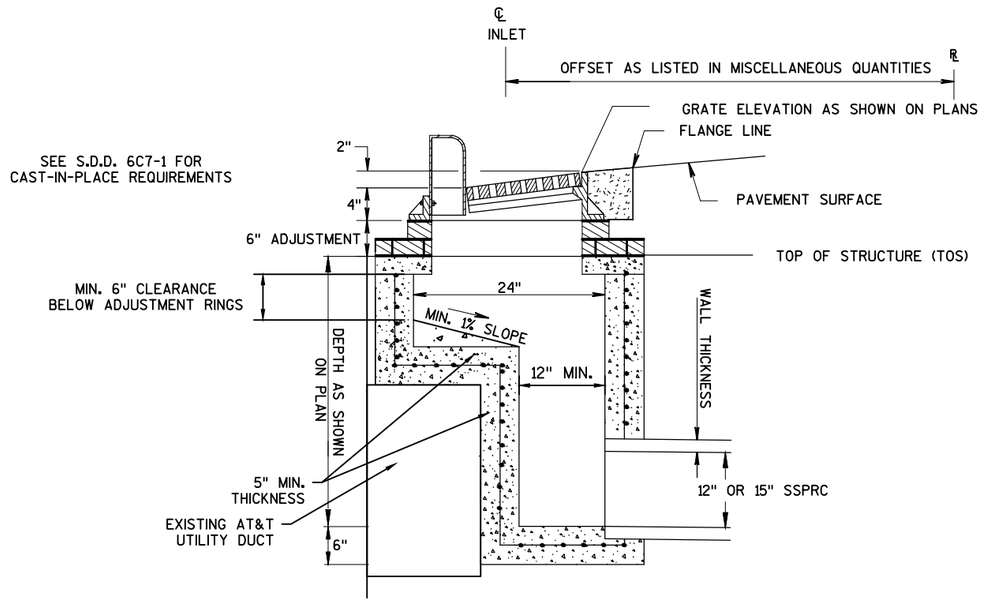


SECTION B-B

INLET TYPE 2x2.5-FT SPECIAL DETAIL (RUBBER RING CUTTING)



PIPE UNDERDRAIN DETAIL

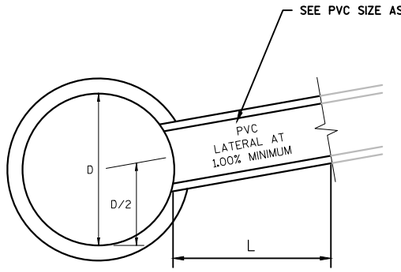


INLETS 2x3-FT SPECIAL DETAIL (SHOWN WITH TYPE H INLET COVER)

RUNOFF COEFFICIENT TABLE

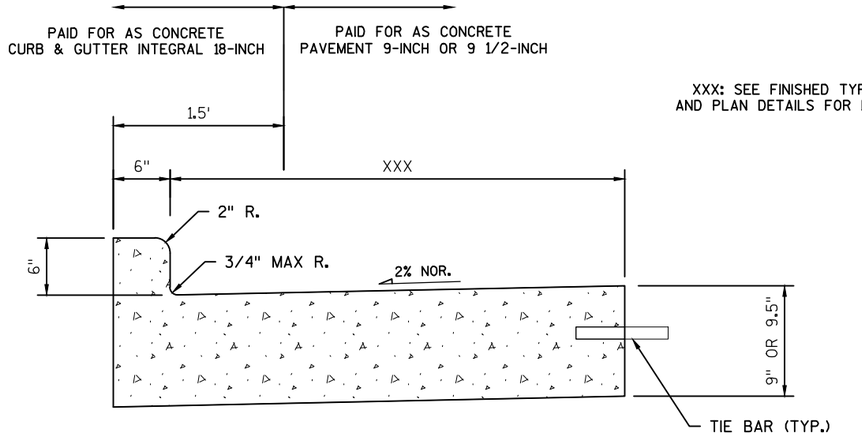
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 16.76 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 7.03 ACRES

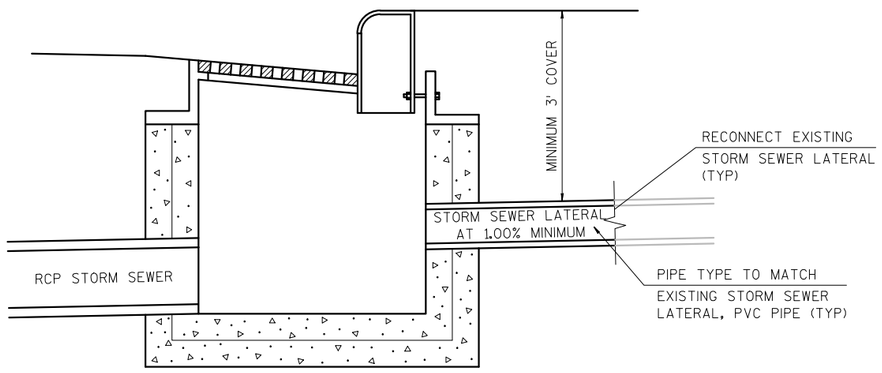


L= LENGTH DETERMINED IN FIELD AS NECESSARY TO CONNECT

STORM SEWER LATERAL CONNECTION DETAIL (TO PIPE)

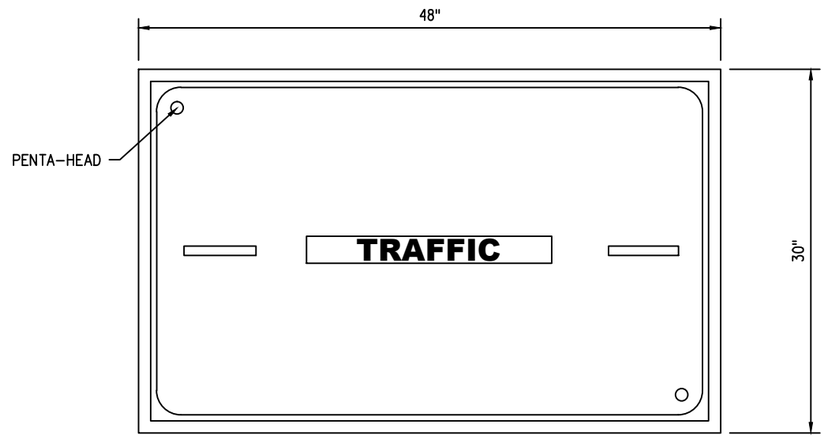


CONCRETE CURB & GUTTER INTEGRAL 18-INCH DETAIL



NOTE: ALL LABOR AND MATERIALS NECESSARY FOR CONNECTION TO STORM SEWER SHALL BE INCIDENTAL TO THE BID ITEM OF RECONNECT STORM SEWER LATERALS.

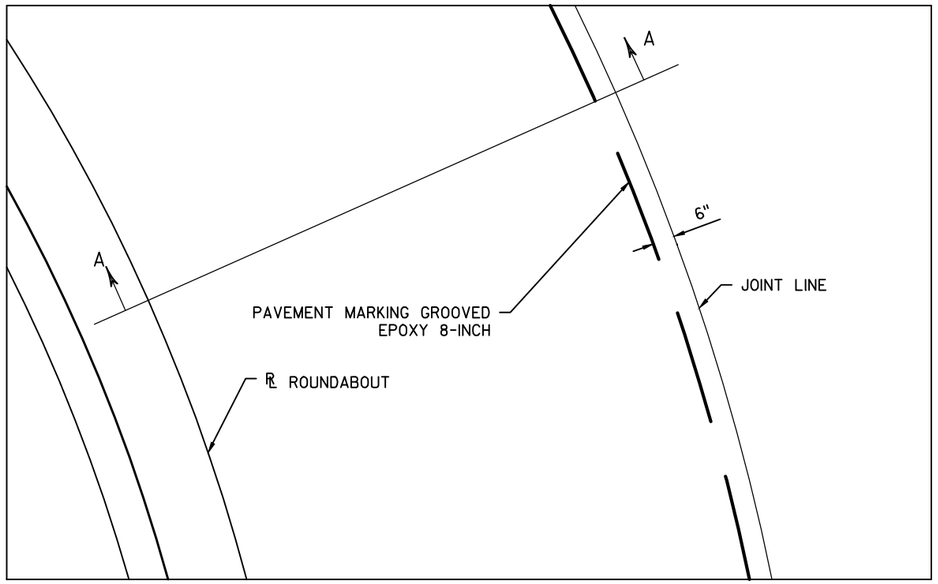
RECONNECT STORM SEWER LATERAL DETAIL



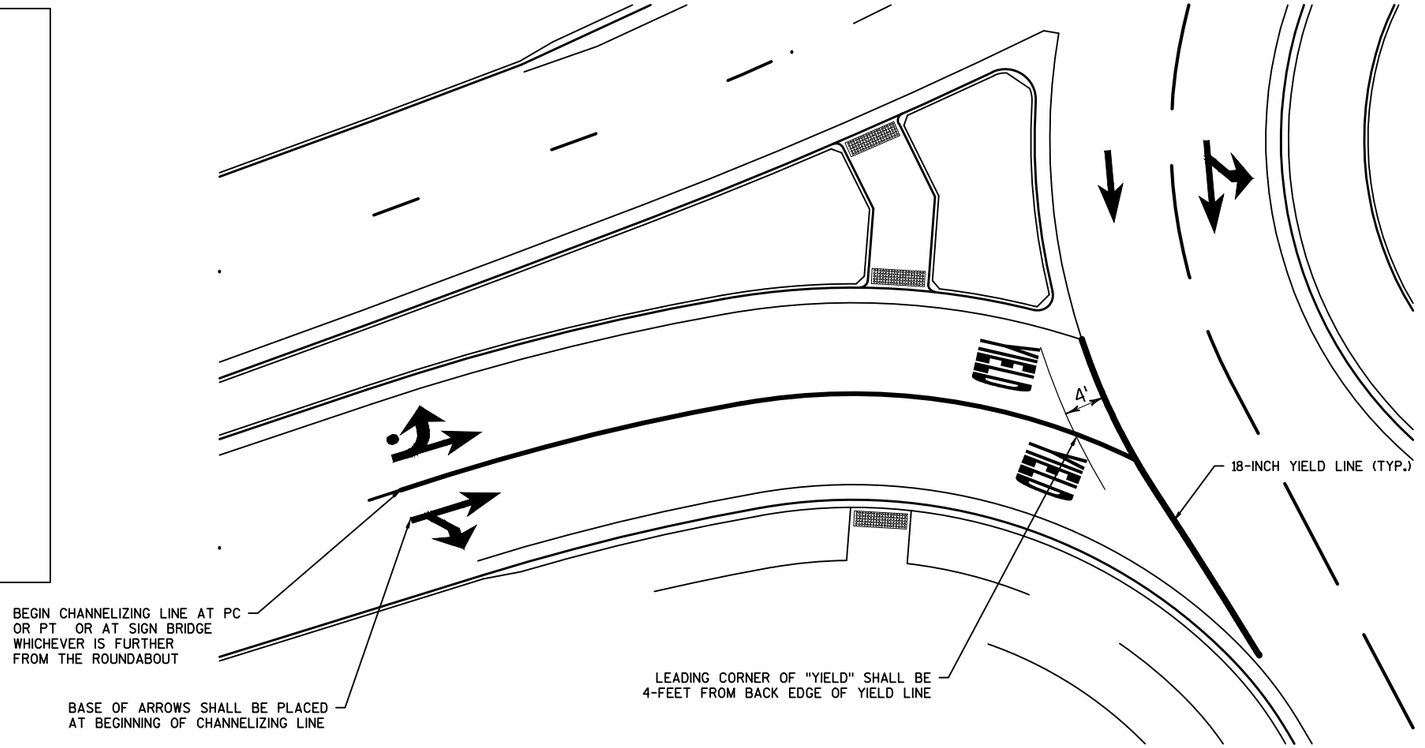
LID

COMMUNICATIONS VAULT TYPE 1 DETAIL

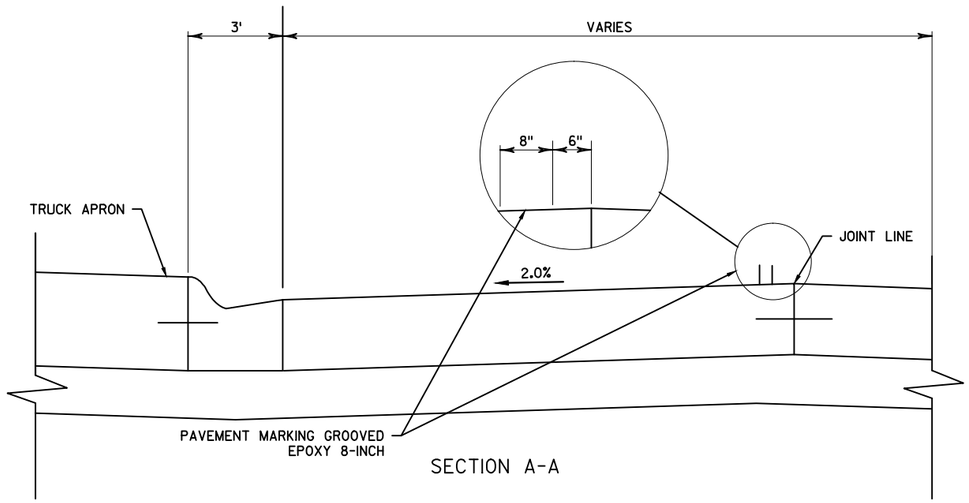
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN: CONSTRUCTION DETAILS	SHEET 17	E



PLAN

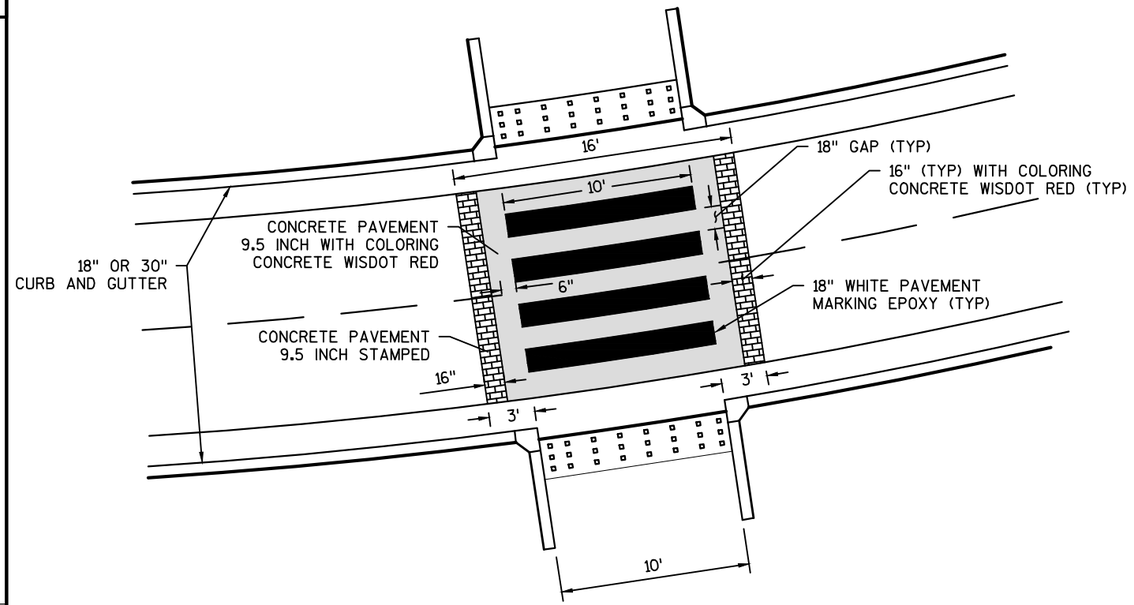


ROUNDABOUT YIELD PAVEMENT MARKING LOCATION

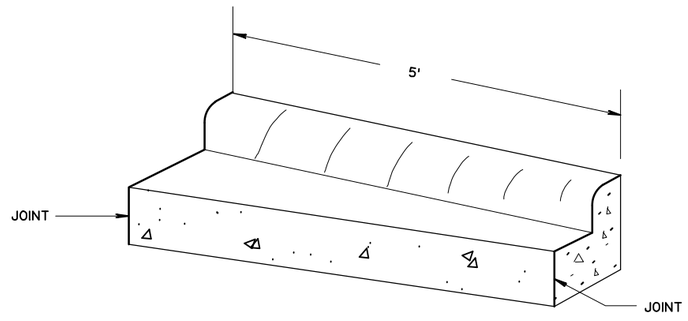


SECTION A-A

ROUNDABOUT PAVEMENT MARKING DETAIL



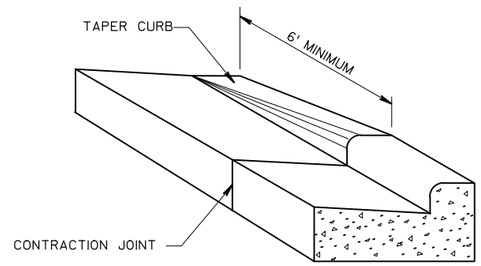
CROSSWALK TREATMENT AT ROUNDABOUT DETAIL



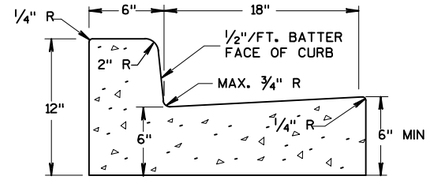
CURB TRANSITION DETAIL

CONCRETE CURB & GUTTER 30" TYPE "A" TO CONCRETE CURB & GUTTER 18" TYPE "A"
(TO BE MEASURED & PAID FOR AS CONCRETE CURB & GUTTER 30" TYPE "A")

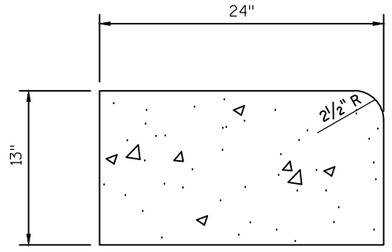
SEE PLAN DETAILS FOR LOCATION



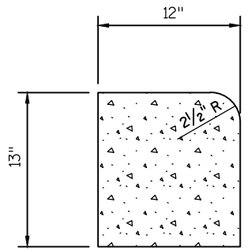
CURB & GUTTER TERMINI DETAIL



CONCRETE CURB AND GUTTER 24-INCH TYPE D DETAIL

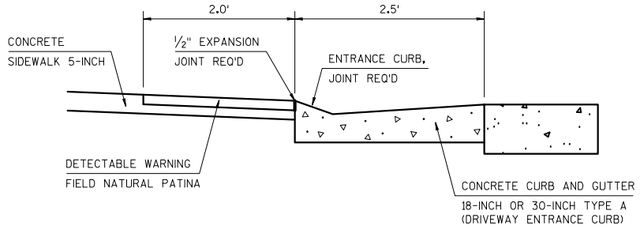


CONCRETE CURB 24-INCH DETAIL

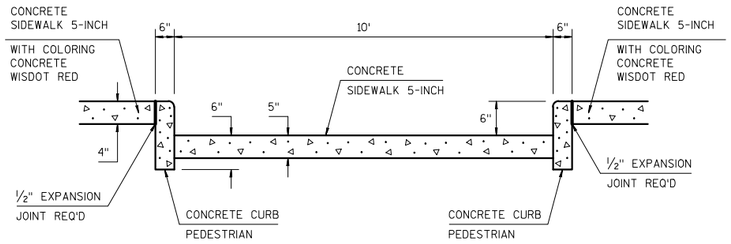


CONCRETE CURB 12-INCH DETAIL

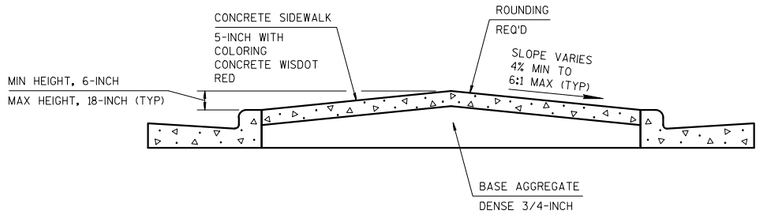
PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN: CONSTRUCTION DETAILS	SHEET 19	E



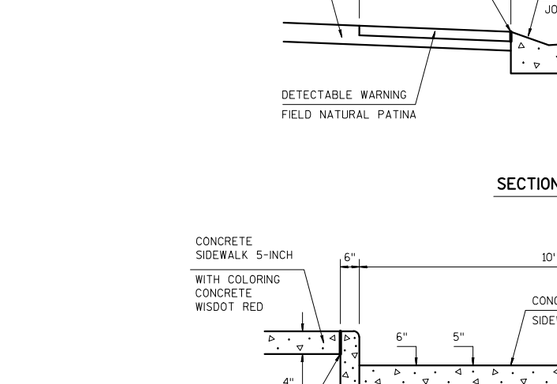
SECTION A-A



SECTION B-B

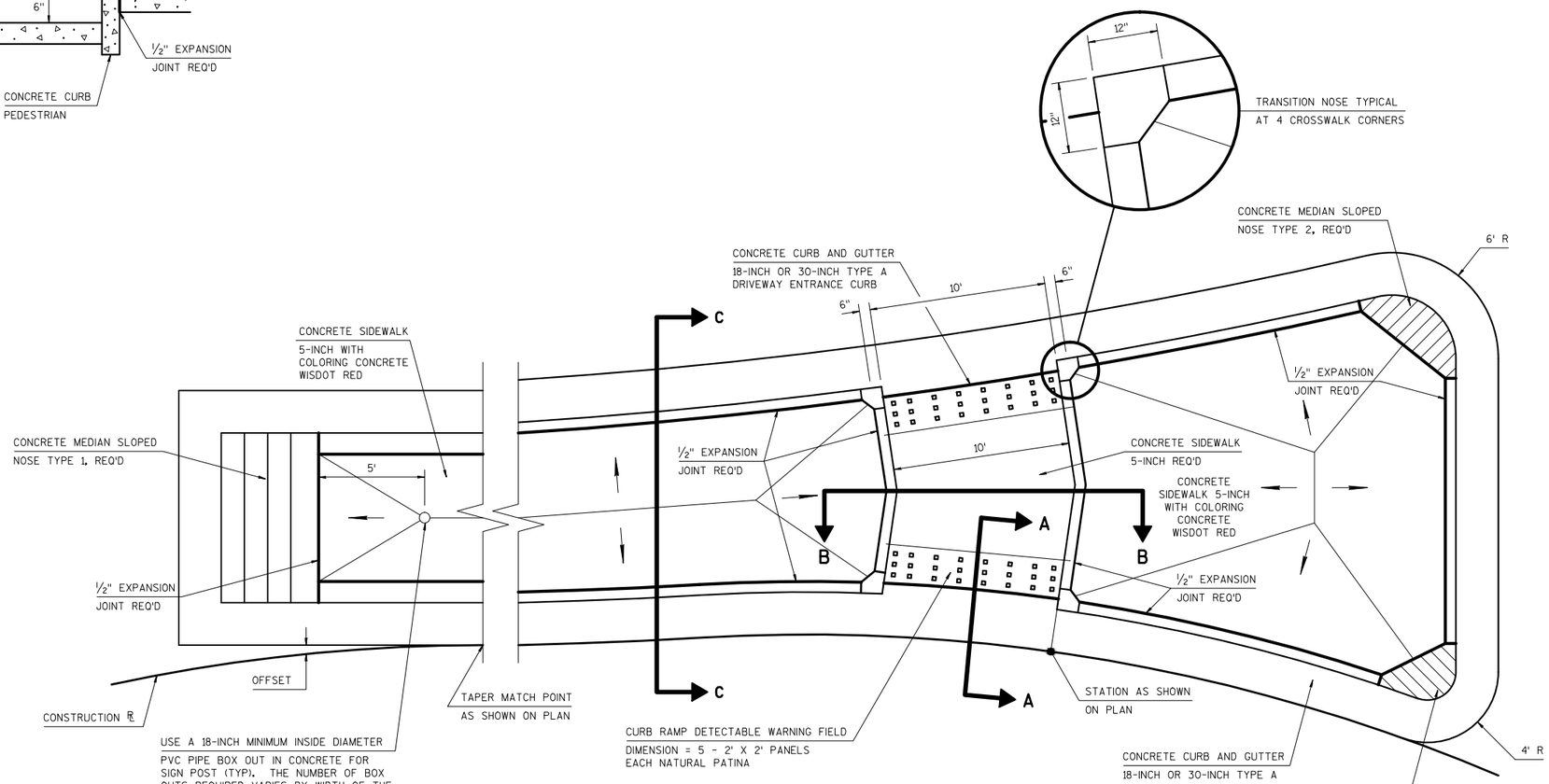


SECTION C-C



ISLAND SIGN LOCATION DETAIL (TYP)

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

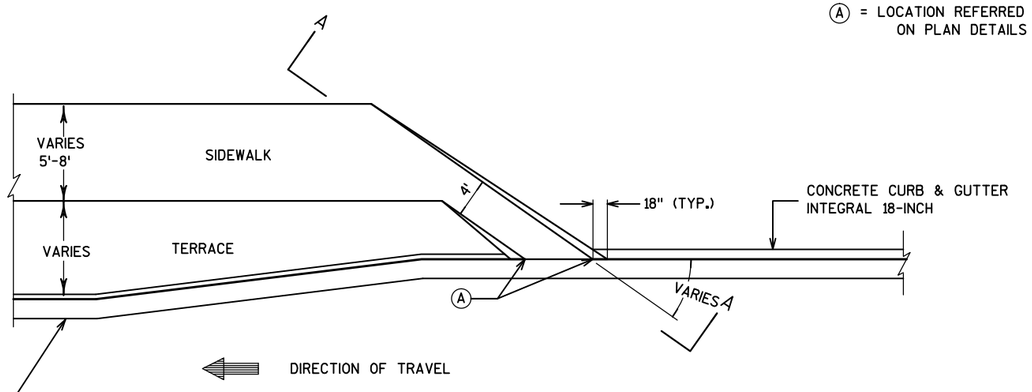


SPLITTER ISLAND DETAIL

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN: CONSTRUCTION DETAILS	SHEET 20	E

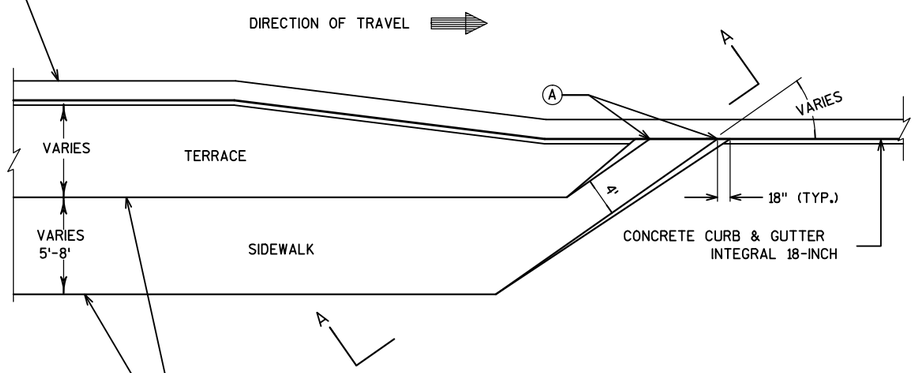
2

Ⓐ = LOCATION REFERRED TO ON PLAN DETAILS



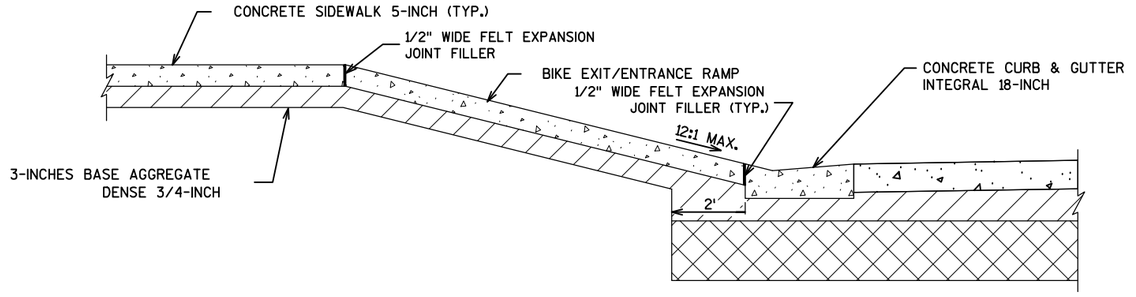
ROUNDABOUT BIKE RAMP EXIT

CURB ALIGNMENTS SHOWN ON PLAN DETAILS AND ALIGNMENT DETAILS



ROUNDABOUT BIKE RAMP ENTRANCE

SIDEWALK ALIGNMENTS SHOWN ON PLAN DETAILS AND ALIGNMENT DETAILS

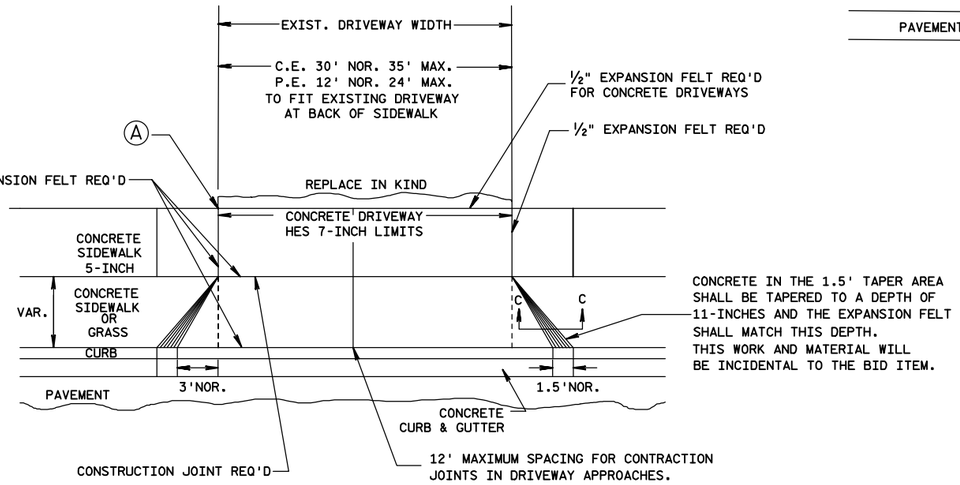


SECTION A-A

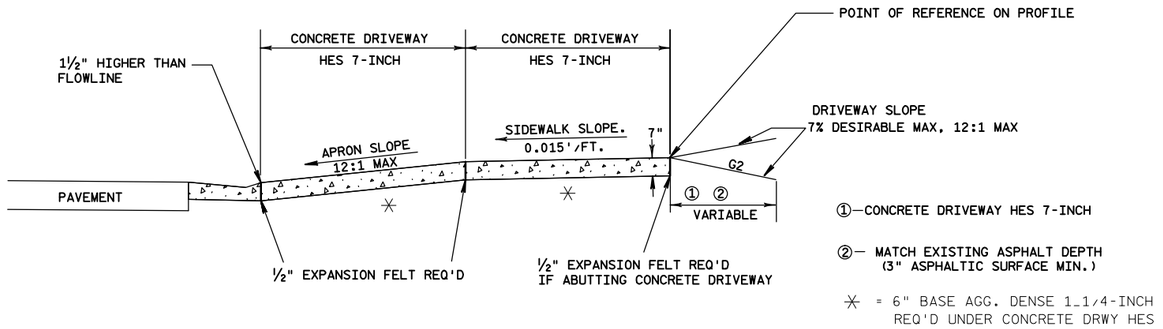
TYPICAL BIKE RAMP ENTRANCE & EXIT DETAILS

(SEE PLAN DETAILS FOR LOCATIONS)

DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER



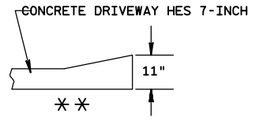
PLAN VIEW



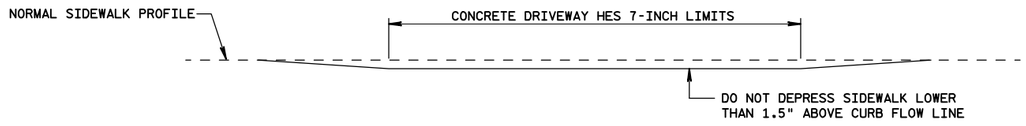
TYPICAL SIDEWALK SECTION AT DRIVEWAYS

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

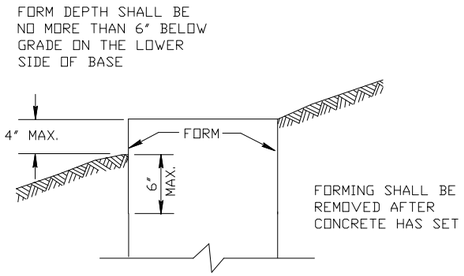
DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE



SECTION C-C

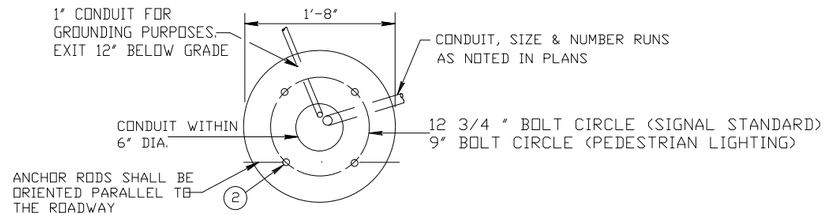


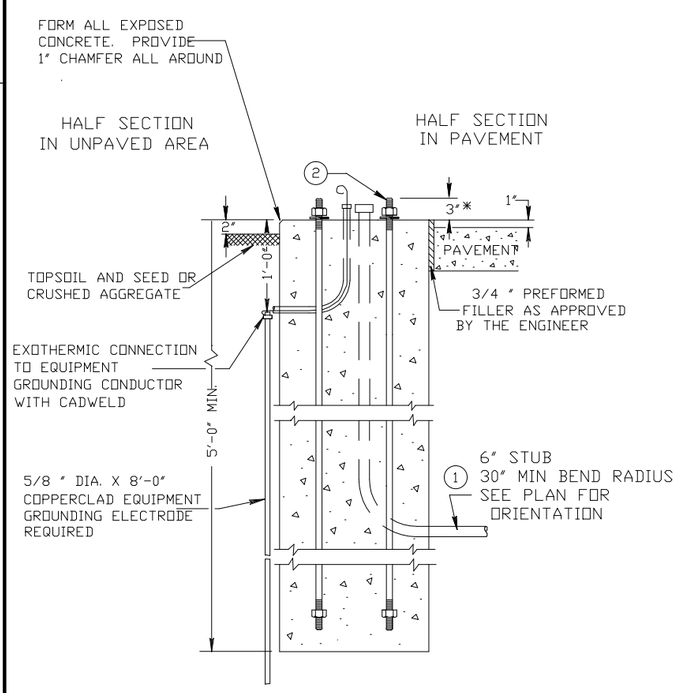
DEPRESSED SIDEWALK PROFILE DETAIL



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE	
	1	
APPROX. CUBIC YARDS OF CONCRETE	0.40	
LBS. OF HOOP BAR STEEL	NONE	
LBS. OF VERTICAL BAR STEEL	NONE	





CITY, TYPE 1

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4 " OR LONGER THAN 3 1/4 " SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

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

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

MINIMUM BENDING RADIUS OF CONDUIT AS NOTED.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES, CITY TYPE 1, BEFORE INSTALLATION OF CABLE OR WIRE.

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

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

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

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

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

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD, ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1 :40 FROM VERTICAL PER SECTION 5.17.6.3, AASHTO 2001 4TH EDITION STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS.

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

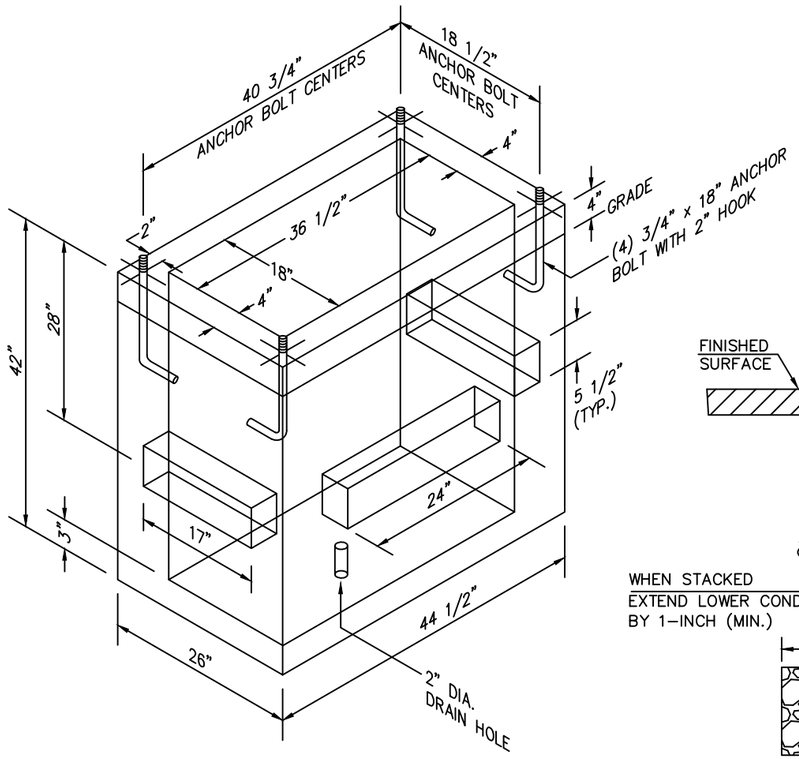
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

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

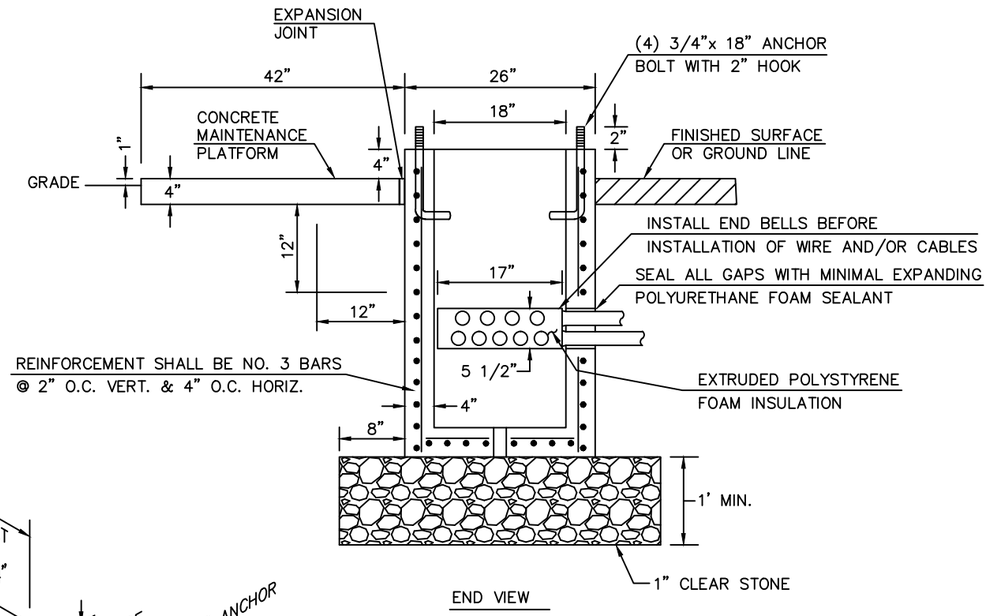
(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

CONCRETE BASES CITY TYPE 1 DETAIL

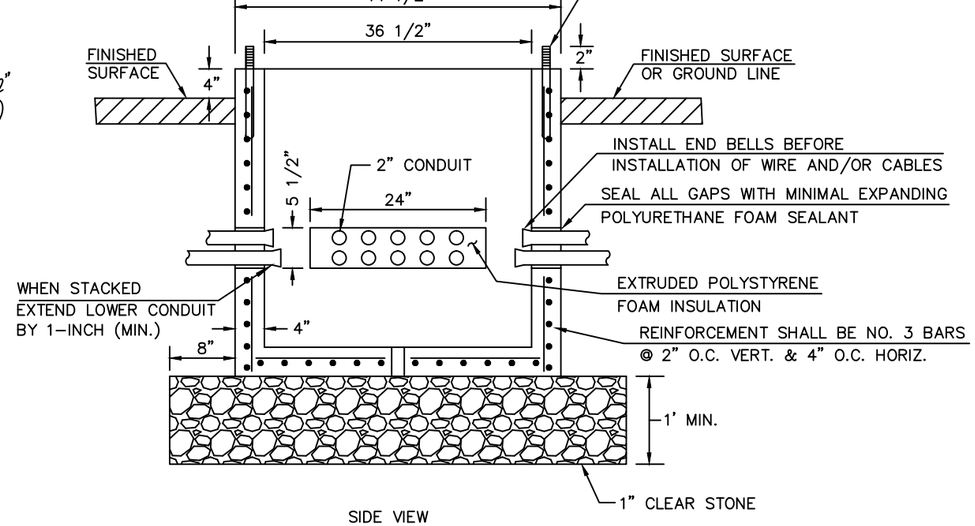
(12¾" BOLT CIRCLE)



ISOMETRIC VIEW



END VIEW



SIDE VIEW

GENERAL NOTES

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

CONDUITS SHALL EXTEND BEYOND FACE OF CONCRETE WALL 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

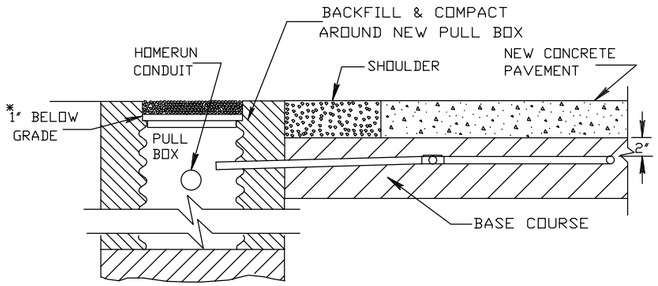
PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

A 2 INCH DIAMETER DRAIN HOLE IS REQUIRED AT THE BOTTOM OF THE BASE.

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

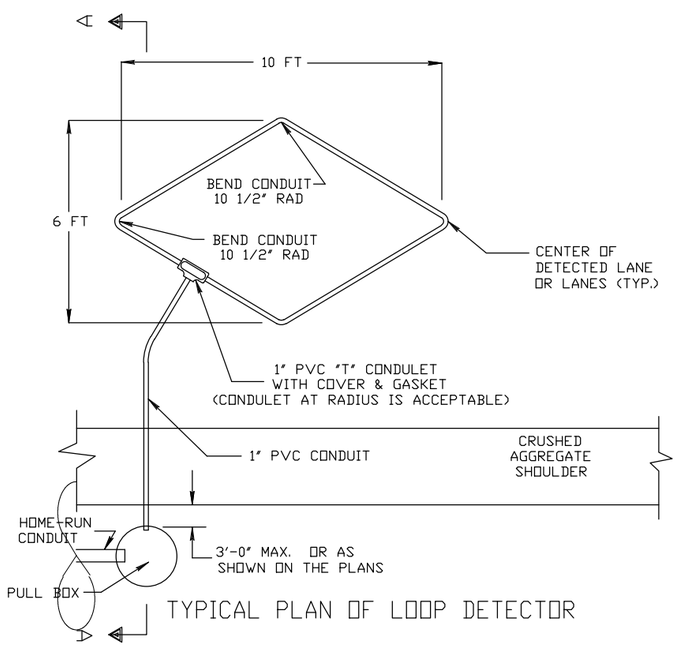
BASES CABINET BASEMENT DETAIL



SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP INSTALLATION DETAIL

* RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER WHEN LOCATED IN AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH CRUSHED AGGREGATE TO BRING THE AREA UP TO FINAL GRADE.



TYPICAL PLAN OF LOOP DETECTOR

GENERAL NOTES:

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER, PER SPLICE KIT INSTRUCTIONS.

SPLICES SHALL BE INSTALLED BY USING AN APPROVED CAST-IN-PLACE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE ENGINEER FOR EVALUATION.

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES BEFORE INSTALLATION.

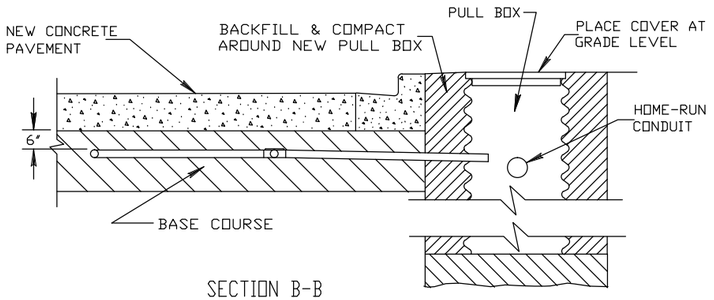
LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PROVIDED TO THE ENGINEER OR PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL ONLY BE MADE IN ROADSIDE PULL BOXES.

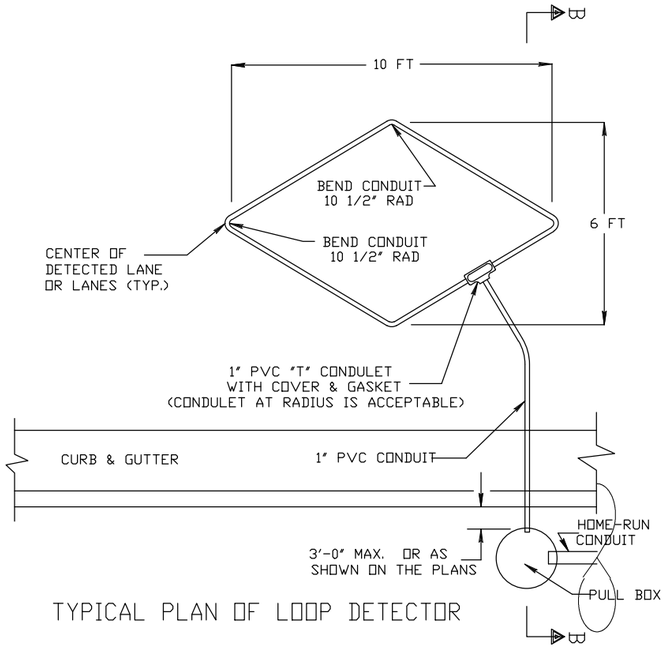
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THRU THE LOOP DETECTOR CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE PLACEMENT OF THE ASPHALTIC PAVEMENT.



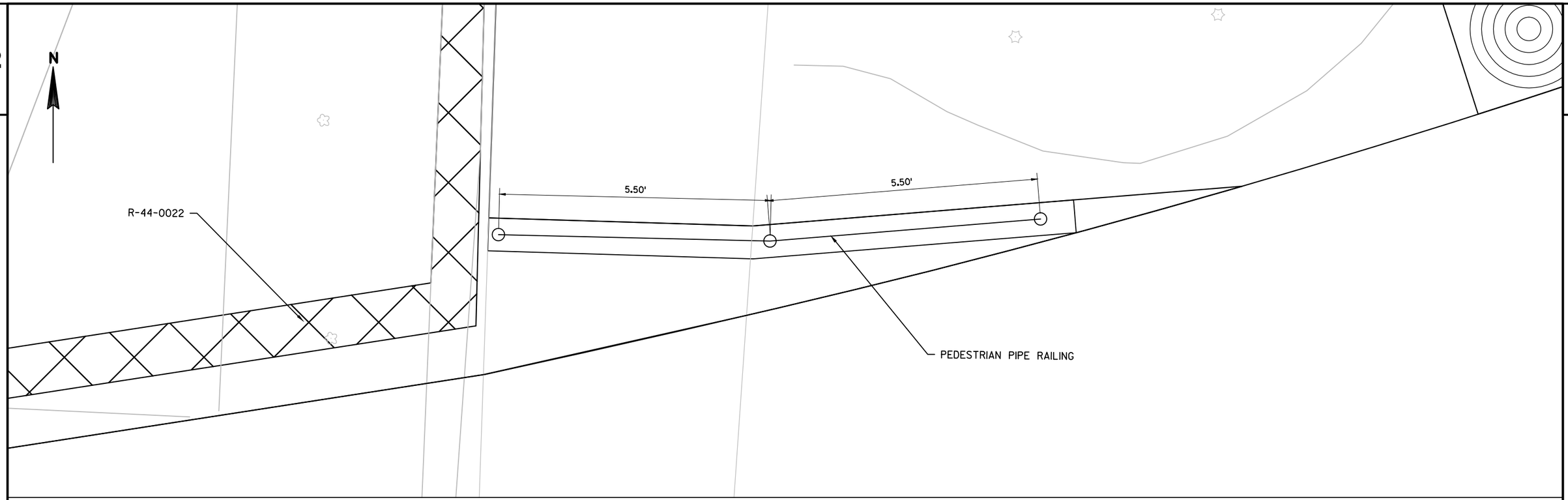
SECTION B-B
CURB & GUTTER

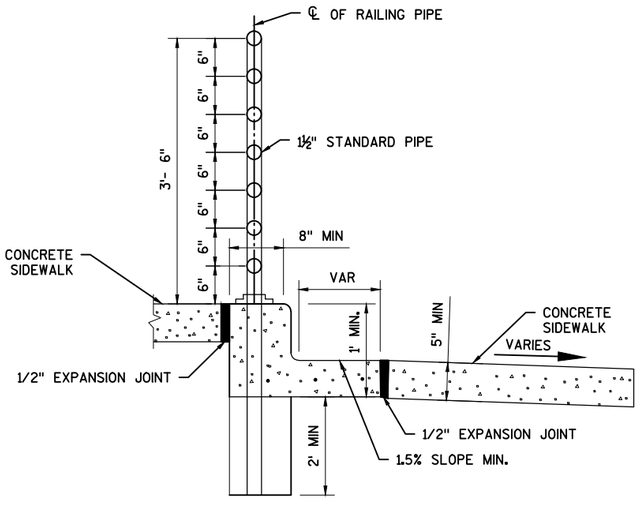
LOOP DETECTOR INSTALLATION DETAIL



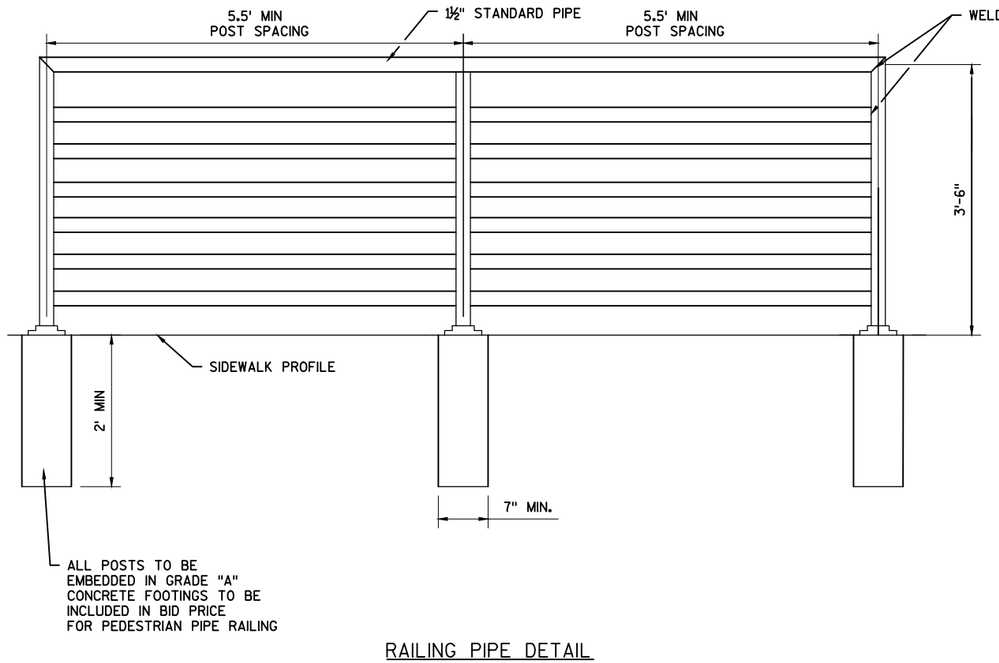
TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR DETAIL

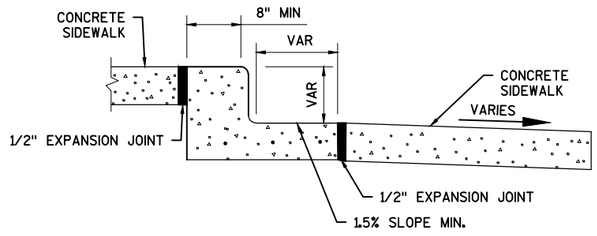




POST EMBEDMENT



RAILING PIPE DETAIL



NON POST SECTION

NOTES
1. FIELD VERIFY DIMENSIONS

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - PEDESTRIAN PIPE RAILING	SHEET 26	E

2

N

SOIL CONTAMINATION LIMITS
STA. 102+00'NB TO 102+75'NB'
NORTHBOUND CENTERLINE TO THE LEFT
OF CONSTRUCTION LIMITS.
ALL MATERIAL BELOW EXISTING
BASE COURSE TO BE DISPOSED
AS CONTAMINATED MATERIAL.

WEILAND AVE

98NB
99NB
100NB
101SB
101NB
102SB
102NB
103SB
103NB
104SB
104NB

℄ SB STH 47
STH 47 (RICHMOND ST)
℄ NB STH 47

(1)
(2)

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - SOIL CONTAMINATION LIMITS	SHEET 27	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021022_CD-SOIL CONTAMINATION.DWG
LAYOUT NAME - 021022-CD

PLOT DATE : 7/21/2016 3:17 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

STH 47 (RICHMOND ST)

END LIMITS
CONSTRUCTION
ROUNDABOUT STAKING
STA. 111+00'NB' & 111+00'SB'

BEGIN LIMITS
CONSTRUCTION
ROUNDABOUT STAKING
STA. 203+75'EB' & 203+75'WB'

CTH 00 (NORTHLAND AVE)

200WB 201WB 202WB 203WB 204WB 205WB 206WB 209WB 210WB 211WB 212WB 213WB 214WB 215WB

200EB 201EB 202EB 203EB 204EB 205EB 206EB 209EB 210EB 211EB 212EB 213EB 214EB 215EB

113SB 113NB 112SB 112NB 111SB 111NB 110SB 110NB 12NW 12NE 13NW 13NE 13SW 13SE 14SW 14SE 15SW 15SE 10NW 10NART 12SE 11SE 10SE 105SB 105NB 104SB 104NB

2C 3C 4C

CTH 00 (NORTHLAND AVE)

END LIMITS
CONSTRUCTION
ROUNDABOUT STAKING
STA. 210+75'EB' & 210+75'WB'

STH 47 (RICHMOND ST)

BEGIN LIMITS
CONSTRUCTION
ROUNDABOUT STAKING
STA. 104+00'NB' & 104+00'SB'

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - CONSTRUCTION ROUNDABOUT STAKING	SHEET 28	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\021023_CD-RAB STAKING.DWG
LAYOUT NAME - 021023-CD-RAB STAKING
PLOT DATE : 8/24/2016 10:21 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

REMOVAL NOTES:

-ALL ITEMS ASSOCIATED WITH TRAFFIC SIGNAL REMOVALS ARE SHOWN ON THE TRAFFIC SIGNAL PLAN.

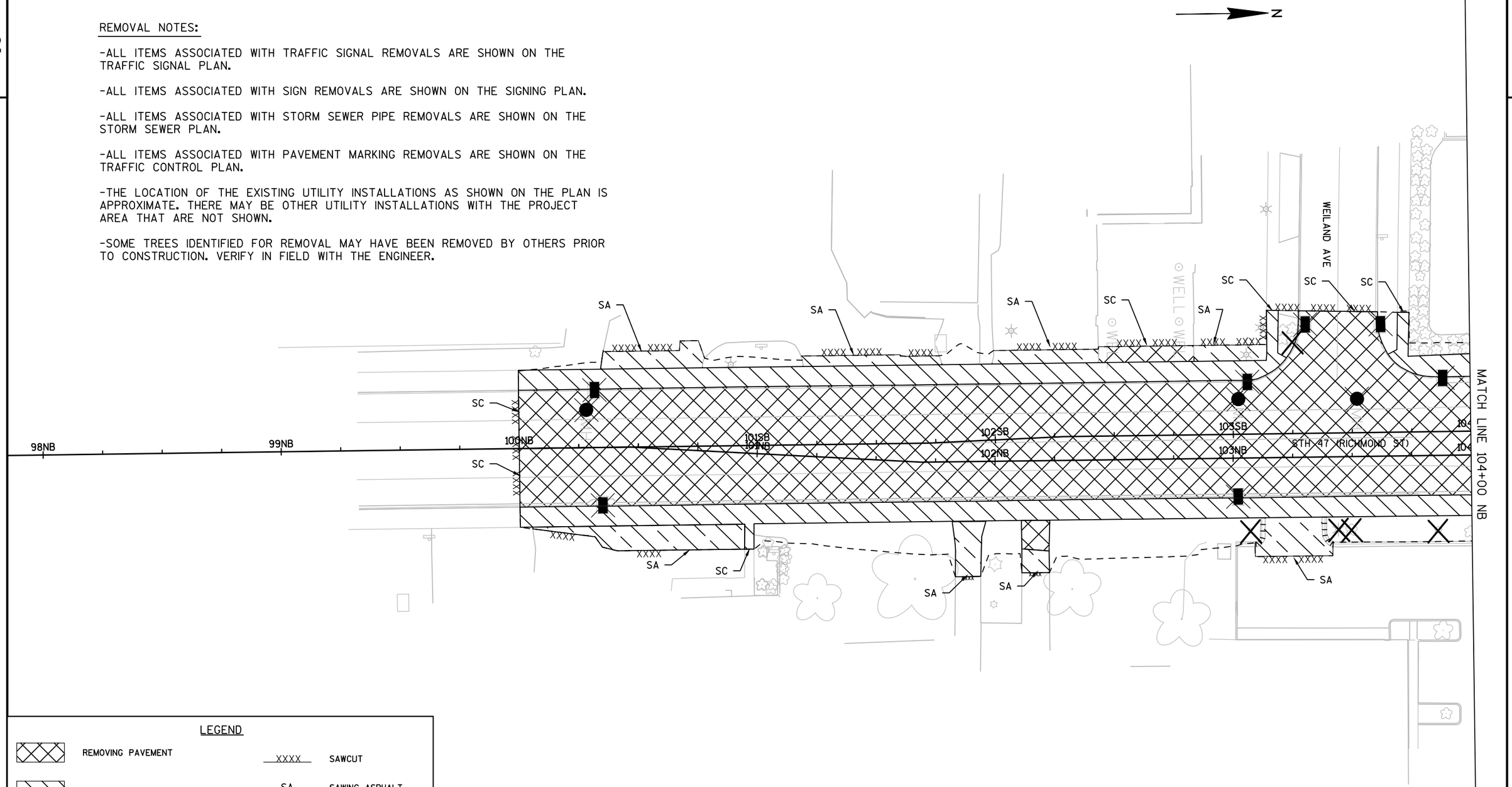
-ALL ITEMS ASSOCIATED WITH SIGN REMOVALS ARE SHOWN ON THE SIGNING PLAN.

-ALL ITEMS ASSOCIATED WITH STORM SEWER PIPE REMOVALS ARE SHOWN ON THE STORM SEWER PLAN.

-ALL ITEMS ASSOCIATED WITH PAVEMENT MARKING REMOVALS ARE SHOWN ON THE TRAFFIC CONTROL PLAN.

-THE LOCATION OF THE EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLAN IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITH THE PROJECT AREA THAT ARE NOT SHOWN.

-SOME TREES IDENTIFIED FOR REMOVAL MAY HAVE BEEN REMOVED BY OTHERS PRIOR TO CONSTRUCTION. VERIFY IN FIELD WITH THE ENGINEER.



LEGEND

	REMOVING PAVEMENT	XXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	SA	SAWING ASPHALT
	REMOVING ASPHALTIC SURFACE (INCIDENTAL TO COMMON EXCAVATION)	SC	SAWING CONCRETE
	REMOVING TREE		REMOVING INLET
	REMOVING CURB		REMOVING MANHOLE

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	REMOVALS - STH 47	SHEET 29	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021101-RM
PLOT DATE : 8/25/2016 9:57 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

LEGEND

REMOVING PAVEMENT	XXXX	SAWCUT
REMOVING CONCRETE SIDEWALK	SA	SAWING ASPHALT
REMOVING ASPHALTIC SURFACE (INCIDENTAL TO COMMON EXCAVATION)	SC	SAWING CONCRETE
REMOVING TREE		REMOVING INLET
REMOVING CURB		REMOVING MANHOLE

N

MATCH LINE 206+00 WB

SA

EXISTING RETAINING WALL (SEE STRUCTURE PLANS FOR REMOVAL LIMITS)

SC

MATCH LINE 104+00 NB

MATCH LINE 110+00 NB

SB

NB

105SB

106SB

106NB

107SB

107NB

105N

2+00NBRT

3+00C

4+00C

TREE

TREE

SA

SA

SA

BURIED MANHOLE FIELD LOCATE

MATCH LINE 209+00 WB

2

N

REMOVING DELINEATOR

SA

SC

MATCH LINE 110+00 NB

111SB

111NB

112SB

112NB

113SB

113NB

114SB

114NB

115S

MATCH LINE 115+00 NB

SA

SC

MATCH LINE 115+00 NB

116SB

116NB

117S

117

LEGEND

	REMOVING PAVEMENT	XXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	SA	SAWING ASPHALT
	REMOVING ASPHALTIC SURFACE (INCIDENTAL TO COMMON EXCAVATION)	SC	SAWING CONCRETE
	REMOVING TREE		REMOVING INLET
	REMOVING CURB		REMOVING MANHOLE

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	REMOVALS - STH 47	SHEET 31	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021103-RM

PLOT DATE : 8/25/2016 10:04 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

2

N

SC

SC

CGI-18

187EB

188EB

189EB

℄ EB CTH 00

190EB

191EB

192EB

SC

SC

SC

SC

MH

MH

MH

WEST SERVICE RD

SC

N

SC

℄ WB CTH 00

SC

195EB

196EB

197EB

198EB

199WB

199EB

200WB

200EB

℄ EB CTH 00

SC

SC

SC

SC

SC

MH

MH

WEST SERVICE RD

WEST SERVICE RD

BENNETT ST

SC

POST

POST

LEGEND

	REMOVING PAVEMENT	XXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	SA	SAWING ASPHALT
	REMOVING ASPHALTIC SURFACE (INCIDENTAL TO COMMON EXCAVATION)	SC	SAWING CONCRETE
	REMOVING TREE		REMOVING INLET
	REMOVING CURB		REMOVING MANHOLE

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	REMOVALS - CTH 00	SHEET 32	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021104-RM

PLOT DATE : 8/25/2016 10:08 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

REMOVING PAVEMENT	XXXX	SAWCUT
REMOVING CONCRETE SIDEWALK	SA	SAWING ASPHALT
REMOVING ASPHALTIC SURFACE (INCIDENTAL TO COMMON EXCAVATION)	SC	SAWING CONCRETE
REMOVING TREE		REMOVING INLET
REMOVING CURB		REMOVING MANHOLE

N

MATCH LINE 200+00 WB

MATCH LINE 206+00 WB

SC

SA

XXXX

POST

MH

201WB

202WB

203WB

204WB

205WB

201EB

202EB

203EB

204EB

205EB

206EB

REMOVING GUARDRAIL

2

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	REMOVALS - CTH OO	SHEET 33	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021105-RM
PLOT DATE : 8/25/2016 10:11 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2

N

MATCH LINE 209+00 WB

SA SC SC SC SA SC SC SC SA SC

210WB 211WB 212WB 213WB 214WB 215WB

210EB 211EB 212EB 213EB 214EB 215EB

WELL WELL WELL WELL MWELL POST POST POST POST POST POST POST POST FLAG MH MH MH

LEGEND

REMOVING PAVEMENT	XXXX	SAWCUT
REMOVING CONCRETE SIDEWALK	SA	SAWING ASPHALT
REMOVING ASPHALTIC SURFACE (INCIDENTAL TO COMMON EXCAVATION)	SC	SAWING CONCRETE
REMOVING TREE		REMOVING INLET
REMOVING CURB		REMOVING MANHOLE

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	REMOVALS - CTH OO	SHEET 34	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021106-RM

PLOT DATE : 8/25/2016 10:13 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

2

W WEILAND LN

WEILAND LN

18OEB

18OEB

CTH OO (NORTHLAND AVE)

MATCHLINE STA. 5+25 M

MATCHLINE STA. 5+25 M

SC

1M

2M

3M

4M

5M

6M

MH

N

N

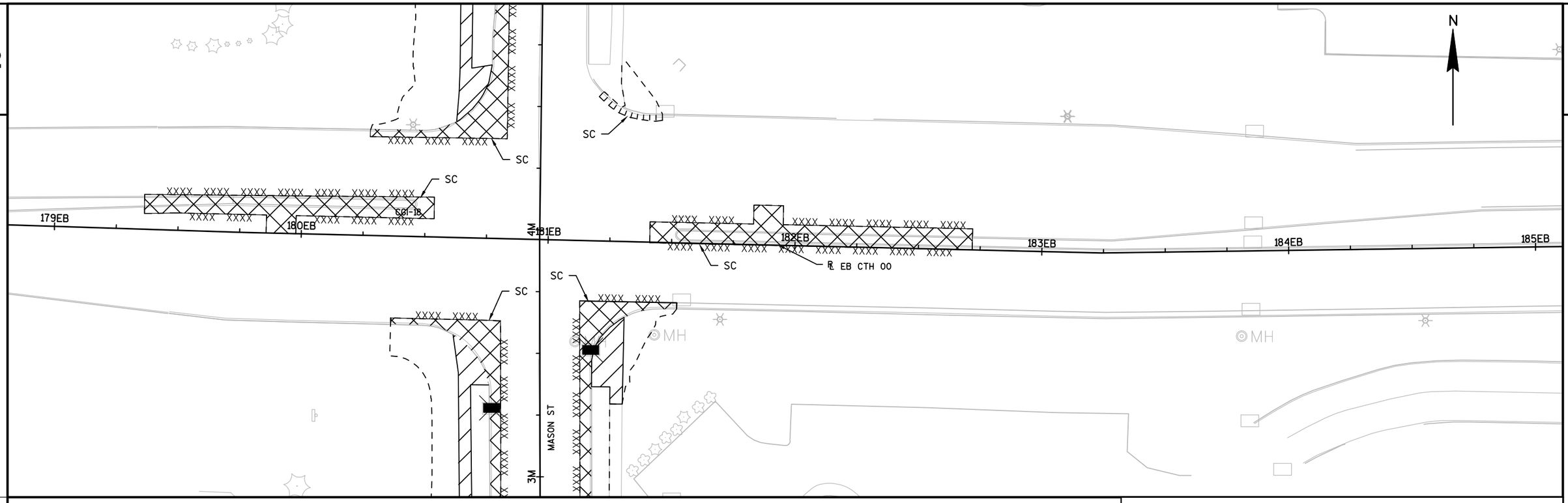
LEGEND

	REMOVING PAVEMENT	XXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	SA	SAWING ASPHALT
	REMOVING ASPHALTIC SURFACE (INCIDENTAL TO COMMON EXCAVATION)	SC	SAWING CONCRETE
	REMOVING TREE		REMOVING INLET
	REMOVING CURB		REMOVING MANHOLE

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	REMOVALS - MASON STREET	SHEET 35	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021107-RM

PLOT DATE : 8/25/2016 10:17 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : **********



LEGEND

	REMOVING PAVEMENT	XXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	SA	SAWING ASPHALT
	REMOVING ASPHALTIC SURFACE (INCIDENTAL TO COMMON EXCAVATION)	SC	SAWING CONCRETE
	REMOVING TREE		REMOVING INLET
	REMOVING CURB		REMOVING MANHOLE

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	REMOVALS - CTH 00	SHEET 36	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021108-RM

PLOT DATE : 8/25/2016 10:19 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

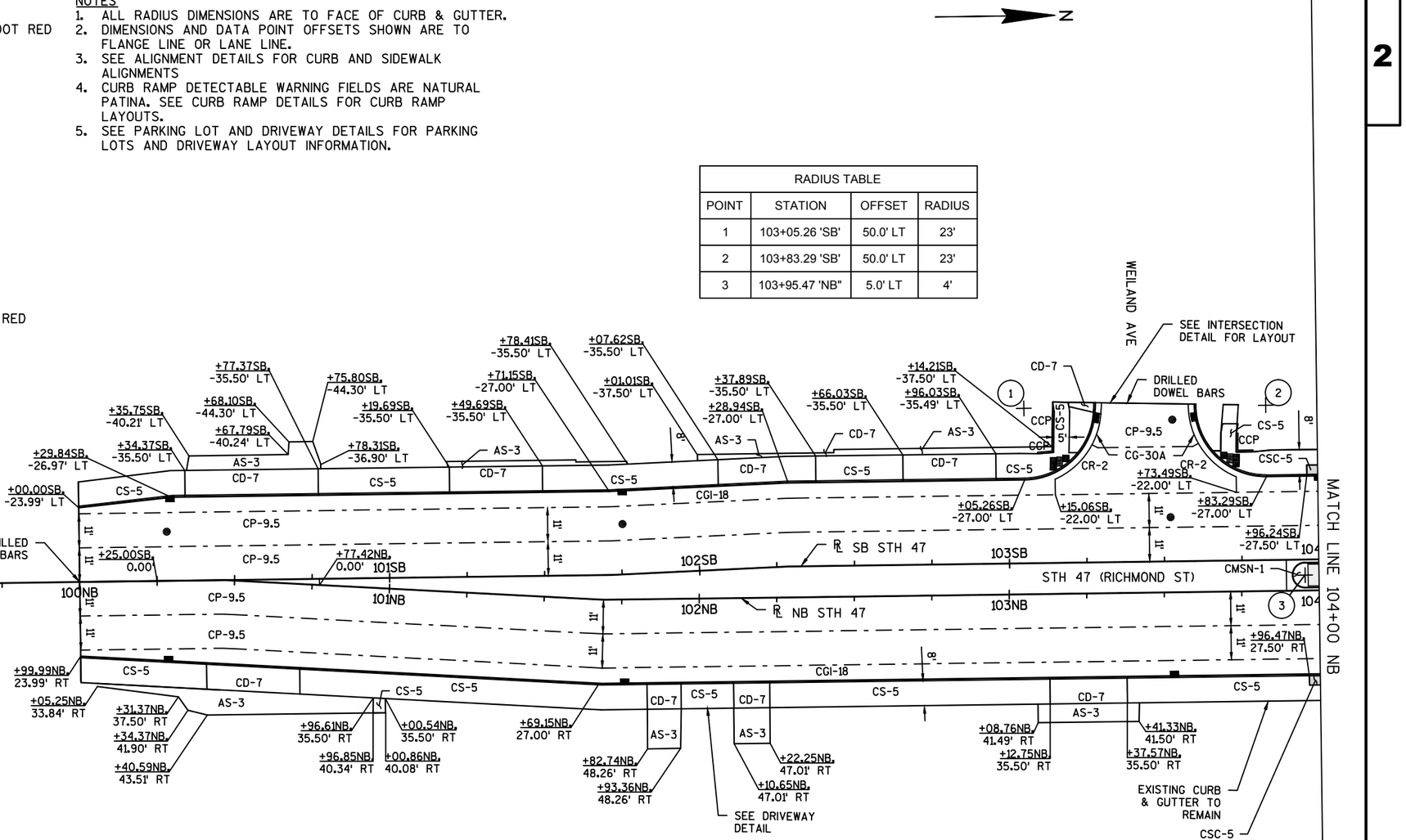
PLAN DETAIL LEGEND

CP-9.5R	CONCRETE PAVEMENT 9.5-INCH (DOWELED) WITH COLORING CONCRETE WISDOT RED
CP-9	CONCRETE PAVEMENT 9-INCH (DOWELED)
CP-9.5	CONCRETE PAVEMENT 9.5-INCH (DOWELED)
CRTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CD-7	CONCRETE DRIVEWAY HES 7-INCH
AS-3	ASPHALTIC SURFACE 3-INCH
CC-12D	CONCRETE CURB 12-INCH TYPE D
CC-24D	CONCRETE CURB 24-INCH TYPE D
CGI-18	CONCRETE CURB & GUTTER INTEGRAL 18-INCH
CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-36R	CONCRETE CURB & GUTTER 36-INCH TYPE R
CCP	CONCRETE CURB PEDESTRIAN
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CS-5	CONCRETE SIDEWALK 5-INCH
CSC-5	STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CS-5R	CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CR-X	CURB RAMP TYPE X

NOTES

1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB AND SIDEWALK ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.
5. SEE PARKING LOT AND DRIVEWAY DETAILS FOR PARKING LOTS AND DRIVEWAY LAYOUT INFORMATION.

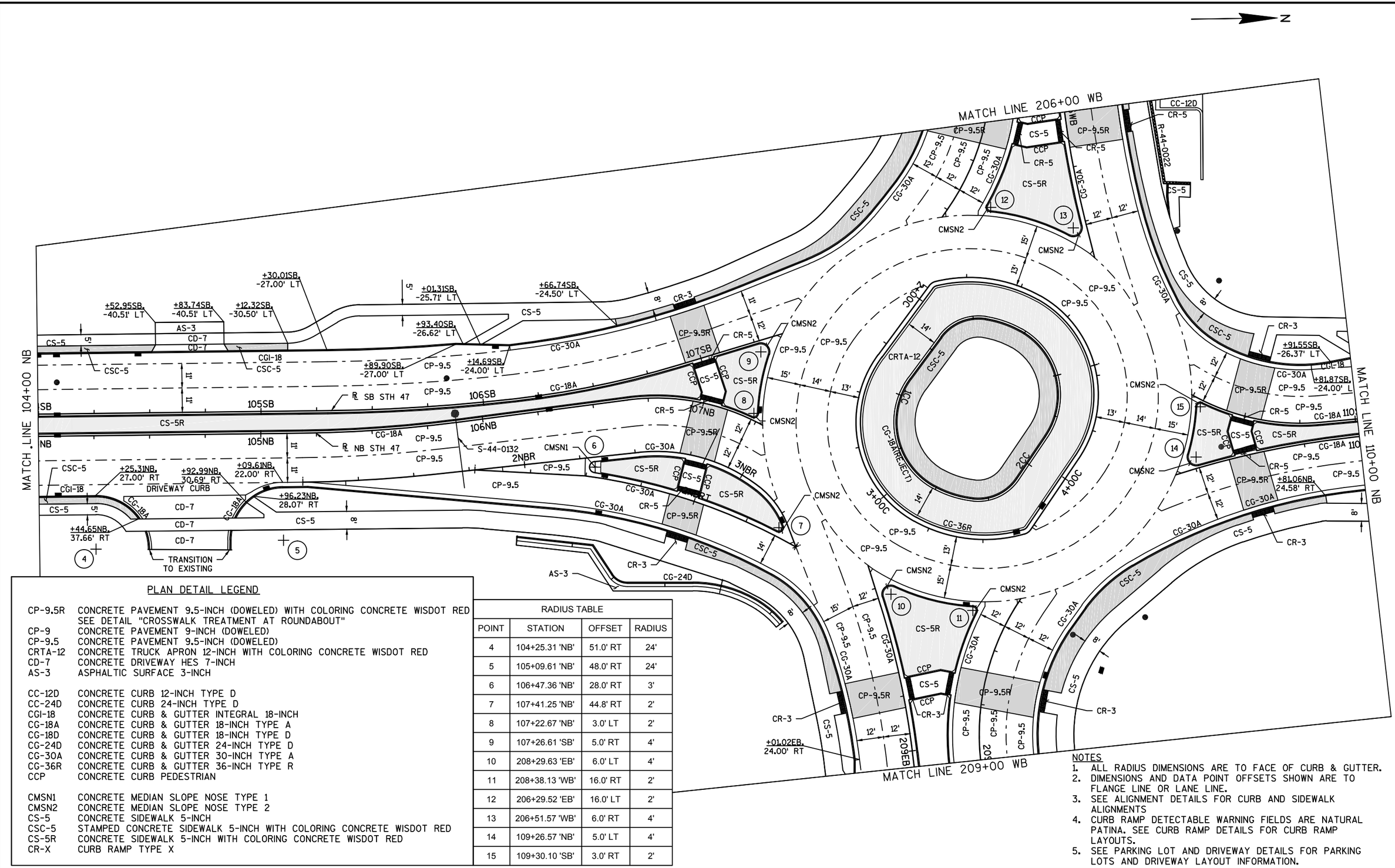
RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	103+05.26 'SB'	50.0' LT	23'
2	103+83.29 'SB'	50.0' LT	23'
3	103+95.47 'NB"	5.0' LT	4'



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - STH 47	SHEET 37	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201-PD
PLOT DATE : 9/15/2016 1:10 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42



PLAN DETAIL LEGEND

CP-9.5R	CONCRETE PAVEMENT 9.5-INCH (DOWELED) WITH COLORING CONCRETE WISDOT RED SEE DETAIL "CROSSWALK TREATMENT AT ROUNDABOUT"
CP-9	CONCRETE PAVEMENT 9-INCH (DOWELED)
CP-9.5	CONCRETE PAVEMENT 9.5-INCH (DOWELED)
CRTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CD-7	CONCRETE DRIVEWAY HES 7-INCH
AS-3	ASPHALTIC SURFACE 3-INCH
CC-12D	CONCRETE CURB 12-INCH TYPE D
CC-24D	CONCRETE CURB 24-INCH TYPE D
CGI-18	CONCRETE CURB & GUTTER INTEGRAL 18-INCH
CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-36R	CONCRETE CURB & GUTTER 36-INCH TYPE R
CCP	CONCRETE CURB PEDESTRIAN
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CS-5	CONCRETE SIDEWALK 5-INCH
CSC-5	STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CS-5R	CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CR-X	CURB RAMP TYPE X

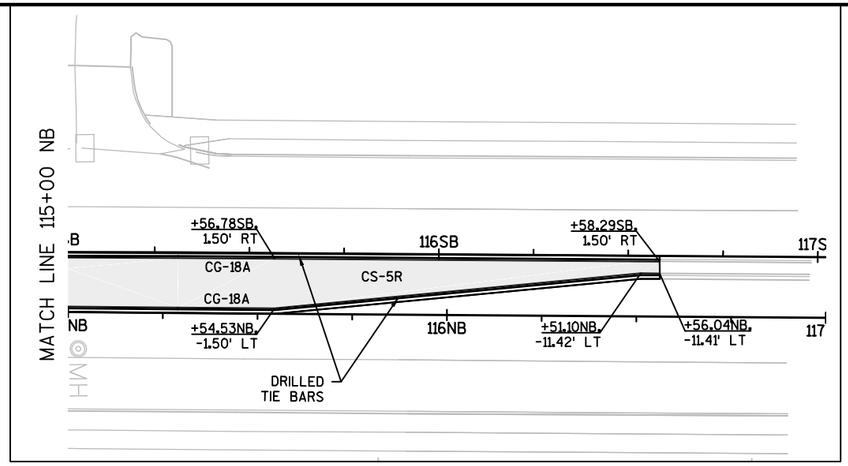
RADIUS TABLE

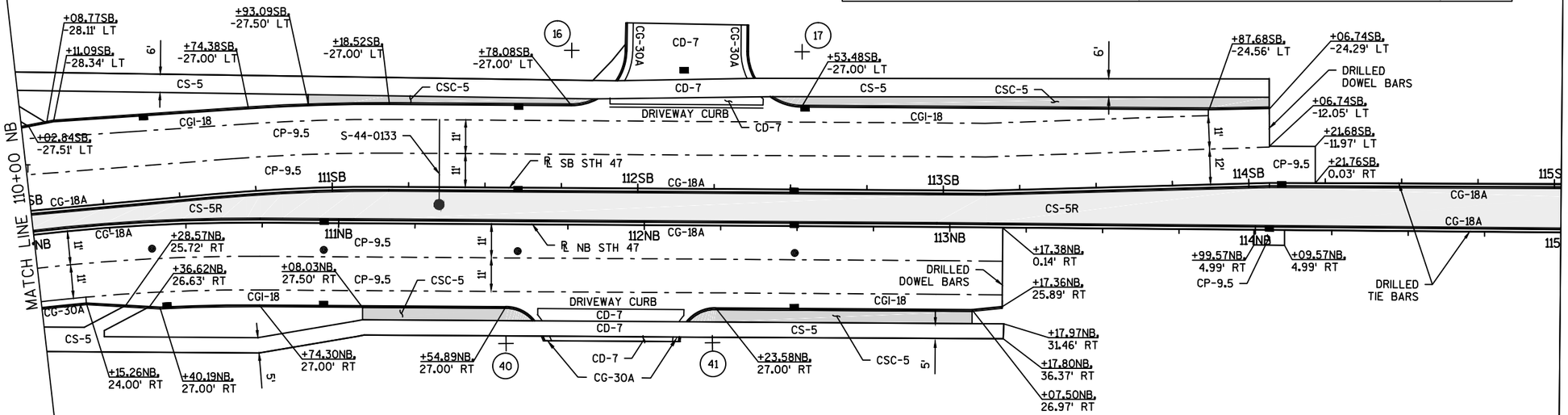
POINT	STATION	OFFSET	RADIUS
4	104+25.31 'NB'	51.0' RT	24'
5	105+09.61 'NB'	48.0' RT	24'
6	106+47.36 'NB'	28.0' RT	3'
7	107+41.25 'NB'	44.8' RT	2'
8	107+22.67 'NB'	3.0' LT	2'
9	107+26.61 'SB'	5.0' RT	4'
10	208+29.63 'EB'	6.0' LT	4'
11	208+38.13 'WB'	16.0' RT	2'
12	206+29.52 'EB'	16.0' LT	2'
13	206+51.57 'WB'	6.0' RT	4'
14	109+26.57 'NB'	5.0' LT	4'
15	109+30.10 'SB'	3.0' RT	2'

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB AND SIDEWALK ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.
5. SEE PARKING LOT AND DRIVEWAY DETAILS FOR PARKING LOTS AND DRIVEWAY LAYOUT INFORMATION.

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - STH 47	SHEET 38	E

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
16	111+78.08 'SB'	44.94' LT	18'
17	112+53.49 'SB'	44.95' LT	18'
40	111+55.03 'NB'	44.95' LT	12'
41	112+22.58 'NB'	38.32' RT	12'





PLAN DETAIL LEGEND

CP-9.5R	CONCRETE PAVEMENT 9.5-INCH (DOWELED) WITH COLORING CONCRETE WISDOT RED
CP-9	CONCRETE PAVEMENT 9-INCH (DOWELED)
CP-9.5	CONCRETE PAVEMENT 9.5-INCH (DOWELED)
CRTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CD-7	CONCRETE DRIVEWAY HES 7-INCH
AS-3	ASPHALTIC SURFACE 3-INCH
CC-12D	CONCRETE CURB 12-INCH TYPE D
CC-24D	CONCRETE CURB 24-INCH TYPE D
CGI-18	CONCRETE CURB & GUTTER INTEGRAL 18-INCH
CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-36R	CONCRETE CURB & GUTTER 36-INCH TYPE R
CCP	CONCRETE CURB PEDESTRIAN
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CS-5	CONCRETE SIDEWALK 5-INCH
CSC-5	STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CS-5R	CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CR-X	CURB RAMP TYPE X

NOTES

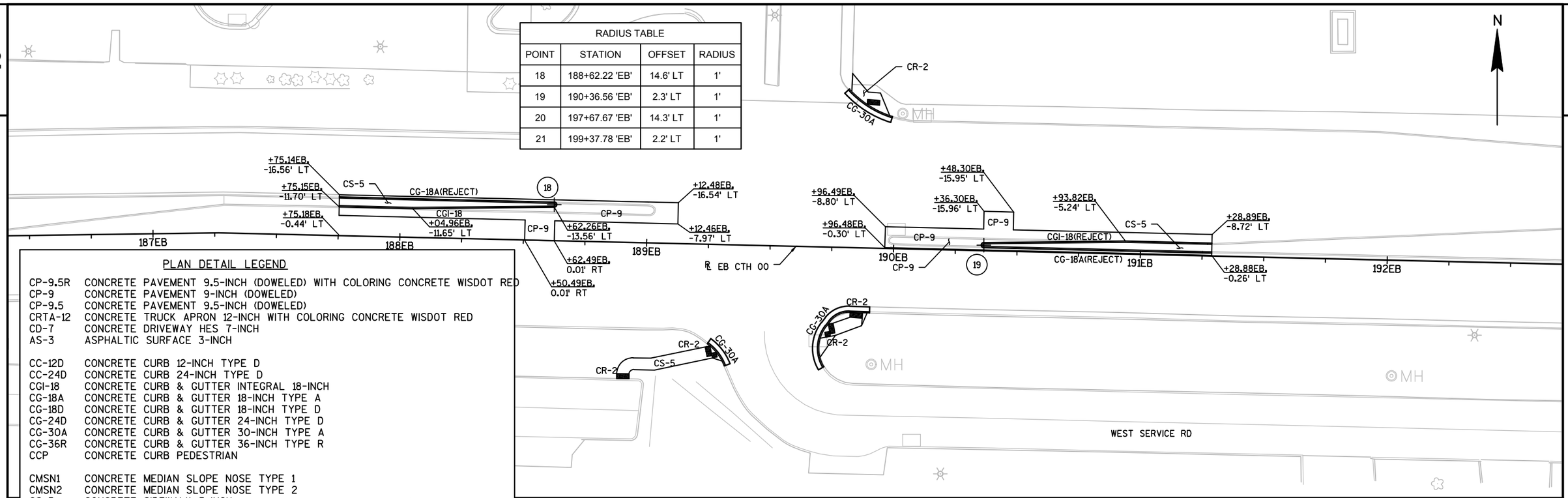
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB AND SIDEWALK ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.
5. SEE PARKING LOT AND DRIVEWAY DETAILS FOR PARKING LOTS AND DRIVEWAY LAYOUT INFORMATION.

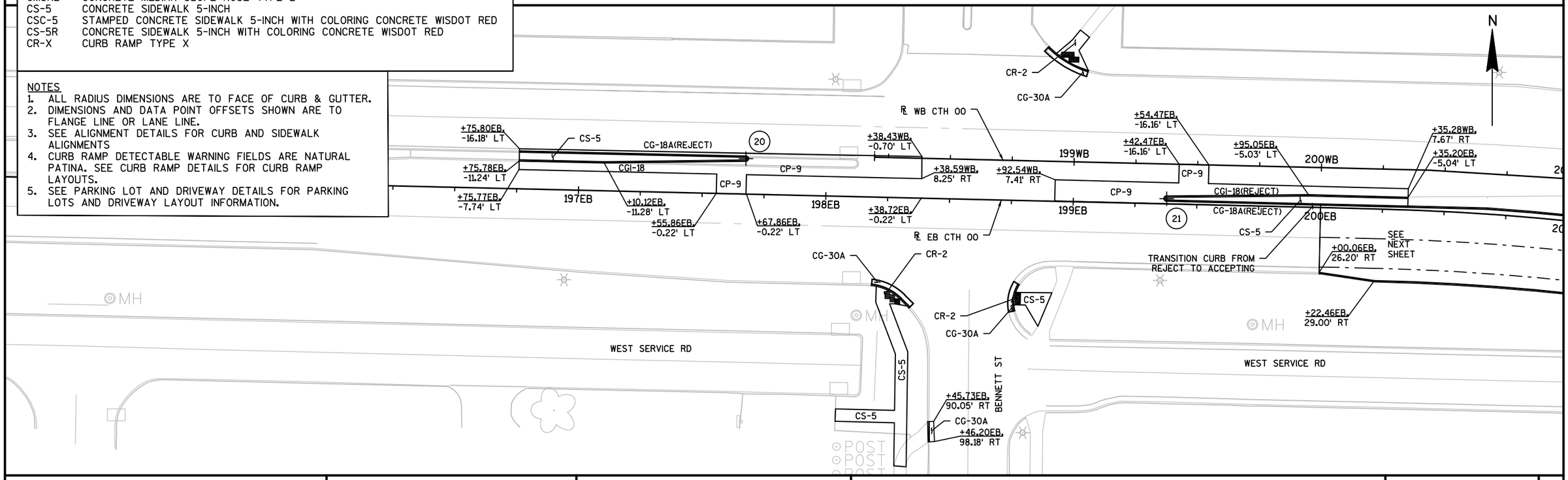
RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
18	188+62.22 'EB'	14.6' LT	1'
19	190+36.56 'EB'	2.3' LT	1'
20	197+67.67 'EB'	14.3' LT	1'
21	199+37.78 'EB'	2.2' LT	1'

PLAN DETAIL LEGEND

CP-9.5R	CONCRETE PAVEMENT 9.5-INCH (DOWELED) WITH COLORING CONCRETE WISDOT RED
CP-9	CONCRETE PAVEMENT 9-INCH (DOWELED)
CP-9.5	CONCRETE PAVEMENT 9.5-INCH (DOWELED)
CRTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CD-7	CONCRETE DRIVEWAY HES 7-INCH
AS-3	ASPHALTIC SURFACE 3-INCH
CC-12D	CONCRETE CURB 12-INCH TYPE D
CC-24D	CONCRETE CURB 24-INCH TYPE D
CGI-18	CONCRETE CURB & GUTTER INTEGRAL 18-INCH
CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-36R	CONCRETE CURB & GUTTER 36-INCH TYPE R
CCP	CONCRETE CURB PEDESTRIAN
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CS-5	CONCRETE SIDEWALK 5-INCH
CSC-5	STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CS-5R	CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CR-X	CURB RAMP TYPE X

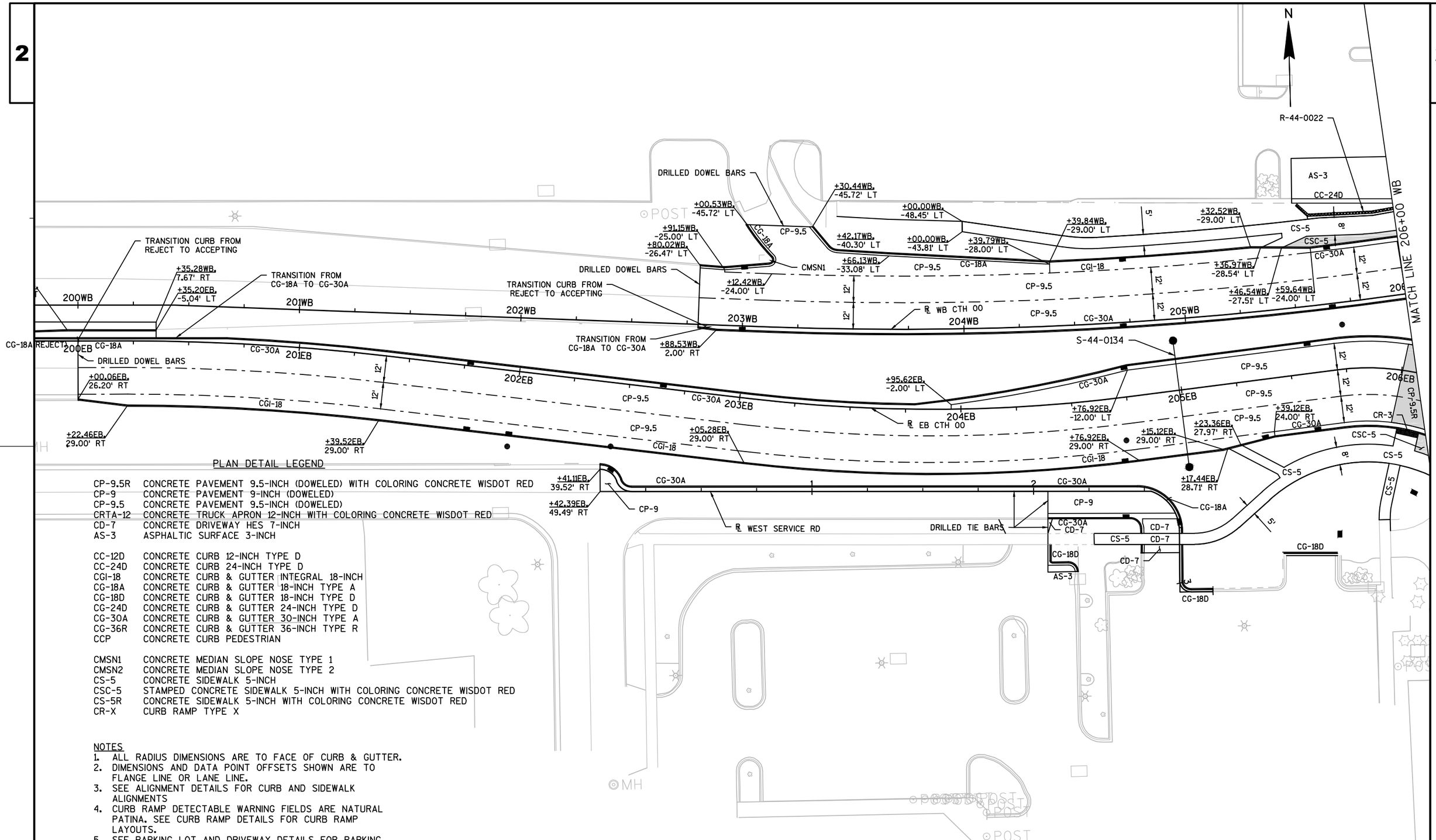
NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB AND SIDEWALK ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.
5. SEE PARKING LOT AND DRIVEWAY DETAILS FOR PARKING LOTS AND DRIVEWAY LAYOUT INFORMATION.





PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - CTH OO	SHEET 40	E

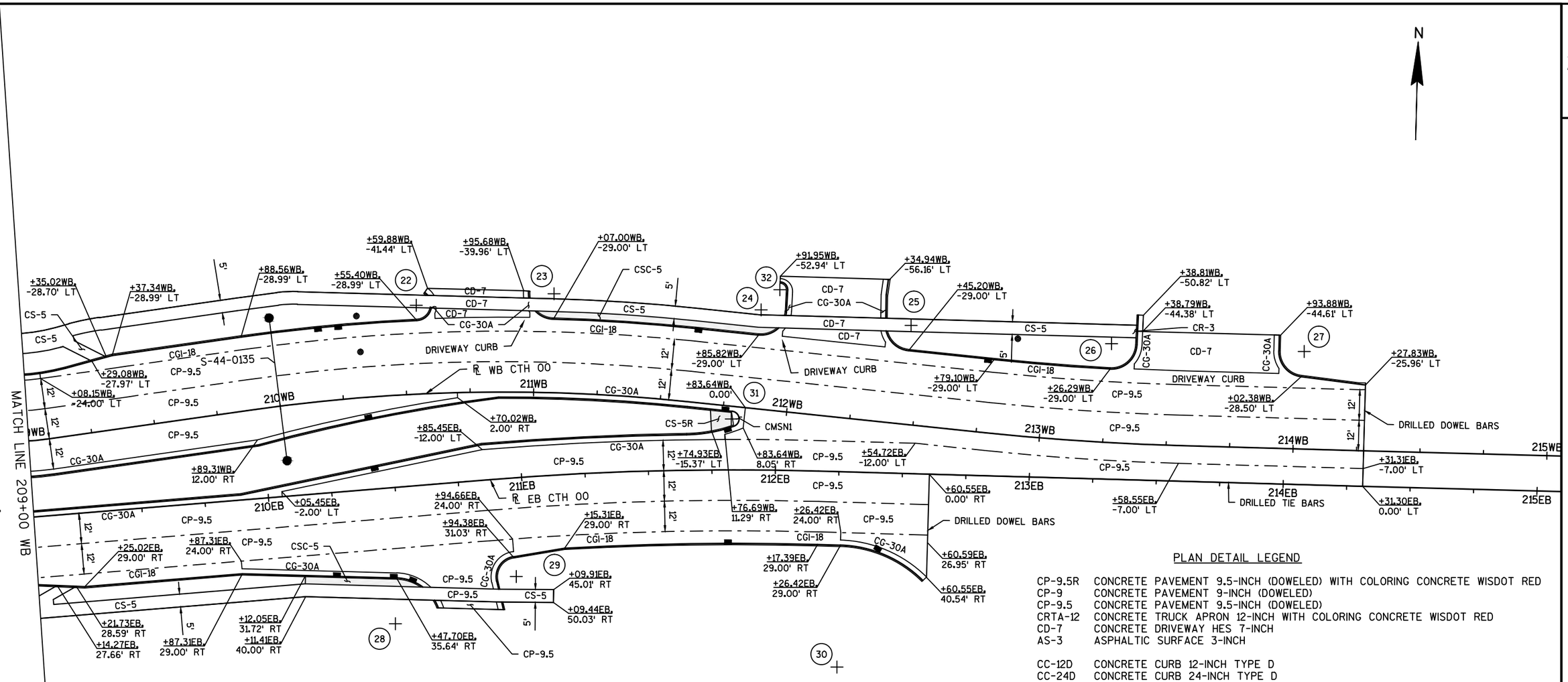
FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021204-PD
PLOT DATE : 9/15/2016 1:16 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PLAN DETAIL LEGEND

CP-9.5R	CONCRETE PAVEMENT 9.5-INCH (DOWELED) WITH COLORING CONCRETE WISDOT RED
CP-9	CONCRETE PAVEMENT 9-INCH (DOWELED)
CP-9.5	CONCRETE PAVEMENT 9.5-INCH (DOWELED)
CRTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CD-7	CONCRETE DRIVEWAY HES 7-INCH
AS-3	ASPHALTIC SURFACE 3-INCH
CC-12D	CONCRETE CURB 12-INCH TYPE D
CC-24D	CONCRETE CURB 24-INCH TYPE D
CGI-18	CONCRETE CURB & GUTTER INTEGRAL 18-INCH
CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-36R	CONCRETE CURB & GUTTER 36-INCH TYPE R
CCP	CONCRETE CURB PEDESTRIAN
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CS-5	CONCRETE SIDEWALK 5-INCH
CSC-5	STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CS-5R	CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CR-X	CURB RAMP TYPE X

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB AND SIDEWALK ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.
5. SEE PARKING LOT AND DRIVEWAY DETAILS FOR PARKING LOTS AND DRIVEWAY LAYOUT INFORMATION.



RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
22	210+55.39 'WB'	35.01' LT	6'
23	211+07.00 'WB'	39.00' LT	10'
24	211+85.82 'WB'	39.00 LT	10'
25	212+45.20 'WB'	39.00' LT	10'
26	213+26.29 'WB'	39.00' LT	10'
27	214+03.38 'WB'	38.45' LT	10'
28	210+45.84 'EB'	53.65' RT	18'
29	210+94.95 'EB'	38.85' RT	8'
30	212+26.42 'EB'	77.00' RT	48'
31	211+78.64 'WB'	5.00 RT	3'
32	211+92.37 'WB'	47.65 LT	3'

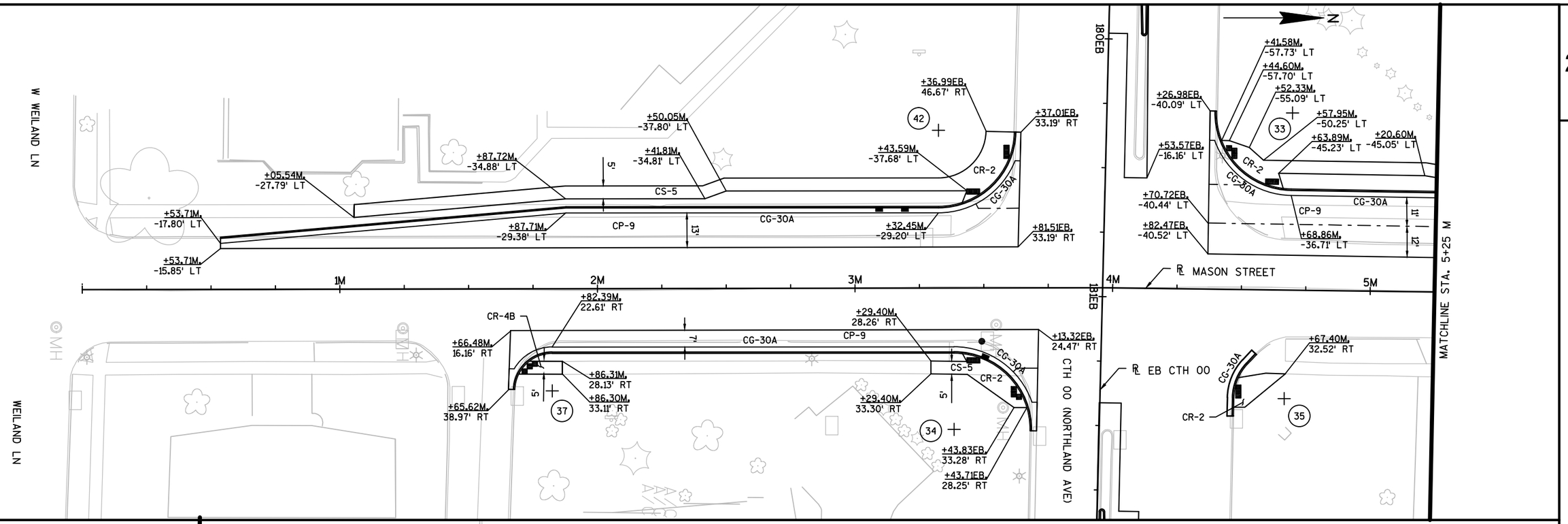
PLAN DETAIL LEGEND

CP-9.5R	CONCRETE PAVEMENT 9.5-INCH (DOWELED) WITH COLORING CONCRETE WISDOT RED
CP-9	CONCRETE PAVEMENT 9-INCH (DOWELED)
CP-9.5	CONCRETE PAVEMENT 9.5-INCH (DOWELED)
CRTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CD-7	CONCRETE DRIVEWAY HES 7-INCH
AS-3	ASPHALTIC SURFACE 3-INCH
CC-12D	CONCRETE CURB 12-INCH TYPE D
CC-24D	CONCRETE CURB 24-INCH TYPE D
CGI-18	CONCRETE CURB & GUTTER INTEGRAL 18-INCH
CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-36R	CONCRETE CURB & GUTTER 36-INCH TYPE R
CCP	CONCRETE CURB PEDESTRIAN
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CS-5	CONCRETE SIDEWALK 5-INCH
CSC-5	STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CS-5R	CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CR-X	CURB RAMP TYPE X

NOTES

1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB AND SIDEWALK ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.
5. SEE PARKING LOT AND DRIVEWAY DETAILS FOR PARKING LOTS AND DRIVEWAY LAYOUT INFORMATION.

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - CTH 00	SHEET 42	E



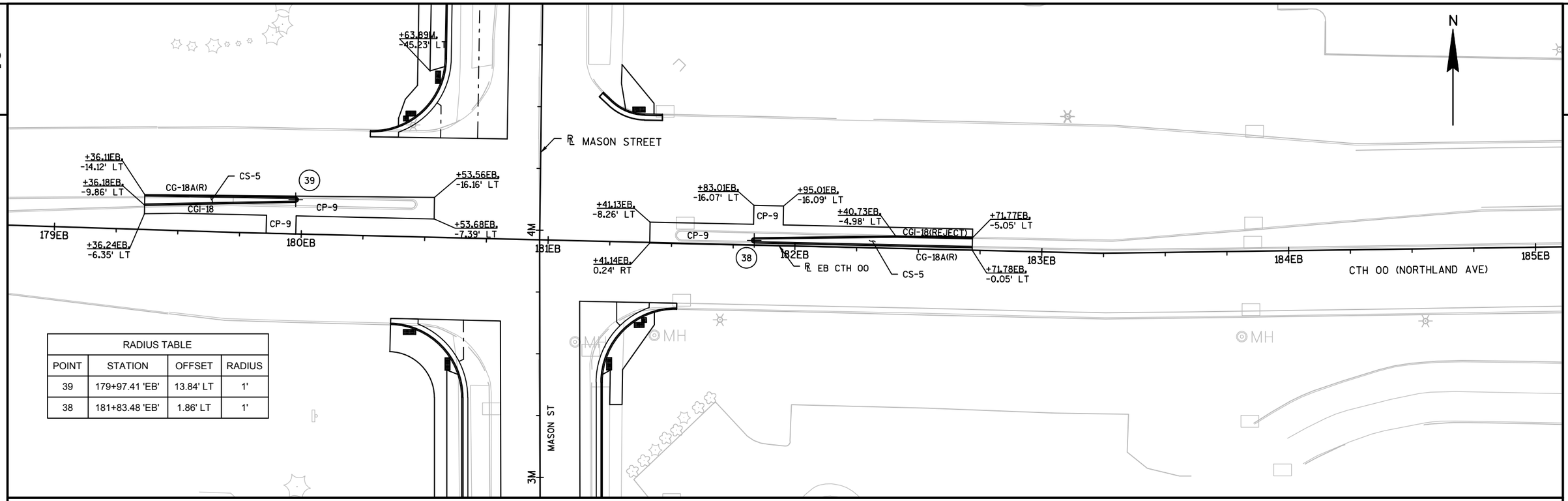
RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
42	180+37.0 'EB"	65.18' RT	30'
33	180+27.00 'EB'	72.06' LT	30'
34	181+52.82 'EB'	56.32' RT	30'
35	181+37.84 'EB'	71.46' LT	20'
36	6+13.75 'M'	51.19 'LT	20'
37	1+82.67 'M'	39.08 'RT	15'

PLAN DETAIL LEGEND

CP-9.5R	CONCRETE PAVEMENT 9.5-INCH (DOWELED) WITH COLORING CONCRETE WISDOT RED
CP-9	CONCRETE PAVEMENT 9-INCH (DOWELED)
CP-9.5	CONCRETE PAVEMENT 9.5-INCH (DOWELED)
CRTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CD-7	CONCRETE DRIVEWAY HES 7-INCH
AS-3	ASPHALTIC SURFACE 3-INCH
CC-12D	CONCRETE CURB 12-INCH TYPE D
CC-24D	CONCRETE CURB 24-INCH TYPE D
CGI-18	CONCRETE CURB & GUTTER INTEGRAL 18-INCH
CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-36R	CONCRETE CURB & GUTTER 36-INCH TYPE R
CCP	CONCRETE CURB PEDESTRIAN
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CS-5	CONCRETE SIDEWALK 5-INCH
CSC-5	STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CS-5R	CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CR-X	CURB RAMP TYPE X

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB AND SIDEWALK ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.
5. SEE PARKING LOT AND DRIVEWAY DETAILS FOR PARKING LOTS AND DRIVEWAY LAYOUT INFORMATION.

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - MASON STREET	SHEET 43	E



RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
39	179+97.41 'EB'	13.84' LT	1'
38	181+83.48 'EB'	1.86' LT	1'

PLAN DETAIL LEGEND

CP-9.5R	CONCRETE PAVEMENT 9.5-INCH (DOWELED) WITH COLORING CONCRETE WISDOT RED
CP-9	CONCRETE PAVEMENT 9-INCH (DOWELED)
CP-9.5	CONCRETE PAVEMENT 9.5-INCH (DOWELED)
CRTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CD-7	CONCRETE DRIVEWAY HES 7-INCH
AS-3	ASPHALTIC SURFACE 3-INCH
CC-12D	CONCRETE CURB 12-INCH TYPE D
CC-24D	CONCRETE CURB 24-INCH TYPE D
CGI-18	CONCRETE CURB & GUTTER INTEGRAL 18-INCH
CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-36R	CONCRETE CURB & GUTTER 36-INCH TYPE R
CCP	CONCRETE CURB PEDESTRIAN
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CS-5	CONCRETE SIDEWALK 5-INCH
CSC-5	STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CS-5R	CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CR-X	CURB RAMP TYPE X

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB AND SIDEWALK ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.
5. SEE PARKING LOT AND DRIVEWAY DETAILS FOR PARKING LOTS AND DRIVEWAY LAYOUT INFORMATION.

2

2

11SE

2NBRT

12SE

+00.00F,
2.00' RT
828.32

828.26

828.63

828.70

AS-3

+34.33F,
2.00' RT
828.74

829.20

829.22

+53.28F,
3.63' RT
829.37

CG-24D 829.59

829.64

1+00

829.66

829.65

℄ FAZOLI'S PARKING LOT CURB

829.85

829.82

+31.47F,
2.00' RT
829.86

N

PLAN DETAIL LEGEND

AS-3 ASPHALTIC SURFACE 3-INCH
CG-24D CONCRETE CURB & GUTTER 24-INCH TYPE D

NOTES
1. SEE ALIGNMENT DETAILS FOR CURB AND SIDEWALK ALIGNMENTS
2. MATCH EXISTING ASPHALT DEPTH (3" ASPHALTIC SURFACE MIN.

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - FAZOLI'S PARKING LOT	SHEET 45	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021209_PD-PARKING LOTS.DWG
LAYOUT NAME - 021209-PD

PLOT DATE : 9/15/2016 2:04 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : **********

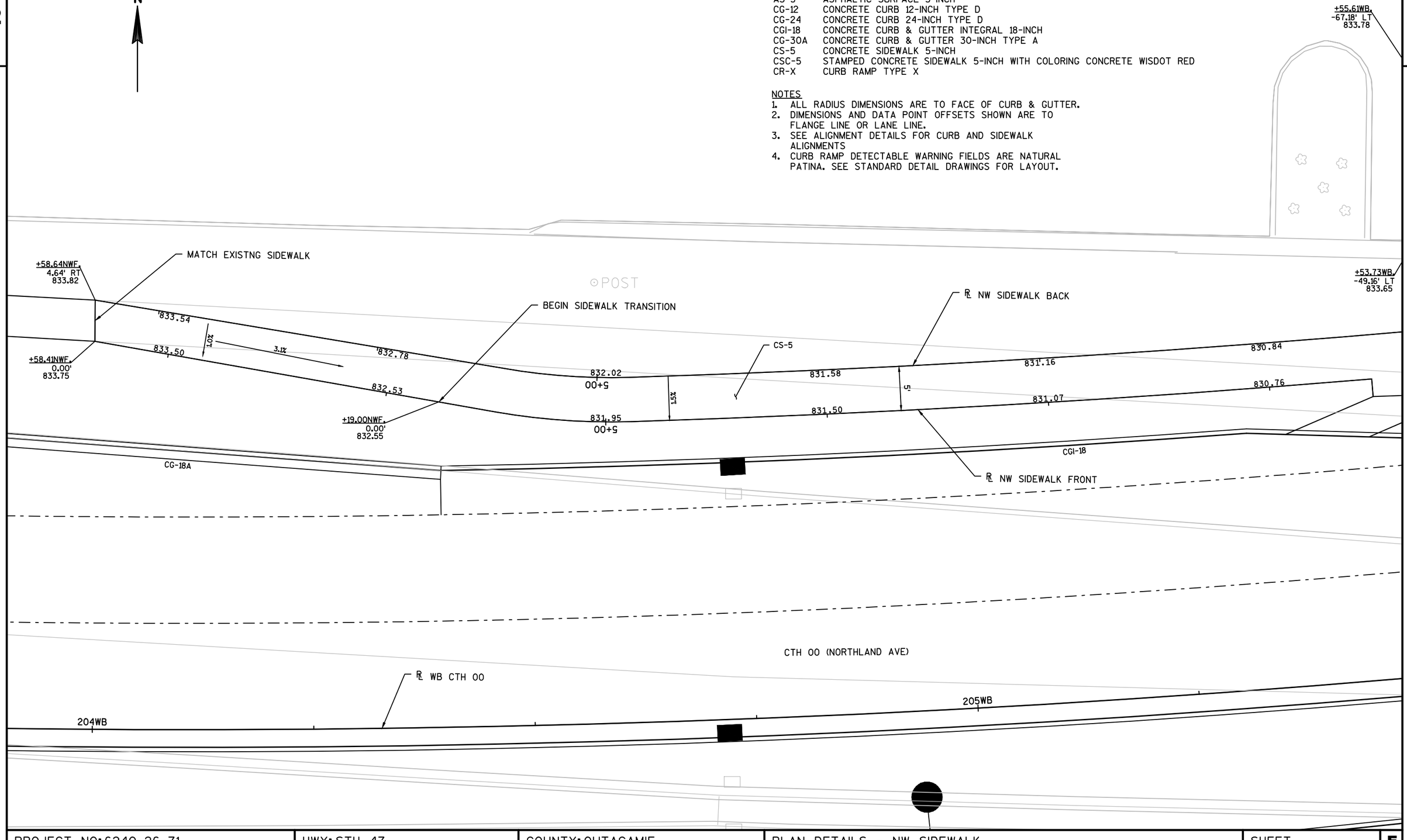
2

N

PLAN DETAIL LEGEND

AS-3	ASPHALTIC SURFACE 3-INCH
CG-12	CONCRETE CURB 12-INCH TYPE D
CG-24	CONCRETE CURB 24-INCH TYPE D
CGI-18	CONCRETE CURB & GUTTER INTEGRAL 18-INCH
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CS-5	CONCRETE SIDEWALK 5-INCH
CSC-5	STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CR-X	CURB RAMP TYPE X

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB AND SIDEWALK ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE STANDARD DETAIL DRAWINGS FOR LAYOUT.



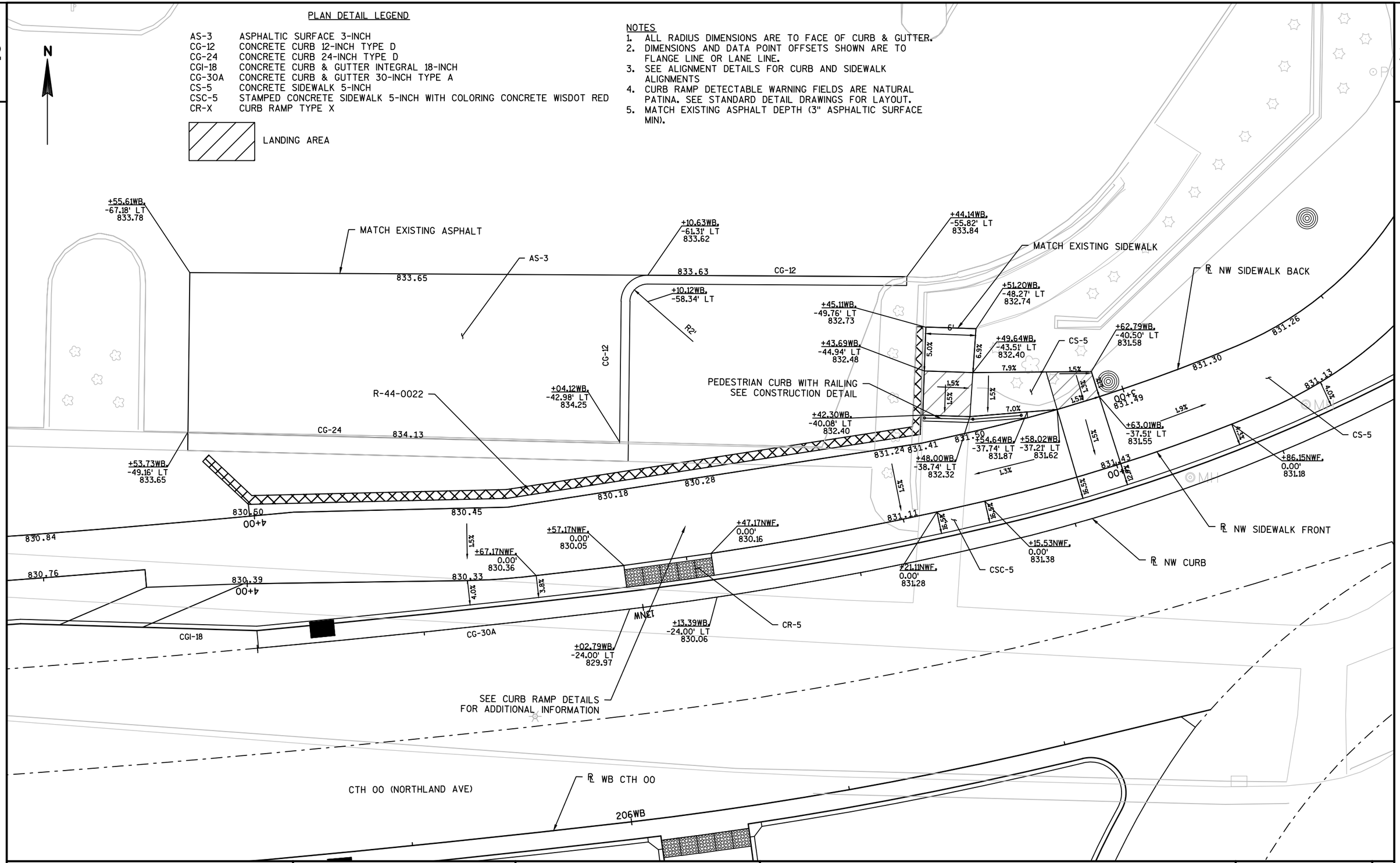
PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - NW SIDEWALK	SHEET 46 E

PLAN DETAIL LEGEND

AS-3	ASPHALTIC SURFACE 3-INCH
CG-12	CONCRETE CURB 12-INCH TYPE D
CG-24	CONCRETE CURB 24-INCH TYPE D
CGI-18	CONCRETE CURB & GUTTER INTEGRAL 18-INCH
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CS-5	CONCRETE SIDEWALK 5-INCH
CSC-5	STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
CR-X	CURB RAMP TYPE X

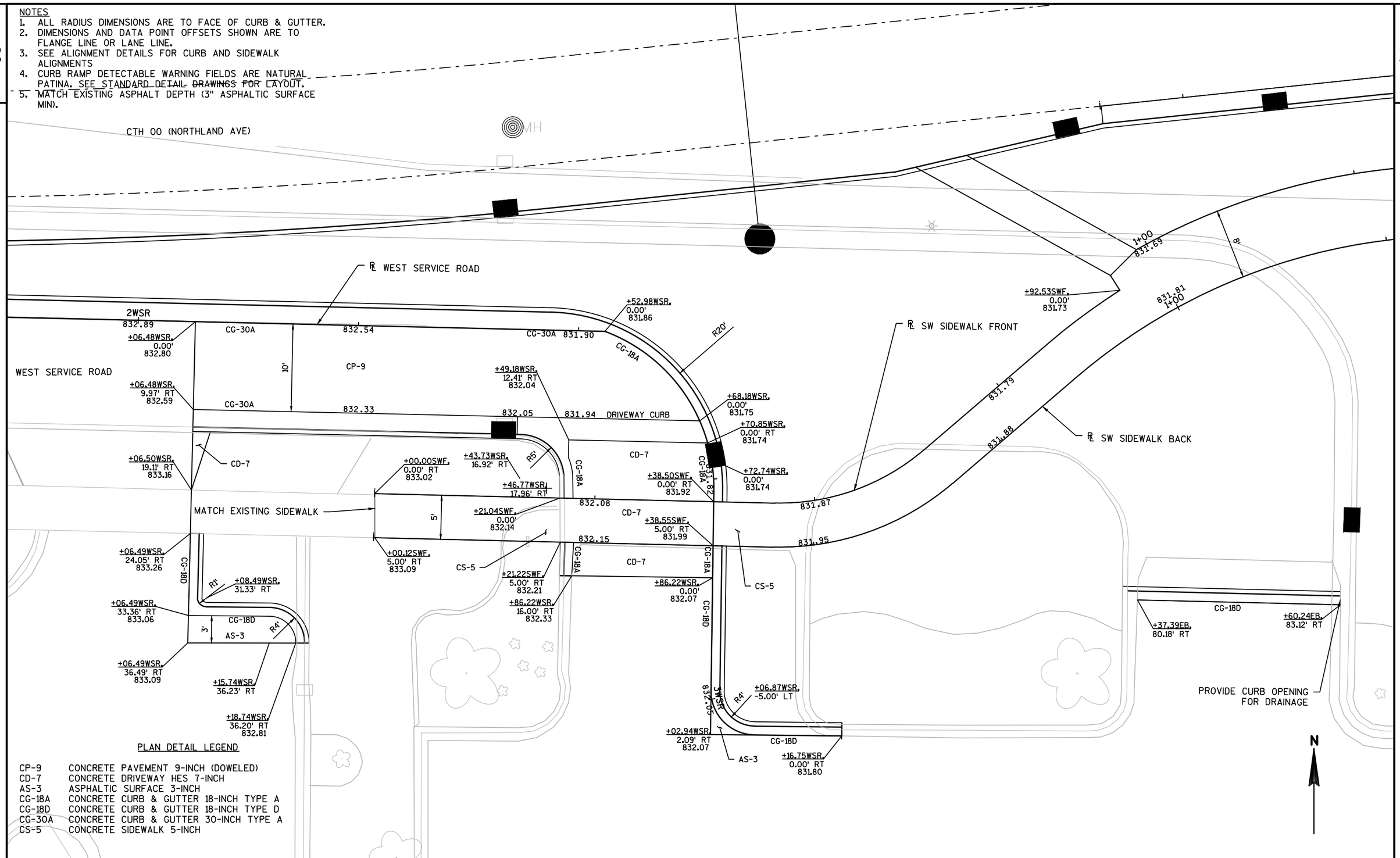
LANDING AREA

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB AND SIDEWALK ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE STANDARD DETAIL DRAWINGS FOR LAYOUT.
5. MATCH EXISTING ASPHALT DEPTH (3" ASPHALTIC SURFACE MIN).



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - MCDONALDS SIDEWALK RAMP	SHEET 47	E

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB AND SIDEWALK ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE STANDARD DETAIL DRAWINGS FOR LAYOUT.
5. MATCH EXISTING ASPHALT DEPTH (3" ASPHALTIC SURFACE MIN).



PLAN DETAIL LEGEND

CP-9	CONCRETE PAVEMENT 9-INCH (DOWELED)
CD-7	CONCRETE DRIVEWAY HES 7-INCH
AS-3	ASPHALTIC SURFACE 3-INCH
CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CS-5	CONCRETE SIDEWALK 5-INCH

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - WEST SERVICE ROAD	SHEET 48	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021209_PD-PARKING LOTS.DWG
LAYOUT NAME - 021212-PD
PLOT DATE : 9/15/2016 2:06 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

N

206EB

℄ EB CTH 00

CTH 00 (NORTHLAND AVE)

℄ SW CURB

13SW

SEE CURB RAMP DETAILS
FOR ADDITIONAL INFORMATION

℄ SW SIDEWALK FRONT

1+00
831.69

8'

+92.53SWF,
0.00'
831.73

831.81
1+00

℄ SW SIDEWALK BACK

+00.33EB,
42.50' RT
831.59

+08.54EB,
42.50' RT
831.65

5'

CS-5

15%

+97.44EB,
59.79' RT
831.24

+08.54EB,
60.04' RT
831.31

R35'

R30'

+97.90EB,
68.29' RT
831.02

+11.16EB,
67.31' RT
831.08

831.79

831.88

2+00

2+00

PROVIDE CURB OPENING
FOR DRAINAGE

MATCH EXISTING SIDEWALK

+37.39EB,
80.18' RT

+60.24EB,
83.12' RT

NOTES

1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB AND SIDEWALK ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE STANDARD DETAIL DRAWINGS FOR LAYOUT.
5. MATCH EXISTING ASPHALT DEPTH (3" ASPHALTIC SURFACE MIN).

PLAN DETAIL LEGEND

CP-9	CONCRETE PAVEMENT 9-INCH (DOWELED)
CD-7	CONCRETE DRIVEWAY HES 7-INCH
AS-3	ASPHALTIC SURFACE 3-INCH
CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CS-5	CONCRETE SIDEWALK 5-INCH

©MH

2

2

N

℄ SB STH 47

102SB

STH 47

102NB

℄ NB STH 47

+03.62 NB, 27.50' RT

+99.78 NB, 27.51' RT

+10.72 NB, 27.50' RT

+93.77 NB, 27.50' RT

+82.80 NB, 27.50' RT

+22.36 NB, 27.50' RT

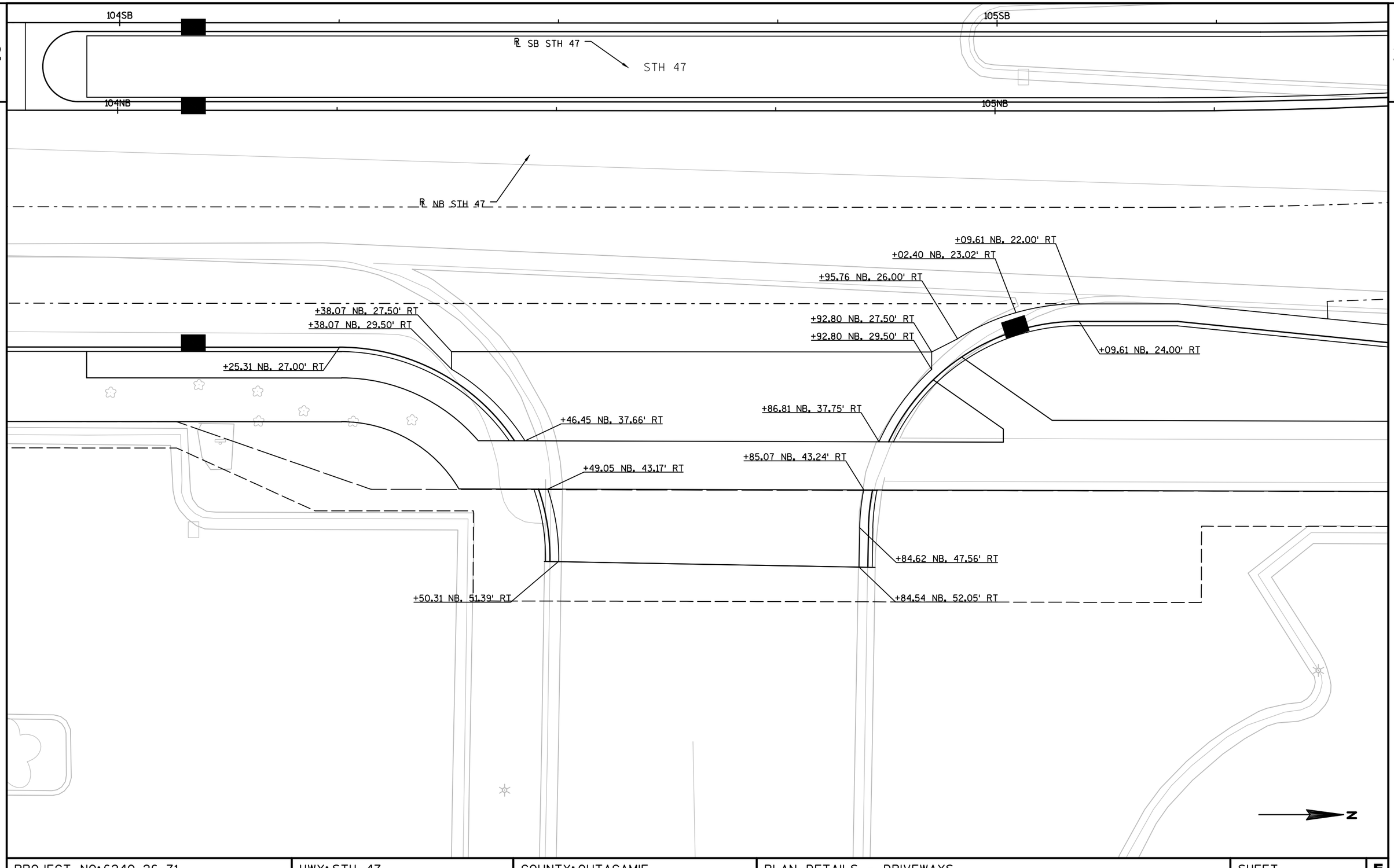
+28.34 NB, 27.50' RT

+74.98 NB, 27.50' RT

1.50% 0.26% 1.74% 1.50% 0.41% 1.50% 2.37% 1.50% 0.41% 1.50% 1.35% 1.50% 0.41% 2.68% 0.41% 1.50%

PROPOSED LOCATION OF
WE ENERGIES POWER POLE
102+04 'NB'

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - DRIVEWAYS	SHEET 50	E


104SB
105SB
℄ SB STH 47
STH 47
104NB
105NB
℄ NB STH 47
+09.61 NB, 22.00' RT
+02.40 NB, 23.02' RT
+95.76 NB, 26.00' RT
+38.07 NB, 27.50' RT
+38.07 NB, 29.50' RT
+92.80 NB, 27.50' RT
+92.80 NB, 29.50' RT
+09.61 NB, 24.00' RT
+25.31 NB, 27.00' RT
+86.81 NB, 37.75' RT
+46.45 NB, 37.66' RT
+85.07 NB, 43.24' RT
+49.05 NB, 43.17' RT
+84.62 NB, 47.56' RT
+50.31 NB, 51.39' RT
+84.54 NB, 52.05' RT
N

2

2

N

℄ SB STH 47

112SB

STH 47

112NB

℄ NB STH 47

+65.31 NB, 27.50' RT

+65.31 NB, 29.50' RT

+54.89 NB, 27.00' RT

+61.46 NB, 28.87' RT

+65.94 NB, 34.02' RT

+69.96 NB, 38.00' RT

+13.17 NB, 27.50' RT

+13.17 NB, 29.50' RT

+23.58 NB, 27.00' RT

+15.38 NB, 30.12' RT

+09.49 NB, 38.00' RT

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - DRIVEWAYS	SHEET 52	E

2

2

N

+98.18 SB, -54.05' LT

+98.08 SB, -44.77' LT

+96.09 SB, -36.32' LT

+90.72 SB, -29.50' LT

+90.72 SB, -27.50' LT

+33.48 SB, -53.64' LT

+33.48 SB, -45.00' LT

+35.41 SB, -36.42' LT

+40.84 SB, -29.50' LT

+40.84 SB, -27.50' LT

℄ SB STH 47

112SB

STH 47

℄ NB STH 47

112NB

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - DRIVEWAYS	SHEET 53	E

2

N

211EB

210EB

℄ EB CTH 00

CTH 00

+94.66 EB, 24.00' RT

+87.01 EB, 32.84' RT

+94.71 EB, 29.01' RT

+87.31 EB, 24.00' RT

+87.31 EB, 26.99' RT

+47.92 EB, 33.65' RT

+84.93 EB, 40.53' RT

+58.99 EB, 38.55' RT

+65.20 EB, 48.94' RT

+86.60 EB, 51.29' RT

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - DRIVEWAYS	SHEET 54	E

2

2

N

+59.86 WB, -41.46' LT

+95.68 WB, -39.97' LT

+62.77 WB, -36.93' LT

+96.10 WB, -35.49' LT

POST

+55.38 WB, -29.00' LT

MH

+62.25 WB, -31.50' LT

+62.25 WB, -29.50' LT

+98.08 WB, -31.50' LT

+98.08 WB, -29.50' LT

+07.00 WB, -29.00' LT

CTH 00

N

+91.95 WB, -52.94' LT

+32.43 WB, -55.97' LT

+95.71 WB, -50.72' LT

+92.03 WB, -51.95' LT

POST

+97.40 WB, -47.23' LT

+32.20 WB, -49.91' LT

+97.80 WB, -39.64' LT

+97.24 WB, -35.33' LT

+33.25 WB, -37.96' LT

+93.07 WB, -32.12' LT

+95.18 WB, -31.50' LT

+34.06 WB, -34.54' LT

+38.44 WB, -31.63' LT

MH

+85.82 WB, -29.00' LT

+95.18 WB, -29.50' LT

+45.20 WB, -29.00' LT

+35.83 WB, -31.50' LT

+35.83 WB, -29.50' LT

CTH 00

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - DRIVEWAYS	SHEET 55	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021214_PD-DRIVEWAYS AND CURB RAMPS.DWG
LAYOUT NAME - 021219-PD

PLOT DATE : 8/24/2016 12:11 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 44

2

2

N

FLAG

POST

MH

+38.81 WB, -50.82' LT

+38.78 WB, -39.05' LT

+38.06 WB, -35.05' LT

+36.00 WB, -31.50' LT

+36.00 WB, -29.50' LT

+33.63 WB, -31.94' LT

+26.29 WB, -29.00' LT

+91.38 WB, -44.61' LT

+91.38 WB, -38.45' LT

+91.94 WB, -34.80' LT

+93.59 WB, -31.50' LT

+93.59 WB, -29.50' LT

+95.96 WB, -31.74' LT

+02.38 WB, -28.50' LT

+25.22 WB, -26.72' LT

+27.83 WB, -25.96' LT

POST

CTH 00

℄ WB CTH 00

213WB

214WB

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - DRIVEWAYS	SHEET	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\021214_PD-DRIVEWAYS AND CURB RAMPS.DWG
LAYOUT NAME - 021220-PD
PLOT DATE : 8/24/2016 12:11 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LANDING AREA

N

WEILAND AVE

PROPOSED LOCATION
OF LIGHT POLE
103+01 'NB'

WELL

0.57%
0.62%
0.72%
0.86%
6.57%
7.36%
3.91%
4.06%
3.23%
7.58%
7.85%
5.35%
5.19%
1.5%
2%

MH
MH

℄ SB STH 47

103SB
104SB

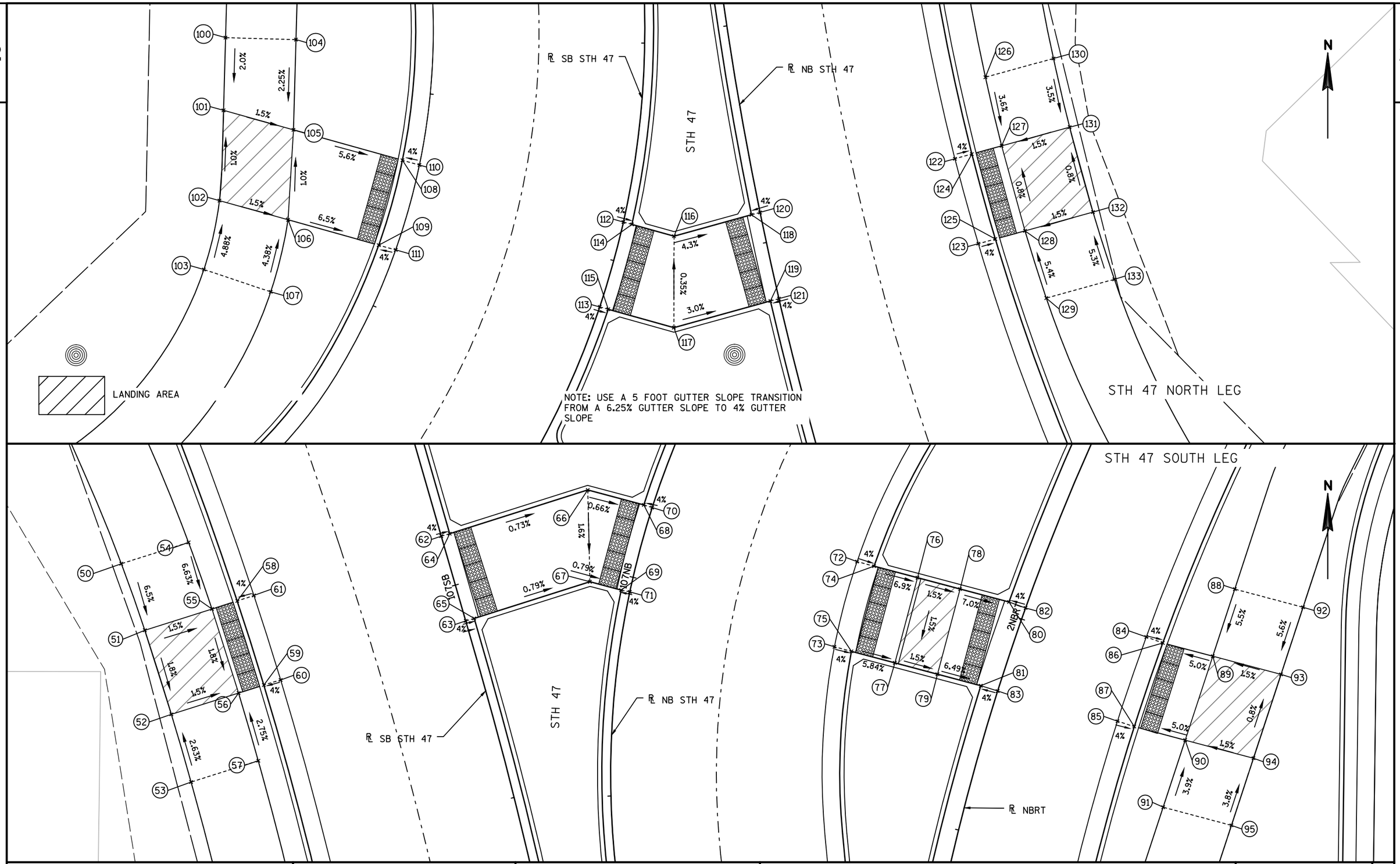
STH 47

103NB
104NB

℄ NB STH 47

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - WEILAND AVENUE INTERSECTION	SHEET 57	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\021214_PD-DRIVEWAYS AND CURB RAMPS.DWG
LAYOUT NAME - 021221-PD
PLOT DATE : 7/22/2016 1:57 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - STH 47	SHEET	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021214_PD-DRIVEWAYS AND CURB RAMPS.DWG
LAYOUT NAME - 021222-PD
PLOT DATE : 7/22/2016 1:59 PM
PLOT BY : JAMES DES JARLAIS PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOTE: USE A 5 FOOT GUTTER SLOPE TRANSITION FROM A 6.25% GUTTER SLOPE TO 4% GUTTER SLOPE

℄ EB CTH 00

℄ WB CTH 00

CTH 00

206EB

206WB

180 184 181 185 182 214 183 186 187 188 189 190 191

1.98% 1.66% 2.31% 1.5% 1.1% 6.5% 4% 1.5% 4.7% 3.94% 4%

LANDING AREA

192 196 194 200 198 195 199 193 197 201

4% 6.7% 0.68% 5.4% 4%

CTH 00 WEST LEG

CTH 00 EAST LEG

206 210 207 211 202 204 205 203 208 212 209 213

3.13% 4% 6% 1.5% 1.1% 6.8% 4.12% 4.25%

200+00

R-44-0022

SEE MCDONALDS SIDEWALK RAMP FOR ADDITIONAL DETAILS

N

140 144 141 145 142 146 143 147 148 149 150 151

6.18% 6.18% 1.5% 5.0% 1.2% 3.27% 3.31% 3.4% 4%

℄ EB CTH 00

156 152 154 160 158 155 153 159 157 161

4% 2.9% 1.5% 3.6% 4%

CTH 00

℄ WB CTH 00

166 170 167 162 164 171 165 163 168 172 169 173

6.0% 7.2% 4% 5.0% 1.5% 1.8% 5.37% 1.33% 1.6%

N

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - CTH 00	SHEET	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\021214_PD-DRIVEWAYS AND CURB RAMPS.DWG
LAYOUT NAME - 021223-PD
PLOT DATE : 7/22/2016 2:00 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

N

189EB

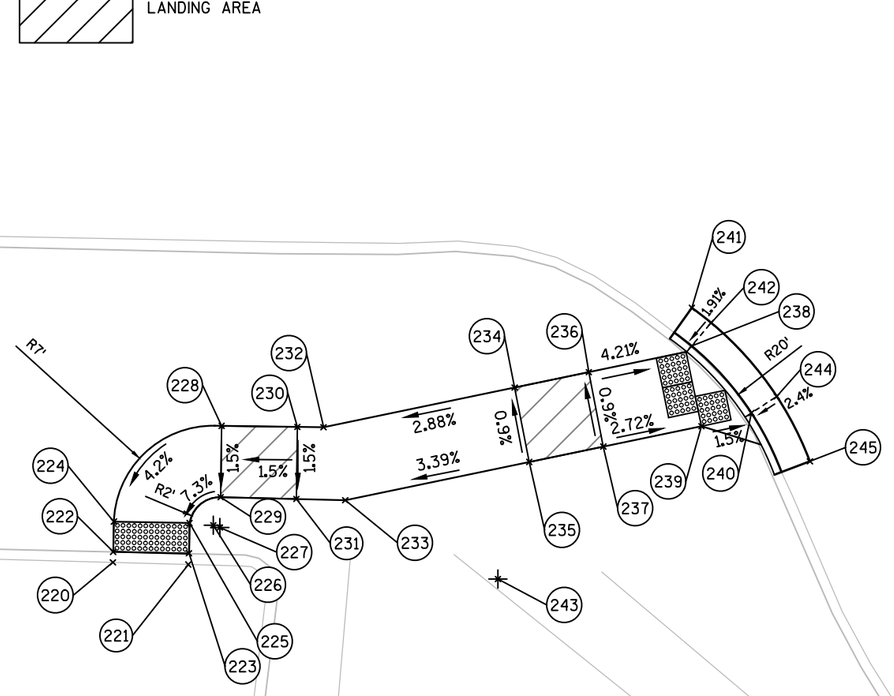
190EB

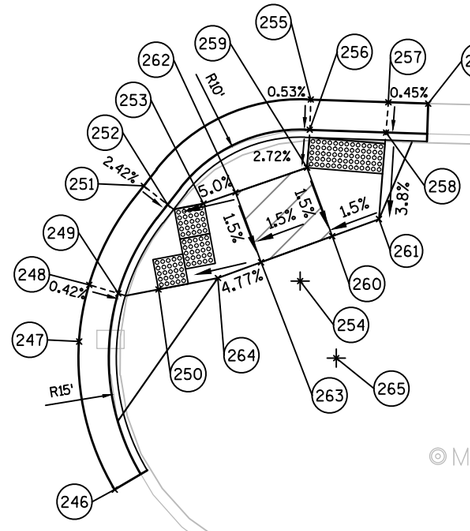
CTH 00

℄ EB CTH 00

NOTE: GUTTER SLOPE SHALL MATCH EXISTING PAVEMENT SLOPE

LANDING AREA





MH

WEST SERVICE ROAD

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - WEST SERVICE ROAD	SHEET 60	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\021214_PD-DRIVEWAYS AND CURB RAMPS.DWG
LAYOUT NAME - 021224-PD

PLOT DATE : 7/22/2016 2:01 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

N

275

272

8.11%

276

1.5%

280

270

7.96%

1.5%

1.5%

271

274

279

1.16%

4.5%

278

273

R40'

3.46%

277

281

MH

LANDING AREA

CTH 00

CTH 00 & WEST SERVICE RD - NE QUAD

NOTE: GUTTER SLOPE SHALL MATCH EXISTING PAVEMENT SLOPE

℄ EB CTH 00

190EB

CTH 00 & BENNETT ST - NE QUAD

N

2

300

1.6%

297

2.0%

299

2.0%

6.73%

296

290

298

292

1.62%

7.56%

291

294

R40'

293

295

4%

CTH 00

℄ WB CTH 00

199WB

199EB

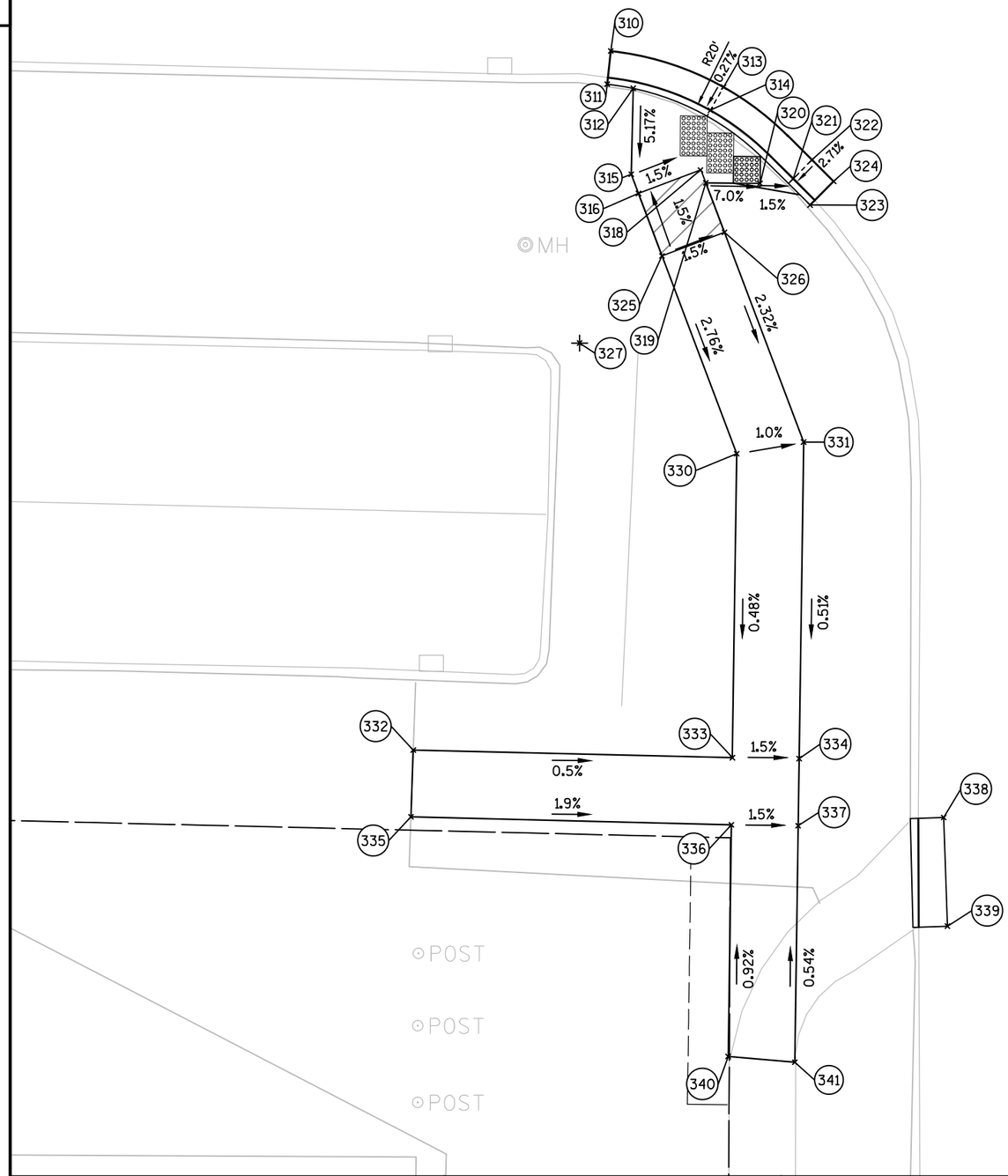
℄ EB CTH 00

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - CTH 00	SHEET 61	E

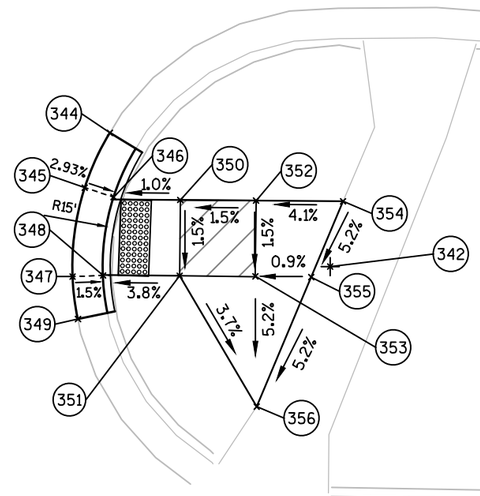
LANDING AREA

NOTE: GUTTER SLOPE SHALL MATCH EXISTING PAVEMENT SLOPE

CTH OO



BENNETT ST



WEST SERVICE ROAD

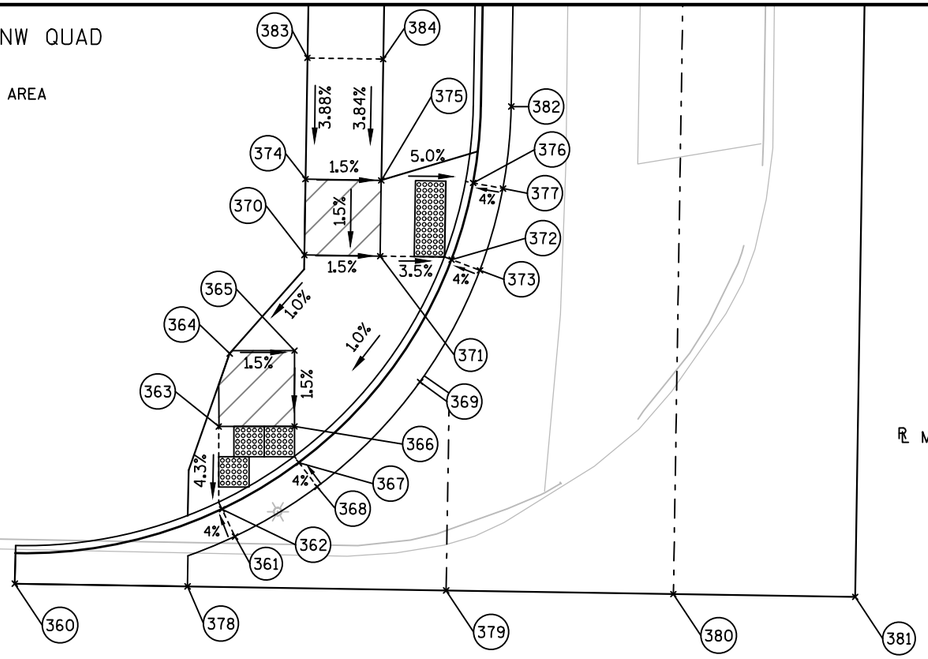
N

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - BENNETT STREET	SHEET 62 E

2

MASON STREET-NW QUAD

LANDING AREA

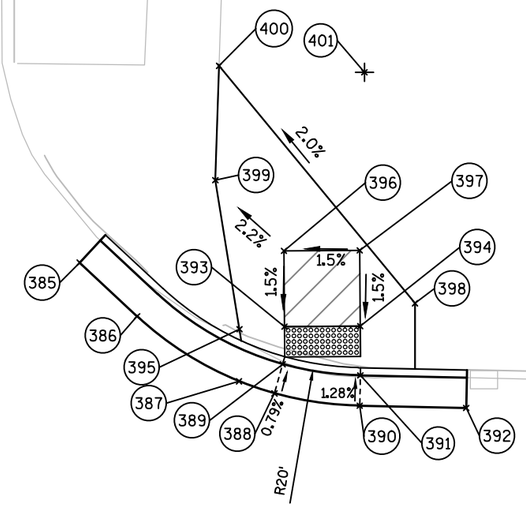


℄ MASON ST

MASON ST

MASON STREET-NE QUAD

N

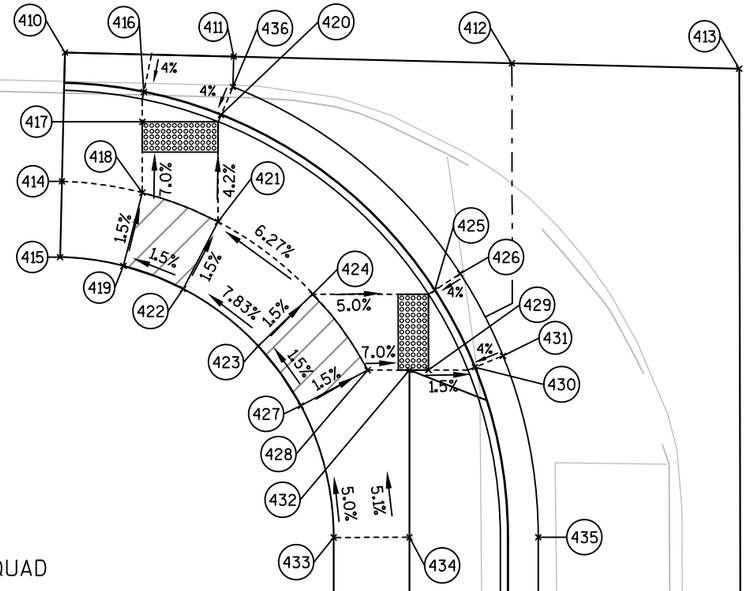


NOTE: GUTTER SLOPE SHALL MATCH EXISTING PAVEMENT SLOPE

CTH 00

NOTE: USE A 5 FOOT GUTTER SLOPE TRANSITION FROM A 6.25% GUTTER SLOPE TO 4% GUTTER SLOPE

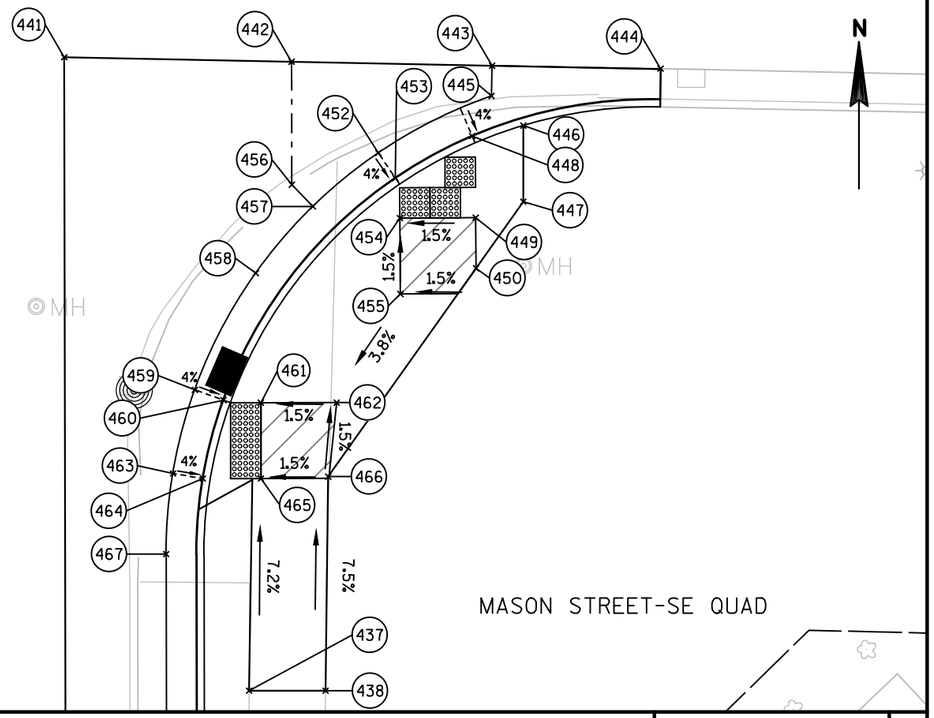
CTH 00



℄ MASON ST

MASON ST

MASON STREET-SW QUAD



MASON STREET-SE QUAD

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - MASON ST	SHEET 63	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\021214_PD-DRIVEWAYS AND CURB RAMPS.DWG
LAYOUT NAME - 021227-PD

PLOT DATE : 7/22/2016 2:05 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 44

1M

2M

℄ MASON ST

MASON STREET & WEILAND AVE

MASON ST

NOTE: USE A 5 FOOT GUTTER SLOPE TRANSITION FROM A 6.25% GUTTER SLOPE TO 4% GUTTER SLOPE

N

LANDING AREA

MH

WEILAND AVE

510 517 515 516 4% 518 513 6.1% 1.5% 520 511 3.9% 1.5% 4.5% 4% 521 514 519 512

488 490 483 1.0% 0.7% 489 482 484 472 476 475 479 1.5% 1.5% 4% 486 7.5% 1.5% 480 487 470 4.5% 507 1.5% 0.7% 1.5% 473 1.5% 4.6% 4% 509 4% 481 471 4% 508 474 477 478 491 492

HILLOCK CT

MASON STREET & HILLOCK CT

NOTE: GUTTER SLOPE SHALL MATCH EXISTING PAVEMENT SLOPE

N

493 495 496 1.69% 494 8.3% 2.0% 497 2.0% 498 6.7% 0.17% 2.0% 501 500 522 9.1% 9.9% 499 505 506 R20' 502 503 504

MASON ST

℄ MASON ST

6M

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - MASON ST	SHEET 64	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021214_PD-DRIVEWAYS AND CURB RAMPS.DWG
LAYOUT NAME - 021228-PD
PLOT DATE : 7/22/2016 2:06 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

STH 47 - WEILAND AVE

Point Number	Station		Point Offset	Elevation
1	103+02.20	SB	-27.5'	828.60
2	103+02.19	SB	-35.5'	828.70
3	103+05.26	SB	-25'	828.12
4	103+16.66	SB	-27.75'	828.06
5	103+14.67	SB	-35.62'	828.14
6	103+15.75	SB	-29.53'	828.02
7	103+15.06	SB	-27'	828.07
8	103+15.06	SB	-22'	828.13
9	103+19.66	SB	-35.49'	828.06
10	103+22.84	SB	-35.17'	827.97
11	103+24.37	SB	-33.88'	828.01
12	103+14.59	SB	-51.89'	828.77
13	103+19.59	SB	-51.76'	828.72
14	103+27.17	SB	-37.96'	827.99
15	103+43.87	SB	-22'	827.92
16	103+30.17	SB	-47.83'	828.00
17	103+30.31	SB	-51.47'	828.14
23	103+58.30	SB	-50.69'	828.14
24	103+61.38	SB	-37.96'	827.78
25	103+44.50	SB	-51.07'	828.23
26	103+64.18	SB	-33.89'	827.65
27	103+65.70	SB	-35.18'	827.61
28	103+68.58	SB	-35.5'	827.67
29	103+71.25	SB	-28.09'	827.60
30	103+72.21	SB	-29.85'	827.56
31	103+74.45	SB	-30.23'	827.67
32	103+73.49	SB	-27'	827.59
33	103+73.49	SB	-22'	827.66
34	103+83.29	SB	-25'	827.54
35	103+69.59	SB	-50.35'	828.80
36	103+74.44	SB	-50.24'	828.93
37	103+68.72	SB	-41.24'	828.11
38	103+73.72	SB	-41.11'	828.21
39	103+73.57	SB	-35'	827.73
40	103+84.98	SB	-35.5'	828.11
41	103+84.77	SB	-27.5'	827.99
42	103+09.66	SB	-35.3'	828.21
43	103+09.52	SB	-30.03'	828.14
44	103+15.01	SB	-48.89'	828.65
45	103+79.57	SB	-35.05'	827.82
46	103+79.45	SB	-30.11'	827.75
47	103+79.39	SB	-27.84'	828.02
48	103+84.85	SB	-30.5'	828.03

SB STH 47 - South Leg Exit

Point Number	Station		Point Offset	Elevation
50	107+12.83	SB	-35.76'	831.48
51	107+04.84	SB	-35.29'	830.96
52	106+94.84	SB	-35.03'	830.78
53	106+86.57	SB	-35'	830.99
54	107+13.04	SB	-27.75'	831.37
55	107+05.05	SB	-27.29'	830.84
56	106+95.05	SB	-27.03'	830.66
57	106+86.85	SB	-27'	830.88
58	107+05.12	SB	-24.29'	830.66
59	106+95.13	SB	-24.03'	830.48
60	106+95.15	SB	-22.03'	830.56
61	107+05.20	SB	-22.29'	830.74
62	107+05.77	SB	0'	831.19
63	106+95.77	SB	0'	831.01
64	107+05.77	SB	1'	831.15
65	106+95.77	SB	1'	830.97

NB STH 47 - South Leg Approach

Point Number	Station		Point Offset	Elevation
66	107+07.90	NB	-7.57'	831.05
67	106+98.48	NB	-4.67'	830.89
68	107+08.21	NB	-1'	830.99
69	106+98.30	NB	-1'	830.84
70	107+08.20	NB	0'	831.03
71	106+98.30	NB	0'	830.88
72	107+09.86	NB	24'	830.58
73	106+96.65	NB	24'	830.38
74	107+10.04	NB	26'	830.50
75	106+96.47	NB	26'	830.30

NB STH 47 - Right Turn ByPass

Point Number	Station		Point Offset	Elevation
76	02+00.48	NBRT	-12.71'	830.19
77	01+90.95	NBRT	-12.09'	830.04
78	02+00.87	NBRT	-7.72'	830.12
79	01+91.17	NBRT	-7.09'	829.97
80	02+01.34	NBRT	-2'	829.74
81	01+91.39	NBRT	-2'	829.66
82	02+01.34	NBRT	0'	829.82
83	01+91.39	NBRT	0'	829.74
84	02+02.94	NBRT	14'	829.55
85	01+92.27	NBRT	14'	829.47
86	02+02.94	NBRT	16'	829.47
87	01+92.27	NBRT	16'	829.39
88	02+12.23	NBRT	21.44'	830.20
89	02+03.51	NBRT	21.84'	829.76
90	01+92.59	NBRT	21.98'	829.68
91	01+83.86	NBRT	21.79'	829.99
92	02+13.35	NBRT	29.38'	830.32
93	02+04.34	NBRT	29.82'	829.88
94	01+93.05	NBRT	29.98'	829.80
95	01+84.01	NBRT	29.8'	830.11

SB STH 47 - North Leg Approach

Point Number	Station		Point Offset	Elevation
100	109+74.81	SB	-47.58'	830.44
101	109+59.04	SB	-47.01'	830.28
102	109+40.38	SB	-44.71'	830.38
103	109+26.31	SB	-43.01'	830.77
104	109+74.67	SB	-39.58'	830.32
105	109+57.74	SB	-38.8'	830.16
106	109+41.56	SB	-36.66'	830.26
107	109+28.58	SB	-35.13'	830.62
108	109+56.29	SB	-26'	829.46
109	109+42.72	SB	-26'	829.59
110	109+56.11	SB	-24'	829.54
111	109+42.90	SB	-24'	829.67
112	109+54.51	SB	0'	830.03
113	109+44.51	SB	0'	830.09
114	109+54.46	SB	1'	829.99
115	109+44.56	SB	1'	830.05

NB STH 47 - North Leg Exit

Point Number	Station		Point Offset	Elevation
116	109+52.83	NB	-10.1'	829.81
117	109+42.98	NB	-12.36'	829.85
118	109+53.42	NB	-1'	829.43
119	109+43.43	NB	-1'	829.51
120	109+53.48	NB	0'	829.47
121	109+43.47	NB	0'	829.55
122	109+55.08	NB	22.89'	828.99
123	109+44.48	NB	23.45'	829.07
124	109+55.23	NB	24.89'	828.91
125	109+44.57	NB	25.45'	828.99
126	109+64.09	NB	28.02'	829.42
127	109+55.49	NB	28.38'	829.13
128	109+44.73	NB	28.95'	829.21
129	109+36.12	NB	29.51'	829.64
130	109+64.90	NB	36'	829.53
131	109+56.11	NB	36.36'	829.25
132	109+45.12	NB	36.94'	829.33
133	109+36.32	NB	37.52'	829.75

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EB CTH OO - West Leg Approach

Point Number	Station		Point Offset	Elevation
180	205+87.09	EB	42.5'	831.75
181	206+00.33	EB	42.5'	831.59
182	206+08.54	EB	42.5'	831.65
183	206+29.98	EB	42.5'	832.08
184	205+87.09	EB	34.5'	831.63
185	206+01.21	EB	34.5'	831.47
186	206+15.86	EB	34.5'	831.58
187	206+29.98	EB	34.5'	831.96
188	206+01.97	EB	26'	830.94
189	206+15.11	EB	26'	831.05
190	206+02.12	EB	24'	831.02
191	206+14.95	EB	24'	831.13
192	206+04.03	EB	-12'	831.72
193	206+13.04	EB	-12'	831.77
194	206+04.10	EB	-14'	831.64
195	206+12.97	EB	-14'	831.69
196	206+04.27	EB	-18.82'	831.36
197	206+12.74	EB	-20.72'	831.43
214	206+15.86	EB	42.5'	831.70

WB CTH OO - West Leg Exit

Point Number	Station		Point Offset	Elevation
198	206+03.11	WB	2'	830.37
199	206+13.06	WB	2'	830.45
200	206+03.08	WB	0'	830.45
201	206+13.09	WB	0'	830.53
202	206+02.79	WB	-24'	829.97
203	206+13.39	WB	-24'	830.06
204	206+02.76	WB	-26'	829.89
205	206+13.41	WB	-26'	829.98
206	205+94.41	WB	-29'	830.30
207	206+02.72	WB	-29'	830.05
208	206+13.46	WB	-29'	830.16
209	206+22.04	WB	-29'	830.49
210	205+94.21	WB	-37.26'	830.43
211	206+02.60	WB	-37.55'	830.18
212	206+13.58	WB	-37.73'	830.29
213	206+22.36	WB	-37.68'	830.63

EB CTH OO - East Leg Exit

Point Number	Station		Point Offset	Elevation
140	208+57.96	EB	40.18'	829.95
141	208+66.96	EB	40.34'	829.46
142	208+78.21	EB	40.26'	829.34
143	208+87.21	EB	40.1'	829.60
144	208+58.23	EB	32.19'	829.83
145	208+67.01	EB	32.34'	829.34
146	208+77.99	EB	32.25'	829.22
147	208+86.77	EB	32.1'	829.49
148	208+67.05	EB	26.55'	829.06
149	208+77.84	EB	26.26'	828.93
150	208+67.07	EB	24.55'	829.14
151	208+77.79	EB	24.26'	829.01
152	208+67.22	EB	0'	829.57
153	208+77.22	EB	0'	829.46
154	208+67.23	EB	-2'	829.49
155	208+77.18	EB	-2'	829.38

WB CTH OO - East Leg Approach

Point Number	Station		Point Offset	Elevation
156	208+64.12	WB	20.58'	829.03
157	208+72.60	WB	18.6'	828.88
158	208+63.89	WB	14'	828.85
159	208+72.76	WB	14'	828.72
160	208+63.82	WB	12'	828.92
161	208+72.83	WB	12'	828.80
162	208+61.91	WB	-24'	828.23
163	208+74.74	WB	-24'	828.05
164	208+61.76	WB	-26'	828.15
165	208+74.90	WB	-26'	827.97
166	208+46.88	WB	-34.52'	829.14
167	208+61.01	WB	-34.5'	828.56
168	208+75.65	WB	-34.5'	828.41
169	208+89.77	WB	-34.5'	828.54
170	208+46.88	WB	-42.5'	829.26
171	208+60.12	WB	-42.5'	828.68
172	208+76.53	WB	-42.5'	828.53
173	208+89.77	WB	-42.5'	828.66

West Service Road - SW QUAD

Point Number	Station		Point Offset	Elevation
220	188+89.10	EB	55.89'	830.17
221	188+94.08	EB	55.91'	830.25
222	188+89.1	EB	55.19'	830.18
223	188+94.1	EB	55.17'	830.26
224	188+89.1	EB	53.19'	830.27
225	188+94.09	EB	53.17'	830.41
226	188+95.66	EB	53.27'	--
227	188+96.10	EB	53.42'	--
228	188+96.06	EB	46.71'	830.71
229	188+96.10	EB	51.42'	830.64
230	189+01.06	EB	46.66'	830.79
231	189+01.10	EB	51.42'	830.72
232	189+02.79	EB	46.65'	830.83
233	189+04.33	EB	51.42'	830.82
234	189+15.33	EB	43.73'	831.21
235	189+16.4	EB	48.62'	831.25
236	189+20.2	EB	42.6'	831.28
237	189+21.27	EB	47.48'	831.32
238	189+26.95	EB	40.71'	830.99
239	189+27.71	EB	45.99'	831.09
240	189+31.00	EB	45.04'	831.06
241	189+26.90	EB	38.2'	831.01
242	189+28.19	EB	39.15'	831.03
243	189+14.53	EB	56.38'	--
244	189+32.64	EB	43.91'	831.11
245	189+34.92	EB	48.14'	831.12

West Service Road - SE QUAD

Point Number	Station		Point Offset	Elevation
246	189+70.79	EB	49.76'	831.57
247	189+68.22	EB	40.05'	831.47
248	189+68.79	EB	36.3'	831.56
249	189+70.72	EB	36.82'	831.55
250	189+73.36	EB	36.48'	831.60
251	189+72.24	EB	29.68'	832.82
252	189+73.84	EB	30.88'	831.77
253	189+76.20	EB	30.76'	831.89
254	189+82.70	EB	35.72'	--
255	189+83.13	EB	23.73'	832.13
256	189+83.10	EB	25.72'	832.12
257	189+88.25	EB	23.78'	832.25
258	189+88.13	EB	25.78'	832.24
259	189+82.98	EB	28.22'	832.08
260	189+84.74	EB	32.71'	832.00
261	189+87.8	EB	31.5'	832.05
262	189+78.30	EB	29.97'	832.00
263	189+80.09	EB	34.53'	831.93
264	189+77.27	EB	35.64'	831.81
265	189+85.20	EB	40.74'	--
266	189+90.88	EB	23.81'	832.30

West Service Road - NE QUAD

Point Number	Station		Point Offset	Elevation
270	189+78.84	EB	-62.48'	832.52
271	189+81.68	EB	-63.27'	832.95
272	189+81.83	EB	-70.52'	833.17
273	189+86.62	EB	-56.07'	832.27
274	189+87.70	EB	-57.75'	832.29
275	190+09.25	EB	-91.45'	--
276	189+88.25	EB	-63.14'	832.38
277	189+91.78	EB	-53.25'	832.19
278	189+92.61	EB	-55.07'	832.26
279	189+92.96	EB	-57.89'	832.38
280	189+93.24	EB	-62.88'	832.45
281	189+97.66	EB	-51.08'	832.18

Bennett St - NE QUAD

Point Number	Station		Point Offset	Elevation
290	198+87.01	EB	-60.6'	839.54
291	198+92.51	EB	-56.19'	839.27
292	198+93.63	EB	-57.85'	839.24
293	199+00.01	EB	-52.18'	838.91
294	199+00.77	EB	-54.03'	839.88
295	199+04.19	EB	-50.72'	838.85
296	199+01.98	EB	-62.67'	839.71
297	198+98.28	EB	-65.52'	839.79
298	199+00.90	EB	-61.27'	839.19
299	199+05.03	EB	-66.64'	839.81
300	199+01.33	EB	-69.48'	839.89
301	199+15.95	EB	-91.04'	--

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Bennett St - SW QUAD

Point Number	Station	Point Offset	Elevation
310	198+19.46 EB	33.23'	839.48
311	198+19.26 EB	35.72'	839.84
312	198+21.21 EB	35.98'	839.94
313	198+27.97 EB	35.73'	839.40
314	198+27.03 EB	37.49'	839.40
315	198+21.21 EB	42.42'	839.58
316	198+21.78 EB	43.85'	839.58
318	198+26.39 EB	41.99'	839.49
319	198+26.81 EB	42.94'	839.50
320	198+30.86 EB	42.88'	839.22
321	198+33.34 EB	42.48'	839.18
322	198+34.72 EB	41.03'	839.23
323	198+34.65 EB	44.42'	839.50
324	198+36.37 EB	42.6'	839.17
325	198+23.66 EB	48.49'	839.64
326	198+28.29 EB	46.61'	839.56
327	198+17.64 EB	55.15'	--
330	198+29.59 EB	63.17'	839.20
331	198+34.58 EB	62.18'	839.15
332	198+05.90 EB	85.93'	839.21
333	198+29.81 EB	85.94'	839.09
334	198+34.80 EB	85.9'	839.02
335	198+05.84 EB	90.93'	839.49
336	198+29.85 EB	90.97'	839.03
337	198+34.85 EB	90.92'	838.96
338	198+45.73 EB	90.05'	838.42
339	198+46.20 EB	98.18'	838.38
340	198+30.01 EB	108.32'	839.19
341	198+35.02 EB	108.63'	839.05

Bennett St - SE QUAD

Point Number	Station	Point Offset	Elevation
342	198+91.53 EB	41.29'	--
344	198+76.80 EB	32.81'	839.28
345	198+75.22 EB	36.47'	839.13
346	198+77.14 EB	37.04'	839.07
347	198+74.55 EB	42.35'	838.89
348	198+76.56 EB	42.22'	838.86
349	198+74.97 EB	45.14'	838.78
350	198+81.54 EB	37.13'	839.12
351	198+81.61 EB	42.12'	839.04
352	198+86.54 EB	37.05'	839.19
353	198+86.61 EB	42.05'	839.12
354	198+92.28 EB	36.97'	839.43
355	198+90.29 EB	42.02'	839.15
356	198+86.90 EB	50.65'	838.67

Mason St & CTH OO - NW Quad

Point Number	Station	Point Offset	Elevation
360	04+36.97 M	-69.08'	813.02
361	04+40.25 M	-54.58'	813.24
362	04+42.05 M	-55.47'	813.16
363	04+47.51 M	-55.75'	813.39
364	04+52.33 M	-55.09'	813.46
365	04+52.58 M	-50.81'	813.39
366	04+47.58 M	-50.75'	813.31
367	04+45.19 M	-50.42'	813.20
368	04+43.60 M	-49.2'	813.28
369	04+50.61 M	-42.5'	813.35
370	04+58.89 M	-50.24'	813.54
371	04+58.88 M	-45.24'	813.47
372	04+58.71 M	-40.52'	813.31
373	04+58.02 M	-38.64'	813.39
374	04+63.90 M	-50.23'	813.62
375	04+63.88 M	-45.23'	813.54
376	04+63.79 M	-39.16'	813.30
377	04+63.44 M	-37.19'	813.38
378	04+36.93 M	-57.68'	813.26
379	04+36.87 M	-40.61'	813.64
380	04+36.83 M	-25.61'	813.93
381	04+36.79 M	-13.61'	814.13
382	04+68.86 M	-36.71'	813.29
383	04+71.90 M	-50.2'	813.93
384	04+71.88 M	-45.2'	813.85

Mason St & CTH OO - NE Quad

Point Number	Station	Point Offset	Elevation
385	04+54.30 M	23.48'	814.17
386	04+50.81 M	27.31'	814.36
387	04+46.60 M	34.09'	814.56
388	04+45.83 M	36.44'	814.63
389	04+47.77 M	36.96'	814.61
390	04+45.09 M	42.08'	814.80
391	04+47.09 M	42.1'	814.77
392	04+45.03 M	49.11'	814.94
393	04+50.25 M	37.05'	814.72
394	04+50.35 M	42.05'	814.80
395	04+50.05 M	34.08'	814.84
396	04+55.25 M	36.95'	814.80
397	04+55.34 M	41.95'	814.87
398	04+51.90 M	45.64'	--
399	04+59.86 M	32.37'	814.65
400	04+67.40 M	32.52'	814.56
401	04+67.09 M	42.11'	--

Mason St & CTH OO - SW Quad

Point Number	Station	Point Offset	Elevation
410	03+64.47 M	-60.37'	813.48
411	03+64.19 M	-49.24'	813.70
412	03+63.71 M	-30.88'	814.11
413	03+63.32 M	-15.88'	814.55
414	03+55.98 M	-60.59'	813.97
415	03+50.98 M	-60.72'	814.05
416	03+61.87 M	-55.17'	813.53
417	03+59.90 M	-55.27'	813.56
418	03+55.23 M	-55.28'	813.89
419	03+50.39 M	-56.54'	813.97
420	03+60.34 M	-50.09'	813.67
421	03+53.30 M	-50.28'	813.95
422	03+48.87 M	-52.61'	814.03
423	03+45.09 M	-47.66'	814.52
424	03+48.50 M	-44.07'	814.45
425	03+48.76 M	-35.99'	814.06
426	03+49.84 M	-34.31'	814.14
427	03+41.15 M	-44.85'	814.60
428	03+43.49 M	-40.43'	814.52
429	03+43.49 M	-36.42'	814.24
430	03+43.67 M	-33.36'	814.19
431	03+44.41 M	-31.5'	814.27
432	03+43.49 M	-37.68'	814.33
433	03+32.46 M	-42.7'	815.05
434	03+32.46 M	-37.7'	815.10
435	03+32.45 M	-29.2'	814.51
436	03+62.19 M	-49.29'	813.75

Mason St & CTH OO - SE Quad

Point Number	Station	Point Offset	Elevation
437	03+29.40 M	28.26'	815.71
438	03+29.40 M	33.3'	815.96
441	03+71.22 M	16.14'	814.74
442	03+70.89 M	31.14'	815.04
443	03+70.61 M	44.37'	815.31
444	03+70.39 M	55.49'	815.47
445	03+68.61 M	44.33'	815.15
446	03+66.65 M	46.42'	815.55
447	03+61.62 M	46.41'	815.40
448	03+65.97 M	43.05'	815.02
449	03+60.58 M	43.27'	815.10
450	03+57.24 M	43.29'	815.75
452	03+64.86 M	36.85'	814.98
453	03+63.20 M	37.98'	814.90
454	03+60.56 M	38.27'	815.03
455	03+55.56 M	38.29'	815.10
456	03+62.78 M	31.14'	814.87
457	03+61.34 M	32.53'	814.87
458	03+56.94 M	28.75'	814.75
459	03+49.26 M	24.72'	814.64
460	03+48.58 M	26.6'	814.56
461	03+48.40 M	29.07'	814.71
462	03+48.40 M	34.07'	817.79
463	03+43.74 M	23.26'	814.71
464	03+43.41 M	25.24'	814.63
465	03+43.40 M	29.06'	814.79
466	03+43.52 M	33.5'	814.86
467	03+38.43 M	22.81'	814.78

2

2

Mason St & Weiland Ave - NE Quad

Point Number	Station	Point Offset	Elevation
510	01+66.24 M	16.16'	815.86
511	01+65.68 M	30.98'	816.17
512	01+65.38 M	38.97'	816.29
513	01+67.68 M	31.05'	815.15
514	01+68.99 M	32.82'	816.09
515	01+72.08 M	26.08'	816.04
516	01+73.29 M	27.67'	815.96
517	01+82.39 M	22.61'	815.82
518	01+81.66 M	28.11'	816.47
519	01+81.67 M	33.11'	816.58
520	01+86.31 M	28.13'	816.54
521	01+86.30 M	33.13'	816.65

Mason St & Hillock - SW Quad

Point Number	Station	Point Offset	Elevation
470	06+00.38 M	-36.88'	812.77
471	06+00.00 M	-33.91'	812.64
472	06+11.40 M	-40.51'	812.93
473	06+10.38 M	-32.58'	812.73
474	06+11.83 M	-29.87'	812.37
475	06+17.10 M	-40.46'	812.50
476	06+18.07 M	-36.06'	812.42
477	06+18.12 M	-32'	812.36
478	06+18.47 M	-30.03'	812.44
479	06+20.49 M	-41.8'	812.52
480	06+23.04 M	-37.5'	812.44
481	06+23.31 M	-33.68'	812.41
482	06+24.06 M	-45.12'	812.36
483	06+27.84 M	-42.48'	812.29
484	06+32.25 M	-42.23'	812.22
485	06+34.01 M	-41.29'	812.30
486	06+34.60 M	-42.46'	812.25
487	06+36.60 M	-42.45'	812.18
488	06+26.13 M	-51.52'	812.43
489	06+31.11 M	-51.44'	812.36
490	06+36.62 M	-51.36'	811.82
491	06+36.54 M	-24.97'	812.73
492	06+36.50 M	-12.97'	812.99
507	06+28.32 M	-37.12'	812.36
508	06+24.18 M	-31.88'	812.49
509	06+29.69 M	-35.66'	812.44

Mason St & Hillock Ct - NW Quad

Point Number	Station	Point Offset	Elevation
493	06+64.15 M	-44.39'	812.16
494	06+64.12 M	-42.36'	812.25
495	06+66.62 M	-42.36'	812.22
496	06+74.37 M	-42.33'	812.88
497	06+79.41 M	-42.28'	812.98
498	06+64.06 M	-37.37'	812.44
499	06+66.08 M	-37.36'	812.45
500	06+74.35 M	-37.33'	812.98
501	06+79.35 M	-37.32'	813.08
502	06+63.93 M	-26.59'	812.96
503	06+67.25 M	-26.55'	812.97
504	06+68.96 M	-27.58'	812.92
505	06+74.31 M	-32.72'	813.40
506	06+79.30 M	-32.67'	813.54
522	06+86.07 M	-37.95'	--

2

CTH OO (NORTHLAND AVE)

℄ SW CURB

13SW

EP: 1+04.91

+05, 831.79

+00, 831.62

1+00

Y = 571480.077
X = 824911.801

IN12.6

WEST SERVICE ROAD

℄ WEST SERVICE ROAD SPECIAL DITCH

BP: 0+00.00

PI: 0+14.06

PI: 0+68.28

+75, 830.75

+68, 830.58

+50, 830.85

+25, 831.30

+14, 831.50

+00, 831.75

Y = 571449.569
X = 824891.541

IN11.7

SLOPE INTERCEPT

Y = 571443.686
X = 824823.514

Y = 571445.109
X = 824837.506

3WSR

PROVIDE CURB OPENING
FOR DRAINAGE

N

NOTE: SPECIAL DITCH INSTALLATION IS
INCIDENTAL TO GRADING OPERATIONS

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - WEST SERVICE ROAD SPECIAL DITCH	SHEET 69	E

2

N

NOTE: SPECIAL DITCH INSTALLATION IS INCIDENTAL TO GRADING OPERATIONS

110SB

110NB

MH

MWEL

Y = 571637.891
X = 825118.646
+79, 829.67
+75, 829.53

Y = 571625.294
X = 825124.319
+65, 829.39

EP: 1+78.98

PI: 1+65.16

+50, 829.16

MH27.0

Y = 571593.507
X = 825147.735
+25, 828.76

SLOPE INTERCEPT

PI: 1+25.62

1+00

+00, 827.42

Y = 571570.410
X = 825174.884

+90, 826.97

+75, 827.00

+50, 827.07

+28, 827.16

+25, 827.14

Y = 571569.402
X = 825237.396

+00, 827.28

Y = 571572.733
X = 825264.710

IN15.5

0+90.04

13NE

PI: 0+27.52

BP: 0+00.00

2%

210WB

209WB

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - NE CURB SPECIAL DITCH	SHEET 70 E

2

2

N

NOTE: SPECIAL DITCH INSTALLATION IS
INCIDENTAL TO GRADING OPERATIONS

+00, 829.72
Y = 571643.349
X = 825011.905
BP: 0+00.00

℄ NW SPECIAL DITCH

SLOPE INTERCEPT

+21, 829.61
MH14.0
= 571625.521
= 825000.459

+25, 829.76
FF: 0+21.19

+51, 830.79
= 571608.755
= 824976.367

EP: 0+50.54

MH14.1

R-44-0022

MNZI

℄ NW CURB

STH 47 (RICHMOND ST)

℄ SB STH 47

MNZI

℄ WB CTH OO

℄ ROUNDABOUT

CTH OO (NORTHLAND AVE)

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAILS - NW CURB SPECIAL DITCH	SHEET 71	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021233_PD-SPECIAL DITCHES.DWG
LAYOUT NAME - 021235-PD

PLOT DATE : 8/24/2016 10:26 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

N

WEILAND AVE

MATCH LINE 104+00 NB

98NB 99NB 100NB 101SB 101NB 102SB 102NB 103SB 103NB

℄ SB STH 47

℄ NB STH 47

+00NB, 828.45 HP

+30SB, 827.94 LP

826.76 827.00 827.14 827.23 827.36 827.50 827.63 827.77 827.89 828.02 826.12 828.19 828.21 828.07 827.87 827.65 827.55

827.11 827.22 827.32 827.45 827.59 827.72 827.86 827.98 828.11 828.24 828.34 828.41 828.43 828.29 828.09 827.87 827.77

827.81 828.33 828.65 827.99

827.33 827.44 827.54 827.69 827.95 828.08 828.20 828.45 828.56 828.63 828.51 828.31 828.09 828.00

827.11 827.22 827.32 827.42 827.52 827.63 827.73 827.83 828.15 828.26 828.36 828.43 828.41 828.31 828.19 828.14 828.12

826.75 827.00 827.10 827.20 827.30 827.40 827.51 827.61 827.71 827.82 827.92 827.99 828.01 827.97 827.87 827.75 827.68

827.54 827.65 827.74 827.85 827.95 828.05 828.15 828.04 828.14 828.21 828.23 828.19 828.09 827.97 827.90

828.23 828.14 828.14 828.06 828.03 828.07 828.00 827.74 827.59

2.6% 2.0% 2.0% 2.0% 2.0% 2.0% 2.0% 2.0% 2.0% 1.0% 0.0% 1.0%

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT GRADES - STH 47	SHEET 72	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021301_JD.DWG
LAYOUT NAME - 021301-JD

PLOT DATE : 8/24/2016 12:25 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

N

MATCH LINE 104+00 NB

MATCH LINE 206+00 WB

MATCH LINE 209+00 WB

MATCH LINE 110+00 NB

R-44-0022

+08SB, 827.48 LP

+08SB, 827.99 LP

+09NB, 828.12 LP

+09NB, 827.60 LP

+98C, 831.89 HP

+64WB, 830.73 HP

+94C, 831.94 HP

+84C, 829.22 LP

+77C, 830.85 HP

+46NBRT, 829.85 HP

+02C, 829.31 HP

R SB STH 47

R NB STH 47

S-44-0132

105SB

106SB

107SB

105NB

106NB

107NB

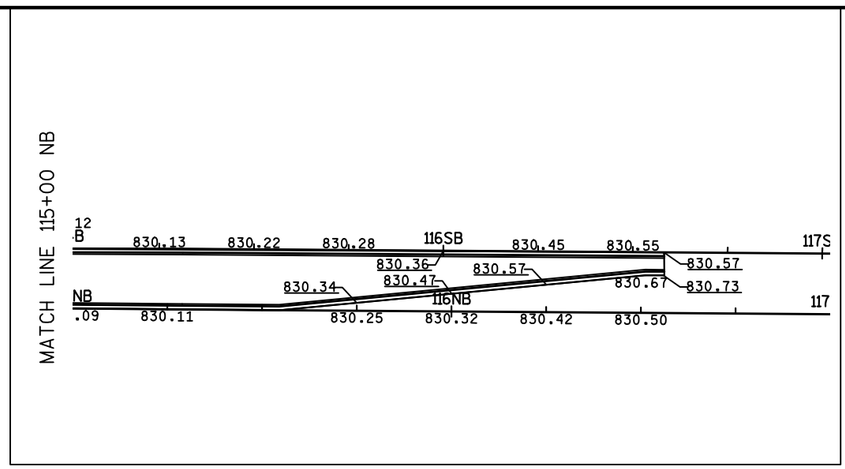
209EB

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT GRADES - STH 47	SHEET 73 E

2

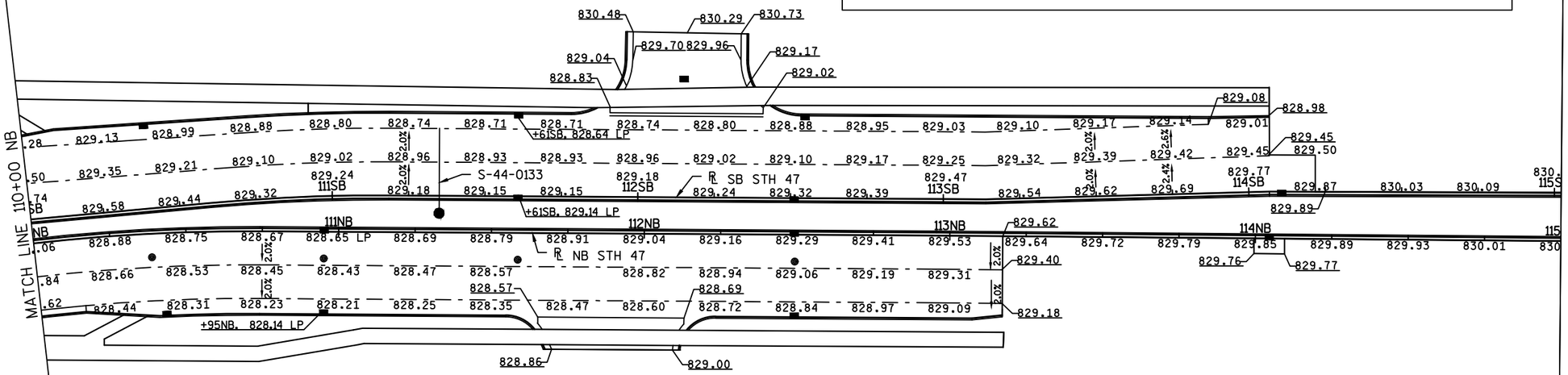
N

MATCH LINE 115+00 NB

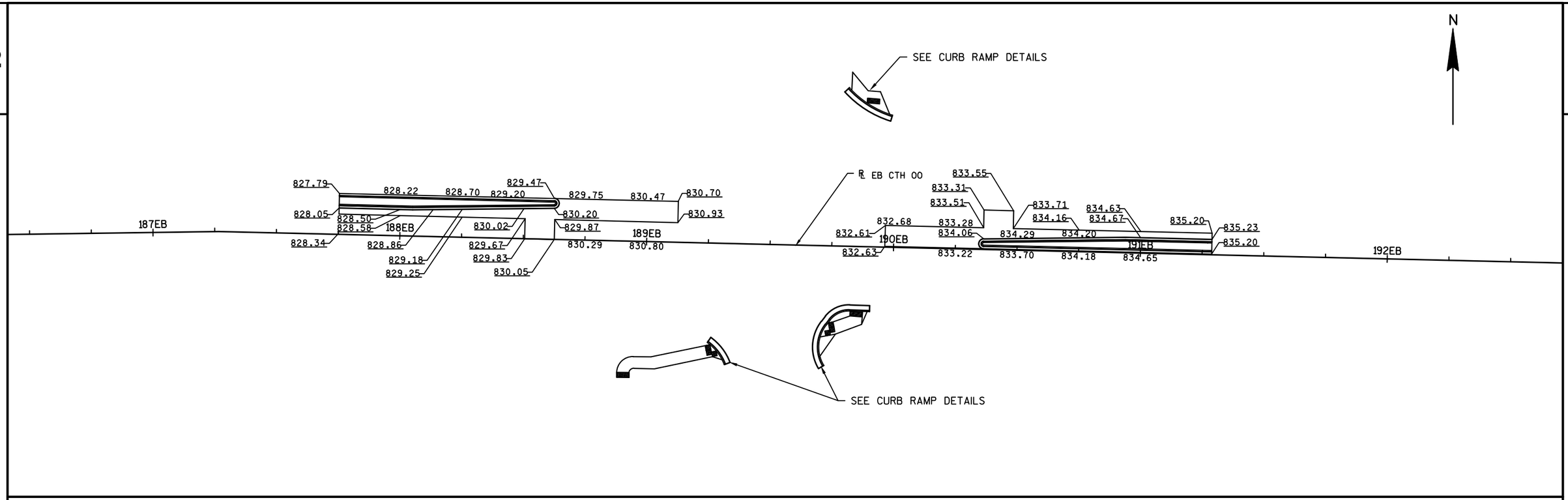


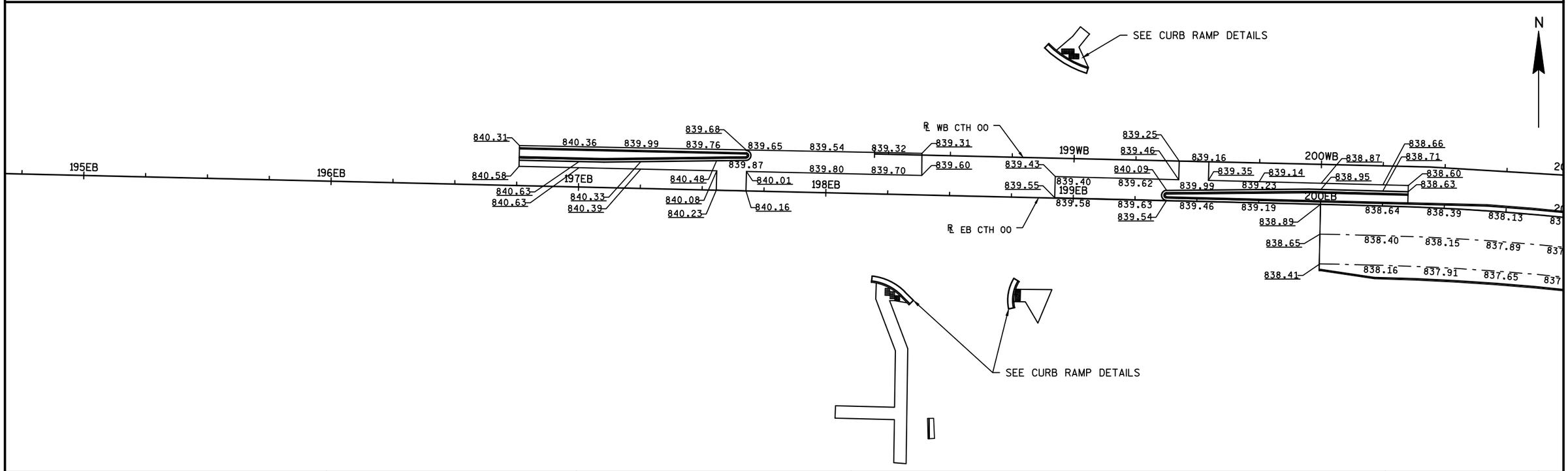
MATCH LINE 110+00 NB

MATCH LINE 115+00 NB



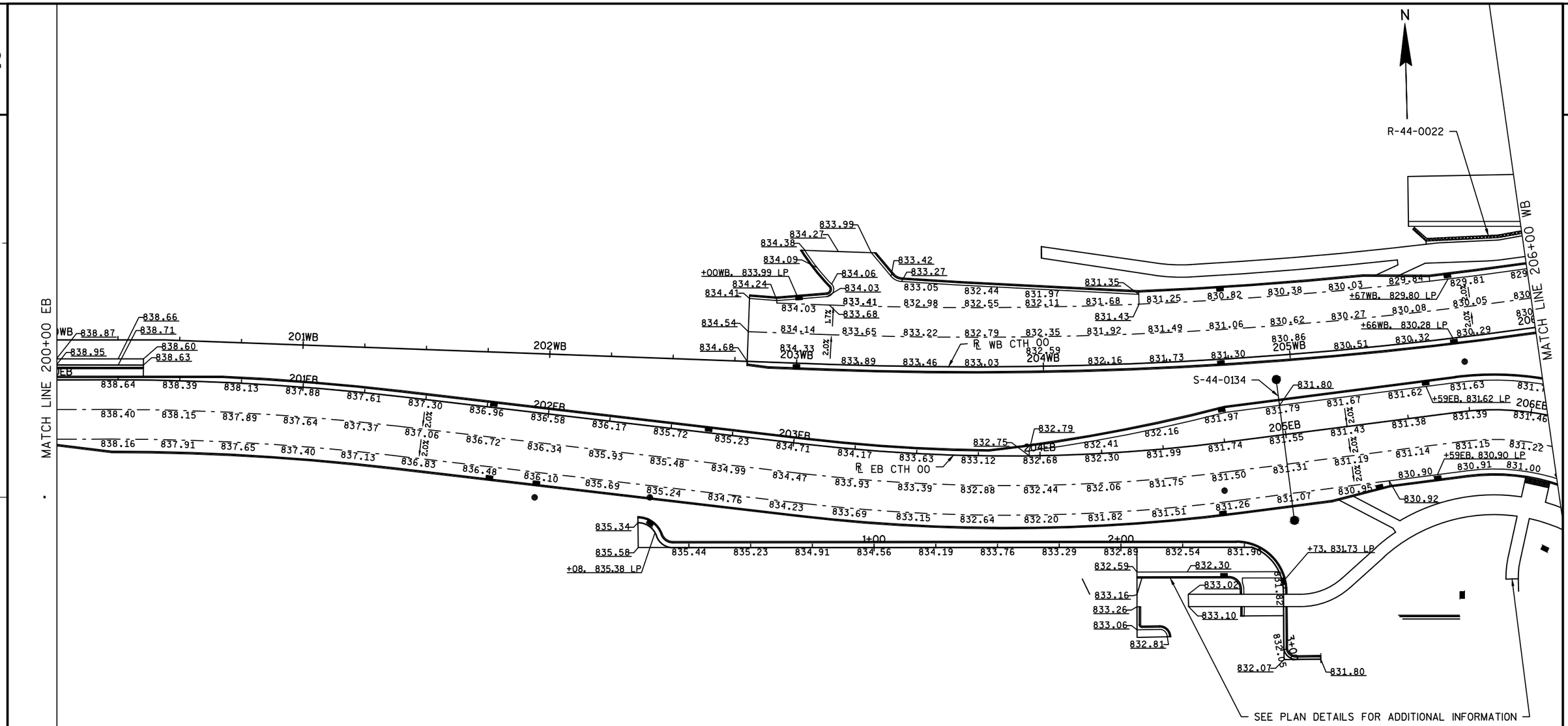
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT GRADES - STH 47	SHEET 74	E





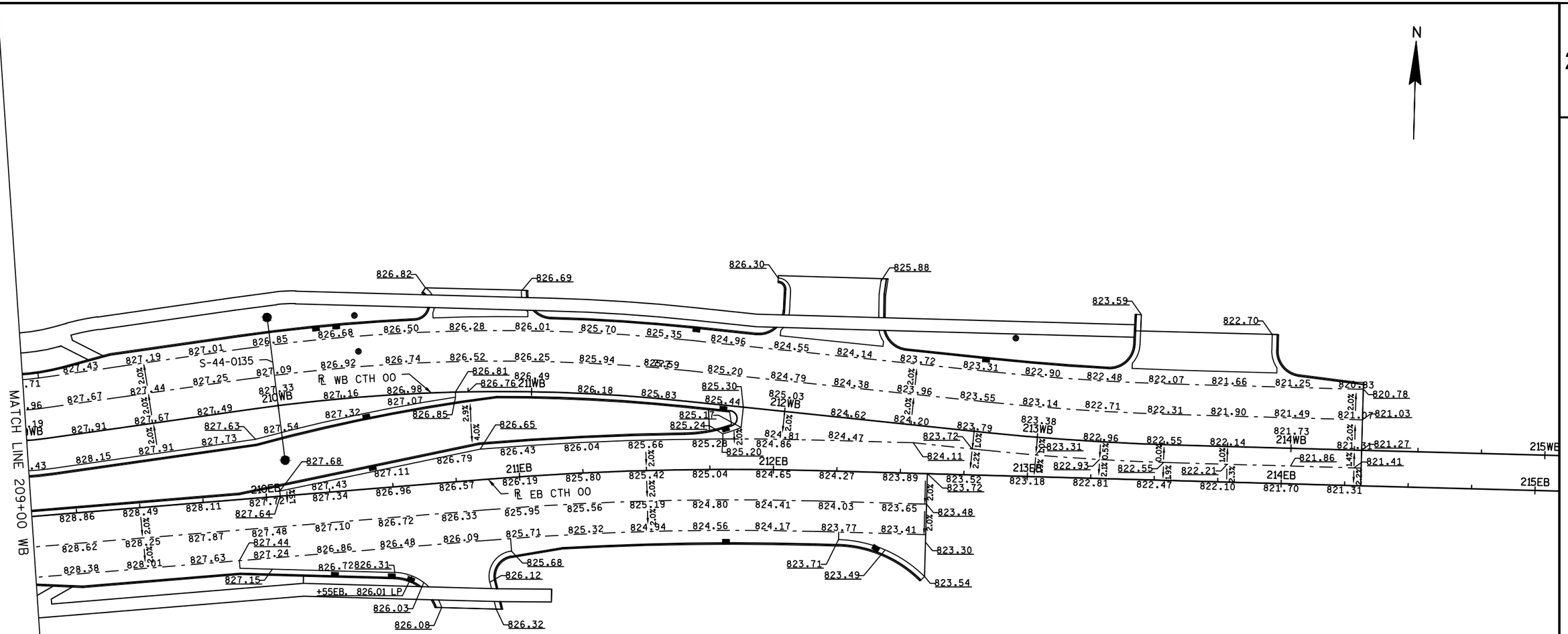
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT GRADES - CTH OO	SHEET 75	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021301_JD.DWG
LAYOUT NAME - 021304-JD
PLOT DATE : 8/24/2016 12:25 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



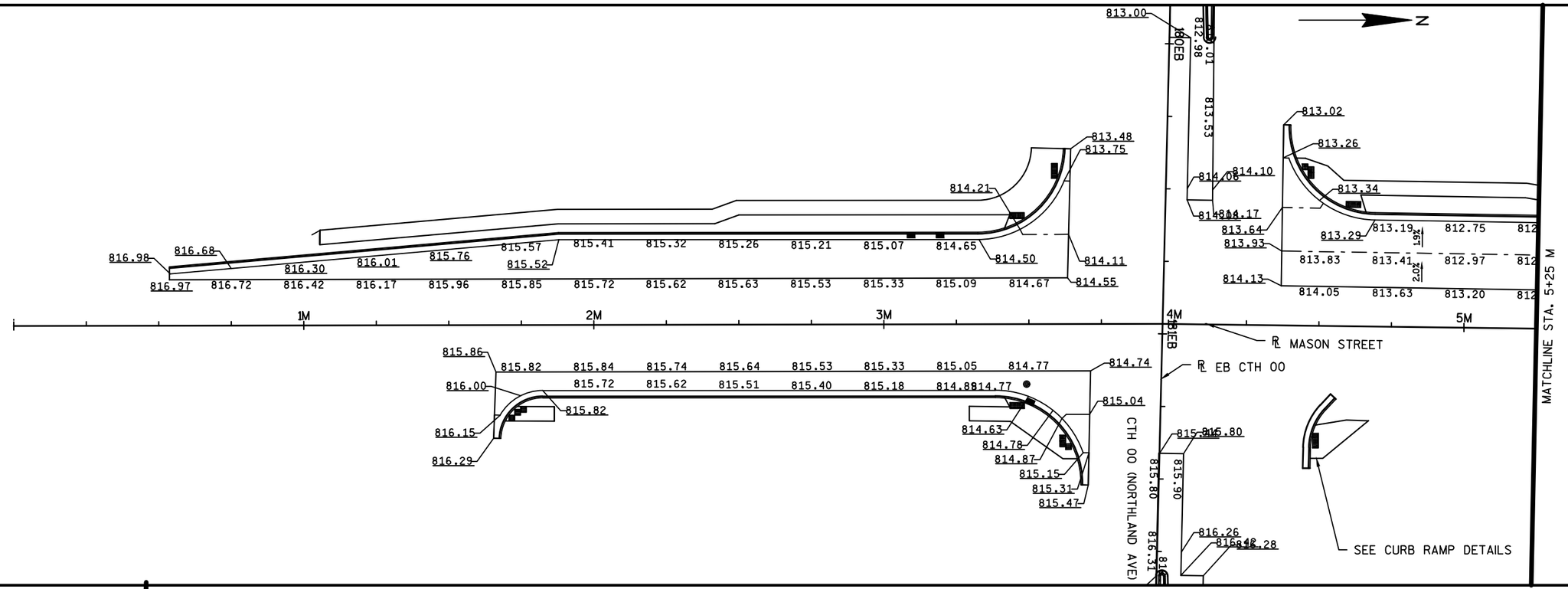
PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT GRADES - CTH 00	SHEET 76	E

2



PROJECT NO:6240-26-71	HWY:STH 47	COUNTY:OUTAGAMIE	PAVEMENT GRADES - CTH OO	SHEET 77	E

2



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT GRADES - MASON STREET	SHEET 78	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\021301_JD.DWG
LAYOUT NAME - 021307-JD
PLOT DATE : 8/24/2016 12:26 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2

N

SEE CURB RAMP DETAILS

813.19 | 19% | 2.0% | 813.41 | 813.63
813.29
813.34
813.26
813.02
813.83
814.05
813.81 814.13

811.86
811.84
813.01
813.53
814.10
814.17
812.98
814.06
814.08
179EB
180EB
812.15
812.12
812.60
812.60
812.79
813.00

4M

181EB

816.28
816.42
816.26
816.51
816.65
815.80
815.44
815.90
815.80
816.52
816.80
816.31
816.75
816.44
817.14
817.17
817.23
817.61
817.63
817.72
818.01
818.05
818.13
182EB
183EB
184EB
185EB
℄ EB CTH OO
CTH OO (NORTHLAND AVE)

813.48
813.75
814.11
814.55
814.67
814.21
814.50
815.09
815.33
3M

814.74
815.04
815.47
815.31
815.15
814.87
814.78
814.63
814.77
814.88
814.77
815.05
815.33
815.18

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT GRADES - CTH OO	SHEET 79	E

2

2

N

NW CURB

NE CURB

SW CURB

SE CURB

ROUNDABOUT

WB CTH 00

EB CTH 00

SB STH 47

NB STH 47

NB STH 47 RIGHT TURN BYPASS

204WB

205WB

206WB

204EB

205EB

206EB

209WB

210WB

211WB

209EB

210EB

211EB

12NW

13NW

14NW

13NE

13SW

14SW

15SW

115E

12SE

13SE

14SE

12NRT

12SRT

101SB

102NB

104SB

106NB

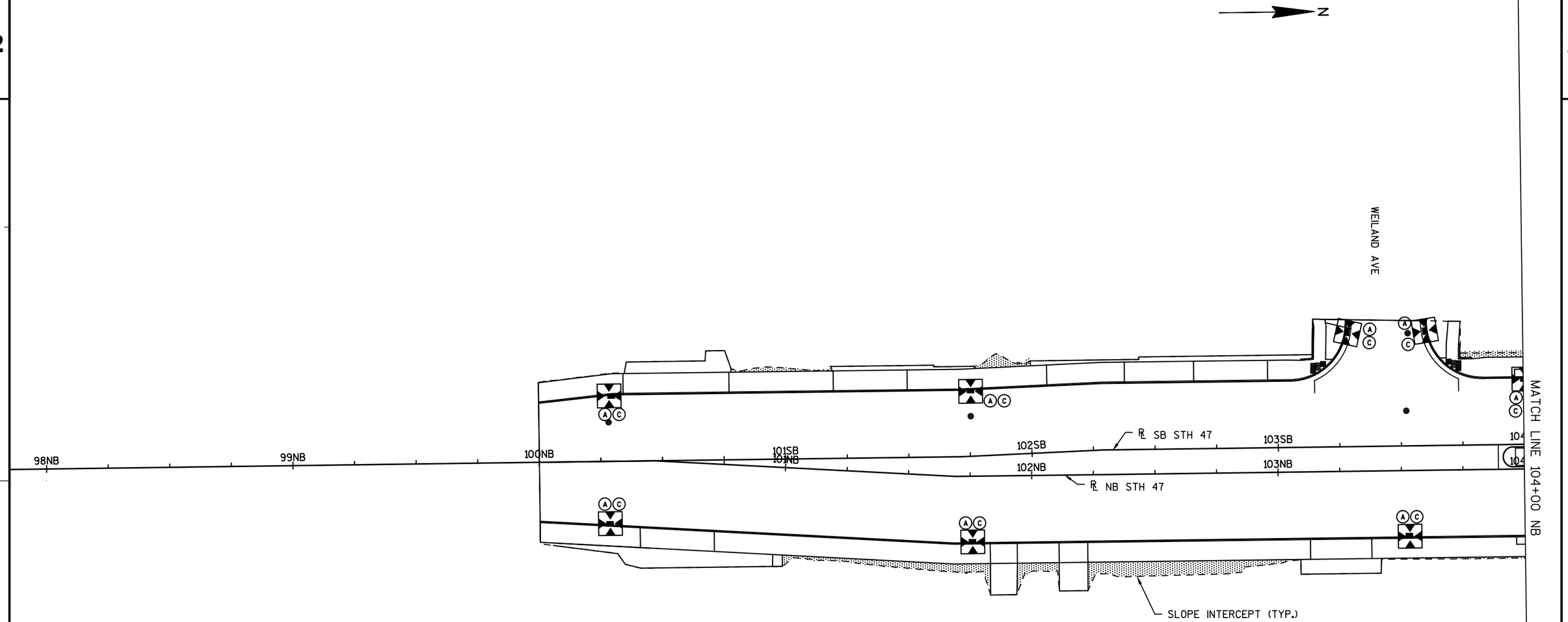
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTION MATCHLINES	SHEET 80	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\021701-XM.DWG
LAYOUT NAME - 021701-XM

PLOT DATE : 8/24/2016 12:31 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1" = 50'

WISDOT/CADDS SHEET 42

2



LEGEND

#######	EROSION MAT CLASS I URBAN TYPE A
	TOPSOIL, SEED, FERTILIZER, & MULCH
_ _ /	SLOPE INTERCEPT
☒	INLET PROTECTION

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

LEGEND

EROSION MAT CLASS I URBAN TYPE A

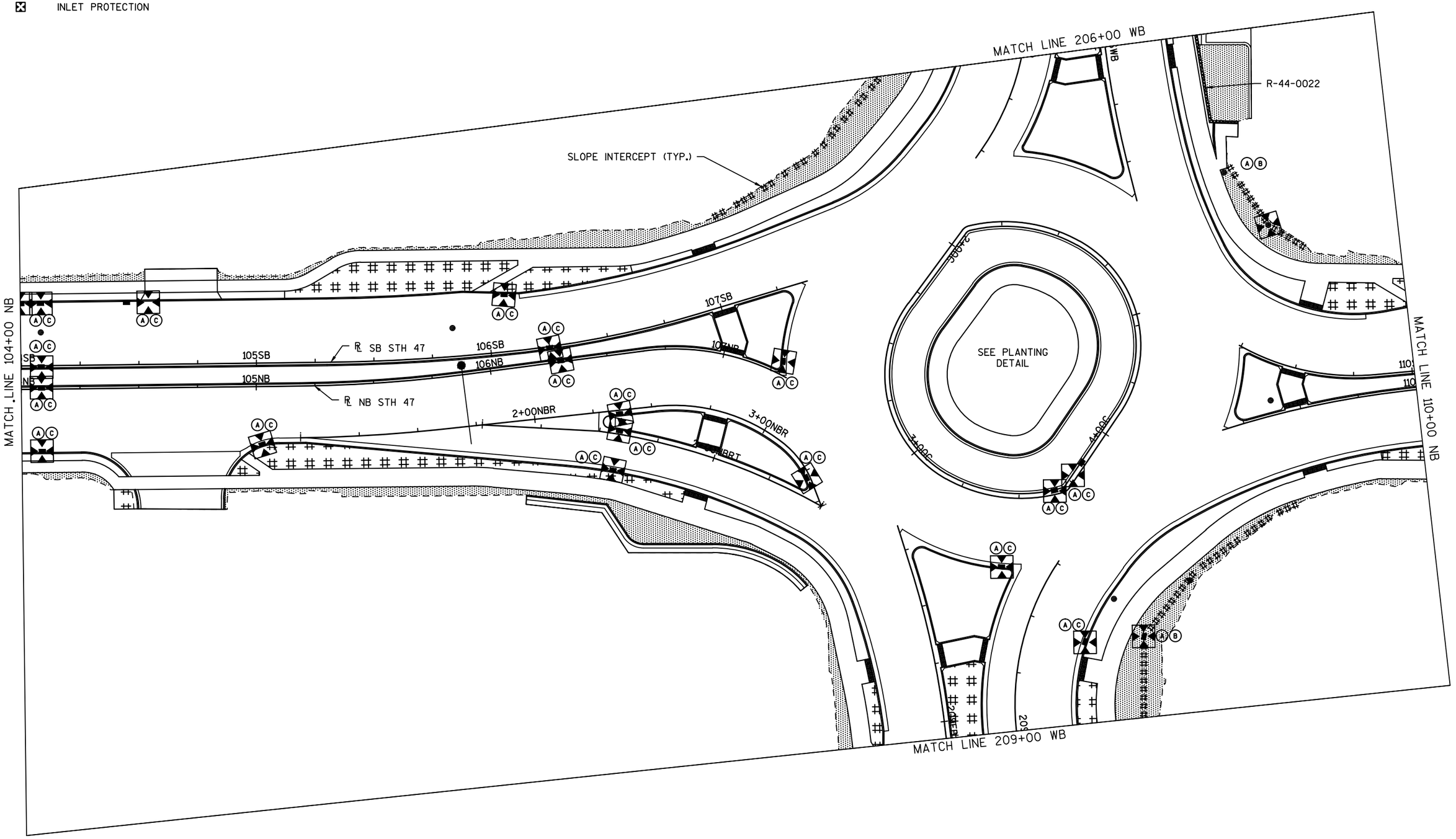
TOPSOIL, SEED, FERTILIZER, & MULCH

SLOPE INTERCEPT

INLET PROTECTION

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

N



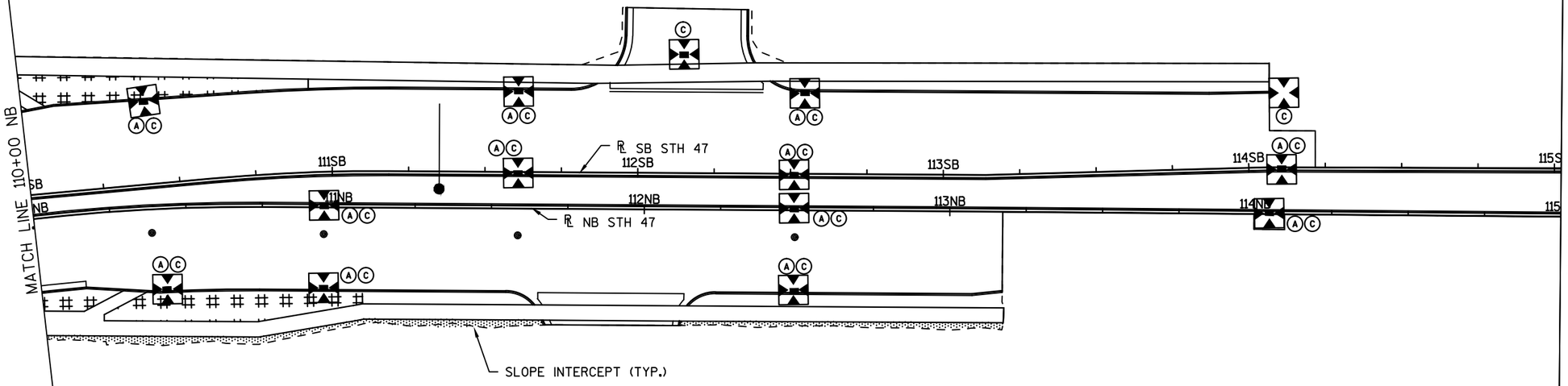
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 82	E

2

N

MATCH LINE 115+00 NB

MATCH LINE 110+00 NB

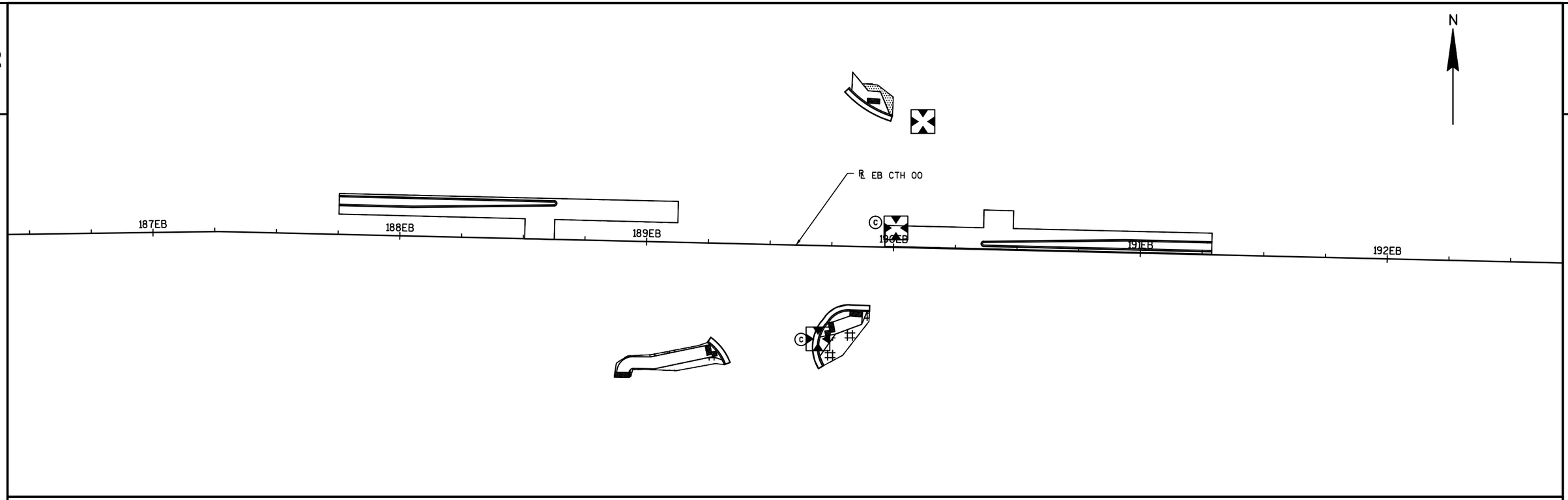


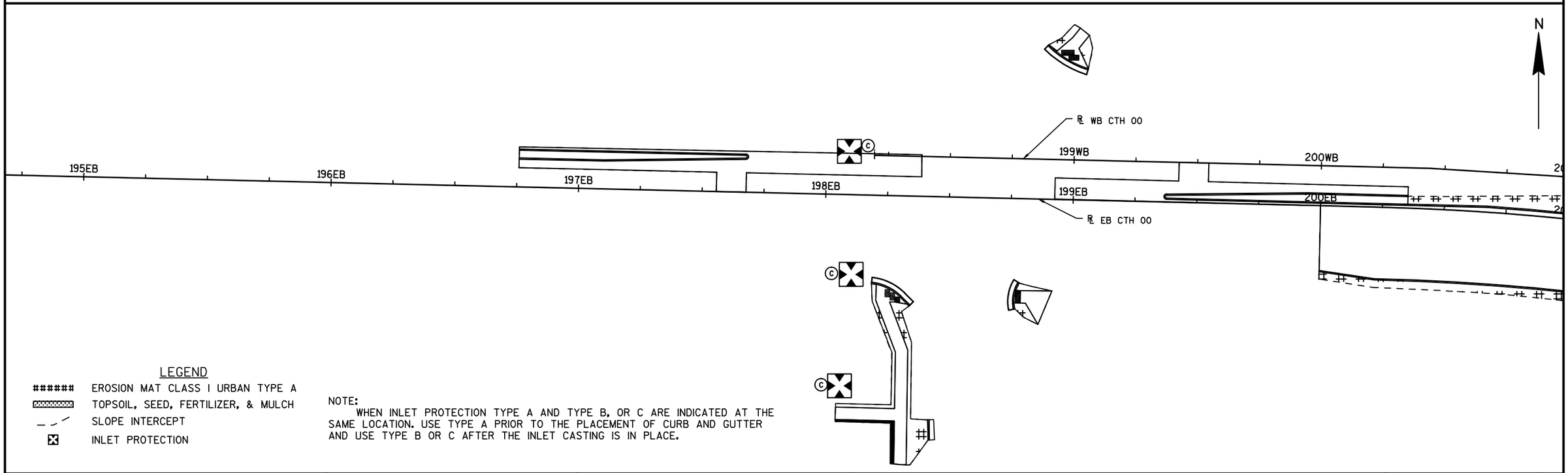
MATCH LINE 115+00 NB

LEGEND

######	EROSION MAT CLASS I URBAN TYPE A
	TOPSOIL, SEED, FERTILIZER, & MULCH
_ _ ⁄	SLOPE INTERCEPT
⊠	INLET PROTECTION

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





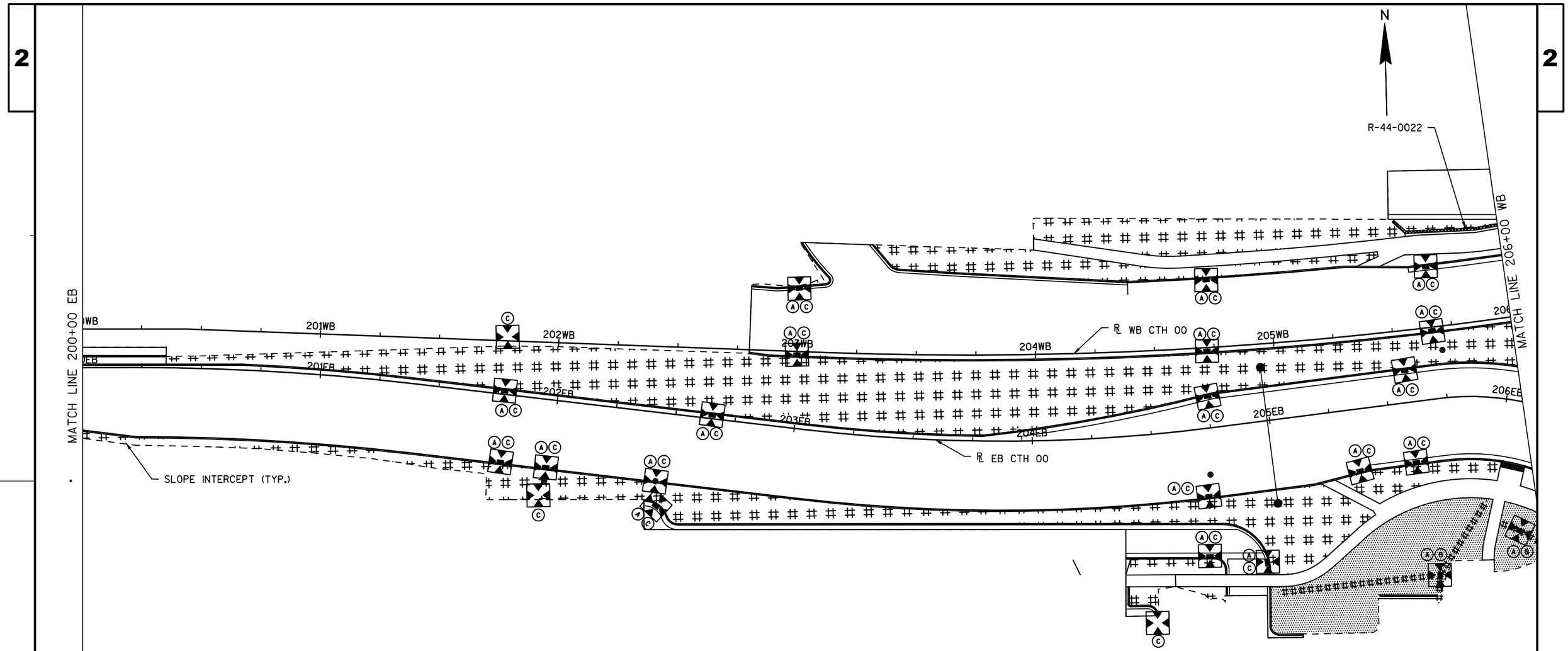
LEGEND

- ####### EROSION MAT CLASS I URBAN TYPE A
- TOPSOIL, SEED, FERTILIZER, & MULCH
- SLOPE INTERCEPT
- INLET PROTECTION

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

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 84	E

2



LEGEND

- ####### EROSION MAT CLASS I URBAN TYPE A
- TOPSOIL, SEED, FERTILIZER, & MULCH
- SLOPE INTERCEPT
- INLET PROTECTION

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

2

N

℄ WB CTH 00

210WB

211WB

212WB

213WB

214WB

215WB

210EB

211EB

212EB

213EB

214EB

215EB

℄ EB CTH 00

MATCH LINE 209+00 WB

SLOPE INTERCEPT (TYP.)

LEGEND

EROSION MAT CLASS I URBAN TYPE A

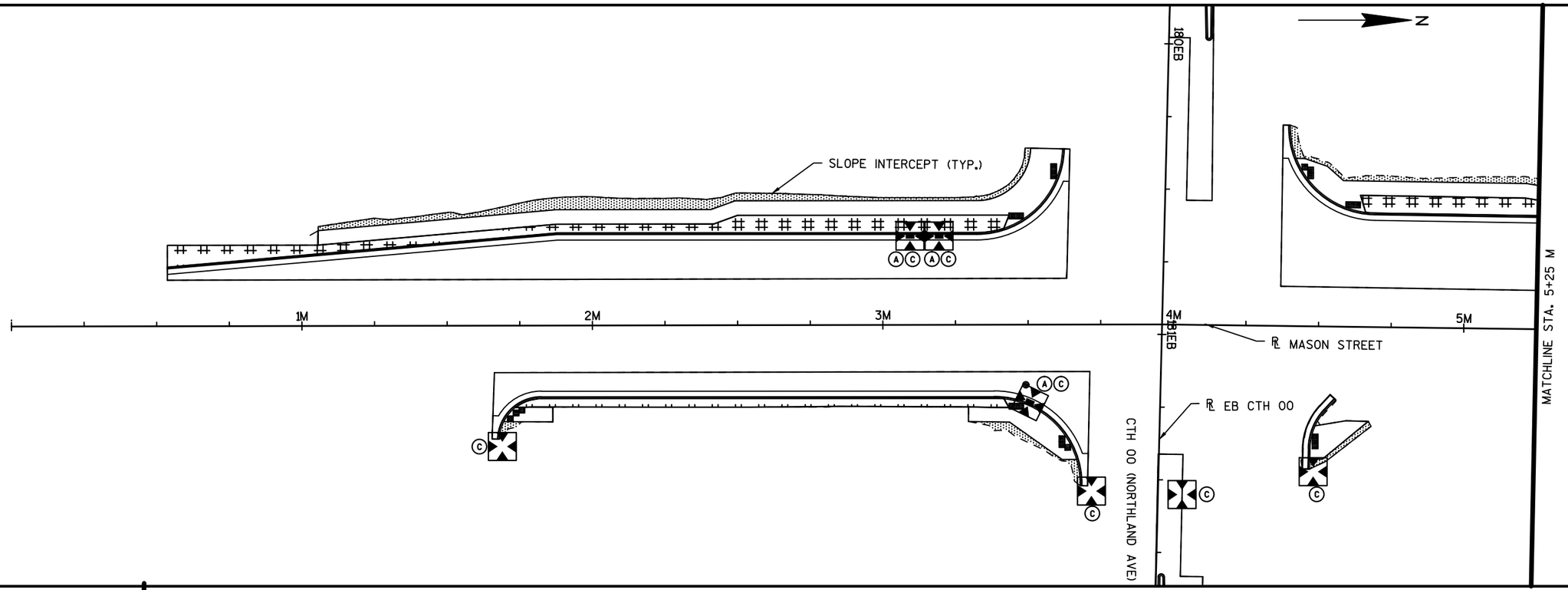
TOPSOIL, SEED, FERTILIZER, & MULCH

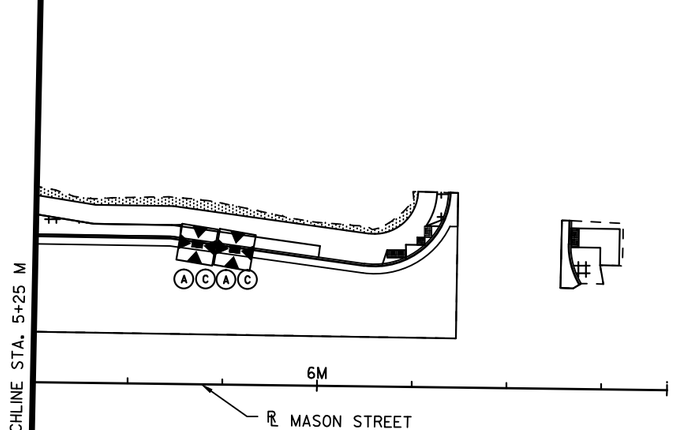
SLOPE INTERCEPT

INLET PROTECTION

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

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 86	E



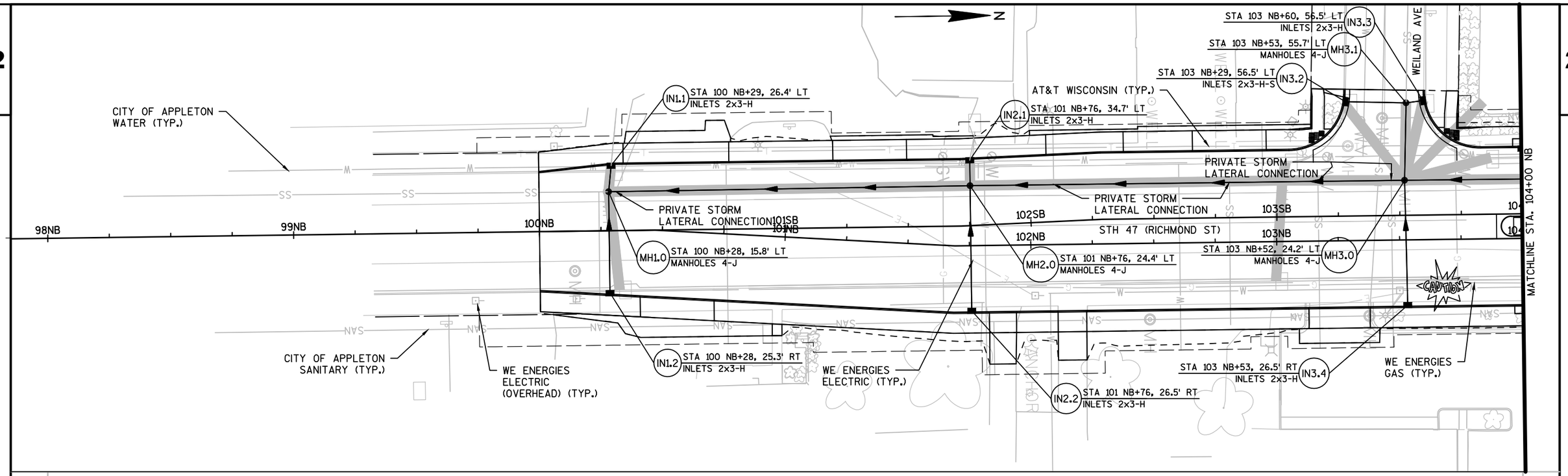


LEGEND

#######	EROSION MAT CLASS I URBAN TYPE A
	TOPSOIL, SEED, FERTILIZER, & MULCH
_ _ ⁄	SLOPE INTERCEPT
⊠	INLET PROTECTION

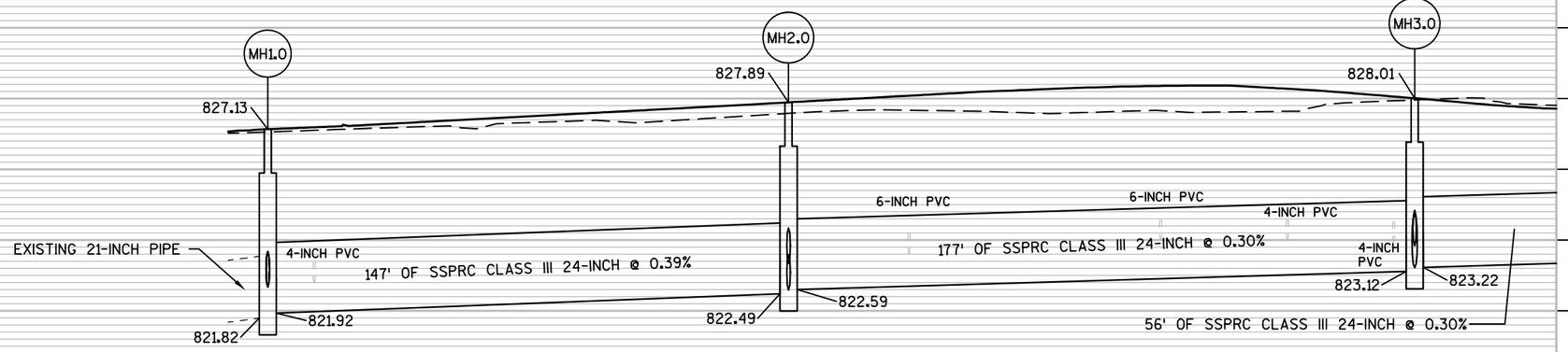
NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, OR C ARE INDICATED AT THE SAME LOCATION. USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B OR C AFTER THE INLET CASTING IS IN PLACE.

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 87	E



LEGEND

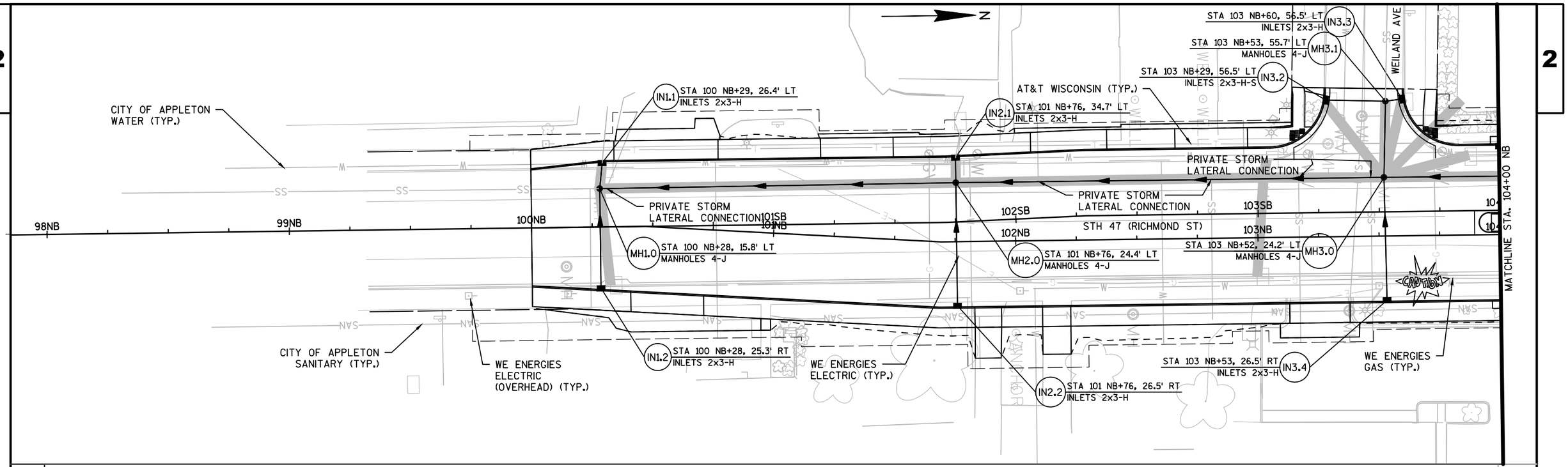
REMOVING STORM SEWER



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 88 E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501-SS

PLOT DATE : 8/24/2016 1:00 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF



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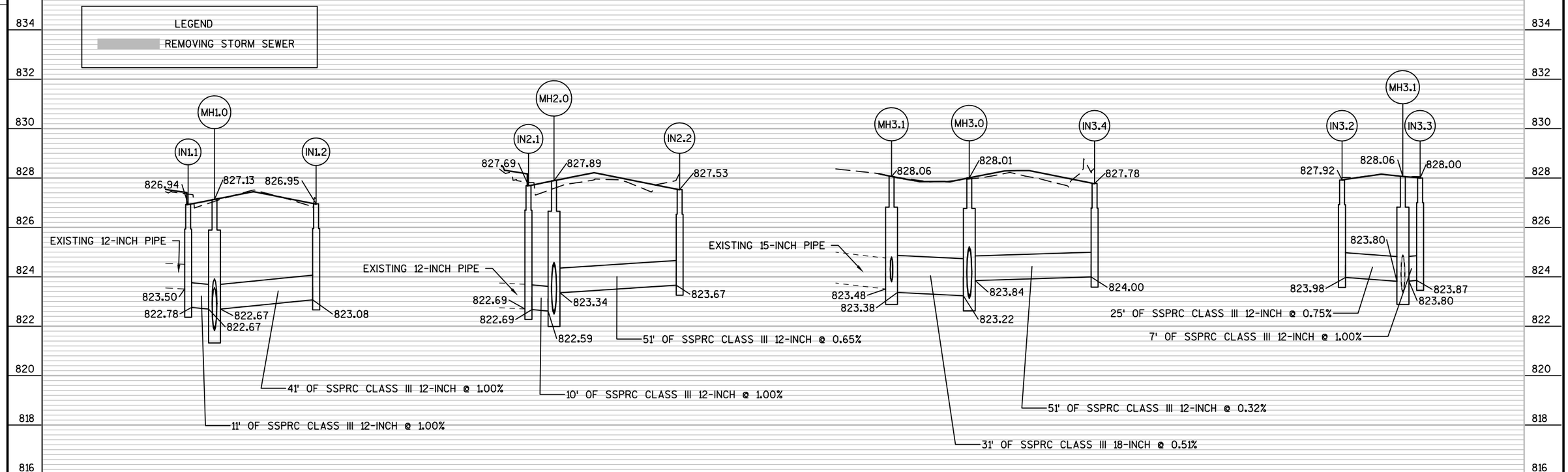
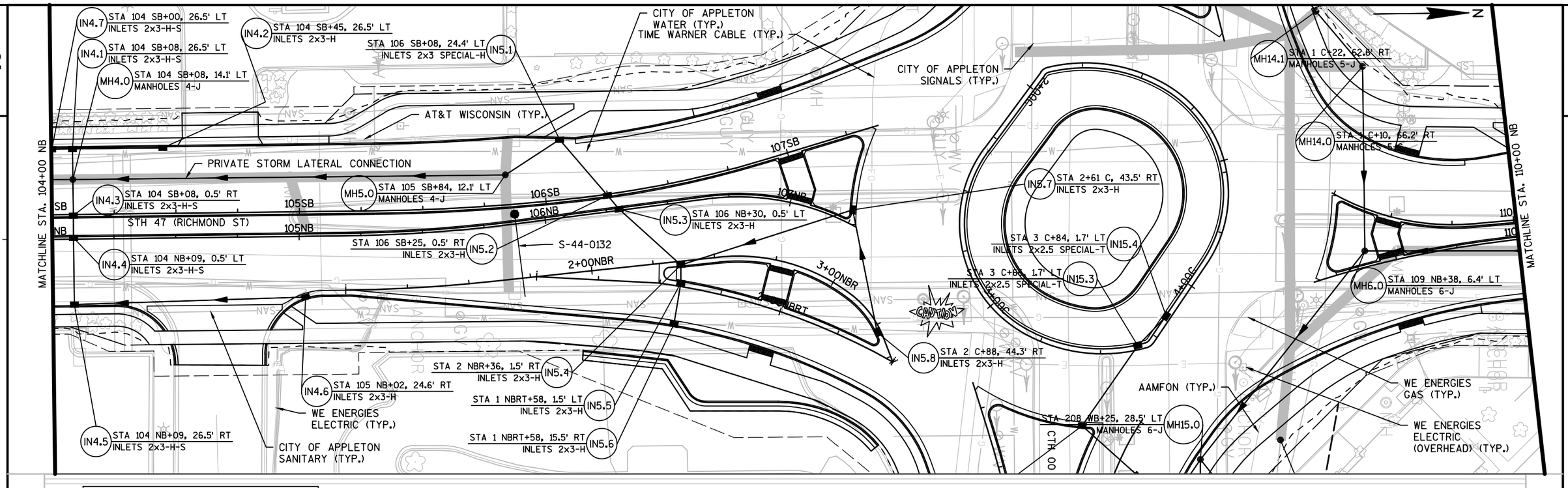
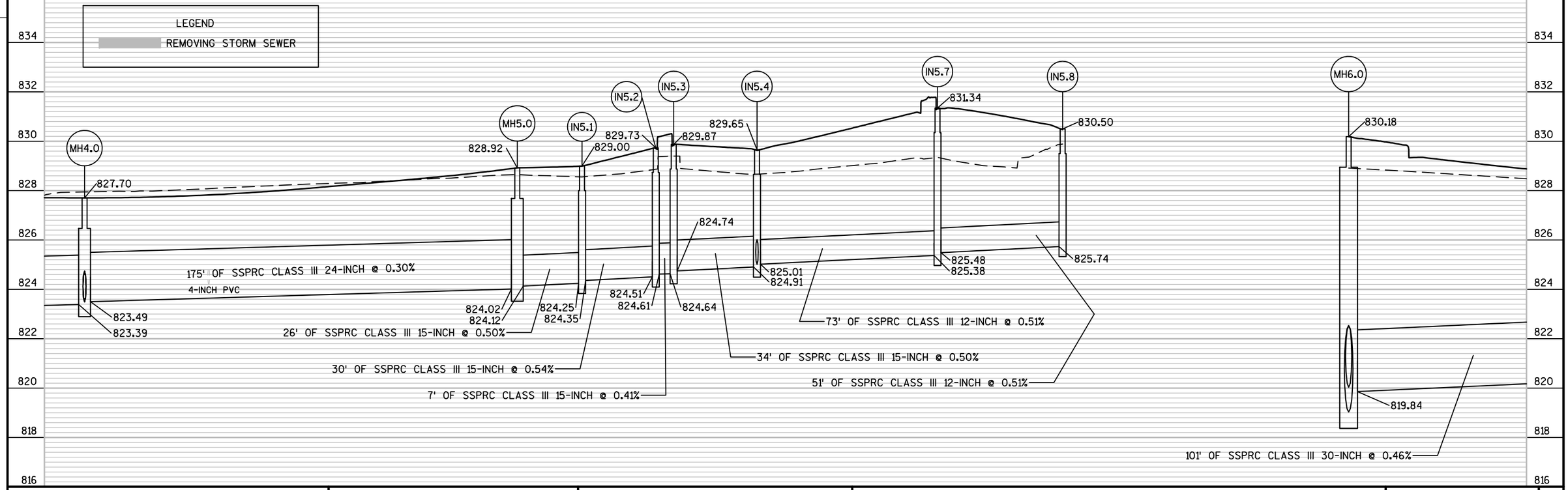


PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 89 E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022502-SS
PLOT DATE : 8/24/2016 1:02 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 41

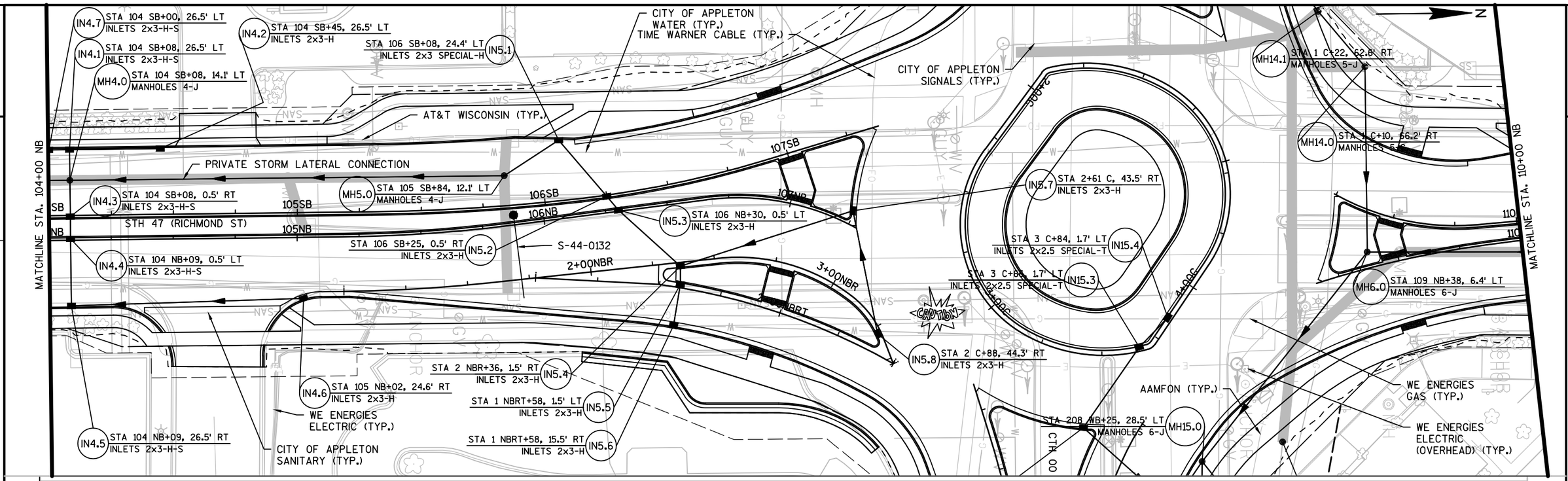


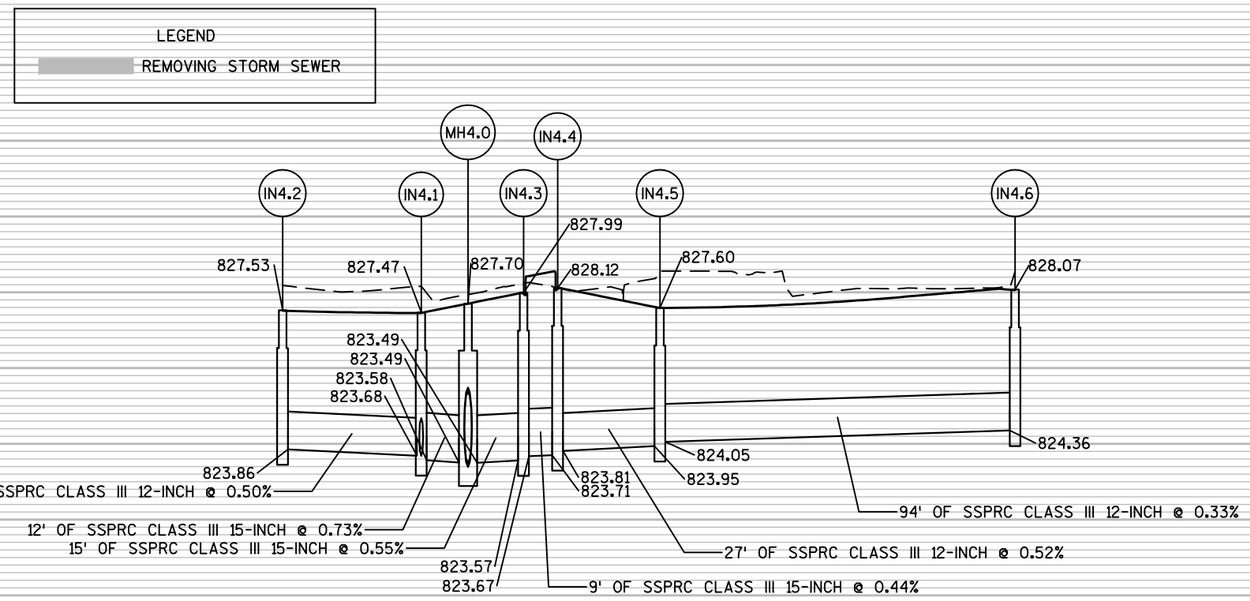


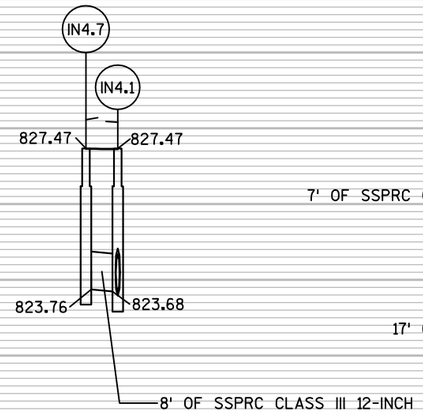
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET E

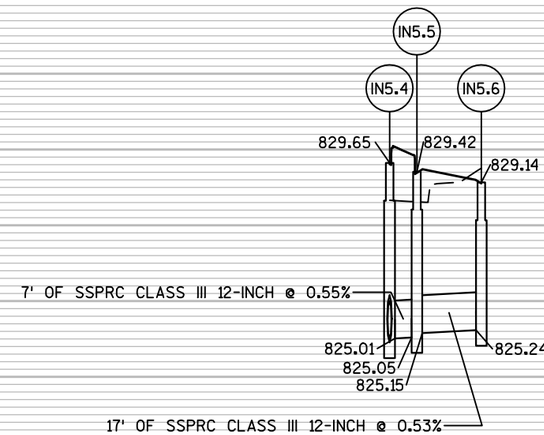
FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022503-SS

PLOT DATE : 8/24/2016 1:04 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF



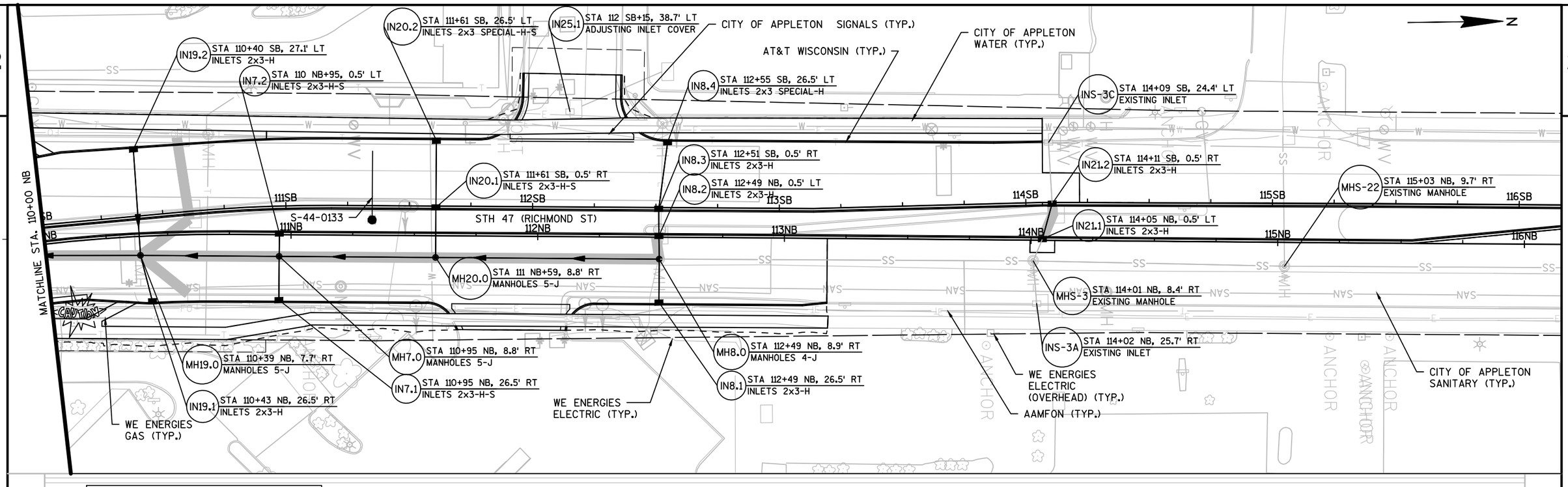






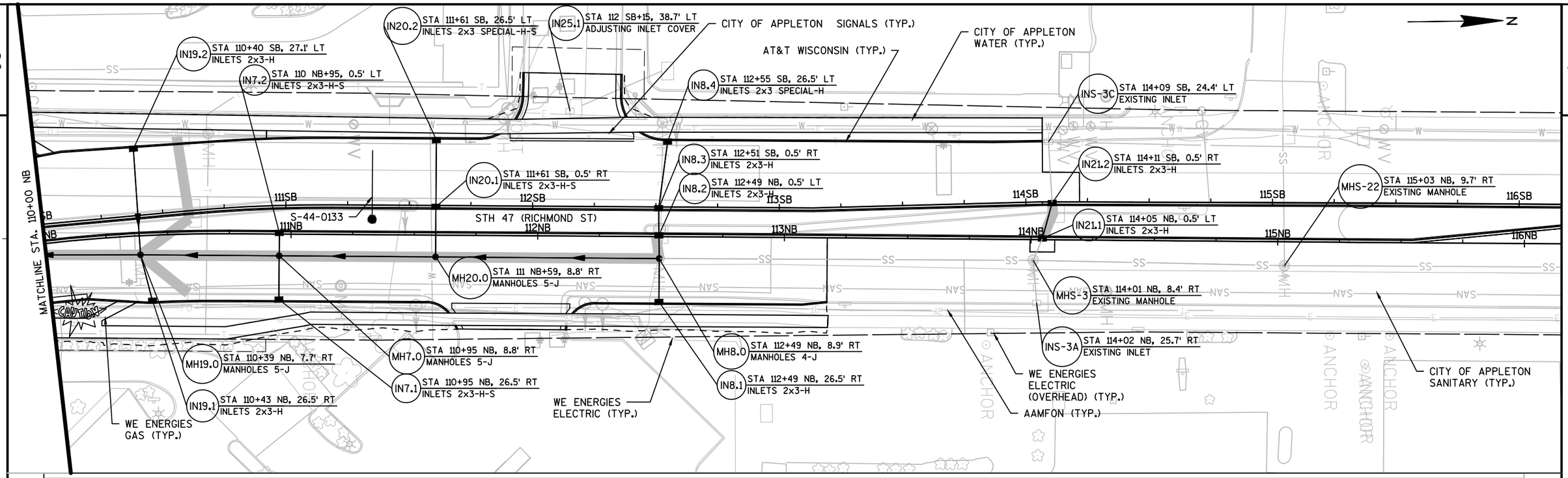
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 91 E

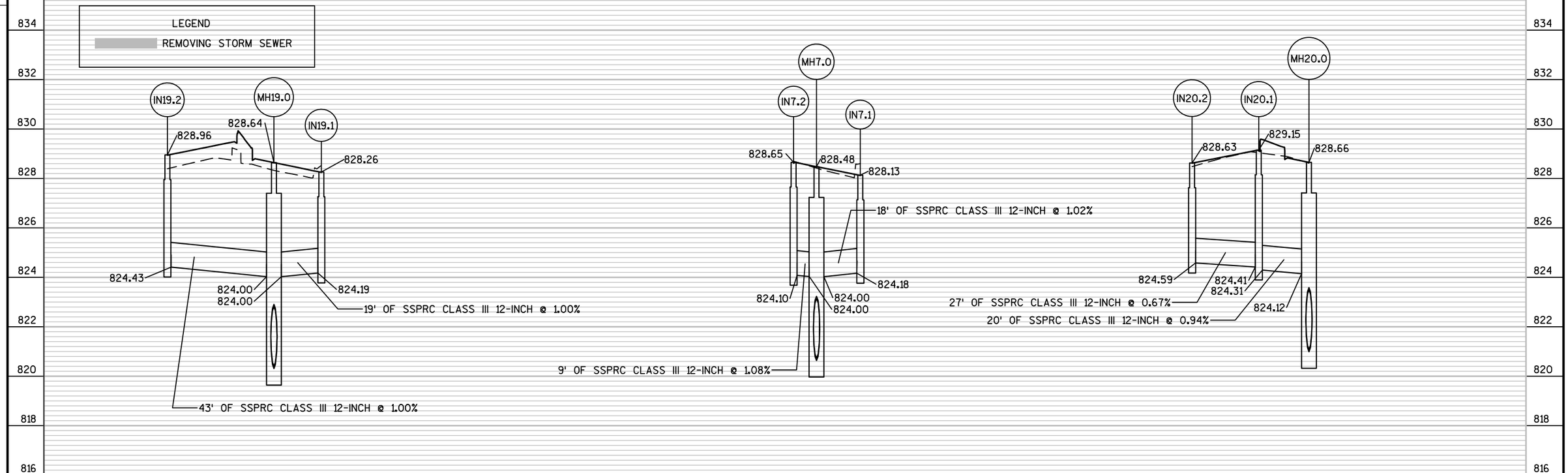
FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022504-SS
PLOT DATE : 8/24/2016 1:06 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 41



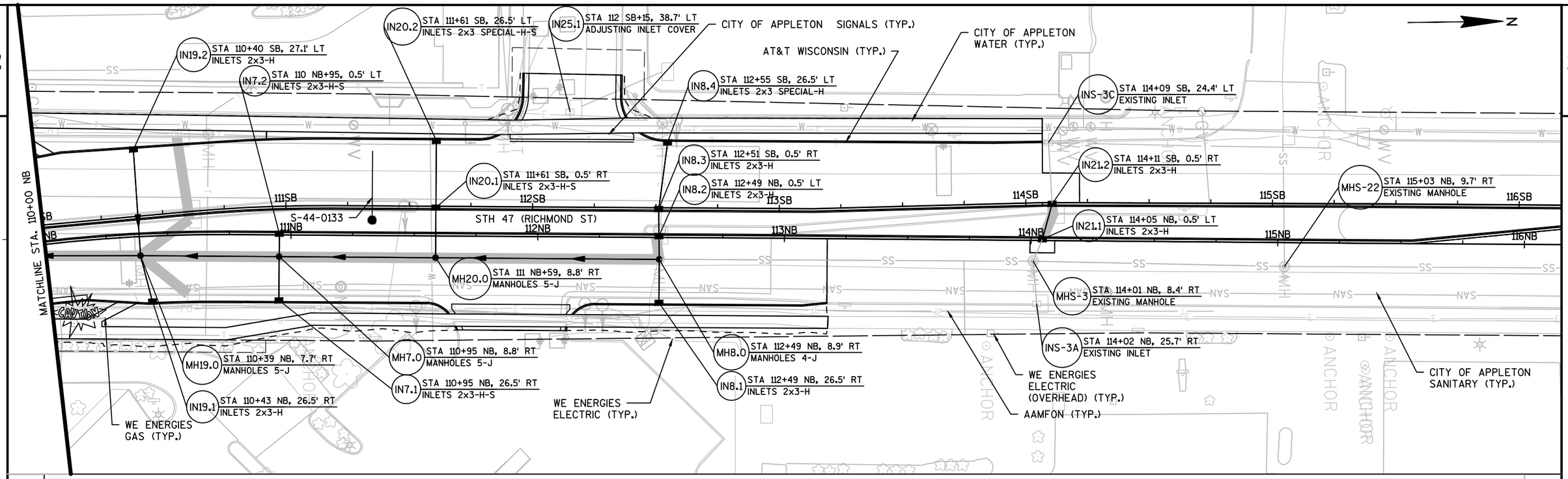
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 92	E

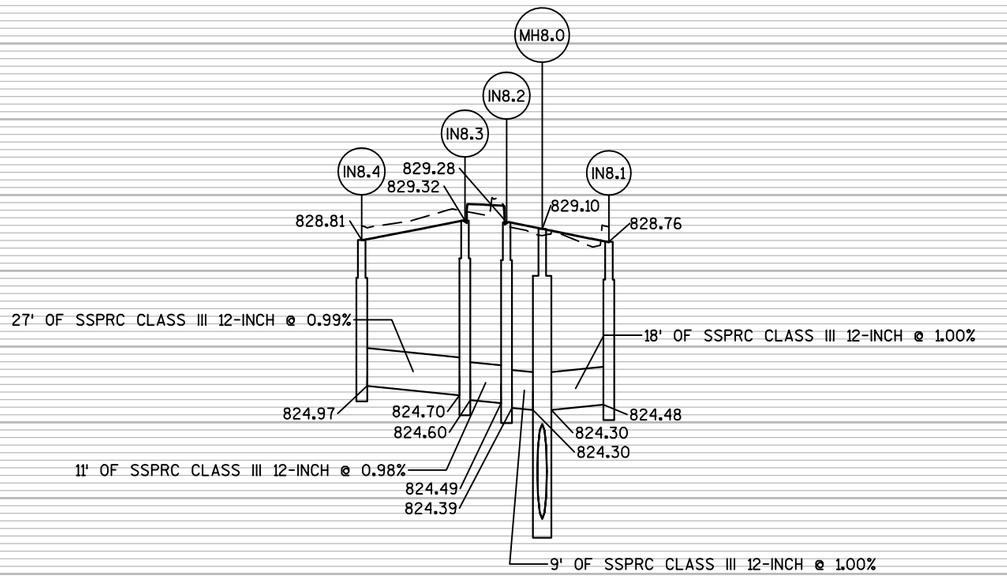
FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022505-SS
PLOT DATE : 8/24/2016 1:08 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 41

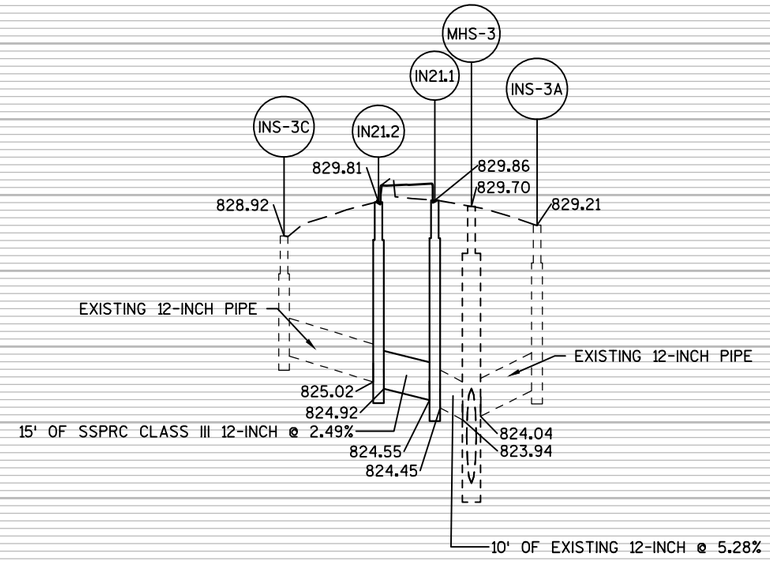




PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 93 E







LEGEND

REMOVING STORM SEWER

834 832 830 828 826 824 822 820 818 816

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022507-SS

PLOT DATE : 8/24/2016 1:12 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

2

N

WE ENERGIES GAS (TYP.)

CAPTION

WE ENERGIES ELECTRIC (OVERHEAD) (TYP.)

AT&T WISCONSIN (TYP.)

STA 201 WB+88, 31.0' LT EXISTING INLET Q-192D

STA 201 WB+79, 1.4' RT EXISTING INLET Q-192C

STA 203 WB+00, 26.6' LT INLETS 2x3-H-S IN10.4

IN10.3 STA 203 WB+00, 1.5' RT INLETS 2x3-H

IN28.4

198EB 199EB 200EB 201EB 202EB 203EB

198WB 199WB 200WB 201WB 202WB 203WB

CONCRETE COLLAR FOR PIPE REQ'D

IN9.3 STA 201 EB+78, 1.5' LT INLETS 2x3-H

IN10.1 STA 202 EB+65, 1.5' LT INLETS 2x3-H

CTH OO (NORTHLAND AVE)

STA 201 EB+79, 28.5' RT INLETS 2x3-H IN9.2

IN9.1 STA 201 EB+98, 28.5' RT INLETS 2x3-H

MATCHLINE STA. 204+00 EB

STA 199 EB+74, 47.8' RT EXISTING MANHOLE Q-193

MH10.0 STA 202 EB+45, 28.8' RT CATCH BASINS 5-H

STA 201 EB+98, 34.2' RT MANHOLES 4-J MH9.0

IN10.2 STA 202 EB+46, 38.8' RT INLETS 2x3-H-S

PRIVATE STORM LATERAL CONNECTION

CITY OF APPLETON WATER (TYP.)

CITY OF APPLETON SANITARY (TYP.)

WEST SERVICE RD

STA 201 EB+97, 42.9' RT EXISTING INLET Q-192E

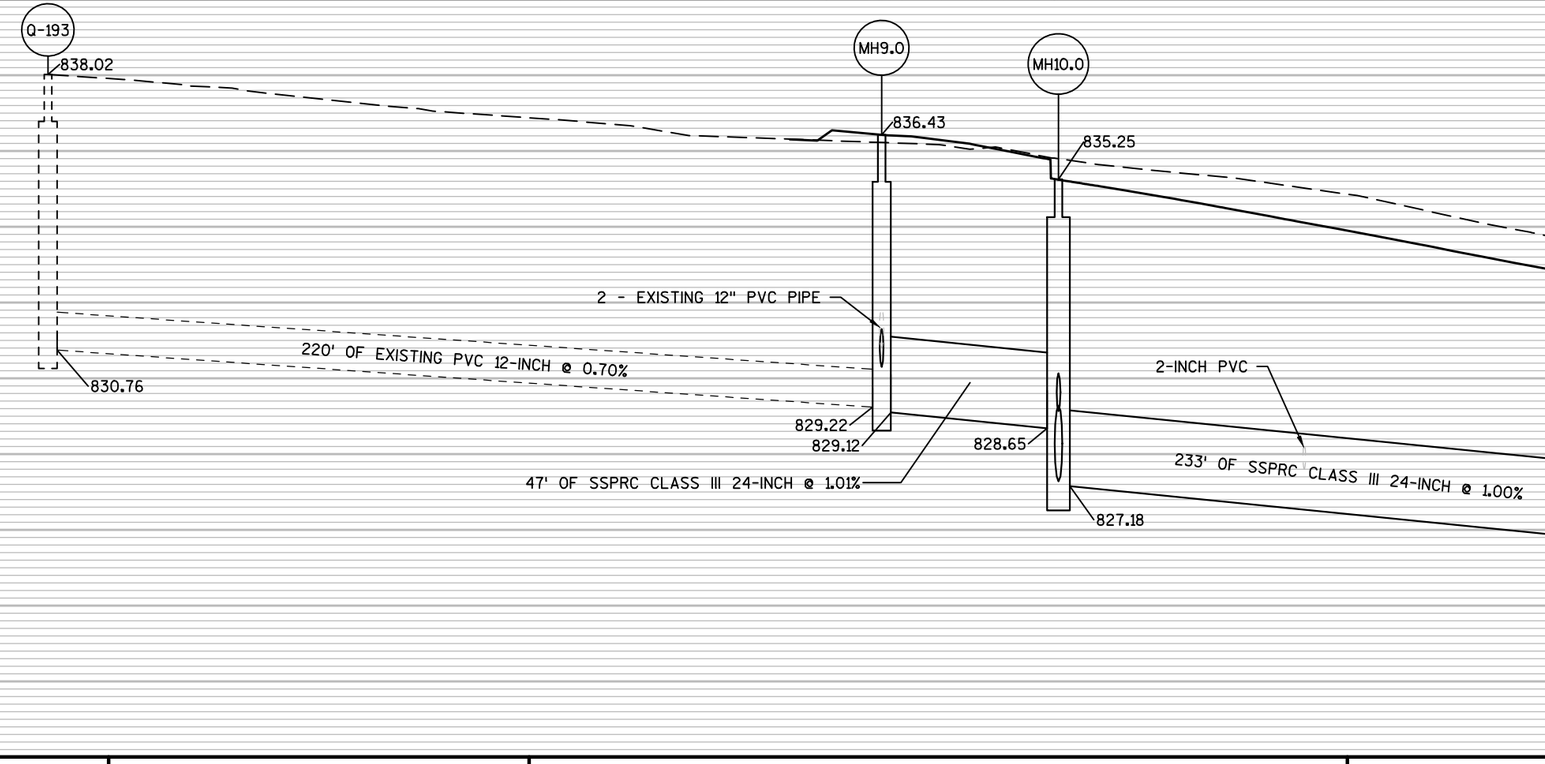
STA 201 EB+99, 66.7' RT EXISTING INLET Q-192F

BENNETT STREET

LOCUST STREET

LEGEND

REMOVING STORM SEWER

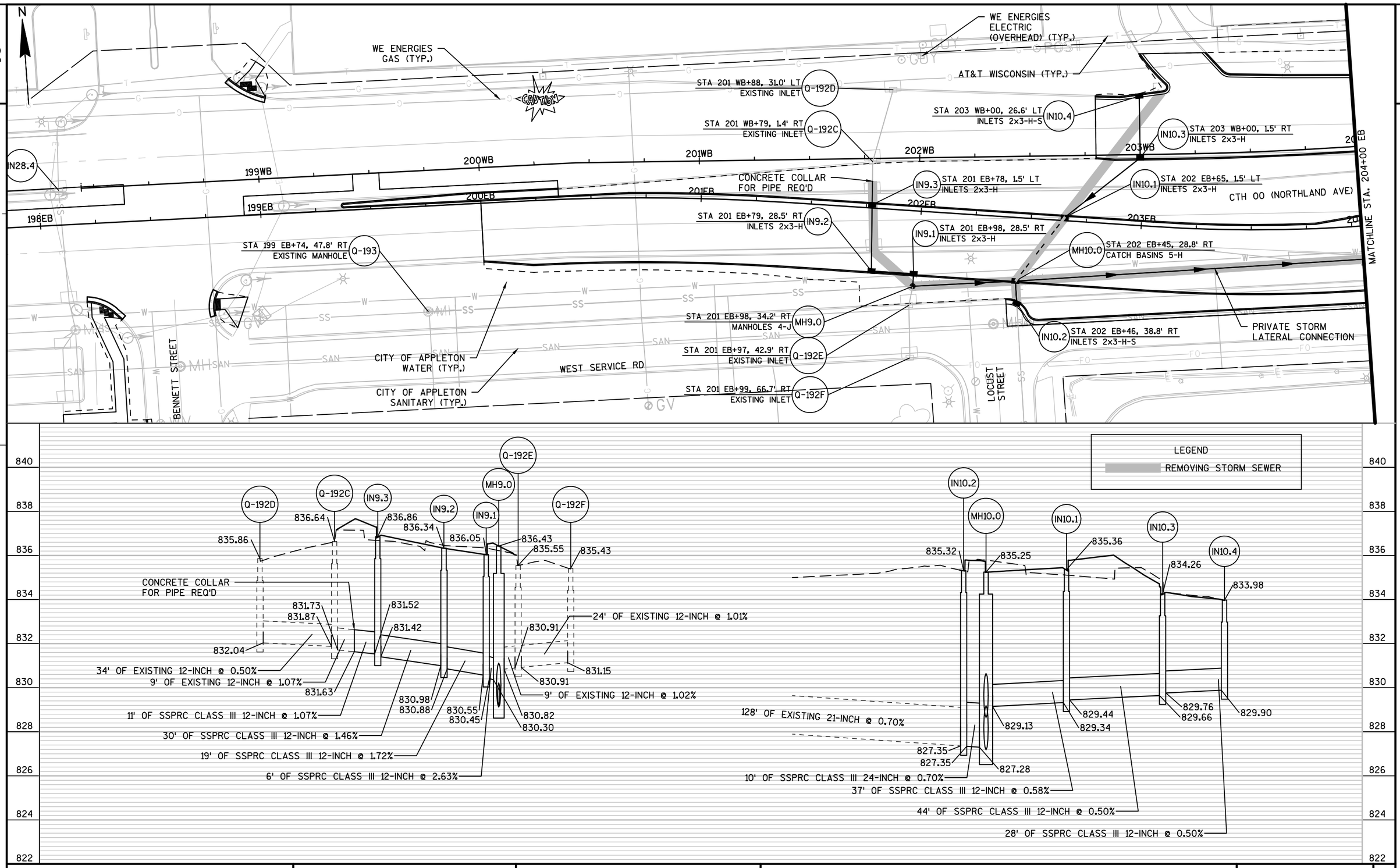


PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 95	E

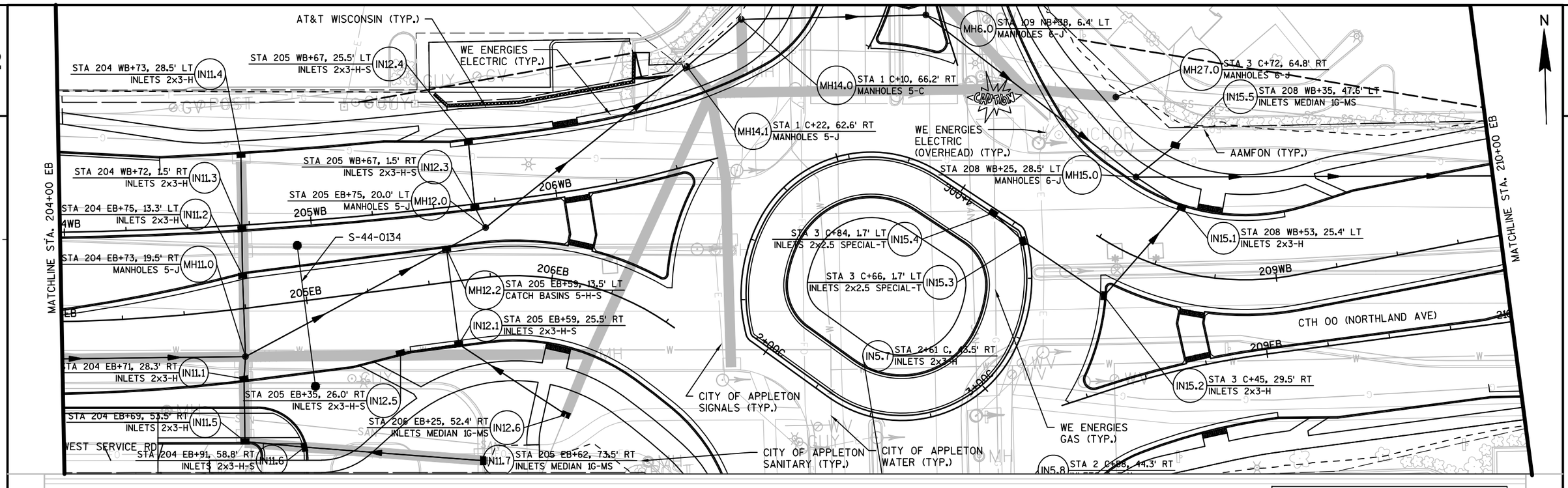
FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022508-SS

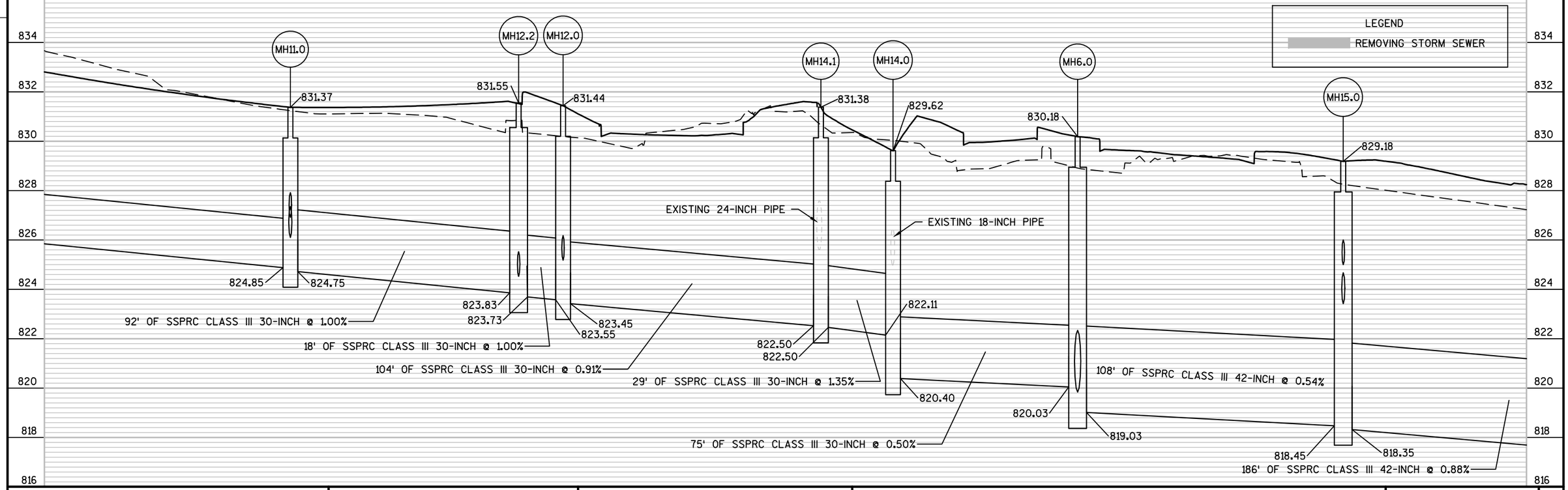
PLOT DATE : 8/24/2016 1:13 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 41



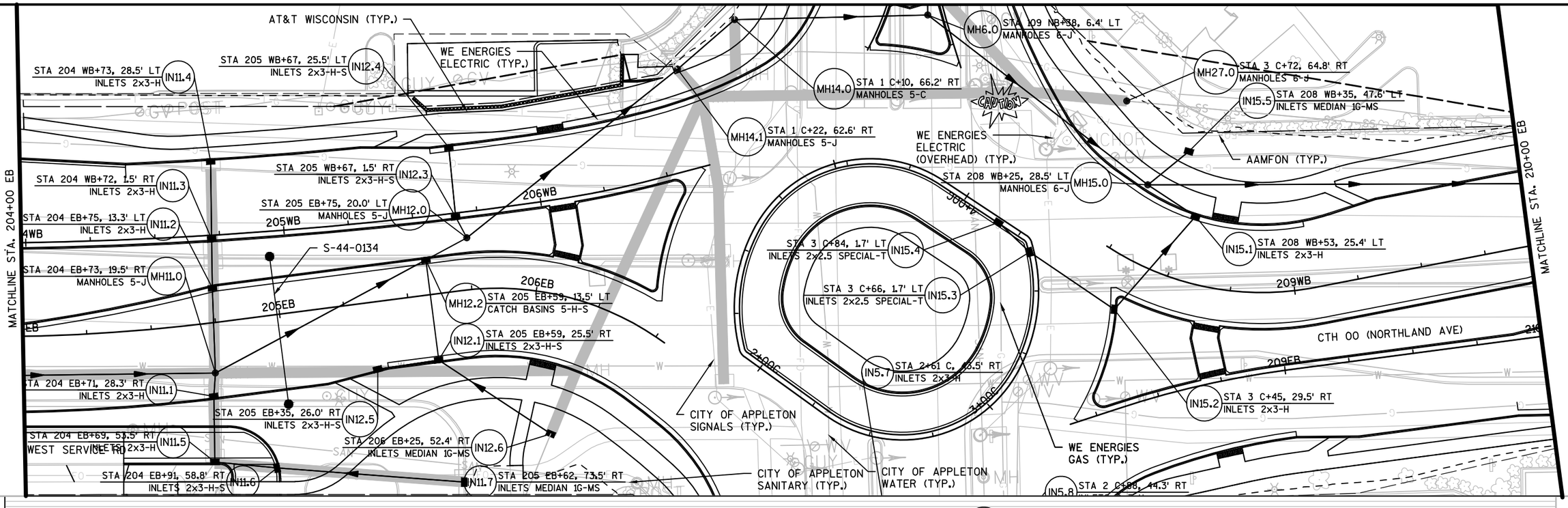
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 96 E

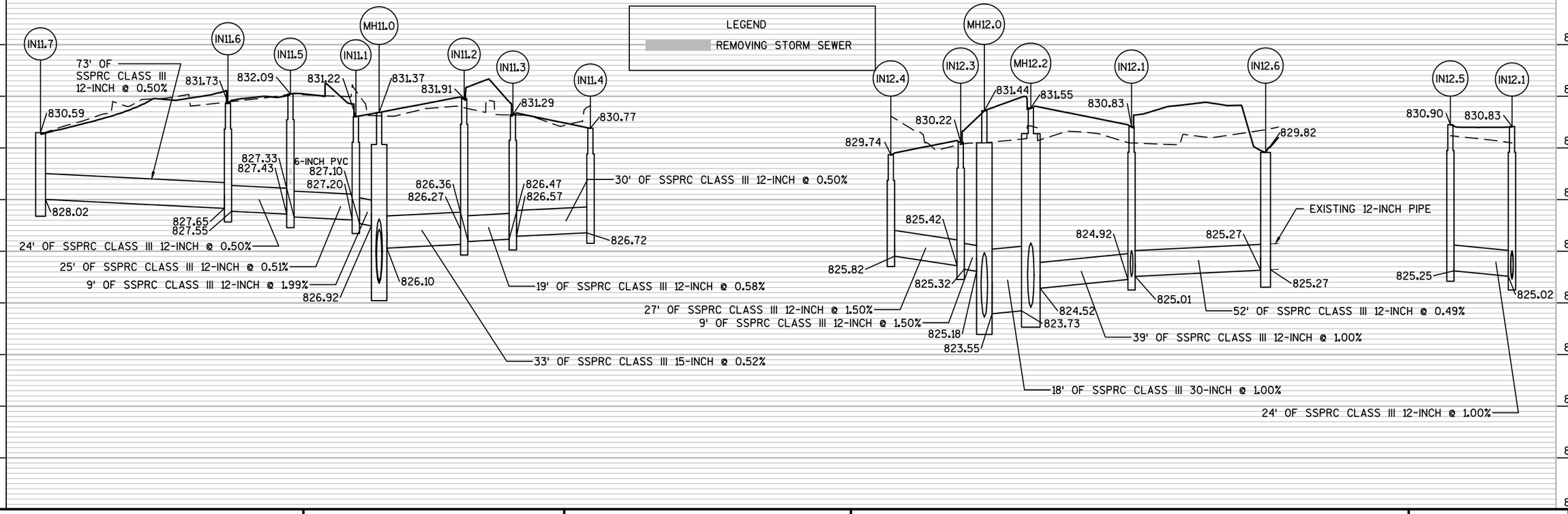




PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 97	E

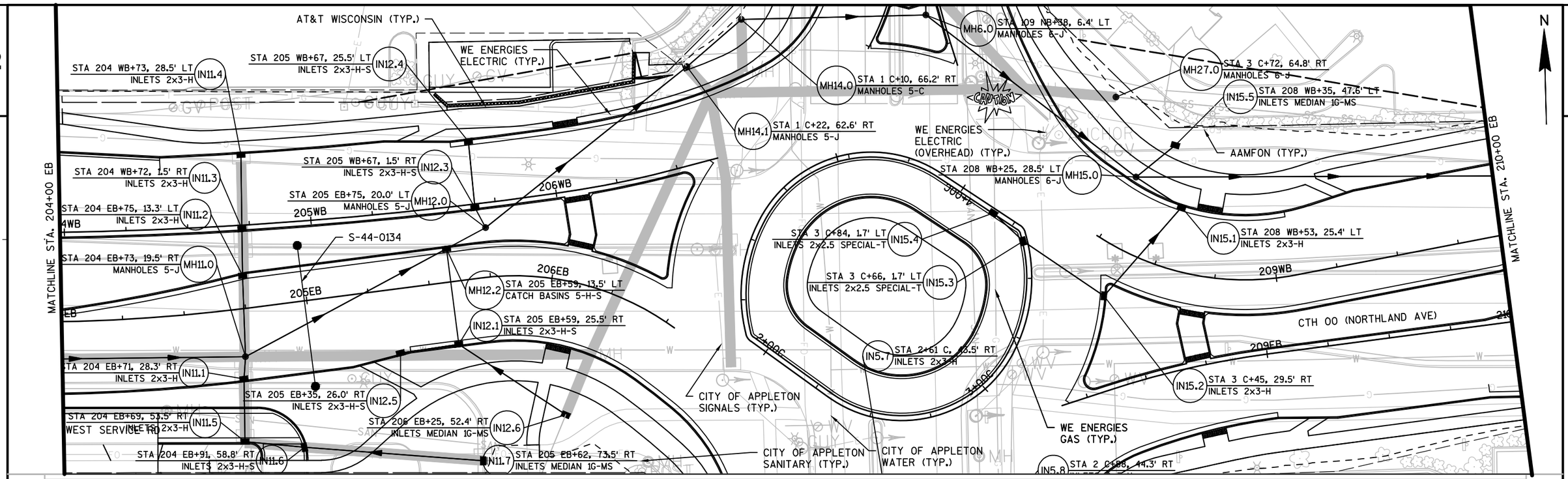
FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022510-SS
PLOT DATE : 8/24/2016 1:17 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 41

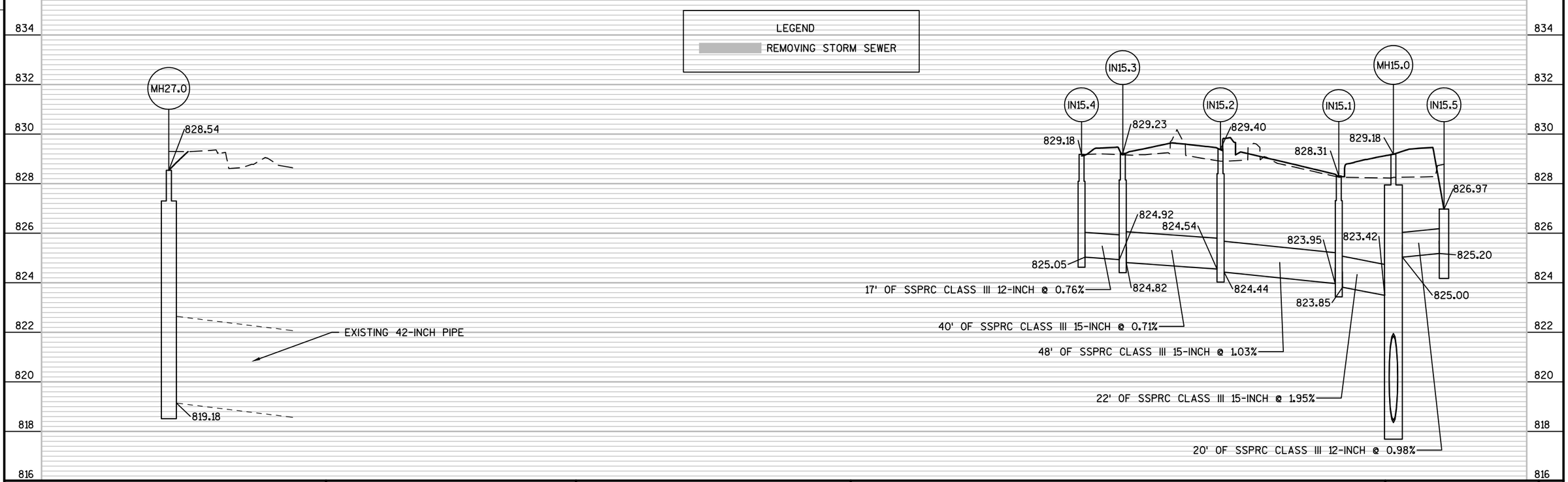




PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 98	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022511-SS
PLOT DATE : 8/24/2016 1:19 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 41





PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 99	E

IN16.6 STA 210 WB+18, 28.5' LT INLETS 2x3-H

MH16.7 STA 210 WB+33, 32.2' LT MANHOLES 6-J

MH17.0 STA 211 WB+62, 28.5' LT CATCH BASINS 6-H

WE ENERGIES ELECTRIC (TYP.)

MH18.0 STA 212 WB+88, 38.1' LT ADJUSTING MANHOLE COVER

TOWN OF GRAND CHUTE WATER (TYP.)

WE ENERGIES ELECTRIC (OVERHEAD) (TYP.)

EXTEND 10' OF PVC, PRIVATE STORM LATERAL CONNECTION

CAUTION

IN16.5 STA 210 WB+25, 28.5' LT INLETS 2x3-H

IN17.1 STA 211 WB+76, 1.5' RT INLETS 2x3-H

AAMFON (TYP.)

IN18.1 STA 212 WB+77, 28.5' LT INLETS 2x3-H

WE ENERGIES GAS (TYP.)

MH16.0 STA 210 WB+33, 18.0' LT MANHOLES 6-J

MATCHLINE STA. 210+00 EB

210WB 211WB 212WB 213WB 214WB 215WB 216WB

CTH OO (NORTHLAND AVE)

211EB 212EB 213EB 214EB 215EB 216EB

S-44-0135

IN16.1 STA 210 WB+34, 8.0' RT INLETS 2x3-H

IN17.2 STA 211 EB+81, 15.9' LT INLETS 2x3-H

IN16.2 STA 210 EB+43, 8.2' LT INLETS 2x3-H

IN22.1 STA 212 EB+41, 29.8' RT ADJUSTING INLET COVER

IN16.8 STA 210 EB+54, 37.0' RT INLETS 2x3-H-S

IN17.3 STA 211 EB+81, 28.5' RT INLETS 2x3-H

TOWN OF GRAND CHUTE SANITARY (TYP.)

SLOPE INTERCEPT (TYP.)

IN16.3 STA 210 EB+47, 35.0' RT INLETS 2x3-H

TIME WARNER CABLE (TYP.)

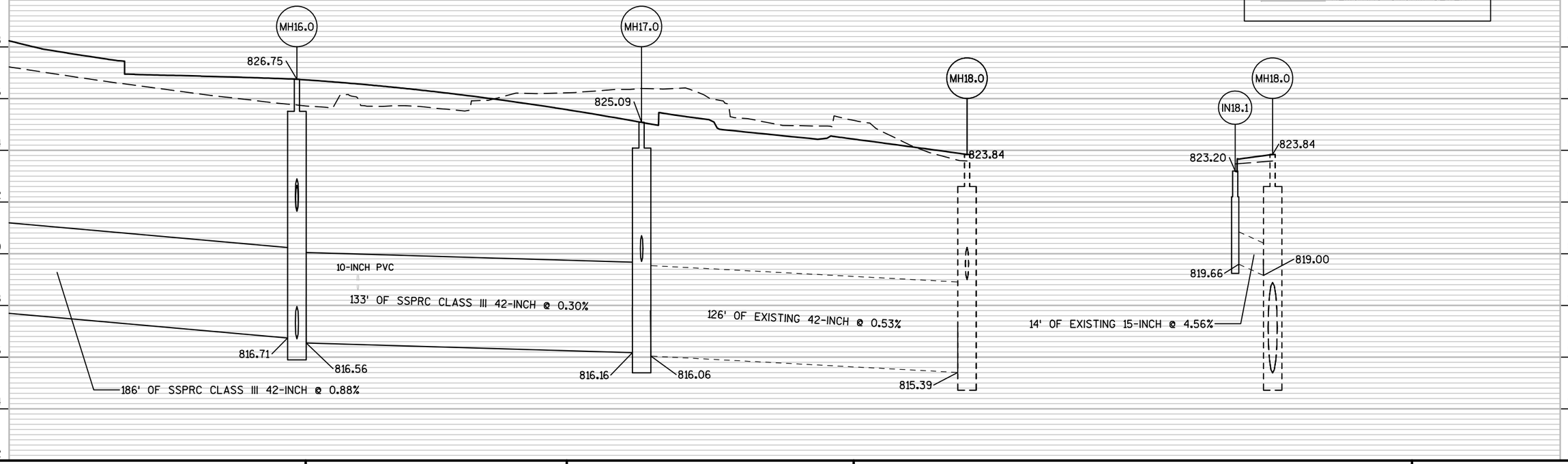
CITY OF APPLETON WATER (TYP.)

IN16.4 STA 210 EB+24, 32.6' RT INLETS 2x3-H

N

LEGEND

REMOVING STORM SEWER



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 100	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022513-SS
PLOT DATE : 8/24/2016 1:22 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 41

IN16.6 STA 210 WB+18, 28.5' LT INLETS 2x3-H

MH16.7 STA 210 WB+33, 32.2' LT MANHOLES 6-J

MH17.0 STA 211 WB+62, 28.5' LT CATCH BASINS 6-H

WE ENERGIES ELECTRIC (TYP.)

MH18.0 STA 212 WB+88, 38.1' LT ADJUSTING MANHOLE COVER

TOWN OF GRAND CHUTE WATER (TYP.)

WE ENERGIES ELECTRIC (OVERHEAD) (TYP.)

N

IN16.5 STA 210 WB+25, 28.5' LT INLETS 2x3-H

IN17.1 STA 211 WB+76, 1.5' RT INLETS 2x3-H

AAMFON (TYP.)

IN18.1 STA 212 WB+77, 28.5' LT INLETS 2x3-H

WE ENERGIES GAS (TYP.)

MH16.0 STA 210 WB+33, 18.0' LT MANHOLES 6-J

MATCHLINE STA. 210+00 EB

210WB 211WB 212WB 213WB 214WB 215WB 216WB

CTH OO (NORTHLAND AVE)

211EB 212EB 213EB 214EB 215EB 216EB

S-44-0135

IN16.1 STA 210 WB+34, 8.0' RT INLETS 2x3-H

IN17.2 STA 211 EB+81, 15.9' LT INLETS 2x3-H

IN16.2 STA 210 EB+43, 8.2' LT INLETS 2x3-H

IN22.1 STA 212 EB+41, 29.8' RT ADJUSTING INLET COVER

IN16.8 STA 210 EB+54, 37.0' RT INLETS 2x3-H-S

IN17.3 STA 211 EB+81, 28.5' RT INLETS 2x3-H

TOWN OF GRAND CHUTE SANITARY (TYP.)

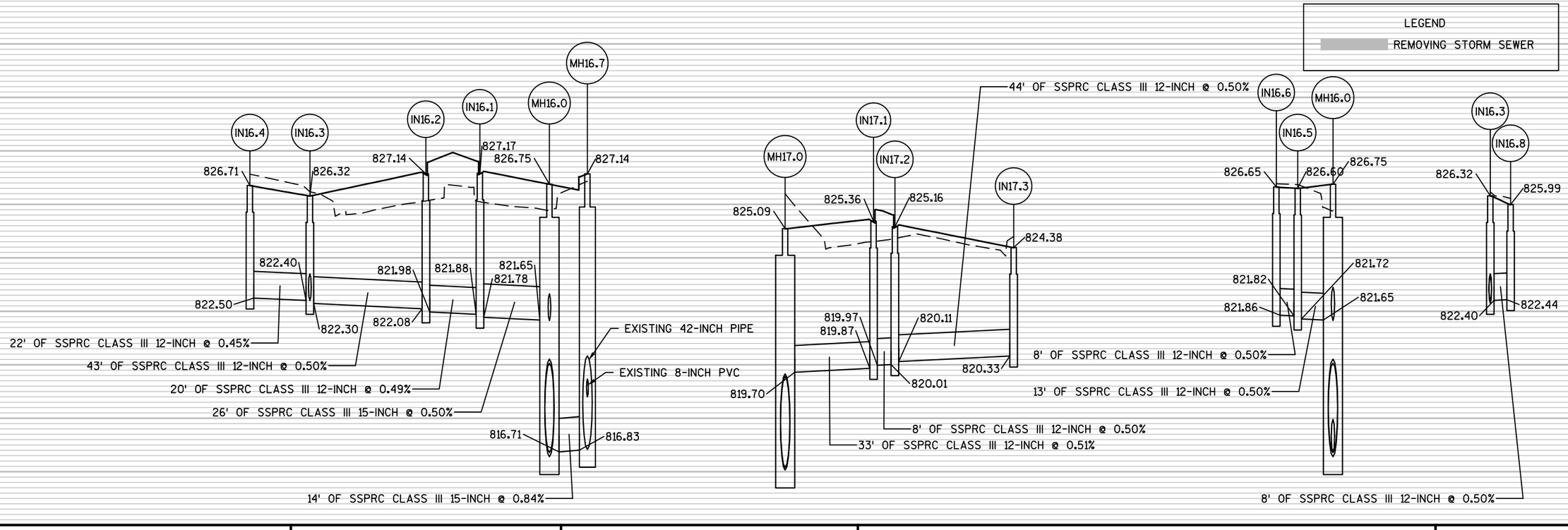
SLOPE INTERCEPT (TYP.)

TIME WARNER CABLE (TYP.)

CITY OF APPLETON WATER (TYP.)

IN16.3 STA 210 EB+47, 35.0' RT INLETS 2x3-H

IN16.4 STA 210 EB+24, 32.6' RT INLETS 2x3-H



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 101	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022514-SS
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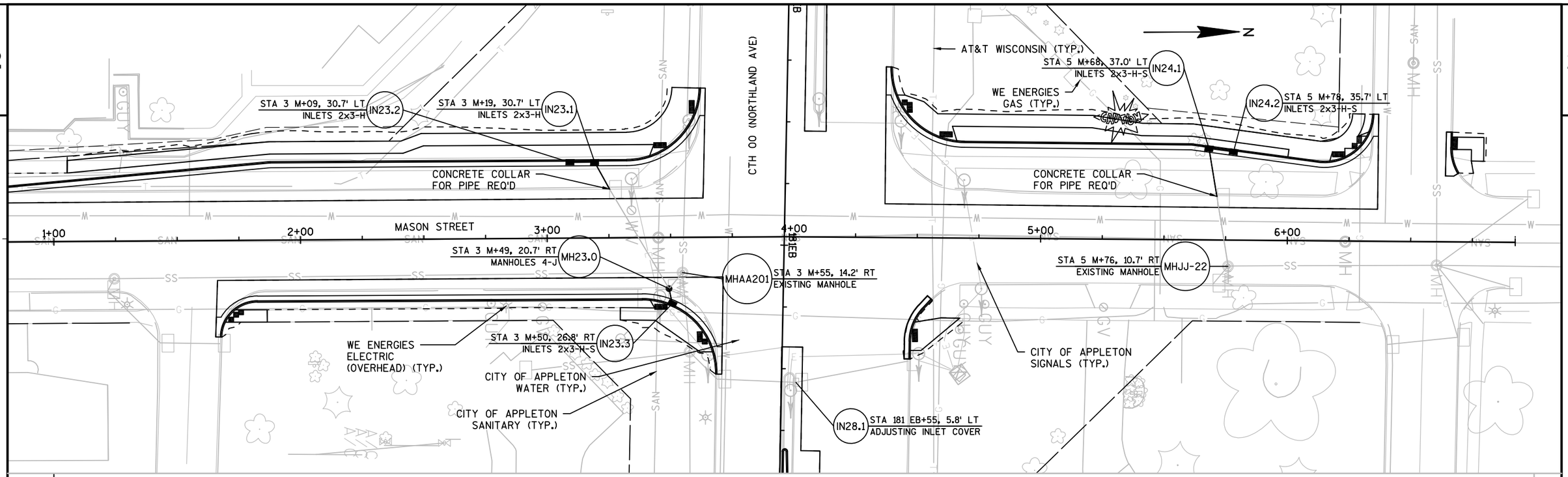
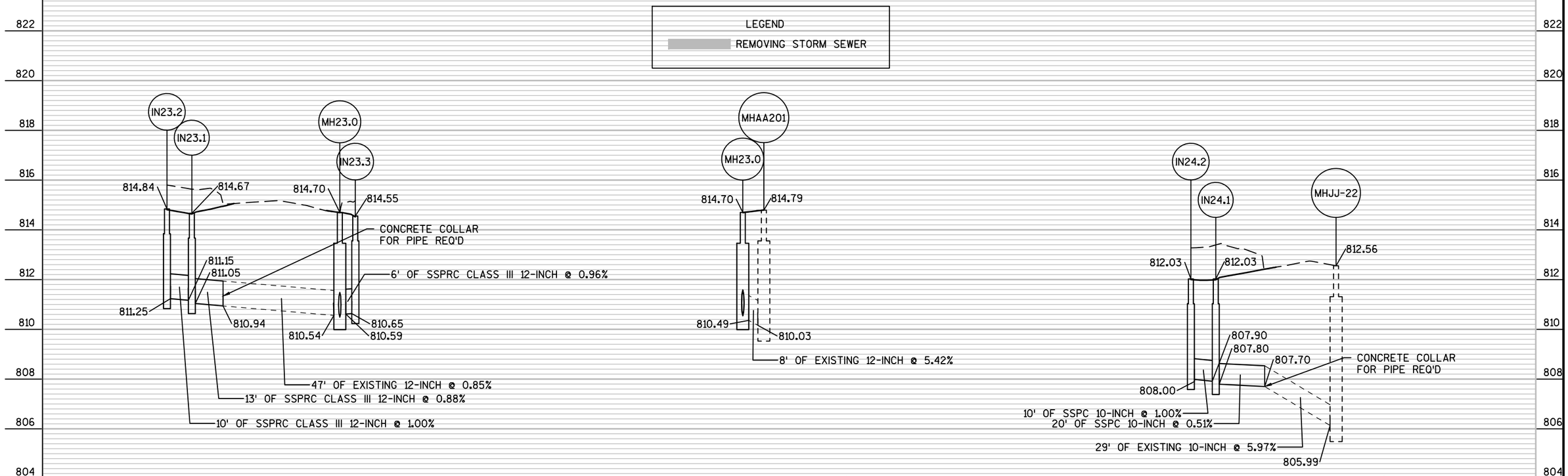
WISDOT/CADDS SHEET 41





PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 102 E

2

N

WE ENERGIES GAS (TYP.)

WE ENERGIES ELECTRIC (OVERHEAD) (TYP.)

AT&T WISCONSIN (TYP.)

STA 190 EB+01, 5.4' LT
ADJUSTING INLET COVERS
IN28.3

CITY OF APPLETON SIGNALS (TYP.)

℄ EB CTH 00

187EB 188EB 189EB 190EB 191EB 192EB

STA 189 EB+70, 40.5' RT
ADJUSTING INLET COVERS
IN28.2

CITY OF APPLETON WATER (TYP.)

CITY OF APPLETON SANITARY (TYP.)

WEST SERVICE RD

WE ENERGIES GAS (TYP.)

WE ENERGIES ELECTRIC (OVERHEAD) (TYP.)

N

AT&T WISCONSIN (TYP.)

STA 198 EB+09, 15.8' LT
ADJUSTING INLET COVERS
IN28.4

℄ WB CTH 00

195EB 196EB 197EB 198EB 199WB 200WB

199EB 200EB

℄ EB CTH 00

CITY OF APPLETON SIGNALS (TYP.)

STA 199 EB+74, 47.8' RT
EXISTING MANHOLE
Q-193

CITY OF APPLETON WATER (TYP.)

CITY OF APPLETON SANITARY (TYP.)

WEST SERVICE RD

BENNETT ST

STA

STA 2

STA 2

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER - CTH 00	SHEET 103	E

2

LEGEND

xx / xx — PLANT SYMBOL / QUANTITY

N

STH 47 (RICHMOND ST)

SEE CENTRAL ISALND DETAIL

CTH OO (NORTHLAND AVE)

KC 1

AE 1

201+65.00, -10.00' LT

202+05.00, -13.00' LT

202+91.00, -16.00' LT

203+32.00, -17.00' LT

204+23.00, -21.00' LT

204+64.00, -22.00' LT

211+32.00, -21.00' LT

210+92.00, -23.00' LT

210+36.00, -18.00' LT

209+96.00, -12.00' LT

TREE PLACEMENT IN CTH OO MEDIAN:
-MIN. 40 FEET APART
-25 FEET FROM LIGHT POLE
-CENTER IN MEDIAN

SEE NEXT SHEET FOR CENTRAL ISLAND PLANTING DETAILS

SYMBOL	COMMON NAME	TYPE	AVERAGE MATURE HEIGHT	SIZE (GAL OR HT) WHEN PLANTED	ROOT ZONE MODE	HOLE SIZE (DIAM)	HOLE DEPTH	MULCH RING (DIAM)	FERTILIZER UNITS
KC	KENTUCKY COFFEE	TREE	60'-0"	2" DIAM.	B & B	48"	14"	60"	3
AE	ACCOLADE ELM	TREE	50'-0"	2" DIAM.	B & B	48"	14"	60"	3
JTL	SPRING SNOW JAPANESE TREE LILAC	TREE	30'-0" (4" MAX DIAM.)	1.5" DIAM.	B & B	44"	12"	56"	3
JM	JUNIPER, MOUNTBATTEN	SHRUB	10'-0"	5' HT	B & B	40"	10"	52"	3
ID	IVORY HALO DOGWOOD	SHRUB	4'-0"	5 GAL	POT / CG	12"	12"	15"	3
TWN	TINY WINE NINEBARK	SHRUB	3'-0"	2 GAL	POT / CG	9"	9"	12"	3
LSRS	LITTLE SPIRE RUSSIAN SAGE	PERENNIAL	2'-0"	1 GAL	POT / CG	8"	8"	12"	--
SPD	SILVER PRINCESS SHASTA DAISY	PERENNIAL	2'-0"	1GAL	POT / CG	8"	8"	12"	--

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLANTING DETAIL - CTH OO	SHEET 104	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\023101-PL.DWG
LAYOUT NAME - 023101-PL

PLOT DATE : 8/24/2016 2:09 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1" = 100'

WISDOT/CADDS SHEET 42

2

STH 47 (RICHMOND ST)

CTH 00 (NORTHLAND AVE)

LEGEND

XX / XX — PLANT SYMBOL / QUANTITY

STAMPED CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED

N

8' STAMPED CONCRETE SIDEWALK

8'

ID 3

LSRS 10

JM 3

SPD 10

JTL 4

TWN 5

CTH 00 (NORTHLAND AVE)

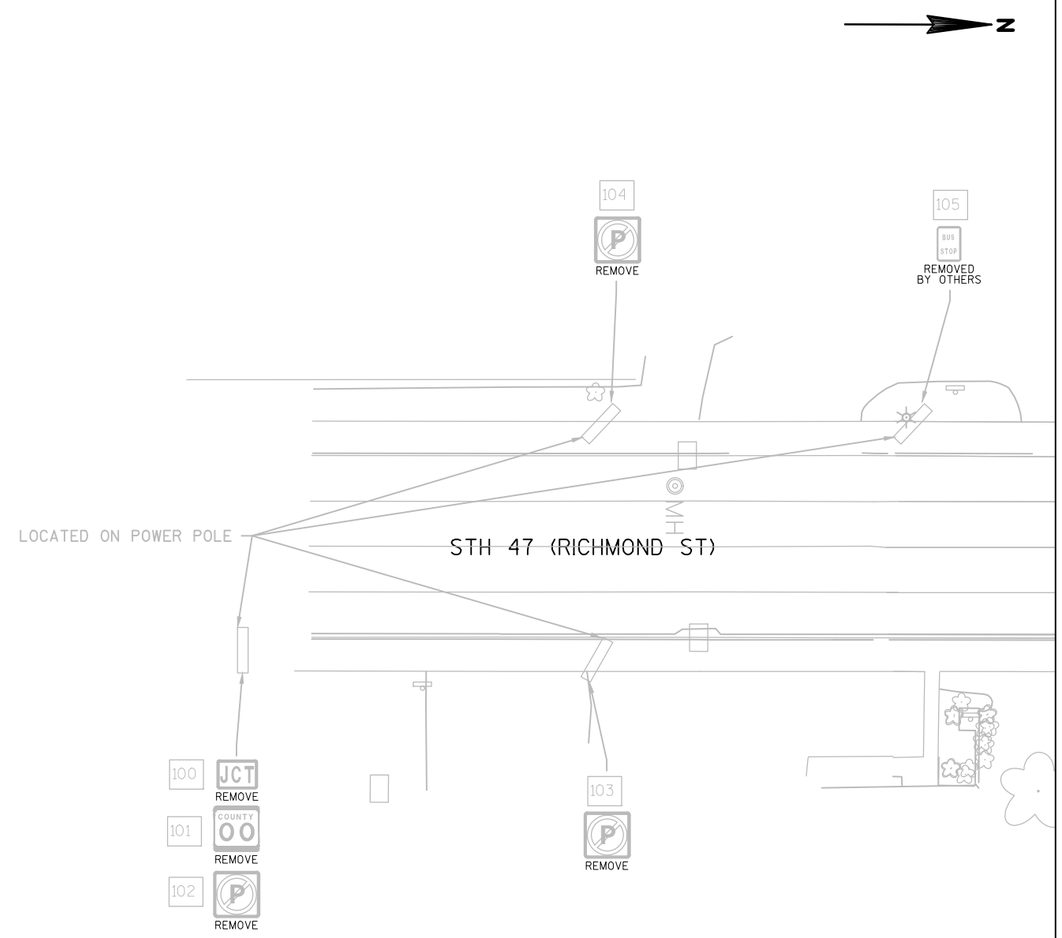
STH 47 (RICHMOND ST)

SYMBOL	COMMON NAME	TYPE	AVERAGE MATURE HEIGHT	SIZE (GAL OR HT) WHEN PLANTED	ROOT ZONE MODE	HOLE SIZE (DIAM)	HOLE DEPTH	MULCH RING (DIAM)	FERTILIZER UNITS
KC	KENTUCKY COFFEWEE	TREE	60'-0"	2" DIAM.	B & B	48"	14"	60"	3
AE	ACCOLADE ELM	TREE	50'-0"	2" DIAM.	B & B	48"	14"	60"	3
JTL	SPRING SNOW JAPANESE TREE LILAC	TREE	30'-0" (4" MAX DIAM.)	1.5" DIAM.	B & B	44"	12"	56"	3
JM	JUNIPER, MOUNTBATTEN	SHRUB	10'-0"	5' HT	B & B	40"	10"	52"	3
ID	IVORY HALO DOGWOOD	SHRUB	4'-0"	5 GAL	POT / CG	12"	12"	15"	3
TWN	TINY WINE NINEBARK	SHRUB	3'-0"	2 GAL	POT / CG	9"	9"	12"	3
LSRS	LITTLE SPIRE RUSSIAN SAGE	PERENNIAL	2'-0"	1 GAL	POT / CG	8"	8"	12"	--
SPD	SILVER PRINCESS SHASTA DAISY	PERENNIAL	2'-0"	1GAL	POT / CG	8"	8"	12"	--

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLANTING DETAIL - CENTRAL ISLAND	SHEET 105	E

GENERAL NOTES

(1) EXISTING SIGNS ATTACHED TO TRAFFIC SIGNAL POLES WILL BE REMOVED BY OTHERS AS PART OF THE TRAFFIC SIGNAL REMOVAL WORK.



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- XXX DENOTES SIGN NUMBER

SHEET 1 OF 9

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING SIGNS	SHEET	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\023201_PS.DWG PLOT DATE : 8/24/2016 2:14 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

MATCH LINE SHEET 1

MATCH LINE SHEET 8

2

N

WEILAND AVE

STH 47 (RICHMOND ST)

MH

WELL

210 Weiland Av REMOVE

211 Richmond St REMOVE

212 STOP REMOVE

213 REMOVE

209 REMOVE

208 REMOVE

206 SOUTH REMOVE

207 47 REMOVE

LOCATED ON POWER POLE

200 REMOVE

201 BUS STOP REMOVED BY OTHERS

202 REMOVE

203 REMOVE

204 REMOVE

205 REMOVE

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

SHEET 2 OF 9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING SIGNS	SHEET 107	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\023201_PS.DWG PLOT DATE : 8/24/2016 2:14 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

2

MATCH LINE SHEET 8

MALL ACCESS

N

316 REMOVE

315 314 REMOVED BY OTHERS

313 Richmond St REMOVED BY OTHERS

312 REMOVE

311 REMOVE

MALL ACCESS

POST

STH 47 (RICHMOND ST)

LOCATED ON SIGNAL POLE

LOCATED ON POWER POLE

LOCATED ON SIGNAL POLE

MH

MH

MH

MH

MH

300 NORTH REMOVE

301 47 REMOVE

302 REMOVE

303 BUS STOP REMOVED BY OTHERS

304 REMOVED BY OTHERS

305 REMOVED BY OTHERS

306 Richmond St REMOVED BY OTHERS

307 REMOVED BY OTHERS

308 REMOVE

309 310 REMOVE

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

SHEET 3 OF 9

MATCH LINE SHEET 4

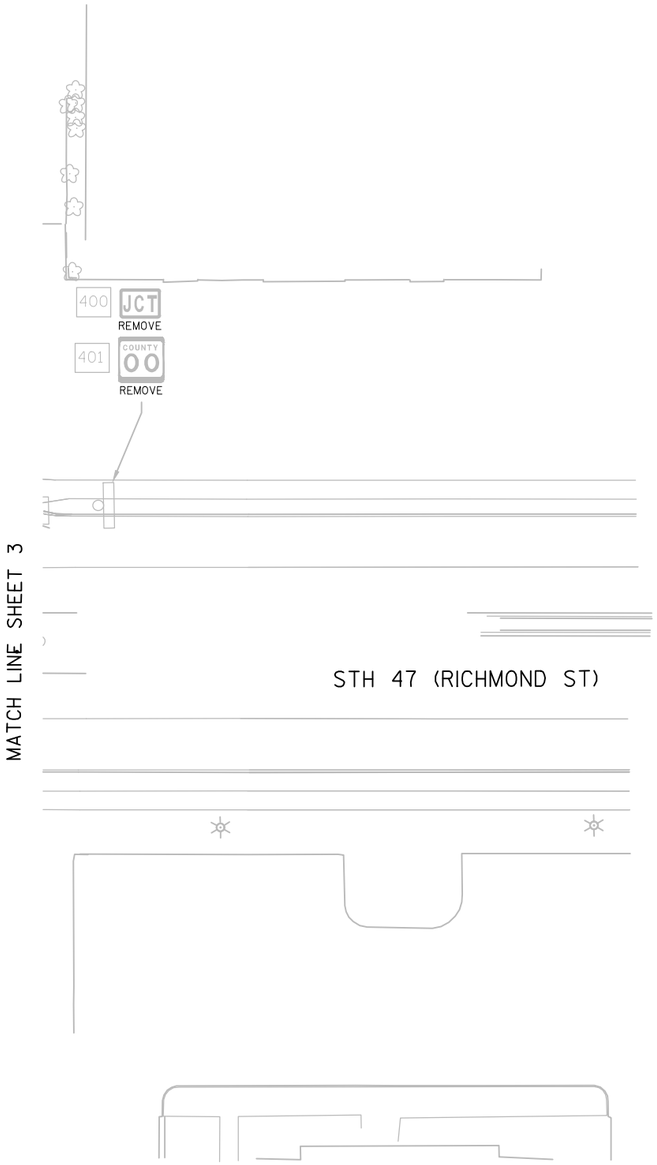
2

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING SIGNS	SHEET 108	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\023201_PS.DWG PLOT DATE : 8/24/2016 2:15 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

2

N



LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

SHEET 4 OF 9

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING SIGNS	SHEET 109	E

2

2

N

509

REMOVED
BY OTHERS

MH

NOTE: ALL SIGNS ARE
LOCATED ON SIGNAL POLES

507 508

REMOVED
BY OTHERS

CTH 00 (NORTHLAND

MH

MH

W SERVICE RD

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

N

500

Northland Av

REMOVED
BY OTHERS

506

REMOVED
BY OTHERS

BUS STOP 505

REMOVED
BY OTHERS

00 (NORTHLAND AVE)

NOTE: ALL SIGNS ARE
LOCATED ON SIGNAL POLES

501 502

REMOVED
BY OTHERS

MH

MH

504

REMOVED
BY OTHERS

MH

W SERVICE RD

BENNETT ST

SERVICE RD

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

503

Bennett St

REMOVED
BY OTHERS

POST
POST

SHEET 5 OF 9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING SIGNS	SHEET 110	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023205

PLOT DATE : 8/24/2016 2:17 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MATCH LINE SHEET 5

MATCH LINE SHEET 8

POST

CTH 00 (NORTHLAND AVE)

MH

MH

MH

BENNETT ST

SERVICE RD

600 JCT REMOVE

601 47 REMOVE

602 REMOVE

LOCUST ST

603 REMOVE

604 STOP REMOVE

MH

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

SHEET 6 OF 9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING SIGNS	SHEET	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\023201_PS.DWG PLOT DATE : 8/24/2016 2:18 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE SHEET 8

WELL WELL WELL WELL

700
REMOVE

FLAG

POST

MH

703 JCT
REMOVE

704 47
REMOVE

POST

POST

LOCATED ON POWER POLE

CTH OO (NORTHLAND AVE)

POST

MH

MH

701
ADOPT-A-HWY
LITTER CONTROL
NEXT 2 MILES
MOVE

702
MOVE

SALVAGE, REFER TO
PERMANENT SIGN PLAN FOR
NEW LOCATION

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

SHEET 7 OF 9

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING SIGNS	SHEET	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\023201_PS.DWG PLOT DATE : 8/24/2016 2:18 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

N

MATCH LINE SHEET 6

MATCH LINE SHEET 7

MATCH LINE SHEET 3

MATCH LINE SHEET 2

CTH 00 (NORTHLAND AVE)

818 WEST REMOVE

819 COUNTY 00 REMOVE

820 SPEED LIMIT 40 REMOVE

815 COUNTY 00 REMOVE

816 REMOVE

817 Northland Av REMOVED BY OTHERS

814 Richmond St REMOVED BY OTHERS

812 47 REMOVE

813 REMOVE

811 ONE WAY REMOVE

LOCATED ON SIGNAL POLE

LOCATED ON SIGNAL POLE

821 823 822 824 REMOVED BY OTHERS

LOCATED ON SIGNAL POLE

801 47 REMOVE

802 REMOVE

803 BUS STOP REMOVED BY OTHERS

804 Richmond St REMOVED BY OTHERS

807 Northland Av REMOVED BY OTHERS

800 STOP REMOVE

REMOVE BANK SIGN

805 COUNTY 00 REMOVE

806 REMOVE

808 EAST REMOVE

809 COUNTY 00 REMOVE

810 SPEED LIMIT 40 REMOVE

MH

POST

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

SHEET 8 OF 9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING SIGNS	SHEET 113	E

2

2

911 ONLY REMOVE

910 REMOVE

909 ONLY REMOVED BY OTHERS

907 REMOVED BY OTHERS

908 Richmond St REMOVED BY OTHERS

906 REMOVED BY OTHERS

LOCATED ON SIGNAL POLE

CTH OO (NORTHLAND AVE)

MH

N

BIKE LANE 912 REMOVE

913 REMOVE

SERV

MASON ST

900 Mason St REMOVED BY OTHERS

901 STOP REMOVED BY OTHERS

902 REMOVE

MASON ST

905 Mason St REMOVED BY OTHERS

904 ONLY REMOVED BY OTHERS

903 REMOVE

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

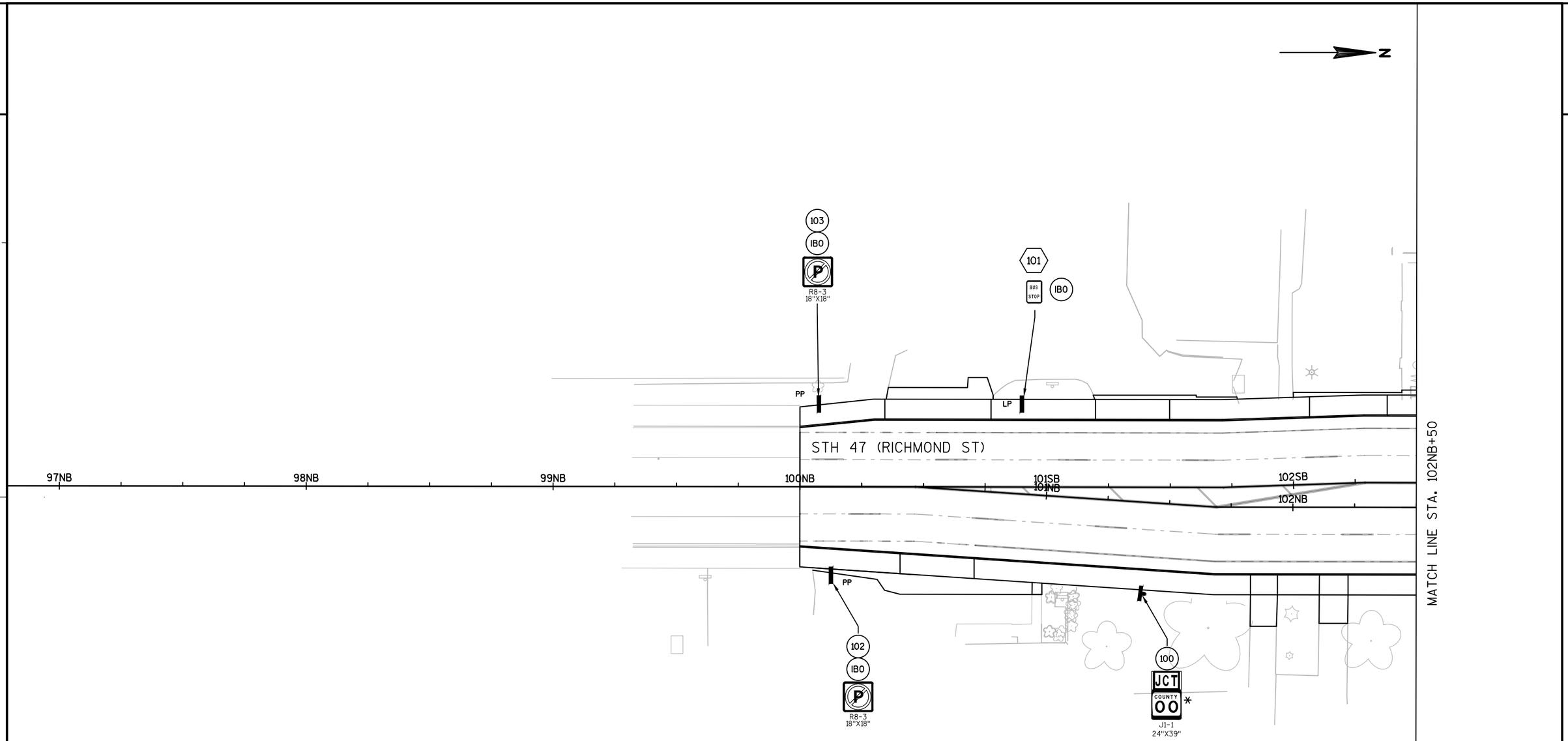
SHEET 9 OF 9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING SIGNS	SHEET	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\023201_PS.DWG PLOT DATE : 8/24/2016 2:21 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2



LEGEND

- PROPOSED SIGN MOUNTED ON ON TUBULAR OR WOOD POST(S)
- PROPOSED SIGN MOUNTED ON POLE (LP=LIGHT POLE. PP=POWER POLE, SS=SIGN STRUCTURE)
- (XXX) DENOTES SIGN NUMBER
- (FBO) FURNISHED BY OTHERS, INSTALLED BY CONTRACTOR
- (IBO) FURNISHED AND INSTALLED BY OTHERS
- <XXX> DENOTES SIGN NUMBER, MOVED SIGN
- * SIGN MOUNTED IN SIDEWALK, REFER TO INSTALLATION DETAIL

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PERMANENT SIGNS	SHEET 115	E

LEGEND

PROPOSED SIGN MOUNTED ON ON TUBULAR OR WOOD POST(S)

PROPOSED SIGN MOUNTED ON POLE (LP=LIGHT POLE. PP=POWER POLE, SS=SIGN STRUCTURE)

XXX DENOTES SIGN NUMBER

FBO FURNISHED BY OTHERS, INSTALLED BY CONTRACTOR

IBO FURNISHED AND INSTALLED BY OTHERS

XXX DENOTES SIGN NUMBER, MOVED SIGN

* SIGN MOUNTED IN SIDEWALK, REFER TO INSTALLATION DETAIL

N

WEILAND AVE

STREET NAME SIGNS BY CITY OF APPLETON

216A IBO SPEED LIMIT 30 R2-1 30"X36"

216B IBO R8-3 18"X18"

IBO 212 STOP R1-1 30"X30"

IBO 201B R3-4 36"X36"

IBO IBO 210 211 ONE WAY R6-2R 24"X30"

214 IBO R8-3 18"X18"

209 SOUTH 47 J4-1 24"X36"

IBO 208A IBO 208B W11-2 30"X30" W16-7L 24"X12"

LP

STH 47 (RICHMOND ST)

MATCH LINE STA. 102NB+50

MATCH LINE STA. 107NB+00

103SB 103NB 104SB 104NB 105SB 105NB 106SB 106NB 107SB

PP

200 IBO BUS STOP MOVE EXISTING

217 IBO R8-3 18"X18"

201A IBO R4-7 24"X30"

IBO 202A W2-6 36"X36"

IBO 202B Northland Ave W16-8P 30"X9"

IBO 202C 15 M.P.H. W13-1 18"X18"

213 IBO STOP R1-1 30"X30"

203 WEST NORTH EAST COUNTY 00 47 00 COUNTY J2-3 72"X57"

S-44-0132

204A R3-6-XL 42"X48"

204B ONLY R3-5-A 42"X48"

204C ONLY R3-5-R 42"X48"

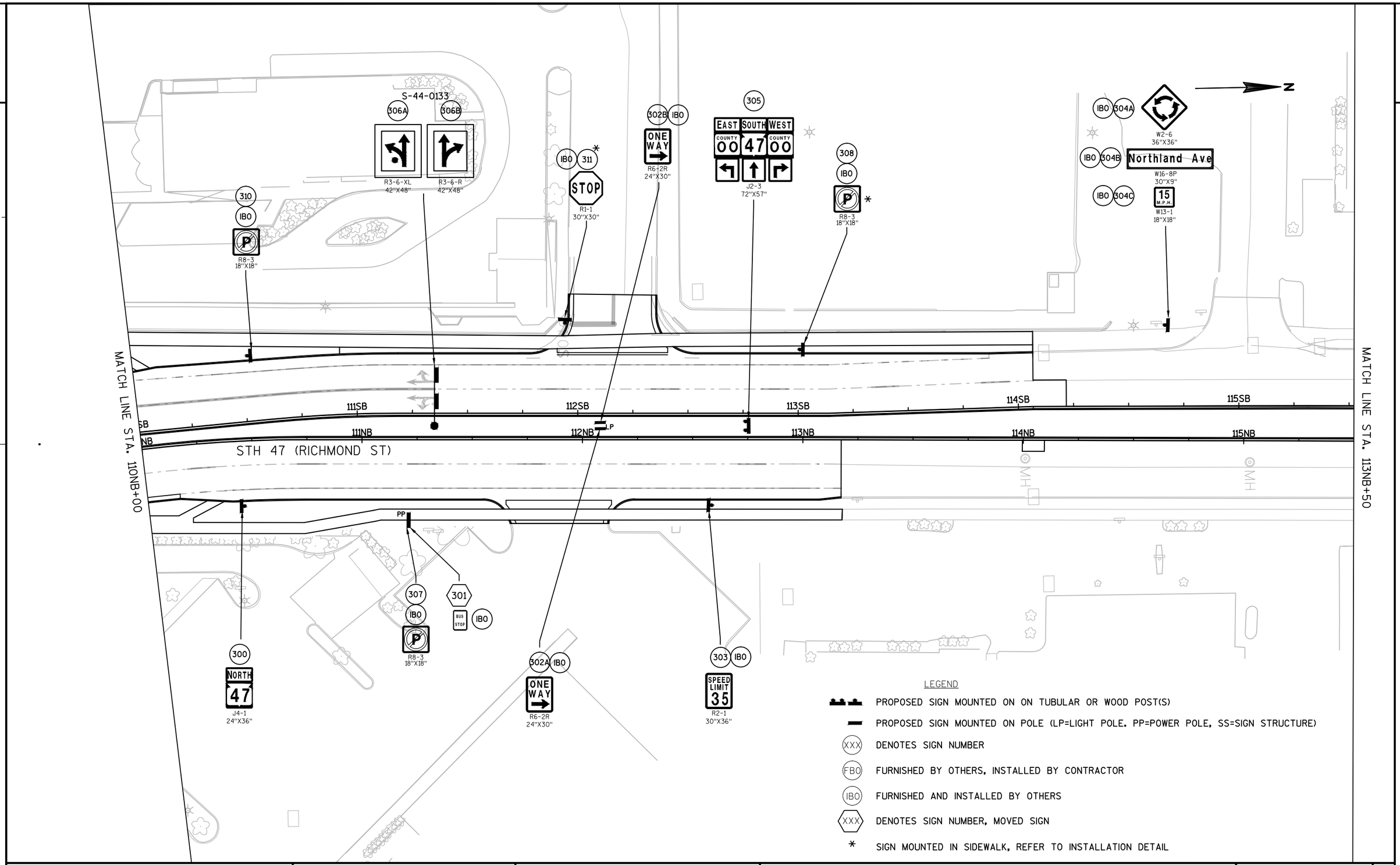
205 IBO W12-1D 24"X24" 4' MOUNTING

IBO 206A IBO 206B W11-2 30"X30" W16-7L 24"X12"

IBO 207A IBO 207B

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PERMANENT SIGNS	SHEET 116	E

2

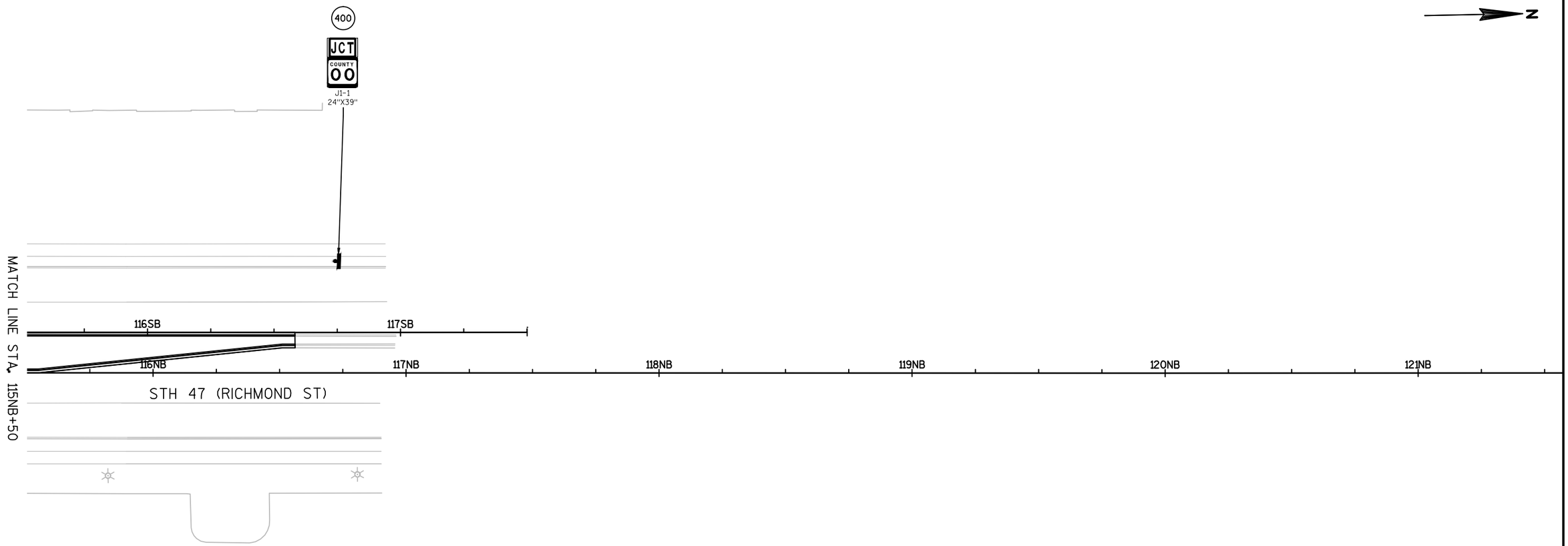


LEGEND

- PROPOSED SIGN MOUNTED ON ON TUBULAR OR WOOD POST(S)
- PROPOSED SIGN MOUNTED ON POLE (LP=LIGHT POLE. PP=POWER POLE, SS=SIGN STRUCTURE)
- (XXX) DENOTES SIGN NUMBER
- (FBO) FURNISHED BY OTHERS, INSTALLED BY CONTRACTOR
- (IBO) FURNISHED AND INSTALLED BY OTHERS
- (XXX) DENOTES SIGN NUMBER, MOVED SIGN
- * SIGN MOUNTED IN SIDEWALK, REFER TO INSTALLATION DETAIL

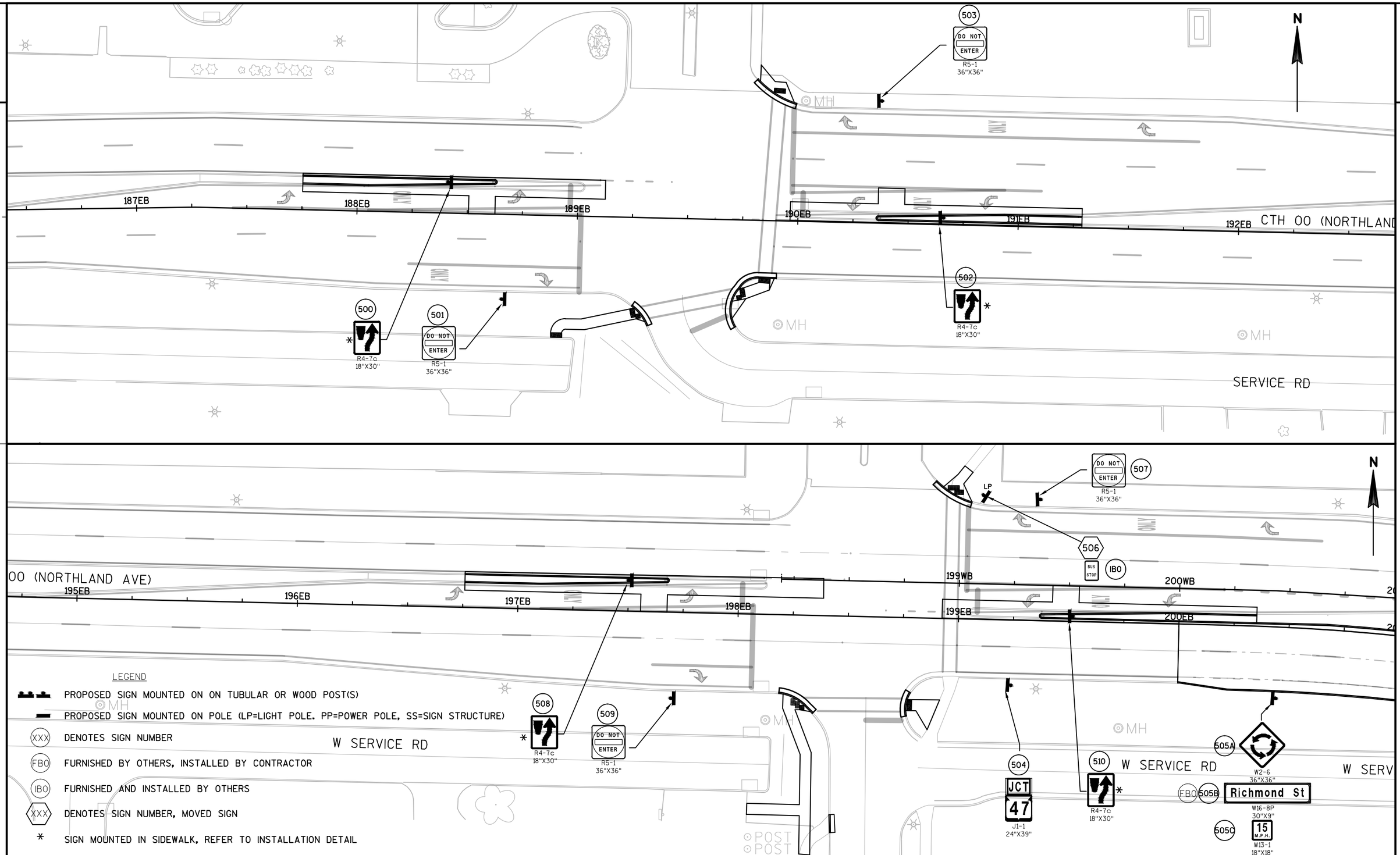
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PERMANENT SIGNS	SHEET 117	E

2



LEGEND

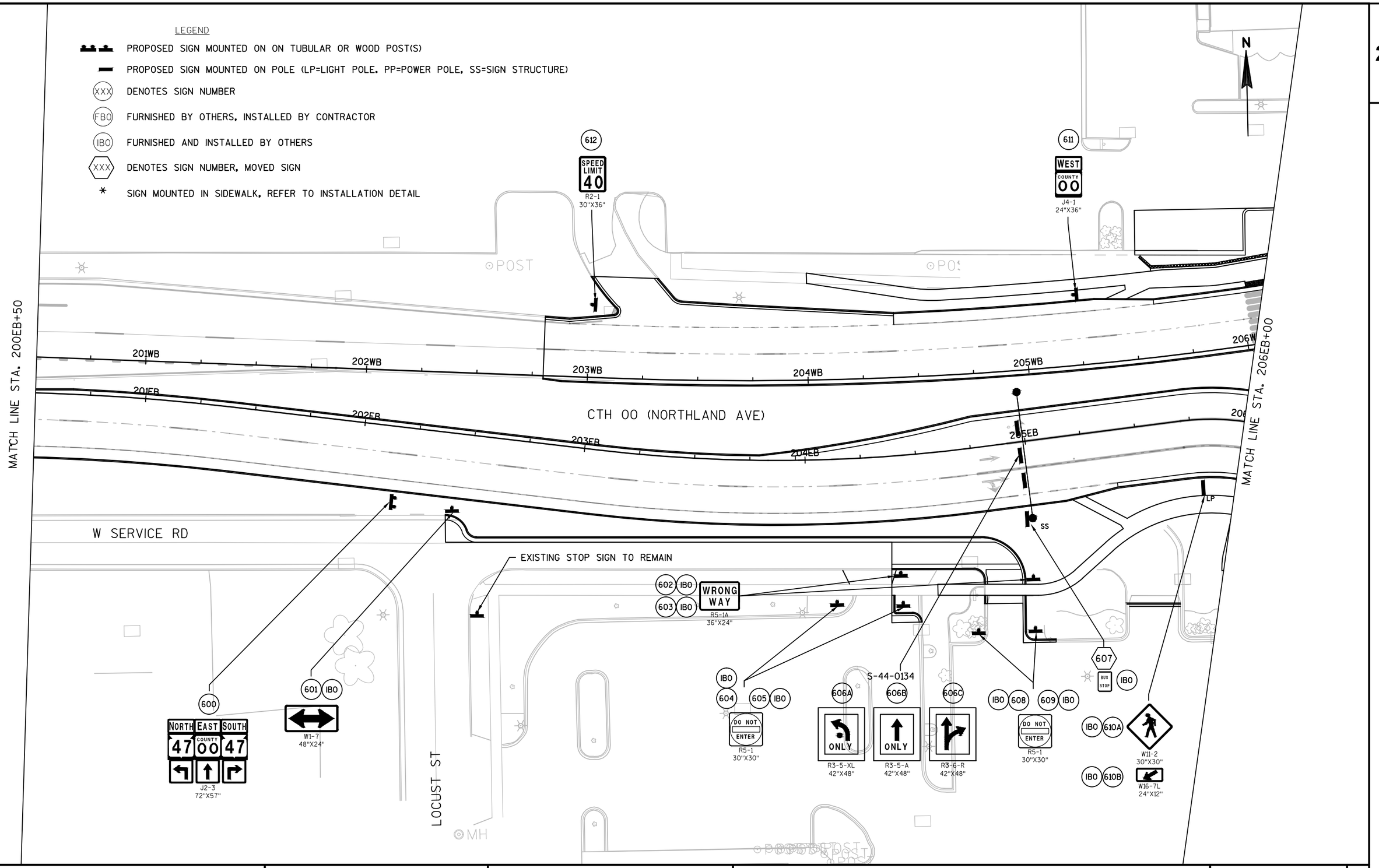
- PROPOSED SIGN MOUNTED ON ON TUBULAR OR WOOD POST(S)
- PROPOSED SIGN MOUNTED ON POLE (LP=LIGHT POLE. PP=POWER POLE, SS=SIGN STRUCTURE)
- (XXX) DENOTES SIGN NUMBER
- (FBO) FURNISHED BY OTHERS, INSTALLED BY CONTRACTOR
- (IBO) FURNISHED AND INSTALLED BY OTHERS
- (XXX) DENOTES SIGN NUMBER, MOVED SIGN
- * SIGN MOUNTED IN SIDEWALK, REFER TO INSTALLATION DETAIL



PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PERMANENT SIGNS	SHEET 119	E

LEGEND

- PROPOSED SIGN MOUNTED ON ON TUBULAR OR WOOD POST(S)
- PROPOSED SIGN MOUNTED ON POLE (LP=LIGHT POLE. PP=POWER POLE, SS=SIGN STRUCTURE)
- (XXX) DENOTES SIGN NUMBER
- (FBO) FURNISHED BY OTHERS, INSTALLED BY CONTRACTOR
- (IBO) FURNISHED AND INSTALLED BY OTHERS
- (XXX) DENOTES SIGN NUMBER, MOVED SIGN
- * SIGN MOUNTED IN SIDEWALK, REFER TO INSTALLATION DETAIL



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PERMANENT SIGNS	SHEET 120	E

2

LEGEND

PROPOSED SIGN MOUNTED ON ON TUBULAR OR WOOD POST(S)

PROPOSED SIGN MOUNTED ON POLE (LP=LIGHT POLE. PP=POWER POLE, SS=SIGN STRUCTURE)

(XXX) DENOTES SIGN NUMBER

(FBO) FURNISHED BY OTHERS, INSTALLED BY CONTRACTOR

(IBO) FURNISHED AND INSTALLED BY OTHERS

(XXX) DENOTES SIGN NUMBER, MOVED SIGN

* SIGN MOUNTED IN SIDEWALK, REFER TO INSTALLATION DETAIL

N

2

S-44-0135

711A ONLY R3-5-XL 42"X48"

711B ONLY R3-5-A 42"X48"

711C R3-6-R 42"X48"

710 ONE WAY R6-2R 24"X30"

709 * R4-7 24"X30"

708 SOUTH WEST NORTH 47 COUNTY 00 47 J2-3 72"X57"

707A END R3-9-D 24"X6"

707B CENTER LANE ONLY R3-9-B 24"X36"

706A W2-6 36"X36"

FBO 706B Richmond St W16-8P 30"X9"

706C 15 M.P.H. W13-1 18"X18"

LP

CTH 00 (NORTHLAND AVE)

209EB+00

MATCH LINE STA. 209EB+00

209WB 210WB 211WB 212WB 213WB 214WB

210EB 211EB 212EB 213EB 214EB

MATCH LINE STA. 214EB+50

700 EAST COUNTY 00 J4-1 24"X36"

703 SPEED LIMIT 40 R2-1 30"X36"

704A BEGIN R3-9-C 24"X6"

704B CENTER LANE ONLY R3-9-B 24"X36"

705A ADOPT A HIGHWAY LITTER CONTROL NEXT 2 MILES

MOVE EXISTING

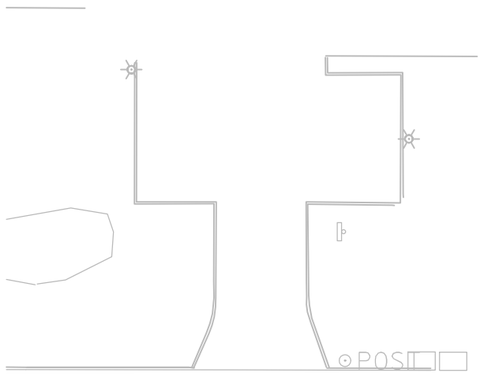
705B W21-1-A

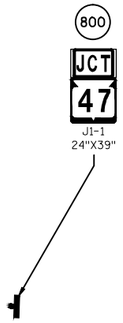
MH

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PERMANENT SIGNS	SHEET 121	E

2

N

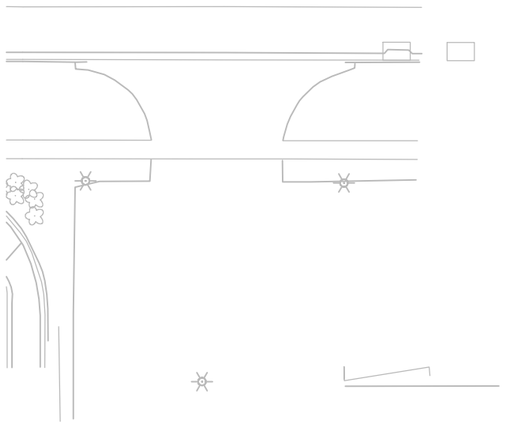




MATCH LINE STA. 214EB+50

215WB 216WB

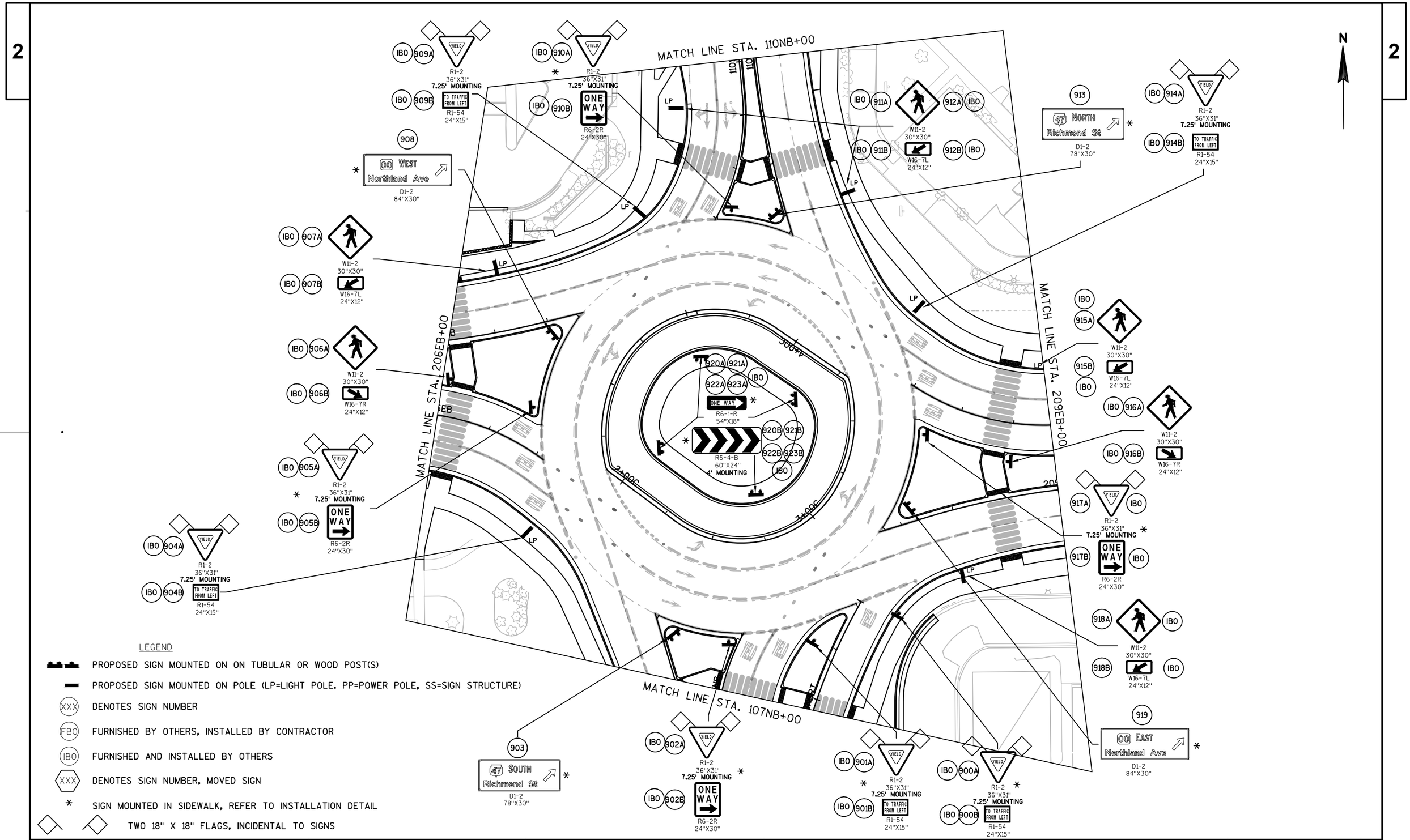
215EB 216EB 217EB 218EB 219EB 220EB



LEGEND

- PROPOSED SIGN MOUNTED ON ON TUBULAR OR WOOD POST(S)
- PROPOSED SIGN MOUNTED ON POLE (LP=LIGHT POLE. PP=POWER POLE, SS=SIGN STRUCTURE)
- (XXX) DENOTES SIGN NUMBER
- (FBO) FURNISHED BY OTHERS, INSTALLED BY CONTRACTOR
- (IBO) FURNISHED AND INSTALLED BY OTHERS
- XXX DENOTES SIGN NUMBER, MOVED SIGN
- * SIGN MOUNTED IN SIDEWALK, REFER TO INSTALLATION DETAIL

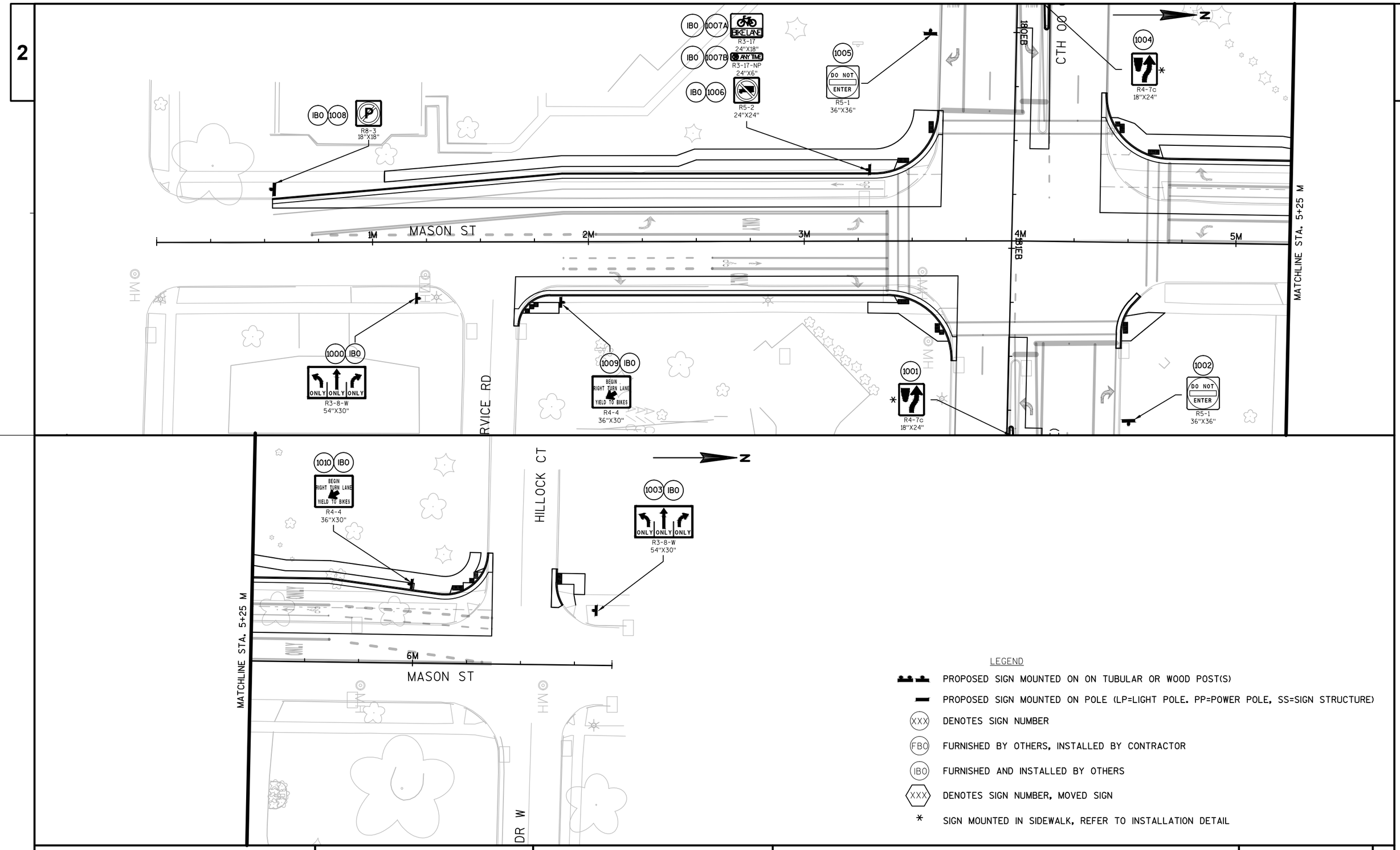
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PERMANENT SIGNS	SHEET 122	E



LEGEND

- PROPOSED SIGN MOUNTED ON ON TUBULAR OR WOOD POST(S)
- PROPOSED SIGN MOUNTED ON POLE (LP=LIGHT POLE. PP=POWER POLE, SS=SIGN STRUCTURE)
- (XXX) DENOTES SIGN NUMBER
- (FBO) FURNISHED BY OTHERS, INSTALLED BY CONTRACTOR
- (IBO) FURNISHED AND INSTALLED BY OTHERS
- (XXX) DENOTES SIGN NUMBER, MOVED SIGN
- * SIGN MOUNTED IN SIDEWALK, REFER TO INSTALLATION DETAIL
- TWO 18" X 18" FLAGS, INCIDENTAL TO SIGNS

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PERMANENT SIGNS	SHEET 123	E



LEGEND

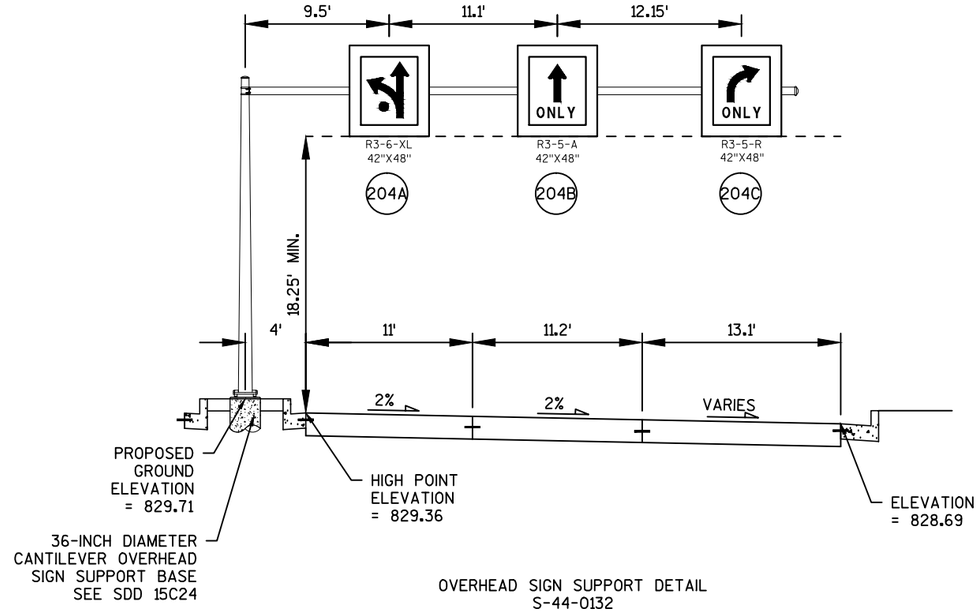
- PROPOSED SIGN MOUNTED ON ON TUBULAR OR WOOD POST(S)
- PROPOSED SIGN MOUNTED ON POLE (LP=LIGHT POLE. PP=POWER POLE, SS=SIGN STRUCTURE)
- (XXX) DENOTES SIGN NUMBER
- (FBO) FURNISHED BY OTHERS, INSTALLED BY CONTRACTOR
- (IBO) FURNISHED AND INSTALLED BY OTHERS
- (XXX) DENOTES SIGN NUMBER, MOVED SIGN
- * SIGN MOUNTED IN SIDEWALK, REFER TO INSTALLATION DETAIL

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PERMANENT SIGNS	SHEET 124	E

2

GENERAL NOTES

1. DRAWINGS NOT TO SCALE.
2. DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR THE HIGHWAY AND STRUCTURE CONSTRUCTION."
3. PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT."
4. SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.
5. SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED SHALL BE OF THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.
6. DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.
7. THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.
8. WIND VELOCITY PER WISDOT STANDARD SPECIFICATIONS.
9. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.



OVERHEAD SIGN SUPPORT DETAIL
S-44-0132
STA. 105'NB'+88
NB STH 47, S OF CTH 00

NOTE, CONTRACTOR SHALL:

1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORTS. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
2. PROVIDE DESIGN CALCULATIONS
3. SHOW SIGNS ON SHOP DRAWINGS
4. ID PLAQUES INCIDENTAL TO SIGN SUPPORT
5. 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING

NOTE:

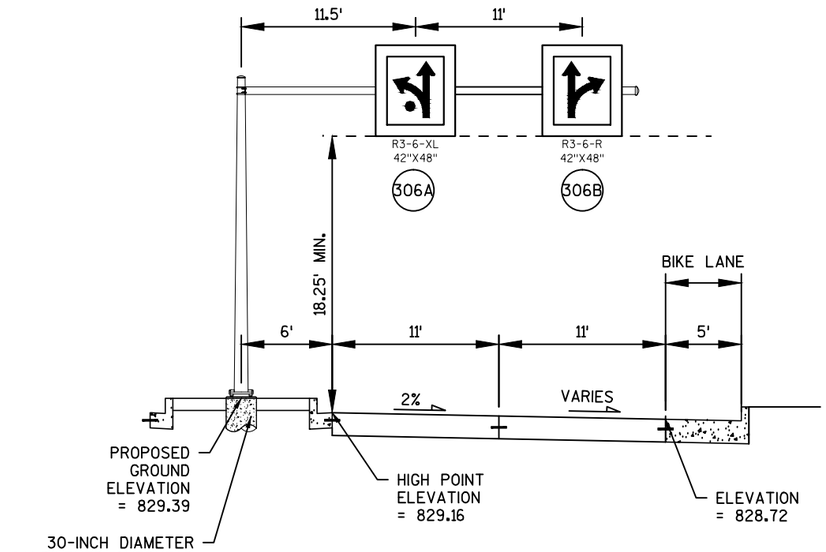
MOUNTING BRACKETS FOR SIGNS TO BE PER APPROVED PRODUCTS LIST

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY	FC=3500 PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	FY=60,000 PSI

FOUNDATION DATA

ALLOWABLE SOIL BEARING PRESSURE = 3000 PSF

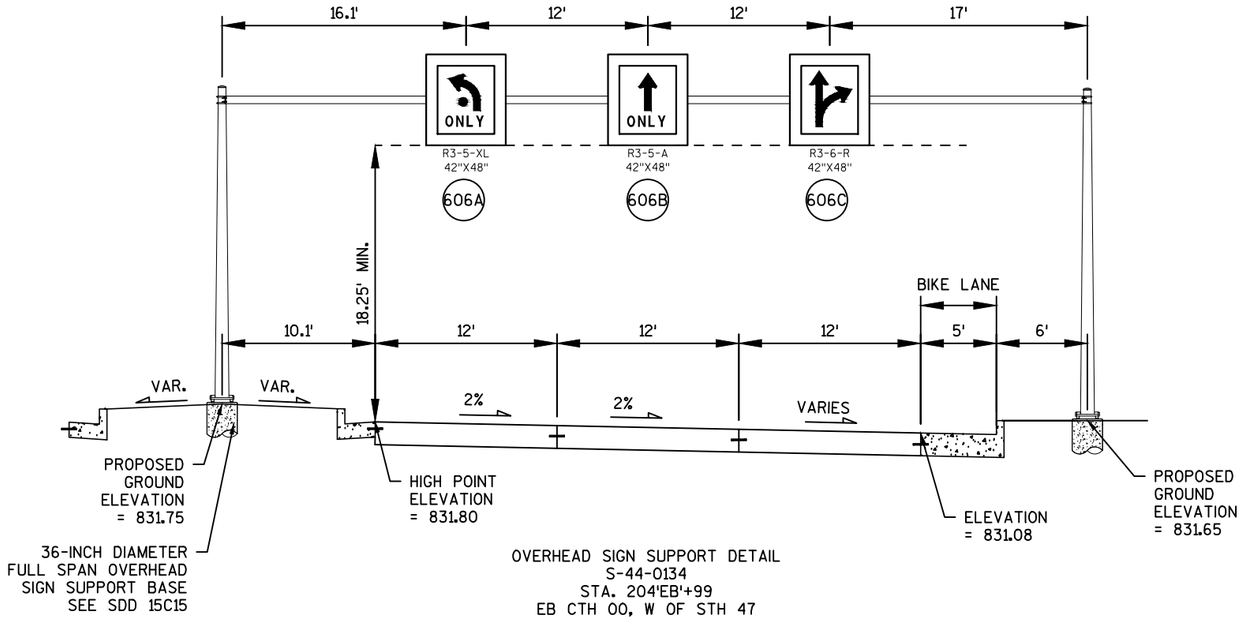


OVERHEAD SIGN SUPPORT DETAIL
S-44-0133
STA. 111'SB'+35
SB STH 47, N OF CTH 00

2

GENERAL NOTES

1. DRAWINGS NOT TO SCALE.
2. DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR THE HIGHWAY AND STRUCTURE CONSTRUCTION."
3. PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT."
4. SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.
5. SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED SHALL BE OF THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.
6. DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.
7. THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.
8. WIND VELOCITY PER WISDOT STANDARD SPECIFICATIONS.
9. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.



OVERHEAD SIGN SUPPORT DETAIL
S-44-0134
STA. 204'EB'+99
EB CTH 00, W OF STH 47

NOTE, CONTRACTOR SHALL:

1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORTS. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
2. PROVIDE DESIGN CALCULATIONS
3. SHOW SIGNS ON SHOP DRAWINGS
4. ID PLAQUES INCIDENTAL TO SIGN SUPPORT
5. 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING

NOTE:

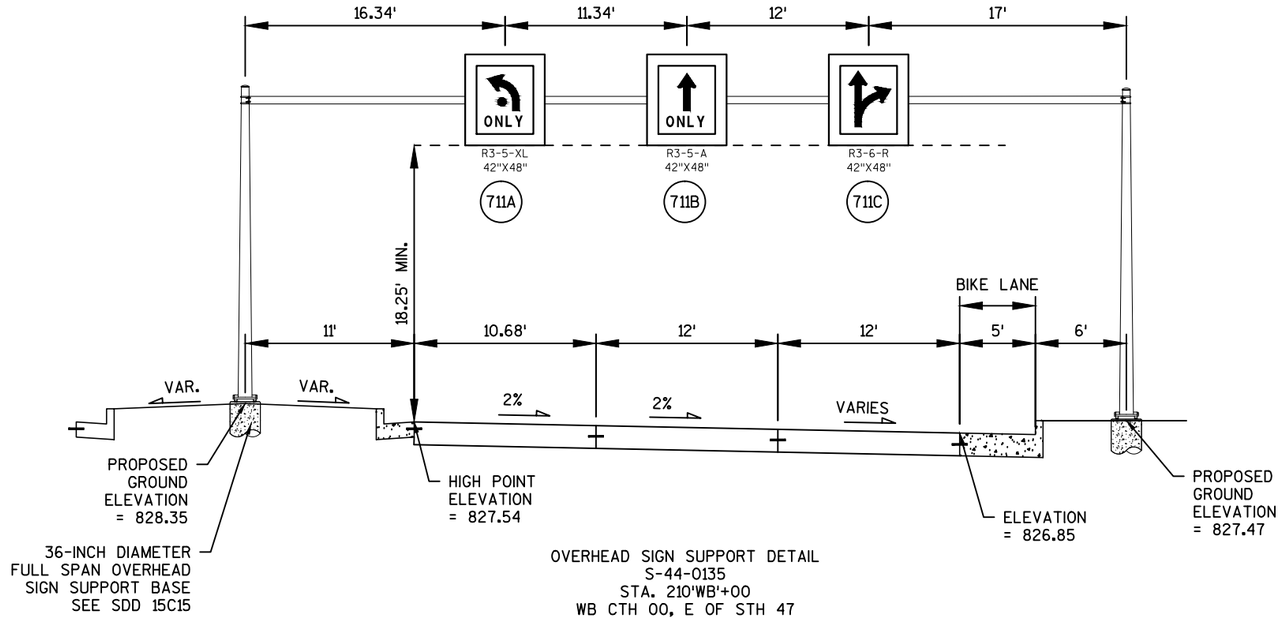
MOUNTING BRACKETS FOR SIGNS TO BE PER APPROVED PRODUCTS LIST

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY	FC=3500 PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	FY=60,000 PSI

FOUNDATION DATA

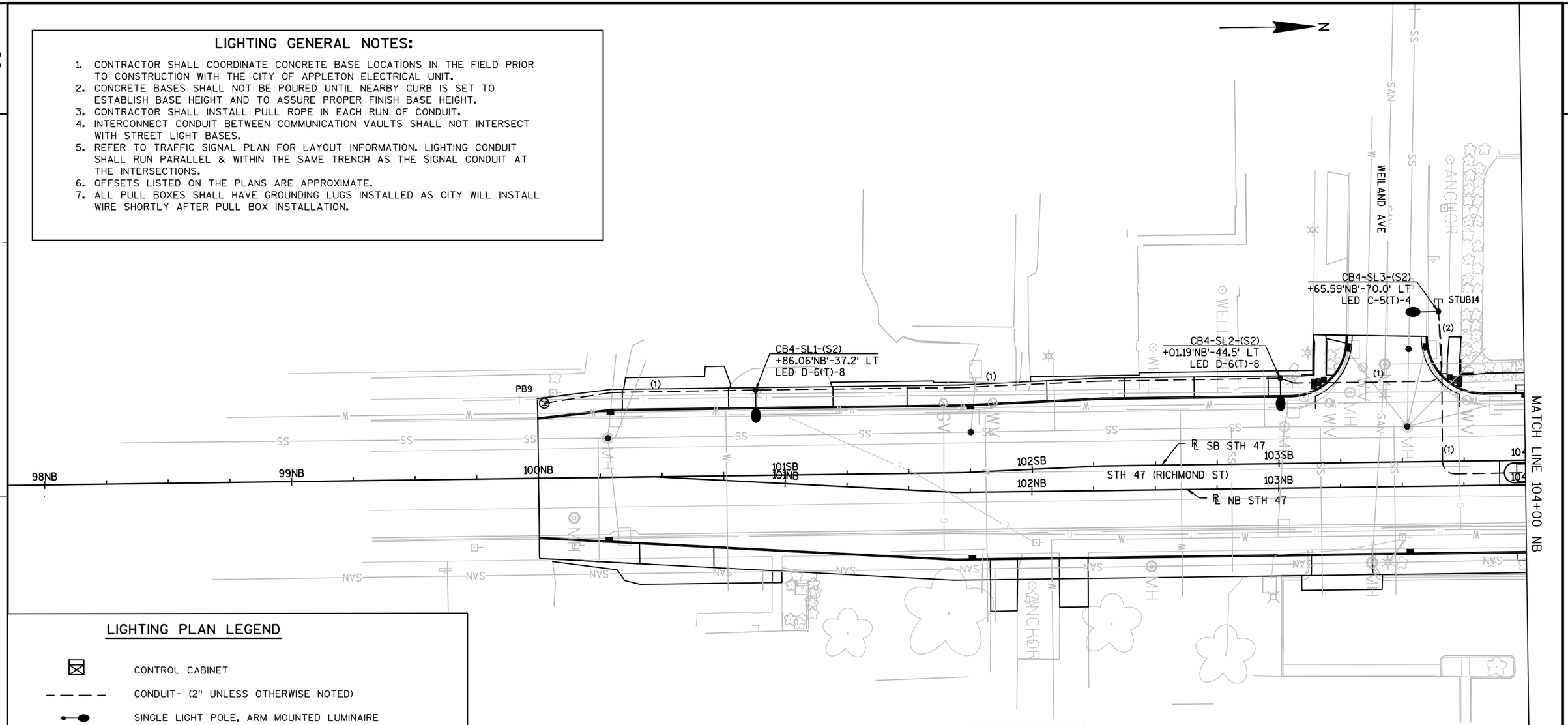
ALLOWABLE SOIL BEARING PRESSURE = 3000 PSF



OVERHEAD SIGN SUPPORT DETAIL
S-44-0135
STA. 210'WB'+00
WB CTH 00, E OF STH 47

LIGHTING GENERAL NOTES:

1. CONTRACTOR SHALL COORDINATE CONCRETE BASE LOCATIONS IN THE FIELD PRIOR TO CONSTRUCTION WITH THE CITY OF APPLETON ELECTRICAL UNIT.
2. CONCRETE BASES SHALL NOT BE POURED UNTIL NEARBY CURB IS SET TO ESTABLISH BASE HEIGHT AND TO ASSURE PROPER FINISH BASE HEIGHT.
3. CONTRACTOR SHALL INSTALL PULL ROPE IN EACH RUN OF CONDUIT.
4. INTERCONNECT CONDUIT BETWEEN COMMUNICATION VAULTS SHALL NOT INTERSECT WITH STREET LIGHT BASES.
5. REFER TO TRAFFIC SIGNAL PLAN FOR LAYOUT INFORMATION. LIGHTING CONDUIT SHALL RUN PARALLEL & WITHIN THE SAME TRENCH AS THE SIGNAL CONDUIT AT THE INTERSECTIONS.
6. OFFSETS LISTED ON THE PLANS ARE APPROXIMATE.
7. ALL PULL BOXES SHALL HAVE GROUNDING LUGS INSTALLED AS CITY WILL INSTALL WIRE SHORTLY AFTER PULL BOX INSTALLATION.



LIGHTING PLAN LEGEND

- CONTROL CABINET
- CONDUIT- (2" UNLESS OTHERWISE NOTED)
- SINGLE LIGHT POLE, ARM MOUNTED LUMINAIRE
- DOUBLE LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOX- (24"x42" UNLESS OTHERWISE NOTED)
- STREET LIGHT (ARM & LUMINAIRE; ONLY MOUNTED ON TRAFFIC SIGNAL POLE

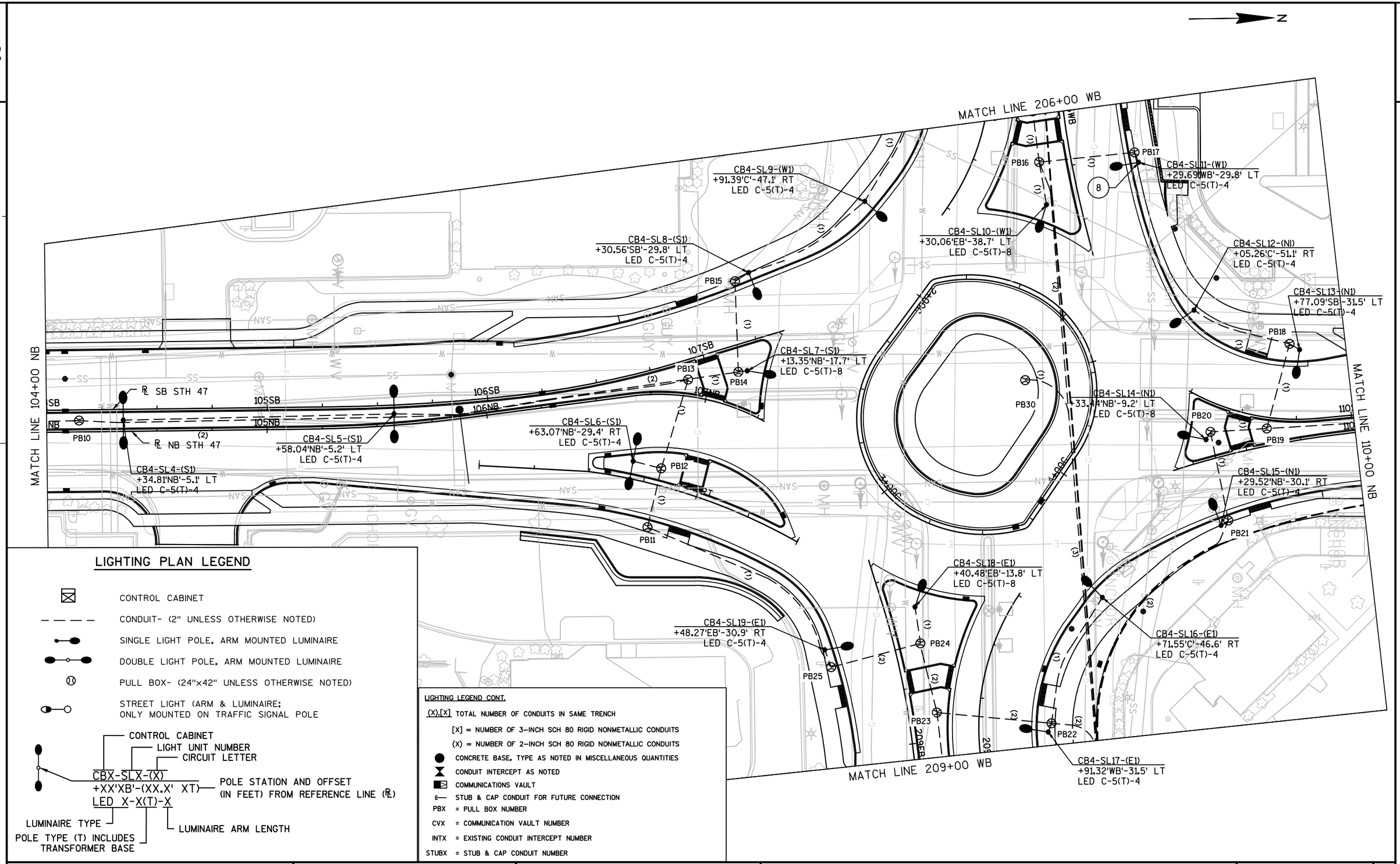
CONTROL CABINET
LIGHT UNIT NUMBER
CIRCUIT LETTER
CBX-SLX-(X)
+XX'XB'-(XX.X' XT) — POLE STATION AND OFFSET (IN FEET) FROM REFERENCE LINE (℄)
LED X-X(T)-X
LUMINAIRE TYPE
POLE TYPE (T) INCLUDES TRANSFORMER BASE
LUMINAIRE ARM LENGTH

LIGHTING LEGEND CONT.

(X),[X] TOTAL NUMBER OF CONDUITS IN SAME TRENCH
[X] = NUMBER OF 3-INCH SCH 80 RIGID NONMETALLIC CONDUITS
(X) = NUMBER OF 2-INCH SCH 80 RIGID NONMETALLIC CONDUITS
CONCRETE BASE, TYPE AS NOTED IN MISCELLANEOUS QUANTITIES
CONDUIT INTERCEPT AS NOTED
COMMUNICATIONS VAULT
E— STUB & CAP CONDUIT FOR FUTURE CONNECTION
PBX = PULL BOX NUMBER
CVX = COMMUNICATION VAULT NUMBER
INTX = EXISTING CONDUIT INTERCEPT NUMBER
STUBX = STUB & CAP CONDUIT NUMBER

CONSTRUCTION NOTES:
1. INTERCEPT EXISTING 3-INCH STEEL CONDUIT WITH NEW SCHEDULE 80 PVC CONDUIT RUN WITH NEW CONDUIT. WORK INCIDENTAL TO CONDUIT INSTALL.
2. STUB 3-INCH CONDUIT FOR NEW ELECTRICAL SERVICE CONNECTION AT WE ENERGIES WOOD UTILITY POLE. STUB CONDUIT UP ALONG POLE MINIMUM OF 3 FEET ABOVE GROUND, VERIFY WITH ENGINEER LOCATION ALONG POLE TO STUB CONDUIT. WE ENERGIES TO INSTALL ELECTRICAL SERVICE TO NEW SIGNAL CABINET. WORK INCIDENTAL TO CONDUIT INSTALL.
3. FURNISH AND INSTALL SIGNAL CONTROL CABINET BASEMENT AND MAINTENANCE PLATFORM.
4. INSTALL NEW SCHEDULE 80 PVC CONDUITS INTO EXISTING CITY OF APPLETON PREFABRICATED CABINET BASEMENT. EXISTING CABINET BASEMENT AND ELECTRICAL SERVICE TO REMAIN. WORK INCIDENTAL TO CONDUIT INSTALL.
5. INTERCEPT EXISTING 2-INCH PVC CONDUIT WITH NEW SCHEDULE 80 PVC CONDUIT. WORK INCIDENTAL TO CONDUIT INSTALL.
6. INSTALL NEW SCHEDULE 80 PVC CONDUIT INTO EXISTING AAMFON COMMUNICATIONS VAULT. WORK INCIDENTAL TO CONDUIT INSTALL.
7. INSTALL SALVAGED SIGNAL CONTROL CABINET BASEMENT AND NEW MAINTENANCE PLATFORM.
8. TOP OF POLE MAY NEED TO BE CUT SHORT A FEW FEET DUE TO A OVERHEAD UTILITY CONFLICT. REVIEW WITH CITY OF APPLETON PRIOR TO INSTALLATION. WORK IS INCIDENTAL TO BID ITEM "POLES ALUMINUM TYPE 5."

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	LIGHTING PLAN - STH 47	SHEET 127 E



LIGHTING PLAN LEGEND

- CONTROL CABINET
- CONDUIT- (2" UNLESS OTHERWISE NOTED)
- SINGLE LIGHT POLE, ARM MOUNTED LUMINAIRE
- DOUBLE LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOX- (24"x42" UNLESS OTHERWISE NOTED)
- STREET LIGHT (ARM & LUMINAIRE; ONLY MOUNTED ON TRAFFIC SIGNAL POLE

CONTROL CABINET
LIGHT UNIT NUMBER
CIRCUIT LETTER

CBX-SLX-(X)
+XX'XB'-(XX.X' XT) — POLE STATION AND OFFSET (IN FEET) FROM REFERENCE LINE (℄)
LED X-X(T)-X

LUMINAIRE TYPE
POLE TYPE (T) INCLUDES TRANSFORMER BASE
LUMINAIRE ARM LENGTH

LIGHTING LEGEND CONT.

(X),[X] TOTAL NUMBER OF CONDUITS IN SAME TRENCH

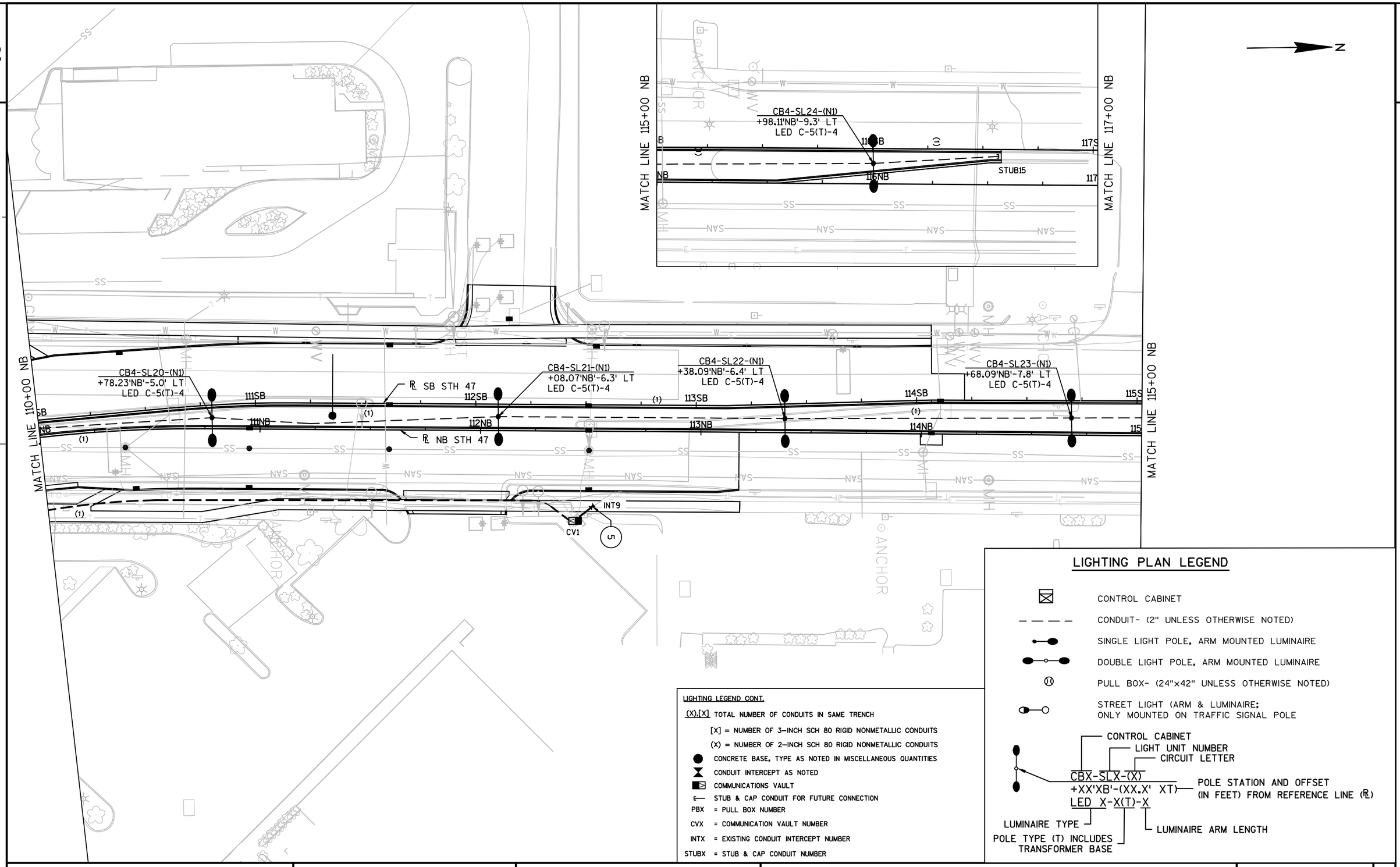
[X] = NUMBER OF 3-INCH SCH 80 RIGID NONMETALLIC CONDUITS

(X) = NUMBER OF 2-INCH SCH 80 RIGID NONMETALLIC CONDUITS

- CONCRETE BASE, TYPE AS NOTED IN MISCELLANEOUS QUANTITIES
- CONDUIT INTERCEPT AS NOTED
- COMMUNICATIONS VAULT
- STUB & CAP CONDUIT FOR FUTURE CONNECTION

PBX = PULL BOX NUMBER
CVX = COMMUNICATION VAULT NUMBER
INTX = EXISTING CONDUIT INTERCEPT NUMBER
STUBX = STUB & CAP CONDUIT NUMBER

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	LIGHTING PLAN - STH 47	SHEET 128 E



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	LIGHTING PLAN - STH 47	SHEET 129	E

2

CB2-SB25-(TS)
+89.97'EB'-47.2' LT
LED C-5(T)-4
(S-44-0181)

PB5

187EB

188EB

189EB

℄ EB CTH 00

CTH 00 (NORTHLAND AVE)

DIRECTIONAL BORE [1]

50'

190EB

191EB

192EB

PB6

CB2-SB15-(TS)
+01.74'EB'-38.7' RT
LED C-13-15
(S-44-0179)

CB2

CB2-SB19-(TS)
+03.36'EB'-40.1' RT
LED C-4(T)-8

DIRECTIONAL BORE [2],(2)

DIRECTIONAL BORE [2],(3)

15'

WEST SERVICE RD

N

(S-44-0180)

CB3-SL26-(TS)
+11.87'EB'-46.7' LT
LED C-5(T)-4

PB7

197EB

198EB

℄ WB CTH 00

199WB

199EB

200WB

200EB

PB8

CB3-SB22-(TS)
+87.60'EB'-73.4' LT
LED C-3(T)-8

CB3-SL27-(TS)
+98.54'EB'-3.1' LT
LED C-5(T)-4

CB3-SB29-(TS)
+09.09'EB'-40.8' RT
LED C-4(T)-8

DIRECTIONAL BORE [1],(1)

DIRECTIONAL BORE [2],(1)

DIRECTIONAL BORE [2],(3)

25'

CB3

CB3-SB25-(TS)
+05.37'EB'-38.6' RT
LED C-13-15
(S-44-0181)

CB3-SB28-(TS)
+22.14'EB'-44.7' RT
LED C-3(T)-8

BENNETT ST

INTERCONNECT CONDUIT

WEST SERVICE RD

LIGHTING PLAN LEGEND

- CONTROL CABINET
- CONDUIT- (2" UNLESS OTHERWISE NOTED)
- SINGLE LIGHT POLE, ARM MOUNTED LUMINAIRE
- DOUBLE LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOX- (24"×42" UNLESS OTHERWISE NOTED)
- STREET LIGHT (ARM & LUMINAIRE; ONLY MOUNTED ON TRAFFIC SIGNAL POLE

CONTROL CABINET
LIGHT UNIT NUMBER
CIRCUIT LETTER
CBX-SLX-(X)
+XX'XB'-(XX.X' XT) — POLE STATION AND OFFSET (IN FEET) FROM REFERENCE LINE (℄)
LED X-X(T)-X
LUMINAIRE TYPE
POLE TYPE (T) INCLUDES TRANSFORMER BASE
LUMINAIRE ARM LENGTH

LIGHTING LEGEND CONT.

(X),[X] TOTAL NUMBER OF CONDUITS IN SAME TRENCH
[X] = NUMBER OF 3-INCH SCH 80 RIGID NONMETALLIC CONDUITS
(X) = NUMBER OF 2-INCH SCH 80 RIGID NONMETALLIC CONDUITS
CONCRETE BASE, TYPE AS NOTED IN MISCELLANEOUS QUANTITIES
CONDUIT INTERCEPT AS NOTED
COMMUNICATIONS VAULT
STUB & CAP CONDUIT FOR FUTURE CONNECTION
PBX = PULL BOX NUMBER
CVX = COMMUNICATION VAULT NUMBER
INTX = EXISTING CONDUIT INTERCEPT NUMBER
STUBX = STUB & CAP CONDUIT NUMBER

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	LIGHTING PLAN - CTH 00	SHEET 130	E

2

N

MATCH LINE 200+00 WB

MATCH LINE 206+00 WB

AVOID PROPOSED TREE
201+65 EB, 10' LT

CB3-SL28-(TS)
+22.95'EB'-7.6' LT
LED C-5(T)-8

INTERCONNECT CONDUIT

AVOID PROPOSED TREE
202+91 EB, 16' LT

CB4-SL29N-(W1)
+45.94'EB'-18.4' LT
LED C-5(T)-8

AVOID PROPOSED TREE
204+23 EB, 21' LT

INTERCONNECT CONDUIT

℄ WB CTH 00

CB4-SL30N-(W1)
+76.27'EB'-24.2' LT
LED C-5(T)-8

CB4-SL31-(W1)
+09.86'EB'-22.2' LT
LED C-5(T)-8

201WB

202WB

203WB

204WB

205WB

206WB

201EB

202EB

203EB

204EB

205EB

206EB

CV2

PB27

CTH 00 (NORTHLAND AVE)

AVOID PROPOSED TREE
202+50 EB, 13' LT

CB4-SL29S-(W1)
+47.05'EB'-10.5' LT
LED C-5(T)-8

AVOID PROPOSED TREE
202+50 EB, 13' LT

CB4-SL30S-(W1)
+76.82'EB'-10.5' LT
LED C-5(T)-8

℄ EB CTH 00

AVOID PROPOSED TREE
204+64 EB, 22' LT

CB4-SL32-(W1)
+82.29'EB'-31.2' RT
LED C-5(T)-4

PB26

INTERCONNECT CONDUIT

WEST SERVICE RD

LIGHTING PLAN LEGEND

- CONTROL CABINET
- CONDUIT- (2" UNLESS OTHERWISE NOTED)
- SINGLE LIGHT POLE, ARM MOUNTED LUMINAIRE
- DOUBLE LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOX- (24"x42" UNLESS OTHERWISE NOTED)
- STREET LIGHT (ARM & LUMINAIRE; ONLY MOUNTED ON TRAFFIC SIGNAL POLE

CBX-SLX-(X)
+XX'XB'-(XX.X' XT)
LED X-X(T)-X

- CBX: CONTROL CABINET
- SLX: LIGHT UNIT NUMBER
- (X): CIRCUIT LETTER
- +XX'XB'-(XX.X' XT): POLE STATION AND OFFSET (IN FEET) FROM REFERENCE LINE (℄)
- LED X: LUMINAIRE TYPE
- X(T): POLE TYPE (T) INCLUDES TRANSFORMER BASE
- X: LUMINAIRE ARM LENGTH

LIGHTING LEGEND CONT.

- (X),[X] TOTAL NUMBER OF CONDUITS IN SAME TRENCH
  - [X] = NUMBER OF 3-INCH SCH 80 RIGID NONMETALLIC CONDUITS
  - (X) = NUMBER OF 2-INCH SCH 80 RIGID NONMETALLIC CONDUITS
- CONCRETE BASE, TYPE AS NOTED IN MISCELLANEOUS QUANTITIES
- CONDUIT INTERCEPT AS NOTED
- COMMUNICATIONS VAULT
- STUB & CAP CONDUIT FOR FUTURE CONNECTION
- PBX = PULL BOX NUMBER
- CVX = COMMUNICATION VAULT NUMBER
- INTX = EXISTING CONDUIT INTERCEPT NUMBER
- STUBX = STUB & CAP CONDUIT NUMBER

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	LIGHTING PLAN - CTH 00	SHEET 131	E

2

N

MATCH LINE 209+00 WB

7
6
2

CB4

CV3-EX
[1](1)

STUB18

AVOID PROPOSED TREE
210+36 EB, 18' LT

PB29

CB4-SL35-(E1)
+62.32'EB'-19.2' LT
LED C-5(T)-8

℄ WB CTH 00

AVOID PROPOSED TREE
209+96 EB, 12' LT

210WB
211WB
212WB
213WB
214WB
215WB

CTH 00 (NORTHLAND AVE)

CB4-SL37-(E2N)
+98.10'WB'-32.3' LT
LED C-5(T)-8

CB4-SL39-(E2N)
+27.78'WB'-33.2' LT
LED C-5(T)-8

STUB17

210EB
211EB
212EB
213EB
214EB
215EB

℄ EB CTH 00

CB4-SL34-(E1)
+62.66'EB'-20.3' LT
LED C-5(T)-8

AVOID PROPOSED TREE
211+32 EB, 21' LT

CB4-SL33-(E1)
+69.94'EB'-12.5' LT
LED C-5(T)-8

AVOID PROPOSED TREE
210+92 EB, 23' LT

PB28

CB4-SL38-(E2S)
+64.69'EB'-33.7' RT
LED C-5(T)-8

DIRECTIONAL BORE

STUB16

CB4-SL36-(E2S)
+29.86'EB'-35.2' RT
LED C-5(T)-8

LIGHTING PLAN LEGEND

- CONTROL CABINET
- CONDUIT- (2" UNLESS OTHERWISE NOTED)
- SINGLE LIGHT POLE, ARM MOUNTED LUMINAIRE
- DOUBLE LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOX- (24"x42" UNLESS OTHERWISE NOTED)
- STREET LIGHT (ARM & LUMINAIRE; ONLY MOUNTED ON TRAFFIC SIGNAL POLE

CONTROL CABINET
LIGHT UNIT NUMBER
CIRCUIT LETTER
CBX-SLX-(X)
+XX'XB'-(XX.X' XT) — POLE STATION AND OFFSET (IN FEET) FROM REFERENCE LINE (℄)
LED X-X(T)-X
LUMINAIRE TYPE
POLE TYPE (T) INCLUDES TRANSFORMER BASE
LUMINAIRE ARM LENGTH

LIGHTING LEGEND CONT.

(X),[X] TOTAL NUMBER OF CONDUITS IN SAME TRENCH

[X] = NUMBER OF 3-INCH SCH 80 RIGID NONMETALLIC CONDUITS

(X) = NUMBER OF 2-INCH SCH 80 RIGID NONMETALLIC CONDUITS

- CONCRETE BASE, TYPE AS NOTED IN MISCELLANEOUS QUANTITIES
- CONDUIT INTERCEPT AS NOTED
- COMMUNICATIONS VAULT
- STUB & CAP CONDUIT FOR FUTURE CONNECTION

PBX = PULL BOX NUMBER

CVX = COMMUNICATION VAULT NUMBER

INTX = EXISTING CONDUIT INTERCEPT NUMBER

STUBX = STUB & CAP CONDUIT NUMBER

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	LIGHTING PLAN - CTH 00	SHEET 132	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\023601_LP.DWG
LAYOUT NAME - 023606-LP
PLOT DATE : 8/24/2016 2:40 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

MATCHLINE STA. 5+75'M'

LIGHTING LEGEND CONT.

(X),[X] TOTAL NUMBER OF CONDUITS IN SAME TRENCH

[X] = NUMBER OF 3-INCH SCH 80 RIGID NONMETALLIC CONDUITS

(X) = NUMBER OF 2-INCH SCH 80 RIGID NONMETALLIC CONDUITS

CONCRETE BASE, TYPE AS NOTED IN MISCELLANEOUS QUANTITIES

CONDUIT INTERCEPT AS NOTED

COMMUNICATIONS VAULT

STUB & CAP CONDUIT FOR FUTURE CONNECTION

PBX = PULL BOX NUMBER

CVX = COMMUNICATION VAULT NUMBER

INTX = EXISTING CONDUIT INTERCEPT NUMBER

STUBX = STUB & CAP CONDUIT NUMBER

N

MASON ST

CTH OO (NORTHLAND AVE)

CB1-SL42-(TS)
+90.78'M'-43.7' LT
LED C-5(T)-8

CB1-SB1-(TS)
+28.51'EB'-56.4' LT
LED C-13-15
(S-44-0184)

CB1-SB5-(TS)
+41.33'EB'-56.3' LT
LED C-4(T)-8

CB1-SL40-(TS)
+79.10'EB'-7.6' LT
LED C-5(T)-4

CB1-SB10-(TS)
+39.03'EB'-41.7' RT
LED C-2(T)-8

CB1-SB9-(TS)
+42.04'M'-37.3' LT
LED C-3(T)-8

CB1-SB7-(TS)
+55.71'EB'-41.7' RT
LED C-13-15
(S-44-0183)

CB1-SL41-(TS)
+51.11'M'-37.4' LT
LED C-5(T)-8

DIRECTIONAL BORE

178EB 179EB 180EB 181EB 182EB 183EB 184EB

PB1 PB2 STUB1

MATCHLINE STA. 2+25'M'

LIGHTING PLAN LEGEND

CONTROL CABINET

CONDUIT- (2" UNLESS OTHERWISE NOTED)

SINGLE LIGHT POLE, ARM MOUNTED LUMINAIRE

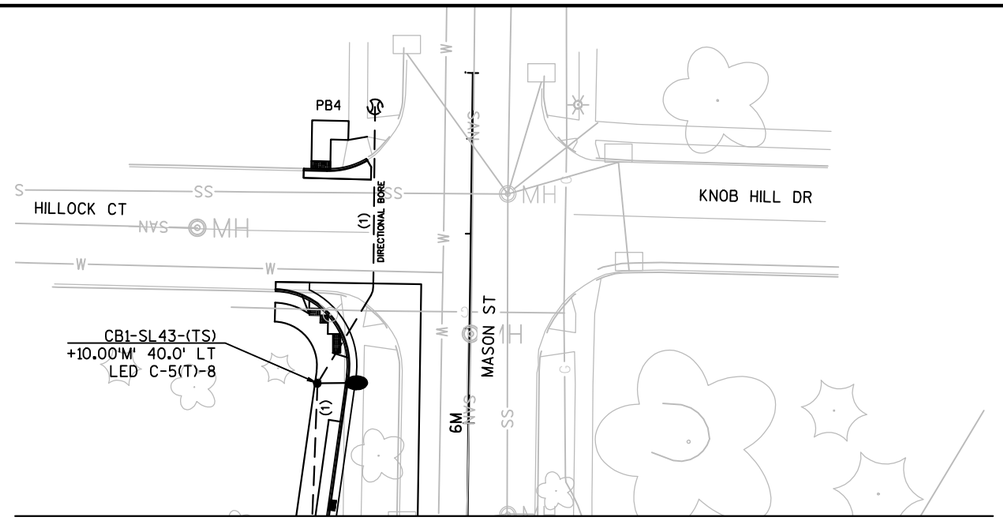
DOUBLE LIGHT POLE, ARM MOUNTED LUMINAIRE

PULL BOX- (24"x42" UNLESS OTHERWISE NOTED)

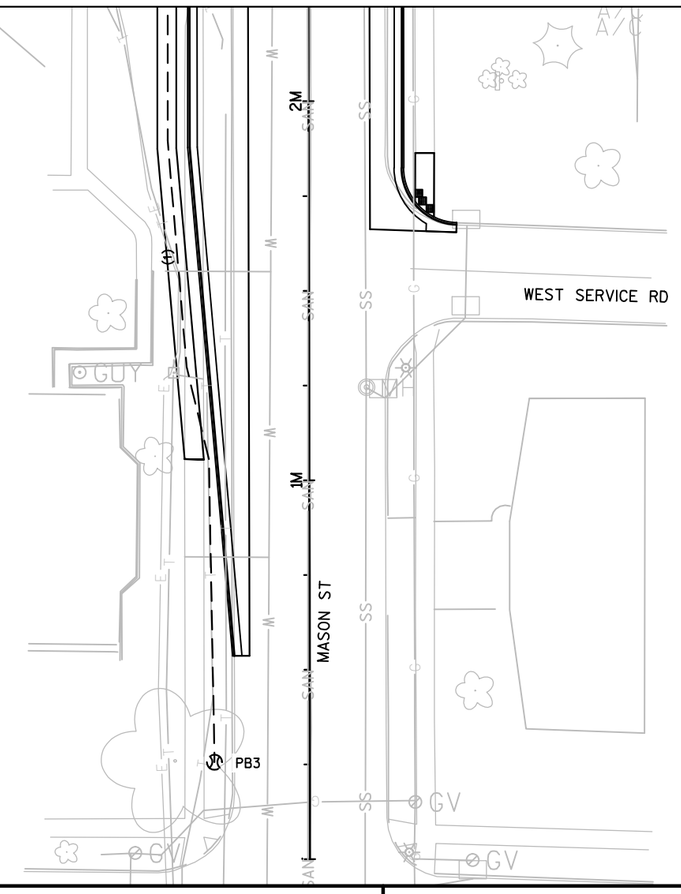
STREET LIGHT (ARM & LUMINAIRE;
ONLY MOUNTED ON TRAFFIC SIGNAL POLE

CONTROL CABINET
LIGHT UNIT NUMBER
CIRCUIT LETTER
CBX-SLX-(X)
+XX'XB'-(XX.X' XT) — POLE STATION AND OFFSET (IN FEET) FROM REFERENCE LINE (℄)
LED X-X(T)-X
LUMINAIRE TYPE
POLE TYPE (T) INCLUDES TRANSFORMER BASE
LUMINAIRE ARM LENGTH

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	LIGHTING PLAN - MASON ST	SHEET 133	E



MATCHLINE STA. 2+25'M'



N

LIGHTING LEGEND CONT.

(X),[X] TOTAL NUMBER OF CONDUITS IN SAME TRENCH

[X] = NUMBER OF 3-INCH SCH 80 RIGID NONMETALLIC CONDUITS

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CONCRETE BASE, TYPE AS NOTED IN MISCELLANEOUS QUANTITIES

CONDUIT INTERCEPT AS NOTED

COMMUNICATIONS VAULT

STUB & CAP CONDUIT FOR FUTURE CONNECTION

PBX = PULL BOX NUMBER

CVX = COMMUNICATION VAULT NUMBER

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STUBX = STUB & CAP CONDUIT NUMBER

LIGHTING PLAN LEGEND

CONTROL CABINET

CONDUIT- (2" UNLESS OTHERWISE NOTED)

SINGLE LIGHT POLE, ARM MOUNTED LUMINAIRE

DOUBLE LIGHT POLE, ARM MOUNTED LUMINAIRE

PULL BOX- (24"x42" UNLESS OTHERWISE NOTED)

STREET LIGHT (ARM & LUMINAIRE; ONLY MOUNTED ON TRAFFIC SIGNAL POLE

CONTROL CABINET
LIGHT UNIT NUMBER
CIRCUIT LETTER
CBX-SLX-(X)
+XX'XB'-(XX.X' XT) — POLE STATION AND OFFSET (IN FEET) FROM REFERENCE LINE (℄)
LED X-X(T)-X
LUMINAIRE TYPE
POLE TYPE (T) INCLUDES TRANSFORMER BASE
LUMINAIRE ARM LENGTH

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	LIGHTING PLAN - MASON ST	SHEET 134	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\023601_LP.DWG
LAYOUT NAME - 023608-LP
PLOT DATE : 8/24/2016 2:45 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

① REMOVE CONCRETE BASE (POLE AND SIGNAL REMOVAL BY OTHERS).

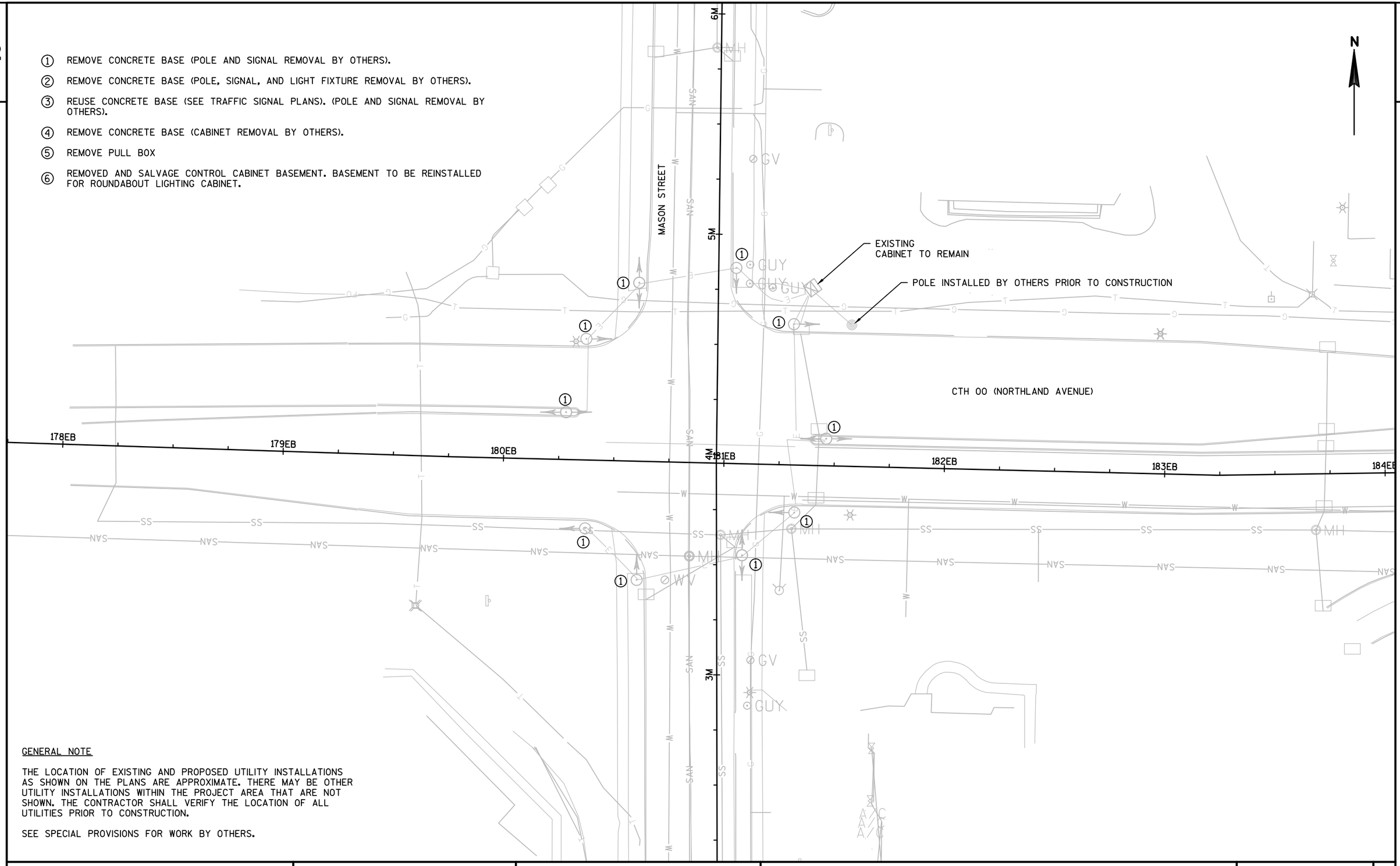
② REMOVE CONCRETE BASE (POLE, SIGNAL, AND LIGHT FIXTURE REMOVAL BY OTHERS).

③ REUSE CONCRETE BASE (SEE TRAFFIC SIGNAL PLANS). (POLE AND SIGNAL REMOVAL BY OTHERS).

④ REMOVE CONCRETE BASE (CABINET REMOVAL BY OTHERS).

⑤ REMOVE PULL BOX

⑥ REMOVED AND SALVAGE CONTROL CABINET BASEMENT. BASEMENT TO BE REINSTALLED FOR ROUNDABOUT LIGHTING CABINET.



GENERAL NOTE

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.

SEE SPECIAL PROVISIONS FOR WORK BY OTHERS.

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④ REMOVE CONCRETE BASE (CABINET REMOVAL BY OTHERS).

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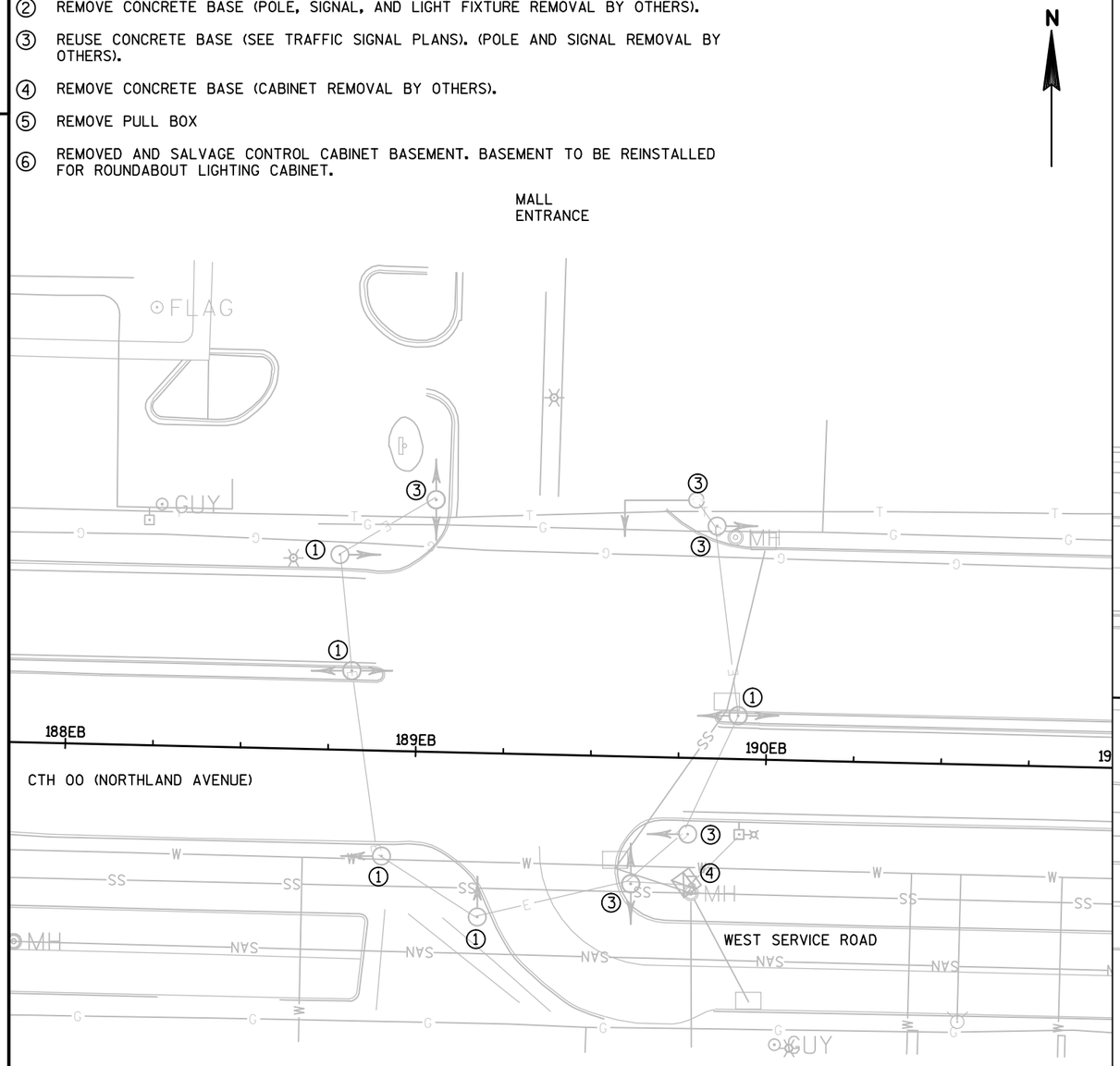

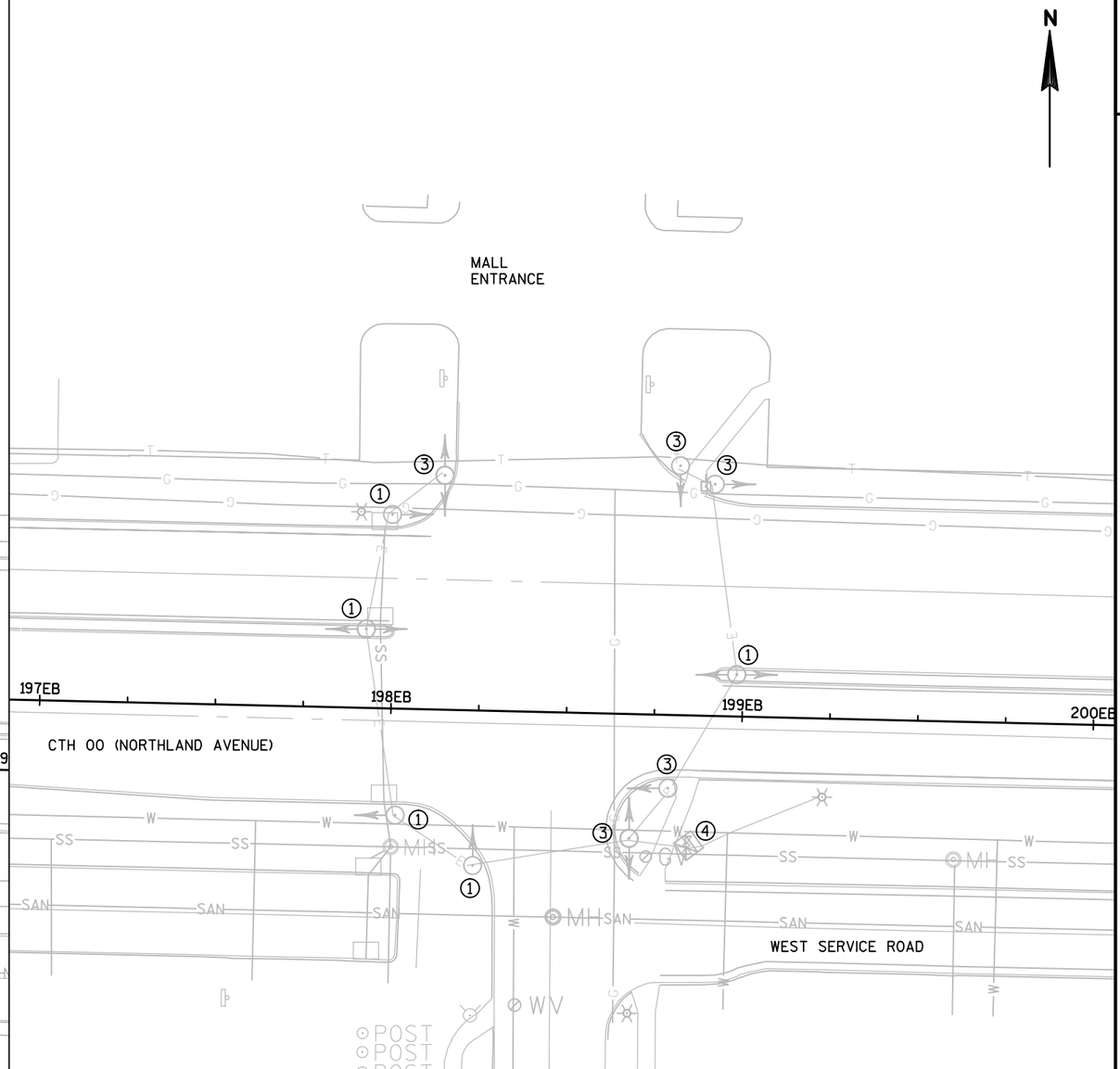

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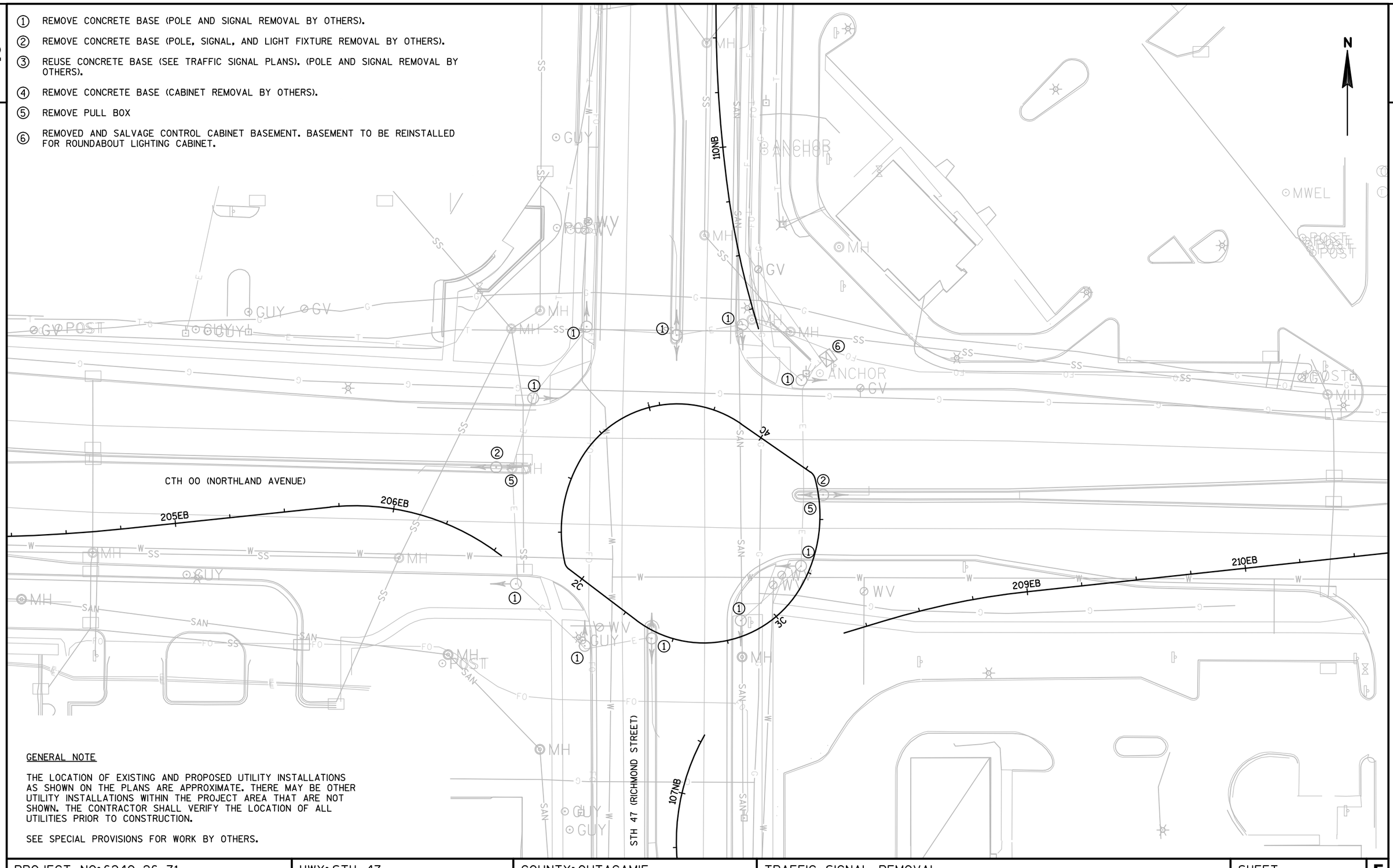

GENERAL NOTE

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SEE SPECIAL PROVISIONS FOR WORK BY OTHERS.

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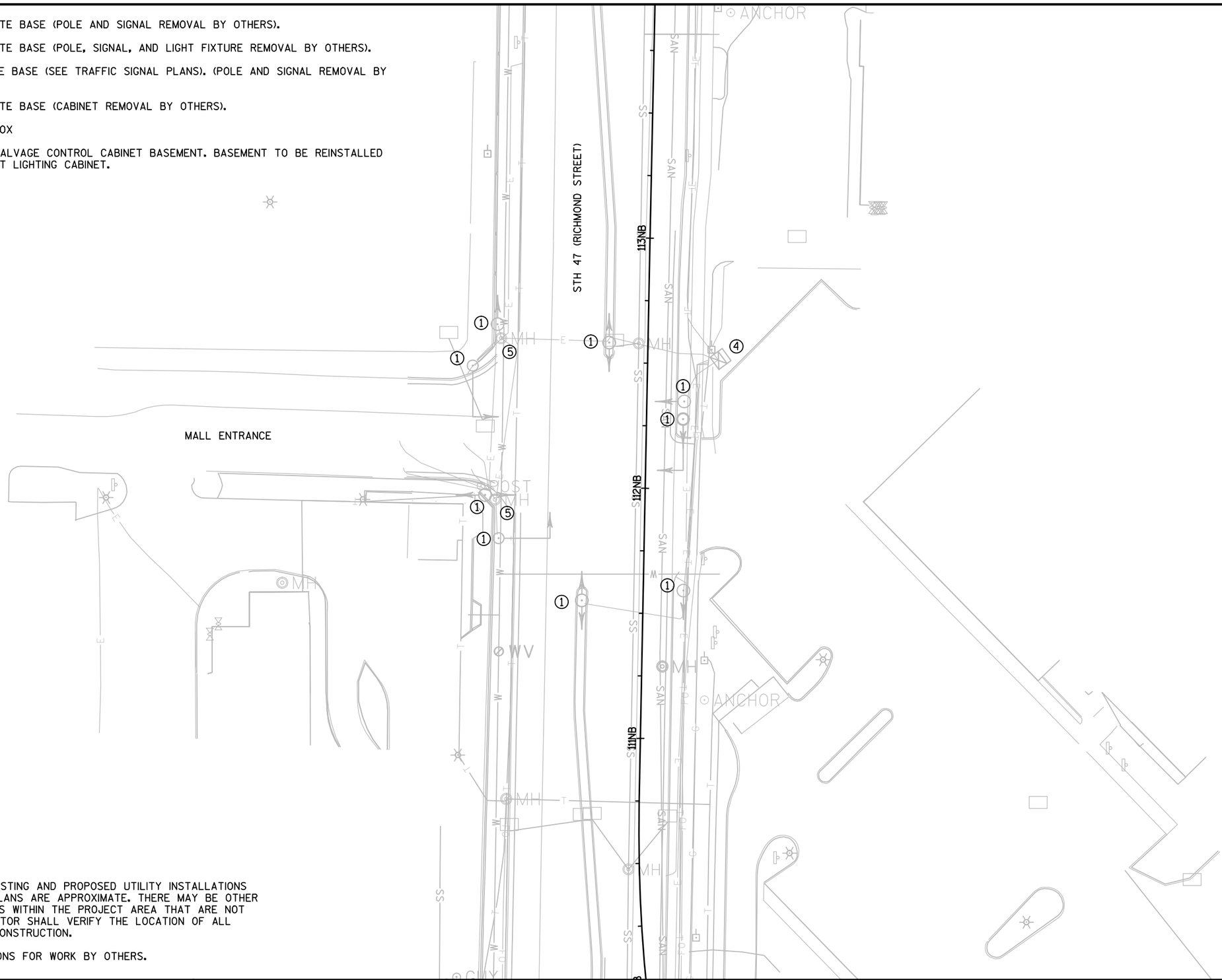


GENERAL NOTE

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.

SEE SPECIAL PROVISIONS FOR WORK BY OTHERS.

2

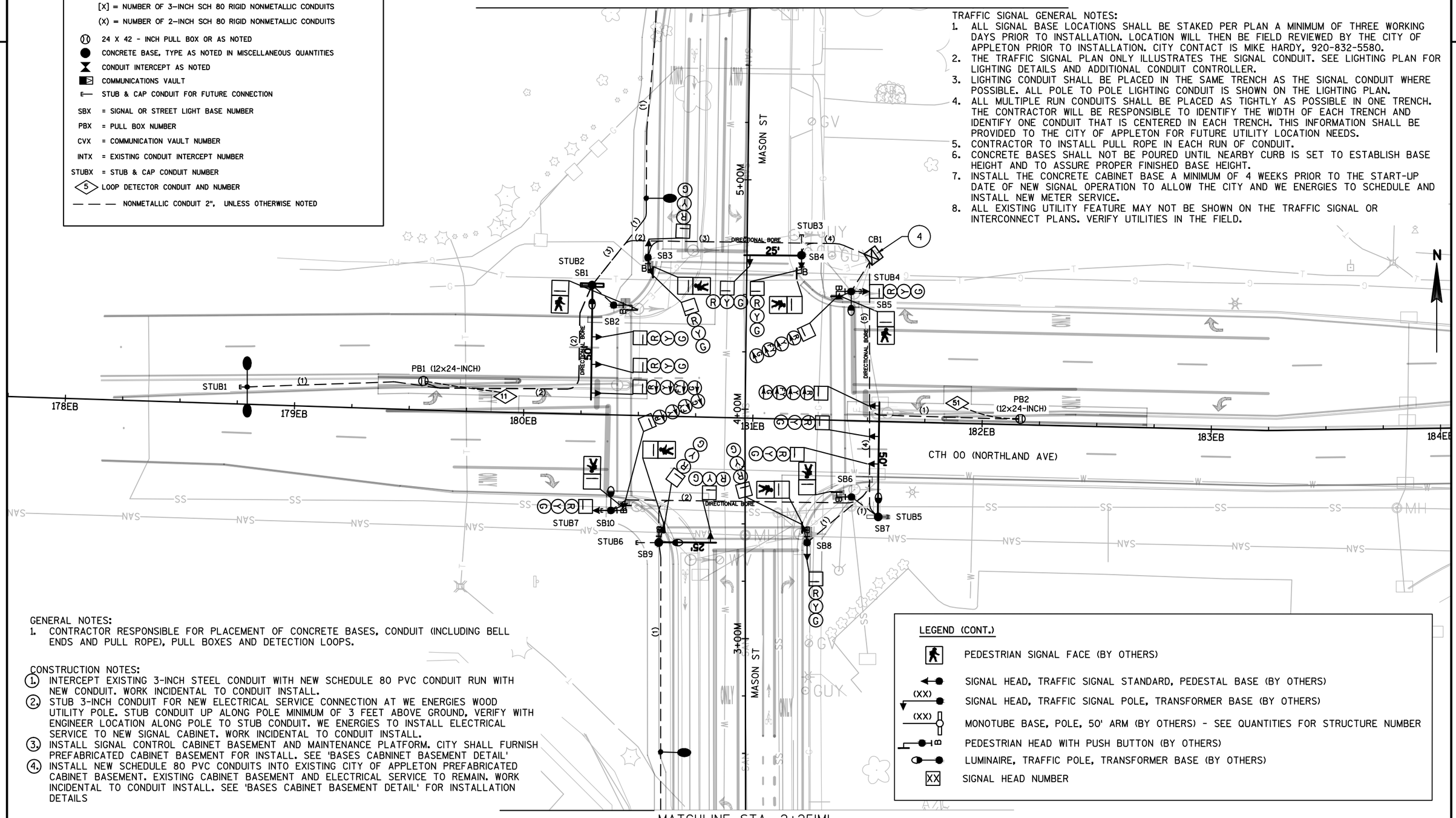
LEGEND

- TRAFFIC SIGNAL CONTROL CABINET
- (X),[X] TOTAL NUMBER OF CONDUITS IN SAME TRENCH
  - [X] = NUMBER OF 3-INCH SCH 80 RIGID NONMETALLIC CONDUITS
  - (X) = NUMBER OF 2-INCH SCH 80 RIGID NONMETALLIC CONDUITS
- 24 X 42 - INCH PULL BOX OR AS NOTED
- CONCRETE BASE, TYPE AS NOTED IN MISCELLANEOUS QUANTITIES
- CONDUIT INTERCEPT AS NOTED
- COMMUNICATIONS VAULT
- STUB & CAP CONDUIT FOR FUTURE CONNECTION
- SBX = SIGNAL OR STREET LIGHT BASE NUMBER
- PBX = PULL BOX NUMBER
- CVX = COMMUNICATION VAULT NUMBER
- INTX = EXISTING CONDUIT INTERCEPT NUMBER
- STUBX = STUB & CAP CONDUIT NUMBER
- 5 LOOP DETECTOR CONDUIT AND NUMBER
- — — — NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

TRAFFIC SIGNAL GENERAL NOTES:

1. ALL SIGNAL BASE LOCATIONS SHALL BE STAKED PER PLAN A MINIMUM OF THREE WORKING DAYS PRIOR TO INSTALLATION. LOCATION WILL THEN BE FIELD REVIEWED BY THE CITY OF APPLETON PRIOR TO INSTALLATION. CITY CONTACT IS MIKE HARDY, 920-832-5580.
2. THE TRAFFIC SIGNAL PLAN ONLY ILLUSTRATES THE SIGNAL CONDUIT. SEE LIGHTING PLAN FOR LIGHTING DETAILS AND ADDITIONAL CONDUIT CONTROLLER.
3. LIGHTING CONDUIT SHALL BE PLACED IN THE SAME TRENCH AS THE SIGNAL CONDUIT WHERE POSSIBLE. ALL POLE TO POLE LIGHTING CONDUIT IS SHOWN ON THE LIGHTING PLAN.
4. ALL MULTIPLE RUN CONDUITS SHALL BE PLACED AS TIGHTLY AS POSSIBLE IN ONE TRENCH. THE CONTRACTOR WILL BE RESPONSIBLE TO IDENTIFY THE WIDTH OF EACH TRENCH AND IDENTIFY ONE CONDUIT THAT IS CENTERED IN EACH TRENCH. THIS INFORMATION SHALL BE PROVIDED TO THE CITY OF APPLETON FOR FUTURE UTILITY LOCATION NEEDS.
5. CONTRACTOR TO INSTALL PULL ROPE IN EACH RUN OF CONDUIT.
6. CONCRETE BASES SHALL NOT BE POURED UNTIL NEARBY CURB IS SET TO ESTABLISH BASE HEIGHT AND TO ASSURE PROPER FINISHED BASE HEIGHT.
7. INSTALL THE CONCRETE CABINET BASE A MINIMUM OF 4 WEEKS PRIOR TO THE START-UP DATE OF NEW SIGNAL OPERATION TO ALLOW THE CITY AND WE ENERGIES TO SCHEDULE AND INSTALL NEW METER SERVICE.
8. ALL EXISTING UTILITY FEATURE MAY NOT BE SHOWN ON THE TRAFFIC SIGNAL OR INTERCONNECT PLANS. VERIFY UTILITIES IN THE FIELD.

MATCHLINE STA. 5+75'M'



MATCHLINE STA. 2+25'M'

GENERAL NOTES:

1. CONTRACTOR RESPONSIBLE FOR PLACEMENT OF CONCRETE BASES, CONDUIT (INCLUDING BELL ENDS AND PULL ROPE), PULL BOXES AND DETECTION LOOPS.

CONSTRUCTION NOTES:

1. INTERCEPT EXISTING 3-INCH STEEL CONDUIT WITH NEW SCHEDULE 80 PVC CONDUIT RUN WITH NEW CONDUIT. WORK INCIDENTAL TO CONDUIT INSTALL.
2. STUB 3-INCH CONDUIT FOR NEW ELECTRICAL SERVICE CONNECTION AT WE ENERGIES WOOD UTILITY POLE. STUB CONDUIT UP ALONG POLE MINIMUM OF 3 FEET ABOVE GROUND, VERIFY WITH ENGINEER LOCATION ALONG POLE TO STUB CONDUIT. WE ENERGIES TO INSTALL ELECTRICAL SERVICE TO NEW SIGNAL CABINET. WORK INCIDENTAL TO CONDUIT INSTALL.
3. INSTALL SIGNAL CONTROL CABINET BASEMENT AND MAINTENANCE PLATFORM. CITY SHALL FURNISH PREFABRICATED CABINET BASEMENT FOR INSTALL. SEE 'BASES CABNINET BASEMENT DETAIL'
4. INSTALL NEW SCHEDULE 80 PVC CONDUITS INTO EXISTING CITY OF APPLETON PREFABRICATED CABINET BASEMENT. EXISTING CABINET BASEMENT AND ELECTRICAL SERVICE TO REMAIN. WORK INCIDENTAL TO CONDUIT INSTALL. SEE 'BASES CABINET BASEMENT DETAIL' FOR INSTALLATION DETAILS

LEGEND (CONT.)

- PEDESTRIAN SIGNAL FACE (BY OTHERS)
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE (BY OTHERS)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE (BY OTHERS)
- (XX) MONOTUBE BASE, POLE, 50' ARM (BY OTHERS) - SEE QUANTITIES FOR STRUCTURE NUMBER
- PEDESTRIAN HEAD WITH PUSH BUTTON (BY OTHERS)
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE (BY OTHERS)
- XX SIGNAL HEAD NUMBER

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC SIGNAL PLAN - MASON ST	SHEET 139	E

LEGEND

- TRAFFIC SIGNAL CONTROL CABINET
- (X),[X] TOTAL NUMBER OF CONDUITS IN SAME TRENCH
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  - (X) = NUMBER OF 2-INCH SCH 80 RIGID NONMETALLIC CONDUITS
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- CONCRETE BASE, TYPE AS NOTED
- CONDUIT INTERCEPT AS NOTED
- COMMUNICATIONS VAULT
- STUB & CAP CONDUIT FOR FUTURE CONNECTION
- SB X = SIGNAL OR STREET LIGHT BASE NUMBER
- PB X = PULL BOX NUMBER
- CV X = COMMUNICATION VAULT NUMBER
- INT X = EXISTING CONDUIT INTERCEPT NUMBER
- STUB X = STUB & CAP CONDUIT NUMBER
- 5 LOOP DETECTOR CONDUIT AND NUMBER
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

LEGEND (CONT.)

- PEDESTRIAN SIGNAL FACE (BY OTHERS)
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE (BY OTHERS)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE (BY OTHERS)
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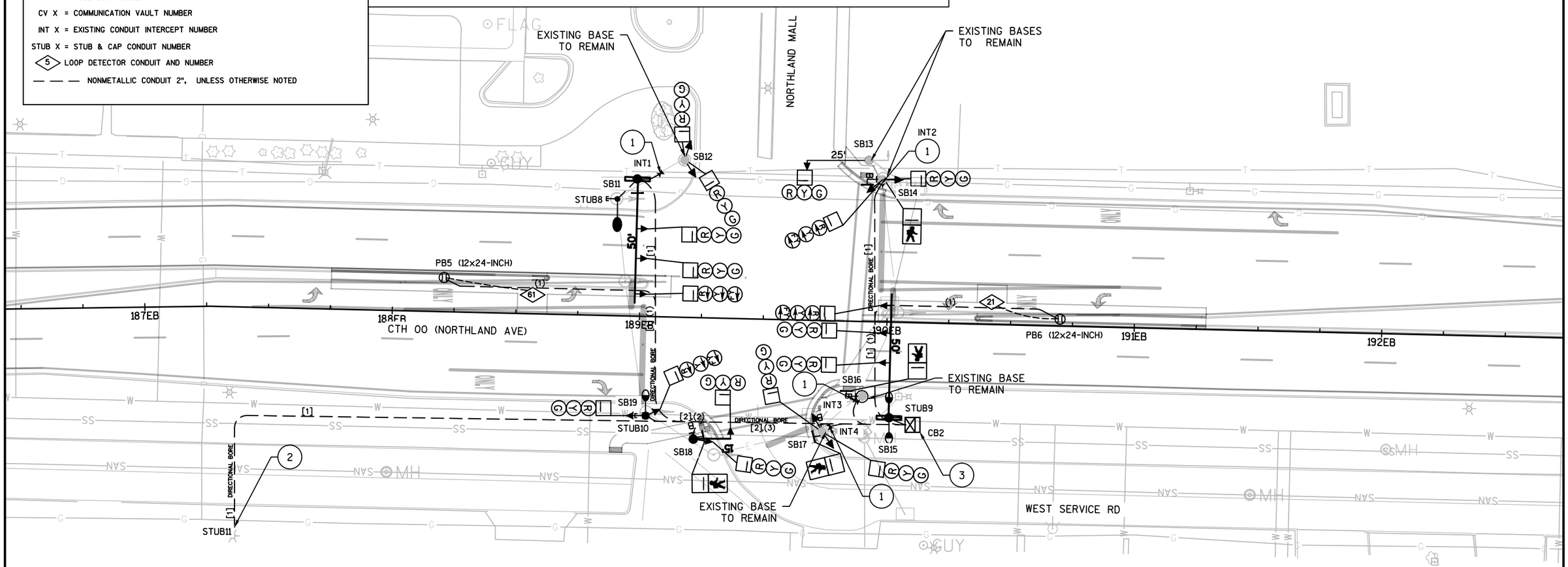

CONSTRUCTION NOTES:

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PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC SIGNAL PLAN - WEST SERVICE RD	SHEET 140	E

LEGEND

- TRAFFIC SIGNAL CONTROL CABINET
- (X),[X] TOTAL NUMBER OF CONDUITS IN SAME TRENCH
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  - (X) = NUMBER OF 2–INCH SCH 80 RIGID NONMETALLIC CONDUITS
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- COMMUNICATIONS VAULT
- STUB & CAP CONDUIT FOR FUTURE CONNECTION
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- STUB X = STUB & CAP CONDUIT NUMBER
- 5 LOOP DETECTOR CONDUIT AND NUMBER
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

LEGEND (CONT.)

- PEDESTRIAN SIGNAL FACE (BY OTHERS)
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE (BY OTHERS)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE (BY OTHERS)
- (XX) MONOTUBE BASE, POLE, 50' ARM (BY OTHERS) - SEE QUANTITIES FOR STURCTURE NUMBER
- PEDESTRIAN HEAD WITH PUSH BUTTON (BY OTHERS)
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE (BY OTHERS)
- XX SIGNAL HEAD NUMBER

N

NORTHLAND MALL

EXISTING BASE TO REMAIN

EXISTING BASES TO REMAIN

SB20 SB21 SB22 SB23 SB24 SB25 SB26 SB27 SB28 SB29

INT5 INT6 INT7 INT8

STUB12 STUB13 STUB14

CB3

PB7 (12x24-INCH) PB8 (12x24-INCH)

DIRECTIONAL BORE

196EB 197EB 198EB 199EB 200EB 201EB

196WB 197WB 198WB 199WB 200WB 201WB

CTH 00 (NORTHLAND AVE)

WEST SERVICE RD

BENNETT ST

NOTE:
SEE LIGHTING PLAN FOR SIGNAL INTERCONNECT

CONSTRUCTION NOTES:

1. INTERCEPT EXISTING 3-INCH STEEL CONDUIT WITH NEW SCHEDULE 80 PVC CONDUIT RUN WITH NEW CONDUIT. WORK INCIDENTAL TO CONDUIT INSTALL.
2. STUB 3-INCH CONDUIT FOR NEW ELECTRICAL SERVICE CONNECTION AT WE ENERGIES WOOD UTILITY POLE. STUB CONDUIT UP ALONG POLE MINIMUM OF 3 FEET ABOVE GROUND, VERIFY WITH ENGINEER LOCATION ALONG POLE TO STUB CONDUIT. WE ENERGIES TO INSTALL ELECTRICAL SERVICE TO NEW SIGNAL CABINET. WORK INCIDENTAL TO CONDUIT INSTALL.
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PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC SIGNAL PLAN - BENNETT ST	SHEET 141	E

2

LEGEND

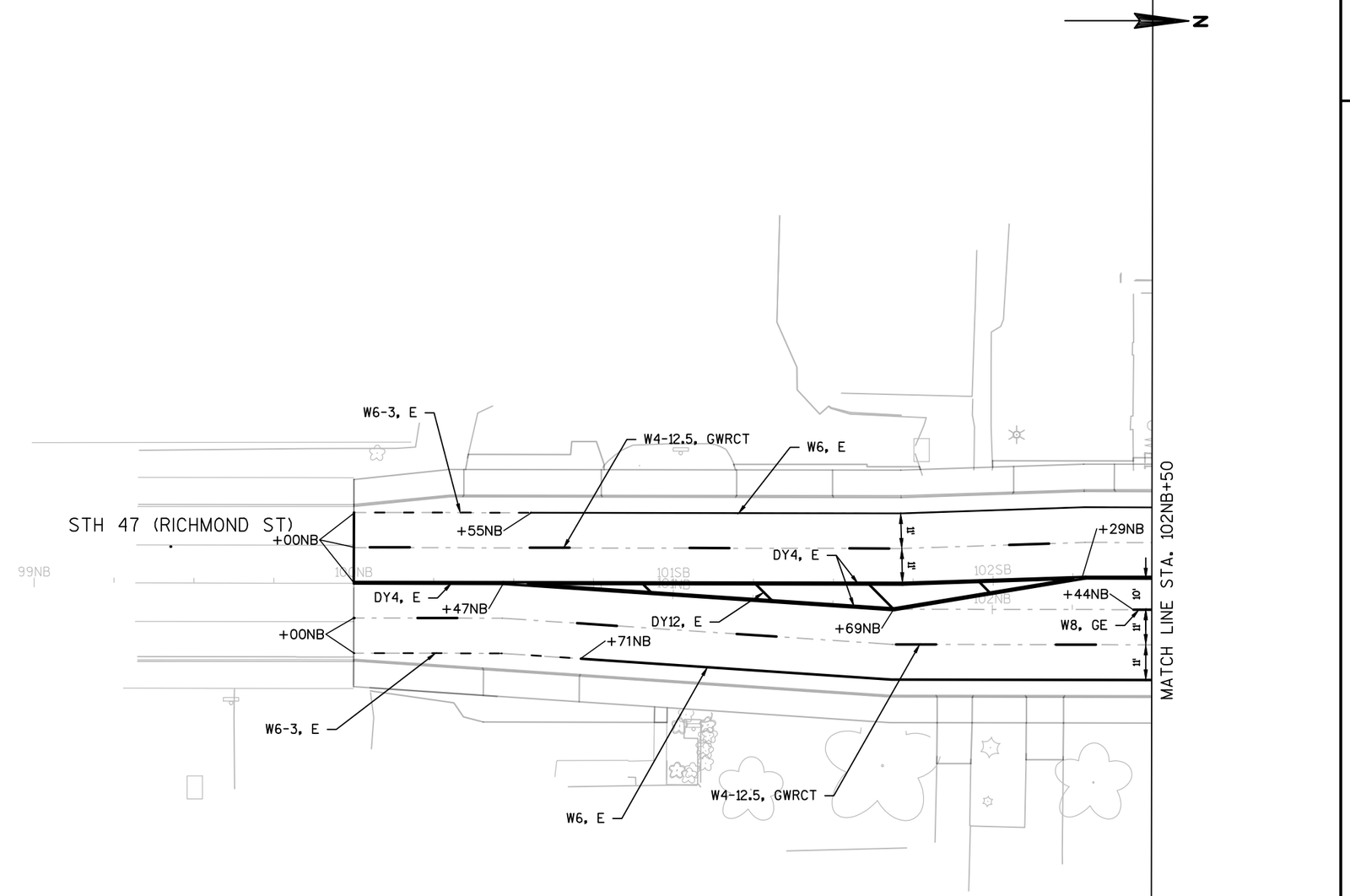
PAVEMENT MARKING

ARW1	ARROWS TYPE 1, WHITE
ARW2	ARROWS TYPE 2, WHITE
ARW2R	ARROWS TYPE 2R, WHITE
ARW3	ARROW TYPE 3, WHITE
ARW3R	ARROW TYPE 3R, WHITE
WDW	WORDS, WHITE
CBY	CURB, YELLOW
INY	ISLAND NOSE, YELLOW
Y4	4-INCH, YELLOW
DY4	4-INCH, DOUBLE YELLOW
Y4-12.5	4-INCH, WHITE, 12.5' SEG., 37.5' GAP
W4-12.5	4-INCH, WHITE, 12.5' SEG., 37.5' GAP
W4-3	4-INCH, WHITE, 3' SEG., 9' GAP
W4	4-INCH, WHITE
W6	6-INCH, WHITE
W8	8-INCH, WHITE
W8-1	8-INCH, WHITE, 1' SEG., 3' GAP
W8-1S	8-INCH, WHITE, 1' SEG., 2 PER LANE
W8-3	8-INCH, WHITE, 3' SEG., 9' GAP
W8-6	8-INCH, WHITE, 6' SEG., 3' GAP
W18-2	18-INCH, WHITE, 2' SEG., 2' GAP
DY12	DIAGONAL, 12-INCH, YELLOW (25'C-C)
Y4-3	4-INCH, YELLOW, 3' SEG., 6' GAP
Y4-1	4-INCH, YELLOW, 1' SEG., 3' GAP
W6-3	6-INCH, WHITE, 3' SEG., 9' GAP
BLAR	BIKE LANE ARROW, WHITE
BLSY	BIKE LANE SYMBOL, WHITE
CW-18	CROSSWALK 18-INCH, WHITE
CW-6	CROSSWALK 6-INCH, WHITE
SL-18	STOP LINE 18-INCH, WHITE

MATERIAL

E	EPOXY
GWRCT	GROOVED WET REFLECTIVE CONTRAST TAPE
GE	GROOVED EPOXY

NOTE: CONTACT REGIONAL TRAFFIC SECTION (MIKE FREWERD) AT 920-492-5653 A MINIMUM OF 1 WEEK PRIOR TO ROUNDABOUT PAVEMENT MARKING LAYOUT



SHEET 1 OF 8

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT MARKINGS	SHEET 142	E

2

N

WEILAND AVE

MATCH LINE STA. 102NB+50

MATCH LINE STA. 107NB+00

STH 47 (RICHMOND ST)

SL-18
DY4, E
DY4, E
CW-6
INY, E
CBY, E
W6, E
W6, E
W6-3, E
ARW3R, E
W8, GWRCT
CW-18, GE
+15SB
+74SB
+88SB
103SB
103NB
+04NB
105SB
105NB
106SB
106NB
+94NB
+67NB
W8, GWRCT
+32NB
ARW2, E
W6, E
W6-3, E
WDW, E
W8, GE
W4-12.5, GWRCT
W8-3, GWRCT
ARW1, E
WDW, E
ARW2, E
PARKING LOT PAVEMENT MARKINGS BY OTHERS
CW-18, GE

SHEET 2 OF 8

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT MARKINGS	SHEET 143	E

2

2

DRIVEWAY PAVEMENT MARKINGS OUTSIDE OF CONSTRUCTION LIMITS BY OTHERS.

N

RIDGEVIEW DR

W6-3, E

ARW3, E

DY4, E

W6, E

W6-3, E

W8, GWRCT

SL-18, E

MATCH LINE STA. 110NB+00

3"

+36SB

+35SB

+14SB

+08SB

STH 47 (RICHMOND ST)

111SB

112SB

113SB

114SB

115SB

111NB

112NB

113NB

114NB

115NB

+41NB

+07NB

+17NB

MH

MH

W6-3, E

W6, E

W4-12.5, GWRCT

W6-3, E

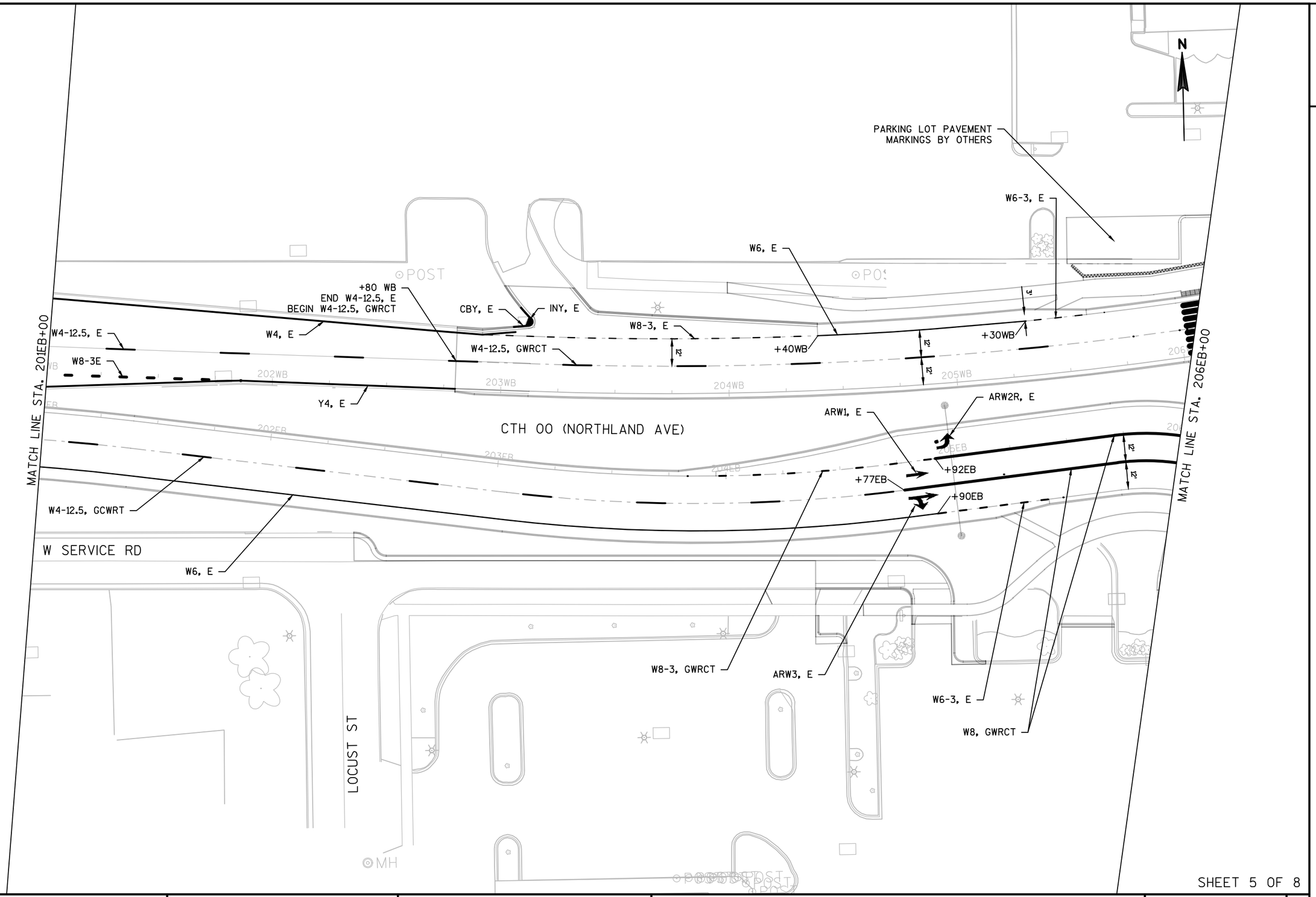
MATCH LINE STA. 113NB+50

SHEET 3 OF 8

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT MARKINGS	SHEET 144	E

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT MARKINGS - CTH OO	SHEET 145	E

2



SHEET 5 OF 8

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT MARKINGS	SHEET 146	E

2

N

W4-12.5, GCWRT

+89WB

W6, E

ARW1, GCPT

W8, GWRCT

ARW3, E

W6-3, E

+62WB

+74WB

ARW2R, E

W8-3, GWRCT

Y4-1, E

+00EB

+61EB

+41EB

+95EB

+06EB

+25EB

W6,E

CBY, E

INY, E

W4-12.5, GWRCT

W8, GWRCT

ARW2, E

W6-3, E

W6, E

W6-3, E

ARW2, E

INY, E

ARW2, E

Y4-12.5, E

Y4, E

+76WB

+31EB

CTH OO (NORTHLAND AVE)

12'

209EB+00 STA. MATCH LINE

WELL WELL WELL WELL

POST

FLAG

MH

MH

211WB

212WB

213WB

214WB

212EB

213EB

214EB

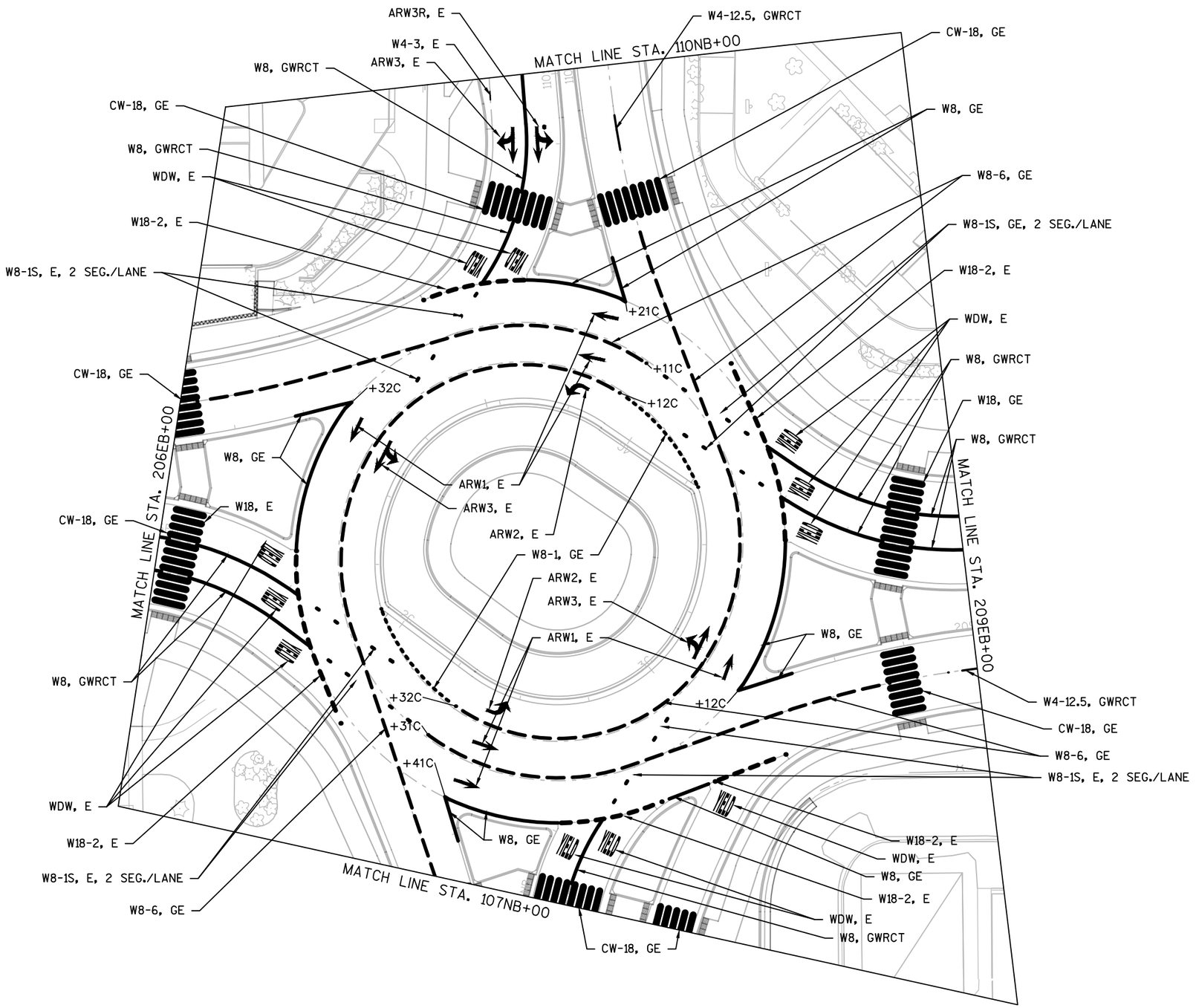
SHEET 6 OF 8

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT MARKINGS	SHEET 147	E

2

N

NOTE: CONTACT REGIONAL TRAFFIC SECTION (MIKE FREWERD) AT 920-492-5653 A MINIMUM OF 1 WEEK PRIOR TO ROUNDABOUT PAVEMENT MARKING LAYOUT



2

BEGIN PAVEMENT MARKING
175+70 EB
W4-12.5, E

+40EB

+70 EB

ARW2, E

W4, E

WDW, E

ARW2, E

W8, E

ARW2, E

SL-18, E

ONLY

WDW, E

ONLY

CTH OO (NORTHLAND AVE)

CBY, E

INY, E

Y4, E

CW-6, E

SL-18, E

ARW2, E

W6, E

W4, E

MATCHLINE STA. 5+25 M

DY4, E

W6, E

WDW, E

BLSY, E

BLAR, E

ARW2, E

BLAR, E

+69EB

Y4-3, E

MASON ST

+01M

+72M

W8-3, E

+58M

+86M

10'

11'

5'

10'

ONLY

4M

3M

5M

+12EB

W8, E

DY4, E

W6-3, E

W8-3, E

BLSY, E

WDW, E

W6, E

W8, E

ARW2, E

CW-6, E

SL-18, E

ARW2, E

W8, E

ARW2, E

Y4, E

ARW2, E

INY, E

CBY, E

WDW, E

W4-12.5, E

W4, E

ARW2, E

10'

12'

12'

11'

ONLY

12'

ONLY

CTH OO (NORTHLAND AVE)

WDW, E

W4, E

+62EB

W4-12.5, E

ARW2, E

+13EB

W SERVICE RD

HILLOCK CT

MATCHLINE STA. 5+25 M

W8, E

WDW, E

W8-3, E

W6-3, E

W6, E

ONLY

ONLY

+61M

+36M

+36M

7M+25

MASON ST

BLSY, E

BLAR, E

WDW, E

DY4, E

N

SHEET 8 OF 8

PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT MARKINGS	SHEET 149	E

2

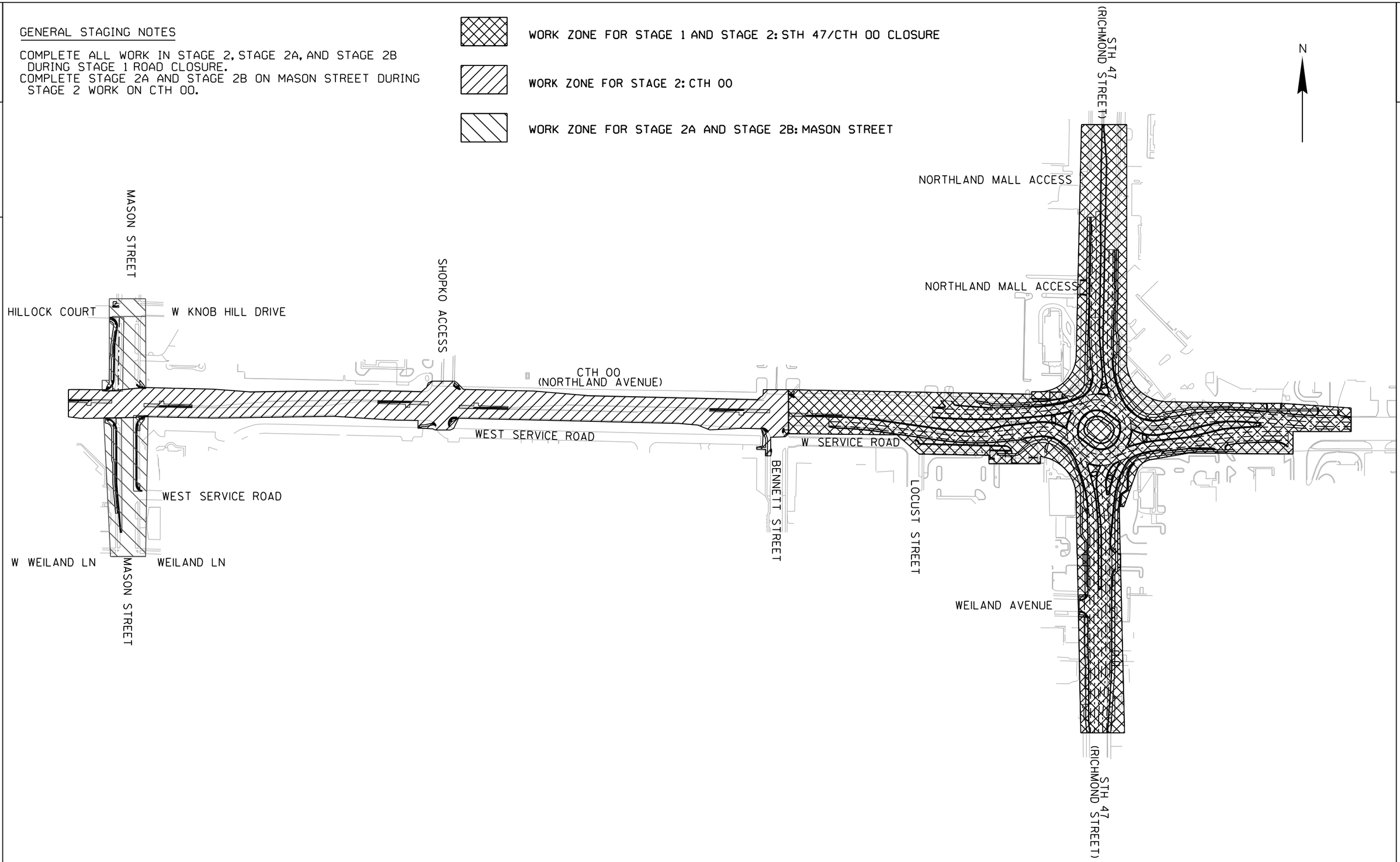
GENERAL STAGING NOTES

COMPLETE ALL WORK IN STAGE 2, STAGE 2A, AND STAGE 2B DURING STAGE 1 ROAD CLOSURE.
COMPLETE STAGE 2A AND STAGE 2B ON MASON STREET DURING STAGE 2 WORK ON CTH 00.

WORK ZONE FOR STAGE 1 AND STAGE 2: STH 47/CTH 00 CLOSURE

WORK ZONE FOR STAGE 2: CTH 00

WORK ZONE FOR STAGE 2A AND STAGE 2B: MASON STREET



2

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGING OVERVIEW	SHEET 150	E

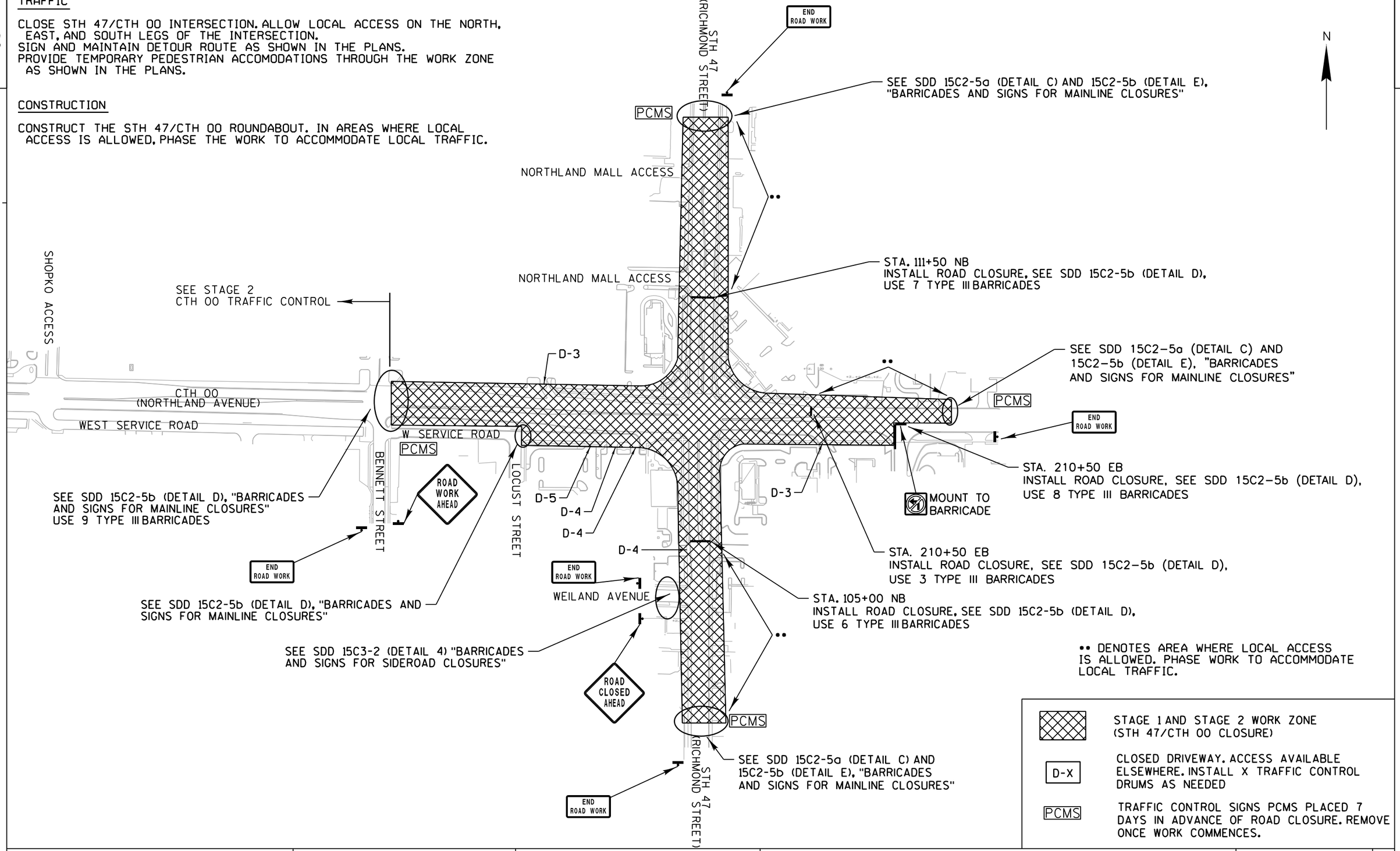
2

TRAFFIC

CLOSE STH 47/CTH OO INTERSECTION. ALLOW LOCAL ACCESS ON THE NORTH, EAST, AND SOUTH LEGS OF THE INTERSECTION.
SIGN AND MAINTAIN DETOUR ROUTE AS SHOWN IN THE PLANS.
PROVIDE TEMPORARY PEDESTRIAN ACCOMODATIONS THROUGH THE WORK ZONE AS SHOWN IN THE PLANS.

CONSTRUCTION

CONSTRUCT THE STH 47/CTH OO ROUNDABOUT. IN AREAS WHERE LOCAL ACCESS IS ALLOWED, PHASE THE WORK TO ACCOMMODATE LOCAL TRAFFIC.



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1 AND 2 STH 47/CTH OO CLOSURE	SHEET 151	E

2

N

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" X 12"
TYPE II BARRICADE
(AT RIDGEVIEW DRIVE)

STH 47
(RICHMOND STREET)

SIDEWALK CLOSED
R9-9
24" X 12"
TYPE III BARRICADE

NORTHLAND MALL ACCESS

TEMPORARY CURB RAMP PLACEMENT

NORTHLAND MALL ACCESS

TEMPORARY PEDESTRIAN SURFACE ASPHALT ANTICIPATED

ROUTE TEMPORARY PEDESTRIAN ACCOMMODATIONS
OUTSIDE OF THE ROUNDABOUT CIRCLE

SHOPKO ACCESS

SIDEWALK CLOSED
R9-9
24" X 12"
TYPE III BARRICADE

CTH OO
(NORTHLAND AVENUE)

WEST SERVICE ROAD

W SERVICE ROAD

BENNETT STREET

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" X 12"
TYPE II BARRICADE

LOCUST STREET

SIDEWALK CLOSED
R9-9
24" X 12"
TYPE III BARRICADE

TEMPORARY CURB RAMP PLACEMENT

TEMPORARY PEDESTRIAN SURFACE ASPHALT ANTICIPATED

WEILAND AVENUE

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" X 12"
TYPE II BARRICADE

TEMPORARY CURB RAMP PLACEMENT

SIDEWALK CLOSED
R9-9
24" X 12"
TYPE III BARRICADE

STH 47
(RICHMOND STREET)

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" X 12"
TYPE II BARRICADE
(AT LINDBERGH STREET)

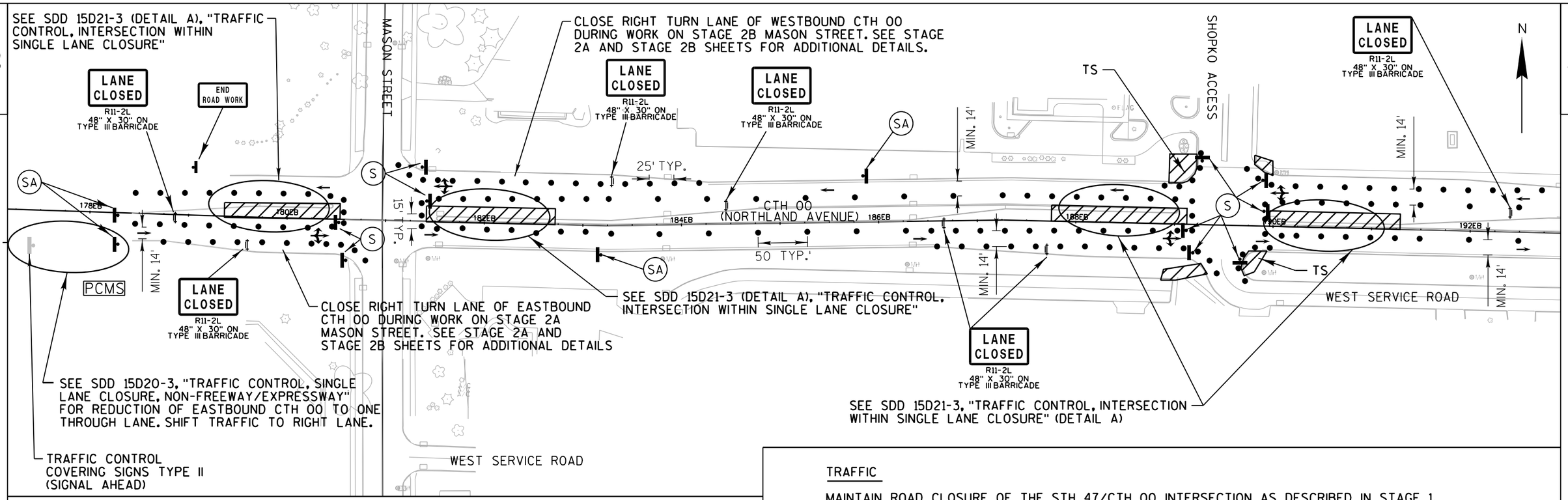
MAINTAIN PEDESTRIAN ACCOMODATIONS ALONG ONE SIDE OF ALL STREETS AT ALL TIMES PER SDD 15D30a, b, and c, "TRAFFIC CONTROL, PEDSTRIAN ACCOMMODATIONS" UNTIL ACCOMMODATIONS CAN BE PROVIDED VIA PERMANENT SIDEWALK PLACEMENT.

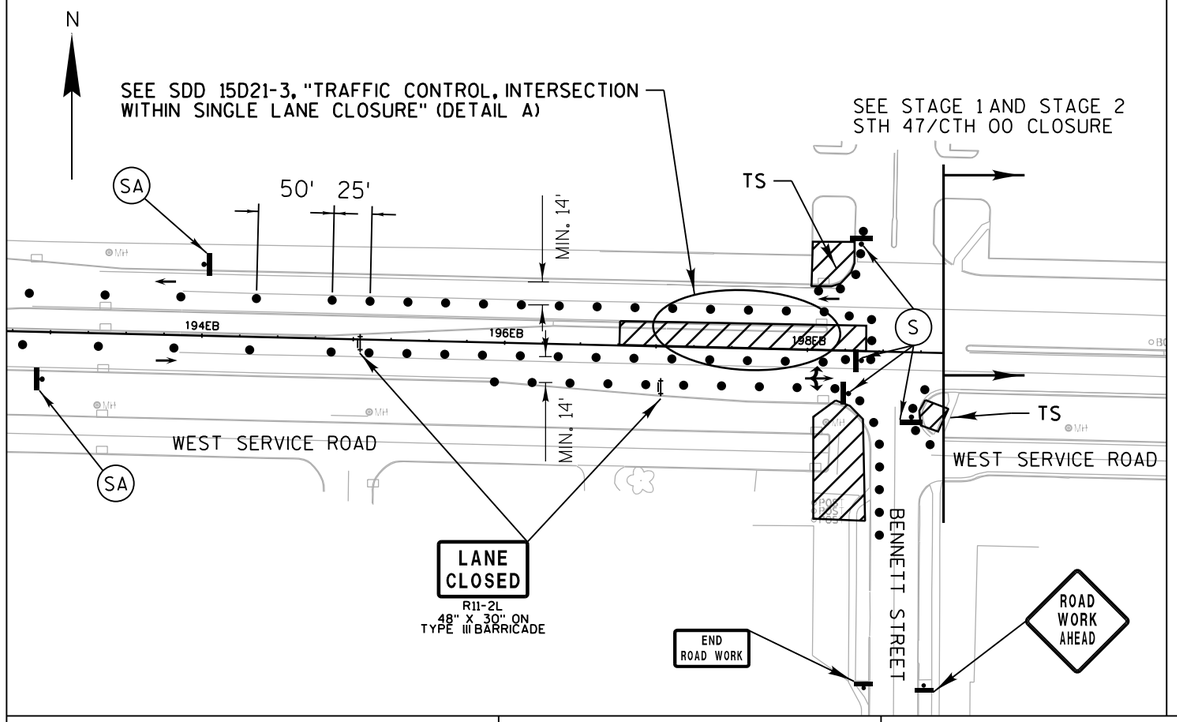
STAGE 1 AND STAGE 2 WORK ZONE
(STH 47/CTH OO CLOSURE)

PROPOSED PEDESTRIAN ROUTE
THROUGH WORK ZONE

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1 AND 2 STH 47/CTH OO CLOSURE	SHEET 152	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\Micros\C3D\62402600\SheetsPlan\DGN Plansheets\025002_tc_S1ped.dgn
PLOT DATE : 7/13/2016
PLOT BY : GHD, Inc.
PLOT NAME :
PLOT SCALE : 240.0000 sf / in.





TRAFFIC

MAINTAIN ROAD CLOSURE OF THE STH 47/CTH OO INTERSECTION AS DESCRIBED IN STAGE 1.
REDUCE CTH OO TRAFFIC TO ONE LANE IN EACH DIRECTION FROM WEST OF MASON STREET TO BENNETT STREET.
UTILIZE TEMPORARY ALL WAY STOP SIGN CONTROL PRIOR TO OPERATION OF TRAFFIC SIGNALS AT MASON STREET, WEST SERVICE ROAD, AND BENNETT STREET WHEN TRAFFIC SIGNALS ARE NOT IN OPERATION..

CONSTRUCTION

CONTINUE CONSTRUCTION OF STH 47/CTH OO ROUNDABOUT.
CONSTRUCT LEFT TURN LANES AND MEDIANS ALONG CTH OO AT THE INTERSECTIONS OF MASON STREET, WEST SERVICE ROAD AND BENNETT STREET.
COORDINATE WITH CITY OF APPLETON THE INSTALLATION OF TRAFFIC SIGNALS AND LIGHTING, AND CONSTRUCT SIDEWALKS AND CROSSWALKS AT THE CTH OO INTERSECTIONS OF MASON STREET, WEST SERVICE ROAD AND BENNETT STREET.
COORDINATE WITH OUTAGAMIE COUNTY ON THEIR WORK TO OVERLAY CTH OO FROM WEST OF MASON STREET TO THE ROUNDABOUT RECONSTRUCTION LIMITS.

S — STOP R1-1 36" X 36" ALL WAY R1-3P 18" X 6" — TEMPORARY STOP SIGN

SA — W3-1 48" X 48" — TEMPORARY STOP AHEAD SIGN 500' IN ADVANCE OF STOP SIGNS ALONG CTH OO 200' IN ADVANCE OF STOP SIGNS ALONG MASON STREET

STAGE 2 WORK ZONE CTH OO

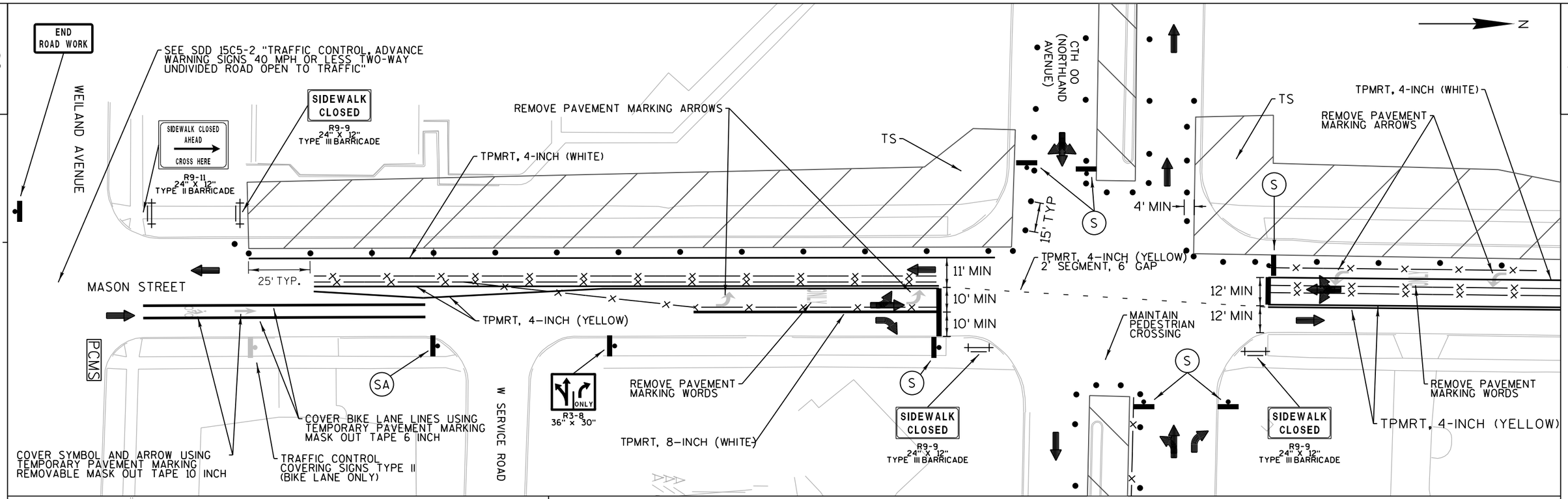
PCMS — TRAFFIC CONTROL SIGNS PCMS PLACED 3 DAYS IN ADVANCE OF LANE CLOSURE. REMOVE ONCE WORK COMMENCES.

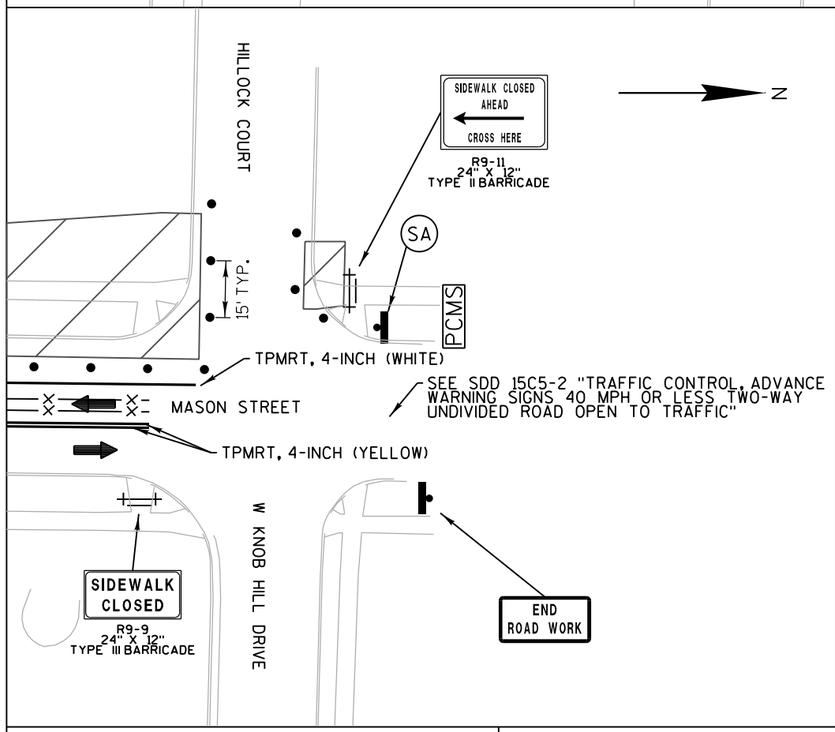
• — TRAFFIC CONTROL DRUM

TS — SEE SPECIAL PROVISIONS FOR TRAFFIC CONTROL DURING PLACEMENT OF OVERHEAD TRAFFIC SIGNALS

DIRECTION OF TRAFFIC

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 CTH OO	SHEET 153	E





TRAFFIC

MAINTAIN REDUCTION OF CTH OO TRAFFIC TO ONE LANE IN EACH DIRECTION.
CLOSE THE RIGHT TURN LANE OF EASTBOUND CTH OO.
INSTALL TEMPORARY PAVEMENT MARKING AND SHIFT TRAFFIC ON BOTH LEGS OF MASON STREET.

CONSTRUCTION

CONTINUE CONSTRUCTION OF STH 47/CTH OO ROUNDABOUT.
CONSTRUCT SOUTHBOUND WIDENING OF MASON STREET.
WORK CAN OCCUR CONCURRENTLY WITH WORK ALONG CTH OO.

S — STOP R1-1 36" X 36" (ALL WAY R1-3P 18" X 6") — TEMPORARY STOP SIGN FLAGS INCIDENTAL TO SIGN

SA — W3-1 48" X 48" — TEMPORARY STOP AHEAD SIGN
500' IN ADVANCE OF STOP SIGNS ALONG CTH OO
200' IN ADVANCE OF STOP SIGNS ALONG MASON STREET
FLAGS INCIDENTAL TO SIGN

NOTE: INSTALL PERMANENT PAVEMENT MARKING IF IT DOES NOT CONFLICT WITH TRAFFIC CONTROL IN SUBSEQUENT STAGES

—×— REMOVE EXISTING PAVEMENT MARKING

TPMRT TEMPORARY PAVEMENT MARKING REMOVABLE TAPE

STAGE 2 WORK ZONE ALONG CTH OO

STAGE 2A WORK ZONE ON MASON STREET

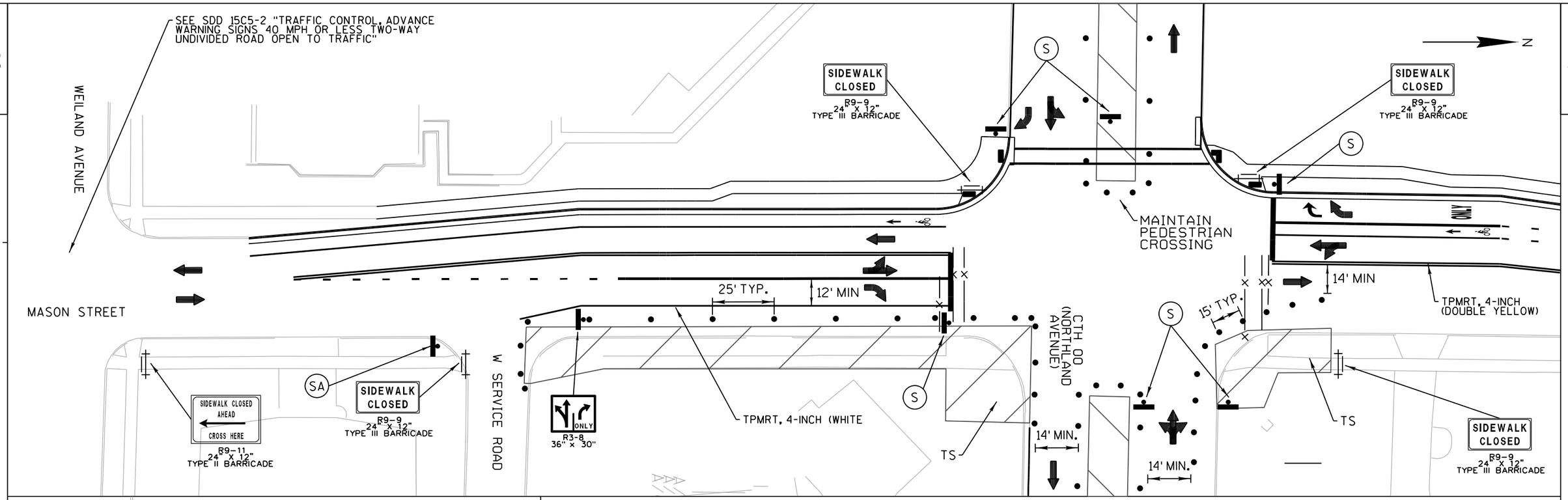
PCMS TRAFFIC CONTROL SIGNS PCMS PLACED 3 DAYS IN ADVANCE OF WORK ON MASON STREET. REMOVE ONCE WORK COMMENCES.

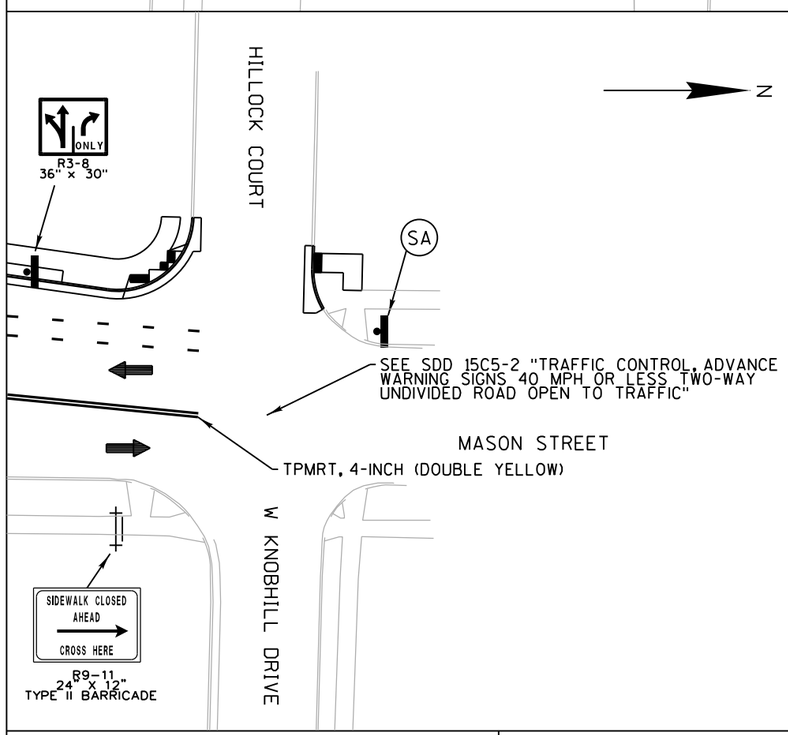
• TRAFFIC CONTROL DRUM

TS SEE SPECIAL PROVISIONS FOR TRAFFIC CONTROL DURING PLACEMENT OF TRAFFIC SIGNALS OVER CTH OO AND MASON STREET

DIRECTION OF TRAFFIC

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A MASON STREET	SHEET 154	E





TRAFFIC

MAINTAIN REDUCTION OF CTH OO TRAFFIC TO ONE LANE IN EACH DIRECTION.
CLOSE THE RIGHT TURN LANE OF WESTBOUND CTH OO.
INSTALL TEMPORARY PAVEMENT MARKING AND SHIFT MASON STREET TRAFFIC TO THE WEST.

CONSTRUCTION

CONTINUE CONSTRUCTION OF STH 47/CTH OO ROUNDABOUT
CONSTRUCT NORTHBOUND WIDENING OF MASON STREET.
WORK CAN OCCUR CONCURRENTLY WITH WORK ALONG CTH OO.

NOTE: INSTALL PERMANENT PAVEMENT MARKING IF IT DOES NOT CONFLICT WITH TRAFFIC CONTROL IN SUBSEQUENT STAGES

S — STOP R1-1 36" X 36" / ALL WAY R1-3P 18" X 6" — TEMPORARY STOP SIGN FLAGS INCIDENTAL TO SIGN

SA — W3-1 48" x 48" — TEMPORARY STOP AHEAD SIGN 500' IN ADVANCE OF STOP SIGNS ALONG CTH OO 200' IN ADVANCE OF STOP SIGNS ALONG MASON ST FLAGS INCIDENTAL TO SIGN

TPMRT — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE

—x— REMOVE EXISTING PAVEMENT MARKING

STAGE 2 WORK ZONE ALONG CTH OO

STAGE 2B WORK ZONE ON MASON STREET

• TRAFFIC CONTROL DRUM

TS — SEE SPECIAL PROVISIONS FOR TRAFFIC CONTROL DURING PLACEMENT OF TRAFFIC SIGNALS OVER CTH OO AND MASON STREET

DIRECTION OF TRAFFIC

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B MASON STREET	SHEET 155	E

2

N

W CAPITAL DR

E CAPITAL DR

NORTHLAND AVE

LYNNDALE DR

GILLETTE ST

N RICHMOND ST

MEADE ST

N BALLARD RD

N MASON ST

N ONEIDA ST

41

47

441

OO

DETAIL #4
SEE SHEET 4 OF 5

DETAIL #3
SEE SHEET 4 OF 5

DETAIL #5
SEE SHEET 5 OF 5

DETAIL #1
SEE SHEET 3 OF 5

WORK ZONE

MATCH LINE SEE SHEET 2

PCMS 89

PCMS 92

PCMS 91

PCMS 90

15 — DETOUR AHEAD W20-2A 48" X 48"; SOUTH M3-3 36" X 18"; 47 M1-6 36" X 36"

16 — DETOUR M04-8 36" X 18"; SOUTH M3-3 36" X 18"; EAST M3-2 36" X 18"; 47 COUNTY OO M50-2 72" X 36"; M06-1 30" X 30"; M06-1 30" X 30"

17 — DETOUR M04-8 36" X 18"; SOUTH M3-3 36" X 18"; EAST M3-2 36" X 18"; 47 COUNTY OO M50-2 72" X 36"; M06-1 30" X 30"; M06-1 30" X 30"

23 — DETOUR M04-8 36" X 18"; SOUTH M3-3 36" X 18"; EAST M3-2 36" X 18"; 47 COUNTY OO M50-2 72" X 36"; M05-2R 30" X 30"; M05-2R 30" X 30"

22 — DETOUR M04-8 36" X 18"; SOUTH M3-3 36" X 18"; EAST M3-2 36" X 18"; 47 COUNTY OO M50-2 72" X 36"; M05-2R 30" X 30"; M05-2R 30" X 30"

25 — DETOUR M04-8 36" X 18"; SOUTH M3-3 36" X 18"; EAST M3-2 36" X 18"; 47 COUNTY OO M50-2 72" X 36"; M05-2R 30" X 30"; M05-2R 30" X 30"

24 — DETOUR M04-8 36" X 18"; SOUTH M3-3 36" X 18"; EAST M3-2 36" X 18"; 47 COUNTY OO M50-2 72" X 36"; M05-2R 30" X 30"; M05-2R 30" X 30"

5 — DETOUR M04-8 36" X 18"; SOUTH M3-3 36" X 18"; 47 M1-6 36" X 36"; M05-2R 30" X 30"

6 — DETOUR M04-8 36" X 18"; SOUTH M3-3 36" X 18"; 47 M1-6 36" X 36"; M05-2R 30" X 30"

3 — DETOUR M04-8 36" X 18"; SOUTH M3-3 36" X 18"; 47 M1-6 36" X 36"; M05-2R 30" X 30"

4 — DETOUR M04-8 36" X 18"; SOUTH M3-3 36" X 18"; 47 M1-6 36" X 36"; M05-2R 30" X 30"

1 — SOUTH M3-3 36" X 18"; 47 M1-6 36" X 36"; DETOUR AHEAD W20-2A 48" X 48"

2 — SOUTH M3-3 36" X 18"; 47 M1-6 36" X 36"; DETOUR AHEAD W20-2A 48" X 48"

14 — SOUTH M3-3 36" X 18"; 47 M1-6 36" X 36"; DETOUR AHEAD W20-2A 48" X 48"

112 — DETOUR M04-8 36" X 18"; EAST M3-2 36" X 18"; COUNTY OO M1-5A 36" X 36"; M06-1 30" X 30"

77 — END DETOUR M04-8A 30" X 24"; COUNTY OO M1-5A 36" X 36"

76 — END DETOUR M04-8A 30" X 24"; COUNTY OO M1-5A 36" X 36"

30A — DETOUR M04-8 24" X 12"; DETOUR M04-8 24" X 12"; SOUTH M3-3 24" X 12"; EAST M3-2 24" X 12"; 47 COUNTY OO M50-2 48" X 24"; M06-1 21" X 21"; M06-1 21" X 21"

30B — MODIFY FROM JCT END COUNTY OO COUNTY E J1-2 TO END DETOUR M04-8A 24" X 18"; END COUNTY OO COUNTY E

67 — DETOUR M04-8 24" X 12"; DETOUR M04-8 24" X 12"; NORTH M3-1 24" X 12"; WEST M3-4 24" X 12"; 47 COUNTY OO M50-2 48" X 24"; M06-1 21" X 21"; M06-1 21" X 21"

LEGEND

(X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET

(X) ◀ PCMS

SIGN MOUNTED ON TYPE III BARRICADE

POST MOUNTED SIGN

SHEET 1 OF 5

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET 156	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\Micros\C3D\62402600\SheetsPlan\Plan PDFs\Final PSE\Detour info From WisDOT\027001_dt.dgn PLOT DATE : 7/13/2016 PLOT BY : GHD, Inc. PLOT NAME : PLOT SCALE : 4000.00 SF / in.

2

N

MATCH LINE SEE SHEET 1 OF 5

DETAIL #2
SEE SHEET 3 OF 5

W WISCONSIN AVE

E WISCONSIN AVE

W GLENDALE AVE

E GLENDALE AVE

E AMELIA ST

N ONEIDA ST

N DREW ST

N LAWE ST

N MEADE ST

N RICHMOND ST

FOX RIVER

96

47

41

E

85 DETOUR M04-8 36" × 18" / EAST M3-2 36" × 18" / COUNTY 00 M1-5A 36" × 36" / M06-1 30" × 30"

84 DETOUR M04-8 36" × 18" / EAST M3-2 36" × 18" / COUNTY 00 M1-5A 36" × 36" / M06-1 30" × 30"

79 EAST M3-2 36" × 18" / COUNTY 00 M1-5A 36" × 36" / DETOUR AHEAD W20-2A 48" × 48"

78 EAST M3-2 36" × 18" / COUNTY 00 M1-5A 36" × 36" / DETOUR AHEAD W20-2A 48" × 48"

81 DETOUR M04-8 36" × 18" / EAST M3-2 36" × 18" / COUNTY 00 M1-5A 36" × 36" / M06-1 30" × 30"

80 DETOUR M04-8 36" × 18" / EAST M3-2 36" × 18" / COUNTY 00 M1-5A 36" × 36" / M06-1 30" × 30"

83 DETOUR M04-8 36" × 18" / EAST M3-2 36" × 18" / COUNTY 00 M1-5A 36" × 36" / M06-1 30" × 30"

82 DETOUR M04-8 36" × 18" / EAST M3-2 36" × 18" / COUNTY 00 M1-5A 36" × 36" / M06-1 30" × 30"

113 COVER

15 00 TO A
Northland Ave
3/4 MILE

40 DETOUR M04-8 24" × 12" / SOUTH M3-3 24" × 12" / 47 M1-6 24" × 24" / M05-1R 21" × 21"

39 DETOUR M04-8 24" × 12" / SOUTH M3-3 24" × 12" / 47 M1-6 24" × 24" / M06-1 21" × 21"

65 DETOUR M04-8 24" × 12" / NORTH M3-1 24" × 12" / 47 M1-6 24" × 24" / M06-1 21" × 21"

63 DETOUR M04-8 24" × 12" / NORTH M3-1 24" × 12" / 47 M1-6 24" × 24" / M06-1 21" × 21"

41 DETOUR M04-8 24" × 12" / SOUTH M3-3 24" × 12" / 47 M1-6 24" × 24" / M06-1 21" × 21"

64 DETOUR M04-8 24" × 12" / NORTH M3-1 24" × 12" / 47 M1-6 24" × 24" / M06-1 21" × 21"

45 DETOUR M04-8 24" × 12" / SOUTH M3-3 24" × 12" / 47 M1-6 24" × 24" / M06-1 21" × 21"

59 DETOUR M04-8 24" × 12" / NORTH M3-1 24" × 12" / 47 M1-6 24" × 24" / M06-1 21" × 21"

44 DETOUR M04-8 24" × 12" / SOUTH M3-3 24" × 12" / 47 M1-6 24" × 24" / M06-1 21" × 21"

60 DETOUR M04-8 24" × 12" / NORTH M3-1 24" × 12" / 47 M1-6 24" × 24" / M06-1 21" × 21"

43 DETOUR M04-8 24" × 12" / SOUTH M3-3 24" × 12" / 47 M1-6 24" × 24" / M06-1 21" × 21"

61 DETOUR M04-8 24" × 12" / NORTH M3-1 24" × 12" / 47 M1-6 24" × 24" / M06-1 21" × 21"

42 DETOUR M04-8 24" × 12" / SOUTH M3-3 24" × 12" / 47 M1-6 24" × 24" / M06-1 21" × 21"

62 DETOUR M04-8 24" × 12" / NORTH M3-1 24" × 12" / 47 M1-6 24" × 24" / USE LEFT LANE M04-20L 21" × 21"

LEGEND

(X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET

(X) ◀ PCMS

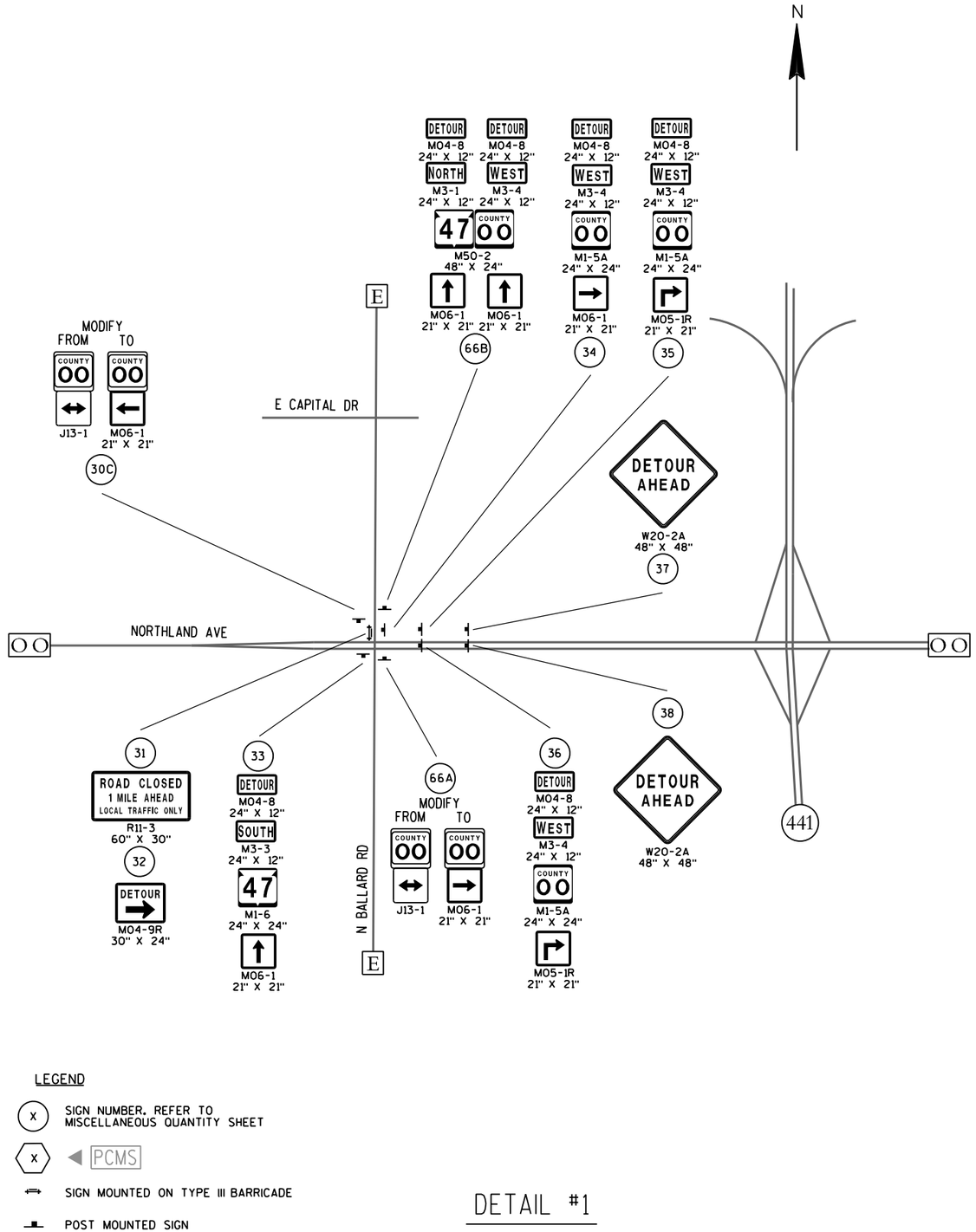
SIGN MOUNTED ON TYPE III BARRICADE

POST MOUNTED SIGN

SHEET 2 OF 5

PLAN SHEET PRODUCED BY WisDOT-NE REGION

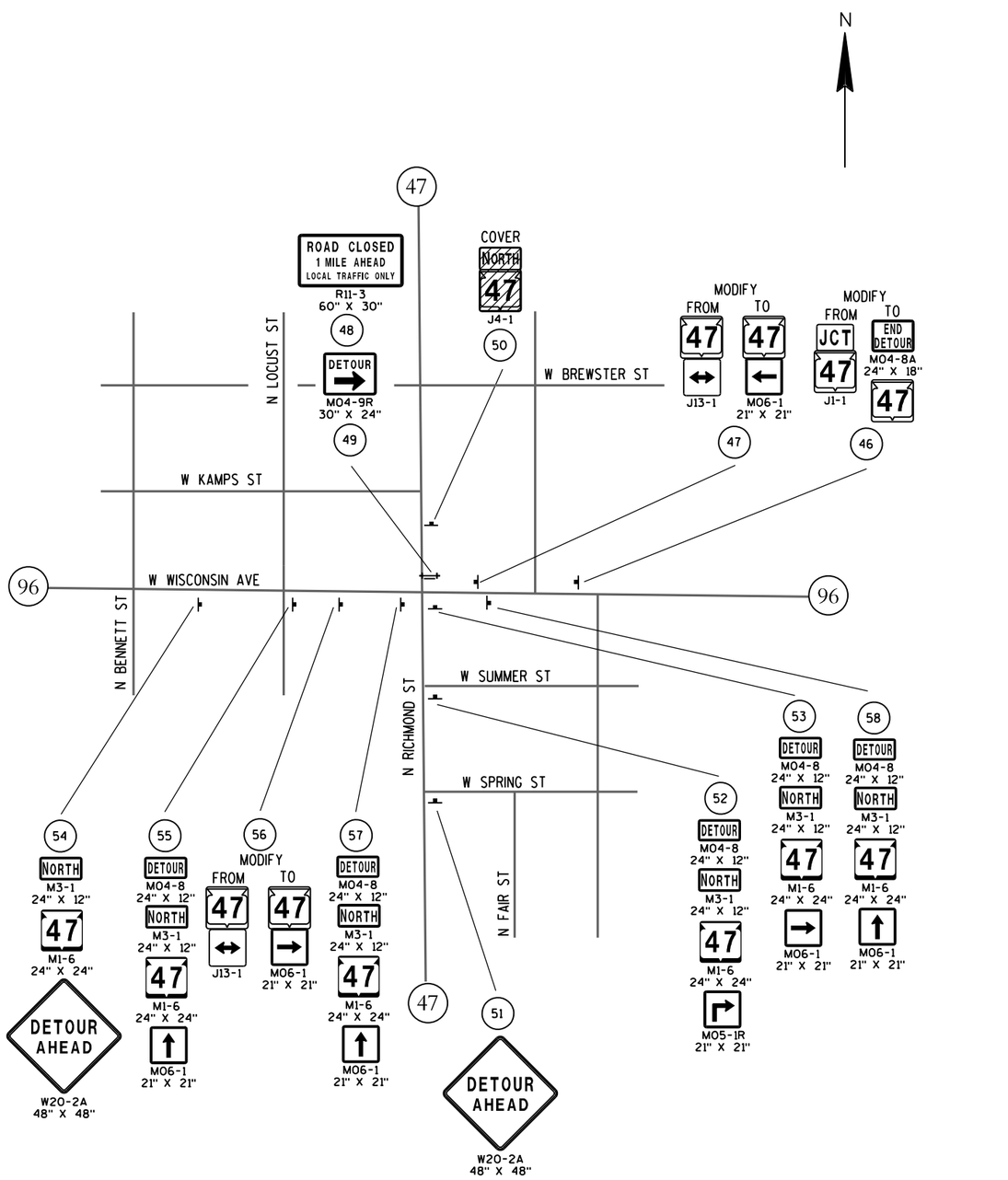
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET 157	E



LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- (X) ◀ PCMS
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

DETAIL #1

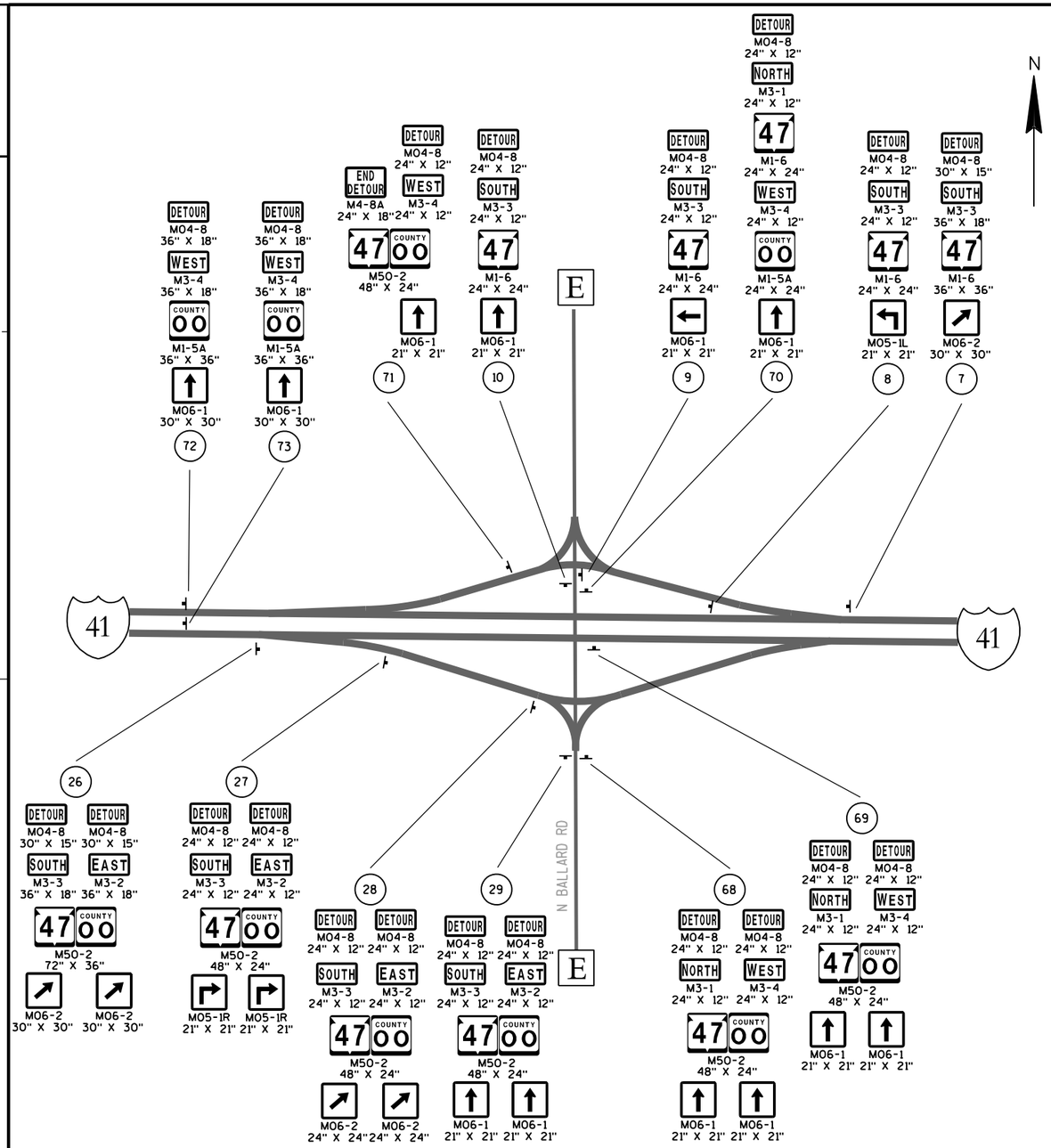


DETAIL #2

SHEET 3 OF 5

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET 158	E



LEGEND

(X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET

SIGN MOUNTED ON TYPE III BARRICADE

POST MOUNTED SIGN

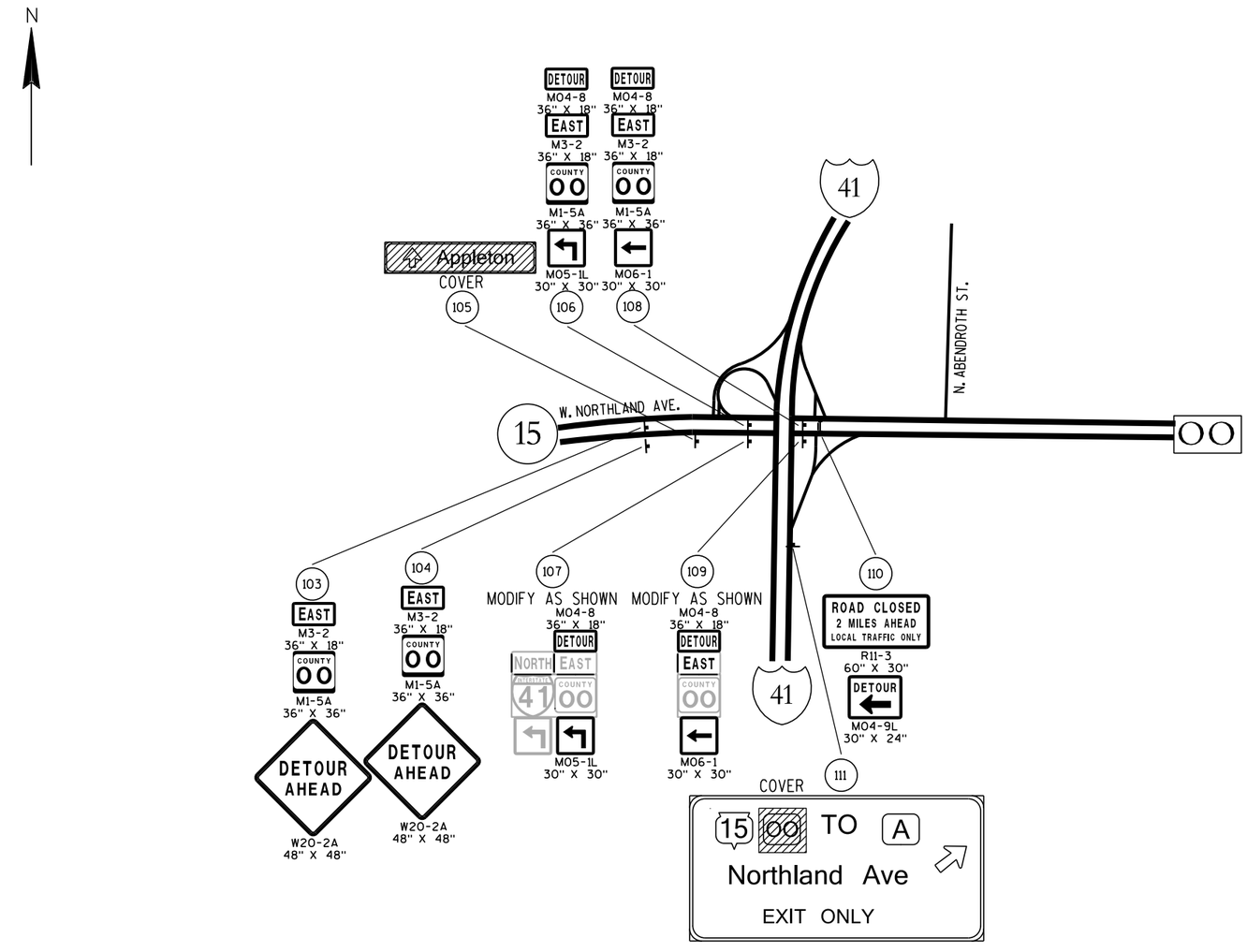
DETAIL #3

DETAIL #4

SHEET 4 OF 5

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET 159 E



LEGEND

(X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET

SIGN MOUNTED ON TYPE III BARRICADE

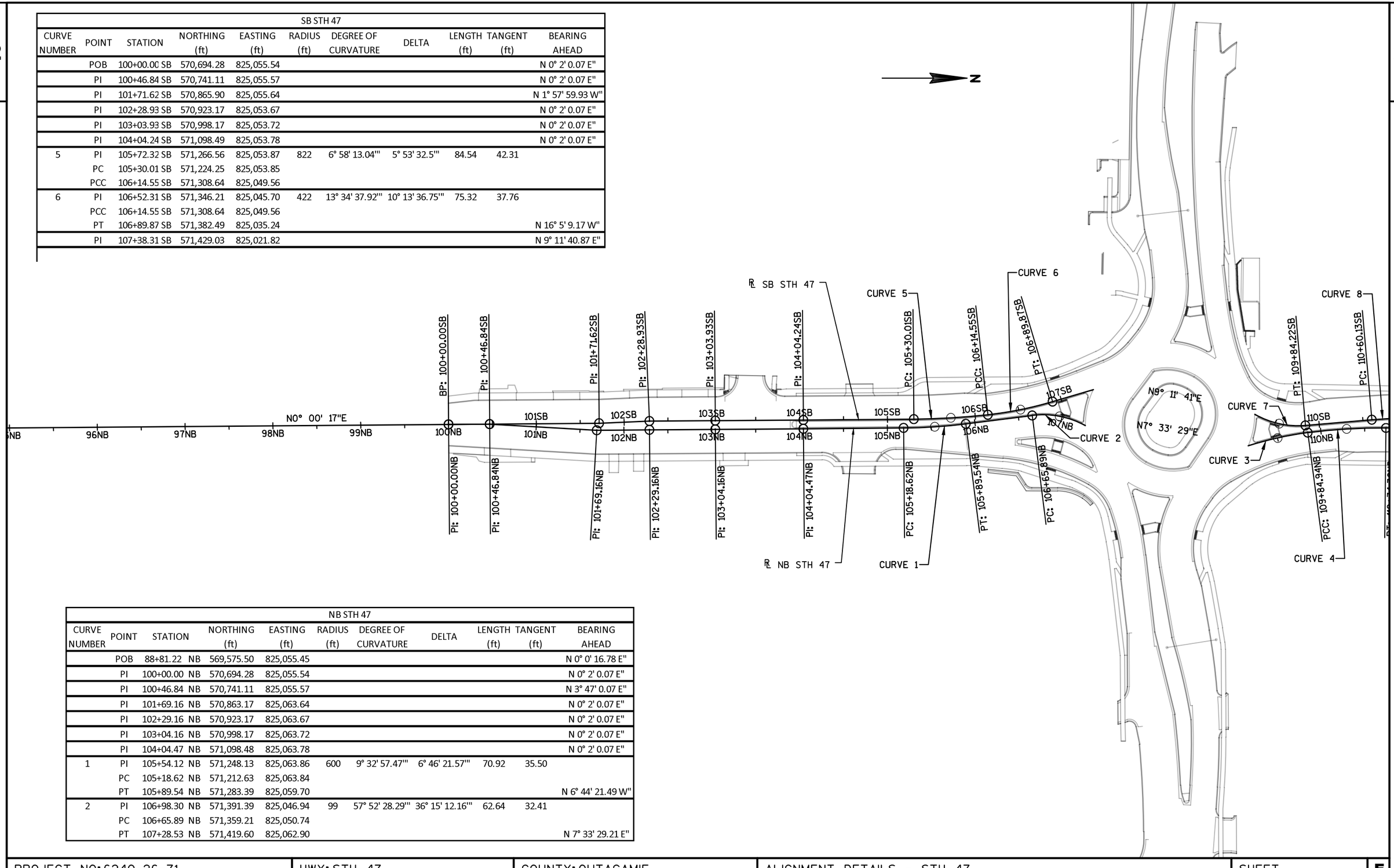
POST MOUNTED SIGN

DETAIL 5

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET 160	E

SB STH 47										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	100+00.00 SB	570,694.28	825,055.54						N 0° 2' 0.07 E"
	PI	100+46.84 SB	570,741.11	825,055.57						N 0° 2' 0.07 E"
	PI	101+71.62 SB	570,865.90	825,055.64						N 1° 57' 59.93 W"
	PI	102+28.93 SB	570,923.17	825,053.67						N 0° 2' 0.07 E"
	PI	103+03.93 SB	570,998.17	825,053.72						N 0° 2' 0.07 E"
	PI	104+04.24 SB	571,098.49	825,053.78						N 0° 2' 0.07 E"
5	PI	105+72.32 SB	571,266.56	825,053.87	822	6° 58' 13.04"'	5° 53' 32.5"'	84.54	42.31	
	PC	105+30.01 SB	571,224.25	825,053.85						
	PCC	106+14.55 SB	571,308.64	825,049.56						
6	PI	106+52.31 SB	571,346.21	825,045.70	422	13° 34' 37.92"'	10° 13' 36.75"'	75.32	37.76	
	PCC	106+14.55 SB	571,308.64	825,049.56						
	PT	106+89.87 SB	571,382.49	825,035.24						N 16° 5' 9.17 W"
	PI	107+38.31 SB	571,429.03	825,021.82						N 9° 11' 40.87 E"



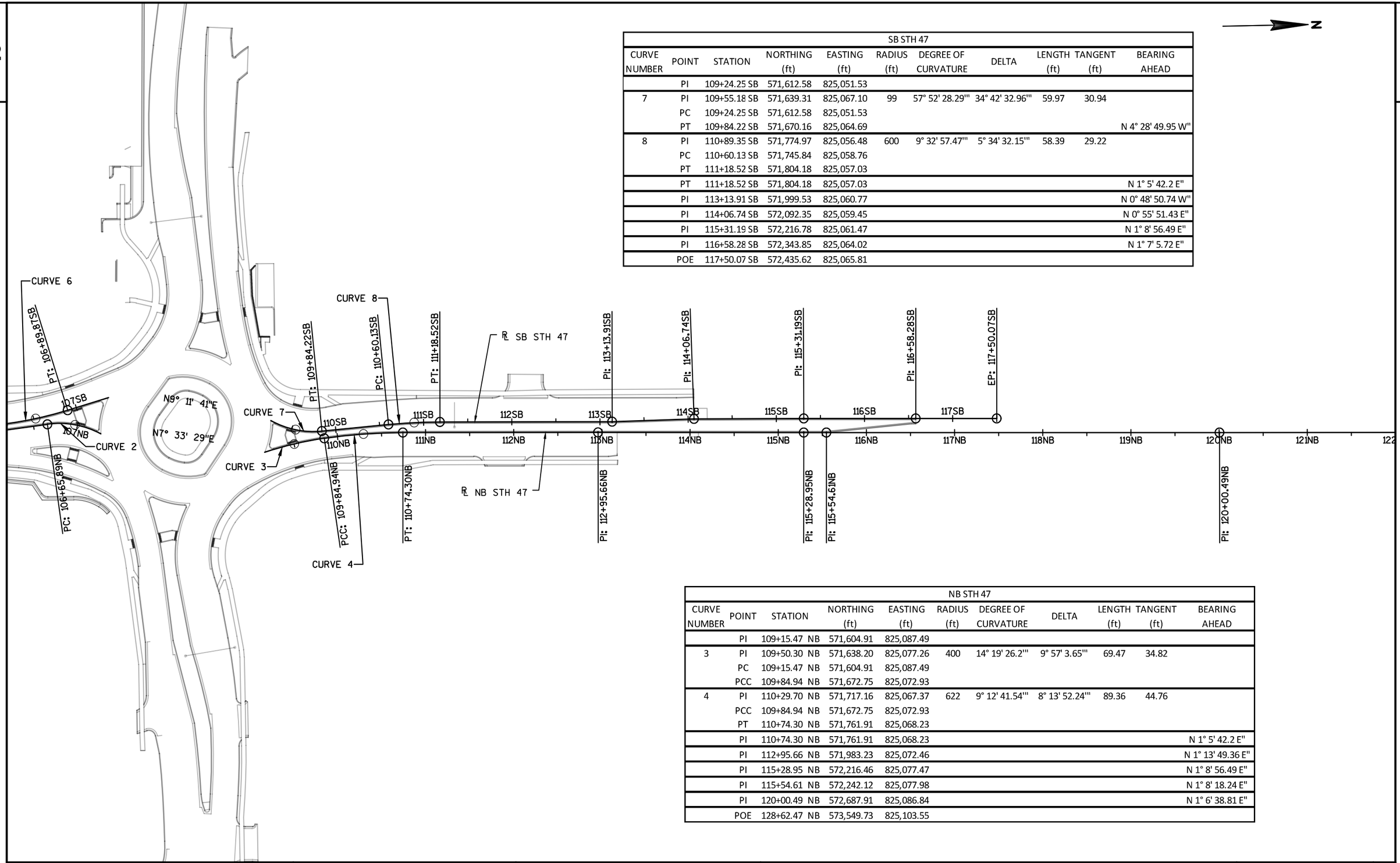
NB STH 47										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	88+81.22 NB	569,575.50	825,055.45						N 0° 0' 16.78 E"
	PI	100+00.00 NB	570,694.28	825,055.54						N 0° 2' 0.07 E"
	PI	100+46.84 NB	570,741.11	825,055.57						N 3° 47' 0.07 E"
	PI	101+69.16 NB	570,863.17	825,063.64						N 0° 2' 0.07 E"
	PI	102+29.16 NB	570,923.17	825,063.67						N 0° 2' 0.07 E"
	PI	103+04.16 NB	570,998.17	825,063.72						N 0° 2' 0.07 E"
	PI	104+04.47 NB	571,098.48	825,063.78						N 0° 2' 0.07 E"
1	PI	105+54.12 NB	571,248.13	825,063.86	600	9° 32' 57.47"'	6° 46' 21.57"'	70.92	35.50	
	PC	105+18.62 NB	571,212.63	825,063.84						
	PT	105+89.54 NB	571,283.39	825,059.70						N 6° 44' 21.49 W"
2	PI	106+98.30 NB	571,391.39	825,046.94	99	57° 52' 28.29"'	36° 15' 12.16"'	62.64	32.41	
	PC	106+65.89 NB	571,359.21	825,050.74						
	PT	107+28.53 NB	571,419.60	825,062.90						N 7° 33' 29.21 E"

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	ALIGNMENT DETAILS - STH 47	SHEET 161 E

2

N

SB STH 47										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	PI	109+24.25 SB	571,612.58	825,051.53						
7	PI	109+55.18 SB	571,639.31	825,067.10	99	57° 52' 28.29'''	34° 42' 32.96'''	59.97	30.94	
	PC	109+24.25 SB	571,612.58	825,051.53						
	PT	109+84.22 SB	571,670.16	825,064.69						N 4° 28' 49.95 W"
8	PI	110+89.35 SB	571,774.97	825,056.48	600	9° 32' 57.47'''	5° 34' 32.15'''	58.39	29.22	
	PC	110+60.13 SB	571,745.84	825,058.76						
	PT	111+18.52 SB	571,804.18	825,057.03						
	PT	111+18.52 SB	571,804.18	825,057.03						N 1° 5' 42.2 E"
	PI	113+13.91 SB	571,999.53	825,060.77						N 0° 48' 50.74 W"
	PI	114+06.74 SB	572,092.35	825,059.45						N 0° 55' 51.43 E"
	PI	115+31.19 SB	572,216.78	825,061.47						N 1° 8' 56.49 E"
	PI	116+58.28 SB	572,343.85	825,064.02						N 1° 7' 5.72 E"
	POE	117+50.07 SB	572,435.62	825,065.81						

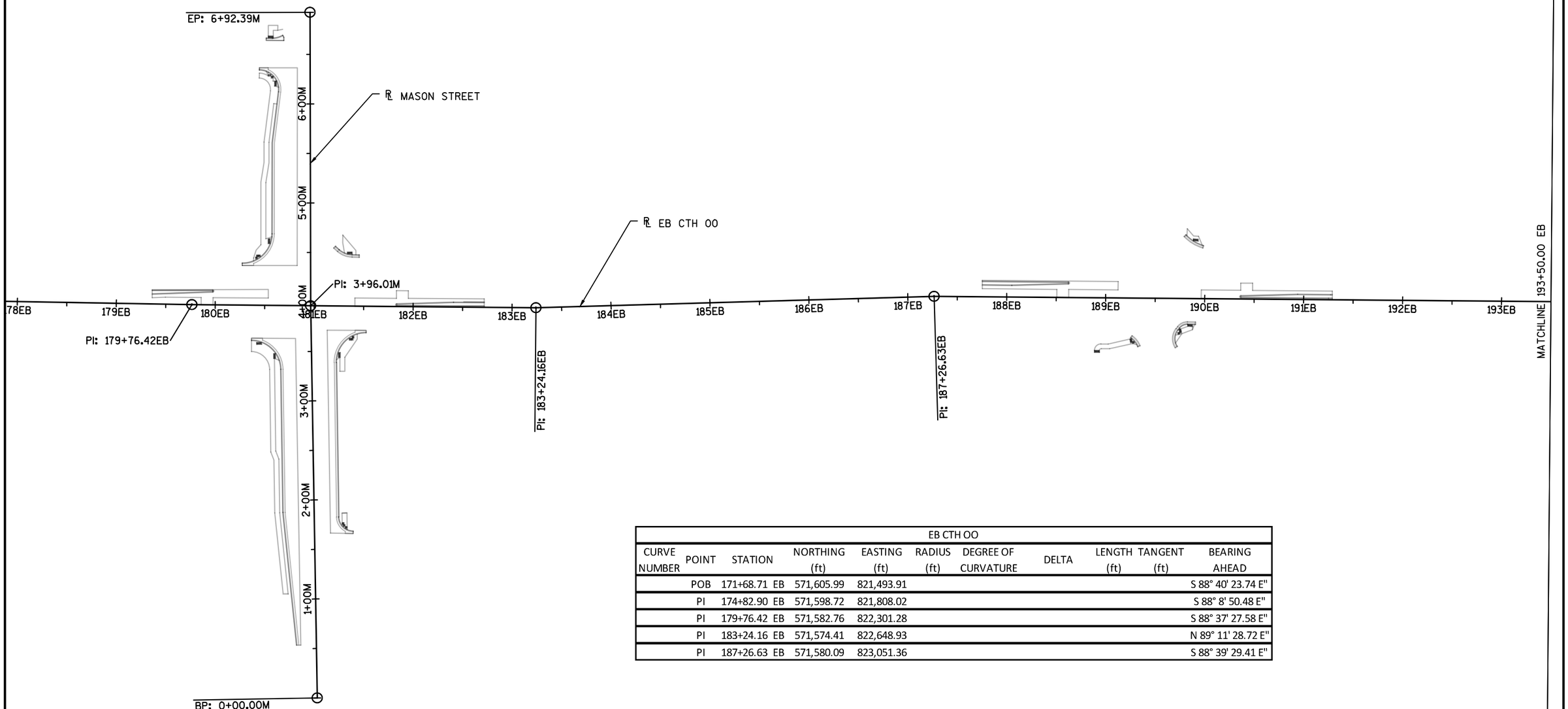


NB STH 47										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	PI	109+15.47 NB	571,604.91	825,087.49						
3	PI	109+50.30 NB	571,638.20	825,077.26	400	14° 19' 26.2'''	9° 57' 3.65'''	69.47	34.82	
	PC	109+15.47 NB	571,604.91	825,087.49						
	PCC	109+84.94 NB	571,672.75	825,072.93						
4	PI	110+29.70 NB	571,717.16	825,067.37	622	9° 12' 41.54'''	8° 13' 52.24'''	89.36	44.76	
	PCC	109+84.94 NB	571,672.75	825,072.93						
	PT	110+74.30 NB	571,761.91	825,068.23						
	PI	110+74.30 NB	571,761.91	825,068.23						N 1° 5' 42.2 E"
	PI	112+95.66 NB	571,983.23	825,072.46						N 1° 13' 49.36 E"
	PI	115+28.95 NB	572,216.46	825,077.47						N 1° 8' 56.49 E"
	PI	115+54.61 NB	572,242.12	825,077.98						N 1° 8' 18.24 E"
	PI	120+00.49 NB	572,687.91	825,086.84						N 1° 6' 38.81 E"
	POE	128+62.47 NB	573,549.73	825,103.55						

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	ALIGNMENT DETAILS - STH 47	SHEET 162	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027202-AD
PLOT DATE : 8/25/2016 10:41 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

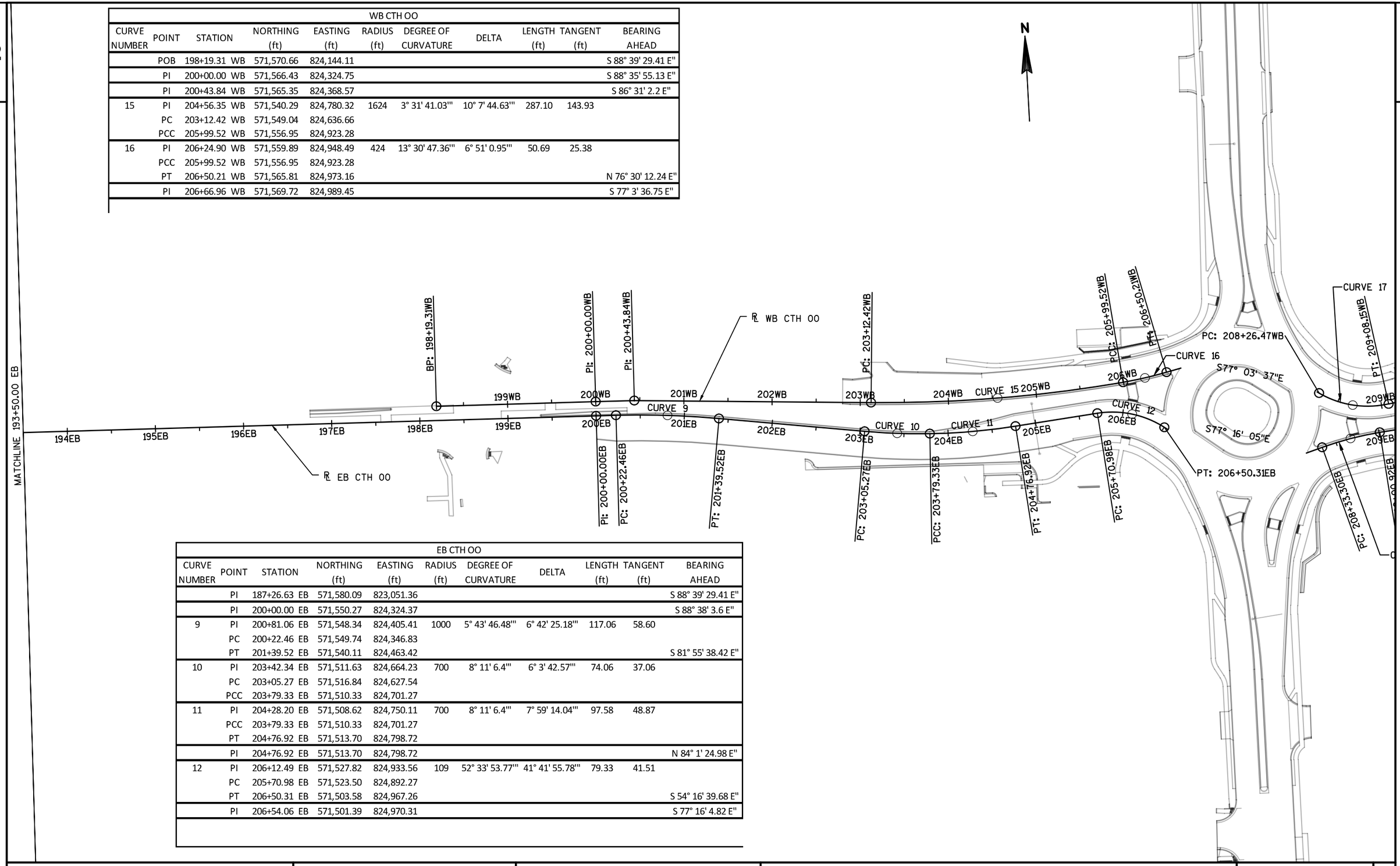
MASON ST											
CURVE NUMBER	POINT	STATION		NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	00+00	M	571,183.76	822,422.11						N 0° 6' 28.04 W"
	PI	03+96.01	M	571,579.78	822,421.37						N 0° 43' 16.7 E"
	POE	06+92.39	M	571,876.13	822,425.10						N 0° 20' 1.47 E"



EB CTH OO										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	171+68.71 EB	571,605.99	821,493.91						S 88° 40' 23.74 E"
	PI	174+82.90 EB	571,598.72	821,808.02						S 88° 8' 50.48 E"
	PI	179+76.42 EB	571,582.76	822,301.28						S 88° 37' 27.58 E"
	PI	183+24.16 EB	571,574.41	822,648.93						N 89° 11' 28.72 E"
	PI	187+26.63 EB	571,580.09	823,051.36						S 88° 39' 29.41 E"

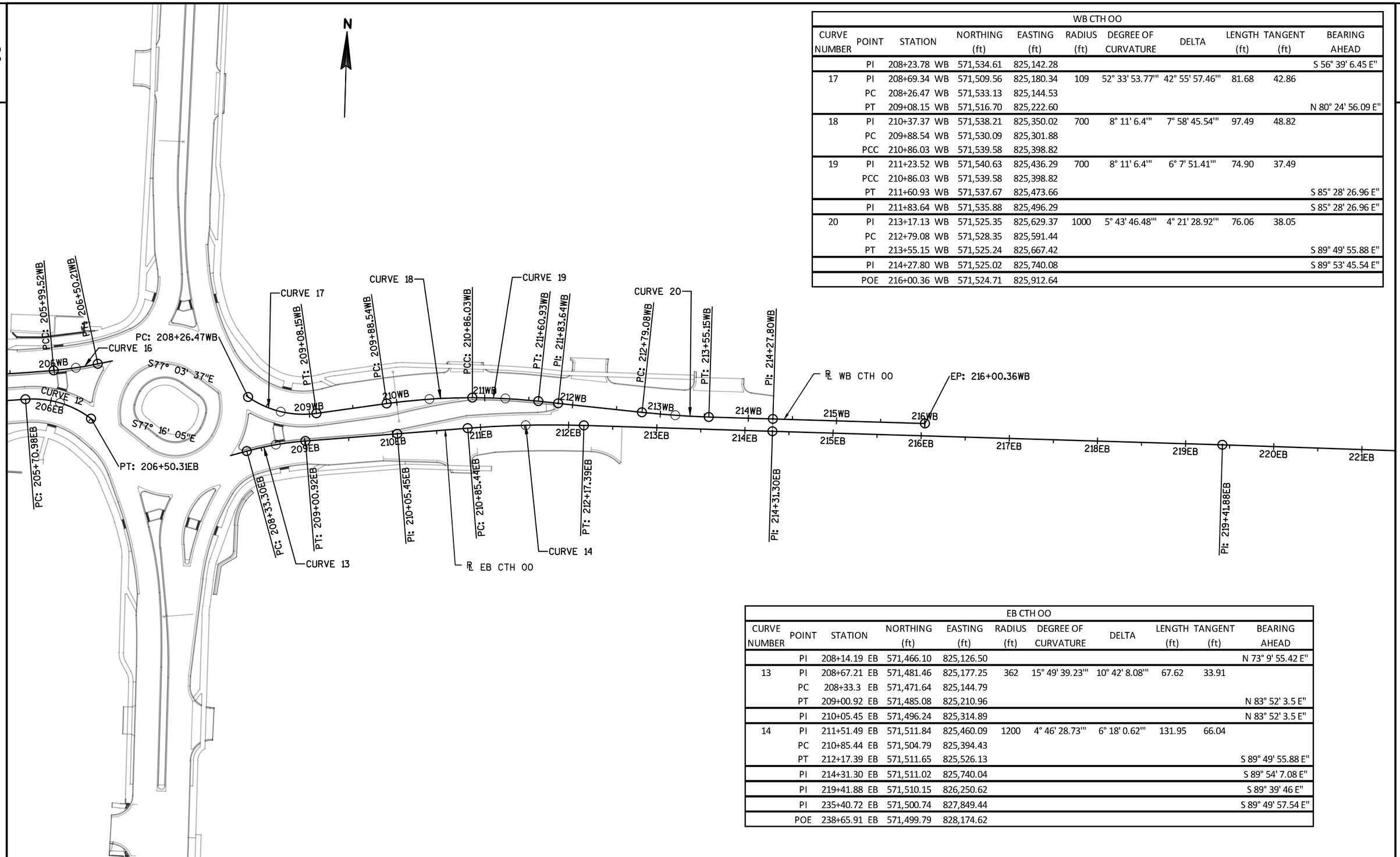
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	ALIGNMENT DETAILS - CTH OO & MASON ST	SHEET 163	E

WB CTH OO										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	198+19.31 WB	571,570.66	824,144.11						S 88° 39' 29.41 E"
	PI	200+00.00 WB	571,566.43	824,324.75						S 88° 35' 55.13 E"
	PI	200+43.84 WB	571,565.35	824,368.57						S 86° 31' 2.2 E"
15	PI	204+56.35 WB	571,540.29	824,780.32	1624	3° 31' 41.03'''	10° 7' 44.63'''	287.10	143.93	
	PC	203+12.42 WB	571,549.04	824,636.66						
	PCC	205+99.52 WB	571,556.95	824,923.28						
16	PI	206+24.90 WB	571,559.89	824,948.49	424	13° 30' 47.36'''	6° 51' 0.95'''	50.69	25.38	
	PCC	205+99.52 WB	571,556.95	824,923.28						
	PT	206+50.21 WB	571,565.81	824,973.16						N 76° 30' 12.24 E"
	PI	206+66.96 WB	571,569.72	824,989.45						S 77° 3' 36.75 E"



EB CTH OO										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	PI	187+26.63 EB	571,580.09	823,051.36						S 88° 39' 29.41 E"
	PI	200+00.00 EB	571,550.27	824,324.37						S 88° 38' 3.6 E"
9	PI	200+81.06 EB	571,548.34	824,405.41	1000	5° 43' 46.48'''	6° 42' 25.18'''	117.06	58.60	
	PC	200+22.46 EB	571,549.74	824,346.83						
	PT	201+39.52 EB	571,540.11	824,463.42						S 81° 55' 38.42 E"
10	PI	203+42.34 EB	571,511.63	824,664.23	700	8° 11' 6.4'''	6° 3' 42.57'''	74.06	37.06	
	PC	203+05.27 EB	571,516.84	824,627.54						
	PCC	203+79.33 EB	571,510.33	824,701.27						
11	PI	204+28.20 EB	571,508.62	824,750.11	700	8° 11' 6.4'''	7° 59' 14.04'''	97.58	48.87	
	PCC	203+79.33 EB	571,510.33	824,701.27						
	PT	204+76.92 EB	571,513.70	824,798.72						
	PI	204+76.92 EB	571,513.70	824,798.72						N 84° 1' 24.98 E"
12	PI	206+12.49 EB	571,527.82	824,933.56	109	52° 33' 53.77'''	41° 41' 55.78'''	79.33	41.51	
	PC	205+70.98 EB	571,523.50	824,892.27						
	PT	206+50.31 EB	571,503.58	824,967.26						S 54° 16' 39.68 E"
	PI	206+54.06 EB	571,501.39	824,970.31						S 77° 16' 4.82 E"

2



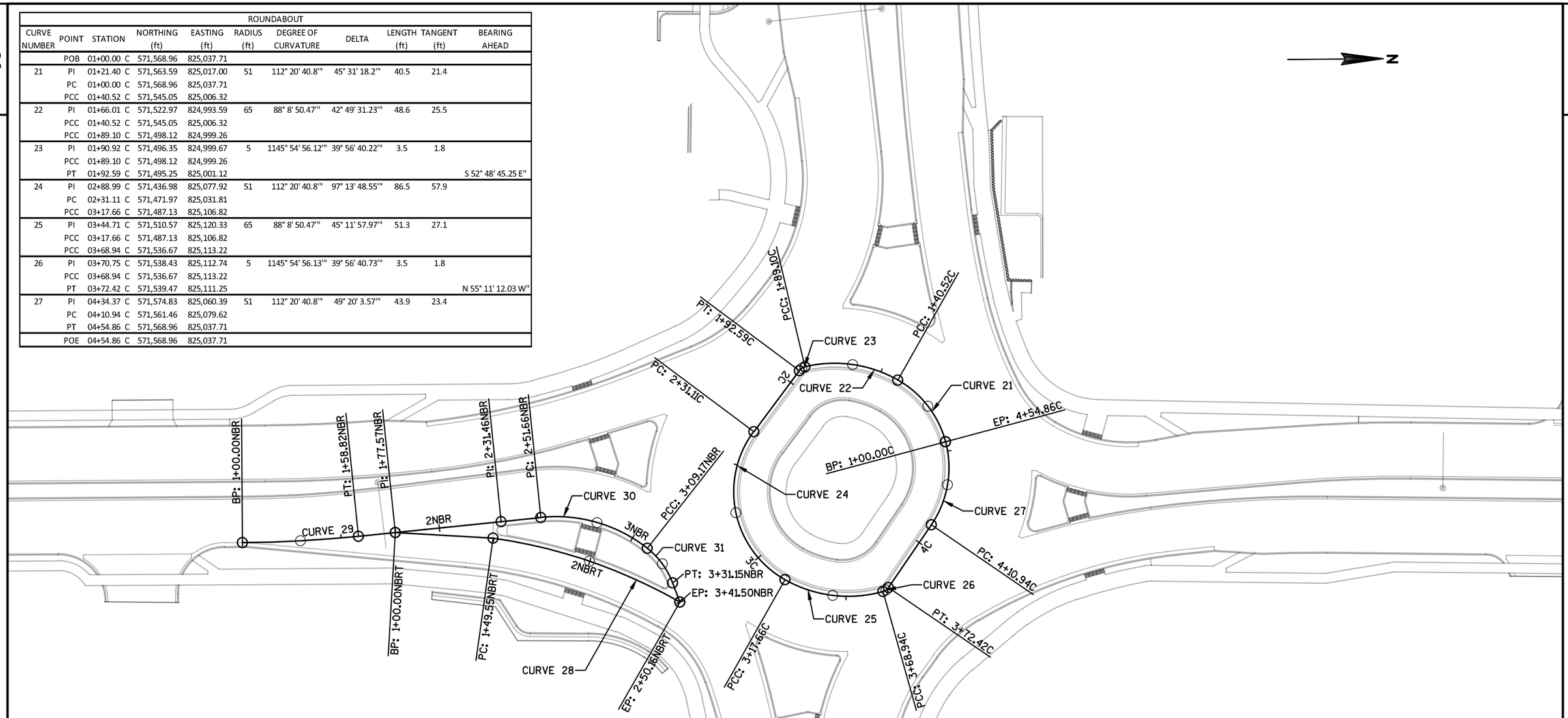
WB CTH OO										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	PI	208+23.78 WB	571,534.61	825,142.28						S 56° 39' 6.45 E"
17	PI	208+69.34 WB	571,509.56	825,180.34	109	52° 33' 53.77"'	42° 55' 57.46"'	81.68	42.86	
	PC	208+26.47 WB	571,533.13	825,144.53						
	PT	209+08.15 WB	571,516.70	825,222.60						N 80° 24' 56.09 E"
18	PI	210+37.37 WB	571,538.21	825,350.02	700	8° 11' 6.4"'	7° 58' 45.54"'	97.49	48.82	
	PC	209+88.54 WB	571,530.09	825,301.88						
	PCC	210+86.03 WB	571,539.58	825,398.82						
19	PI	211+23.52 WB	571,540.63	825,436.29	700	8° 11' 6.4"'	6° 7' 51.41"'	74.90	37.49	
	PCC	210+86.03 WB	571,539.58	825,398.82						
	PT	211+60.93 WB	571,537.67	825,473.66						S 85° 28' 26.96 E"
	PI	211+83.64 WB	571,535.88	825,496.29						S 85° 28' 26.96 E"
20	PI	213+17.13 WB	571,525.35	825,629.37	1000	5° 43' 46.48"'	4° 21' 28.92"'	76.06	38.05	
	PC	212+79.08 WB	571,528.35	825,591.44						
	PT	213+55.15 WB	571,525.24	825,667.42						S 89° 49' 55.88 E"
	PI	214+27.80 WB	571,525.02	825,740.08						S 89° 53' 45.54 E"
	POE	216+00.36 WB	571,524.71	825,912.64						

EB CTH OO										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	PI	208+14.19 EB	571,466.10	825,126.50						N 73° 9' 55.42 E"
13	PI	208+67.21 EB	571,481.46	825,177.25	362	15° 49' 39.23"'	10° 42' 8.08"'	67.62	33.91	
	PC	208+33.3 EB	571,471.64	825,144.79						
	PT	209+00.92 EB	571,485.08	825,210.96						N 83° 52' 3.5 E"
	PI	210+05.45 EB	571,496.24	825,314.89						N 83° 52' 3.5 E"
14	PI	211+51.49 EB	571,511.84	825,460.09	1200	4° 46' 28.73"'	6° 18' 0.62"'	131.95	66.04	
	PC	210+85.44 EB	571,504.79	825,394.43						
	PT	212+17.39 EB	571,511.65	825,526.13						S 89° 49' 55.88 E"
	PI	214+31.30 EB	571,511.02	825,740.04						S 89° 54' 7.08 E"
	PI	219+41.88 EB	571,510.15	826,250.62						S 89° 39' 46 E"
	PI	235+40.72 EB	571,500.74	827,849.44						S 89° 49' 57.54 E"
	POE	238+65.91 EB	571,499.79	828,174.62						

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	ALIGNMENT DETAILS - CTH OO	SHEET	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\027203-AD.DWG
LAYOUT NAME - 027205-AD
PLOT DATE : 8/25/2016 10:41 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

ROUNDABOUT										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	01+00.00 C	571,568.96	825,037.71						
21	PI	01+21.40 C	571,563.59	825,017.00	51	112° 20' 40.8"'	45° 31' 18.2"'	40.5	21.4	
	PC	01+00.00 C	571,568.96	825,037.71						
	PCC	01+40.52 C	571,545.05	825,006.32						
22	PI	01+66.01 C	571,522.97	824,993.59	65	88° 8' 50.47"'	42° 49' 31.23"'	48.6	25.5	
	PCC	01+40.52 C	571,545.05	825,006.32						
	PCC	01+89.10 C	571,498.12	824,999.26						
23	PI	01+90.92 C	571,496.35	824,999.67	5	1145° 54' 56.12"'	39° 56' 40.22"'	3.5	1.8	
	PCC	01+89.10 C	571,498.12	824,999.26						
	PT	01+92.59 C	571,495.25	825,001.12						S 52° 48' 45.25 E"
24	PI	02+88.99 C	571,436.98	825,077.92	51	112° 20' 40.8"'	97° 13' 48.55"'	86.5	57.9	
	PC	02+31.11 C	571,471.97	825,031.81						
	PCC	03+17.66 C	571,487.13	825,106.82						
25	PI	03+44.71 C	571,510.57	825,120.33	65	88° 8' 50.47"'	45° 11' 57.97"'	51.3	27.1	
	PCC	03+17.66 C	571,487.13	825,106.82						
	PCC	03+68.94 C	571,536.67	825,113.22						
26	PI	03+70.75 C	571,538.43	825,112.74	5	1145° 54' 56.13"'	39° 56' 40.73"'	3.5	1.8	
	PCC	03+68.94 C	571,536.67	825,113.22						
	PT	03+72.42 C	571,539.47	825,111.25						N 55° 11' 12.03 W"
27	PI	04+34.37 C	571,574.83	825,060.39	51	112° 20' 40.8"'	49° 20' 3.57"'	43.9	23.4	
	PC	04+10.94 C	571,561.46	825,079.62						
	PT	04+54.86 C	571,568.96	825,037.71						
	POE	04+54.86 C	571,568.96	825,037.71						



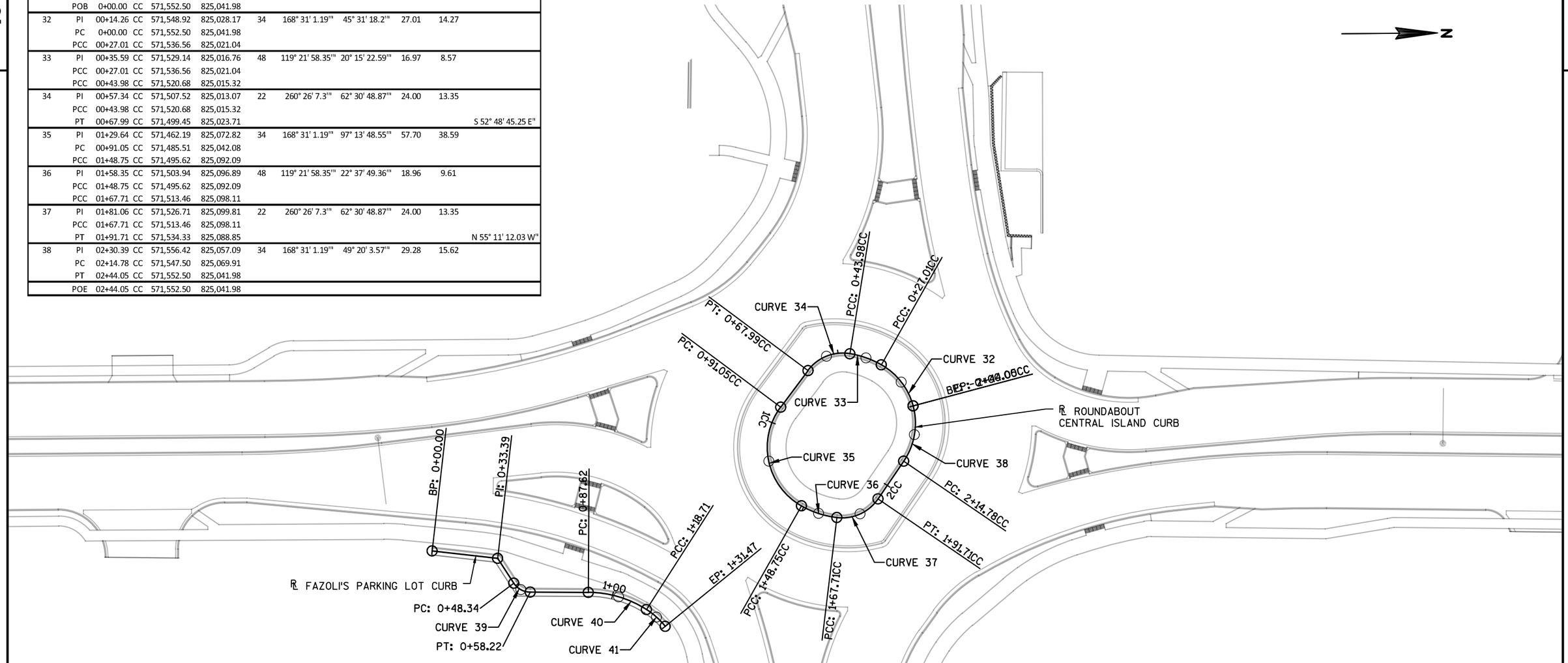
NB STH 47 RIGHT TURN BYPASS										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	01+00.00 NBRT	571,290.02	825,081.34						N 3° 45' 59.47 E"
28	PI	02+00.47 NBRT	571,389.84	825,092.06	264	21° 42' 10.61"'	21° 50' 9.41"'	100.61	50.92	
	PC	01+49.55 NBRT	571,339.46	825,084.59						
	PT	02+50.16 NBRT	571,433.82	825,117.73						
	POE	02+50.16 NBRT	571,433.82	825,117.73						

NB STH 47 RIGHT CURB										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	01+00 NBR	571212.617	825085.843						
29	PI	01+29.43 NBR	571242.048	825085.86	622	9° 12' 41.54"'	5° 25' 5.07"'	58.82	29.43	
	PC	01+00 NBR	571212.617	825085.843						
	PT	01+58.82 NBR	571271.35	825083.098						N 5° 23' 5.18 W"
	PI	01+77.57 NBR	571290.023	825081.338						N 5° 23' 5.18 W"
	PI	02+31.46 NBR	571343.675	825076.281						N 5° 23' 5.18 W"
30	PI	02+81.91 NBR	571393.9	825071.546	75	76° 23' 39.74"'	43° 55' 45.5"'	57.50	30.25	
	PC	02+51.66 NBR	571363.786	825074.385						
	PCC	03+09.17 NBR	571417.558	825090.395						
31	PI	03+20.45 NBR	571426.379	825097.422	40	143° 14' 16.91"'	31° 29' 26.95"'	21.99	11.28	
	PCC	03+09.17 NBR	571417.558	825090.395						
	PT	03+31.15 NBR	571430.23	825108.022						N 69° 41' 30.38 E"
	POE	03+41.5 NBR	571433.821	825117.727						

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	ALIGNMENT DETAILS - ROUNDABOUT & NB RIGHT TURNS	SHEET	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\027206-AD.DWG
LAYOUT NAME - 027206-AD
PLOT DATE : 8/25/2016 10:42 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

ROUNDABOUT CENTRAL ISLAND CURB										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	0+00.00 CC	571,552.50	825,041.98						
32	PI	00+14.26 CC	571,548.92	825,028.17	34	168° 31' 1.19"'	45° 31' 18.2"'	27.01	14.27	
	PC	0+00.00 CC	571,552.50	825,041.98						
	PCC	00+27.01 CC	571,536.56	825,021.04						
33	PI	00+35.59 CC	571,529.14	825,016.76	48	119° 21' 58.35"'	20° 15' 22.59"'	16.97	8.57	
	PCC	00+27.01 CC	571,536.56	825,021.04						
	PCC	00+43.98 CC	571,520.68	825,015.32						
34	PI	00+57.34 CC	571,507.52	825,013.07	22	260° 26' 7.3"'	62° 30' 48.87"'	24.00	13.35	
	PCC	00+43.98 CC	571,520.68	825,015.32						
	PT	00+67.99 CC	571,499.45	825,023.71						S 52° 48' 45.25 E"
35	PI	01+29.64 CC	571,462.19	825,072.82	34	168° 31' 1.19"'	97° 13' 48.55"'	57.70	38.59	
	PC	00+91.05 CC	571,485.51	825,042.08						
	PCC	01+48.75 CC	571,495.62	825,092.09						
36	PI	01+58.35 CC	571,503.94	825,096.89	48	119° 21' 58.35"'	22° 37' 49.36"'	18.96	9.61	
	PCC	01+48.75 CC	571,495.62	825,092.09						
	PCC	01+67.71 CC	571,513.46	825,098.11						
37	PI	01+81.06 CC	571,526.71	825,099.81	22	260° 26' 7.3"'	62° 30' 48.87"'	24.00	13.35	
	PCC	01+67.71 CC	571,513.46	825,098.11						
	PT	01+91.71 CC	571,534.33	825,088.85						N 55° 11' 12.03 W"
38	PI	02+30.39 CC	571,556.42	825,057.09	34	168° 31' 1.19"'	49° 20' 3.57"'	29.28	15.62	
	PC	02+14.78 CC	571,547.50	825,069.91						
	PT	02+44.05 CC	571,552.50	825,041.98						
	POE	02+44.05 CC	571,552.50	825,041.98						



FAZOIL'S PARKING LOT CURB										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	PI	00+00	571,308.45	825,113.35						N 6° 59' 5.02 E"
	PI	00+33.39	571,341.59	825,117.41						N 57° 21' 11.03 E"
39	PI	00+53.72	571,352.56	825,134.53	10	572° 57' 28.06"'	56° 37' 10.51"'	9.88	5.39	
	PC	00+48.34	571,349.65	825,130.00						
	PT	00+58.22	571,357.94	825,134.60						N 0° 44' 0.52 E"
40	PI	01+03.59	571,403.31	825,135.18	55	104° 10' 26.92"'	32° 23' 18.42"'	31.09	15.97	
	PC	00+87.62	571,387.34	825,134.98						
	PCC	01+18.71	571,416.69	825,143.91						
41	PI	01+25.15	571,422.08	825,147.43	40	143° 14' 22.02"'	18° 16' 54.92"'	12.76	6.44	
	PCC	01+18.71	571,416.69	825,143.91						
	PT	01+31.47	571,426.10	825,152.46						
	POE	01+31.47	571,426.10	825,152.46						

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	ALIGNMENT DETAILS - ROUNDABOUT CENTRAL ISLAND & FAZOIL'S	SHEET 167	E

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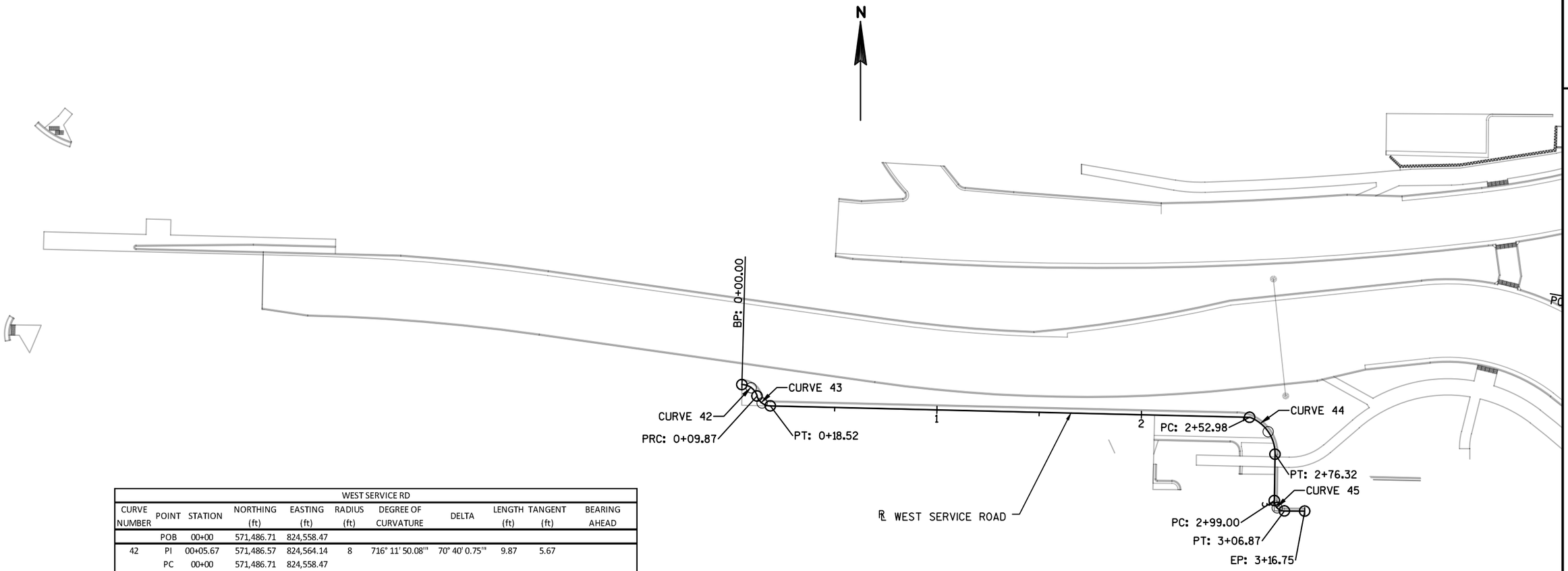
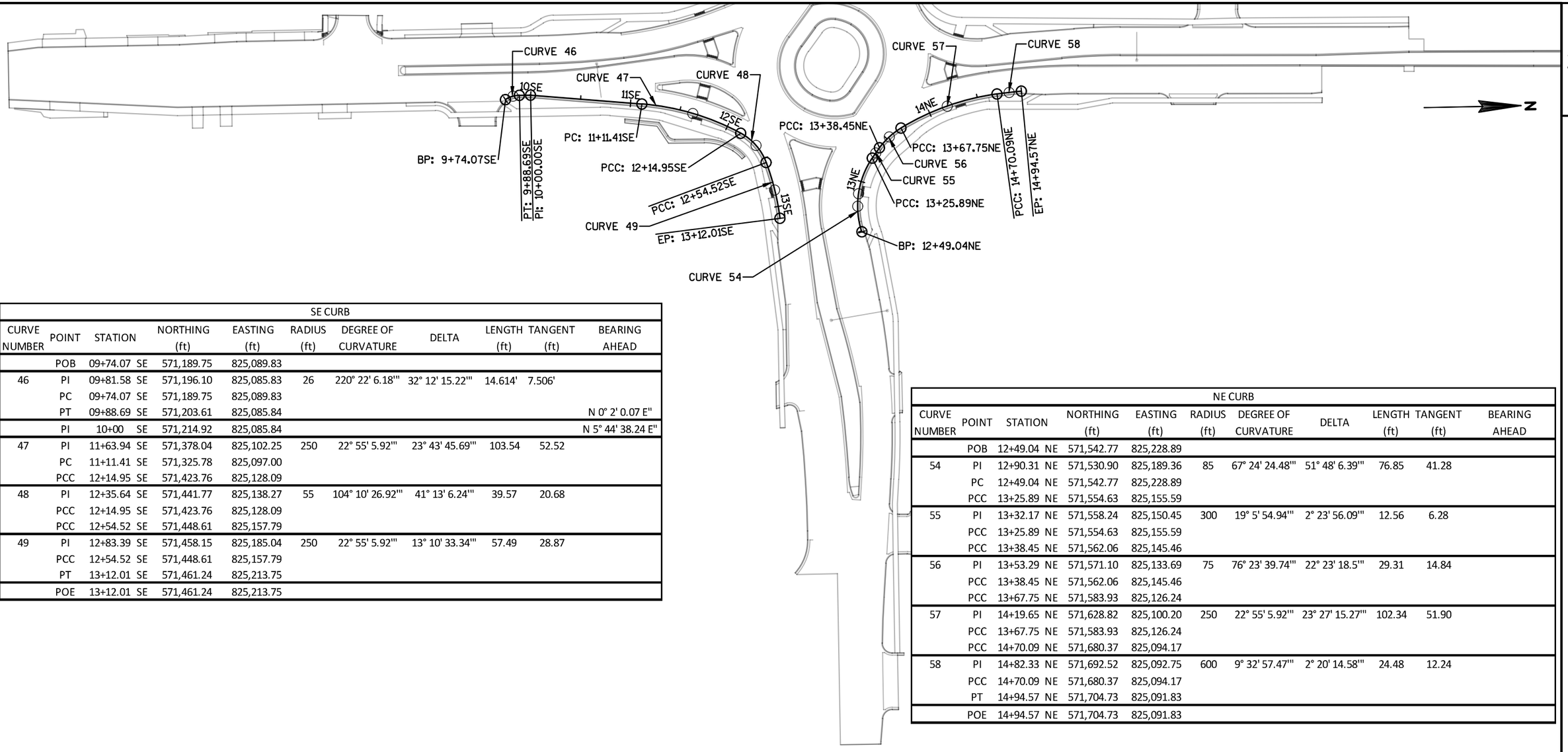


WEST SERVICE RD										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	00+00	571,486.71	824,558.47						
42	PI	00+05.67	571,486.57	824,564.14	8	716° 11' 50.08"'	70° 40' 0.75"'	9.87	5.67	
	PC	00+00	571,486.71	824,558.47						
	PRC	00+09.87	571,481.17	824,565.88						
43	PI	00+14.84	571,476.43	824,567.40	7	818° 30' 40.09"'	70° 49' 11.88"'	8.65	4.98	
	PRC	00+09.87	571,481.17	824,565.88						
	PT	00+18.52	571,476.31	824,572.38						
	PI	00+18.52	571,476.31	824,572.38						S 88° 38' 19.76 E"
44	PI	02+66.38	571,466.07	824,819.33	19	301° 33' 24.24"'	70° 22' 31.16"'	23.34	13.40	
	PC	02+52.98	571,470.74	824,806.77						
	PT	02+76.32	571,452.67	824,819.14						
	PI	02+76.32	571,452.67	824,819.14						S 0° 48' 5.2 W"
45	PI	03+04.02	571,424.97	824,818.75	5	1145° 54' 56.13"'	90° 13' 44.01"'	7.87	5.02	
	PC	02+99	571,429.99	824,818.82						
	PT	03+06.87	571,424.92	824,823.77						
	PI	03+06.87	571,424.92	824,823.77						S 89° 25' 38.81 E"
	POE	03+16.75	571,424.82	824,833.64						



SE CURB										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	09+74.07 SE	571,189.75	825,089.83						
46	PI	09+81.58 SE	571,196.10	825,085.83	26	220° 22' 6.18'''	32° 12' 15.22'''	14.614'	7.506'	
	PC	09+74.07 SE	571,189.75	825,089.83						
	PT	09+88.69 SE	571,203.61	825,085.84						N 0° 2' 0.07 E''
	PI	10+00 SE	571,214.92	825,085.84						N 5° 44' 38.24 E''
47	PI	11+63.94 SE	571,378.04	825,102.25	250	22° 55' 5.92'''	23° 43' 45.69'''	103.54	52.52	
	PC	11+11.41 SE	571,325.78	825,097.00						
	PCC	12+14.95 SE	571,423.76	825,128.09						
48	PI	12+35.64 SE	571,441.77	825,138.27	55	104° 10' 26.92'''	41° 13' 6.24'''	39.57	20.68	
	PCC	12+14.95 SE	571,423.76	825,128.09						
	PCC	12+54.52 SE	571,448.61	825,157.79						
49	PI	12+83.39 SE	571,458.15	825,185.04	250	22° 55' 5.92'''	13° 10' 33.34'''	57.49	28.87	
	PCC	12+54.52 SE	571,448.61	825,157.79						
	PT	13+12.01 SE	571,461.24	825,213.75						
	POE	13+12.01 SE	571,461.24	825,213.75						

NE CURB										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	12+49.04 NE	571,542.77	825,228.89						
54	PI	12+90.31 NE	571,530.90	825,189.36	85	67° 24' 24.48'''	51° 48' 6.39'''	76.85	41.28	
	PC	12+49.04 NE	571,542.77	825,228.89						
	PCC	13+25.89 NE	571,554.63	825,155.59						
55	PI	13+32.17 NE	571,558.24	825,150.45	300	19° 5' 54.94'''	2° 23' 56.09'''	12.56	6.28	
	PCC	13+25.89 NE	571,554.63	825,155.59						
	PCC	13+38.45 NE	571,562.06	825,145.46						
56	PI	13+53.29 NE	571,571.10	825,133.69	75	76° 23' 39.74'''	22° 23' 18.5'''	29.31	14.84	
	PCC	13+38.45 NE	571,562.06	825,145.46						
	PCC	13+67.75 NE	571,583.93	825,126.24						
57	PI	14+19.65 NE	571,628.82	825,100.20	250	22° 55' 5.92'''	23° 27' 15.27'''	102.34	51.90	
	PCC	13+67.75 NE	571,583.93	825,126.24						
	PCC	14+70.09 NE	571,680.37	825,094.17						
58	PI	14+82.33 NE	571,692.52	825,092.75	600	9° 32' 57.47'''	2° 20' 14.58'''	24.48	12.24	
	PCC	14+70.09 NE	571,680.37	825,094.17						
	PT	14+94.57 NE	571,704.73	825,091.83						
	POE	14+94.57 NE	571,704.73	825,091.83						

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	ALIGNMENT DETAILS - SE & NE CURBS	SHEET 169	E

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SW CURB

CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	12+72.51 SW	571,499.63	824,894.77						
62	PI	13+06.29 SW	571,503.15	824,928.36	85	67° 24' 24.48'''	43° 20' 35.02'''	64.30	33.78	
	PC	12+72.51 SW	571,499.63	824,894.77						
	PCC	13+36.81 SW	571,482.65	824,955.21						
63	PI	13+46.3 SW	571,476.89	824,962.74	300	19° 5' 54.94'''	3° 37' 16.75'''	18.96	9.48	
	PCC	13+36.81 SW	571,482.65	824,955.21						
	PCC	13+55.77 SW	571,470.67	824,969.90						
64	PI	13+74.29 SW	571,458.52	824,983.88	75	76° 23' 39.74'''	27° 44' 25.64'''	36.31	18.52	
	PCC	13+55.77 SW	571,470.67	824,969.90						
	PT	13+92.09 SW	571,441.27	824,990.60						S 21° 16' 17.62 E''
65	PI	14+79.04 SW	571,360.24	825,022.15	400	14° 19' 26.2'''	15° 24' 45.19'''	107.60	54.13	
	PC	14+24.91 SW	571,410.68	825,002.51						
	PT	15+32.51 SW	571,306.40	825,027.67						
	POE	15+32.51 SW	571,306.40	825,027.67						

NW CURB

CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	11+29.32 NW	571,675.76	825,039.79						
68	PI	11+57.84 NW	571,647.69	825,044.87	75	76° 23' 39.74'''	41° 38' 38.81'''	54.51	28.52	
	PC	11+29.32 NW	571,675.76	825,039.79						
	PCC	11+83.83 NW	571,623.35	825,030.01						
69	PI	11+98.12 NW	571,611.15	825,022.56	50	114° 35' 29.61'''	31° 53' 49.3'''	27.84	14.29	
	PCC	11+83.83 NW	571,623.35	825,030.01						
	PCC	12+11.67 NW	571,604.73	825,009.80						
70	PI	12+35.32 NW	571,594.10	824,988.67	200	28° 38' 52.4'''	13° 29' 22.75'''	47.09	23.65	
	PCC	12+11.67 NW	571,604.73	825,009.80						
	PCC	12+58.75 NW	571,588.69	824,965.64						
71	PI	12+81.7 NW	571,583.45	824,943.30	400	14° 19' 26.2'''	6° 34' 3.38'''	45.85	22.95	
	PCC	12+58.75 NW	571,588.69	824,965.64						
	PCC	13+04.6 NW	571,580.79	824,920.50						
72	PI	13+24.31 NW	571,578.51	824,900.93	1600	3° 34' 51.55'''	1° 24' 40.88'''	39.41	19.71	
	PCC	13+04.6 NW	571,580.79	824,920.50						
	PT	13+44.02 NW	571,576.71	824,881.30						
	POE	13+44.02 NW	571,576.71	824,881.30						

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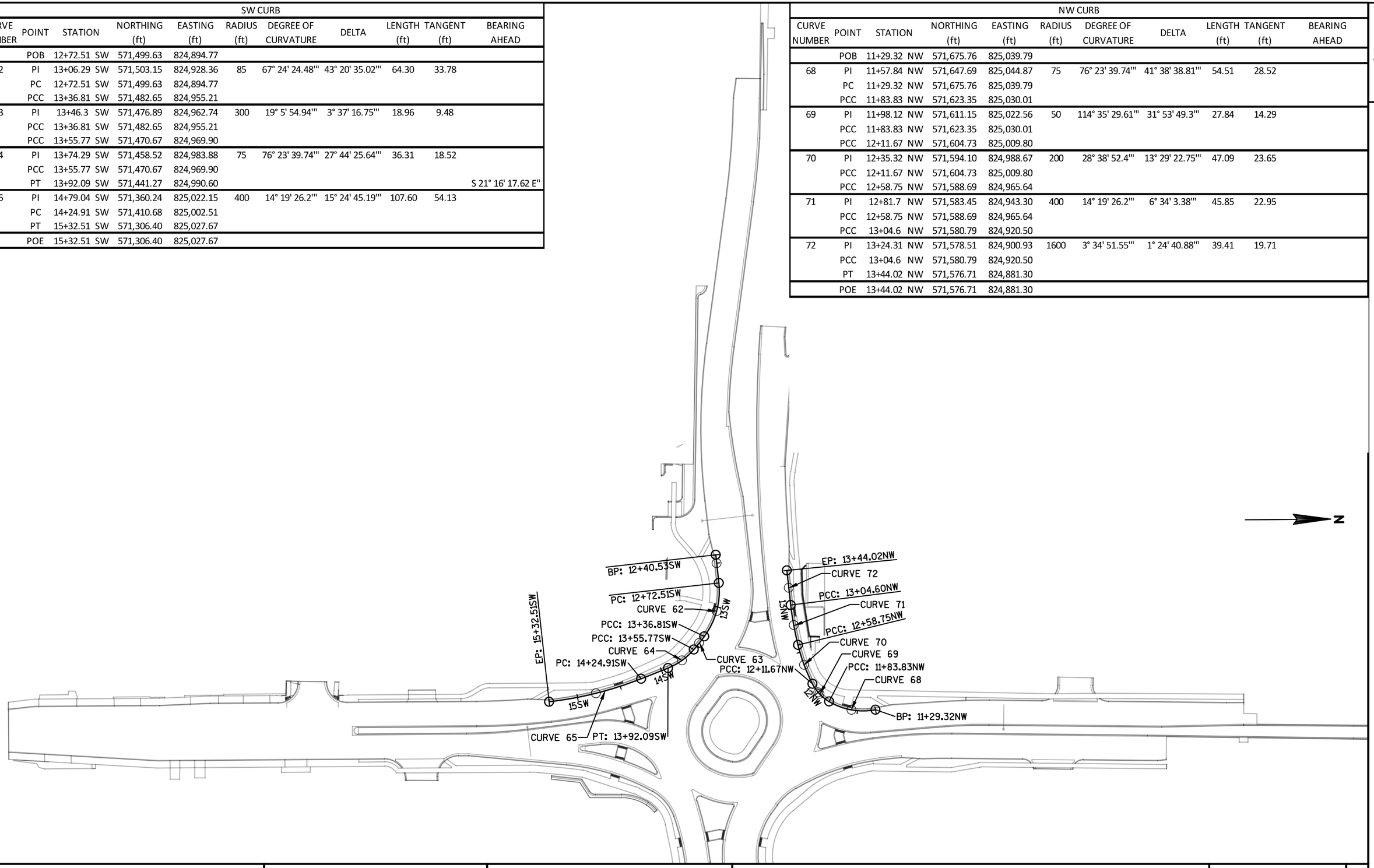
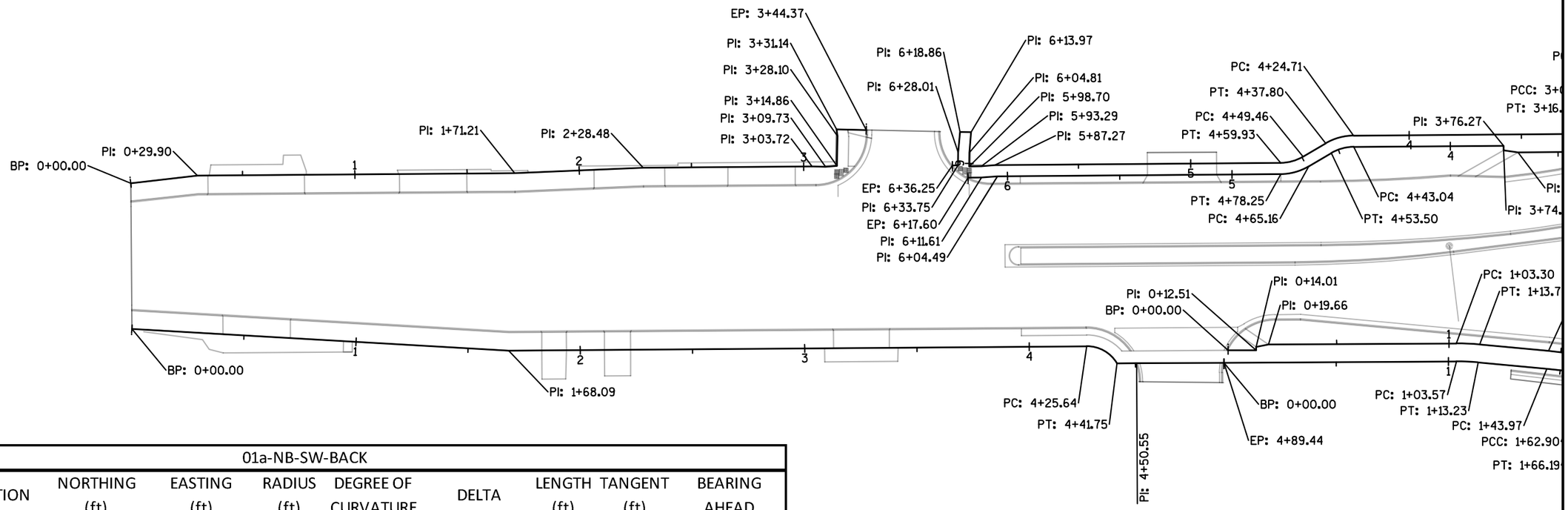


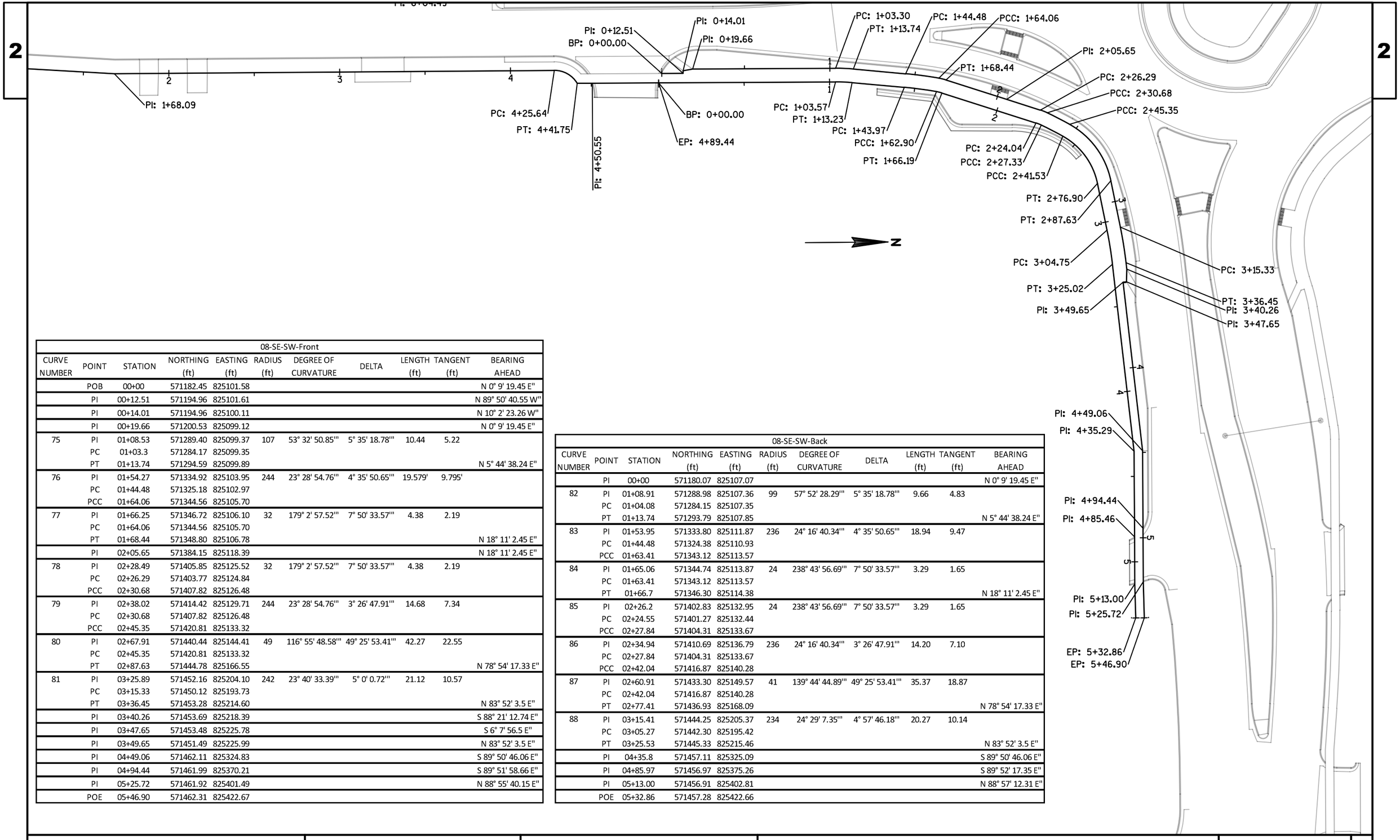
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	ALIGNMENT DETAILS - SW & NW CURBS	SHEET 170	E

02a-SB-SW-BACK										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	00+00	570,694.29	825,023.26						N 6° 8' 14.01 W"
	PI	00+29.9	570,724.02	825,020.06						N 0° 2' 0.07 E"
	PI	01+71.21	570,865.33	825,020.14						N 1° 57' 59.93 W"
	PI	02+28.48	570,922.57	825,018.18						N 0° 2' 22.36 E"
	PI	03+05.3	570,999.39	825,018.23						N 3° 55' 22.45 W"
	PI	03+14.37	571,008.44	825,017.61						N 88° 28' 51.71 W"
	PI	03+30.16	571,008.86	825,001.82						N 1° 37' 5.46 E"
	POE	03+43.39	571,022.08	825,002.20						



01a-NB-SW-BACK										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	00+00.00	570,694.26	825,088.05						N 3° 47' 0.07 E"
	PI	01+68.09	570,861.98	825,099.14						N 0° 2' 0.07 E"
74	PI	04+34.51	571,128.40	825,099.29	15.5	369° 39' 0.69"'	59° 32' 57.36"'	16.11	8.87	
	PC	04+25.64	571,119.53	825,099.29						
	PT	04+41.75	571,132.89	825,106.94						
	PI	04+41.75	571,132.89	825,106.94						N 0° 9' 19.45 E"
	PI	04+50.55	571,141.68	825,106.97						N 0° 9' 19.45 E"
	POE	04+89.44	571,180.58	825,107.07						

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	ALIGNMENT DETAILS - SIDEWALK - STH 47 SOUTH LEG	SHEET 171	E



08-SE-SW-Front										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	00+00	571182.45	825101.58						N 0° 9' 19.45 E"
	PI	00+12.51	571194.96	825101.61						N 89° 50' 40.55 W"
	PI	00+14.01	571194.96	825100.11						N 10° 2' 23.26 W"
	PI	00+19.66	571200.53	825099.12						N 0° 9' 19.45 E"
75	PI	01+08.53	571289.40	825099.37	107	53° 32' 50.85"'	5° 35' 18.78"'	10.44	5.22	
	PC	01+03.3	571284.17	825099.35						
	PT	01+13.74	571294.59	825099.89						N 5° 44' 38.24 E"
76	PI	01+54.27	571334.92	825103.95	244	23° 28' 54.76"'	4° 35' 50.65"'	19.579'	9.795'	
	PC	01+44.48	571325.18	825102.97						
	PCC	01+64.06	571344.56	825105.70						
77	PI	01+66.25	571346.72	825106.10	32	179° 2' 57.52"'	7° 50' 33.57"'	4.38	2.19	
	PC	01+64.06	571344.56	825105.70						
	PT	01+68.44	571348.80	825106.78						N 18° 11' 2.45 E"
	PI	02+05.65	571384.15	825118.39						N 18° 11' 2.45 E"
78	PI	02+28.49	571405.85	825125.52	32	179° 2' 57.52"'	7° 50' 33.57"'	4.38	2.19	
	PC	02+26.29	571403.77	825124.84						
	PCC	02+30.68	571407.82	825126.48						
79	PI	02+38.02	571414.42	825129.71	244	23° 28' 54.76"'	3° 26' 47.91"'	14.68	7.34	
	PC	02+30.68	571407.82	825126.48						
	PCC	02+45.35	571420.81	825133.32						
80	PI	02+67.91	571440.44	825144.41	49	116° 55' 48.58"'	49° 25' 53.41"'	42.27	22.55	
	PC	02+45.35	571420.81	825133.32						
	PT	02+87.63	571444.78	825166.55						N 78° 54' 17.33 E"
81	PI	03+25.89	571452.16	825204.10	242	23° 40' 33.39"'	5° 0' 0.72"'	21.12	10.57	
	PC	03+15.33	571450.12	825193.73						
	PT	03+36.45	571453.28	825214.60						N 83° 52' 3.5 E"
	PI	03+40.26	571453.69	825218.39						S 88° 21' 12.74 E"
	PI	03+47.65	571453.48	825225.78						S 6° 7' 56.5 E"
	PI	03+49.65	571451.49	825225.99						N 83° 52' 3.5 E"
	PI	04+49.06	571462.11	825324.83						S 89° 50' 46.06 E"
	PI	04+94.44	571461.99	825370.21						S 89° 51' 58.66 E"
	PI	05+25.72	571461.92	825401.49						N 88° 55' 40.15 E"
	POE	05+46.90	571462.31	825422.67						

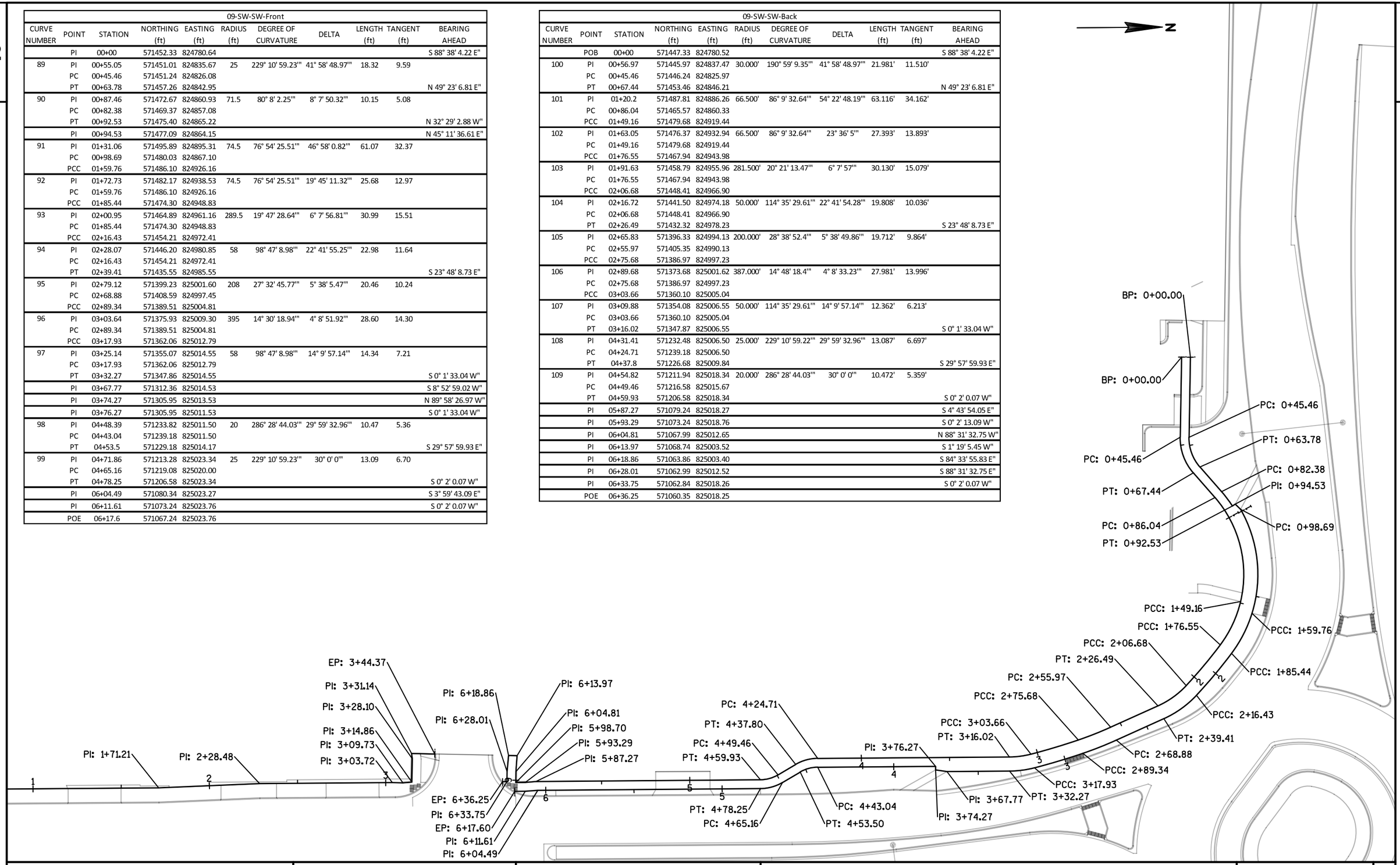
08-SE-SW-Back										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	PI	00+00	571180.07	825107.07						N 0° 9' 19.45 E"
82	PI	01+08.91	571288.98	825107.36	99	57° 52' 28.29"'	5° 35' 18.78"'	9.66	4.83	
	PC	01+04.08	571284.15	825107.35						
	PT	01+13.74	571293.79	825107.85						N 5° 44' 38.24 E"
83	PI	01+53.95	571333.80	825111.87	236	24° 16' 40.34"'	4° 35' 50.65"'	18.94	9.47	
	PC	01+44.48	571324.38	825110.93						
	PCC	01+63.41	571343.12	825113.57						
84	PI	01+65.06	571344.74	825113.87	24	238° 43' 56.69"'	7° 50' 33.57"'	3.29	1.65	
	PC	01+63.41	571343.12	825113.57						
	PT	01+66.7	571346.30	825114.38						N 18° 11' 2.45 E"
85	PI	02+26.2	571402.83	825132.95	24	238° 43' 56.69"'	7° 50' 33.57"'	3.29	1.65	
	PC	02+24.55	571401.27	825132.44						
	PCC	02+27.84	571404.31	825133.67						
86	PI	02+34.94	571410.69	825136.79	236	24° 16' 40.34"'	3° 26' 47.91"'	14.20	7.10	
	PC	02+27.84	571404.31	825133.67						
	PCC	02+42.04	571416.87	825140.28						
87	PI	02+60.91	571433.30	825149.57	41	139° 44' 44.89"'	49° 25' 53.41"'	35.37	18.87	
	PC	02+42.04	571416.87	825140.28						
	PT	02+77.41	571436.93	825168.09						N 78° 54' 17.33 E"
88	PI	03+15.41	571444.25	825205.37	234	24° 29' 7.35"'	4° 57' 46.18"'	20.27	10.14	
	PC	03+05.27	571442.30	825195.42						
	PT	03+25.53	571445.33	825215.46						N 83° 52' 3.5 E"
	PI	04+35.8	571457.11	825325.09						S 89° 50' 46.06 E"
	PI	04+85.97	571456.97	825375.26						S 89° 52' 17.35 E"
	PI	05+13.00	571456.91	825402.81						N 88° 57' 12.31 E"
	POE	05+32.86	571457.28	825422.66						

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	ALIGNMENT DETAILS - SIDEWALK - SE CURB	SHEET 172 E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\027211-AD-SIDEWALKS.DWG
LAYOUT NAME - 027212-AD-SE
PLOT DATE : 8/25/2016 10:44 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

09-SW-SW-Front										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	PI	00+00	571452.33	824780.64						S 88° 38' 4.22 E"
89	PI	00+55.05	571451.01	824835.67	25	229° 10' 59.23"'	41° 58' 48.97"'	18.32	9.59	
	PC	00+45.46	571451.24	824826.08						
	PT	00+63.78	571457.26	824842.95						N 49° 23' 6.81 E"
90	PI	00+87.46	571472.67	824860.93	71.5	80° 8' 2.25"'	8° 7' 50.32"'	10.15	5.08	
	PC	00+82.38	571469.37	824857.08						
	PT	00+92.53	571475.40	824865.22						N 32° 29' 2.88 W"
	PI	00+94.53	571477.09	824864.15						N 45° 11' 36.61 E"
91	PI	01+31.06	571495.89	824895.31	74.5	76° 54' 25.51"'	46° 58' 0.82"'	61.07	32.37	
	PC	00+98.69	571480.03	824867.10						
	PCC	01+59.76	571486.10	824926.16						
92	PI	01+72.73	571482.17	824938.53	74.5	76° 54' 25.51"'	19° 45' 11.32"'	25.68	12.97	
	PC	01+59.76	571486.10	824926.16						
	PCC	01+85.44	571474.30	824948.83						
93	PI	02+00.95	571464.89	824961.16	289.5	19° 47' 28.64"'	6° 7' 56.81"'	30.99	15.51	
	PC	01+85.44	571474.30	824948.83						
	PCC	02+16.43	571454.21	824972.41						
94	PI	02+28.07	571446.20	824980.85	58	98° 47' 8.98"'	22° 41' 55.25"'	22.98	11.64	
	PC	02+16.43	571454.21	824972.41						
	PT	02+39.41	571435.55	824985.55						S 23° 48' 8.73 E"
95	PI	02+79.12	571399.23	825001.60	208	27° 32' 45.77"'	5° 38' 5.47"'	20.46	10.24	
	PC	02+68.88	571408.59	824997.45						
	PCC	02+89.34	571389.51	825004.81						
96	PI	03+03.64	571375.93	825009.30	395	14° 30' 18.94"'	4° 8' 51.92"'	28.60	14.30	
	PC	02+89.34	571389.51	825004.81						
	PCC	03+17.93	571362.06	825012.79						
97	PI	03+25.14	571355.07	825014.55	58	98° 47' 8.98"'	14° 9' 57.14"'	14.34	7.21	
	PC	03+17.93	571362.06	825012.79						
	PT	03+32.27	571347.86	825014.55						S 0° 1' 33.04 W"
	PI	03+67.77	571312.36	825014.53						S 8° 52' 59.02 W"
	PI	03+74.27	571305.95	825013.53						N 89° 58' 26.97 W"
	PI	03+76.27	571305.95	825011.53						S 0° 1' 33.04 W"
98	PI	04+48.39	571233.82	825011.50	20	286° 28' 44.03"'	29° 59' 32.96"'	10.47	5.36	
	PC	04+43.04	571239.18	825011.50						
	PT	04+53.5	571229.18	825014.17						S 29° 57' 59.93 E"
99	PI	04+71.86	571213.28	825023.34	25	229° 10' 59.23"'	30° 0' 0"'	13.09	6.70	
	PC	04+65.16	571219.08	825020.00						
	PT	04+78.25	571206.58	825023.34						S 0° 2' 0.07 W"
	PI	06+04.49	571080.34	825023.27						S 3° 59' 43.09 E"
	PI	06+11.61	571073.24	825023.76						S 0° 2' 0.07 W"
	POE	06+17.6	571067.24	825023.76						

09-SW-SW-Back										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	00+00	571447.33	824780.52						S 88° 38' 4.22 E"
100	PI	00+56.97	571445.97	824837.47	30.000'	190° 59' 9.35"'	41° 58' 48.97"'	21.981'	11.510'	
	PC	00+45.46	571446.24	824825.97						
	PT	00+67.44	571453.46	824846.21						N 49° 23' 6.81 E"
101	PI	01+20.2	571487.81	824886.26	66.500'	86° 9' 32.64"'	54° 22' 48.19"'	63.116'	34.162'	
	PC	00+86.04	571465.57	824860.33						
	PCC	01+49.16	571479.68	824919.44						
102	PI	01+63.05	571476.37	824932.94	66.500'	86° 9' 32.64"'	23° 36' 5"'	27.393'	13.893'	
	PC	01+49.16	571479.68	824919.44						
	PCC	01+76.55	571467.94	824943.98						
103	PI	01+91.63	571458.79	824955.96	281.500'	20° 21' 13.47"'	6° 7' 57"'	30.130'	15.079'	
	PC	01+76.55	571467.94	824943.98						
	PCC	02+06.68	571448.41	824966.90						
104	PI	02+16.72	571441.50	824974.18	50.000'	114° 35' 29.61"'	22° 41' 54.28"'	19.808'	10.036'	
	PC	02+06.68	571448.41	824966.90						
	PT	02+26.49	571432.32	824978.23						S 23° 48' 8.73 E"
105	PI	02+65.83	571396.33	824994.13	200.000'	28° 38' 52.4"'	5° 38' 49.86"'	19.712'	9.864'	
	PC	02+55.97	571405.35	824990.13						
	PCC	02+75.68	571386.97	824997.23						
106	PI	02+89.68	571373.68	825001.62	387.000'	14° 48' 18.4"'	4° 8' 33.23"'	27.981'	13.996'	
	PC	02+75.68	571386.97	824997.23						
	PCC	03+03.66	571360.10	825005.04						
107	PI	03+09.88	571354.08	825006.55	50.000'	114° 35' 29.61"'	14° 9' 57.14"'	12.362'	6.213'	
	PC	03+03.66	571360.10	825005.04						
	PT	03+16.02	571347.87	825006.55						S 0° 1' 33.04 W"
108	PI	04+31.41	571232.48	825006.50	25.000'	229° 10' 59.22"'	29° 59' 32.96"'	13.087'	6.697'	
	PC	04+24.71	571239.18	825006.50						
	PT	04+37.8	571226.68	825009.84						S 29° 57' 59.93 E"
109	PI	04+54.82	571211.94	825018.34	20.000'	286° 28' 44.03"'	30° 0' 0"'	10.472'	5.359'	
	PC	04+49.46	571216.58	825015.67						
	PT	04+59.93	571206.58	825018.34						S 0° 2' 0.07 W"
	PI	05+87.27	571079.24	825018.27						S 4° 43' 54.05 E"
	PI	05+93.29	571073.24	825018.76						S 0° 2' 13.09 W"
	PI	06+04.81	571067.99	825012.65						N 88° 31' 32.75 W"
	PI	06+13.97	571068.74	825003.52						S 1° 19' 5.45 W"
	PI	06+18.86	571063.86	825003.40						S 84° 33' 55.83 E"
	PI	06+28.01	571062.99	825012.52						S 88° 31' 32.75 E"
	PI	06+33.75	571062.84	825018.26						S 0° 2' 0.07 W"
	POE	06+36.25	571060.35	825018.25						



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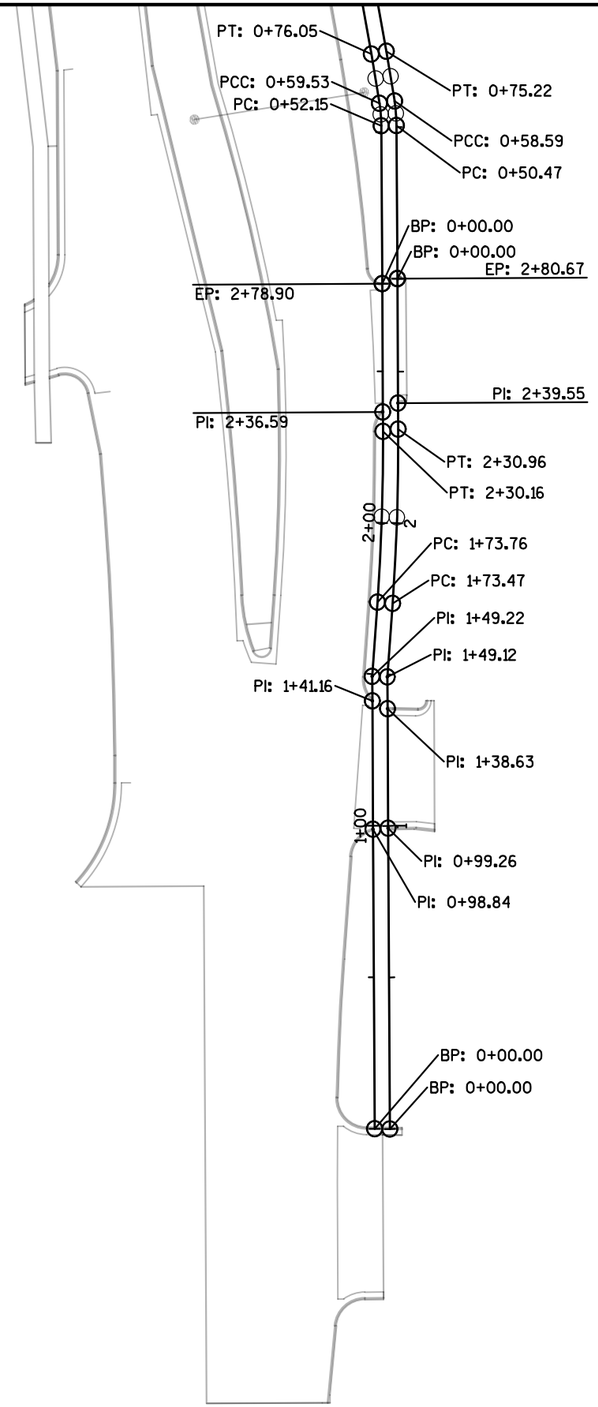
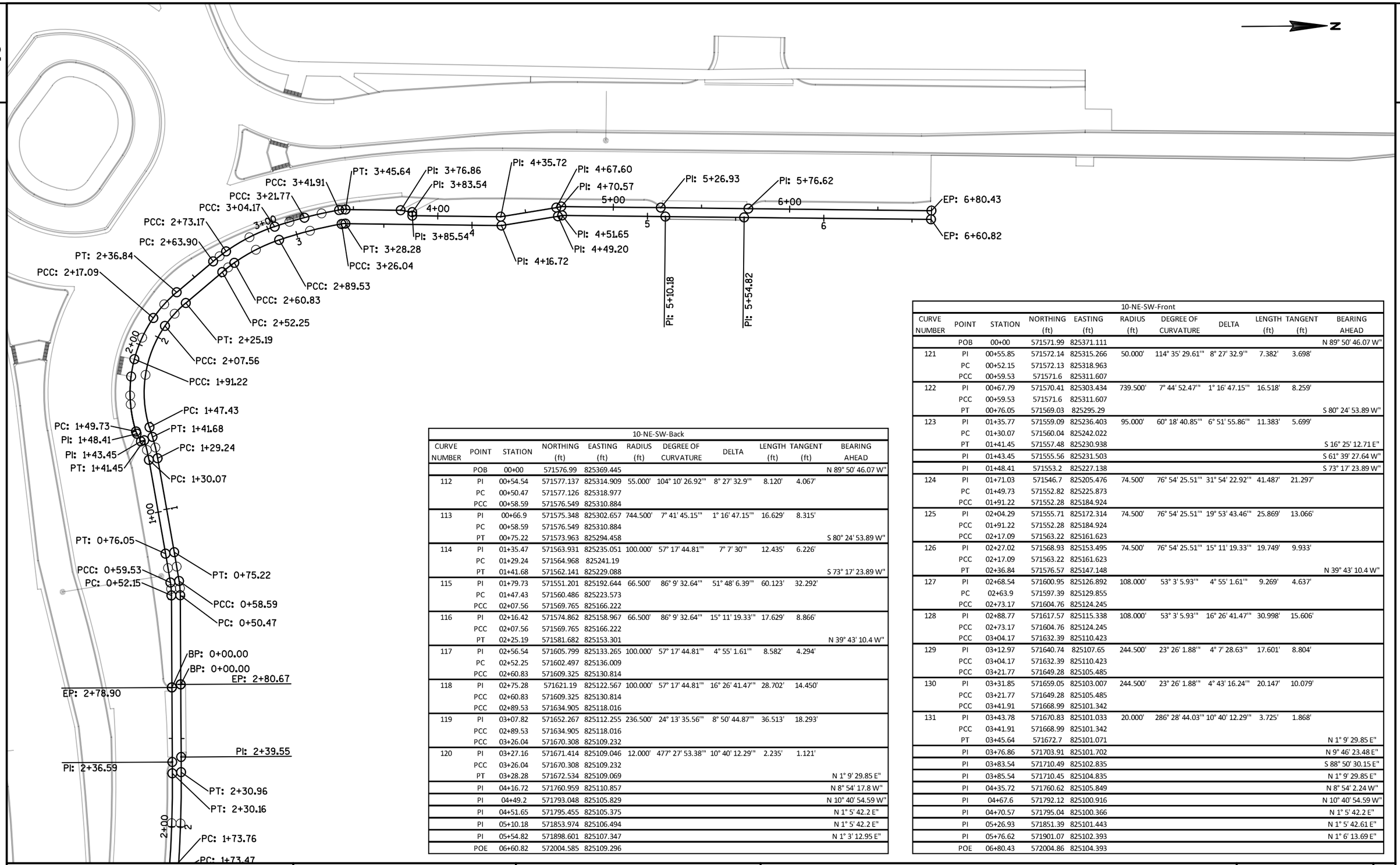
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	ALIGNMENT DETAILS - SIDEWALKS - SW CURB	SHEET 173 E



N

04B-WB-SW-Back										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	00+00	571572.237	825649.976						N 89° 50' 46.07 W"
	PI	00+99.26	571572.503	825550.72						N 89° 50' 46.07 W"
	PI	01+38.63	571572.609	825511.345						N 89° 50' 46.07 W"
	PI	01+49.12	571572.637	825500.859						N 85° 28' 26.96 W"
110	PI	02+01.88	571576.8	825448.263	737.000'	7° 46' 27.08"'	4° 24' 52.62"'	56.786'	28.407'	
	PC	01+73.47	571574.559	825476.581						
	PT	02+30.26	571576.856	825419.856						N 89° 50' 46.07 W"
	PI	02+39.55	571576.88	825410.568						N 89° 50' 46.07 W"
	POE	02+80.67	571576.99	825369.445						

04B-WB-SW-Front										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	00+00	571567.237	825649.869						N 89° 50' 46.07 W"
	PI	00+98.84	571567.502	825551.035						N 89° 50' 46.07 W"
	PI	01+41.16	571567.616	825508.711						N 89° 50' 46.07 W"
	PI	01+49.22	571567.638	825500.654						N 85° 28' 26.96 W"
111	PI	02+01.97	571571.801	825448.06	732.000'	7° 49' 38.25"'	4° 24' 52.62"'	56.400'	28.214'	
	PC	01+73.76	571569.574	825476.187						
	PT	02+30.16	571571.856	825419.846						N 89° 51' 13.38 W"
	PI	02+36.59	571571.872	825413.419						N 89° 50' 46.07 W"
	POE	02+78.9	571571.986	825371.111						

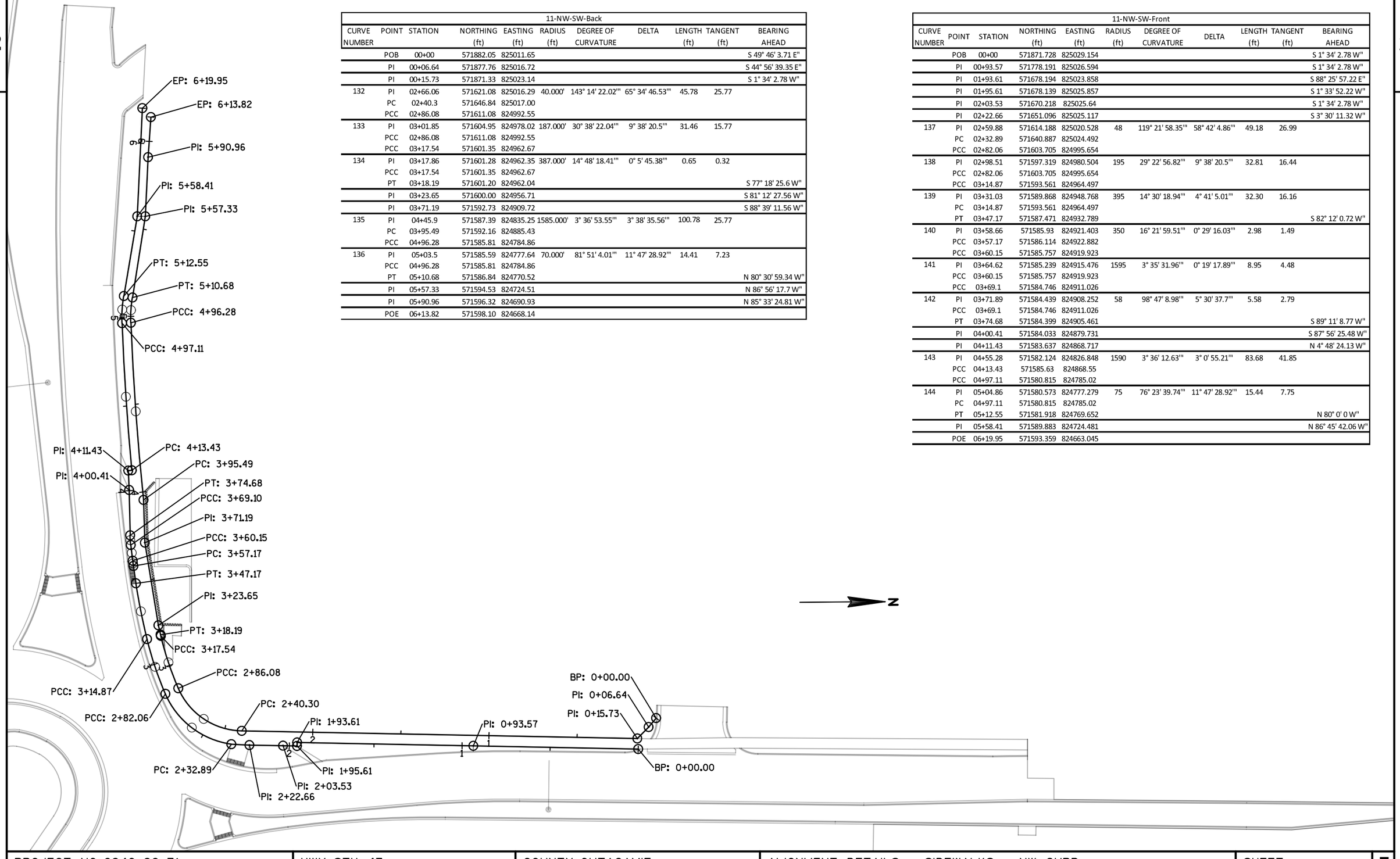


10-NE-SW-Back

CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	00+00	571576.99	825369.445						N 89° 50' 46.07 W"
112	PI	00+54.54	571577.137	825314.909	55.000'	104° 10' 26.92"'	8° 27' 32.9"'	8.120'	4.067'	
	PC	00+50.47	571577.126	825318.977						
	PCC	00+58.59	571576.549	825310.884						
113	PI	00+66.9	571575.348	825302.657	744.500'	7° 41' 45.15"'	1° 16' 47.15"'	16.629'	8.315'	
	PC	00+58.59	571576.549	825310.884						
	PT	00+75.22	571573.963	825294.458						S 80° 24' 53.89 W"
114	PI	01+35.47	571563.931	825235.051	100.000'	57° 17' 44.81"'	7° 7' 30"'	12.435'	6.226'	
	PC	01+29.24	571564.968	825241.19						
	PT	01+41.68	571562.141	825229.088						S 73° 17' 23.89 W"
115	PI	01+79.73	571551.201	825192.644	66.500'	86° 9' 32.64"'	51° 48' 6.39"'	60.123'	32.292'	
	PC	01+47.43	571560.486	825223.573						
	PCC	02+07.56	571569.765	825166.222						
116	PI	02+16.42	571574.862	825158.967	66.500'	86° 9' 32.64"'	15° 11' 19.33"'	17.629'	8.866'	
	PCC	02+07.56	571569.765	825166.222						
	PT	02+25.19	571581.682	825153.301						N 39° 43' 10.4 W"
117	PI	02+56.54	571605.799	825133.265	100.000'	57° 17' 44.81"'	4° 55' 1.61"'	8.582'	4.294'	
	PC	02+52.25	571602.497	825136.009						
	PCC	02+60.83	571609.325	825130.814						
118	PI	02+75.28	571621.19	825122.567	100.000'	57° 17' 44.81"'	16° 26' 41.47"'	28.702'	14.450'	
	PCC	02+60.83	571609.325	825130.814						
	PCC	02+89.53	571634.905	825118.016						
119	PI	03+07.82	571652.267	825112.255	236.500'	24° 13' 35.56"'	8° 50' 44.87"'	36.513'	18.293'	
	PCC	02+89.53	571634.905	825118.016						
	PCC	03+26.04	571670.308	825109.232						
120	PI	03+27.16	571671.414	825109.046	12.000'	477° 27' 53.38"'	10° 40' 12.29"'	2.235'	1.121'	
	PCC	03+26.04	571670.308	825109.232						
	PT	03+28.28	571672.534	825109.069						N 1° 9' 29.85 E"
	PI	04+16.72	571760.959	825110.857						N 8° 54' 17.8 W"
	PI	04+49.2	571793.048	825105.829						N 10° 40' 54.59 W"
	PI	04+51.65	571795.455	825105.375						N 1° 5' 42.2 E"
	PI	05+10.18	571853.974	825106.494						N 1° 5' 42.2 E"
	PI	05+54.82	571898.601	825107.347						N 1° 3' 12.95 E"
	POE	06+60.82	572004.585	825109.296						

10-NE-SW-Front

CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	00+00	571571.99	825371.111						N 89° 50' 46.07 W"
121	PI	00+55.85	571572.14	825315.266	50.000'	114° 35' 29.61"'	8° 27' 32.9"'	7.382'	3.698'	
	PC	00+52.15	571572.13	825318.963						
	PCC	00+59.53	571571.6	825311.607						
122	PI	00+67.79	571570.41	825303.434	739.500'	7° 44' 52.47"'	1° 16' 47.15"'	16.518'	8.259'	
	PCC	00+59.53	571571.6	825311.607						
	PT	00+76.05	571569.03	825295.29						S 80° 24' 53.89 W"
123	PI	01+35.77	571559.09	825236.403	95.000'	60° 18' 40.85"'	6° 51' 55.86"'	11.383'	5.699'	
	PC	01+30.07	571560.04	825242.022						
	PT	01+41.45	571557.48	825230.938						S 16° 25' 12.71 E"
	PI	01+43.45	571555.56	825231.503						S 61° 39' 27.64 W"
	PI	01+48.41	571553.2	825227.138						S 73° 17' 23.89 W"
124	PI	01+71.03	571546.7	825205.476	74.500'	76° 54' 25.51"'	31° 54' 22.92"'	41.487'	21.297'	
	PC	01+49.73	571552.82	825225.873						
	PCC	01+91.22	571552.28	825184.924						
125	PI	02+04.29	571555.71	825172.314	74.500'	76° 54' 25.51"'	19° 53' 43.46"'	25.869'	13.066'	
	PCC	01+91.22	571552.28	825184.924						
	PCC	02+17.09	571563.22	825161.623						
126	PI	02+27.02	571568.93	825153.495	74.500'	76° 54' 25.51"'	15° 11' 19.33"'	19.749'	9.933'	
	PCC	02+17.09	571563.22	825161.623						
	PT	02+36.84	571576.57	825147.148						N 39° 43' 10.4 W"
127	PI	02+68.54	571600.95	825126.892	108.000'	53° 3' 5.93"'	4° 55' 1.61"'	9.269'	4.637'	
	PC	02+63.9	571597.39	825129.855						
	PCC	02+73.17	571604.76	825124.245						
128	PI	02+88.77	571617.57	825115.338	108.000'	53° 3' 5.93"'	16° 26' 41.47"'	30.998'	15.606'	
	PCC	02+73.17	571604.76	825124.245						
	PCC	03+04.17	571632.39	825110.423						
129	PI	03+12.97	571640.74	825107.65	244.500'	23° 26' 1.88"'	4° 7' 28.63"'	17.601'	8.804'	
	PCC	03+04.17	571632.39	825110.423						
	PCC	03+21.77	571649.28	825105.485						
130	PI	03+31.85	571659.05	825103.007	244.500'	23° 26' 1.88"'	4° 43' 16.24"'	20.147'	10.079'	
	PCC	03+21.77	571649.28	825105.485						
	PCC	03+41.91	571668.99	825101.342						
131	PI	03+43.78	571670.83	825101.033	20.000'	286° 28' 44.03"'	10° 40' 12.29"'	3.725'	1.868'	
	PCC	03+41.91	571668.99	825101.342						
	PT	03+45.64	571672.7	825101.071						N 1° 9' 29.85 E"
	PI	03+76.86	571703.91	825101.702						N 9° 46' 23.48 E"
	PI	03+83.54	571710.49	825102.835						S 88° 50' 30.15 E"
	PI	03+85.54	571710.45	825104.835						N 1° 9' 29.85 E"
	PI	04+35.72	571760.62	825105.849						N 8° 54' 2.24 W"
	PI	04+67.6	571792.12	825100.916						N 10° 40' 54.59 W"
	PI	04+70.57	571795.04	825100.366						N 1° 5' 42.2 E"
	PI	05+26.93	571851.39	825101.443						N 1° 5' 42.61 E"
	PI	05+76.62	571901.07	825102.393						N 1° 6' 13.69 E"
	POE	06+80.43	572004.86	825104.393						



11-NW-SW-Back

CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	00+00	571882.05	825011.65						S 49° 46' 3.71 E"
	PI	00+06.64	571877.76	825016.72						S 44° 56' 39.35 E"
	PI	00+15.73	571871.33	825023.14						S 1° 34' 2.78 W"
132	PI	02+66.06	571621.08	825016.29	40.000'	143° 14' 22.02"'	65° 34' 46.53"'	45.78	25.77	
	PC	02+40.3	571646.84	825017.00						
	PCC	02+86.08	571611.08	824992.55						
133	PI	03+01.85	571604.95	824978.02	187.000'	30° 38' 22.04"'	9° 38' 20.5"'	31.46	15.77	
	PCC	02+86.08	571611.08	824992.55						
	PCC	03+17.54	571601.35	824962.67						
134	PI	03+17.86	571601.28	824962.35	387.000'	14° 48' 18.41"'	0° 5' 45.38"'	0.65	0.32	
	PCC	03+17.54	571601.35	824962.67						
	PT	03+18.19	571601.20	824962.04						S 77° 18' 25.6 W"
	PI	03+23.65	571600.00	824956.71						S 81° 12' 27.56 W"
	PI	03+71.19	571592.73	824909.72						S 88° 39' 11.56 W"
135	PI	04+45.9	571587.39	824835.25	1585.000'	3° 36' 53.55"'	3° 38' 35.56"'	100.78	25.77	
	PC	03+95.49	571592.16	824885.43						
	PCC	04+96.28	571585.81	824784.86						
136	PI	05+03.5	571585.59	824777.64	70.000'	81° 51' 4.01"'	11° 47' 28.92"'	14.41	7.23	
	PCC	04+96.28	571585.81	824784.86						
	PT	05+10.68	571586.84	824770.52						N 80° 30' 59.34 W"
	PI	05+57.33	571594.53	824724.51						N 86° 56' 17.7 W"
	PI	05+90.96	571596.32	824690.93						N 85° 33' 24.81 W"
	POE	06+13.82	571598.10	824668.14						

11-NW-SW-Front

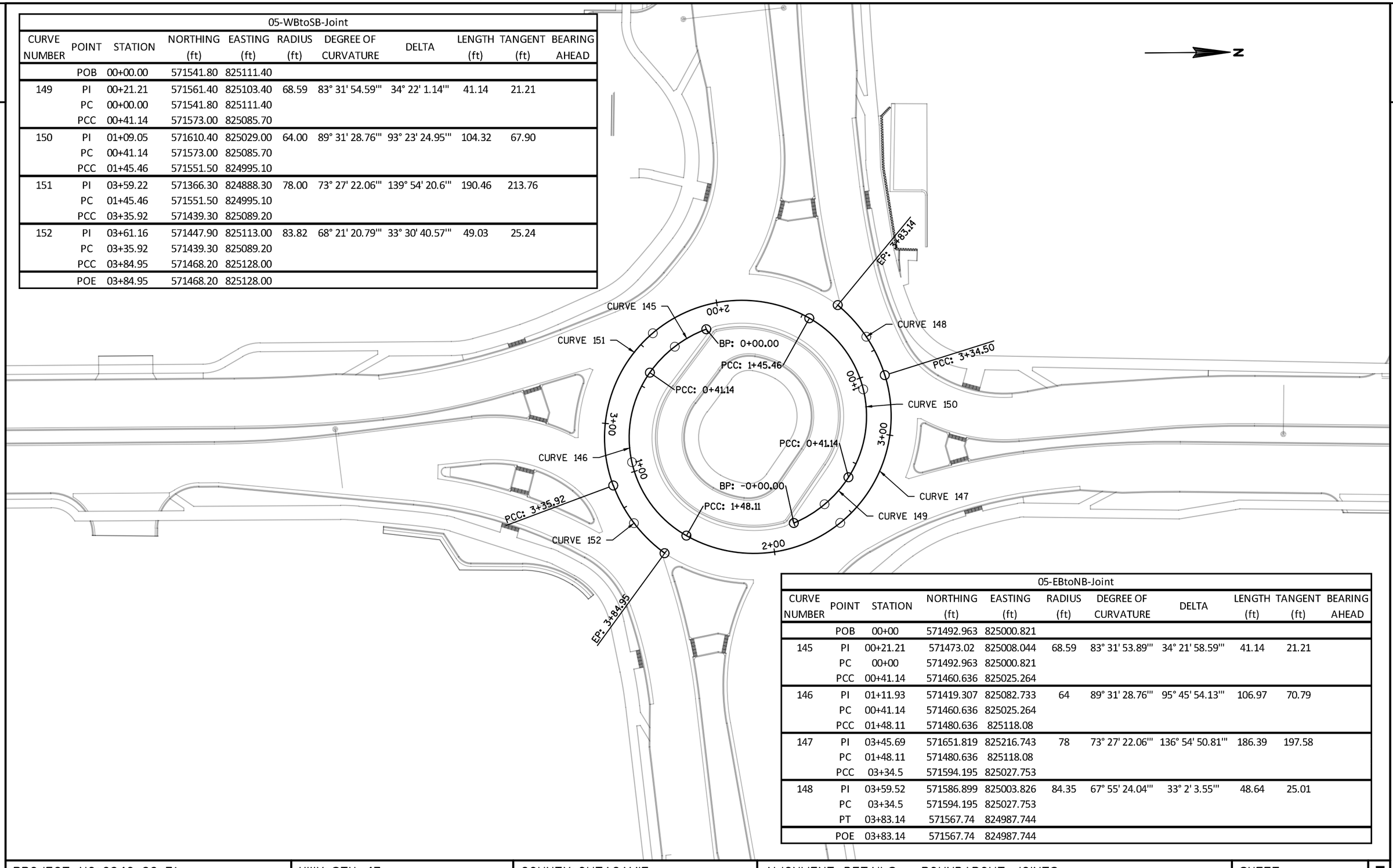
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	00+00	571871.728	825029.154						S 1° 34' 2.78 W"
	PI	00+93.57	571778.191	825026.594						S 1° 34' 2.78 W"
	PI	01+93.61	571678.194	825023.858						S 88° 25' 57.22 E"
	PI	01+95.61	571678.139	825025.857						S 1° 33' 52.22 W"
	PI	02+03.53	571670.218	825025.64						S 1° 34' 2.78 W"
	PI	02+22.66	571651.096	825025.117						S 3° 30' 11.32 W"
137	PI	02+59.88	571614.188	825020.528	48	119° 21' 58.35"'	58° 42' 4.86"'	49.18	26.99	
	PC	02+32.89	571640.887	825024.492						
	PCC	02+82.06	571603.705	824995.654						
138	PI	02+98.51	571597.319	824980.504	195	29° 22' 56.82"'	9° 38' 20.5"'	32.81	16.44	
	PCC	02+82.06	571603.705	824995.654						
	PCC	03+14.87	571593.561	824964.497						
139	PI	03+31.03	571589.868	824948.768	395	14° 30' 18.94"'	4° 41' 5.01"'	32.30	16.16	
	PC	03+14.87	571593.561	824964.497						
	PT	03+47.17	571587.471	824932.789						S 82° 12' 0.72 W"
140	PI	03+58.66	571585.93	824921.403	350	16° 21' 59.51"'	0° 29' 16.03"'	2.98	1.49	
	PCC	03+57.17	571586.114	824922.882						
	PCC	03+60.15	571585.757	824919.923						
141	PI	03+64.62	571585.239	824915.476	1595	3° 35' 31.96"'	0° 19' 17.89"'	8.95	4.48	
	PCC	03+60.15	571585.757	824919.923						
	PCC	03+69.1	571584.746	824911.026						
142	PI	03+71.89	571584.439	824908.252	58	98° 47' 8.98"'	5° 30' 37.7"'	5.58	2.79	
	PCC	03+69.1	571584.746	824911.026						
	PT	03+74.68	571584.399	824905.461						S 89° 11' 8.77 W"
	PI	04+00.41	571584.033	824879.731						S 87° 56' 25.48 W"
	PI	04+11.43	571583.637	824868.717						N 4° 48' 24.13 W"
143	PI	04+55.28	571582.124	824826.848	1590	3° 36' 12.63"'	3° 0' 55.21"'	83.68	41.85	
	PCC	04+13.43	571585.63	824868.55						
	PCC	04+97.11	571580.815	824785.02						
144	PI	05+04.86	571580.573	824777.279	75	76° 23' 39.74"'	11° 47' 28.92"'	15.44	7.75	
	PC	04+97.11	571580.815	824785.02						
	PT	05+12.55	571581.918	824769.652						N 80° 0' 0 W"
	PI	05+58.41	571589.883	824724.481						N 86° 45' 42.06 W"
	POE	06+19.95	571593.359	824663.045						

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	ALIGNMENT DETAILS - SIDEWALKS - NW CURB	SHEET	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\027216-AD-NW SIDEWALKS.DWG
LAYOUT NAME - 027216-AD

PLOT DATE : 8/25/2016 10:45 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:50 FT

05-WBtoSB-Joint										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	00+00.00	571541.80	825111.40						
149	PI	00+21.21	571561.40	825103.40	68.59	83° 31' 54.59'''	34° 22' 1.14'''	41.14	21.21	
	PC	00+00.00	571541.80	825111.40						
	PCC	00+41.14	571573.00	825085.70						
150	PI	01+09.05	571610.40	825029.00	64.00	89° 31' 28.76'''	93° 23' 24.95'''	104.32	67.90	
	PC	00+41.14	571573.00	825085.70						
	PCC	01+45.46	571551.50	824995.10						
151	PI	03+59.22	571366.30	824888.30	78.00	73° 27' 22.06'''	139° 54' 20.6'''	190.46	213.76	
	PC	01+45.46	571551.50	824995.10						
	PCC	03+35.92	571439.30	825089.20						
152	PI	03+61.16	571447.90	825113.00	83.82	68° 21' 20.79'''	33° 30' 40.57'''	49.03	25.24	
	PC	03+35.92	571439.30	825089.20						
	PCC	03+84.95	571468.20	825128.00						
	POE	03+84.95	571468.20	825128.00						



05-EBtoNB-Joint										
CURVE NUMBER	POINT	STATION	NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	POB	00+00	571492.963	825000.821						
145	PI	00+21.21	571473.02	825008.044	68.59	83° 31' 53.89'''	34° 21' 58.59'''	41.14	21.21	
	PC	00+00	571492.963	825000.821						
	PCC	00+41.14	571460.636	825025.264						
146	PI	01+11.93	571419.307	825082.733	64	89° 31' 28.76'''	95° 45' 54.13'''	106.97	70.79	
	PC	00+41.14	571460.636	825025.264						
	PCC	01+48.11	571480.636	825118.08						
147	PI	03+45.69	571651.819	825216.743	78	73° 27' 22.06'''	136° 54' 50.81'''	186.39	197.58	
	PC	01+48.11	571480.636	825118.08						
	PCC	03+34.5	571594.195	825027.753						
148	PI	03+59.52	571586.899	825003.826	84.35	67° 55' 24.04'''	33° 2' 3.55'''	48.64	25.01	
	PC	03+34.5	571594.195	825027.753						
	PT	03+83.14	571567.74	824987.744						
	POE	03+83.14	571567.74	824987.744						

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	ALIGNMENT DETAILS - ROUNDABOUT JOINTS	SHEET 177	E

6240-26-71

Line	Item	Item Description	Unit	Total	Qty
0010	201.0120	Clearing	ID	140.000	140.000
0020	201.0220	Grubbing	ID	140.000	140.000
0030	204.0100	Removing Pavement **P**	SY	21,200.000	21,200.000
0040	204.0130	Removing Curb	LF	100.000	100.000
0050	204.0150	Removing Curb & Gutter	LF	550.000	550.000
0060	204.0155	Removing Concrete Sidewalk	SY	2,650.000	2,650.000
0070	204.0165	Removing Guardrail	LF	28.000	28.000
0080	204.0180	Removing Delineators and Markers	EACH	1.000	1.000
0090	204.0185	Removing Masonry	CY	10.000	10.000
0100	204.0195	Removing Concrete Bases	EACH	46.000	46.000
0110	204.0210	Removing Manholes	EACH	16.000	16.000
0120	204.0220	Removing Inlets	EACH	39.000	39.000
0130	204.0245	Removing Storm Sewer (size) 01. 12-INCH	LF	1,360.000	1,360.000
0140	204.0245	Removing Storm Sewer (size) 02. 15-INCH	LF	41.000	41.000
0150	204.0245	Removing Storm Sewer (size) 03. 18-INCH	LF	38.000	38.000
0160	204.0245	Removing Storm Sewer (size) 04. 21-INCH	LF	677.000	677.000
0170	204.0245	Removing Storm Sewer (size) 05. 24-INCH	LF	15.000	15.000
0180	204.0245	Removing Storm Sewer (size) 06. 30-INCH	LF	426.000	426.000
0190	204.0245	Removing Storm Sewer (size) 07. 42-INCH	LF	231.000	231.000
0200	205.0100	Excavation Common	CY	22,400.000	22,400.000
0210	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	200.000	200.000
0220	213.0100	Finishing Roadway (project) 01. 6240-26-71	EACH	1.000	1.000
0230	305.0110	Base Aggregate Dense 3/4-Inch	TON	940.000	940.000
0240	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	9,500.000	9,500.000
0250	311.0110	Breaker Run	TON	19,100.000	19,100.000
0260	405.0100	Coloring Concrete WisDOT Red	CY	555.000	555.000
0270	415.0090	Concrete Pavement 9-Inch	SY	1,690.000	1,690.000
0280	415.0095	Concrete Pavement 9 1/2-Inch	SY	17,030.000	17,030.000
0290	415.0210	Concrete Pavement Gaps	EACH	4.000	4.000
0300	416.0270	Concrete Driveway HES 7-Inch	SY	865.000	865.000
0310	416.0512	Concrete Truck Apron 12-Inch	SY	460.000	460.000
0320	416.0610	Drilled Tie Bars	EACH	1,710.000	1,710.000
0330	416.0620	Drilled Dowel Bars	EACH	310.000	310.000
0340	465.0105	Asphaltic Surface	TON	55.000	55.000
0350	513.2050.S	Railing Pipe	LF	100.000	100.000
0360	520.8000	Concrete Collars for Pipe	EACH	3.000	3.000
0370	601.0342	Concrete Curb & Gutter Integral 18-Inch	LF	3,660.000	3,660.000
0380	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	3,090.000	3,090.000
0390	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	80.000	80.000

6240-26-71

Line	Item	Item Description	Unit	Total	Qty
0400	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	4,850.000	4,850.000
0410	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	342.000	342.000
0420	601.0600	Concrete Curb Pedestrian	LF	226.000	226.000
0430	602.0410	Concrete Sidewalk 5-Inch	SF	41,400.000	41,400.000
0440	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	624.000	624.000
0450	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	1,495.000	1,495.000
0460	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	316.000	316.000
0470	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	31.000	31.000
0480	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	845.000	845.000
0490	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	629.000	629.000
0500	608.0342	Storm Sewer Pipe Reinforced Concrete Class III 42-Inch	LF	427.000	427.000
0510	608.6010	Storm Sewer Pipe Composite 10-Inch	LF	30.000	30.000
0520	611.0530	Manhole Covers Type J	EACH	20.000	20.000
0530	611.0612	Inlet Covers Type C	EACH	1.000	1.000
0540	611.0624	Inlet Covers Type H	EACH	50.000	50.000
0550	611.0639	Inlet Covers Type H-S	EACH	22.000	22.000
0560	611.0642	Inlet Covers Type MS	EACH	3.000	3.000
0570	611.0652	Inlet Covers Type T	EACH	2.000	2.000
0580	611.1005	Catch Basins 5-FT Diameter	EACH	1.000	1.000
0590	611.1006	Catch Basins 6-FT Diameter	EACH	1.000	1.000
0600	611.2004	Manholes 4-FT Diameter	EACH	9.000	9.000
0610	611.2005	Manholes 5-FT Diameter	EACH	7.000	7.000
0620	611.2006	Manholes 6-FT Diameter	EACH	6.000	6.000
0630	611.3230	Inlets 2x3-FT	EACH	67.000	67.000
0640	611.3901	Inlets Median 1 Grate	EACH	3.000	3.000
0650	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0660	611.8115	Adjusting Inlet Covers	EACH	6.000	6.000
0670	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	950.000	950.000
0680	616.0700.S	Fence Safety	LF	400.000	400.000
0690	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6240-26-71	EACH	1.000	1.000
0700	619.1000	Mobilization	EACH	1.000	1.000
0710	620.0300	Concrete Median Sloped Nose	SF	730.000	730.000
0720	624.0100	Water	MGAL	390.000	390.000
0730	625.0100	Topsoil	SY	7,400.000	7,400.000

6240-26-71

Line	Item	Item Description	Unit	Total	Qty
0740	627.0200	Mulching	SY	1,750.000	1,750.000
0750	628.1504	Silt Fence	LF	350.000	350.000
0760	628.1520	Silt Fence Maintenance	LF	350.000	350.000
0770	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0780	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0790	628.2006	Erosion Mat Urban Class I Type A	SY	4,700.000	4,700.000
0800	628.7005	Inlet Protection Type A	EACH	78.000	78.000
0810	628.7010	Inlet Protection Type B	EACH	4.000	4.000
0820	628.7015	Inlet Protection Type C	EACH	88.000	88.000
0830	629.0210	Fertilizer Type B	CWT	5.000	5.000
0840	630.0140	Seeding Mixture No. 40	LB	215.000	215.000
0850	632.0101	Trees (species) (size) (root) 01. Spring Snow Japanese Lilac 1.5-In Cal CG	EACH	4.000	4.000
0860	632.0101	Trees (species) (size) (root) 02. Kentucky Coffee 2-In Cal B&B	EACH	6.000	6.000
0870	632.0101	Trees (species) (size) (root) 03. Accolade Elm 2-In Cal B&B	EACH	6.000	6.000
0880	632.0201	Shrubs (species) (size) (root) 01. Juniper Mountbatten 5-FT Ht B&B	EACH	12.000	12.000
0890	632.0201	Shrubs (species) (size) (root) 02. Ivory Halo Dogwood 5 Gal CG	EACH	10.000	10.000
0900	632.0201	Shrubs (species) (size) (root) 03. Tiny Wine Ninebark 2 Gal CG	EACH	20.000	20.000
0910	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	18.000	18.000
0920	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	32.000	32.000
0930	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	11.000	11.000
0940	637.2210	Signs Type II Reflective H	SF	507.190	507.190
0950	637.2230	Signs Type II Reflective F	SF	24.370	24.370
0960	638.2102	Moving Signs Type II	EACH	2.000	2.000
0970	638.2602	Removing Signs Type II	EACH	57.000	57.000
0980	638.3000	Removing Small Sign Supports	EACH	29.000	29.000
0990	641.8100	Overhead Sign Support (structure) 01. S-44-132	LS	1.000	1.000
1000	641.8100	Overhead Sign Support (structure) 02. S-44-0133	LS	1.000	1.000
1010	641.8100	Overhead Sign Support (structure) 03. S-44-0134	LS	1.000	1.000
1020	641.8100	Overhead Sign Support (structure) 04. S-44-0135	LS	1.000	1.000
1030	642.5201	Field Office Type C	EACH	1.000	1.000
1040	643.0100	Traffic Control (project) 01. 6240-26-71	EACH	1.000	1.000
1050	643.0300	Traffic Control Drums	DAY	23,745.000	23,745.000
1060	643.0410	Traffic Control Barricades Type II	DAY	155.000	155.000
1070	643.0420	Traffic Control Barricades Type III	DAY	5,485.000	5,485.000
1080	643.0705	Traffic Control Warning Lights Type A	DAY	6,685.000	6,685.000

6240-26-71

Line	Item	Item Description	Unit	Total	Qty
1090	643.0715	Traffic Control Warning Lights Type C	DAY	600.000	600.000
1100	643.0900	Traffic Control Signs	DAY	7,660.000	7,660.000
1110	643.0910	Traffic Control Covering Signs Type I	EACH	2.000	2.000
1120	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000
1130	643.1050	Traffic Control Signs PCMS	DAY	37.000	37.000
1140	643.2000	Traffic Control Detour (project) 01. 6240-26-71	EACH	1.000	1.000
1150	643.3000	Traffic Control Detour Signs	DAY	30,150.000	30,150.000
1160	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	4,000.000	4,000.000
1170	644.1601.S	Temporary Curb Ramp	EACH	20.000	20.000
1180	644.1616.S	Temporary Pedestrian Safety Fence	LF	3,500.000	3,500.000
1190	646.0106	Pavement Marking Epoxy 4-Inch	LF	12,930.000	12,930.000
1200	646.0116	Pavement Marking Epoxy 6-Inch	LF	3,570.000	3,570.000
1210	646.0126	Pavement Marking Epoxy 8-Inch	LF	2,675.000	2,675.000
1220	646.0127.S	Pavement Marking Grooved Epoxy 8-Inch	LF	675.000	675.000
1230	646.0156	Pavement Marking Epoxy 18-Inch	LF	115.000	115.000
1240	646.0600	Removing Pavement Markings	LF	1,130.000	1,130.000
1250	646.0841.S	Pavement Marking Grooved Wet Reflective Contrast Tape 4-Inch	LF	890.000	890.000
1260	646.0843.S	Pavement Marking Grooved Wet Reflective Contrast Tape 8-Inch	LF	1,910.000	1,910.000
1270	647.0156	Pavement Marking Arrows Epoxy Type 1	EACH	9.000	9.000
1280	647.0160	Pavement Marking Arrows Epoxy Type 2R	EACH	2.000	2.000
1290	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	25.000	25.000
1300	647.0170	Pavement Marking Arrows Epoxy Type 3R	EACH	3.000	3.000
1310	647.0176	Pavement Marking Arrows Epoxy Type 3	EACH	6.000	6.000
1320	647.0206	Pavement Marking Arrows Bike Lane Epoxy	EACH	3.000	3.000
1330	647.0306	Pavement Marking Symbols Bike Lane Epoxy	EACH	3.000	3.000
1340	647.0356	Pavement Marking Words Epoxy	EACH	28.000	28.000
1350	647.0456	Pavement Marking Curb Epoxy	LF	120.000	120.000
1360	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	430.000	430.000
1370	647.0606	Pavement Marking Island Nose Epoxy	EACH	10.000	10.000
1380	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	26.000	26.000
1390	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	1,105.000	1,105.000
1400	647.0955	Removing Pavement Markings Arrows	EACH	4.000	4.000
1410	647.0965	Removing Pavement Markings Words	EACH	2.000	2.000
1420	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	1,830.000	1,830.000
1430	649.0506	Temporary Pavement Marking Removable Mask-Out Tape 6-Inch	LF	230.000	230.000
1440	649.0510	Temporary Pavement Marking Removable Mask-Out Tape 10-Inch	LF	120.000	120.000
1450	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	100.000	100.000

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Line	Item	Item Description	Unit	Total	Qty
1460	650.4000	Construction Staking Storm Sewer	EACH	98.000	98.000
1470	650.4500	Construction Staking Subgrade	LF	4,508.000	4,508.000
1480	650.5000	Construction Staking Base	LF	587.000	587.000
1490	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	233.000	233.000
1500	650.6500	Construction Staking Structure Layout (structure) 01. R-44-0022	LS	1.000	1.000
1510	650.6500	Construction Staking Structure Layout (structure) 02. S-44-0132	LS	1.000	1.000
1520	650.6500	Construction Staking Structure Layout (structure) 03. S-44-0133	LS	1.000	1.000
1530	650.6500	Construction Staking Structure Layout (structure) 04. S-44-0134	LS	1.000	1.000
1540	650.6500	Construction Staking Structure Layout (structure) 05. S-44-0135	LS	1.000	1.000
1550	650.7000	Construction Staking Concrete Pavement	LF	3,921.000	3,921.000
1560	650.8500	Construction Staking Electrical Installations (project) 01. 6240-26-71	LS	1.000	1.000
1570	650.9910	Construction Staking Supplemental Control (project) 01. 6240-26-71	LS	1.000	1.000
1580	650.9920	Construction Staking Slope Stakes	LF	3,080.000	3,080.000
1590	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	8,967.000	8,967.000
1600	652.0335	Conduit Rigid Nonmetallic Schedule 80 3-Inch	LF	577.000	577.000
1610	652.0605	Conduit Special 2-Inch	LF	1,314.000	1,314.000
1620	652.0615	Conduit Special 3-Inch	LF	579.000	579.000
1630	652.0800	Conduit Loop Detector	LF	174.000	174.000
1640	653.0140	Pull Boxes Steel 24x42-Inch	EACH	6.000	6.000
1650	653.0905	Removing Pull Boxes	EACH	4.000	4.000
1660	654.0102	Concrete Bases Type 2	EACH	9.000	9.000
1670	654.0105	Concrete Bases Type 5	EACH	43.000	43.000
1680	654.0106	Concrete Bases Type 6	EACH	2.000	2.000
1690	654.0113	Concrete Bases Type 13	EACH	6.000	6.000
1700	655.0610	Electrical Wire Lighting 12 AWG	LF	3,920.000	3,920.000
1710	655.0615	Electrical Wire Lighting 10 AWG	LF	6,253.000	6,253.000
1720	655.0700	Loop Detector Lead In Cable	LF	1,318.000	1,318.000
1730	655.0800	Loop Detector Wire	LF	1,112.000	1,112.000
1740	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	39.000	39.000
1750	657.0322	Poles Type 5-Aluminum	EACH	37.000	37.000
1760	657.0327	Poles Type 6-Aluminum	EACH	2.000	2.000
1770	657.0605	Luminaire Arms Single Member 4 1/2-Inch Clamp 4-FT	EACH	29.000	29.000
1780	657.0615	Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT	EACH	24.000	24.000
1790	659.1125	Luminaires Utility LED C	EACH	51.000	51.000

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Line	Item	Item Description	Unit	Total	Qty
1800	659.1130	Luminaires Utility LED D	EACH	2.000	2.000
1810	673.0105	Communication Vault Type 1	EACH	2.000	2.000
1820	690.0150	Sawing Asphalt	LF	1,270.000	1,270.000
1830	690.0250	Sawing Concrete	LF	4,790.000	4,790.000
1840	715.0415	Incentive Strength Concrete Pavement	DOL	5,776.000	5,776.000
1850	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
1860	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,100.000	2,100.000
1870	SPV.0060	Special 01. Little Spire Russian Sage 1 Gal Cg	EACH	40.000	40.000
1880	SPV.0060	Special 02. Silver Princess Shasta Daisy 1 Gal Cg	EACH	40.000	40.000
1890	SPV.0060	Special 03. Sanitary Manhole Adjustments	EACH	9.000	9.000
1900	SPV.0060	Special 04. Water Valve Box Placement	EACH	21.000	21.000
1910	SPV.0060	Special 05. Storm Sewer Lateral Connection	EACH	8.000	8.000
1920	SPV.0060	Special 06. Inlets 2x2.5-FT Special	EACH	2.000	2.000
1930	SPV.0060	Special 07. Inlets 2x3-FT Special	EACH	3.000	3.000
1940	SPV.0060	Special 08. Concrete Bases City Type 1 (12 3/4-Inch Bolt Circle)	EACH	3.000	3.000
1950	SPV.0060	Special 09.Bases Cabinet Basement	EACH	2.000	2.000
1960	SPV.0060	Special 10. Install Salvaged Bases Cabinet Basement	EACH	1.000	1.000
1970	SPV.0060	Special 11. Utility Line Opening	EACH	5.000	5.000
1980	SPV.0060	Special 12. Pull Boxes Non-Conductive 24x42-Inch	EACH	24.000	24.000
1990	SPV.0060	Special 13. Signs Type II Furnished by Others	EACH	2.000	2.000
2000	SPV.0075	Special 01. Street Sweeping	HRS	10.000	10.000
2010	SPV.0090	Special 01. Concrete Curb and Gutter 24-Inch Type D	LF	133.000	133.000
2020	SPV.0090	Special 02. Concrete Curb 12-Inch Type D	LF	50.000	50.000
2030	SPV.0090	Special 03. Concrete Curb 24-Inch Type D	LF	50.000	50.000
2040	SPV.0090	Special 04. Tray Cable for Street Lighting 2 Conductor 10 AWG	LF	6,795.000	6,795.000
2050	SPV.0090	Special 05. Tray Cable for Street Lighting 2 Conductor 12 AWG	LF	1,259.000	1,259.000
2060	SPV.0090	Special 06. Pavement Marking Grooved Epoxy Crosswalk 18-Inch	LF	690.000	690.000
2070	SPV.0105	Special 01. Concrete Pavement Joint Layout	LS	1.000	1.000
2080	SPV.0105	Special 02. Construction Staking Roundabout	LS	1.000	1.000
2090	SPV.0120	Special 01. Water for Seeded Areas	MGAL	185.000	185.000
2100	SPV.0165	Special 01. Wall Modular Block Gravity LRFD	SF	450.000	450.000
2110	SPV.0165	Special 02. Stamped Concrete Sidewalk 5-Inch	SF	6,500.000	6,500.000
2120	SPV.0180	Special 01. Concrete Joint Sealing	SY	19,078.000	19,078.000
2130	SPV.0180	Special 02. Concrete Pavement 9 1/2-Inch Stamped	SY	68.000	68.000

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CLEARING AND GRUBBING ITEMS

STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
CATEGORY CODE 0010			
STAGE 1			
103+07'NB'	RT	4	4
103+85'NB'	RT	4	4
104+02'NB'	LT	8	8
104+28'NB'	LT	4	4
105+72'NB'	RT	12	12
106+18'NB'	RT	12	12
109+86'NB'	RT	16	16
110+44'NB'	RT	10	10
209+25'WB'	LT	10	10
209+50'WB'	LT	10	10
210+00'WB'	LT	10	10
STAGE 1 SUBTOTAL		100	100
STAGE 2A			
5+37'M'	LT	14	14
5+43'M'	LT	6	6
5+64'M'	LT	6	6
5+92'M'	LT	14	14
STAGE 2A SUBTOTAL		40	40
TOTALS		**140**	**140**

REMOVING CURB & GUTTER

STATION - STATION	LOCATION	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	COMMENTS
CATEGORY CODE 0010				
STAGE 1				
205+54'WB' - 206+44'WB'	LT	100	--	MCDONALDS PARKING LOT
103+12'NB' 103+38'NB'	RT	--	24	PARKING LOT
104+32'NB' - 105+03'NB'	RT	--	77	STRIP MALL DRIVEWAY
104+69'SB'	LT	--	3	BANK DRIVEWAY
111+66'NB' - 112+12'NB'	RT	--	12	DRIVEWAY
111+92'SB' - 112+45'SB'	LT	--	40	NORTHLAND MALL DRIVEWAY
198+77'EB'	RT	--	11	BENNETT ST SE CURB RAMP
198+96'EB'	LT	--	19	BENNETT ST NE CURB RAMP
204+47'EB'	RT	--	12	WALGREENS DRIVEWAY
205+00'EB' - 206+20'EB'	RT	--	61	BANK DRIVEWAY & PARKING LOT
210+63'WB' - 210+97'WB'	LT	--	6	DRIVEWAY
0+00'F' - 1+31'F'	LT	--	140	FAZOLI'S PARKING LOT
STAGE 1 SUBTOTAL		100	405	
STAGE 2				
189+30'EB'	RT	--	12	WEST SERVICE RD SW CURB RAMP
189+78'EB'	RT	--	39	WEST SERVICE RD SE CURB RAMP
189+89'EB'	LT	--	20	WEST SERVICE RD NE CURB RAMP
198+26'EB'	RT	--	29	BENNETT ST SW CURB RAMP
STAGE 2 SUBTOTAL		--	100	
STAGE 2A & 2B				
5+67'M'	LT	--	15	STAGE 2A-HILLOCK RD CURB RAMP
STAGE 2A SUBTOTAL		--	15	
STAGE 2A & 2B				
4+48'M'	RT	--	30	STAGE 2B-MASON ST NE CURB RAMP
STAGE 2B SUBTOTAL		--	30	
TOTAL		**100**	**550**	

REMOVING PAVEMENT

STATION - STATION	LOCATION	204.0100 SY	COMMENTS
STAGE 1			
CATEGORY CODE 0010			
100+00'NB' - 105+00'NB'	LT & RT	2,915	
105+00'NB' - 107+71'NB'	RT	920	
107+77'NB' - 108+93'NB'	LT & RT	1,550	EXISTING INTERSECTION
108+93'NB' - 113+17'NB'	RT	1,445	
113+17'NB' - 116+56'NB'	LT	410	MEDIAN
105+00'SB' - 107+70'SB'	LT	750	
109+03'SB' - 114+07'SB'	LT	1,815	
200+00'EB' - 206+70'EB'	LT & RT	2,700	
207+95'EB' - 211+40'EB'	LT & RT	1,340	
202+80'WB' - 206+74'WB'	LT	1,460	
208+03'WB' - 211+37'WB'	LT	1,525	
211+37'WB' - 214+27'WB'	LT & RT	1,990	
WEST SERVICE RD	LT	740	
DRIVEWAYS	LT & RT	260	
STAGE 1 SUBTOTALS		19,820	
STAGE 2			
CATEGORY CODE 0040			
179+36'EB' - 180+54'EB'	LT	125	MASON ST
181+41'EB' - 182+71'EB'	LT	134	MASON ST
187+75'EB' - 189+12'EB'	LT	140	WEST SERVICE RD
189+96'EB' - 191+29'EB'	LT	138	WEST SERVICE RD
196+76'EB' - 198+39'EB'	LT	165	BENNETT ST
189+96'EB' - 191+29'EB'	LT	138	BENNETT ST
STAGE 2 SUBTOTALS		840	
STAGE 2A			
CATEGORY CODE 0010			
1+40'M' - 3+63'M'	LT	167	SOUTH MASON
4+37'M' - 6+36'M'	LT	185	NORTH MASON
CATEGORY CODE 0040			
0+54'M' - 1+40'M'	LT	43	SOUTH MASON
STAGE 2A SUBTOTALS		395	
STAGE 2B			
CATEGORY CODE 0010			
1+66'M' - 3+71'M'	RT	145	SOUTH MASON
STAGE 2B SUBTOTALS		145	
TOTALS		**21,200**	
CATEGORY CODE 0010		20,317	
CATEGORY CODE 0040		883	

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REMOVING CONCRETE SIDEWALK

STATION - STATION	LOCATION	204.0155 SY	COMMENT
STAGE 1			
CATEGORY CODE 0010			
100+00'NB' - 104+49'NB'	RT	350	
100+00'NB' - 103+23'NB'	LT	170	
103+65'SB' - 107+88'SB'	LT	270	
104+87'NB' - 108+05'NB'	RT	170	
106+68'NB' - 107+68'NB'	LT	40	MEDIAN
108+84'NB' - 111+66'NB'	RT	180	
108+65'SB' - 111+95'SB'	LT	260	
108+97'NB' - 111+51'NB'	LT	100	MEDIAN
112+11'NB' - 113+17'NB'	RT	60	
112+38'SB' - 114+07'SB'	LT	160	
112+44'NB' - 114+71'NB'	LT	70	MEDIAN
198+98'EB'	LT	10	BENNETT ST NE CURB RAMP
200+00'EB' - 200+35'EB'	LT	10	MEDIAN
204+00'WB' - 206+75'WB'	LT	150	
204+75'EB' - 206+72'EB'	LT	50	MEDIAN
206+11'EB' - 206+95'EB'	RT	50	
206+39'WB'	LT	20	RAMP
207+92'EB' - 209+12'EB'	LT	35	MEDIAN
207+94'EB' - 210+62'EB'	RT	150	
210+88'EB' - 211+10'EB'	RT	10	
STAGE 1 SUBTOTALS		**2,315**	
STAGE 2			
CATEGORY CODE 0010			
198+43'EB'	RT	10	BENNETT ST SW CURB RAMP
STAGE 2 SUBTOTALS		**10**	
STAGE 2A			
CATEGORY CODE 0010			
1+40'M' - 3+57'M'	LT	130	
4+43'M' - 6+33'M'	LT	120	
6+67'M'	LT	5	HILLOCK CURB RAMP
CATEGORY CODE 0040			
0+54'M' - 1+403+57'M'	LT	20	
STAGE 2A SUBTOTALS		**275**	
STAGE 2B			
CATEGORY CODE 0010			
1+69'M' - 1+79'M'	RT	10	NE CURB RAMP
3+36'M' - 3+65'M'	RT	40	MASON ST SE CURB
STAGE 2B SUBTOTALS		**50**	
TOTALS		**2,650**	
CATEGORY CODE 0010		2,630	
CATEGORY CODE 0040		20	

REMOVING GUARDRAIL

STATION - STATION	LOCATION	204.0165 LF	COMMENTS
CATEGORY CODE 0010			
STAGE 2			
202+21'EB'	RT	28	WEST SERVICE RD
STAGE 2 SUBTOTAL		28	
TOTALS		**28**	

REMOVING DELINEATORS AND MARKERS

STATION - STATION	LOCATION	204.0180 EACH	COMMENTS
CATEGORY CODE 0010			
STAGE 1			
111+93'SB'	LT	1	BOLLARD
STAGE 1 SUBTOTAL		1	
TOTALS		**1**	

REMOVING CONCRETE BASES AND PULL BOXES

STATION	LOCATION	204.0195 REMOVING CONCRETE BASES EACH	653.0905 REMOVING PULL BOXES EACH	COMMENTS
CATEGORY CODE 0010				
STAGE 1				
1+10'C'	RT	1	--	
1+32'C'	RT	1	--	
1+55'C'	RT	1	1	MEDIAN
1+90'C'	RT	1	--	
2+20'C'	RT	1	--	
2+41'C'	RT	1	--	MEDIAN
2+84'C'	LT	1	--	
3+27'C'	LT	1	--	
3+61'C'	RT	1	1	MEDIAN
4+00'C'	RT	2	--	CABINET BASE
4+25'C'	RT	1	--	
4+42'C'	RT	1	--	MEDIAN
111+55'NB'	LT	1	--	MEDIAN
111+59'NB'	RT	1	--	
111+79'NB'	LT	1	--	
111+96'NB'	LT	1	1	
112+32'NB'	RT	2	--	
112+48'NB'	LT	1	--	
112+52'NB'	RT	1	--	CABINET BASE
112+58'NB'	LT	1	--	MEDIAN
112+64'NB'	LT	1	1	
198+85'EB'	RT	1	--	CABINET BASE
198+98'EB'	LT	1	--	MEDIAN
STAGE 1 SUBTOTALS		25	4	

CONTINUED

REMOVING CONCRETE BASES AND PULL BOXES (CONTINUED)

STATION	LOCATION	204.0195 REMOVING CONCRETE BASES EACH	653.0905 REMOVING PULL BOXES EACH	COMMENTS
CATEGORY CODE 0010				
STAGE 2				
180+28'EB'	LT	1	--	MASON ST MEDIAN
181+46'EB'	LT	1	--	MASON ST MEDIAN
188+79'EB'	LT	2	--	
188+91'EB'	RT	1	--	
189+18'EB'	RT	1	--	
189+77'EB'	RT	1	--	WEST SERVICE RD CABINET BASE
189+92'EB'	LT	1	--	WEST SERVICE RD MEDIAN
197+92'EB'	LT	1	--	BENNETT ST MEDIAN
198+00'EB'	LT & RT	2	--	
198+24'EB'	RT	1	--	
STAGE 2 SUBTOTALS		12	--	
STAGE 2A				
3+43'M'	LT	1	--	
3+66'M'	LT	1	--	
3+74'M'	LT	1	--	
4+59'M'	LT	1	--	
4+77'M'	LT	1	--	
STAGE 2A SUBTOTALS		5	--	
STAGE 2B				
3+54'M'	RT	1	--	
3+74'M"	RT	1	--	
4+59'M'	RT	1	--	
4+85'M'	RT	1	--	
STAGE 2B SUBTOTALS		4	--	
TOTALS		**46**	**4**	

REMOVING MANHOLES AND INLETS

STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH
CATEGORY CODE 0010			
STAGE 1			
100+28'NB'	LT & RT	1	2
103+03'NB'	LT & RT	1	2
103+29'NB'	LT	--	1
103+52'NB'	LT	1	--
103+53'NB'	LT	--	1
103+60'NB'	LT	--	1
103+86'NB'	LT	--	1
104+96'SB'	LT	1	--
105+03'NB'	LT	--	1
105+84'SB'	LT	1	1
105+82'NB'	RT	--	1
109+51'NB'	LT	1	--
110+39'NB'	RT	1	--
110+58'NB'	RT	--	1
110+59'NB'	LT	--	1
110+60'SB'	LT	--	1
110+58'SB'	LT	--	1
112+49'NB'	RT	1	--
112+48'NB'	LT	--	1
114+09'NB'	LT	--	1
201+77'EB'	LT	--	1
201+80'EB'	RT	--	1
201+98'EB'	RT	1	--
202+45'EB'	RT	1	--
203+10'WB'	LT	--	1
204+68'EB'	RT	--	1
204+73'EB'	RT	1	--
204+71'EB'	RT	--	1
204+77'EB'	RT	--	1
204+77'EB'	LT	--	1
204+72'WB'	RT	--	1
204+73'WB'	LT	--	1
205+62'EB'	RT	--	1
206+26'EB'	RT	1	--
1+22'C'	RT	1	--
1+36'C'	RT	--	1
1+55'C'	RT	--	1
1+92'C'	RT	--	1
1+14'C'	RT	1	--
4+01'C'	RT	1	--
210+48'WB'	LT	1	--
210+50'WB'	LT	--	1
210+49'WB'	RT	--	1
210+54'EB'	LT	--	1
210+48'EB'	RT	--	1
212+60'WB'	LT	--	1
212+75'WB'	LT	--	1
STAGE 1A SUBTOTALS		16	36
STAGE 2A			
3+25'M'	LT	--	1
5+71'M'	LT	--	1
STAGE 2A SUBTOTALS		--	2
STAGE 2B			
3+49'M'	RT	--	1
STAGE 2B SUBTOTALS		--	1
TOTALS		**16**	**39**

REMOVING STORM PIPE ITEMS

LOCATION	LOCATION	EXISTING PIPE MATERIAL	204.0245.01 12-INCH LF	204.0245.02 15-INCH LF	204.0245.03 18-INCH LF	204.0245.04 21-INCH LF	204.0245.05 24-INCH LF	204.0245.06 30-INCH LF	204.0245.07 42-INCH LF
CATEGORY CODE 0010									
STAGE 1									
100+28'NB'	LT & RT	RCP(III)	50	--	--	--	--	--	--
100+28'NB' - 103+03'NB'	LT	RCP(III)	--	--	--	127	--	--	--
101+76'NB'	LT	PVC	11	--	--	--	--	--	--
103+03'NB'	LT & RT	RCP(III)	57	--	--	--	--	--	--
103+03'NB' - 103+52'NB'	LT	RCP(III)	--	--	--	50	--	--	--
103+29'NB'	LT	RCP(III)	40	--	--	--	--	--	--
103+53'NB'	LT	RCP(III)	--	32	--	--	--	--	--
103+60'NB'	LT	RCP(III)	33	--	--	--	--	--	--
103+60'NB'	LT	RCP(III)	25	--	--	--	--	--	--
103+86'NB'	LT	RCP(III)	35	--	--	--	--	--	--
103+52'NB' - 104+96'SB'	LT	RCP(III)	145	--	--	--	--	--	--
104+54'SB'	LT	SSNCP	13	--	--	--	--	--	--
105+03'NB'	LT	RCP(III)	22	--	--	--	--	--	--
104+96'SB' - 105+84'SB'	LT	RCP(III)	88	--	--	--	--	--	--
105+84'SB'	LT	RCP(III)	16	--	--	--	--	--	--
105+82'NB'	RT	RCP(III)	48	--	--	--	--	--	--
109+51'NB' - 4+01'C'	RT	RCP(III)	--	--	--	--	--	--	59
4+01'C' - 3+72'C'	RT	RCP(III)	--	--	--	--	--	--	37
109+51'NB' - 110+39'NB'	RT	RCP(III)	--	--	--	--	--	88	--
110+58'NB'	RT	RCP(III)	25	--	--	--	--	--	--
110+59'NB'	LT	RCP(III)	25	--	--	--	--	--	--
110+60'SB'	RT	RCP(III)	4	--	--	--	--	--	--
110+58'SB'	LT	RCP(III)	30	--	--	--	--	--	--
110+39'NB' - 112+49'NB'	RT	RCP(III)	--	--	--	--	--	211	--
112+48'NB'	LT	RCP(III)	10	--	--	--	--	--	--
114+09'NB'	LT	RCP(III)	10	--	--	--	--	--	--
201+77'EB'	LT	RCP(III)	5	--	--	--	--	--	--
201+80'EB'	RT	RCP(III)	28	--	--	--	--	--	--
201+80'EB' - 201+98'EB'	RT	RCP(III)	24	--	--	--	--	--	--
201+98'EB' - 202+45'EB'	RT	PVC	47	--	--	--	--	--	--
202+45'EB'	RT	RCP(III)	--	--	--	10	--	--	--
202+45'EB' - 203+10'WB'	LT	RCP(III)	108	--	--	--	--	--	--
202+45'EB' - 204+73'EB'	RT	RCP(III)	--	--	--	233	--	--	--
204+68'EB'	RT	RCP(III)	25	--	--	--	--	--	--
204+71'EB'	RT	RCP(III)	5	--	--	--	--	--	--
204+71'EB'	RT	RCP(III)	5	--	--	--	--	--	--
204+77'EB'	LT	RCP(III)	42	--	--	--	--	--	--
204+72'WB'	RT	RCP(III)	4	--	--	--	--	--	--
204+73'WB'	LT	RCP(III)	34	--	--	--	--	--	--
204+73'EB' - 206+26'EB'	RT	RCP(III)	--	--	--	140	--	--	--
205+62'EB'	RT	PVC	97	--	--	--	--	--	--
206+25'EB'	RT	PVC	27	--	--	--	--	--	--
206+26'EB' - 1+22'C'	RT	RCP(III)	--	--	--	117	--	--	--
1+36'C'	RT	RCP(III)	36	--	--	--	--	--	--
1+55'C'	RT	RCP(III)	27	--	--	--	--	--	--
1+92'C'	RT	RCP(III)	49	--	--	--	--	--	--
1+22'C'	RT	CSP	--	--	--	--	15	--	--
1+10'C' - 1+22'C'	RT	RCP(III)	--	--	16	--	--	--	--
1+10'C' - 1+14'C'	RT	RCP(III)	--	--	22	--	--	--	--
1+22'C' - 4+01'C'	RT	RCP(III)	--	--	--	--	--	127	--
210+33'WB' - 210+49'WB'	LT	RCP(III)	--	--	--	--	--	--	17
210+50'WB'	LT	RCP(III)	12	--	--	--	--	--	--
210+49'WB'	RT	RCP(III)	28	--	--	--	--	--	--
210+54'EB'	LT	RCP(III)	13	--	--	--	--	--	--
210+48'EB'	RT	RCP(III)	41	--	--	--	--	--	--
210+49'WB' - 211+70'WB'	LT	RCP(III)	--	--	--	--	--	--	118
212+60'WB'	LT	RCP(III)	16	--	--	--	--	--	--
212+75'WB'	LT	RCP(III)	--	9	--	--	--	--	--
		TOTALS	**1,360**	**41**	**38**	**677**	**15**	**426**	**231**

Division	From/To Station	Location	Excavation Common (1) (CY) (item # 205.0100)		Salvaged/Unusable Pavement Material (4) (CY)	Available Material (5) (CY)	Unexpanded Fill (CY)	Expanded Fill (13) (CY)	Mass Ordinate +/- (14) (CY)	Waste (CY)	Comment:
			Cut (2)	EBS Excavation (3) (CY)				Factor 1.18			
Division 1-Stage 1-Category Code 0010											
NB STH 47-South Leg	100+00'NB' - 107+29'NB'	LT & RT	3,590	718	893	1,979	36	43	1,937	1,937	
NB STH 47-North Leg	109+15'NB' - 116+56'NB'	LT & RT	1,543	309	518	716	18	21	695	695	
SB STH 47-South Leg	103+89'SB' - 107+38'SB'	LT	898	180	207	512	29	34	477	477	
SB STH 47-North Leg	103+25'SB' - 114+07'SB'	LT	1,347	269	490	587	68	80	507	507	
EB CTH OO-West Leg	200+00'EB' - 206+54'EB'	LT & RT	2,579	516	917	1,146	370	436	710	710	
EB CTH OO-East Leg	208+14'EB' - 212+64'EB'	LT & RT	1,786	357	383	1,046	120	141	905	905	
WB CTH OO-West Leg	202+80'WB' - 206+67'WB'	LT	1,487	297	247	942	15	17	925	925	
WB CTH OO-East Leg	208+24'WB' - 214+28'WB'	LT & RT	2,450	490	771	1,189	164	194	995	995	
NBRT	1+00'NBRT' - 2+50'NBRT'	LT & RT	319	64	29	226	47	55	171	171	
SW CURB	13+40'SW' - 14+10'SW'	RT	19	4	0	15	70	82	-67	0	
NE CURB	13+30'NE' - 14+00'NE'	RT	45	9	0	36	3	3	33	33	
NW CURB	11+85'NW' - 12+35'NW'	RT	17	3	0	14	19	23	-9	0	
Roundabout	1+00'C' - 4+54'C'	LT & RT	1,208	242	628	339	936	1,105	-766	0	
Division 1 Subtotal			17,289	3,458	5,084	8,747	1,895	2,236	6,511	7,354	
Division 2-Stage 2-Category Code 0010											
EB CTH OO-Service Rd Curb Ramps	188+88'EB' - 190+91'EB'	LT & RT	23	0	0	23	0	0	23	23	
EB CTH OO-Bennett St Curb Ramps	198+06'EB' - 198+95'EB'	LT & RT	30	0	0	30	0	0	30	30	
Division 2 Subtotal			53	0	0	53	0	0	53	53	
Division 3-Stage 2-Category Code 0040											
EB CTH OO & Mason St-West Median	179+55'EB' - 180+54'EB'	LT	44	0	31	14	0	0	14	14	
EB CTH OO & Mason St-East Median	181+41'EB' - 182+72'EB'	LT	65	0	33	31	0	0	31	31	
EB CTH OO & West Service Rd-West Median	187+75'EB' - 189+12'EB'	LT	62	0	35	27	0	0	27	27	
EB CTH OO & West Service Rd-East Median	189+97'EB' - 191+29'EB'	LT	62	0	35	27	0	0	27	27	
EB CTH OO & Bennett St-West Median	196+76'EB' - 198+38'EB'	LT	70	0	42	28	0	0	28	28	
EB CTH OO & Bennett St-East Median	198+92'EB' - 200+00'EB'	LT	43	0	28	15	0	0	15	15	
Division 3 Subtotal			345	0	204	141	0	0	141	141	
Division 4-Stage 2A-Category Code 0040											
Mason St-South	0+53'M' - 1+40'M'	RT	55	0	11	44	0	0	44	44	
Division 4 Subtotal			55	0	11	44	0	0	44	44	
Division 5-Stage 2A-Category Code 0010											
Mason St-South	1+40'M' - 3+63'M'	LT	375	75	36	264	0	0	264	264	
Mason St-North	4+37'M' - 6+36'M'	LT	470	95	45	330	1	1	328	328	
Division 5 Subtotal			845	170	81	594	1	1	593	593	
Division 6-Stage 2B-Category Code 0010											
Mason St-South	1+67'M' - 3+75'M'	RT	186	0	35	151	0	0	151	151	
Division 6 Subtotal			186	0	35	151	0	0	151	151	
Grand Total			18,773	3,628	5,415	9,730	1,896	2,237	7,493	8,335	
Total Common Exc				22,400							

CATEGORY CODE 0010	**22,000**
CATEGORY CODE 0040	**400**
	22,400

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Breaker Run material.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - (EBS Excavation + Salvaged/Unusuable Pavement Material)
13) Expanded Fill. Factor = 1.18
14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

FINISHING ROADWAY

	213.0100 EACH
CATEGORY CODE 0010	
PROJECT ID 6240-26-71	1
	1

EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

STATION - STATION	LOCATION	205.0501.S TON
CATEGORY CODE 0040		
STAGE 1		
102+00'NB' - 102+75'NB'	0 - 50' LT	200
		200

CONCRETE PAVEMENT GAPS

STATION	LOCATION	415.0210 EACH
CATEGORY CODE 0010		
STAGE 1		
103+50'SB'	LT	1
111+90'NB'	RT	1
112+20'SB'	LT	1
212+20'WB'	LT	1
STAGE 1 SUBTOTALS		4
TOTALS		**4**

AGGREGATE AND WATER ITEMS

STATION - STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	624.0100 WATER MGAL
STAGE 1				
CATEGORY 0010				
100+00'NB' - 103+89'NB'	LT & RT	1,133	2,660	51
103+89"NB' - 107+26'NB'	LT & RT	473	1,100	21
103+89'SB' - 107+36'SB'	LT	395	960	18
1+00'NBRT' - 2+50'NBRT'	LT & RT	165	350	7
109+18'NB' - 116+58'NB'	LT & RT	715	1,450	30
109+27'SB' - 114+07'SB'	LT	560	1,400	26
200+00'EB' - 206+43'EB'	LT & RT	1,150	2,655	51
202+80'WB' - 206+64'WB'	LT	500	1,250	25
208+33'EB' - 212+61'EB'	LT & RT	844	1,950	37
208+33'WB' - 214+28'WB'	LT & RT	980	2,475	47
1+00'C' - 4+54'C'	LT & RT	1,155	2,850	52
DRIVEWAYS		370	--	5
	STAGE 1 SUBTOTALS	8,440	19,100	370
STAGE 2				
CATEGORY CODE 0040				
179+36'EB' - 182+72'EB'	LT	85	--	1
187+75'EB' - 191+29'EB'	LT	115	--	2
196+76'EB' - 200+35'EB'	LT	100	--	7
	STAGE 2 SUBTOTALS	300	--	10
STAGE 2A				
CATEGORY CODE 0010				
1+40'M' - 3+63'M'	LT	245	--	3
4+37'M' - 6+67'M'	LT	315	--	4
CATEGORY CODE 0040				
0+54'M' - 1+40'M'	LT	40	--	1
	STAGE 2A SUBTOTALS	600	--	8
STAGE 2B				
CATEGORY CODE 0010				
1+66'M' - 3+38'M'	RT	160	--	2
	STAGE 2B SUBTOTALS	160	--	2
	TOTALS	**9,500**	**19,100**	**390**
	CATEGORY CODE 0010	9,160	19,100	379
	CATEGORY CODE 0040	340	--	11

CONCRETE PAVEMENT ITEMS

STATION - STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.0095 CONCRETE PAVEMENT 9 1/2-INCH SY	416.0270 CONCRETE DRIVEWAY HES 7-INCH SY	416.0512 CONCRETE TRUCK APRON 12-INCH SY	xxx SPV.0180.01 CONCRETE JOINT SEALING SY	SPV.0180.02 CONCRETE PAVEMENT 9 1/2-INCH STAMPED SY	COMMENTS
STAGE 1									
CATEGORY CODE 0010									
100+00'NB' - 103+89'NB'	LT & RT	--	--	2,530	280	--	2,530	--	BEGIN TO MEDIAN
103+15'NB' - 103+74'NB'	LT	--	--	105	--	--	105	--	WEILAND AVE INTERSECTION
103+89'NB' - 107+26'NB'	RT	--	--	913	--	--	913	--	MEDIAN TO RAB
104+33'NB' - 104+97'NB'	RT	--	--	--	110	--	--	--	STRIP MALL INTERSECTION
109+18'NB' - 113+17'NB'	RT	--	--	1,092	55	--	1,092	--	RAB TO END RECONST
103+89'SB' - 107+36'SB'	LT	--	--	933	30	--	933	--	MEDIAN TO RAB
109+27'SB' - 114+07'SB'	LT	--	--	1,342	120	--	1,342	--	RAB TO END RECONST
1+00'NBRT' - 2+50'NBRT'	RT	--	--	236	--	--	236	--	RIGHT TURN BY PASS
200+00'EB' - 203+96'EB'	RT	--	--	1,230	--	--	1,230	--	BEGIN TO TURN LANE
203+96'EB' - 206+43'EB'	LT & RT	--	--	988	--	--	988	--	TURN LANE TO RAB
198+93'EB' - 200+35'EB'	LT	--	85	--	--	--	50	--	BENNETT ST INTERSECTION
208+17'EB' - 210+05'EB'	RT	--	--	539	--	--	539	--	RAB TO TURN LANE
210+05'EB' - 211+80'EB'	LT & RT	--	--	720	--	--	720	--	TURN LANE TO MEDIAN
211+80'EB' - 212+61'EB'	RT	--	--	260	--	--	260	--	MEDIAN TO END
210+06'EB' - 210+95'EB'	RT	--	--	100	--	--	100	--	STRIP MALL INTERSECTION
202+80'WB' - 204+40'WB'	LT	--	--	580	--	--	580	--	
204+40'WB' - 206+64'WB'	LT	--	--	629	--	--	629	--	
208+33'WB' - 210+70'WB'	LT & RT	--	--	953	--	--	953	--	RAB TO TURN LANE
210+70'WB' - 211+84'WB'	LT	--	--	360	50	--	360	--	TURN LANE TO MEDIAN
211+84'WB' - 214+28'WB'	LT & RT	--	--	1,220	190	--	1,220	--	
1+00'C' - 4+55'C'	RT	--	--	2,300	--	--	2,300	--	ROUNABOUT
1+00'C' - 4+55'C'	LT	153	--	--	--	460	460	--	TRUCK APRON
0+00'WR' - 3+25'WR'	RT	--	70	--	30	--	70	--	WEST SERVICE ROAD
CATEGORY CODE 0020									
106+95'NB' - 107+11'NB'	RT	11	--	--	--	--	7	7	CROSSWALK COLORING
106+93'SB' - 107+09'SB'	LT	10	--	--	--	--	7	7	CROSSWALK COLORING
1+88'NBRT' - 2+04'NBRT'	RT	7	--	--	--	--	4	4	CROSSWALK COLORING
109+40'NB' - 109+56'NB'	RT	11	--	--	--	--	7	7	CROSSWALK COLORING
109+41'SB' - 109+57'SB'	LT	11	--	--	--	--	7	7	CROSSWALK COLORING
206+00'EB' - 206+16'EB'	RT	17	--	--	--	--	7	7	CROSSWALK COLORING
206+00'WB' - 206+16'WB'	LT	11	--	--	--	--	11	11	CROSSWALK COLORING
208+64'EB' - 208+80'EB'	RT	11	--	--	--	--	11	11	CROSSWALK COLORING
208+60'WB' - 208+76'WB'	LT	17	--	--	--	--	7	7	CROSSWALK COLORING
STAGE 1 SUBTOTALS		259	155	17,030	865	460	17,678	68	
STAGE 2									
CATEGORY CODE 0040									
179+36'EB' - 180+54'EB'	LT	--	85	--	--	--	60	--	MASON ST INTERSECTION
181+41'EB' - 182+72'EB'	LT	--	80	--	--	--	50	--	MASON ST INTERSECTION
187+75'EB' - 189+12'EB'	LT	--	90	--	--	--	60	--	SERVICE RD INTERSECTION
189+96'EB' - 191+29'EB'	LT	--	80	--	--	--	50	--	SERVICE RD INTERSECTION
196+76'EB' - 198+39'EB'	LT	--	110	--	--	--	90	--	BENNETT ST INTERSECTION
STAGE 2 SUBTOTALS		--	445	--	--	--	310	--	
STAGE 2A									
CATEGORY CODE 0010									
1+40'M' - 3+63'M'	LT	--	350	--	--	--	350	--	
4+37'M' - 6+36'M'	LT	--	510	--	--	--	510	--	
CATEGORY CODE 0040									
0+54'M' - 1+40'M'	LT	--	50	--	--	--	50	--	
STAGE 2A SUBTOTALS		--	910	--	--	--	910	--	
STAGE 2B									
CATEGORY CODE 0010									
1+66'M' - 3+71'M'	RT	--	180	--	--	--	180	--	
STAGE 2B SUBTOTALS		--	180	--	--	--	180	--	
TOTALS		**259**	**1,690**	**17,030**	**865**	**460**	**19,078**	**68**	
xx QUANTITIES LISED ELSEWHERE		**xx**							
xxx ITEM IS CATEGORY CODE 0040									
CATEGORY CODE 0010		153	1,195	17,030	865	460	0	0	
CATEGORY CODE 0020		106	0	0	0	0	0	68	
CATEGORY CODE 0040		0	495	0	0	0	19,078	0	

DRILLED TIE BARS & DOWEL BARS

STATION - STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
STAGE 1			
CATEGORY CODE 0010			
100+00'NB' - 107+26'NB'	LT	56	32
109+18'NB' - 116+58'NB'	LT & RT	171	22
109+27'SB' - 116+58'SB'	LT & RT	121	26
200+00'EB' - 206+43'EB'	RT	3	16
202+80'WB' - 206+04'WB'	LT	10	35
208+33'EB' - 212+61'EB'	RT	78	27
208+33'WB' - 214+28'WB'	LT	35	26
0+00'WSR' - 3+17'WSR'	RT	110	8
STAGE 1 SUBTOTALS		584	192
STAGE 2			
CATEGORY CODE 0040			
179+36'EB' - 182+72'EB'	LT	200	38
187+75'EB' - 191+29'EB'	LT	250	40
196+76'EB' - 198+39'EB'	LT	150	20
198+93'EB' - 200+35'EB'	LT	100	20
STAGE 2 SUBTOTALS		700	118
STAGE 2A			
CATEGORY CODE 0010			
1+40'M' - 3+63'M'	LT	120	--
4+37'M' - 6+36'M'	LT	140	--
CATEGORY CODE 0040			
0+54'M' - 1+40'M'	LT	40	--
STAGE 2A SUBTOTALS		300	--
STAGE 2B			
CATEGORY CODE 0010			
1+66'M' - 3+38'M'	RT	110	--
4+37'M' - 4+69'M'	RT	16	--
STAGE 2B SUBTOTALS		126	--
TOTAL		**1,710**	**310**
CATEGORY CODE 0010		970	192
CATEGORY CODE 0040		740	118

ASPHALTIC ITEMS

STATION - STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON	COMMENTS
CATEGORY CODE 0010			
STAGE 1			
100+00'NB' - 104+75'NB'	RT & LT	30	DRIVEWAYS & PARKING LOTS
205+54'WB' - 206+44'WB'	LT	15	MCDONALD'S PARKING LOT
WEST SERVICE ROAD	RT	5	WALGREENS PARKING LOT
0+00'F' - 1+31'F'	RT	5	FAZOLI'S PARKING LOT
TOTALS		**55**	

CONCRETE CURB AND GUTTER ITEMS

STATION - STATION	LOCATION	601.0342 CONCRETE CURB & GUTTER INTEGRAL 18-INCH LF	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF	601.0600 CONCRETE CURB PEDESTRIAN LF	SPV 0090.01 CONCRETE CURB & GUTTER 24-INCH TYPE D LF	SPV 0090.02 CONCRETE CURB 12-INCH TYPE D LF	SPV 0090.03 CONCRETE CURB 24-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB, GUTTER AND CURB & GUTTER LF
STAGE 1											
CATEGORY CODE 0010											
100+00'NB' - 104+98'NB'	RT	500	--	--	--	--	--	--	--	--	--
100+00'NB' - 103+06'NB'	LT	305	--	--	--	--	--	--	--	--	--
103+06'NB' - 103+28'NB'	LT	--	--	--	36	--	18	--	--	--	--
103+61'NB' - 103+84'NB'	LT	--	--	--	37	--	17	--	--	--	--
103+89'NB' - 107+26'NB'	LT	--	327	--	--	--	--	--	--	--	--
103+83'SB' - 106+15'SB'	LT	230	--	--	--	--	--	--	--	--	--
106+15'SB' - 107+35'SB'	LT	--	--	--	116	--	--	--	--	--	--
103+89'SB' - 107+36'SB'	RT	--	330	--	--	--	--	--	--	--	--
104+33'NB' - 104+50'NB'	LT	--	31	--	--	--	--	--	--	--	--
104+86'NB' - 104+98'NB'	LT	--	30	--	--	--	--	--	--	--	--
104+98'NB' - 105+91'NB'	LT	--	--	--	98	--	--	--	--	--	--
109+27'NB' - 113+17'NB'	LT	--	390	--	--	--	--	--	--	--	--
109+18'NB' - 110+16'NB'	RT	--	--	--	91	--	--	--	--	--	--
110+16'NB' - 113+17'NB'	RT	300	--	--	--	--	--	--	--	--	--
109+27SB' - 114+07'SB'	LT	--	477	--	--	--	--	--	--	--	--
109+25'SB' - 109+82'SB'	LT	--	--	--	44	--	--	--	--	--	--
109+82'SB' - 114+07'SB'	LT	427	--	--	--	--	--	--	--	--	--
113+17'NB' - 116+56'NB'	LT	--	339	--	--	--	--	--	--	--	--
114+07'SB' - 116+58'SB'	RT	--	252	--	--	--	--	--	--	--	--
200+00'EB' - 205+39'EB'	RT	543	--	--	--	--	--	--	--	--	--
205+39'EB' - 206+43'EB'	RT	--	--	--	95	--	--	--	--	--	--
200+00'EB' - 206+43'EB'	LT	--	--	--	645	--	--	--	--	--	--
202+80'WB' - 206+64'WB'	RT	--	--	--	371	--	--	--	--	--	--
202+80'WB' - 203+00'WB'	RT	--	50	--	--	--	--	--	--	--	--
203+30'WB' - 204+40'WB'	RT	--	112	--	--	--	--	--	--	--	--
204+40'WB' - 205+60'WB'	LT	120	--	--	--	--	--	--	--	--	--
205+60'WB' - 206+64'WB'	LT	--	--	--	100	--	--	--	--	--	--
208+18'EB' - 211+84'EB'	LT	--	--	--	353	--	--	--	--	--	--
208+18'EB' - 209+01'EB'	RT	--	--	--	95	--	--	--	--	--	--
209+01'EB' - 209+87'EB'	RT	87	--	--	--	--	--	--	--	--	--
209+87'EB' - 210+94'EB'	RT	--	--	--	107	--	--	--	--	--	--
210+94'EB' - 212+26'EB'	RT	130	--	--	--	--	--	--	--	--	--
212+26'EB' - 212+59'EB'	RT	--	--	--	80	--	--	--	--	--	--
208+34'WB' - 211+79'WB'	RT	--	--	--	348	--	--	--	--	--	--
208+24'WB' - 209+08'WB'	LT	--	--	--	65	--	--	--	--	--	--
209+08'WB' - 214+26'WB'	LT	523	--	--	--	--	--	--	--	--	--
1+00'NBRT' - 2+50'NBRT'	RT	--	--	--	140	--	--	--	--	--	--
1+56'NBRT' - 2+38'NBRT'	LT	--	--	--	83	--	--	--	--	--	--
1+56'NBRT' - 2+39'NBRT'	LT	--	--	--	93	--	--	--	--	--	--
1+00'C' - 4+54'C'	LT	--	239	--	--	342	--	--	--	--	--
1+00'C' - 4+54'C'	RT	--	--	--	329	--	--	--	--	--	--
106+98'NB' - 107+08'NB'	LT	--	--	--	--	--	40	--	--	--	--
109+43'NB' - 109+53'NB'	LT	--	--	--	--	--	33	--	--	--	--
206+04'EB' - 206+13'EB'	LT	--	--	--	--	--	44	--	--	--	--
208+67'EB' - 208+77'EB'	LT	--	--	--	--	--	43	--	--	--	--
1+91'NBRT' - 2+01'NBRT'	LT	--	--	--	--	--	31	--	--	--	--
0+00'WSR' - 2+54'WSR'	RT	--	--	--	253	--	--	--	--	--	--
2+54'WSR' - 2+86'WSR'	RT	--	53	--	--	--	--	--	--	--	--
2+86'WSR' - 3+17'WSR'	RT	--	--	30	--	--	--	--	--	--	--
2+07'WSR' - 2+68'WSR'	RT	--	--	--	58	--	--	--	--	--	--
2+08'WSR' - 2+21'WSR'	RT	--	--	25	--	--	--	--	--	--	--
205+36'EB' - 205+61'EB'	RT	--	--	25	--	--	--	--	--	--	--
0+00'F' - 1+31'F'	RT	--	--	--	--	--	--	133	--	--	133
111+55'NB' - 112+24'NB'	RT	--	--	--	32	--	--	--	--	--	--
111+78'SB' - 112+53'SB'	RT	--	--	--	74	--	--	--	--	--	--
210+55'WB' - 211+07'WB'	LT	--	--	--	31	--	--	--	--	--	--
211+86'WB' - 212+45'WB'	LT	--	--	--	62	--	--	--	--	--	--
213+26'WB' - 214+02'WB'	LT	--	--	--	48	--	--	--	--	--	--
205+54'WB' - 206+04'WB'	LT	--	--	--	--	--	--	--	--	50	50
206+04'WB' - 206+44'WB'	LT	--	--	--	--	--	--	--	50	--	50
STAGE 1 SUBTOTALS		3,165	2,630	80	3,885	342	226	133	50	50	233

CONTINUED ON NEXT SHEET

CONCRETE CURB AND GUTTER ITEMS (CONTINUED)

STATION - STATION	LOCATION	601.0342 CONCRETE CURB & GUTTER INTEGRAL 18-INCH LF	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF	601.0600 CONCRETE CURB PEDESTRIAN LF	SPV.0090.01 CONCRETE CURB & GUTTER 24-INCH TYPE D LF	SPV.0090.02 CONCRETE CURB 12-INCH TYPE D LF	SPV.0090.03 CONCRETE CURB 24-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB, GUTTER AND CURB & GUTTER LF
CATEGORY CODE 0010											
STAGE 2											
CATEGORY CODE 0040											
179+36'EB' - 180+54'EB'	LT	57	57	--	--	--	--	--	--	--	--
181+87'EB' - 182+72'EB'	LT	84	84	--	--	--	--	--	--	--	--
187+75'EB- 188+58'EB'	LT	83	83	--	--	--	--	--	--	--	--
190+40'EB' - 191+29'EB'	LT	88	88	--	--	--	--	--	--	--	--
199+42'EB' - 200+35'EB'	LT	95	60	--	--	--	--	--	--	--	--
196+76'EB' - 197+63'EB'	LT	88	88	--	--	--	--	--	--	--	--
CATEGORY CODE 0010											
189+30'EB'	RT	--	--	--	12	--	--	--	--	--	--
189+73'EB'	RT	--	--	--	38	--	--	--	--	--	--
189+89'EB'	LT	--	--	--	20	--	--	--	--	--	--
198+26'EB'	RT	--	--	--	20	--	--	--	--	--	--
198+77'EB'	RT	--	--	--	10	--	--	--	--	--	--
198+96'EB'	LT	--	--	--	20	--	--	--	--	--	--
STAGE 2 SUBTOTALS		495	460	--	120	--	--	--	--	--	--
STAGE 2A											
CATEGORY CODE 0010											
1+40'M' - 3+63'M'	LT	--	--	--	240	--	--	--	--	--	--
4+37'M' - 6+36'M'	LT	--	--	--	244	--	--	--	--	--	--
4+48'M'	RT	--	--	--	20	--	--	--	--	--	--
CATEGORY CODE 0040											
0+54'M' - 1+40'M'	LT	--	--	--	86	--	--	--	--	--	--
STAGE 2A SUBTOTALS		--	--	--	590	--	--	--	--	--	--
STAGE 2B											
CATEGORY CODE 0010											
1+66'M' - 3+71'M'	RT	--	--	--	227	--	--	--	--	--	--
4+48'M'	RT	--	--	--	28	--	--	--	--	--	--
STAGE 2B SUBTOTALS		--	--	--	255	--	--	--	--	--	--
TOTALS		**3,660**	**3,090**	**80**	**4,850**	**342**	**226**	**133**	**50**	**50**	**233**
CATEGORY 0010		3,165	2,630	80	4,764	342	226	133	50	50	233
CATEGORY 0040		495	460	0	86	0	0	0	0	0	0

3

CONCRETE SIDEWALK ITEMS AND BASE AGGREGATE

STATION - STATION	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	SPV.0165.02 STAMPED CONCRETE SIDEWALK 5-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	405.0100 COLORING CONCRETE WISDOT RED CY	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON
STAGE 1						
CATEGORY CODE 0010						
100+00'NB' - 107+16'NB' RT	SIDEWALK	4,540	--	20	--	93
100+00'SB' - 106+67'SB' LT	SIDEWALK	3,470	--	36	--	79
103+96'NB' - 107+08'NB' LT	MEDIAN	2,170	--	40	30	40
107+08'NB - 107+20'NB' LT	MEDIAN	490	--	--	8	9
1+56'NBRT' - 2+40'NBRT' LT	MEDIAN	965	--	40	12	18
109+28'NB' - 109+53'NB' LT	MEDIAN	535	--	40	6	10
109+43'SB' - 114+07'SB' LT	SIDEWALK	2,790	--	20	--	57
109+53'NB' - 111+48'NB' LT	MEDIAN	1,390	--	--	21	26
109+79'NB' - 113+18'NB' RT	SIDEWALK	1,600	--	20	--	34
110+93'SB' - 111+86'SB' LT	TERRACE	--	200	--	3	5
112+44'SB' - 114+07'SB' LT	TERRACE	--	500	--	8	9
115+54'NB' - 116+56'NB' LT	MEDIAN	790	--	--	12	15
204+00'WB' - 206+51'WB' LT	SIDEWALK	1,780	--	20	--	33
205+48'WB' - 206+03'WB' LT	TERRACE	--	170	--	3	3
206+13'EB' - 206+30'EB' LT	MEDIAN	1,300	--	40	17	25
208+62'WB' - 213+37'WB' LT	SIDEWALK	1,770	--	20	--	41
204+54'EB' - 206+15 'EB' RT	SIDEWALK	1,170	--	20	--	24
208+28'EB' - 208+67'EB' LT	MEDIAN	1,250	--	40	16	23
208+67'EB' - 211+10'EB' RT	SIDEWALK	1,270	--	20	--	23
210+12'EB' - 210+57'EB' RT	TERRACE	--	120	--	2	2
211+00'WB' - 211+92'WB' LT	TERRACE	--	230	--	4	4
211+75'EB' - 211+81'EB' LT	MEDIAN	60	--	--	1	1
2+03'NBRT' - 208+67'EB'	TERRACE	765	410	--	6	22
109+81'NB' - 208+62'WB'	TERRACE	1,230	880	--	14	39
106+67'SB' - 206+15'EB'	TERRACE	1,320	830	20	13	40
109+43'SB' - 206+15'EB	TERRACE	625	480	--	8	20
CATEGORY CODE 0020						
103+96'NB' - 104+45+16'NB' RT	TERRACE	--	150	--	2	3
103+96'SB' - 105+12'SB' LT	TERRACE	--	260	--	4	5
111+07'NB' - 113+07'NB' RT	TERRACE	--	590	--	9	11
111+48'NB' - 155+54'NB' LT	MEDIAN	4,380	--	--	71	85
1+00'C' - 4+54'C' LT	CIRCLE	--	1,680	--	26	31
STAGE 1 SUBTOTALS		35,660	6,500	396	296	830
STAGE 2						
CATEGORY CODE 0010						
188+89'EB' - 189+97'EB' RT/LT		490	--	54	--	12
198+92'WB' - 199+05 LT		95	--	18	--	2
198+06'EB' - 198+35'EB' RT		540	--	16	--	10
198+77'EB' - 198+92'EB' RT		110	--	10	--	2
CATEGORY CODE 0040						
179+36'EB' - 179+98'EB' LT	MEDIAN	130	--	--	--	2
181+83'EB' - 182+72'EB' LT	MEDIAN	210	--	--	--	4
187+75'EB' - 188+63'EB' LT	MEDIAN	200	--	--	--	4
190+36'EB' - 191+29'EB LT	MEDIAN	220	--	--	--	4
196+76'EB' - 197+68'EB' LT	MEDIAN	220	--	--	--	4
199+37'WB' - 200+35'WB' LT	MEDIAN	235	--	--	--	4
STAGE 2 SUBTOTALS		2,450	--	98	--	48

CONCRETE SIDEWALK ITEMS AND BASE AGGREGATE (CONTINUED)

STATION - STATION	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	SPV.0165.02 STAMPED CONCRETE SIDEWALK 5-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	405.0100 COLORING CONCRETE WISDOT RED CY	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON
STAGE 2A						
CATEGORY CODE 0010						
1+40'M' - 3+62'M' LT		1,315	--	20	--	24
4+42'M' - 6+31'M' LT		1,200	--	44	--	24
6+67'M' - 6+80'M' LT		90	--	10	--	2
CATEGORY CODE 0040						
1+05'M' - 1+40'M' LT		175	--	--	--	3
STAGE 2A SUBTOTALS		2,780	--	74	--	53
STAGE 2B						
CATEGORY CODE 0010						
1+69'M' - 1+79'M' RT		75	--	14	--	1
3+37'M' - 3+67'M' RT		290	--	22	--	5
4+47'M' - 4+68'M' RT		145	--	20	--	3
STAGE 2B SUBTOTALS		510	--	56	--	9
TOTALS		**41,400**	**6,500**	**624**	**296**	**940**
xx QUANTITIES LISTED ELSEWHERE					xx	
CATEGORY CODE 0010		35,630	3,820	624	184	780
CATEGORY CODE 0020		4,380	2,680	0	112	135
CATEGORY CODE 0040		1,390	0	0	0	25

WATER VALVE BOX PLACEMENT

STATION	LOCATION	SPV.0060.04 EACH
CATEGORY CODE 0040		
STAGE 1		
100+00'NB' - 107+25'NB'	RT	2
100+00'NB' - 107+25'SB'	LT	6
109+25'SB' - 114+07'SB'	LT	3
200+00'EB' - 206+50'EB'	RT	7
STAGE 1 SUBTOTALS		18
STAGE 2A		
4+38'M' - 6+36'M'	LT	1
STAGE 2A SUBTOTALS		1
STAGE 2B		
1+66'M' - 3+73'M'	RT	2
STAGE 2B SUBTOTALS		2
TOTALS		21

RAILING PIPE

STATION - STATION	LOCATION	513.2050.S LF
CATEGORY CODE 0010		
STAGE 1		
206+68 - 206+79 WB	LT	11
TOTALS		**11**

3

CONCRETE COLLAR FOR PIPE

STATION	LOCATION	520.8000 EACH	PIPE SIZE IN
CATEGORY CODE 0010			
STAGE 1			
201+75'EB'	10' LT	1	12
STAGE 1 SUBTOTALS		1	
STAGE 2A			
3+25'M'	20' LT	1	12
5+72'M'	18' LT	1	10
STAGE 2A SUBTOTALS		2	
	TOTALS	**3**	

STORM SEWER LATERAL CONNECTION

STATION	LOCATION	SPV.0060.05 EACH	PVC PIPE SIZE IN
CATEGORY CODE 0040			
STAGE 1			
100+32'NB'	LT	1	4
102+10'SB'	LT	1	6
102+80'SB'	LT	1	6
103+26'SB'	LT	1	4
103+46'SB'	LT	1	4
104+95'SB'	LT	1	4
203+35'EB'	RT	1	2
210+55'WB'	LT	1	10
	TOTALS	**8**	

SANITARY MANHOLE ADJUSTMENTS

STATION	LOCATION	ELEVATION	ELEVATION	SPV.0060.03 EACH
CATEGORY CODE 0040				
STAGE 1				
102+47 NB	31' RT	828.96	828.28	1
103+37 NB	30' RT	828.22	827.92	1
103+43 SB	40' LT	828.05	828.07	1
105+20 SB	40' LT	829.14	829.02	1
1+93 C	64' RT	830.47	831.30	1
111+19 NB	22' RT	828.21	828.27	1
204+40 EB	38' RT	832.72	832.69	1
211+59 WB	8' LT	824.57	825.52	1
211+54 EB	17' RT	824.68	824.99	1
		TOTALS		**9**

STORM SEWER PIPES

STAGE 1 FROM - TO	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 608.0312 12-INCH LF	608.0315 15-INCH LF	608.0318 18-INCH LF	608.0324 24-INCH LF	608.0330 30-INCH LF	608.0342 42-INCH LF	608.6010 STORM SEWER PIPE COMPOSITE 10-INCH LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE %
IN1.1 - MH1.0	11							822.78	822.67	1.00%
IN1.2 - MH1.0	41							823.08	822.67	1.00%
MH2.0 - MH1.0				147				822.49	821.92	0.39%
IN2.1 - MH2.0	10							822.69	822.59	1.00%
IN2.2 - MH2.0	51							823.67	823.34	0.65%
MH3.0 - MH2.0				177				823.12	822.59	0.30%
MH3.1 - MH3.0			31					823.38	823.22	0.52%
IN3.2 - MH3.1	25							823.98	823.80	0.72%
IN3.3 - MH3.1	7							823.87	823.80	1.00%
IN3.4 - MH3.0	51							824.00	823.84	0.31%
MH4.0 - MH3.0				56				823.39	823.22	0.30%
IN4.1 - MH4.0		12						823.58	823.49	0.75%
IN4.2 - IN4.1	37							823.86	823.68	0.49%
IN4.3 - MH4.0		15						823.57	823.49	0.53%
IN4.4 - IN4.3		9						823.71	823.67	0.44%
IN4.5 - IN4.4	27							823.95	823.81	0.52%
IN4.6 - IN4.5	94							824.36	824.05	0.33%
IN4.7 - IN4.1	8							823.76	823.68	1.00%
MH5.0 - MH4.0				175				824.02	823.49	0.30%
IN5.1 - MH5.0		26						824.25	824.12	0.50%
IN5.2 - IN5.1		30						824.51	824.35	0.53%
IN5.3 - IN5.2		7						824.64	824.61	0.43%
IN5.4 - IN5.3		34						824.91	824.74	0.50%
IN5.5 - IN5.4	7							825.05	825.01	0.57%
IN5.6 - IN5.5	17							825.24	825.15	0.53%
IN5.7 - IN5.4	73							825.38	825.01	0.51%
IN5.8 - IN5.7	51							825.74	825.48	0.51%
CC-9.3 - IN9.3	11							831.63	831.52	1.00%
MH10.0 - MH11.0				233				827.18	824.85	1.00%
IN10.1 - MH10.0	37							829.34	829.13	0.57%
IN10.2 - IN10.1				10				827.35	827.28	0.70%
IN10.3 - IN10.1	44							829.66	829.44	0.50%
IN10.4 - IN10.3	28							829.90	829.76	0.50%
SUBTOTALS	630	133	31	798	0	0	0			

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STORM SEWER PIPES (CONTINUED)

		STORM SEWER PIPE REINFORCED CONCRETE CLASS III						608.6010			
		608.0312	608.0315	608.0318	608.0324	608.0330	608.0342	STORM SEWER PIPE			
STAGE 1		12-INCH	15-INCH	18-INCH	24-INCH	30-INCH	42-INCH	COMPOSITE 10-INCH	INLET	DISCHARGE	SLOPE
FROM -	TO	LF	LF	LF	LF	LF	LF	LF	ELEVATION	ELEVATION	%
MH11.0 -	MH12.2					92			824.75	823.83	1.00%
IN11.1 -	MH11.0	9							827.10	826.92	2.00%
IN11.2 -	MH11.0		33						826.27	826.10	0.52%
IN11.3 -	IN11.2	19							826.47	826.36	0.58%
IN11.4 -	IN11.3	30							826.72	826.57	0.50%
IN11.5 -	IN11.1	25							827.33	827.20	0.52%
IN11.6 -	IN11.5	24							827.55	827.43	0.50%
IN11.7 -	IN11.6	73							828.02	827.65	0.51%
MH12.0 -	MH14.1					104			823.45	822.50	0.91%
IN12.1 -	MH12.2	39							824.92	824.52	1.03%
MH12.2 -	MH12.0					18			823.73	823.55	1.00%
IN12.3 -	MH12.0	9							825.32	825.18	1.56%
IN12.4 -	IN12.3	27							825.82	825.42	1.48%
IN12.5 -	IN12.1	24							825.25	825.02	0.96%
IN12.6 -	IN12.1	52							825.27	825.01	0.50%
MH14.0 -	MH6.0					75			820.40	820.03	0.49%
MH14.1 -	MH14.0					29			822.50	822.11	1.34%
MH15.0 -	MH16.0						186		818.35	816.71	0.88%
IN15.1 -	MH15.0		22						823.85	823.42	1.95%
IN15.2 -	IN15.1		48						824.44	823.95	1.02%
IN15.3 -	IN15.2		40						824.82	824.54	0.70%
IN15.4 -	IN15.3	17							825.05	824.92	0.76%
IN15.5 -	MH15.0	20							825.20	825.00	1.00%
MH16.0 -	MH17.0						133		816.56	816.16	0.30%
IN16.1 -	MH16.0		26						821.78	821.65	0.50%
IN16.2 -	IN16.1	20							821.98	821.88	0.50%
IN16.3 -	IN16.2	43							822.30	822.08	0.51%
IN16.4 -	IN16.3	20							822.50	822.40	0.50%
IN16.5 -	MH16.0	13							821.72	821.65	0.50%
IN16.6 -	IN16.5	8							821.86	821.82	0.50%
MH16.7 -	MH16.0		14						816.83	816.71	0.84%
IN16.8 -	IN16.3	8							822.44	822.40	0.50%
IN17.1 -	MH17.0	33							819.87	819.70	0.52%
IN17.2 -	IN17.1	8							820.01	819.97	0.50%
SUBTOTALS		521	183	0	0	318	319	0			

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STORM SEWER PIPES (CONTINUED)

STAGE 1 FROM - TO	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 608.0312 12-INCH LF	608.0315 15-INCH LF	608.0318 18-INCH LF	608.0324 24-INCH LF	608.0330 30-INCH LF	608.0342 42-INCH LF	608.6010 STORM SEWER PIPE COMPOSITE 10-INCH LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE %
IN17.3 - IN17.2	44							820.33	820.11	0.50%
MH19.0 - MH6.0					101			820.31	819.84	0.47%
IN19.1 - MH19.0	19							824.19	824.00	1.00%
IN19.2 - MH19.0	43							824.43	824.00	1.00%
MH20.0 - MH7.0					63			820.99	820.73	0.41%
IN20.1 - MH20.0	20							824.31	824.12	0.95%
IN20.2 - IN20.1	27							824.59	824.41	0.67%
IN21.2 - IN21.1	15							824.92	824.55	2.47%
MH6.0 - MH15.0						108		819.03	818.45	0.54%
MH7.0 - MH19.0					56			820.63	820.41	0.39%
IN7.1 - MH7.0	18							824.18	824.00	1.00%
IN7.2 - MH7.0	9							824.10	824.00	1.11%
MH8.0 - MH20.0					91			821.45	821.09	0.40%
IN8.1 - MH8.0	18							824.48	824.30	1.00%
IN8.2 - MH8.0	9							824.39	824.30	1.00%
IN8.3 - IN8.2	11							824.60	824.49	1.00%
IN8.4 - IN8.3	27							824.97	824.70	1.00%
MH9.0 - MH10.0				47				829.12	828.65	1.00%
IN9.1 - MH9.0	6							830.45	830.30	2.50%
IN9.2 - IN9.1	19							830.88	830.55	1.74%
IN9.3 - IN9.2	30							831.42	830.98	1.47%
SUBTOTALS	315	0	0	47	311	108	0			
STAGE 1 TOTALS	1466	316	31	845	629	427	0			
STAGE 2A										
IN23.1 - CC-T.1	13							811.05	810.94	0.85%
IN23.2 - IN23.1	10							811.25	811.15	1.00%
IN24.2 - IN24.1							10	808.00	807.90	1.00%
IN24.1 - CC-R1							20	807.80	807.70	0.50%
STAGE 2A TOTALS	23	0	0	0	0	0	30			
STAGE 2B										
IN23.3 - MH23.0	6							810.65	810.59	1.00%
STAGE 2B TOTALS	6	0	0	0	0	0	0			
OVERALL TOTALS	**1495**	**316**	**31**	**845**	**629**	**427**	**30**			

CATEGORY CODE 0010
UNLESS NOTED OTHERWISE

STORM SEWER STRUCTURES

STAGE 1 STRUCTURE	STATION	OFFSET*	611.0530 MANHOLE COVERS TYPE J EACH	INLET COVERS 611.0612 TYPE C EACH	611.0624 TYPE H EACH	611.0639 TYPE H-S EACH	611.0642 TYPE MS EACH	611.0652 TYPE T EACH	CATCH BASINS 611.1005 5-FT DIAM EACH	611.1006 6-FT DIAM EACH	MANHOLES 611.2004 4-FT DIAM EACH	611.2005 5-FT DIAM EACH	611.2006 6-FT DIAM EACH	INLETS SPV.0060.06 2X2.5-FT SPECIAL EACH	611.3230 2X3-FT EACH	SPV.0060.07 2X3-FT SPECIAL EACH	611.3901 MEDIAN GRATE EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	RIM ELEVATION	INVERT ELEVATION	DEPTH*** FT
MH1.0	100+28 NB	15.8' LT	1								1									1		827.13	821.82	4.07
IN1.1	100+29 NB	26.4' LT			1										1					1	10	826.94	822.78	3.16
IN1.2	100+28 NB	25.3' RT			1										1					1	10	826.95	823.08	2.87
MH2.0	101+76 NB	24.4' LT	1								1									1		827.89	822.49	4.16
IN2.1	101+76 NB	34.7' LT			1										1					1	10	827.69	822.69	4.00
IN2.2	101+76 NB	26.5' RT			1										1					1	10	827.53	823.67	2.86
MH3.0	103+52 NB	24.2' LT	1								1									1		828.01	823.12	3.65
MH3.1	103+53 NB	55.7' LT	1								1									1		828.06	823.38	3.44
IN3.2	103+29 NB	56.5' LT				1									1					1	20	827.92	823.98	2.94
IN3.3	103+60 NB	56.5' LT			1										1					1	10	828.00	823.87	3.13
IN3.4	103+53 NB	26.5' RT			1										1					1	10	827.78	824.00	2.78
MH4.0	104+08 SB	14.1' LT	1								1									1		827.70	823.39	3.07
IN4.1	104+09 NB	36.5' LT				1									1					1	20	827.47	823.58	2.89
IN4.2	104+45 SB	26.5' LT			1										1					1	10	827.53	823.86	2.67
IN4.3	104+08 SB	0.5' RT				1									1					1	20	827.99	823.57	3.42
IN4.4	104+09 NB	0.5' LT				1									1					1	20	828.12	823.71	3.41
IN4.5	104+09 NB	26.5' RT				1									1					1	20	827.60	823.95	2.65
IN4.6	105+02 NB	24.6' RT			1										1					1	10	828.07	824.36	2.71
IN4.7	104+00 SB	26.5' LT				1									1					1	20	827.47	823.76	2.71
MH5.0	105+84 SB	12.1' LT	1								1									1		828.92	824.02	3.66
IN5.1	106+08 SB	24.4' LT			1											1				1	10	829.00	824.25	3.75
IN5.2	106+25 SB	0.5' RT			1										1					1	10	829.73	824.51	4.22
IN5.3	106+30 NB	0.5' LT			1										1					1	10	829.87	824.64	4.23
IN5.4	106+52 NB	25.2' RT			1										1					1	10	829.65	824.91	3.74
IN5.5	01+58 NB	1.5' LT			1										1					1	10	829.42	825.05	3.37
IN5.6	01+58 NB	15.5' RT			1										1					1	10	829.14	825.24	2.90
IN5.7	02+61 C	43.5' RT			1										1					1	10	831.34	825.38	4.96
IN5.8	02+88 C	44.3' RT			1										1					1	10	830.50	825.74	3.76
MH6.0	109+38 NB	6.4' LT	1										1							1		830.18	819.03	9.91
MH7.0	110+95 NB	8.8' RT	1									1								1		828.48	820.63	6.61
IN7.1	110+95 NB	26.5' RT				1									1					1	20	828.13	824.18	2.95
IN7.2	110+95 NB	0.5' LT				1									1					1	20	828.65	824.10	3.55
MH8.0	112+49 NB	8.9' RT	1								1									1		829.10	821.45	6.41
IN8.1	112+49 NB	26.5' RT			1										1					1	10	828.76	824.48	3.28
IN8.2	112+49 NB	0.5' LT			1										1					1	10	829.28	824.39	3.89
IN8.3	112+51 SB	0.5' RT			1										1					1	10	829.32	824.60	3.72
IN8.4	112+55 SB	26.5' LT			1											1				1	10	828.81	824.97	2.84
		SUBTOTALS	9	0	20	8	0	0	0	0	7	1	1	0	26	2	0	0	0	37	360			

REMARKS

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*** STRUCTURE DEPTH=RIM ELEVATION MINUS 10" FOR STRUCTURES WITH TYPE T CASTINGS (7" CASTING, 3" ADJUSTING RINGS)

*** STRUCTURE DEPTH=RIM ELEVATION MINUS 2.25" FOR STRUCTURES WITH TYPE MS CASTING

**** QUANTITIES LISTED ELSEWHERE

CONTINUED ON NEXT PAGE

STORM SEWER STRUCTURES (CONT)

STAGE 1 STRUCTURE	STATION	OFFSET*	611.0530 MANHOLE COVERS TYPE J EACH	INLET COVERS 611.0612 TYPE C EACH	611.0624 TYPE H EACH	611.0639 TYPE H-S EACH	611.0642 TYPE MS EACH	611.0652 TYPE T EACH	CATCH BASINS 611.1005 5-FT DIAM EACH	611.1006 6-FT DIAM EACH	MANHOLES 611.2004 4-FT DIAM EACH	611.2005 5-FT DIAM EACH	611.2006 6-FT DIAM EACH	INLETS SPV.0060.06 2X2.5-FT SPECIAL EACH	611.3230 2X3-FT EACH	SPV.0060.07 2X3-FT SPECIAL EACH	611.3901 MEDIAN GRATE EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	RIM ELEVATION	INVERT ELEVATION	DEPTH*** FT
MH9.0	201+98 EB	34.2' RT	1								1									1		836.43	829.12	6.07
IN9.1	201+98 EB	28.5' RT			1										1					1	10	836.05	830.45	4.60
IN9.2	201+79 EB	28.5' RT			1										1					1	10	836.34	830.88	4.46
IN9.3	201+78 EB	1.5' LT			1										1					1	10	836.86	831.42	4.44
MH10.0	202+45 EB	28.8' RT			1				1											1	10	835.25	827.18	7.07
IN10.1	202+65 EB	1.5' LT			1										1					1	10	835.36	829.34	5.02
IN10.2	202+46 EB	38.8' RT				1									1					1		835.32	829.34	4.98
IN10.3	203+00 WB	1.5' RT			1										1					1	10	834.26	829.66	3.60
IN10.4	202+95 WB	26.6' LT				1									1					1	20	833.98	829.90	3.08
MH11.0	204+73 EB	19.5' RT	1									1								1		831.37	824.75	5.38
IN11.1	204+71 EB	28.3' RT			1										1					1	10	831.22	827.10	3.12
IN11.2	204+75 EB	13.3' LT			1										1					1	10	831.91	826.27	4.64
IN11.3	204+72 WB	1.5' RT			1										1					1	10	831.29	826.47	3.82
IN11.4	204+73 WB	28.5' LT			1										1					1	10	830.77	826.72	3.05
IN11.5	204+59 EB	53.5' RT			1										1					1		832.09	827.33	3.76
IN11.6	204+91 EB	58.8' RT				1									1					1		831.73	827.55	3.18
IN11.7	205+62 EB	73.5' RT					1										1			1		830.59	828.02	2.38
MH12.0	205+75 EB	20' LT	1									1								1		831.44	823.45	6.75
IN12.1	205+59 EB	25.5' RT				1									1					1	20	830.83	824.92	4.91
MH12.2	205+59 EB	13.5' LT				1									1					1	20	831.55	823.73	6.82
IN12.3	205+67 WB	1.5' RT				1									1					1	20	830.22	825.32	3.90
IN12.4	205+67 WB	25.5' LT				1									1					1	20	829.74	825.82	2.92
IN12.5	205+35 EB	26' RT				1									1					1	20	830.90	825.25	4.65
IN12.6	206+25 EB	52.4' RT					1										1			1		829.82	825.27	4.36
MH14.0	01+10 C	66.2' RT		1								1								1		829.62	820.40	8.23
MH14.1	01+22 C	62.6' RT	1									1								1		831.38	822.50	7.89
MH15.0	208+25 WB	28.5' LT	1										1							1		829.18	818.35	9.59
IN15.1	208+53 WB	25.4' LT			1										1					1	10	828.31	823.85	3.46
IN15.2	03+45 C	29.5' RT			1										1					1	10	829.40	824.44	3.96
IN15.3	03+66 C	1.7' LT						1						1						1	20	829.23	824.82	3.33
IN15.4	03+84 C	1.7' LT						1						1						1	20	829.18	825.05	3.05
IN15.5	208+35 WB	47.6' LT					1										1			1		826.97	825.20	1.58
MH16.0	210+33 WB	18' LT	1										1							1		826.75	816.56	8.95
IN16.1	210+34 WB	8' RT			1										1					1	10	827.17	821.78	4.39
IN16.2	210+43 EB	8.2' LT			1										1					1	10	827.14	821.98	4.16
IN16.3	210+44 EB	35.0' RT			1										1					1	10	826.32	822.30	3.02
IN16.4	210+24 EB	32.6' RT			1										1					1	10	826.71	822.50	3.21
IN16.5	210+25 WB	28.5' LT			1										1					1	10	826.60	821.72	3.88
IN16.6	210+18 WB	28.5' LT			1										1					1	10	826.65	821.86	3.79
MH16.7	210+33 WB	33.2' LT	1										1							1		827.14	816.83	9.07
IN16.8	210+54 EB	37.0' RT				1							1		1					1	20	825.99	822.44	2.55
		SUBTOTALS	7	1	19	9	3	2	1	0	1	4	4	2	27	0	3	0	0	41	360			

REMARKS

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CONTINUED ON NEXT PAGE

STORM SEWER STRUCTURES (CONT)

STAGE 1 STRUCTURE	STATION	OFFSET*	611.0530 MANHOLE COVERS TYPE J EACH	INLET COVERS 611.0612 TYPE C EACH	INLET COVERS 611.0624 TYPE H EACH	INLET COVERS 611.0639 TYPE H-S EACH	INLET COVERS 611.0642 TYPE MS EACH	INLET COVERS 611.0652 TYPE T EACH	CATCH BASINS 611.1005 5-FT DIAM EACH	CATCH BASINS 611.1006 6-FT DIAM EACH	MANHOLES 611.2004 4-FT DIAM EACH	MANHOLES 611.2005 5-FT DIAM EACH	MANHOLES 611.2006 6-FT DIAM EACH	INLETS SPV.0060.06 2X2.5-FT SPECIAL EACH	INLETS 611.3230 2X3-FT EACH	INLETS SPV.0060.07 2X3-FT SPECIAL EACH	INLETS 611.3901 MEDIAN GRATE EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	RIM ELEVATION	INVERT ELEVATION	DEPTH*** FT
MH17.0	211+62	WB 28.5' LT			1					1										1	10	825.11	816.06	7.81
IN17.1	211+76	WB 1.5' RT			1										1					1	10	825.36	819.87	4.49
IN17.2	211+81	EB 15.9' LT			1										1					1	10	825.16	820.01	4.15
IN17.3	211+81	EB 28.5' RT			1										1					1	10	824.38	820.33	3.05
MH18.0	212+88	WB 38.1' LT																1				823.84		
IN18.1	212+77	WB 28.5' LT			1										1					1	10	823.20	819.66	2.54
MH19.0	110+39	NB 7.7' RT	1									1								1		828.64	820.31	7.09
IN19.1	110+43	NB 26.5' RT			1										1					1	10	828.26	824.19	3.07
IN19.2	110+40	SB 27.1' LT			1										1					1	10	828.96	824.43	3.53
MH20.0	111+59	NB 8.8' RT	1									1								1		828.66	820.99	6.43
IN20.1	111+61	SB 0.5' RT				1									1					1	20	829.15	824.31	3.84
IN20.2	111+61	SB 26.5' LT				1										1				1	20	828.63	824.59	3.04
IN21.1	114+05	NB 0.5' LT			1										1					1		829.86	824.45	4.41
IN21.2	114+11	SB 0.5' RT			1										1					1		829.81	824.92	3.89
IN22.1	212+41	EB 28.4' RT																	1			823.48		
IN25.1	112+15	SB 38.7' LT																	1			829.27		
MH27.0	03+72	C 64.8' RT	1										1							1		828.54	819.18	8.12
		SUBTOTALS	3	0	9	2	0	0	0	1	0	2	1	0	9	1	0	1	2	14	110			
		STAGE 1 TOTALS	19	1	48	19	3	2	1	1	8	7	6	2	62	3	3	1	2	92	830			
STAGE 2																								
CATEGORY CODE 0010																								
IN28.2	189+70	EB 40.5' RT																	1			831.47		
CATEGORY CODE 0040																								
IN28.1	181+55	EB 5.8' LT																	1			815.99		
IN28.3	190+01	EB 5.4' LT																	1			832.72		
IN28.4	198+09	EB 15.8' LT																	1			839.55		
		STAGE 2 TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	4	0	0			
STAGE 2A																								
IN23.1	03+19	M 30.7' LT			1										1					1		814.67	811.05	2.62
IN23.2	03+09	M 30.7' LT			1										1					1		814.84	811.25	2.59
IN24.1	05+68	M 37' LT				1									1					1		812.03	807.80	3.23
IN24.2	05+78	M 35.7' LT				1									1					1		812.03	808.00	3.03
		STAGE 2A TOTALS	0	0	2	2	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0			
STAGE 2B																								
MH23.0	03+49	M 20.7' RT	1								1									1		814.71	810.49	2.98
IN23.3	03+50	M 26.8' RT				1									1					1		814.55	810.65	2.90
		STAGE 2A TOTALS	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0			
		OVERALL TOTALS	**20**	**1**	**50**	**22**	**3**	**2**	**1**	**1**	**9**	**7**	**6**	**2**	**67**	**3**	**3**	**1**	**6**	**98**	**830** ****			
		CATEGORY CODE 0010	20	1	50	22	3	2	1	1	9	7	6	2	67	3	3	1	3	98	830			
		CATEGORY CODE 0040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0			

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**** QUANTITIES LISTED ELSEWHERE

CATEGORY CODE 0010 UNLESS NOTED OTHERWISE

3

CONCRETE MEDIAN SLOPED NOSE

STATION	LOCATION	620.0300 SF	COMMENTS
STAGE 1			
CATEGORY CODE 0010			
103+95'NB'	LT	70	TYPE 1
106+47'NB'	RT	61	TYPE 1
107+23'NB'	LT	22	TYPE 2
107+27'SB'	RT	62	TYPE 2
109+27'NB'	LT	59	TYPE 2
109+30'SB'	RT	22	TYPE 2
203+10'WB'	LT	20	TYPE 2
206+40'EB'	LT	30	TYPE 2
206+52'WB'	RT	89	TYPE 2
208+30'EB'	LT	90	TYPE 2
208+38'WB'	RT	29	TYPE 2
211+83'EB'	LT	69	TYPE 1
2+39'NBRT'	LT	47	TYPE 2
STAGE 1 SUBTOTAL		670	
STAGE 2			
CATEGORY CODE 0040			
179+97'EB'	LT	10	TYPE 1
181+83'EB'	LT	10	TYPE 1
188+62'EB'	LT	10	TYPE 1
190+37'EB'	LT	10	TYPE 1
197+67'EB'	LT	10	TYPE 1
199+38'EB'	LT	10	TYPE 1
STAGE 2 SUBTOTAL		60	
TOTAL		**730**	
CATEGORY CODE 0010		670	
CATEGORY CODE 0040		60	

LANDSCAPING ITEMS

STATION - STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEED MIX NO. 40 LBS	SPV.0120.01 WATER FOR SEEDED AREAS MGAL
STAGE 1						
CATEGORY CODE 0010						
STH 47 NORTH LEG	RT/LT	400	160	.6	27	10
CTH OO WEST LEG	RT/LT	2,860	490	1.8	75	72
STH 47 SOUTH LEG	RT/LT	650	340	.5	19	16
CTH OO EAST LEG	RT/LT	1,540	280	1.0	40	39
UNDISTRIBUTED		1,450	305	1	39	34
STAGE 1 SUBTOTALS		6,900	1,575	4.5	200	171
STAGE 2A						
CATEGORY CODE 0010						
MASON STREET NORTH/SOUTH	LT	300	115	.2	8	8
UNDISTRIBUTED		60	25	.1	3	2
CATEGORY CODE 0040						
MASON STREET SOUTH	LT	45	10	--	1	1
STAGE 2A SUBTOTALS		405	150	.3	12	11
STAGE 2B						
MASON STREET SOUTH	RT	75	20	.1	2	2
UNDISTRIBUTED		20	5	.1	1	1
STAGE 2B SUBTOTALS		95	25	.2	3	3
TOTALS		**7,400**	**1,750**	**5**	**215**	**185**
CATEGORY CODE 0010		7,355	1,740	5	214	184
CATEGORY CODE 0040		45	10	0	1	1

EROSION MAT ITEMS

STATION - STATION	LOCATION	628.2006 URBAN CLASS 1 TYPE A SY
STAGE 1		
CATEGORY CODE 0010		
STH 47 NORTH LEG	RT/LT	200
CTH OO WEST LEG	RT/LT	2,400
STH 47 SOUTH LEG	RT/LT	380
CTH OO EAST LEG	RT/LT	1,260
UNDISTRIBUTED		150
STAGE 1 SUBTOTALS		4,390
STAGE 2A		
CATEGORY CODE 0010		
MASON ST NORTH/SOUTH LEG	LT	180
UNDISTRIBUTED		20
CATEGORY CODE 0040		
MASON ST SOUTH LEG	LT	40
STAGE 2A SUBTOTALS		240
STAGE 2B		
CATEGORY CODE 0010		
MASON ST SOUTH LEG	RT	50
UNDISTRIBUTED		20
STAGE 2B SUBTOTALS		70
TOTALS		**4,700**
CATEGORY CODE 0010		4,660
CATEGORY CODE 0040		40

FENCE SAFETY

STATION - STATION	LOCATION	616.0700.S LF
CATEGORY CODE 0010		
STAGE 1		
114+00'NB' - 116+00'NB'	LT	200
UNDISTRIBUTED		200
TOTALS		**400**

SILT FENCE ITEMS

STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 MAINTENANCE LF
CATEGORY CODE 0010			
STAGE 1			
205+25 - 206+50 WB	LT	150	150
UNDISTRIBUTED		200	200
TOTALS		**350**	**350**

EROSION CONTROL MOBILIZATIONS ITEMS

LOCATION	628.1905 EROSION CONTROL EACH	628.1910 EMERGENCY EROSION CONTROL EACH
CATEGORY CODE 0010		
STAGE 1	1	3
STAGE 2	1	1
STAGE 2A	1	1
STAGE 2B	1	1
TOTALS	**4**	**6**

INLET PROTECTION

STRUCTURE NO.	628.7005 TYPE A EACH	628.7010 TYPE B EACH	628.7015 TYPE C EACH	COMMENT
STAGE 1				
CATEGORY 0010				
IN1.1	1	--	1	
IN1.2	1	--	1	
IN2.1	1	--	1	
IN2.2	1	--	1	
IN3.2	1	--	1	
IN3.3	1	--	1	
IN3.4	1	--	1	
IN4.1	1	--	1	
IN4.2	1	--	1	
IN4.3	1	--	1	
IN4.4	1	--	1	
IN4.5	1	--	1	
IN4.6	1	--	1	
IN4.7	1	--	1	
IN5.1	1	--	1	
IN5.2	1	--	1	
IN5.3	1	--	1	
IN5.4	1	--	1	
IN5.5	1	--	1	
IN5.6	1	--	1	
IN5.7	1	--	1	
IN5.8	1	--	1	
IN7.1	1	--	1	
IN7.2	1	--	1	
IN8.1	1	--	1	
IN8.2	1	--	1	
IN8.3	1	--	1	
IN8.4	1	--	1	
Q-192C	--	--	1	EXISTING
Q-192E	--	--	1	EXISTING
Q-180A	--	--	1	EXISTING
IN9.1	1	--	1	
IN9.2	1	--	1	
IN9.3	1	--	1	
MH10.0	1	--	1	
IN10.1	1	--	1	
IN10.2	1	--	1	
IN10.3	1	--	1	
IN10.4	1	--	1	
IN11.1	1	--	1	
IN11.2	1	--	1	
IN11.3	1	--	1	
IN11.4	1	--	1	
IN11.5	1	--	1	
IN11.6	1	--	1	
IN11.7	1	1	--	
IN12.1	1	--	1	
MH12.2	1	--	1	
IN12.3	1	--	1	
IN12.4	1	--	1	
IN12.5	1	--	1	
IN12.6	1	1	--	
SUBTOTAL	49	2	50	

INLET PROTECTION (CONTINUED)

STRUCTURE NO.	628.7005 TYPE A EACH	628.7010 TYPE B EACH	628.7015 TYPE C EACH	COMMENT
STAGE 1				
CATEGORY 0010				
MH14.0	1	1	--	
IN15.1	1	--	1	
IN15.2	1	--	1	
IN15.3	1	--	1	
IN15.4	1	--	1	
IN15.5	1	1	--	
IN16.1	1	--	1	
IN16.2	1	--	1	
IN16.3	1	--	1	
IN16.4	1	--	1	
IN16.5	1	--	1	
IN16.6	1	--	1	
IN16.8	1	--	1	
MH17.0	1	--	1	
IN17.1	1	--	1	
IN17.2	1	--	1	
IN17.3	1	--	1	
IN18.1	1	--	1	
IN19.1	1	--	1	
IN19.2	1	--	1	
IN20.1	1	--	1	
IN20.2	1	--	1	
IN21.1	1	--	1	
IN21.2	1	--	1	
IN22.1	--	--	1	
IN25.1	--	--	1	
SUBTOTAL	24	2	24	
STAGE 1 SUBTOTAL	73	4	74	
STAGE 2				
CATEGORY 0010				
BENNETT STREET	--	--	2	EXISTING
IN 28.2	--	--	1	
CATEGORY 0040				
IN28.1	--	--	1	
IN28.3	--	--	1	
IN28.4	--	--	1	
STAGE 2 SUBTOTALS	0	0	6	
STAGE 2A				
CATEGORY 0010				
IN23.1	1	--	1	
IN23.2	1	--	1	
IN24.1	1	--	1	
IN24.2	1	--	1	
STAGE 2A SUBTOTALS	4	0	4	
STAGE 2B				
CATEGORY 0010				
IN23.2	1	--	1	
MASON STREET	--	--	3	EXISTING
STAGE 2B SUBTOTALS	1	0	4	
TOTALS	**78**	**4**	**88**	
CATEGORY 0010	78	4	85	
CATEGORY 0040	0	0	3	

LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES

STATION - STATION	LOCATION	632.9101 LF
CATEGORY CODE 0010		
STAGE 1		
6240-26-71	LT	18
	TOTALS	**18**

TREES, SHRUBS, AND PERRENIALS

LOCATION	TYPE	SPECIES	EACH	
STAGE 1				
CATEGORY CODE 0010				
CENTRAL ISLAND	TREE	SPRING SNOW JAPANESE TREE LILAC	**4**	**632.0101.01**
CENTRAL ISLAND	SHRUB	JUNIPER MOUNTBATTEN	**12**	**632.0201.01**
CENTRAL ISLAND	SHRUB	IVORY HALO DOGWOOD	**10**	**632.0201.02**
CENTRAL ISLAND	SHRUB	TINY WINE NINEBARK	**20**	**632.0201.03**
CENTRAL ISLAND	PERENNIAL	LITTLE SPIRE RUSSIAN SAGE	**40**	**SPV.0060.01**
CENTRAL ISLAND	PERENNIAL	SILVER PRINCESS SHASTA DAISY	**40**	**SPV.0060.02**
CATEGORY CODE 0020				
CTH OO	TREE	KENTUCKY COFFEE	**6**	**632.0101.02**
CTH OO	TREE	ACCOLADE ELM	**6**	**632.0101.03**

TEMPORARY PEDESTRIAN ITEMS

STATION - STATION	LOCATION	644.1410.S TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1616.S TEMPORARY PEDESTRIAN SAFETY FENCE LF	644.1601.S TEMPORARY CURB RAMP EACH
CATEGORY CODE 0010				
STAGE 1				
100+00'NB' - 114+00'NB'	RT	--	2,500	10
UNDISTRIBUTED		4,000	1,000	10
	TOTALS	**4,000**	**3,500**	**20**

TYPE II SIGNS, SUPPORTS, AND PERMANENT FLAGS

SIGN NO.	LOCATION	SIGN CODE	SIGN MESSAGE	STRUCTURE ID OR MOUNTED ON SAME POST/ SIGN AS	REMARKS	637.2210 SIGNS TYPE II REFLECTIVE H W" x H"	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE F W" x H"	637.2230 SIGNS TYPE II REFLECTIVE F S.F.	634.0612 POSTS WOOD 4"x6"x12' EACH	634.0612 POSTS WOOD 4"x6"x14' EACH	SPV.0060.13 SIGNS TYPE II FURNISHED BY OTHERS EACH
CATEGORY 0010												
100	NB STH 47	J1-1	JUNCTION ASSEMBLY			24 x 39	6.50			1		
		M2-1				21 x 15						
		M1-5A	OO			24 x 24						
102	SB STH 47	R8-3		POWER POLE	BY OTHERS	18 x 18						
103	SB STH 47	R8-3		LIGHT POLE	BY OTHERS	18 x 18						
106	SB STH 47	R8-3		LIGHT POLE	BY OTHERS	18 x 18						
200	NB STH 47		TRANSIT SIGN	POWER POLE	BY OTHERS							
201A	STH 47 MEDIAN	R4-7			BY OTHERS	24 x 30						
201B		R3-4		201A	BY OTHERS	36 x 36						
202A	NB STH 47	W2-6			BY OTHERS			36 x 36			1	
202B		W16-8P	NORTHLAND AV	202A	BY OTHERS			30 x 9				
202C		W13-1	15	202A	BY OTHERS			18 x 18				
203	NB STH 47	J2-3	ROUTE TURN ASSEMBLY			72 x 57	28.50				2	
		M3-4				24 x 12						
		M1-5A	OO			24 x 24						
		M5-1L				21 x 21						
		M3-1				24 x 12						
		M1-6	47			24 x 24						
		M6-1	AHEAD ARROW			21 x 21						
		M3-2				24 x 12						
		M1-5A	OO			24 x 24						
		M5-1R				21 x 21						
204A	NB STH 47	R3-6XL		S-44-0132	CENTER OVER LANE	42 x 48	14.00					
204B		R2-5A		S-44-0132	CENTER OVER LANE	42 x 48	14.00					
204C		R3-5R		S-44-0132	CENTER OVER LANE	42 x 48	14.00					
205	NB STH 47	W12-1D			BY OTHERS	24 x 24						
206A	NB STH 47	W11-2			BY OTHERS			30 x 30				
206B		W16-7L		206A	BY OTHERS			24 x 12				
207A	NB STH 47 TURN ISLAND	W11-2			BY OTHERS			30 x 30				
207B		W16-7L		207A	BY OTHERS			24 x 12				
208A	SB STH 47	W11-2		LIGHT POLE	BY OTHERS			30 x 30				
208B		W16-7L		208A	BY OTHERS			24 x 12				
209	SB STH 47	J4-1	REASSURANCE ASSEMBLY			24 x 36	6.00			1		
		M3-3				24 x 12						
		M1-6	47			24 x 24						
210	STH 47 MEDIAN	R6-2R			BY OTHERS	24 x 30						
211	STH 47 MEDIAN	R6-2R		210	BY OTHERS	24 x 30						
212	SB WEILAND	R1-1			BY OTHERS	30 x 30						
213	SB WEILAND	R1-1			BY OTHERS	30 x 30						
214	SB STH 47	R8-3			BY OTHERS	18 x 18						
216A	SB STH 47	R2-1	30	LIGHT POLE	BY OTHERS	30 x 36						
216B		R8-3		LIGHT POLE	BY OTHERS	18 x 18						
217	NB STH 47	R8-3		POWER POLE	BY OTHERS	12 x 12						
300	NB STH 47	J4-1	REASSURANCE ASSEMBLY			24 x 36	6.00			1		
		M3-1				24 x 12						
		M1-6	47			24 x 24						
301	NB STH 47		TRANSIT SIGN	POWER POLE	BY OTHERS							
302A	STH 47 MEDIAN	R6-2R			BY OTHERS	24 x 30						
302B				302A	BY OTHERS	24 x 30						
303	NB STH 47	R2-1	35		BY OTHERS	30 x 36						
304A	SB STH 47	W2-6			BY OTHERS			36 x 36			1	
304B		W16-8P	NORTHLAND AV	304A	BY OTHERS			30 x 9				
304C		W13-1	15	202A	BY OTHERS			18 x 18				

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TYPE II SIGNS, SUPPORTS, AND PERMANENT FLAGS (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIGN MESSAGE	STRUCTURE ID OR MOUNTED ON SAME POST/ SIGN AS	REMARKS	637.2210 SIGNS TYPE II REFLECTIVE H W" x H"	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE F W" x H"	637.2230 SIGNS TYPE II REFLECTIVE F S.F.	634.0612 POSTS WOOD 4"x6"x12' EACH	634.0612 POSTS WOOD 4"x6"x14' EACH	SPV.0060.13 SIGNS TYPE II FURNISHED BY OTHERS EACH
	CATEGORY 0010											
305	SB STH 47	J2-3	ROUTE TURN ASSEMBLY			72 x 57	28.50					
		M3-2				24 x 12					2	
		M1-5A	OO			24 x 24						
		M5-1L				21 x 21						
		M3-3				24 x 12						
		M1-6	47			24 x 24						
		M6-1	AHEAD ARROW			21 x 21						
		M3-4				24 x 12						
		M1-5A	OO			24 x 24						
		M5-1R				21 x 21						
306A	SB STH 47	R3-6XL		S-44-0133	CENTER OVER LANE	42 x 48	14.00					
306B		R3-6R		S-44-0133	CENTER OVER LANE	42 x 48	14.00					
307	NB STH 47	R8-3		POWER POLE	BY OTHERS	18 x 18						
308	SB STH 47	R8-3			BY OTHERS	18 x 18						
310	SB STH 47	R8-3			BY OTHERS	18 x 18						
311	SB STH 47	R1-1			BY OTHERS	30 x 30						
400	SB STH 47	J1-1	JUNCTION ASSEMBLY			24 x 39	6.50			1		
		M2-1				21 x 15	2.19					
		M1-5A	OO			24 x 24	4.00					

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TYPE II SIGNS, SUPPORTS, AND PERMANENT FLAGS (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIGN MESSAGE	STRUCTURE ID OR MOUNTED ON SAME POST/ SIGN AS	REMARKS	637.2210 SIGNS TYPE II REFLECTIVE H W" x H"	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE F W" x H"	637.2230 SIGNS TYPE II REFLECTIVE F S.F.	634.0612 POSTS WOOD 4"x6"x12' EACH	634.0612 POSTS WOOD 4"x6"x14' EACH	SPV.0060.13 SIGNS TYPE II FURNISHED BY OTHERS EACH
	CATEGORY 0010											
500	EB CTH OO	R4-7c				18 x 30	3.75			1		
501	NB SERVICE RD	R5-1				36 x 36	9.00			1		
502	WB CTH OO	R4-7c				18 x 30	3.75			1		
503	SB MALL ACCESS RD	R5-1				36 x 36	9.00			1		
504	EB CTH OO	J1-1	JUNCTION ASSEMBLY			24 x 39	6.50			1		
		M2-1				21 x 15						
		M1-6	47			24 x 24						
505A	EB CTH OO	W2-6						36 x 36	9.00		1	
505B		W16-8P	RICHMOND ST	505A				30 x 9				1
505C		W13-1	15	505A				18 x 18	2.25			
506	WB CTH OO		TRANSIT SIGN	LIGHT POLE	BY OTHERS							
507	EB CTH OO	R5-1				36 x 36	9.00			1		
508	NB BENNETT ST	R4-7c				18 x 30	3.75			1		
509	WB CTH OO	R5-1				36 x 36	9.00			1		
510	SB MALL ACCESS RD	R4-7c				18 x 30	3.75			1		
600	EB CTH OO	J2-3	ROUTE TURN ASSEMBLY			72 x 57	28.50				2	
		M3-1				24 x 12						
		M1-6	47			24 x 24						
		M5-1L				21 x 21						
		M3-2				24 x 12						
		M1-5A	OO			24 x 24						
		M6-1	AHEAD ARROW			21 x 21						
		M3-3				24 x 12						
		M1-6	47			24 x 24						
		M5-1R				21 x 21						
601	NB LOCUST STREET	W1-7			BY OTHERS	48 x 24						
602	SERVICE ROAD	R5-1A			BY OTHERS	36 x 24						
603	SERVICE ROAD	R5-1A			BY OTHERS	36 x 24						
604	SERVICE ROAD	R5-1			BY OTHERS	30 x 30						
605	SERVICE ROAD	R5-1			BY OTHERS	30 x 30						
606A	EB CTH OO	R3-5XL		S-40-0134	CENTER OVER LANE	42 x 48	14.00					
606B		R3-5A		S-40-0134	CENTER OVER LANE	42 x 48	14.00					
606C		R3-6R		S-40-0134	CENTER OVER LANE	42 x 48	14.00					
607	EB CTH OO		TRANSIT SIGN	S-40-0134	BY OTHERS							
608	SERVICE ROAD	R5-1			BY OTHERS	30 x 30						
609	SERVICE ROAD	R5-1			BY OTHERS	30 x 30						
610A	EB CTH OO	W11-2			BY OTHERS			30 x 30				
610B		W16-7L		610A	BY OTHERS			24 x 12				
611	WB CTH OO	J4-1	REASSURANCE ASSEMBLY			24 x 36	6.00			1		
		M3-4				24 x 12						
		M1-5A	OO			24 x 24						
612	WB CTH OO	R2-1	40			30 x 36	7.50			1		
700	EB CTH OO	J4-1	REASSURANCE ASSEMBLY			24 x 36	6.00			1		
		M3-2				24 x 12						
		M1-5A	OO			24 x 24						
703	EB CTH OO	R2-1	40			30 x 36	7.50			1		
704A	EB CTH OO	R3-9C		704B	MOUNT ABOVE 704B	24 x 6	1.00					
704B		R3-9B				24 x 36	6.00					
705A	EB CTH OO		ADOPT A HIGHWAY	LIGHT POLE	MOVING SIGN							
705B	EB CTH OO			705B	MOVING SIGN							
706A	WB CTH OO	W2-6		LIGHT POLE				36 x 36	9.00			1
706B		W16-8P	RICHMOND ST	706A				30 x 9	1.87			
706C		W13-1	15	706A				18 x 18	2.25			
707A	WB CTH OO	R3-9D		LIGHT POLE	MOUNT ABOVE 707B	24 x 6	1.00					
707B		R3-9B		707B		24 x 36	6.00					
708	WB CTH OO	J2-3	ROUTE TURN ASSEMBLY			72 x 57	28.50				2	
		M3-3				24 x 12						
		M1-6	47			24 x 24						
		M5-1L				21 x 21						
		M3-4				24 x 12						
		M1-5A	OO			24 x 24						
		M6-1	AHEAD ARROW			21 x 21						
		M3-1				24 x 12						
		M1-6	47			24 x 24						
		M5-1R				21 x 21						
709	CTH OO MEDIAN	R4-7				24 x 30	5.00			1		
710	CTH OO MEDIAN	R6-2R				24 x 30	5.00			1		
711A	WB CTH OO	R3-5XL		S-40-0135	CENTER OVER LANE	42 x 48	14.00					
711B		R3-5A		S-40-0135	CENTER OVER LANE	42 x 48	14.00					
711C		R3-6R		S-40-0135	CENTER OVER LANE	42 x 48	14.00					

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TYPE II SIGNS, SUPPORTS, AND PERMANENT FLAGS (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIGN MESSAGE	STRUCTURE ID OR MOUNTED ON SAME POST/ SIGN AS	REMARKS	637.2210 SIGNS TYPE II REFLECTIVE H W" x H"	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE F W" x H"	637.2230 SIGNS TYPE II REFLECTIVE F S.F.	634.0612 POSTS WOOD 4"x6"x12' EACH	634.0612 POSTS WOOD 4"x6"x14' EACH	SPV.0060.13 SIGNS TYPE II FURNISHED BY OTHERS EACH
CATEGORY 0010												
800	WB CTH OO	J1-1	JUNCTION ASSEMBLY			24 x 39	6.50			1		
		M2-1				21 x 15						
		M1-6	47			24 x 24						
900A	NB STH 47	R1-2			BY OTHERS	36 x 31						
900B		R1-54		900A	BY OTHERS	24 x 15						
901A	NB STH 47	R1-2			BY OTHERS	36 x 31						
901B		R1-54		901A	BY OTHERS	24 x 15						
902A	NB STH 47	R1-2			BY OTHERS	36 x 31						
902B		R6-2R		902A	BY OTHERS	24 x 30						
903	SB STH 47	D1-2	STH 47 S RICHMOND ST			78 x 30	16.25			2		
904A	EB CTH OO	R1-2		LIGHT POLE	BY OTHERS	36 x 31						
904B		R1-54		904A	BY OTHERS	24 x 15						
905A	EB CTH OO	R1-2			BY OTHERS	36 x 31						
905B		R6-2R		905A	BY OTHERS	24 x 30						
906A	EB CTH OO	W11-2			BY OTHERS			30 x 30				
906B		W16-7R		906A	BY OTHERS			24 x 12				
907A	WB CTH OO	W11-2		LIGHT POLE	BY OTHERS			30 x 30				
907B		W16-7L		907A	BY OTHERS			24 x 12				
908	WB CTH OO	D1-2	CTH OO W NORTHLAND AVE			84 x 30	17.50			2		
909A	SB STH 47	R1-2		LIGHT POLE	BY OTHERS	36 x 31						
909B		R1-54		909A	BY OTHERS	24 x 15						
910A	SB STH 47	R1-2		LIGHT POLE	BY OTHERS	36 x 31						
910B		R6-2R		910A	BY OTHERS	24 x 30						
911A	SB STH 47	W11-2		LIGHT POLE	BY OTHERS			30 x 30				
911B		W16-7L		911A	BY OTHERS			24 x 12				
912A	NB STH 47	W11-2		LIGHT POLE	BY OTHERS			30 x 30				
912B		W16-7L		912A	BY OTHERS			24 x 12				
913	NB STH 47	D1-2	STH 47 N RICHMOND ST			78 x 30	16.25			2		
914A	WB CTH OO	R1-2		LIGHT POLE	BY OTHERS	36 x 31						
914B		R1-54		914A	BY OTHERS	24 x 15						
915A	WB CTH OO	W11-2		LIGHT POLE	BY OTHERS			30 x 30				
915B		W16-7L		915A	BY OTHERS			24 x 12				
916A	WB CTH OO	W11-2			BY OTHERS			30 x 30				
916B		W16-7R		916A	BY OTHERS			24 x 12				
917A	WB CTH OO	R1-2			BY OTHERS	36 x 31						
917B		R6-2R		917A	BY OTHERS	24 x 30						
918A	EB CTH OO	W11-2		LIGHT POLE	BY OTHERS			30 x 30				
918B		W16-7L		918A	BY OTHERS			24 x 12				
919	EB CTH OO	D1-2	CTH OO E NORTHLAND AVE			84 x 30	17.50			2		
920A	CENTRAL ISLAND	R6-1R			BY OTHERS	54 x 18						
920B		R6-4B		920A	BY OTHERS	60 x 24						
921A	CENTRAL ISLAND	R6-1R			BY OTHERS	54 x 18						
921B		R6-4B		921A	BY OTHERS	60 x 24						
922A	CENTRAL ISLAND	R6-1R			BY OTHERS	54 x 18						
922B		R6-4B		922A	BY OTHERS	60 x 24						
923A	CENTRAL ISLAND	R6-1R			BY OTHERS	54 x 18						
923B		R6-4B		923A	BY OTHERS	60 x 24						
1000	NB MASON ST	R3-8W			BY OTHERS	54 x 30						
1001	NB MASON ST	R4-7c				18 x 30	3.75			1		
1002	WB CTH OO	R5-1				36 x 36	9.00			1		
1003	SB MASON ST	R3-8W			BY OTHERS	54 x 30						
1004	WB CTH OO	R4-7c				18 x 30	3.75			1		
1005	EB CTH OO	R5-1				36 x 36	9.00			1		
1006	SB MASON ST	R5-2			BY OTHERS	24 x 24						
1007A	SB MASON ST	R3-17		1006	BY OTHERS	24 x 18						
1007B	SB MASON ST	R3-17-NP		1006	BY OTHERS	24 x 6						
1008	SB MASON ST	R8-3			BY OTHERS	18 x 18						
1009	NB MASON ST	R4-4			BY OTHERS	36 x 30						
1010	SB MASON ST	R4-4			BY OTHERS	36 x 30						
TOTAL							**507.19**		**24.37**	**32**	**11**	**2**

CATEGORY CODE 0010
UNLESS NOTED OTHERWISE

REMOVING AND MOVING SIGNS AND SUPPORTS

SIGN NO.	LOCATION	MOUNTED ON SAME POST/ ASSEMBLY AS	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
CATEGORY 0010						
100	NB STH 47			1		ON POWER POLE
101	NB STH 47			1		ON POWER POLE
102	NB STH 47			1		ON POWER POLE
103	NB STH 47			1		ON POWER POLE
104	SB STH 47			1		ON POWER POLE
105	SB STH 47					REMOVED BY OTHERS
200	NB STH 47			1		ON POWER POLE
201	NB STH 47					REMOVED BY OTHERS
202	NB STH 47	201		1		ON POWER POLE
203	NB STH 47			1	1	
204	NB STH 47			1		ON POWER POLE
205	NB STH 47			1		ON POWER POLE
206	SB STH 47			1	1	
207	SB STH 47	206		1		
208	SB STH 47			1		ON POWER POLE
209	SB STH 47			1		ON POWER POLE
210	EB WEILAND			1	1	
211	EB WEILAND	210		1		
212	EB WEILAND	210		1		
213	SB STH 47			1		ON POWER POLE
300	NB STH 47			1	1	
301	NB STH 47	300		1		
302	NB STH 47	300		1		
303	NB STH 47					REMOVED BY OTHERS
304	SB STH 47					ON SIGNAL POLE
305	NB STH 47					ON SIGNAL POLE
306	NB STH 47					ON SIGNAL POLE
307	NB STH 47					ON SIGNAL POLE
308	NB STH 47			1	1	
309	SB STH 47			1	1	
310	NB STH 47			1	1	
311	SB STH 47			1	1	
312	SB STH 47					ON SIGNAL POLE
313	SB STH 47					ON SIGNAL POLE
314	SB STH 47					ON SIGNAL POLE
315	SB STH 47					ON SIGNAL POLE
316	SB STH 47				1	
400	SB STH 47			1	1	
401	SB STH 47	400		1		
500	WB CTH OO					ON SIGNAL POLE
501	WB CTH OO					ON SIGNAL POLE
502	EB CTH OO					ON SIGNAL POLE
503	EB CTH OO					ON SIGNAL POLE
504	EB CTH OO					ON SIGNAL POLE
505	WB CTH OO					REMOVED BY OTHERS
506	WB CTH OO					ON SIGNAL POLE
507	WB CTH OO					ON SIGNAL POLE
508	EB CTH OO					ON SIGNAL POLE
509	WB CTH OO					ON SIGNAL POLE
600	EB CTH OO			1	1	
601	EB CTH OO	600		1		
602	NB LOCUST ST			1	1	
603	NB WALGREENS PARKING LOT			1	1	
604	NB WALGREENS PARKING LOT			1	1	
700	WB CTH OO			1	1	
701	EB CTH OO		1		1	
702	EB CTH OO	701	1			
703	WB CTH OO			1		ON POWER POLE
704	WB CTH OO			1		ON POWER POLE
800	NB BANK PARKING LOT			1	1	

CONTINUED

REMOVING SIGNS AND SUPPORTS (CONTINUED)

SIGN NO.	LOCATION	MOUNTED ON SAME POST/ ASSEMBLY AS	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
801	EB CTH OO			1	1	
802	EB CTH OO	801		1		
803	EB CTH OO	801				REMOVED BY OTHERS
804	EB CTH OO					ON SIGNAL POLE
805	NB STH 47			1	1	
806	NB STH 47	805		1		
807	NB STH 47					ON SIGNAL POLE
808	EB CTH OO			1	1	
809	EB CTH OO	808		1		
810	EB CTH OO	808		1		
811	WB CTH OO			1	1	
812	WB CTH OO			1	1	
813	WB CTH OO	812		1		
814	WB CTH OO					ON SIGNAL POLE
815	SB STH 47			1	1	
816	SB STH 47	815		1		
817	SB STH 47					ON SIGNAL POLE
818	WB CTH OO			1	1	
819	WB CTH OO	818		1		
820	WB CTH OO	818		1		
821	EB CTH OO					ON SIGNAL POLE
822	WB CTH OO					ON SIGNAL POLE
823	NB STH 47					ON SIGNAL POLE
824	SB STH 47					ON SIGNAL POLE
900	EB CTH OO					ON SIGNAL POLE
901	EB CTH OO					ON SIGNAL POLE
902	SB MASON			1	1	
903	NB MASON			1	1	
904	NB MASON					ON SIGNAL POLE
905	NB MASON					ON SIGNAL POLE
906	EB CTH OO					ON SIGNAL POLE
907	WB CTH OO					ON SIGNAL POLE
908	SB MASON					ON SIGNAL POLE
909	SB MASON					ON SIGNAL POLE
910	SB MASON			1	1	
911	SB MASON			1	1	
912	SB MASON			1		
913	SB MASON	912		1		
	TOTAL		2	57	29	

OVERHEAD SIGN SUPPORT STRUCTURE ITEMS

STRUCTURE NUMBER	CATEGORY	LOCATION	OVERHEAD SIGN SUPPORT STRUCTURE LS	CONSTRUCTION STAKING STRUCTURE LAYOUT L.S.
S-44-0132	0060	NB STH 47, S OF ROUNDABOUT	**641.8100.01**	**650.6500.02**
S-44-0133	0070	SB STH 47, N OF ROUNDABOUT	**641.8100.02**	**650.6500.03**
S-44-0134	0080	EB CTH OO, W OF ROUNDABOUT	**641.8100.03**	**650.6500.04**
S-44-0135	0090	WB CTH OO, E OF ROUNDABOUT	**641.8100.04**	**650.6500.05**

TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 75 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	NO. OF CYCLES	643.0900 COVERING SIGNS TYPE I EACH	643.0910 COVERING SIGNS TYPE II EACH	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	REMARKS
1	LT OF SIS SIGN (FOOD - EXIT 144) ON HWY 41 (SB)	M 3-3	36"x18"	1	75	75							
	"	M 1-6	36"x36"	1	75	75							47
	"	W 20-2A	48"x48"	1	75	75							
2	ACROSS FROM SIGN # 1 (MEDIAN SIDE)	M 3-3	36"x18"	1	75	75							
	"	M 1-6	36"x36"	1	75	75							47
	"	W 20-2A	48"x48"	1	75	75							
3	LT OF TYPE 1 CANTILEVER SIGN STRUCTURE (E-BALLARD RD-1/2 MILE -EXIT 144) ON HWY 41 (SB)	MO 4-8	36"x18"	1	75	75							
	"	M 3-3	36"x18"	1	75	75							
	"	M 1-6	36"x36"	1	75	75							47
	"	MO 5-2-R	30"x30"	1	75	75							
4	ACROSS FROM SIGN # 3 (MEDIAN SIDE)	MO 4-8	36"x18"	1	75	75							
	"	M 3-3	36"x18"	1	75	75							
	"	M 1-6	36"x36"	1	75	75							47
	"	MO 5-2-R	30"x30"	1	75	75							
5	LT OF SIS SIGN (GAS/LODGING) ON HWY 41 (SB)	MO 4-8	36"x18"	1	75	75							
	"	M 3-3	36"x18"	1	75	75							
	"	M 1-6	36"x36"	1	75	75							47
	"	MO 5-2-R	30"x30"	1	75	75							
6	ACROSS FROM SIGN # 5 (MEDIAN SIDE)	MO 4-8	36"x18"	1	75	75							
	"	M 3-3	36"x18"	1	75	75							
	"	M 1-6	36"x36"	1	75	75							47
	"	MO 5-2-R	30"x30"	1	75	75							
7	LT OF TYPE 1 CANTILEVER SIGN STRUCTURE (E-BALLARD RD-TILT RT -EXIT 144) ON HWY 41 (SB)	MO 4-8	36"x18"	1	75	75							
	"	M 3-3	36"x18"	1	75	75							
	"	M 1-6	36"x36"	1	75	75							47
	"	MO 6-2	30"x30"	1	75	75							RIGHT
8	RT OF TYPE II SIS (GAS/LODGING) ON BALLARD RD HWY 41 (SB) EXIT RAMP TO CTY E	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 5-1-L	21"x21"	1	75	75							
9	RT OF J13-1 (E-LT & RT) ON HWY 41 (SB) EXIT RAMP TO CTY E (LT SIDE)	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							LEFT
10	ABOVE J2-1 (N-41-AH LT) ON CTY E (SB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
	PAGE SUBTOTALS			38		2,850	0	0		0	0	0	

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TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 75 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	NO. OF CYCLES	643.0900 COVERING SIGNS TYPE I EACH	643.0910 COVERING SIGNS TYPE II EACH	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	REMARKS
11	J3-2 (S-47-LT; N-47-RT) ON SB EXIT RAMP TO HWY 47 (RT SIDE)								1		1		SOUTH 47 LEFT
12	J3-2 (S-47-LT; N-47-RT) ON SB EXIT RAMP TO HWY 47 (LT SIDE)								1		1		SOUTH 47 LEFT
13	D1-4 (LT-DOWNTOWN APPLETON; LT-FOX CITIES PERFORMING ARTS CENTER; RICHMOND ST- LT SOUTH / NORTH RT)								1		1		LT-DOWNTOWN APPLETON; LT-FOX CITIES PERFORMING ARTS CENTER; LT-SOUTH)
14	200' E OF RAILROAD BRIDGE EAST ABUTTMENT ON HWY 41 (NB)	M 3-3	36"x18"	1	75	75							
	"	M 1-6	36"x36"	1	75	75							47
	"	W 20-2A	48"x48"	1	75	75							
15	ACROSS FROM SIGN # 14 (MEDIAN SIDE)	M 3-3	36"x18"	1	75	75							
	"	M 1-6	36"x36"	1	75	75							47
	"	W 20-2A	48"x48"	1	75	75							
16	200' E OF GILLETT ST BRIDGE EAST ABUTTMENT ON HWY 41 (NB)	MO 4-8	36"x18"	2	75	150							
	"	M 3-3	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
		M 50-2	72"x36"	1	75	75							47 - 00
	"	MO 6-1	30"x30"	2	75	150							AHEAD
17	ACROSS FROM SIGN # 16 (MEDIAN SIDE)	MO 4-8	36"x18"	2	75	150							
	"	M 3-3	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
	"	M 50-2	72"x36"	1	75	75							47 - 00
		MO 6-1	30"x30"	2	75	150							AHEAD
18	HWY 41 (NB) @ BEGINNING OF EB TURN LANE TAPER TO EXIT RAMP TO HWY 47	MO 4-8	36"x18"	2	75	150							
	"	M 3-3	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
	"	M 50-2	72"x36"	1	75	75							47 - 00
		MO 6-1	30"x30"	2	75	150							AHEAD
19	ACROSS FROM SIGN # 18 (MEDIAN SIDE)	MO 4-8	36"x18"	2	75	150							
	"	M 3-3	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
	"	M 50-2	72"x36"	1	75	75							47 - 00
		MO 6-1	30"x30"	2	75	150							AHEAD
20	200' E OF EB RAMP GORE TO HWY 47 ON HWY 41 (NB)	MO 4-8	36"x18"	2	75	150							
	"	M 3-3	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
	"	M 50-2	72"x36"	1	75	75							47 - 00
		MO 6-1	30"x30"	2	75	150							AHEAD
21	ACROSS FROM SIGN # 20 (MEDIAN SIDE)	MO 4-8	36"x18"	2	75	150							
	"	M 3-3	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
	"	M 50-2	72"x36"	1	75	75							47 - 00
		MO 6-1	30"x30"	2	75	150							AHEAD
	PAGE SUBTOTALS			48		3,600	0	0		0	3	0	

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TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 75 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	NO. OF CYCLES	643.0900 COVERING SIGNS TYPE I EACH	643.0910 COVERING SIGNS TYPE II EACH	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	REMARKS
22	LT OF TYPE 1 (E-BALLARD RD-1 MILE) ON HWY 41 (NB)	MO 4-8	36"x18"	2	75	150							
	"	M 3-3	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
	"	M 50-2	72"x36"	1	75	75							47 -00
		MO 5-2-R	30"x30"	2	75	150							
23	ACROSS FROM SIGN # 22 (MEDIAN SIDE)	MO 4-8	36"x18"	2	75	150							
	"	M 3-3	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
	"	M 50-2	72"x36"	1	75	75							47 - 00
		MO 5-2-R	30"x30"	2	75	150							
24	LT OF SIS INFO (FOOD) SIGN ON HWY 41 (NB)	MO 4-8	36"x18"	2	75	150							
	"	M 3-3	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
		M 50-2	72"x36"	1	75	75							47 - 00
	"	MO 5-2-R	30"x30"	2	75	150							
25	ACROSS FROM SIGN # 24 (MEDIAN SIDE)	MO 4-8	36"x18"	2	75	150							
	"	M 3-3	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
	"	M 50-2	72"x36"	1	75	75							47 - 00
		MO 5-2-R	30"x30"	2	75	150							
26	LT OF TYPE 1 (E-BALLARD RD-TILT RT) ON HWY 41 (NB)	MO 4-8	36"x18"	2	75	150							
	"	M 3-3	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
	"	M 50-2	72"x36"	1	75	75							47 - 00
		MO 6-2	30"x30"	2	75	150							RIGHT
27	LT OF D1-3 (BALLARD RD-LT/NORTH & RT/SOUTH; LT FREEDOM; APPLETON-RT) ON HWY 41 (NB) EXIT RAMP TO CTY E	MO 4-8	24"x12"	2	75	150							
	"	M 3-3	24"x12"	1	75	75							
	"	M 3-2	24"x12"	1	75	75							
	"	M 50-2	48"x24"	1	75	75							47 - 00
		MO 5-1-R	21"x21"	2	75	150							
28	LT OF R3-8-P (LT-ONLY; LT & THRU; RT-ONLY) ON HWY 41 (NB) EXIT RAMP TO CTY E	MO 4-8	24"x12"	2	75	150							
	"	M 3-3	24"x12"	1	75	75							
	"	M 3-2	24"x12"	1	75	75							
	"	M 50-2	48"x24"	1	75	75							47 - 00
		MO 6-2	21"x21"	2	75	150							RIGHT
29	ABOVE J4-1 (SOUTH -E) ON CTY E (SB)	MO 4-8	24"x12"	2	75	150							
	"	M 3-3	24"x12"	1	75	75							
	"	M 3-2	24"x12"	1	75	75							
	"	M 50-2	48"x24"	1	75	75							47 -00
		MO 6-1	21"x21"	2	75	150							AHEAD
30A	100' S OF CAPITOL DR INTERSECTION ON CTH E (SB)	MO 4-8	24"x12"	2	75	150							
	"	M 3-3	24"x12"	1	75	75							
	"	M 3-2	24"x12"	1	75	75							
	"	M 50-2	48"x24"	1	75	75							47 - 00
		MO 6-1	21"x21"	2	75	150							AHEAD
	PAGE SUBTOTALS			63		4,725	0	0		0	0	0	

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TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 75 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	NO. OF CYCLES	643.0900 COVERING SIGNS TYPE I EACH	643.0910 COVERING SIGNS TYPE II EACH	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	REMARKS
30B	MODIFY J1-2 (JCT OO - END E) ON CTY E (SB)	MO 4-8A	24"x18"	1	75	75							
	"	M 1-5A	EXISTING										OO
30C	MODIFY J13-1 (OO - LT & RT) ON CTY E (SB)	M 1-5A	EXISTING										OO
	"	MO 6-1	21"x21"	1	75	75							LEFT
31	NW QUAD OF CTY OO & CTY E INTERSECTION	R 11-3	60"x30"	1	75	75	75	150					1 MILE
32	BELOW SIGN # 31	MO 4-9R	30"x24"	1	75	75							
33	100' S OF CTY OO (NORTHLAND AVE) INTERSECTION ON CTH E (SB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
34	100' E OF CTY E (BALLARD RD) INTERSECTION ON CTH OO (WB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-4	24"x12"	1	75	75							
	"	M 1-5A	24"x24"	1	75	75							OO
	"	MO 6-1	21"x21"	1	75	75							RIGHT
35	500' E OF SIGN # 34 ON CTH OO (WB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-4	24"x12"	1	75	75							
	"	M 1-5A	24"x24"	1	75	75							OO
	"	MO 5-1R	21"x21"	1	75	75							
36	ACROSS FROM SIGN # 35 (MEDIAN SIDE)	MO 4-8	24"x12"	1	75	75							
	"	M 3-4	24"x12"	1	75	75							
	"	M 1-5A	24"x24"	1	75	75							OO
	"	MO 5-1R	21"x21"	1	75	75							
37	500' E OF SIGN # 35 ON CTH OO (WB)	W 20-2A	48"x48"	1	75	75							
38	ACROSS FROM SIGN # 37 (MEDIAN SIDE)	W 20-2A	48"x48"	1	75	75							
39	100 'S OF GLENDALE AVE INTERSECTION ON BALLARD RD (SB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
40	250 ' N OF SIGN # 41 ON BALLARD RD (SB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 5-1R	21"x21"	1	75	75							
41	LT OF R3-7-R (RIGHT LANE MUST TURN RIGHT) @ HWY 96 ON BALLARD RD (SB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							RIGHT
42	200 ' W OF BALLARD RD INTERSECTION ON HWY 96 (WB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
	PAGE SUBTOTALS			38		2,850	75	150		0	0	0	

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TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 75 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	NO. OF CYCLES	643.0900 COVERING SIGNS TYPE I EACH	643.0910 COVERING SIGNS TYPE II EACH	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	REMARKS
43	100 ' W OF MEADE ST INTERSECTION ON HWY 96 (WB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
44	100 ' W OF DREW ST INTERSECTION ON HWY 96 (WB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
45	100 ' W OF ONEIDA ST INTERSECTION ON HWY 96 (WB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
46	MODIFY J1-1 (JCT 47) ON HWY 96 (WB)	MO 4-8A	24"x18"	1	75	75							
	"	M 1-6	EXISTING										
47	MODIFY J13-1 (47-LT & RT) ON HWY 96 (WB)	M 1-6	EXISTING	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							LEFT
48	NE QUAD OF HWY 47 & HWY 96 INTERSECTION	R 11-3	60"x30"	1	75	75	75	150					1 MILE
49	BELOW SIGN # 48	MO 4-9R	30"x24"	1	75	75							
50	J4-1 (N-47) @ HWY 96 INTERSECTION								1		1		NORTH 47
51	150' S OF J1-1 (JCT 96) ON HWY 47 (NB)	W 20-2A	48"x48"	1	75	75							
52	100' S OF J13-1 (96-LT & RT) ON HWY 47 (NB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-1	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 5-1R	21"x21"	1	75	75							
53	25' S OF STH 96 (WISCONSIN AVE) INTERSECTION ON HWY 47 (NB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-1	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							RIGHT
54	200' W OF J1-1 (JCT 47) ON HWY 96 (EB)	M 3-1	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	W 20-2A	48"x48"	1	75	75							
55	300' W OF SIGN # 56 ON HWY 96 (EB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-1	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
56	MODIFY J13-1 (47-LT & RT) ON HWY 96 (EB) @ HWY 47 INTERSECTIION	M 1-6	EXISTING										47
	"	MO 6-1	21"x21"	1	75	75							RIGHT
57	RT OF TRAFFIC SIGNAL @ HWY 47 & HWY 96 (EB) INTERSECTION	MO 4-8	24"x12"	1	75	75							
	"	M 3-1	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
58	100' E OF STH 47 INTERSECTION ON HWY 96 (EB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-1	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
59	100' E OF ONEIDA ST INTERSECTION ON HWY 96 (EB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-1	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
PAGE SUBTOTALS				46		3,450	75	150		0	1	0	

CONTINUED ON NEXT PAGE

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\030201-MQ.DWG
LAYOUT NAME - 030227_MQ
PLOT DATE : 9/15/2016 2:22 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 75 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	NO. OF CYCLES	643.0900 COVERING SIGNS TYPE I EACH	643.0910 COVERING SIGNS TYPE II EACH	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	REMARKS
60	100' E OF DREW ST INTERSECTION ON HWY 96 (EB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-1	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
61	100' E OF MEADE ST INTERSECTION ON HWY 96 (EB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-1	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
62	200' W OF J3-2 (N-E-USE LT LANE; E-96-USE RT LANE) ON HWY 96 (EB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-1	24"x12"	1	75	75							
	"	M1-6	24"x24"	1	75	75							47
	"	MO 4-20L	21"x21"	1	75	75							
63	400' W OF BALLARD Rd INTERSECTION ON HWY 96 (EB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-1	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							LEFT
64	100' N OF HWY 96 (WISCONSIN AVE) INTERSECTION ON CTY E (BALLARD RD) (NB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-1	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
65	100' N OF GLENDALE ST INTERSECTION ON BALLARD RD (NB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-1	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
66A	MODIFY J13-1 (OO - LT & RT) ON CTY E (NB)	M 1-5A	EXISTING										
	"	MO 6-1	21"x21"	1	75	75							RIGHT
66B	100' N OF CTY OO (NORTHLAND AVE) INTERSECTION ON BALLARD RD (NB)	MO 4-8	24"x12"	2	75	150							
	"	M 3-1	24"x12"	1	75	75							
		M 3-4	24"x12"	1	75	75							
	"	M 50-2	48"x24"	1	75	75							47-OO
	"	MO 6-1	21"x21"	2	75	150							AHEAD
67	100' N OF CAPITOL DR INTERSECTION ON BALLARD RD (NB)	MO 4-8	24"x12"	2	75	150							
	"	M 3-1	24"x12"	1	75	75							
		M 3-4	24"x12"	1	75	75							
	"	M 50-2	48"x24"	1	75	75							47-OO
	"	MO 6-1	21"x21"	2	75	150							AHEAD
68	200' S OF J3-1 (N-41-TILT RT) ON CTY E (NB)	MO 4-8	24"x12"	2	75	150							
	"	M 3-1	24"x12"	1	75	75							
		M 3-4	24"x12"	1	75	75							
	"	M 50-2	48"x24"	1	75	75							47-OO
	"	MO 6-1	21"x21"	2	75	150							AHEAD
69	RT OF J2-1 (S-41-AH LT) ON CTY E (NB)	MO 4-8	24"x12"	2	75	150							
	"	M 3-1	24"x12"	1	75	75							
		M 3-4	24"x12"	1	75	75							
	"	M 50-2	48"x24"	1	75	75							47-OO
	"	MO 6-1	21"x21"	2	75	150							AHEAD
	PAGE SUBTOTALS			53		3,975	0	0		0	0	0	

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TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 75 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	NO. OF CYCLES	643.0900 COVERING SIGNS TYPE I EACH	643.0910 COVERING SIGNS TYPE II EACH	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	REMARKS
70	RT OF J2-1 (S-41-AH LT) ON CTY E (NB) (MEDIAN SIDE) (VERTICAL)	MO 4-8	24"x12"	1	75	75							
	"	M 3-1	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
		M 3-4	24"x12"	1	75	75							
	"	M 1-5A	24"x24"	1	75	75							OO
	"	MO 6-1	21"x21"	1	75	75							AHEAD
71	200' W OF BALLARD RD INTERSECTION ON ENTERANCE-RAMP TO HWY 41 (SB)	MO 4-8A	24"x12"	1	75	75							
		M 1-6	24"x24"	1	75	75							47
	"	MO 4-8	24"x12"	1	75	75							
	"	M 3-4	24"x12"	1	75	75							
	"	M 50-2	48"x24"	1	75	75							OO
	"	MO 6-1	21"x21"	1	75	75							AHEAD
72	RT OF J4-1 (SOUTH 41)	MO 4-8	36"x18"	1	75	75							
	"	M 3-4	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							OO
		MO 6-1	30"x30"	1	75	75							AHEAD
73	ACROSS FROM SIGN # 72 (MEDIAN SIDE)	MO 4-8	36"x18"	1	75	75							
	"	M 3-4	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							OO
		MO 6-1	30"x30"	1	75	75							AHEAD
74	200' W OF E5-1-A (EXIT 142 TILT RT) @ SB HWY 41 TO HWY 47	MO 4-8	36"x18"	1	75	75							
		M 3-4	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							OO
	"	MO 6-1	30"x30"	2	75	150							AHEAD
75	ACROSS FROM SIGN # 74 (MEDIAN SIDE)	MO 4-8	36"x18"	1	75	75							
		M 3-4	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							OO
	"	MO 6-1	30"x30"	2	75	150							AHEAD
76	LT OF E8-1 (HWY 15-2; OSHKOSH-22; MILWAUKEE-93) ON HWY 41 (SB)	MO 4-8A	30"x24"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							OO
77	ACROSS FROM SIGN # 76 (MEDIAN SIDE)	MO 4-8A	30"x24"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							OO
78	LT OF TYPE 1 (15/OO/TO A; NORTHLAND AVE; 1/4 MILE; EXIT ONLY) ON HWY 41 (NB)	M 3-2	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							OO
	"	W 20-2A	48"x48"	1	75	75							AHEAD
79	ACROSS FROM SIGN # 78 (MEDIAN SIDE)	M 3-2	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							OO
	"	W 20-2A	48"x48"	1	75	75							AHEAD
80	700' N OF SIGN # 78 ON HWY 41 (NB)	MO 4-8	36"x18"	1	75	75							
		M 3-2	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							OO
	"	MO 6-1	30"x30"	2	75	150							AHEAD
81	ACROSS FROM SIGN # 80 (MEDIAN SIDE)	MO 4-8	36"x18"	1	75	75							
		M 3-2	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							OO
	"	MO 6-1	30"x30"	2	75	150							AHEAD
	PAGE SUBTOTALS			50		3,750	0	0		0	0	0	

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TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 75 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	NO. OF CYCLES	643.0900 COVERING SIGNS TYPE I EACH	643.0910 COVERING SIGNS TYPE II EACH	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	REMARKS
82	LT OF TYPE 1 (15/OO/TO A; NORTHLAND AVE; TILT RT; EXIT ONLY) ON HWY 41 (NB)	MO 4-8	36"x18"	1	75	75							
		M 3-2	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							OO
	"	MO 6-1	30"x30"	2	75	150							AHEAD
83	ACROSS FROM SIGN # 82 (MEDIAN SIDE)	MO 4-8	36"x18"	1	75	75							
		M 3-2	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							OO
	"	MO 6-1	30"x30"	2	75	150							AHEAD
84	200' N OF E-5-1A (EXIT 139 - TILT RT) ON HWY 41 (NB)	MO 4-8	36"x18"	1	75	75							
		M 3-2	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							OO
	"	MO 6-1	30"x30"	2	75	150							AHEAD
85	ACROSS FROM SIGN # 84 (MEDIAN SIDE)	MO 4-8	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							OO
	"	MO 6-1	30"x30"	2	75	150							AHEAD
86	D1-4 (RICHMOND ST- NORTH-LT/ SOUTH-RT; APPLETON-RT; DOWNTOWN-RT)								1		1		RICHMOND ST- SOUTH-RT; APPLETON-RT; DOWNTOWN-RT
87	J3-2 (S-47-LT; N-47-RT) ON NB EXIT RAMP TO HWY 47 (RT SIDE)								1		1		SOUTH 47 LEFT
88	J3-2 (S-47-LT; N-47-RT) ON NB EXIT RAMP TO HWY 47 (LT SIDE)								1		1		SOUTH 47 LEFT
89	HWY 47 (SB) - FIELD DETERMINED	PCMS		1								7	PRIOR TO CONSTRUCTION
90	HWY 47 (NB) - FIELD DETERMINED	PCMS		1								7	PRIOR TO CONSTRUCTION
91	CTY OO (EB) - FIELD DETERMINED	PCMS		1								7	PRIOR TO CONSTRUCTION
92	CTY OO (WB) - FIELD DETERMINED	PCMS		1								7	PRIOR TO CONSTRUCTION
93	SW QUAD OF HWY 47 & HWY 41 NB EXIT RAMP INTERSECTION	R 11-3	60"x30"	1	75	75	75	150					3/4 MILE
94	BELOW SIGN # 93	MO 4-9L	30"x24"	1	75	75							
95	ACROSS FROM SIGN # 93 (ON HWY 47 (SB) MEDIAN SIDE)	R 11-3	60"x30"	1	75	75	75	150					3/4 MILE
96	BELOW SIGN # 95	MO 4-9L	30"x24"	1	75	75							
97	200 ' E OF HWY 47 INTERSECTION ON ENTERANCE RAMP TO HWY 41 NB	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							AHEAD
98	LT OF TRAFFIC SIGNAL (FAR LT) ON HWY 47 (SB) @ SOUTH HWY 41 RAMPS	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 6-1	21"x21"	1	75	75							LEFT
99	100' S OD D1-71 (AH-41 NORTH- GREEN BAY; 41-SOUTH-OSHKOSH) ON HWY 47 (SB)	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 5-1L	21"x21"	1	75	75							
	PAGE SUBTOTALS			40		2,700	150	300		0	3	28	

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TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 75 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	NO. OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	643.0920 COVERING SIGNS TYPE II EACH	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	REMARKS
100	ACROSS FROM SIGN # 99 (MEDIAN SIDE)	MO 4-8	24"x12"	1	75	75							
	"	M 3-3	24"x12"	1	75	75							
	"	M 1-6	24"x24"	1	75	75							47
	"	MO 5-1-L	21"x21"	1	75	75							
101	RT OF J3-1 (S-41-TILT RT) ON HWY 47 (SB)	W 20-2A	48"x48"	1	75	75							
102	ACROSS FROM SIGN # 101 (MEDIAN SIDE)	W 20-2A	48"x48"	1	75	75							
103	STH 15, PLACE 1000' W. OF I-41 SB RAMP INTERSECTION IN MEDIAN	M 3-2	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							
	"	W 20-2A	48"x48"	1	75	75							
104	STH 15, PLACE 1000' W. OF I-41 SB RAMP INTERSECTION ON RIGHT SIDE	M 3-2	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							
	"	W 20-2A	48"x48"	1	75	75							
105	STH 15, W. OF I-41 SB RAMP INTERSECTION, COVER EXISTING SIGN AS SHOWN								1		1		COVER "APPLETON"
106	STH 15, PLACE IN MEDIAN ACROSS FROM SIGN #107	MO 4-8	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							
	"	MO 5-1L	30"x30"	1	75	75							
107	STH 15, BETWEEN I-41 RAMP INTERSECTIONS, MODIFY EXISTING SIGN AS SHOWN	MO 4-8	36"x18"	1	75	75							
	"	MO 5-1L	30"x30"	1	75	75							
108	CTH OO, W. OF I-41 NB RAMP INTERSECTION, PLACE IN MEDIAN ACROSS FROM SIGN #109	MO 4-8	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							
	"	MO 6-1	30"x30"	1	75	75							
109	CTH OO, W. OF I-41 NB RAMP INTERSECTION, MODIFY EXISTING SIGN AS SHOWN	MO 4-8	36"x18"	1	75	75							
	"	MO 6-1	30"x30"	1	75	75							
110	CTH OO, E. OF I-41 NB RAMP INTERSECTION, PLACE IN MEDIAN	R 11-3	60"x30"	1	75	75	75	150					2 MILES AHEAD
	"	MO 4-9L	30"x24"	1	75	75							
111	I-41, AT STH 15/CTH OO RAMP TAPER, COVER EXISTING TYPE I SIGN AS SHOWN								1	1			COVER "OO" ROUTE MARKER
112	I-41, N. OF STH 15/CTH OO INTERCHANGE, PLACE TO RIGHT OF EXISTING J4-2 SIGN	MO 4-8	36"x18"	1	75	75							
	"	M 3-2	36"x18"	1	75	75							
	"	M 1-5A	36"x36"	1	75	75							
	"	MO 6-1	30"x30"	1	75	75							
113	I-41, N. OF STH 96, COVER EXISTING TYPE I SIGN AS SHOWN								1	1			COVER "OO" ROUTE MARKER
	PAGE SUBTOTALS			30		2,250	75	150		2	1	0	
	PROJECT TOTALS			**406**		**30,150**	**375** ***	**750** ***		**2**	**8** ***	**28** ***	

*** QUANTITIES LISTED ELSEWHERE

CATEGORY CODE 0010
UNLESS NOTED OTHERWISE

TRAFFIC CONTROL ITEMS

CATEGORY 0010	643.0300 DRUMS		643.0410 BARRICADES TYPE II		643.0420 BARRICADES TYPE III		643.0705 WARNING LIGHTS TYPE A		643.0715 WARNING LIGHTS TYPE C		643.0900 SIGNS		643.0920 COVERING SIGNS TYPE II	643.1050 PCMS		646.0600 REMOVING PAVEMENT MARKINGS	647.0955 REMOVING PAVEMENT MARKINGS ARROWS	647.0965 REMOVING PAVEMENT MARKINGS WORDS	649.0400 TEMPORARY MARKING REMOVABLE TAPE, 4-INCH		649.0506 TEMPORARY PAV'T MARKING REMOVABLE MASK-OUT TAPE 6-INCH	649.0510 TEMPORARY PAV'T MARKING REMOVABLE MASK-OUT TAPE 10-INCH	649.0801 TEMPORARY PAV'T MARKING REMOVABLE TAPE, 8-INCH WHITE
STAGE	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	EACH	NO.	DAYS	L.F.	EACH	EACH	WHITE L.F.	YELLOW L.F.	L.F.	L.F.	L.F.
STAGE 1 (75 DAYS)																							
STH 47 (N)	--	--	--	--	11	825	16	1,200	--	--	9	675	--	--	--	--	--	--	--	--	--	--	--
STH 47 (S)	4	300	--	--	10	750	15	1,125	--	--	9	675	--	--	--	--	--	--	--	--	--	--	--
CTH OO (W)	13	975	--	--	9	675	10	750	--	--	2	150	--	--	--	--	--	--	--	--	--	--	--
CTH OO (E)	3	225	--	--	15	1,125	21	1,575	--	--	10	750	--	--	--	--	--	--	--	--	--	--	--
WEILAND AVE (W)	--	--	--	--	1	75	2	150	--	--	7	525	--	--	--	--	--	--	--	--	--	--	--
LOCUST ST	--	--	1	75	5	375	6	450	--	--	2	150	--	--	--	--	--	--	--	--	--	--	--
UNDISTRIBUTED	40	3,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUBTOTALS:	**60**	**4,500**		**75**		**3,825**	**70**	**5,250**	**--**	**--**	**39**	**2,925**	**--**		**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
STAGE 2 (90 DAYS)																							
CTH OO	240	18,000	--	--	15	1,125	7	525	8	600	53	3,975	1	1	3		--	--	--	--	--	--	--
SUBTOTALS:	**240**	**18,000**	**--**	**--**		**1,125**	**7**	**525**	**8**	**600**	**53**	**3,975**	**1**		**3**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
STAGE 2A (25 DAYS)																							
MASON ST	36	900	2	50	4	100	4	100		--	19	475	1	2	6	1,130	4	2	470	880	230	120	100
SUBTOTALS:	**36**	**900**	**2**	**50**		**100**	**4**	**100**	**--**	**--**	**19**	**475**	**1**		**6**	**1,130**	**4**	**2**	**470**	**880**	**230**	**120**	**100**
STAGE 2B (15 DAYS)																							
MASON ST	23	345	2	30	4	60	4	60		--	19	285	--	--	--	--	--	--	150	330	--	--	--
SUBTOTALS:	**23**	**345**	**2**	**30**	**4**	**60**	**4**	**60**	**--**	**--**	**19**	**285**	**--**		**--**	**--**	**--**	**--**	**150**	**330**	**--**	**--**	**--**
TOTALS:	**359**	**23,745**	**4**	**155**	**4**	**5,110**	**85**	**5,935**	**8**	**600**	**130**	**7,660**	**2**	**--**	**9**	**1,130**	**4**	**2**	**1,830**		**230**	**120**	**100**
						***		***					***		***								

PAVEMENT MARKING

SHEET #	STATION	TO	STATION	LOCATION	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH WHITE SKIPS LF	646.0106 EPOXY 4-INCH YELLOW LF	646.0106 EPOXY 4-INCH YELLOW SKIPS LF	646.0116 EPOXY 6-INCH WHITE LF	646.0116 EPOXY 6-INCH WHITE SKIPS LF	646.0126 EPOXY 8-INCH WHITE LF	646.0126 EPOXY 8-INCH WHITE SKIPS LF	646.0127.S GROOVED EPOXY 8-INCH WHITE LF	646.0156 EPOXY 18-INCH WHITE SKIPS LF
CATEGORY CODE 0010														
1	100+00NB	-	102+50NB	SOUTH LEG	-	-	864	-	374	32	-	-	6	-
2	102+50NB	-	107+00NB	SOUTH LEG	-	-	128	-	461	24	-	-	54	-
3	110+00NB	-	113+50NB	NORTH LEG	-	-	28	-	638	42	-	-	-	-
4				W. SERVICE RD INTERSECTION	-	-	641	15	-	-	487	-	-	-
4				BENNETT ST INTERSECTION	-	-	599	12	53	12	468	-	-	-
5	201+00EB	-	206+50EB	WEST LEG	204	-	-	-	480	27	-	32	-	-
6	209+00EB	-	214+31EB	EAST LEG	-	-	330	136	847	75	-	-	-	-
7				CIRCLE	-	-	-	-	-	-	-	-	615	115
8	0+72M	-	7+21M	MASON ST IINTERSECTION	-	-	1,440	18	460	45	840	108	-	-
CATEGORY CODE 0040														
4, 5, 8	187+75EB	-	201+00EB	CTH OO	4,562	1,163	2,790	-	-	-	-	-	-	-
4				W. SERVICE RD INTERSECTION	-	-	-	-	-	-	265	-	-	-
4				BENNETT ST INTERSECTION	-	-	-	-	-	-	190	40	-	-
8	187+75EB	-	201+00EB	MASON ST IINTERSECTION	-	-	-	-	-	-	245	-	-	-
					4,766	1,163	6,820	181	3,313	257	2,495	180		
				TOTALS		**12,930**				**3,570**		**2,675**	**675**	**115**
				CATEGORY CODE 0010		4,415				3,570		1,935	675	115
				CATEGORY CODE 0040		8,515				0		740	0	0

CONTINUED ON NEXT PAGE

PAVEMENT MARKING (CONTINUED)

SHEET #	STATION	TO	STATION	LOCATION	646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH WHITE SKIPS LF	646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE LF	646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE SKIPS LF	647.0156 ARROWS TYPE 1 WHITE EA	647.0160 ARROWS TYPE 2R WHITE EA	647.0166 ARROWS TYPE 2 WHITE EA	647.0170 ARROWS TYPE 3R WHITE EA	647.0176 ARROWS TYPE 3 WHITE EA	647.0206 ARROWS BIKE LANE EPOXY WHITE EA	647.0306 SYMBOLS BIKE LANE EPOXY WHITE EA
CATEGORY CODE 0010														
1	100+00NB	-	102+50NB	SOUTH LEG	125	-	6	-	-	-	-	-	-	-
2	102+50NB	-	107+00NB	SOUTH LEG	200	235	72	1	-	2	1	-	-	-
3	110+00NB	-	113+50NB	NORTH LEG	150	135	-	-	-	-	1	1	-	-
4				W. SERVICE RD INTERSECTION	-	-	-	-	-	4	-	-	-	-
4				BENNETT ST INTERSECTION	40	-	-	-	-	4	-	-	-	-
5	201+00EB	-	206+50EB	WEST LEG	175	231	24	1	1	4	-	1	-	-
6	209+00EB	-	214+31EB	EAST LEG	200	291	51	1	1	-	-	1	-	-
7		-		CIRCLE	-	237	628	6	-	2	1	3	-	-
8	0+72M	-	7+21M	MASON ST IINTERSECTION	-	-	-	-	-	-	-	-	3	3
CATEGORY CODE 0040														
4, 5, 8	187+75EB	-	201+00EB	CTH OO	-	-	-	-	-	-	-	-	-	-
4				W. SERVICE RD INTERSECTION	-	-	-	-	-	3	-	-	-	-
4				BENNETT ST INTERSECTION	-	-	-	-	-	3	-	-	-	-
8	187+75EB	-	201+00EB	MASON ST IINTERSECTION	-	-	-	-	-	3	-	-	-	-
						1,129	781							
				TOTALS	**890**	**1,910**		**9**	**2**	**25**	**3**	**6**	**3**	**3**
				CATEGORY CODE 0010	890	1,910		9	2	16	3	6	3	3
				CATEGORY CODE 0040	0	0		0	0	9	0	0	0	0

PAVEMENT MARKING (CONTINUED)

SHEET #	STATION	TO	STATION	LOCATION	647.0356 WORDS WHITE EA	647.0456 CURB EPOXY YELLOW LF	647.0566 STOP LINE EPOXY 18-INCH WHITE LF	647.0606 ISLAND NOSE EPOXY YELLOW EA	647.0726 DIAGONAL EPOXY 12-INCH YELLOW LF	647.0766 CROSSWALK EPOXY 6-INCH WHITE LF	SPV.0090.06 GROOVED EPOXY CROSSWALK 18-INCH WHITE LF
CATEGORY CODE 0010											
1	100+00NB	-	102+50NB	SOUTH LEG	-	-	-	-	26	-	-
2	102+50NB	-	107+00NB	SOUTH LEG	2	10	16	1	-	85	-
3	110+00NB	-	113+50NB	NORTH LEG	-	-	18	-	-	-	-
4				W. SERVICE RD INTERSECTION	2	-	115	-	-	240	-
4				BENNETT ST INTERSECTION	2	-	112	-	-	240	-
5	201+00EB	-	206+50EB	WEST LEG	-	10	-	1	-	-	-
6	209+00EB	-	214+31EB	EAST LEG	-	40	-	2	-	-	-
7	*	-	*	CIRCLE	11	-	-	-	-	-	690
8	0+72M	-	7+21M	MASON ST IINTERSECTION	6	-	169	-	-	540	-
CATEGORY CODE 0040											
4, 5, 8	187+75EB	-	201+00EB	CTH OO	-	-	-	-	-	-	-
4				W. SERVICE RD INTERSECTION	2	20	-	2	-	-	-
4				BENNETT ST INTERSECTION	1	20	-	2	-	-	-
8	187+75EB	-	201+00EB	MASON ST IINTERSECTION	2	20	-	2	-	-	-
				TOTALS	**28**	**120**	**430**	**10**	**26**	**1,105**	**690**
				CATEGORY CODE 0010	23	60	430	4	26	1,105	690
				CATEGORY CODE 0040	5	60	0	6	0	0	0

CONSTRUCTION STAKING ITEMS

STATION - STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.7000 CONCRETE PAVEMENT LF	650.9920 SLOPE STAKES LF
STAGE 1					
CATEGORY CODE 0010					
100+00'NB' - 104+00'NB'	RT	400	--	400	400
100+00'NB' - 104+00'SB'	LT	400	--	400	400
111+00'NB' - 116+56'NB'	RT	556	338	218	218
111+00'SB' - 116+56'SB'	LT	556	249	307	307
200+00'EB' - 203+75'EB'	RT	375	--	375	375
203+13'WB' - 203+75'WB'	LT	62	--	62	62
210+75 - EB' - 212+60'EB'	RT	185	--	185	185
210+75'WB' - 214+28'WB'	RT	353	--	353	353
2+05'WSR' - 2+70'WSR'	RT	65	--	65	65
STAGE 1 SUBTOTALS		2,952	587	2,365	2,365
STAGE 2					
CATEGORY CODE 0040					
179+36'EB' - 180+54'EB'	LT	118	0	118	--
181+41'EB' - 182+72'EB'	LT	131	0	131	--
187+74'EB' - 189+13'EB'	LT	139	0	139	--
189+96'EB' - 191+44'EB'	LT	148	--	148	--
196+76'EB' - 198+38'EB'	LT	162	--	162	--
198+92'EB' - 200+35'EB'	LT	143	--	143	--
STAGE 2 SUBTOTALS		841	--	841	--
STAGE 2A					
CATEGORY CODE 0010					
0+53'M' - 1+40'M'	LT	224	--	224	224
4+37'M' - 6+37'M'	LT	200	--	200	200
CATEGORY CODE 0040					
1+40'M' - 3+63'M'	LT	86	--	86	86
STAGE 2A SUBTOTALS		510	--	510	510
STAGE 2B					
CATEGORY CODE 0010					
1+66'M' - 3+71'M'	RT	205	--	205	205
STAGE 2B SUBTOTALS		205	--	205	205
TOTALS		**4,508**	**587**	**3,921**	**3,080**
CATEGORY CODE 0010		3,581	587	2,994	2,994
CATEGORY CODE 0040		927	0	927	86

LOCATION	650.9910 SUPPLEMENTAL CONTROL LS
CATEGORY CODE 0010	
PROJECT 6240-26-71	1
	1

LOCATION	650.8500 CONSTRUCTION STAKING ELECTRICL INSTALLATIONS LS
CATEGORY CODE 0010	
PROJECT 6240-26-71	1
	1

LOCATION	SPV.0105.01 CONCRETE PAVEMENT JOINT LAYOUT LS
CATEGORY CODE 0010	
PROJECT 6240-26-71	1
	1

LOCATION	SPV.0105.02 CONSTRUCTION STAKING ROUNDABOUT LS
CATEGORY CODE 0010	
PROJECT 6240-26-71	1
	1

SAWING PAVEMENT

STATION - STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	COMMENTS
STAGE 1				
CATEGORY CODE 0010				
100+00'NB' - 107+26'NB'	RT	190	80	
100+00'SB' - 107+36'SB'	LT	320	95	
109+18'NB' - 116+58'NB'	LT & RT	40	430	
109+27'SB' - 116+58'SB'	LT & RT	35	430	
200+00'EB' - 206+43'EB'	RT	--	35	
203+12'WB' - 206+04'WB'	LT	--	170	
208+33'EB' - 212+61'EB'	RT	20	215	
208+33'WB' - 214+28'WB'	LT	85	110	
205+54'WB' - 206+44'WB'	LT	100	--	MCDONALD'S PARKING LOT
0+00'WSR' - 3+17'WSR'	RT	100	265	SERVICE ROAD & PARKING LOTS
0+00'F' - 1+31'F'	RT	380	5	FAZOLI'S PARKING LOT
STAGE 1 SUBTOTALS		1,270	1,835	
STAGE 2				
CATEGORY CODE 0010				
187+75'EB' - 191+29'EB'	RT/LT	--	100	SERVICE RD INTERSECTION
196+76'EB' - 200+35'EB'	RT/LT	--	60	BENNETT ST INTERSECTION
CATEGORY CODE 0040				
179+36'EB' - 182+72'EB'	LT	--	560	MASON ST MEDIAN
187+75'EB' - 191+29'EB'	LT	--	600	SERVICE RD MEDIAN
196+76'EB' - 200+35'EB'	LT	--	620	BENNETT ST MEDIAN
STAGE 2 SUBTOTALS		0	1,940	
STAGE 2A				
CATEGORY CODE 0010				
0+54'M' - 1+40'M'	LT	--	275	
4+37'M' - 6+36'M'	LT	--	330	
CATEGORY CODE 0040				
1+40'M' - 3+63'M'	LT	--	90	
STAGE 2A SUBTOTALS		0	695	
STAGE 2B				
CATEGORY CODE 0010				
1+66'M' - 3+38'M'	RT	--	285	
4+37'M' - 4+69'M'	RT	--	35	
STAGE 2B SUBTOTALS		0	320	
TOTALS		**1,270**	**4,790**	
CATEGORY CODE 0010		1,270	2,920	
CATEGORY CODE 0040		0	1,870	

UTILITY LINE OPENING

	SPV.0060.11 EACH
CATEGORY CODE 0010	
PROJECT ID 6240-26-71	5
	5

STREET SWEEPING

	SPV.0075.01 HRS
CATEGORY CODE 0010	
PROJECT ID 6240-26-71	10
	10

CONDUIT
(TRAFFIC SIGNALS AND INTERCONNECT)

STAGE	FROM		TO	652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF	652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
CATEGORY CODE 0010							
STAGE 1							
	CV2	-	CB4	720	--	--	--
	CB4	-	CV3-EX	19	--	--	--
	CB4	-	CV1	441	--	--	--
	CV1	-	INT9	7	--	--	--
	STAGE 1 SUBTOTAL			1186	0	0	0
STAGE 2							
CATEGORY CODE 0010							
	CB2	-	SB15	6	--	--	--
	CB2	-	INT3	28	--	--	--
	CB2	-	INT4	31	--	--	--
	CB2	-	SB18	45	--	44	--
	CB2	-	SB19	61	--	44	--
	CB2	-	STUB11	--	246	--	68
	CB2	-	PB5	148	--	85	--
	CB2	-	SB11	--	75	--	122
	CB2	-	INT2	--	25	--	106
	CB2	-	PB6	97	--	33	--
	SB11	-	INT1	8	--	--	--
	SB11	-	SL25	11	--	--	--
	SB19	-	STUB10	4	--	--	--
	SB15	-	STUB9	4	--	--	--
	SL25	-	STUB8	4	--	--	--
	SL26	-	STUB12	4	--	--	--
	CB3	-	SB25	7	--	--	--
	CB3	-	SL27	100	--	27	--
	CB3	-	INT7	--	31	--	--
	CB3	-	INT8	29	--	--	--
	CB3	-	SB28	45	--	46	--
	CB3	-	SB29	58	--	46	--
	CB3	-	PB7	147	--	87	--
	CB3	-	SB20	--	83	--	125
	CB3	-	CV2	312	--	--	--
	CB3	-	PB8	77	--	27	--
	CB3	-	INT6	--	23	--	79
	CB3	-	STUB13	--	32	--	79
	CB3	-	SB22	46	--	79	--
	SB20	-	INT5	19	--	--	--
	SB20	-	SL26	14	--	--	--
	SB29	-	STUB14	4	--	--	--
	STAGE 2 SUBTOTAL			1310	515	518	579

SIGNAL CONDUIT (CONTINUED)
(TRAFFIC SIGNALS AND INTERCONNECT)

STAGE	FROM		TO	652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF	652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
STAGE 2A							
CATEGORY CODE 0010							
	CB1	-	SB9	60	--	148	--
	CB1	-	SB10	67	--	148	--
	CB1	-	SB3	63	--	39	--
	CB1	-	SB1	183	--	78	--
	SB10	-	STUB7	4	--	--	--
	SB9	-	STUB6	10	--	--	--
	SB9	-	SL41	91	--	--	--
	SB1	-	STUB2	4	--	--	--
	SB1	-	PB1	84	--	28	--
	SB1	-	SB2	13	--	--	--
	SB1	-	SL40	161	--	28	--
	SL40	-	STUB1	4	--	--	--
	SL41	-	PB3	226	--	--	--
	SB1	-	SL42	46	--	--	--
	SL42	-	SL43	126	--	--	--
	SL43	-	PB4	28	--	41	--
	STAGE 2A SUBTOTAL			1170	0	510	0
STAGE 2B							
CATEGORY CODE 0010							
	CB1	-	SB7	32	--	80	--
	CB1	-	SB8	55	--	80	--
	CB1	-	SB5	15	--	--	--
	CB1	-	SB4	33	--	--	--
	SB4	-	STUB3	9	--	--	--
	CB2	-	PB2	86	--	44	--
	SB7	-	STUB5	4	--	--	--
	SB7	-	SB6	15	--	--	--
	SB5	-	STUB4	4	--	--	--
	STAGE 2B SUBTOTAL			253	0	204	0
	TOTALS			**3919** **	**515** **	**1232** **	**579**

** QUANTITIES LISTED ELSEWHERE

ALL ITEMS CATEGORY CODE 0010

3

LIGHTING CONDUIT
(ROUNDABOUT LIGHTING)

STAGE	FROM		TO	652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF	652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF
STAGE 1						
CATEGORY CODE 0030						
	SL27	-	SL28	125	--	--
	SL28	-	SL29S	124	--	--
	SL29N	-	SL29S	10	--	--
	SL29S	-	SL30N	128	--	--
	SL30N	-	SL30S	20	--	--
	SL30N	-	SL31	131	--	--
	SL31	-	PB27	95	--	--
	PB27	-	PB26	53	--	--
	PB26	-	SL32	7	--	--
	PB27	-	PB16	23	--	--
	PB16	-	SL10	20	--	--
	PB16	-	CB4	286	--	--
	PB16	-	PB17	44	--	--
	PB17	-	SL11	5	--	--
	PB26	-	SL9	59	--	--
	SL9	-	SL8	63	--	--
	SL8	-	PB15	7	--	--
	PB15	-	PB14	41	--	--
	PB14	-	SL7	4	--	--
	PB13	-	PB12	42	--	--
	PB12	-	SL6	13	--	--
	PB12	-	PB11	27	--	--
	PB11	-	PB25	110	--	--
	PB25	-	SL19	8	--	--
	PB25	-	PB24	84	--	--
	PB24	-	SL18	17	--	--
	PB24	-	PB23	64	--	--
	PB23	-	PB22	104	--	--
	PB22	-	SL17	4	--	--
	PB22	-	CB4	88	--	--
	PB22	-	SL16	68	--	--
	PB14	-	SL5	158	--	--
	SL5	-	SL4	123	--	--
	PB13	-	PB10	278	--	--
	PB10	-	SL3	111	--	--
	SL3	-	STUB14	5	--	--
	SL3	-	SL2	91	--	--
	SL2	-	SL1	139	--	--
	SL1	-	PB9	86	--	--
	PB30	-	CB4	180		
	CB4	-	PB21	145	--	--
	PB21	-	SL15	4	--	--
	PB21	-	PB20	41	--	--
	PB20	-	SL14	4	--	--
	PB20	-	PB19	26	--	--
	PB19	-	PB18	40	--	--

LIGHTING CONDUIT(CONTINUED)
(ROUNDABOUT LIGHTING)

STAGE	FROM		TO	652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF	652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF
STAGE 1						
CATEGORY CODE 0030						
	PB18	-	SL13	6	--	--
	PB18	-	SL12	46	--	--
	PB19	-	SL20	119	--	--
	SL20	-	SL21	130	--	--
	SL21	-	SL22	130	--	--
	SL22	-	SL23	130	--	--
	SL23	-	SL24	130	--	--
	SL24	-	STUB15	57	--	--
	PB23	-	SL33	78	--	--
	SL33	-	SL34	98	--	--
	SL34	-	SL35	101	--	--
	CB4	-	STUB18	--	62	--
	CB4	-	PB29	258	--	--
	PB29	-	PB28	99	--	--
	PB28	-	SL36	44	--	--
	SL36	-	SL38	53	--	82
	SL38	-	STUB16	7	--	--
	PB29	-	SL37	126	--	--
	SL37	-	SL39	128	--	--
	SL39	-	STUB17	5	--	--
STAGE 1 SUBTOTAL				5048	62	82
TOTALS				**5048**	**62**	**82**
				**	**	**

** QUANTITIES LISTED ELSEWHERE

ALL ITEMS CATEGORY CODE 0030

LOOP DETECTOR CONDUIT & WIRES

STAGE	FROM	LOOP DETECTOR NUMBER TO	STATION	OFFSET	R/L	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF
CATEGORY CODE 0010								
STAGE 2								
	PB5	61	188+56.64'EB'	7.6	LT	33	263	194
	PB6	21	190.42.22'EB'	9.0	LT	25	160	178
	PB7	61	197+61.80'EB'	7.4	LT	33	264	190
	PB8	21	199+48.45'EB'	8.8	LT	24	69	176
	STAGE 2	SUBTOTAL				116	756	738
STAGE 2A								
	PB1	11	179+91.84'EB'	6.9	LT	33	403	198
	STAGE 2A	SUBTOTAL				33	403	198
STAGE 2B								
	PB2	51	181+88.96'EB'	8.7	LT	25	159	176
	STAGE 2B	SUBTOTAL				25	159	176
						174	**1318**	**1112**

NOTE: 4 TURNS IN EACH LOOP DETECTOR

CONTROL CABINETS

STAGE	CABINET NUMBER	STATION	OFFSET	R/L	SPV.0060.09 BASES CABINET BASEMENT EACH	SPV.0060.10 INSTALL SALVAGED BASES CABINET BASEMENT EACH	*** CONTROL CABINETS 120/240 30-INCH EACH	*** FURNISH & INSTALL MICROWAVE DETECTOR EACH	*** ELECTRICAL SERVICE METER BREAKER PEDESTAL LS	COMMENTS
CATEGORY CODE 0010										
1	CB4	209+33.15'EB'	80.3	LT	--	1	1	--	1	
2	CB2	190+10.33'EB'	41.3	RT	1	--	1	4	1	
2	CB3	199+14.52'EB'	41.6	RT	1	--	1	4	1	
2B	CB1	181+40.08'EB'	71.5	LT	--	--	1	4	--	EXISTING
				TOTALS	**2**	**1**	4	12	3	

*** FOR INFORMATIONAL PURPSOSES ONLY

PULLBOXES

STAGE	PULLBOX NUMBER	STATION	OFFSET	R/L	653.0105 PULL BOXES STEEL 12x24-INCH EACH	SPV.0060.12 PULL BOXES NON-CONDUCTIVE 24x42-INCH EACH
STAGE 1						
CATEGORY 0030						
	PB9	100+02.82'NB'	30.3	LT	--	1
	PB10	104+14.81'NB'	5.1	LT	--	1
	PB11	106+65.70'NB'	59.9	RT	--	1
	PB12	106+80.22'NB'	33.6	RT	--	1
	PB13	106+91.03'NB'	7.5	LT	--	1
	PB14	107+10.25'NB'	15.9	LT	--	1
	PB15	107+01.04'NB'	55.2	LT	--	1
	PB16	206+17.19'EB'	28.6	LT	--	1
	PB17	206+06.60'EB'	69.4	LT	--	1
	PB18	109+76.74'NB'	43.8	LT	--	1
	PB19	109+60.84'NB'	7.8	LT	--	1
	PB20	109+36.20'NB'	12.0	LT	--	1
	PB21	109+33.54'NB'	28.9	RT	--	1
	PB22	208+98.64'EB'	63.8	LT	--	1
	PB23	208+87.69'EB'	13.0	LT	--	1
	PB24	208+56.53'EB'	11.9	LT	--	1
	PB25	208+57.37'EB'	30.0	RT	--	1
	PB26	205+92.46'EB'	32.2	RT	--	1
	PB27	205+99.41'EB'	20.6	LT	--	1
	PB28	211+85.20'EB'	35.8	RT	--	1
	PB29	211+87.85'EB'	63.5	LT	--	1
	PB30	1+00.00'C'	31.0		--	1
	STAGE 1	SUBTOTAL			0	22
STAGE 2						
CATEGORY 0010						
	PB1	179+55.84'EB'	12.6	LT	1	--
	PB2	182+16.71'EB'	2.5	LT	1	--
	PB5	188+20.78'EB'	13.8	LT	1	--
	PB6	190+69.97'EB'	2.8	LT	1	--
	PB7	197+25.88'EB'	13.5	LT	1	--
	PB8	199+76.16'EB'	2.7	LT	1	--
	STAGE 2	SUBTOTAL			6	0
STAGE 2A						
CATEGORY 0030						
	PB3	0+25.58'M'	25.2	LT	--	1
	PB4	6+83.31'M'	25.8	LT	--	1
	STAGE 2A	SUBTOTAL			0	2
				TOTALS	**6**	**24**
				CATEGORY CODE 0010	6	0
				CATEGORY CODE 0030	0	24

STREET LIGHTING
(ROUNDABOUT)

STAGE	LIGHT NUMBER	STATION	OFFSET	R/L	654.0105 CONCRETE BASES TYPE 5 EACH	654.0106 CONCRETE BASES TYPE 6 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0327 POLES TYPE 6 ALUMINUM EACH	659.0605 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 4-FT EACH	657.0615 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT EACH	659.1125 LUMINAIRES UTILITY LED C EACH	659.1130 LUMINAIRES UTILITY LED D EACH
STAGE 1													
CATEGORY CODE 0030													
	SL1	100+86.06'NB'	37.2	LT	--	1	1	--	1	--	1	--	1
	SL2	103+01.19'NB'	44.5	LT	--	1	1	--	1	--	1	--	1
	SL3	103+65.59'NB'	70.0	LT	1	--	1	1	--	1	--	1	--
	SL4	104+34.81'NB'	5.1	LT	1	--	1	1	--	2	--	2	--
	SL5	105+58.04'NB'	5.2	LT	1	--	1	1	--	2	--	2	--
	SL6	106+63.07'NB'	29.4	RT	1	--	1	1	--	2	--	2	--
	SL7	107+13.35'NB'	17.7	LT	1	--	1	1	--	--	1	1	--
	SL8	107+30.56'SB'	29.8	LT	1	--	1	1	--	1	--	1	--
	SL9	1+91.39'C'	47.1	RT	1	--	1	1	--	1	--	1	--
	SL10	206+30.06'EB'	38.7	LT	1	--	1	1	--	--	1	1	--
	SL11	206+29.69'WB'	29.8	LT	1	--	1	1	--	1	--	1	--
	SL12	1+05.26'C'	29.8	LT	1	--	1	1	--	1	--	1	--
	SL13	109+77.09'SB'	31.5	LT	1	--	1	1	--	1	--	1	--
	SL14	109+33.44'NB'	9.2	LT	1	--	1	1	--	--	1	1	--
	SL15	109+.29.52'NB'	30.1	LT	1	--	1	1	--	1	--	1	--
	SL16	3+71.55'C'	46.6	RT	1	--	1	1	--	1	--	1	--
	SL17	208+91.32'WB'	31.5	LT	1	--	1	1	--	1	--	1	--
	SL18	208+40.48'EB'	13.8	LT	1	--	1	1	--	--	1	1	--
	SL19	208+48.27'EB'	30.9	RT	1	--	1	1	--	1	--	1	--
	SL20	110+78.23'NB'	5.0	LT	1	--	1	1	--	2	--	2	--
	SL21	112+08.07'NB'	6.3	LT	1	--	1	1	--	2	--	2	--
	SL22	113+38.09'NB'	6.4	LT	1	--	1	1	--	2	--	2	--
	SL23	114+68.09'NB'	7.8	LT	1	--	1	1	--	2	--	2	--
	SL24	115+98.11'NB'	9.3	LT	1	--	1	1	--	2	--	2	--
	SL27	199+98.54'EB'	3.1	LT	1	--	1	1	--	2	--	2	--
	SL28	201+22.95'EB'	7.6	LT	1	--	1	1	--	--	2	2	--
	SL29N	202+49.94'EB'	18.4	LT	1	--	1	1	--	--	1	1	--
	SL29S	202+47.08'EB'	10.5	LT	1	--	1	1	--	--	1	1	--
	SL30N	203+73.27'EB'	24.2	LT	1	--	1	1	--	--	1	1	--
	SL30S	203+76.82'EB'	10.5	LT	1	--	1	1	--	--	1	1	--
	SL31	205+09.86'EB'	22.2	LT	1	--	1	1	--	--	2	2	--
	SL32	205+82.29'EB'	31.2	RT	1	--	1	1	--	1	--	1	--
	SL33	209+69.94'EB'	12.5	LT	1	--	1	1	--	--	2	2	--
	SL34	210+62.66'EB'	20.3	LT	1	--	1	1	--	--	2	2	--
	SL35	211+62.32'EB'	19.2	LT	1	--	1	1	--	--	2	2	--
	SL36	212+29.86'EB'	35.2	RT	1	--	1	1	--	--	1	1	--
	SL37	212+98.10'WB'	32.3	LT	1	--	1	1	--	--	1	1	--
	SL38	213+64.69'EB'	33.7	RT	1	--	1	1	--	--	1	1	--
	SL39	214+27.78'WB'	33.2	LT	1	--	1	1	--	--	1	1	--
STAGE 1	SUBTOTAL				37	2	39	37	2	29	24	51	2
	TOTALS				**37** **	**2**	**39**	**37**	**2**	**29**	**24**	**51**	**2**

** QUANTITIES LISED ELSEWHERE

ALL ITEMS CATEGORY CODE 0030

3

STREET LIGHTING

(STAND ALONE LIGHT POLES AT SIGNALIZED INTERSECTIONS)

STAGE	LIGHT NUMBER	STATION	OFFSET	R/L	**654.0105 CONCRETE BASES TYPE 5** EACH	*** TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	*** POLES TYPE 5 ALUMINUM EACH	*** LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 4-FT EACH	*** LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT EACH	*** LUMINAIRES UTILITY LED C EACH
STAGE 2										
CATEGORY CODE 0030										
	SL25	188+89.97'EB'	47.2	LT	1	1	1	1	--	1
	SL26	197+11.87'EB'	46.7	LT	1	1	1	1	--	1
	SL40	178+79.10'EB'	7.6	LT	1	1	1	2	--	2
	STAGE 2	SUBTOTAL			3	3	3	4		4
STAGE 2A										
CATEGORY CODE 0030										
	SL41	2+51.11'M'	37.4	RT	1	1	1	--	1	1
	SL42	4+90.78'M'	43.7	LT	1	1	1	--	1	1
	SL43	6+10.00'M'	40	LT	1	1	1	--	1	1
	STAGE 2A	SUBTOTAL			3	3	3	0	3	3
	TOTALS				**6** **	6	6	4	3	7

** QUANTITIES LISED ELSEWHERE

*** FOR INFORMATIONAL PURPSOSES ONLY

ALL ITEMS CATEGORY CODE 0030

TRAFFIC SIGNAL POLES, ARMS, & BASES

STAGE	BASE NUMBER	STATION	OFFSET	R/L	*** PEDESTAL BASES EACH	*** TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	*** POLES TYPE 2 EACH	*** TROMBONE ARMS 15-FT EACH	*** TROMBONE ARMS 25-FT EACH	*** POLES TYPE 3 (STEEL) EACH	*** POLES TYPE 4 (STEEL) EACH	*** INSTALL POLES TYPE 12 EACH	*** INSTALL POLES TYPE 13 EACH	*** INSTALL LUMINAIRE ARMS STEEL 15-FT EACH	**SPV.0060.08 CONCRETE BASES CITY TYPE 1 (12 3/4-INCH BOLT CIRCLE)** EACH	**654.0102 CONCRETE BASE TYPE 2** EACH	**654.0113 CONCRETE BASE TYPE 13** EACH	*** TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	*** TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	*** INSTALL MONOTUBE ARMS 50-FT EACH	COMMENT
STAGE 2																					
CATEGORY CODE 0010																					
	SB11	188+97.87'EB'	55.4	LT	--	--	--	--	--	--	--	1	--	--	--	--	1	--	--	1	S-44-0184
	SB12	189+16.80'EB'	63.5	LT	1	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	USE EXISTING BASE
	SB13	189+91.21'EB'	65.2	LT	--	--	1	--	1	--	--	--	--	--	--	--	--	--	--	--	USE EXISTING BASE
	SB14	189+96.97'EB'	57.4	LT	1	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	USE EXISTING BASE
	SB15	190+01.74'EB'	38.7	RT	--	--	--	--	--	--	--	--	1	2	--	--	1	--	--	1	S-44-0179
	SB16	189+90.78'EB'	30.2	RT	1	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	USE EXISTING BASE
	SB17	189+74.84'EB'	44.8	RT	1	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	USE EXISTING BASE
	SB18	189+22.93'EB'	49.2	RT	--	1	--	1	1	--	--	--	--	--	--	1	--	--	--	--	
	SB19	189+03.36'EB'	40.1	RT	--	1	--	--	--	--	1	--	--	--	--	1	--	--	--	--	
	SB20	198+00.17'EB'	54.6	LT	--	--	--	--	--	--	--	1	--	--	--	--	1	--	--	1	S-44-0180
	SB21	198+26.39'EB'	58.2	LT	1	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	USE EXISTING BASE
	SB22	198+87.60'EB'	73.4	LT	--	1	--	--	1	1	--	--	--	--	--	1	--	--	--	--	
	SB23	198+93.57'EB'	62.2	LT	1	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	USE EXISTING BASE
	SB24	199+03.35'EB'	57.4	LT	1	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	USE EXISTING BASE
	SB25	199+05.37'EB'	38.6	RT	--	--	--	--	--	--	--	--	1	2	--	--	1	--	--	1	S-44-0181
	SB26	198+91.95'EB'	29.4	RT	1	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	USE EXISTING BASE
	SB27	198+80.97'EB'	43.8	RT	1	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	USE EXISTING BASE
	SB28	198+22.14'EB'	44.7	RT	--	1	--	--	1	1	--	--	--	--	--	1	--	--	--	--	
	SB29	198+09.09'EB'	40.8	RT	--	1	--	--	--	--	1	--	--	--	--	1	--	--	--	--	
		STAGE 2	SUBTOTAL		9	5	1	1	4	2	2	2	2	4	0	5	4	7	2	4	
STAGE 2A																					
CATEGORY CODE 0010																					
	SB1	180+28.51'EB'	56.4	LT	--	--	--	--	--	--	--	--	1	1	--	--	1	--	--	1	S-44-0182
	SB2	180+38.29'EB'	47.8	LT	1	--	--	--	--	--	--	--	--	--	1	--	--	--	1	--	
	SB3	4+65.00'M'	42.3	LT	1	--	--	--	--	--	--	--	--	--	1	--	--	1	--	--	
	SB9	3+42.04'M'	37.3	LT	--	1	--	--	1	1	--	--	--	--	--	1	--	--	--	--	
	SB10	180+39.03'EB'	41.7	RT	--	1	--	--	--	--	1	--	--	--	--	1	--	--	--	--	
		STAGE 2A	SUBTOTAL		2	2	0	0	1	1	1	0	1	1	2	2	1	1	1	1	
STAGE 2B																					
CATEGORY CODE 0010																					
	SB4	4+67.76'M'	24.7	RT	--	1	1		1	--	--	--	--	--	--	1	--	--	--	--	
	SB5	181.41.55'EB'	56.3	LT	--	1	--	--	--	--	1	--	--	--	--	1	--	--	--	--	
	SB6	181+43.83'EB'	33.3	RT	1	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	
	SB7	181+55.71'EB'	41.7	RT	--	--	--	--	--	--	--	--	1	1	--	--	1	--	--	1	S-44-0183
	SB8	3+41.63'M'	27.4	RT	1	--	--	--	--	--	--	--	--	--	1	--	--	1	--	--	
		STAGE 2B	SUBTOTAL		2	2	1	0	1	0	1	0	1	1	1	2	1	1	1	1	
			TOTAL		13	9	2	1	6	3	4	2	4	6	**3**	**9**	**6**	9	4	6	

** QUANTITIES LISED ELSEWHERE

*** FOR INFORMATIONAL PURPSOSES ONLY

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\030201-MQ.DWG
LAYOUT NAME - 030240_MQ
PLOT DATE : 9/15/2016 2:22 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

TRAFFIC SIGNAL HARDWARE

STAGE	BASE NUMBER	STATION	OFFSET	R/L	*** LUMINAIRE ARM SINGLE MEMBER 4-INCH CLAMP 8-FT EACH	*** TRAFFIC SIGNAL FACE 3-12 INCH HORIZONTAL EACH	*** TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	*** TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	*** BACKPLATES SIGNAL FACE 3-SECTION 12-INCH EACH	*** BACKPLATES SIGNAL FACE 4-SECTION 12-INCH EACH	*** PEDESTRIAN SIGNAL FACE 16-INCH EACH	*** PEDESTRIAN PUSH BUTTONS EACH	*** LED MODULES 12-INCH RED BALL EACH	*** LED MODULES 12-INCH YELLOW BALL EACH	*** LED MODULES 12-INCH GREEN BALL EACH	*** LED MODULES 12-INCH RED ARROW EACH	*** LED MODULES 12-INCH YELLOW ARROW EACH	*** LED MODULES 12-INCH GREEN ARROW EACH	*** LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH	*** LUMINAIRES UTILITY LED C EACH
STAGE 2																				
	SB11	188+97.87'EB'	55.4	LT	--	--	3	--	3	--	--	--	2	2	2	1	2	--	--	--
	SB12	189+16.80'EB'	63.5	LT	--	--	2	--	2	--	--	--	2	2	2	--	--	--	--	--
	SB13	189+91.21'EB'	65.2	LT	--	--	--	--	1	--	--	--	1	1	1	--	--	--	--	--
	SB14	189+96.97'EB'	57.4	LT	--	--	2	--	2	--	1	1	1	1	1	1	2	--	1	--
	SB15	190+01.74'EB'	38.7	RT	--	--	3	--	3	--	--	--	2	2	2	1	2	--	--	2
	SB16	189+90.78'EB'	30.2	RT	--	--	--	--		--	1	1	--	--	--	--	--	--	1	--
	SB17	189+74.84'EB'	44.8	RT	--	--	2	--	2	--	1	1	2	2	2	--	--	--	1	--
	SB18	189+22.93'EB'	49.2	RT	--	1	1	--	2	--	1	1	2	2	2	--	--	--	1	--
	SB19	189+03.36'EB'	40.1	RT	1	--	2	--	2	--	--	--	1	1	1	1	2	--	--	1
	SB20	198+00.17'EB'	54.6	LT	--	--	3	--	3	--	--	--	2	2	2	1	2	--	--	--
	SB21	198+26.39'EB'	58.2	LT	--	--	2	--	2	--	--	--	2	2	2	--	--	--	--	--
	SB22	198+87.60'EB'	73.4	LT	1	1	--	--	1	--	--	--	1	1	1	--	--	--	--	1
	SB23	198+93.57'EB'	62.2	LT	--	--	1	--	1	--	1	1	--	--	--	1	2	--	1	--
	SB24	199+03.35'EB'	57.4	LT	--	--	1	--	1	--	--	--	1	1	1	--	--	--	--	--
	SB25	199+05.37'EB'	38.6	RT	--	--	3	--	3	--	--	--	2	2	2	1	2	--	--	2
	SB26	198+91.95'EB'	29.4	RT	--	--	--	--		--	1	1	--	--	--	--	--	--	1	--
	SB27	198+80.97'EB'	43.8	RT	--	--	2	--	2	--	1	1	2	2	2	--	--	--	1	--
	SB28	198+22.14'EB'	44.7	RT	1	1	--	--	1	--	1	1	1	1	1	--	--	--	1	1
	SB29	198+09.09'EB'	40.8	RT	1	--	2	--	2	--	--	--	1	1	1	1	2	--	--	1
		STAGE 2	SUBTOTAL		4	3	29	0	33	0	8	8	25	25	25	8	16	0	8	8
STAGE 2A																				
	SB1	180+28.51'EB'	56.4	LT	--	--	2	1	2	1	--	--	2	2	2	1	2	1	--	1
	SB2	180+38.29'EB'	47.8	LT	--	--	--	--	--	--	1	1	--	--	--	--	--	--	1	--
	SB3	4+65.00'M'	42.3	LT	--	--	2	--	2	--	1	1	2	2	2	--	--	--	1	--
	SB9	3+42.04'M'	37.3	LT	1	1	1	--	1	1	1	1	2	2	2	--	--	--	1	1
	SB10	180+39.03'EB'	41.7	RT	1	--	1	1	1	1	1	1	1	1	1	1	2	1	1	1
		STAGE 2A	SUBTOTAL		2	1	6	2	6	3	4	4	7	7	7	2	4	2	4	3
STAGE 2B																				
	SB4	4+67.76'M'	24.7	RT	--	1	1	--	2	--	1	1	2	2	2	--	--	--	1	--
	SB5	181.41.55'EB'	56.3	LT	1	--	1	1	1	1	1	1	1	1	1	1	2	1	1	1
	SB6	181+43.83'EB'	33.3	RT	--	--	--	--	--	--	1	1	--	--	--	--	--	--	1	--
	SB7	181+55.71'EB'	41.7	RT	--	--	2	1	2	1	--	--	2	2	2	1	2	1	--	1
	SB8	3+41.63'M'	27.4	RT	--	--	1	1	1	1	1	1	2	2	2	--	--	--	1	--
		STAGE 2B	SUBTOTAL		1	1	5	3	6	3	4	4	7	7	7	2	4	2	4	2
			TOTAL		7	5	40	5	45	6	16	16	39	39	39	12	24	4	16	13

** QUANTITIES LISED ELSEWHERE

*** FOR INFORMATIONAL PURPSOSES ONLY

ELECTRICAL WIRE, CABLE & INTERCONNECT
(TRAFFIC SIGNALS)

INTERSECTION	CABINET NUMBER	*** CABLE TRAFFIC SIGNAL 16 - 14 AWG LF	*** ELECTRICAL WIRE TRAFFIC SIGNAL 10 AWG LF	*** CABLE POWER & DATA COMMUNICATIONS LF	*** TRAFFC SIGNAL EVP DETECTOR CABLE LF	*** TRAY CABLE FOR STREET LIGHTING 2 CONDUCTOR 12 AWG LF	*** TRAY CABLE FOR STREET LIGHTING 2 CONDUCTOR 10 AWG LF	*** ELECTRICAL WIRE LIGHTING 12 AWG LF	*** ELECTRICAL WIRE LIGHTING 10 AWG LF	*** INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT LF	*** FIBER OPTIC SPLICE ENCLOSURE EACH	*** FIBER OPTIC SPLICE EACH	*** FIBER OPTIC TERMINATION EACH	*** COMMUNICATIONS SYSTEM TESTING LS	COMMENT
MASON ST / NORTHLAND AV	CB1	1322	1322	793	60	1061	--	800	1,061	--	--	--	--	--	USE EXISTING CABINET BASEMENT
W SERVICE RD / NORTHLAND AV	CB2	799	799	460	60	595	--	320	595	--	--	--	--	--	
BENNETT ST / NORTHLAND AV	CB3	965	965	610	60	775	--	800	775	--	--	--	4	--	
6240-26-71 INTERCONNECT		--	1900	--	--	--	--	--	--	2100	1	4	--	1	
		3,086	4,986	1,863	180	2,431	0	1,920	2,431	2,100	1	4	4	1	
			xxx			x		xxxx	xx						

*** FOR INFORMATIONAL PURPSOSES ONLY
x ELECTRICAL WIRE FOR SELECT STREET LIGHTING CIRCUITS
xx GROUND WIRE FOR ALL LIGHTING CIRCUITS
xxx GROUND WIRE FOR ALL TRAFFIC SIGNAL CIRCUITS
xxxx ELECTRICAL WIRE FOR FEED FROM LUMINAIRE TO FUSE ASSEMBLY

ELECTRICAL WIRE, CABLE & INTERCONNECT
(LIGHTING)

INTERSECTION	CABINET NUMBER	SPV.0090.04 TRAY CABLE FOR STREET LIGHTING 2 CONDUCTOR 10 AWG LF	SPV.0090.05 TRAY CABLE FOR STREET LIGHTING 2 CONDUCTOR 12 AWG LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF
CATEGORY 0030					
NORTHLAND AV / RICHMOND ST	CB4	--	--	--	--
CIRCUIT N1		1303	--	1120	--
CIRCUIT W1		1574	--	800	--
CIRCUIT S1		1373	--	640	--
CIRCUIT S21		1600	--	240	--
CIRCUIT E1		945	--	800	--
CIRCUIT E2N		--	648	160	--
CIRCUIT E2S		--	611	160	--
GROUND		--	--	--	6,253
		6,795	**1,259**	**3,920**	**6,253**
		x	x	xxxx	xx

*** FOR INFORMATIONAL PURPSOSES ONLY
x ELECTRICAL WIRE FOR SELECT STREET LIGHTING CIRCUITS
xx GROUND WIRE FOR ALL LIGHTING CIRCUITS
xxx GROUND WIRE FOR ALL TRAFFIC SIGNAL CIRCUITS
xxxx ELECTRICAL WIRE FOR FEED FROM LUMINAIRE TO FUSE ASSEMBLY

COMMUNICATION VAULT

STAGE	NUMBER	STATION	OFFSET	R/L	673.0105 COMMUNICATION VAULT TYPE 1 EACH	COMMENTS
CATEGORY CODE 0010						
1	CV1	112+43.18'NB'	40.9	RT	1	
1	CV2	201+88.24'EB'	13.8	LT	1	
1	CV3-EX	209+58.11'EB'	82.9	LT		EXISTING
				TOTAL	**2**	

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\030201-MQ.DWG
LAYOUT NAME - 030242_MQ
PLOT DATE : 9/15/2016 2:22 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

TRANSPORTATION PROJECT PLAT NO: 6240-26-21 - 4.01
AMENDMENT NO: 1

AMENDS EXISTING RIGHT OF WAY IN NW ¼ OF THE NE ¼ OF SECTION 23 FOR TPP 6240-26-21-4.01, RECORDED AS DOCUMENT 2034960

TIIAT PART OF LOT 63, NORTHLAND DOWNS, LOCATED IN THE SE 1/4 OF THE SW 1/4 OF SECTION 15, ALSO THAT PART OF THE MANOR CONDOMINIUM WHICH IS ALL OF LOT 13, SUBDIVISION OF LOT 124 - FIRST ADDITION TO HOMESTEAD MEADOWS LOCATED IN THE NE 1/4 OF THE NW 1/4 OF SECTION 22, ALL IN TOWNSHIP 21 NORTH, RANGE 17 EAST, CITY OF APPLETON, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 47, RICHMOND STREET, CITY OF APPLETON (CTH OO INTERSECTION)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF APPLETON HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF APPLETON, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW SF	R/W TOTAL SF	TLE SF
1	MICHAEL R. THOMAS AND SHARON A. THOMAS, HUSBAND AND WIFE. AS SURVIVORSHIP MARITAL PROPERTY	FEE, TLE	678	678	406
2	THE MANOR CONDOMINIUM	FEE, TLE	694	694	730

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

UTILITY INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED
100	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
104	AT&T WISCONSIN	RELEASE OF RIGHTS

(100) WE ENERGIES (ELECTRIC) DOC. 940334 - PARCEL 2

(104) AT&T WISCONSIN DOC. 940334 - PARCEL 2

R/W COURSE TABLE		
LINE	DIRECTION	LENGTH
100-101	N89°00'02"W	124.64'
101-102	N00°05'04"E	26.88'
102-103	N46°03'01"E	110.16'
103-123	N00°54'18"E	12.63'
123-104	N08°01'48"E	52.11'
104-105	N10°41'13"W	7.38'
105-106	S88°39'58"E	8.67'
106-107	N82°40'31"E	33.34'
107-108	N82°40'31"E	33.34'
108-109	S00°48'51"W	67.87'
109-110	S44°00'56"E	131.14'
110-111	S01°22'17"W	26.67'

R/W COURSE TABLE		
LINE	DIRECTION	LENGTH
111-112	S01°22'17"W	48.33'
112-113	S01°22'17"W	60.00'
113-114	N88°37'43"W	57.49'
114-115	S45°39'09"W	44.64'
115-116	S00°03'59"E	171.76'
116-117	S89°56'01"W	33.00'
117-124	S00°03'59"E	50.94'
124-118	S89°56'01"W	33.00'
118-119	N03°47'09"W	108.31'
119-120	N00°02'09"W	48.43'
120-121	N44°21'36"W	121.63'
121-122	N00°05'04"E	75.02'
122-101	N00°05'04"E	48.14'

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
100	610+88.43	48.91'
101	609+63.81	48.15'
102	609+63.22	75.00'
103	610+40.68	153.31'
123	610+40.58	165.94'
104	610+46.63	217.70'
105	610+45.09	224.91'
106	610+53.77	224.92'
107	610+86.72	229.95'
108	611+19.67	234.98'
109	611+20.32	167.12'
110	612+13.63	75.00'
111	612+13.63	48.33'
112	612+13.63	0.00'
113	612+13.63	60.00'
114	611+56.12	59.99'
115	611+24.94	91.95'
116	611+29.21	263.65'
117	610+96.22	264.47'
124	610+97.49	315.39'
118	610+64.50	316.21'
119	610+54.79	208.34'
120	610+53.61	159.92'
121	609+66.54	75.00'
122	609+64.87	0.00'

CONVENTIONAL ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET. AL.	SECTION	SEC.
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(000')		
REFERENCE LINE	R/L		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL SYMBOLS

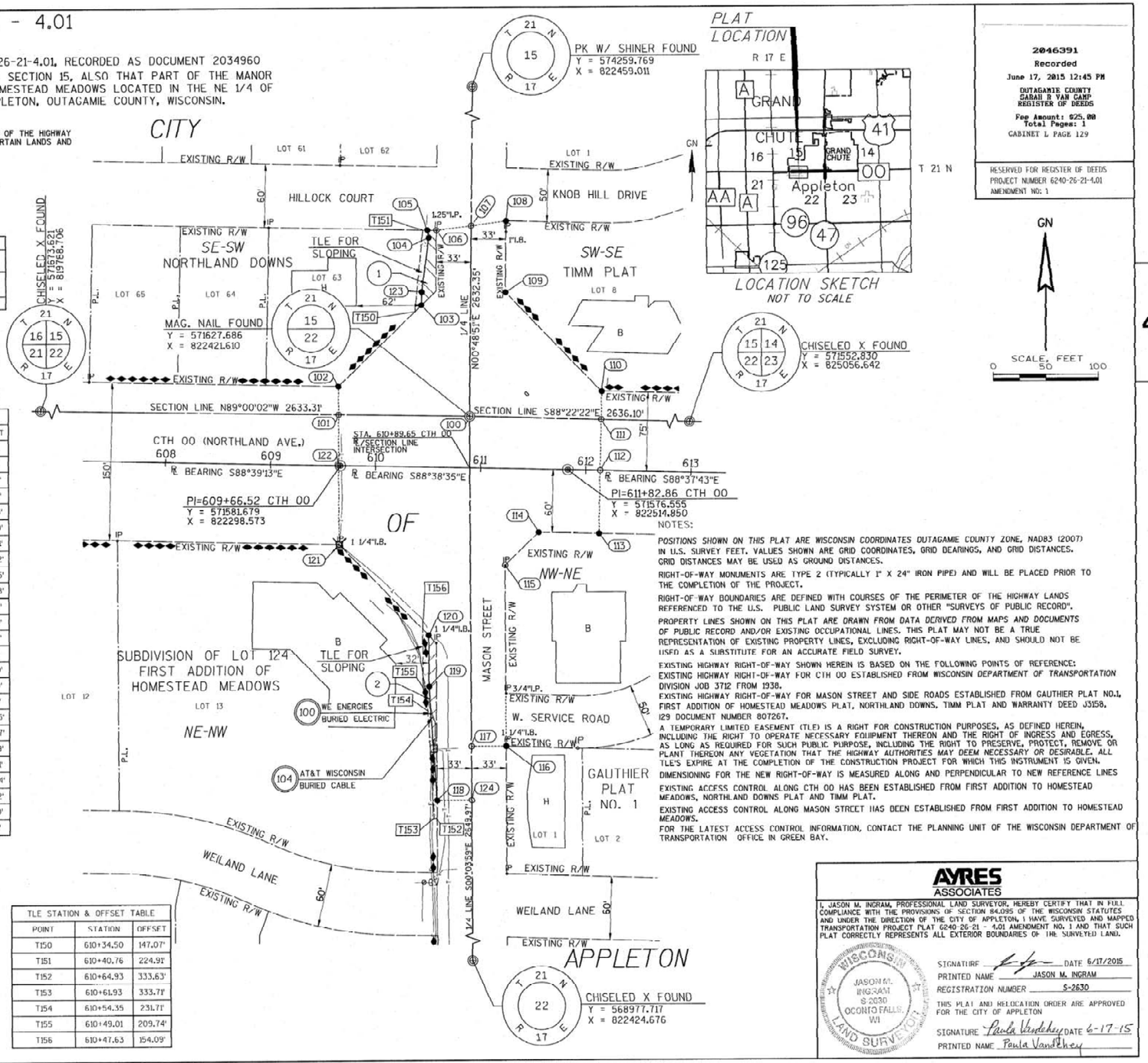
FOUND IRON PIPE/PIN (0.75" DIA. UNLESS NOTED)
R/W MONUMENT
R/W STANDARD
SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT (RWB20)
PARCEL NUMBER (102)
UTILITY INTEREST (40)
SIGN NUMBER (OFF PREMISE) (21)
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
CORPORATE LIMITS
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL UTILITY SYMBOLS

WATER	—W—	
GAS	—G—	
TELEPHONE	—T—	
OVERHEAD TRANSMISSION LINES	—OH—	
ELECTRIC	—E—	
CABLE TELEVISION	—TV—	
FIBER OPTIC	—FO—	
SANITARY SEWER	—SAN—	
STORM SEWER	—SS—	
	NON COMPENSABLE	COMPENSABLE
POWER POLE	○	●
TELEPHONE POLE	○	●
TELEPHONE PEDESTAL	⊠	⊠
ELECTRIC TOWER	⊠	

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T150	610+34.50	147.07'
T151	610+40.76	224.91'
T152	610+64.93	333.63'
T153	610+61.93	333.71'
T154	610+54.35	231.71'
T155	610+49.01	209.74'
T156	610+47.63	154.09'



2046391
Recorded
June 17, 2015 12:45 PM
OUTAGAMIE COUNTY
SARAH R VAN CAMP
REGISTER OF DEEDS
Fee Amount: $25.00
Total Pages: 1
CABINET L PAGE 129

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6240-26-21-4.01
AMENDMENT NO: 1

GN

SCALE, FEET
0 50 100

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATES OUTAGAMIE COUNTY ZONE, NAD83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE 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 SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH OO ESTABLISHED FROM WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION JOB 3712 FROM 1938.
EXISTING HIGHWAY RIGHT-OF-WAY FOR MASON STREET AND SIDE ROADS ESTABLISHED FROM GAUTHIER PLAT NO.1, FIRST ADDITION OF HOMESTEAD MEADOWS PLAT, NORTHLAND DOWNS, TIMM PLAT AND WARRANTY DEED J3158, I29 DOCUMENT NUMBER 807267.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLE'S EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES

EXISTING ACCESS CONTROL ALONG CTH OO HAS BEEN ESTABLISHED FROM FIRST ADDITION TO HOMESTEAD MEADOWS, NORTHLAND DOWNS PLAT AND TIMM PLAT.

EXISTING ACCESS CONTROL ALONG MASON STREET HAS BEEN ESTABLISHED FROM FIRST ADDITION TO HOMESTEAD MEADOWS.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

AYRES ASSOCIATES

I, JASON M. INGRAM, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF APPLETON, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6240-26-21 - 4.01 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN JASON M. INGRAM S-2630 OCONTO FALLS, WI LAND SURVEYOR

SIGNATURE _____ DATE 6/17/2015
PRINTED NAME JASON M. INGRAM
REGISTRATION NUMBER S-2630

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF APPLETON

SIGNATURE Paula Vandehey DATE 6-17-15
PRINTED NAME Paula Vandehey

FILE NAME : V:\PROJECTS C3D\GB\45036800\RW\62402600_040101 EDITED.DWG
APPRAISAL PLAT DATE : 1/19/2015
PLOT DATE : 6/16/2015
PLOT BY : CAMPCART, JAMES
PLOT NAME : ----------

6240-26-00- 4.01 AMENDMENT NO. 1

TRANSPORTATION PROJECT PLAT NO: 6240-26-21 - 4.02
AMENDMENT NO. 1

AMENDS PARCEL 100 AND REMOVES PARCEL 103 OF TPP RECORDED AS DOCUMENT NO. 2034961
THOSE PARTS OF LOTS 1 AND 2 CSM 5964, LOT 1 CSM 4586, LOT 1 NORTH HEIGHTS SUBDIVISION, LOT 1 AND 2 CSM 1909, LOT 4 AND 5 MASON HEIGHTS PLAT, ALL LOCATED IN THE NE 1/4 OF THE NE 1/4 OF SECTION 22, ALSO THOSE PARTS OF PARCELS 1 AND 2 OF LOT 1 CSM 1926, LOT 1 CSM 2570 LOCATED IN THE NW 1/4 OF THE NW 1/4 AND ALSO PART OF THE NW 1/4 OF THE NW 1/4, ALL IN SECTION 23, ALL IN TOWNSHIP 21 NORTH, RANGE 17 EAST, CITY OF APPLETON, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 47, RICHMOND STREET, CITY OF APPLETON (CTH OO INTERSECTION)
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF APPLETON DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF APPLETON HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF APPLETON, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW SF	R/W TOTAL SF	TLE SF
3	COLE WG APPLETON (NORTHLAND AVENUE) WI, LLC	TLE	----	----	600
4	ASSOCIATED BANK-CORP. (FIRST FED.)	FEE, TLE	468	468	5904
6	KASPER MURPHY COMPANY LLC	FEE, TLE	200	200	677
7	JS FOOD MART, INC.	FEE, TLE	238	238	379
8	XTREME PROPERTIES LLC	FEE, TLE	272	272	337
9	MAAS INVESTMENTS, LLC	FEE, TLE	273	273	1004
11	TAUBER ENTERPRISES, LLC	FEE, TLE	41	41	51
12	WISCONSIN ELECTRIC POWER COMPANY	FEE, TLE	19	19	255
13	RICHMOND CENTER DEVELOPMENT LLC	FEE, TLE	280	280	1458
14	R. LEWIS & R. LEWIS, LLC	FEE, TLE	3632	3632	3147
16	LOR & LOR, LLC	TLE	----	----	100
17	ARC CAFEHLDOOL LLC	FEE, TLE	3897	3897	4251
18	631 W NORTHLAND AVENUE, LLC	FEE, TLE	229	229	625

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF APPLETON.

UTILITY INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED
100	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
101	CITY OF APPLETON (SANITARY)	RELEASE OF RIGHTS
102	TIME WARNER CABLE INC.	RELEASE OF RIGHTS
104	AT&T WISCONSIN	RELEASE OF RIGHTS
105	WE ENERGIES (GAS)	RELEASE OF RIGHTS
106	APPLETON WATER DEPARTMENT	RELEASE OF RIGHTS

(100) WE ENERGIES (ELECTRIC)
DOC. 1814623 - PARCEL 3, 4
DOC. 1814100 - PARCEL 3, 4
DOC. 1596363 - PARCEL 14
DOC. 596791 - PARCEL 7
DOC. 638013 - PARCEL 13
DOC. 457602 - PARCEL 14
DOC. 308116 - PARCEL 14
DOC. 308120 - PARCEL 14
DOC. 1165976 - PARCEL 14, 17
DOC. 402484 - PARCEL 13

(101) CITY OF APPLETON (SANITARY)
DOC. 626204 - PARCEL 4, 6
DOC. 561895 - PARCEL 14
DOC. 561896 - PARCEL 13, 14
DOC. 626197 - PARCEL 14
DOC. 677302 - PARCEL 17

(102) TIME WARNER CABLE INC.
DOC. 1814623 - PARCEL 3, 4
DOC. 1410717 - PARCEL 14
DOC. 1165976 - PARCEL 14, 17

(104) AT&T WISCONSIN
DOC. 1814100 - PARCEL 3
DOC. 1814623 - PARCEL 3, 4
DOC. 1165976 - PARCEL 14, 17

(105) WE ENERGIES (GAS)
DOC. 1165976 - PARCEL 14, 17

(106) APPLETON WATER DEPARTMENT
DOC. 877418 - PARCEL 14

R/W STATION & OFFSET TABLE

POINT	STATION	OFFSET	POINT	STATION	OFFSET	POINT	STATION	OFFSET
200	637+25.26 "OO"	35.00'	215	510+77.60 "47"	44.95'	229	510+46.05 "47"	60.00'
201	641+00.00 "OO"	35.00'	216	508+38.87 "47"	44.55'	231	510+45.41 "47"	36.11'
202	641+00.00 "OO"	0.00'	217	506+89.54 "47"	34.52'	232	511+81.75 "47"	35.88'
203	641+00.00 "OO"	60.00'	218	506+46.17 "47"	34.45'	233	511+93.90 "47"	47.71'
204	639+93.96 "OO"	60.00'	219	506+46.20 "47"	1.45'	234	513+24.85 "47"	47.51'
205	638+84.36 "OO"	72.07'	220	506+46.21 "47"	0.00'	235	513+62.77 "47"	57.41'
206	638+64.33 "OO"	75.16'	221	506+46.24 "47"	31.55'	236	513+87.49 "47"	66.93'
207	514+15.62 "47"	113.37'	222	506+71.26 "47"	31.51'	237	514+18.51 "47"	98.15'
208	513+95.13 "47"	85.88'	223	507+00.99 "47"	34.68'	238	634+00.00 "OO"	75.00'
209	513+79.41 "47"	78.27'	224	508+42.27 "47"	34.44'	239	634+00.00 "OO"	0.00'
211	513+23.17 "47"	60.32'	225	508+99.54 "47"	36.35'	240	634+00.00 "OO"	38.56'
212	513+01.25 "47"	56.84'	226	509+76.50 "47"	36.22'	241	637+25.10 "OO"	35.00'
213	512+61.03 "47"	53.22'	227	509+85.41 "47"	36.82'			
214	510+99.76 "47"	52.68'	228	509+86.03 "47"	60.00'			

R/W COURSE TABLE

LINE	DIRECTION	LENGTH
200-201	S89°50'46"E	374.74'
201-202	S00°09'14"W	35.00'
202-203	S00°09'14"W	60.00'
203-204	N89°50'46"W	106.04'
204-205	S83°52'03"W	110.27'
205-206	SEE CURVE TABLE	
206-207	S78°54'17"W	27.86'
207-208	SEE CURVE TABLE	
208-209	S26°41'26"W	17.46'
209-211	S18°11'02"W	57.86'
211-212	S08°57'39"W	22.20'
212-213	S05°04'35"W	40.38'
213-214	S00°07'45"W	161.27'
214-215	S19°10'47"W	23.47'
215-216	S00°02'00"W	238.73'
216-217	S03°47'00"W	149.67'
217-218	S00°01'33"W	43.37'
218-219	N89°59'51"W	33.00'
219-220	N89°59'51"W	1.45'
220-221	N89°59'51"W	31.55'

R/W COURSE TABLE

LINE	DIRECTION	LENGTH
221-222	N00°01'33"E	25.02'
222-223	N06°08'14"W	29.90'
223-224	N00°02'00"E	141.28'
224-225	N01°58'00"W	57.31'
225-226	N00°02'00"E	76.95'
226-227	N03°55'22"W	8.94'
227-228	N88°31'32"W	23.19'
228-229	N00°03'41"W	60.02'
229-231	S88°31'32"E	23.90'
231-232	N00°02'00"E	136.34'
232-233	N44°18'05"W	16.96'
233-234	N00°01'33"E	130.95'
234-235	N14°41'19"W	39.19'
235-236	N19°41'11"W	27.42'
236-237	N44°18'05"W	44.01'
237-238	N88°37'43"W	227.15'
238-239	N01°22'17"E	75.00'
239-240	N01°22'17"E	38.56'
240-241	S88°22'22"E	324.34'
241-200	S88°22'22"E	0.15'

CONVENTIONAL UTILITY SYMBOLS

WATER	—W—	SANITARY SEWER	—SAN—
GAS	—G—	STORM SEWER	—SS—
TELEPHONE	—T—		NON COMPENSABLE COMPENSABLE
OVERHEAD	—OH—		
TRANSMISSION LINES ELECTRIC	—E—	POWER POLE	●
CABLE TELEVISION	—TV—	TELEPHONE POLE	●
FIBER OPTIC	—FO—	TELEPHONE PEDESTAL	⊠
		ELECTRIC TOWER	⊠

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC.
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

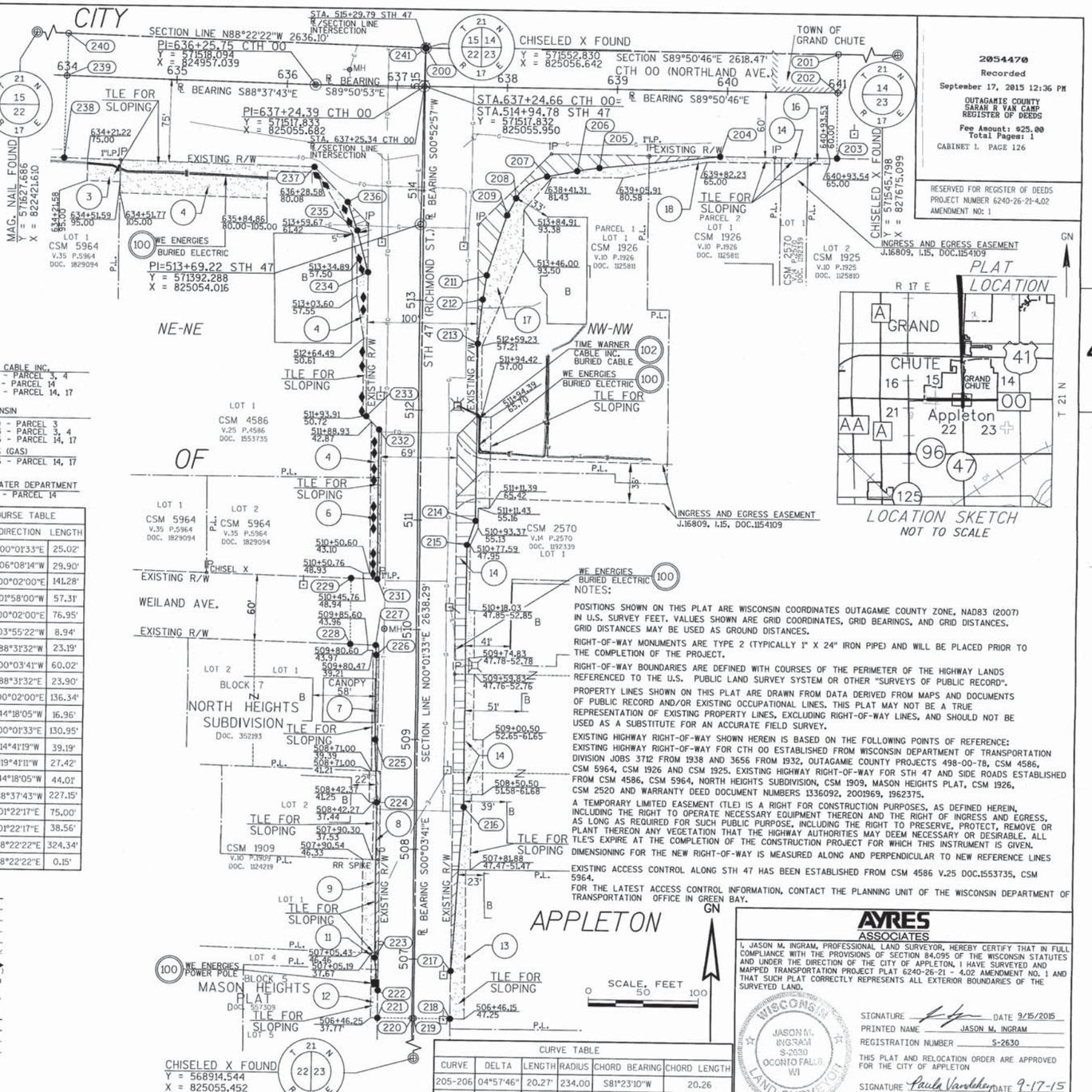
CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

FOUND IRON PIPE/PIN	LIP 0.75" LB. UNLESS NOTED
R/W MONUMENT	○ ●(SET)
R/W STANDARD	△ ▲(SET)
SIGN	ISIGN
SECTION CORNER MONUMENT	
SECTION CORNER SYMBOL	
FEE (HATCH VARIES)	
TEMPORARY LIMITED EASEMENT	
PERMANENT LIMITED EASEMENT	
R/W BOUNDARY POINT	
PARCEL NUMBER	102
UTILITY INTEREST	40
SIGN NUMBER (OFF PREMISE)	21-3
BUILDING	

CONVENTIONAL SYMBOLS

PROPOSED R/W LINE	
EXISTING H.E. LINE	
PROPERTY LINE	
LOT & TIE LINES	
SLOPE INTERCEPTS	
CORPORATE LIMITS	
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)	
ACCESS RESTRICTED (BY ACQUISITION)	
NO ACCESS (BY STATUTORY AUTHORITY)	
SECTION LINE	
QUARTER LINE	
SIXTEENTH LINE	
EXISTING CENTERLINE	
PROPOSED REFERENCE LINE	
PARALLEL OFFSET	



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATES OUTAGAMIE COUNTY ZONE, NAD83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE 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 SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH OO ESTABLISHED FROM WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION JOBS 3712 FROM 1938 AND 3656 FROM 1932, OUTAGAMIE COUNTY PROJECTS 498-00-78, CSM 4586, CSM 5964, CSM 1926 AND CSM 1925. EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 47 AND SIDE ROADS ESTABLISHED FROM CSM 4586, CSM 5964, NORTH HEIGHTS SUBDIVISION, CSM 1909, MASON HEIGHTS PLAT, CSM 1926, CSM 2520 AND WARRANTY DEED DOCUMENT NUMBERS 1336092, 2001969, 1962375.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLE'S EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM CSM 4586 V.25 DOC.1553735, CSM 5964.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

CURVE TABLE

CURVE	DELTA	LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
205-206	04°57'46"	20.27'	234.00	S81°23'10"W	20.26
207-208	139°44'45"	35.37'	41.00	S54°11'21"W	34.29

AYRES ASSOCIATES

I, JASON M. INGRAM, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF APPLETON, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6240-26-21 - 4.02 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

JASON M. INGRAM S-2630 OCONTO FALLS, WI — WISCONSIN — LAND SURVEYOR

SIGNATURE _____ DATE 9/15/2015
PRINTED NAME JASON M. INGRAM
REGISTRATION NUMBER S-2630

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF APPLETON

SIGNATURE Paula Vandehey DATE 9-17-15
PRINTED NAME Paula Vandehey

2054470
Recorded
September 17, 2015 12:36 PM
OUTAGAMIE COUNTY
SARAH R VAN CAMP
REGISTER OF DEEDS
Fee Amount: $25.00
Total Pages: 1
CABINET L PAGE 126

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6240-26-21-4.02
AMENDMENT NO: 1

4

TRANSPORTATION PROJECT PLAT NO: 6240-26-21 - 4.03

PART OF THE SE 1/4 OF THE SE 1/4, SECTION 15, ALSO PART OF THE SW 1/4 OF THE SW 1/4, SECTION 14, TOWNSHIP 21 NORTH, RANGE 17 EAST, CITY OF APPLETON, ALSO PART OF THE SW 1/4 OF THE SW 1/4, SECTION 14, TOWNSHIP 21 NORTH, RANGE 17 EAST, TOWN OF GRAND CHUTE, ALL IN OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 47, RICHMOND STREET, CITY OF APPLETON (CTH OO INTERSECTION)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 60.50, 62.22, AND 82.12, WISCONSIN STATUTES, THE CITY OF APPLETON AND TOWN OF GRAND CHUTE HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY AND TOWN FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF APPLETON OR TOWN OF GRAND CHUTE, PURSUANT TO THE PROVISIONS OF SUBSECTION 60.50, 62.22, AND 80.12, WISCONSIN STATUTES.

CONVENTIONAL ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC.
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

CURVE DATA

LONG CHORD	LCH		
LONG CHORD BEARING	LCB		
RADIUS	R		
DEGREE OF CURVE	D		
CENTRAL ANGLE OR DELTA	DELTA		
LENGTH OF CURVE	L		
TANGENT	TAN		

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (0.75" I.D. UNLESS NOTED)
R/W MONUMENT
R/W STANDARD
SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT
PARCEL NUMBER
UTILITY INTEREST
SIGN NUMBER (OFF PREMISE)
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL UTILITY SYMBOLS

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

2034962
Recorded
January 28, 2015 11:37 AM
OUTAGAMIE COUNTY SARAH B VAN CAMP REGISTER OF DEEDS
Fee Amount: $25.00
Total Pages: 1
CABINET L PAGE 133

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6240-26-21-4.03
AMENDMENT NO:...

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T350	633+30.08 "00"	80.00'
T351	635+35.18 "00"	80.00'
T352	635+34.77 "00"	103.00'
T353	636+24.35 "00"	103.00'
T365	636+42.06 "00"	90.52'
T354	518+53.92 "47"	48.88'
T355	518+53.91 "47"	68.88'
T356	519+07.50 "47"	68.14'
T357	517+54.78 "47"	50.31'
T358	517+54.78 "47"	55.31'
T359	516+39.00 "47"	55.25'
T360	516+30.00 "47"	57.06'
T361	637+94.00 "00"	107.79'
T362	639+70.89 "00"	65.00'
T363	640+40.29 "00"	60.00'
T364	640+40.30 "00"	70.00'
T381	641+74.00 "00"	70.00'
T382	641+74.00 "00"	75.00'
T383	642+24.00 "00"	75.00'
T384	642+24.00 "00"	70.00'
T385	642+48.99 "00"	70.00'
T386	642+48.99 "00"	65.00'
T387	643+53.34 "00"	65.00'

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
300	515+29.78 "47"	0.15'
301	515+29.79 "47"	0.00'
302	633+30.08 "00"	38.87'
303	633+30.08 "00"	75.00'
304	635+45.28 "00"	75.00'
305	635+76.39 "00"	76.48'
306	636+37.43 "00"	87.03'
307	516+17.90 "47"	49.77'
308	517+97.08 "47"	49.66'
309	519+07.50 "47"	48.13'
310	519+07.50 "47"	0.00'
311	519+07.50 "47"	0.41'
312	519+07.50 "47"	48.42'
313	517+98.85 "47"	50.34'
314	516+50.49 "47"	50.25'
315	516+10.33 "47"	60.94'
316	638+41.14 "00"	60.00'
317	643+53.34 "00"	60.00'
318	643+53.34 "00"	35.00'

R/W COURSE TABLE		
LINE	DIRECTION	LENGTH
300-301	N88°22'22"W	0.15'
301-302	N88°22'22"W	394.26'
302-303	N01°22'17"E	36.13'
303-304	S88°37'43"E	215.20'
304-305	N88°39'12"E	31.14'
305-306	N81°11'59"E	61.15'
306-307	N46°15'22"E	53.26'
307-308	N01°09'30"E	179.18'
308-309	N01°55'00"E	110.43'
309-310	S88°52'31"E	48.13'
310-311	S88°52'31"E	0.41'
311-312	S88°52'31"E	48.01'
312-313	S00°08'44"W	108.66'
313-314	S01°09'30"W	148.36'
314-315	S11°46'44"E	41.56'
315-316	S44°27'29"E	76.57'
316-317	S89°50'46"E	512.20'
317-318	S00°09'14"W	25.00'
318-300	N89°50'46"W	628.08'

PLE COURSE TABLE PARCEL 19		
LINE	DIRECTION	LENGTH
300-TIE1	N88°20'58"W	179.74'
TIE1-304	N01°37'38"W	37.09'
304-P391	N88°37'43"W	33.85'
P391-P392	N81°12'28"E	113.95'
P392-P393	S12°48'32"E	10.02'
P393-305	S81°12'28"W	50.59'
305-304	S88°40'08"W	31.02'

PLE COURSE TABLE PARCEL 22		
LINE	DIRECTION	LENGTH
300-TIE2	S89°50'46"E	115.89'
TIE2-316	N00°09'14"W	25.00'
316-P394	N44°27'29"W	51.21'
P394-P395	S79°05'53"E	195.49'
P395-316	N89°50'46"W	156.09'

PLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
P391	635+11.43 "00"	75.00'
P392	636+23.59 "00"	95.11'
P393	636+27.87 "00"	85.36'
P394	638+05.18 "00"	96.46'
P395	639+97.23 "00"	60.00'

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	NEW R/W SF	TOTAL R/W SF	PLE SF	TLE SF
19	NORTHLAND MALL LLC	FEE,PLE&TLE	362	362	847	3532
21	MCDONALD'S CORPORATION	TLE	----	----	----	79
22	BORDER PATROL LLC	FEE,PLE&TLE	159	159	2845	925
23	CONVENIENCE STORE INVESTMENTS	TLE	----	----	----	2337
24	JOHNSON/SCHUCHART, LLC	TLE	----	----	----	522

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

UTILITY INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED
100	WE ENERGIES (ELECTRIC)	RELEASE OR RIGHTS
104	AT&T WISCONSIN	RELEASE OR RIGHTS
105	WE ENERGIES (GAS)	RELEASE OR RIGHTS

100 WE ENERGIES (ELECTRIC)
DOC. 858109 - PARCEL 19
DOC. 880049 - PARCEL 21
DOC. 742169 - PARCEL 22

104 AT&T WISCONSIN
DOC. 1687935 - PARCEL 19
DOC. 1010583 - PARCEL 24

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATES OUTAGAMIE COUNTY ZONE, NAD83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE 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 SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH OO ESTABLISHED FROM WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION JOBS 3712 FROM 1938 AND 3656 FROM 1932, WARRANTY DEED DOCUMENT NUMBERS 1254223, 1328748, 634049 AND 321191. EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 47 ESTABLISHED FROM WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION JOBS 6240-05-21, WARRANTY DEED DOCUMENT NUMBERS 634049, 321191, 1254223, 855484 AND 1328748.

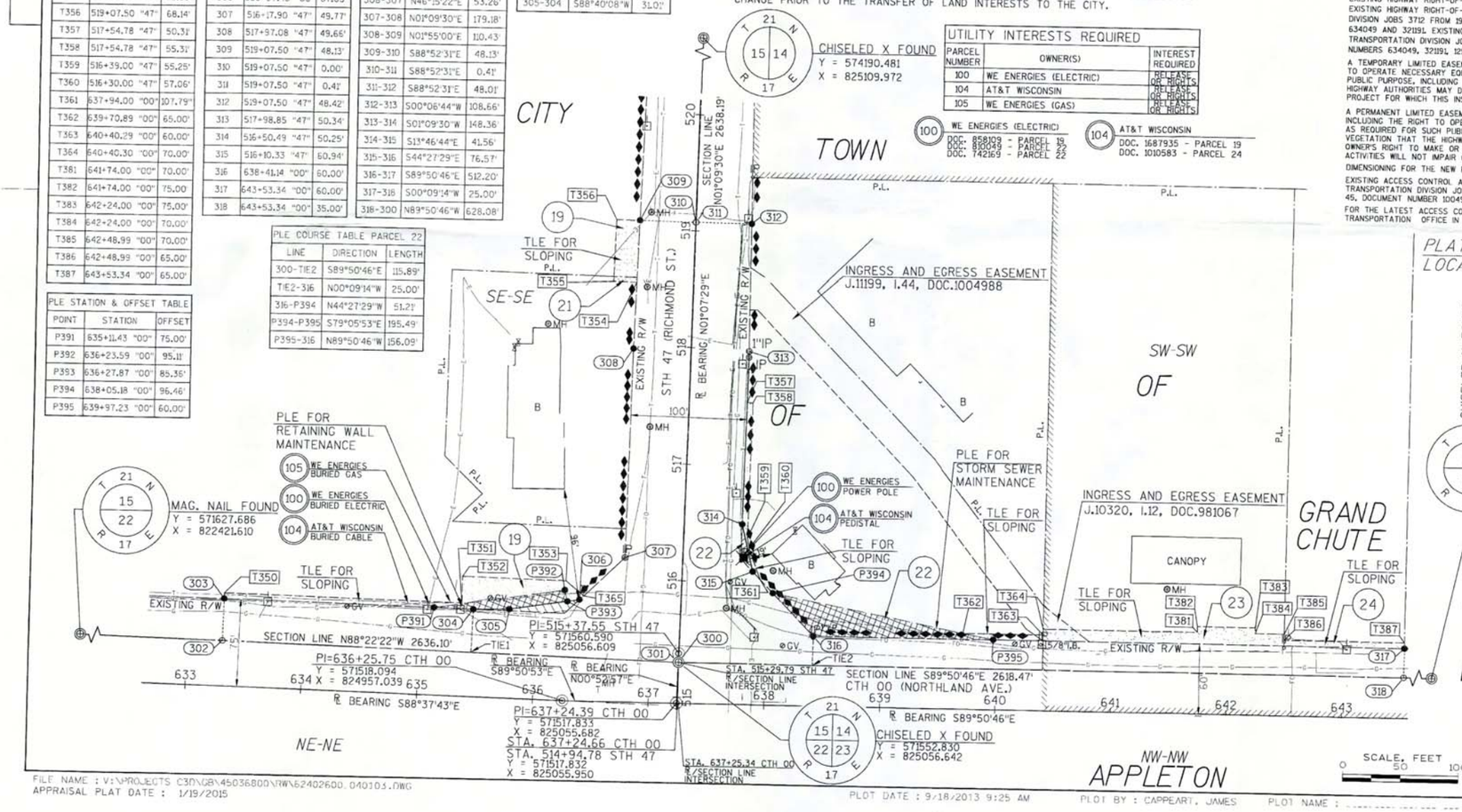
A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLE'S EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE THE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCTIMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITY.

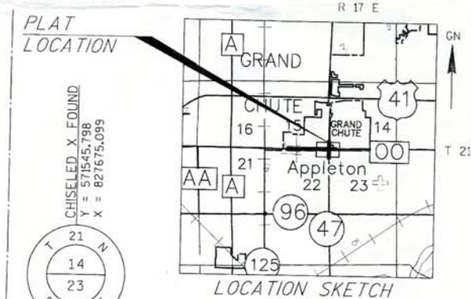
DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

EXISTING ACCESS CONTROL ALONG STH 47 AND CTH OO HAS BEEN ESTABLISHED FROM WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION JOBS 6240-05-21, JACKET 4205, IMAGE 39, DOCUMENT NUMBER 834158 AND JACKET 11199, IMAGE 45, DOCUMENT NUMBER 1004988.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.



PLAT LOCATION



LOCATION SKETCH
NOT TO SCALE

AYRES ASSOCIATES

I, JASON M. INGRAM, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF APPLETON AND TOWN OF GRAND CHUTE, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6240-26-21 - 4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE JASON M. INGRAM
DATE 1/19/2015
REGISTRATION NUMBER S-2630

JASON M. INGRAM S-2630 OCONTO FALLS, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF APPLETON
SIGNATURE Paula Vandehey DATE 1-27-15
PRINTED NAME Paula Vandehey

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE TOWN OF GRAND CHUTE
SIGNATURE David Schowalter DATE 1-27-15
PRINTED NAME DAVID SCHOWALTER
SIGNATURE Karen A Weinschrott 1/27/15
PRINTED NAME Karen A Weinschrott
SIGNATURE Julie M Wahlen DATE 1/27/15
PRINTED NAME Julie M. Wahlen

FILE NAME : V:\PROJECTS C30\GB\4503680\RW\62402600.040103.DWG
APPRAISAL PLAT DATE : 1/19/2015
PLOT DATE : 9/18/2013 9:25 AM PLOT BY : CAPPEART, JAMES PLOT NAME :

---------- 6240-26-21- 4.03

TRANSPORTATION PROJECT PLAT NO: 6240-26-21 - 4.04

THAT PART OF LOT 1 CSM 5028 LOCATED IN AND INCLUDING THE SW ¼ OF THE SE ¼ AND PART OF THE SE ¼ OF THE SE ¼, SECTION 15, ALSO PART OF LOT 1 OF BLOCK 3, NORTH HEIGHTS SUBDIVISION LOCATED IN AND INCLUDING THE NE ¼ OF THE NE ¼, SECTION 22, ALL IN TOWNSHIP 21 NORTH, RANGE 17 EAST, CITY OF APPLETON, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 47, RICHMOND STREET, CITY OF APPLETON (CTH OO INTERSECTION)

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

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

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF APPLETON, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

COURSE TABLE

COURSE	BEARING	DISTANCE	COURSE	BEARING	DISTANCE
400-401	N01°22'17"E	29.66'	409-410	S01°22'17"W	40.75'
401-402	N64°48'23"E	33.54'	410-411	S01°22'17"W	75.00'
402-403	S88°37'43"E	73.53'	411-412	N88°37'43"W	26.38'
403-404	S47°58'24"E	23.02'	412-413	S00°17'27"W	19.42'
404-405	S88°37'43"E	787.54'	413-415	N89°10'56"W	60.00'
405-406	N56°54'10"E	35.34'	415-416	N00°17'27"E	20.00'
406-407	S88°37'43"E	69.21'	416-417	N88°37'43"W	939.70'
407-408	S42°28'34"E	27.73'	417-418	N01°22'17"E	75.00'
408-409	S01°22'17"W	34.25'	418-400	N01°22'17"E	45.34'

R/W STATION & OFFSET TABLE

POINT	STATION	OFFSET	POINT	STATION	OFFSET
400	618+82.65 "00"	45.34'	409	629+08.74 "00"	40.75'
401	618+82.65 "00"	75.00'	410	629+08.74 "00"	0.00'
402	619+12.65 "00"	90.00'	411	629+08.74 "00"	75.00'
403	619+86.18 "00"	90.00'	412	628+82.35 "00"	75.00'
404	620+03.64 "00"	75.00'	413	628+82.72 "00"	94.42'
405	627+91.19 "00"	75.00'	415	628+22.72 "00"	95.00'
406	628+20.32 "00"	95.00'	416	628+22.34 "00"	75.00'
407	628+89.53 "00"	95.00'	417	618+82.65 "00"	75.00'
408	629+08.74 "00"	75.00'	418	618+82.65 "00"	0.00'

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	NEW R/W SF	TOTAL R/W SF	TLE SF
19	NORTHLAND MALL LLC	FEE	1868	1868	----
26	SHOPKO SPE REAL ESTATE, LLC	FEE	782	782	----
27	ALBERTFEST HOLDINGS, LLC	FEE	452	452	----
28	NORTH SHORE BANK, FSB	FEE	225	225	----
29	THOMAS J. DIX AND DENNIS F. VERRIER D/B/A T.D.	TLE	----	----	61

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

UTILITY INTERESTS REQUIRED

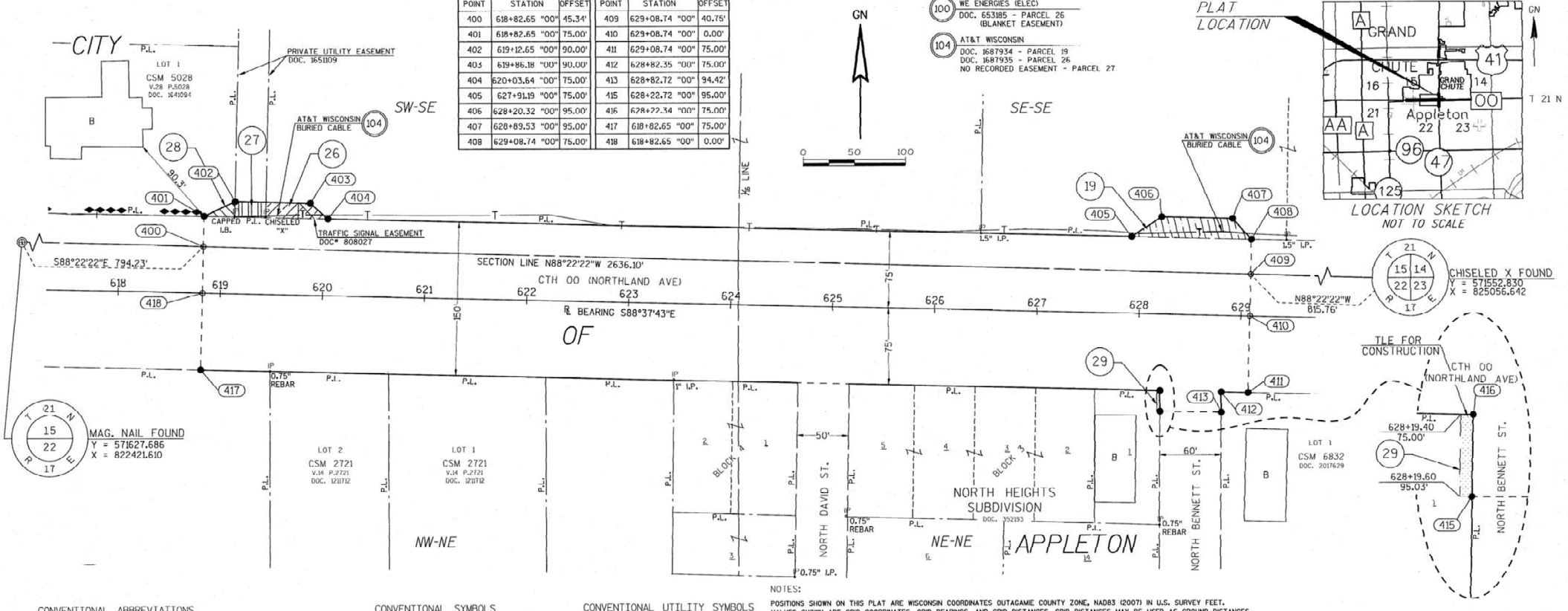
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED
100	WE ENERGIES (ELEC)	RELEASE OR RIGHTS
104	AT&T WISCONSIN	RELEASE OR RIGHTS

(100) WE ENERGIES (ELEC)
DOC. 653185 - PARCEL 26
(BLANKET EASEMENT)

(104) AT&T WISCONSIN
DOC. 1687934 - PARCEL 19
DOC. 1687935 - PARCEL 26
NO RECORDED EASEMENT - PARCEL 27

2046390
Recorded
June 17, 2015 12:45 PM
OUTAGAMIE COUNTY
SARAH B VAN CAMP
REGISTER OF DEEDS
Fee Amount: $25.00
Total Pages: 1
CABINET L PAGE 130

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6240-26-21-4.04
AMENDMENT NO:....



CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC.
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
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
REFERENCE LINE	R/L		

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	LB UNLESS NOTED 0.75"= I.P.	PROPOSED R/W LINE	
R/W MONUMENT	●(SET)	EXISTING H.E. LINE	
R/W STANDARD	▲(SET)	LOT & TIE LINES	
SIGN	ISIGN	PROPERTY LINE	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
SECTION CORNER SYMBOL		CORPORATE LIMITS	
		ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	RWB20	QUARTER LINE	
PARCEL NUMBER	102	SIXTEENTH LINE	
UTILITY INTEREST	40	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21	PROPOSED REFERENCE LINE	
BUILDING	B	PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

	NON COMPENSABLE	COMPENSABLE
WATER	—W—	
GAS	—G—	
TELEPHONE	—T—	
OVERHEAD TRANSMISSION LINES	—UH—	
ELECTRIC	—E—	
CABLE TELEVISION	—TV—	
FIBER OPTIC	—FO—	
SANITARY SEWER	—SAN—	
STORM SEWER	—SS—	
POWER POLE	○	●
TELEPHONE POLE	⊙	●
TELEPHONE PEDESTAL	⊠	⊠
ELECTRIC TOWER	⊠	

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATES OUTAGAMIE COUNTY ZONE, NAD83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE 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 SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH OO ESTABLISHED FROM WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION JOBS 3712 FROM 1938 AND 3656 FROM 1932.
EXISTING HIGHWAY RIGHT-OF-WAY FOR BENNETT STREET ESTABLISHED FROM NORTH HEIGHTS SUBDIVISION PLAT.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING TIE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLE'S EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.
DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

EXISTING ACCESS CONTROL ALONG CTH OO HAS BEEN ESTABLISHED FROM TIMM PLAT.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

AYRES ASSOCIATES

I, JASON M. INGRAM, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF APPLETON, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6240-26-21 - 4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN JASON M. INGRAM S-2630 OCONTO FALLS WI LAND SURVEYOR

SIGNATURE _____ DATE 6/17/2015
PRINTED NAME JASON M. INGRAM
REGISTRATION NUMBER S-2630

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF APPLETON
SIGNATURE Paula Vandehey DATE 6-17-15
PRINTED NAME Paula Vandehey

FILE NAME : V:\PROJECTS C3D\GB\45036800\RW\62402600_040103.DWG
APPRAISAL PLAT DATE : 5/15/2015
PLOT DATE : 6/16/2015 PLOT BY : AYRES ASSOCIATES PLOT NAME : _____
---------- 6240-26-21- 4.04

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
8	103+10.47'NB' 37.07' LT	FLANGE BOLT HYDRANT WITH BURY TAG @ SW. QUAD. WEILAND AVE. & RICHMOND ST.	830.05

WISCONSIN ELECTRIC POWER CO.

CHIAXAH VANG ET AL

MAAS INVESTMENTS, LLC

XTREME PROPERTIES, LLC

PROPERTY LINE (TYP.)

JS FOOD MART, INC

WEILAND AVE

KASPAR MURPHY COMPANY, LLC

CITY OF APPLETON STORM SEWER (TYP.)

AT&T WISCONSIN (TYP.)

BM8

MATCHLINE STA. 104+00 NB

98NB 99NB 100NB 101SB 101NB 102SB 102NB 103SB 103NB

℄ SB STH 47

℄ NB STH 47

STH 47 (RICHMOND ST)

CAUTION

C.E.

TLE (TYP.)

SLOPE INTERCEPT (TYP.)

EXISTING SIGN TO REMAIN

EXIST R/W (TYP.)

WE ENERGIES ELECTRIC (TYP.)

P.E.

WE ENERGIES GAS (TYP.)

CITY OF APPLETON WATER (TYP.)

CITY OF APPLETON SANITARY (TYP.)

WE ENERGIES ELECTRIC (OVERHEAD) (TYP.)

EXISTING CURB & GUTTER TO REMAIN

BEGIN PROJECT
STA. 100+00.00 NB
MATCH EXISTING
SAWCUT REQ'D
Y=570,694.275
X=825,055.541

RICHMOND CENTER DEVELOPMENT, LLC

R LEWIS & R LEWIS, LLC

R LEWIS & R LEWIS II, LLC

R LEWIS & R LEWIS, LLC

R LEWIS & R LEWIS, LLC

5

5

834 832 830 828 826 824 822 820

STA 100NB+00.00
EL 827.33

FINISHED PROFILE

EXISTING PROFILE

0.41%

VCL = 100.00
K = 109.91

VPC STA 102NB+50.00
VPC EL 828.36

VPI STA 103NB+00.00
VPI EL 828.563

VPT STA 103NB+50.00
VPT EL 828.31

-0.50%

HP STA 102+95.05
HP EL 828.45

VPC STA 103NB+70.00
VPC EL 828.21

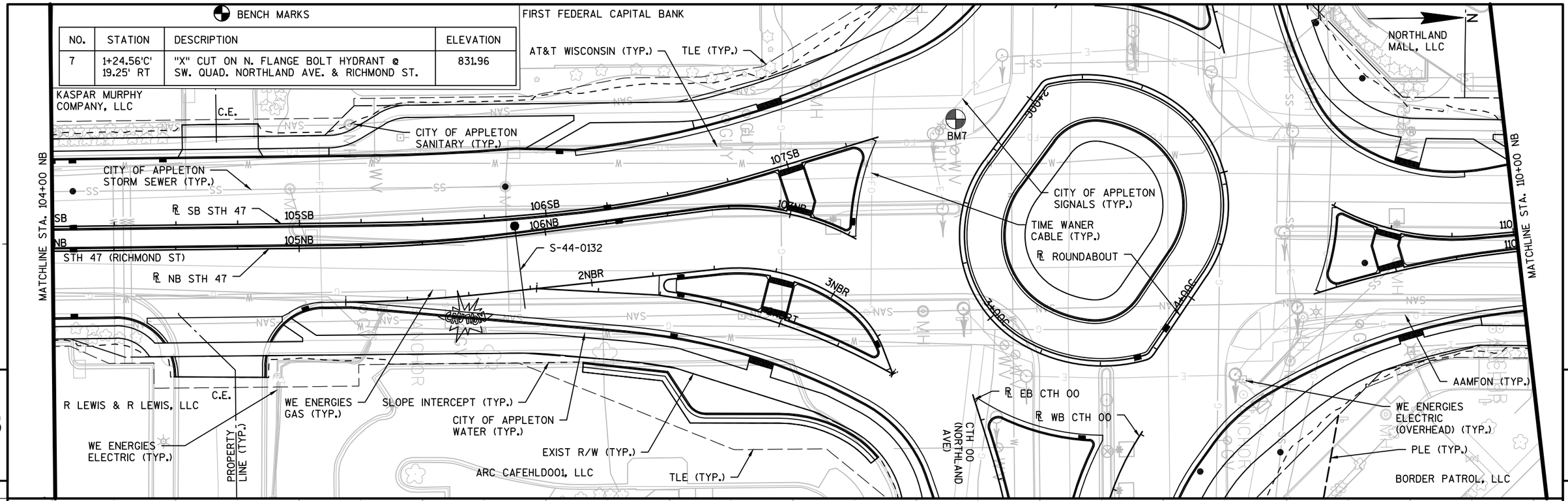
VCL = 100.00
K = 76.92

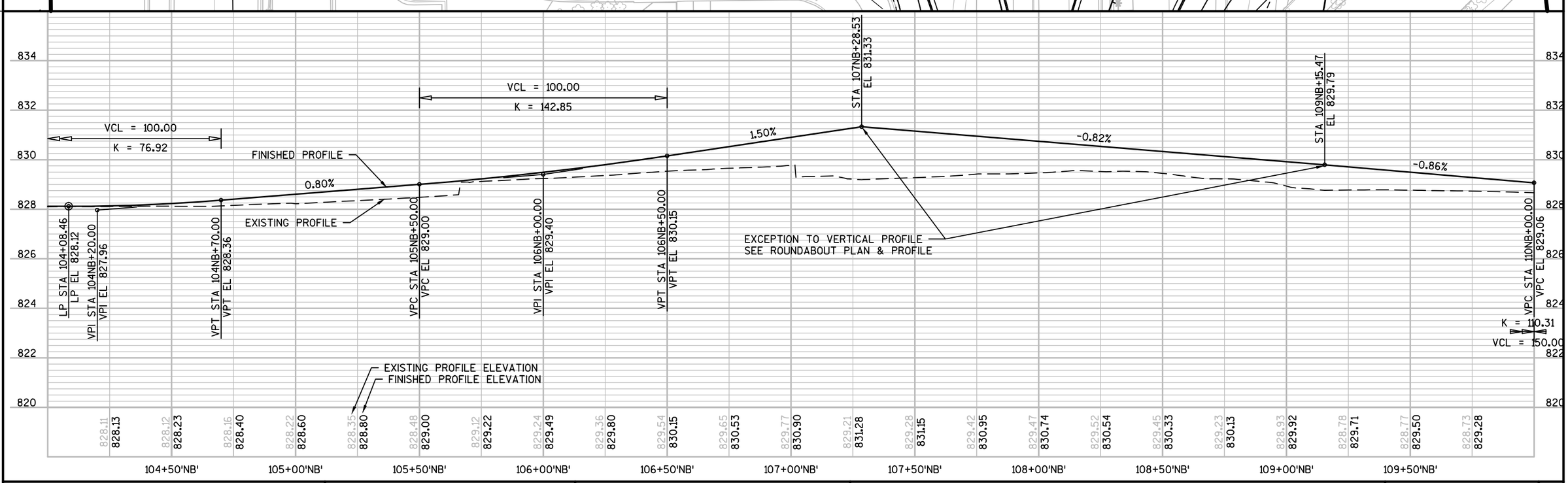
EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| | | |

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
7	1+24.56'C' 19.25' RT	"X" CUT ON N. FLANGE BOLT HYDRANT @ SW. QUAD. NORTHLAND AVE. & RICHMOND ST.	831.96





PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN AND PROFILE: NB STH 47	SHEET 232	E

MCDONALDS VALLEY MANAGEMENT

EXISTING R-44-13 TO REMAIN

CITY OF APPLETON WATER (TYP.)

AT&T WISCONSIN (TYP.)

C.E.

TLE (TYP.)

EXIST R/W

CITY OF APPLETON SIGNALS (TYP.)

EXISTING R-44-14 TO REMAIN

C.E.

BM10

N

MATCHLINE STA. 110+00 NB

MATCHLINE STA. 116+00 NB

℄ SB STH 47

℄ NB STH 47

S-44-0133

111SB 112SB 113SB 114SB 115SB

111NB 112NB 113NB 114NB 115NB

STH 47 (RICHMOND ST)

CAUTION

WE ENERGIES ELECTRIC (OVERHEAD) (TYP.)

WE ENERGIES GAS (TYP.)

CITY OF APPLETON STORM SEWER (TYP.)

CITY OF APPLETON SANITARY (TYP.)

C.E.

WE ENERGIES ELECTRIC (TYP.)

SLOPE INTERCEPT (TYP.)

PROPERTY LINE (TYP.)

BORDER PATROL, LLC

REVEAL PROPERTIES, LLC

EXIST R/W

AAMFON (TYP.)

END RECONSTRUCTION
STA. 113+17.39 NB
MATCH EXISTING
SAWCUT REQ'D

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
10	115+43.09'NB', 52.73' LT	FLANGE BOLT WITH BURY TAG @ NW. QUAD. RICHMOND ST & UNMARKED ROAD @ VAN'S PLAZA NORTH	831.71

5

5

834 832 830 828 826 824 822 820

VCL = 150.00

K = 110.31

FINISHED PROFILE

0.50%

EXISTING PROFILE

VPC STA 110NB+00.00
VPC EL 829.06

VPI STA 110NB+75.00
VPI EL 828.42

LP STA 110+95.24
LP EL 828.65

VPT STA 111NB+50.00
VPT EL 828.79

STA 113NB+17.39
EL 829.62

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

828.58	828.88	828.52	828.75	828.59	828.67	828.70	828.65	828.79	828.69	828.87	828.79	828.92	828.91	828.99	829.04	829.09	829.16	829.21	829.29	829.41	829.41	829.55	829.53
829.64		829.72		829.79		829.85		829.89		829.93		830.01		830.09		830.11		830.21		830.25			

110+50'NB' 111+00'NB' 111+50'NB' 112+00'NB' 112+50'NB' 113+00'NB' 113+50'NB' 114+00'NB' 114+50'NB' 115+00'NB' 115+50'NB'

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN AND PROFILE: NB STH 47	SHEET 233	E

N

WE ENERGIES
ELECTRIC
(OVERHEAD) (TYP.)

CITY OF APPLETON
WATER (TYP.)

MATCHLINE STA. 116+00 NB

B 117SB

STH 47 (RICHMOND ST)

NB 117NB 118NB 119NB 120NB 121NB 122NB

END PROJECT
STA. 116+56.11 NB

CITY OF APPLETON
STORM SEWER (TYP.)

CITY OF APPLETON
SIGNALS (TYP.)

CITY OF APPLETON
SANITARY (TYP.)

EXIST R/W (TYP.)

5

5

834
832
830
828
826
824
822
820

EXISTING PROFILE

EXISTING PROFILE ELEVATION

830.42 830.50 830.57

116+50'NB' 117+00'NB' 117+50'NB' 118+00'NB' 118+50'NB' 119+00'NB' 119+50'NB' 120+00'NB' 120+50'NB' 121+00'NB' 121+50'NB'

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN AND PROFILE: NB STH 47	SHEET 234	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\050101_PP-NB STH 47.DWG
LAYOUT NAME - 050104_PP

PLOT DATE : 8/25/2016 11:21 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44

WISCONSIN ELECTRIC POWER CO.

CHIAXAH VANG ET AL

MAAS INVESTMENTS, LLC

XTREME PROPERTIES, LLC

EXIST R/W (TYP.)

PROPERTY LINE (TYP.)

JS FOOD MART, INC

TLE (TYP.)

WEILAND AVE

KASPAR MURPHY COMPANY, LLC

AT&T WISCONSIN (TYP.)

CITY OF APPLETON STORM SEWER (TYP.)

FIRST FEDERAL CAPITAL BANK

SLOPE INTERCEPT (TYP.)

N

C.E.

BM8

℄ SB STH 47

℄ NB STH 47

100NB 101SB 101NB 102SB 102NB 103SB 103NB 104SB 104NB 105SB 105NB

STH 47 (RICHMOND ST)

CAUTION

S-44-0132

MATCHLINE STA. 106+00 SB

RICHMOND CENTER DEVELOPMENT, LLC

EXISTING SIGN TO REMAIN

WE ENERGIES ELECTRIC (TYP.)

R LEWIS & R LEWIS, LLC

P.E.

CITY OF APPLETON SANITARY (TYP.)

WE ENERGIES ELECTRIC (OVERHEAD) (TYP.)

R LEWIS & R LEWIS II, LLC

WE ENERGIES GAS (TYP.)

EXISTING CURB & GUTTER TO REMAIN

R LEWIS & R LEWIS, LLC

CITY OF APPLETON WATER (TYP.)

ARC CAFEHLD001, LLC

5

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
8	103+10.47'NB' 37.07' LT	FLANGE BOLT HYDRANT WITH BURY TAG @ SW. QUAD. WEILAND AVE. & RICHMOND ST.	830.05

834 832 830 828 826 824 822 820

STA 103SB+89.24 EL 828.00

VCL = 100.00 K = 105.84

VCL = 100.00 K = 101.32

FINISHED PROFILE

0.08%

0.86%

EXISTING PROFILE

VPC STA 104SB+00.00 VPC EL 827.99

LP STA 104+08.98 LP EL 827.99

VPI STA 104SB+50.00 VPI EL 827.95

VPT STA 105SB+00.00 VPT EL 828.38

VPC STA 105SB+50.00 VPC EL 828.81

VPI STA 106SB+00.00 VPI EL 829.24

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

827.49	827.57	827.60	827.69	827.80	827.86	827.93	828.00	828.06	828.04	828.05	828.05	828.06	828.17	828.29	828.21	827.99	828.31	828.00	828.39	828.07	828.39	828.19	828.91	828.38	829.11	828.59	829.21	828.81	829.27	829.05

100+50'SB' 101+00'SB' 101+50'SB' 102+00'SB' 102+50'SB' 103+00'SB' 103+50'SB' 104+00'SB' 104+50'SB' 105+00'SB' 105+50'SB'

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN AND PROFILE: SB STH 47	SHEET 235	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\050105_PP-SB STH 47.DWG
LAYOUT NAME - 050105_PP

PLOT DATE : 8/25/2016 11:35 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44

NO.	STATION	DESCRIPTION	ELEVATION
7	1+24.56'C' 19.25' RT	"X" CUT ON N. FLANGE BOLT HYDRANT @ SW. QUAD. NORTHLAND AVE. & RICHMOND ST.	831.96

BENCH MARKS

N

R-44-0022

CITY OF APPLETON WATER (TYP.)

FIRST FEDERAL CAPITAL BANK

TLE (TYP.)

AT&T WISCONSIN (TYP.)

CTH OO (NORTHLAND AVE)

℄ EB CTH OO

℄ WB CTH OO

BM7

MATCHLINE STA. 106+00 SB

107SB

107NB

SB

NB

STH 47 (RICHMOND ST)

2NBR

3NBR

2400'

CITY OF APPLETON SIGNALS (TYP.)

TIME WARNER CABLE (TYP.)

℄ ROUNDABOUT

ARC CAFEHLD001, LLC

NORTHLAND MALL, LLC

PROPERTY LINE (TYP.)

SLOPE INTERCEPT (TYP.)

EXIST R/W (TYP.)

MCDONALDS VALLEY MANAGEMENT

EXISTING R-44-13 TO REMAIN

S-44-0133

℄ SB STH 47

110SB

110NB

111SB

111NB

℄ NB STH 47

STH 47 (RICHMOND ST)

MATCHLINE STA. 112+00 SB

CAUTION

C.E.

AAMFON (TYP.)

WE ENERGIES ELECTRIC (TYP.)

WE ENERGIES ELECTRIC (OVERHEAD) (TYP.)

CITY OF APPLETON STORM SEWER (TYP.)

BORDER PATROL, LLC

WE ENERGIES GAS (TYP.)

5

5

834
832
830
828
826
824
822
820

FINISHED PROFILE

EXCEPTION TO VERTICAL PROFILE
SEE ROUNDABOUT PLAN & PROFILE

VCL = 100.00
K = 101.32

1.85%

-0.85%

-0.64%

K = 213.85
VCL = 200.00

VPI STA 106SB+00.00
VPI EL 829.24

VPT STA 106SB+50.00
VPT EL 830.16

STA 107SB+38.31
EL 831.79

STA 109SB+24.25
EL 830.22

VPC STA 110SB+25.00
VPC EL 829.58

VPI STA 111SB+25.00
VPI EL 828.94

LP STA 111+60.84
LP EL 829.15

EXISTING PROFILE

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

| | | |

N

NORTHLAND MALL, LLC

TLE (TYP.)

C.E.

CITY OF APPLETON SIGNALS (TYP.)

EXISTING R-44-14 TO REMAIN

AT&T WISCONSIN (TYP.)

CITY OF APPLETON WATER (TYP.)

C.E.

BM10

END PROJECT
STA. 116+58.28'SB'
MATCH EXISTING
SAW CUT REQ'D

℄ SB STH 47

MATCHLINE STA. 112+00 SB

112SB

113SB

114SB

115SB

116SB

117SB

118NB

117NB

116NB

115NB

114NB

113NB

112NB

STH 47 (RICHMOND ST)

℄ NB STH 47

END RECONSTRUCTION
STA. 114+06.74 SB
MATCH EXISTING
SAW CUT REQ'D

CITY OF APPLETON STORM SEWER (TYP.)

CITY OF APPLETON SANITARY (TYP.)

AAMFON (TYP.)

EXIST R/W (TYP.)

C.E.

WE ENERGIES ELECTRIC (TYP.)

WE ENERGIES ELECTRIC (OVERHEAD) (TYP.)

REVEAL PROPERTIES, LLC

PROPERTY LINE (TYP.)

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
10	115+43.09'NB', 52.73' LT	FLANGE BOLT WITH BURY TAG @ NW. QUAD. RICHMOND ST & UNMARKED ROAD @ VAN'S PLAZA NORTH	831.71

5

5

834
832
830
828
826
824
822
820

VCL = 200.00
K = 213.85

FINISHED PROFILE

0.30%

STA 114SB+06.74
EL 829.79

EXISTING PROFILE

VPT STA 112SB+25.00
VPT EL 829.24

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

112+50'SB'	113+00'SB'	113+50'SB'	114+00'SB'	114+50'SB'	115+00'SB'	115+50'SB'	116+00'SB'	116+50'SB'	117+00'SB'	117+50'SB'
829.24	829.32	829.39	829.47	829.54	829.62	829.69	829.77	829.89	830.03	830.09	830.12	830.13	830.22	830.28	830.36	830.45	830.55	830.62
829.29	829.57	829.64	829.72	829.76	829.79	829.79												

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN AND PROFILE: SB STH 47	SHEET 237	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\050105_PP-SB STH 47.DWG
LAYOUT NAME - 050107_PP

PLOT DATE : 8/25/2016 11:39 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
5	198+37.45'EB' 94.80' RT	"X" CUT ON N. FLANGE BOLT HYDRANT W. SIDE OF BENNETT ST & 50' SOUTH OF NORTHLAND AVE B.O.C..	840.63
6	202+17.78'EB' 80.29' RT	"X" CUT ON N. FLANGE BOLT HYDRANT @ SW. QUAD. LOCUST ST & W. SERVICE RD.	837.32

NORTHLAND MALL, LLC

NORTHLAND MALL, LLC

NORTHLAND MALL, LLC

PROPERTY LINE (TYP.)

EXIST R/W (TYP.)

AT&T WISCONSIN (TYP.)

TLE (TYP.)

C.E.

C.E.

CAUTION

WE ENERGIES ELECTRIC (OVERHEAD) (TYP.)

WE ENERGIES GAS (TYP.)

CITY OF APPLETON SIGNALS (TYP.)

CTH 00 (NORTHLAND AVE)

198EB 199EB 200EB 201EB 202EB 203EB

199WB 200WB 201WB 202WB 203WB

℄ WB CTH 00

℄ EB CTH 00

MATCHLINE STA. 204+00 EB

CITY OF APPLETON WATER (TYP.)

BEGIN RECONSTRUCTION
200+00.00 EB
MATCH EXISTING
SAWCUT REQ'D

SLOPE INTERCEPT (TYP.)

WEST SERVICE ROAD

CITY OF APPLETON STORM SEWER (TYP.)

CITY OF APPLETON SANITARY (TYP.)

BENNETT STREET

LOCUST STREET

BM5

BM6

EXIST R/W (TYP.)

COLE WG APPLETON (NORTHLAND AVE) WI, LLC

5

5

844 842 840 838 836 834 832 830

STA. 200EB+00.00
EL 838.89

VPC STA. 201EB+00.00
VPC EL 837.88

VPI STA. 202EB+00.00
VPI EL 836.870

VPT STA. 203EB+00.00
VPT EL 834.71

VPC STA. 203EB+50.00
VPC EL 833.63

VCL = 200.00
K = 174.15

VCL = 300.00
K = 96.70

-1.01%

-2.16%

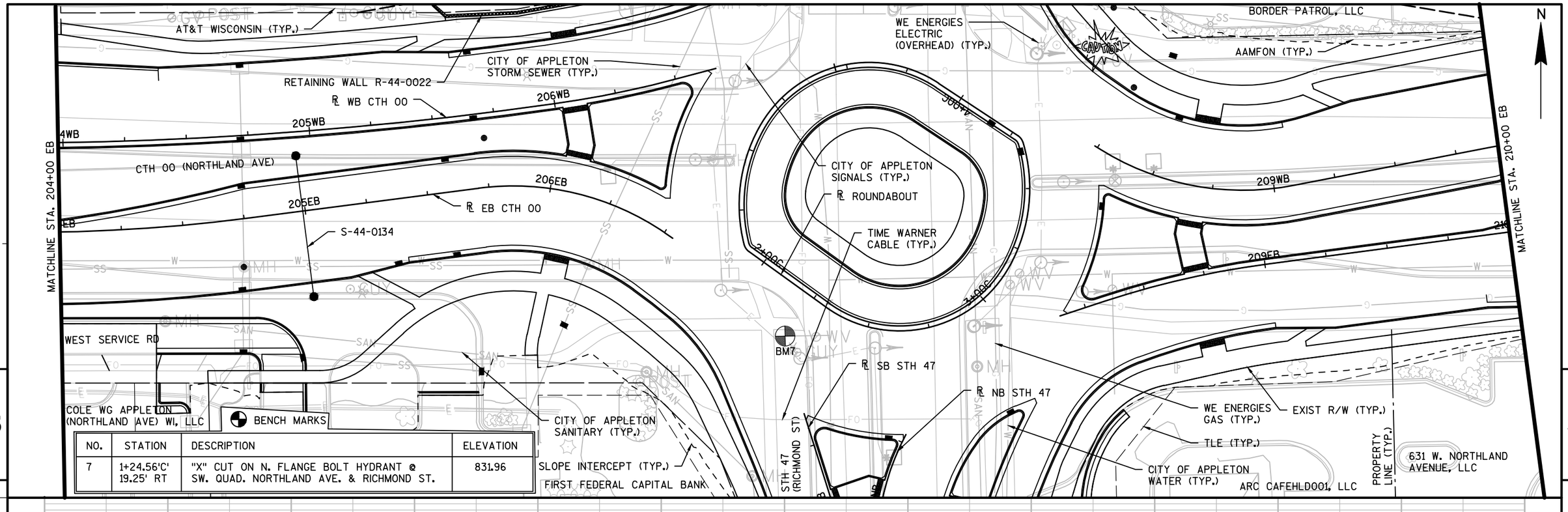
EXISTING PROFILE

FINISHED PROFILE

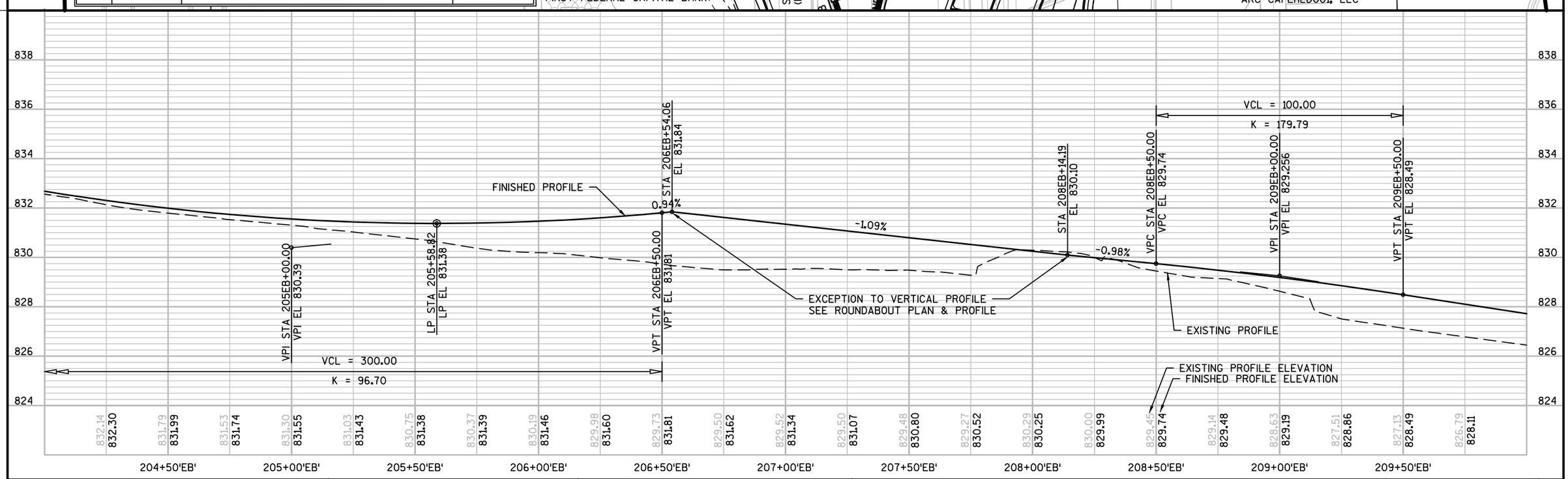
EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

198+50'EB'	199+00'EB'	199+50'EB'	200+00'EB'	200+50'EB'	201+00'EB'	201+50'EB'	202+00'EB'	202+50'EB'	203+00'EB'	203+50'EB'
839.79	839.60	839.53	839.58	839.63	839.46	839.19	838.89	838.65	838.44	838.17
838.89	838.64	838.39	838.13	837.88	837.61	837.30	836.96	836.58	836.17	835.72
835.33	834.94	834.51	834.05	833.59	833.01					
835.23	834.71	834.17	833.63	833.12						

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN AND PROFILE: EB CTH 00	SHEET 238	E



NO.	STATION	DESCRIPTION	ELEVATION
7	1+24.56'C' 19.25' RT	"X" CUT ON N. FLANGE BOLT HYDRANT @ SW. QUAD. NORTHLAND AVE. & RICHMOND ST.	831.96



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN AND PROFILE: EB CTH 00	SHEET 239 E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\050108_PP-EB CTH 00.DWG
LAYOUT NAME - 050109_PP
PLOT DATE : 8/25/2016 11:51 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 44

BORDER PATROL, LLC
PLE (TYP.)
AAMFON (TYP.)
C.E.
WE ENERGIES GAS (TYP.)
TLE (TYP.)
CONVENIENCE STORE INVESTMENTS
CITY OF APPLETON STORM SEWER (TYP.)
EXIST R/W
C.E.
TOWN OF GRAND CHUTE WATER (TYP.)
WE ENERGIES ELECTRIC (TYP.)
N
CAUTION
S-44-0135
℄ WB CTH 00
MATCHLINE STA. 210+00 EB
210WB
211WB
212WB
213WB
214WB
215WB
216WB
TIME WARNER CABLE (TYP.)
EXISTING SIGN TO REMAIN
CTH 00 (NORTHLAND AVE)
211EB
212EB
213EB
214EB
215EB
216EB
℄ EB CTH 00
BM9
END RECONSTRUCTION
STA. 212+64.60 EB
MATCH EXISTING
SAWCUT REQ'D
END CONSTRUCTION
STA. 214+31.30 EB
MATCH EXISTING
SAWCUT REQ'D
5
5
C.E.
C.E.
631 W. NORTHLAND AVENUE, LLC
PROPERTY LINE (TYP.)
R LEWIS & R LEWIS, LLC
EXIST R/W
SLOPE INTERCEPT (TYP.)
CITY OF APPLETON WATER (TYP.)
LOR & LOR, LLC
TOWN OF GRAND CHUTE SANITARY (TYP.)
WILLIAM LEWIS

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
9	211+00.50'EB' 28.72' RT	"X" CUT ON N. FLANGE BOLT HYDRANT @ SW. QUAD. NORTHLAND AVE. & FRONTAGE RD.	828.56

832
830
828
826
824
822
820
818

FINISHED PROFILE
-1.53%
EXISTING PROFILE
STA. 212EB+60.64
EL. 823.72
EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

826.19 827.34
825.92 826.96
825.61 826.57
825.35 826.19
825.35 825.80
825.09 825.42
824.81 825.04
824.50 824.65
824.19 824.27
823.87 823.89
823.52
823.18
822.81
822.47
822.10
821.70
821.31
820.95
820.58
820.21
819.85
819.50

210+50'EB' 211+00'EB' 211+50'EB' 212+00'EB' 212+50'EB' 213+00'EB' 213+50'EB' 214+00'EB' 214+50'EB' 215+00'EB' 215+50'EB'

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN AND PROFILE: EB CTH 00	SHEET 240 E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\050108_PP-EB CTH 00.DWG
LAYOUT NAME - 050110_PP
PLOT DATE : 8/25/2016 11:53 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 44

N

NORTHLAND MALL, LLC

NORTHLAND MALL, LLC

NORTHLAND MALL, LLC

PROPERTY LINE (TYP.)

EXIST R/W (TYP.)

TLE (TYP.)

AT&T WISCONSIN (TYP.)

C.E.

C.E.

CAUTION

CITY OF APPLETON SIGNALS (TYP.)

WE ENERGIES ELECTRIC (OVERHEAD) (TYP.)

WE ENERGIES GAS (TYP.)

SLOPE INTERCEPT (TYP.)

198EB

199WB

199EB

200WB

200EB

201WB

201EB

202WB

202EB

203WB

203EB

CTH 00 (NORTHLAND AVE)

℄ EB CTH 00

℄ WB CTH 00

MATCHLINE STA. 204+00 WB

5

5

BENNETT STREET

CITY OF APPLETON WATER (TYP.)

CITY OF APPLETON STORM SEWER (TYP.)

CITY OF APPLETON SANITARY (TYP.)

BEGIN RECONSTRUCTION
202+80.00 WB
MATCH EXISTING
SAWCUT REQ'D

WEST SERVICE ROAD

STA 202WB+80.00
EL 834.68

STA 203WB+12.42
EL 834.11

-1.76%

FINISHED PROFILE

EXISTING PROFILE

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

842
840
838
836
834
832
830
828

198+50'WB'	199+00'WB'	199+50'WB'	200+00'WB'	200+50'WB'	201+00'WB'	201+50'WB'	202+00'WB'	202+50'WB'	203+00'WB'	203+50'WB'
839.34	839.31	839.23	839.13	839.37	839.19	838.96	838.66	838.41	838.33	838.27	837.84	837.37	837.02	836.70	836.31	835.98	835.18	834.76	834.33	833.89	833.42	832.95
									834.33	833.89	833.46	833.03

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN AND PROFILE: WB CTH 00	SHEET 241	E

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
7	1+24.56'C' 19.25' RT	"X" CUT ON N. FLANGE BOLT HYDRANT @ SW. QUAD. NORTHLAND AVE. & RICHMOND ST.	831.96

MCDONALDS VALLEY MANAGEMENT
SLOPE INTERCEPT (TYP.)
TLE (TYP.)
EXIST R/W (TYP.)
AT&T WISCONSIN (TYP.)
WE ENERGIES GAS (TYP.)
CAUTION
RETAINING WALL R-44-0022
STH 47 (RICHMOND ST)
℄ SB STH 47
℄ NB STH 47
WE ENERGIES ELECTRIC (OVERHEAD) (TYP.)
BORDER PATROL, LLC
CITY OF APPLETON STORM SEWER (TYP.)
PLE (TYP.)
CITY OF APPLETON SANITARY (TYP.)
AAMFON (TYP.)
N
MATCHLINE STA. 204+00 WB
MATCHLINE STA. 210+00 WB
℄ WB CTH 00
205WB
206WB
CTH 00 (NORTHLAND AVE)
205EB
206EB
℄ EB CTH 00
S-44-0134
S-44-0135
CITY OF APPLETON SIGNALS (TYP.)
℄ ROUNDABOUT
209WB
209EB
CITY OF APPLETON WATER (TYP.)
WEST SERVICE RD
BM7
5
5

-1.73%
0.85%
-1.10%
-1.43%
-0.65%
FINISHED PROFILE
EXISTING PROFILE
EXCEPTION TO VERTICAL PROFILE
SEE ROUNDABOUT PLAN & PROFILE
VPC STA 205WB+00.00 VPC EL 830.86
VPI STA 205WB+50.00 VPI EL 830.00
LP STA 205+67.16 LP EL 830.28
VPT STA 206WB+00.00 VPT EL 830.42
STA 206WB+66.96 EL 830.99
STA 208WB+23.78 EL 829.26
VPC STA 208WB+75.00 VPC EL 828.52
VPI STA 209WB+25.00 VPI EL 827.81
VPT STA 209WB+75.00 VPT EL 827.49
VCL = 100.00
K = 38.83
VCL = 100.00
K = 127.58
EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

836 834 832 830 828 826 824 822

| | | |

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
9	211+00.50'EB' 28.72' RT	"X" CUT ON N. FLANGE BOLT HYDRANT @ SW. QUAD. NORTHLAND AVE. & FRONTAGE RD.	828.56

N

CONVENIENCE STORE INVESTMENTS

BORDER PATROL, LLC

WE ENERGIES GAS (TYP.)

AAMFON (TYP.)

CITY OF APPLETON STORM SEWER (TYP.)

CITY OF APPLETON SANITARY (TYP.)

SLOPE INTERCEPT (TYP.)

TLE (TYP.)

PROPERTY LINE (TYP.)

TOWN OF GRAND CHUTE WATER (TYP.)

C.E.

CAUTION

S-44-0135

℄ WB CTH 00

MATCHLINE STA. 210+00 WB

EXISTING SIGN TO REMAIN

211WB 212WB 213WB 214WB 215WB 216WB

CTH 00 (NORTHLAND AVE)

211EB 212EB 213EB 214EB 215EB 216EB

℄ EB CTH 00

TIME WARNER CABLE (TYP.)

BM9

TOWN OF GRAND CHUTE SANITARY (TYP.)

END RECONSTRUCTION
STA. 214+27.80 WB
MATCH EXISTING
SAWCUT REQ'D

631 W. NORTHLAND AVENUE, LLC

R LEWIS & R LEWIS, LLC

LOR & LOR, LLC

CITY OF APPLETON WATER (TYP.)

WILLIAM LEWIS

EXIST R/W (TYP.)

5

5

VCL = 150.00

K = 149.12

VPC STA 210WB+25.00
VPC EL 827.16

VPI STA 211WB+00.00
VPI EL 826.680

VPT STA 211WB+75.00
VPT EL 825.44

STA 214WB+27.80
EL 821.27

-0.65%

-1.65%

FINISHED PROFILE

EXISTING PROFILE

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

832 830 828 826 824 822 820 818

826.12	825.73	825.40	825.39	825.15	824.83	824.60	824.38	824.08	823.78	823.43	823.11	822.80	822.47	822.08	821.69	821.31	820.91	820.53	820.16	819.80	819.44
827.16	826.98	826.76	826.49	826.18	825.83	825.44	825.03	824.62	824.20	823.79	823.38	822.96	822.55	822.14	821.73	821.31					

210+50'WB' 211+00'WB' 211+50'WB' 212+00'WB' 212+50'WB' 213+00'WB' 213+50'WB' 214+00'WB' 214+50'WB' 215+00'WB' 215+50'WB'

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN AND PROFILE: WB CTH 00	SHEET 243	E

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
7	1+24.56'C' 19.25' RT	"X" CUT ON N. FLANGE BOLT HYDRANT @ SW. QUAD. NORTHLAND AVE. & RICHMOND ST.	831.96

FIRST FEDERAL CAPITAL BANK

TLE (TYP.)

℄ SB STH 47

106SB

106NB

107SB

107NB

STH 47 (RICHMOND ST)

℄ NB STH 47

S-44-0132

2+00NBR

3+00NBR

3+00NBRT

WE ENERGIES GAS (TYP.)

CITY OF APPLETON SANITARY (TYP.)

CITY OF APPLETON WATER (TYP.)

EXIST R/W (TYP.)

ARC CAFEHLD001, LLC

CTH OO (NORTHLAND AVE)

℄ EB CTH OO

℄ WB CTH OO

2+00SC

BM7

CITY OF APPLETON SIGNALS (TYP.)

TIME WARNER CABLE (TYP.)

℄ ROUNDABOUT

3+00SC

4+00SC

CAUTION

NORTHLAND MALL, LLC

PROPERTY LINE (TYP.)

MCDONALDS VALLEY MANAGEMENT

N

AT&T WISCONSIN (TYP.)

S-44-0133

110SB

110NB

111SB

111NB

CITY OF APPLETON STORM SEWER (TYP.)

WE ENERGIES ELECTRIC (OVERHEAD) (TYP.)

SLOPE INTERCEPT (TYP.)

PLE (TYP.)

AAMFON (TYP.)

BORDER PATROL, LLC

WE ENERGIES ELECTRIC (TYP.)

5

5

STA 1C+00.00
EL 830.29

VPC STA 1C+45.00
VPC EL 831.33

VPI STA 1C+95.00
VPI EL 832.475

VPT STA 2C+45.00
VPT EL 831.48

2.30%

HP STA 1+98.54
HP EL 831.94

FINISHED PROFILE

EXISTING PROFILE

VCL = 100.00
K = 23.28

-2.00%

VPC STA 3C+35.00
VPC EL 829.68

LP STA 3+81.46
LP EL 829.22

VPI STA 3C+85.00
VPI EL 828.68

VCL = 100.00
K = 23.28

2.30%

VPT STA 4C+35.00
VPT EL 829.83

STA 4C+54.86
EL 830.29

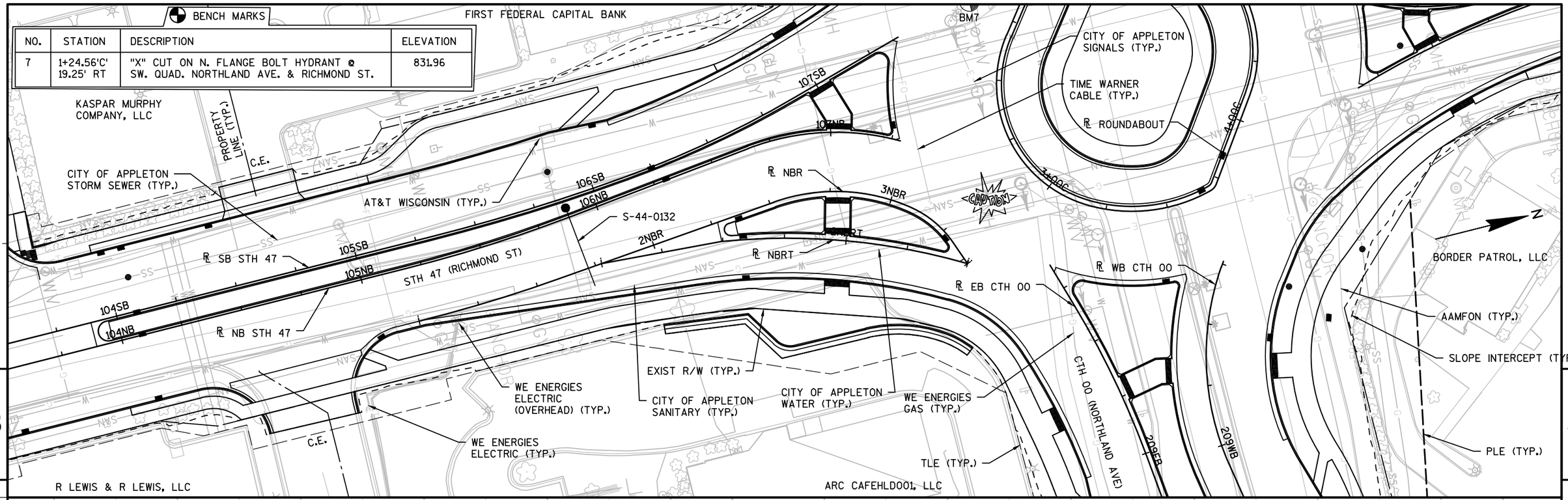
836 834 832 830 828 826 824 822

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

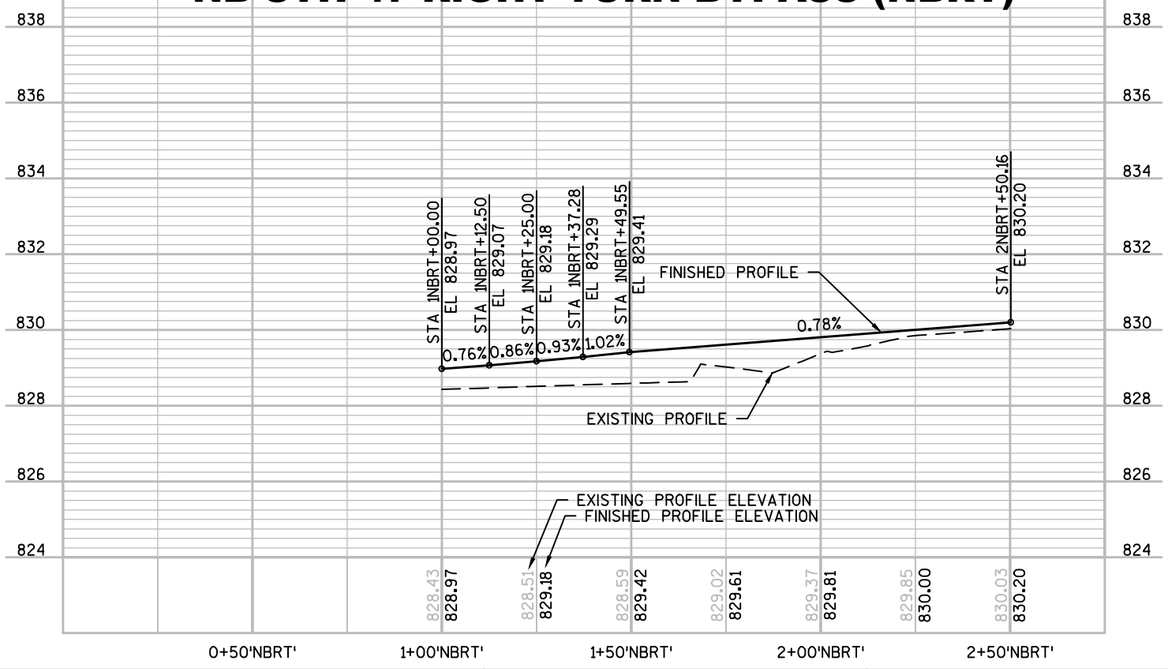
0+50'C'	1+00'C'	1+50'C'	2+00'C'	2+50'C'	3+00'C'	3+50'C'	4+00'C'	4+50'C'	5+00'C'	5+50'C'
829.38	830.29	829.39 830.86	829.61 831.43	829.73 831.82	829.55 831.94	829.41 831.79	829.46 831.38	829.32 830.88	829.83 830.38	829.33 829.88	829.31 829.43	829.14 829.23	829.17 829.29	829.36 829.62	829.40 830.18

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN AND PROFILE: ROUNDABOUT	SHEET 244	E

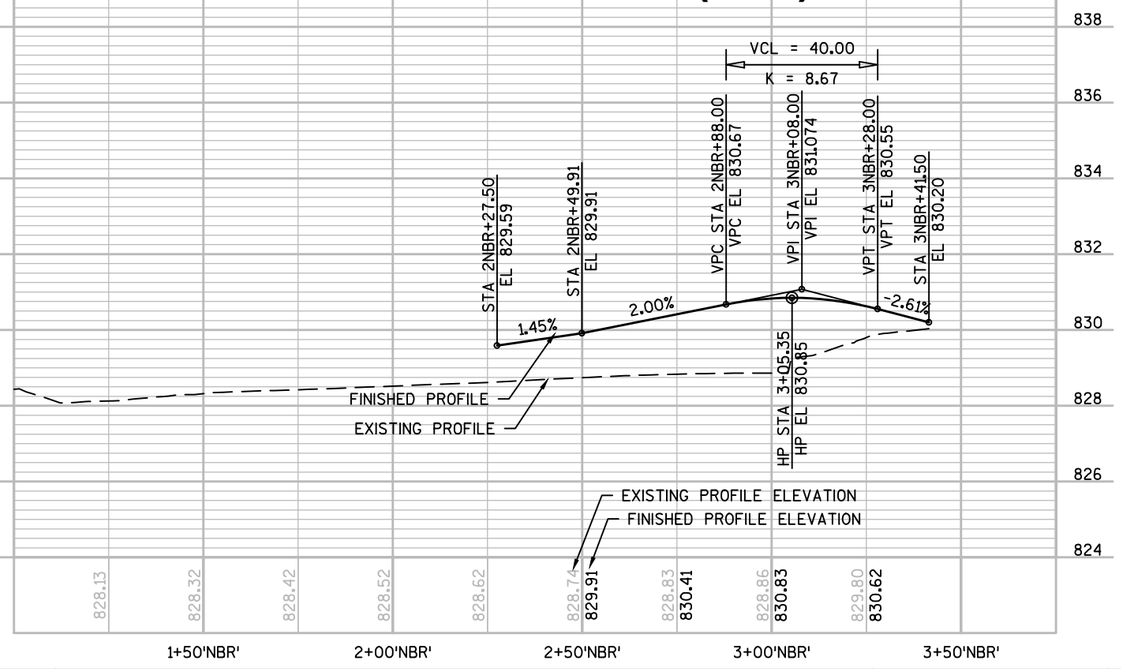
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEVATION
7	1+24.56'C' 19.25' RT	"X" CUT ON N. FLANGE BOLT HYDRANT ⌀ SW. QUAD. NORTHLAND AVE. & RICHMOND ST.	831.96



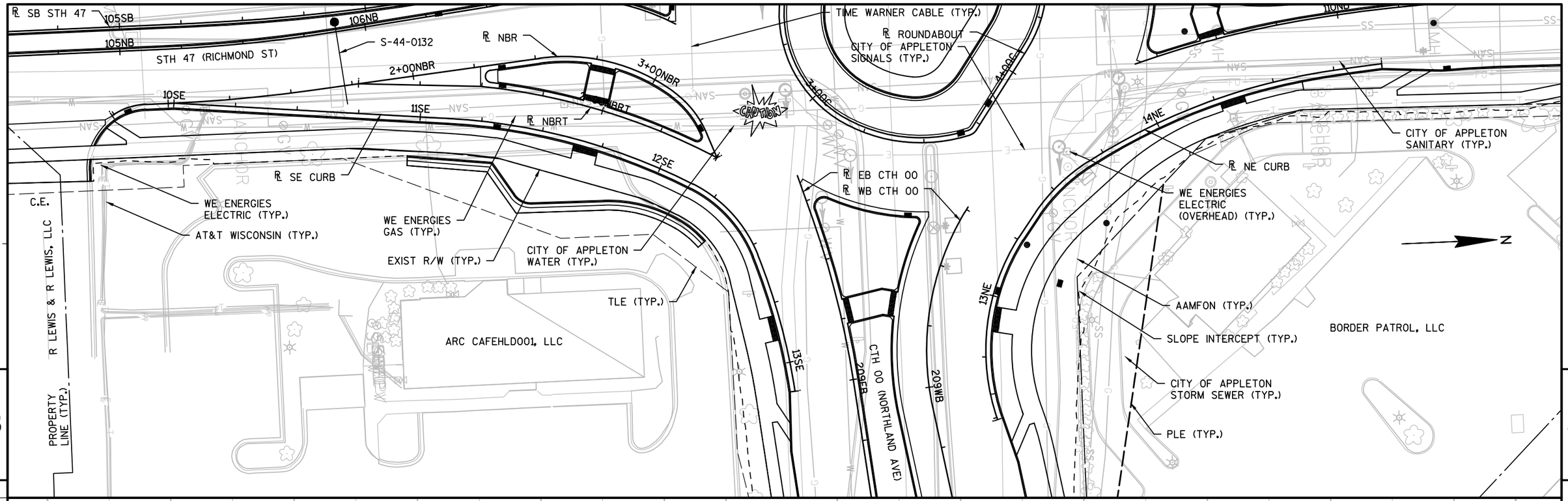
NB STH 47 RIGHT TURN BYPASS (NBRT)



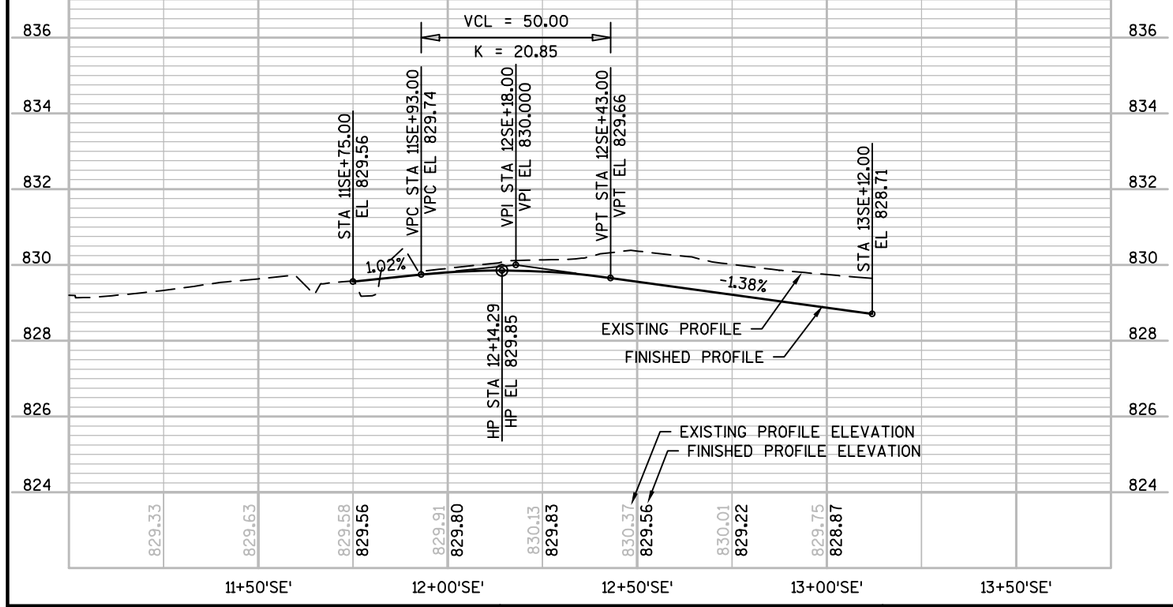
NB STH 47 RIGHT CURB (NBR)



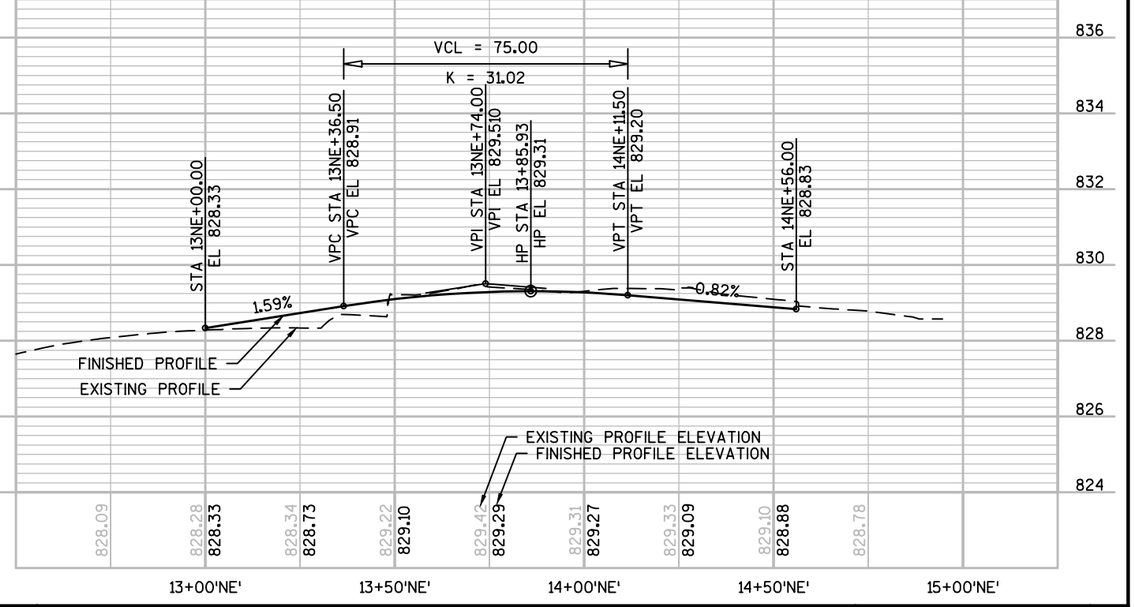
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN AND PROFILE: NB STH 47 RIGHT TURN BYPASS & CURB	SHEET 245	E



SE CURB

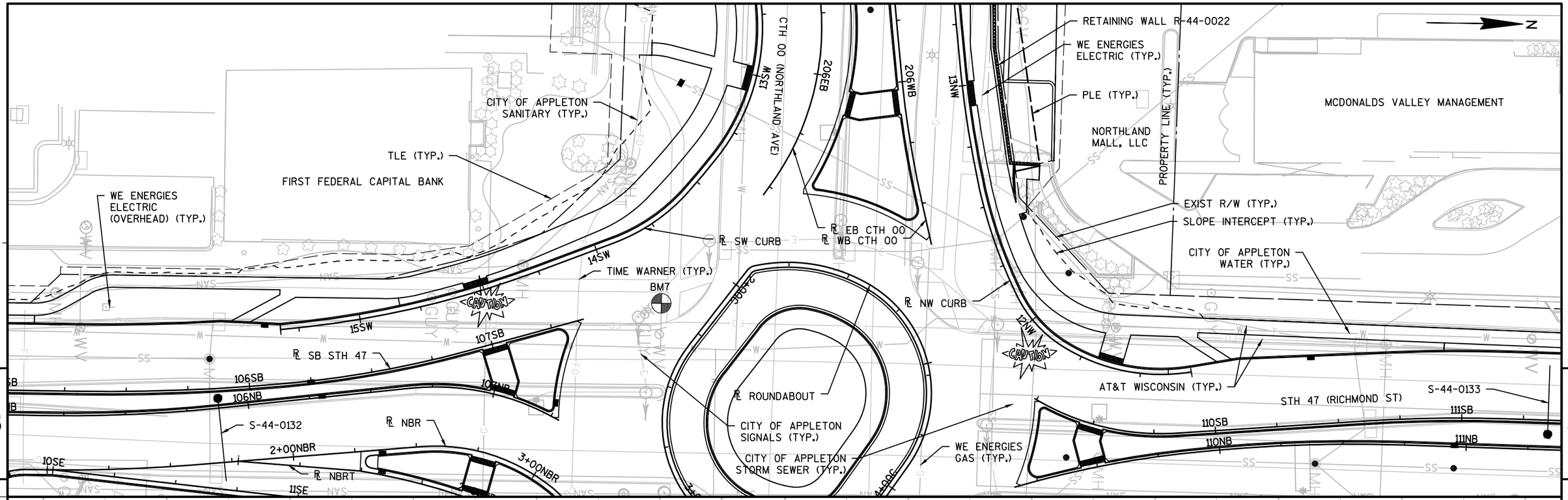


NE CURB

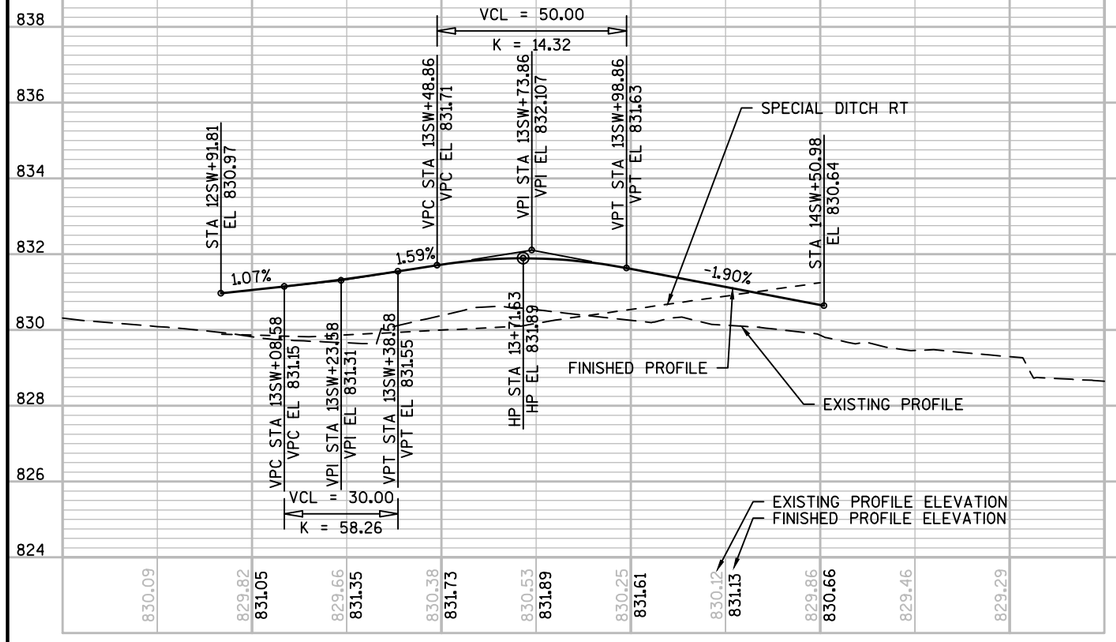


PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN AND PROFILE: SE & NE CURB PROFILES	SHEET 246	E

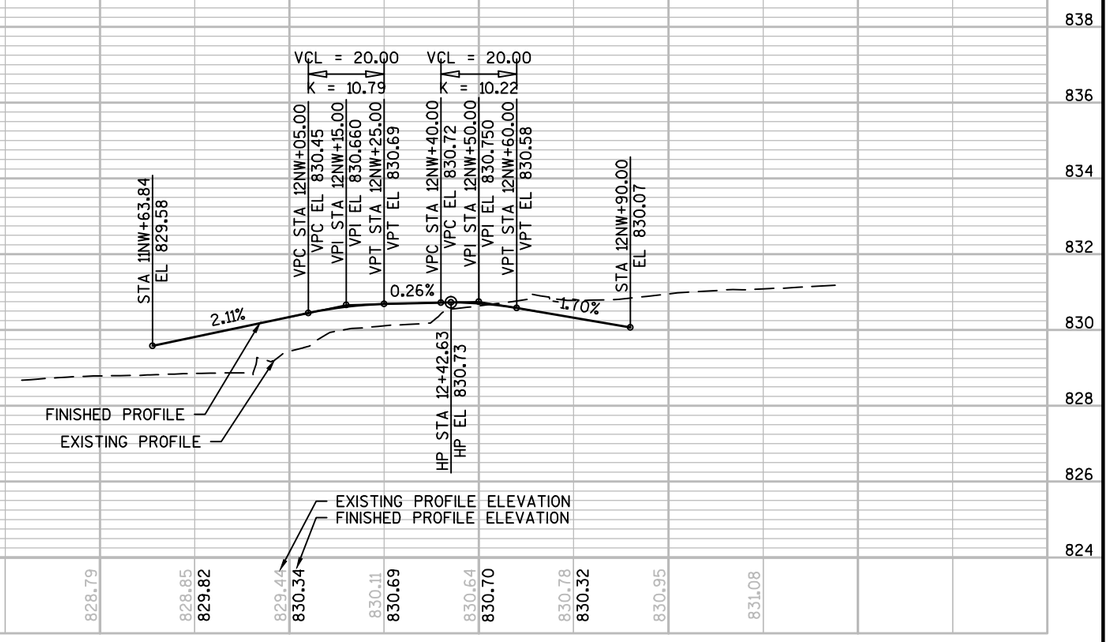
FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\050116_PP-SE CURB.DWG
LAYOUT NAME - 050116_PP
PLOT DATE : 8/25/2016 2:05 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 44



SW CURB



NW CURB



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN AND PROFILE: SW & NW CURB PROFILES	SHEET 247	E

THE MANOR CONDOMINIUM ASSOCIATION AND UNIT OWNERS

W WEILAND LN

SLOPE INTERCEPT (TYP.)

WE ENERGIES ELECTRIC (TYP.)

TLE (TYP.)

EXIST R/W (TYP.)

AT&T WISCONSIN (TYP.)

CITY OF APPLETON WATER (TYP.)

WE ENERGIES GAS (TYP.)

1+00M

2+00M

3+00M

4+00M

5+00M

℄ MASON ST

MASON ST

℄ EB CTH 00

MATCHLINE STA. 5+25 M

WEILAND LN

W SERVICE RD

SCHULZ JORGENSEN BUILDING, LLC

CITY OF APPLETON STORM SEWER (TYP.)

CITY OF APPLETON SANITARY (TYP.)

CTH 00 (NORTHLAND AVE)

CITY OF APPLETON SIGNALS (TYP.)

5

5

N

MICHAEL R. THOMAS AND SHARON A. THOMAS

HILLOCK CT

PROPERTY LINE (TYP.)

BM1

MATCHLINE STA. 5+25 M

6+00M

℄ MASON ST

MASON ST

C.E.

ANCHOR BANK

KNOB HILL DR W

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
1	6+27.42'M' 36.54' LT	N. FLANGE BOLT WITH BURY TAG HYDRANT @ SW. QUAD. MASON ST. & HILLOCK CT.	814.96

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN: MASON STREET	SHEET 248	E

N

NORTHLAND MALL ACCESS

WE ENERGIES
ELECTRIC
(OVERHEAD) (TYP.)

EXIST R/W (TYP.)

AT&T WISCONSIN (TYP.)

CTH OO (NORTHLAND AVE)

CITY OF APPLETON
SIGNALS (TYP.)

187+00 188+00 189+00 190+00 191+00 192+00

℄ EB CTH OO

CITY OF APPLETON
STORM SEWER (TYP.)

SLOPE INTERCEPT (TYP.)

CITY OF APPLETON
WATER (TYP.)

WEST SERVICE RD

CITY OF APPLETON
SANITARY (TYP.)

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN: CTH OO & WEST SERVICE RD	SHEET 249 E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\050202_PN-CTHOOINT.DWG
LAYOUT NAME - 050202-PN

PLOT DATE : 7/22/2016 12:12 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

N

NORTHLAND MALL ACCESS

EXIST R/W (TYP.)

WE ENERGIES
ELECTRIC (TYP.)

WE ENERGIES
GAS (TYP.)

WE ENERGIES
ELECTRIC
(OVERHEAD) (TYP.)

AT&T WISCONSIN (TYP.)

CAUTION

CTH OO (NORTHLAND AVE)

CITY OF APPLETON
SIGNALS (TYP.)

196+00

197+00

198+00

199+00

200+00

201+00

℄ EB CTH OO

CITY OF APPLETON
STORM SEWER (TYP.)

CITY OF APPLETON
WATER (TYP.)

WEST SERVICE RD

SLOPE INTERCEPT (TYP.)

WEST SERVICE RD

CITY OF APPLETON
SANITARY (TYP.)

BENNETT ST

TLE (TYP.)

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN: CTH OO & BENNETT ST	SHEET 250	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\050202_PN-CTHOOINT.DWG
LAYOUT NAME - 050203-PN

PLOT DATE : 7/22/2016 12:13 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

Standard Detail Drawing List

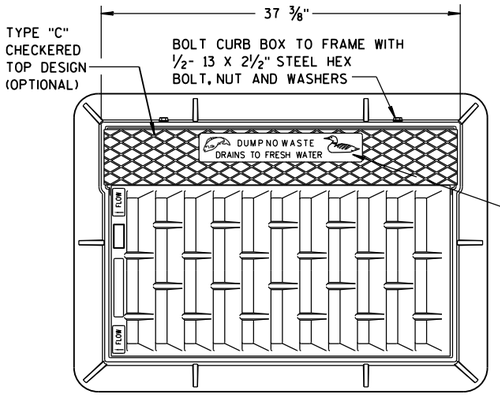
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-01	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-17A	CURB RAMPS TYPES 1 AND 1-A
08D05-17B	CURB RAMPS TYPES 2 AND 3
08D05-17C	CURB RAMPS TYPES 4A AND 4A1
08D05-17D	CURB RAMPS TYPE 4B AND 4B1
08D05-17E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-09	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14E	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E08-08D	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-08E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F09-04	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)
09H09-01	COMMUNICATION VAULT
11B02-02	CONCRETE MEDIAN NOSE
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C18-03A	CONCRETE PAVEMENT JOINTING
13C18-03B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-03C	CONCRETE PAVEMENT JOINT TIES
13C18-03D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-03E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
14A02-01	TREE PLANTING DETAIL
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-13B	PAVEMENT MARKING WORDS
15C07-13C	PAVEMENT MARKING ARROWS
15C07-13D	ROUNDABOUT ARROWS
15C07-13E	PAVEMENT MARKING FOR BIKE LANES
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C15-05	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C18-03	MEDIAN ISLAND MARKING
15C19-04A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-04B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-04C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C23-04	30" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C24-04	36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15C29-03E	PAVEMENT MARKING FOR BIKE LANES
15C29-04A	BICYCLE LANE MARKING
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-04	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-03A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-03B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

6

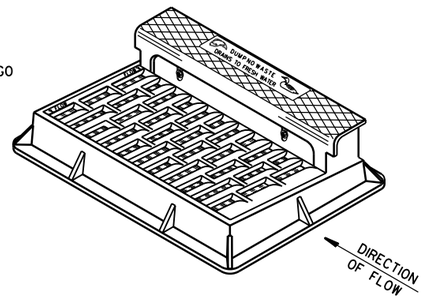
Standard Detail Drawing List

15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-01B	ATTACHMENT OF SIGNS TO POSTS

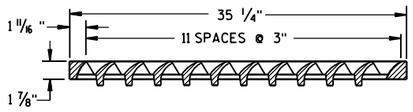
6

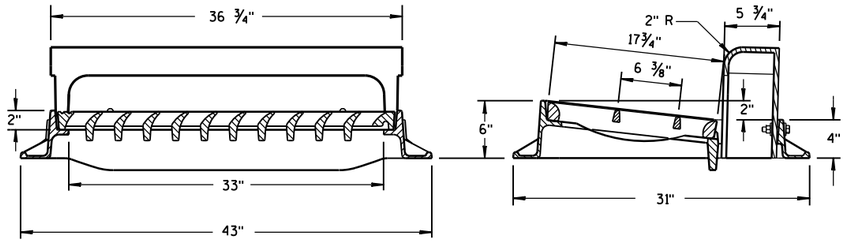


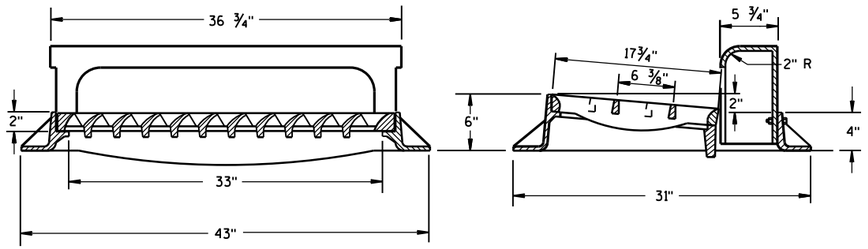
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

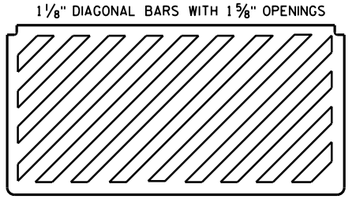






TYPE "H"

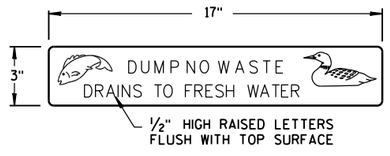
NOTE: EITHER CASTING IS ACCEPTABLE



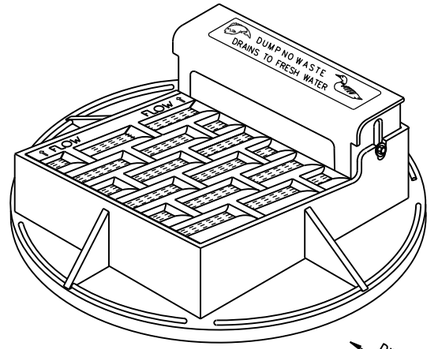
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

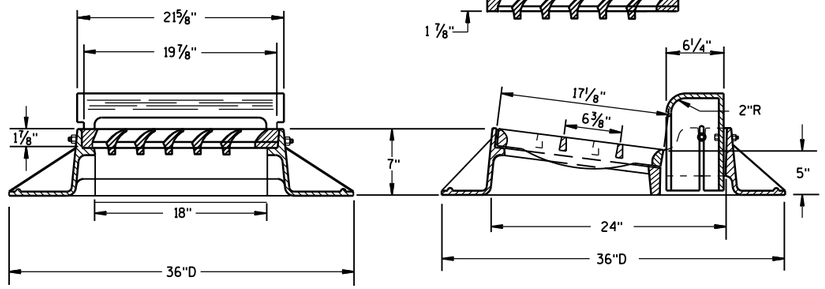


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



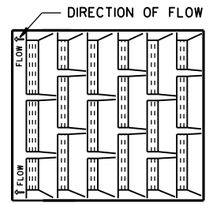
TYPE "A"

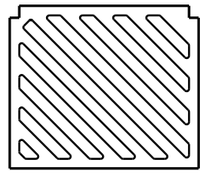
GENERAL NOTES

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

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

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

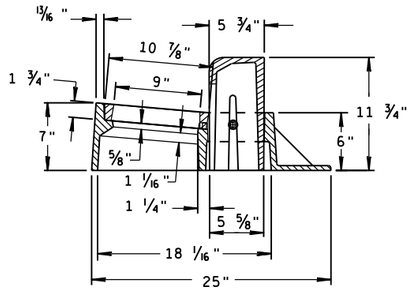


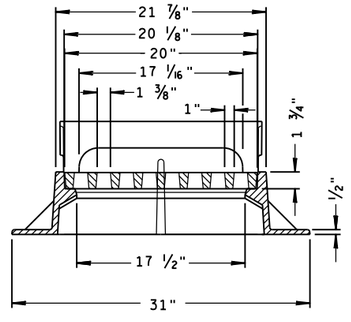


SPECIAL GRATE FOR TYPE "A" COVER

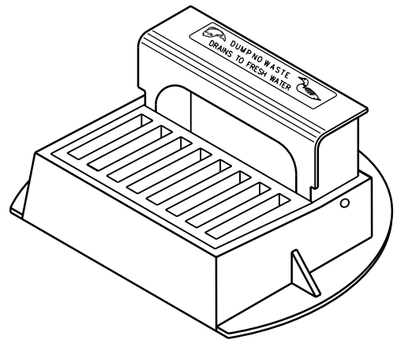
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"

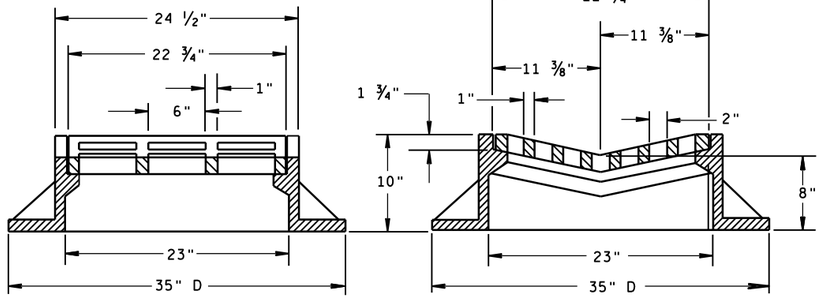


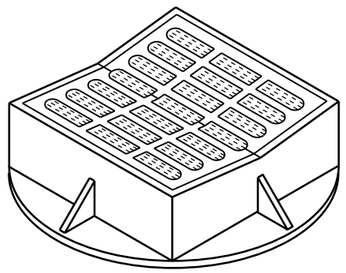
INLET COVERS TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

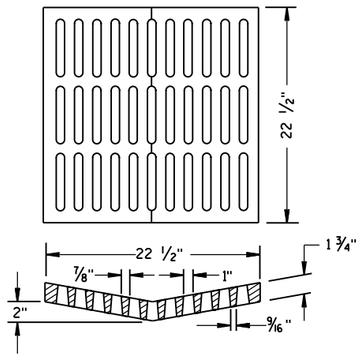
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

S.D.D. 8 A 5-19a



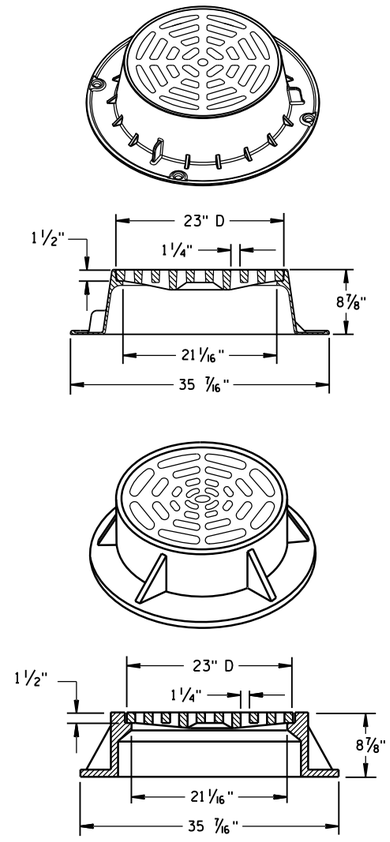


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

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



TYPE "C"

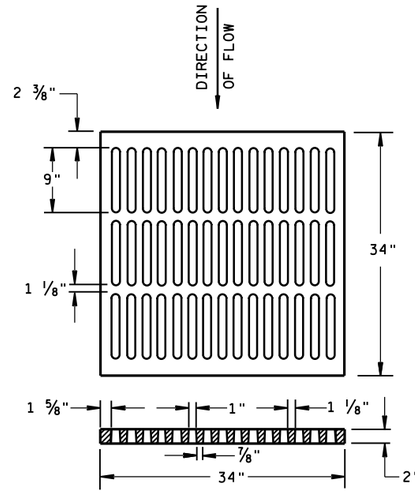
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

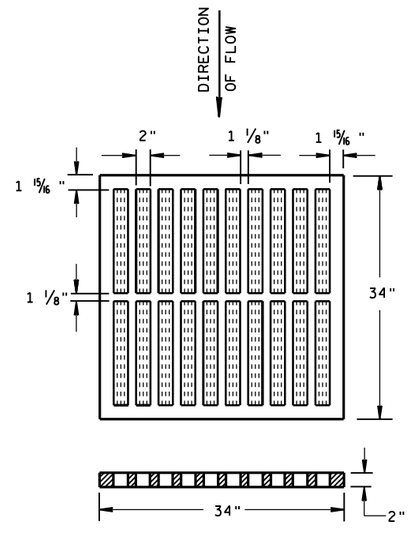
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



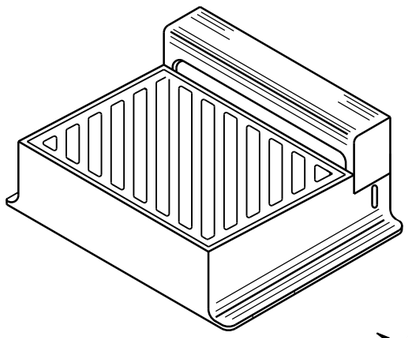
ALTERNATIVE TYPE "MS"

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

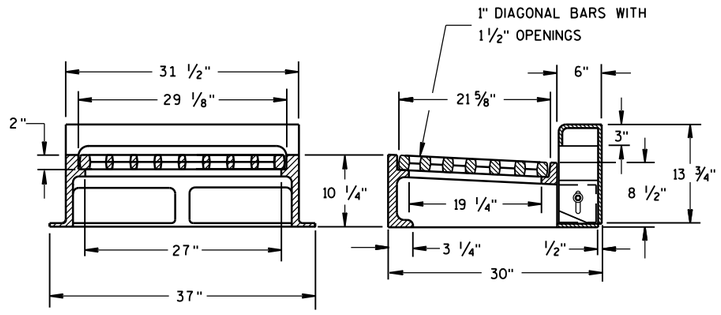


TYPE "MS"

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



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

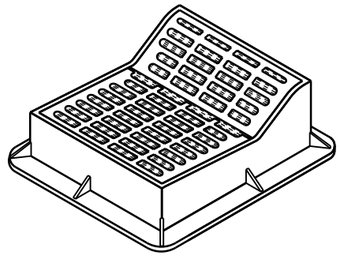
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

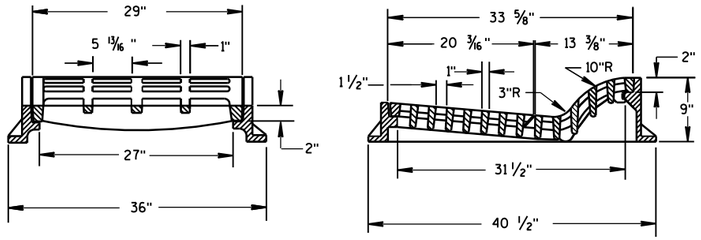
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

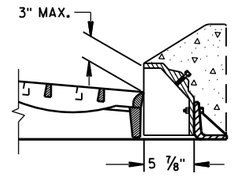
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

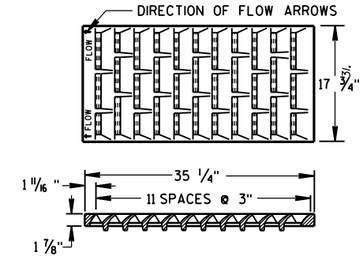
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

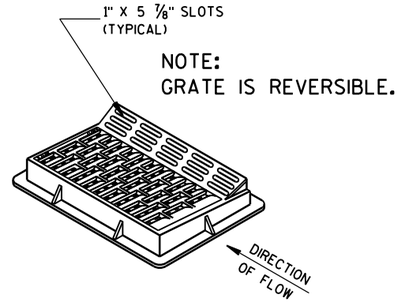
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

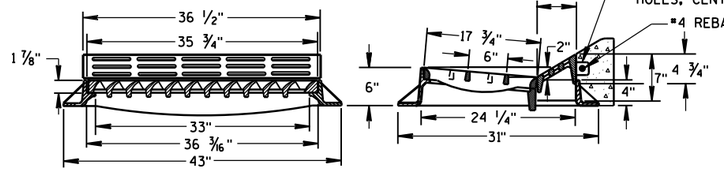
GENERAL NOTES

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

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



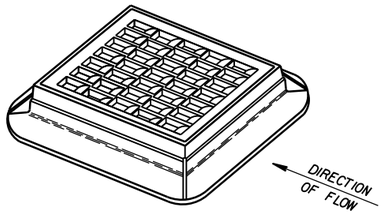


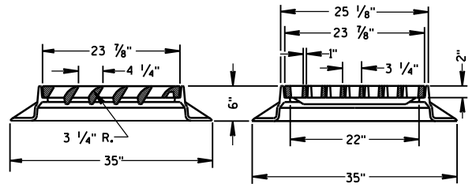


TYPE "HM"

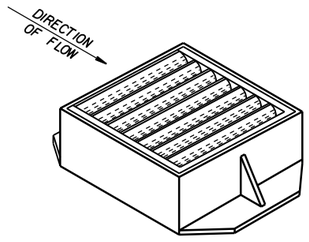
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

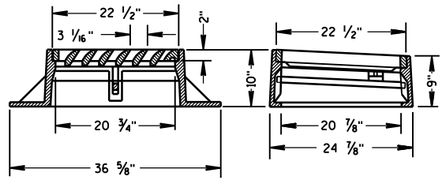
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



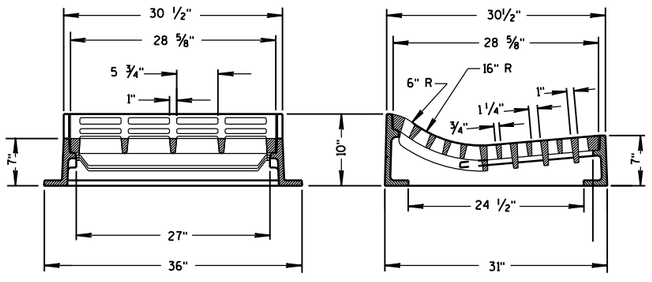


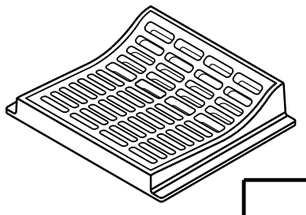
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

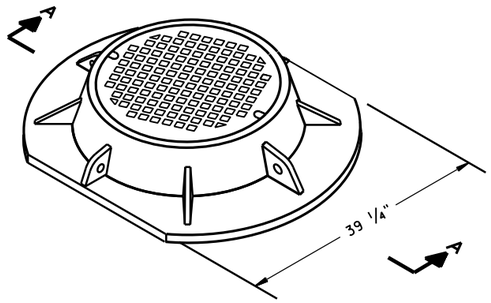
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

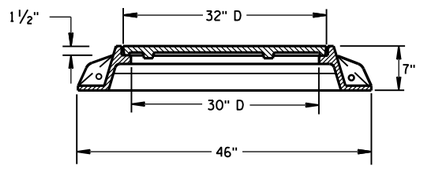
APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

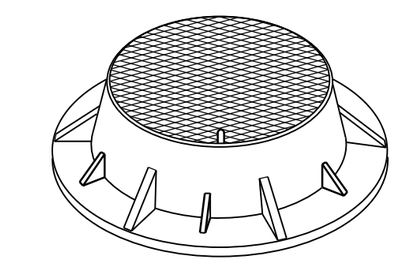
FHWA

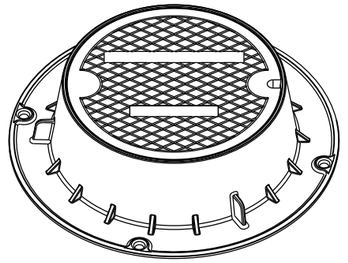
6
S.D.D. 8 A 5-19c

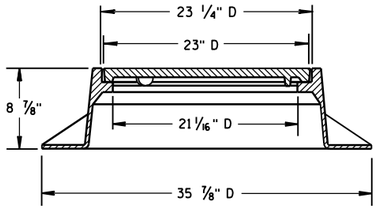


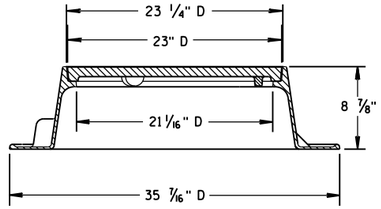


SECTION A-A
TYPE "K"









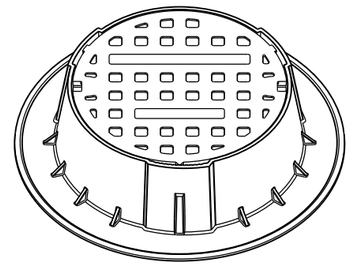
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

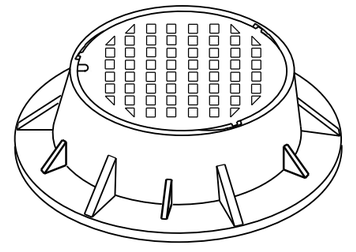
GENERAL NOTES

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

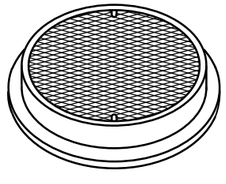
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

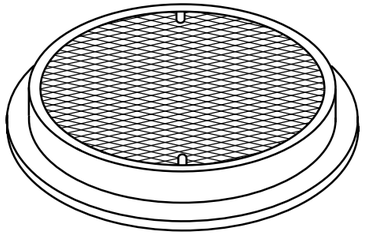
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

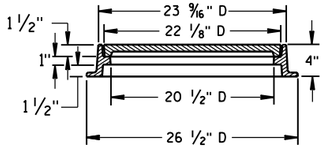




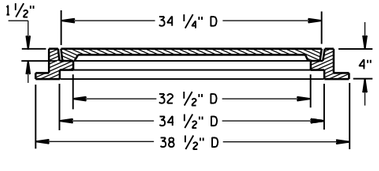
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



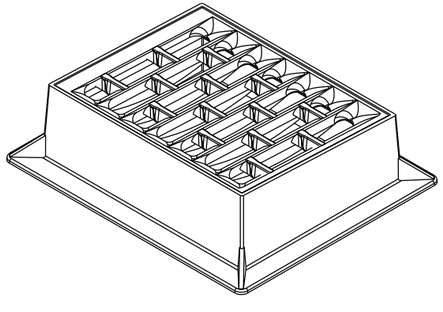


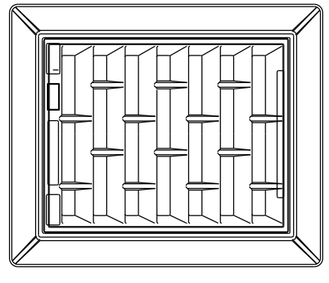


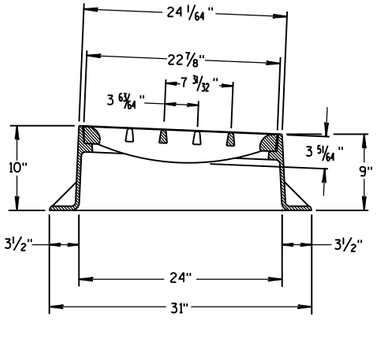
TYPE "L"

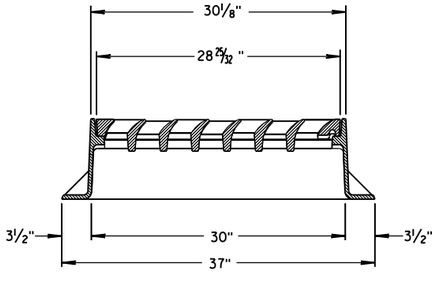


TYPE "M"









INLET COVER TYPE "BW"

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

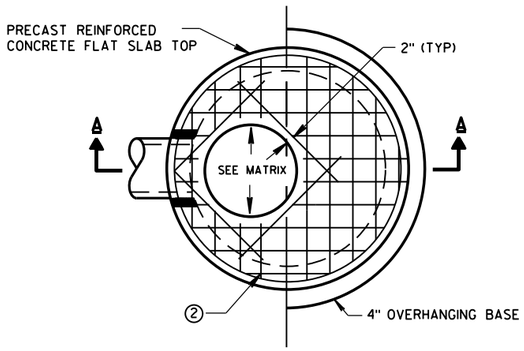
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

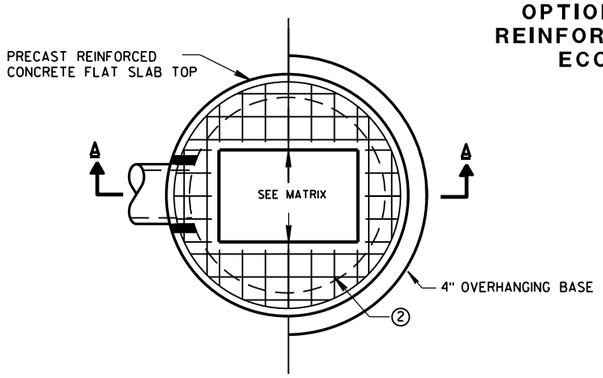
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

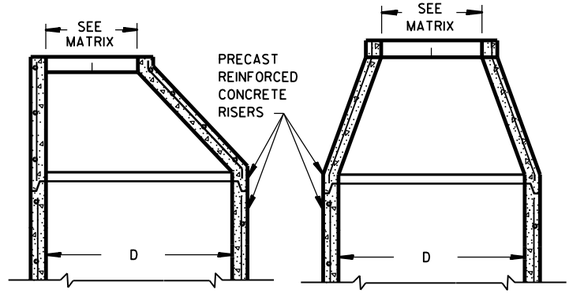
S.D.D. 8 A 5-19d



PLAN VIEW CIRCULAR OPENING

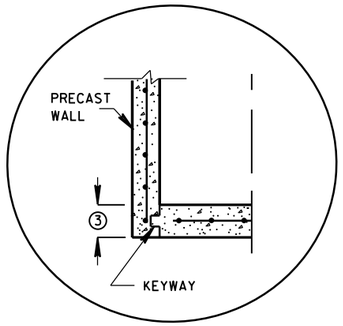


PLAN VIEW RECTANGULAR OPENING

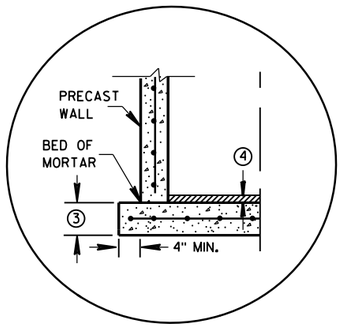


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

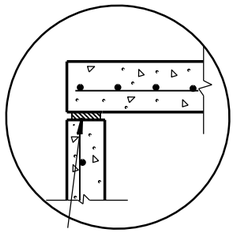


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



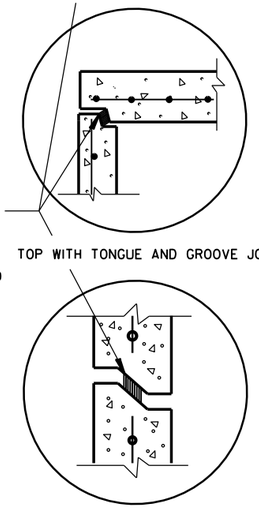
SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



TOP WITH PLAIN END JOINT

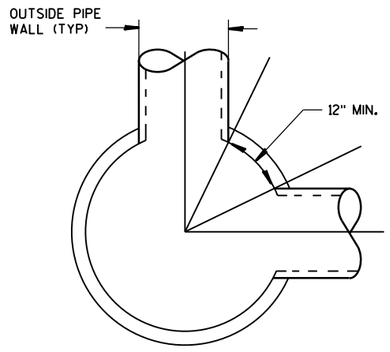
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



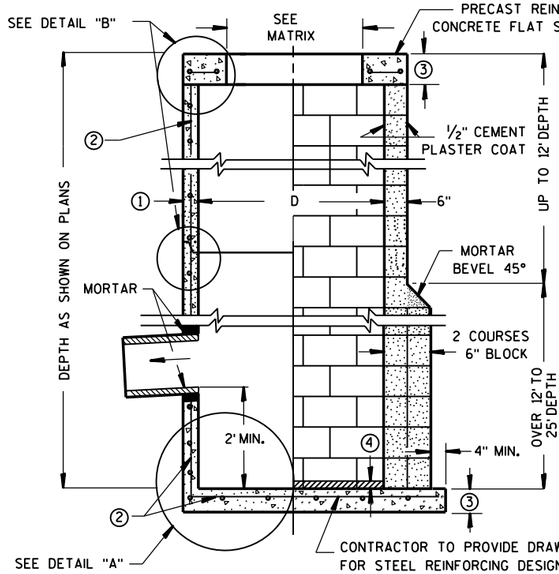
TOP WITH TONGUE AND GROOVE JOINT

RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



DETAIL "C"



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

SECTION A-A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF 1/2 INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

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

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

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

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

④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

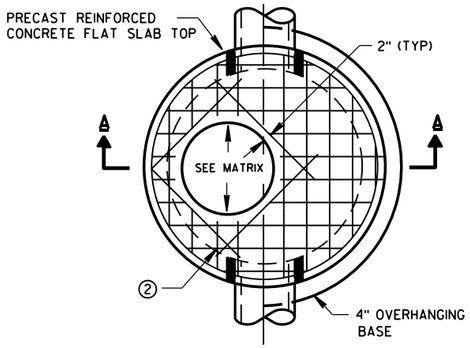
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

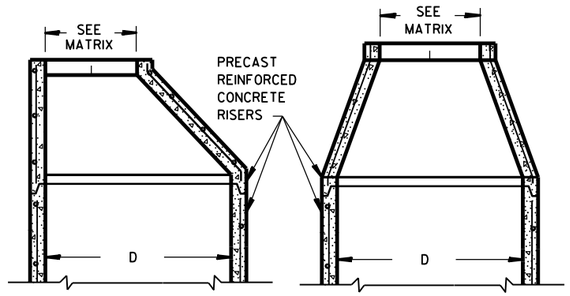
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 A 8-1

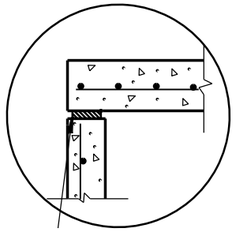


PLAN VIEW CIRCULAR OPENING

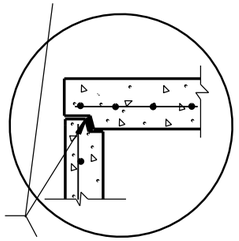


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

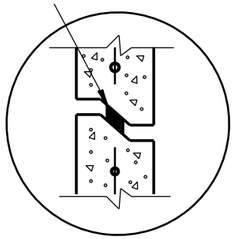


TOP WITH PLAIN END JOINT



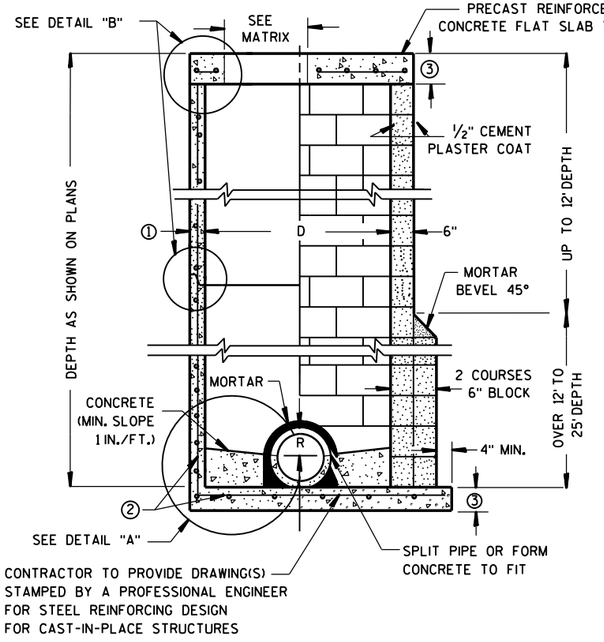
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



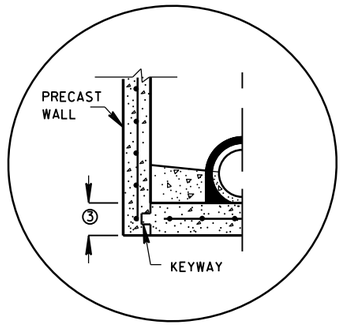
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

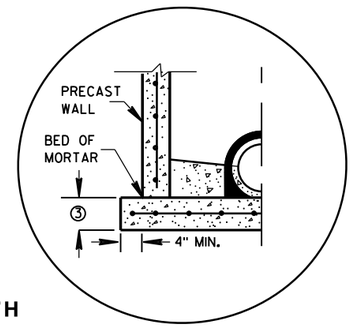


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

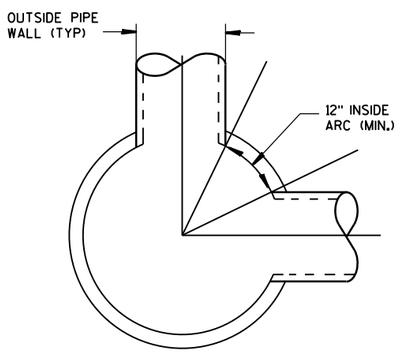


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

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

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

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

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

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

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

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

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

STATE OF WISCONSIN
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6/5/2012 — DATE
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FHWA

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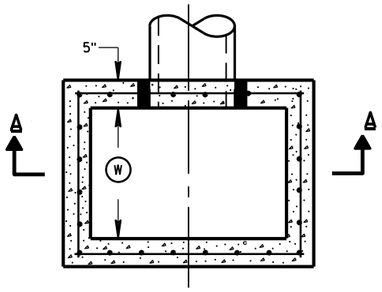
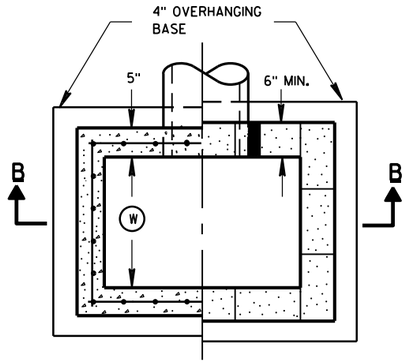
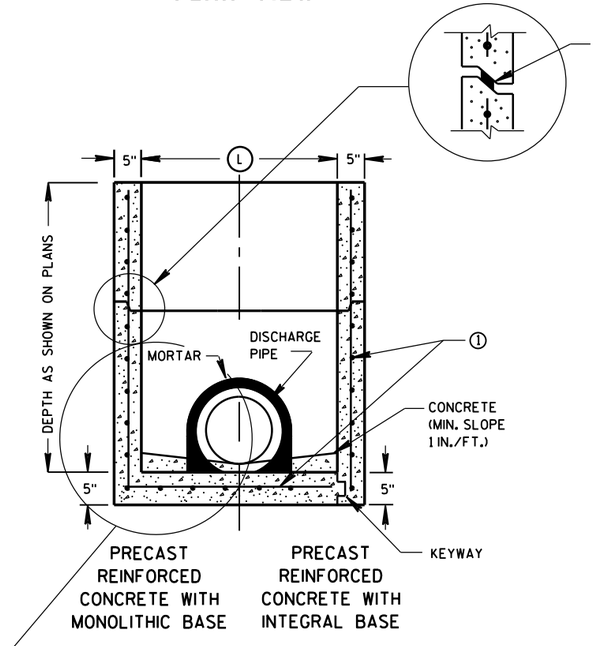
S.D.D. 8 B 9-1



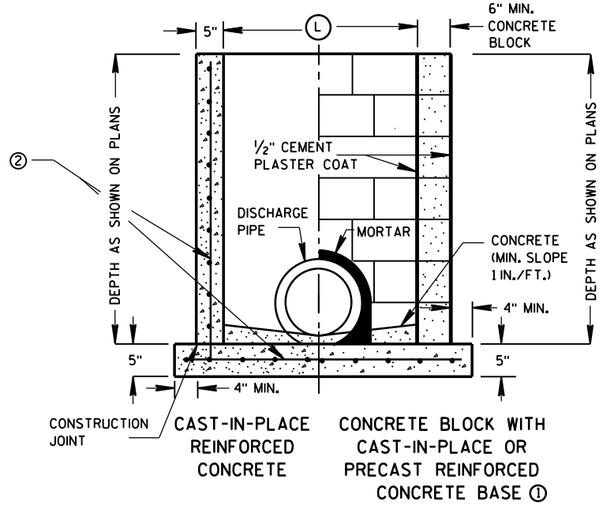
PLAN VIEW



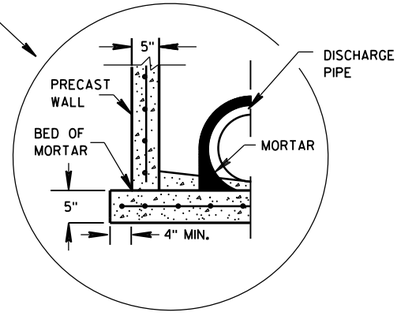
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

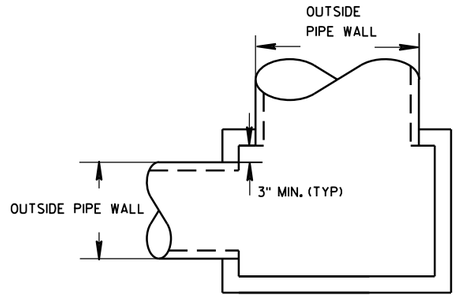
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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6/5/2012
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DE ENGINEER

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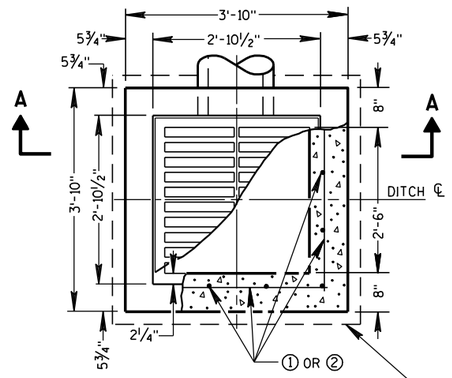
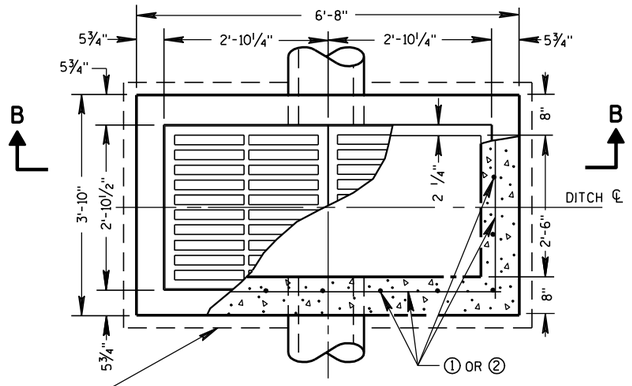
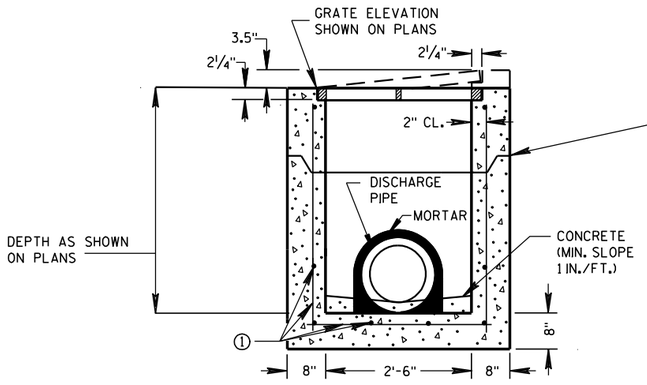


PLAN VIEW

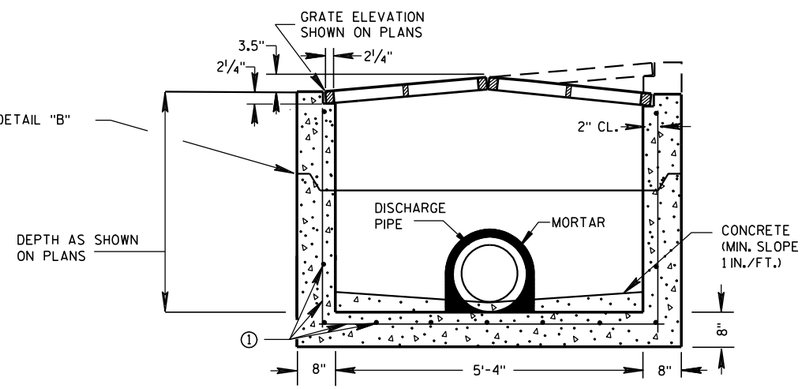


PLAN VIEW

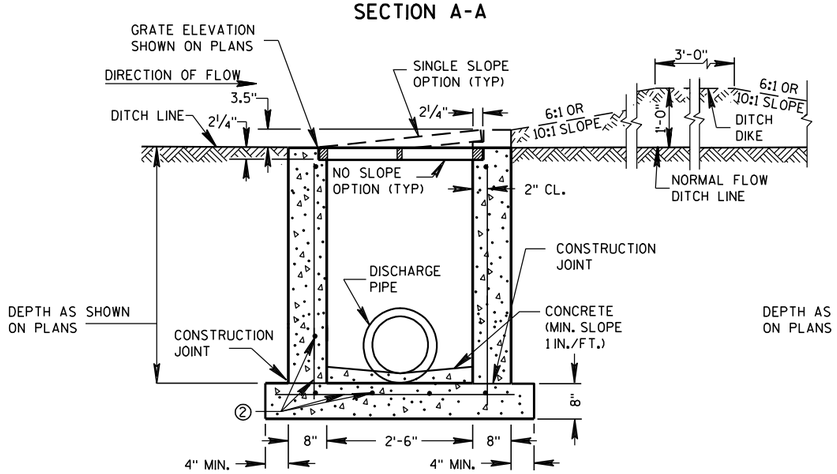
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



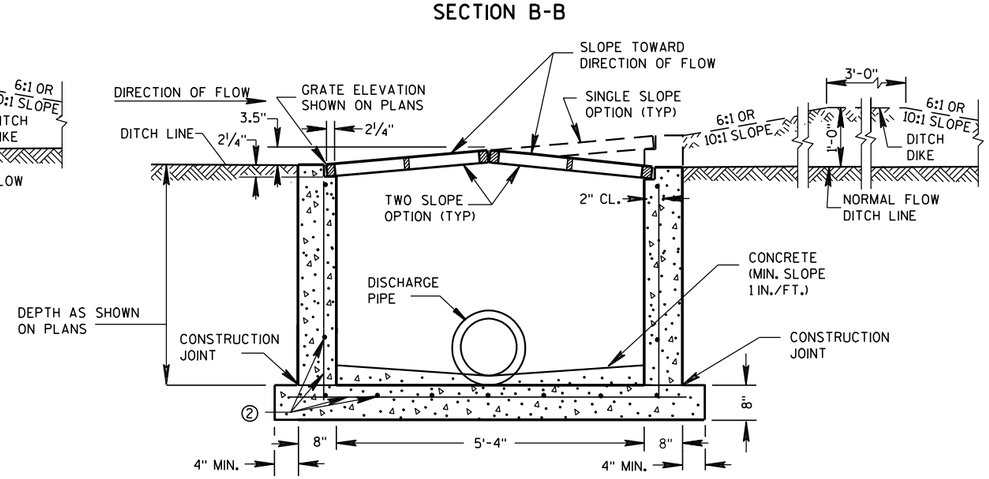
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

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

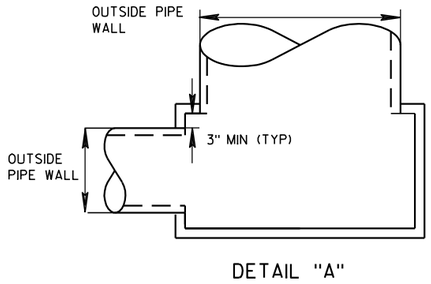
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

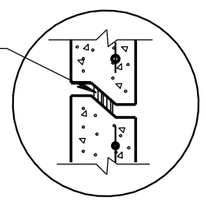
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

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



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

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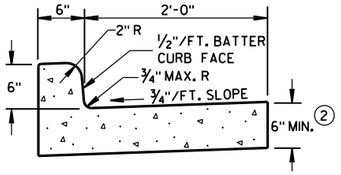
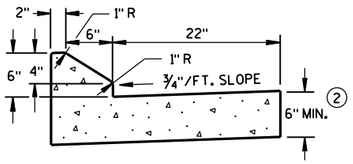
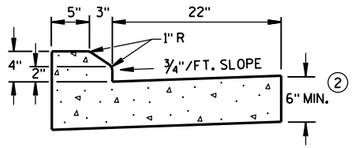
S.D.D. 8 C 8-1



TYPES A & D ①

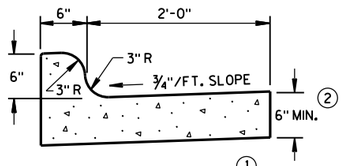


6" SLOPED CURB TYPES G & J ①

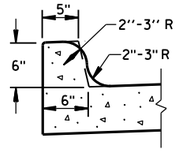


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

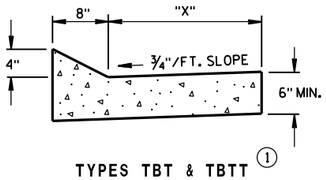


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

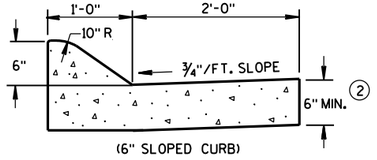
CONCRETE CURB & GUTTER 30"



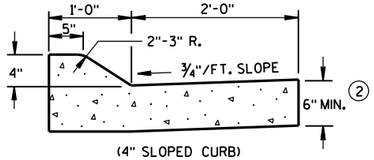
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

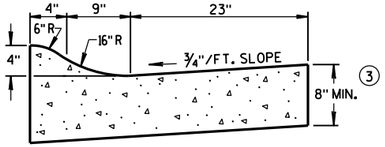


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ④

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

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

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

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

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

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

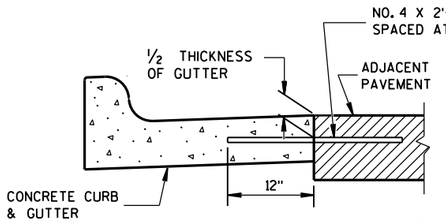
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

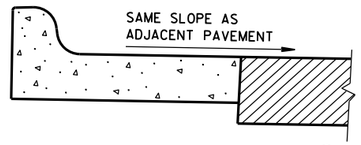
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

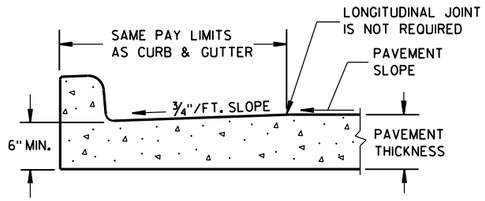
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



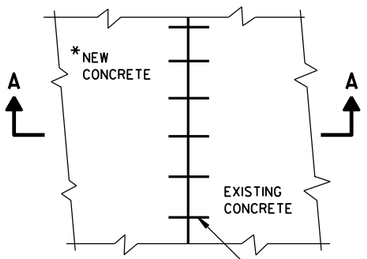
TYPICAL TIE BAR LOCATION ①



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

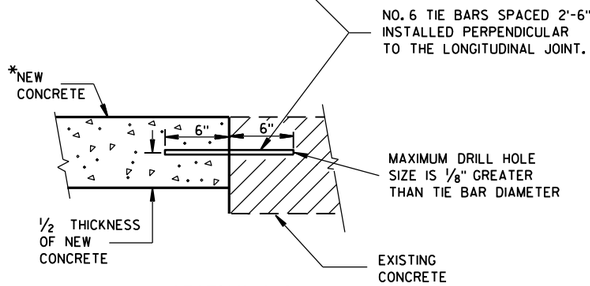


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



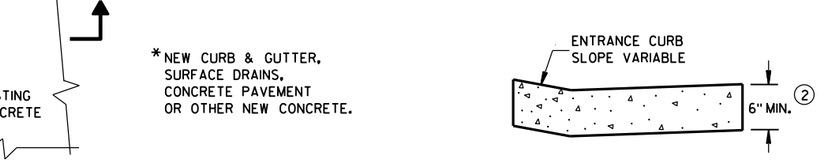
PLAN VIEW

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

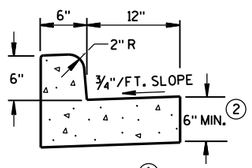


SECTION A-A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

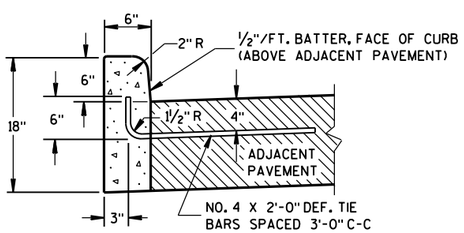


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

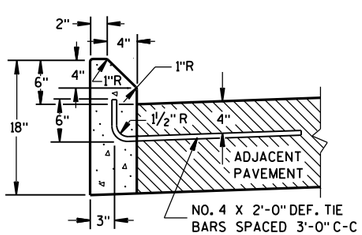


① TYPES A & D

CONCRETE CURB & GUTTER 18"

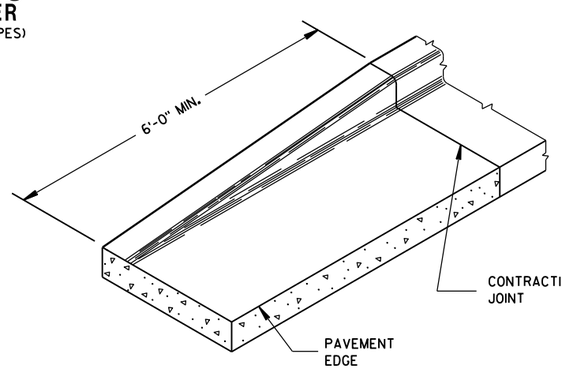


① TYPES A & D



① TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

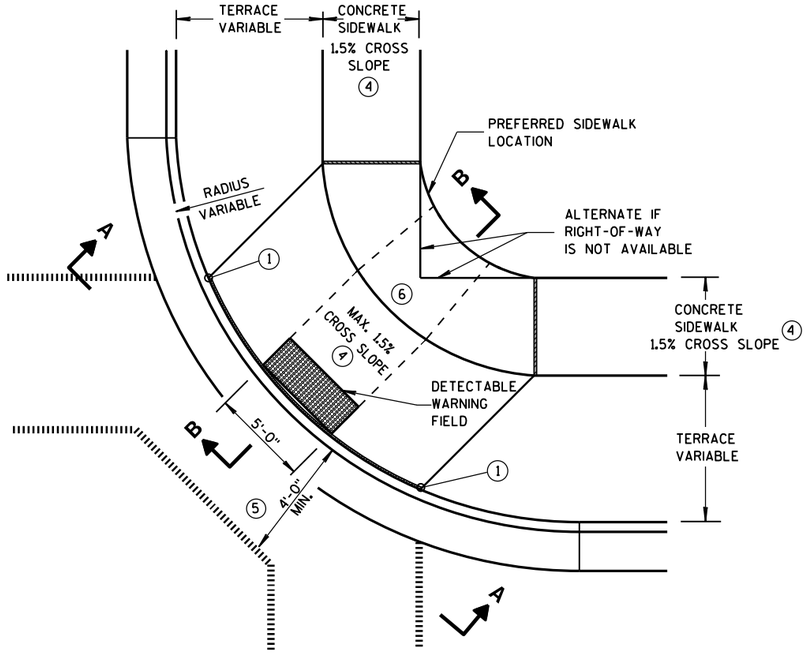
CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

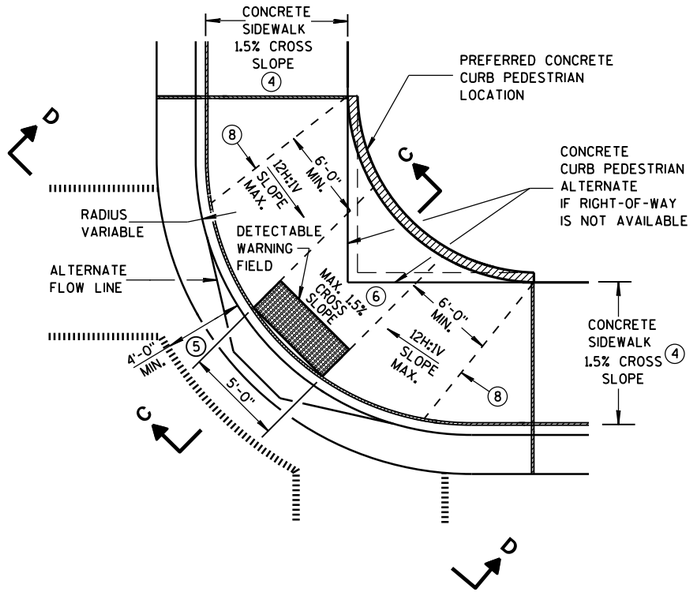
S.D.D. 8 D 1-18



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

GENERAL NOTES

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

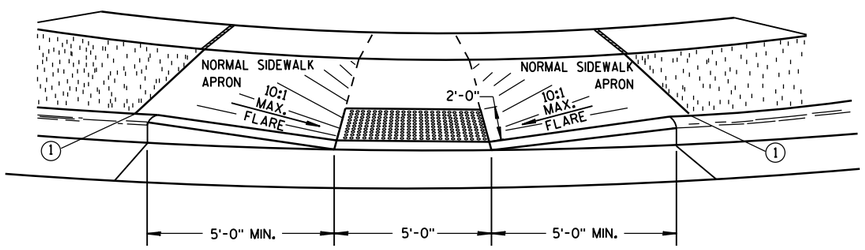
(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

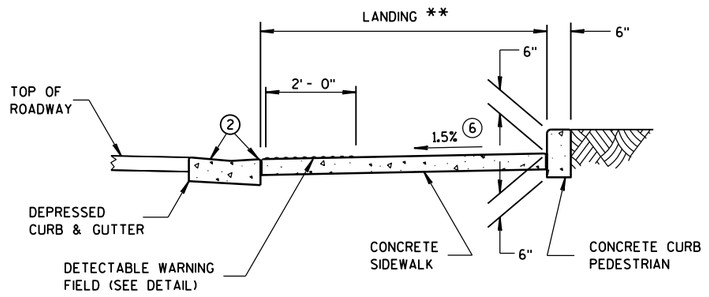
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A-A

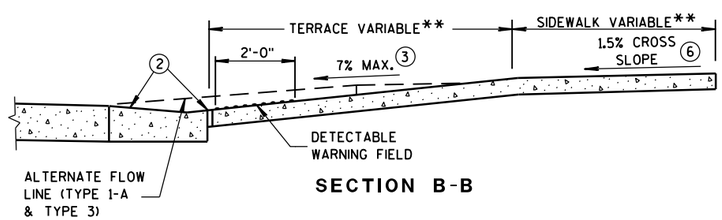
** WIDTH SHOWN ELSEWHERE IN THE PLANS



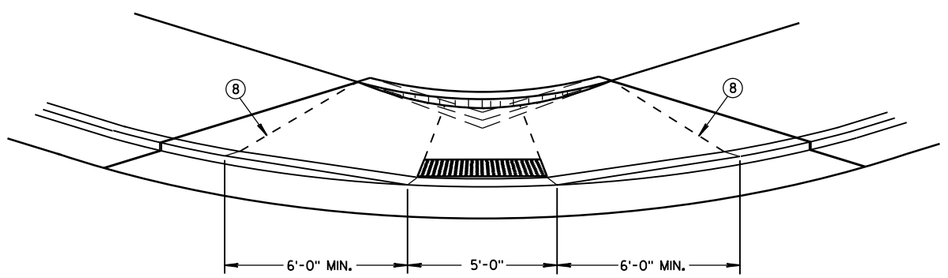
SECTION C-C

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



SECTION B-B



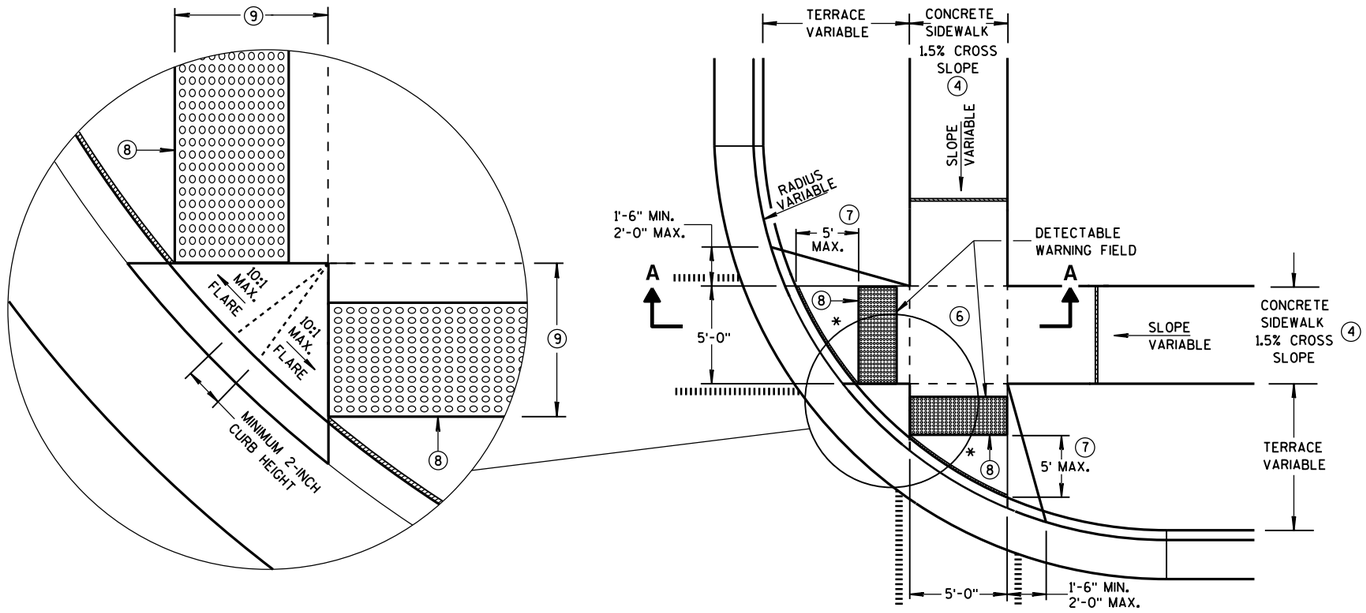
VIEW D-D

CURB RAMPS
TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-17a

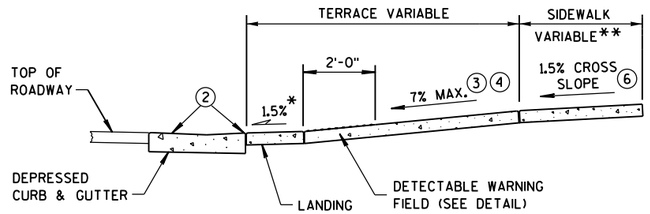


PLAN VIEW

TYPE 2 RAMP

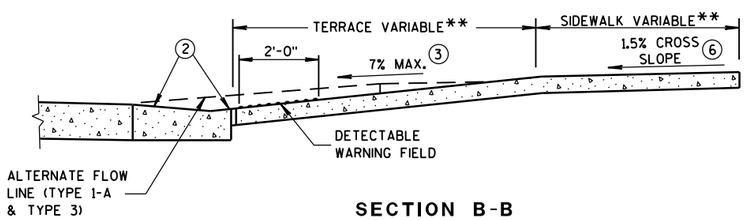
(ON LINE WITH SIDEWALK)

* 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

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 LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(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).

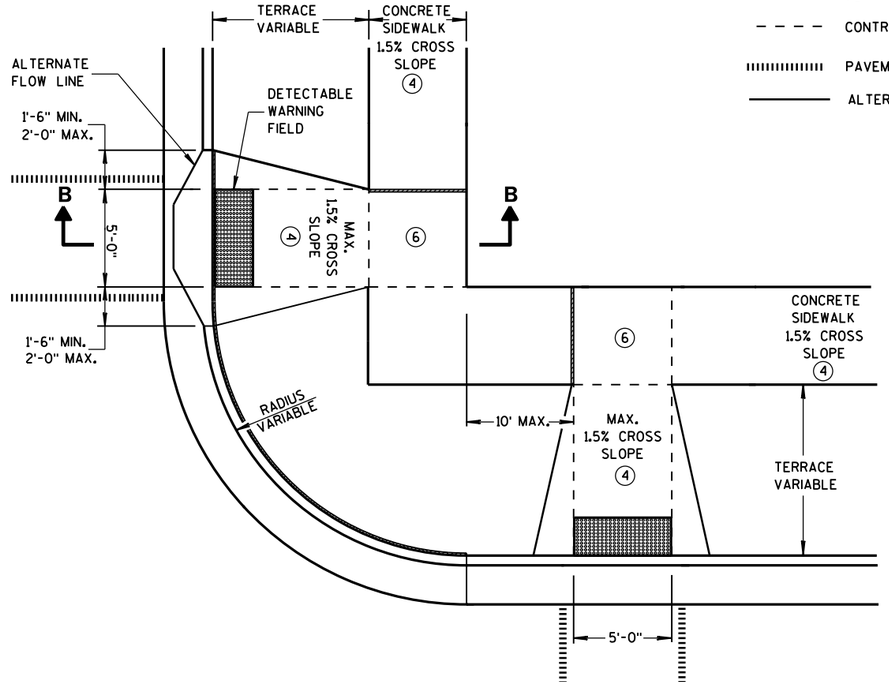
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

(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. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

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



PLAN VIEW

TYPE 3 RAMP

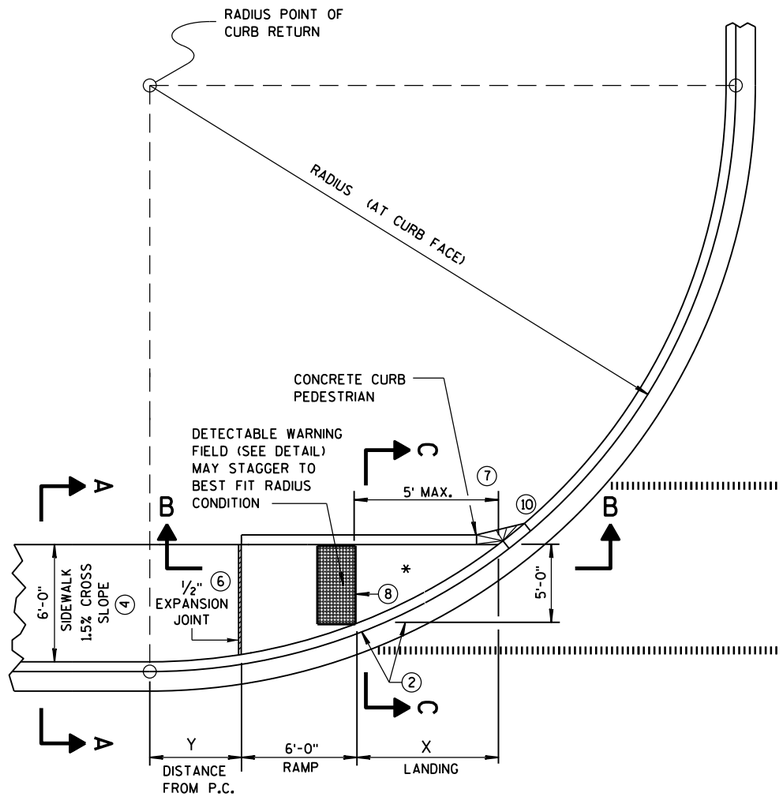
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

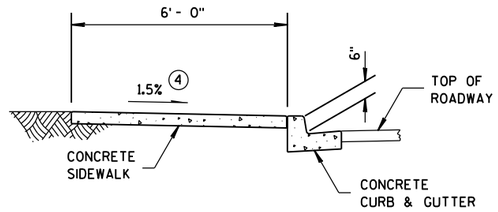
S.D.D. 8 D 5-17b



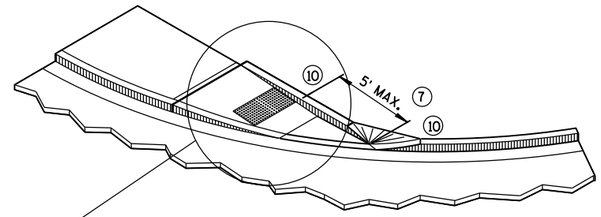
CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	7'-11"	0'-2"
30 FEET	10'-2¾"	1'-7½"
40 FEET	12'-1¼"	2'-10"
50 FEET	13'-8¾"	3'-10¾"
60 FEET	15'-2"	4'-10¼"

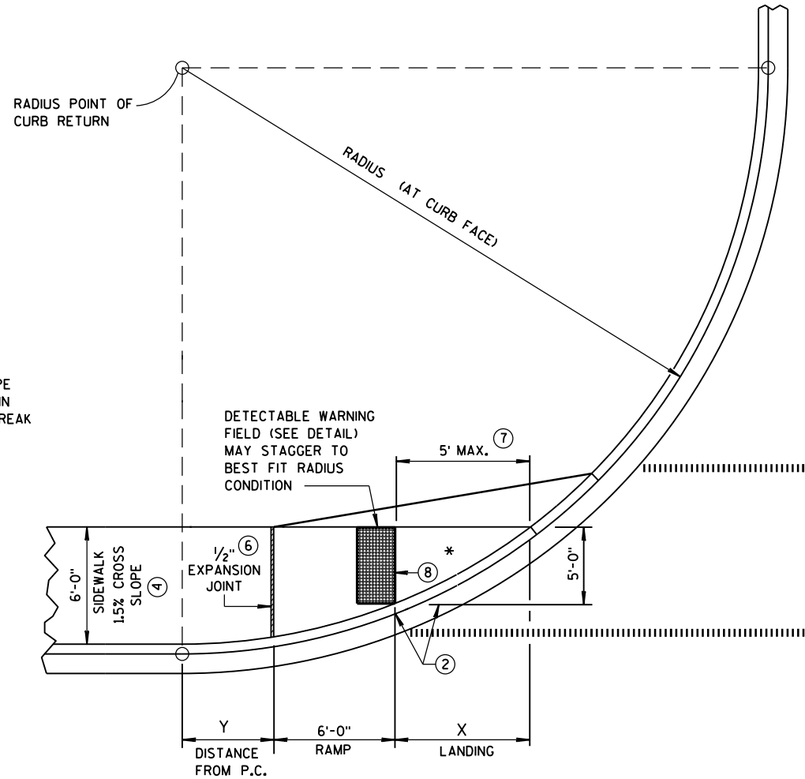
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

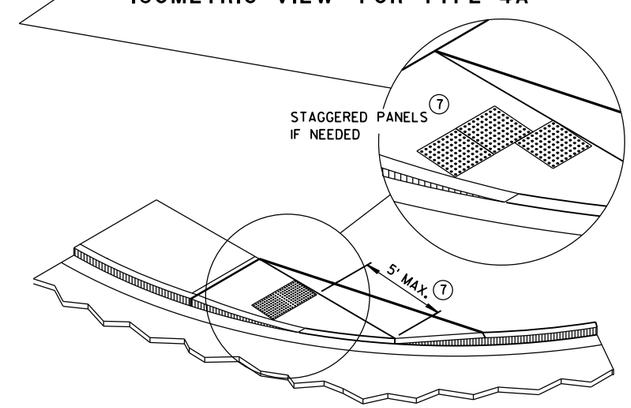


ISOMETRIC VIEW FOR TYPE 4A

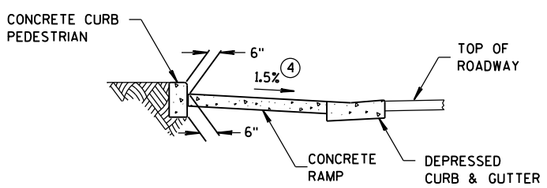


CURB RAMP TYPE 4A1
PLAN VIEW

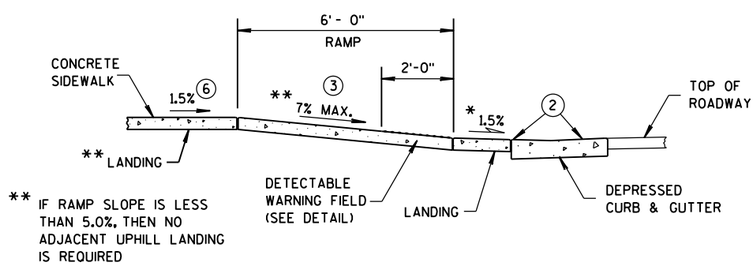
* MAXIMUM 2.0% SLOPE
IN ALL DIRECTIONS IN
FRONT OF GRADE BREAK



ISOMETRIC VIEW FOR TYPE 4A1



SECTION C-C FOR TYPE 4A



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

SECTION B-B FOR TYPE 4A

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(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, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

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

LEGEND

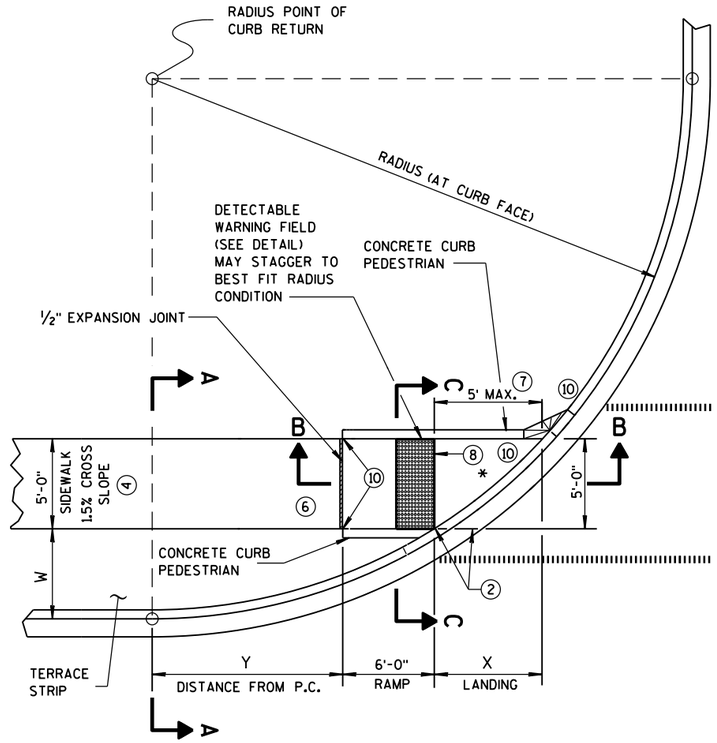
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

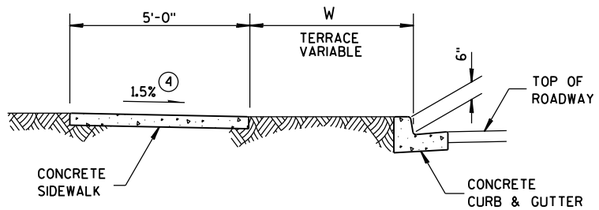
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

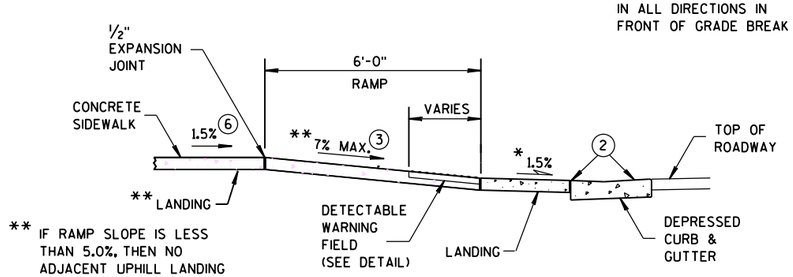
S.D.D. 8 D 5-17c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



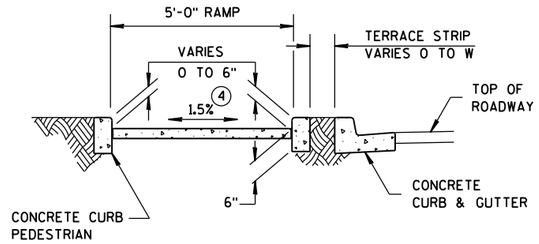
SECTION B-B FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C-C FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-6¾"	3'-3"	8'-6¼"
30 FEET	7'-9¼"	5'-10½"	6'-9½"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"
40 FEET	9'-4"	7'-10"	8'-2¾"	10'-3"	7'-4¾"	12'-3¾"	6'-8½"	14'-1¼"	6'-1¾"	15'-8½"
50 FEET	10'-8"	9'-6½"	9'-5½"	12'-3¼"	8'-6½"	14'-7½"	7'-9¾"	16'-8¼"	7'-2½"	18'-6¼"
60 FEET	11'-10¼"	11'-0¾"	10'-6½"	14'-1¼"	9'-6½"	16'-8½"	8'-9¼"	18'-11¾"	8'-1½"	21'-0½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

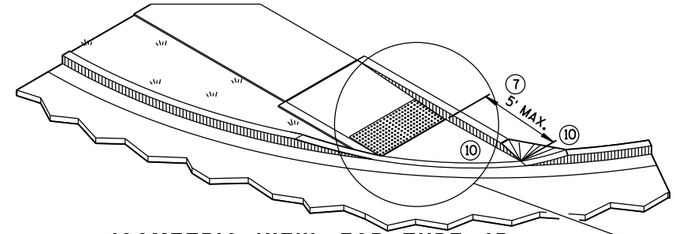
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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).

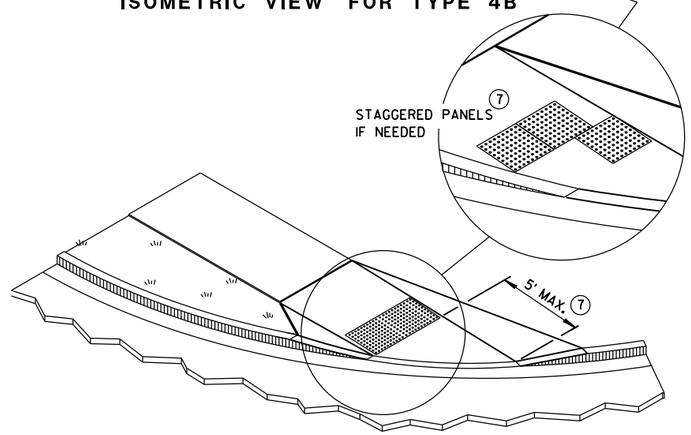
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

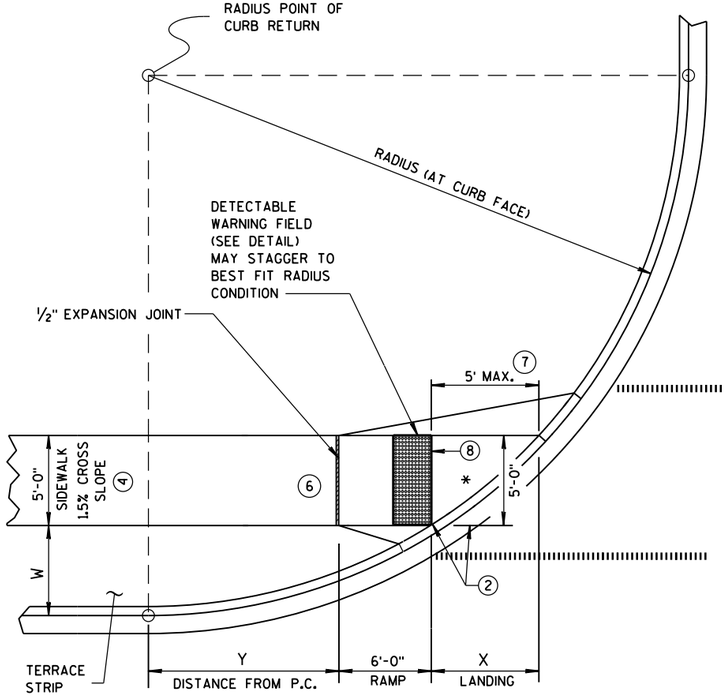
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



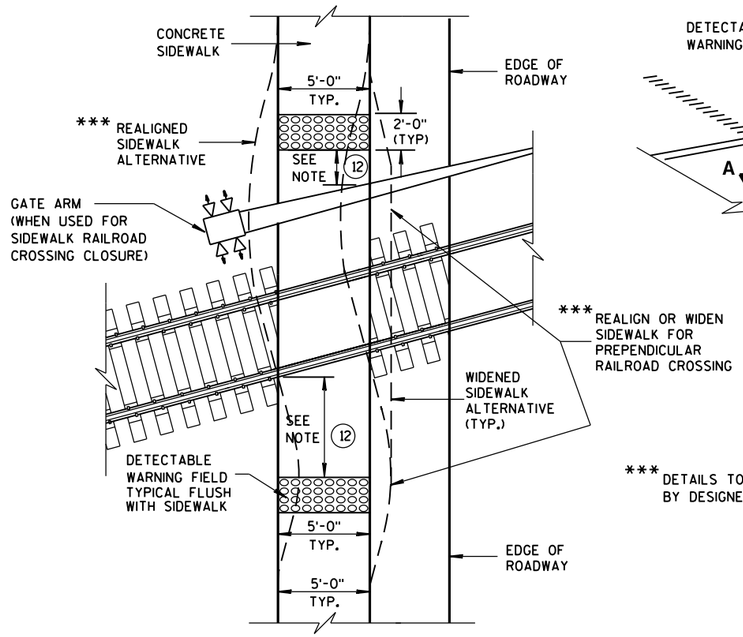
CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

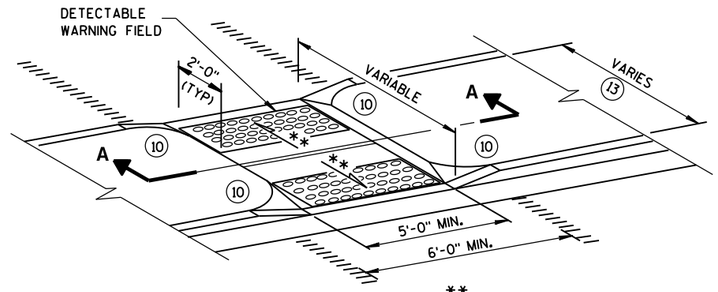
6

S.D.D. 8 D 5-17d



*** DETAILS TO BE DETERMINED BY DESIGNER

TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(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.

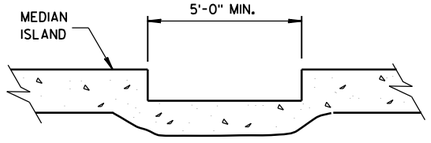
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(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.

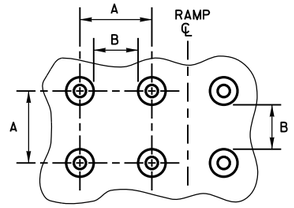
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



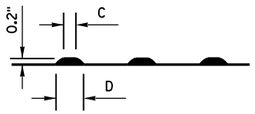
SECTION A-A

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

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

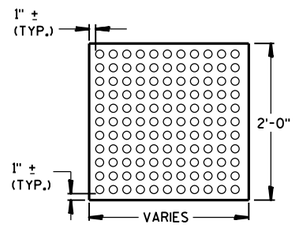


PLAN VIEW

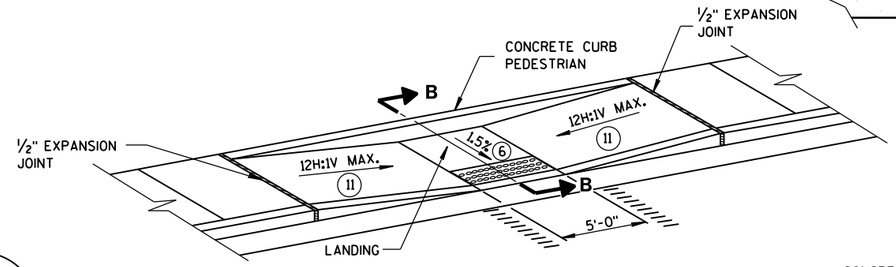


ELEVATION VIEW

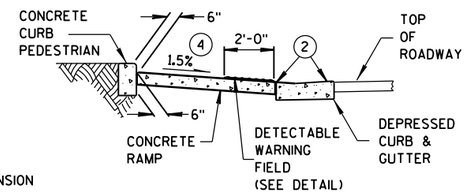
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



PLAN VIEW
DETECTABLE WARNING FIELD (TYPICAL)

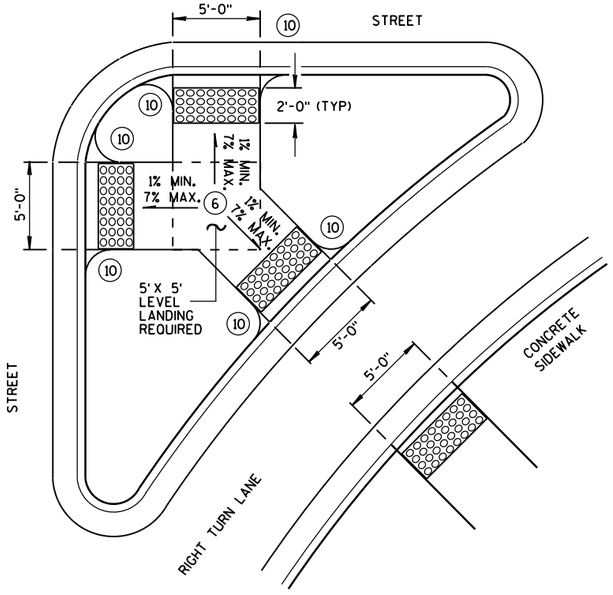


MID-BLOCK CROSSING
TYPE 7A

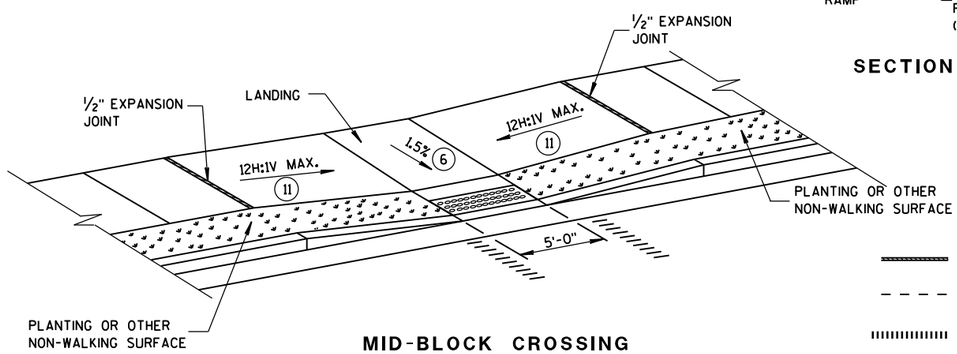


SECTION B-B

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



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

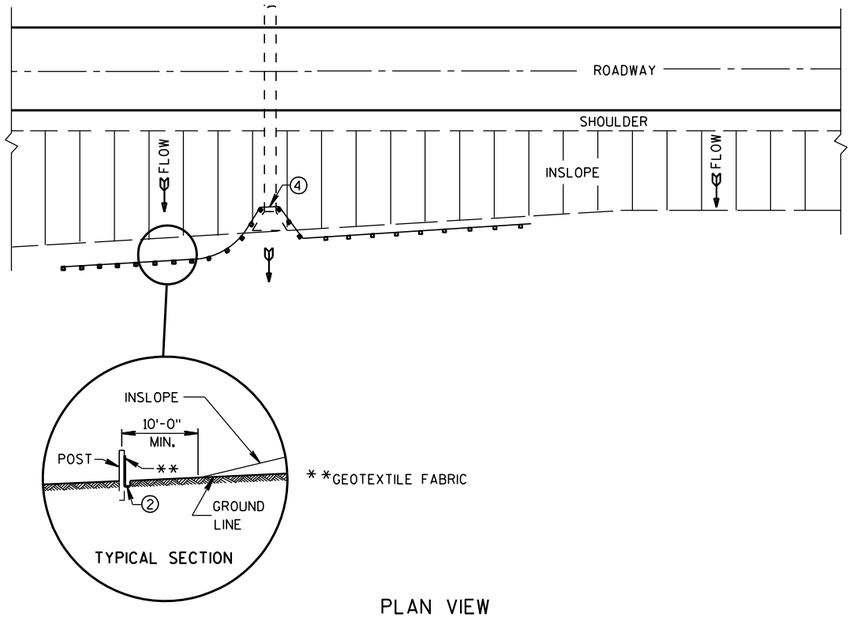
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

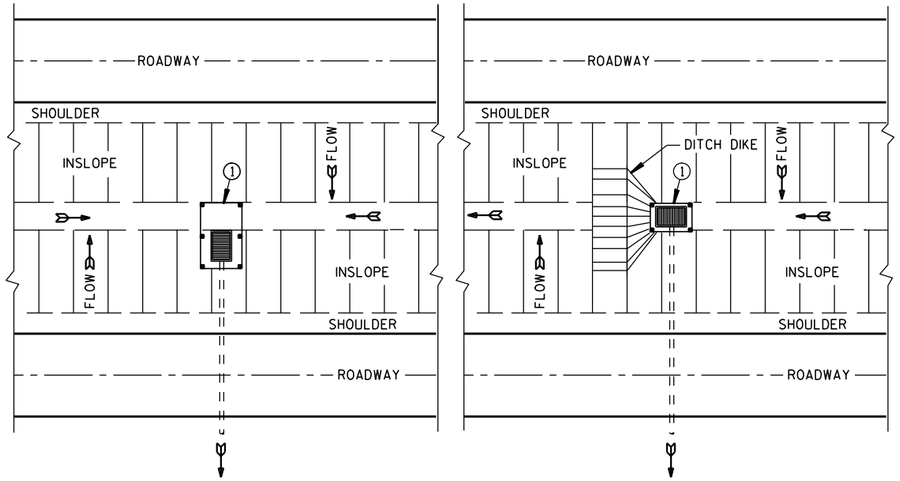
APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 D 5-17e



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



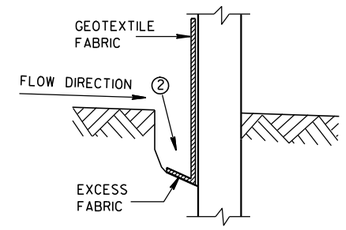
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

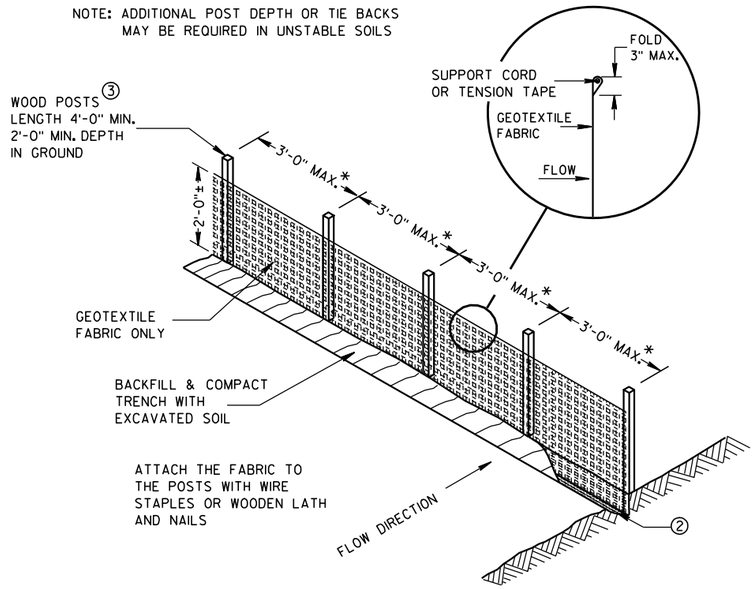
GENERAL NOTES

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

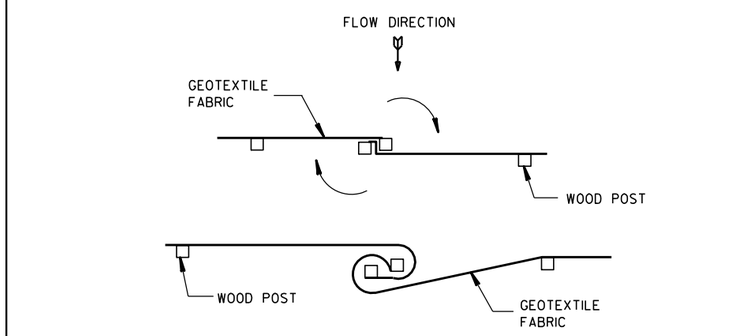
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



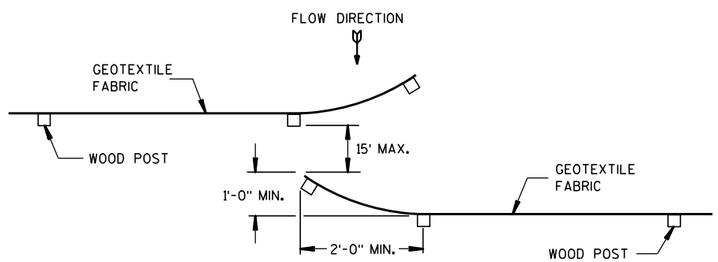
TRENCH DETAIL



SILT FENCE

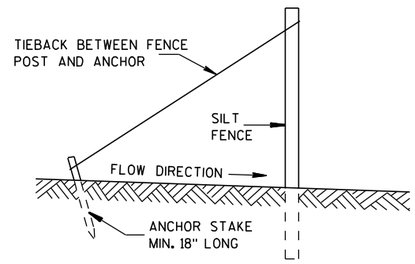


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 9-6

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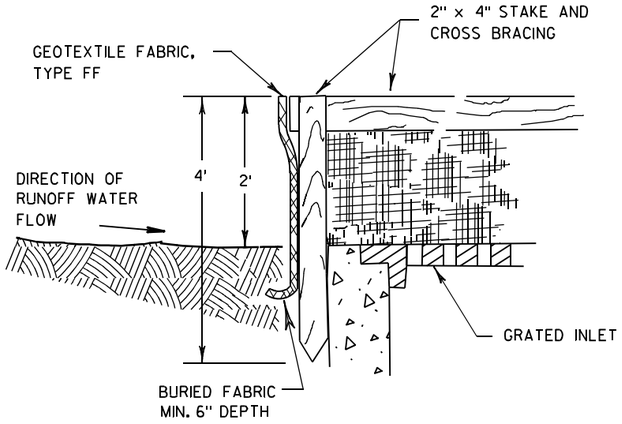
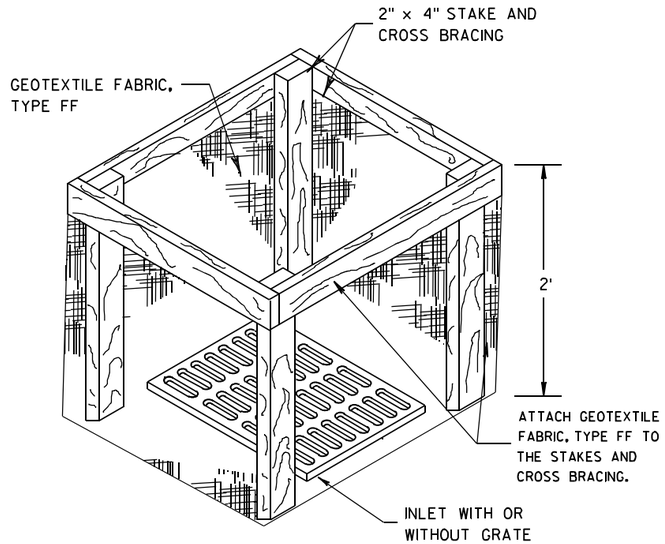
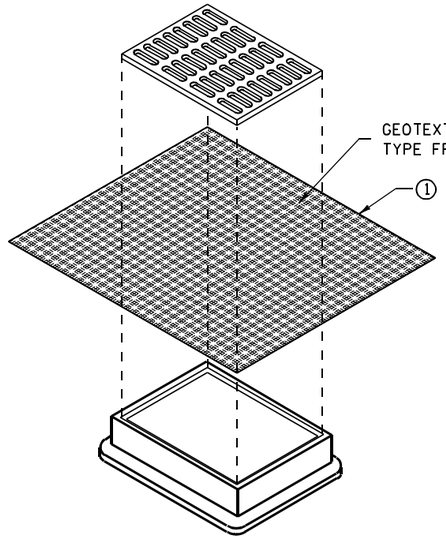
S.D.D. 8 E 9-6



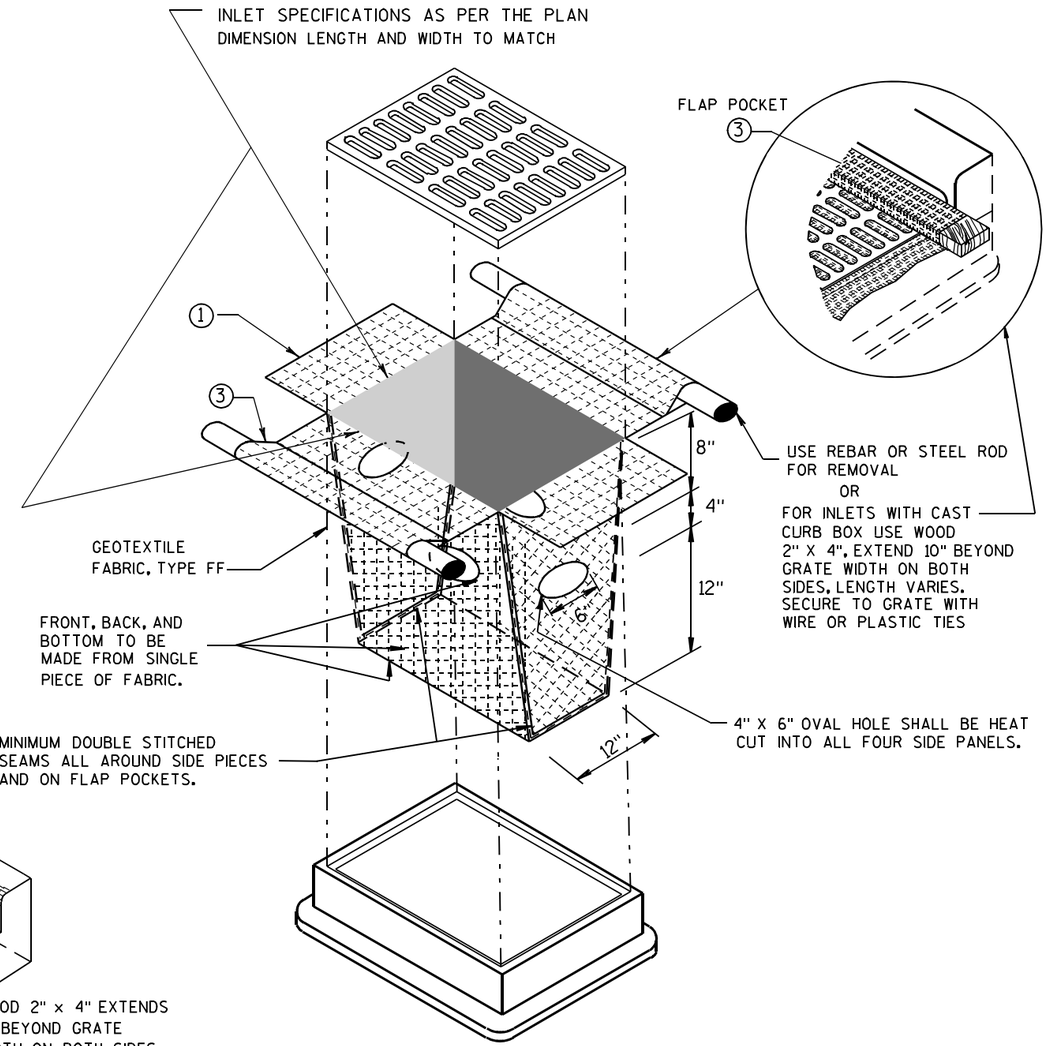


INLET PROTECTION, TYPE A



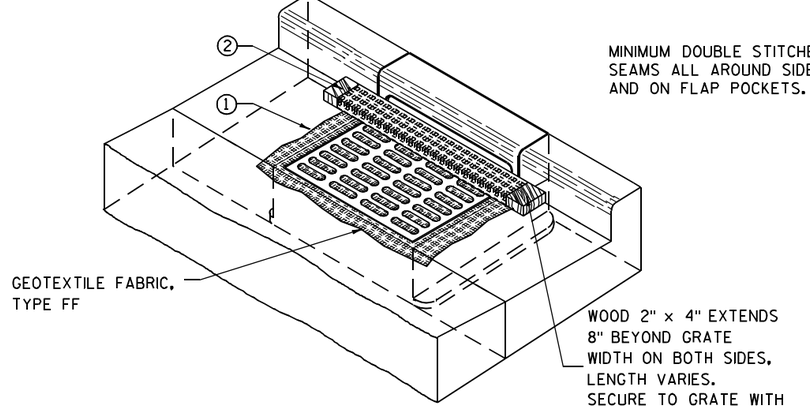
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

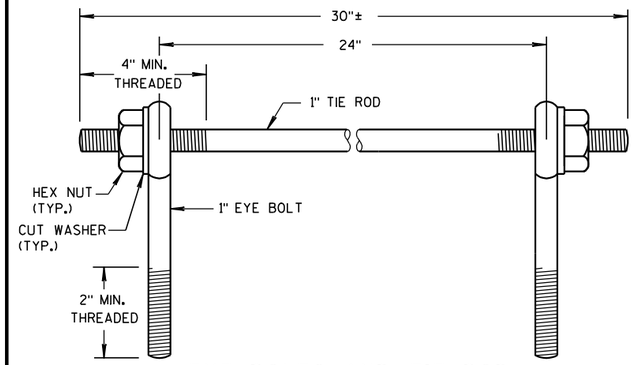
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

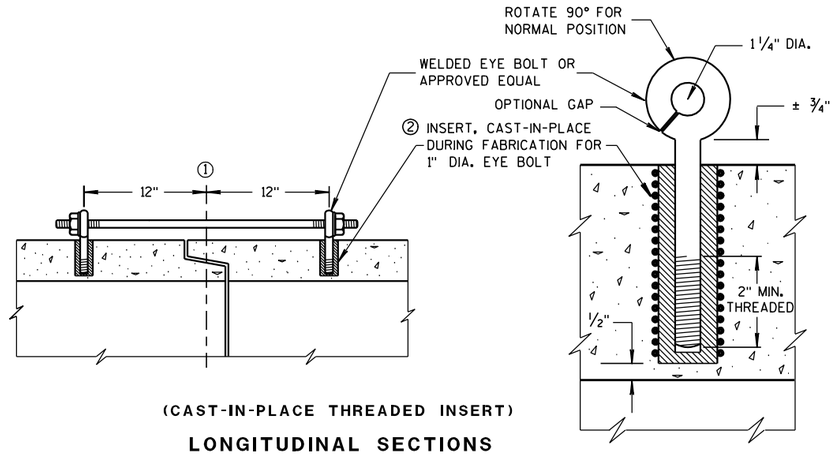
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 E 10-2



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

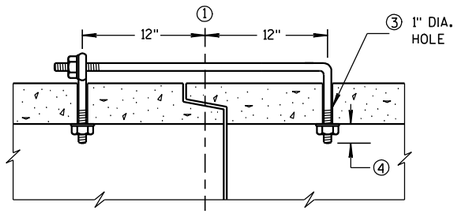
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

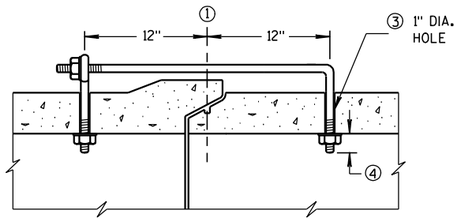
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

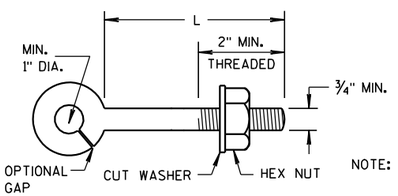


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

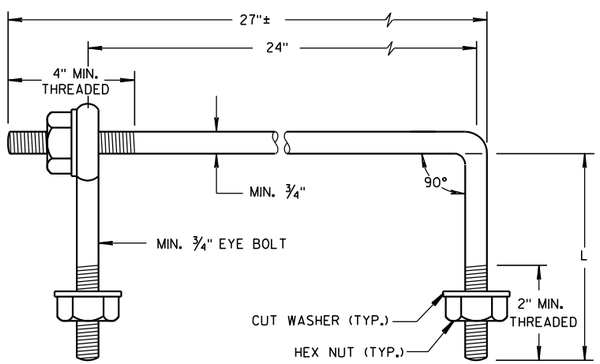
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

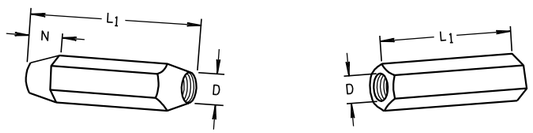
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

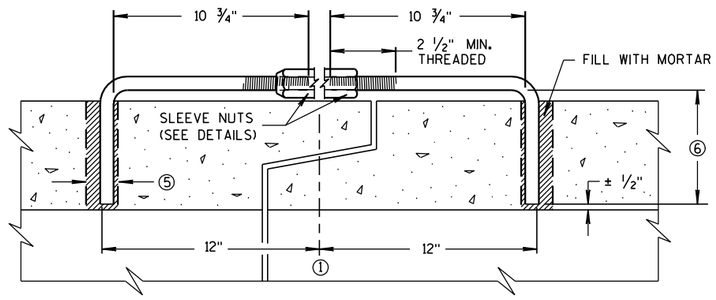
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

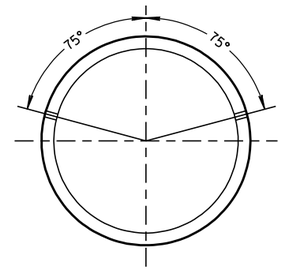
SLEEVE NUTS



LONGITUDINAL SECTION

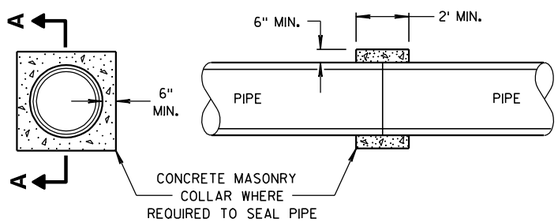
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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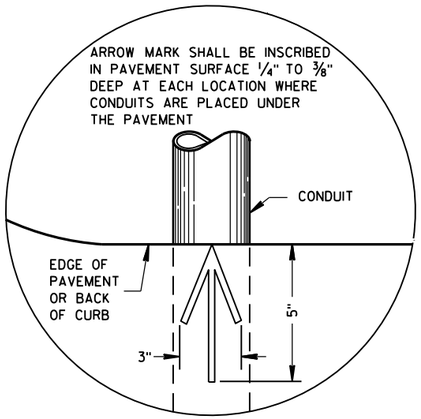
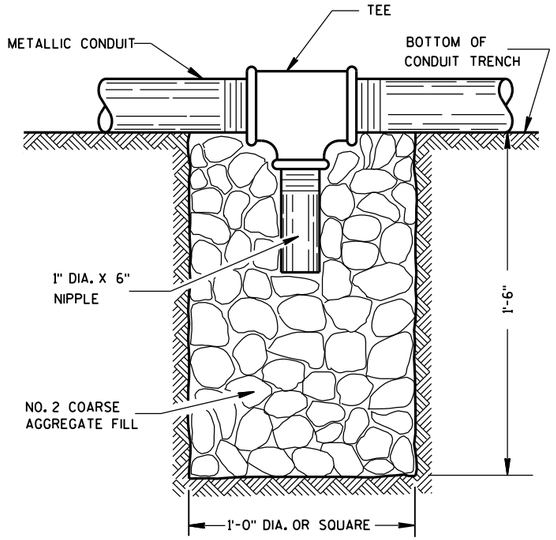


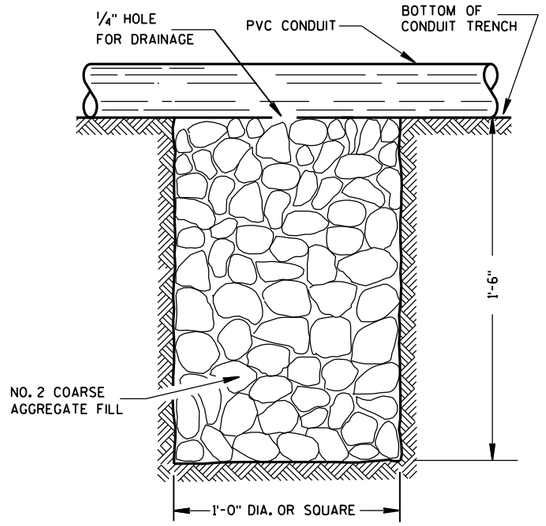
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

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

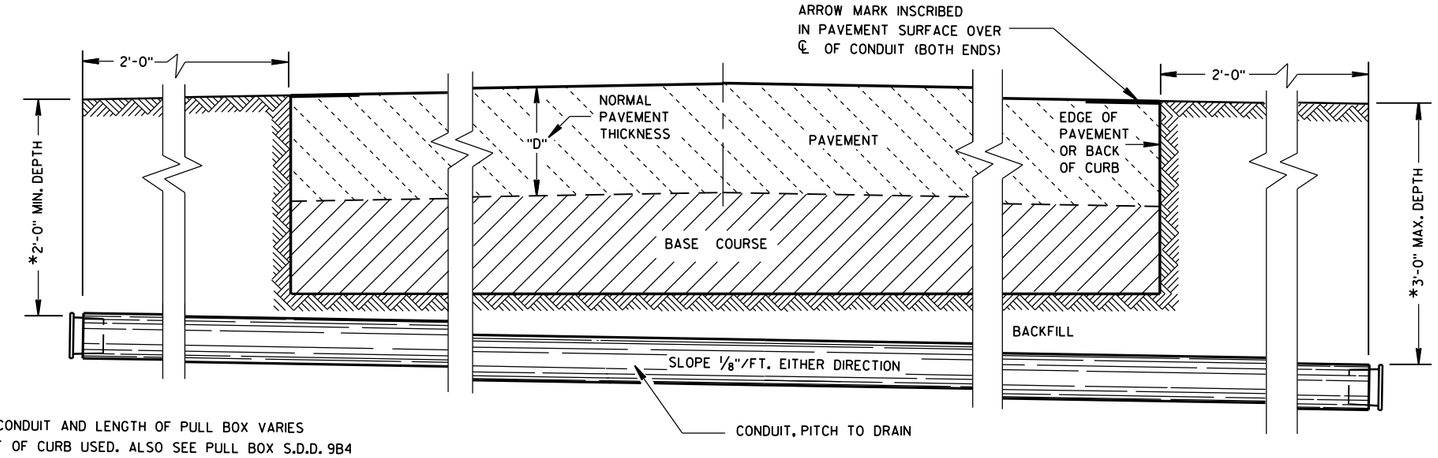
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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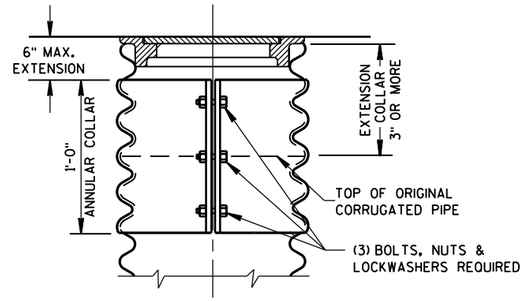
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

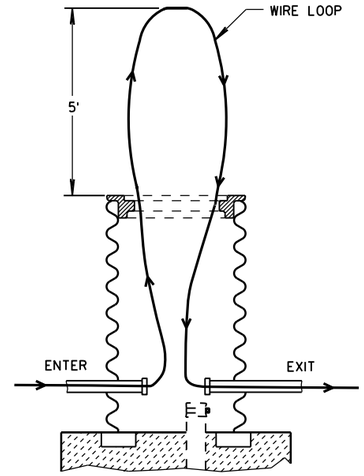
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

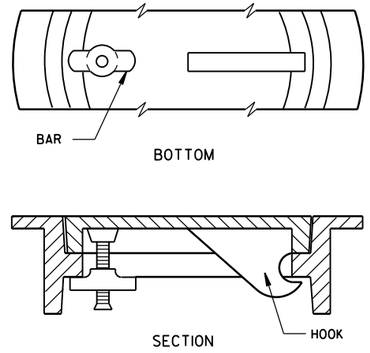
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

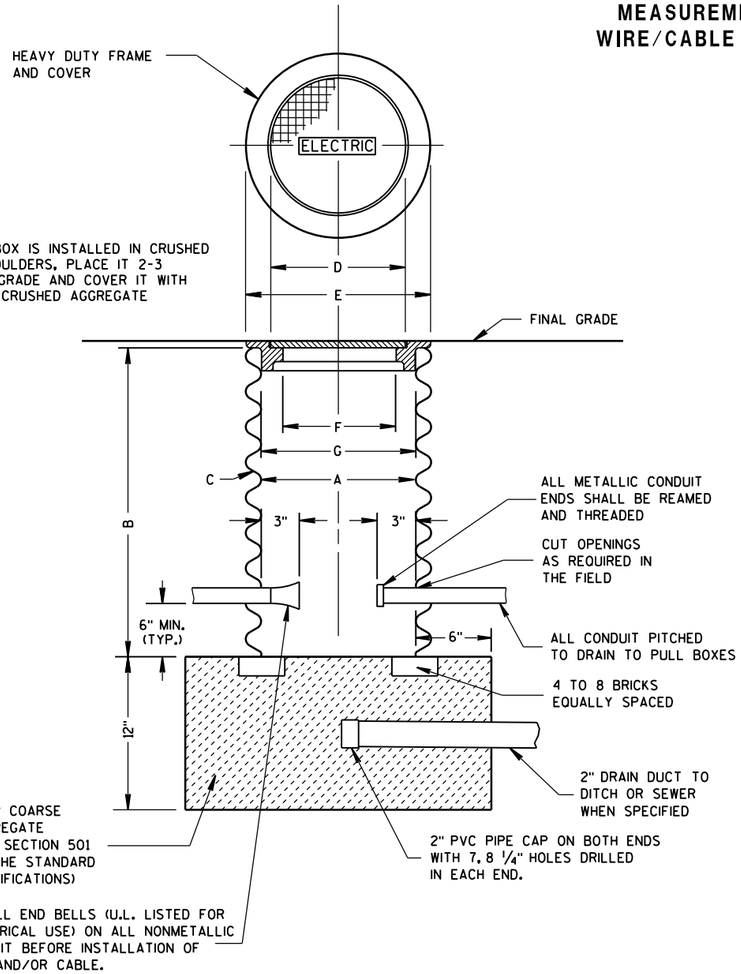


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



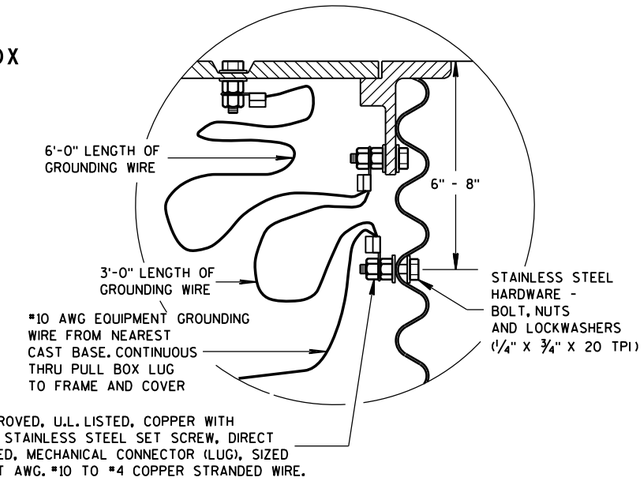
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

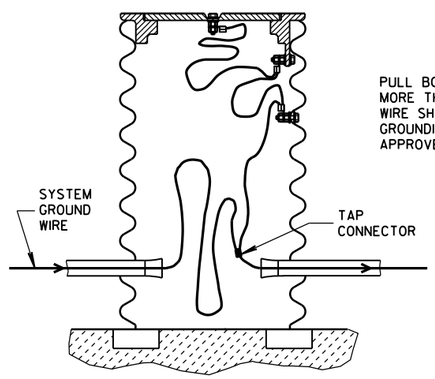


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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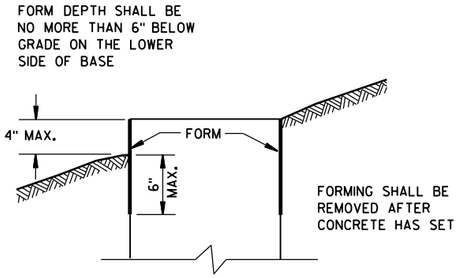
S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

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

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

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

GENERAL NOTES (CONTINUED)

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

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

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

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

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

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

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

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

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

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

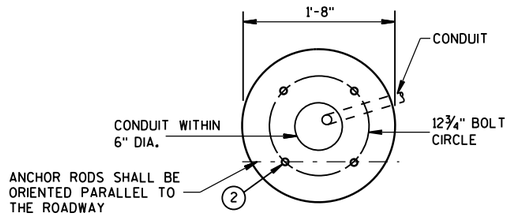
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

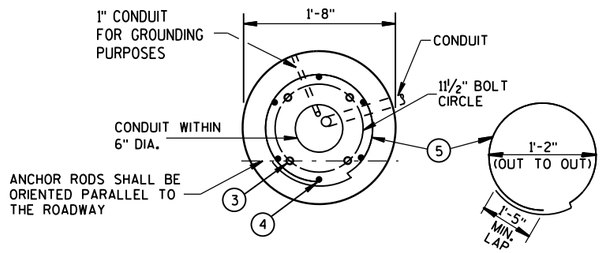
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

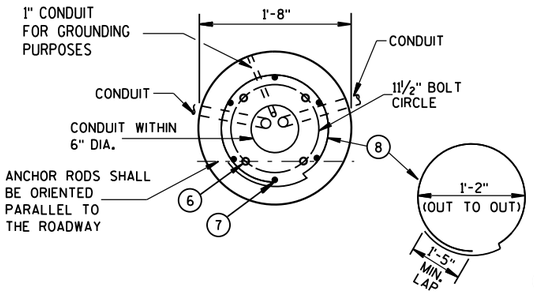
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

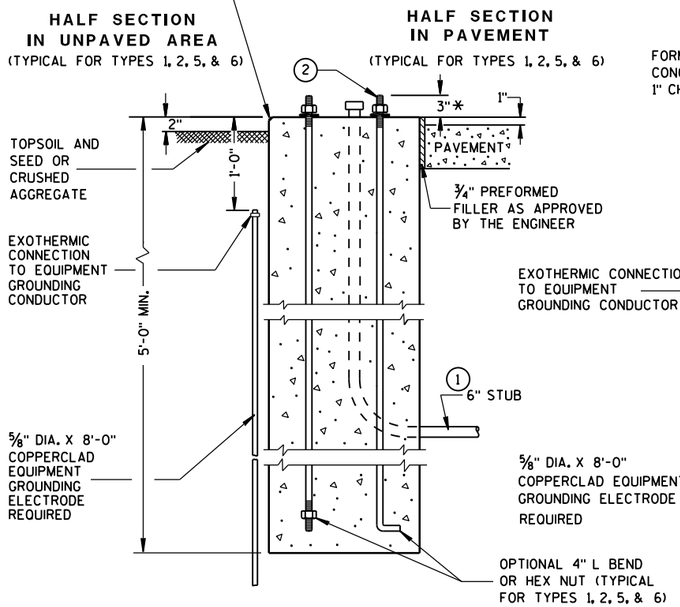






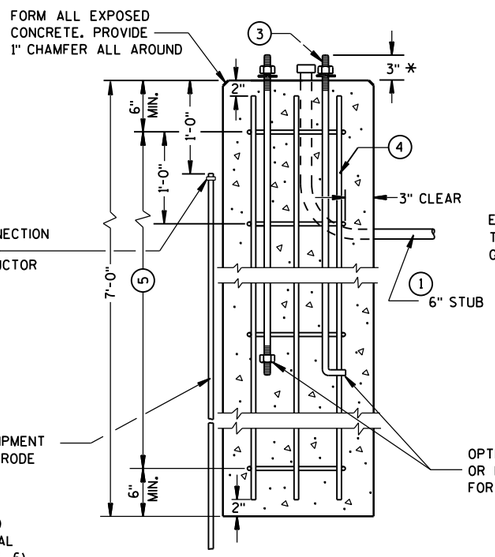
HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

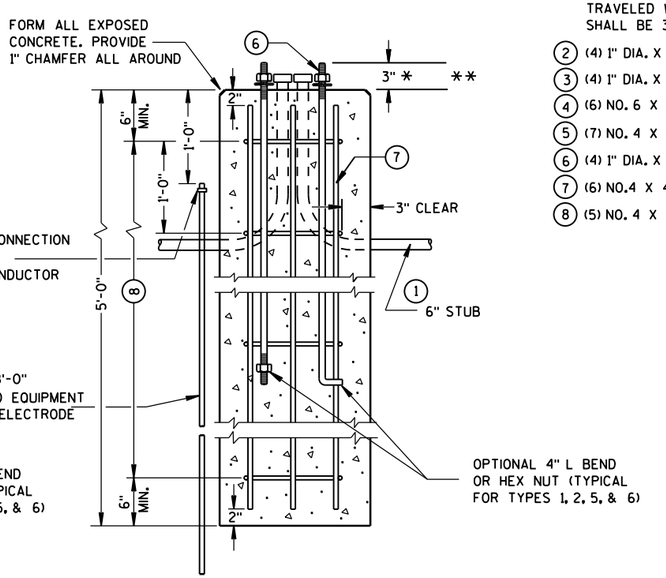


HALF SECTION IN PAVEMENT

(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 2-7

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

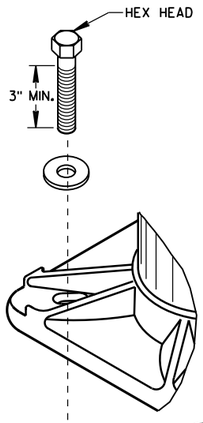
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

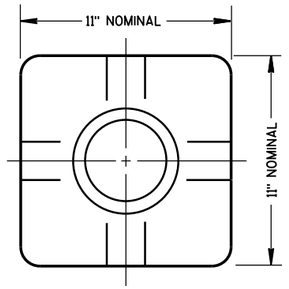
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

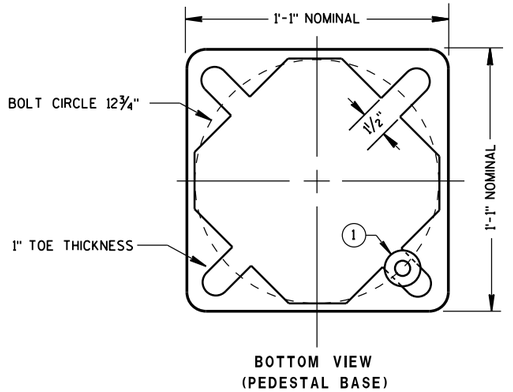
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

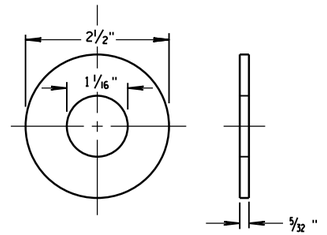




TOP VIEW
(PEDESTAL BASE)

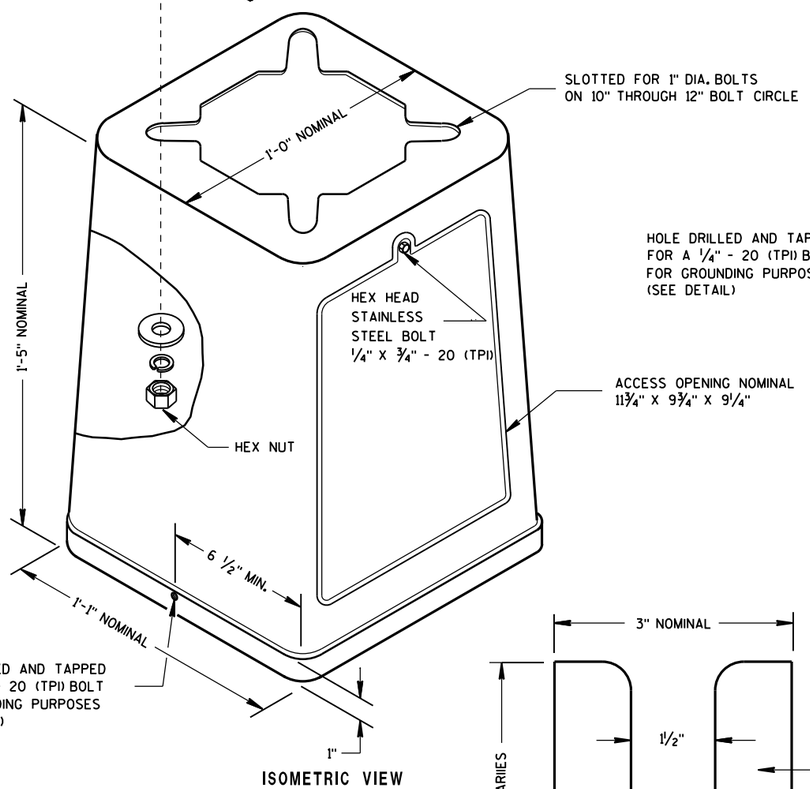


BOTTOM VIEW
(PEDESTAL BASE)

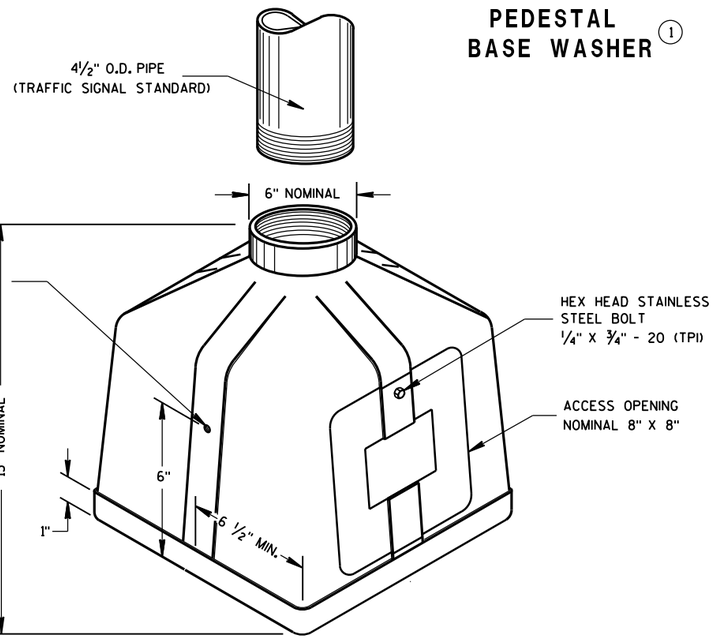


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

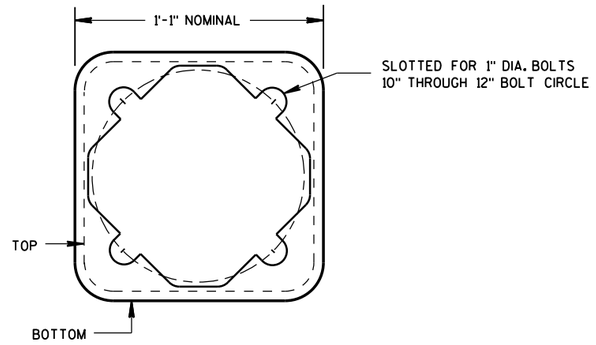
PEDESTAL BASE WASHER (1)



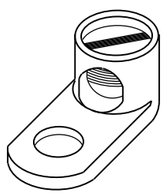
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

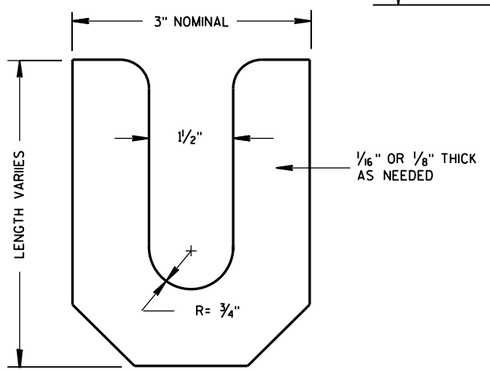


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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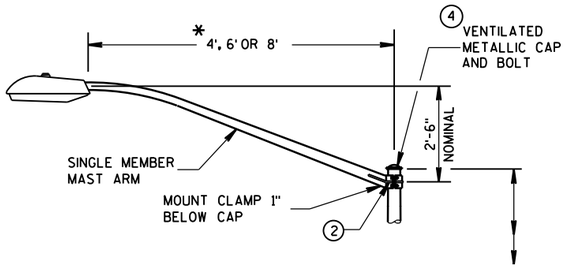
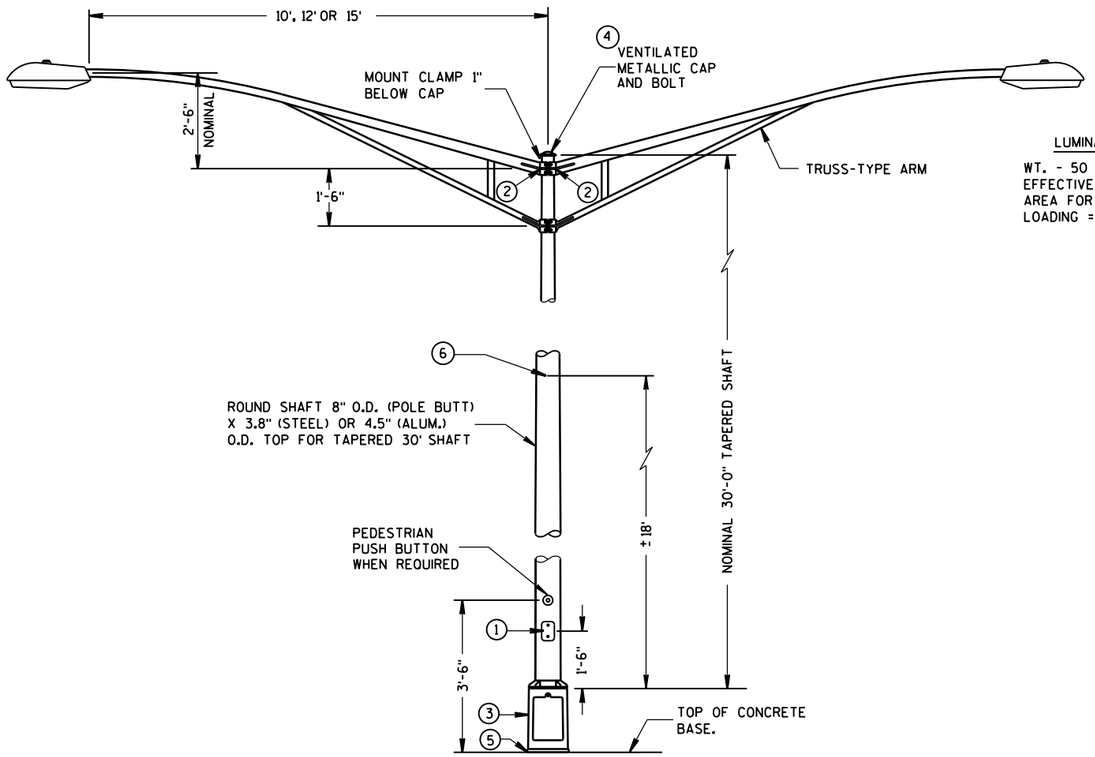
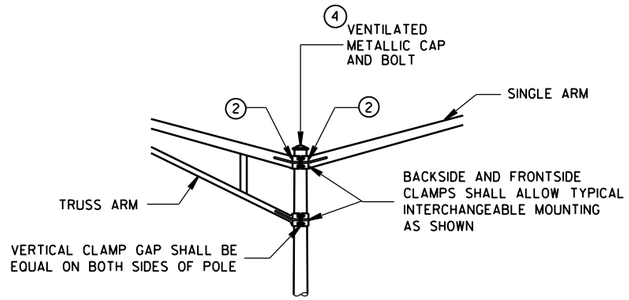
*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

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POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

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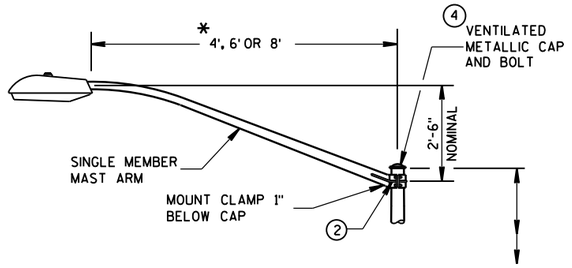
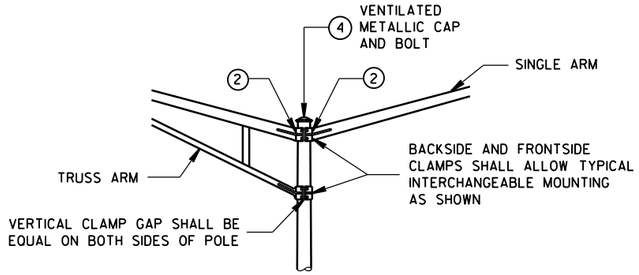
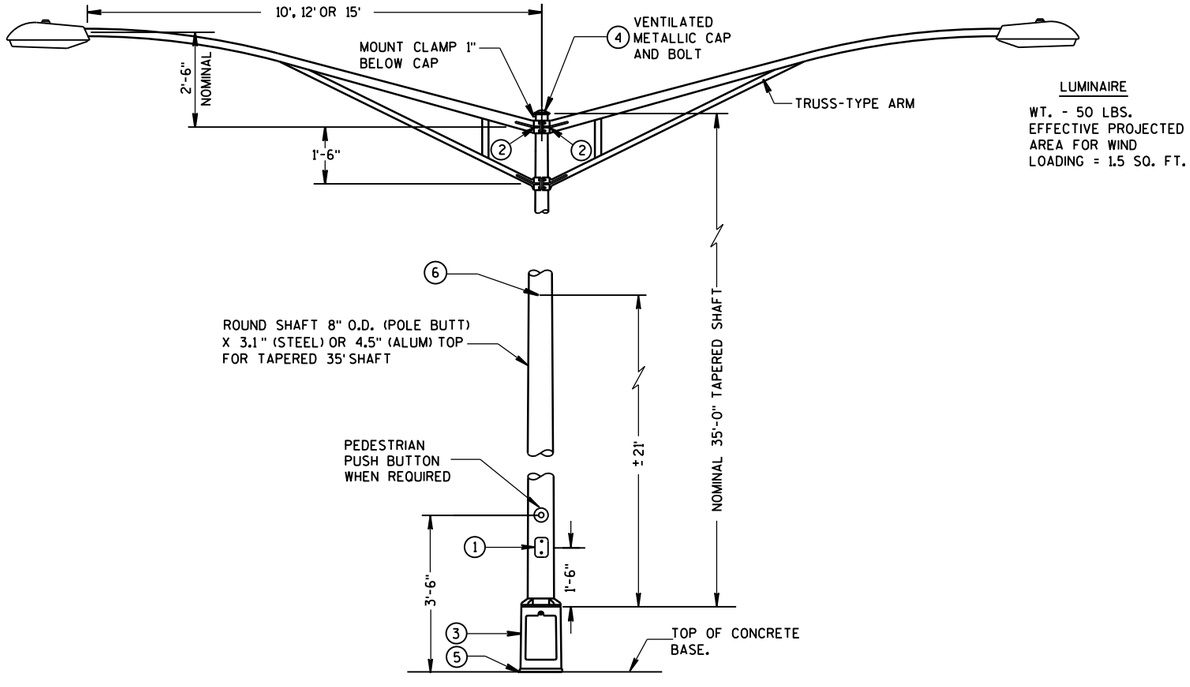
* RISE FOR 4' ARM SHALL BE 2'-0".





INTERCHANGEABLE MOUNTING DETAIL



TYPE 6 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

GENERAL NOTES

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

ALL TYPE 6 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE EITHER GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 6 ALUMINUM POLES, SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 6 ALUMINUM POLES SHALL HAVE MINIMUM WALL THICKNESS OF 0.219".

TYPE 6 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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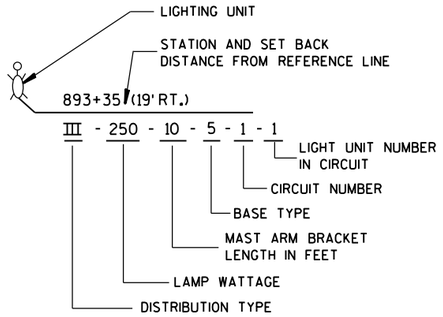
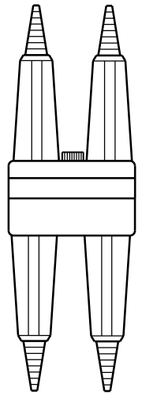
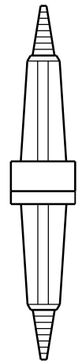


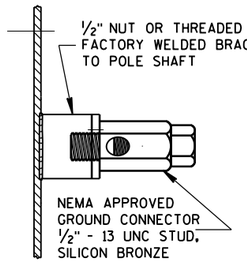
LIGHTING UNIT CODE
(TYPICAL)

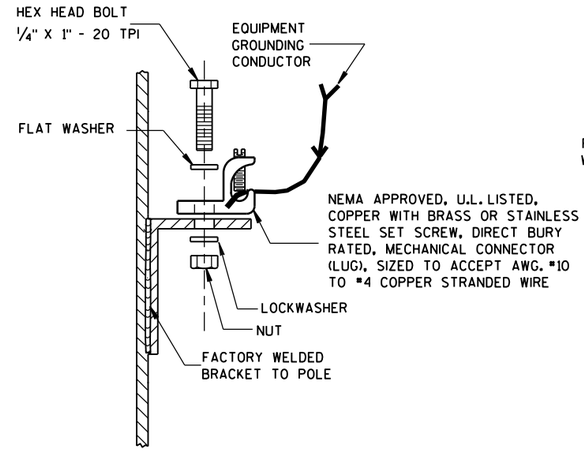


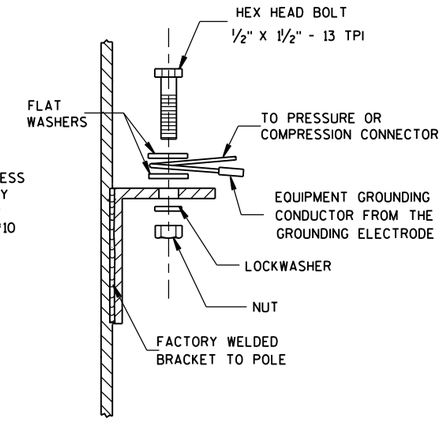
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



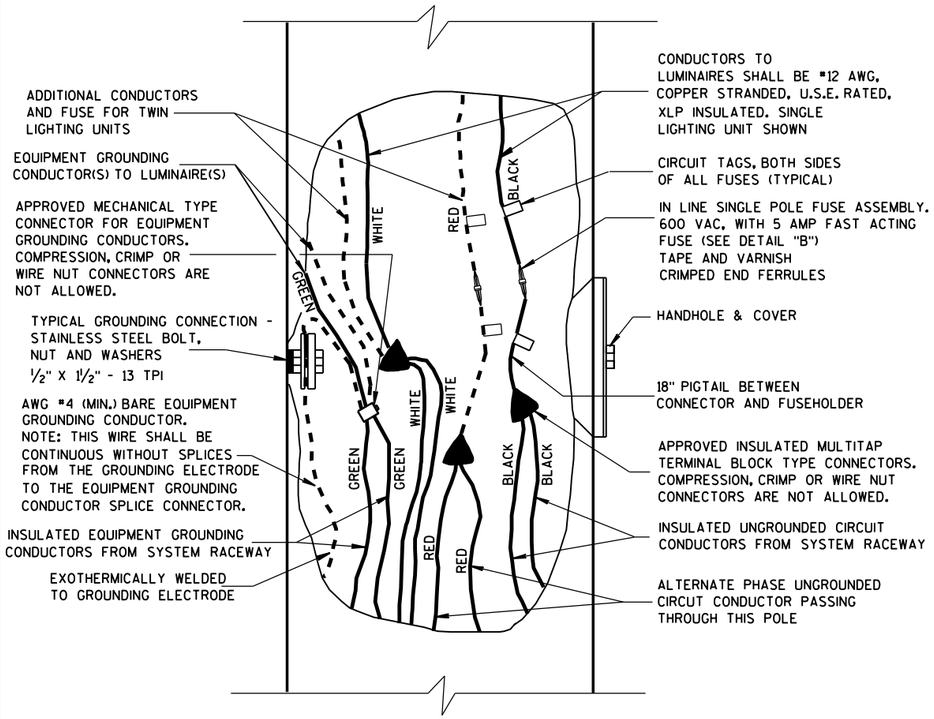
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



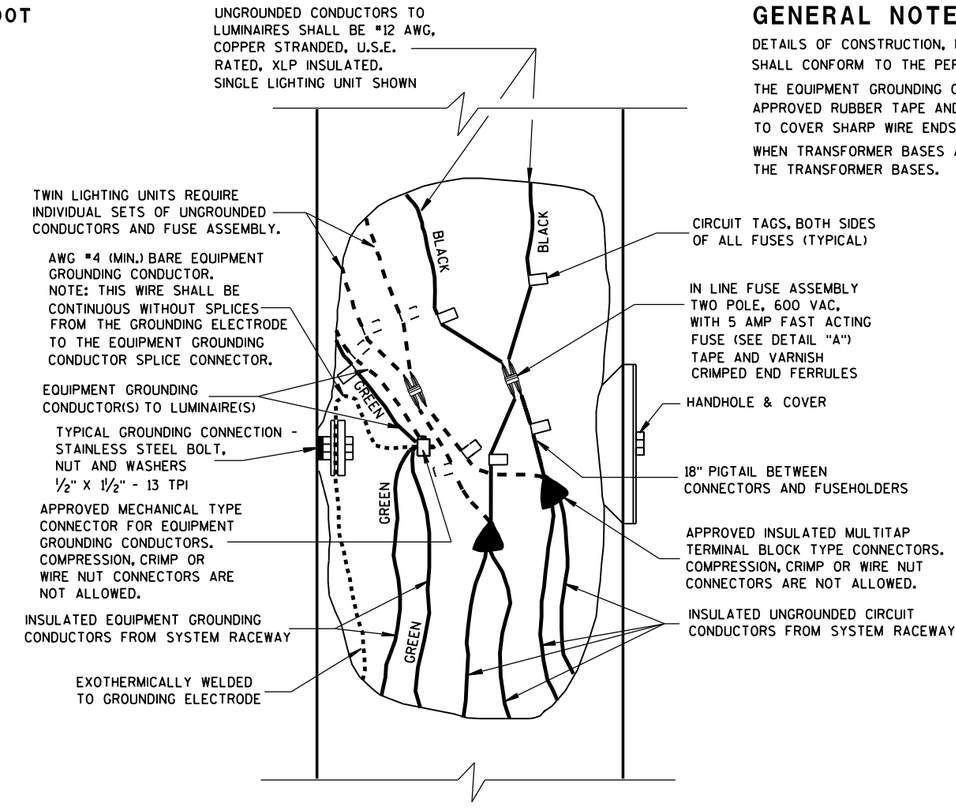




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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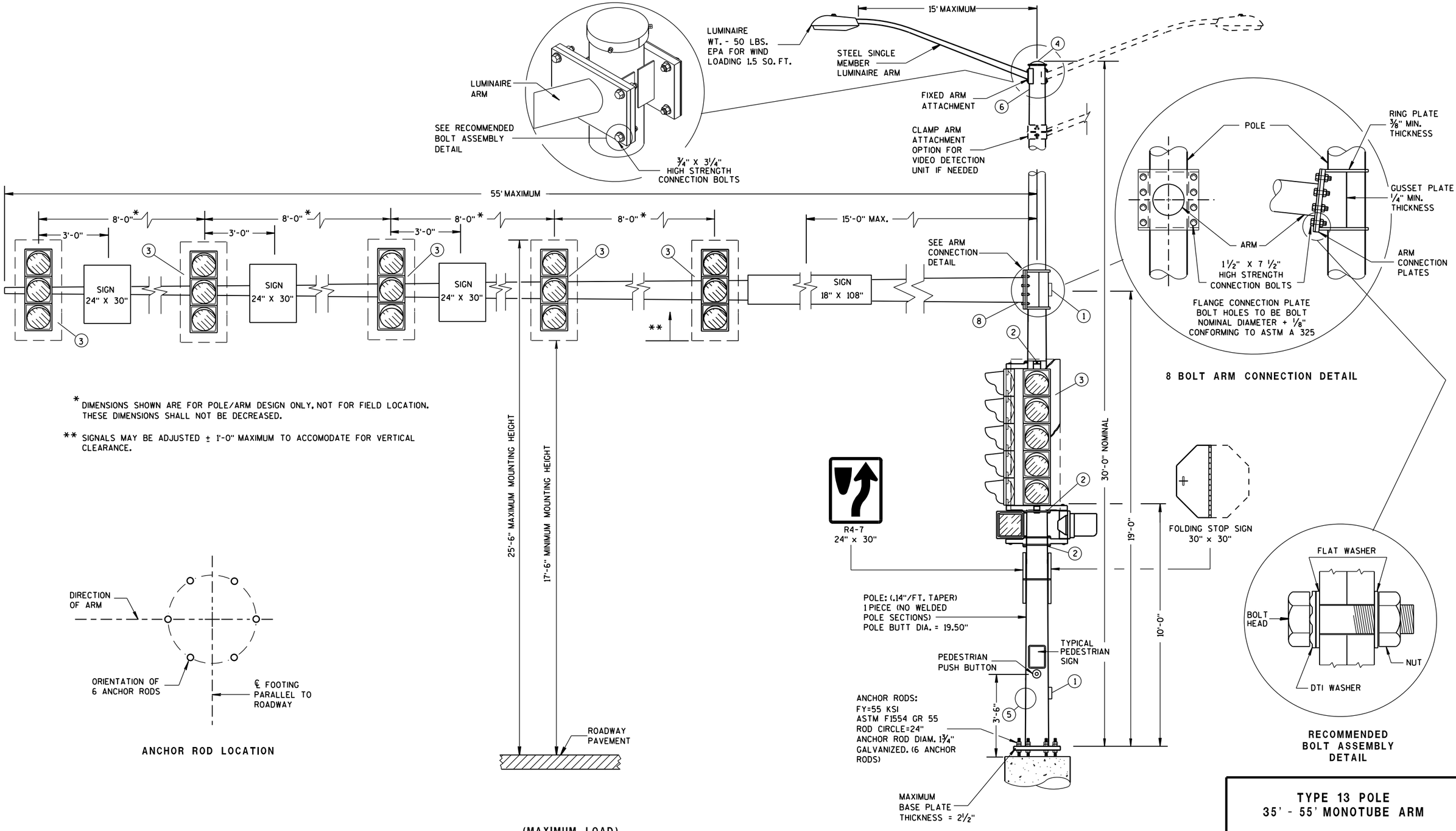

* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

8 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 13 POLE 35'- 55' MONOTUBE ARM

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 277
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GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

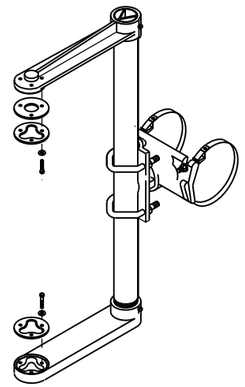
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

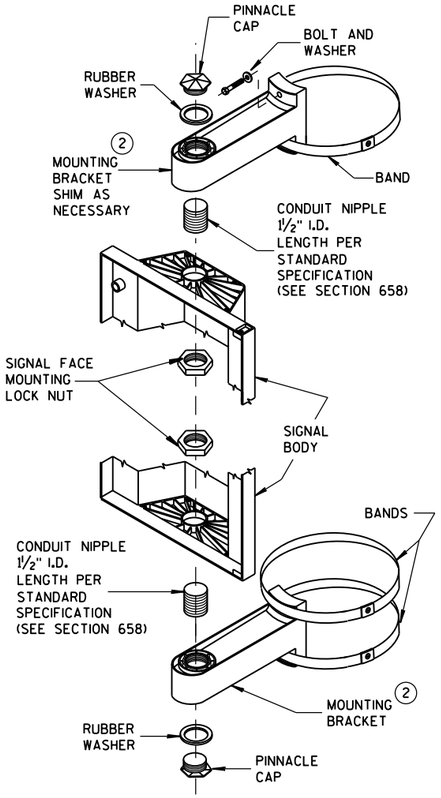
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

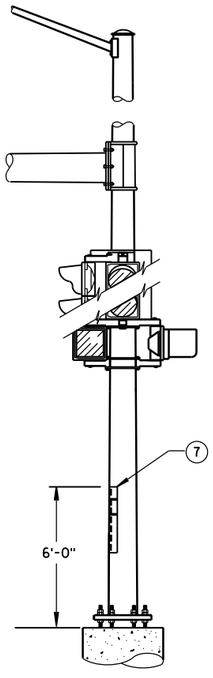


SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

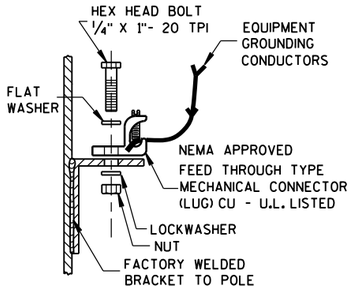
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE
VERTICAL MOUNTING DETAIL

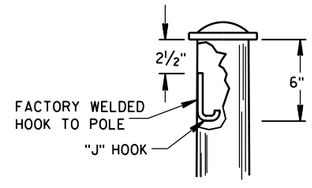


STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

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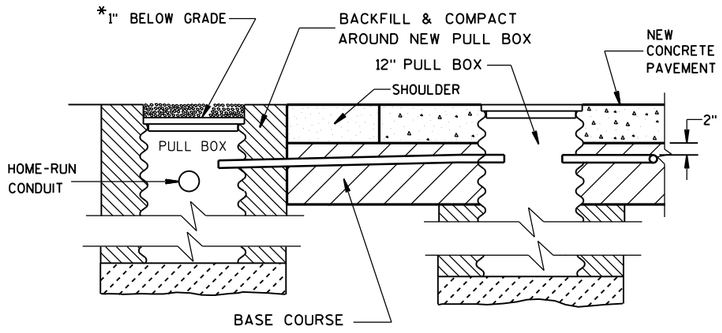


SECTION A-A

NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

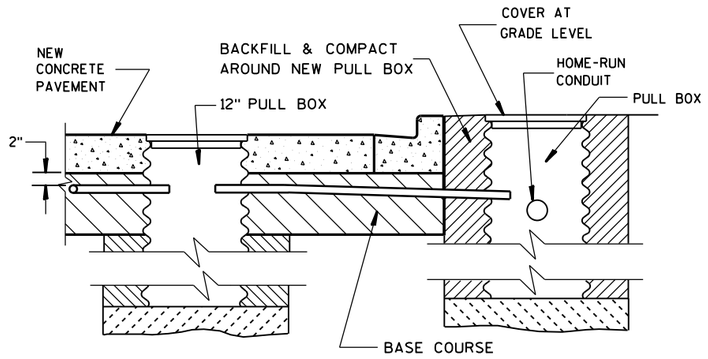
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT, CONDULET AND PULL BOX SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE NEW CONCRETE PAVEMENT IS PLACED.

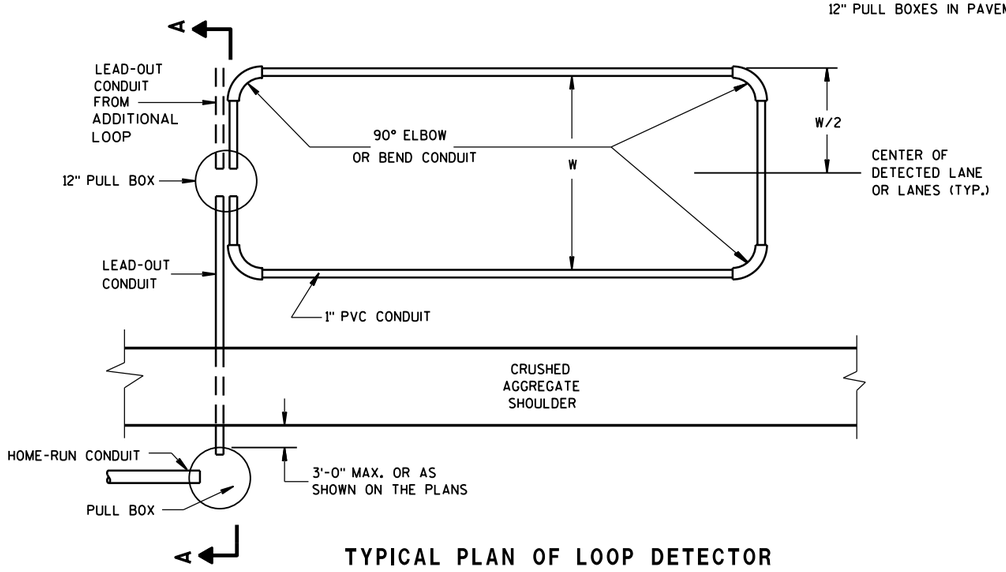
12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.



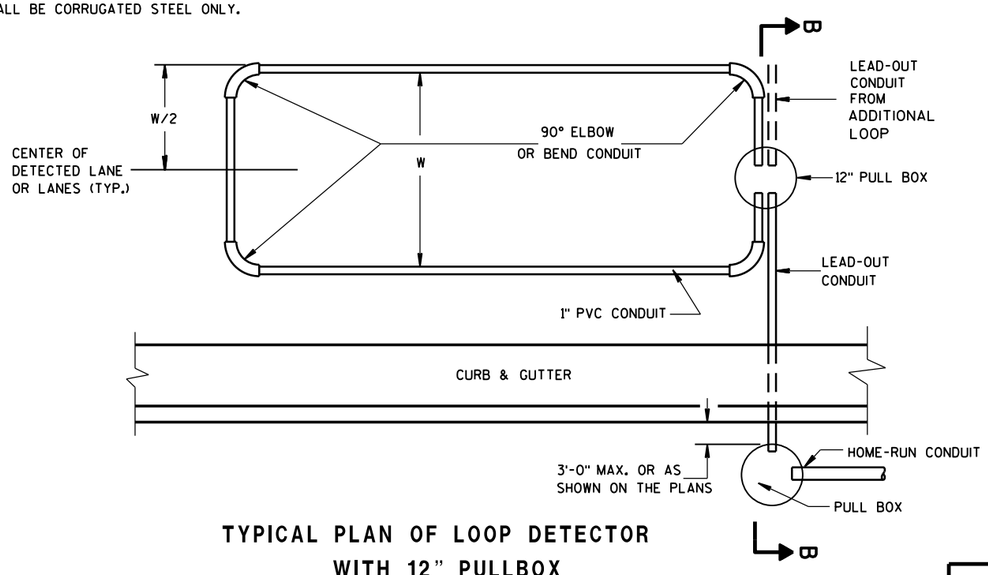
SECTION B-B

CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

FHWA

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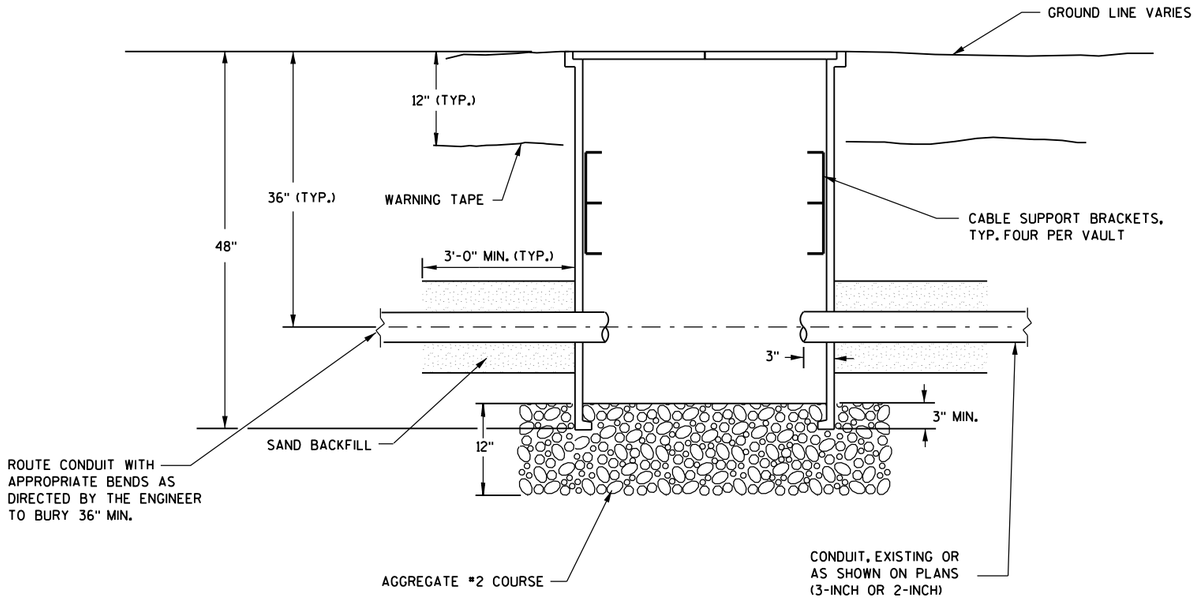
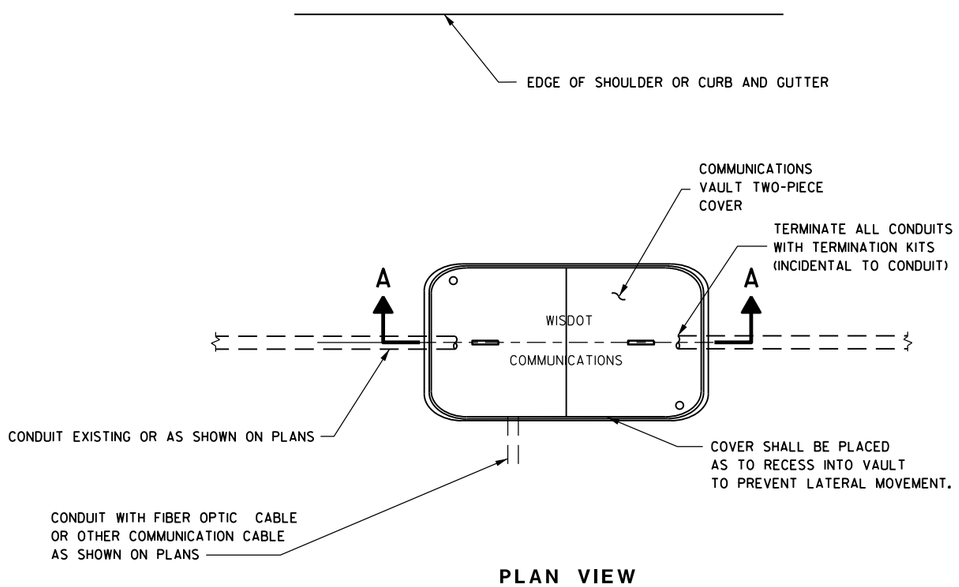
S.D.D. 9 F 9-4



SECTION A-A



PLAN VIEW

COMMUNICATIONS VAULT

GENERAL NOTES

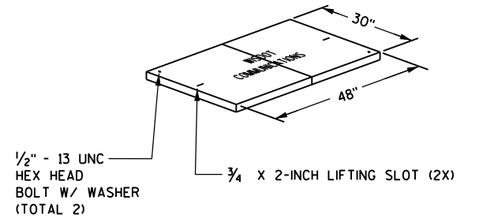
BOX SHALL HAVE AN OPEN BASE.

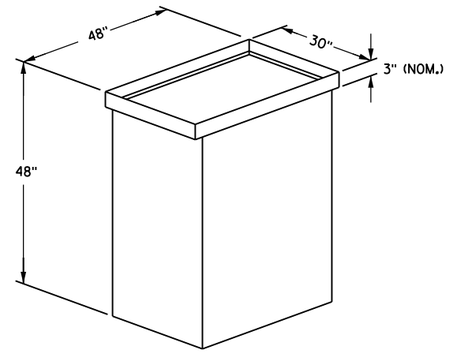
COVER SHALL BE DETECTABLE, AND HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.





ISOMETRIC VIEW

COMMUNICATION VAULT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept. 2014	/S/ Ahmet Demirbilek
DATE	STATE ELECTRICAL
FHWA	

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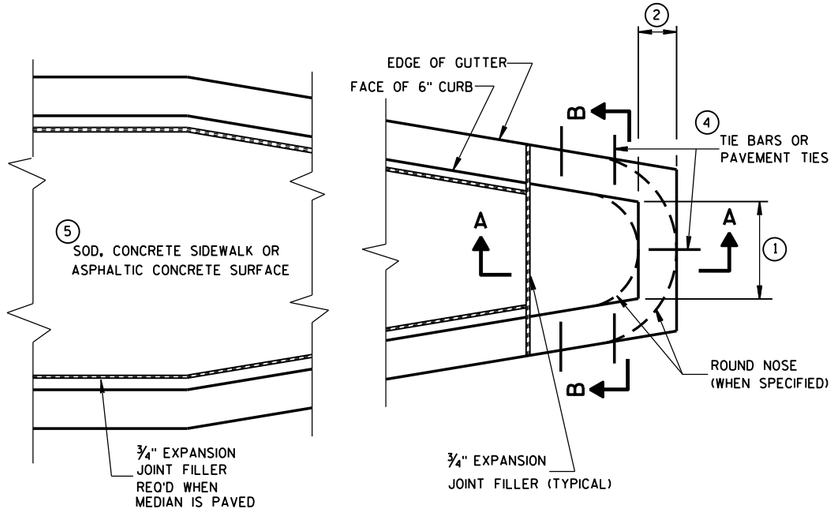
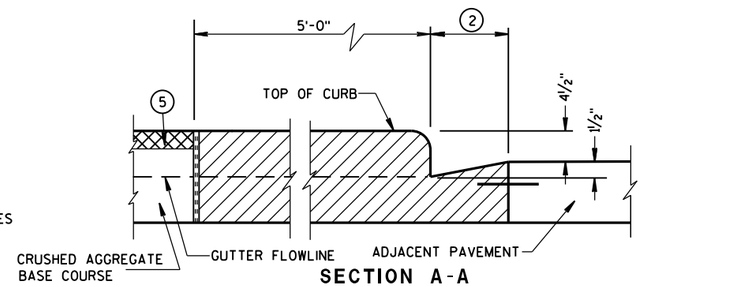
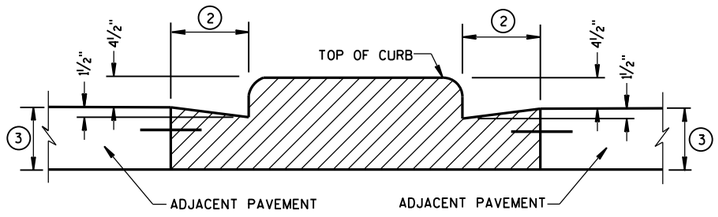
S.D.D. 9 H 9-1







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

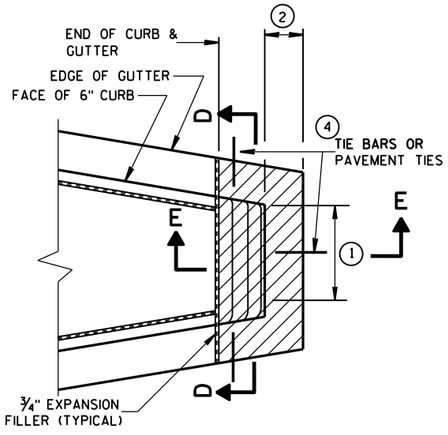
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

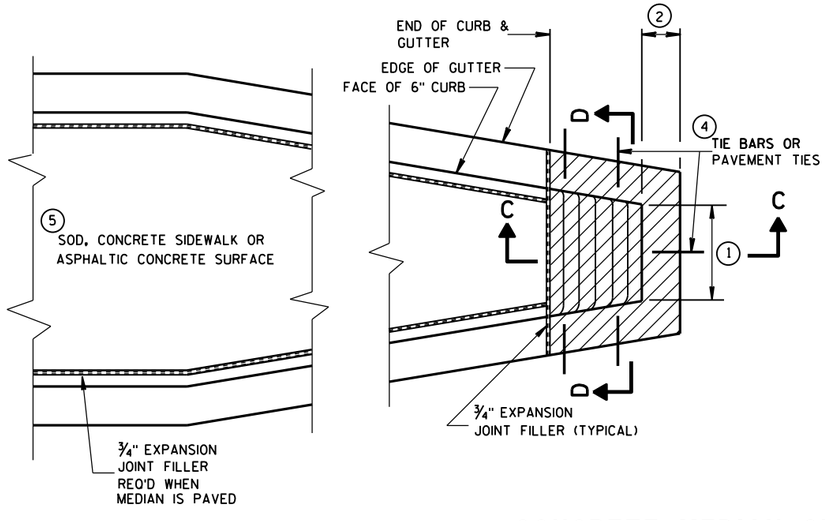
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

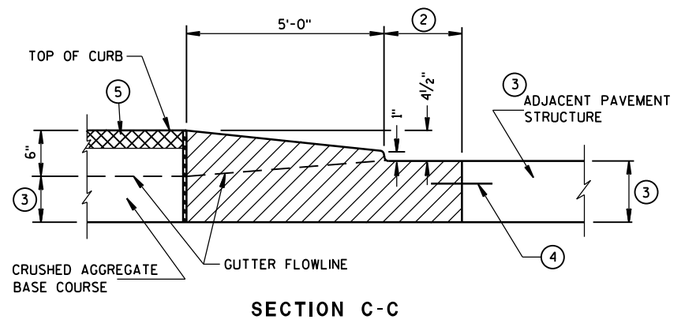
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

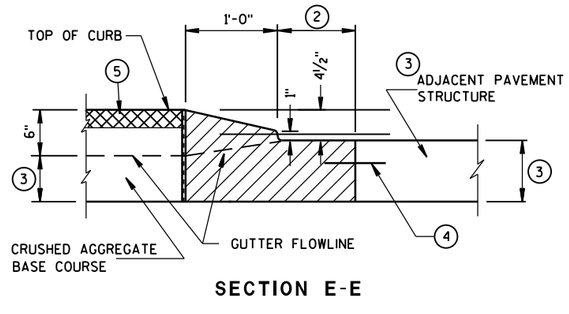
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



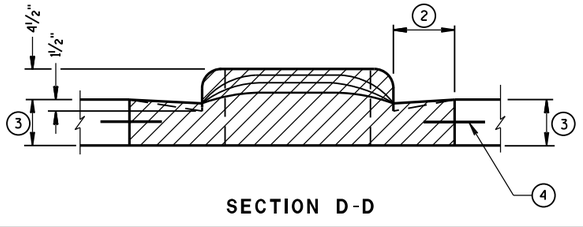






CONCRETE MEDIAN SLOPED NOSE TYPE 1

CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

6

S.D.D. 11 B 2-2

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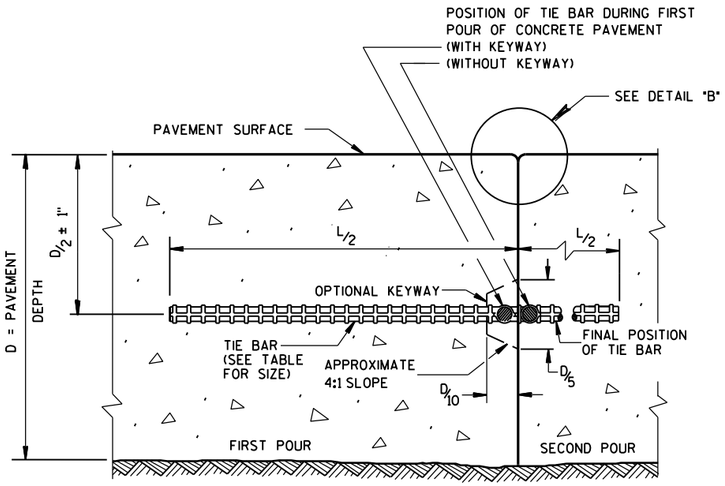
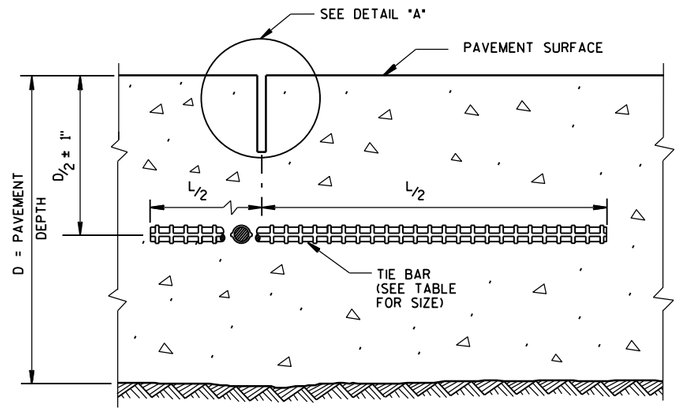
S.D.D. 11 B 2-2



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

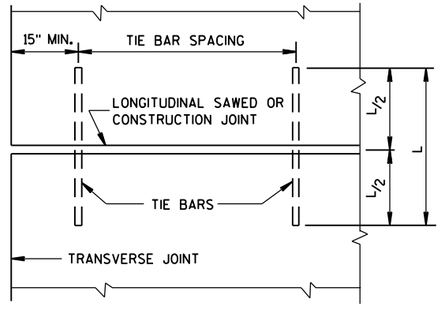
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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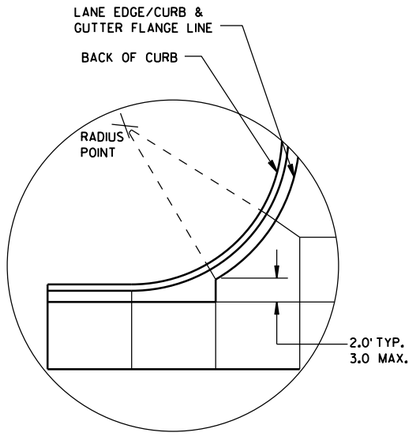
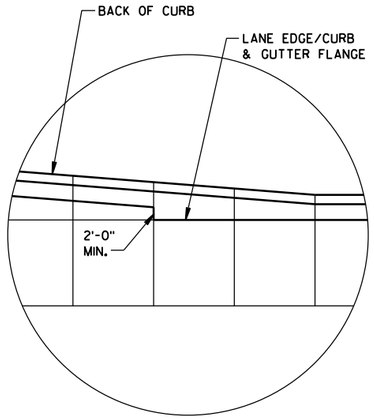
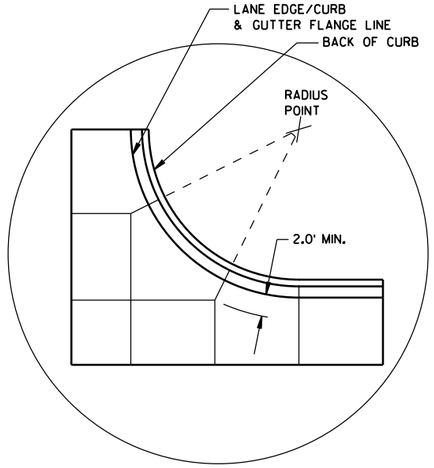


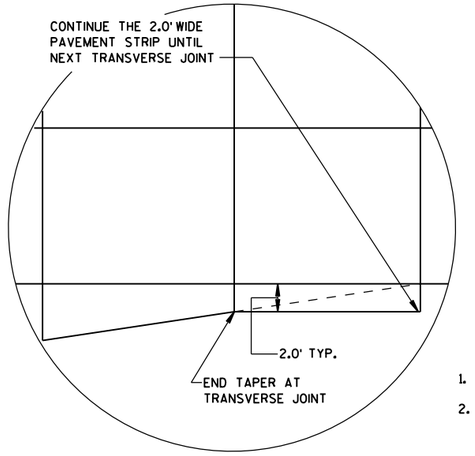
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

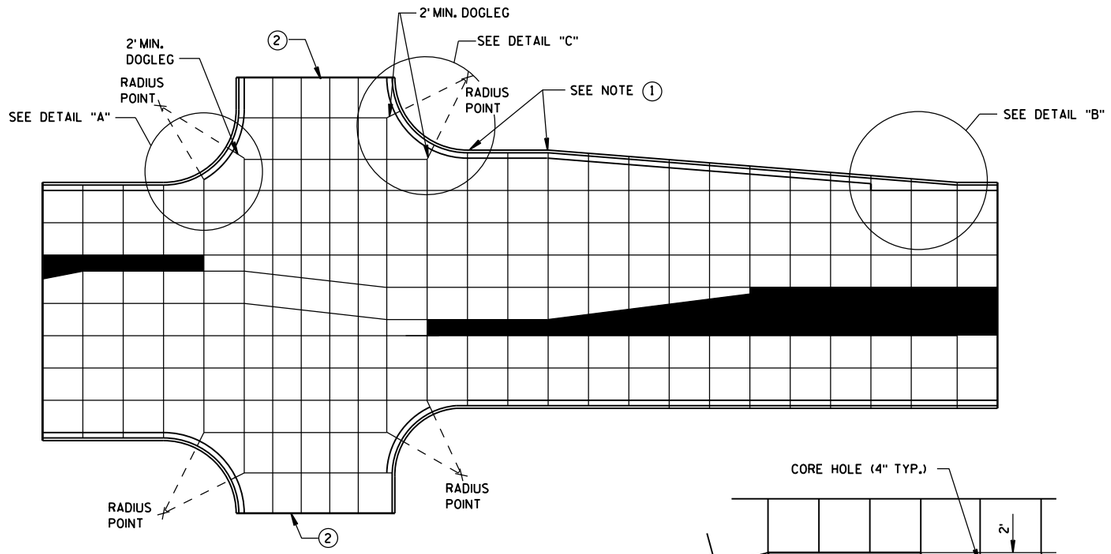
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

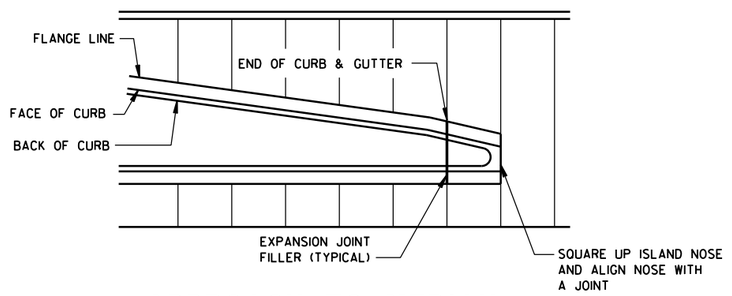
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



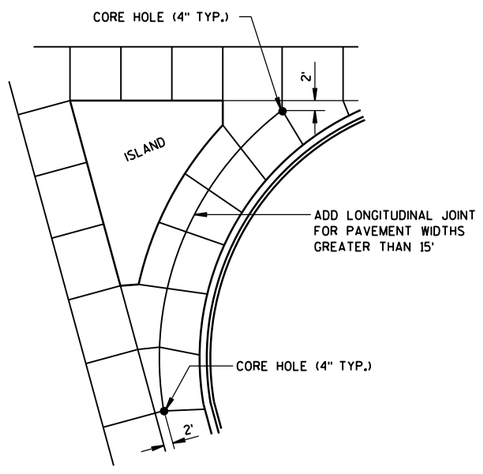
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

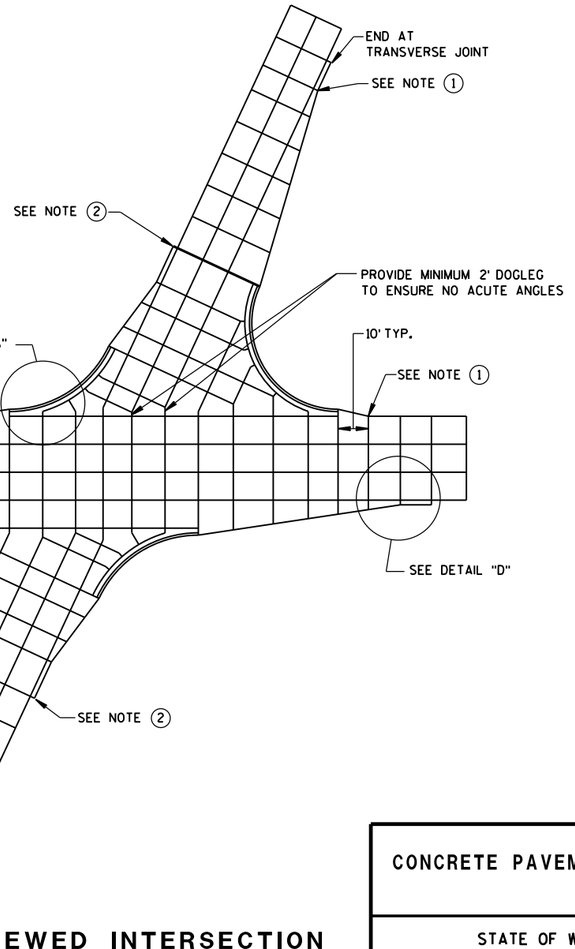
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 283

6

S.D.D. 13 C 18-3a

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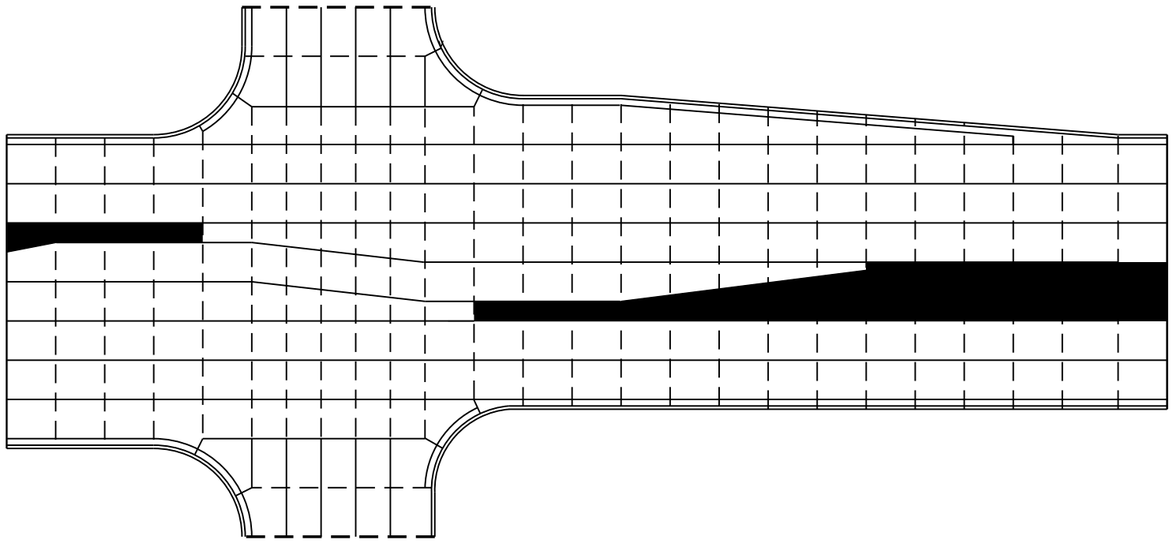
S.D.D. 13 C 18-3a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

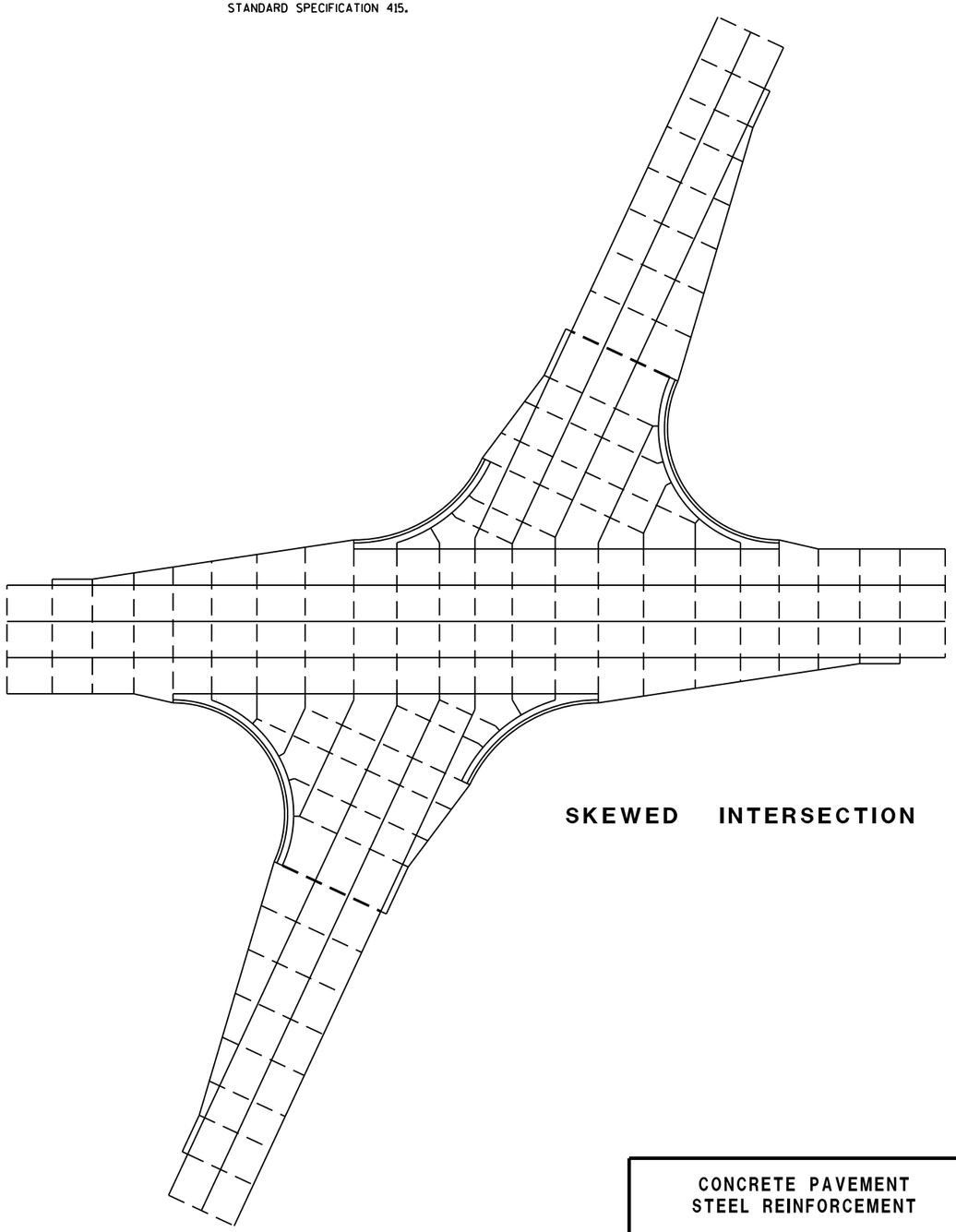
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 13 C 18-3b

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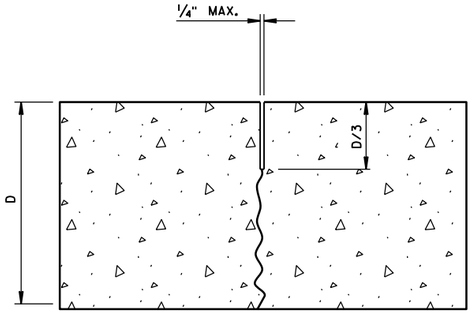
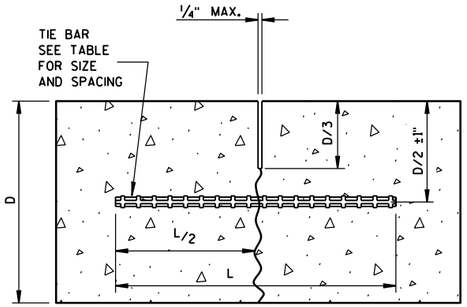
S.D.D. 13 C 18-3b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

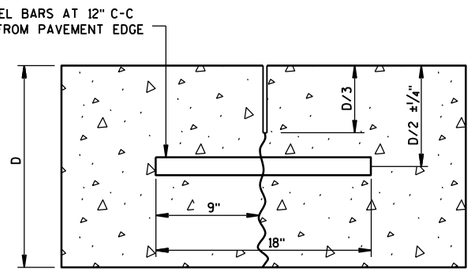
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

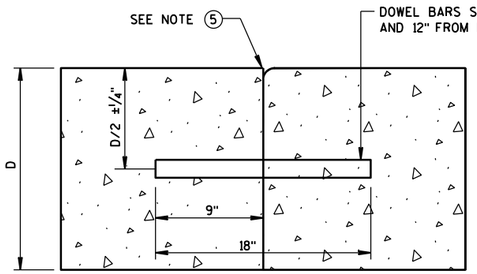
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



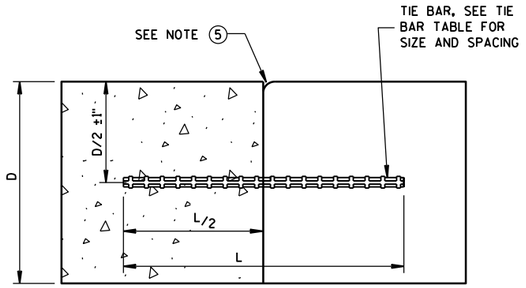
DOWELED-TRANSVERSE

CONTRACTION JOINTS

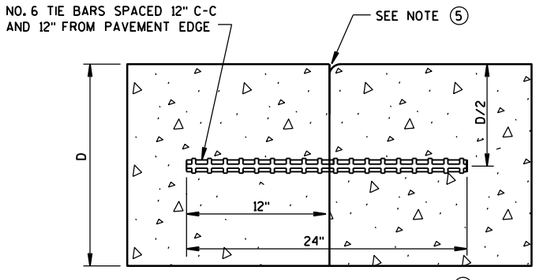
SEE NOTE (2)



DOWELED TRANSVERSE (3)

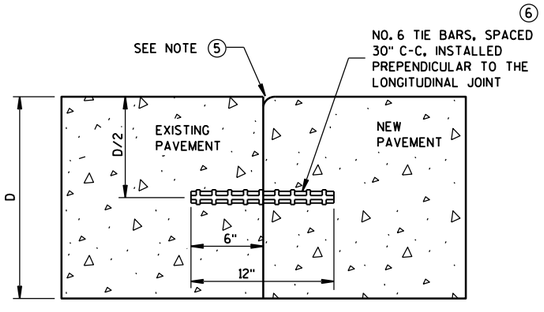


TIED LONGITUDINAL



TIED TRANSVERSE (3)

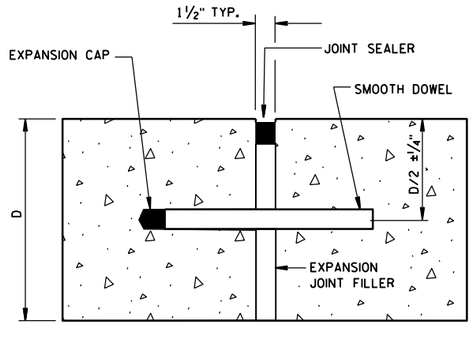
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

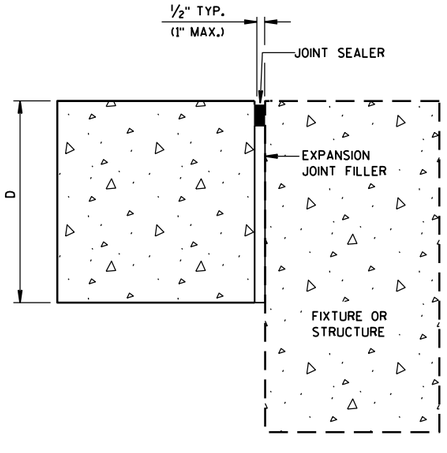
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

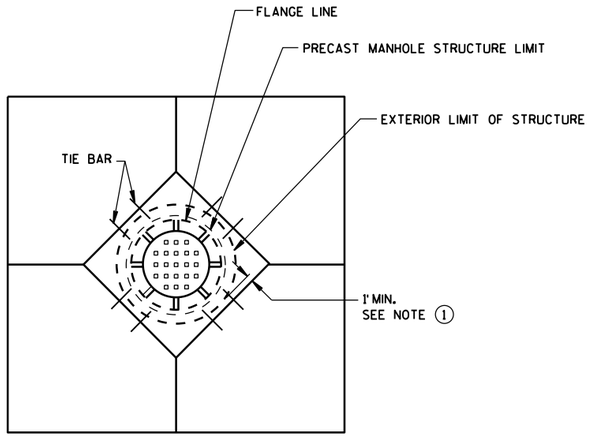
EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

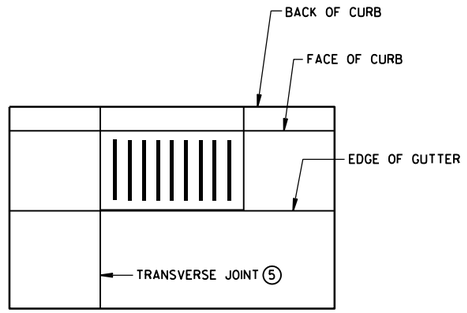
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

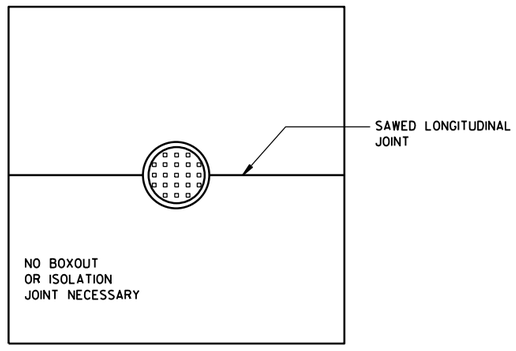
S.D.D. 13 C 18-3c



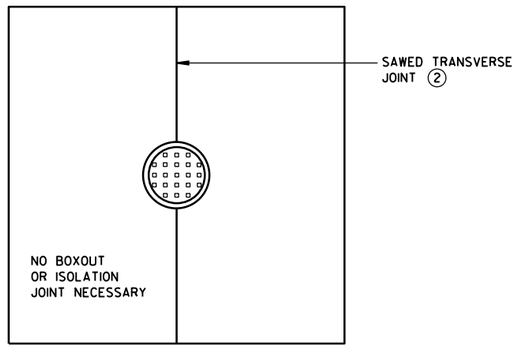
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



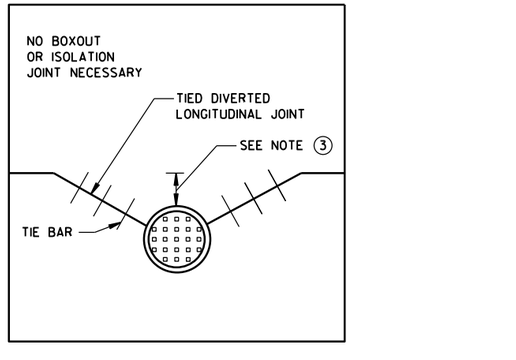
INLET WITH TRANSVERSE JOINT



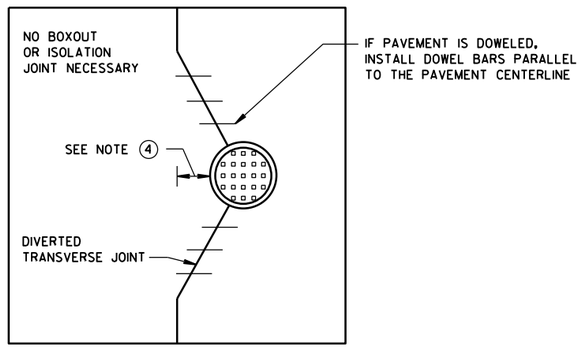
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

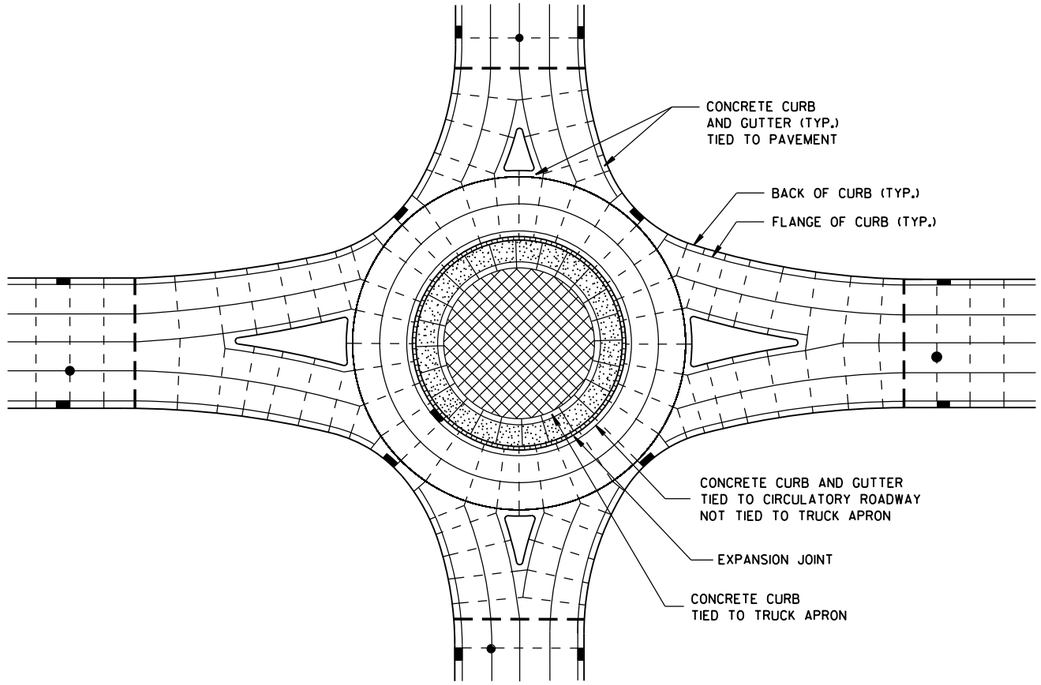
APPROVED
June, 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPER
FHWA

6

S.D.D. 13 C 18-3d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES



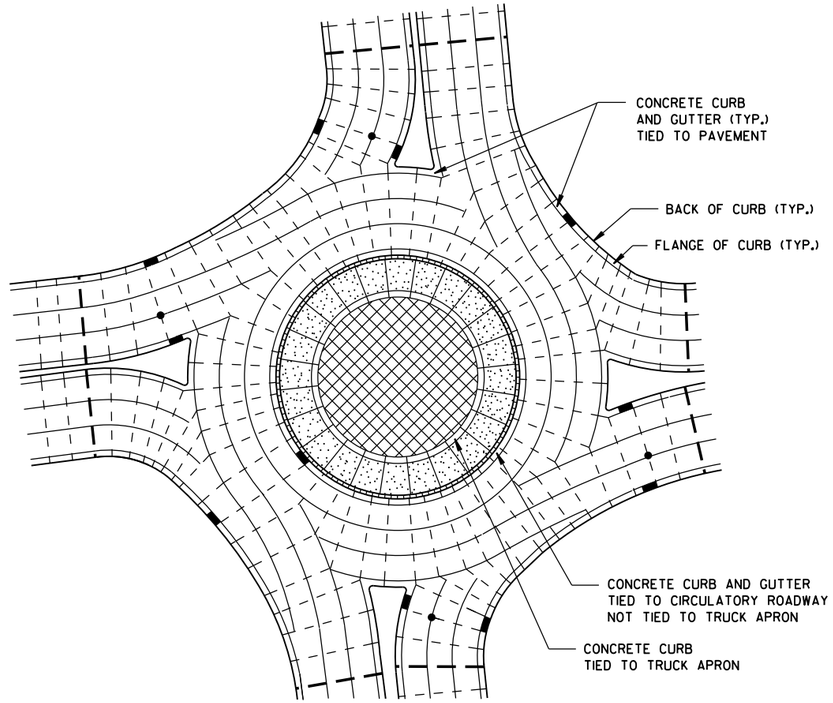
ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 SHEET "a".

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
June, 2015 DATE	/S/ Peter Kemp, P.E. PAVEMENT SUPE
FHWA	

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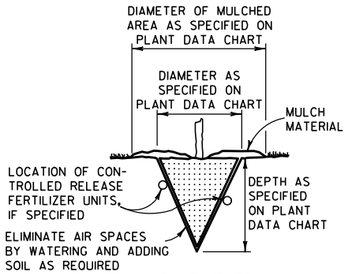
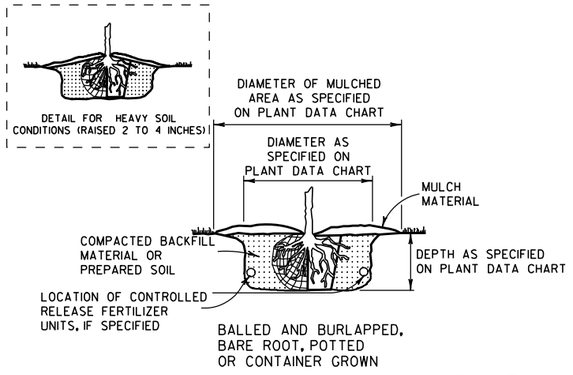
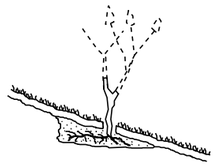
S.D.D. 13 C 18-3e



MACHINE MOVED

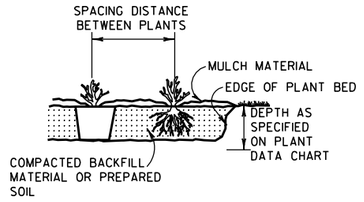


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



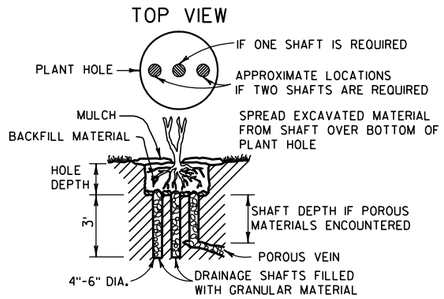
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



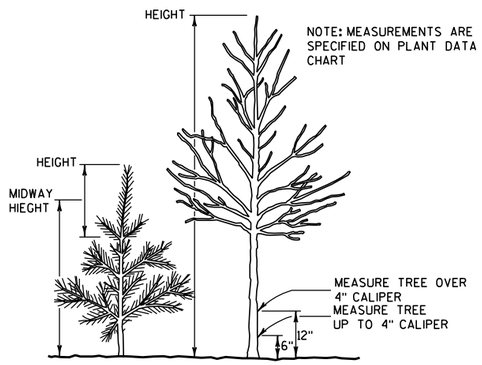
PREPARED BED (BARE ROOT AND POTTED)

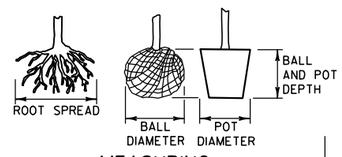
PLANTING



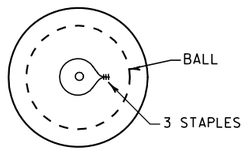
NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

DRAINING

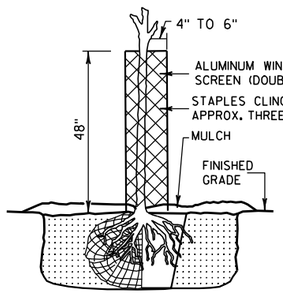




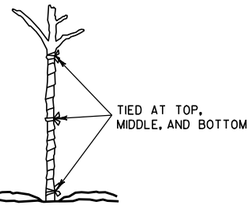
MEASURING



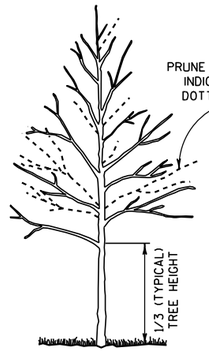
TOP VIEW



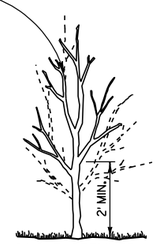
RODENT PROTECTION



WRAPPING



TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)



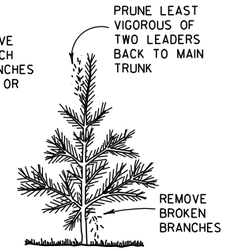
SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)

MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

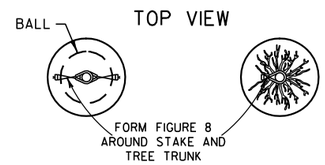
SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

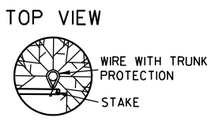
SUMAC

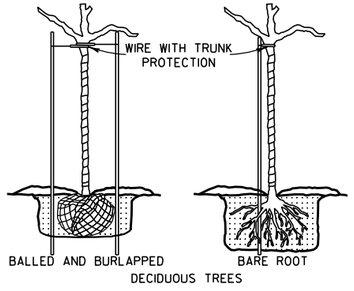


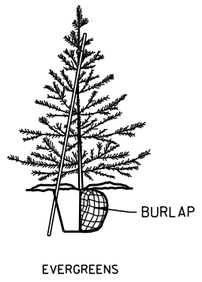
TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

PRUNING



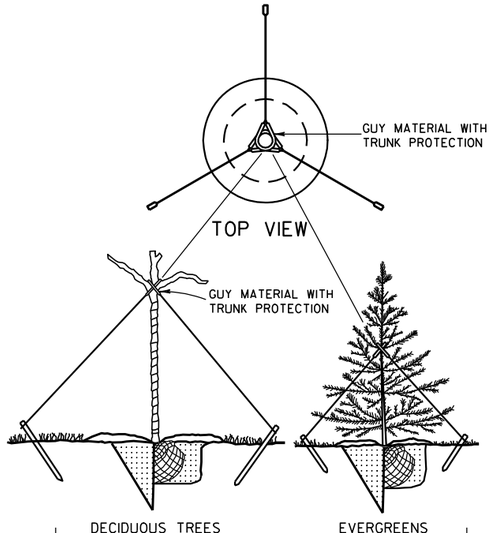






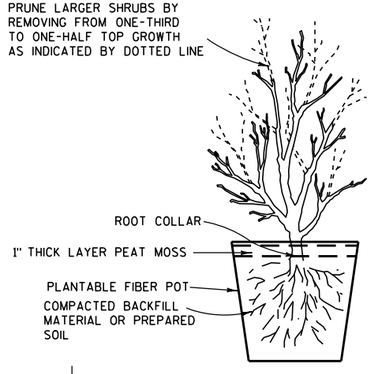
NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING

PRUNE LARGER SHRUBS BY REMOVING FROM ONE-THIRD TO ONE-HALF TOP GROWTH AS INDICATED BY DOTTED LINE



POTTING

NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

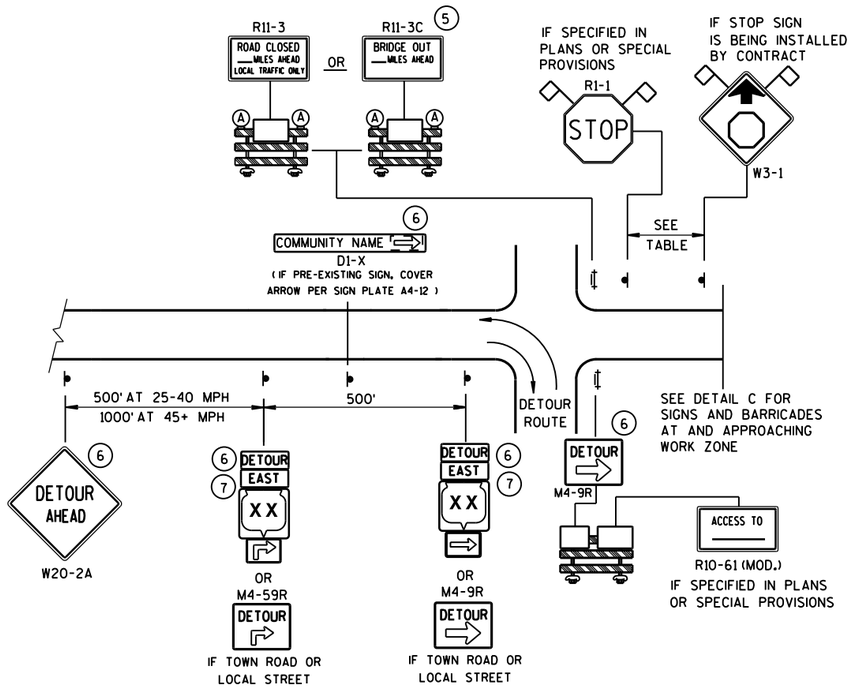
4/11/94
DATE

/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER

FHWA

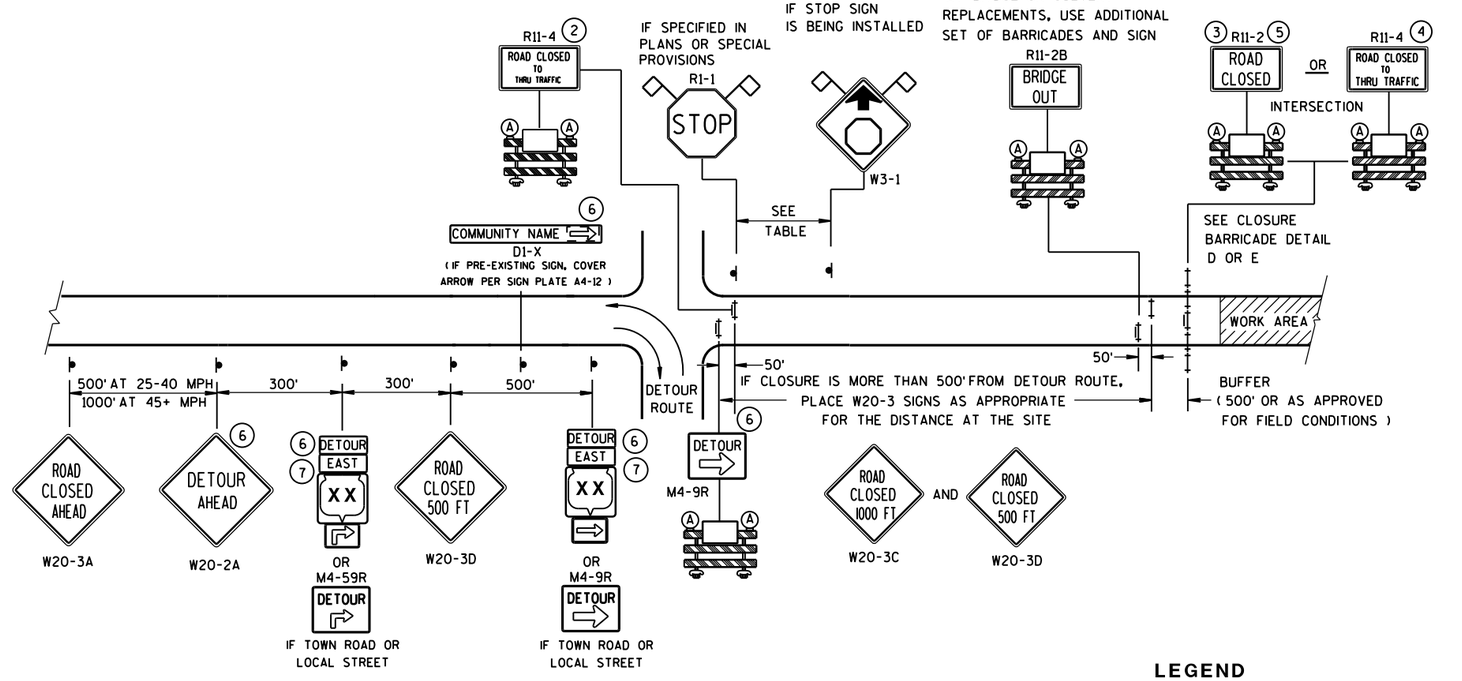
6

S.D.D. 14 A 2-1



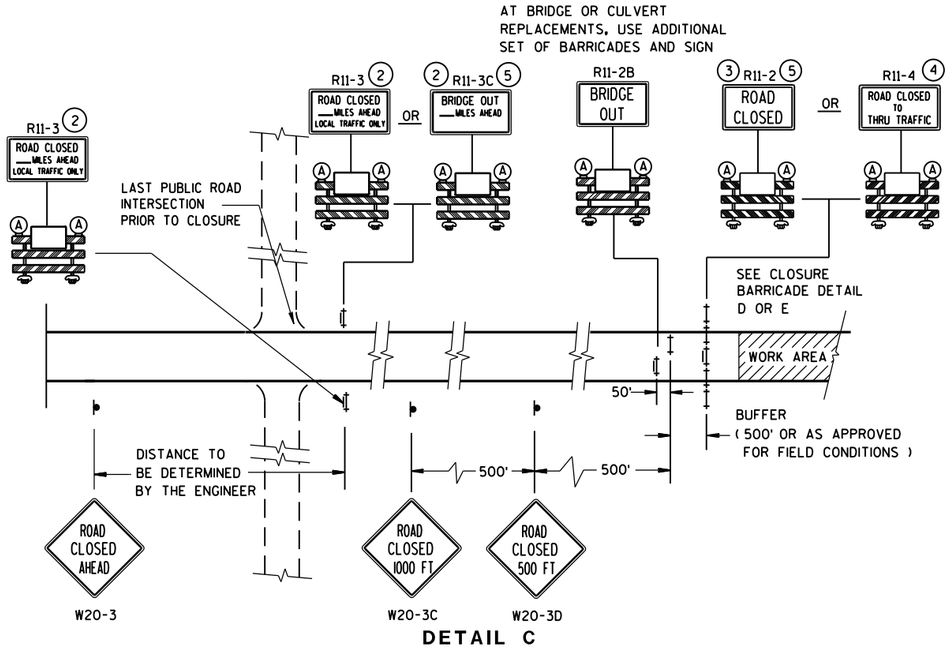
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

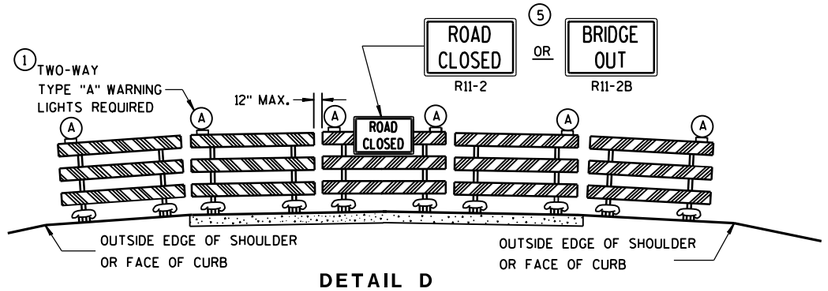
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO 289 FIC
SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

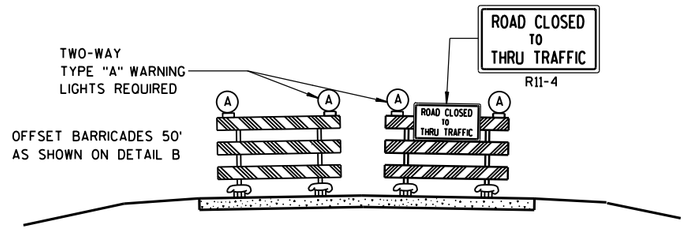
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI — FIC

FHWA

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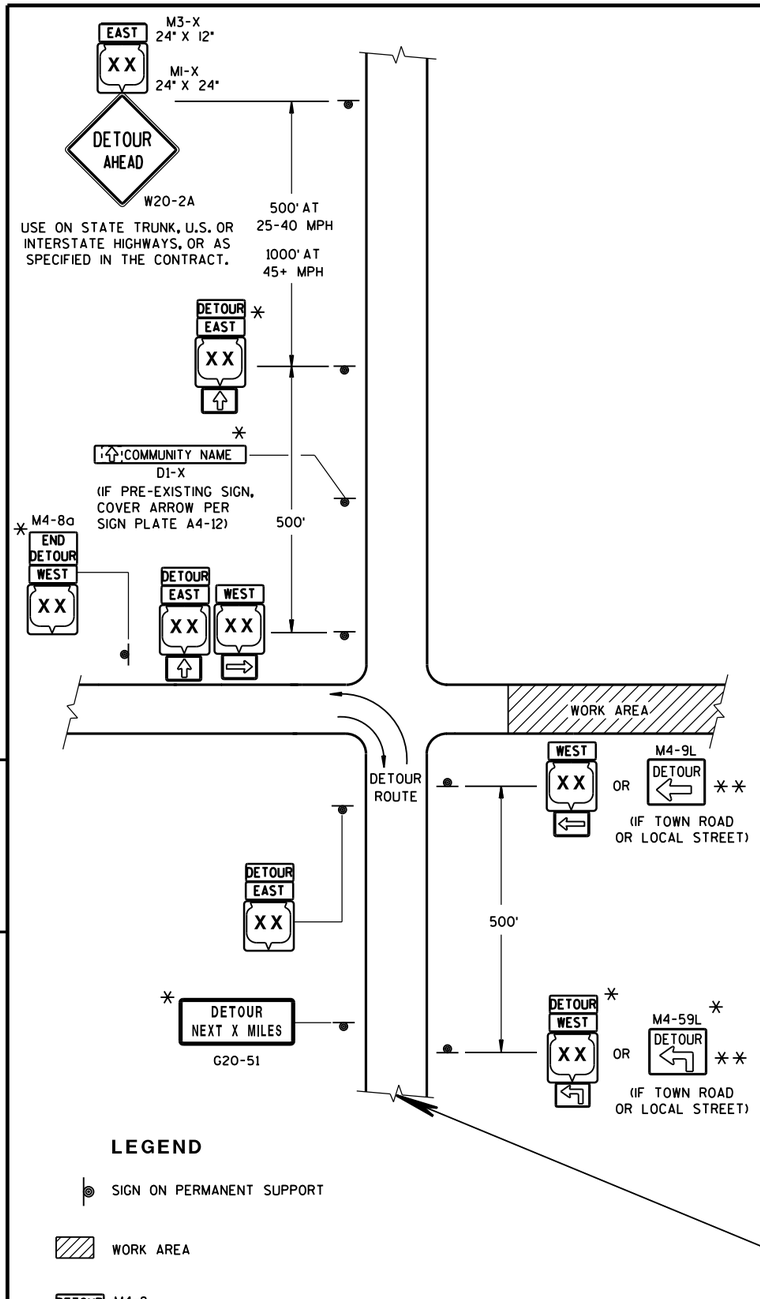
S.D.D. 15 C 2-6b

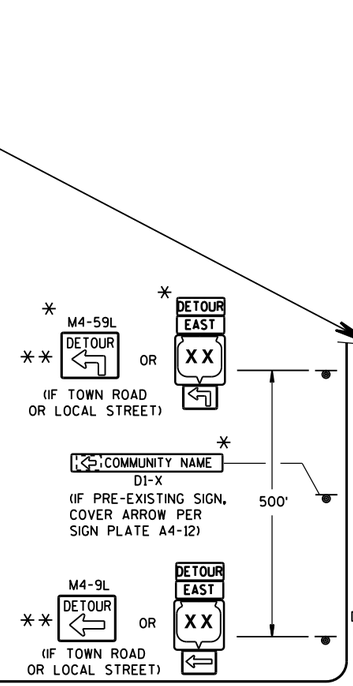
6

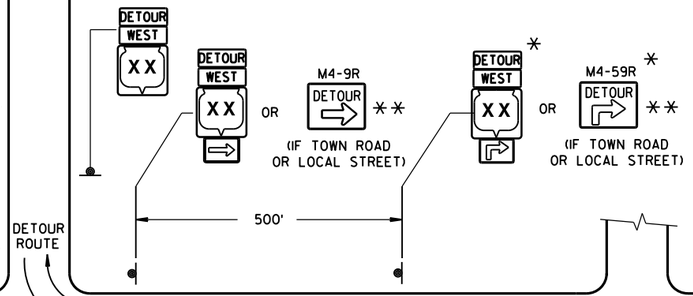
S.D.D. 15 C 2-6b

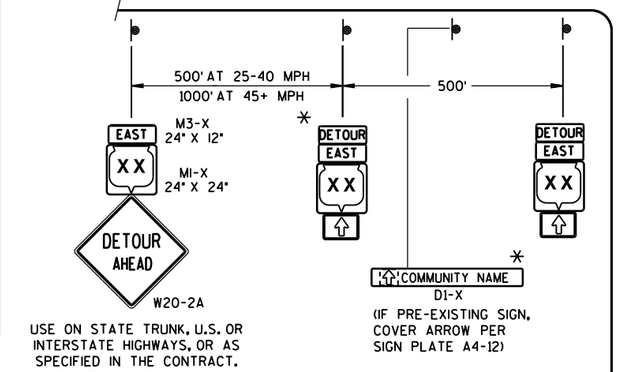
THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

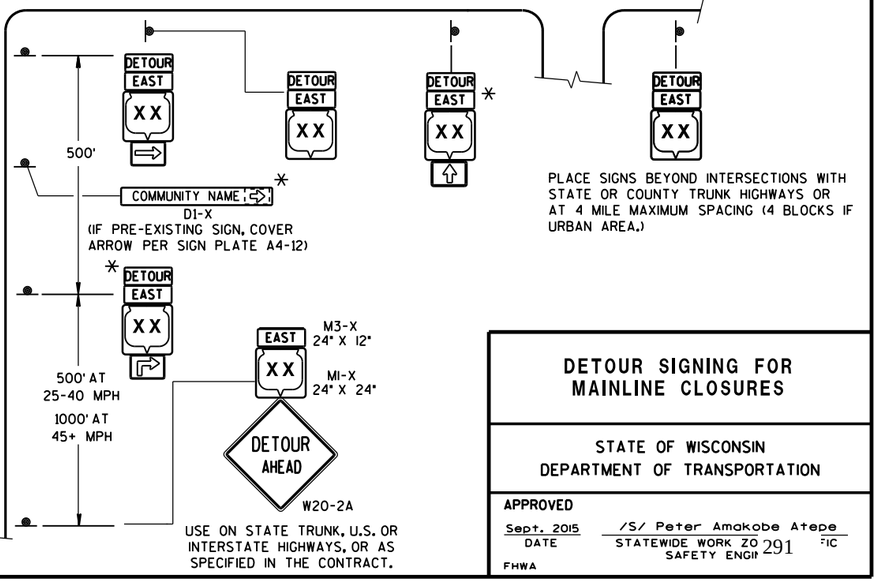


MATCH POINT









GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- MO5-1 OR MO6-1 OR MO6-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO... SAFETY ENGI... FIC

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S.D.D. 15 C 2-6c

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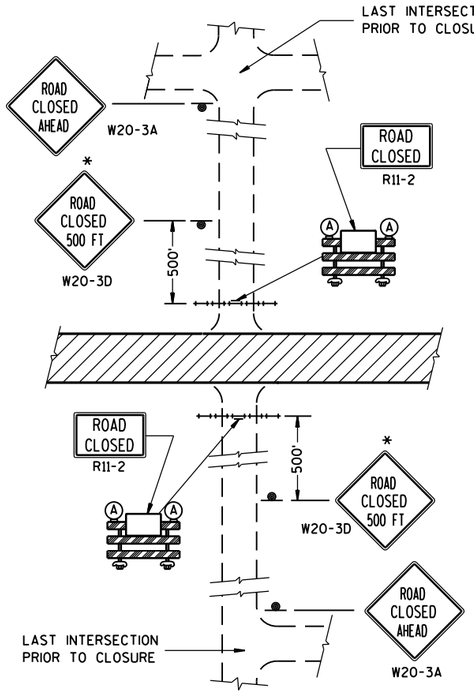
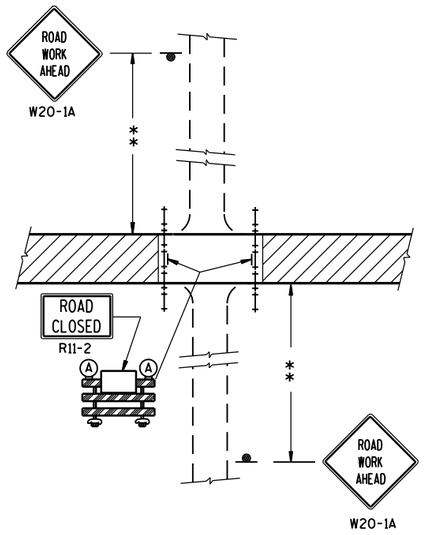
S.D.D. 15 C 2-6c



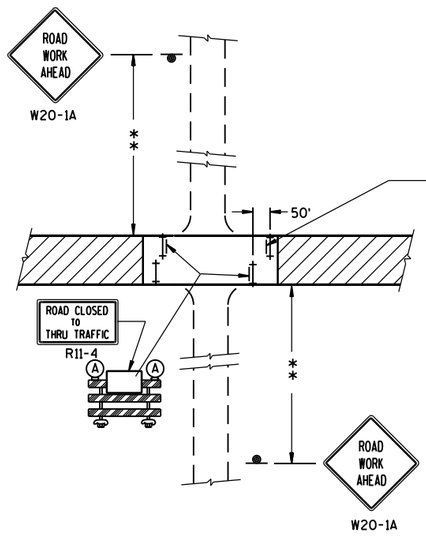
DETAIL 1

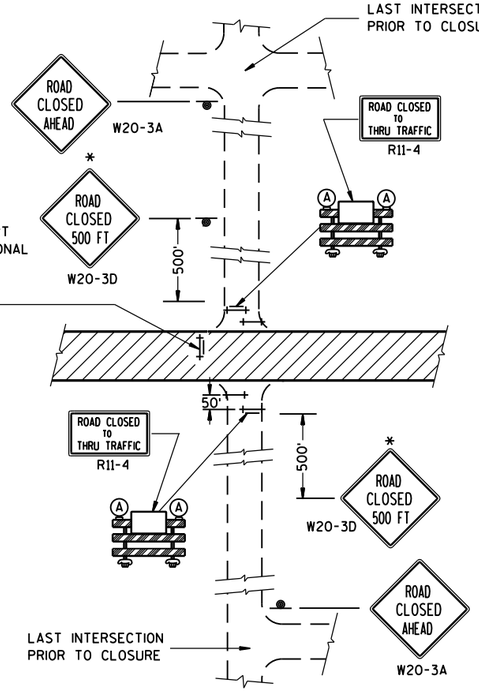
(NO ACCESS TO PROJECT)



DETAIL 2

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





DETAIL 3

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

DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible]FIC SAFETY ENGI[illegible]
FHWA

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S.D.D. 15 C 3-3

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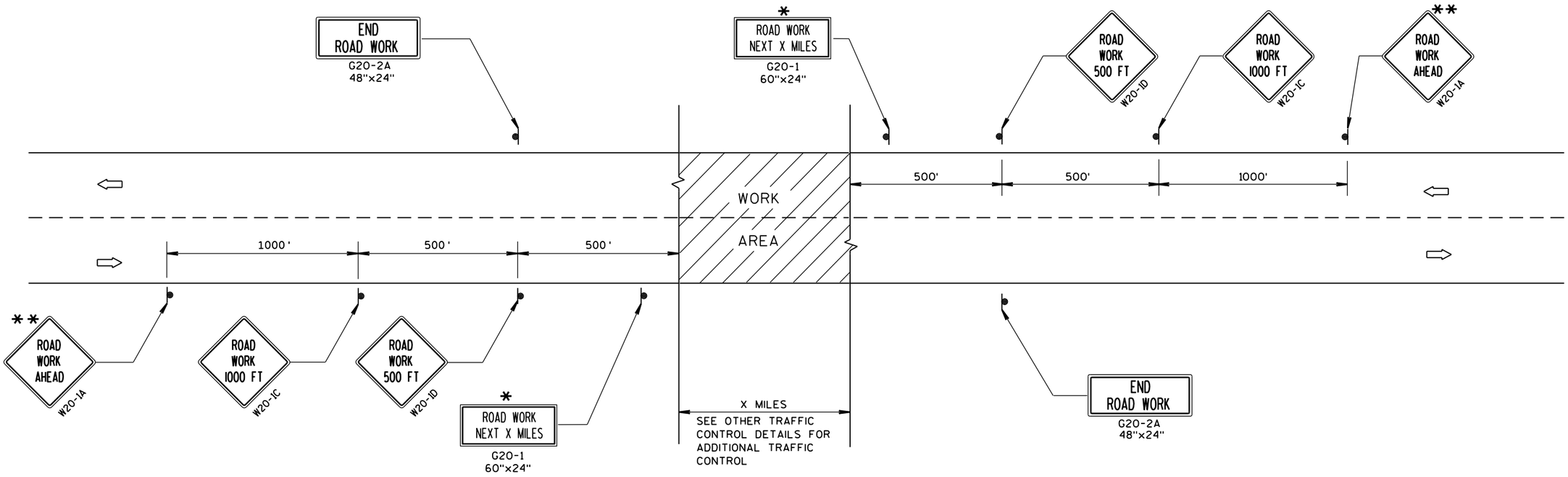
S.D.D. 15 C 3-3

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

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

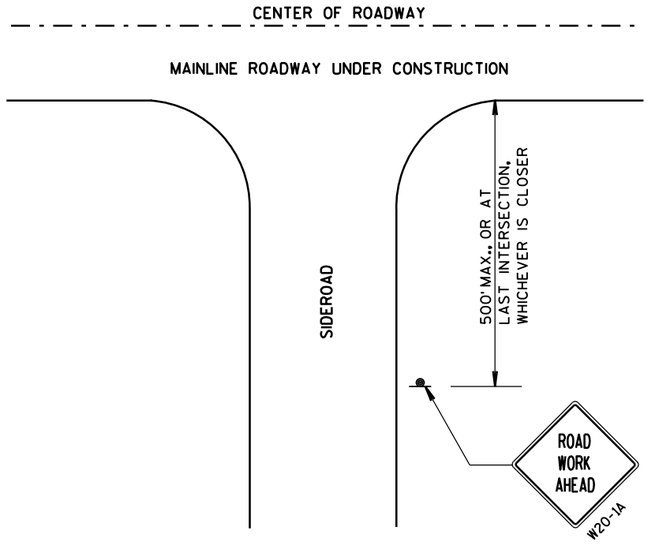
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

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

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

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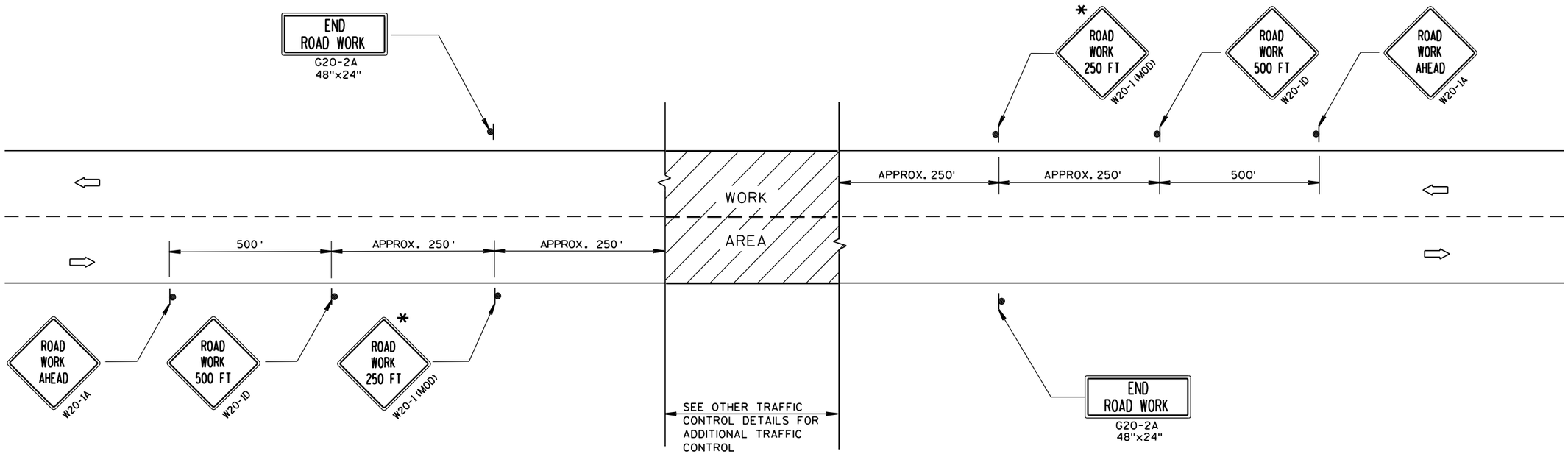
S.D.D. 15 C 4-3

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

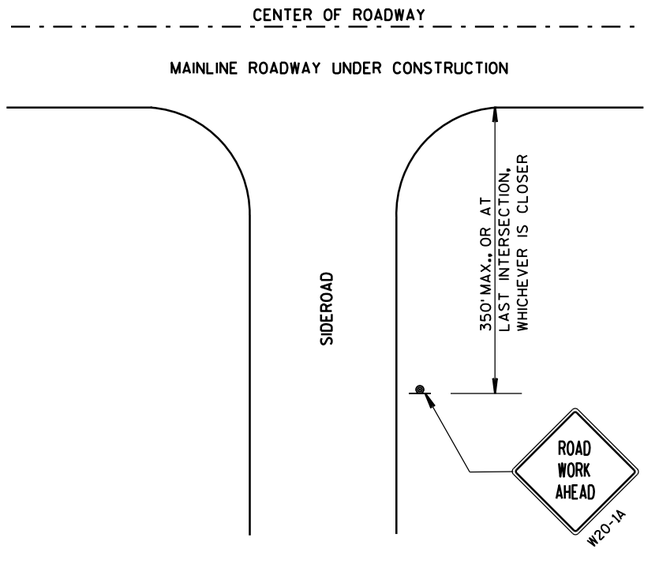
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

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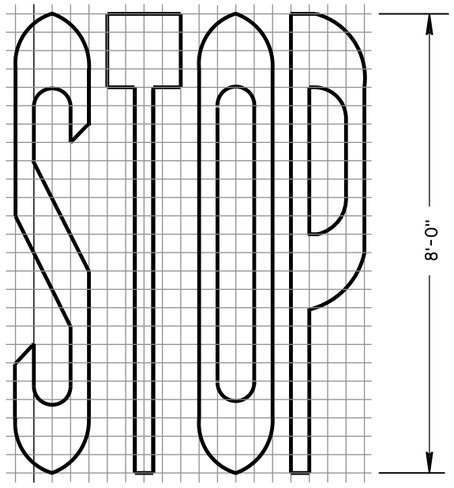
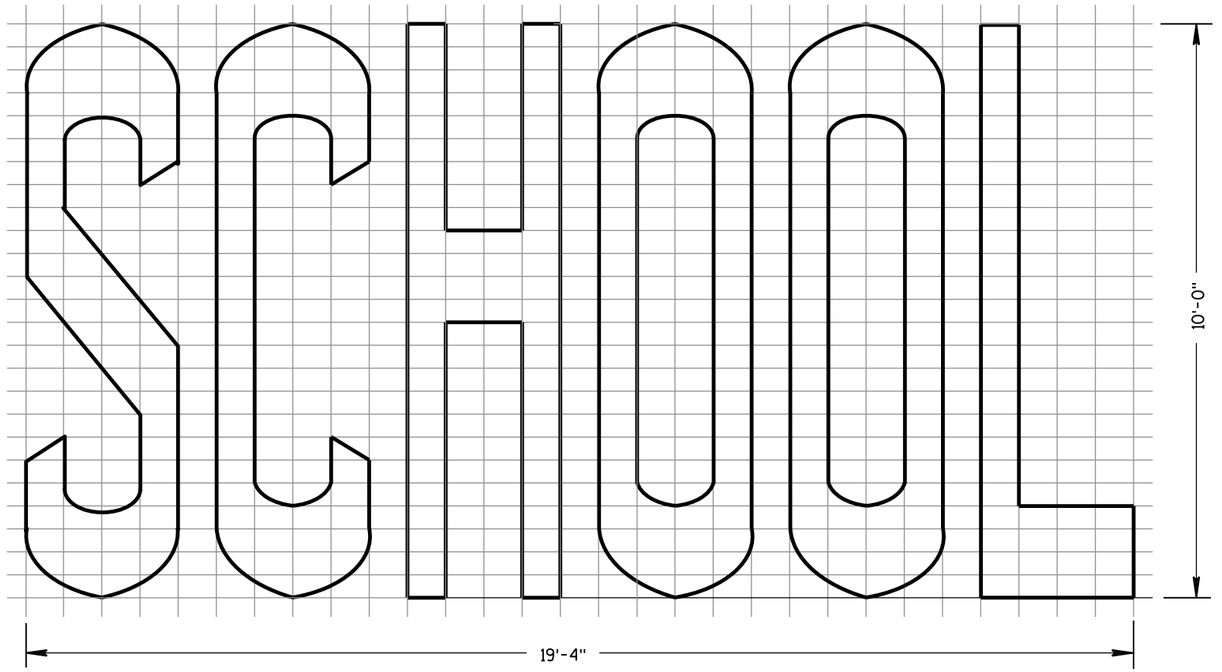
S.D.D. 15 C 5-3

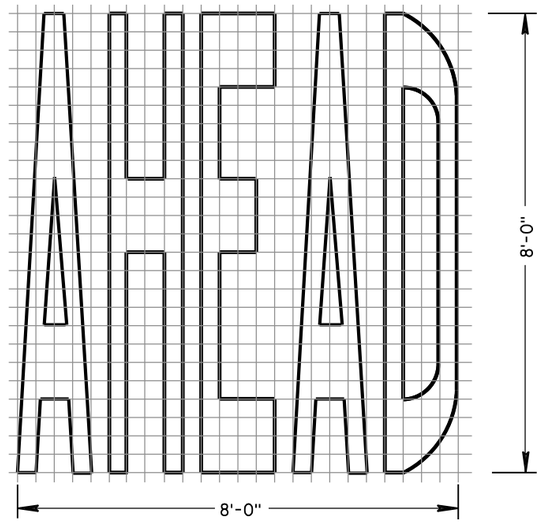
GENERAL NOTES

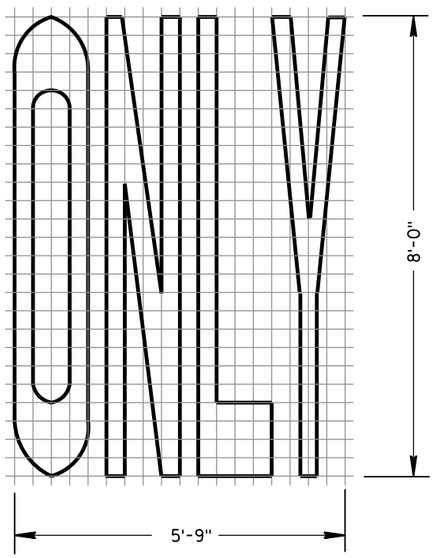
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

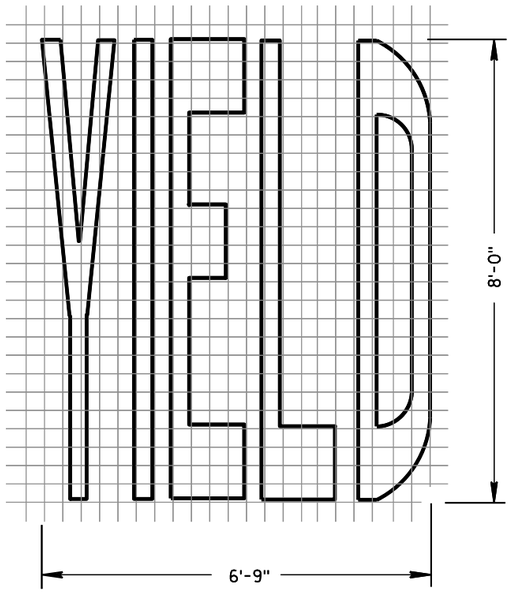


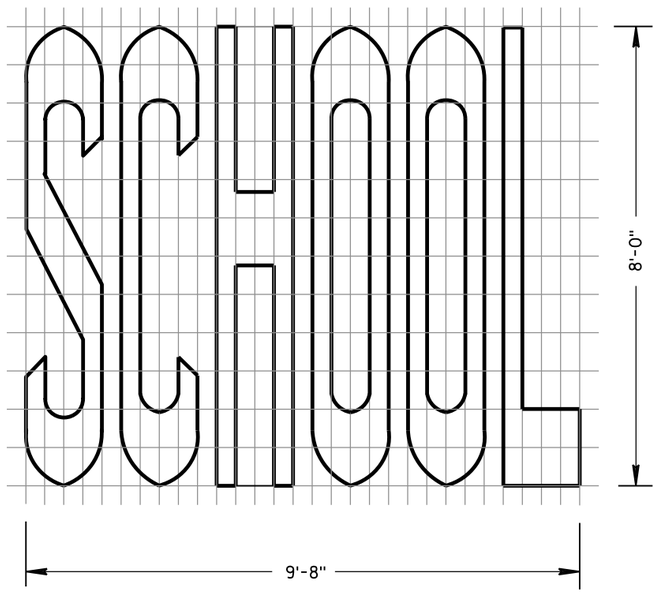


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-16	/S/ Matthew R. Rauch	
DATE	STATE SIGNING AND MARK	EER

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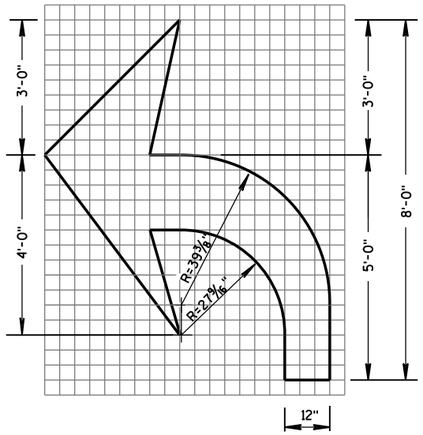
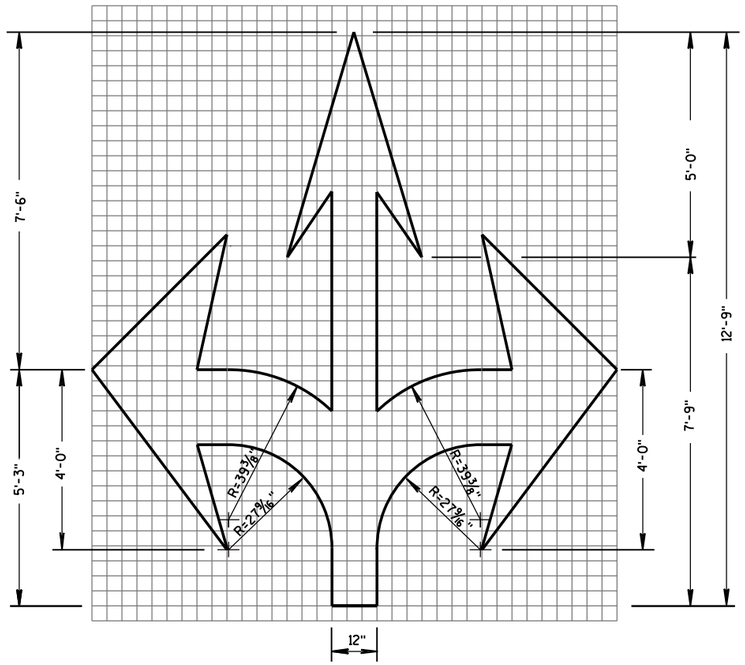
S.D.D. 15 C 7-13b
S.D.D. 15 C 7-13b

GENERAL NOTES

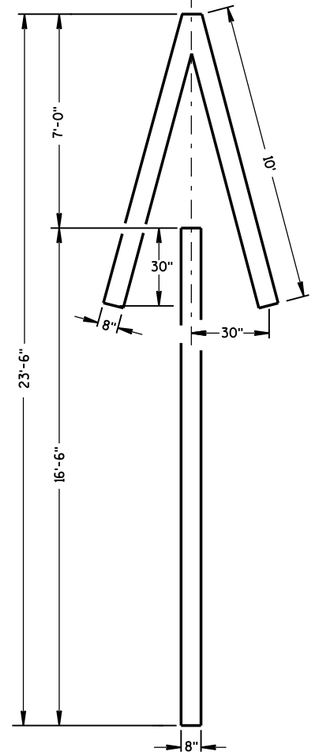
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



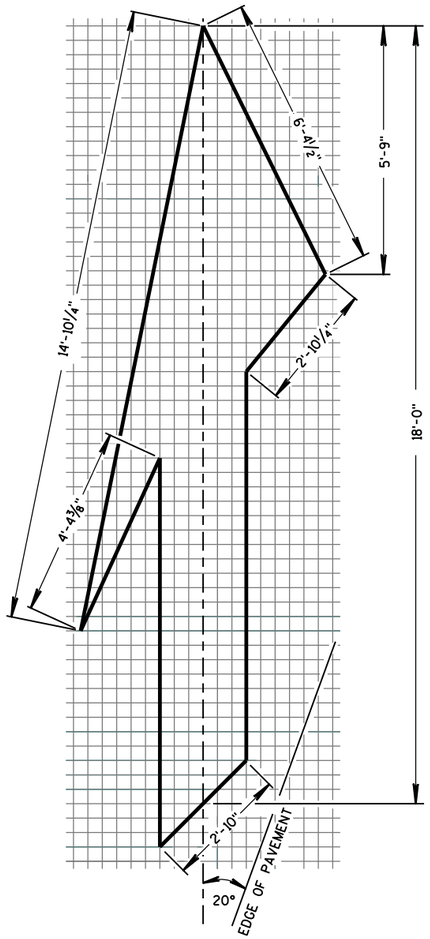
TYPE 2



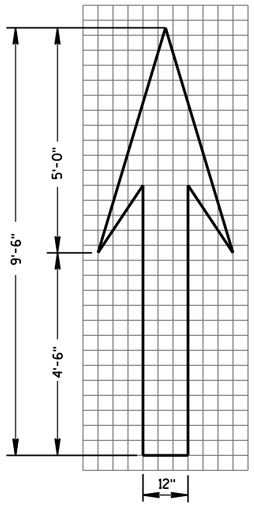
TYPE 6



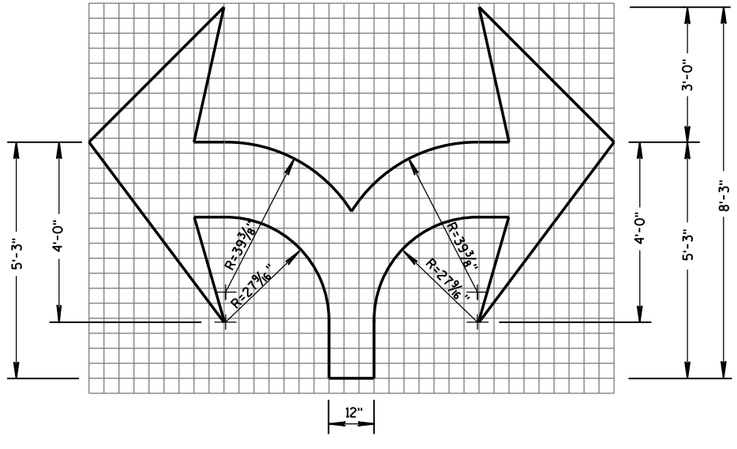
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 1



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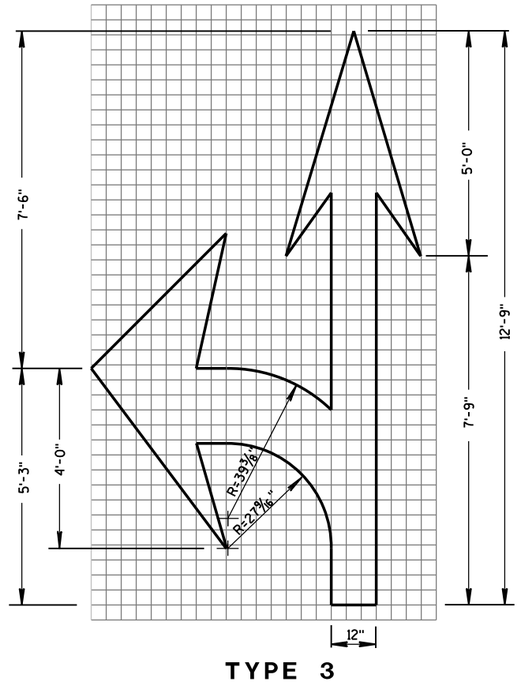

TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-16
DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR 296 NEER
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S.D.D. 15 C 7-13c

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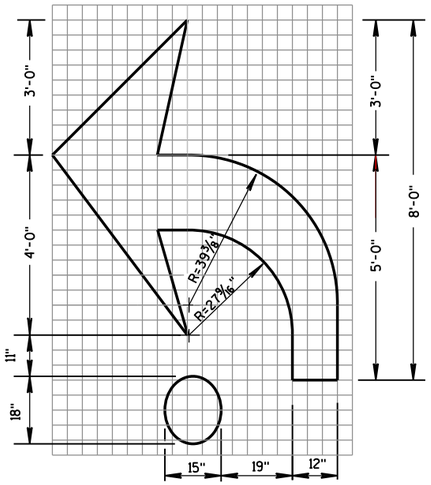
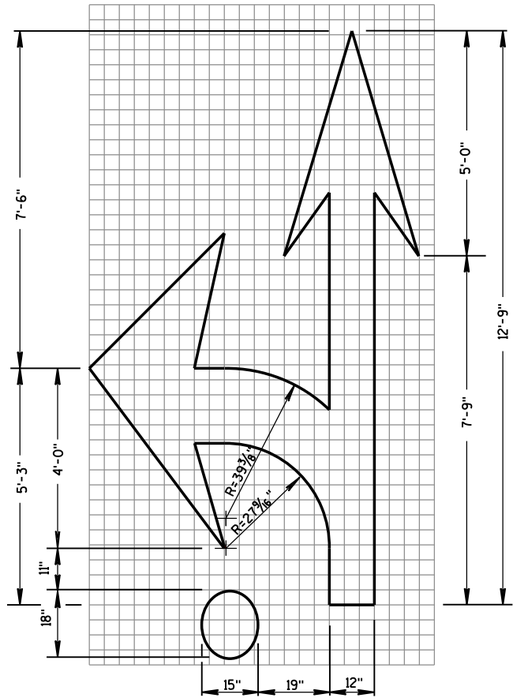
S.D.D. 15 C 7-13c

GENERAL NOTES

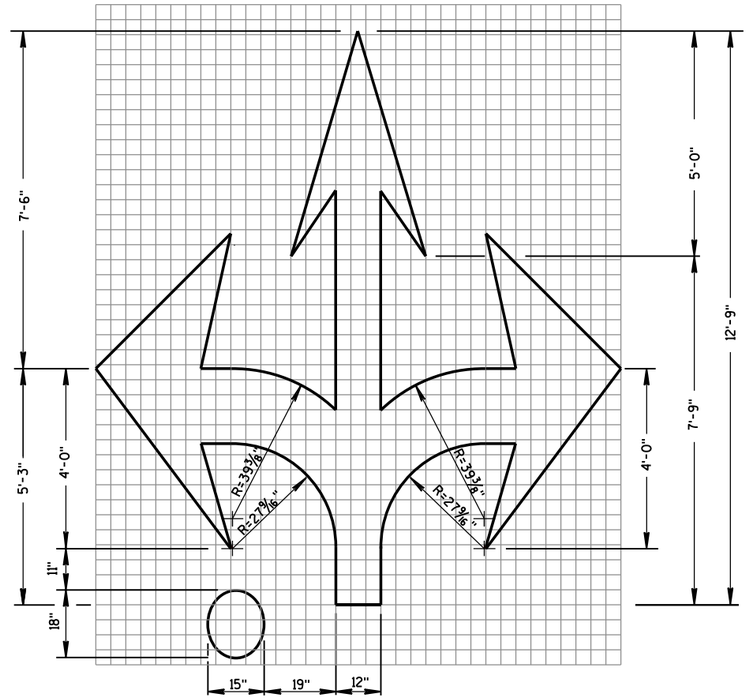
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



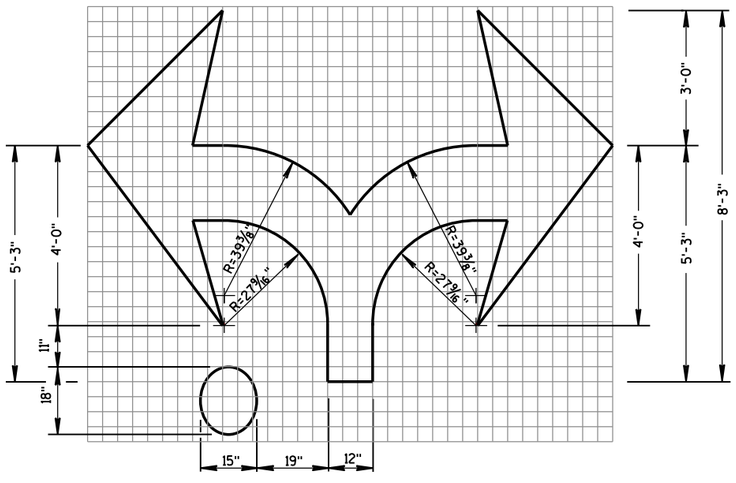
TYPE 2R



TYPE 3R



TYPE 6R



TYPE 7R

ROUNDABOUT ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/18/2016 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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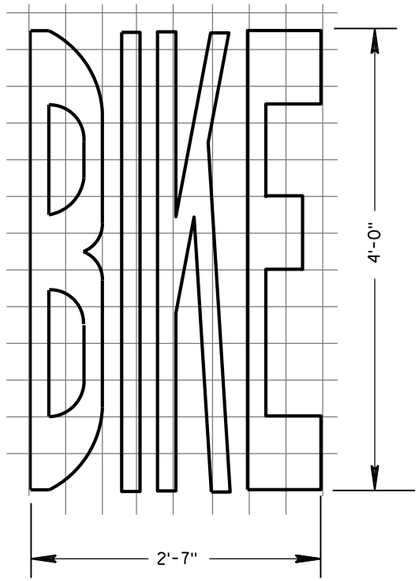
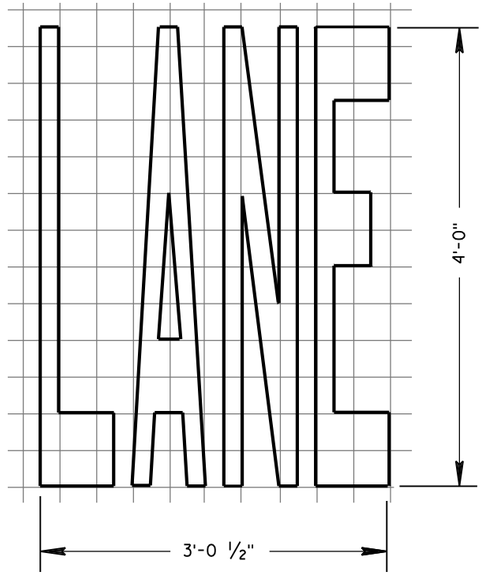
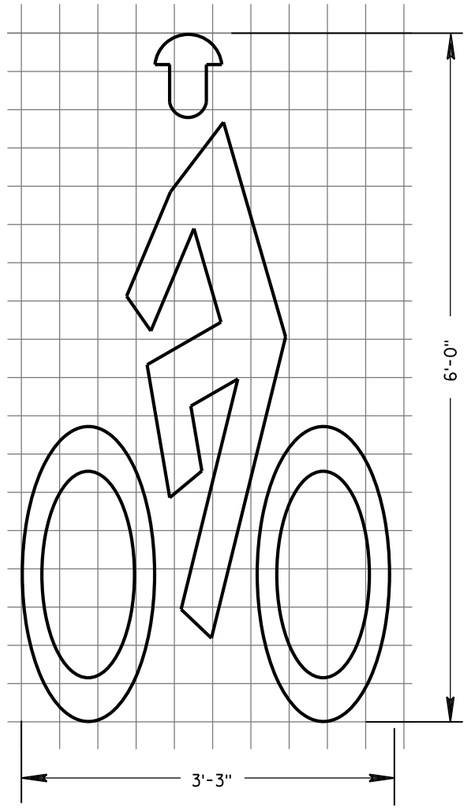
S.D.D. 15 C 7-13d

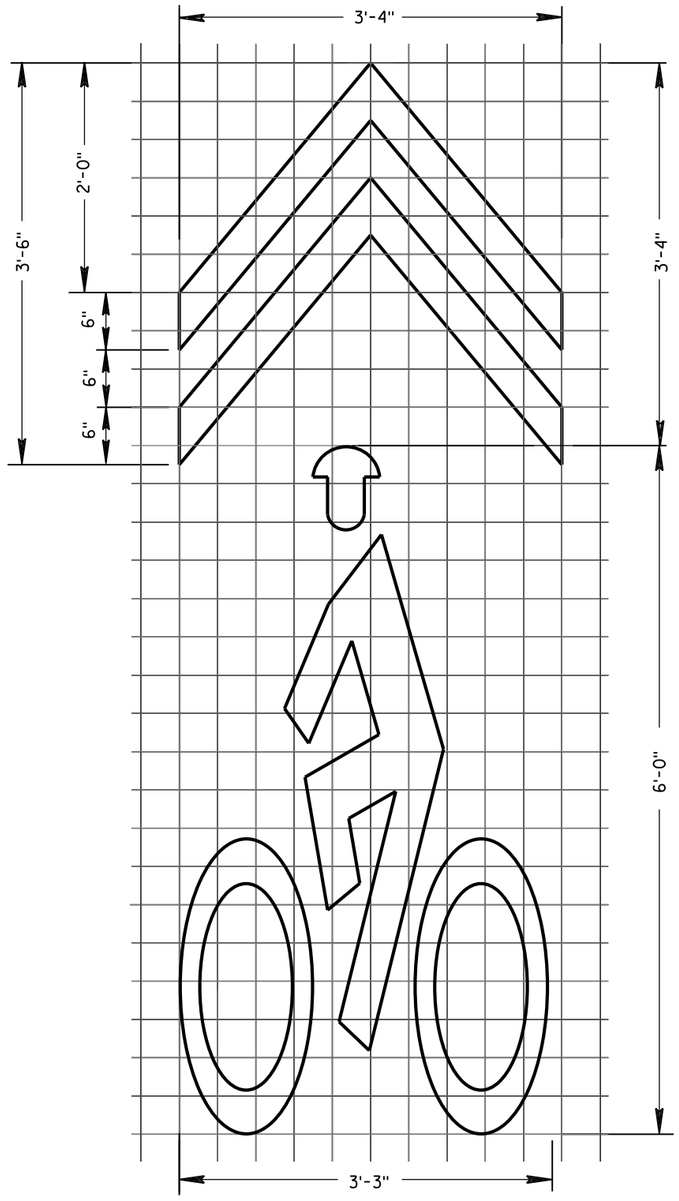




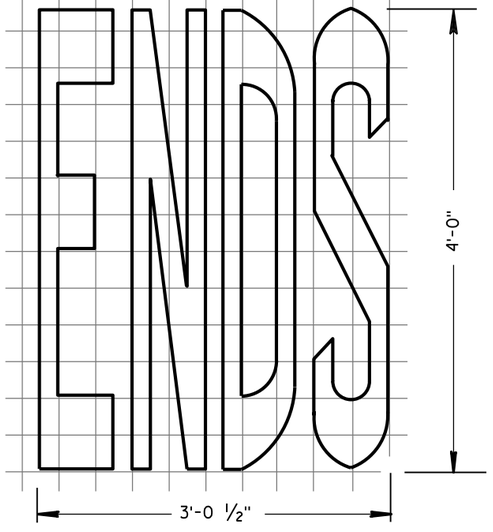
BIKE LANE WORDS



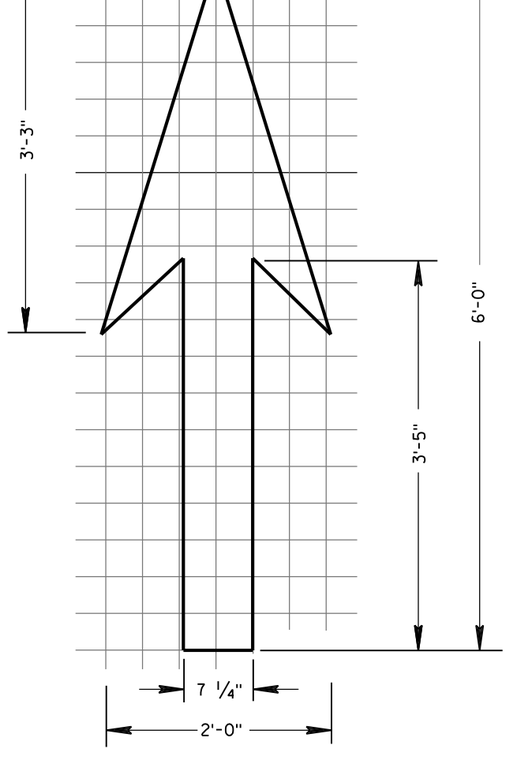
BIKE LANE SYMBOL



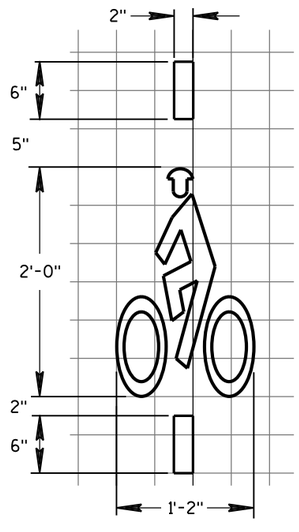
BIKE SYMBOL FOR SHARED LANE



BIKE LANE WORDS



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

GENERAL NOTES

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

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016 DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARK ENGINEER

FHWA

6

S.D.D. 15 C 7-13e

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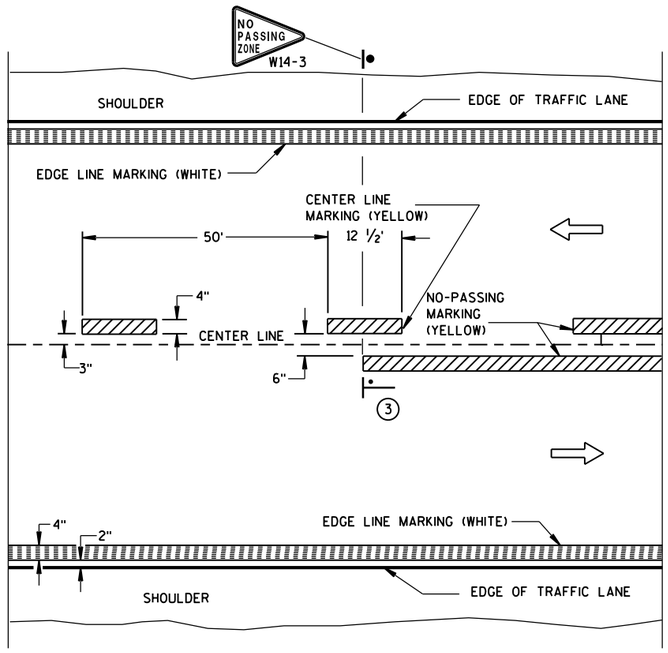
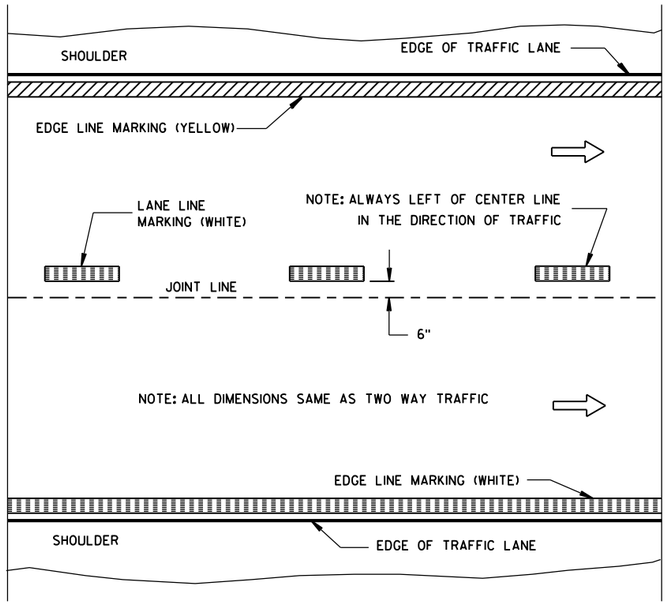
S.D.D. 15 C 7-13e

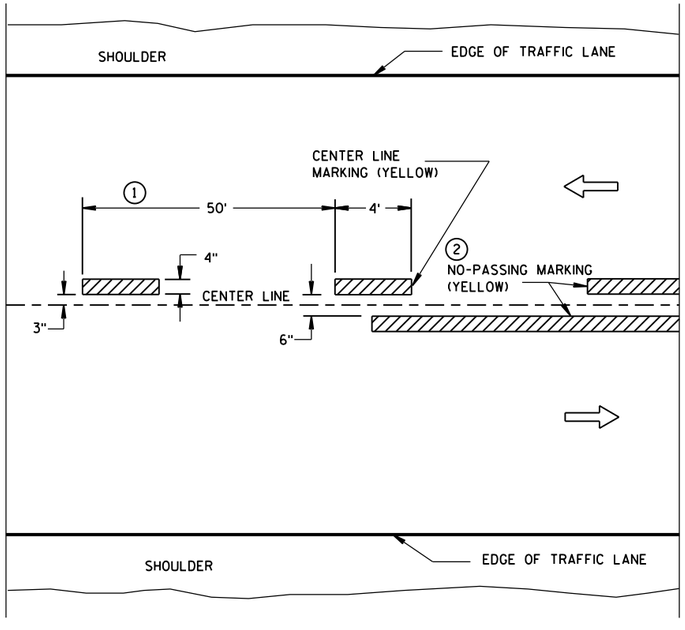


TWO WAY TRAFFIC

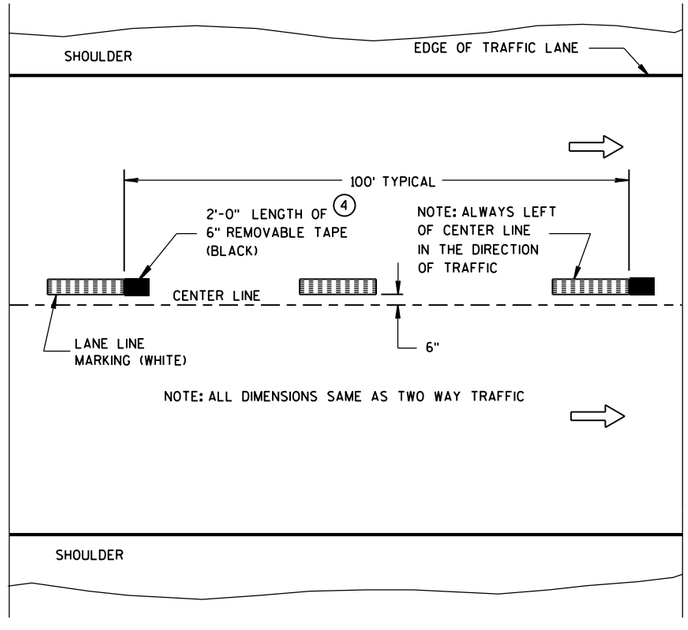


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

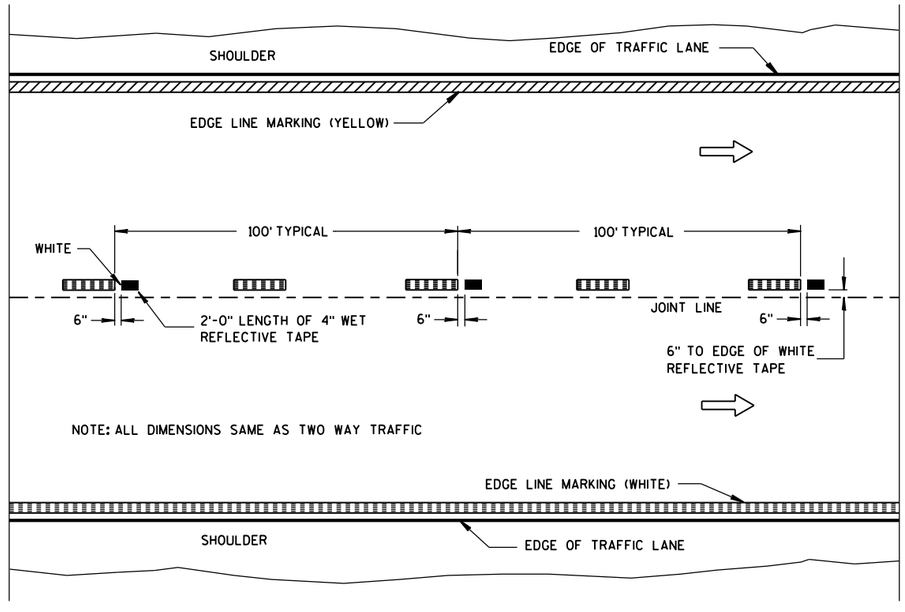
GENERAL NOTES

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

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

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



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

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 15 C 8-16a

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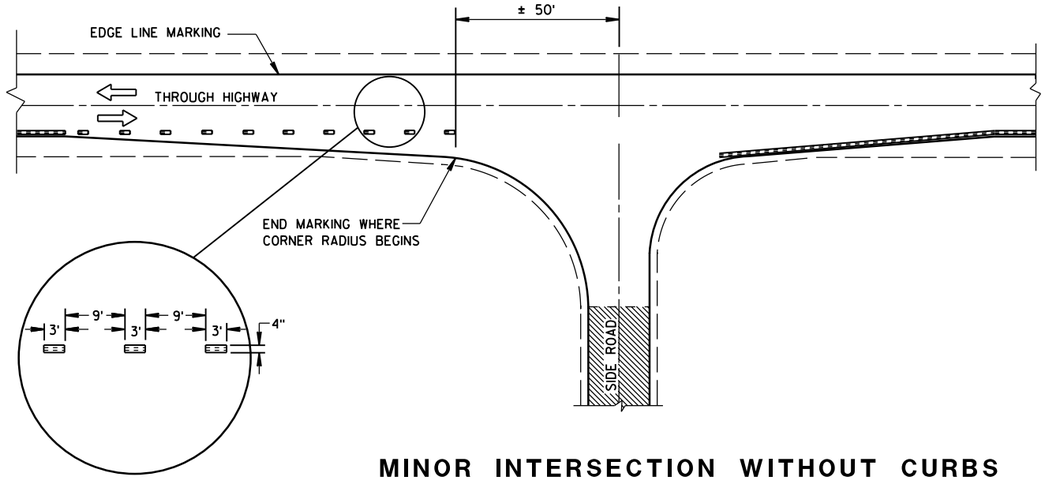
S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

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

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

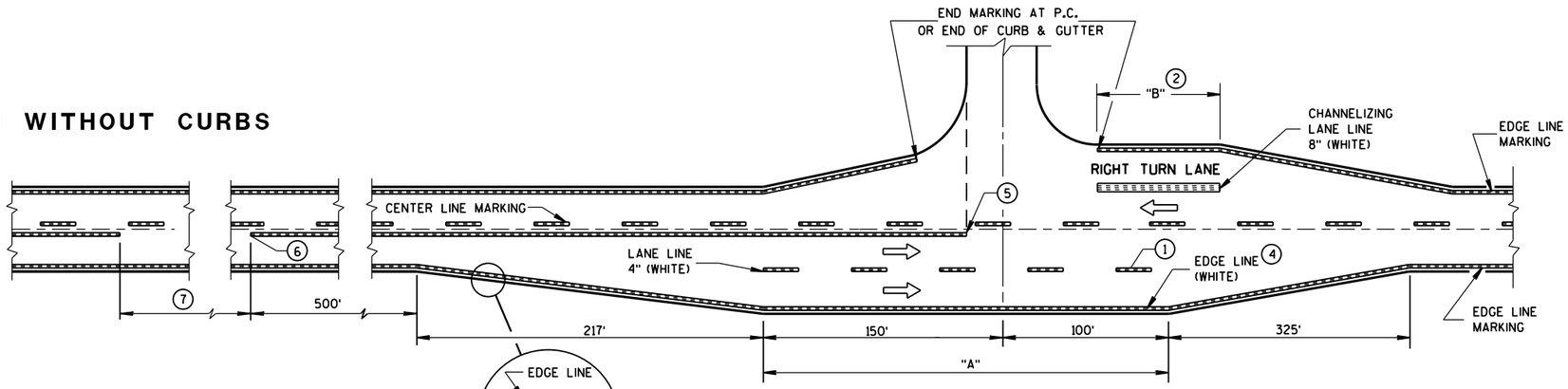
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

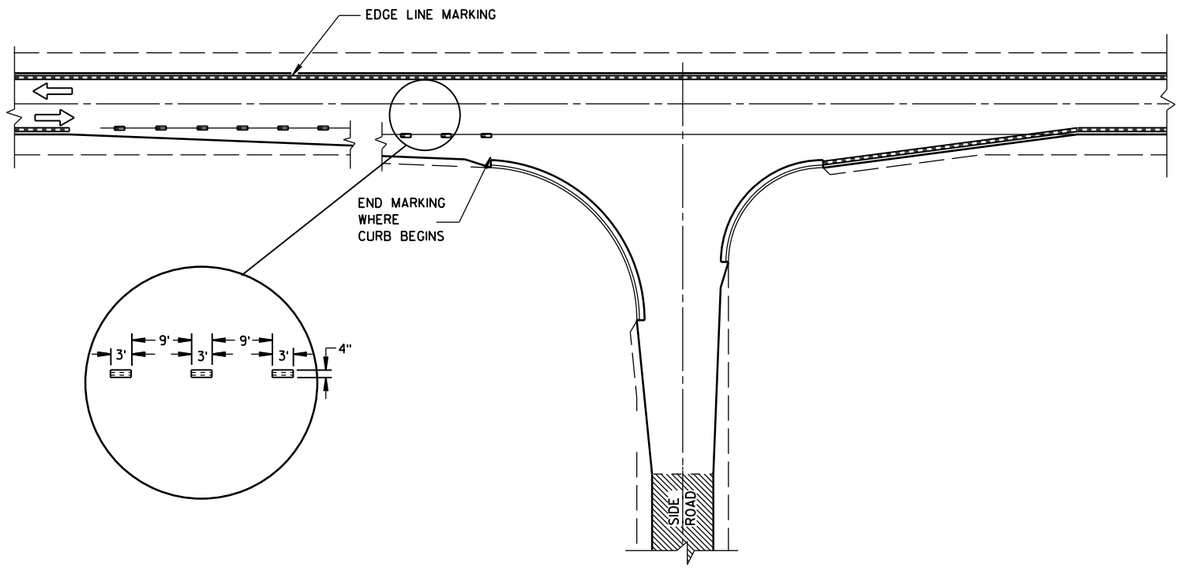
(7)

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



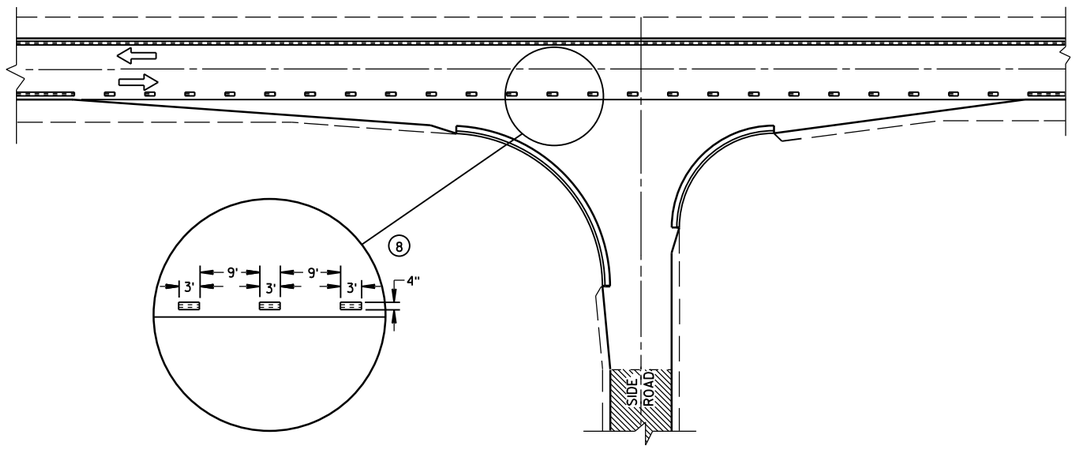
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 300

6

S.D.D. 15 C 8-16b

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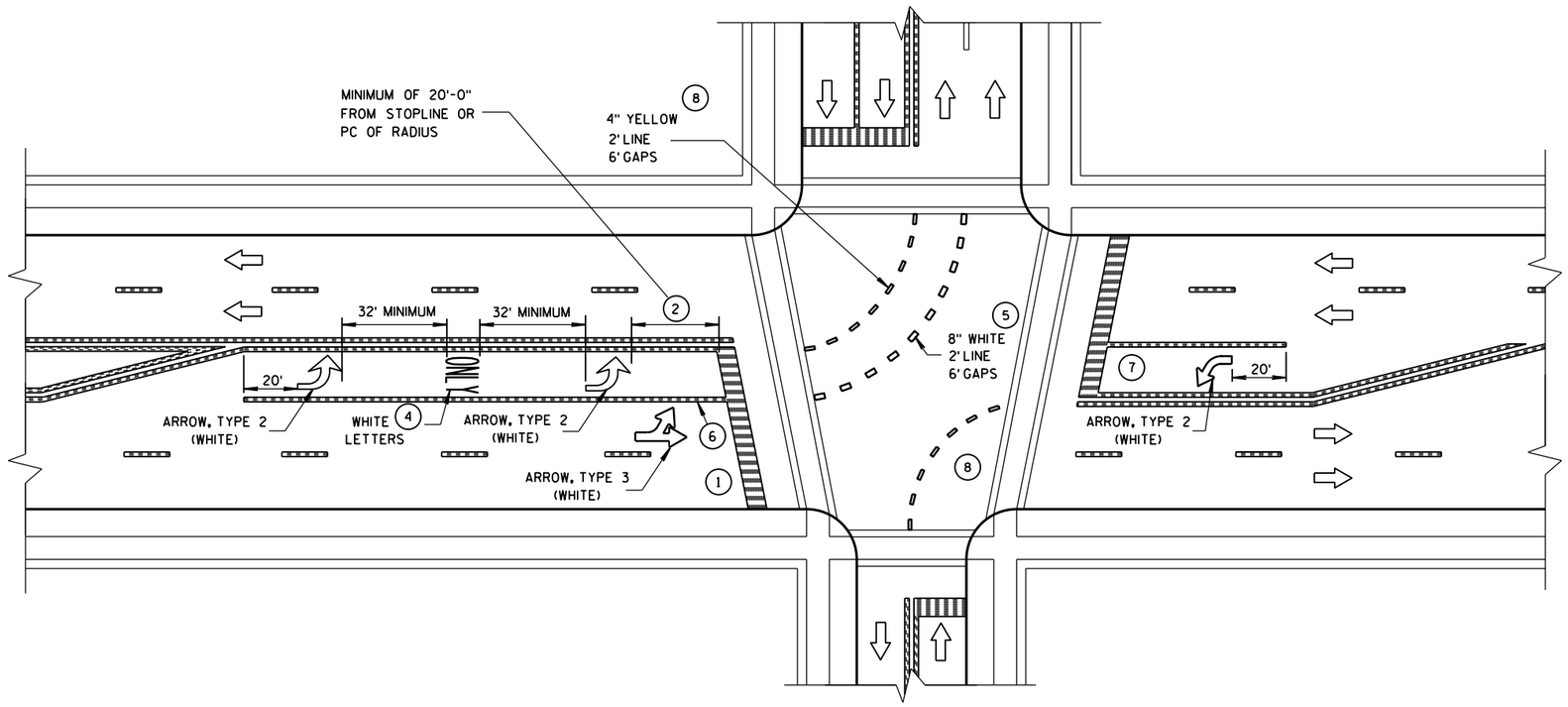
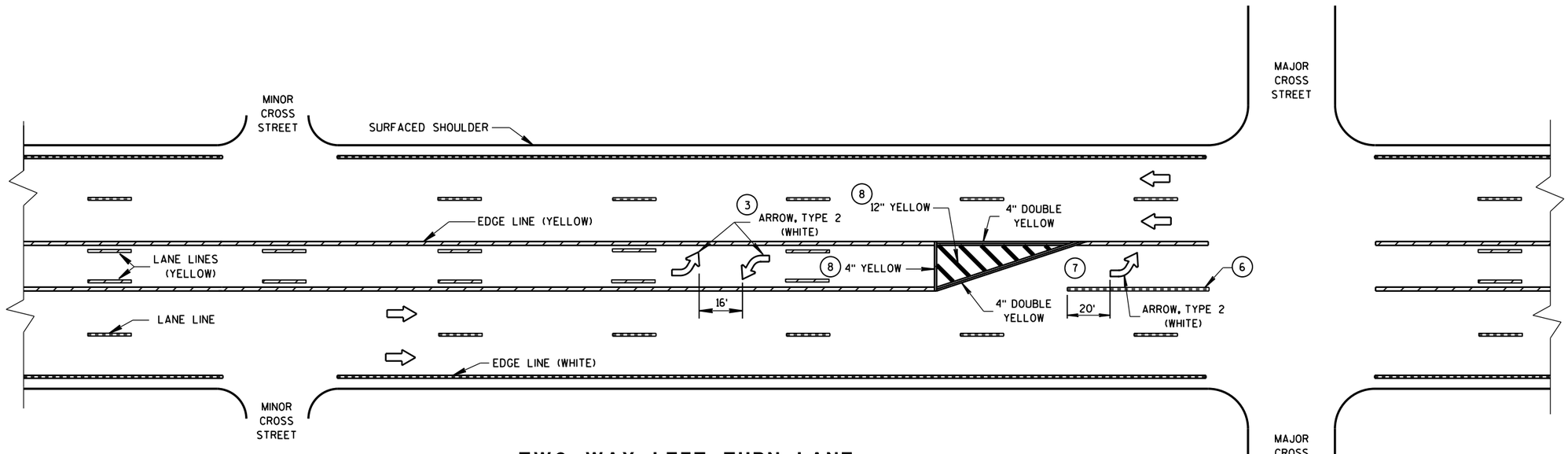
S.D.D. 15 C 8-16b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 15 C 8-16e

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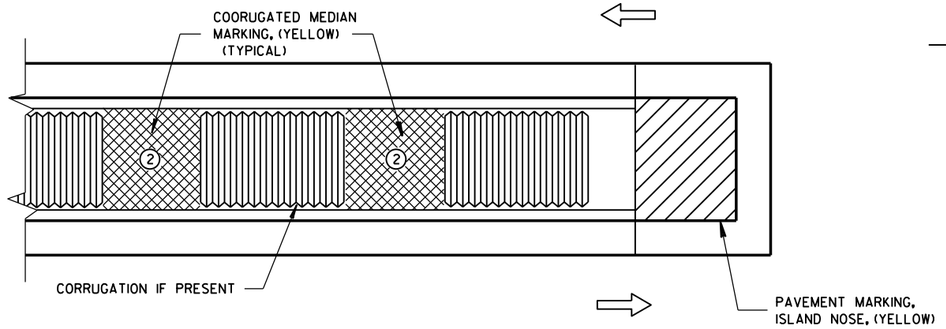
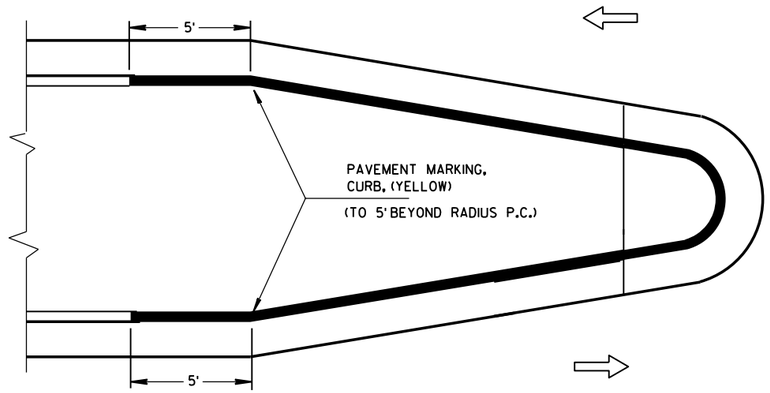
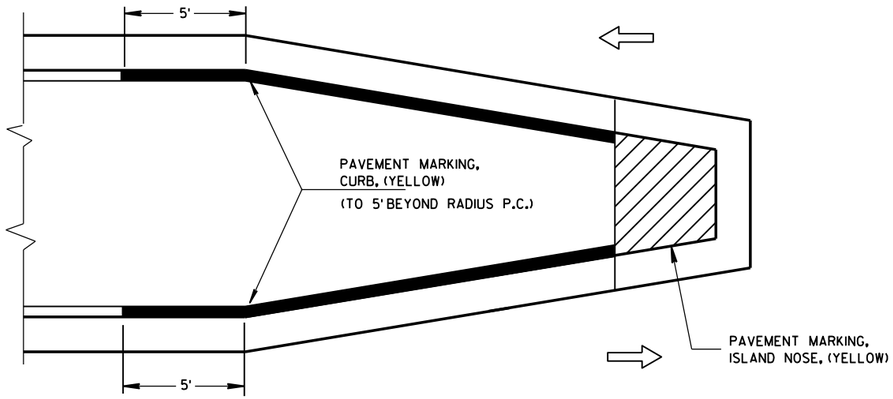
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

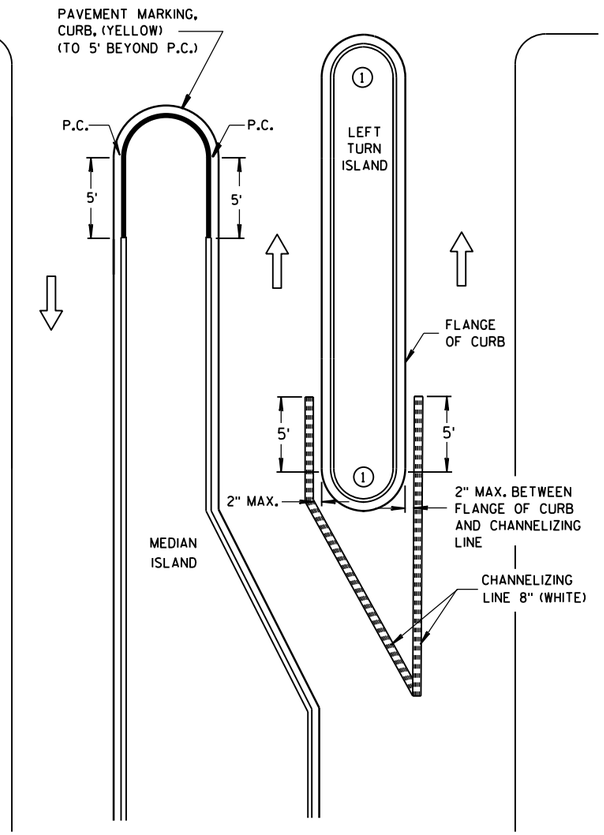


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

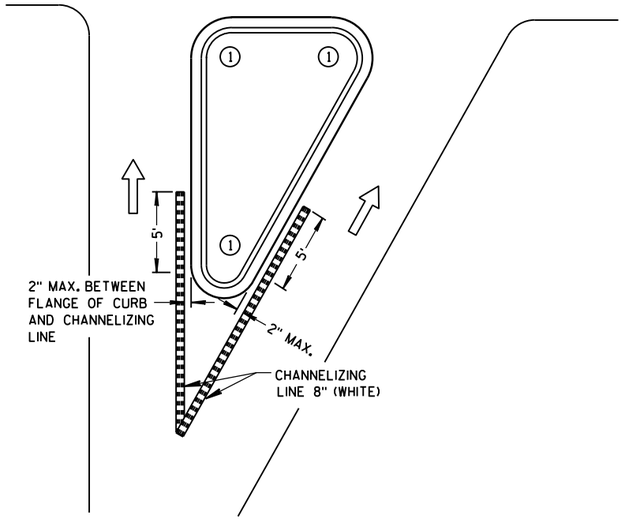


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 C 8-16f

6

S.D.D. 15 C 8-16f

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

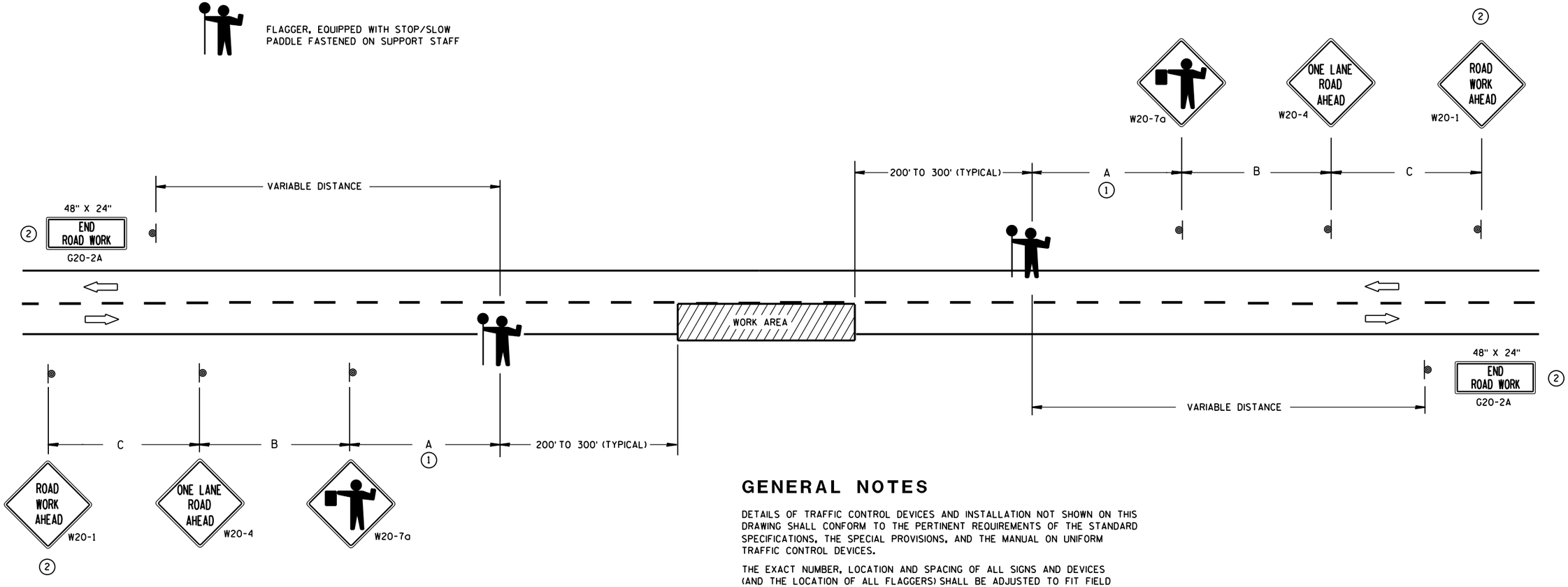
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

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

W3-4

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



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

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

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

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

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

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

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 15 C 12-4

6

S.D.D. 15 C 12-4

GENERAL NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

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

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

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

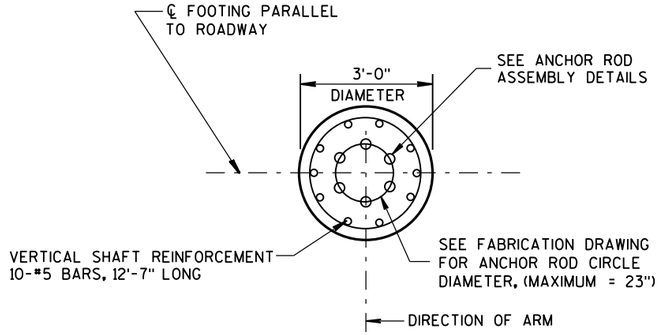
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

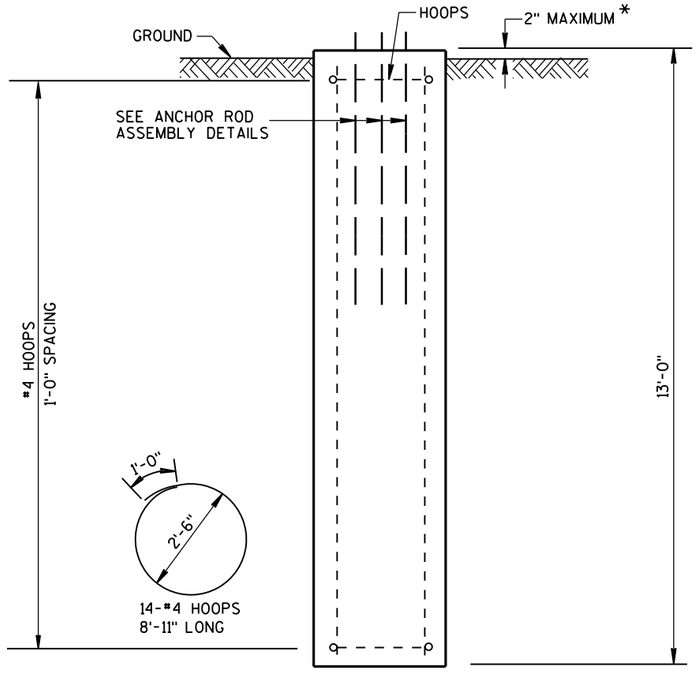
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554, GRADE 55	fy=55,000 p.s.i.
ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	
PLATES, ASTM A709, GRADE 36	fy=36,000 p.s.i.

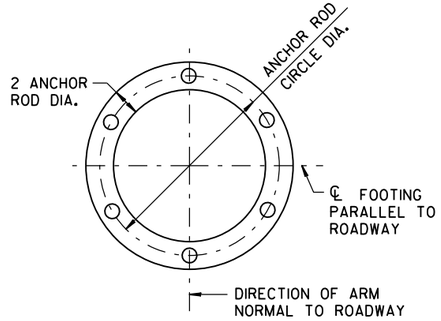
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



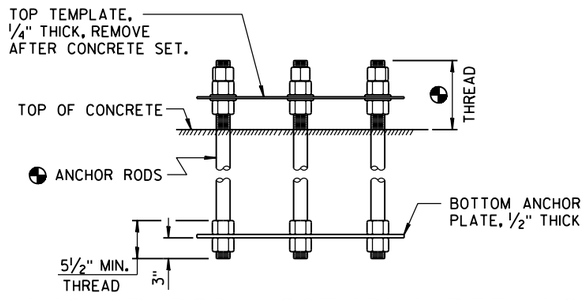
PLAN VIEW



ELEVATION VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Vu Thao — WIND LOADED STRU PROGRAM LEA
FHWA

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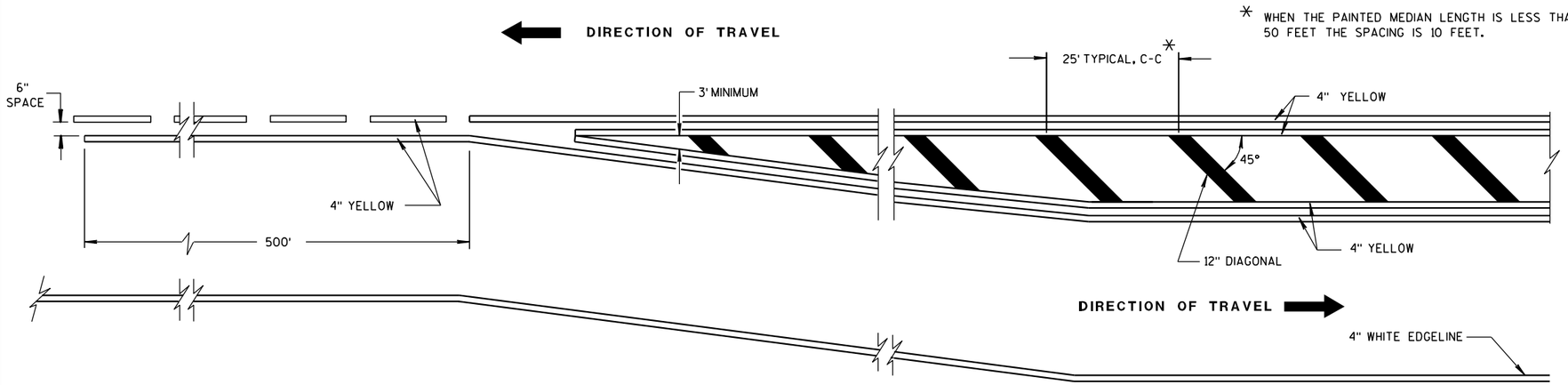
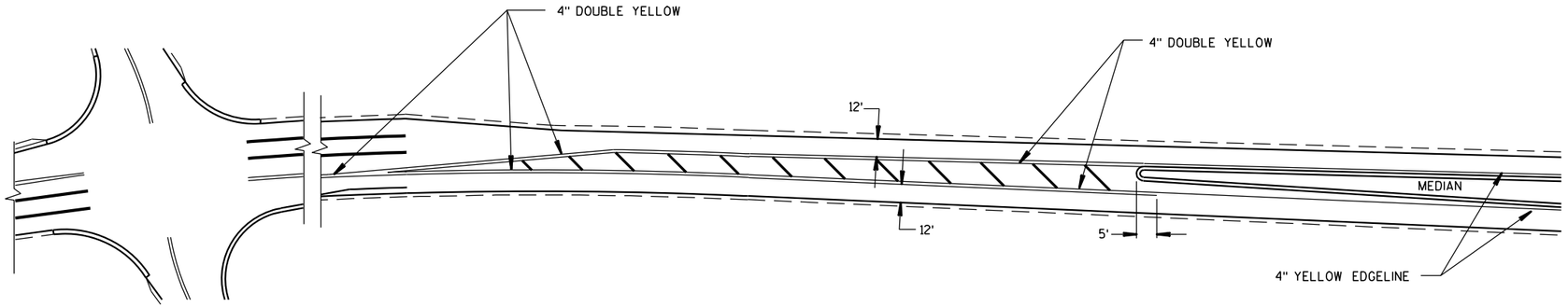
S.D.D. 15 C 15-5



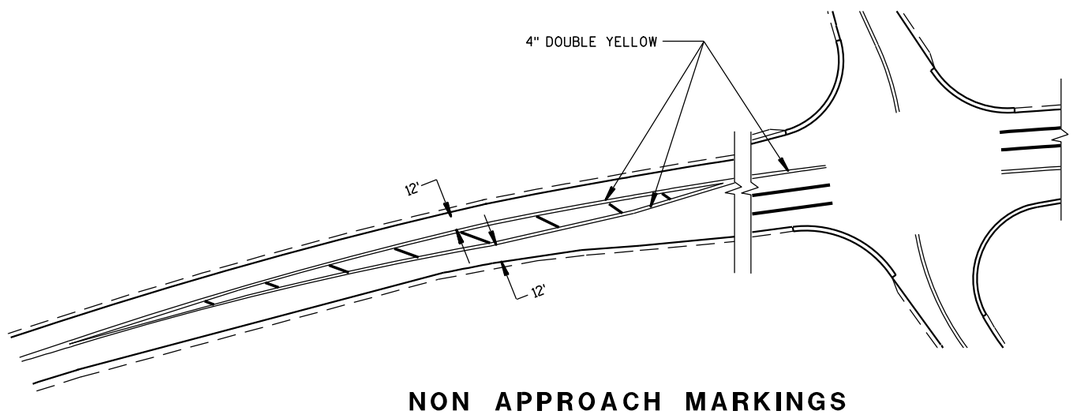
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER
FHWA	305 IGN

6

S.D.D. 15 C 18-3

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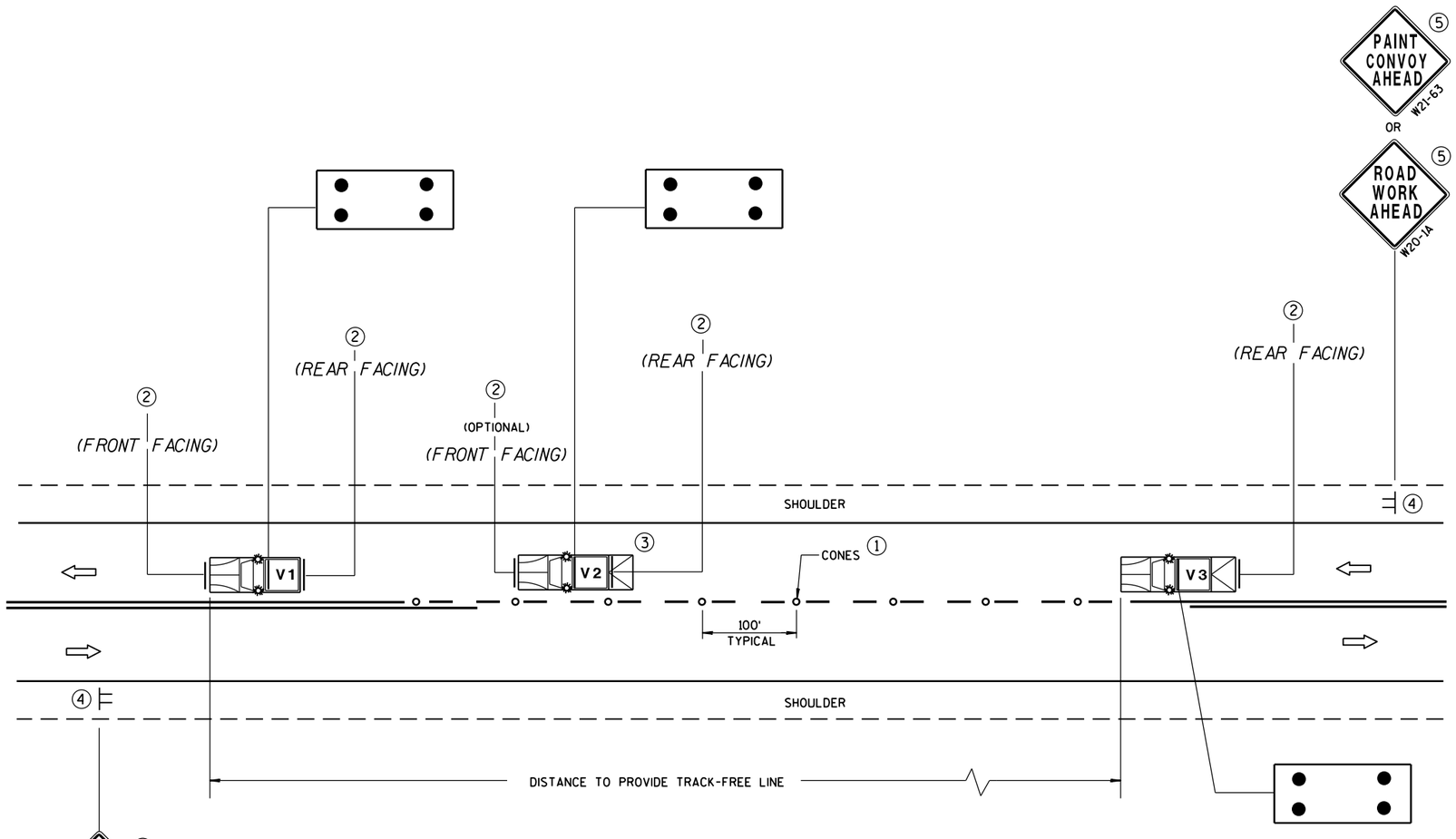
S.D.D. 15 C 18-3



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

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

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

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

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

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

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

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

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

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

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

MOVING PAVEMENT MARKING OPERATION
TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

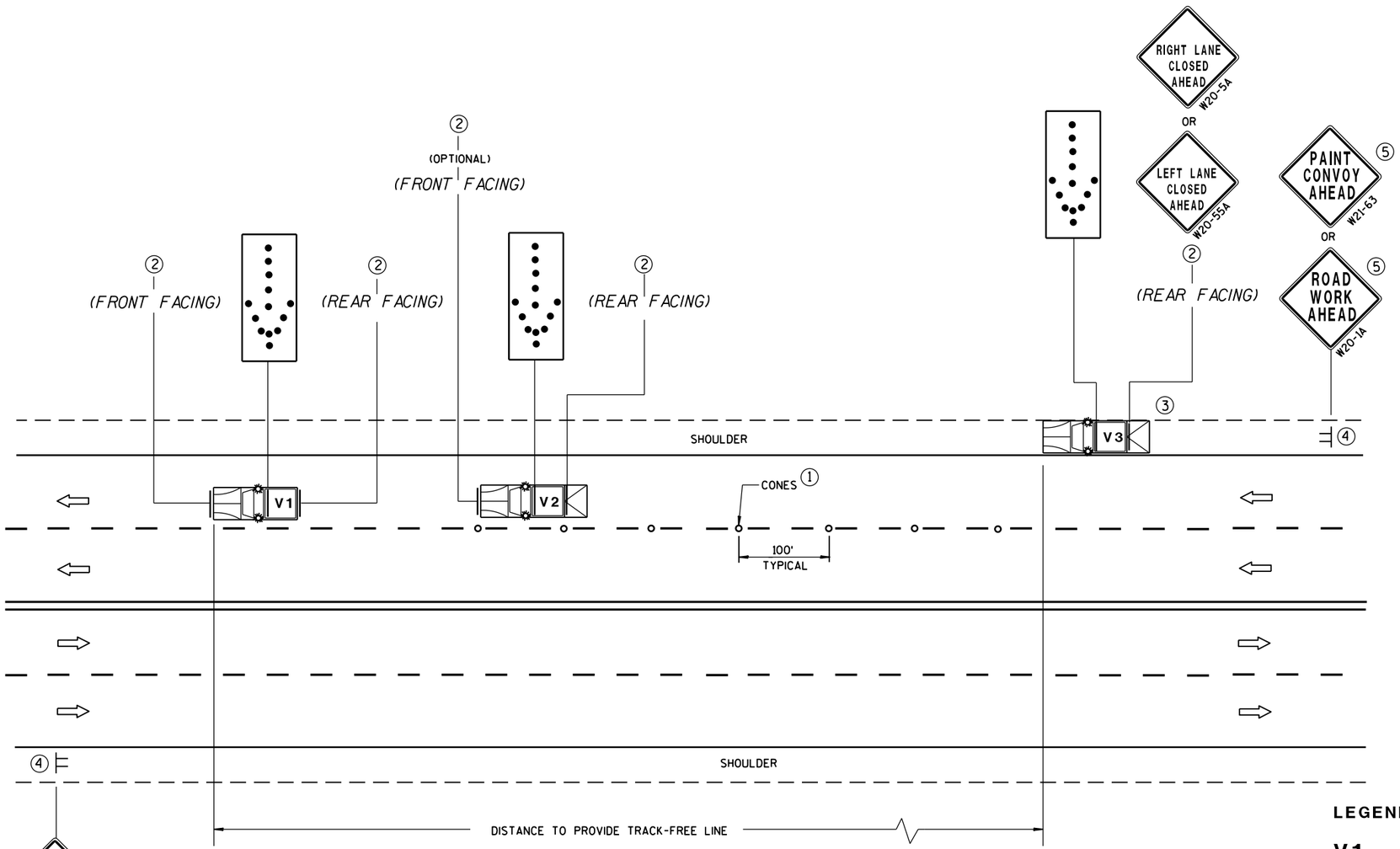
APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 19-4a

6

S.D.D. 15 C 19-4a



GENERAL NOTES

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

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

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

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

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

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

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH.

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE OR LANELINE MARKING FOR MULTILANE UNDIVIDED ROADWAYS.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE UNDIVIDED ROADWAY

LEGEND

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

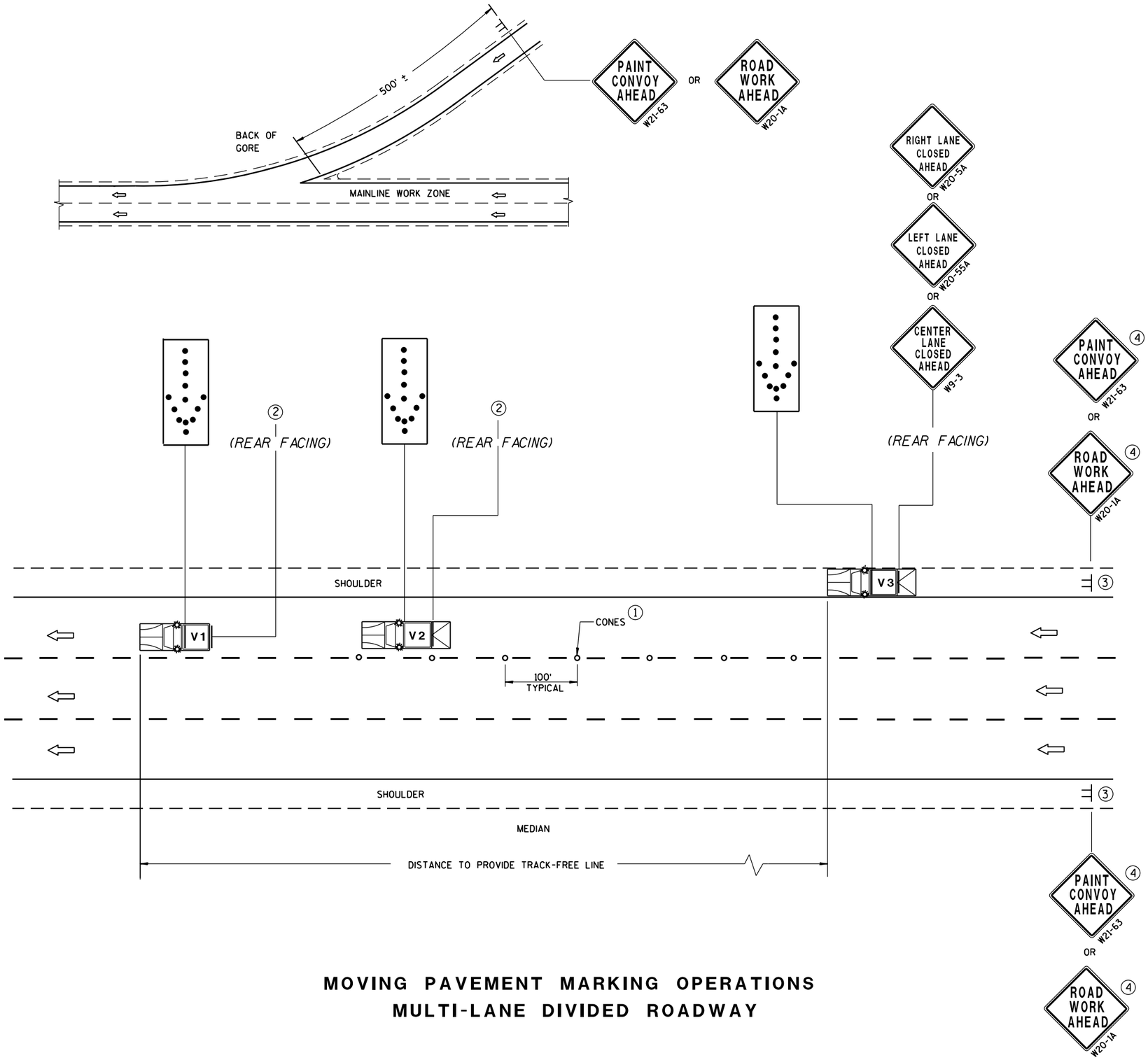
MOVING PAVEMENT MARKING OPERATION
MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZON SAFETY ENGINE
FHWA

6

S.D.D. 15 C 19-4b



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

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

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

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

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

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

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

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

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

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

(4) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

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

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGINI
FHWA

6

S.D.D. 15 C 19-4c

6

S.D.D. 15 C 19-4c

GENERAL NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

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

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

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

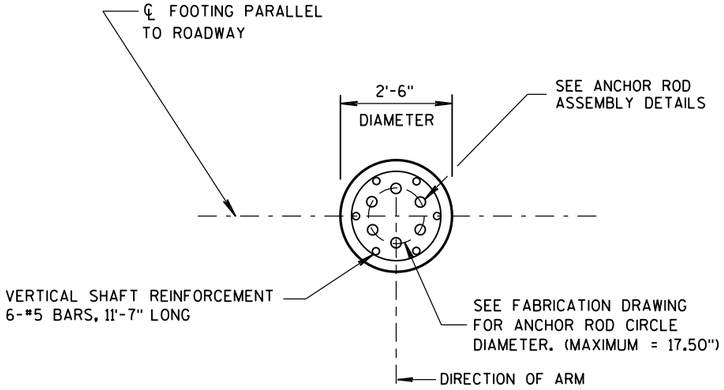
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

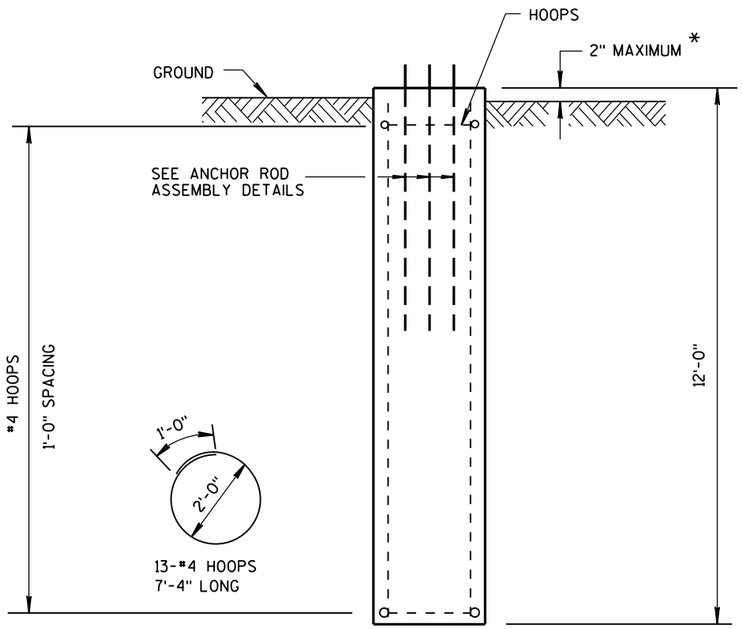
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554, GRADE 55	fy=55,000 p.s.i.
ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	
PLATES, ASTM A709, GRADE 36	fy=36,000 p.s.i.

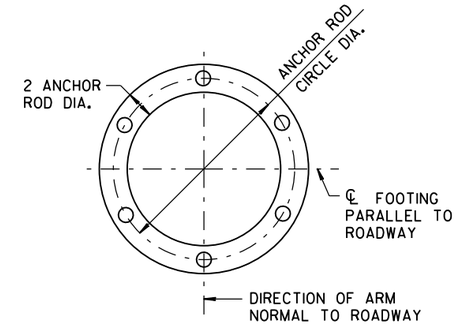
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



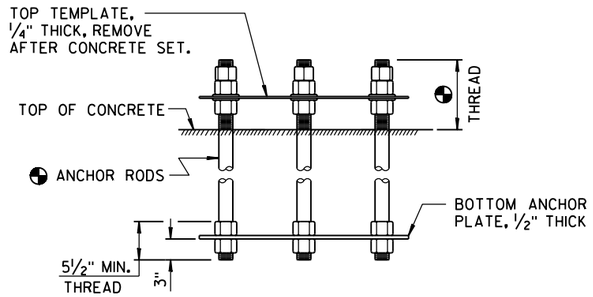
PLAN VIEW



ELEVATION VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 2.2 C.Y. PER FOOTING
H.S. REINFORCEMENT - 136 LBS. PER FOOTING

30" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Vu Thao — WIND LOADED STRU PROGRAM LEAD
FHWA

6

S.D.D. 15 C 23-4

6

S.D.D. 15 C 23-4

GENERAL NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

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

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

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

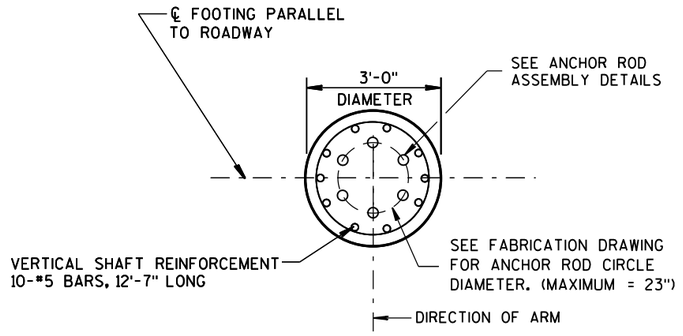
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

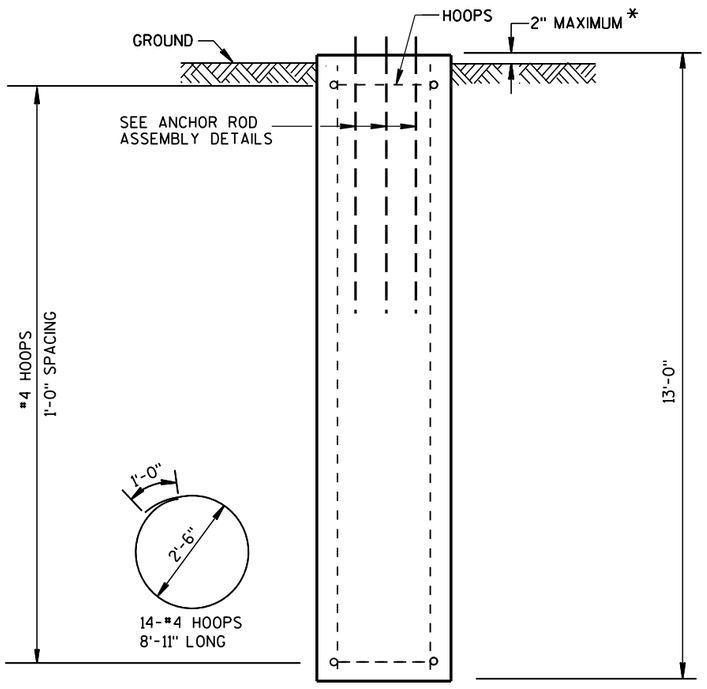
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554, GRADE 55	fy=55,000 p.s.i.
ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	
PLATES, ASTM A709, GRADE 36	fy=36,000 p.s.i.

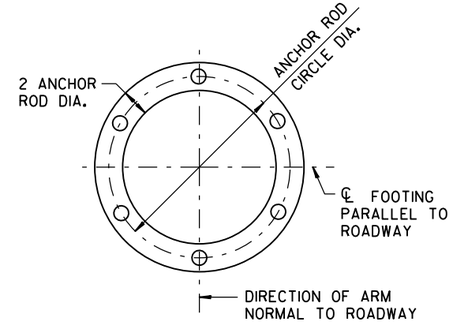
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



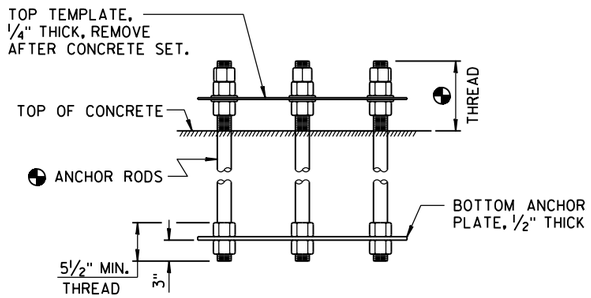
PLAN VIEW



ELEVATION VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Vu Thao — WIND LOADED STRU PROGRAM LEAD
FHWA

6

S.D.D. 15 C 24-4

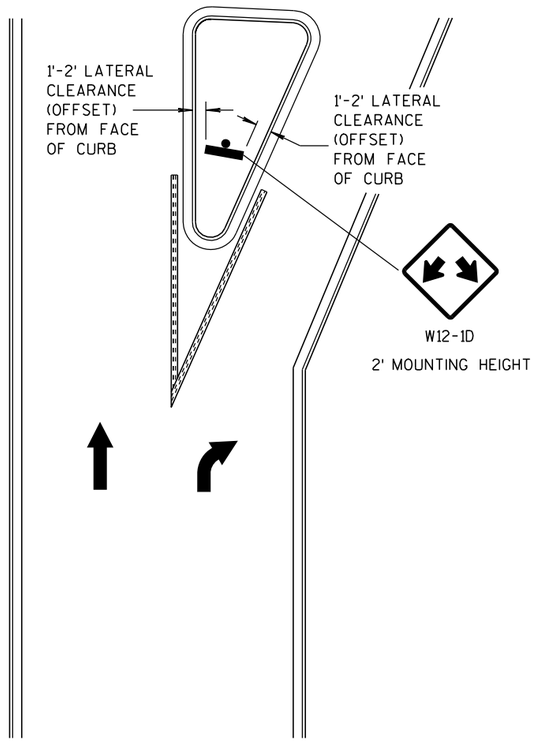
6

S.D.D. 15 C 24-4

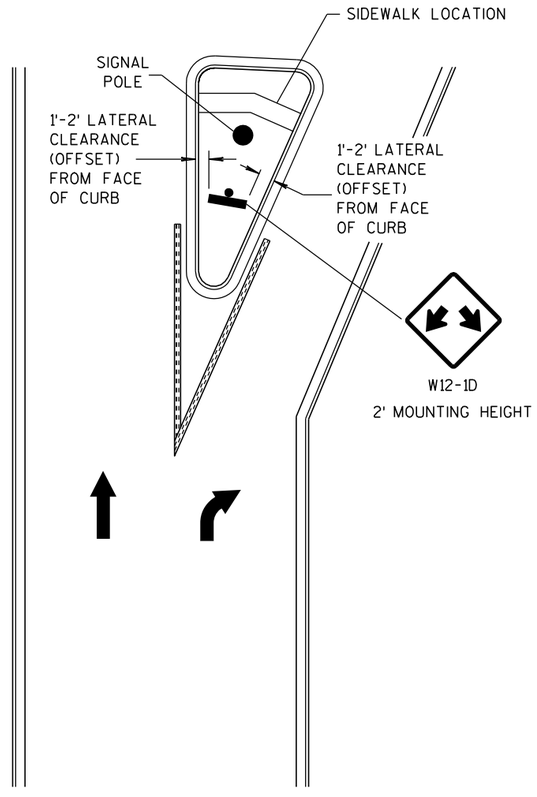
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

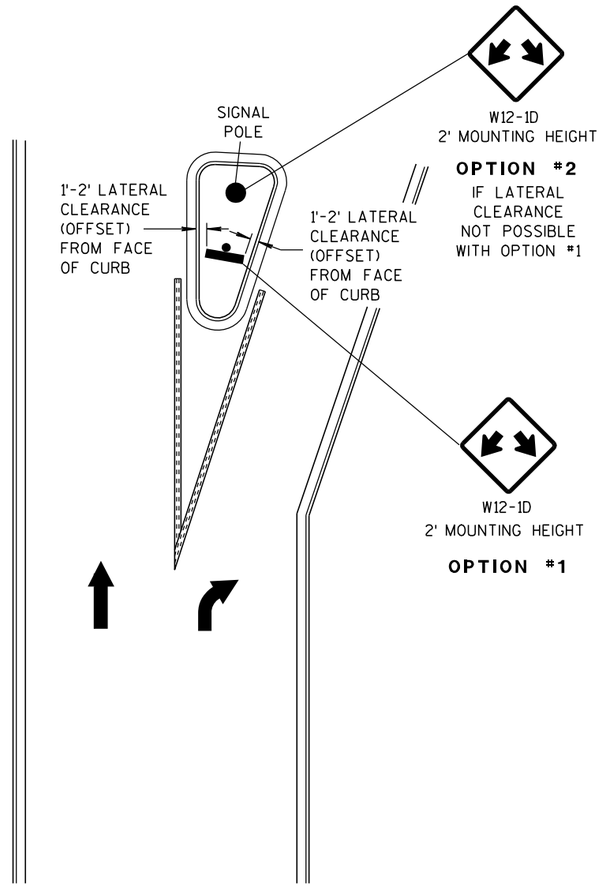
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



SMALL RIGHT TURN ISLAND

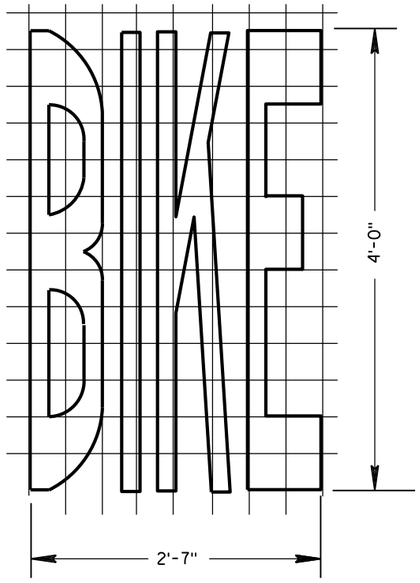
DOUBLE ARROW WARNING SIGN PLACEMENT

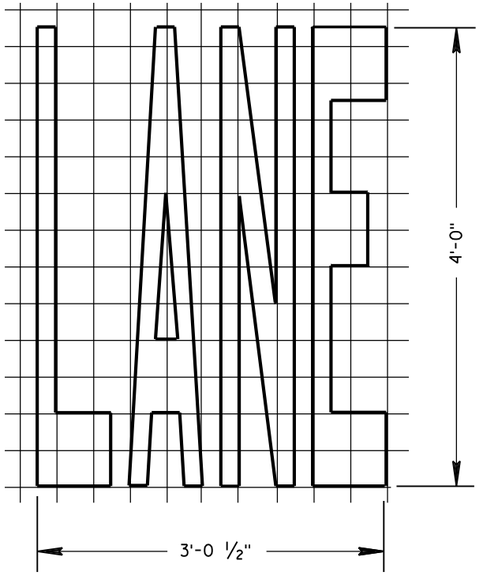
DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothem STATE TRAFFIC ENGINEER 311 IGN
FHWA	

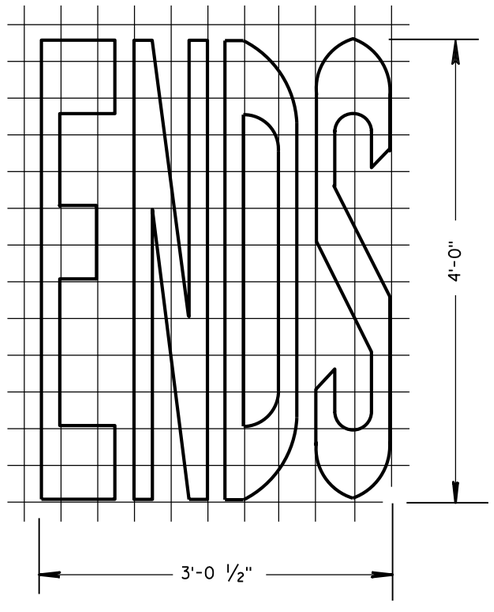
GENERAL NOTES

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

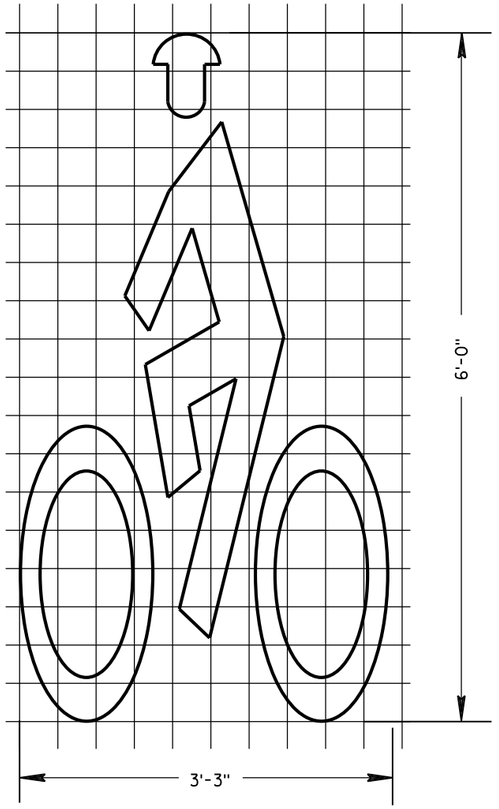
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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



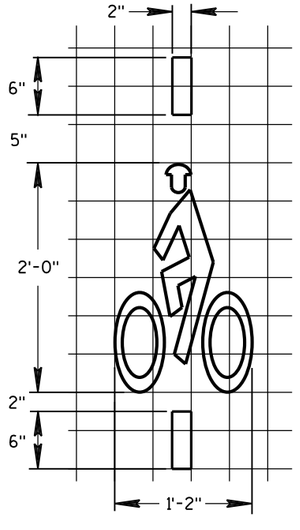




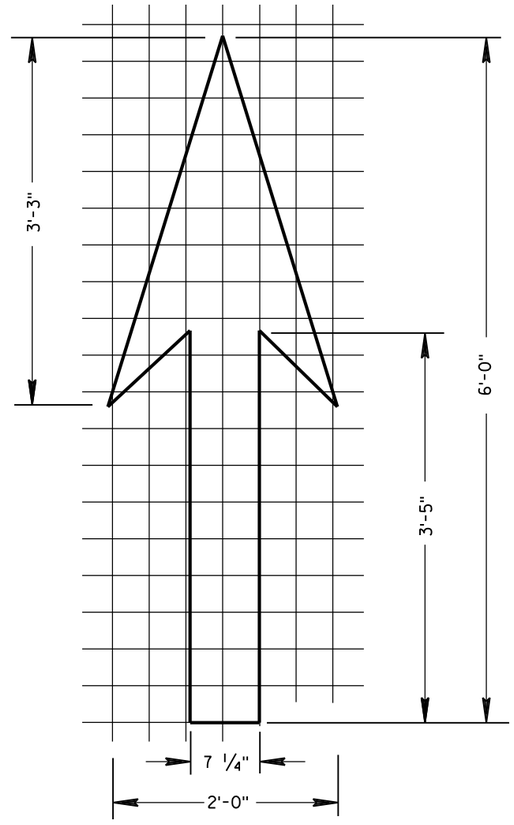
BIKE LANE WORDS



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 EN
FHWA	

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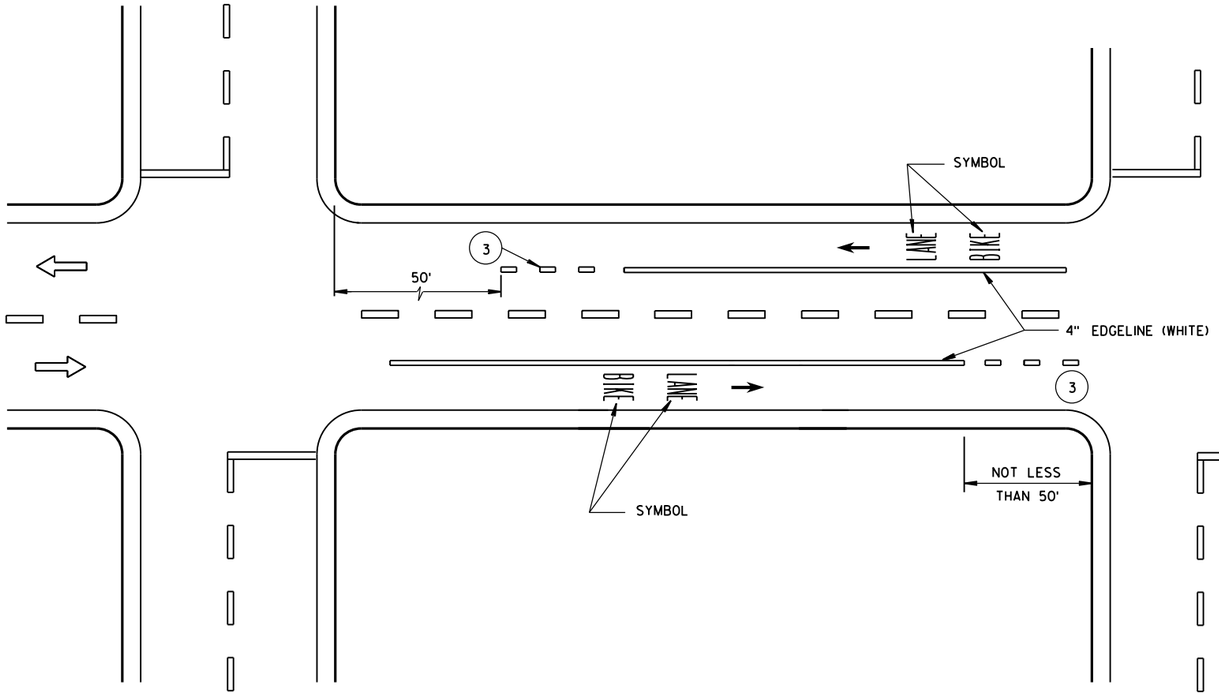
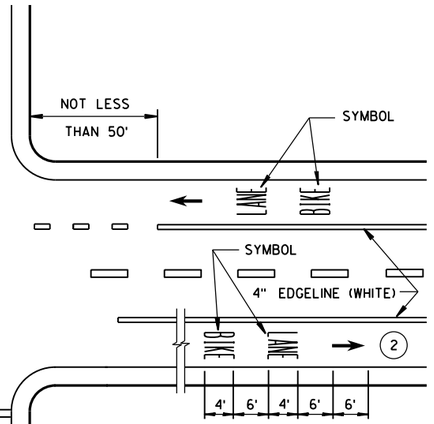


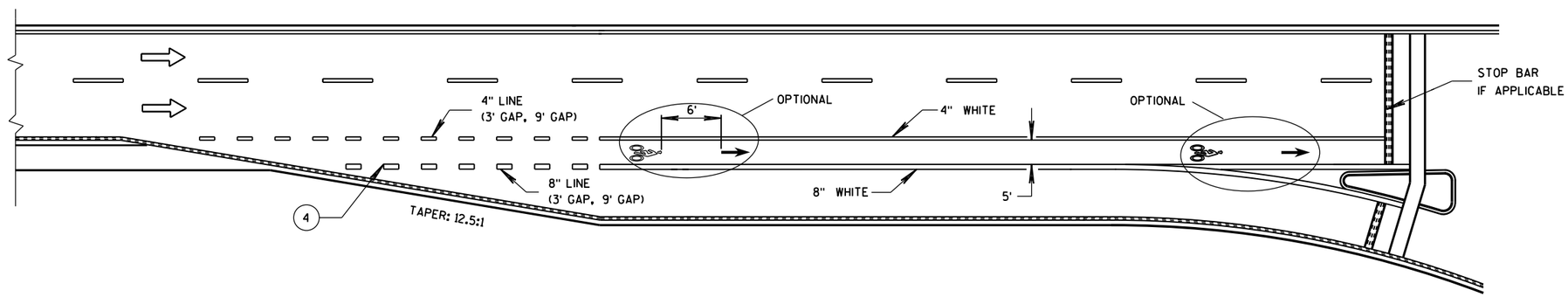


DESIGNATED BICYCLE LANE
NO PARKING

GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3'LINE, 9'GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.

⇨ DIRECTION OF TRAVEL



BIKE LANE - 4-LANE DIVIDED WITH RIGHT TURN LANE

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-2016 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR NEER
FHWA

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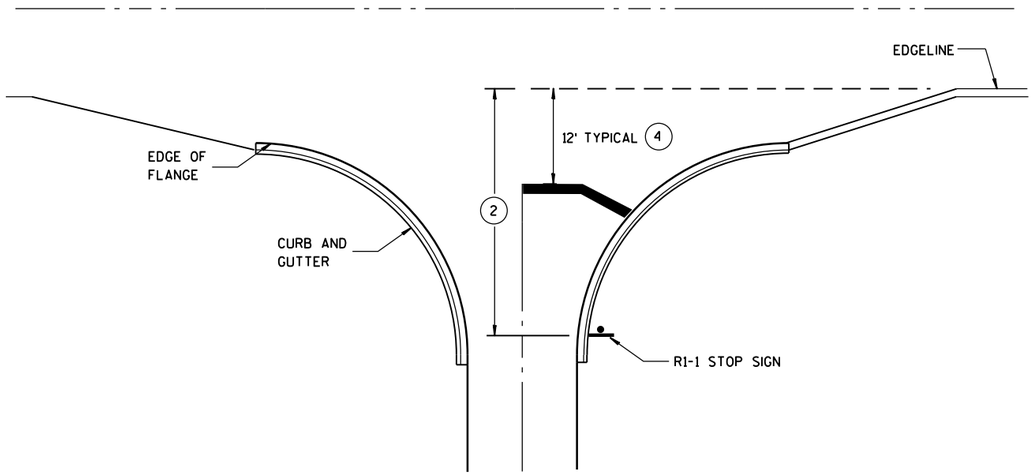
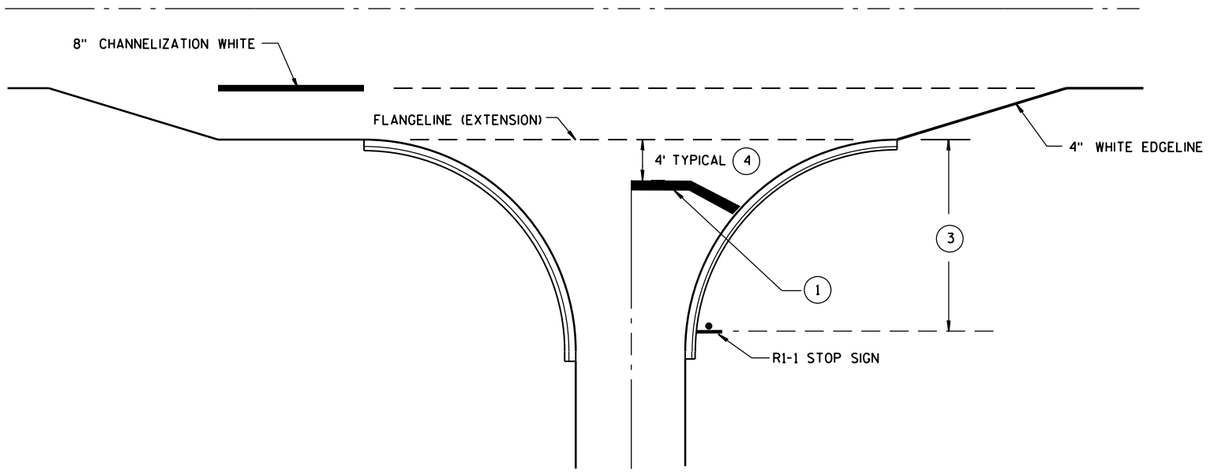
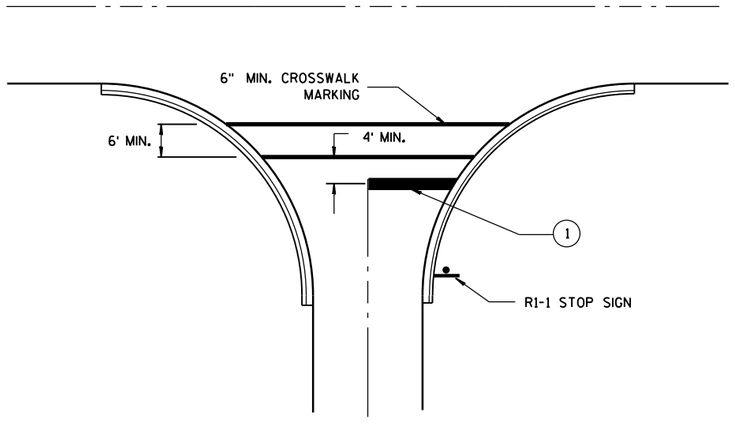
S.D.D. 15 C 29-4a



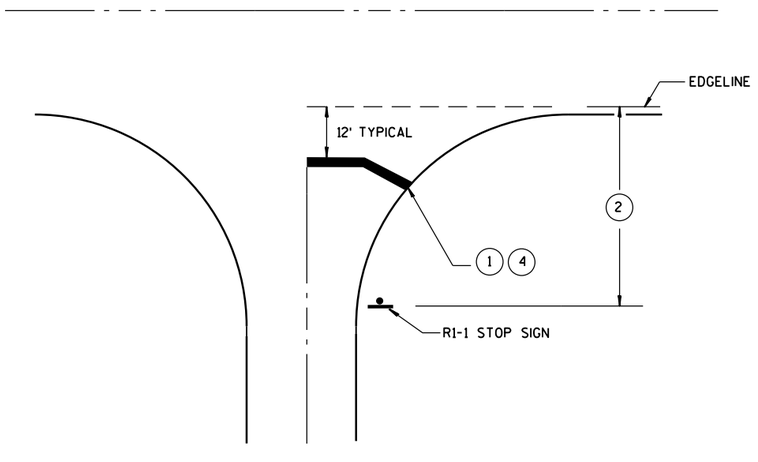
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

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

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR 314 NEER

FHWA

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LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

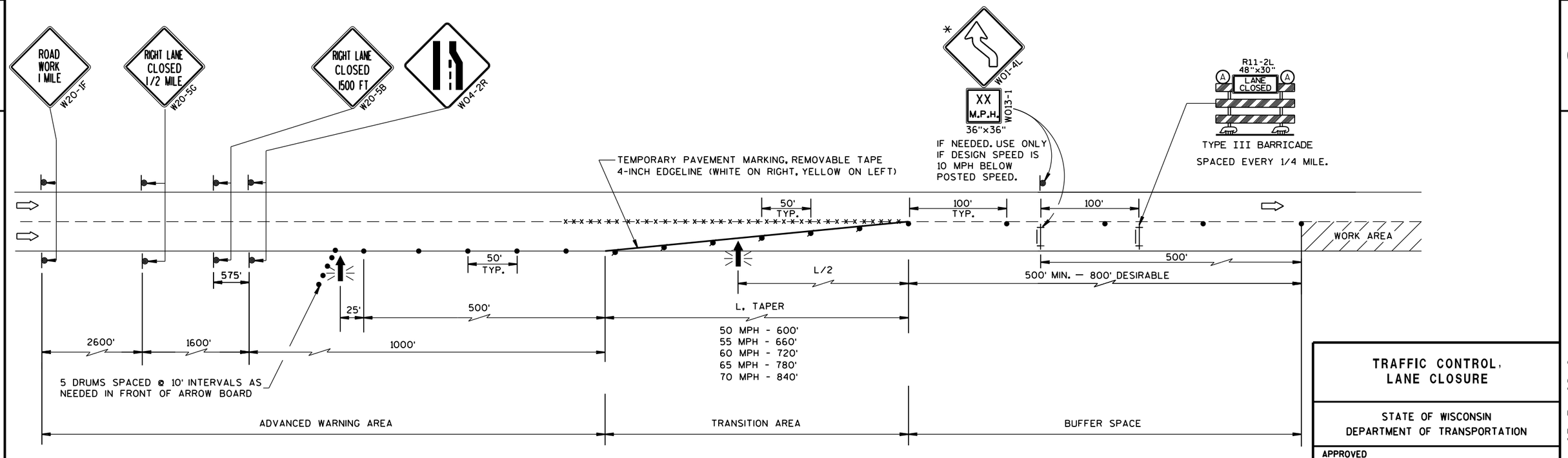
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

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S.D.D. 15 D 12-6a

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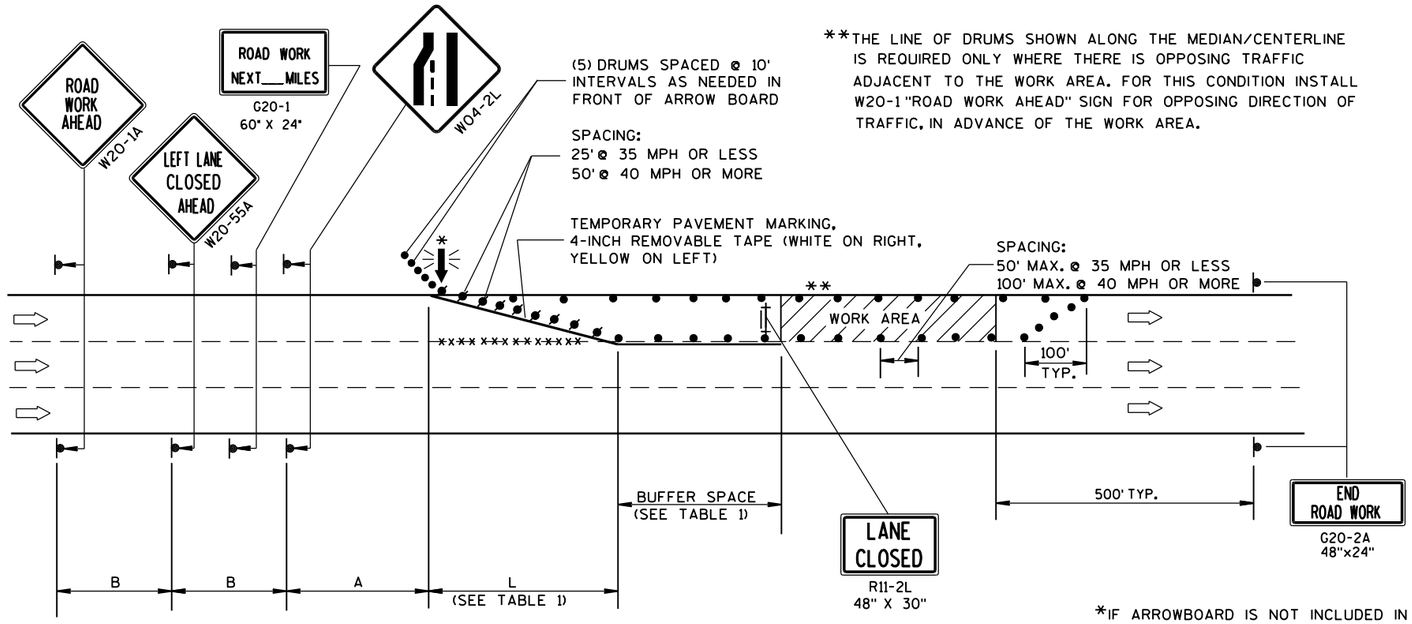
S.D.D. 15 D 12-6a



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

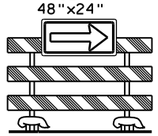


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER — IC

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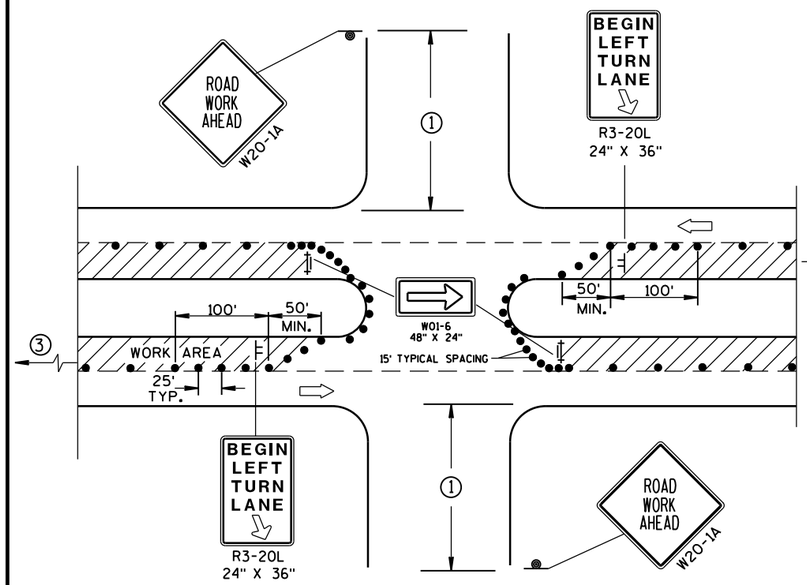
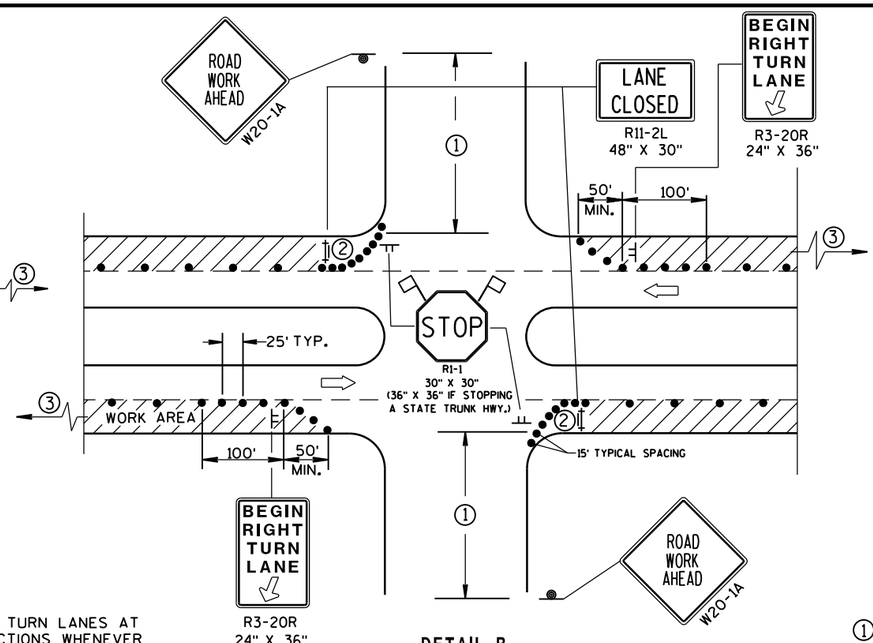


DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

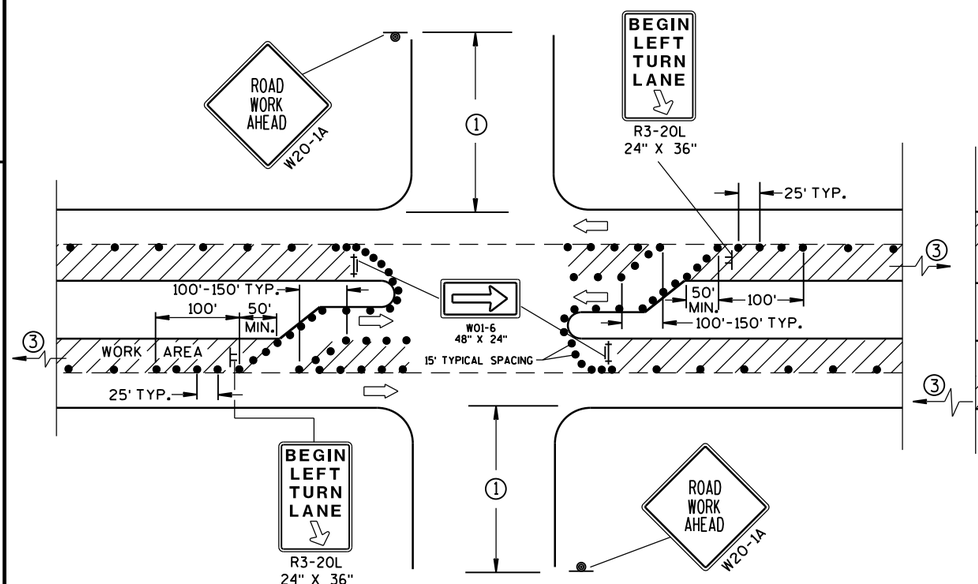
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

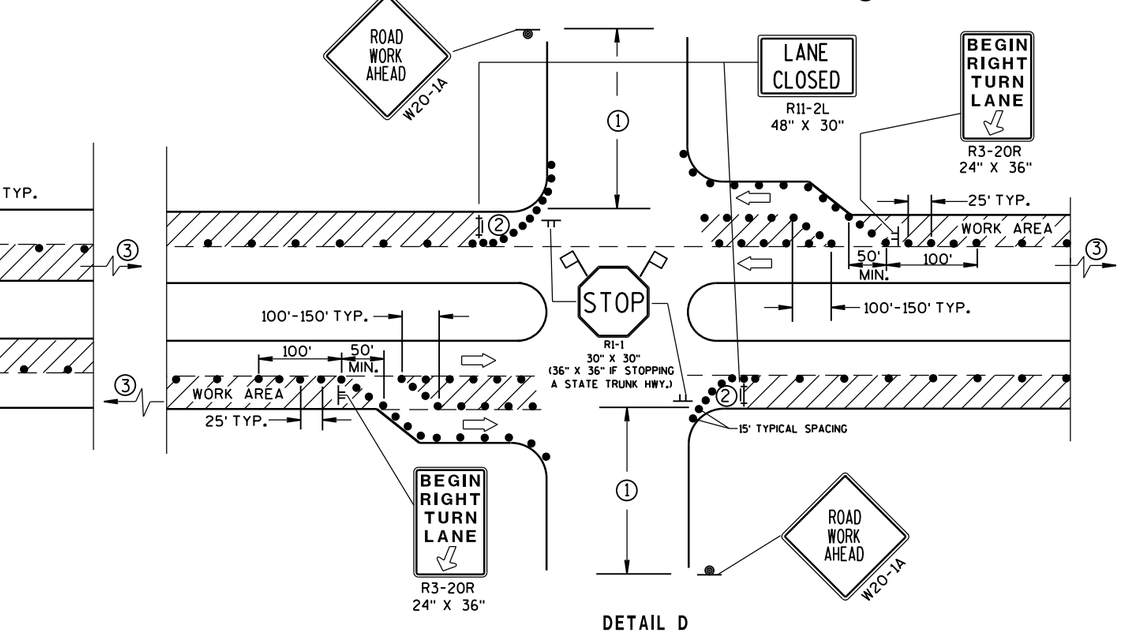
(2) ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Anakobe Atepe — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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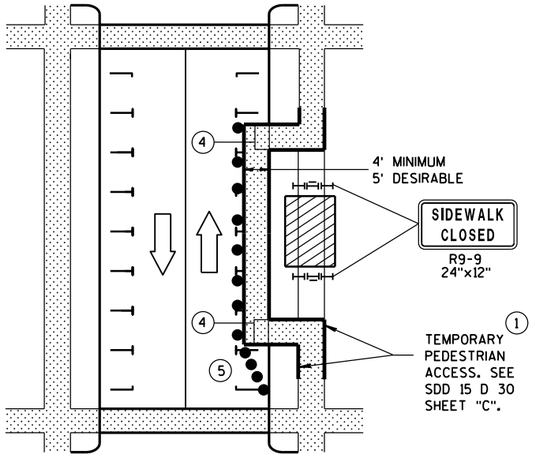
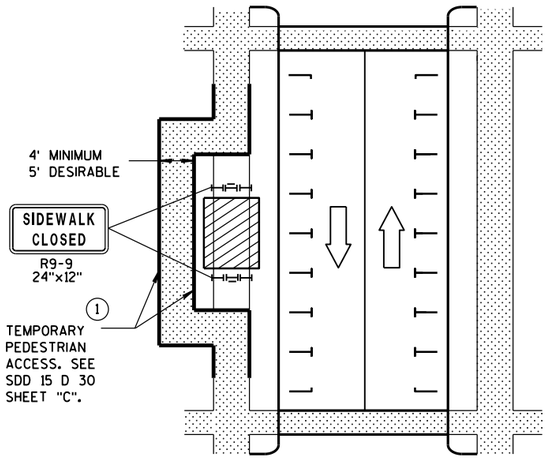
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

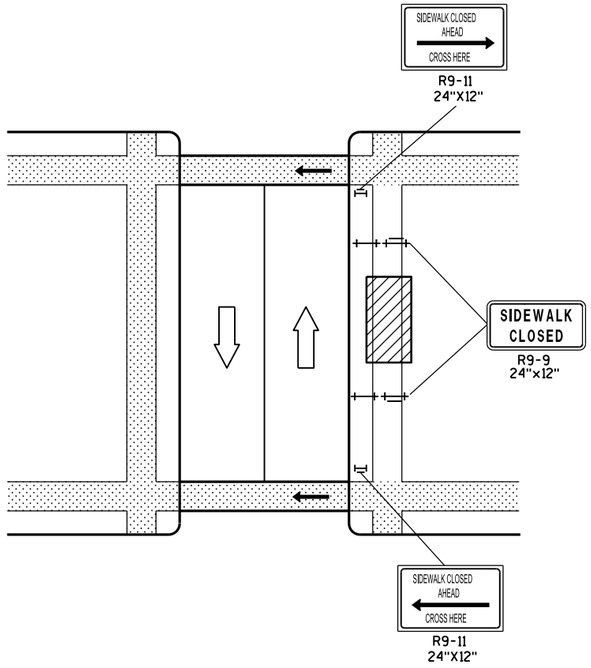


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

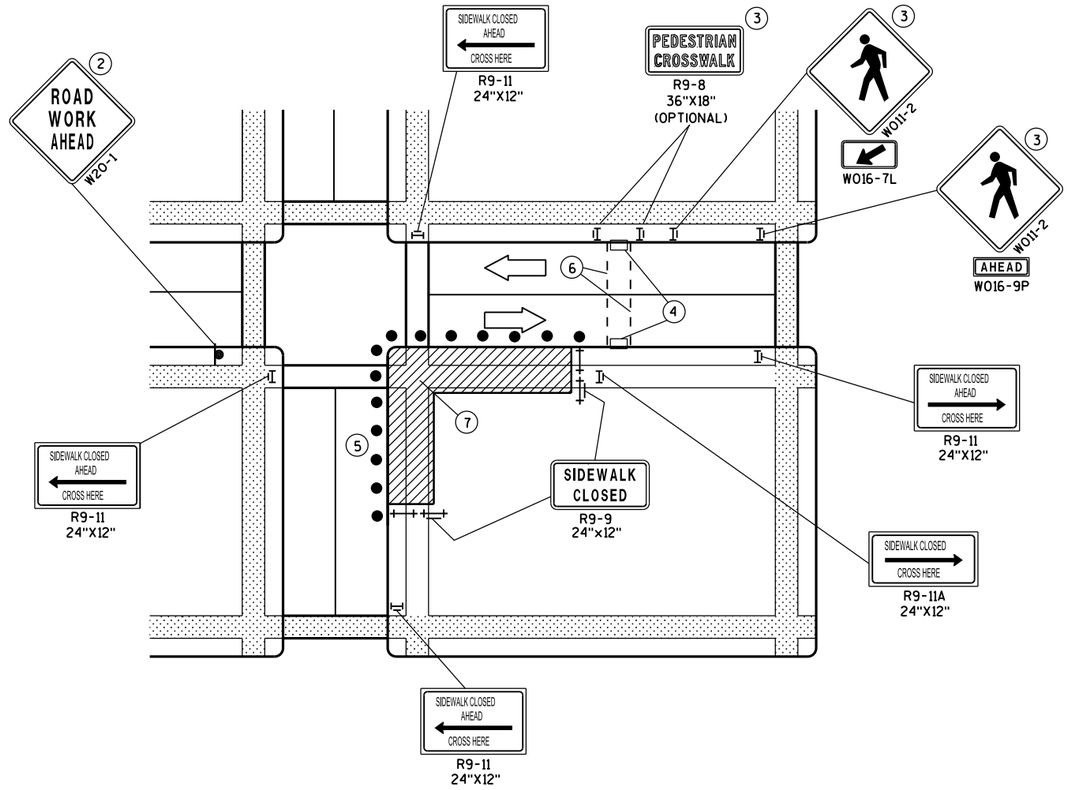
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

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

FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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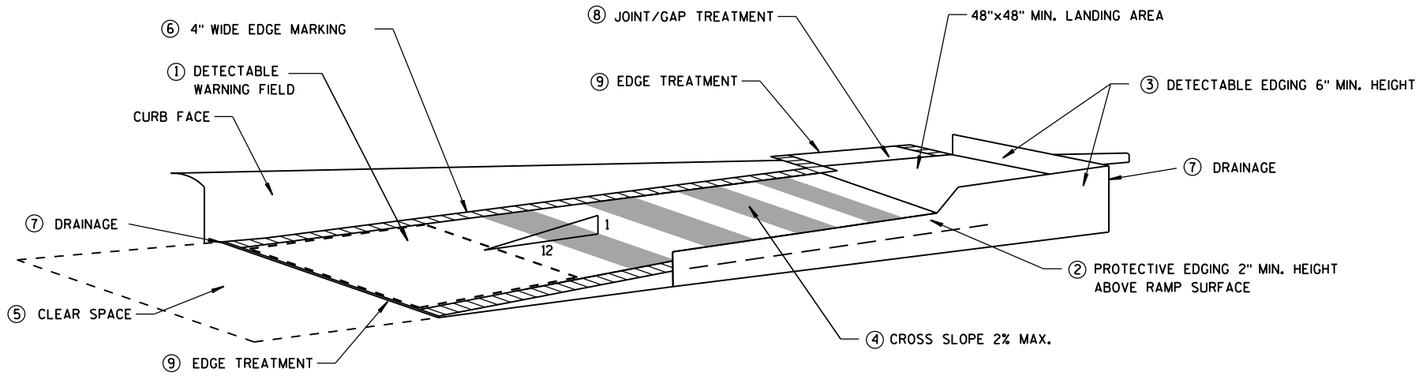
S.D.D. 15 D 30-3a



TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

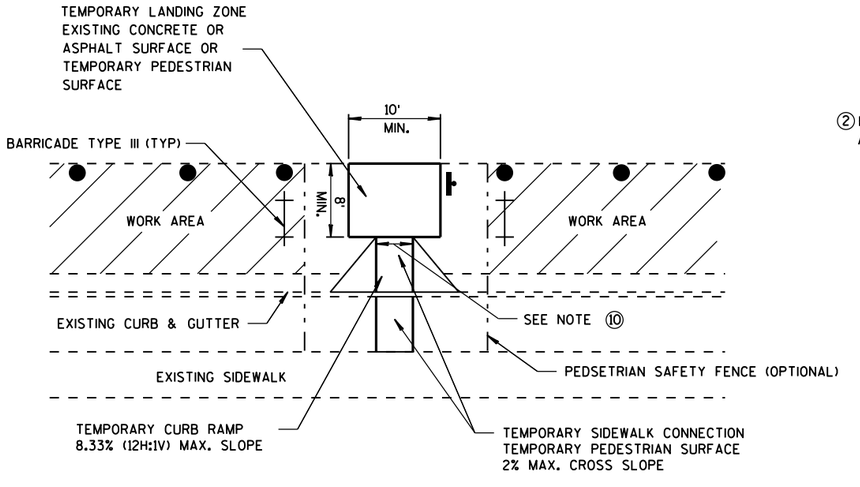
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

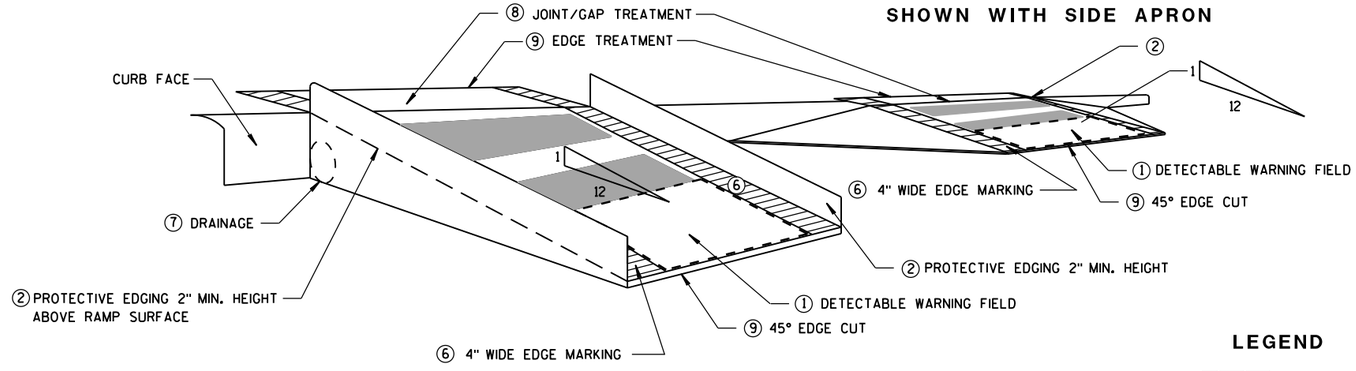
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

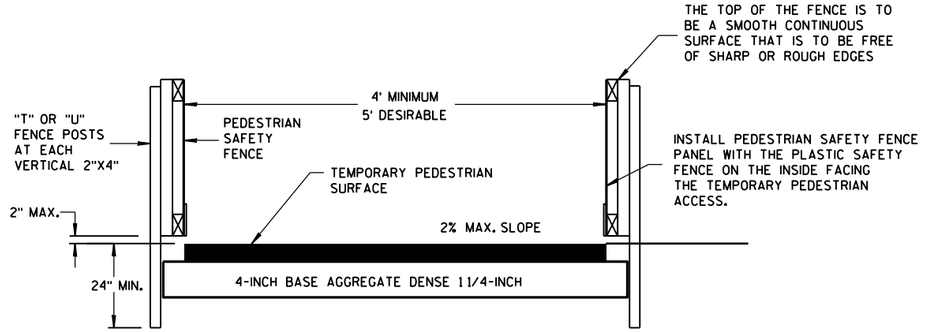
FHWA

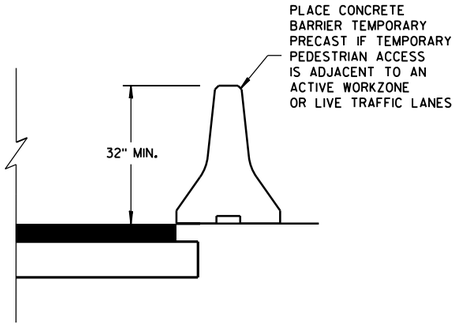
6

S.D.D. 15 D 30-3b

6

S.D.D. 15 D 30-3b

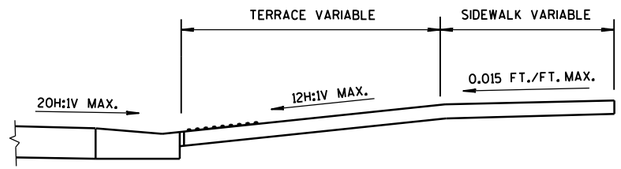




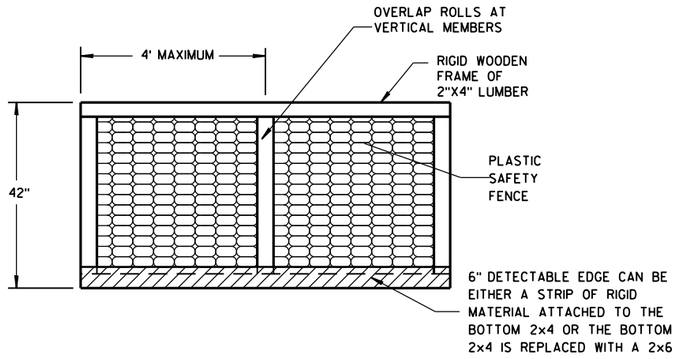
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

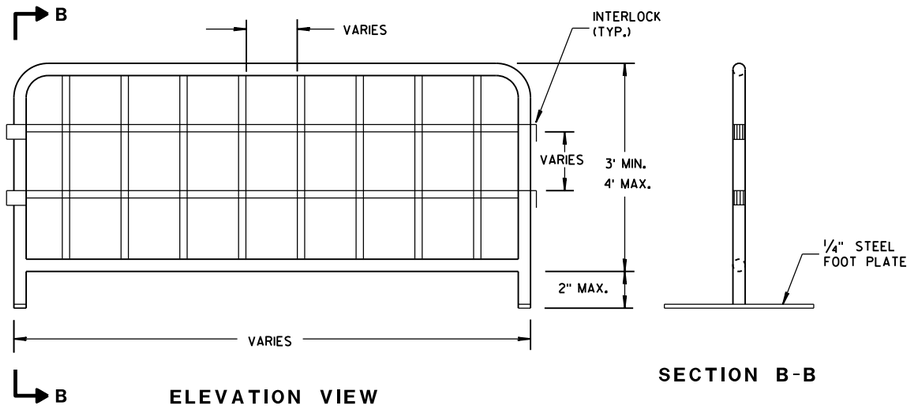
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



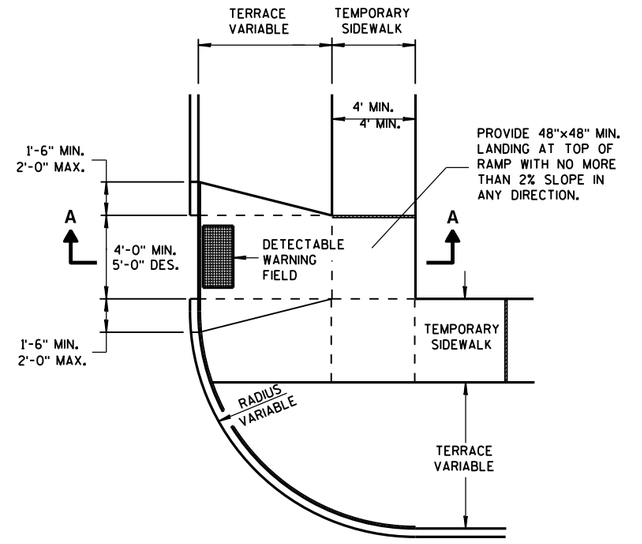
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

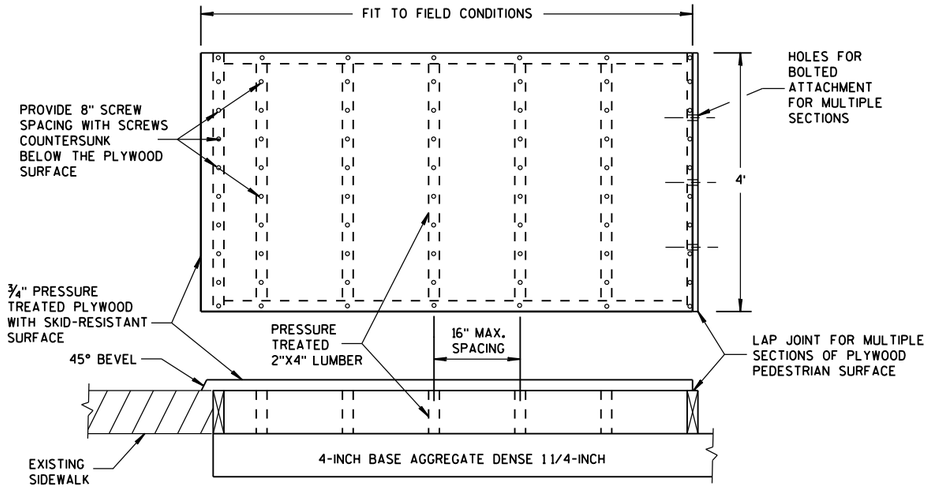
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



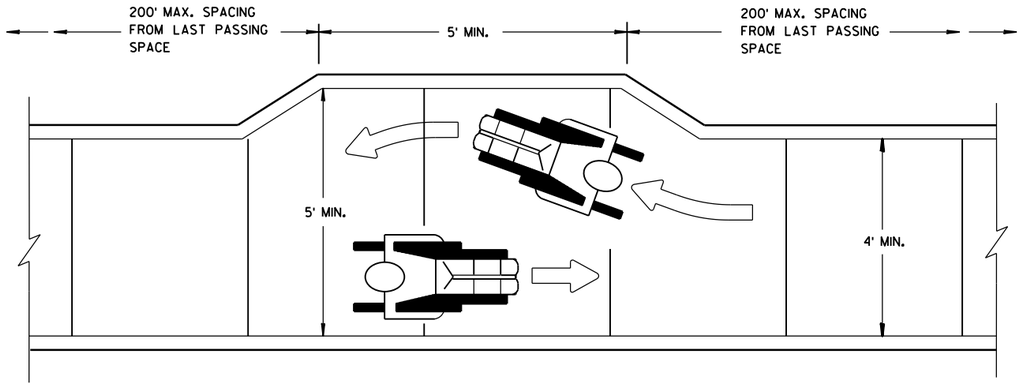
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

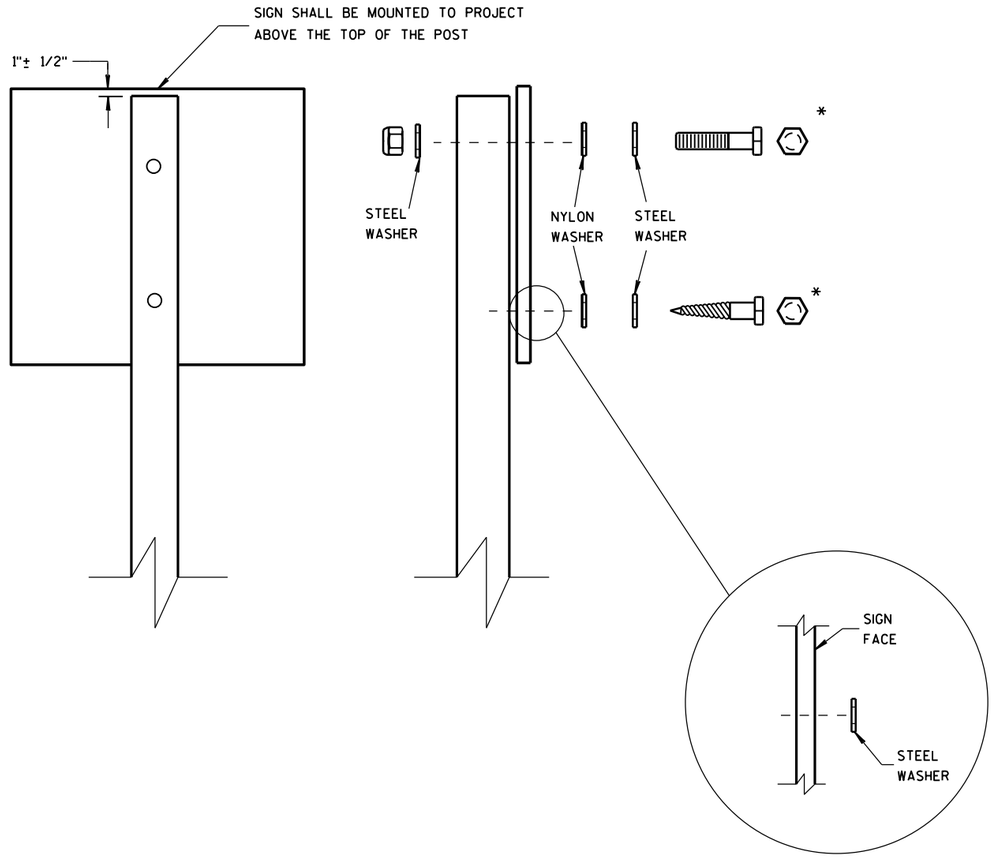
APPROVED
June 2016
DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON IC
SAFETY ENGIN
FHWA

6

S.D.D. 15 D 30-3c

6

S.D.D. 15 D 30-3c



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-1b

S.D.D. 15 D 38-1b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Feb. 2015 — DATE

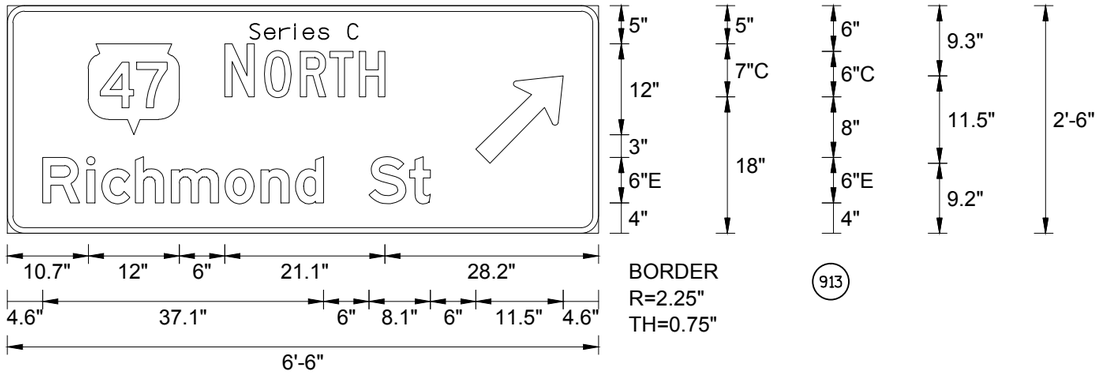
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

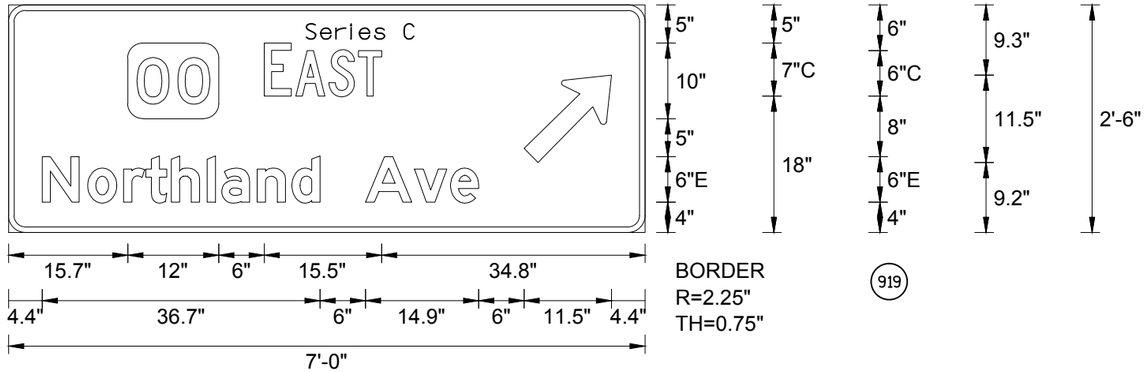
FHWA

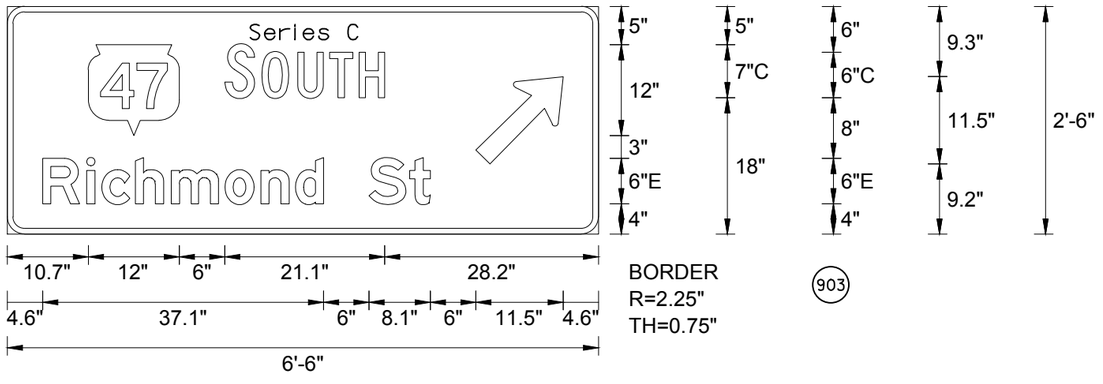
SIGN

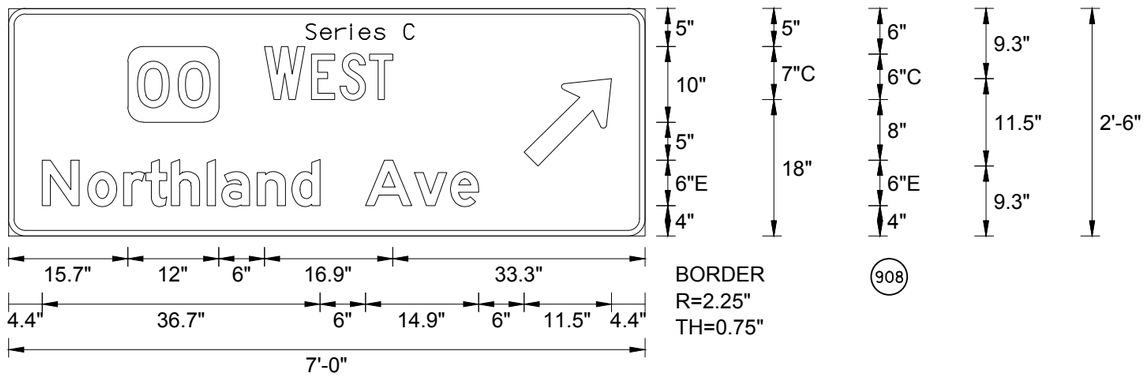
NOTES

1. All signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted









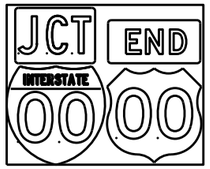
7

7

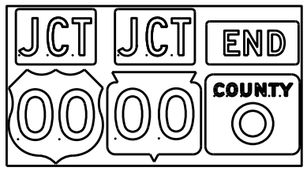
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	PERMANENT SIGNS	SHEET 322	E

TYPICAL ASSEMBLIES

J1-1

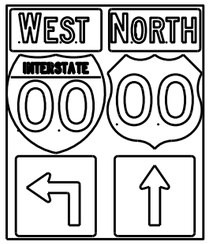


J1-2

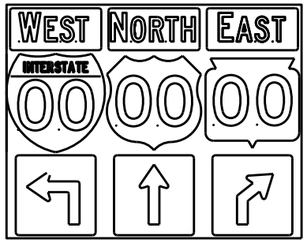


J1-3

J2-1



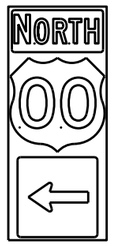
J2-2



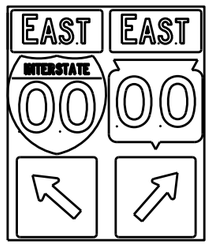
J2-3

JV

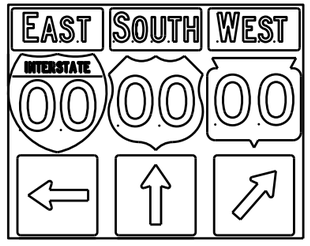
(Typical Vertical J-Assembly
See Note 10 and 11)



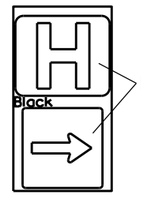
J3-1



J3-2



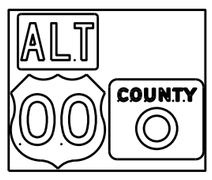
J3-3



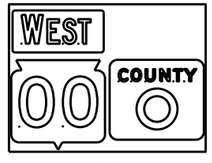
Blue Background

JH-1

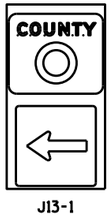
J4-1



J4-2



J4-2



J13-1

J12-1

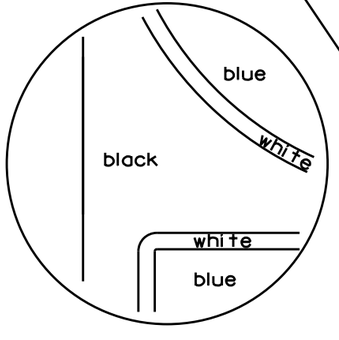
J32-1

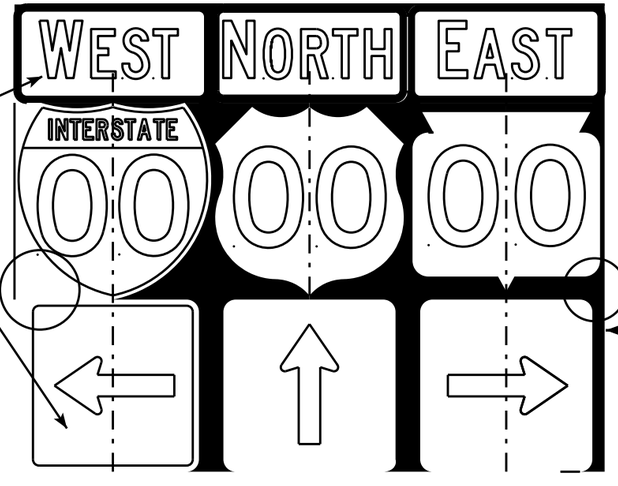
J33-1

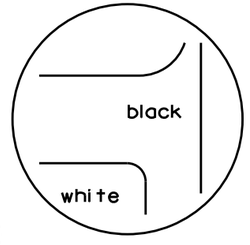
J23-1

J22-1

blue background
with interstate







black background

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

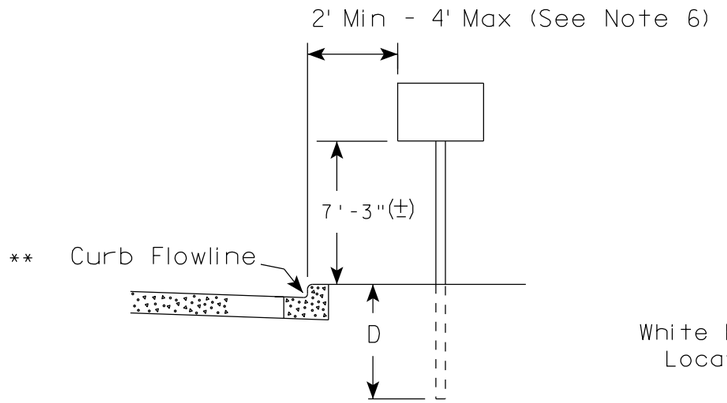
DATE 2/06/14 PL A2-1S.8

PROJECT NO: SHEET NO: E

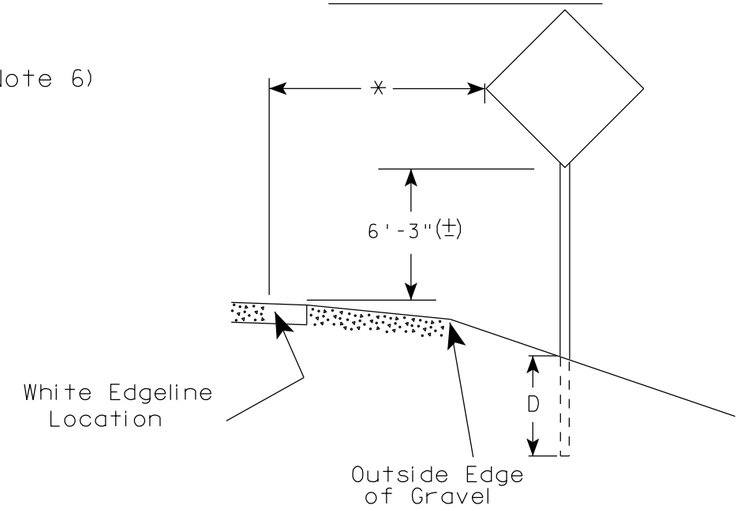
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

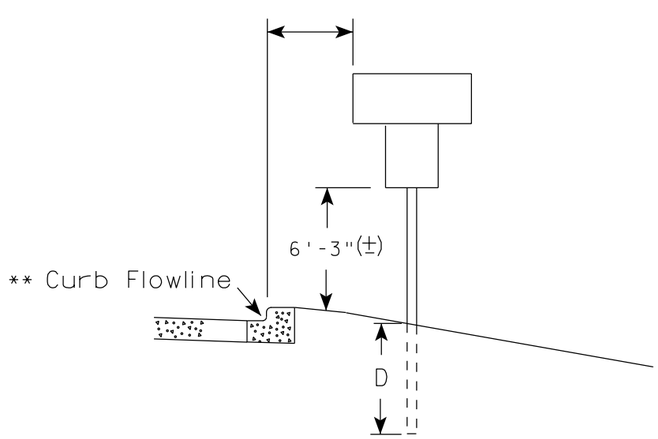
WISDOT/CADDS SHEET 42

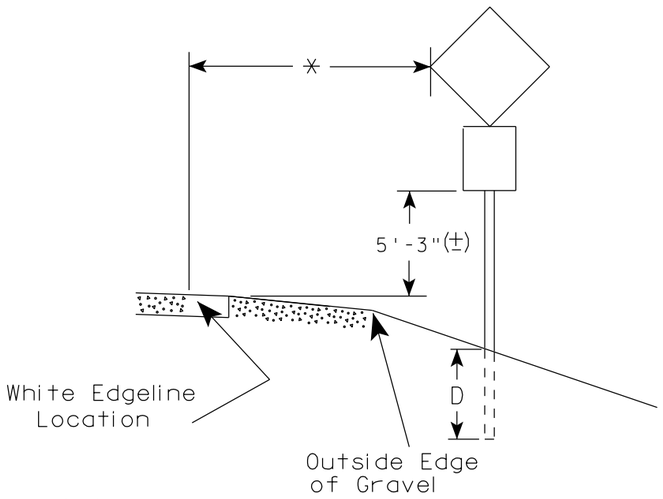
URBAN AREA



RURAL AREA (See Note 2)







GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

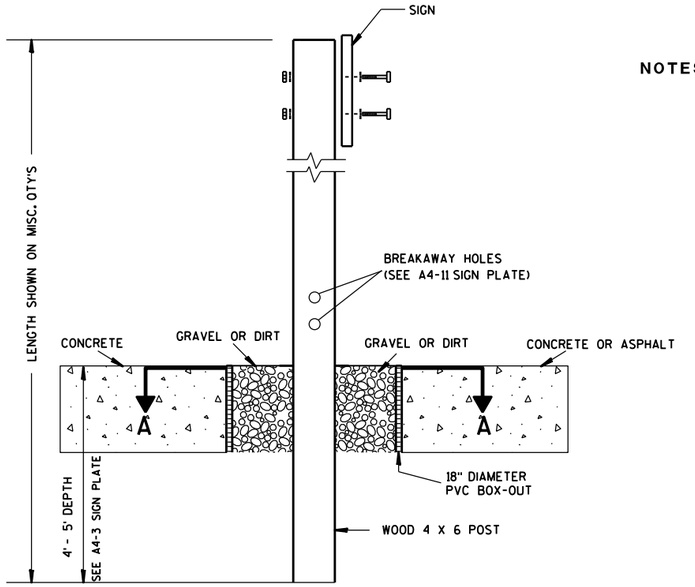
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

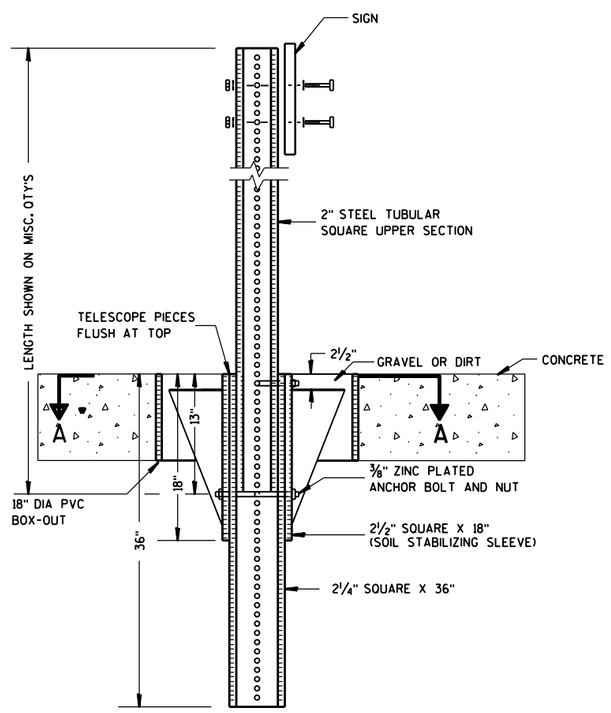
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

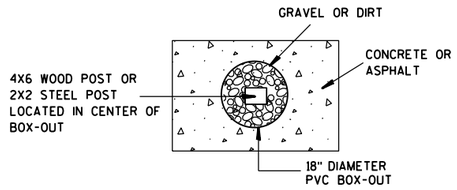
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

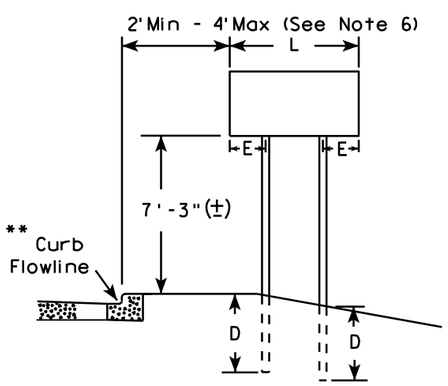
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

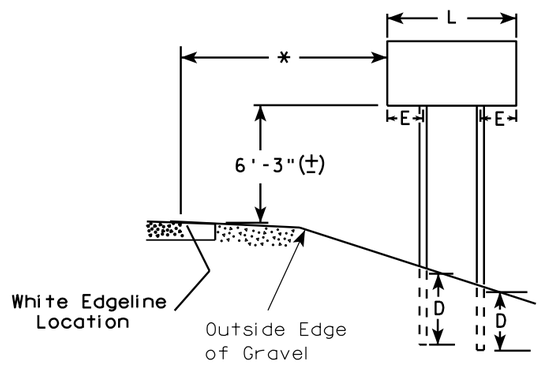
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

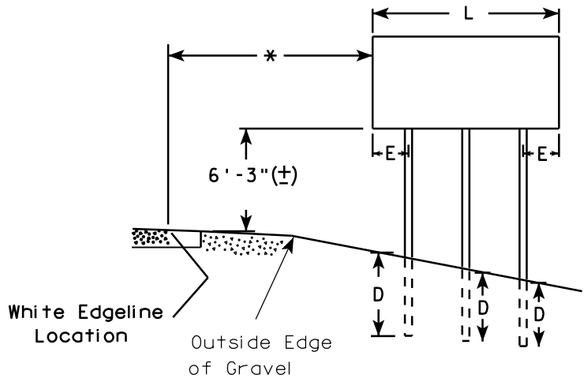
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

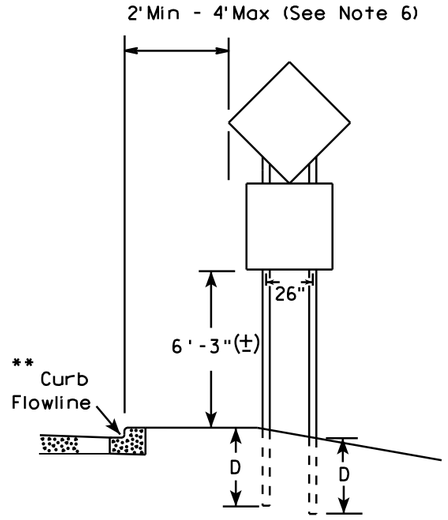
URBAN AREA



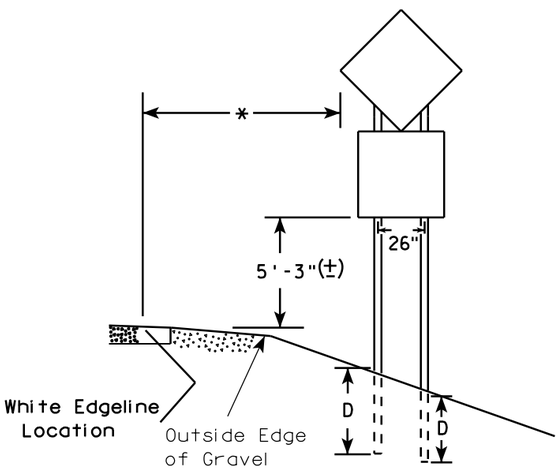
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

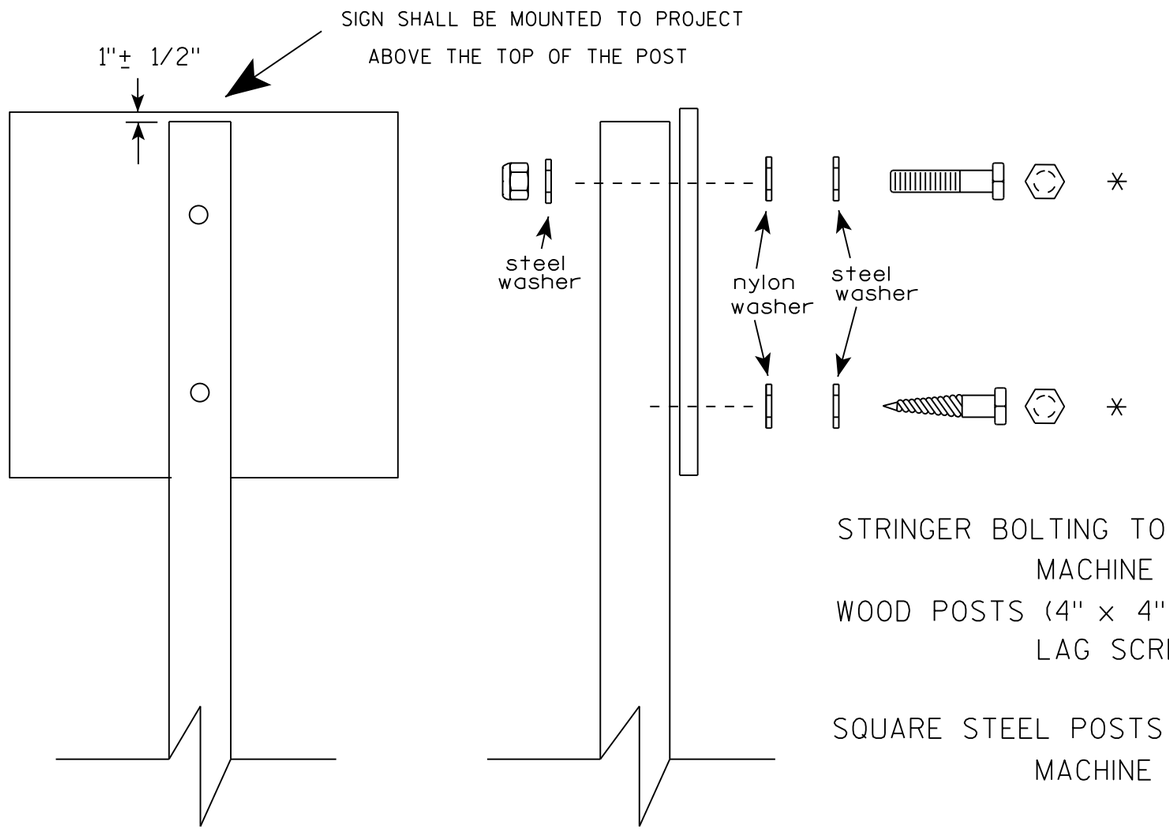
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 326 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

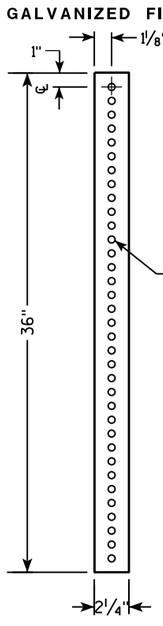
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

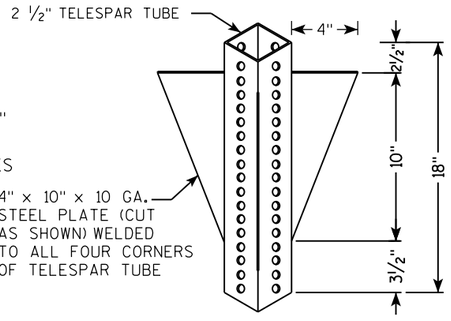
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

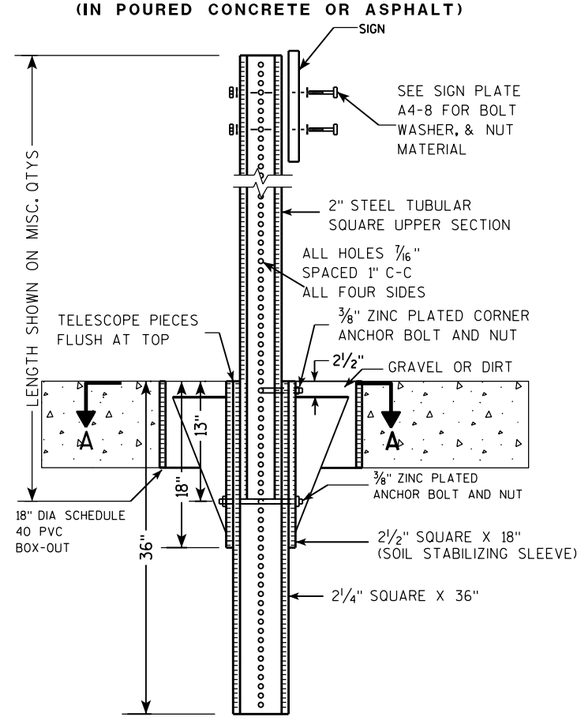
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



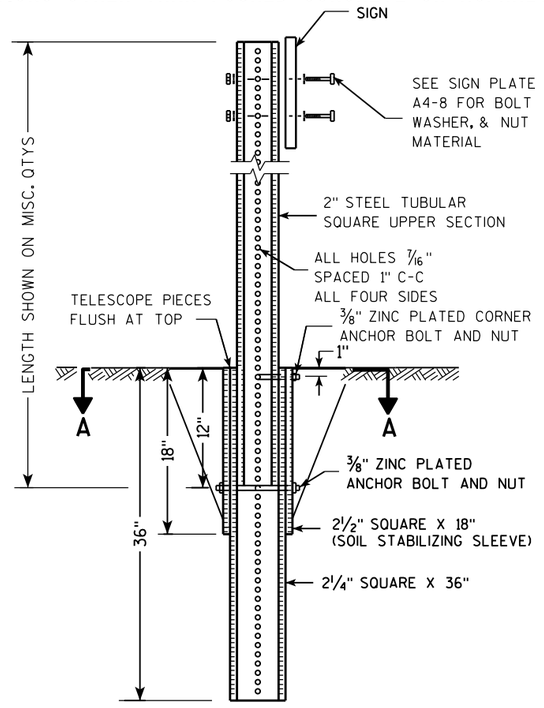
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

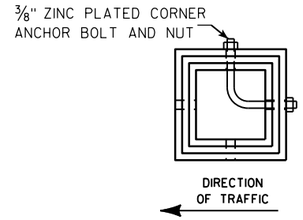


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

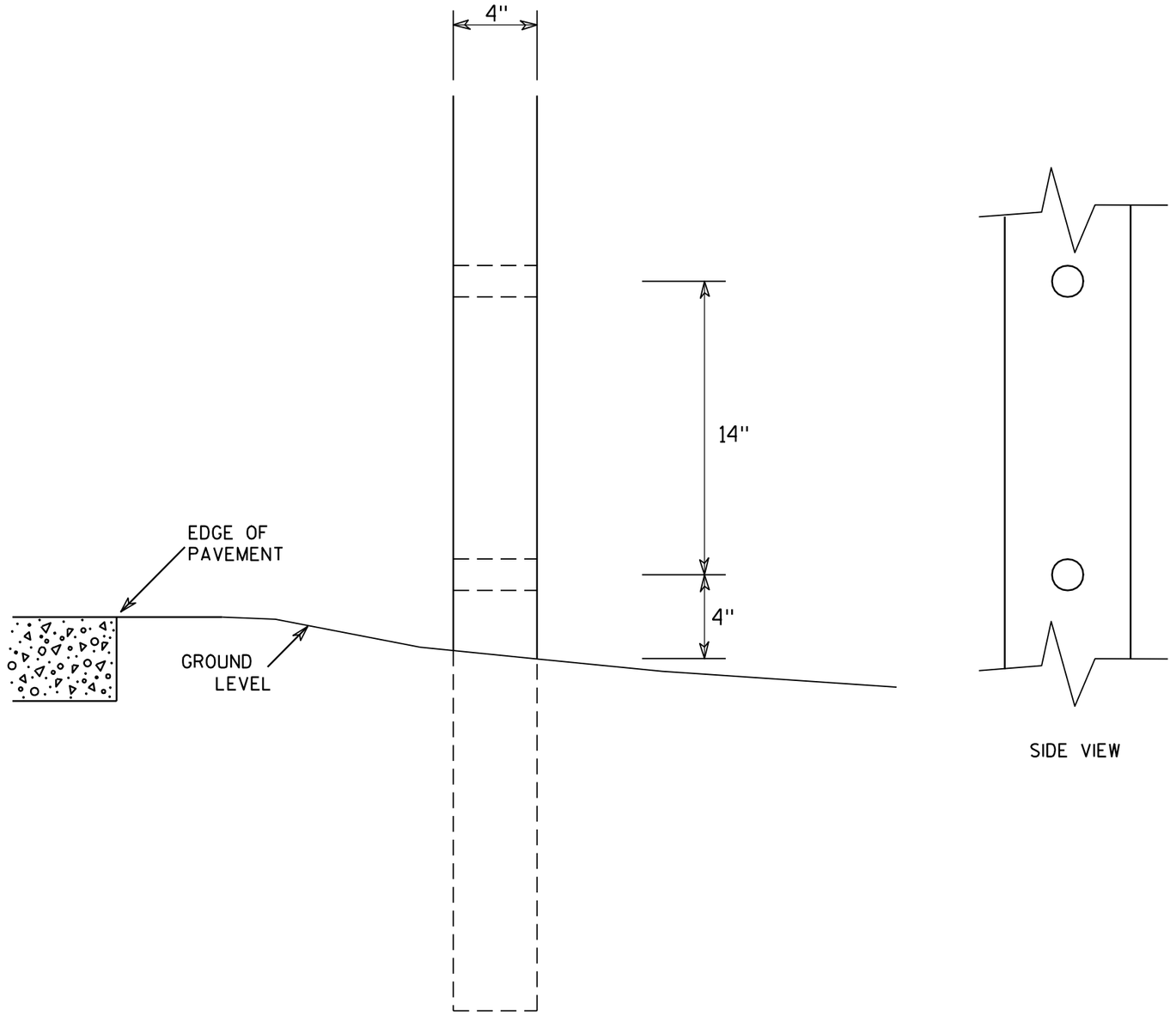
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 328 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

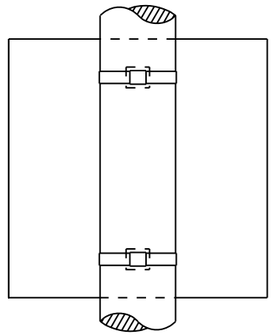
APPROVED Chester J Spang for State Traffic Engineer

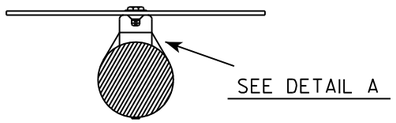
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 329	E

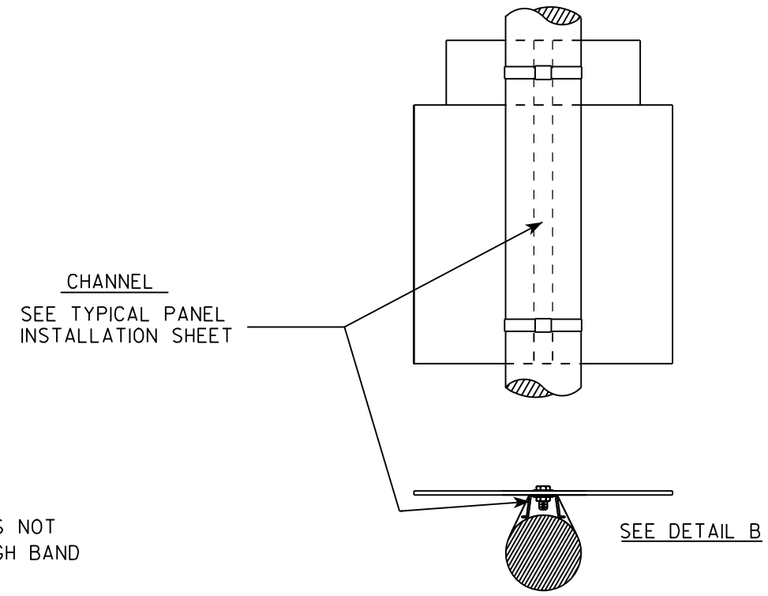
BANDING

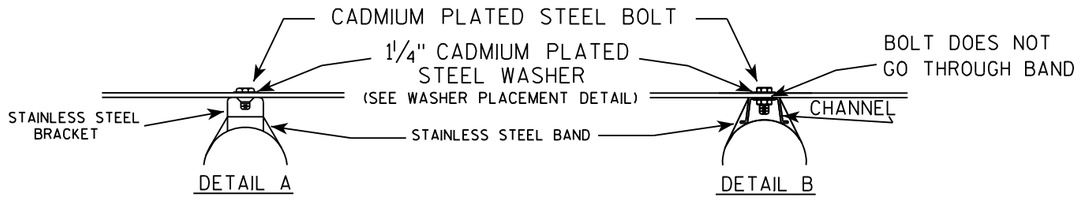
SINGLE SIGN



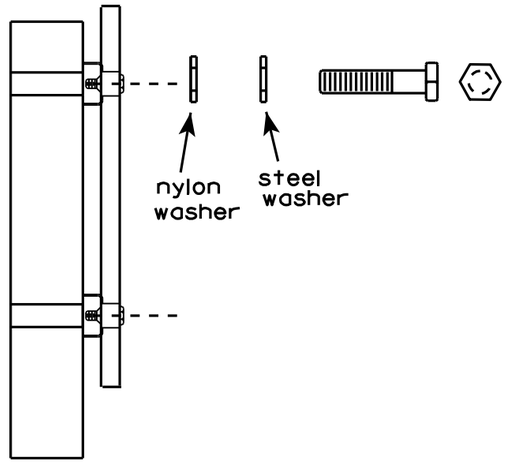


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

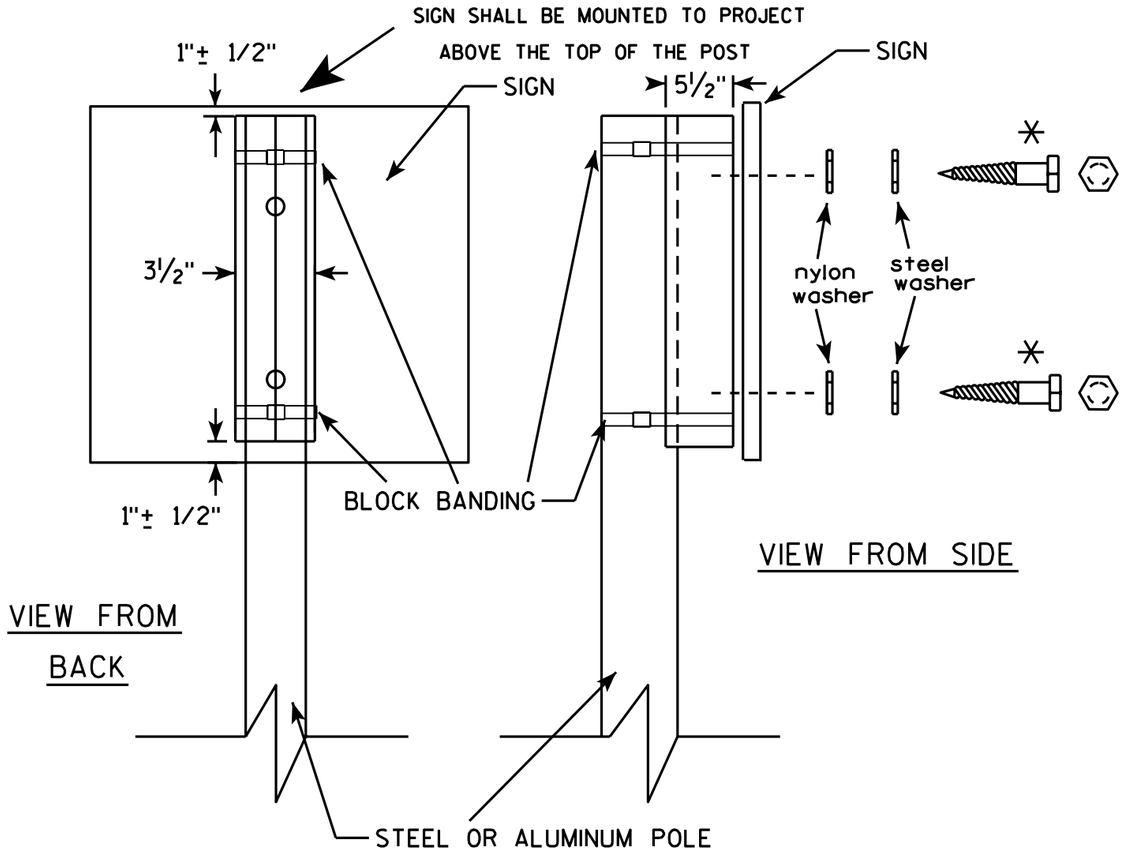
STANDARD SIGN
SIGN BANDING DETAILS

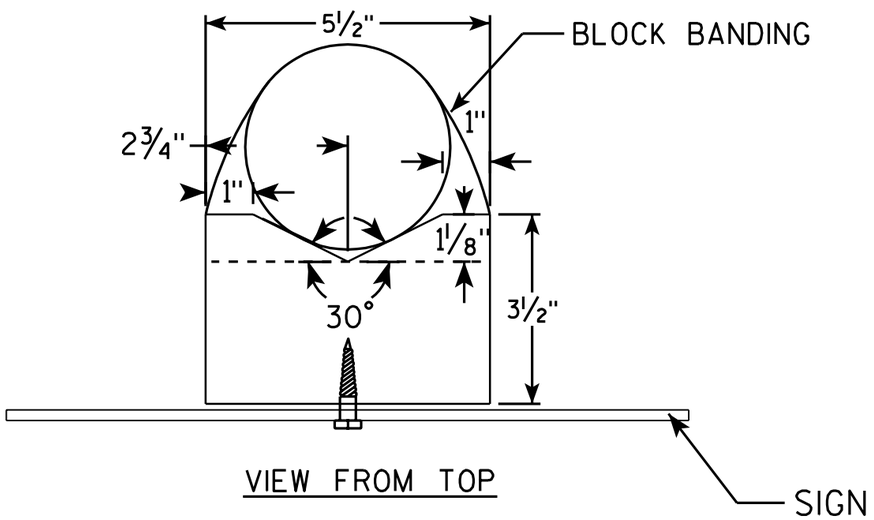
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 330	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

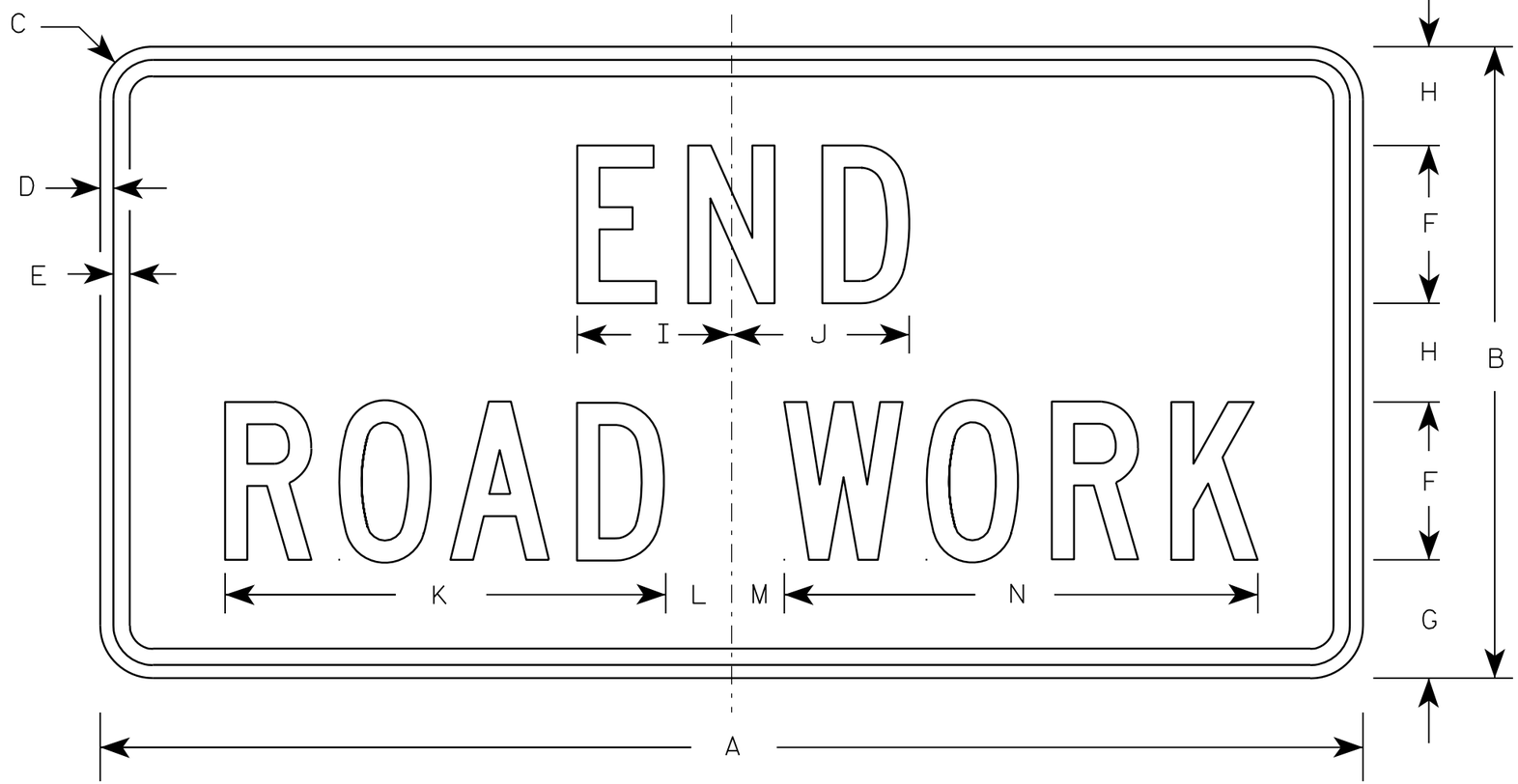
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 331 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

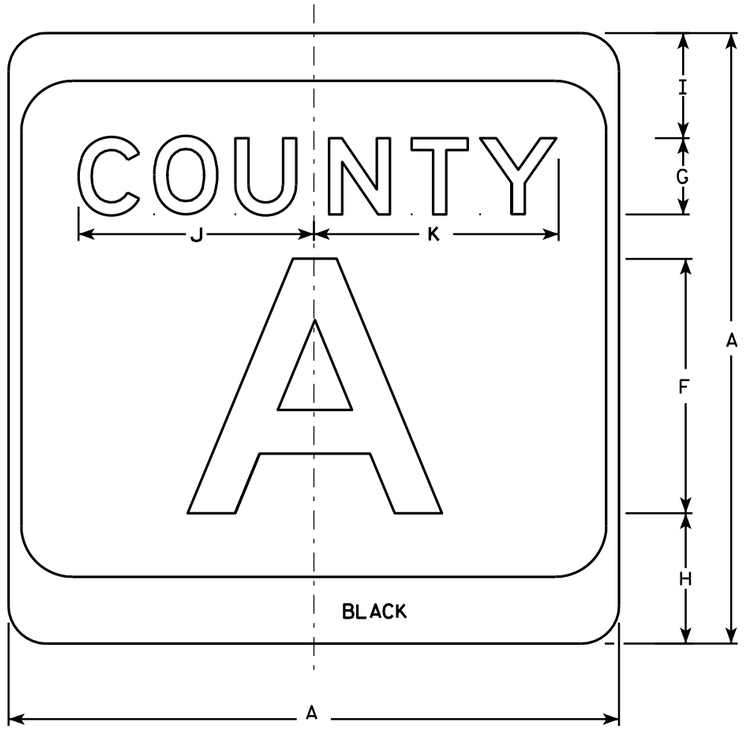
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

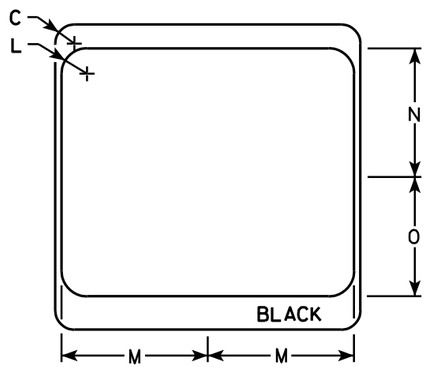
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 332	E

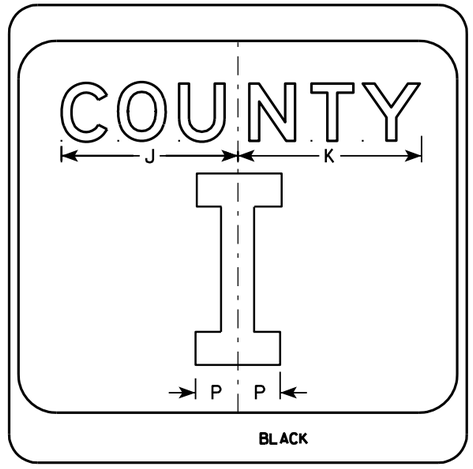


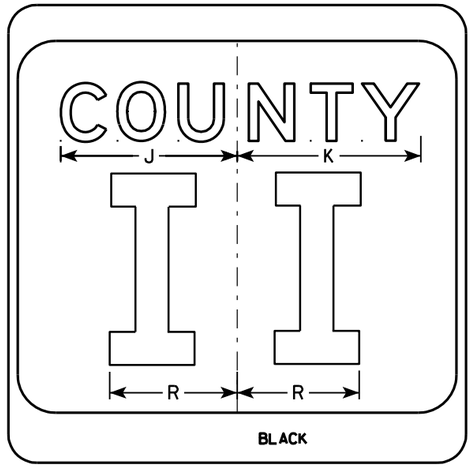
M1-5A



NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective





SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

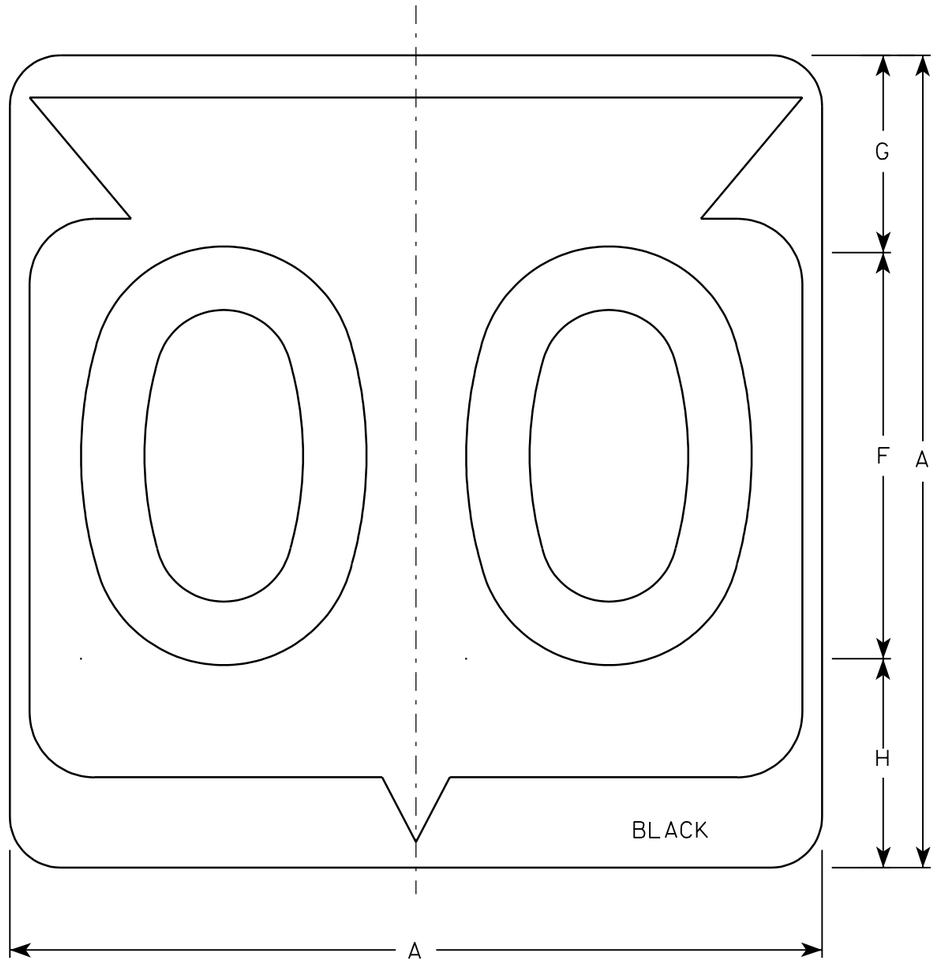
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

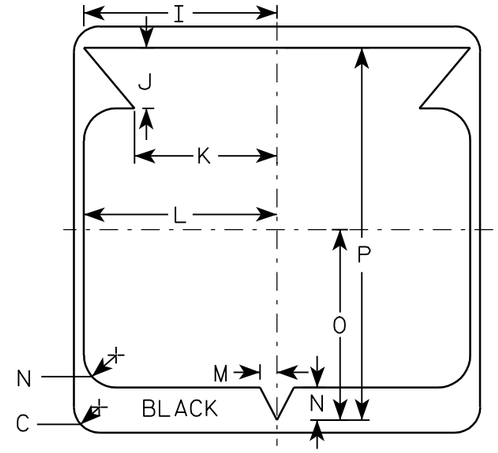
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 333	E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

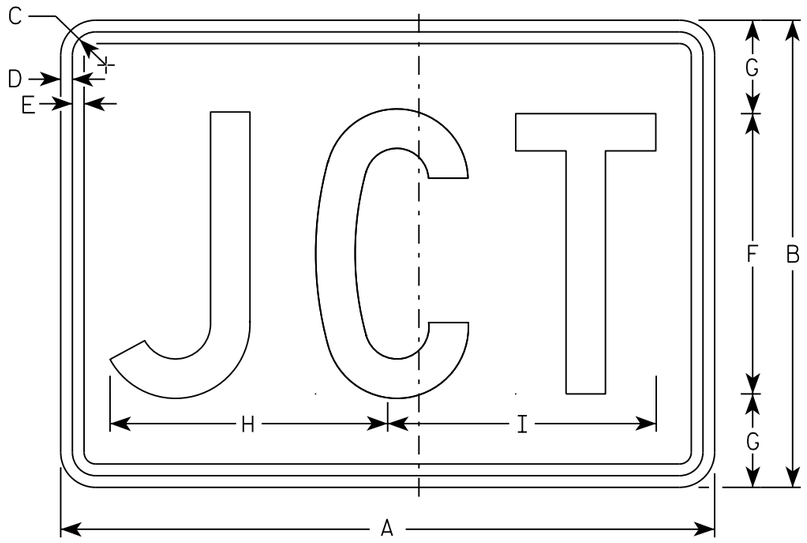
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

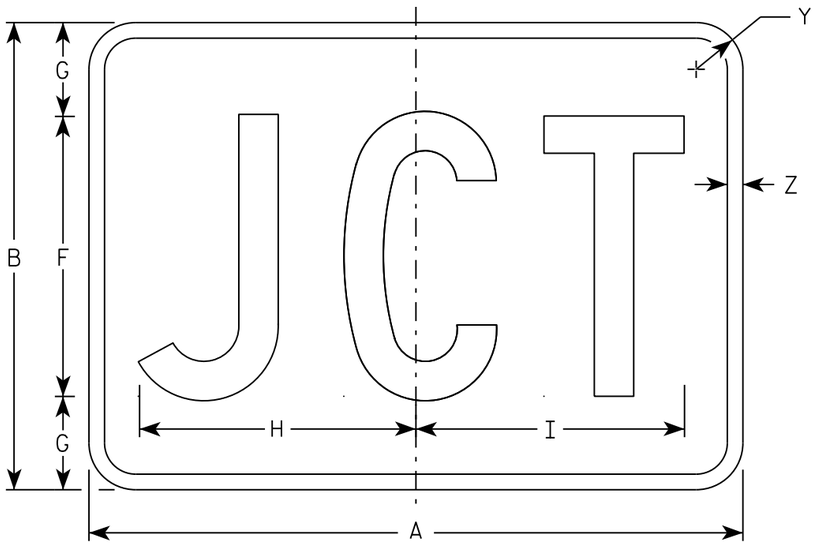
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 334	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

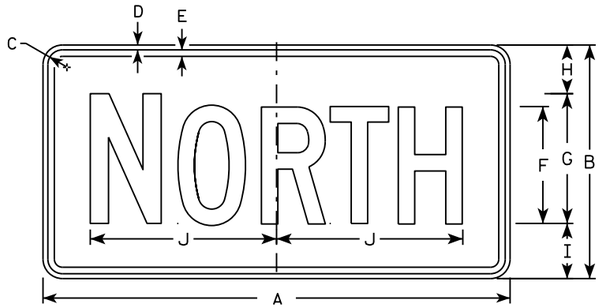
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

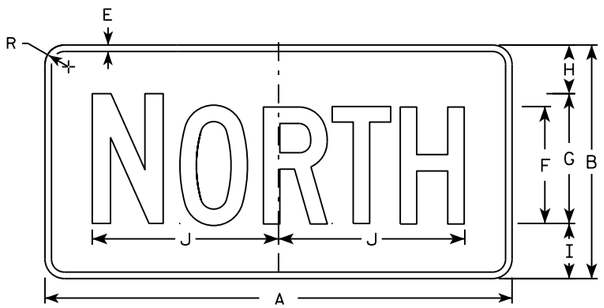
DATE 10/15/15 PLATE 335 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



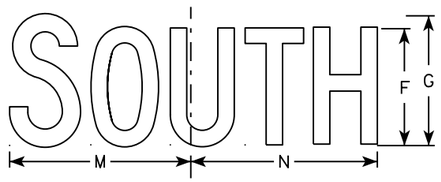
M3-1
MM3-1
MP3-1



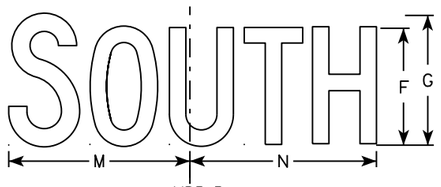
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

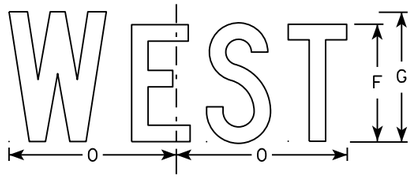
MB3-2
MK3-2
MN3-2



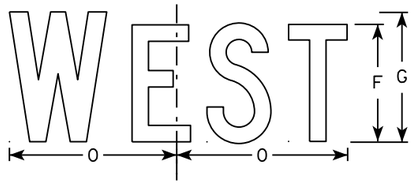
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

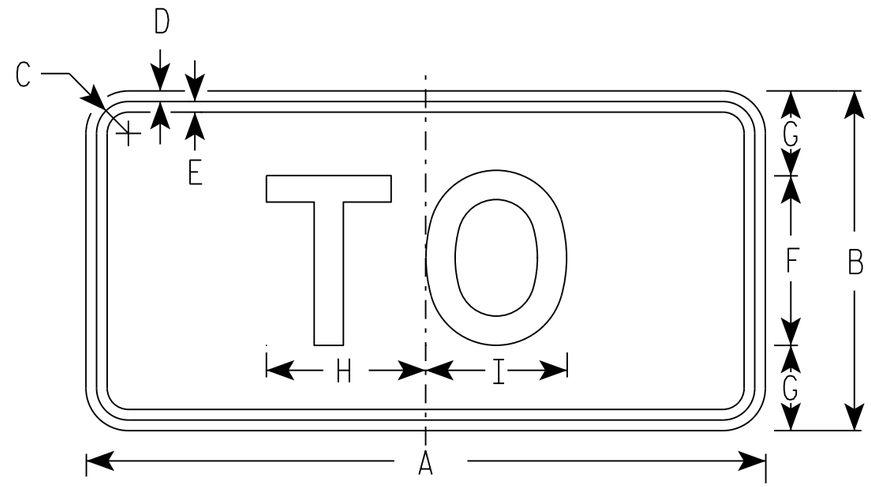
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

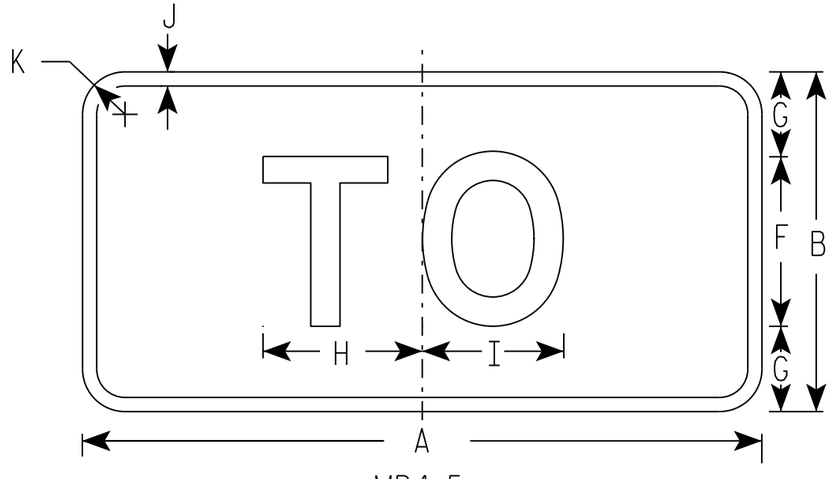
DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-5
MM4-5
MP4-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-5

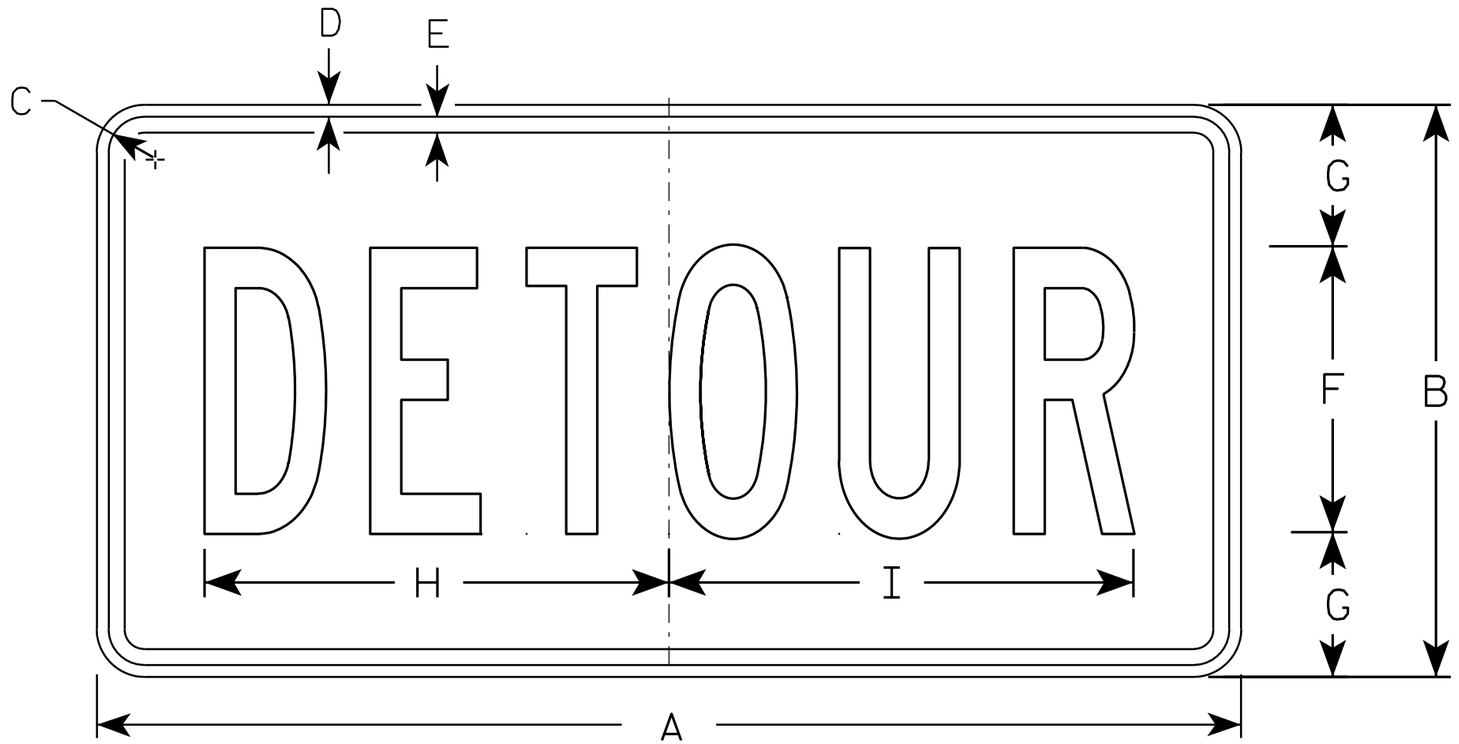
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 337 M4-5.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M45.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

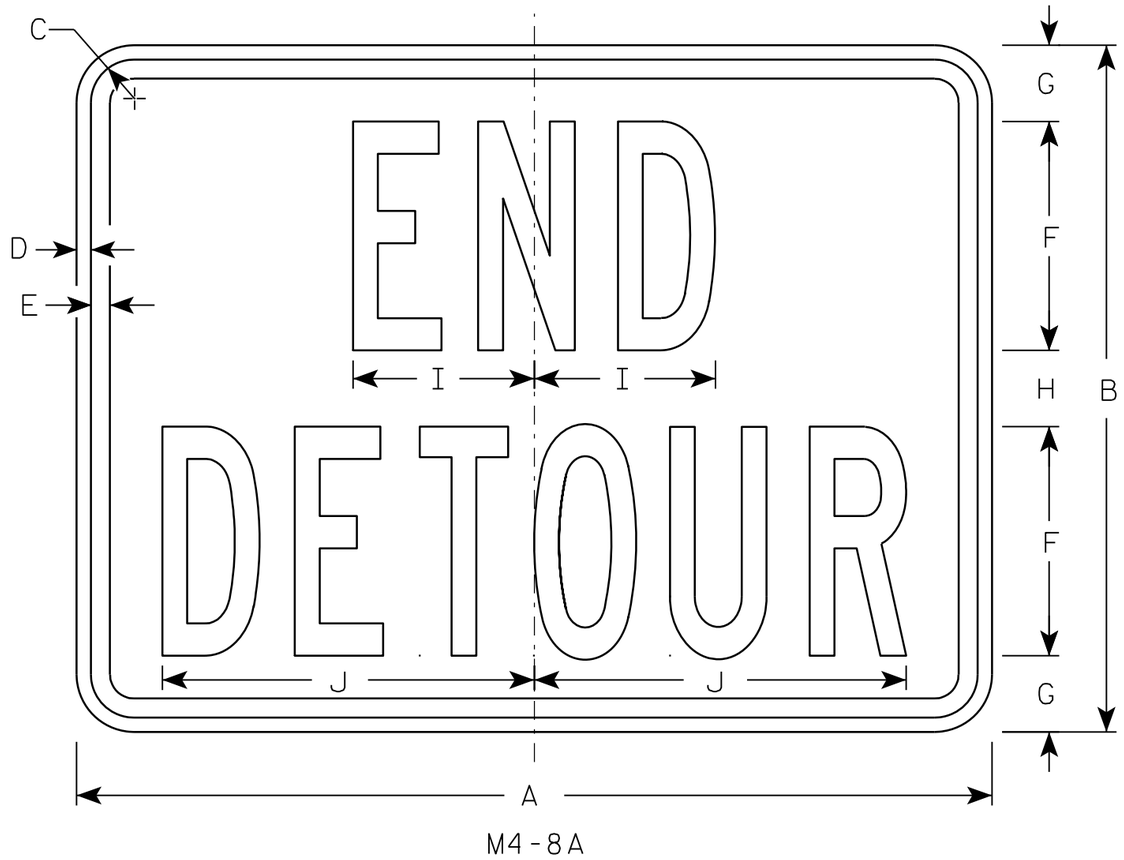
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 338	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

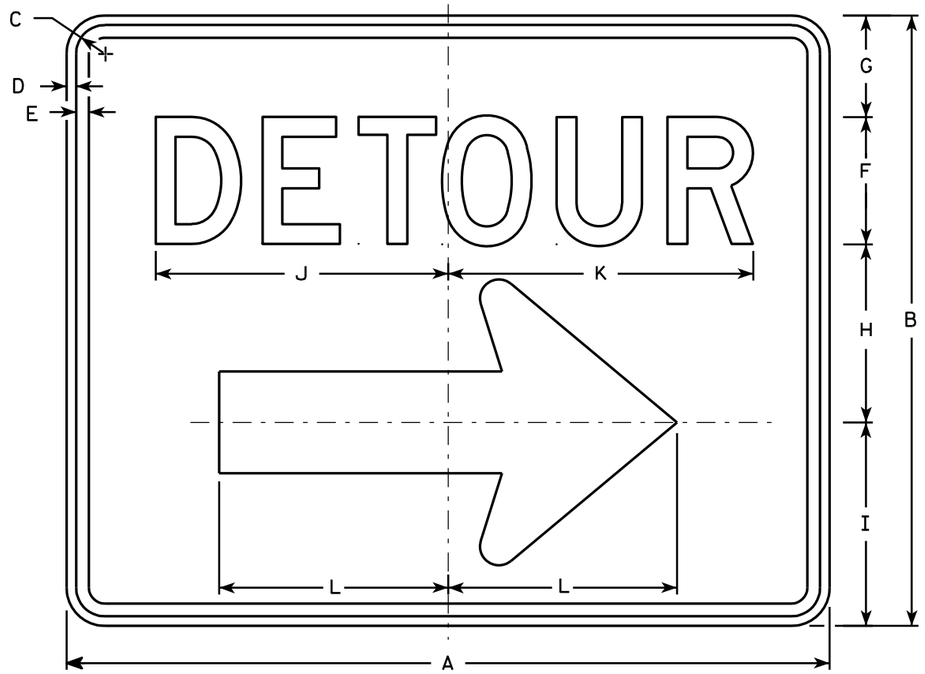
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

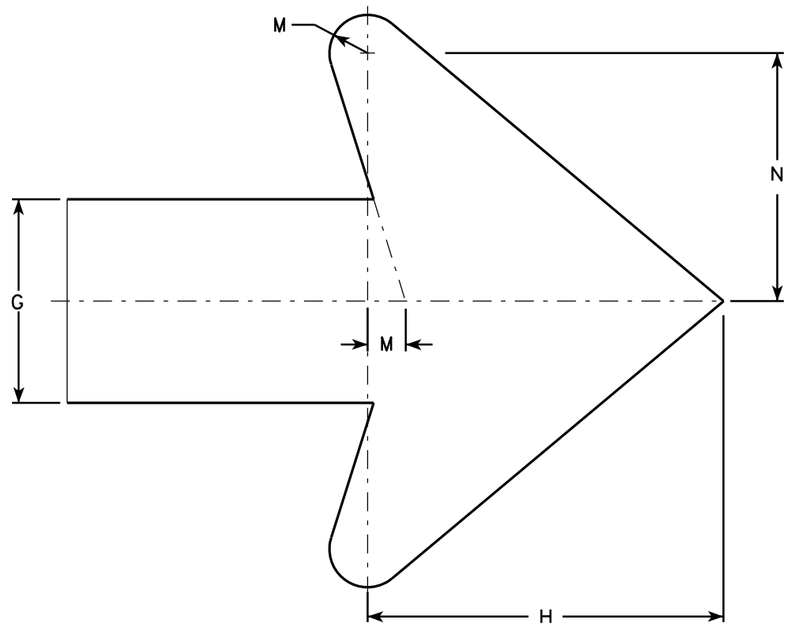
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 339	E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

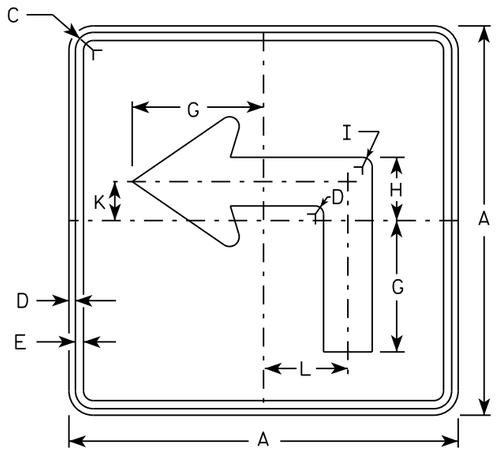
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

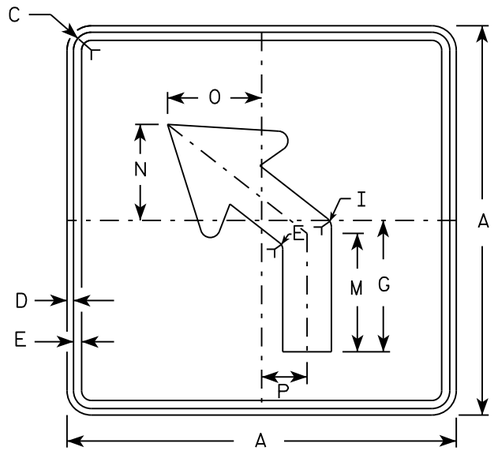
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

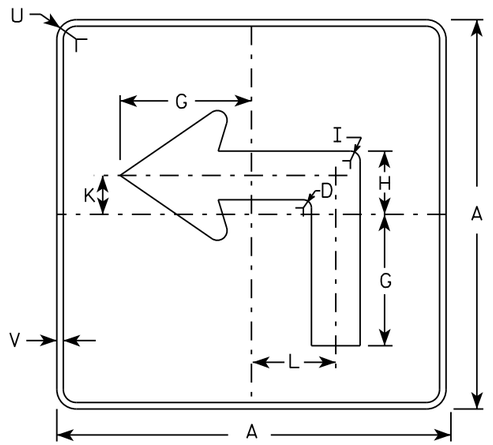
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 340	E



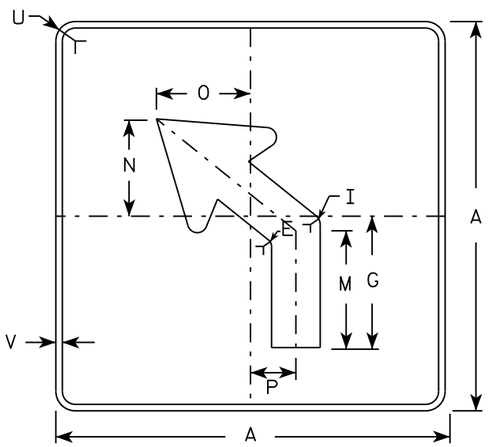
M5-1L
MM5-1L
MO5-1L
MP5-1L



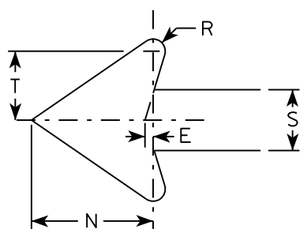
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

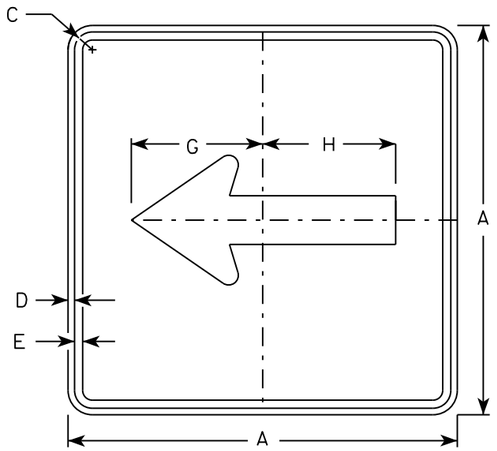
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

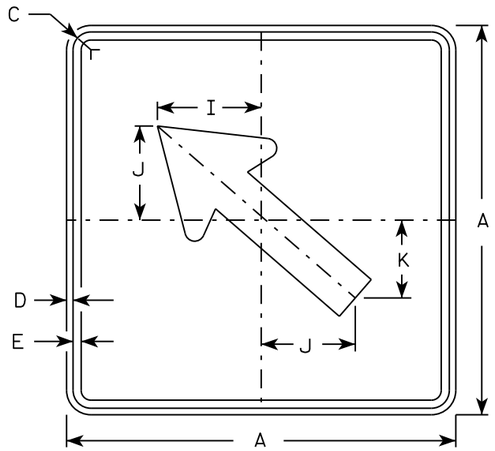
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



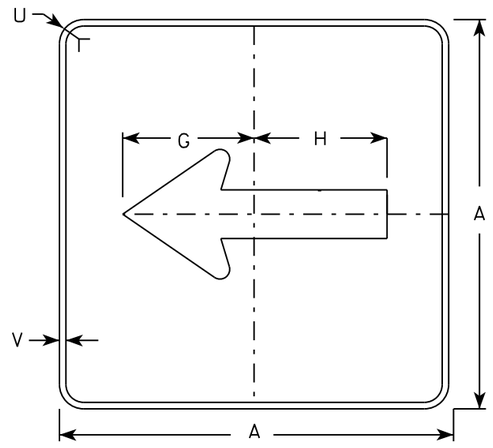
M6-1
MM6-1
MO6-1
MP6-1



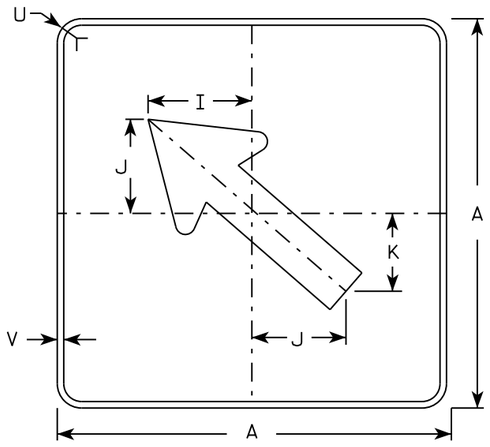
M6-2
MM6-2
MO6-2
MP6-2

NOTES

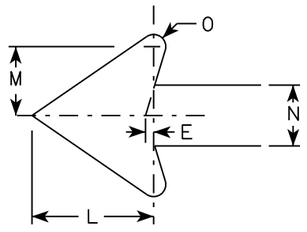
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

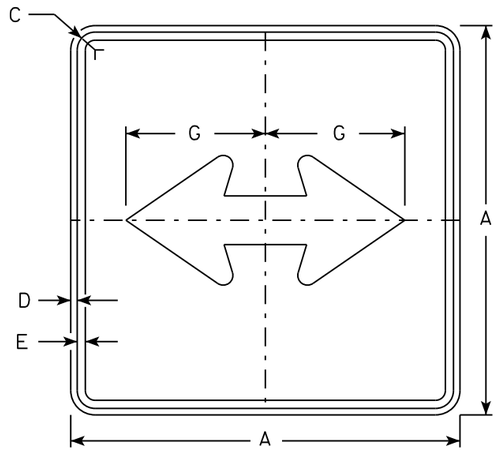
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

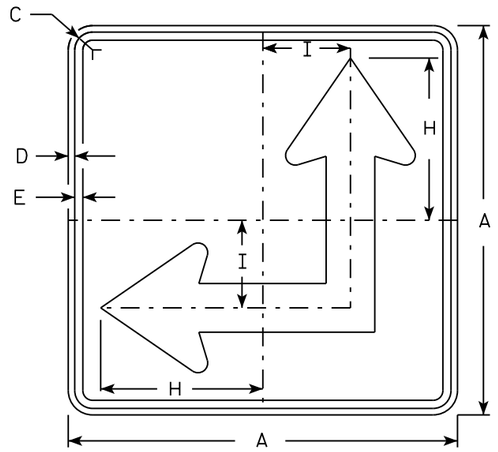
DATE 10/15/15 PLATE 342 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



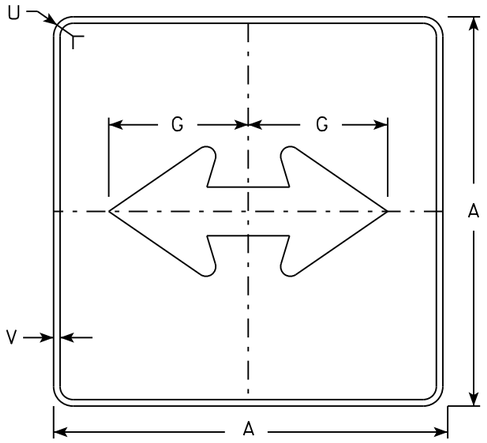
M6-4
MM6-4
MO6-4
MP6-4



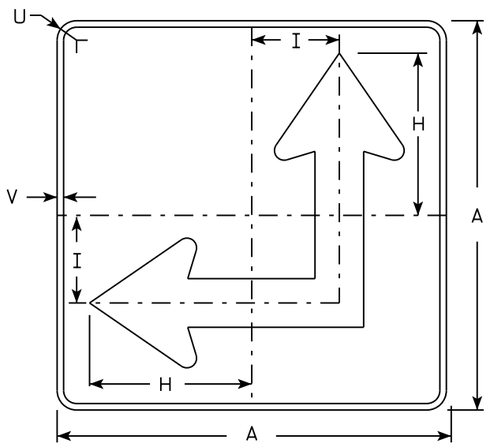
M6-6
MM6-6
MO6-6
MP6-6

NOTES

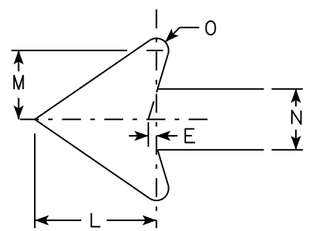
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

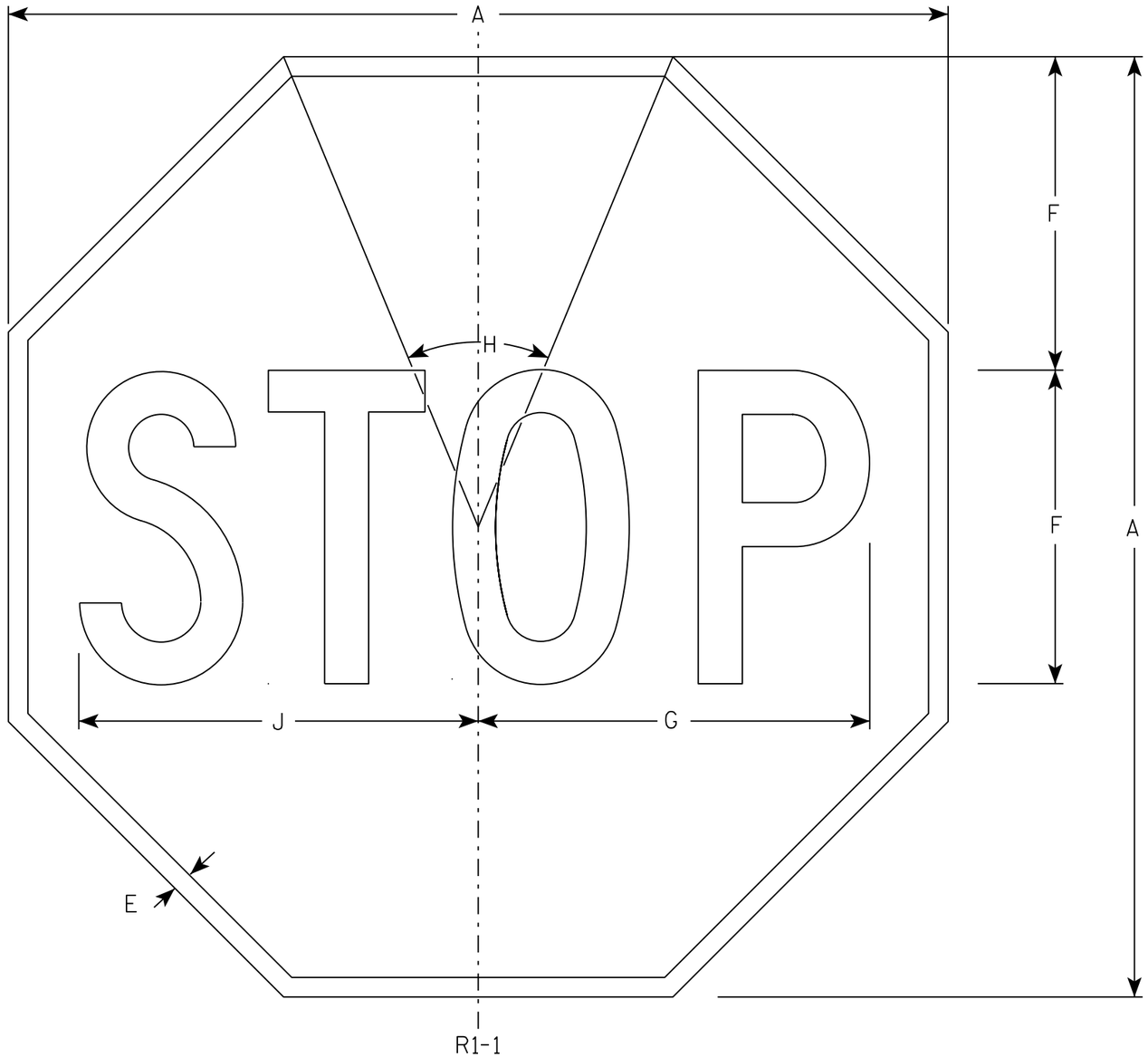
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 343 M6-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R1-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

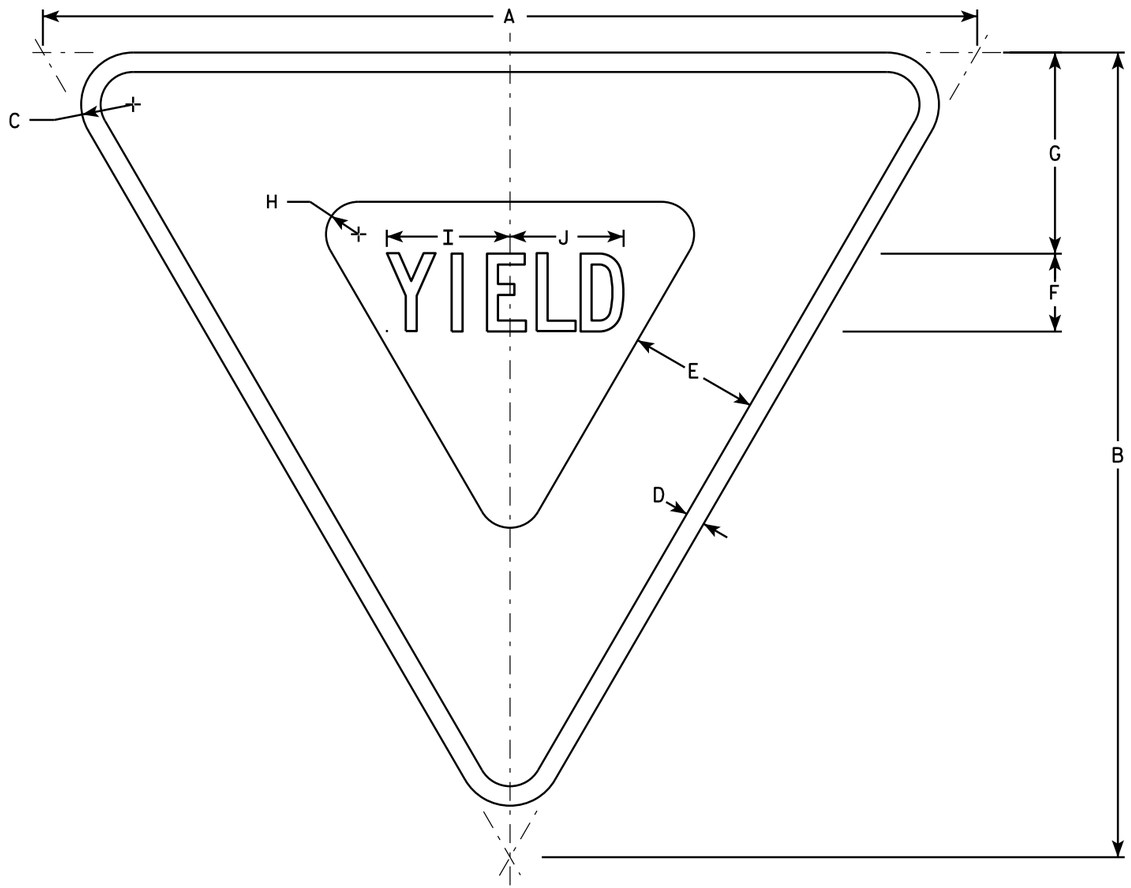
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 344 R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

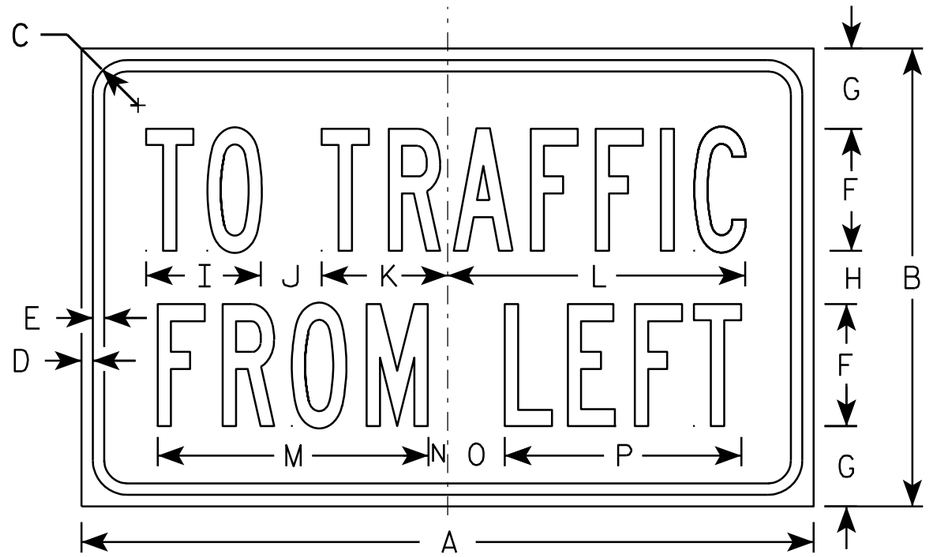
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

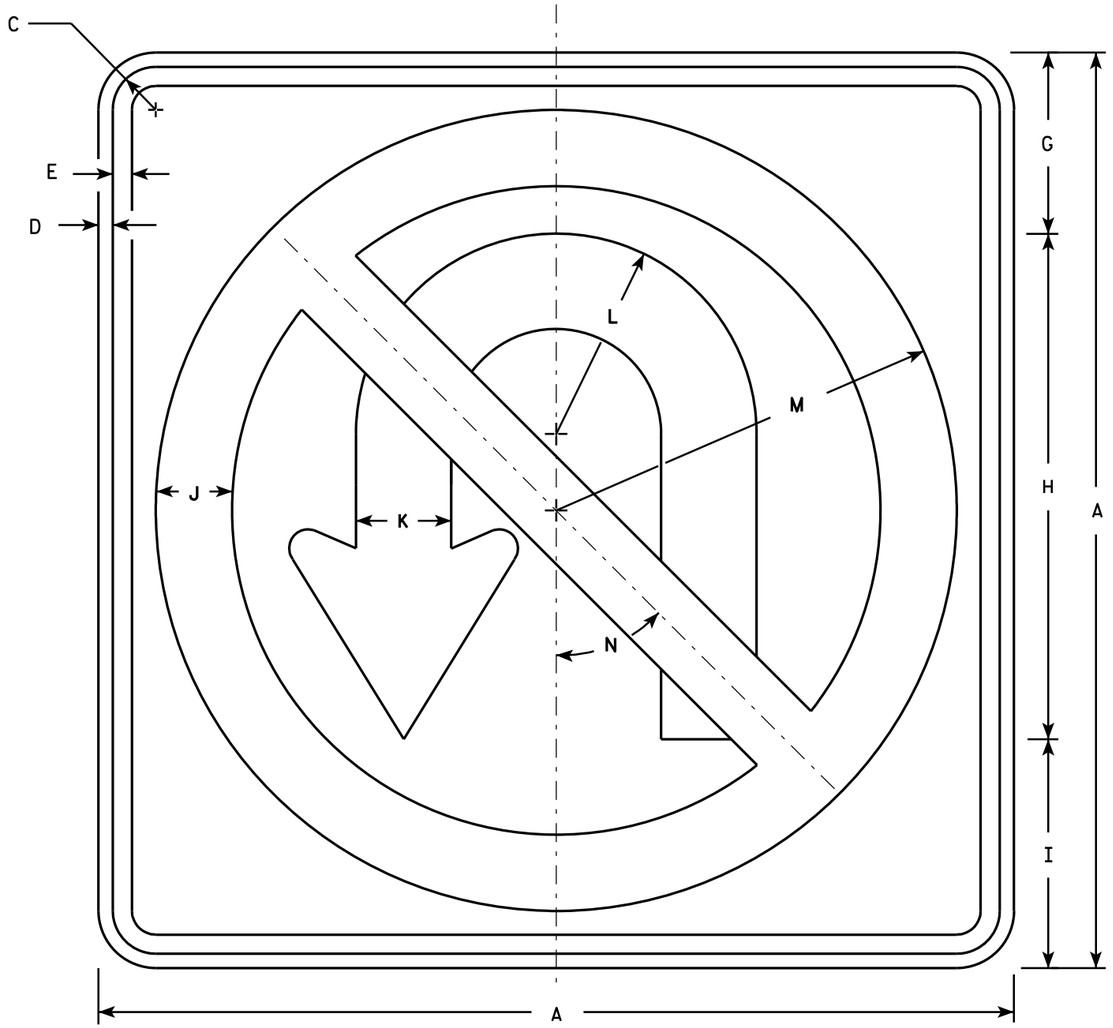
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

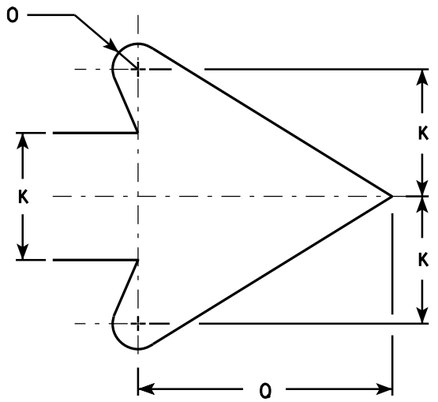
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 346	E



R3-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

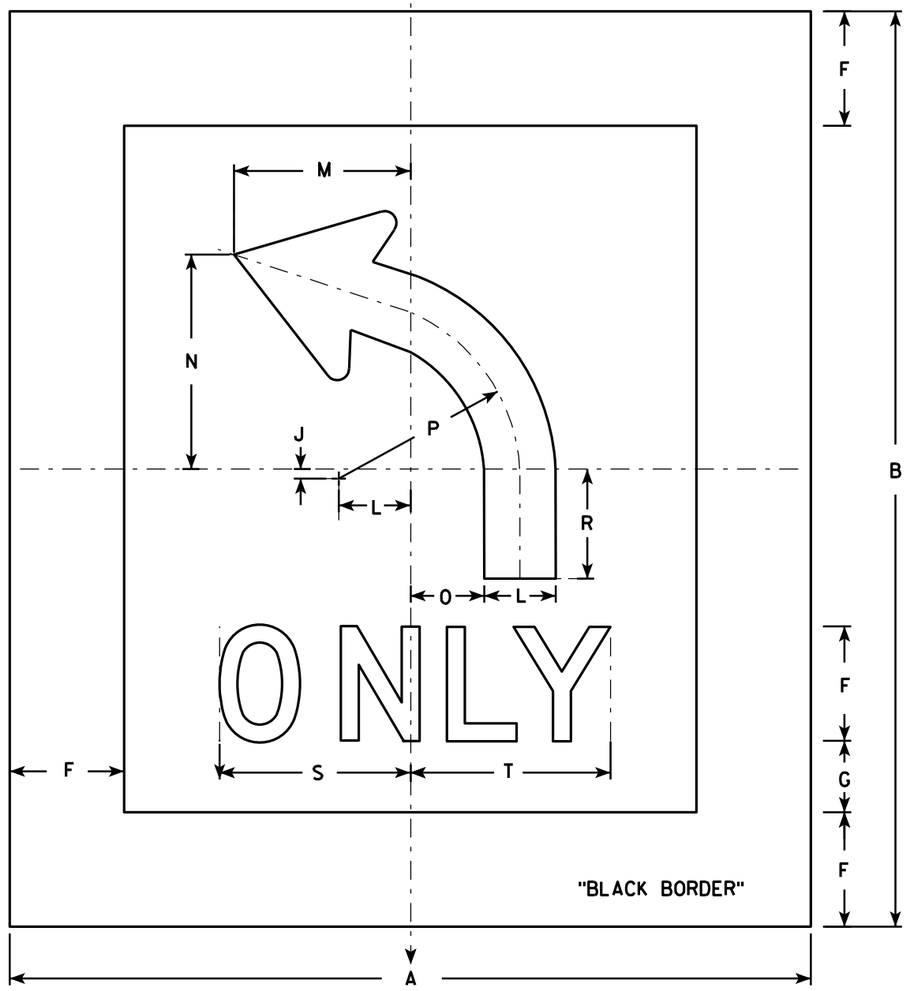
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

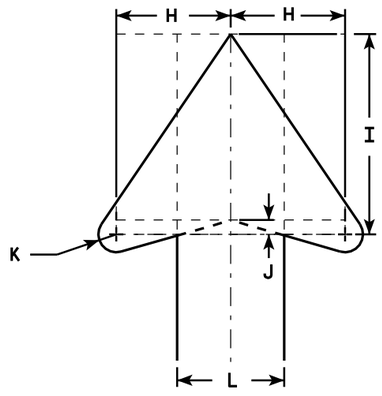
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 347	E



R3-5L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
2M	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
3																											
4																											
5																											

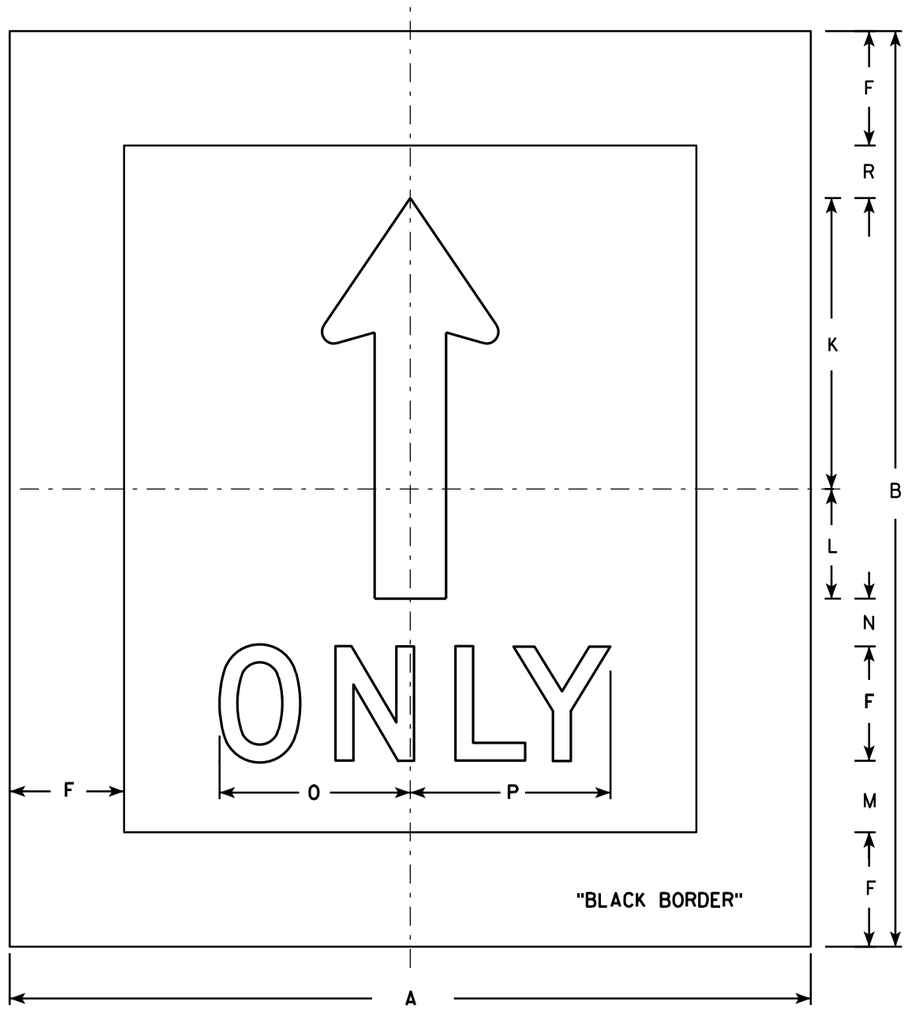
STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5.6

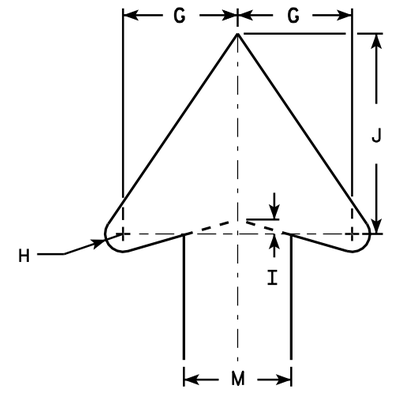
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 348 | E



R3-5A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
5. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48				6	4	5/8	1/2	7	15 1/4	5 3/4	3 3/4	2 1/2	10	10 1/2		2 3/4									1.26
2M	42	48				6	4	5/8	1/2	7	15 1/4	5 3/4	3 3/4	2 1/2	10	10 1/2		2 3/4									1.26
3																											
4																											
5																											

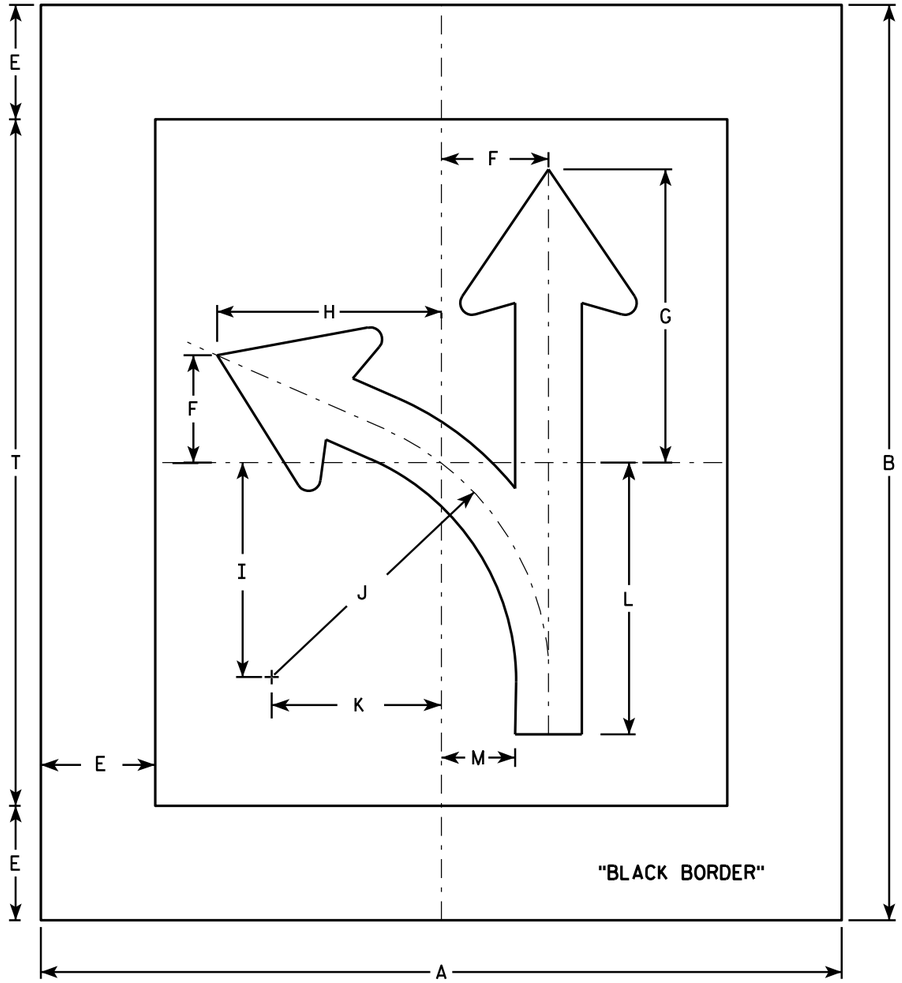
STANDARD SIGN
R3-5A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5A.5

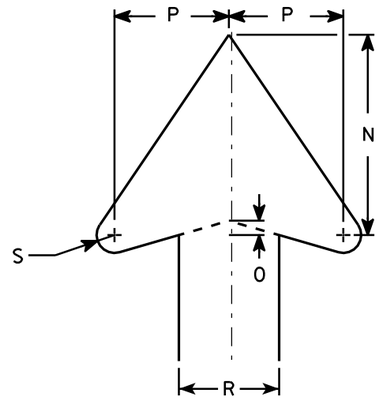
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 349	E



R3-6L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
4. R3-6R is the same as R3-6L except curved portion of arrow points right.
5. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
2M	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
3																											
4																											
5																											

STANDARD SIGN
R3-6

WISCONSIN DEPT OF TRANSPORTATION

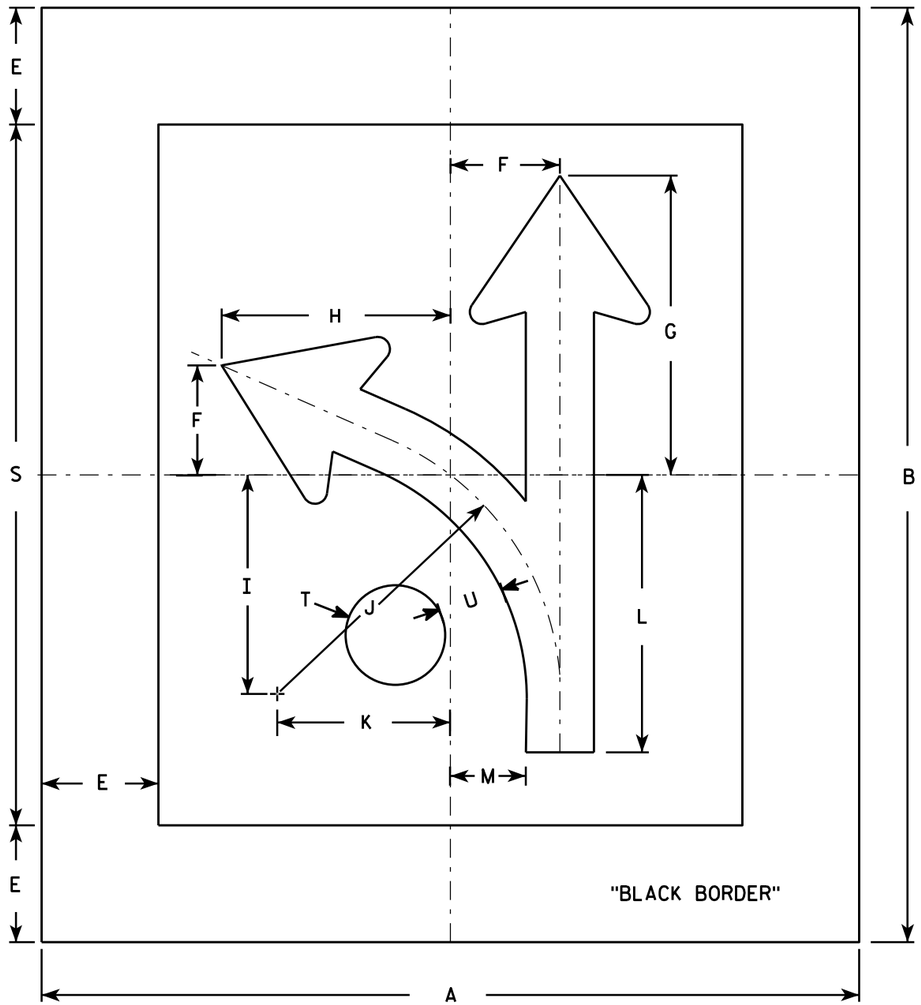
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-6.5

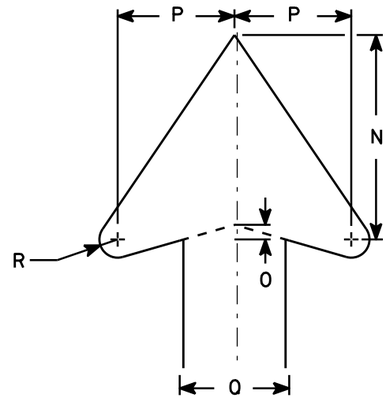
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 350 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
4. The 6" border is non-reflective black.



R3-6X



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4	3 1/2	5/8	36	5	3 1/2						14.0
2M	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4	3 1/2	5/8	36	5	3 1/2						14.0
3																											
4																											
5																											

STANDARD SIGN
R3-6X

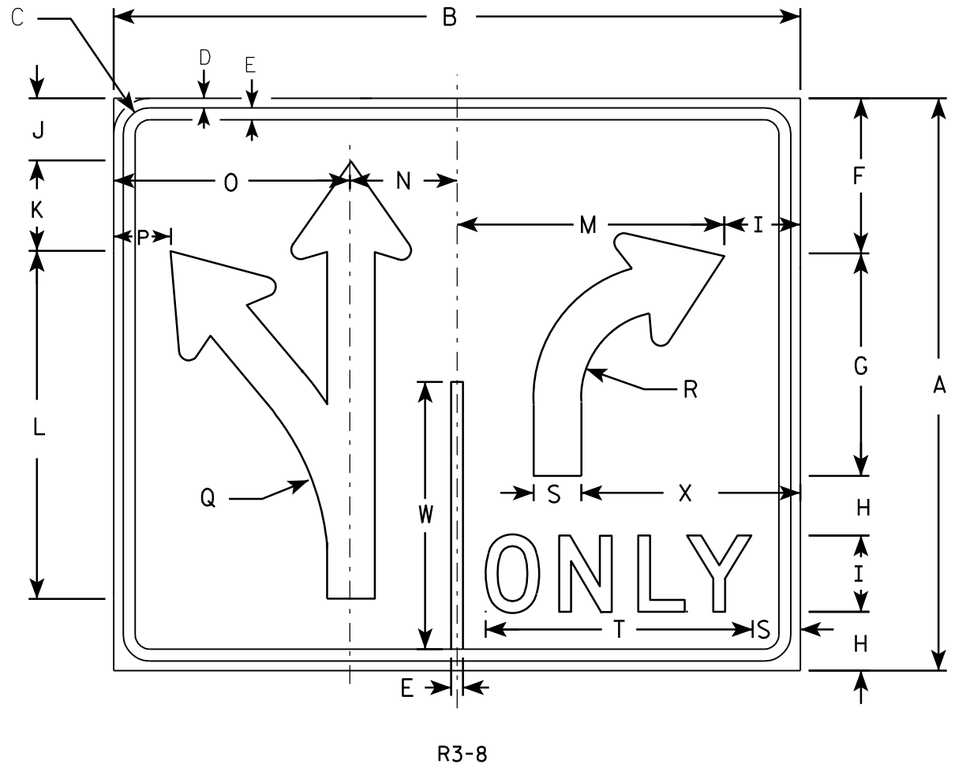
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

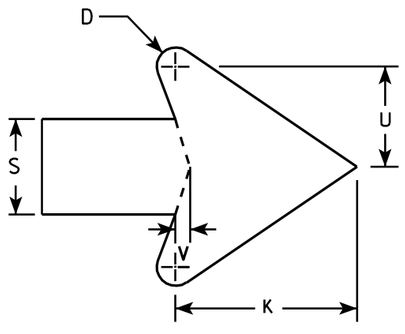
DATE 2/05/15 PLATE R3-6X.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R36X.DGN PLOT DATE : 05-FEB-2015 14:49 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.783368:1.000000
WISDOT/CADDS SHEET 42



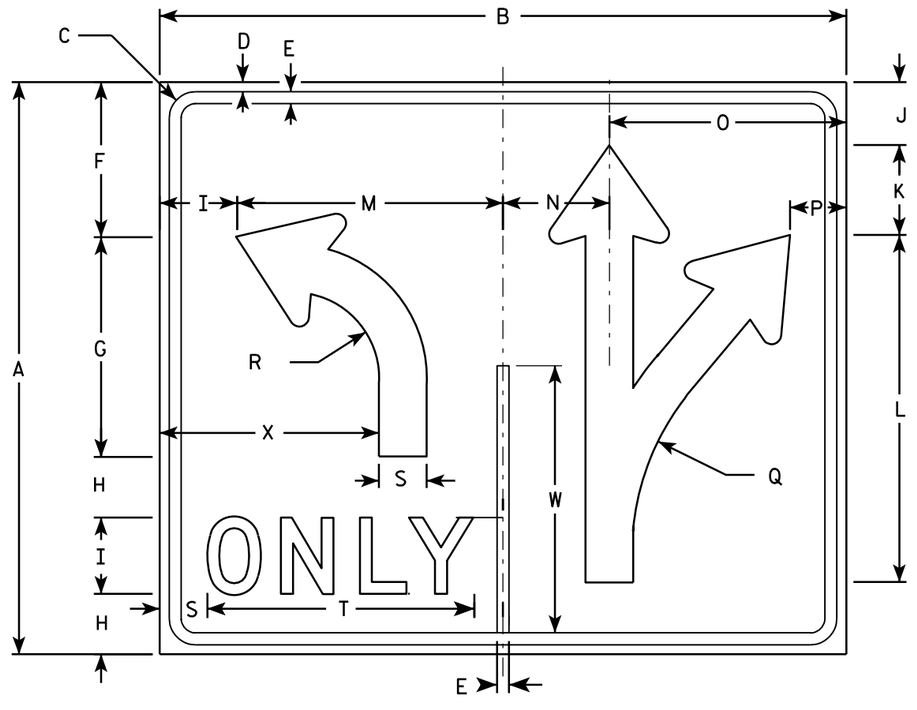
R3-8



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-8A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0

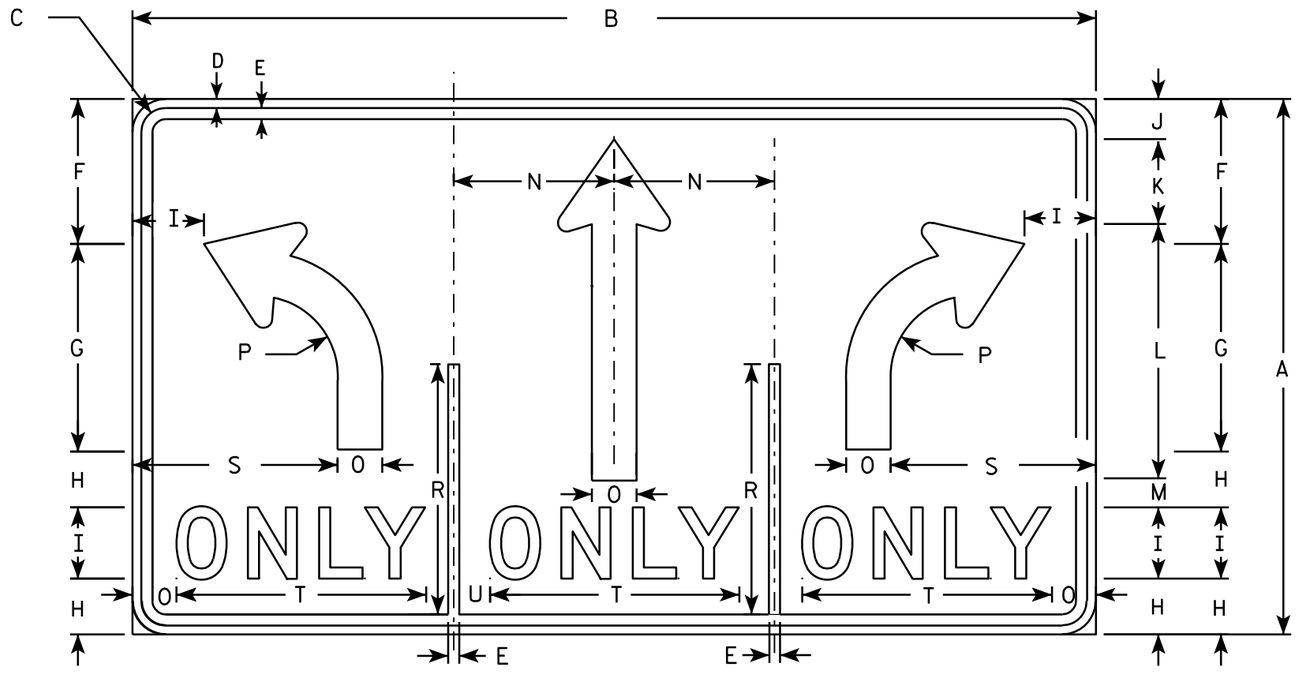
STANDARD SIGN
R3-8 & R3-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8.5

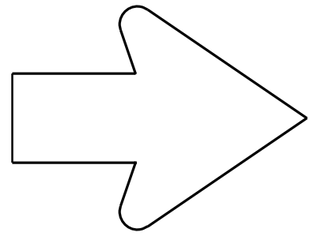
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 352	E



R3-8W

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SEE R3-8 FOR ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
3																											
4	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 3/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0
5	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 7/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0

STANDARD SIGN
R3-8W

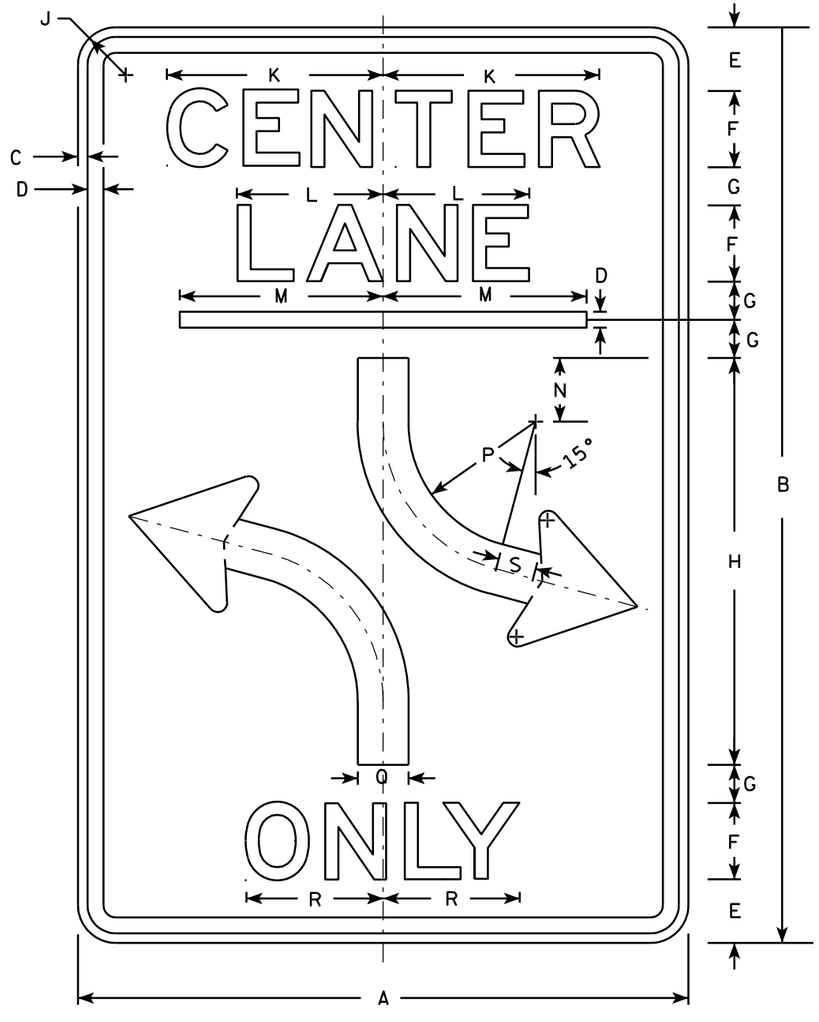
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8W.4

PROJECT NO:

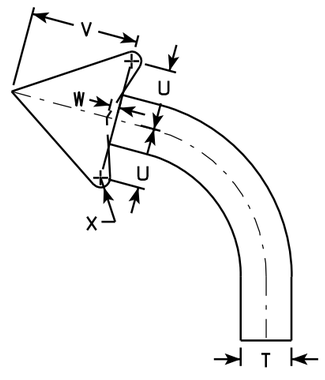
SHEET NO: 353 E



R3-9B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
2M	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
3	36	48	5/8	7/8	3 1/2	5	1 1/2	20		2 1/4	14 1/8	9 1/2	12	3		4	3	9 7/8	2		3 1/2	6 1/8	1/2				12.0
4																											
5																											

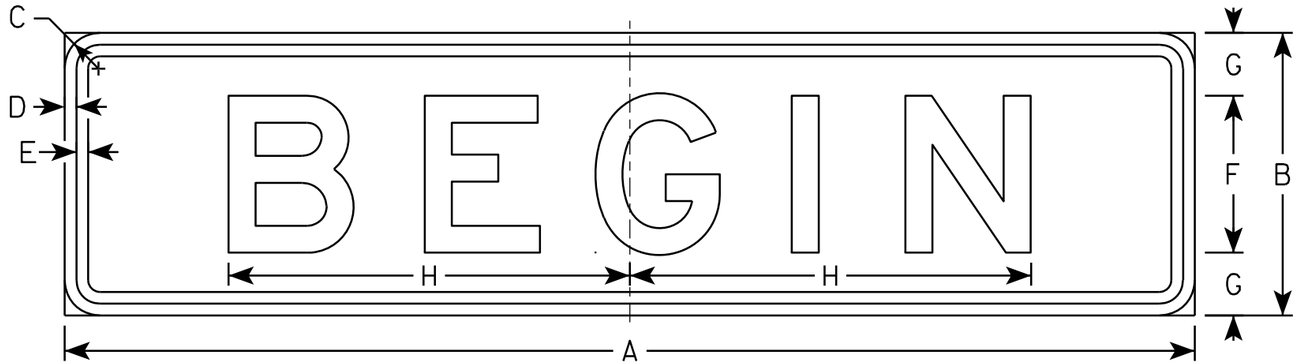
STANDARD SIGN
R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9B.5

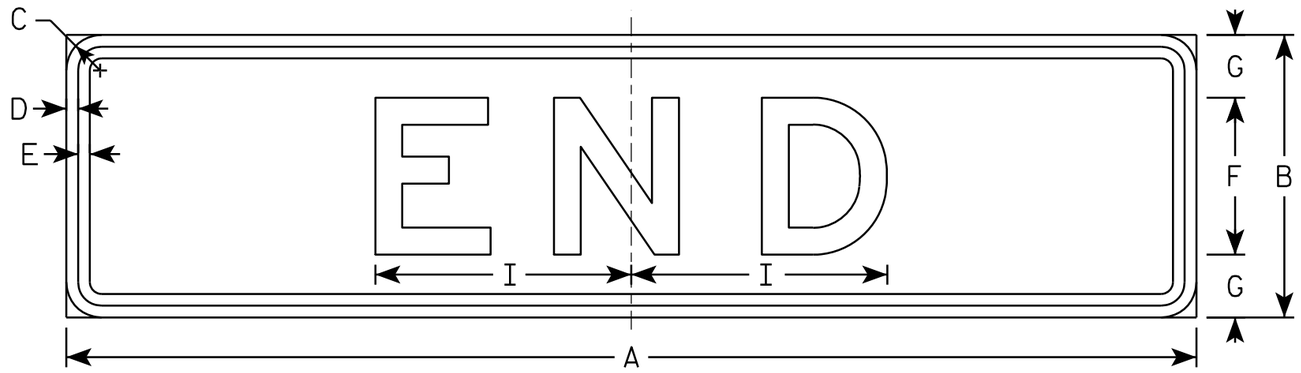
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 354 | E



R3-9C

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-9D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
2M	24	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
3	36	9	1 1/8	3/8	3/8	5	2	12 3/4	8 1/8																		1.86
4																											
5																											

STANDARD SIGN
R3-9C & R3-9D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

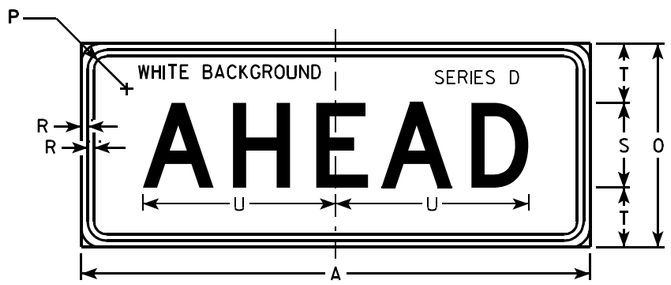
DATE 3/24/2011 PLATE NO. R3-9C.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 355	E

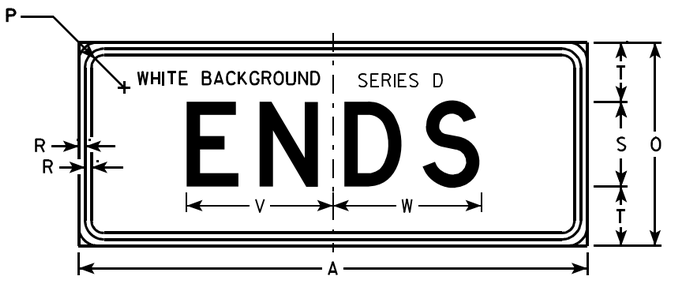
R3-17

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted on the Signs.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-17ap



R3-17bp

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/12/2011 PLATE NO. R3-17.2

PROJECT NO:

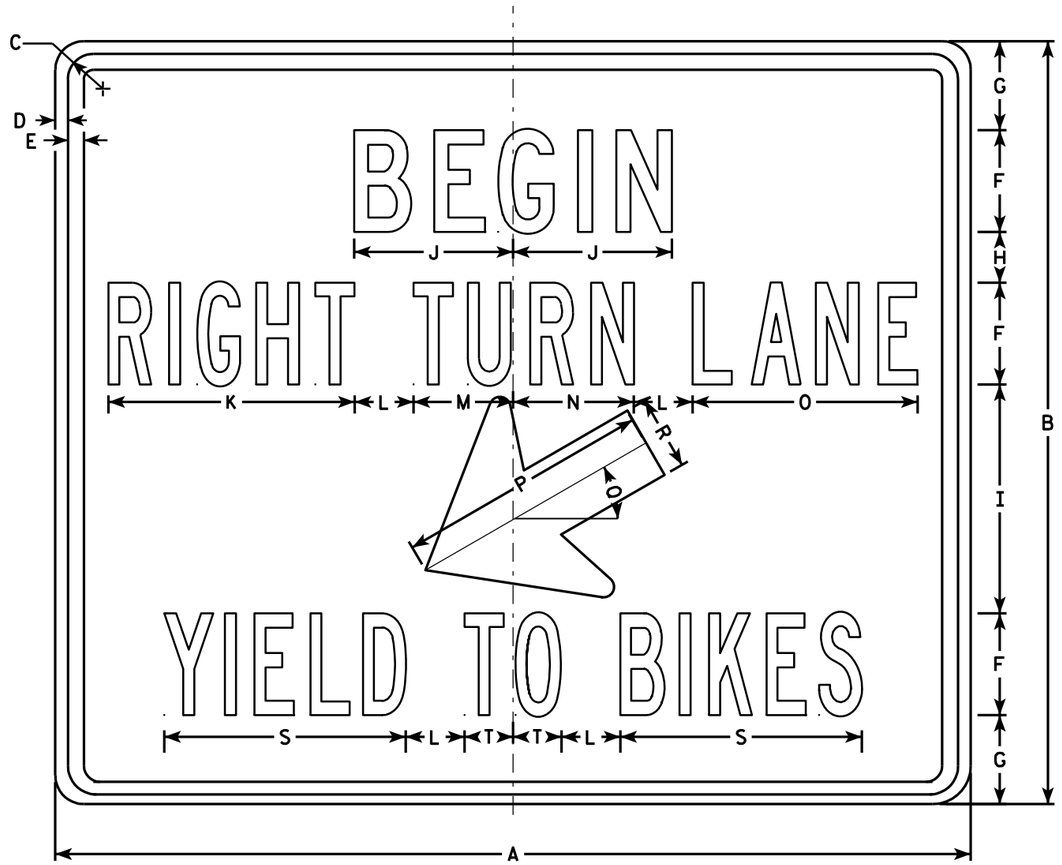
SHEET NO: 356 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R317.DGN PLOT DATE : 02-APR-2013 14:09 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

7



R4-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C
   Lines 2 & 3 are Series B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
2M	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
3																											
4																											
5																											

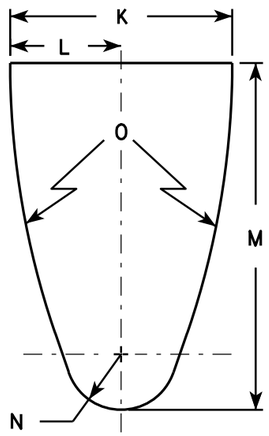
STANDARD SIGN
R4-4

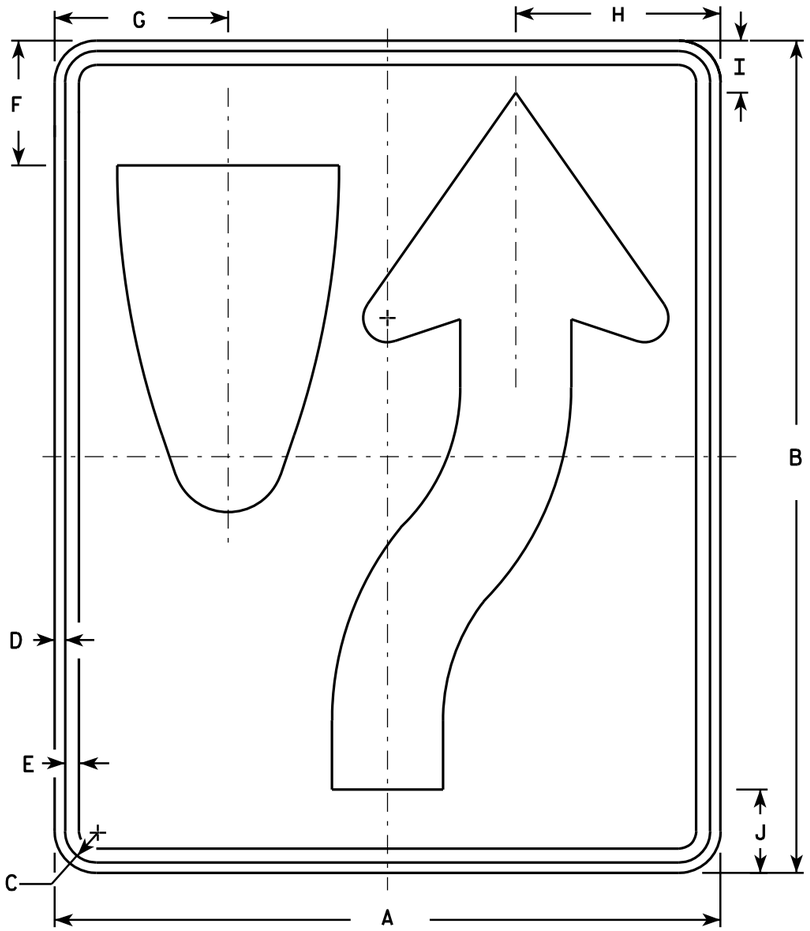
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 357 | E

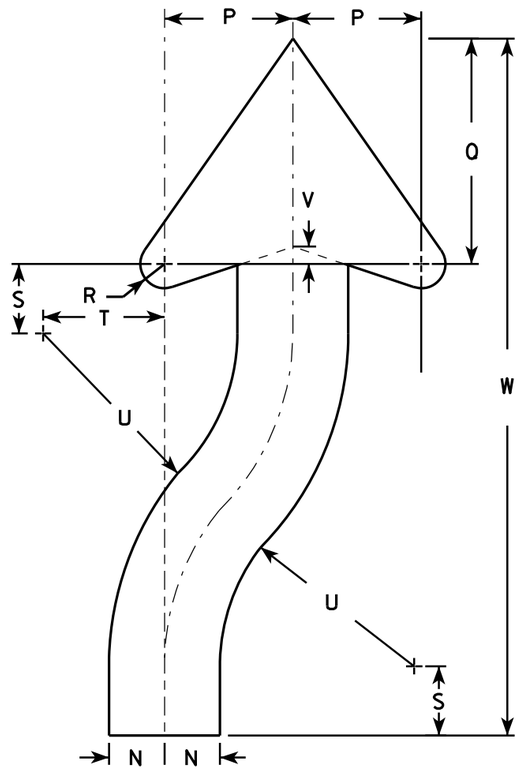




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

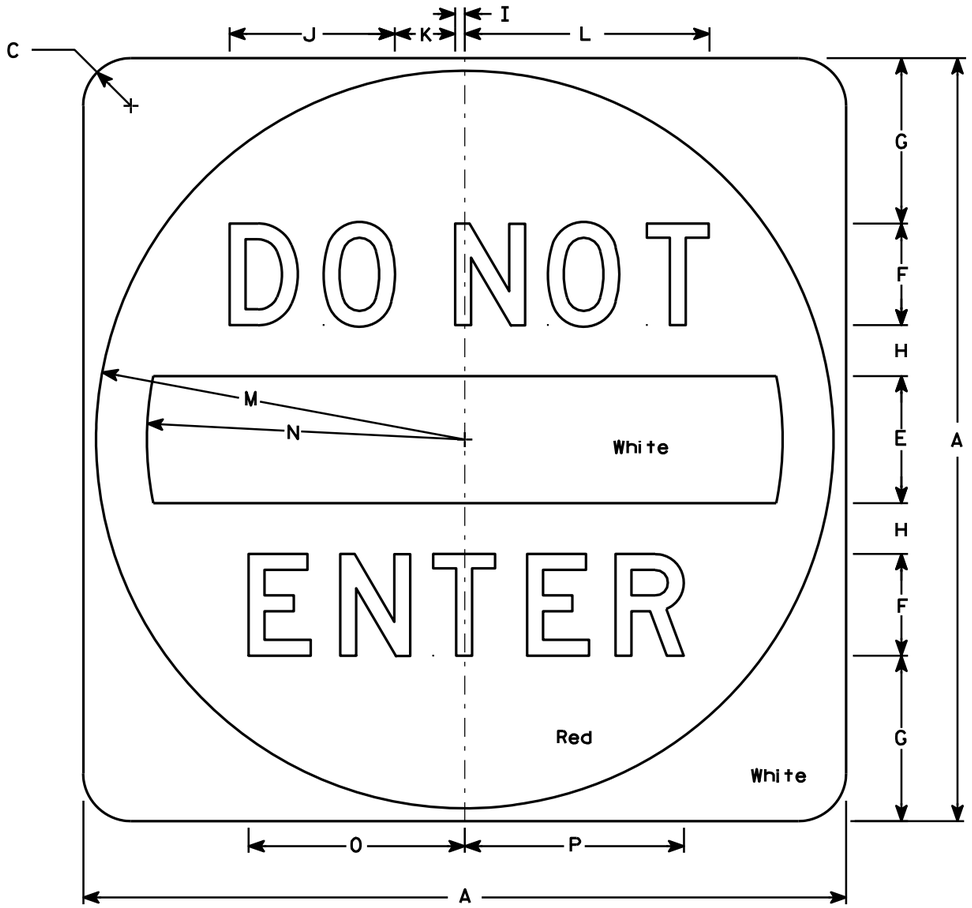
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 358	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

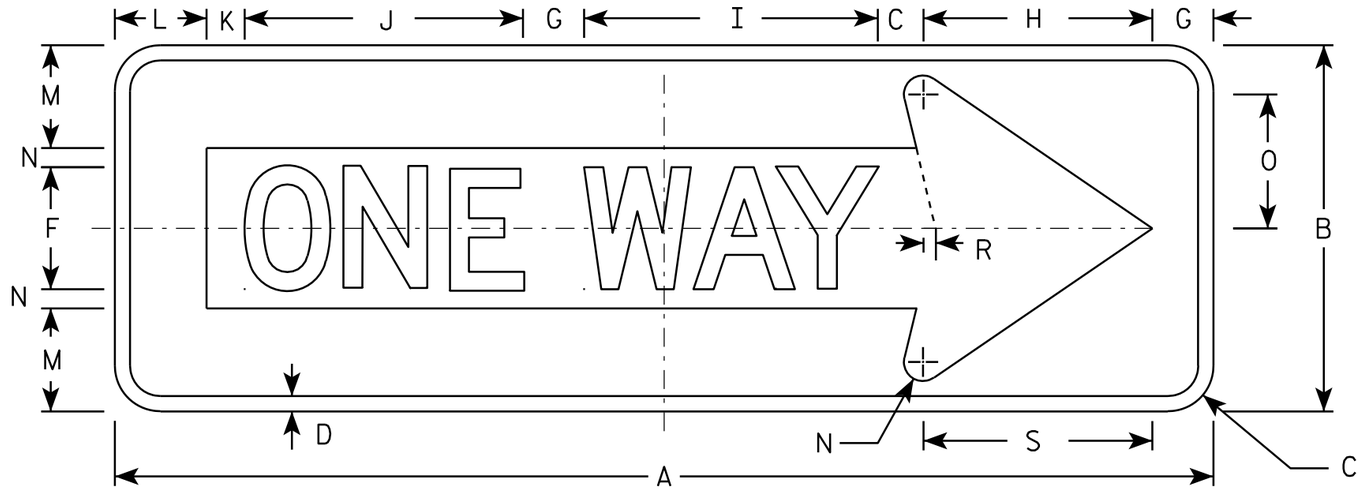
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

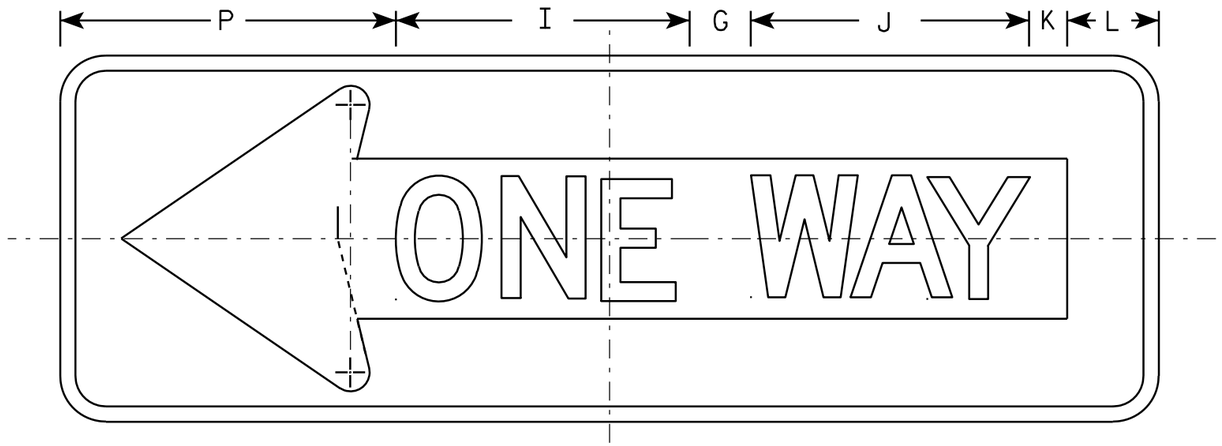
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 359 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

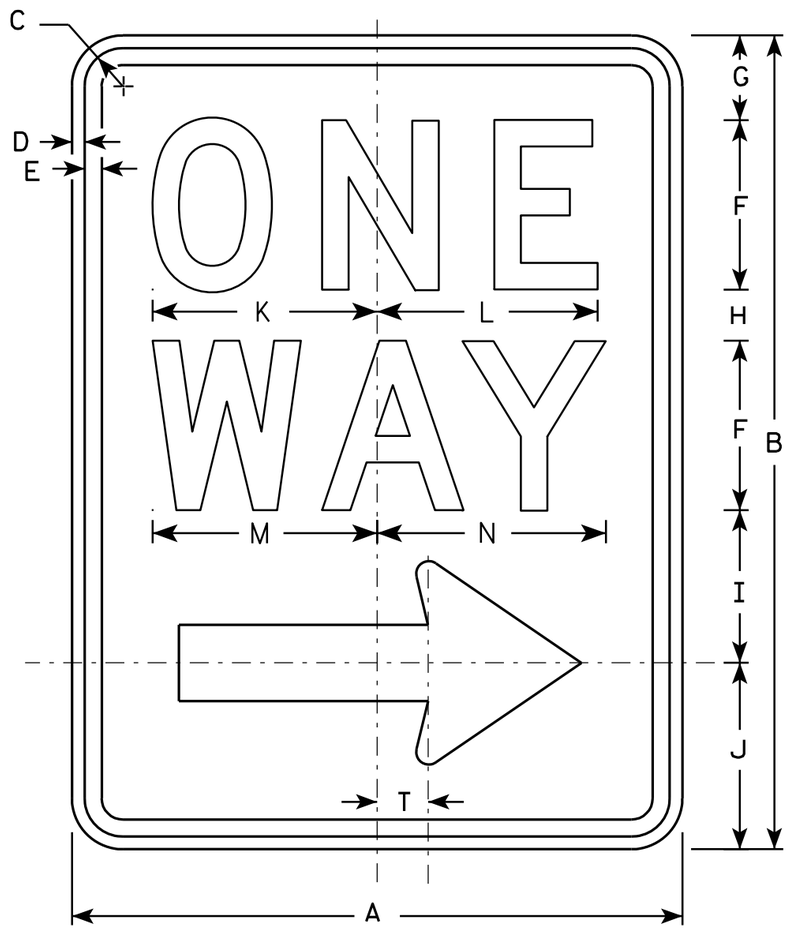
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

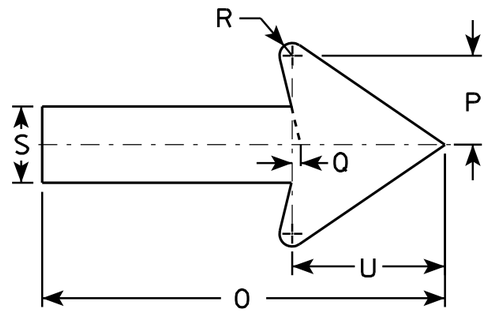
SHEET NO: 360 E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

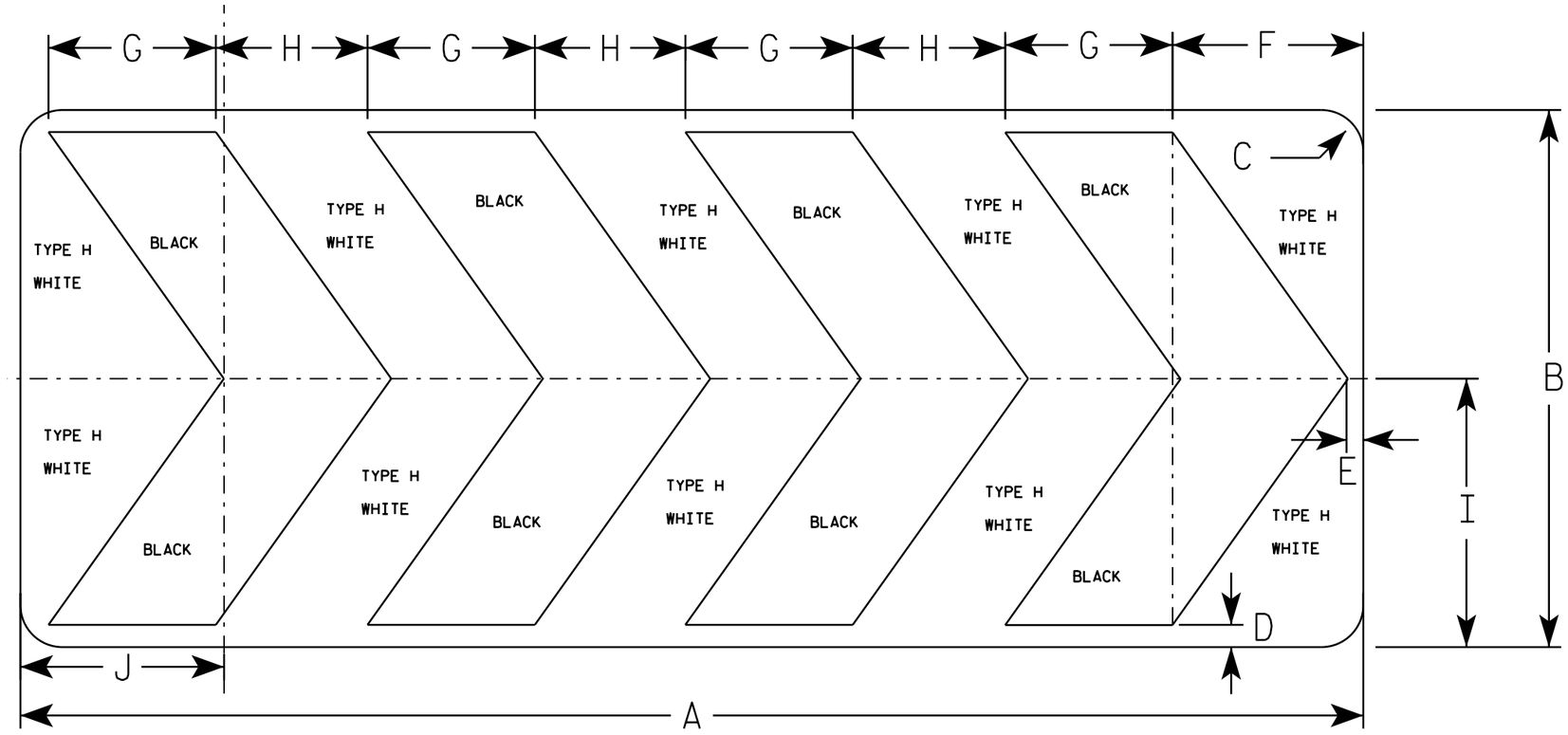
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 361	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

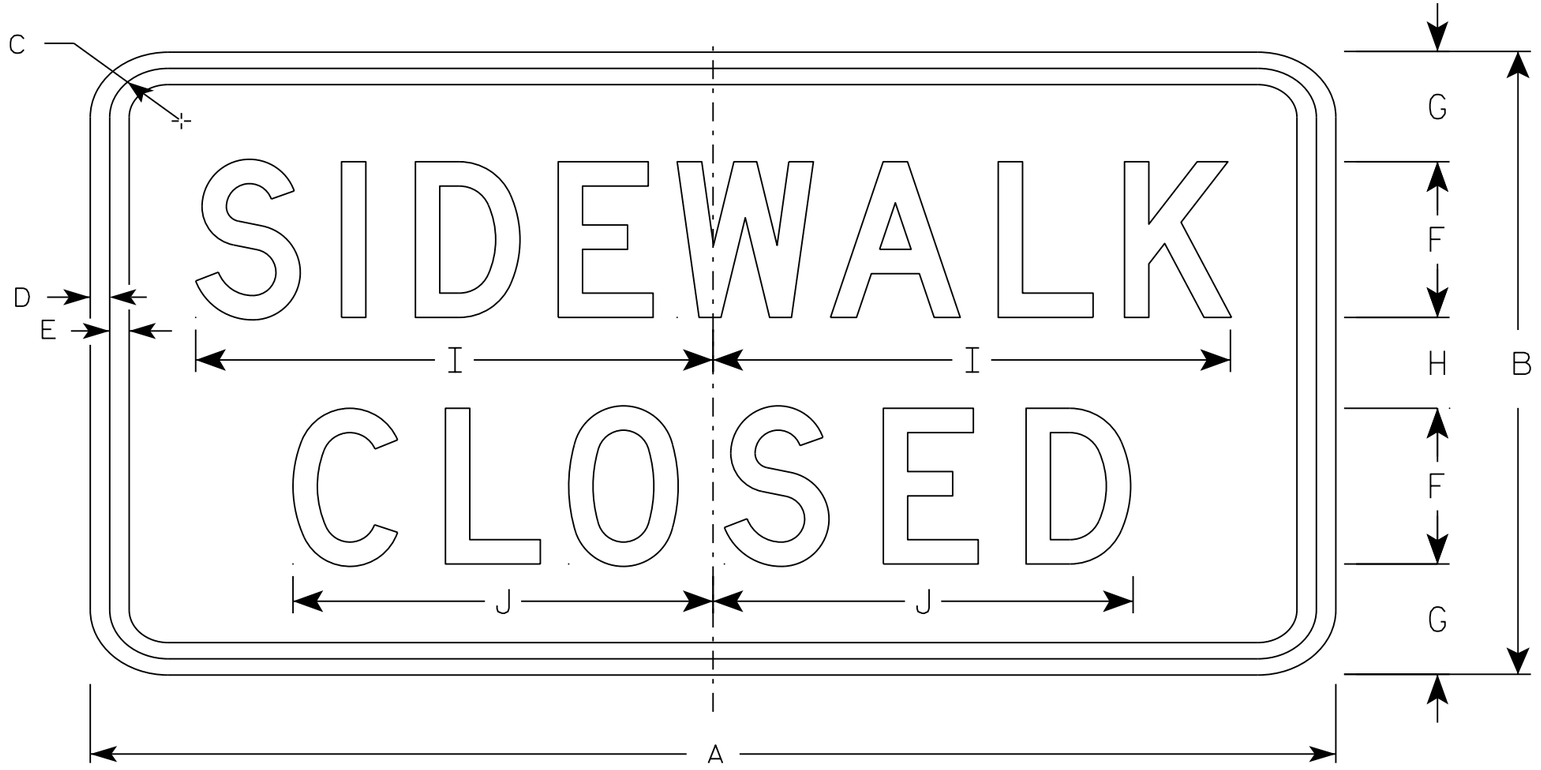
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

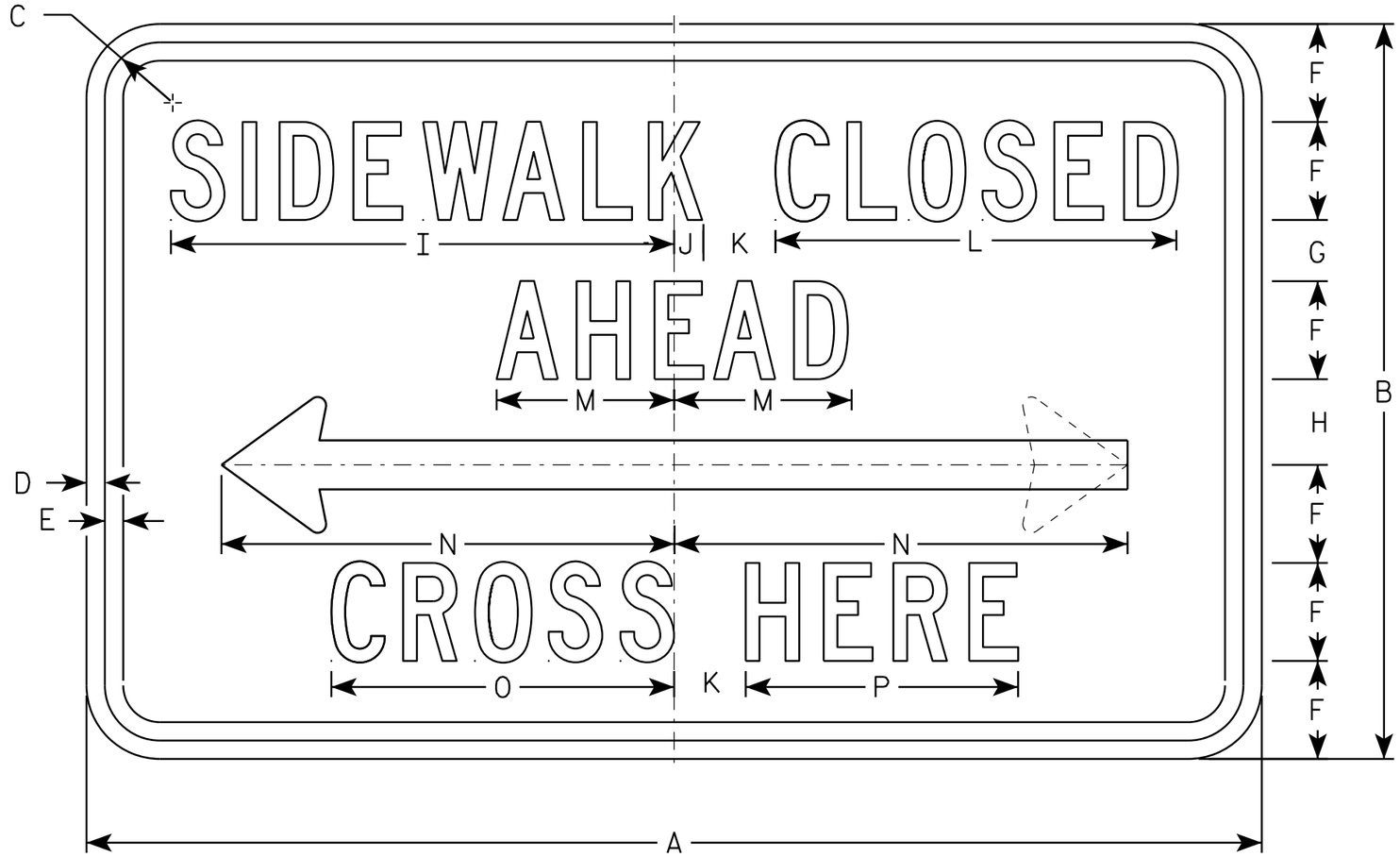
WISCONSIN DEPT OF TRANSPORTATION

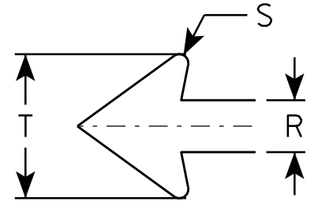
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 363 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000





R9-11

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	48	30	2 3/4	3/4	3/4	4	2 1/2	3 1/2	20 1/2	1 1/4	3	16 3/8	7 1/4	18 1/2	14	11 1/8		2	3/8	5 1/2							10.0
4																											
5																											

STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

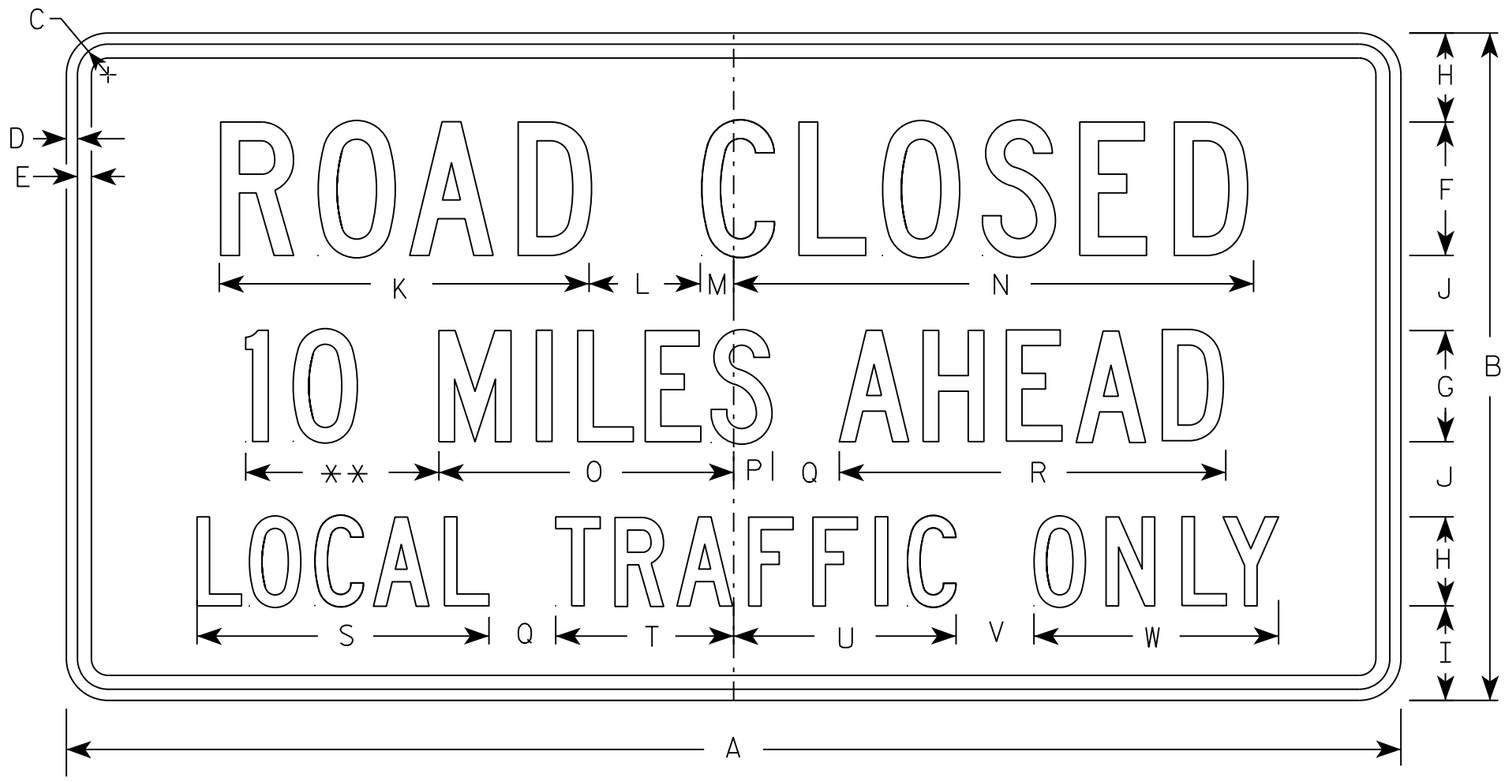
DATE 3/10/16 PLATE No. R9-11.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R911.DGN PLOT DATE : 10-MAR-2016 14:57 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837529:1.000000
WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

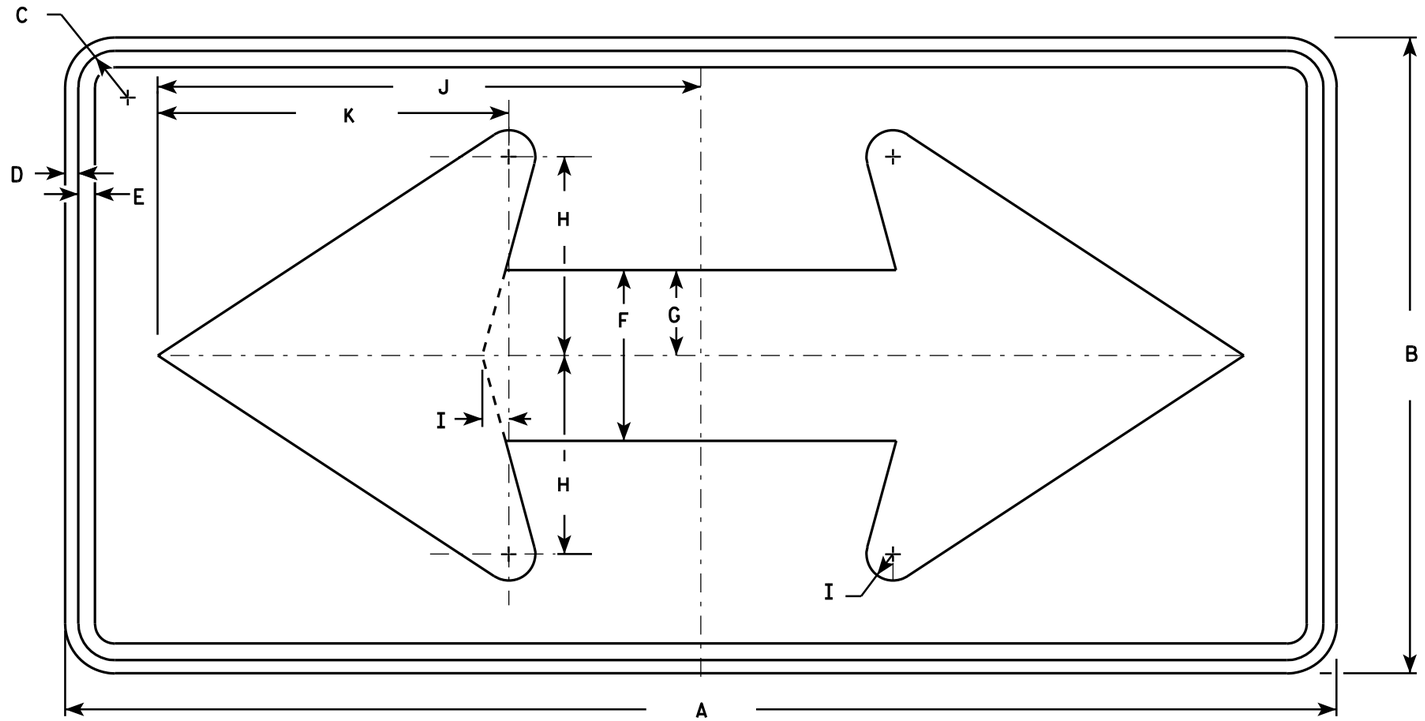
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO. R11-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R113.DGN PLOT DATE : 28-JUL-2016 16:25 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 6.810445:1.000000



W1-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

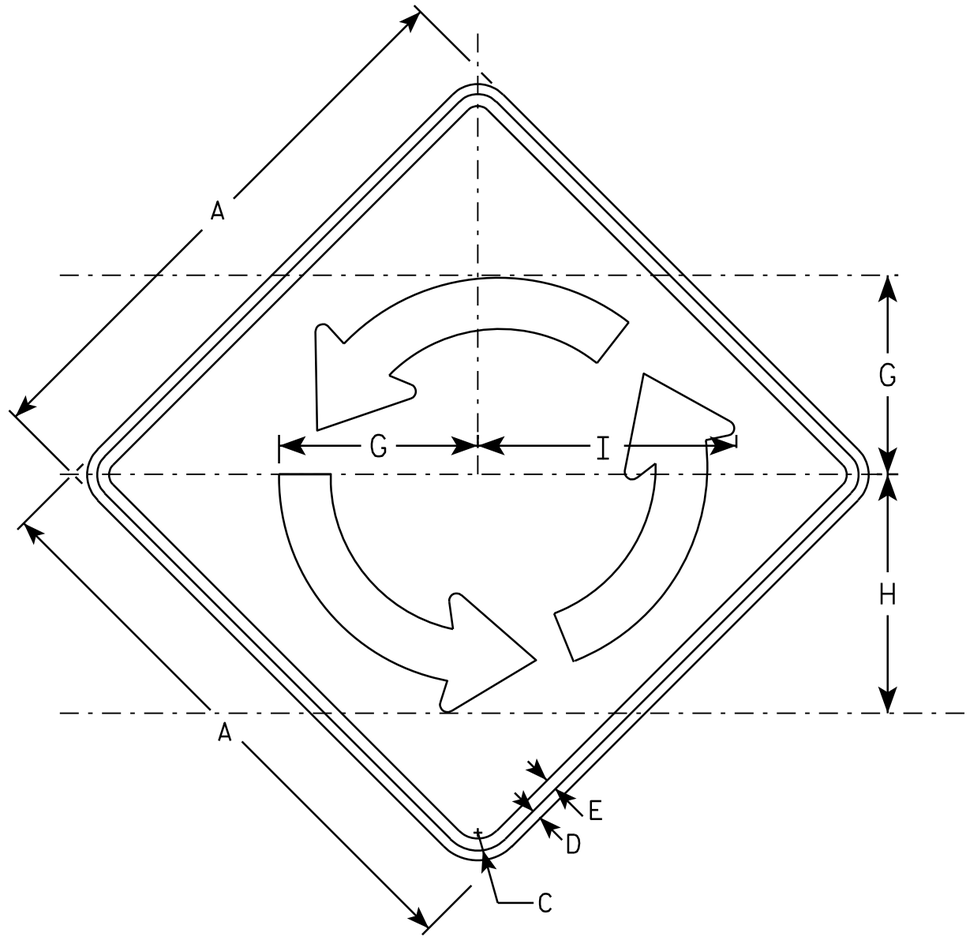
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

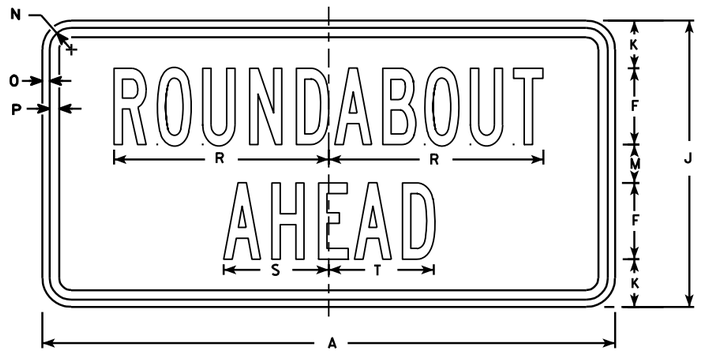
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 366 | E



W2-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W2-6P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	W2-6 Area sq. ft.	W2-6P Area sq. ft.
1																										
2S	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
2M	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
3	36		1 5/8	5/8	3/4	5	12 1/2	15	16 1/4	18	2 5/8		2 3/4	1 1/8	3/8	1/2		14	7	6 3/4					9.00	4.50
4	48		2 1/4	3/4	1	6	16 5/8	20	16 1/4	24	4 3/8		3 5/8	1 3/8	1/2	5/8		17	8 1/4	8 1/4					16.0	8.0
5																										

STANDARD SIGN
W2-6

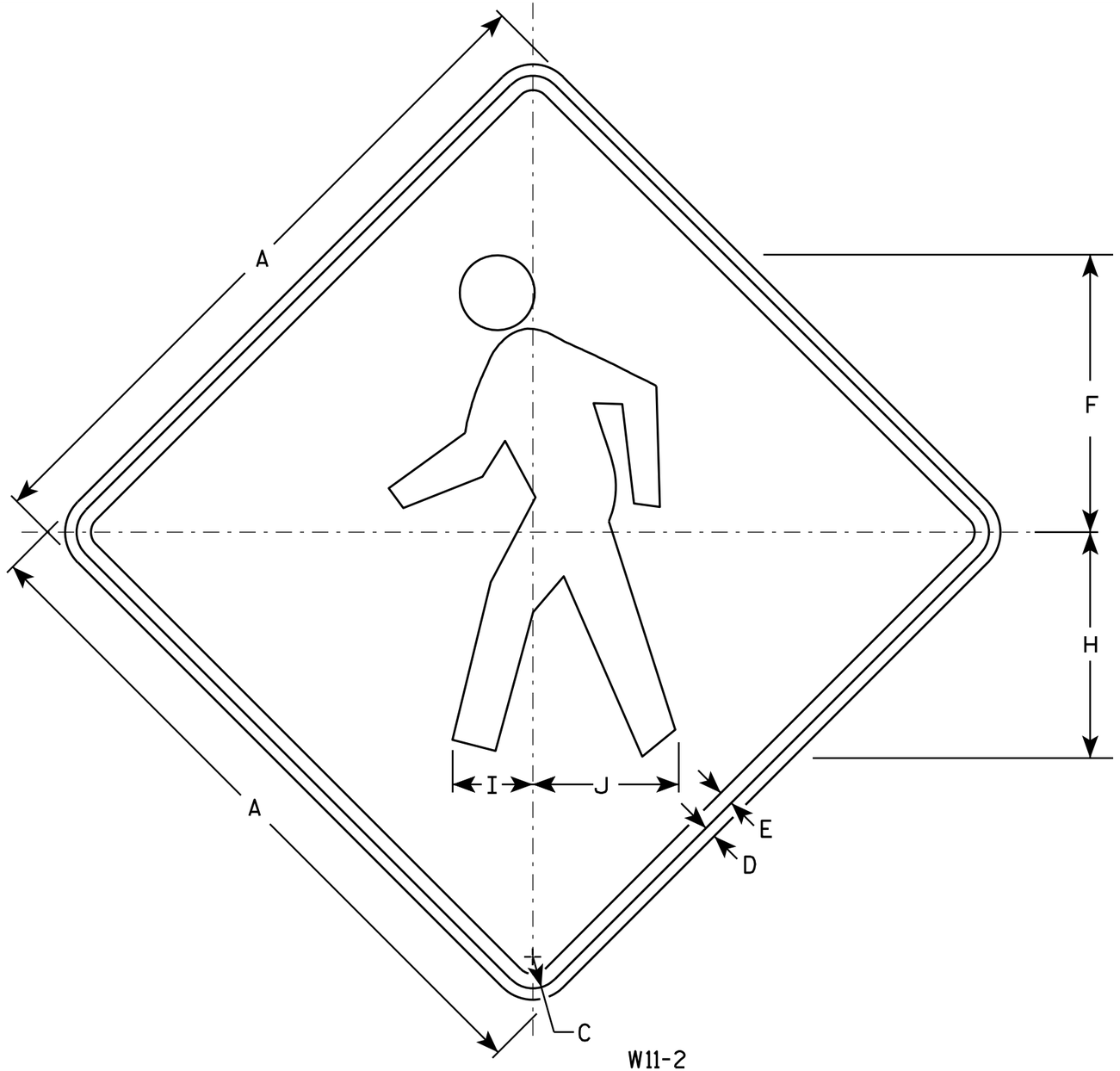
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

SHEET NO: 367 E



W11-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

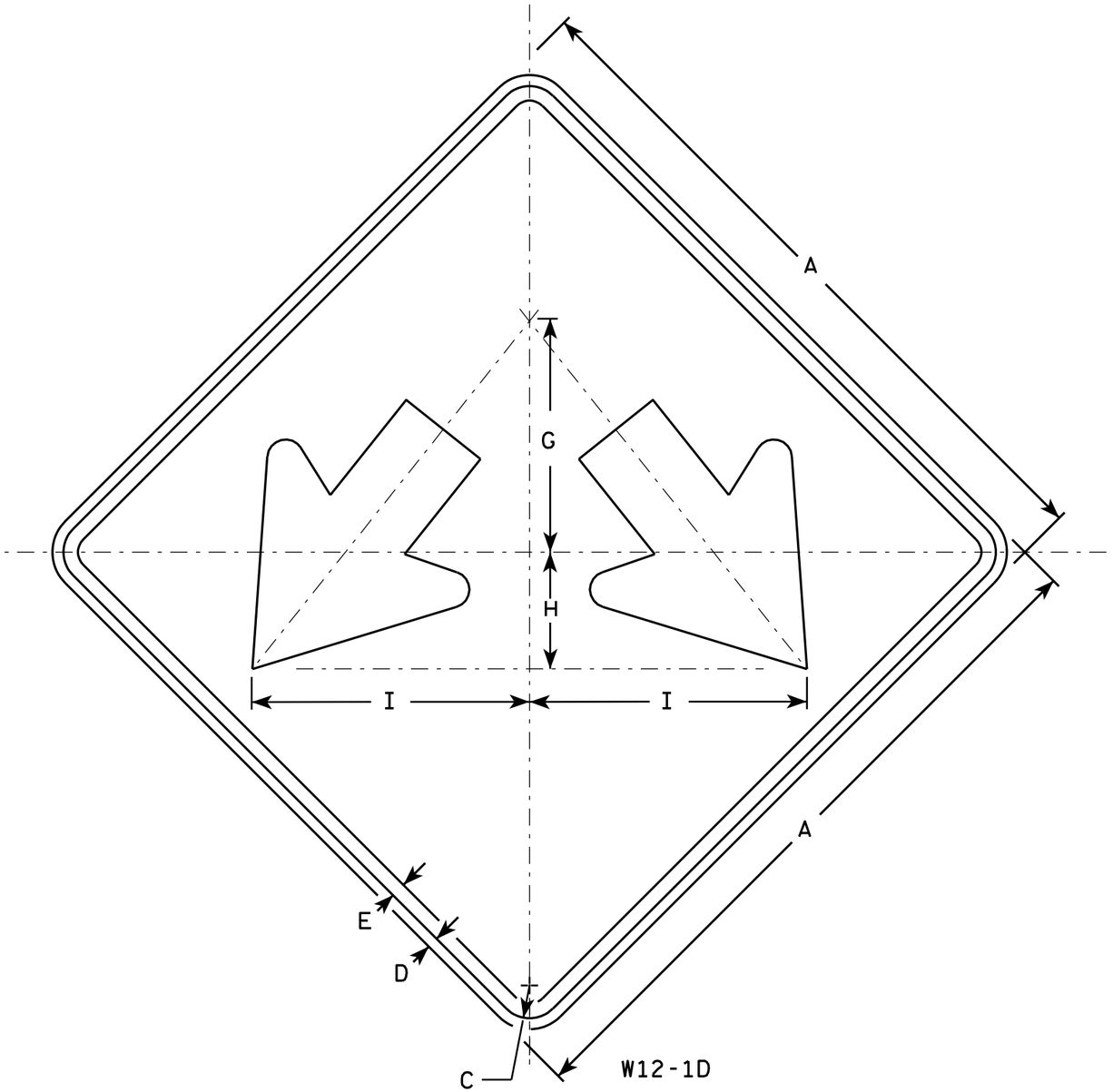
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

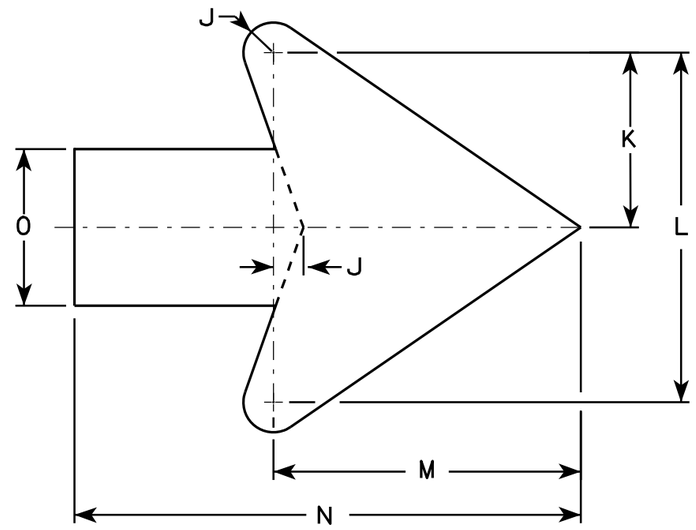
DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 368	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

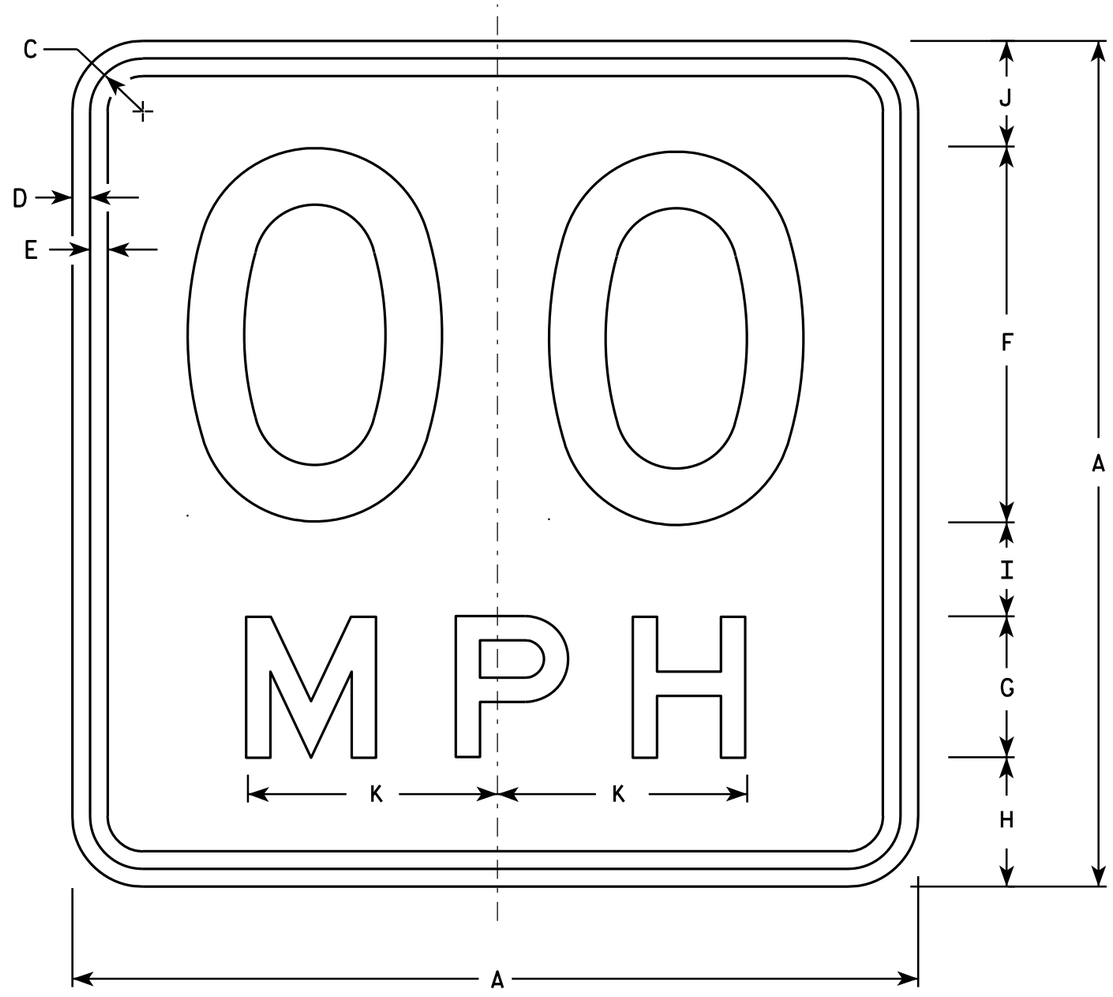
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 369 | E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

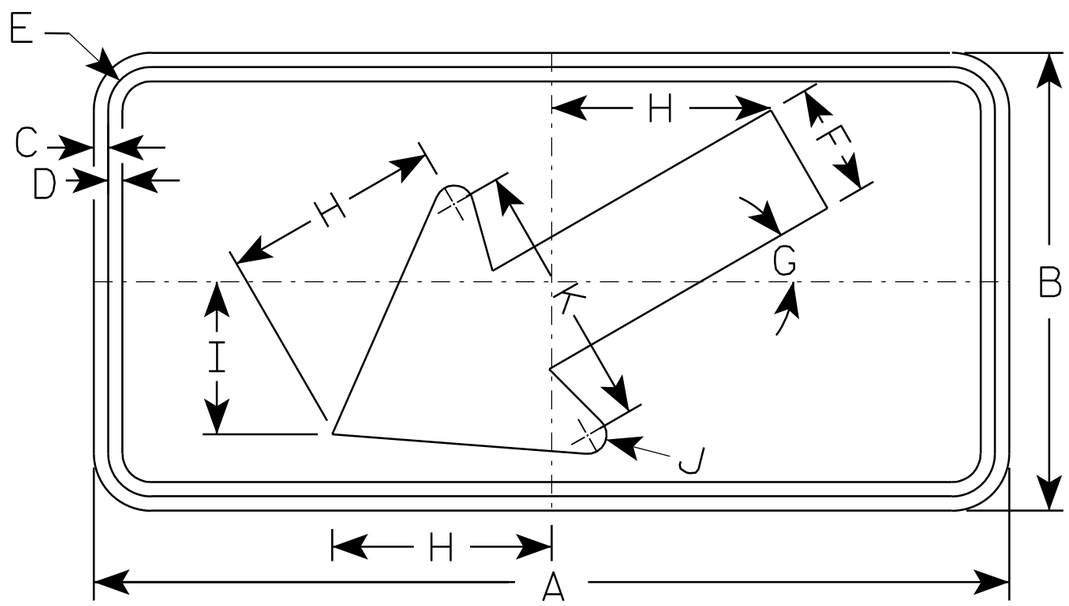
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 370 | E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W16-7R is the same as W16-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4																											8
5																											8

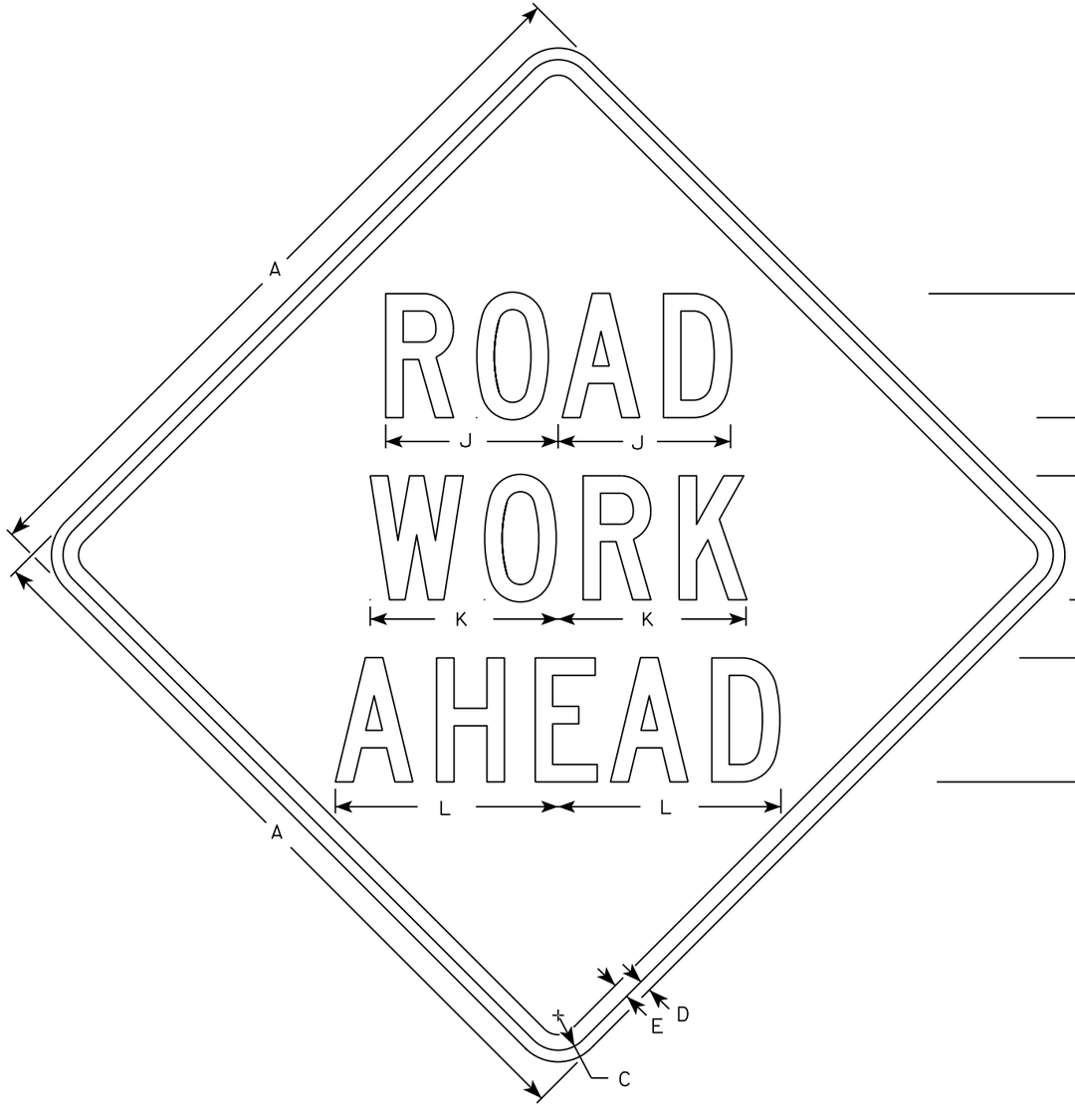
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

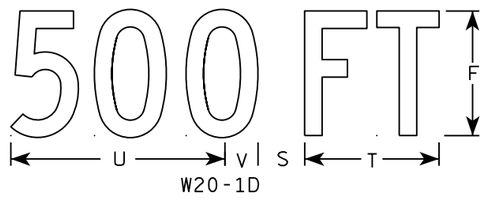
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

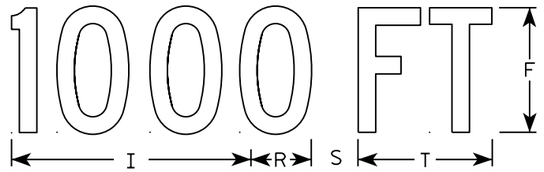
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 371	E



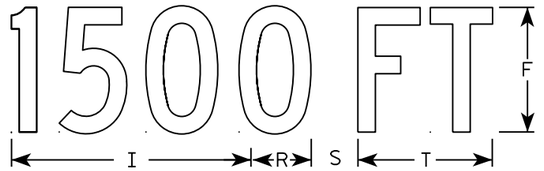
W20-1A



W20-1D

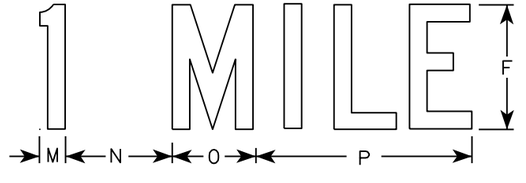


W20-1C

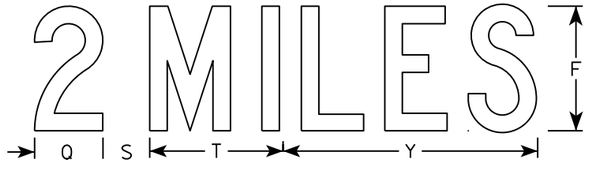


W20-1B

W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

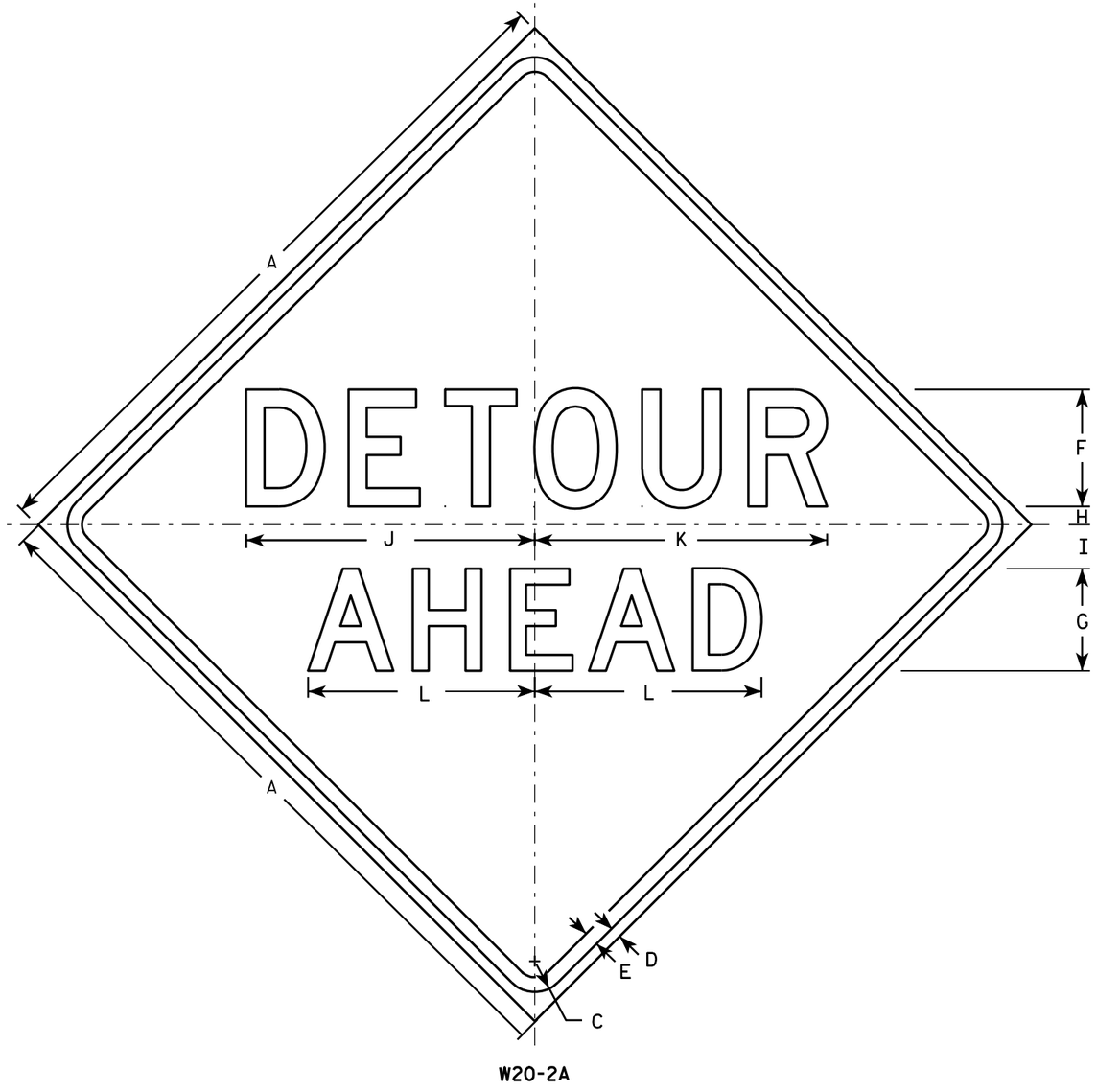
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

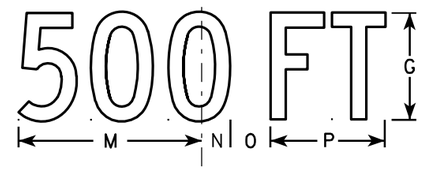
PROJECT NO:

SHEET NO: E

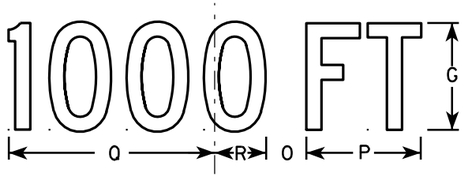
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



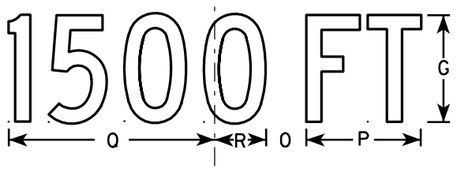
W20-2A



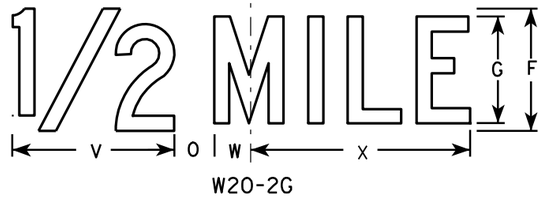
W20-2D



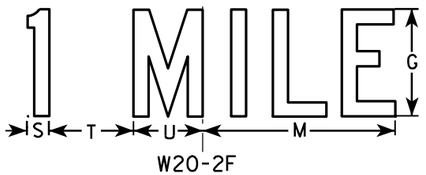
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

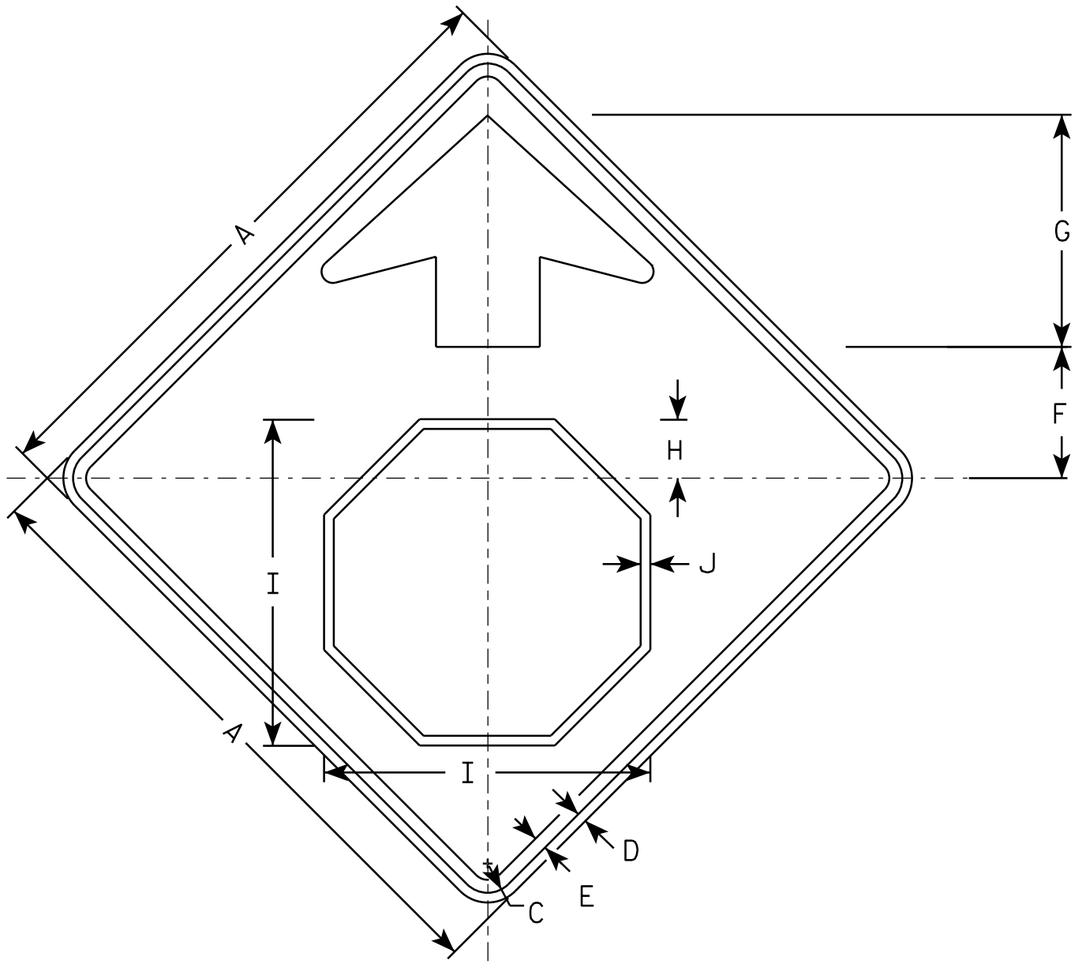
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

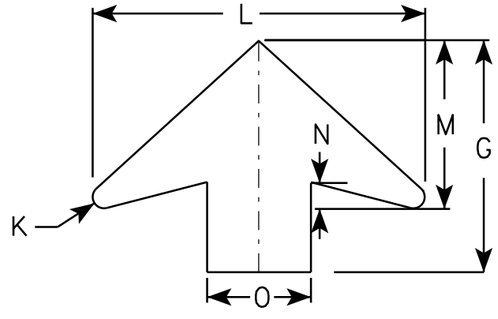
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 373	E



W03-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W03-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 03-1.1

PROJECT NO:

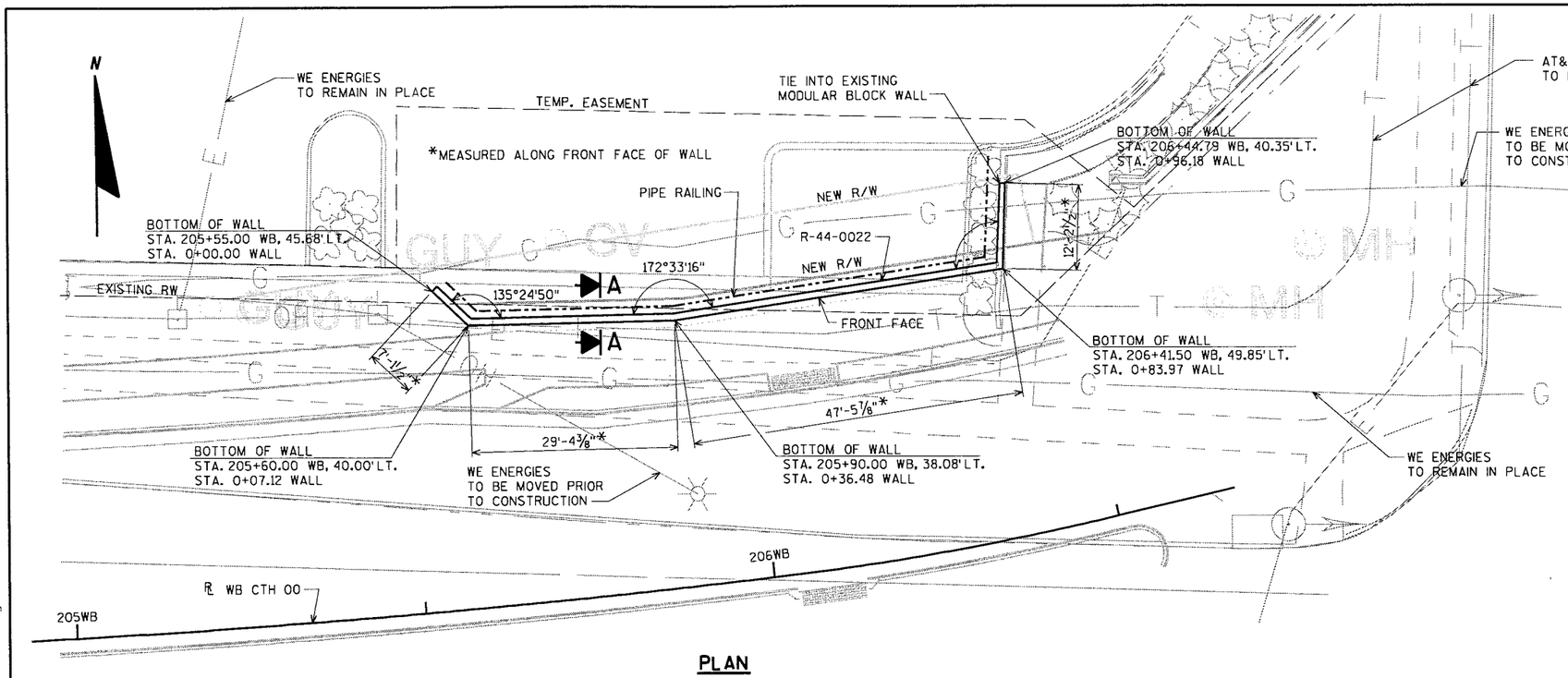
SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W031.DGN PLOT DATE : 20-NOV-2013 10:54 PLOT BY : mscsja

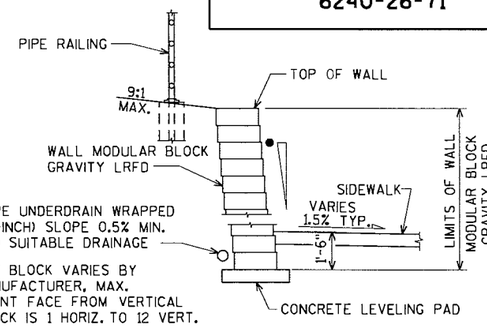
WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER

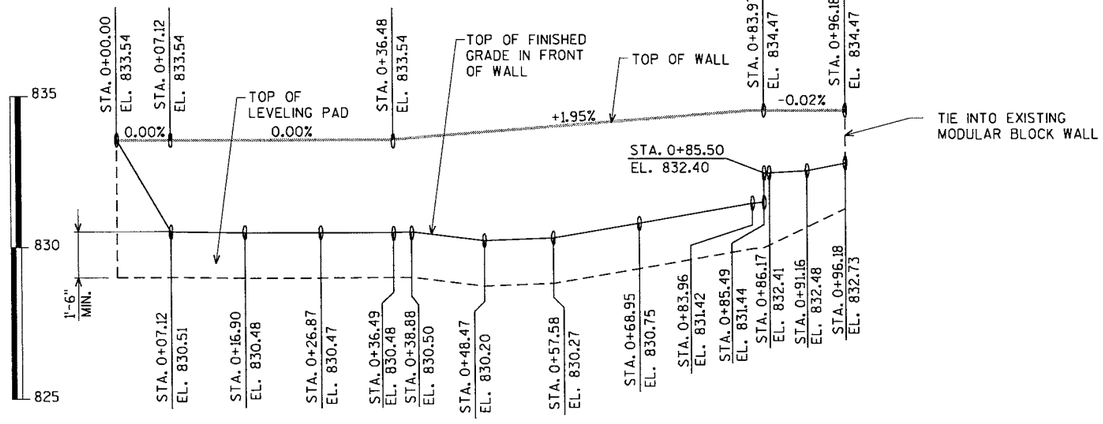
6240-26-71



PLAN



SECTION A-A



ELEVATION

(LOOKING AT FRONT FACE OF WALL)

GENERAL NOTES

WALL PROFILE SHOWS MINIMUM ELEVATION FOR THE TOP OF WALL. THE AREA CALCULATED FOR ESTIMATED QUANTITIES IS FROM THE MINIMUM TOP OF WALL ELEVATION TO THE TOP OF LEVELING PAD.

DRAWINGS SHALL NOT BE SCALED.

REMOVAL OF EXISTING MODULAR BLOCK WALL AND TYING THE NEW WALL INTO THE EXISTING MODULAR BLOCK WALL IS INCLUDED IN THE BID ITEM "REMOVING MASONRY".

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN PLANS, DETAILS, SPECIFICATIONS AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS AND DETAILS COMMON TO ANY WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

MODULAR BLOCKS SHALL HAVE A "CUTSTONE" APPEARANCE WITH SANDSTONE COLORATION.

WHERE THE NEW WALL TIES INTO THE EXISTING WALL, PLACE COARSE AGGREGATE NO. 1 AND GEOTEXTILE FABRIC BEHIND THE EXISTING RETAINING WALL AS DIRECTED BY THE ENGINEER. COST IS INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY LRFD R-44-22".

THE RETAINIING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN IN THE ROADWAY PLANS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 psf.

SOIL PARAMETERS

SOIL TYPE	FRICTION ANGLE ϕ	MOIST UNIT WEIGHT	COHESION, c_u
RECOMMENDED STRUCTURAL FILL	36°	125 pcf	0 psf
▲ WDOT SPECIFIED RETAINED BACKFILL	30°	120 pcf	0 psf
LEAN CLAY	28°	135 pcf	1,500 psf

FACTORED BEARING RESISTANCE _____ 2,500 psf

▲ DESIGN WALL FOR THESE VALUES

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEMS	AMOUNT
204.0185	REMOVING MASONRY	10 CY
513.2001	RAILING PIPE	89 LF
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	120 LF
SPV.0165.01	WALL MODULAR BLOCK GRAVITY LRFD R-44-22	450 SF

LIST OF DRAWINGS

1. GENERAL PLAN
2. PIPE RAILING DETAILS
3. SUBSURFACE EXPLORATION

WISCONSIN PROFESSIONAL ENGINEER
CHRISTOPHER B. McMAHON
E-29454
EAU CLAIRE WI
10/13/16

BRIDGE OFFICE CONTACT:
WILLIAM DREHER
(608)-266-8489

CONSULTANT CONTACT:
CHRIS MCMAHON
(715)-834-3161

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY
AYRES ASSOCIATES
3433 Oakwood Hills Parkway
Eau Claire, WI 54701
www.AyresAssociates.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/14/16
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-44-0022

STH 47 AND CTH 00 INTERSECTION

COUNTY OUTAGAMIE | ~~TOWN~~/CITY/~~VILLAGE~~ APPLETON

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
CBM		CLS	CBM

GENERAL PLAN

SHEET 1 OF 3

375

I.D. DATE:

DATE:
DATE:
DATE:

CHECKED BY:
BACK CHECKED BY:
CORRECTED BY:

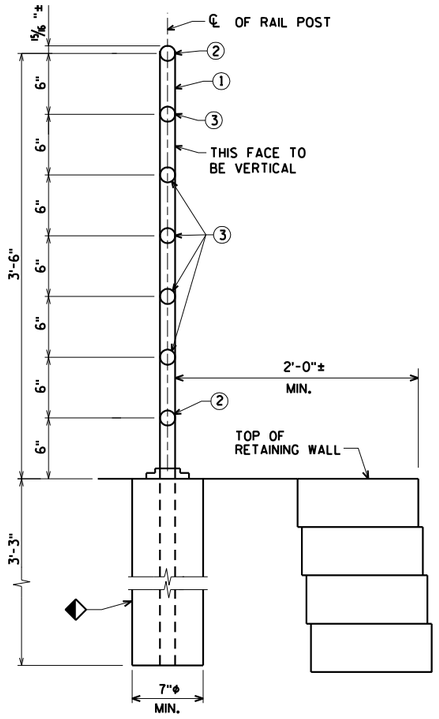
11X17-5200.plt
450368 wall GP.dgn

8

8

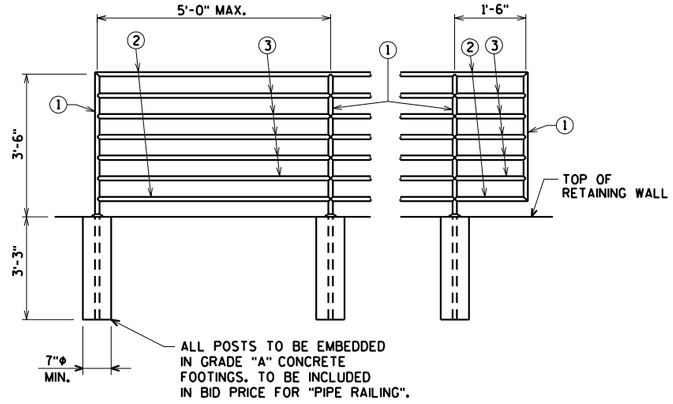
STATE PROJECT NUMBER

6240-26-71

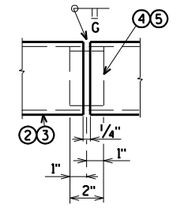


SECTION THRU RAILING

◆ ALL POSTS TO BE EMBEDDED IN GRADE "A" CONCRETE FOOTINGS. TO BE INCLUDED IN BID PRICE FOR "PIPE RAILING".

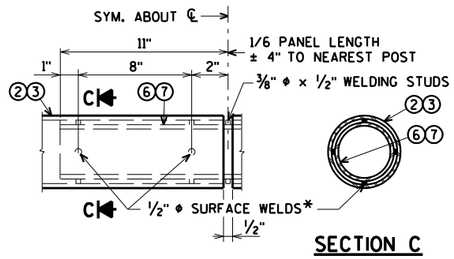


PART ELEVATION OF RAILING



SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON THE SHOP DRAWINGS)



SECTION C

FIELD ERECTION JOINT DETAIL

*MIN. 5/8" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

GENERAL NOTES

BID ITEM WILL BE "RAILING PIPE", WHICH INCLUDES ALL ITEMS SHOWN.

RAILING WILL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS AND STEEL TUBING WILL BE GIVEN A NO. 6 BLAST CLEANING BY S.S.P.C. SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "BRIDGE SPECIAL PROVISIONS". THE PIPE RAILING SHALL BE PAINTED BLACK FEDERAL COLOR NO. 27038. VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

ALL MATERIALS USED IN FABRICATION WILL BE MADE FROM MATERIALS CONFORMING TO A.S.T.M. DESIGNATION A709 GRADE 36 UNLESS NOTED OTHERWISE.

ALL RAILS, POSTS AND SLEEVES ARE STANDARD WEIGHT PIPE, SCHEDULE 40.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQ'D. TO FACILITATE GALVANIZING AND DRAINAGE.

LEGEND

① 1½" ϕ STEEL PIPE FOR POST. PLACE POSTS VERTICAL.

② 1½" ϕ STEEL PIPE FOR TOP & BOT. RAIL. WELD TO NO. 1.

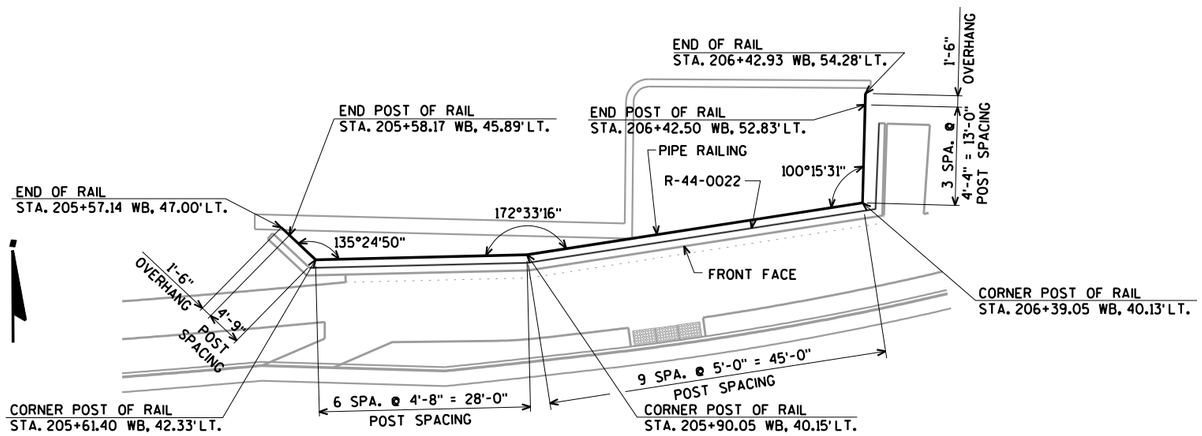
③ 1½" ϕ STEEL PIPE FOR INTERMEDIATE RAILS. WELD TO NO. 1.

④ ¾" ϕ ROD SLEEVE FOR NO. 2. PROVIDE "SLIDING FIT" WITH A MINIMUM OUT TO OUT DIMENSION OF 1⅛".

⑤ ¾" ϕ ROD SLEEVE FOR NO. 3. PROVIDE "SLIDING FIT" WITH A MINIMUM OUT TO OUT DIMENSION OF 1⅛".

⑥ ¾" ϕ ROD SLEEVE × 1'-10" LONG FOR NO. 2. PROVIDE ½" ϕ SURFACE WELDS ON ALL SIDES AS SHOWN. GRIND WELDS TO FIT FREE INTO I.D. OF NO. 2. PROVIDE ⅜" ϕ × ½" WELDING STUDS ON TOP AND BOTTOM SURFACES AT CENTERLINE.

⑦ ¾" ϕ ROD SLEEVE × 1'-10" LONG FOR NO. 3. PROVIDE ½" ϕ SURFACE WELDS ON ALL SIDES AS SHOWN. GRIND WELDS TO FIT FREE INTO I.D. OF NO. 3. PROVIDE ⅜" ϕ × ½" WELDING STUDS ON TOP AND BOTTOM SURFACES AT CENTERLINE.



PLAN OF PIPE RAILING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-0022

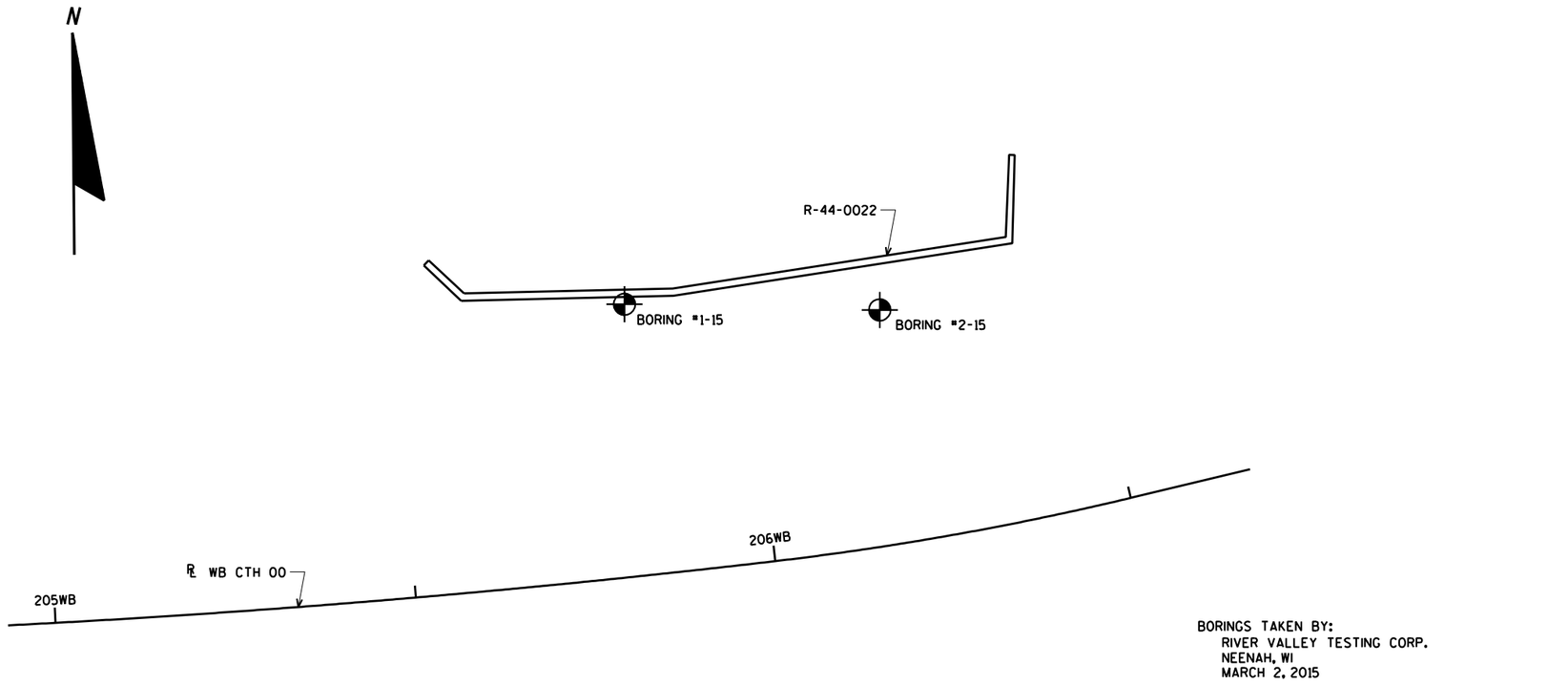
DRAWN BY CLS | PLANS CK'D. CBM

PIPE RAILING DETAILS

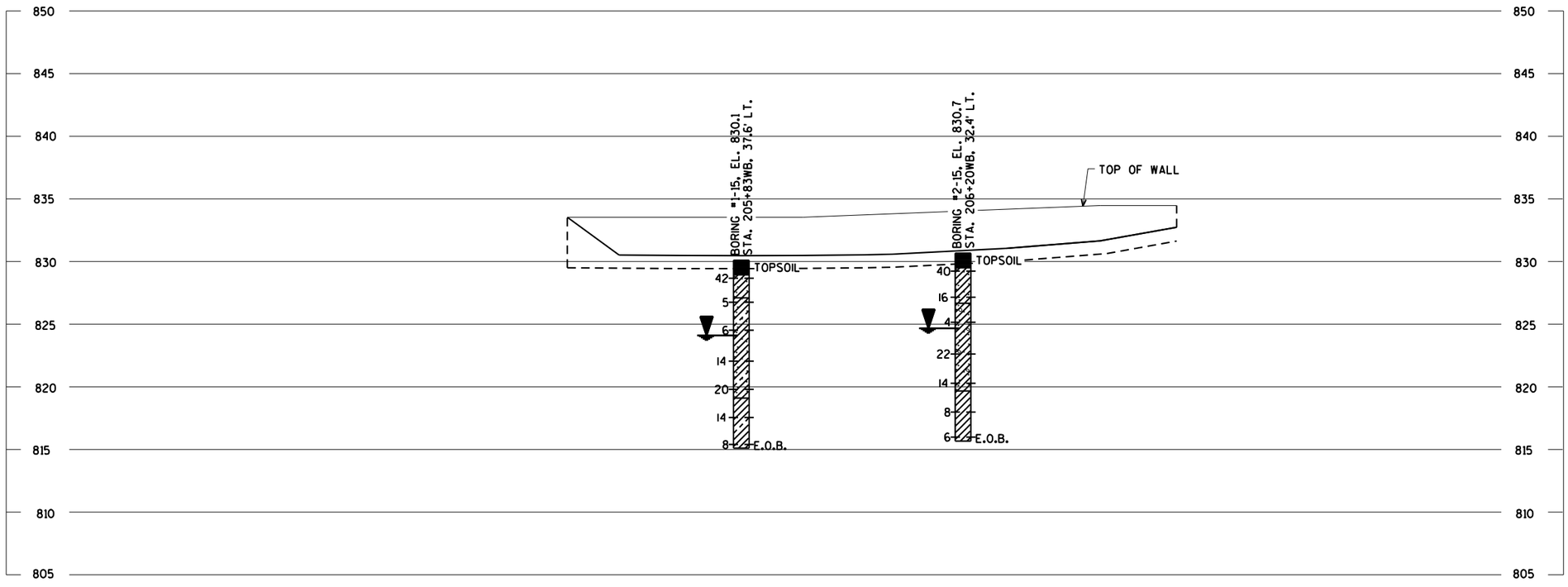
SHEET 2 OF 3
376

ORIGINAL PLANS PREPARED BY
AYRES ASSOCIATES
3433 Oakwood Hills Parkway
Eau Claire, WI 54701
www.AyresAssociates.com

epdf.plt
450368 rail.dgn
8
8
10/13/2016
black.tbl



BORINGS TAKEN BY:
RIVER VALLEY TESTING CORP.
NEENAH, WI
MARCH 2, 2015



STATE PROJECT NUMBER

6240-26-71

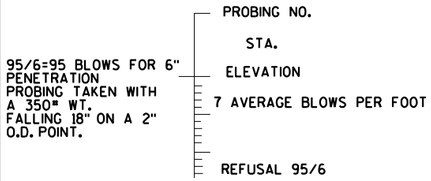
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

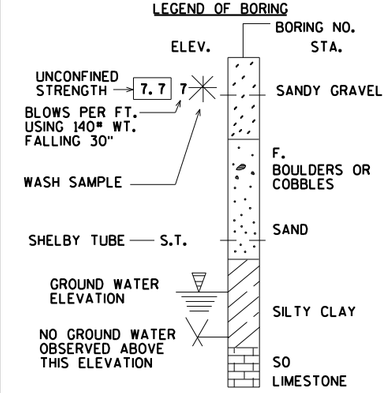
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-0022

DRAWN BY CLS | PLANS CK'D.

SUBSURFACE EXPLORATION

SHEET 3 OF 3
377

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$PRFNAME$
U:±45-0368.00 - STH 47 Retaining Wall±RETAINING WALL±450368 wall soils.dgn

10/13/2016

PENTABLE:BReau_shd_util.tbl

NB STH 47 - SOUTH LEG EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
100+00	10000.00	0.00	147	0	0	0	0	0	0	0	0	0	0
100+25	10025.00	25.00	159	0	0	0	142	0	0	28	142	0	113
100+50	10050.00	25.00	171	0	0	0	153	0	0	31	294	0	236
100+75	10075.00	25.00	172	0	0	0	159	0	0	32	453	0	363
101+00	10100.00	25.00	169	0	0	0	158	0	0	32	611	0	489
101+25	10125.00	25.00	172	0	0	0	158	0	0	32	769	0	615
101+50	10150.00	25.00	175	0	0	0	161	0	0	32	929	0	743
101+75	10175.00	25.00	183	0	0	0	166	0	0	33	1095	0	876
101+90	10190.00	15.00	188	0	0	0	103	0	0	21	1198	0	958
102+00	10200.00	10.00	180	0	0	0	68	0	0	14	1266	0	1013
102+15	10215.00	15.00	185	0	0	0	101	0	0	20	1368	0	1094
102+25	10225.00	10.00	182	0	0	0	68	0	0	14	1436	0	1148
102+50	10250.00	25.00	179	0	0	0	167	0	0	33	1603	1	1282
102+75	10275.00	25.00	169	0	0	0	161	0	0	32	1763	1	1410
103+00	10300.00	25.00	159	0	0	0	151	0	0	30	1915	1	1531
103+25	10325.00	25.00	190	0	0	0	161	0	0	32	2076	1	1660
103+50	10350.00	25.00	241	0	0	0	200	0	0	40	2276	1	1820
103+75	10375.00	25.00	201	0	0	0	205	0	0	41	2480	1	1983
104+00	10400.00	25.00	117	0	0	0	147	0	0	29	2628	1	2101
104+25	10425.00	25.00	115	0	0	0	108	0	0	22	2735	1	2187
104+50	10450.00	25.00	125	0	0	0	112	0	0	22	2847	1	2276
104+75	10475.00	25.00	107	0	0	0	108	0	0	22	2954	1	2362
105+00	10500.00	25.00	91	0	1	0	92	0	0	18	3046	2	2435
105+25	10525.00	25.00	86	0	1	0	82	0	1	16	3128	3	2499
105+50	10550.00	25.00	93	0	3	0	82	0	2	16	3210	5	2563
105+75	10575.00	25.00	105	0	1	0	92	0	2	18	3302	7	2634
106+00	10600.00	25.00	63	0	0	0	78	0	0	16	3380	7	2696
106+25	10625.00	25.00	65	0	0	0	59	0	0	12	3439	7	2744
106+50	10650.00	25.00	49	0	1	0	53	0	0	11	3492	8	2786
106+75	10675.00	25.00	41	0	5	0	42	0	3	8	3534	11	2816
107+00	10700.00	25.00	31	0	26	0	34	0	15	7	3567	28	2826
107+25	10725.00	25.00	14	0	0	0	21	0	12	4	3588	43	2828
107+28.53	10728.53	3.53	13	0	0	0	2	0	0	0	3590	43	2829
				NB STH 47-SOUTH LEG TOTALS:			3,590	893	36	718			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

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PROJECT NO:6240-26-71	HWY:STH 47	COUNTY:OUTAGAMIE	EARTHWORK DATA	SHEET 378	E

NB STH 47 - NORTH LEG EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.18	Mass Ordinate Note 8
109+15.47	10915.47	0.00	60	0	0	0	0	0	0	0	0	0	0
109+25	10925.00	9.53	72	0	1	0	23	0	0	5	23	0	18
109+50	10950.00	25.00	84	0	6	0	72	0	3	14	96	4	72
109+75	10975.00	25.00	79	0	1	0	76	0	4	15	171	9	128
110+00	11000.00	25.00	79	0	1	0	74	0	1	15	245	10	186
110+25	11025.00	25.00	82	0	3	0	75	0	2	15	320	12	244
110+50	11050.00	25.00	91	0	2	0	80	0	2	16	400	15	305
110+75	11075.00	25.00	95	0	1	0	86	0	2	17	486	17	372
111+00	11100.00	25.00	100	0	0	0	91	0	1	18	577	18	444
111+25	11125.00	25.00	104	0	0	0	94	0	0	19	671	18	519
111+50	11150.00	25.00	102	0	1	0	95	0	0	19	766	18	595
111+75	11175.00	25.00	106	0	0	0	96	0	0	19	862	19	671
112+00	11200.00	25.00	104	0	0	0	97	0	0	19	959	19	748
112+25	11225.00	25.00	98	0	0	0	94	0	0	19	1053	19	823
112+50	11250.00	25.00	103	0	0	0	93	0	0	19	1146	20	897
112+75	11275.00	25.00	103	0	1	0	95	0	0	19	1242	20	973
113+00	11300.00	25.00	103	0	1	0	95	0	1	19	1337	21	1049
113+17.38	11317.38	17.38	22	0	0	0	40	0	0	8	1377	21	1080
113+50	11350.00	32.62	18	0	0	0	24	0	0	5	1401	21	1100
113+75	11375.00	25.00	18	0	0	0	16	0	0	3	1418	21	1113
114+00	11400.00	25.00	18	0	0	0	17	0	0	3	1435	21	1126
114+50	11450.00	50.00	15	0	0	0	31	0	0	6	1465	21	1151
115+00	11500.00	50.00	12	0	0	0	25	0	0	5	1490	21	1171
115+50	11550.00	50.00	11	0	0	0	21	0	0	4	1511	21	1188
116+00	11600.00	50.00	8	0	0	0	17	0	0	3	1528	21	1201
116+25	11625.00	25.00	7	0	0	0	7	0	0	1	1535	21	1207
116+50	11650.00	25.00	7	0	0	0	6	0	0	1	1542	21	1212
116+55.9	11655.90	5.90	8	0	0	0	2	0	0	0	1543	21	1213
NB STH 47-NORTH LEG TOTALS:							1,543	518	18	309			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

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FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090101-EW.DWG
LAYOUT NAME - 090102-EW
PLOT DATE : 7/22/2016 1:13 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49

SB STH 47 - SOUTH LEG EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.18	Mass Ordinate Note 8
103+89.24	10389.24	0.00	89	0	0	0	0	0	0	0	0	0	0
104+00	10400.00	10.76	93	0	0	0	36	0	0	7	36	0	29
104+25	10425.00	25.00	94	0	0	0	87	0	0	17	123	0	99
104+50	10450.00	25.00	95	0	0	0	88	0	0	18	211	0	169
104+75	10475.00	25.00	94	0	0	0	87	0	0	17	298	0	239
105+00	10500.00	25.00	89	0	0	0	85	0	0	17	383	0	306
105+25	10525.00	25.00	87	0	0	0	81	0	0	16	464	0	371
105+50	10550.00	25.00	82	0	0	0	78	0	0	16	542	0	434
105+75	10575.00	25.00	78	0	2	0	74	0	1	15	616	1	492
106+00	10600.00	25.00	66	0	5	0	66	0	3	13	682	5	541
106+25	10625.00	25.00	53	0	5	0	55	0	5	11	737	10	580
106+50	10650.00	25.00	45	0	6	0	45	0	5	9	782	16	610
106+75	10675.00	25.00	37	0	5	0	38	0	5	8	821	22	634
107+00	10700.00	25.00	32	0	2	0	32	0	3	6	852	26	656
107+25	10725.00	25.00	32	0	5	0	30	0	3	6	882	30	676
107+38.31	10738.31	13.31	34	0	11	0	16	0	4	3	898	34	684
		SB STH 47-SOUTH LEG TOTALS:					898	207	29	180			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

SB STH 47 - NORTH LEG EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.18	Mass Ordinate Note 8
109+25	10925.00	0.00	44	0	18	0	0	0	0	0	0	0	0
109+50	10950.00	25.00	54	0	21	0	45	0	18	9	45	21	15
109+75	10975.00	25.00	58	0	24	0	52	0	21	10	97	46	32
110+00	11000.00	25.00	59	0	17	0	54	0	19	11	151	68	53
110+25	11025.00	25.00	63	0	0	0	57	0	8	11	208	77	89
110+50	11050.00	25.00	63	0	0	0	58	0	0	12	266	77	136
110+75	11075.00	25.00	64	0	2	0	59	0	1	12	324	78	181
111+00	11100.00	25.00	71	0	0	0	63	0	1	13	387	79	230
111+25	11125.00	25.00	77	0	0	0	69	0	0	14	456	79	285
111+50	11150.00	25.00	80	0	0	0	73	0	0	15	529	79	343
111+75	11175.00	25.00	83	0	0	0	76	0	0	15	604	79	404
112+00	11200.00	25.00	88	0	0	0	79	0	0	16	683	79	467
112+15	11215.00	15.00	92	0	0	0	50	0	0	10	734	79	507
112+50	11250.00	35.00	90	0	0	0	118	0	0	24	852	80	602
112+75	11275.00	25.00	92	0	0	0	84	0	0	17	936	80	669
113+00	11300.00	25.00	92	0	0	0	86	0	0	17	1022	80	738
113+25	11325.00	25.00	88	0	0	0	83	0	0	17	1105	80	805
113+50	11350.00	25.00	82	0	0	0	78	0	0	16	1184	80	867
113+75	11375.00	25.00	79	0	0	0	74	0	0	15	1258	80	927
114+00	11400.00	25.00	76	0	0	0	72	0	0	14	1330	80	984
114+06	11406.00	6.00	76	0	0	0	17	0	0	3	1347	80	997
		SB STH 47-NORTH LEG TOTALS:					1,347	490	68	269			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

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EB CTH OO - WEST LEG EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
200+00.06	20000.06	0.00	88	0	0	0	0	0	0	0	0	0	0
200+25	20025.00	24.94	97	0	0	0	85	0	0	17	85	0	68
200+50	20050.00	25.00	99	0	0	0	91	0	0	18	176	0	141
200+75	20075.00	25.00	94	0	0	0	89	0	0	18	266	0	212
201+00	20100.00	25.00	99	0	0	0	89	0	0	18	355	1	283
201+25	20125.00	25.00	96	0	1	0	90	0	1	18	445	2	355
201+50	20150.00	25.00	93	0	4	0	88	0	2	18	533	4	422
201+75	20175.00	25.00	91	0	7	0	85	0	5	17	618	10	485
202+00	20200.00	25.00	95	0	8	0	86	0	7	17	704	18	546
202+25	20225.00	25.00	98	0	7	0	89	0	7	18	794	26	609
202+50	20250.00	25.00	97	0	15	0	90	0	10	18	884	38	669
202+75	20275.00	25.00	102	0	17	0	92	0	15	18	976	56	725
203+00	20300.00	25.00	124	0	14	0	105	0	14	21	1080	73	792
203+25	20325.00	25.00	130	0	12	0	117	0	12	23	1198	87	871
203+50	20350.00	25.00	131	0	12	0	121	0	12	24	1319	100	955
203+75	20375.00	25.00	129	0	13	0	121	0	12	24	1439	114	1037
204+00	20400.00	25.00	130	0	12	0	120	0	12	24	1560	128	1120
204+25	20425.00	25.00	131	0	12	0	121	0	11	24	1681	141	1204
204+50	20450.00	25.00	151	0	13	0	131	0	11	26	1812	154	1295
204+75	20475.00	25.00	156	0	14	0	142	0	12	28	1954	169	1394
205+00	20500.00	25.00	134	0	15	0	134	0	13	27	2088	185	1486
205+25	20525.00	25.00	130	0	18	0	122	0	15	24	2210	203	1565
205+50	20550.00	25.00	102	0	29	0	107	0	22	21	2317	229	1625
205+75	20575.00	25.00	86	0	35	0	87	0	30	17	2404	264	1659
206+00	20600.00	25.00	78	0	44	0	76	0	37	15	2480	307	1676
206+25	20625.00	25.00	56	0	83	0	62	0	59	12	2541	377	1656
206+50	20650.00	25.00	25	0	25	0	38	0	50	8	2579	436	1627
		EB CTH OO-WEST LEG TOTALS:					2,579	917	370	516			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

EB CTH OO - EAST LEG EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
208+14.2	20814.20	0.00	111	0	0	0	0	0	0	0	0	0	0
208+25	20825.00	10.80	104	0	0	0	43	0	0	9	43	0	34
208+50	20850.00	25.00	109	0	23	0	99	0	11	20	142	13	101
208+75	20875.00	25.00	110	0	12	0	101	0	16	20	243	32	163
209+00	20900.00	25.00	109	0	7	0	101	0	9	20	344	42	233
209+25	20925.00	25.00	114	0	8	0	103	0	7	21	447	50	308
209+50	20950.00	25.00	101	0	8	0	99	0	7	20	546	58	379
209+75	20975.00	25.00	84	0	11	0	85	0	9	17	632	69	437
210+00	21000.00	25.00	81	0	11	0	76	0	10	15	708	81	486
210+25	21025.00	25.00	88	0	11	0	78	0	10	16	786	93	536
210+50	21050.00	25.00	99	0	9	0	86	0	9	17	872	104	594
210+75	21075.00	25.00	134	0	8	0	108	0	8	22	980	113	671
211+00	21100.00	25.00	113	0	8	0	114	0	7	23	1094	122	754
211+25	21125.00	25.00	112	0	7	0	104	0	7	21	1198	130	829
211+50	21150.00	25.00	114	0	5	0	105	0	5	21	1302	136	906
211+75	21175.00	25.00	120	0	3	0	108	0	3	22	1411	140	989
212+00	21200.00	25.00	112	0	0	0	108	0	1	22	1518	141	1073
212+25	21225.00	25.00	114	0	0	0	105	0	0	21	1623	141	1157
212+50	21250.00	25.00	129	0	0	0	113	0	0	23	1735	141	1247
212+60	21260.00	10.00	147	0	0	0	51	0	0	10	1786	141	1288
		EB CTH OO-EAST LEG TOTALS:					1,786	383	120	357			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

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PROJECT NO:6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	EARTHWORK DATA	SHEET 381	E

WB CTH OO - WEST LEG EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
202+80	20280.00	0.00	71	0	0	0	0	0	0	0	0	0	0
203+00	20300.00	20.00	78	0	0	0	55	0	0	11	55	0	44
203+12.42	20312.42	12.42	118	0	0	0	45	0	0	9	100	0	80
203+25	20325.00	12.58	121	0	0	0	56	0	0	11	156	0	124
203+50	20350.00	25.00	101	0	1	0	103	0	0	21	259	0	207
203+75	20375.00	25.00	98	0	0	0	92	0	0	18	351	1	280
204+00	20400.00	25.00	100	0	0	0	91	0	0	18	442	1	353
204+25	20425.00	25.00	95	0	0	0	90	0	0	18	533	1	425
204+50	20450.00	25.00	97	0	0	0	89	0	0	18	621	1	496
204+75	20475.00	25.00	101	0	0	0	92	0	0	18	713	1	570
205+00	20500.00	25.00	111	0	0	0	98	0	0	20	811	1	648
205+25	20525.00	25.00	118	0	0	0	106	0	0	21	917	1	733
205+50	20550.00	25.00	116	0	0	0	109	0	0	22	1026	1	820
205+75	20575.00	25.00	126	0	3	0	112	0	1	22	1138	2	908
206+00	20600.00	25.00	124	0	1	0	116	0	2	23	1254	4	999
206+25	20625.00	25.00	108	0	11	0	107	0	6	21	1361	11	1078
206+45	20645.00	20.00	80	0	1	0	69	0	4	14	1431	16	1128
206+50	20650.00	5.00	75	0	0	0	14	0	0	3	1445	16	1140
206+60	20660.00	10.00	64	0	0	0	26	0	0	5	1471	16	1160
206+66.94	20666.94	6.94	59	0	5	0	16	0	1	3	1487	17	1172
		WB CTH OO-WEST LEG TOTALS:					1,487	247	15	297			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

WB CTH OO - EAST LEG EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
208+25	20825.00	0.00	74	0	11	0	0	0	0	0	0	0	0
208+40	20840.00	15.00	122	0	13	0	54	0	6	11	54	8	36
208+50	20850.00	10.00	124	0	28	0	46	0	8	9	100	17	63
208+75	20875.00	25.00	129	0	17	0	117	0	21	23	217	41	132
209+00	20900.00	25.00	129	0	13	0	119	0	14	24	336	58	211
209+25	20925.00	25.00	126	0	18	0	118	0	14	24	454	75	289
209+50	20950.00	25.00	117	0	16	0	112	0	16	22	567	93	360
209+75	20975.00	25.00	105	0	15	0	103	0	15	21	670	111	425
210+00	21000.00	25.00	95	0	14	0	93	0	13	19	762	126	483
210+25	21025.00	25.00	84	0	9	0	83	0	11	17	845	139	537
210+50	21050.00	25.00	81	0	10	0	76	0	9	15	921	150	588
210+75	21075.00	25.00	73	0	12	0	71	0	10	14	993	161	633
211+00	21100.00	25.00	80	0	9	0	71	0	9	14	1064	173	679
211+25	21125.00	25.00	93	0	7	0	80	0	7	16	1144	181	734
211+50	21150.00	25.00	98	0	5	0	89	0	5	18	1233	187	799
211+75	21175.00	25.00	104	0	1	0	94	0	3	19	1326	190	871
212+00	21200.00	25.00	115	0	0	0	101	0	0	20	1428	191	951
212+25	21225.00	25.00	116	0	0	0	107	0	0	21	1535	191	1037
212+50	21250.00	25.00	109	0	0	0	104	0	0	21	1639	191	1120
212+75	21275.00	25.00	127	0	1	0	109	0	1	22	1748	192	1207
213+00	21300.00	25.00	120	0	1	0	114	0	1	23	1863	193	1297
213+25	21325.00	25.00	122	0	0	0	112	0	1	22	1975	193	1386
213+50	21350.00	25.00	131	0	0	0	117	0	0	23	2092	193	1480
213+75	21375.00	25.00	133	0	0	0	122	0	0	24	2214	193	1578
214+00	21400.00	25.00	119	0	0	0	117	0	0	23	2331	194	1671
214+27.79	21427.79	27.79	113	0	1	0	119	0	0	24	2450	194	1766
		WB CTH OO-EAST LEG TOTALS:					2,450	771	164	490			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

NB STH 47 RIGHT TURN BYPASS EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
01+00	100.00	0.00	49	0	0	0	0	0	0	0	0	0	0
01+25	125.00	25.00	49	0	1	0	45	0	0	9	45	1	36
01+50	150.00	25.00	48	0	2	0	45	0	1	9	90	2	79
01+62.5	162.50	12.50	62	0	8	0	26	0	2	5	116	5	102
01+75	175.00	12.50	60	0	20	0	28	0	7	6	144	13	122
01+87.5	187.50	12.50	61	0	24	0	28	0	10	6	172	25	138
02+00	200.00	12.50	60	0	21	0	28	0	10	6	200	37	154
02+12.5	212.50	12.50	60	0	14	0	28	0	8	6	228	47	172
02+25	225.00	12.50	69	0	6	0	30	0	5	6	258	53	196
02+37.5	237.50	12.50	72	0	2	0	32	0	2	6	290	55	226
02+50	250.00	12.50	54	0	1	0	29	0	1	6	319	55	255
		NBRT TOTALS:					319	29	47	64			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

SW CURB EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
13+40	1340.00	0.00	10	0	25	0	0	0	0	0	0	0	0
13+50	1350.00	10.00	8	0	28	0	3	0	10	1	3	12	-9
13+60	1360.00	10.00	8	0	33	0	3	0	11	1	6	25	-20
13+70	1370.00	10.00	8	0	34	0	3	0	12	1	9	40	-32
13+80	1380.00	10.00	6	0	29	0	3	0	12	1	12	53	-44
13+90	1390.00	10.00	6	0	26	0	2	0	10	0	14	65	-54
14+00	1400.00	10.00	6	0	20	0	2	0	8	0	16	75	-62
14+10	1410.00	10.00	8	0	12	0	3	0	6	1	19	82	-67
		SW CURB TOTALS:					19	0	70	4			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

NE CURB EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
13+30	1330.00	0.00	21	0	3	0	0	0	0	0	0	0	0
13+40	1340.00	10.00	22	0	1	0	8	0	1	2	8	1	5
13+50	1350.00	10.00	20	0	1	0	8	0	0	2	16	1	11
13+60	1360.00	10.00	17	0	1	0	7	0	0	1	23	2	17
13+70	1370.00	10.00	16	0	1	0	6	0	0	1	29	2	21
13+80	1380.00	10.00	14	0	1	0	6	0	0	1	34	2	25
13+90	1390.00	10.00	13	0	1	0	5	0	0	1	40	3	29
14+00	1400.00	10.00	14	0	1	0	5	0	0	1	45	3	33
		NE CURB TOTALS:					45	0	3	9			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

NW CURB EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.18	Mass Ordinate
							Note 1	Note 2	Note 3		Note 1		Note 8
11+85	1185.00	0.00	7	0	17	0	0	0	0	0	0	0	0
11+90	1190.00	5.00	8	0	16	0	1	0	3	0	1	4	-2
12+00	1200.00	10.00	9	0	13	0	3	0	5	1	5	10	-6
12+10	1210.00	10.00	10	0	9	0	4	0	4	1	8	15	-8
12+20	1220.00	10.00	10	0	7	0	4	0	3	1	12	18	-9
12+30	1230.00	10.00	10	0	6	0	4	0	3	1	15	21	-9
12+35	1235.00	5.00	10	0	7	0	2	0	1	0	17	23	-9
		NW CURB TOTALS:					17	0	19	3			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

NW CURB EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.18	Mass Ordinate
							Note 1	Note 2	Note 3		Note 1		Note 8
11+85	1185.00	0.00	7	0	17	0	0	0	0	0	0	0	0
11+90	1190.00	5.00	8	0	16	0	1	0	3	0	1	4	-2
12+00	1200.00	10.00	9	0	13	0	3	0	5	1	5	10	-6
12+10	1210.00	10.00	10	0	9	0	4	0	4	1	8	15	-8
12+20	1220.00	10.00	10	0	7	0	4	0	3	1	12	18	-9
12+30	1230.00	10.00	10	0	6	0	4	0	3	1	15	21	-9
12+35	1235.00	5.00	10	0	7	0	2	0	1	0	17	23	-9
		NW CURB TOTALS:					17	0	19	3			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

ROUNDABOUT EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
01+00	100.00	0.00	93	0	74	0	0	0	0	0	0	0	0
01+10	110.00	10.00	93	0	74	0	34	0	27	7	0	0	-5
01+25	125.00	15.00	95	0	74	0	52	0	41	10	52	49	-12
01+50	150.00	25.00	39	0	102	0	62	0	82	12	114	145	-58
01+75	175.00	25.00	24	0	138	0	29	0	111	6	144	276	-166
01+89.88	189.88	14.88	21	0	0	0	12	0	38	2	156	321	-201
02+00	200.00	10.12	31	0	0	0	10	0	0	2	166	321	-194
02+25	225.00	25.00	43	0	102	0	34	0	47	7	200	377	-222
02+50	250.00	25.00	27	0	110	0	32	0	98	6	233	492	-311
02+75	275.00	25.00	56	0	88	0	38	0	92	8	271	601	-389
03+00	300.00	25.00	183	0	70	0	110	0	73	22	381	687	-387
03+25	325.00	25.00	115	0	62	0	138	0	61	28	519	759	-348
03+37.5	337.50	12.50	110	0	101	0	52	0	38	10	572	803	-351
03+50	350.00	12.50	120	0	76	0	53	0	41	11	625	851	-356
03+69.5	369.50	19.50	127	0	0	0	89	0	27	18	714	884	-317
03+75	375.00	5.50	158	0	1	0	29	0	0	6	743	884	-294
04+00	400.00	25.00	180	0	63	0	156	0	30	31	900	919	-204
04+12.25	412.25	12.25	187	0	67	0	83	0	30	17	983	954	-172
04+25	425.00	12.75	128	0	70	0	75	0	32	15	1057	992	-151
04+33	433.00	8.00	135	0	74	0	39	0	21	8	1096	1017	-145
04+50	450.00	17.00	110	0	75	0	77	0	47	15	1174	1072	-138
ROUNDABOUT TOTALS:							1,208	628	936	242			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

EB CTH OO & WEST SERVICE RD CURB RAMPS EARTHWORK DATA

STATION	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
	Cut	Fill	Cut	Fill	Cut	Expanded Fill	Mass Ordinate
					1.00	1.18	
			Note 1	Note 3	Note 1		Note 8
188+88	344	0	8	0	0	0	8
189+68	364	0	9	0	9	0	17
189+79	205	0	5	0	14	0	22
EB CTH OO & WEST SERVICE RD CURB RAMPS TOTALS:			23	0			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

EB CTH OO & BENNETT ST CURB RAMPS EARTHWORK DATA

STATION	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
	Cut	Fill	Cut	Fill	Cut	Expanded Fill	Mass Ordinate
					1.00	1.18	
			Note 1	Note 3	Note 1		Note 8
198+06	830	0	20	0	0	0	20
198+83	190	0	5	0	5	0	25
198+85	215	0	5	0	10	0	30
EB CTH OO & BENNETT ST CURB RAMPS TOTALS:			30	0			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

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EB CTH OO & MASON ST WEST MEDIAN EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
179+55	17955.00	0.00	12	0	0	0	0	0	0	0	0	0	0
179+75	17975.00	20.00	12	0	0	0	9	0	0	0	9	0	9
179+97	17997.00	22.00	12	0	0	0	10	0	0	0	19	0	19
179+99.99	17999.99	2.99	12	0	0	0	1	0	0	0	20	0	20
180+25	18025.00	25.01	12	0	0	0	11	0	0	0	32	0	32
180+50	18050.00	25.00	11	0	0	0	11	0	0	0	43	0	43
180+53.57	18053.57	3.57	12	0	0	0	2	0	0	0	44	0	44
EB CTH OO & MASON ST WEST MEDIAN TOTALS:							44	31	0	0			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

EB CTH OO & MASON ST EAST MEDIAN EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
181+41.18	18141.18	0.00	21	0	0	0	0	0	0	0	0	0	0
181+50	18150.00	8.82	19	0	0	0	6	0	0	0	6	0	6
181+75	18175.00	25.00	12	0	0	0	14	0	0	0	21	0	21
181+84	18184.00	9.00	12	0	0	0	4	0	0	0	25	0	25
182+00	18200.00	16.00	12	0	0	0	7	0	0	0	32	0	32
182+25	18225.00	25.00	12	0	0	0	11	0	0	0	43	0	43
182+50	18250.00	25.00	12	0	0	0	11	0	0	0	55	0	55
182+71.71	18271.71	21.71	12	0	0	0	10	0	0	0	65	0	65
EB CTH OO & MASON ST EAST MEDIAN TOTALS:							65	33	0	0			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

EB CTH OO & WEST SERVICE RD WEST MEDIAN EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
187+75.16	18775.16	0.00	12	0	0	0	0	0	0	0	0	0	0
188+00.01	18800.01	24.84	12	0	0	0	11	0	0	0	11	0	11
188+25	18825.00	24.99	12	0	0	0	11	0	0	0	22	0	22
188+50	18850.00	25.00	12	0	0	0	11	0	0	0	33	0	33
188+62.16	18862.16	12.16	12	0	0	0	5	0	0	0	39	0	39
188+75.01	18875.01	12.85	12	0	0	0	6	0	0	0	45	0	45
189+00.01	18900.01	25.00	12	0	0	0	12	0	0	0	56	0	56
189+12.42	18912.42	12.41	11	0	0	0	5	0	0	0	62	0	62
EB CTH OO & WEST SERVICE ROAD WEST MEDIAN TOTALS:							62	35	0	0			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

EB CTH OO & WEST SERVICE RD EAST MEDIAN EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
189+96.74	18996.74	0.00	11	0	0	0	0	0	0	0	0	0	0
190+00	19000.00	3.26	13	0	0	0	1	0	0	0	1	0	1
190+25	19025.00	25.00	13	0	0	0	12	0	0	0	13	0	13
190+36.76	19036.76	11.76	13	0	0	0	6	0	0	0	19	0	19
190+50	19050.00	13.24	13	0	0	0	6	0	0	0	25	0	25
190+75	19075.00	25.00	13	0	0	0	12	0	0	0	37	0	37
191+00	19100.00	25.00	13	0	0	0	12	0	0	0	48	0	48
191+25	19125.00	25.00	13	0	0	0	12	0	0	0	60	0	60
191+28.8	19128.80	3.80	13	0	0	0	2	0	0	0	62	0	62
EB CTH OO & WEST SERVICE ROAD EAST MEDIAN TOTALS:							62	35	0	0			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

EB CTH OO & BENNETT ST WEST MEDIAN EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
196+75.8	19675.80	0.00	12	0	0	0	0	0	0	0	0	0	0
197+00.01	19700.01	24.21	12	0	0	0	11	0	0	0	11	0	11
197+25	19725.00	24.99	12	0	0	0	11	0	0	0	22	0	22
197+50.01	19750.01	25.01	12	0	0	0	11	0	0	0	33	0	33
197+64.95	19764.95	14.94	12	0	0	0	7	0	0	0	40	0	40
197+75	19775.00	10.05	13	0	0	0	5	0	0	0	45	0	45
197+99.99	19799.99	24.99	13	0	0	0	12	0	0	0	57	0	57
198+25.01	19825.01	25.02	11	0	0	0	11	0	0	0	68	0	68
198+38.43	19838.43	13.42	11	0	0	0	6	0	0	0	73	0	73
EB CTH OO & BENNETT ST WEST MEDIAN TOTALS:							73	42	0	0			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

EB CTH OO & BENNETT ST EAST MEDIAN EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
198+92.56	19892.56	0.00	11	0	0	0	0	0	0	0	0	0	0
199+00	19900.00	7.44	11	0	0	0	3	0	0	0	3	0	3
199+25	19925.00	25.00	13	0	0	0	11	0	0	0	14	0	14
199+38	19938.00	13.00	13	0	0	0	6	0	0	0	20	0	20
199+50	19950.00	12.00	13	0	0	0	6	0	0	0	26	0	26
199+75	19975.00	25.00	12	0	0	0	12	0	0	0	37	0	37
200+00	20000.00	25.00	0	0	0	0	6	0	0	0	43	0	43
EB CTH OO & BENNETT ST EAST MEDIAN TOTALS:							43	28	0	0			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

STAGE 2A-CATEGORY CODE 0040-MASON ST-SOUTH EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
00+53.74	53.74	0.00	15	0	0	0	0	0	0	0	0	0	0
00+75	75.00	21.26	18	0	0	0	13	0	0	0	13	0	13
01+00	100.00	25.00	21	0	0	0	18	0	0	0	31	0	31
01+25	125.00	25.00	31	0	0	0	24	0	0	0	55	0	55
01+40	140.00	15.00	34	0	0	0	18	0	0	0	73	0	73
STAGE 2A-MASON ST-SOUTH TOTALS:							55	11	0	0			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

STAGE 2A-CATEGORY CODE 0010-MASON ST-SOUTH EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
01+40	140.00	0.00	34	0	0	0	0	0	0	0	0	0	0
01+50	150.00	10.00	36	0	0	0	13	0	0	3	13	0	10
01+67	167.00	17.00	40	0	0	0	24	0	0	5	37	0	30
01+75	175.00	8.00	43	0	0	0	12	0	0	2	49	0	39
02+00	200.00	25.00	49	0	0	0	43	0	0	9	92	0	73
02+25	225.00	25.00	48	0	0	0	45	0	0	9	137	0	109
02+50	250.00	25.00	46	0	0	0	43	0	0	9	180	0	144
02+75	275.00	25.00	45	0	0	0	42	0	0	8	222	0	178
03+00	300.00	25.00	42	0	0	0	40	0	0	8	262	0	210
03+25	325.00	25.00	42	0	0	0	39	0	0	8	301	0	241
03+37.5	337.50	12.50	43	0	0	0	20	0	0	4	321	0	257
03+50	350.00	12.50	54	0	0	0	22	0	0	4	344	0	275
03+61.5	361.50	11.50	72	0	0	0	27	0	0	5	370	0	296
03+63.32	363.32	1.82	66	0	0	0	5	0	0	1	375	0	300
STAGE 2A-MASON ST-SOUTH TOTALS							375	36	0	75			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

STAGE 2A-CATEGORY CODE 0010-MASON ST-NORTH EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.18	Mass Ordinate Note 8
04+37.39	437.39	0.00	77	0	0	0	0	0	0	0	0	0	0
04+50	450.00	12.61	71	0	0	0	35	0	0	7	35	0	28
04+62.5	462.50	12.50	59	0	0	0	30	0	0	6	65	0	52
04+75	475.00	12.50	61	0	0	0	28	0	0	6	92	0	74
05+00	500.00	25.00	65	0	0	0	59	0	0	12	151	0	120
05+25	525.00	25.00	67	0	0	0	61	0	0	12	212	1	169
05+50	550.00	25.00	71	0	0	0	64	0	0	13	276	1	220
05+75	575.00	25.00	66	0	0	0	64	0	0	13	339	1	271
06+00	600.00	25.00	55	0	0	0	56	0	0	11	396	1	315
06+12.5	612.50	12.50	47	0	0	0	24	0	0	5	419	1	334
06+25	625.00	12.50	47	0	0	0	22	0	0	5	441	1	351
06+35.98	635.98	10.98	97	0	0	0	29	0	0	6	470	1	374
STAGE 2A-MASON ST-NORTH TOTALS							470	45	1	95			

Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

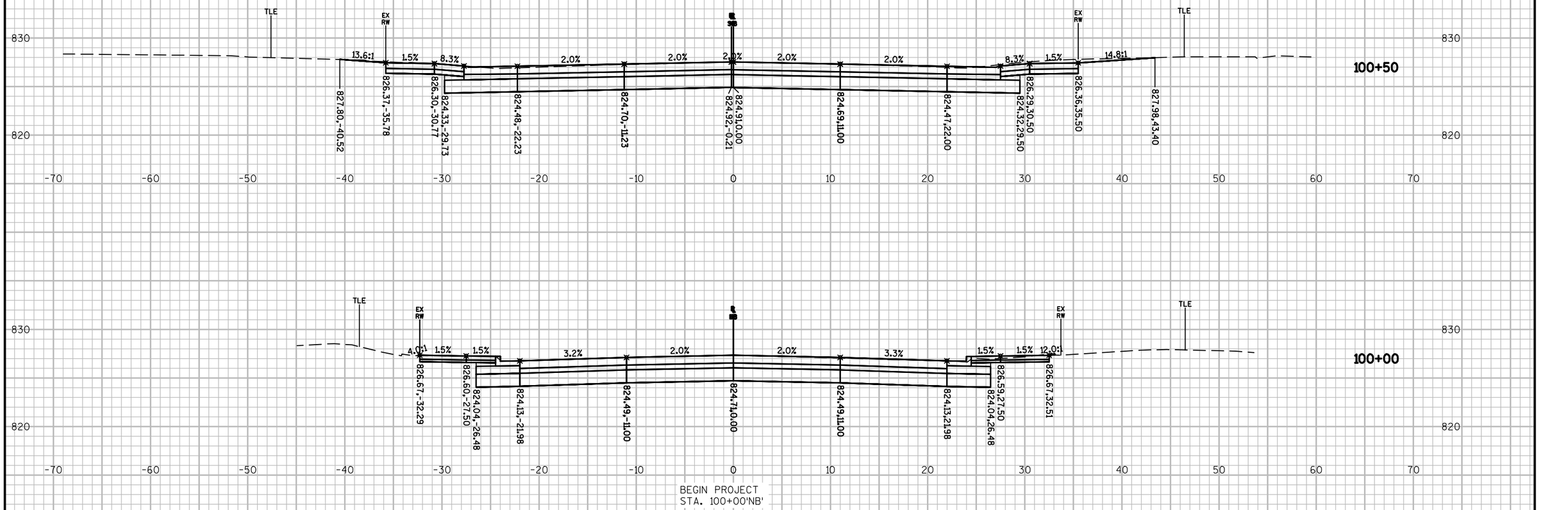
STAGE 2B-CATEGORY CODE 0010-MASON ST-SOUTH EARTHWORK DATA

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.18	Mass Ordinate Note 8
01+67	167.00	0.00	30	0	0	0	0	0	0	0	0	0	0
01+75	175.00	8.00	23	0	0	0	8	0	0	0	8	0	8
02+00	200.00	25.00	20	0	0	0	20	0	0	0	28	0	28
02+25	225.00	25.00	21	0	0	0	19	0	0	0	47	0	47
02+50	250.00	25.00	20	0	0	0	19	0	0	0	66	0	66
02+75	275.00	25.00	20	0	0	0	18	0	0	0	84	0	84
03+00	300.00	25.00	23	0	0	0	20	0	0	0	104	0	104
03+25	325.00	25.00	22	0	0	0	21	0	0	0	125	0	125
03+36.57	336.57	11.57	26	0	0	0	10	0	0	0	135	0	135
03+50	350.00	13.43	33	0	0	0	15	0	0	0	150	0	150
03+61.5	361.50	11.50	43	0	0	0	16	0	0	0	166	0	166
03+70.4	370.40	8.90	53	0	0	0	16	0	0	0	182	0	182
03+75	375.00	4.60	0	0	0	0	5	0	0	0	186	0	186
STAGE 2B-MASON ST-SOUTH TOTALS:							186	35	0	0			

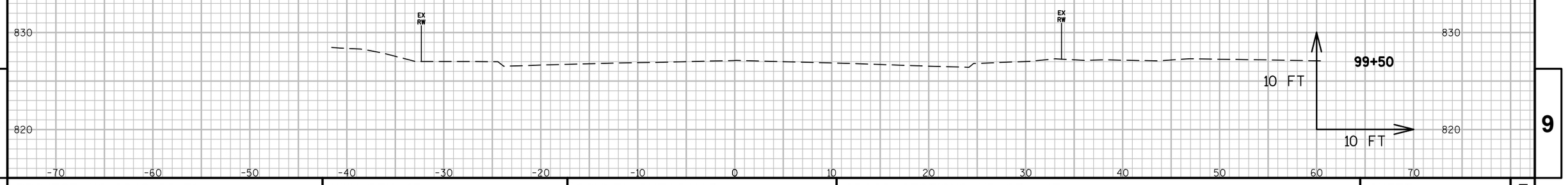
Note: Salvaged/Unusable Pavement material was calculated as one area and is not reflected in the Mass Ordinate
EBS volumes was calculated as 20% of Cut Volume

DRIVEWAY LT

DRIVEWAY RT



BEGIN PROJECT
STA. 100+00'NB'



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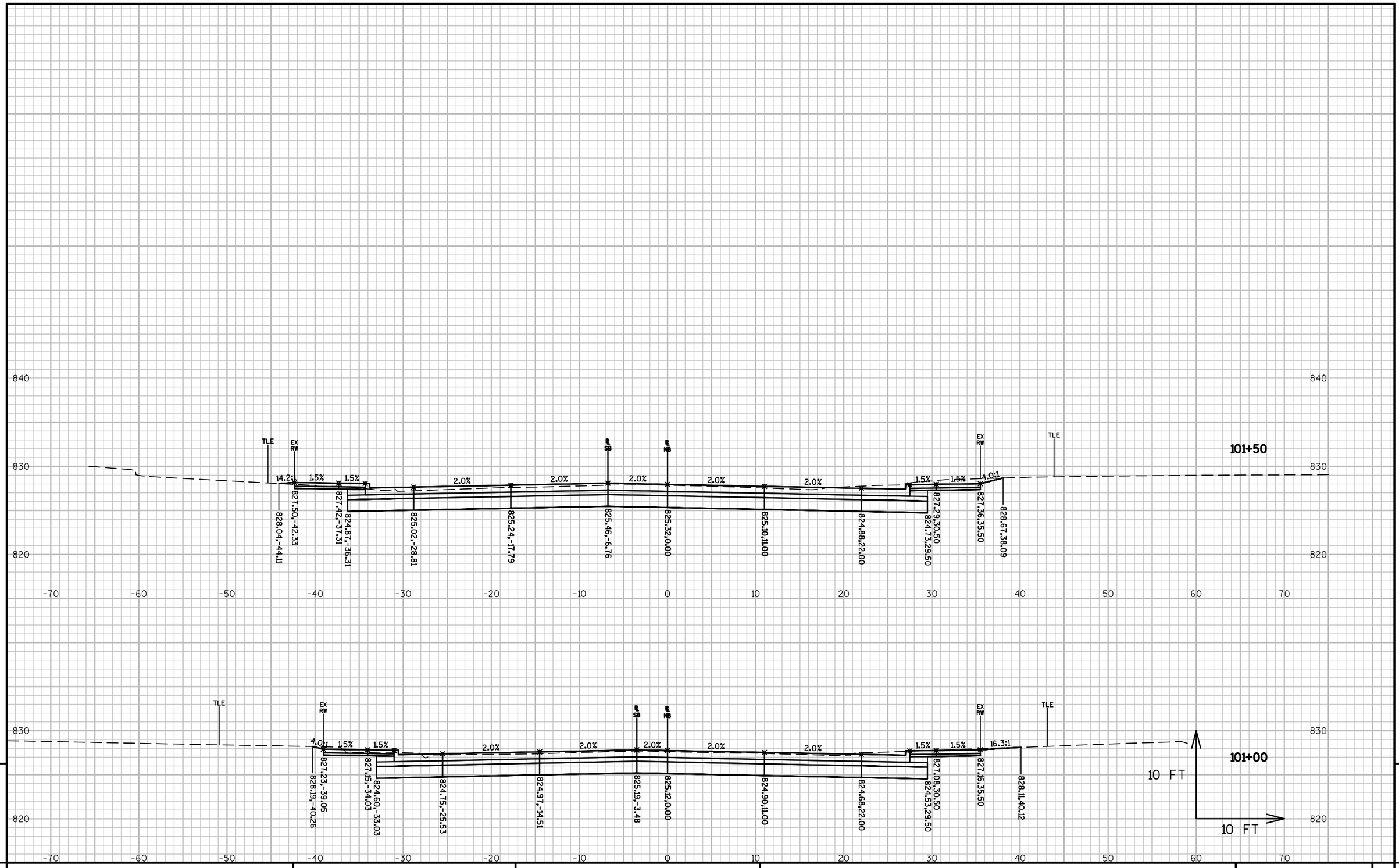
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET 391	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090201-XS-NB47.DWG
LAYOUT NAME - 090201-XS

PLOT DATE : 7/21/2016 1:51 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

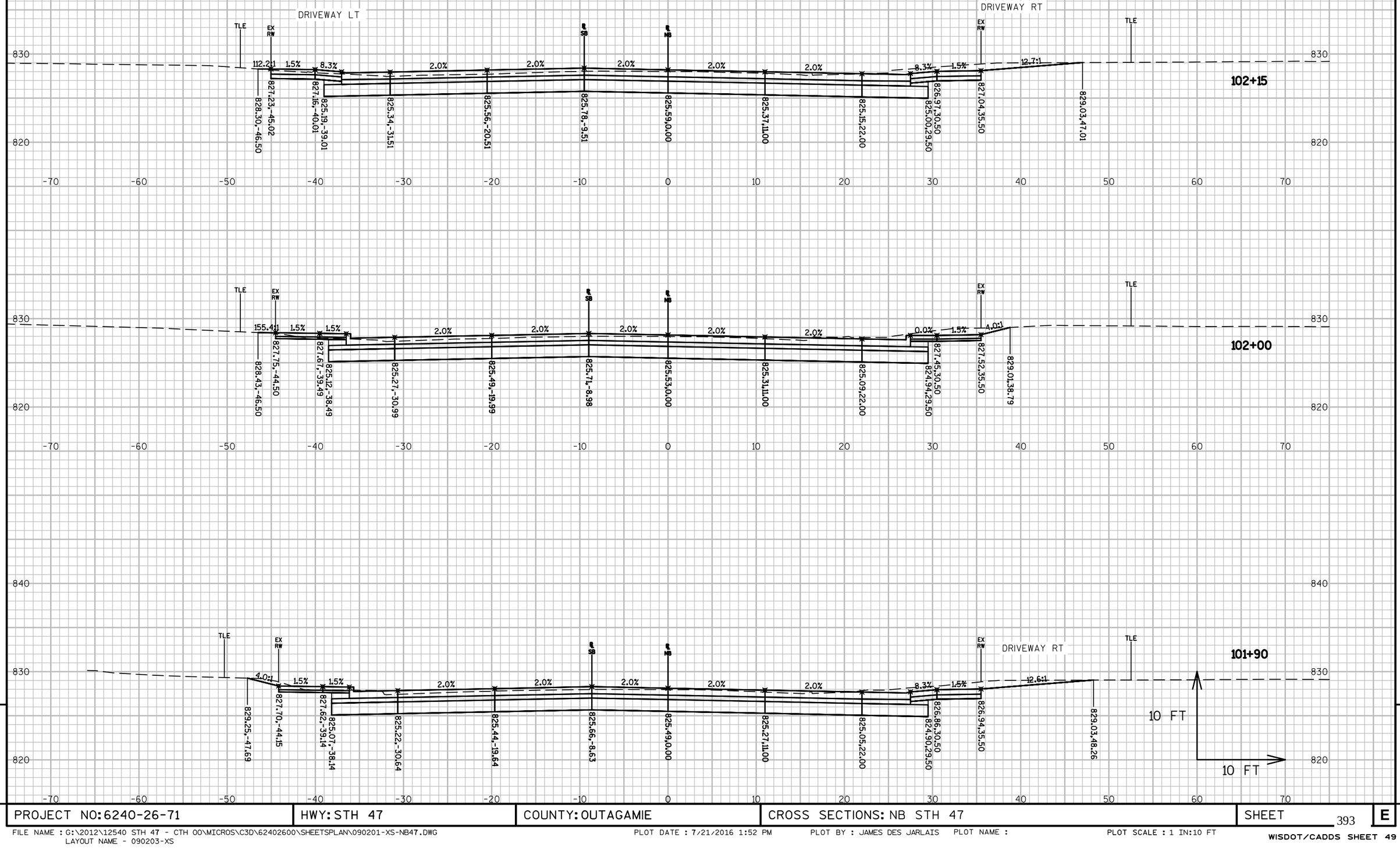


PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET 392	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090201-XS-NB47.DWG
LAYOUT NAME - 090202-XS

PLOT DATE : 7/21/2016 1:51 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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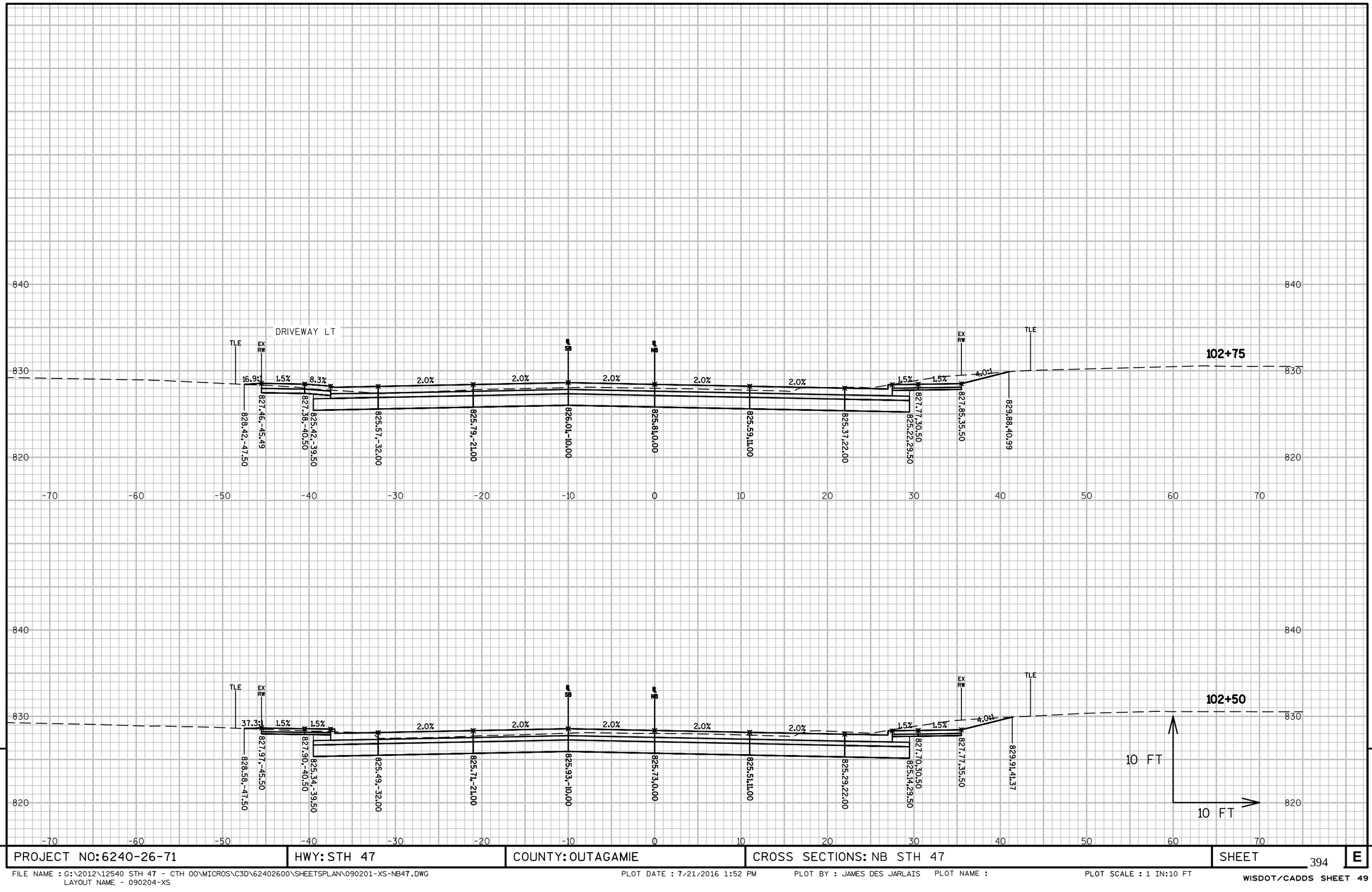
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET 393	E



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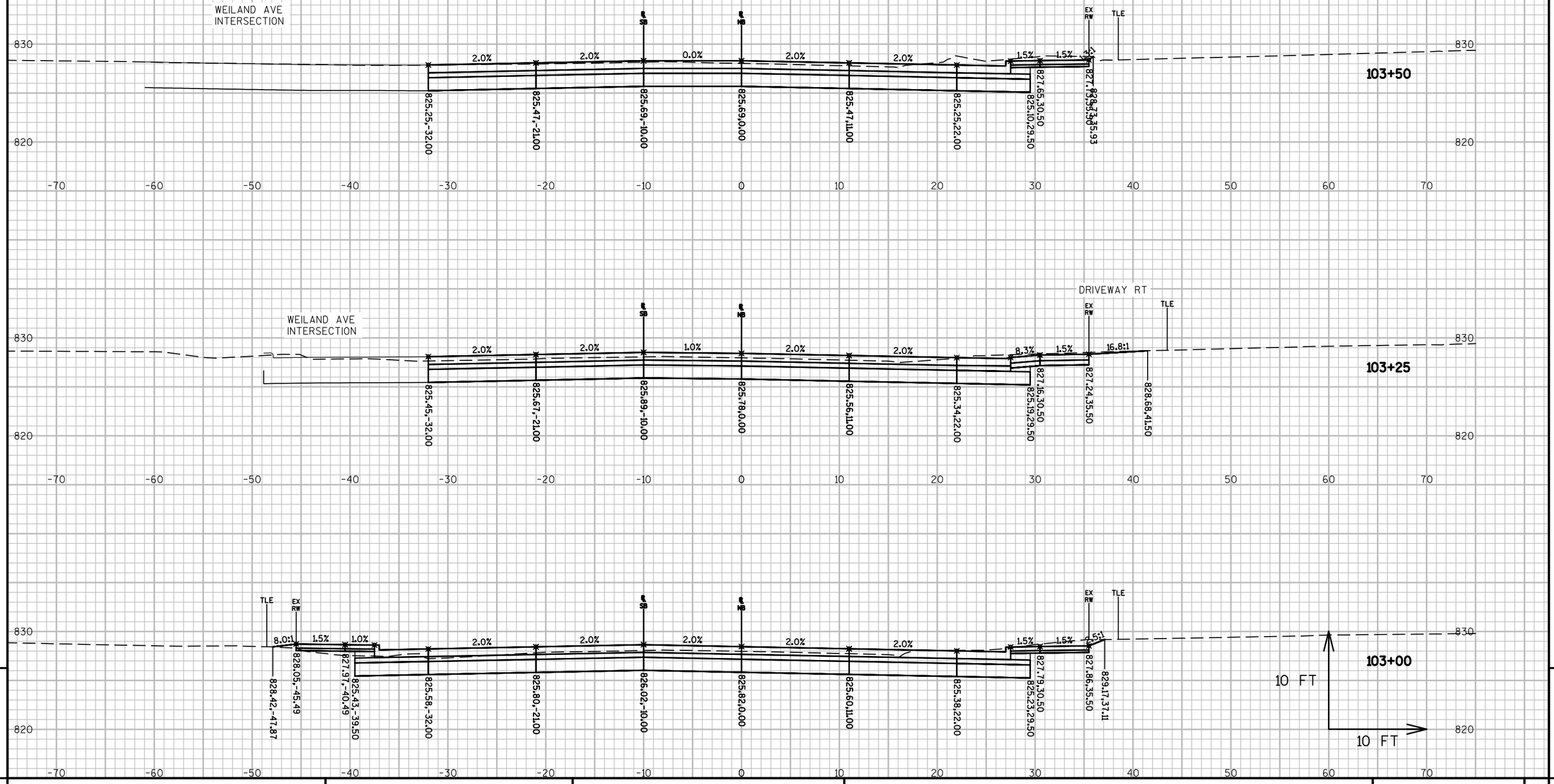
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET 394	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\090201-XS-NB47.DWG
LAYOUT NAME - 090204-XS

PLOT DATE : 7/21/2016 1:52 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT



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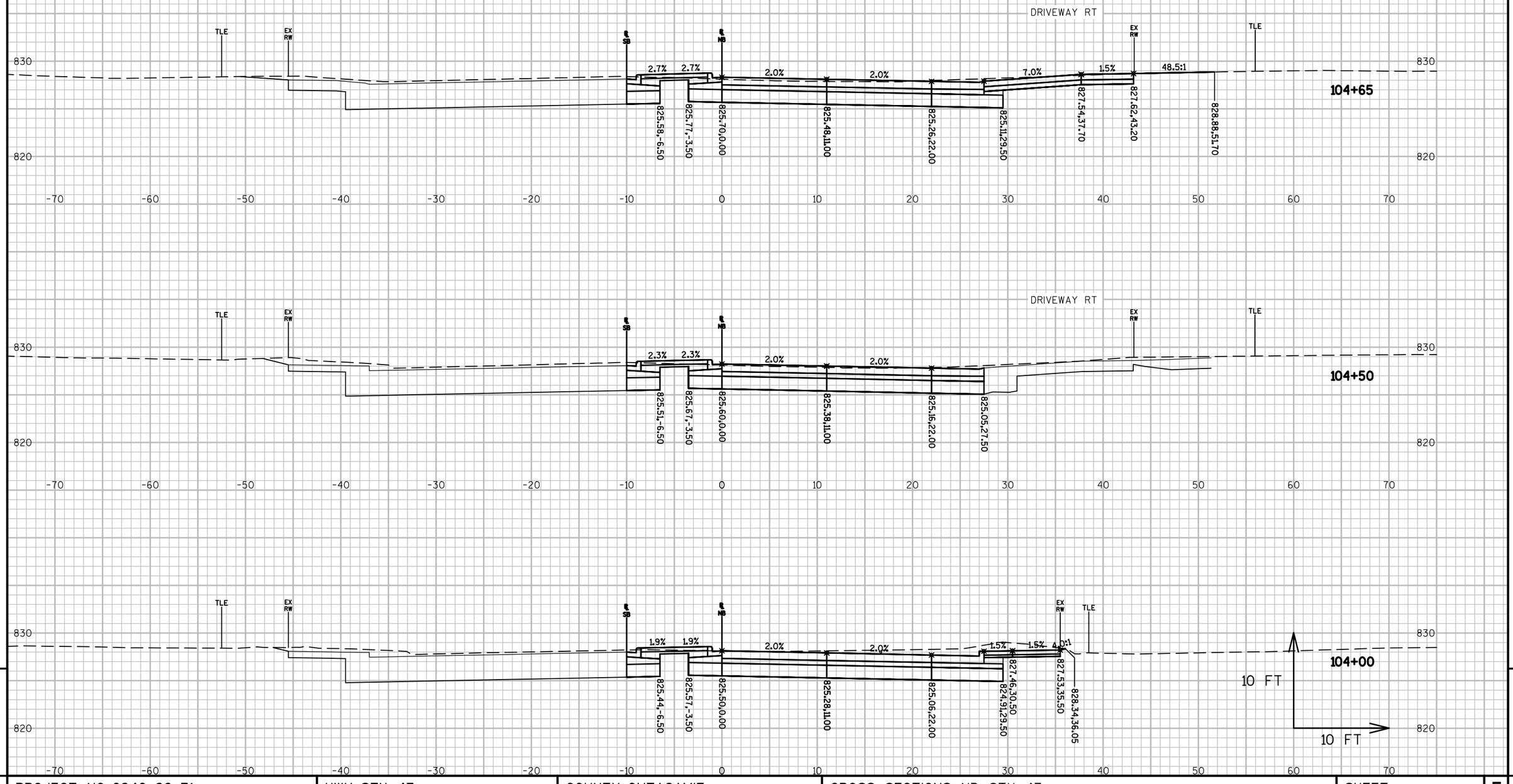
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET 395	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090201-XS-NB47.DWG
LAYOUT NAME - 090205-XS

PLOT DATE : 7/21/2016 1:52 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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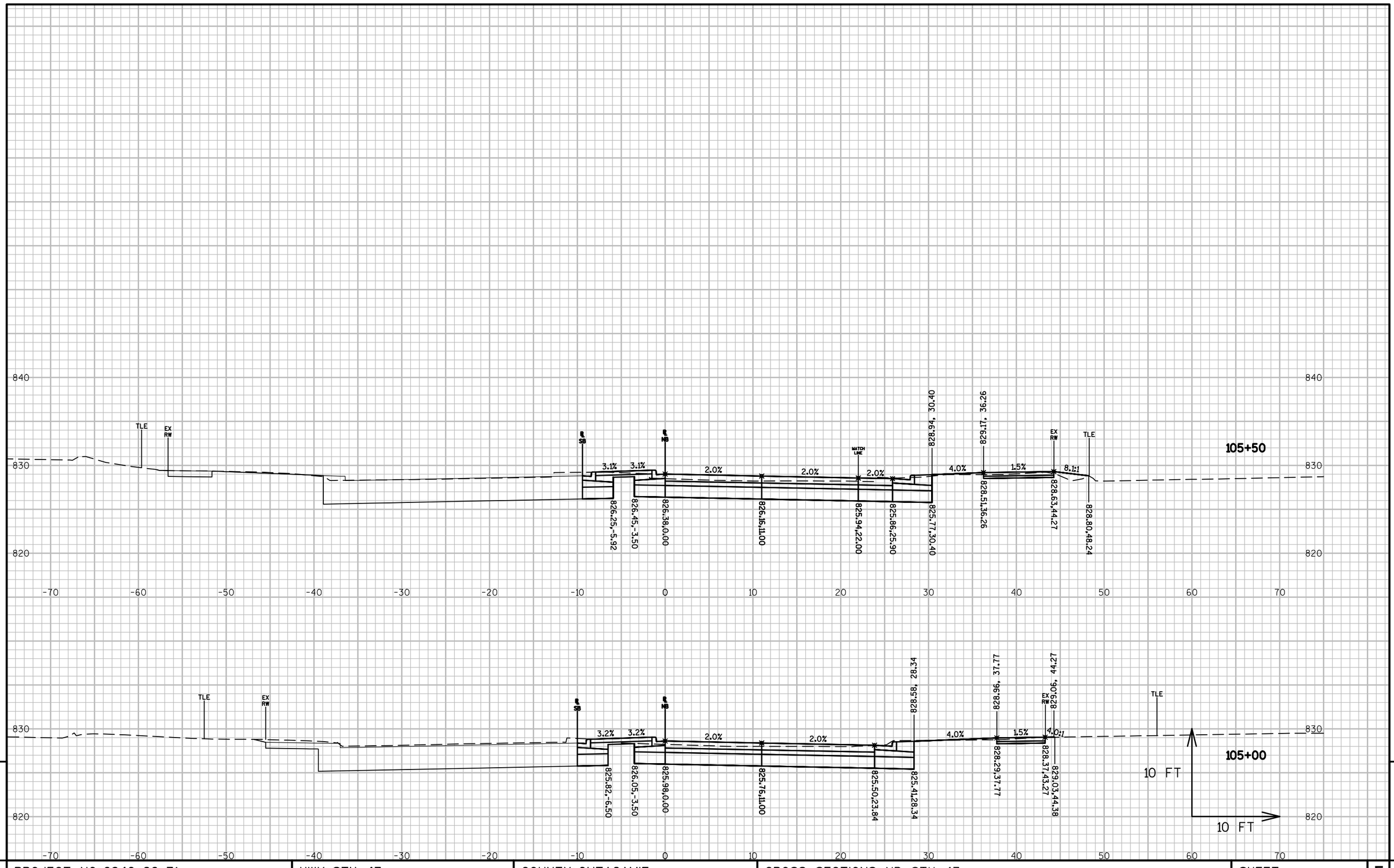
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET 396	E



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PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET 397	E

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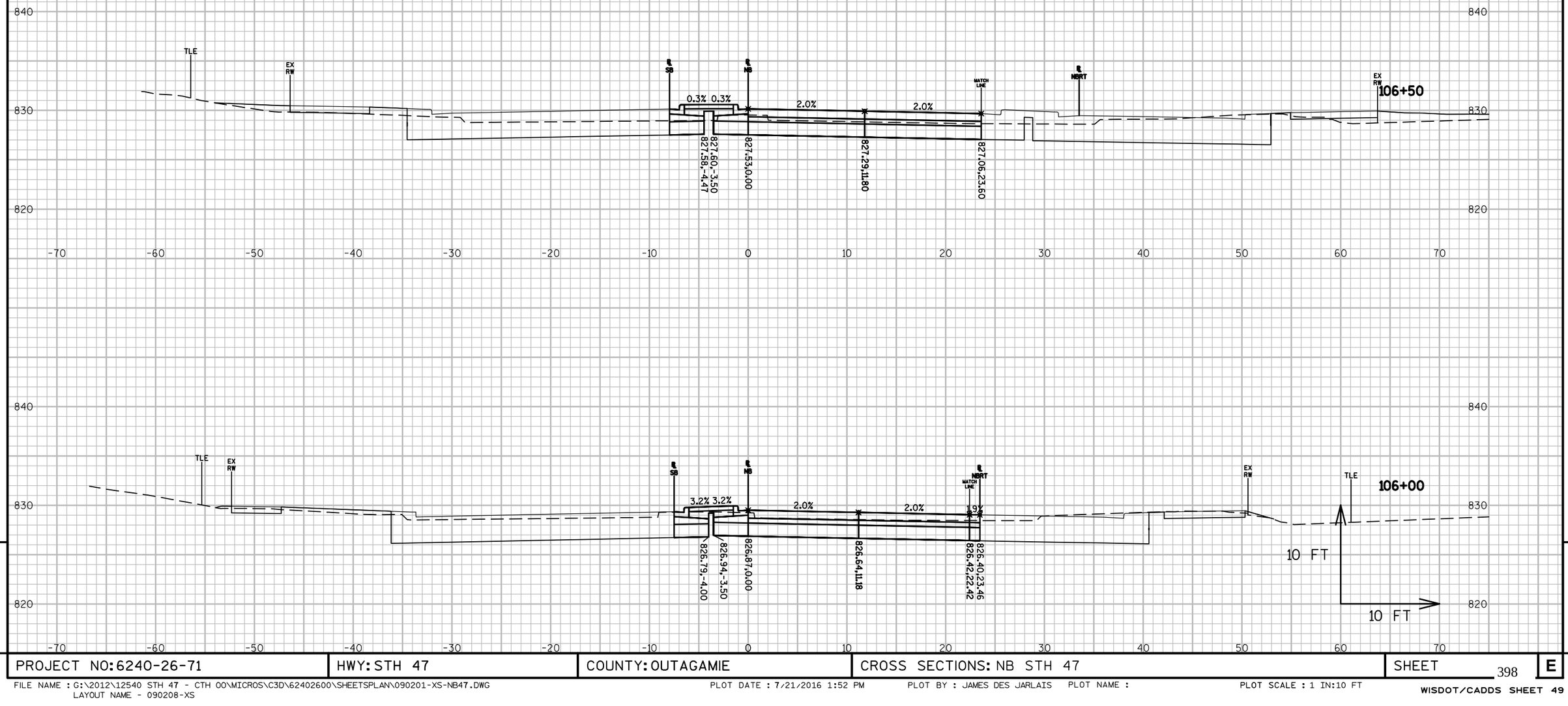
LAYOUT NAME - 090207-XS

PLOT DATE : 7/21/2016 1:52 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT



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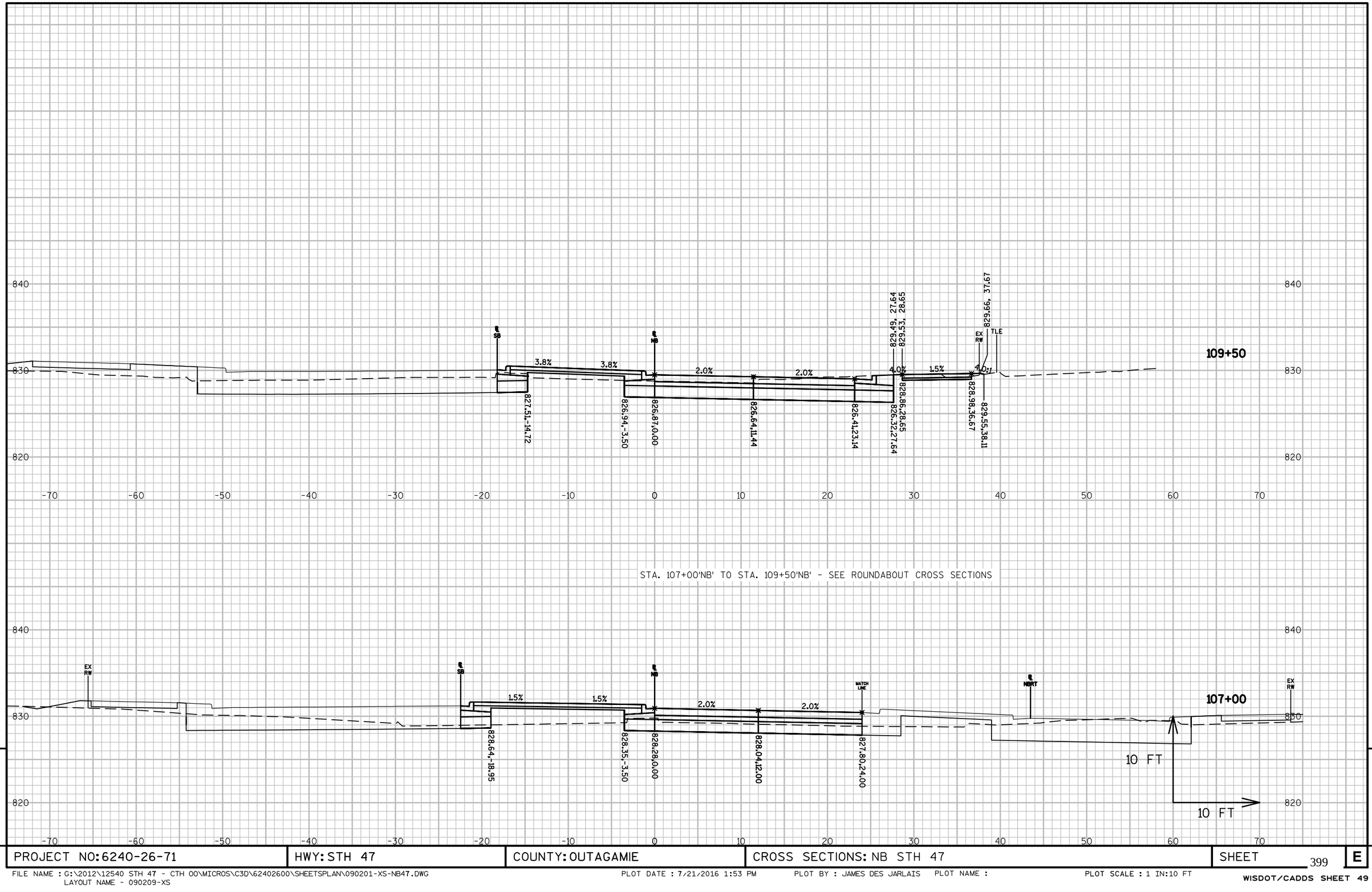
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET 398	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090201-XS-NB47.DWG
LAYOUT NAME - 090208-XS

PLOT DATE : 7/21/2016 1:52 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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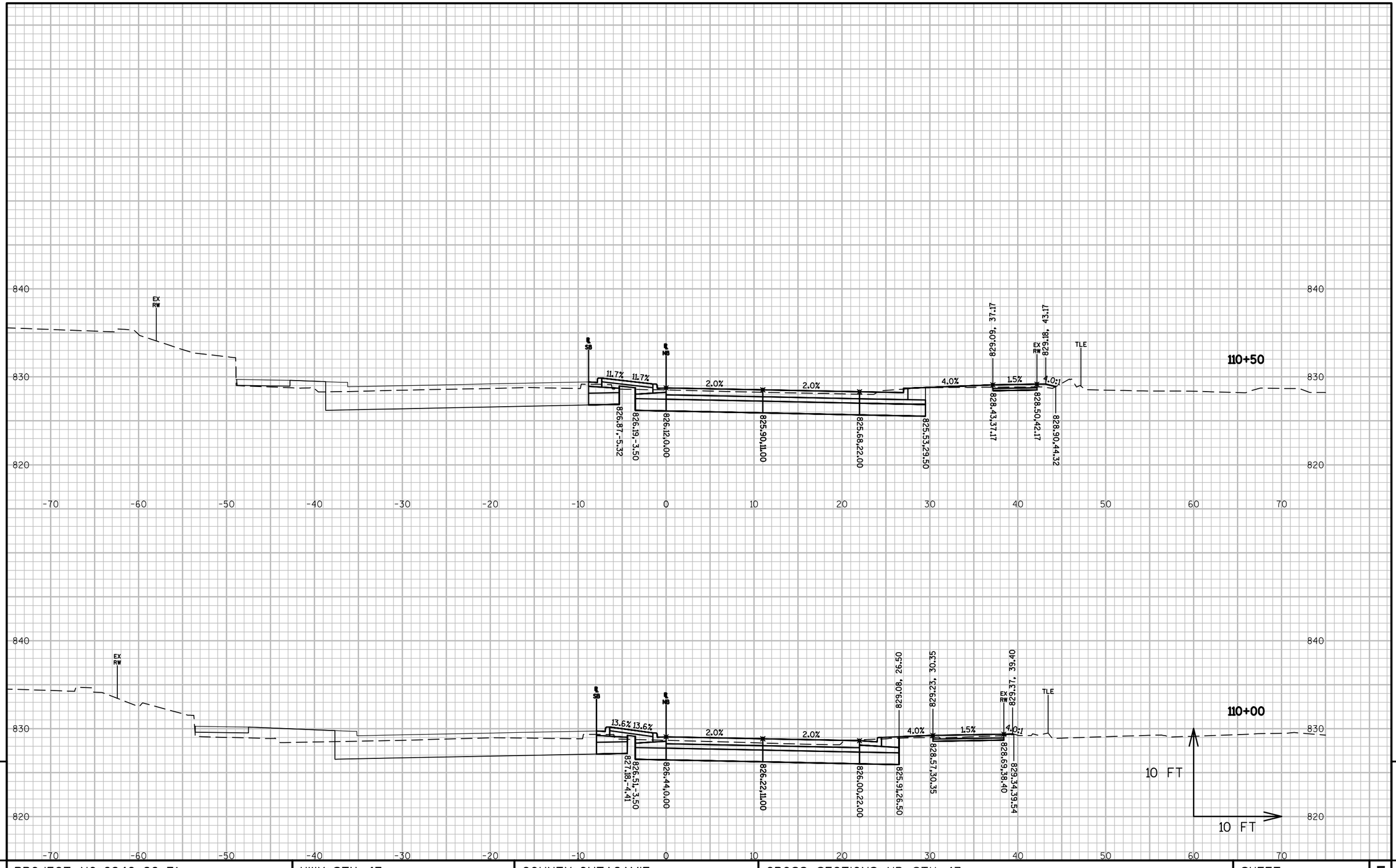
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET 399	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\090201-XS-NB47.DWG
LAYOUT NAME - 090209-XS

PLOT DATE : 7/21/2016 1:53 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET 400	E

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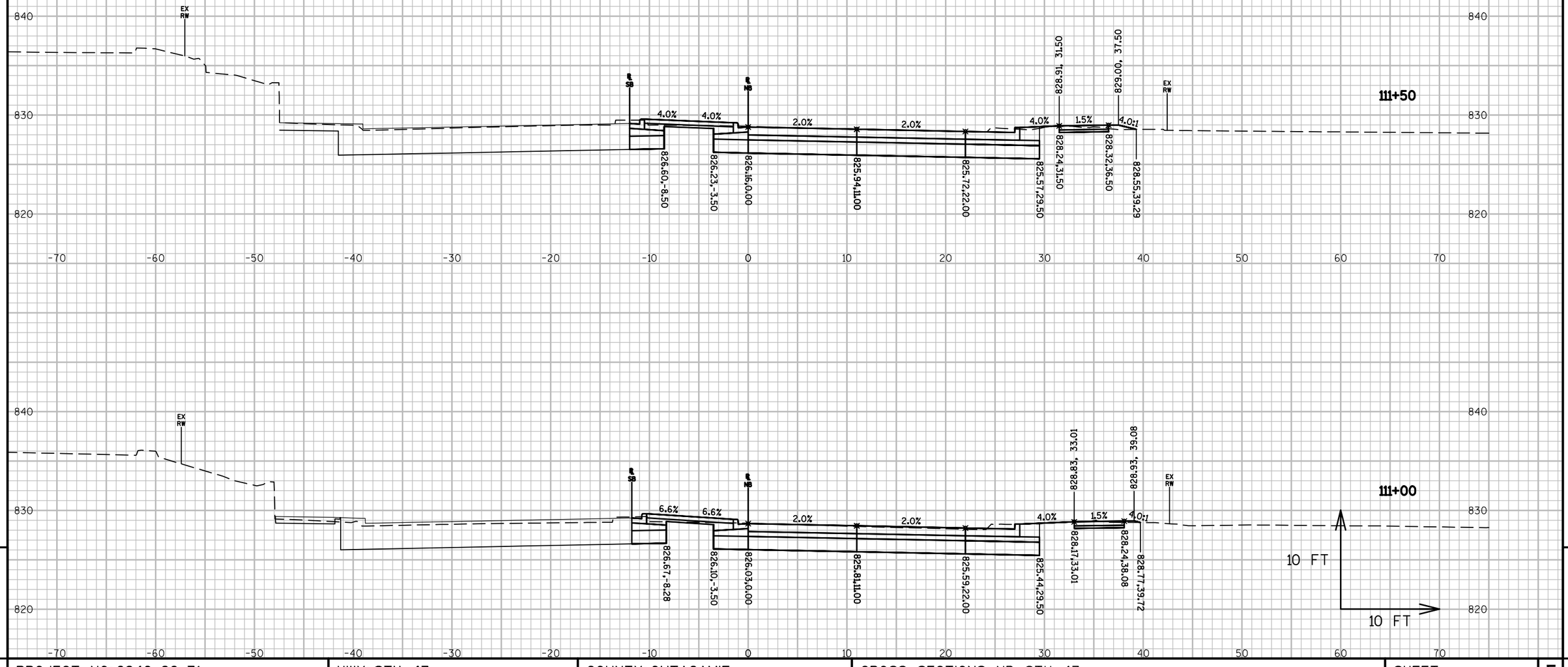
LAYOUT NAME - 090210-XS

PLOT DATE : 7/21/2016 1:53 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

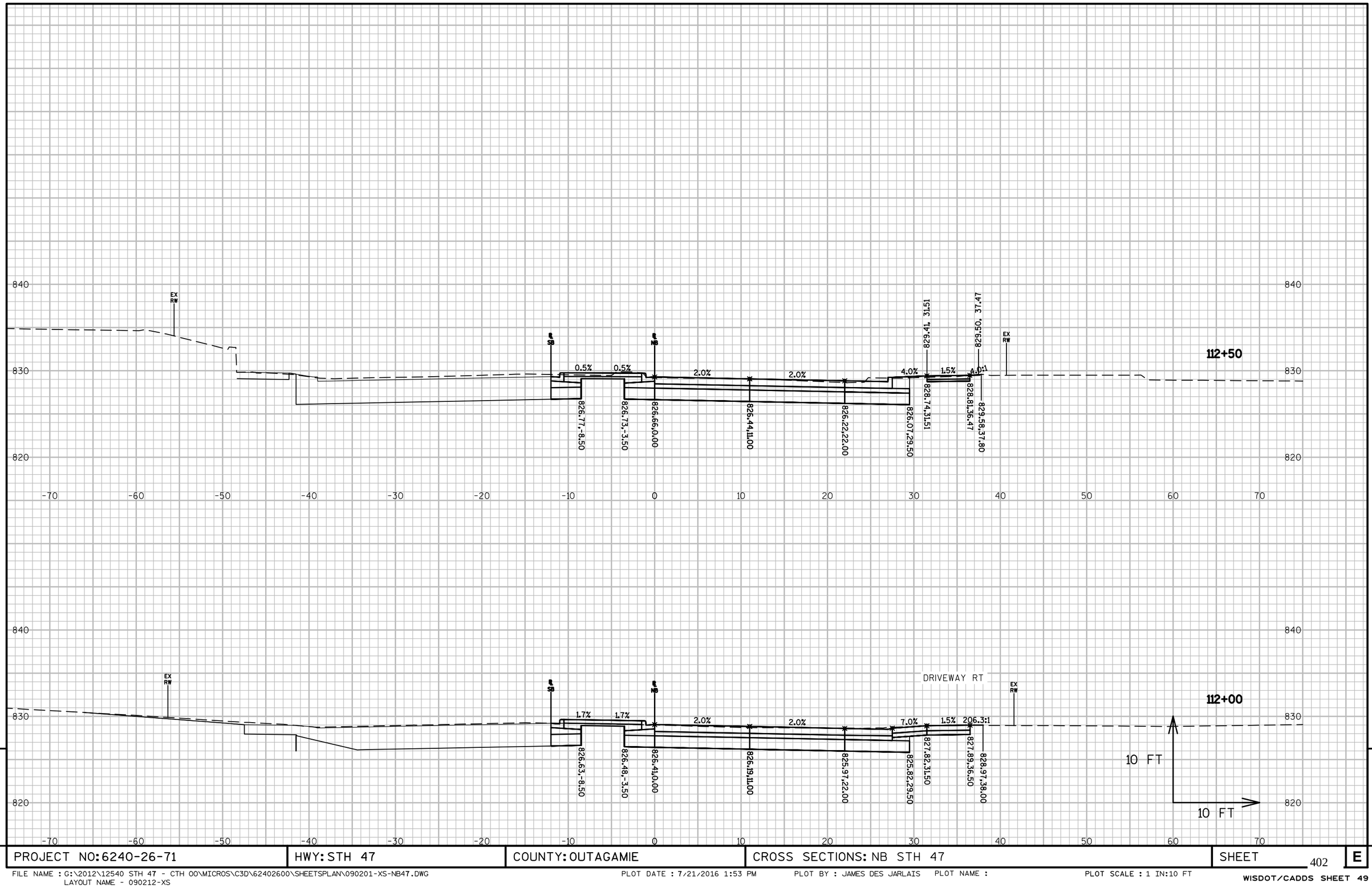


PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET 401	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090201-XS-NB47.DWG
LAYOUT NAME - 090211-XS

PLOT DATE : 7/21/2016 1:53 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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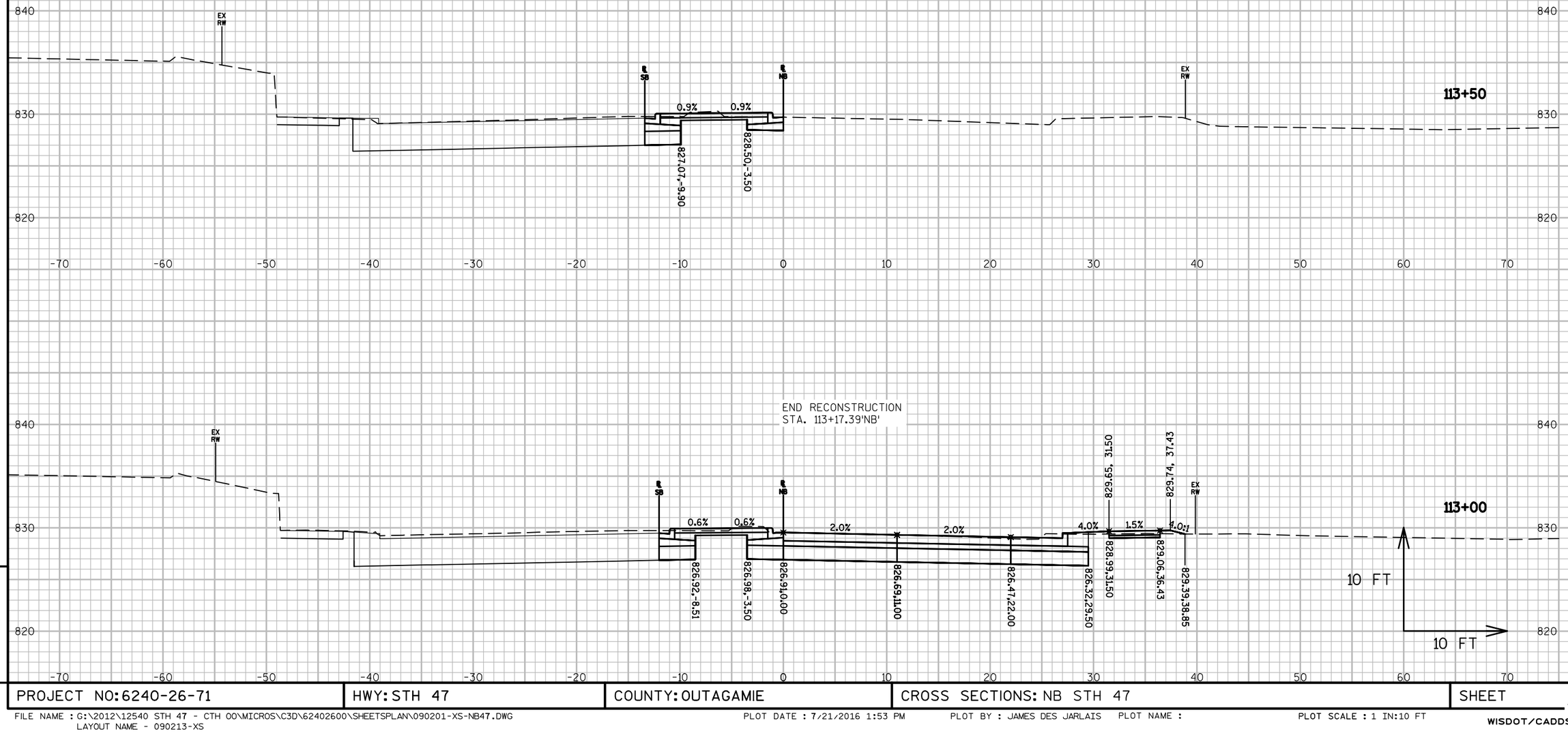
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\090201-XS-NB47.DWG
LAYOUT NAME - 090212-XS

PLOT DATE : 7/21/2016 1:53 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT



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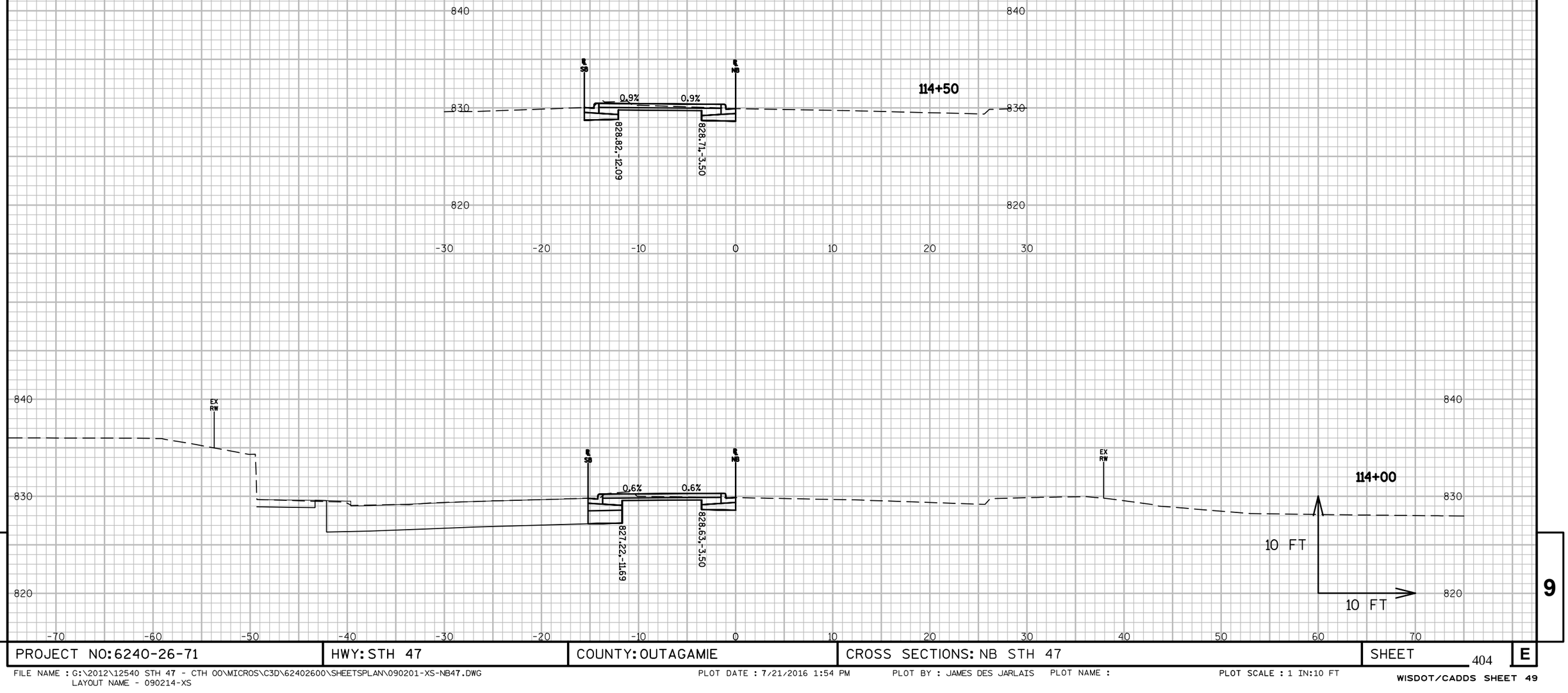
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET 403	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090201-XS-NB47.DWG
LAYOUT NAME - 090213-XS

PLOT DATE : 7/21/2016 1:53 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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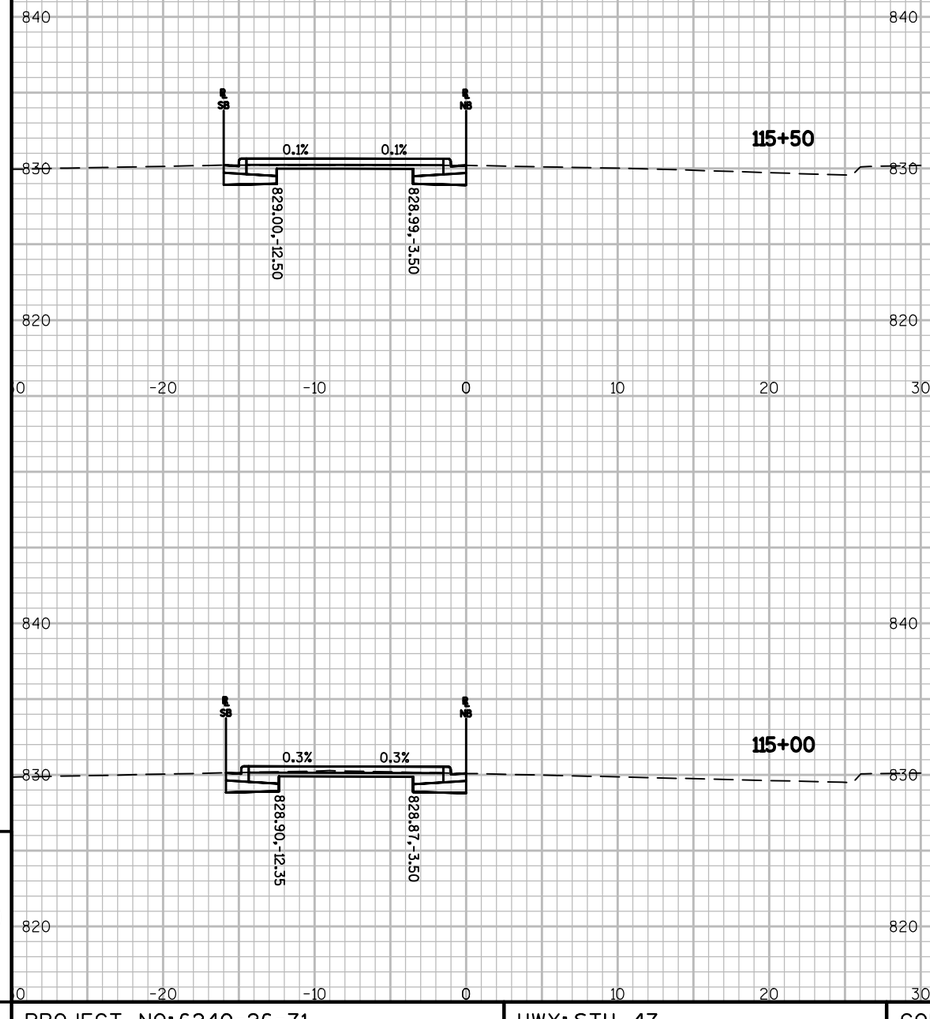
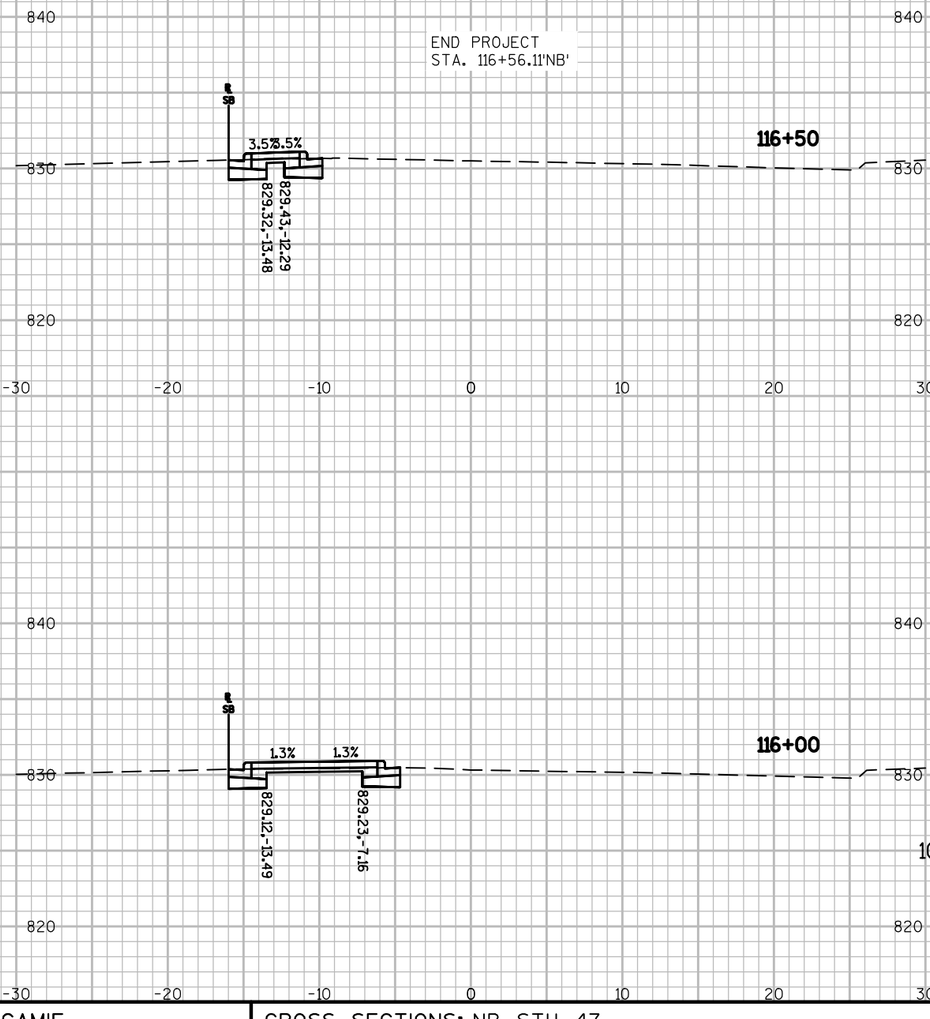
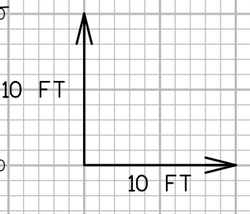
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET 404	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090201-XS-NB47.DWG
LAYOUT NAME - 090214-XS

PLOT DATE : 7/21/2016 1:54 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT







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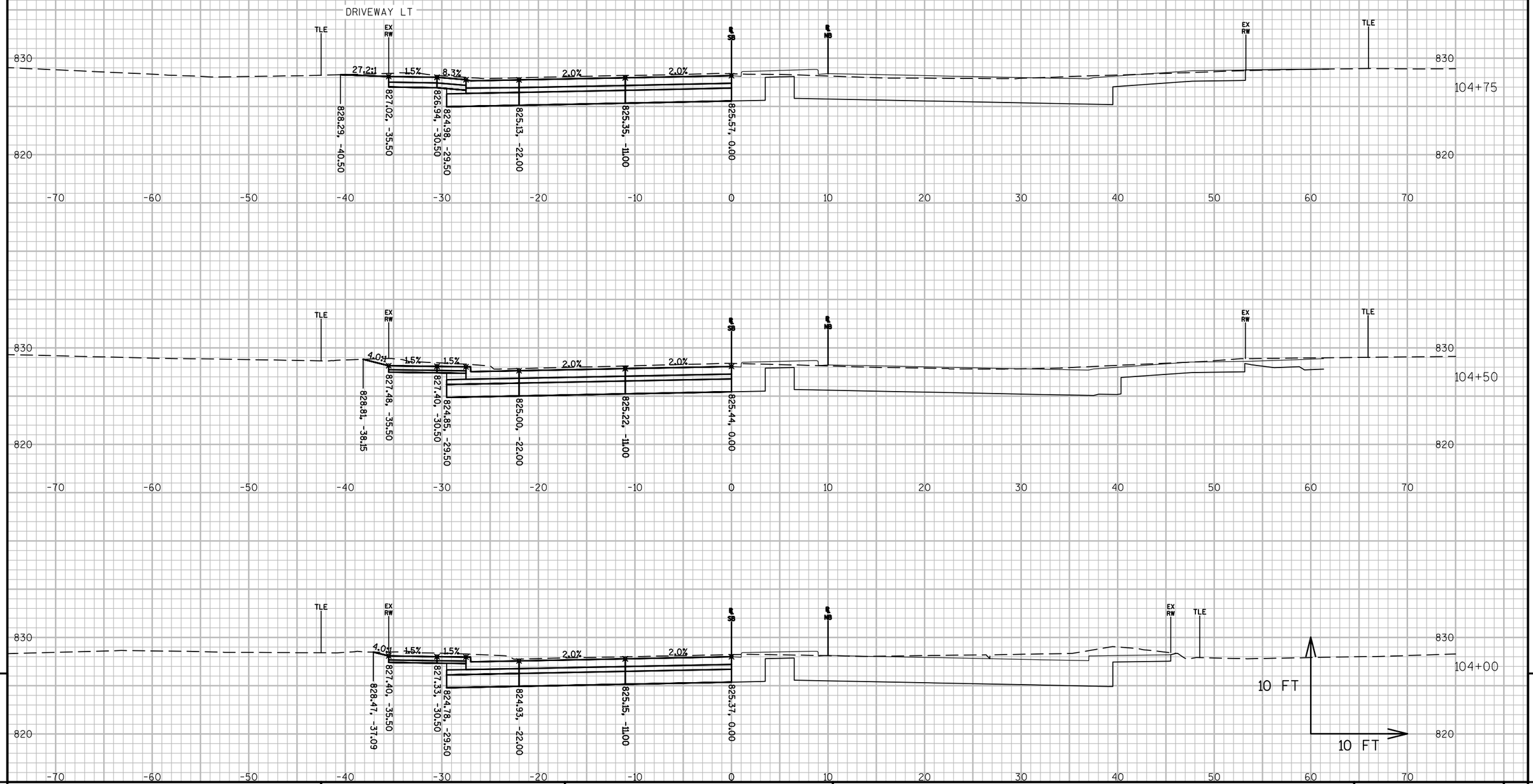
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47	SHEET 405	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090201-XS-NB47.DWG
LAYOUT NAME - 090215-XS

PLOT DATE : 7/21/2016 1:54 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

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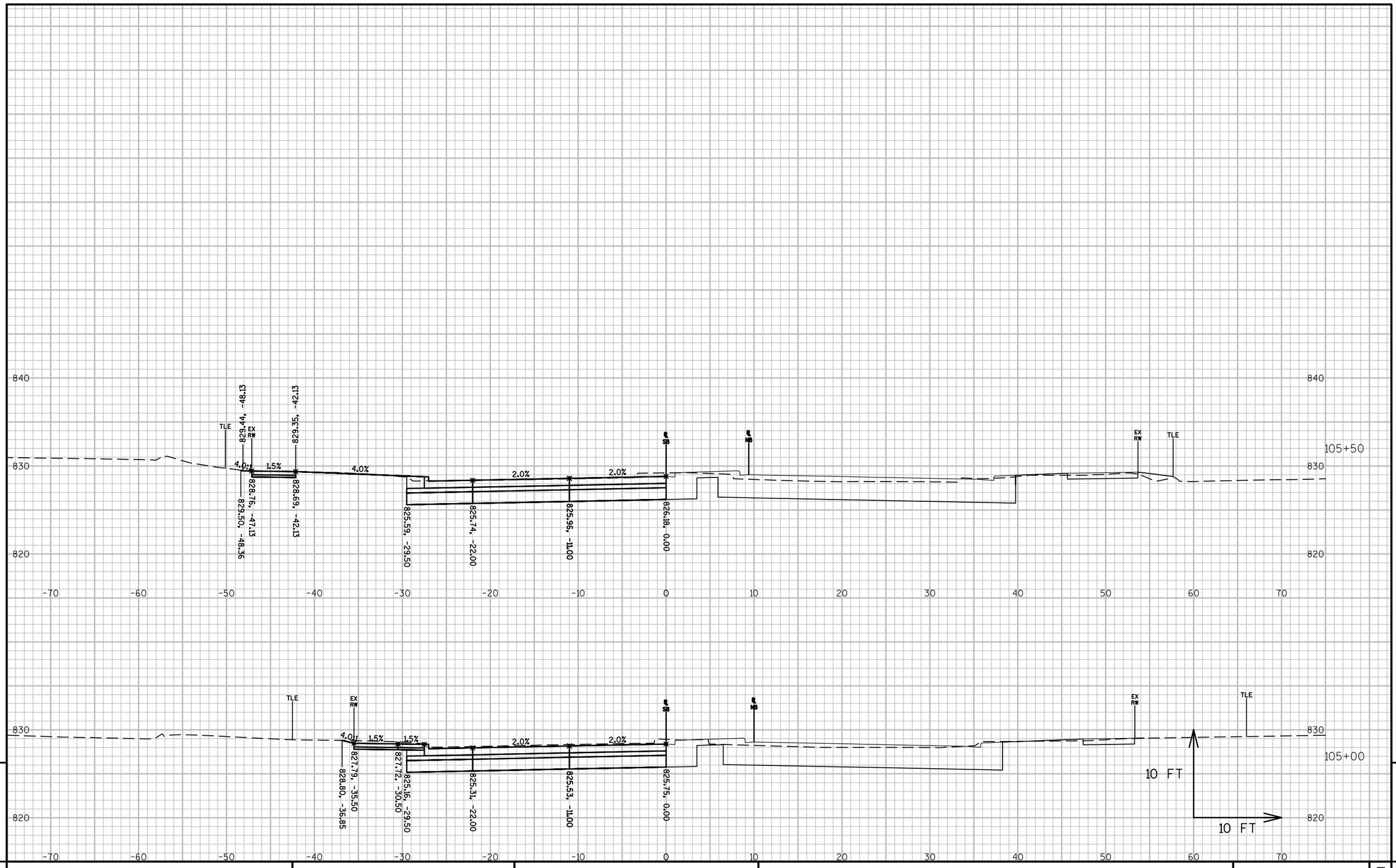
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB STH 47	SHEET 406	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090216-XS-SB47.DWG
LAYOUT NAME - 090216-XS

PLOT DATE : 7/21/2016 2:21 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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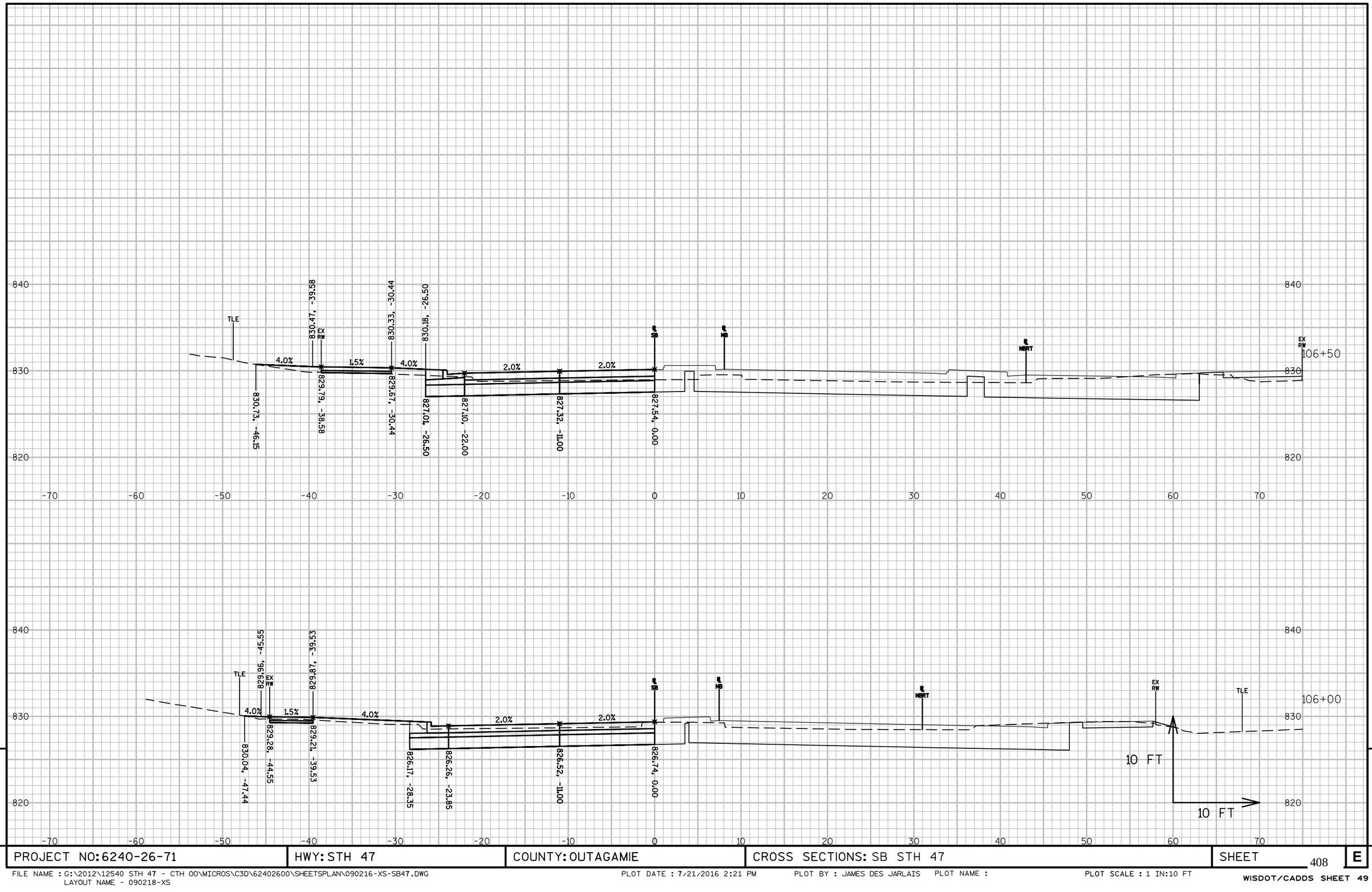
9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB STH 47	SHEET 407	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090216-XS-SB47.DWG
LAYOUT NAME - 090217-XS

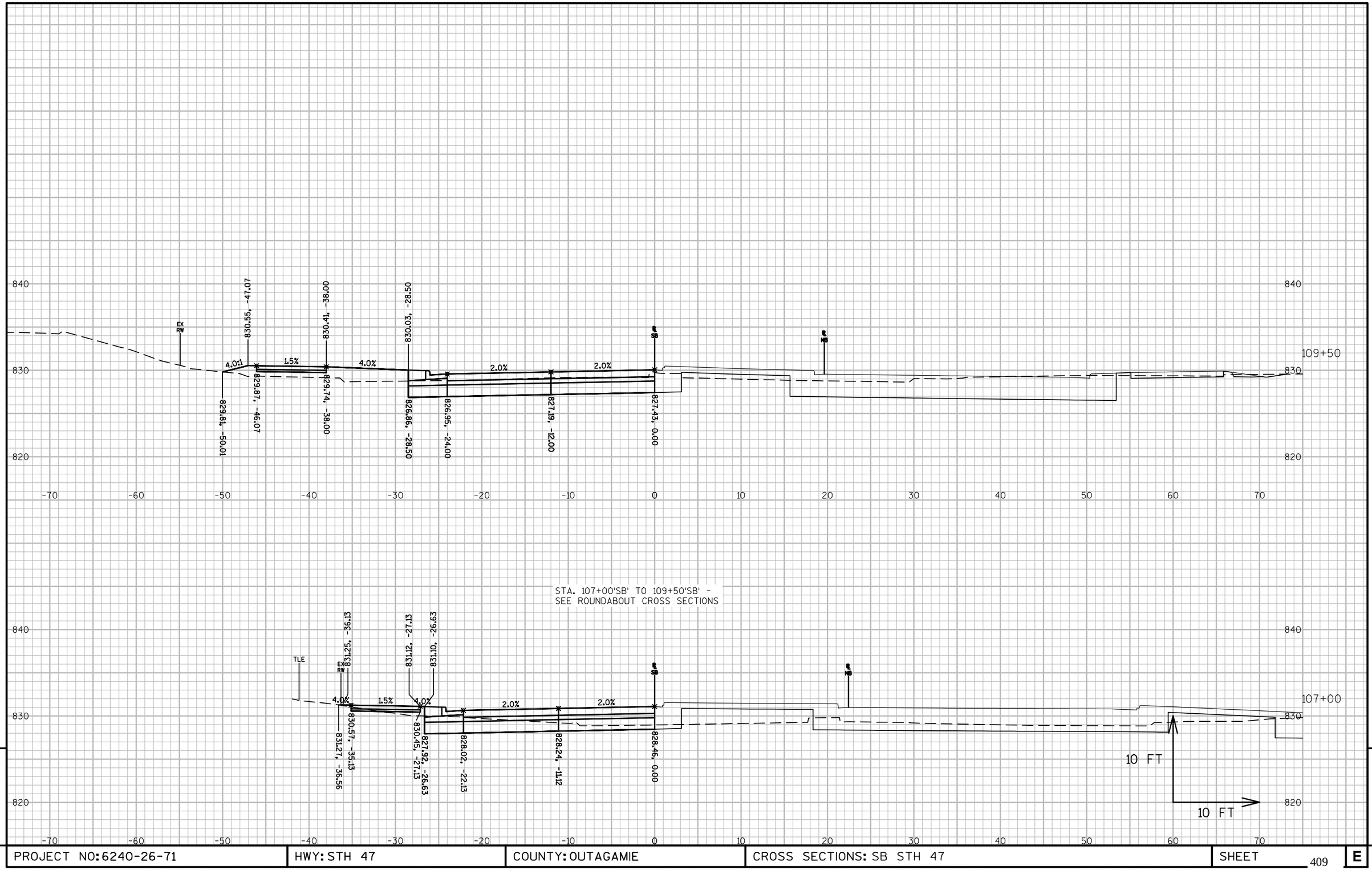
PLOT DATE : 7/21/2016 2:21 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB STH 47	SHEET 408	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\090216-XS-SB47.DWG
LAYOUT NAME - 090218-XS

PLOT DATE : 7/21/2016 2:21 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT



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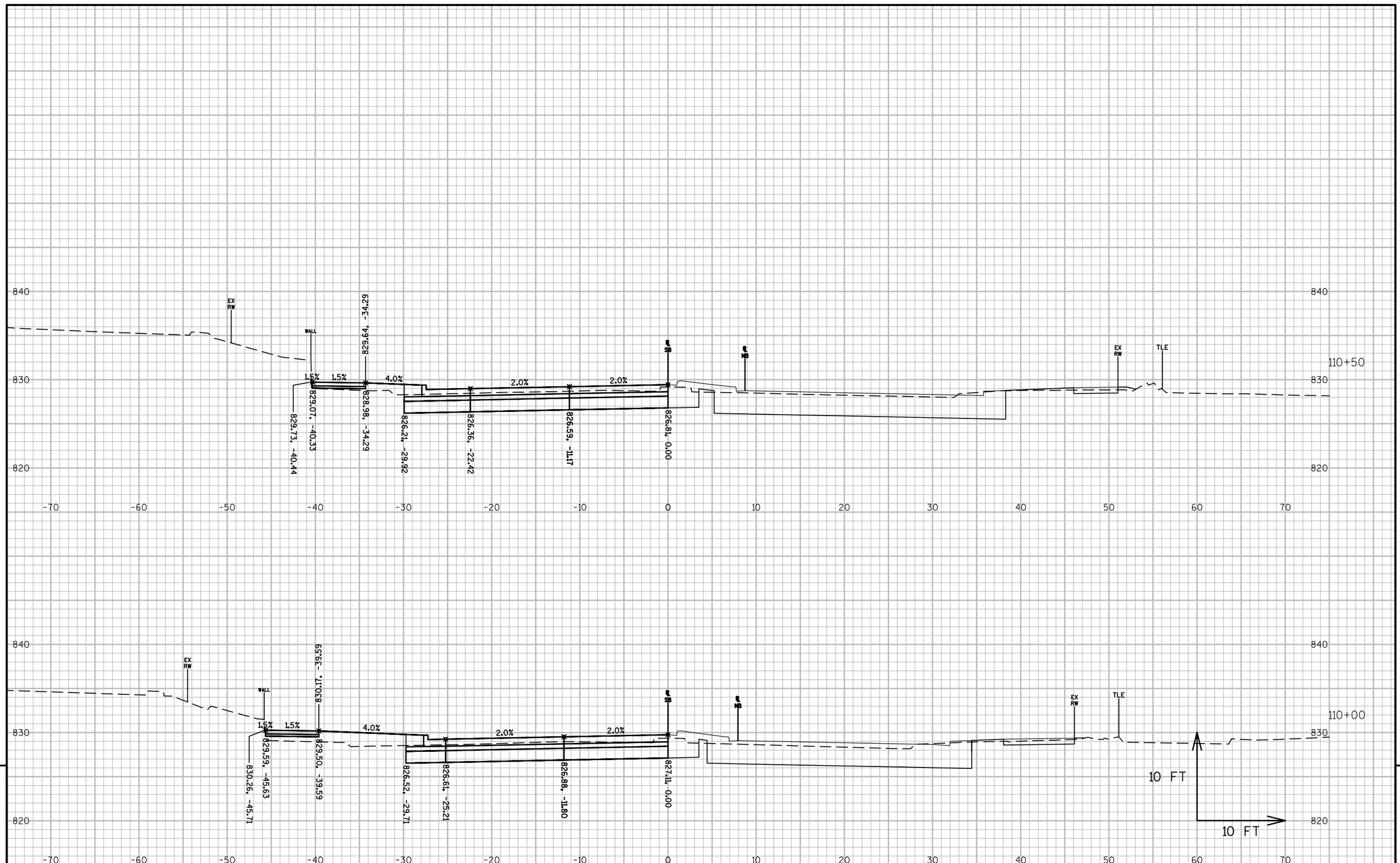
9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB STH 47	SHEET 409	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090216-XS-SB47.DWG
LAYOUT NAME - 090219-XS

PLOT DATE : 7/21/2016 2:21 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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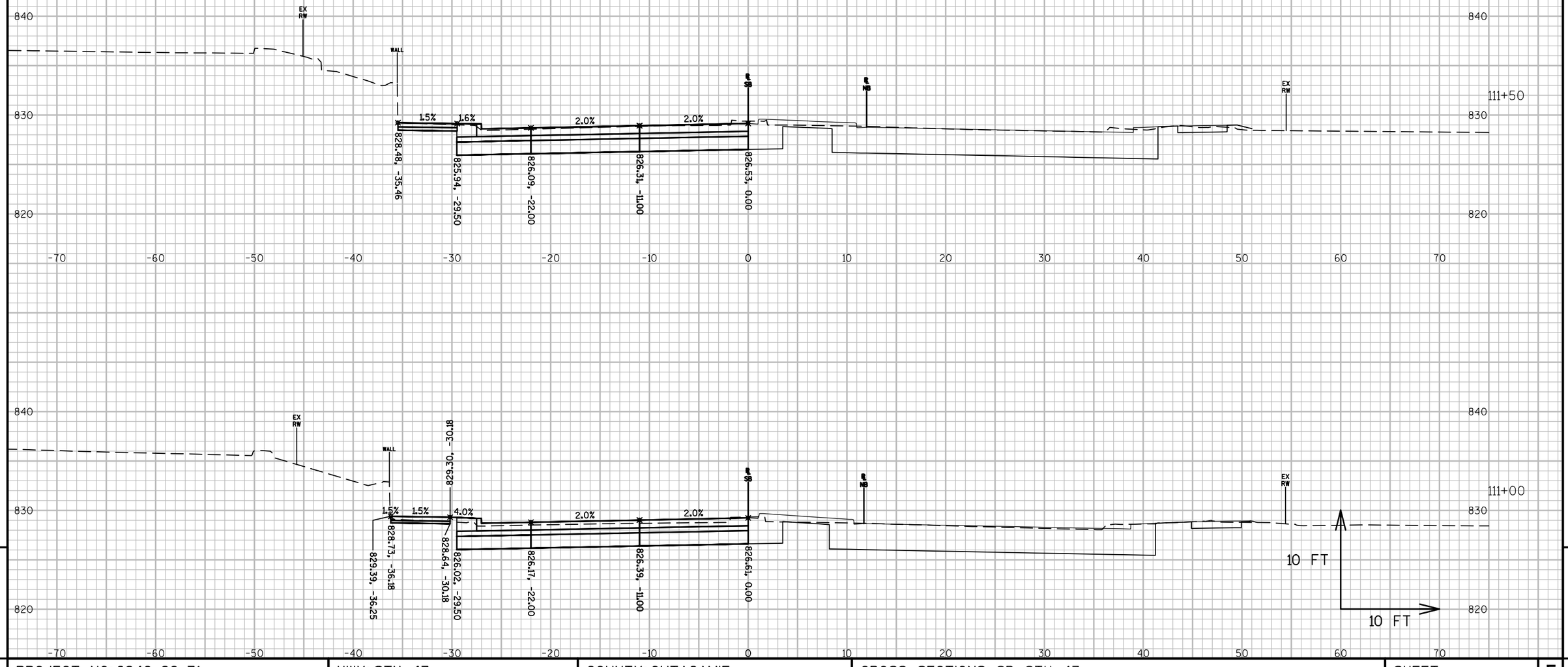
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB STH 47	SHEET 410	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090216-XS-SB47.DWG
LAYOUT NAME - 090220-XS

PLOT DATE : 7/21/2016 2:21 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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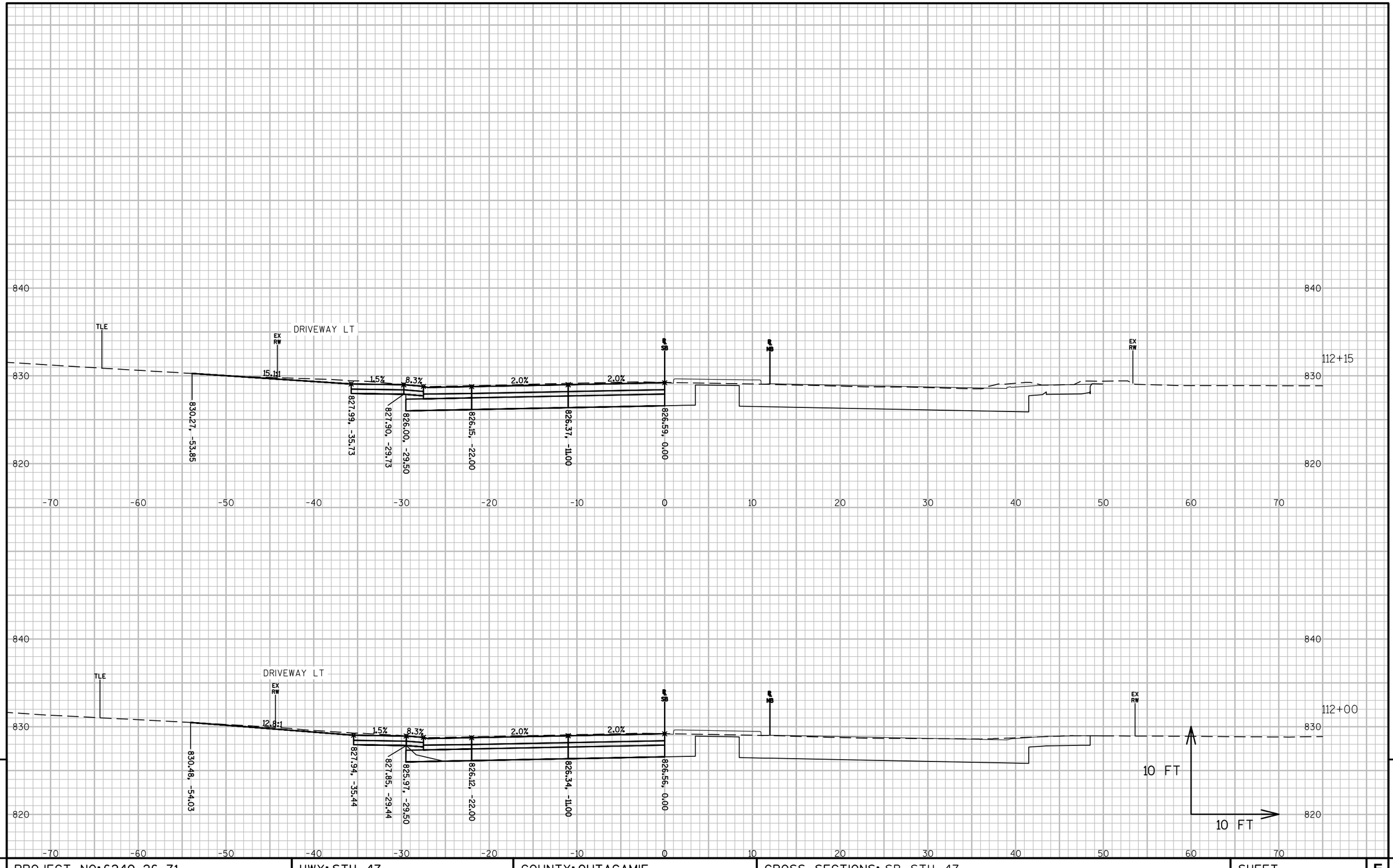
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB STH 47	SHEET 411	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090216-XS-SB47.DWG
LAYOUT NAME - 090221-XS

PLOT DATE : 7/21/2016 2:22 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

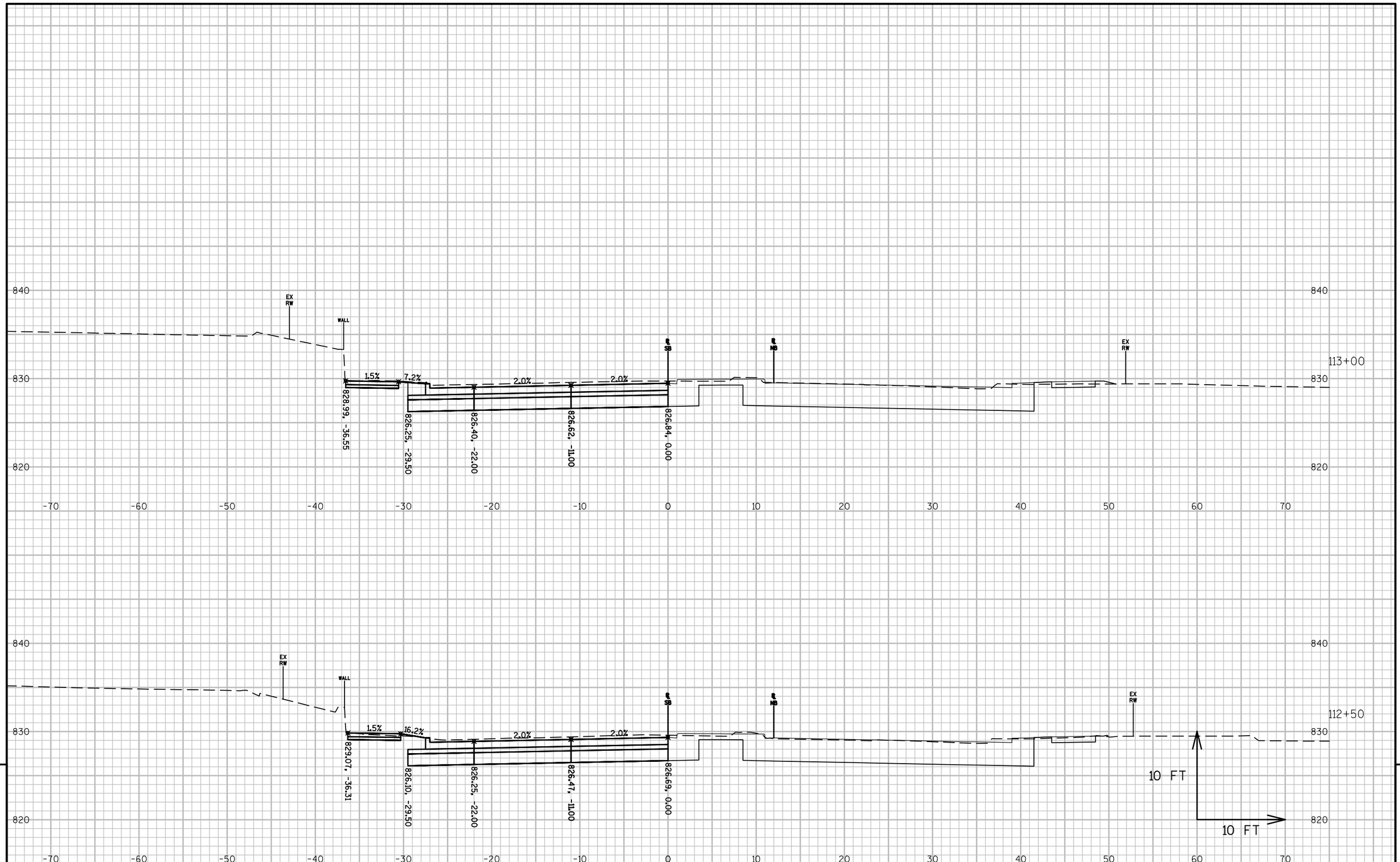


PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB STH 47	SHEET 412	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090216-XS-SB47.DWG
LAYOUT NAME - 090222-XS

PLOT DATE : 7/21/2016 2:22 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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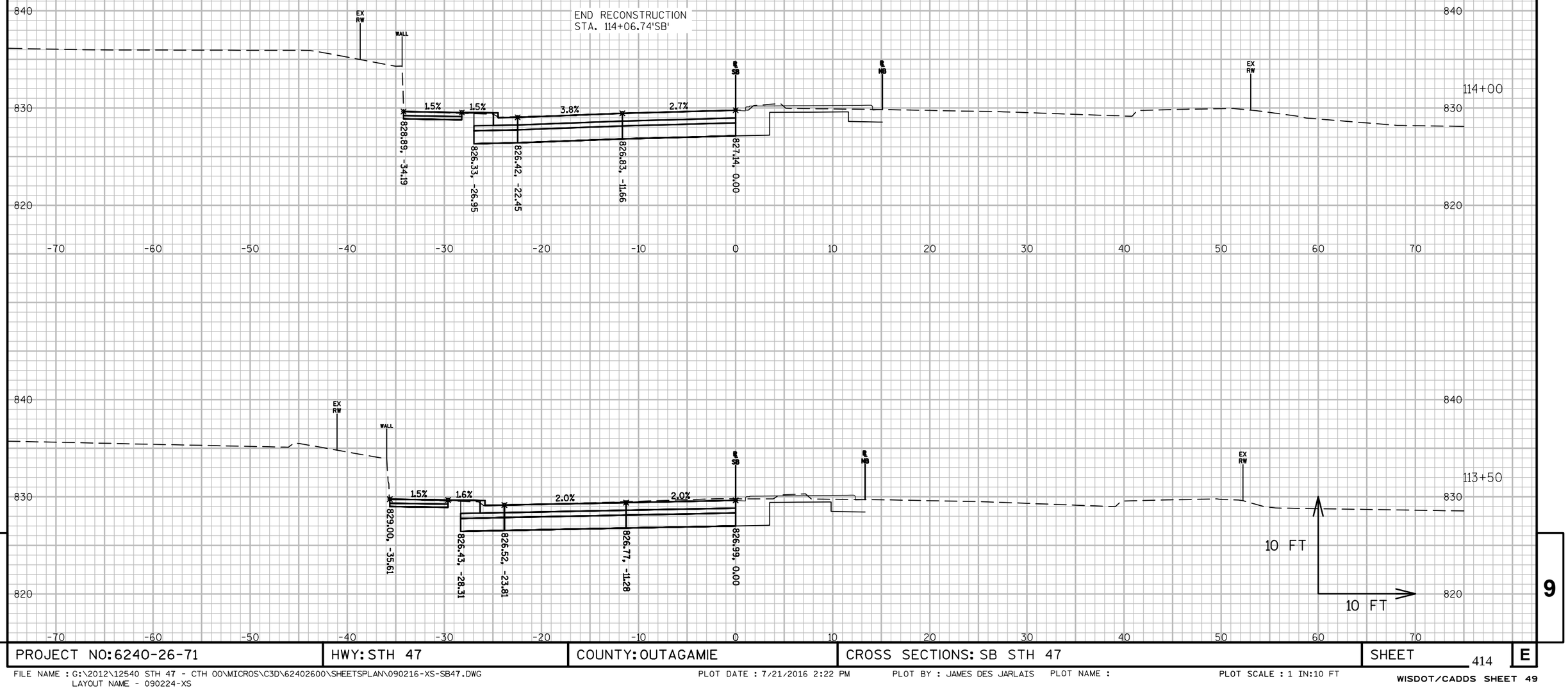
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB STH 47	SHEET 413	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090216-XS-SB47.DWG
LAYOUT NAME - 090223-XS

PLOT DATE : 7/21/2016 2:22 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

END RECONSTRUCTION
STA. 114+06.74'SB'



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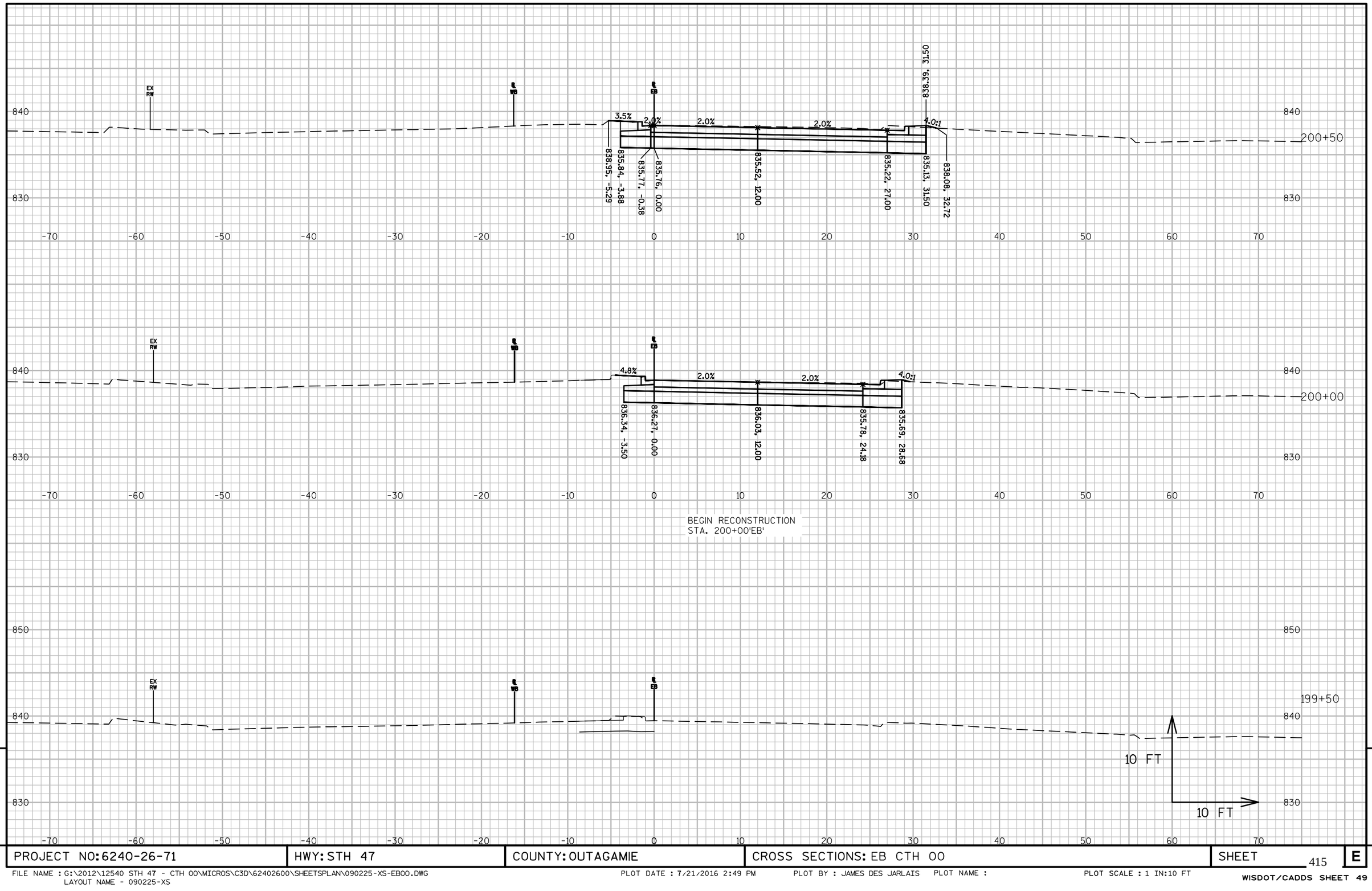
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB STH 47	SHEET 414	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090216-XS-SB47.DWG
LAYOUT NAME - 090224-XS

PLOT DATE : 7/21/2016 2:22 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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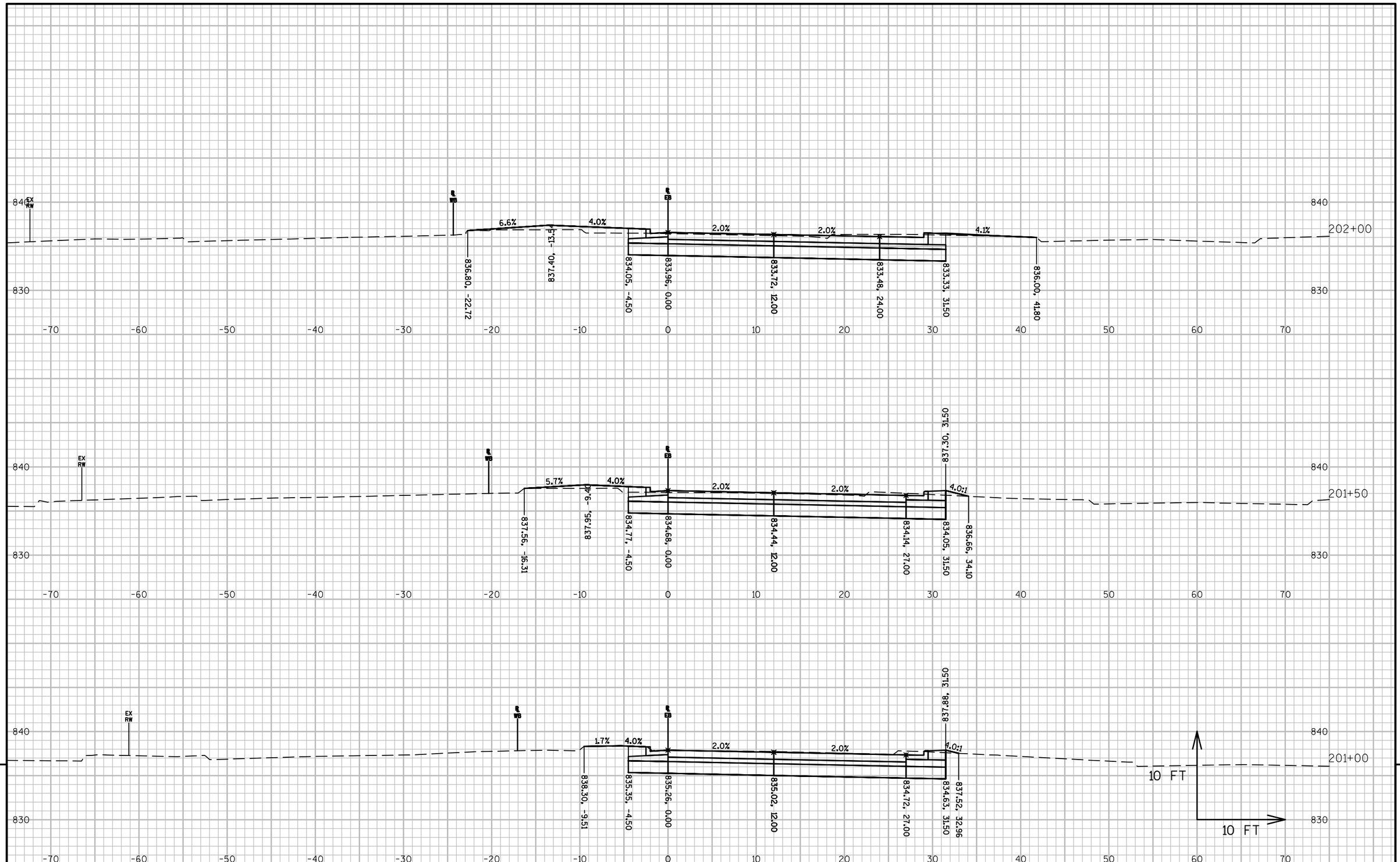
9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB CTH 00	SHEET 415	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\090225-XS-EB00.DWG
LAYOUT NAME - 090225-XS

PLOT DATE : 7/21/2016 2:49 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

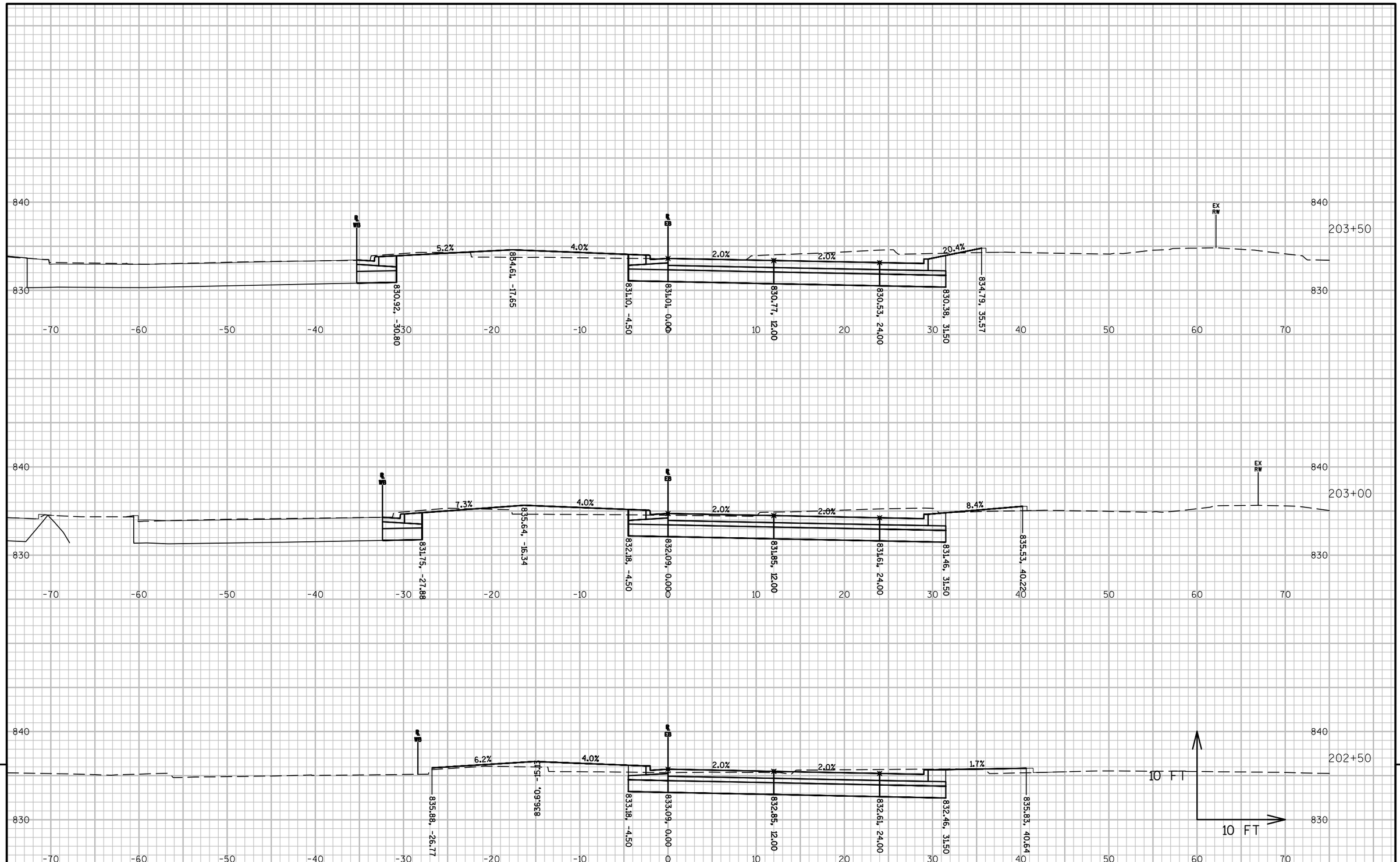


PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB CTH OO	SHEET 416	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090225-XS-EBOO.DWG
LAYOUT NAME - 090226-XS

PLOT DATE : 7/21/2016 2:49 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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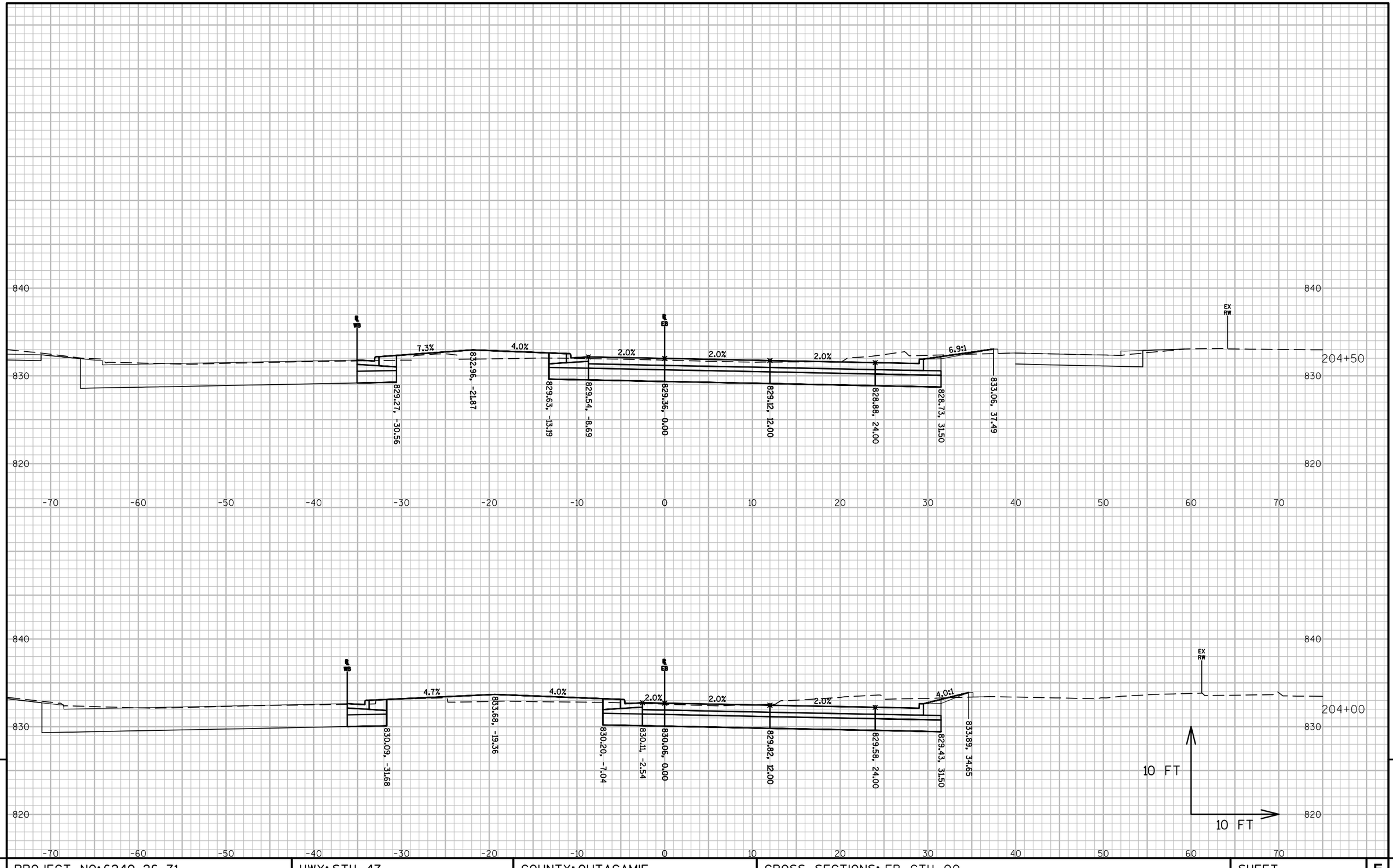
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB CTH OO	SHEET 417	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090225-XS-EBOO.DWG
LAYOUT NAME - 090227-XS

PLOT DATE : 7/21/2016 2:49 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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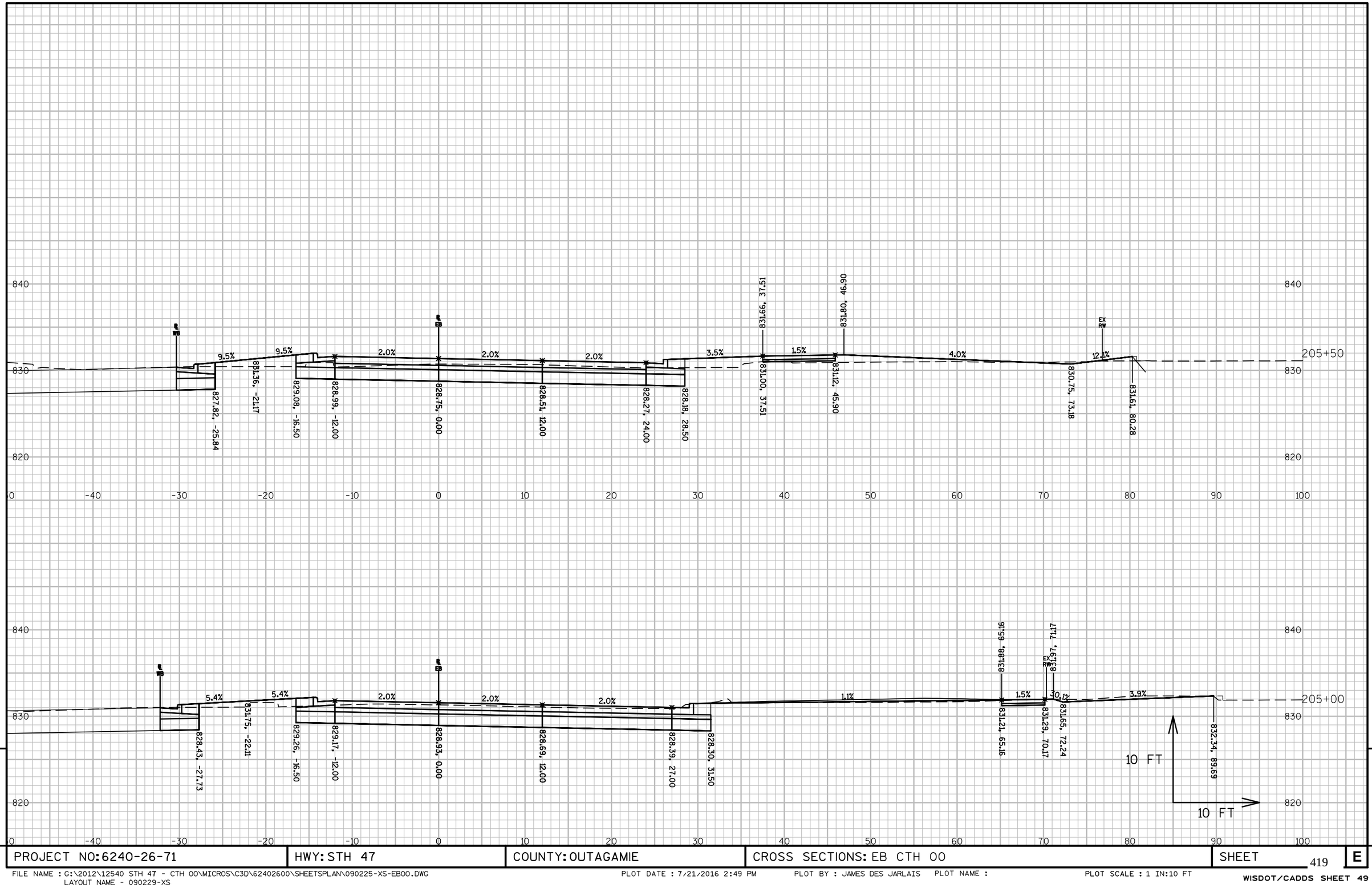
9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB CTH OO	SHEET 418	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090225-XS-EB00.DWG
LAYOUT NAME - 090228-XS

PLOT DATE : 7/21/2016 2:49 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT



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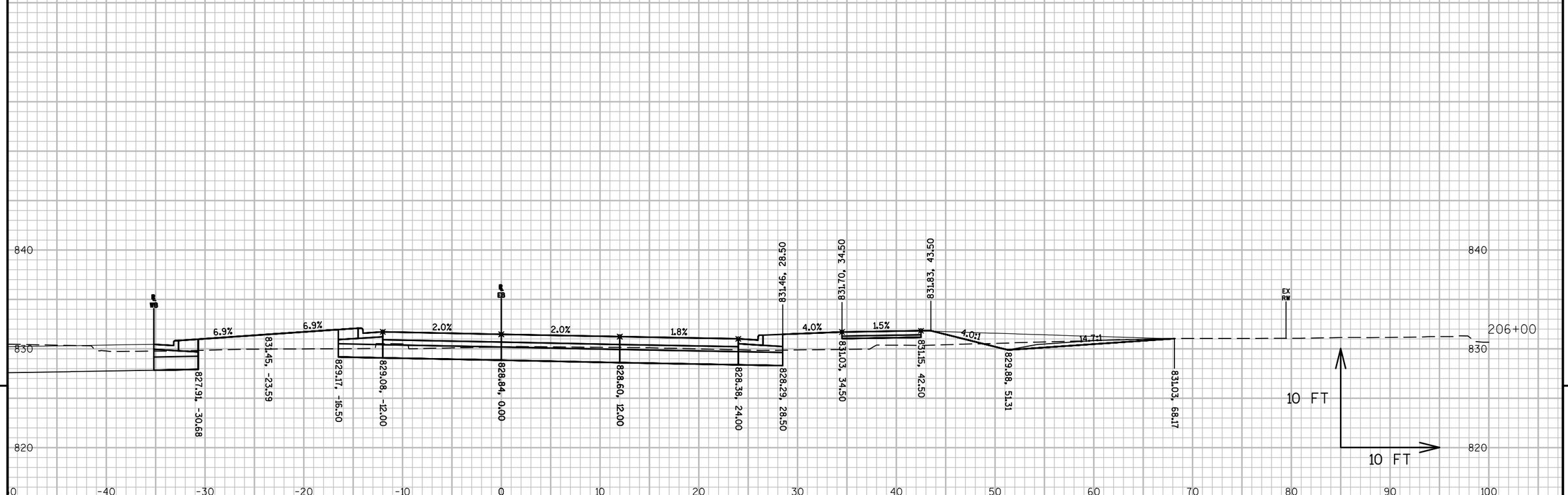
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB CTH OO	SHEET 419	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090225-XS-EBOO.DWG
LAYOUT NAME - 090229-XS

PLOT DATE : 7/21/2016 2:49 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

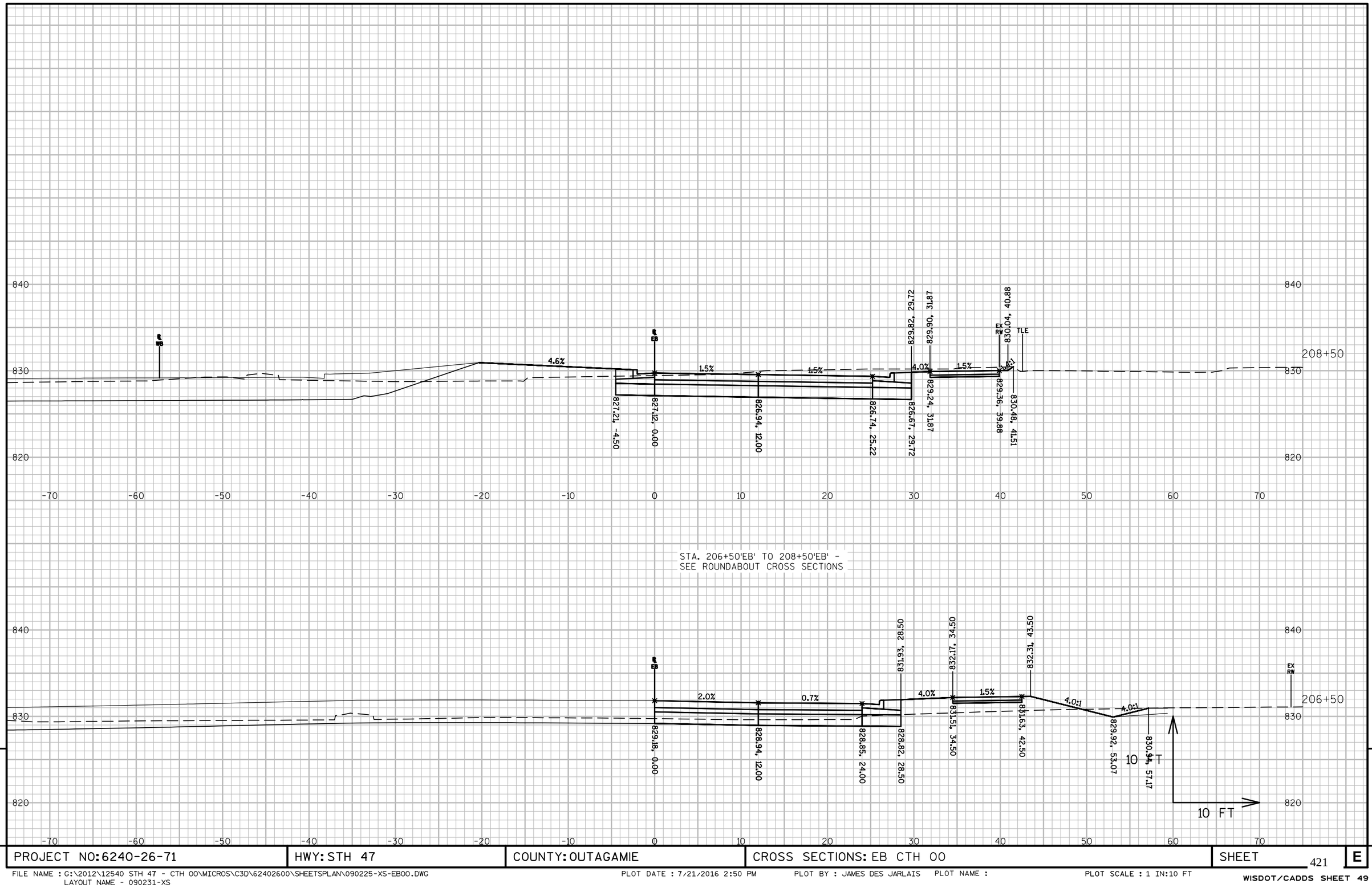


PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB CTH OO	SHEET 420	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090225-XS-EBOO.DWG
LAYOUT NAME - 090230-XS

PLOT DATE : 7/21/2016 2:50 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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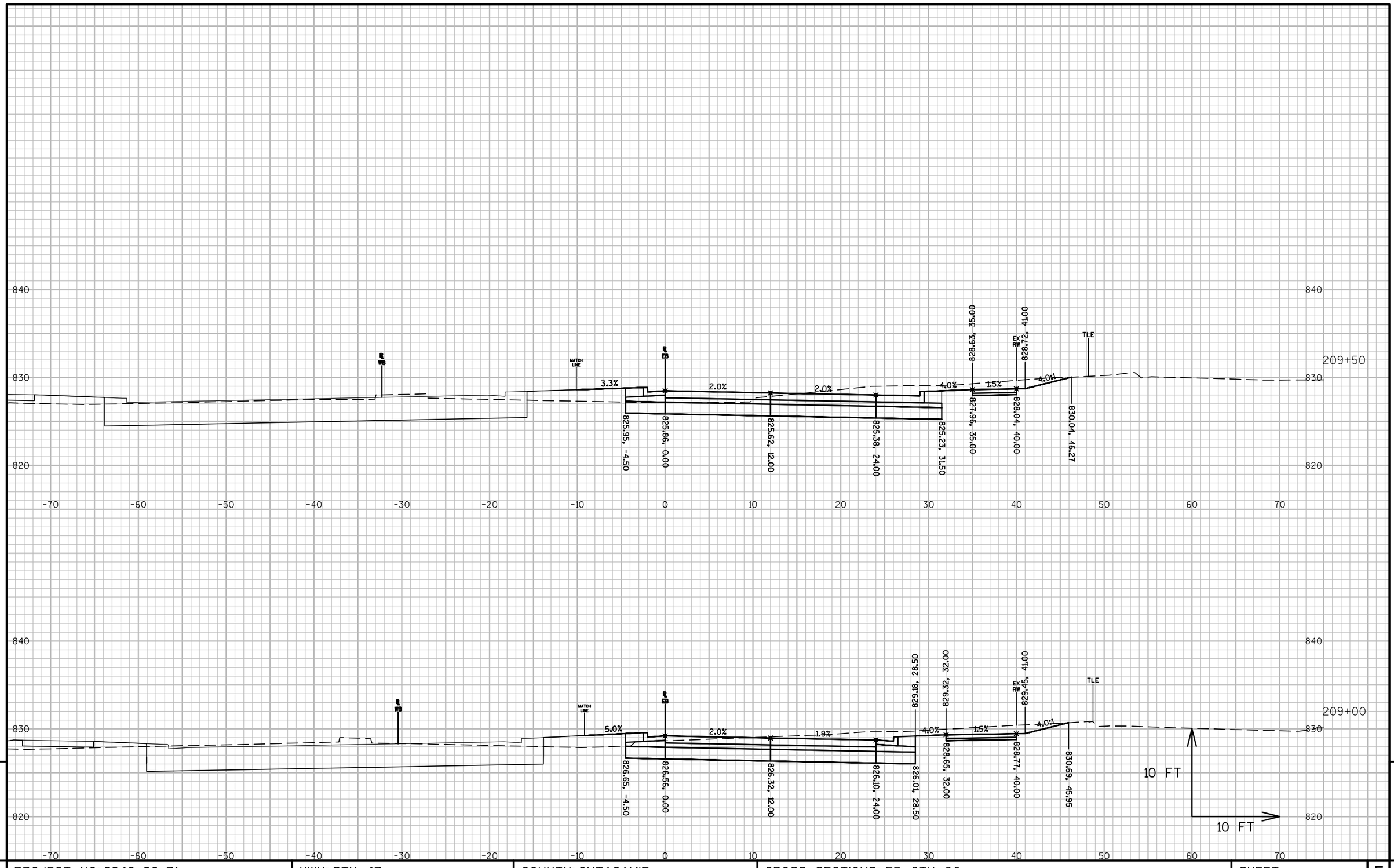
9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB CTH 00	SHEET 421	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\090225-XS-EB00.DWG
LAYOUT NAME - 090231-XS

PLOT DATE : 7/21/2016 2:50 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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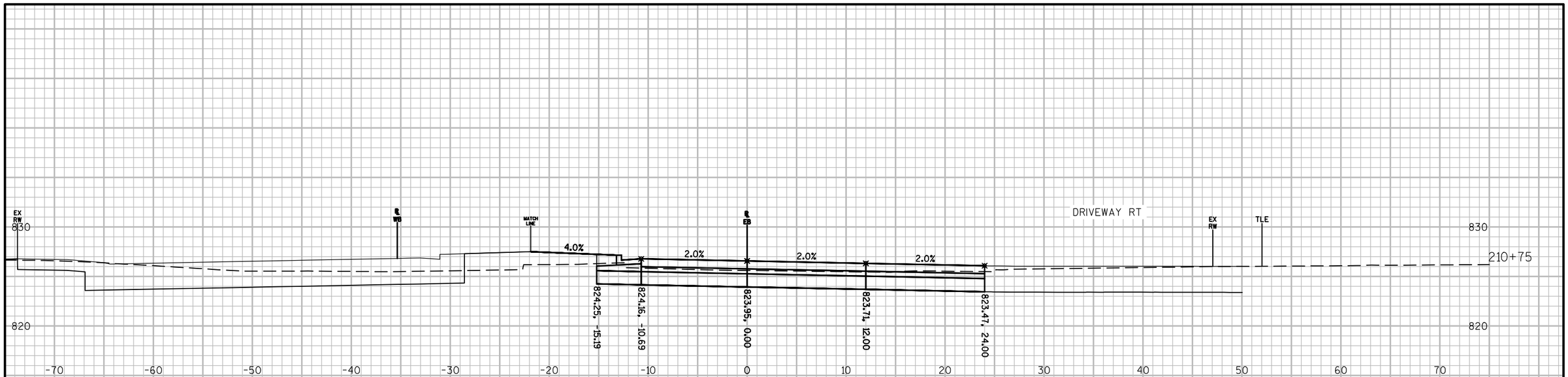
9

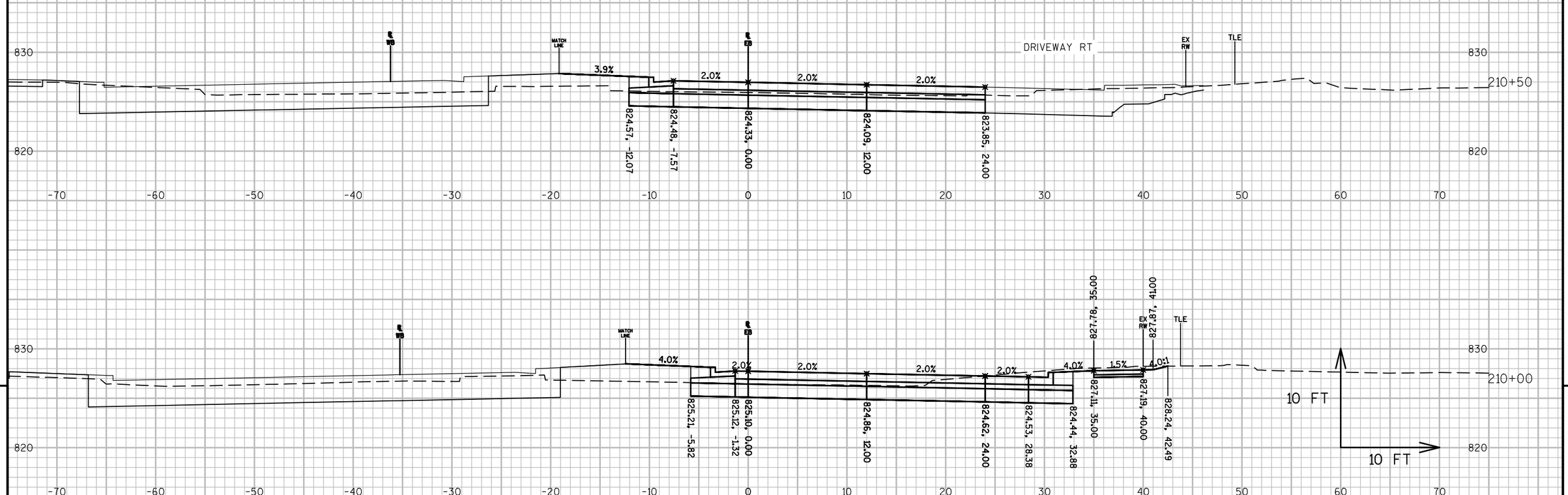
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB CTH 00	SHEET 422	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\090225-XS-EB00.DWG
LAYOUT NAME - 090232-XS

PLOT DATE : 7/21/2016 2:50 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





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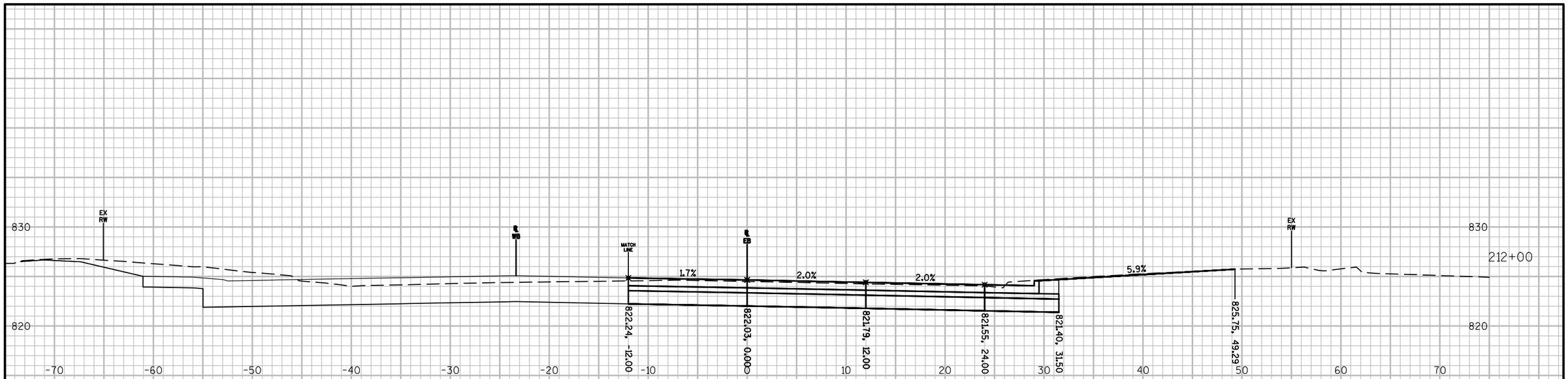
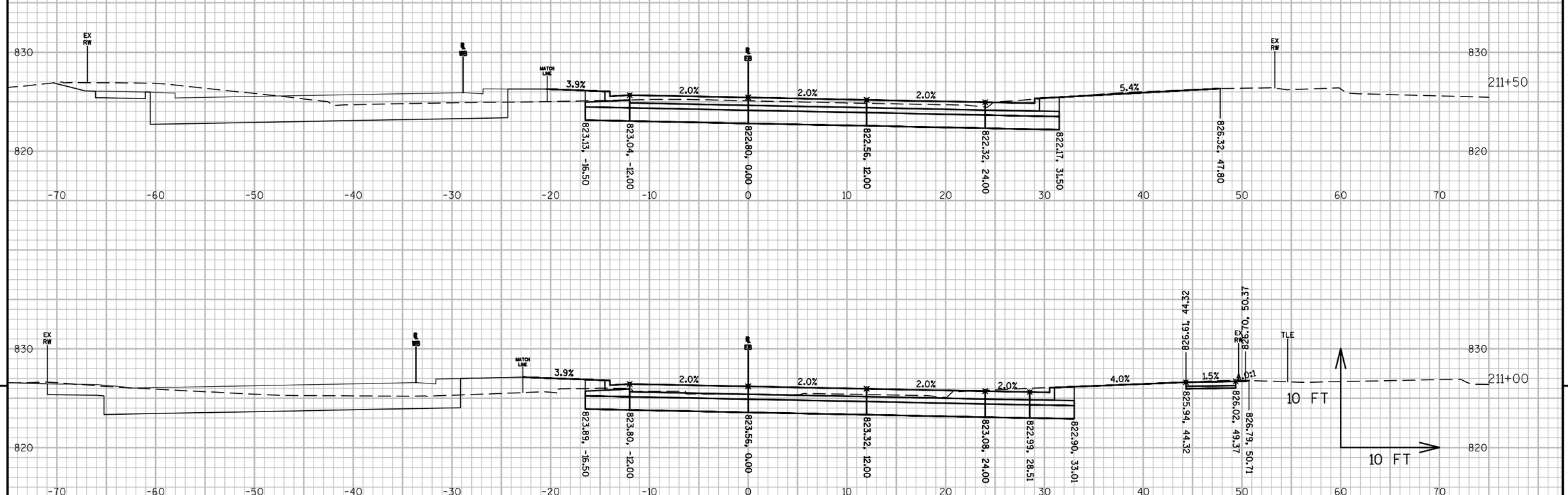
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB CTH OO	SHEET 423	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090225-XS-EBOO.DWG
LAYOUT NAME - 090233-XS

PLOT DATE : 7/21/2016 2:50 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





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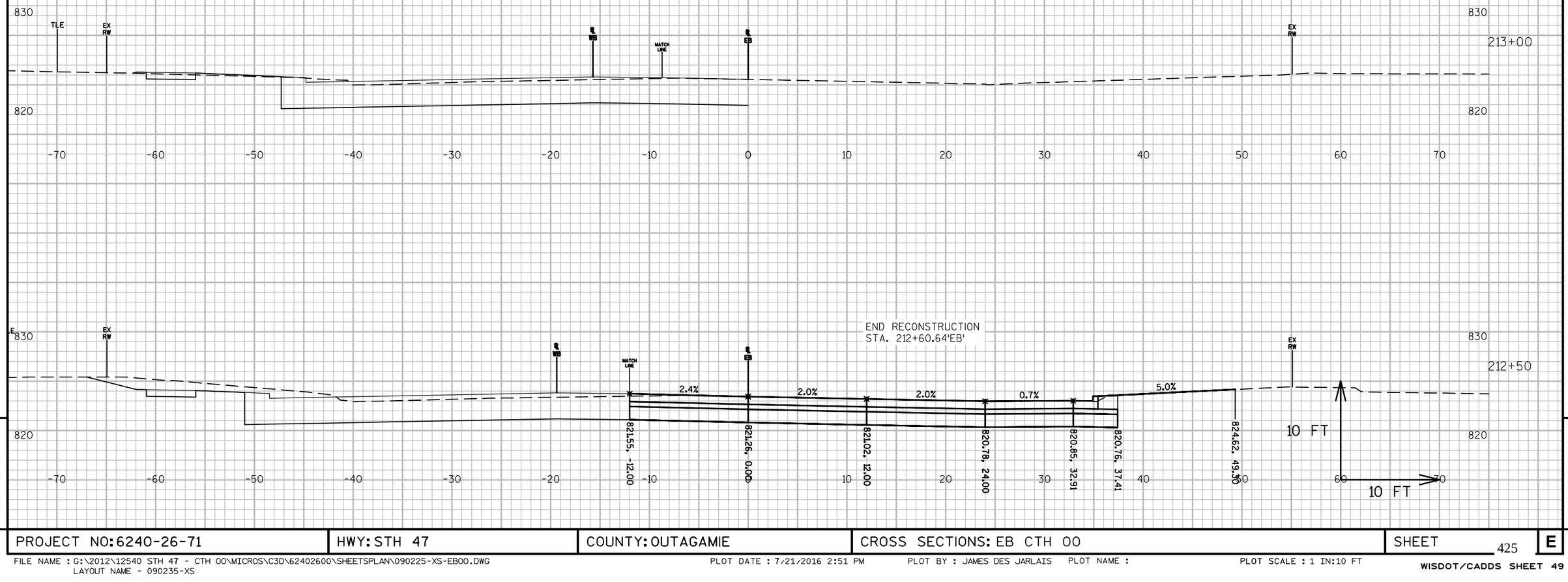
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB CTH OO	SHEET 424	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090225-XS-EBOO.DWG
LAYOUT NAME - 090234-XS

PLOT DATE : 7/21/2016 2:50 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT



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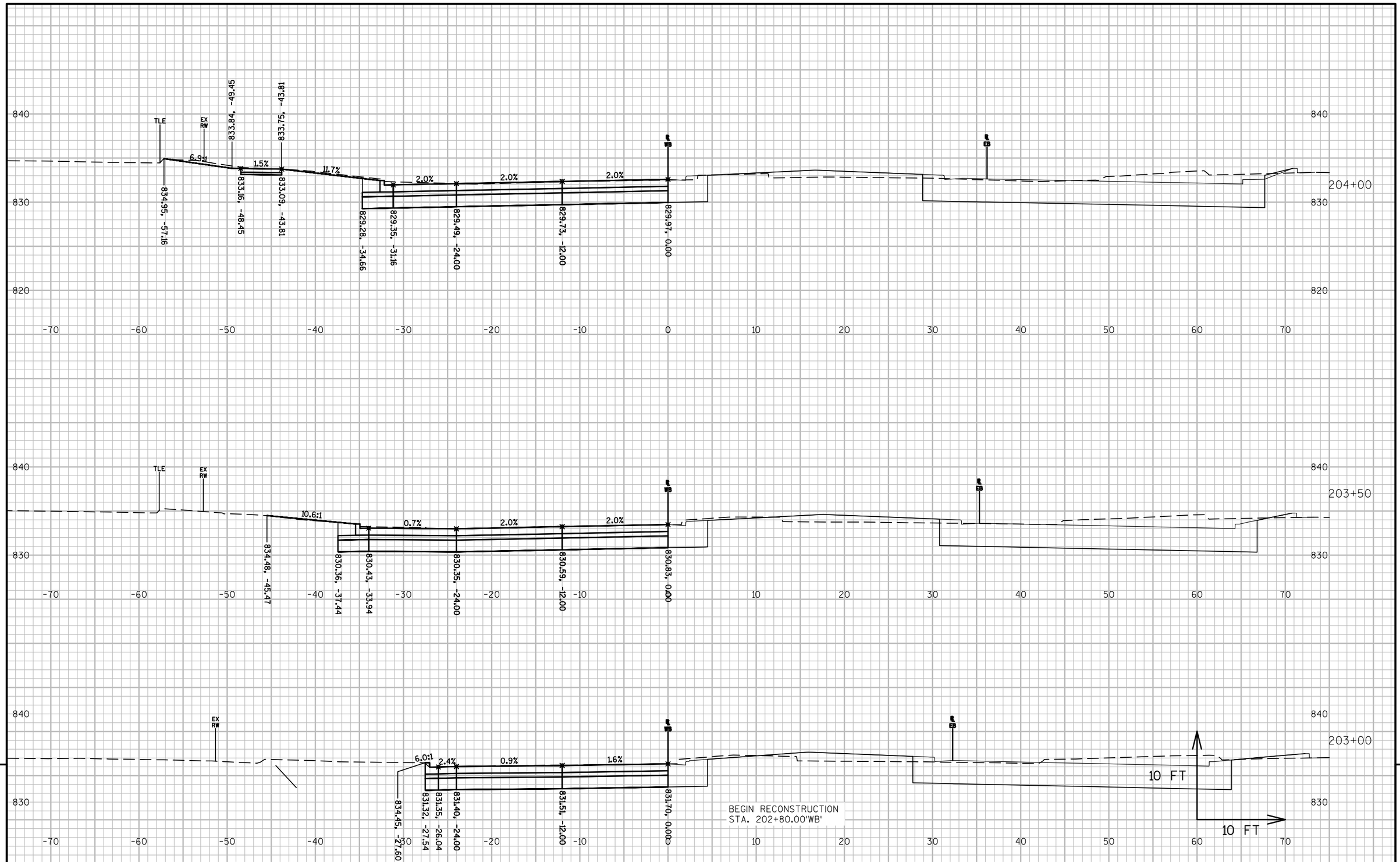
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB CTH 00	SHEET 425	E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\090225-XS-EB00.DWG
LAYOUT NAME - 090235-XS

PLOT DATE : 7/21/2016 2:51 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

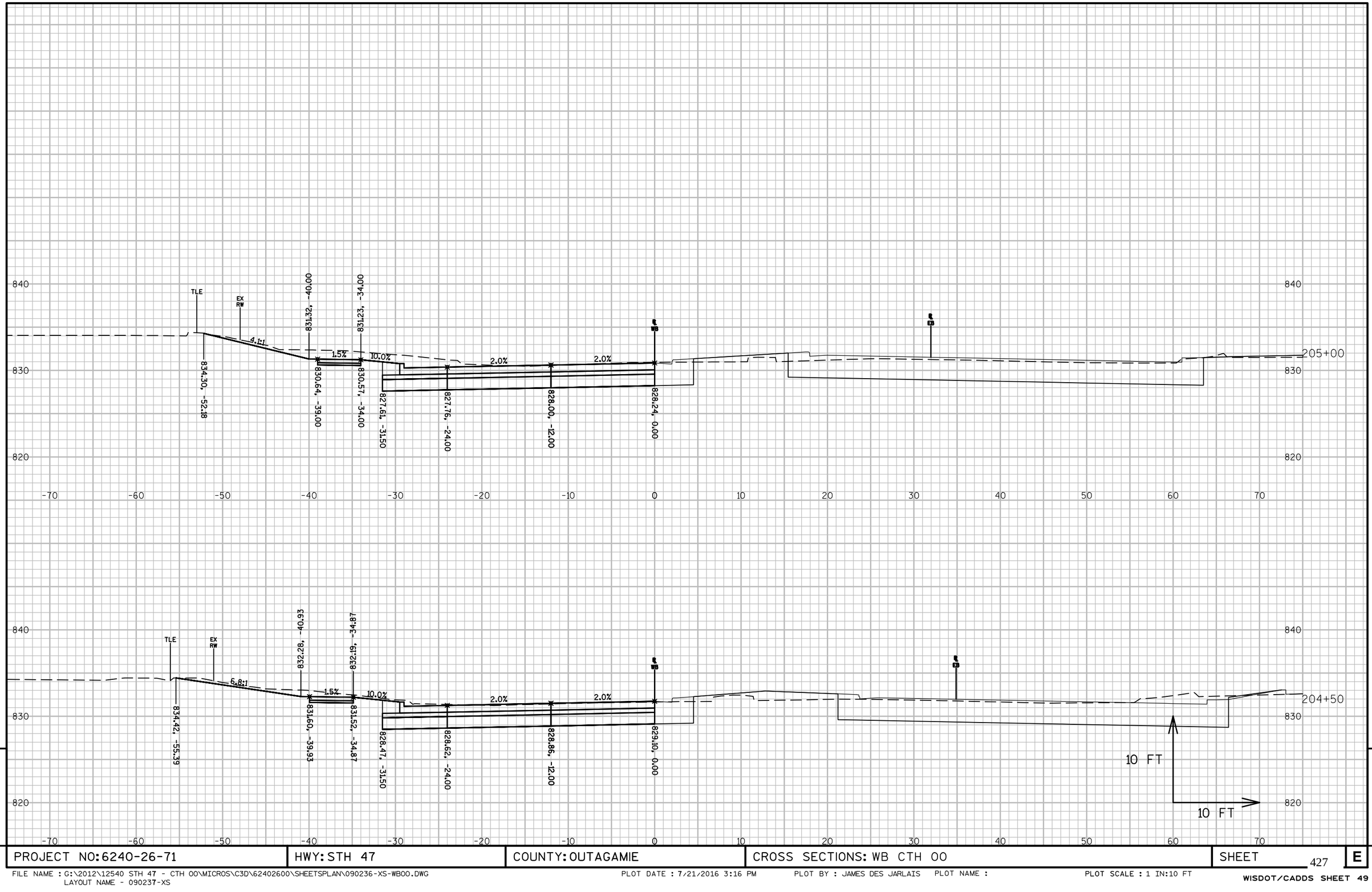


PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB CTH OO	SHEET 426	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090236-XS-WBOO.DWG
LAYOUT NAME - 090236-XS

PLOT DATE : 7/21/2016 3:16 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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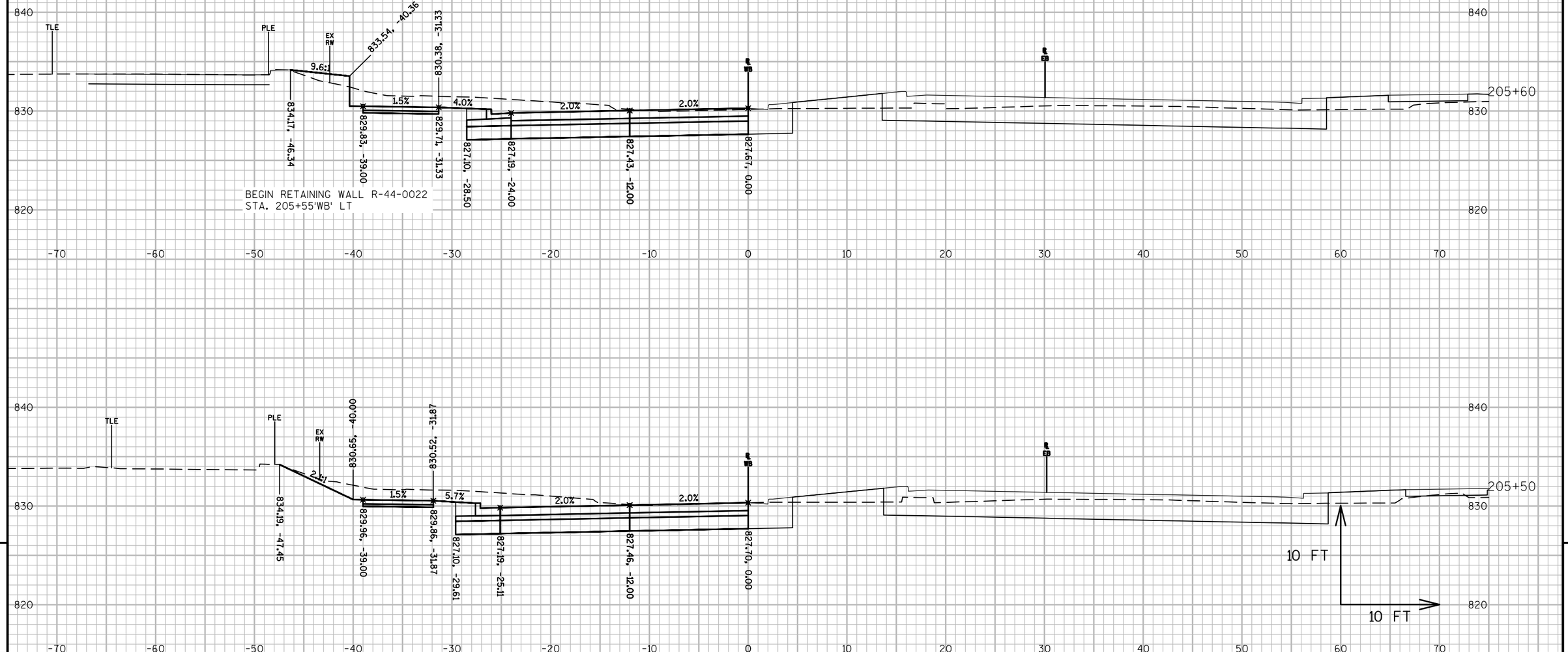
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB CTH OO	SHEET 427	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090236-XS-WBOO.DWG
LAYOUT NAME - 090237-XS

PLOT DATE : 7/21/2016 3:16 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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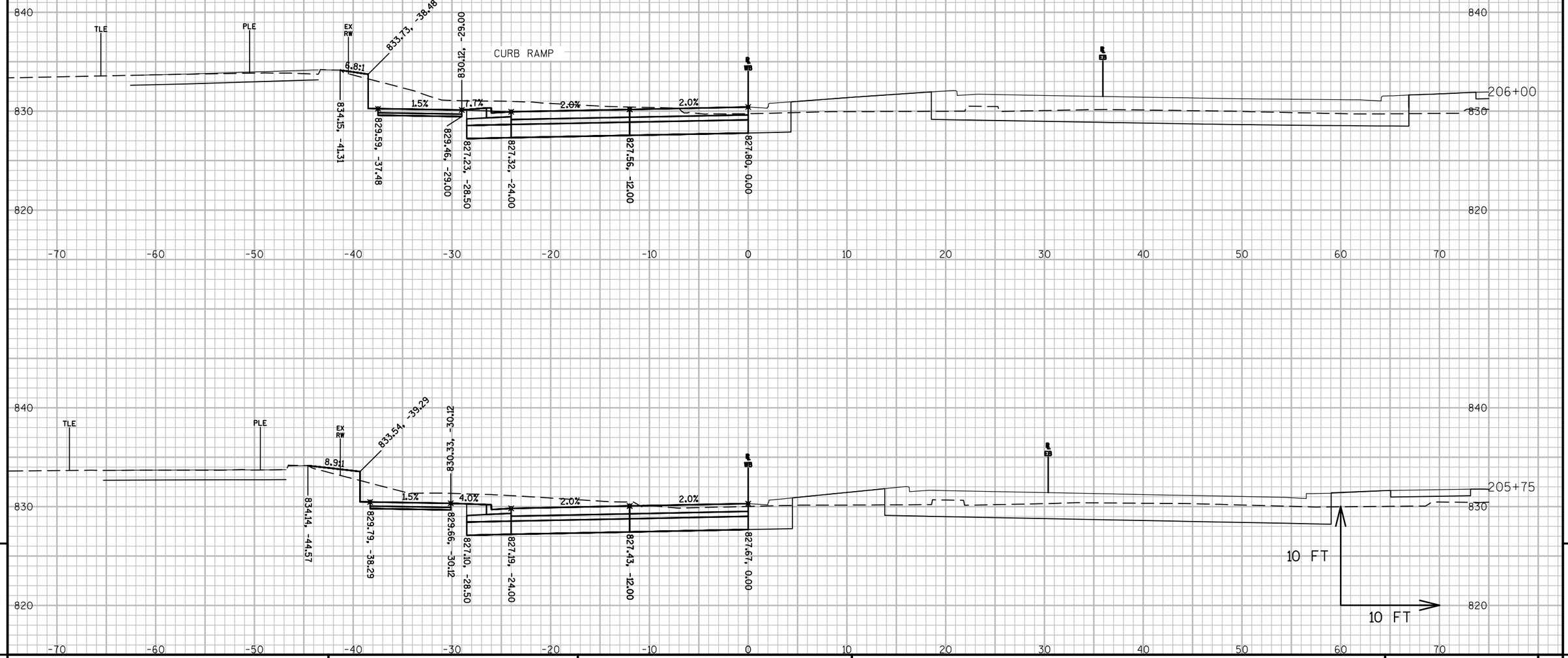
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB CTH OO	SHEET 428	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090236-XS-WBOO.DWG
LAYOUT NAME - 090238-XS

PLOT DATE : 7/21/2016 3:16 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB CTH OO	SHEET 429	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090236-XS-WBOO.DWG
LAYOUT NAME - 090239-XS

PLOT DATE : 7/21/2016 3:16 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

STA. 206+50'WB' TO 208+50'WB' -
SEE ROUNDABOUT CROSS SECTIONS

840
830
820

TLE
EX RW
831.54, -38.00
831.41, -29.00
4.0%
1.5%
16.2%
0.8%
1.0%
℄ WB
℄ EB
206+50
830.86, -37.00
831.99, -39.81
830.74, -29.00
827.91, -28.50
828.00, -24.00
828.10, -12.00
828.22, 0.00

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

END RETAINING WALL R-44-0022
STA. 206+44.79'WB' LT

TLE
PLE
EX RW
834.58, -48.63
834.18, -38.63
829.62, -1.91
3.8%
4.0%
1.5%
0.2%
1.4%
2.0%
℄ WB
℄ EB
206+25
834.21, -58.23
830.07, -37.63
829.94, -29.00
827.52, -28.50
827.64, -24.00
827.77, -12.00
828.01, 0.00

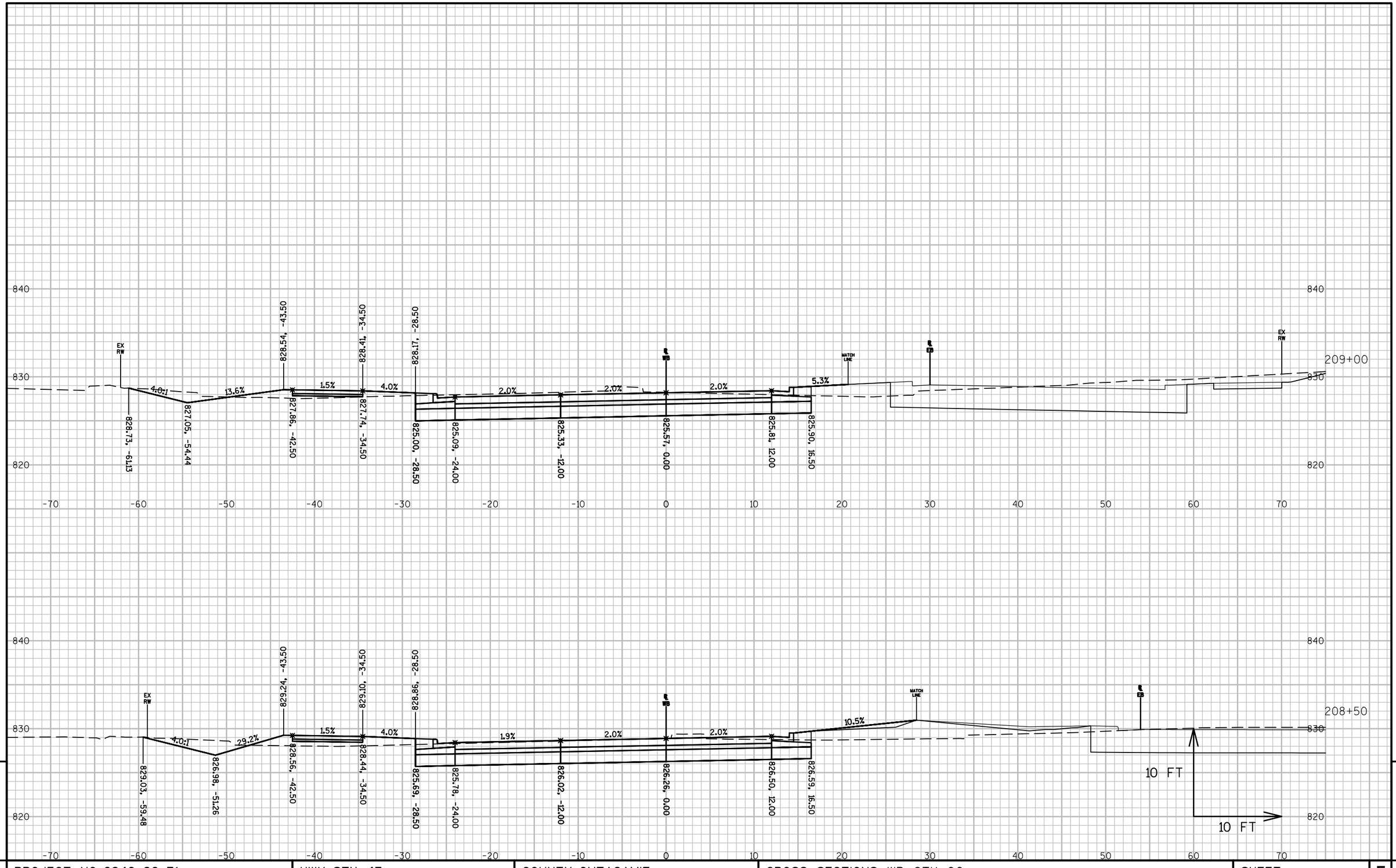
10 FT
10 FT

840
830
820

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9 9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB CTH OO	SHEET 430	E



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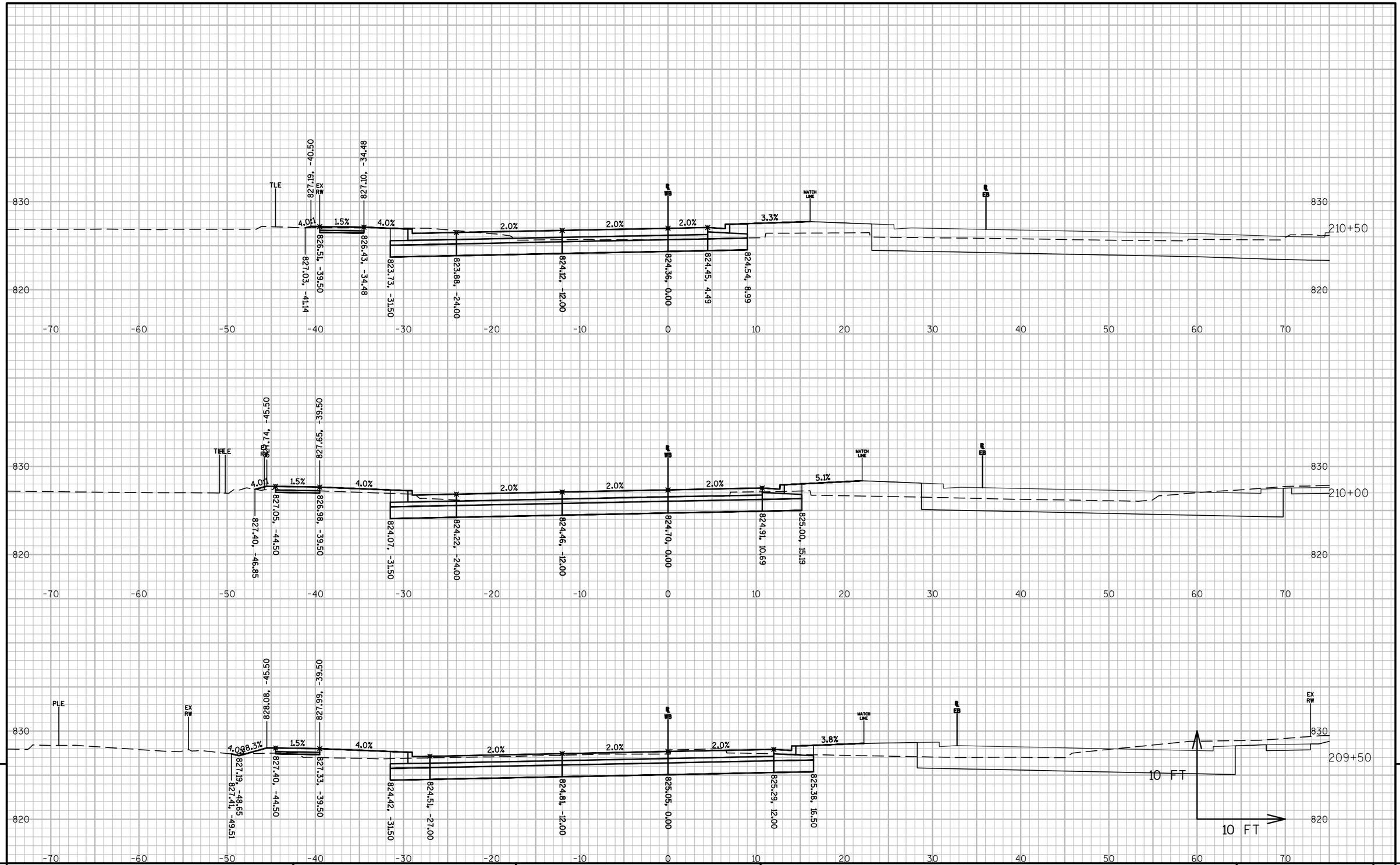
9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB CTH OO	SHEET 431	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090236-XS-WB00.DWG
LAYOUT NAME - 090241-XS

PLOT DATE : 7/21/2016 3:16 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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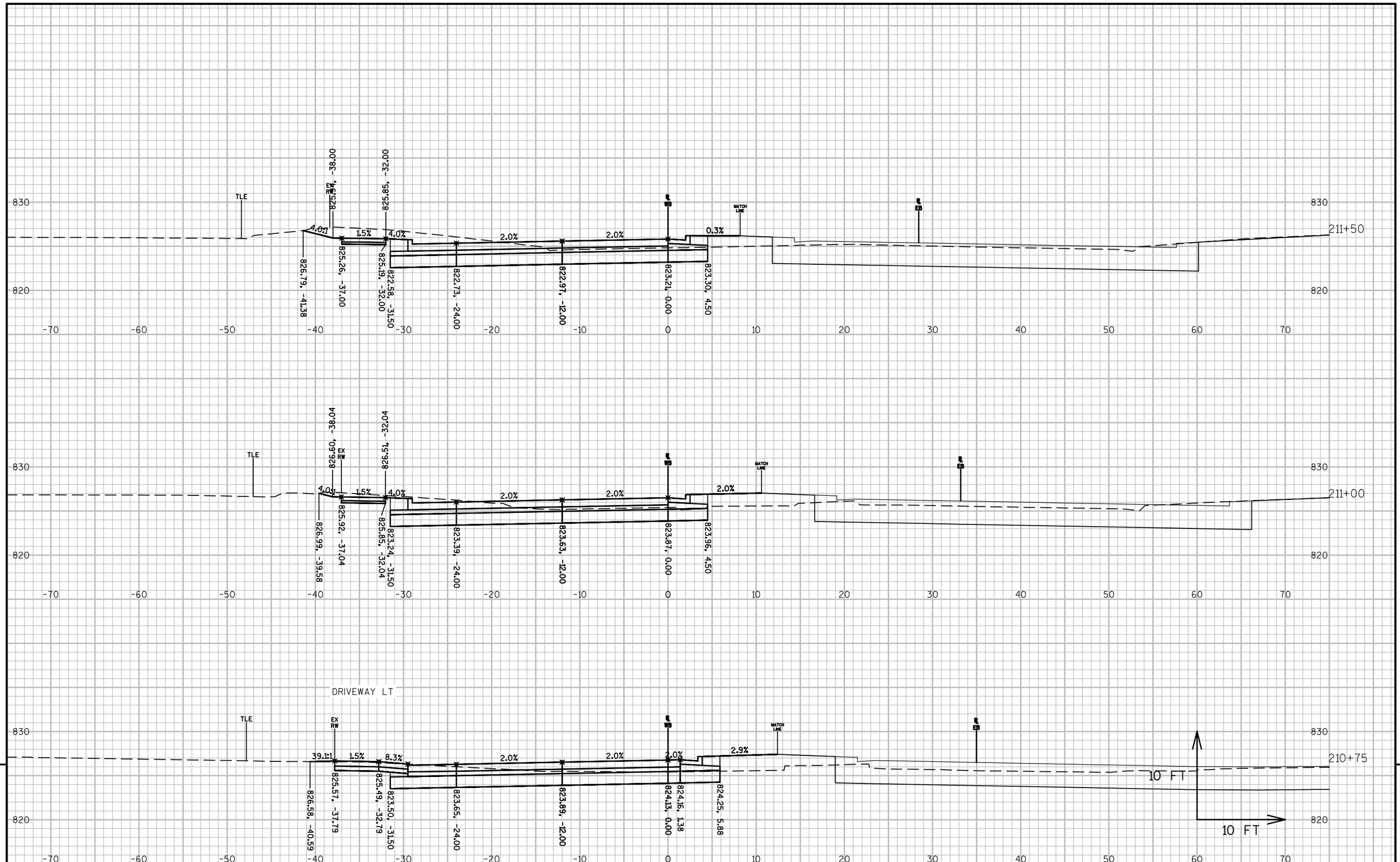
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB CTH OO	SHEET 432	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090236-XS-WBOO.DWG
LAYOUT NAME - 090242-XS

PLOT DATE : 7/21/2016 3:17 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

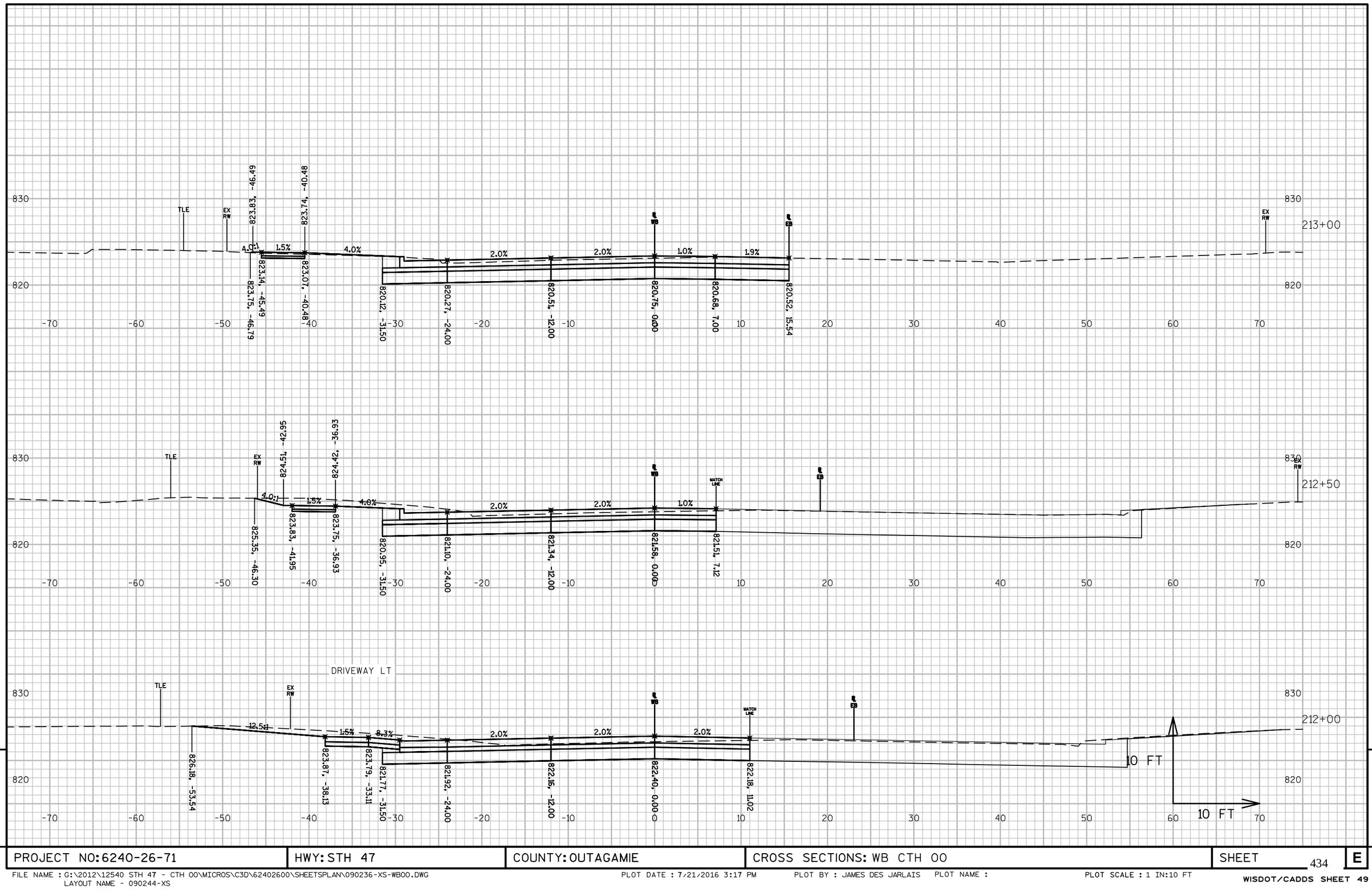


PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB CTH OO	SHEET 433	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090236-XS-WBOO.DWG
LAYOUT NAME - 090243-XS

PLOT DATE : 7/21/2016 3:17 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB CTH OO	SHEET 434	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090236-XS-WBOO.DWG
LAYOUT NAME - 090244-XS

PLOT DATE : 7/21/2016 3:17 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

END RECONSTRUCTION
STA. 214+27.80'WB'

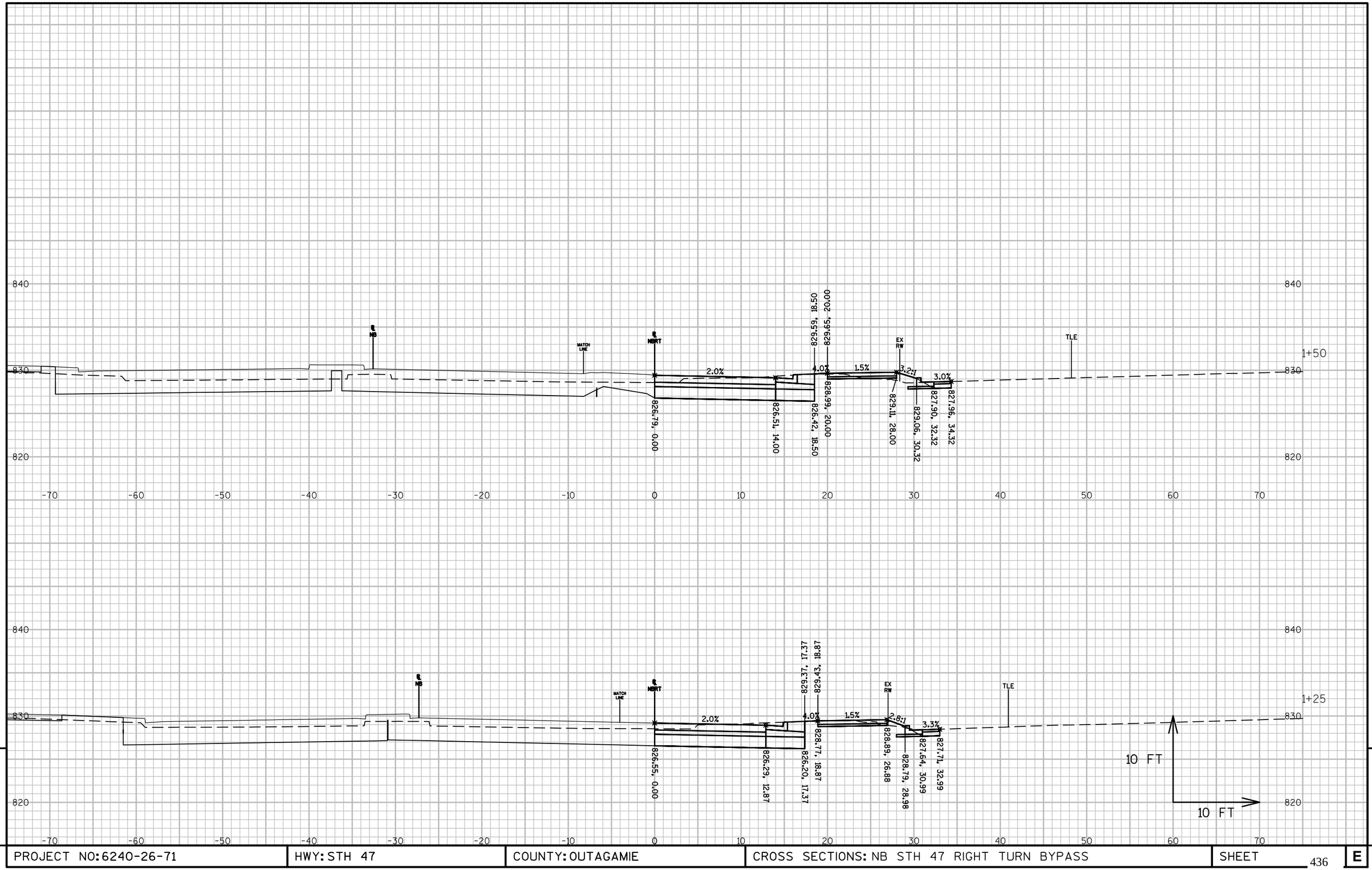
EX RW
821.85, -34.23
4.0:1
821.83, -34.30
818.48, -31.23
818.57, -26.73
2.0%
818.86, -12.00
2.0%
℄ WB
819.10, 0.00
2.0%
819.24, 7.00
3.2%
℄ EB
819.02, 14.00
EX RW
214+00

DRIVEWAY LT
TLE
EX RW
823.14, -44.51
822.03, -44.51
6.8%
819.30, -31.50
819.39, -27.00
2.0%
819.69, -12.00
2.0%
℄ WB
819.93, 0.00
0.0%
819.93, 7.00
1.9%
℄ EB
819.79, 14.01
EX RW
213+50

10 FT
10 FT

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB CTH OO	SHEET 435	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090236-XS-WBOO.DWG
LAYOUT NAME - 090245-XS
PLOT DATE : 7/21/2016 3:17 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

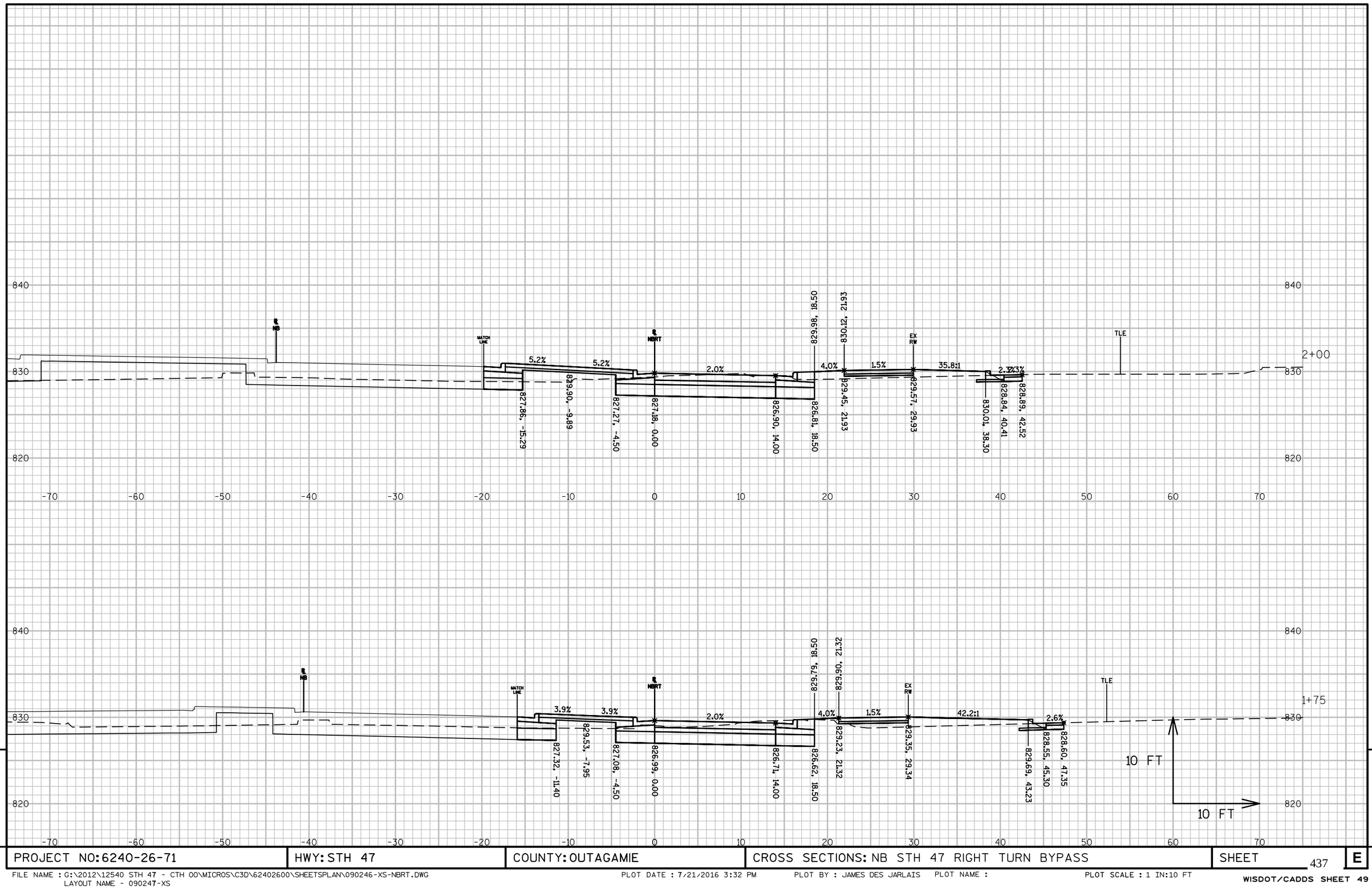


PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47 RIGHT TURN BYPASS	SHEET 436 E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090246-XS-NBRT.DWG
LAYOUT NAME - 090246-XS

PLOT DATE : 7/21/2016 3:32 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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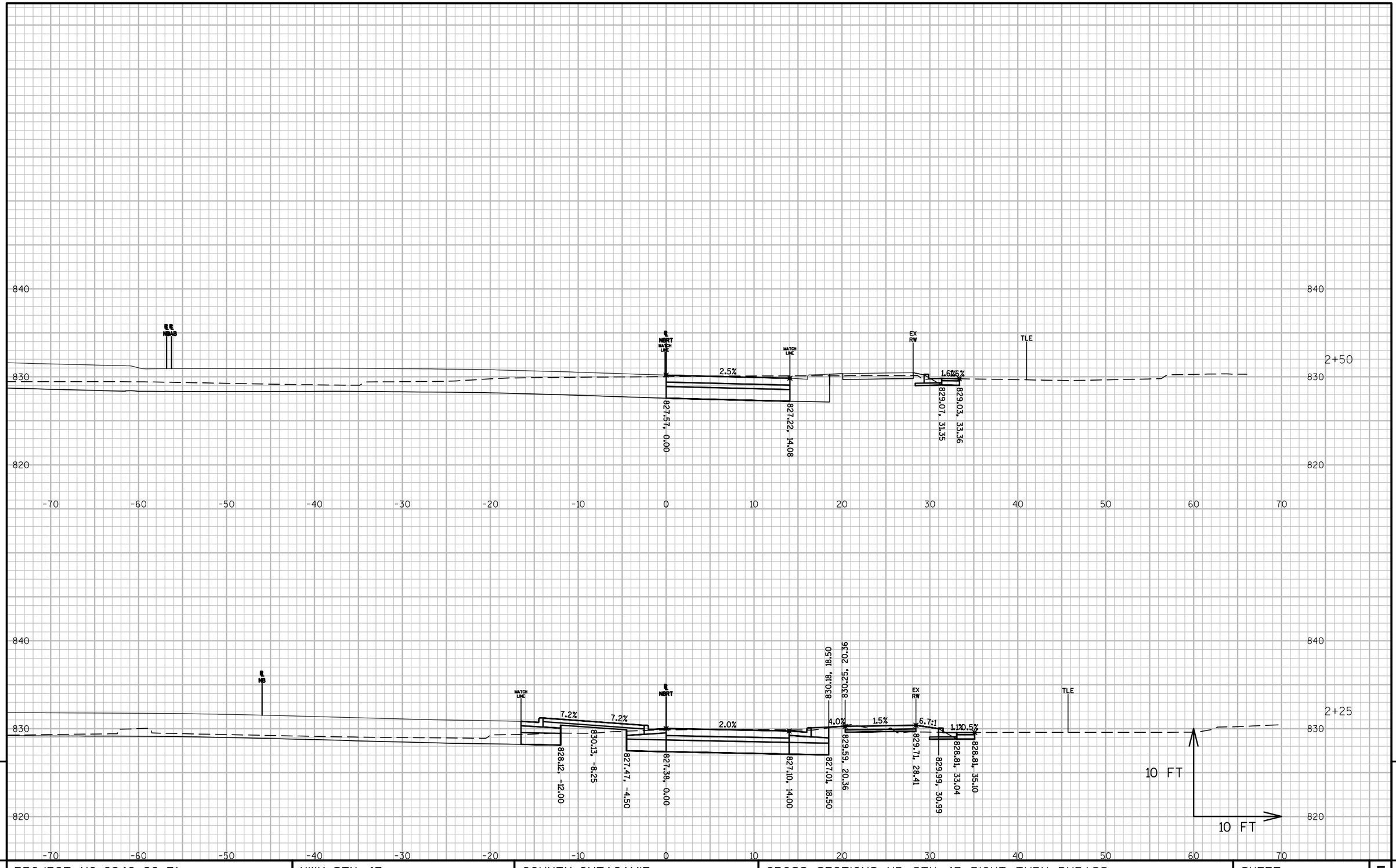
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47 RIGHT TURN BYPASS	SHEET 437	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090246-XS-NBRT.DWG
LAYOUT NAME - 090247-XS

PLOT DATE : 7/21/2016 3:32 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

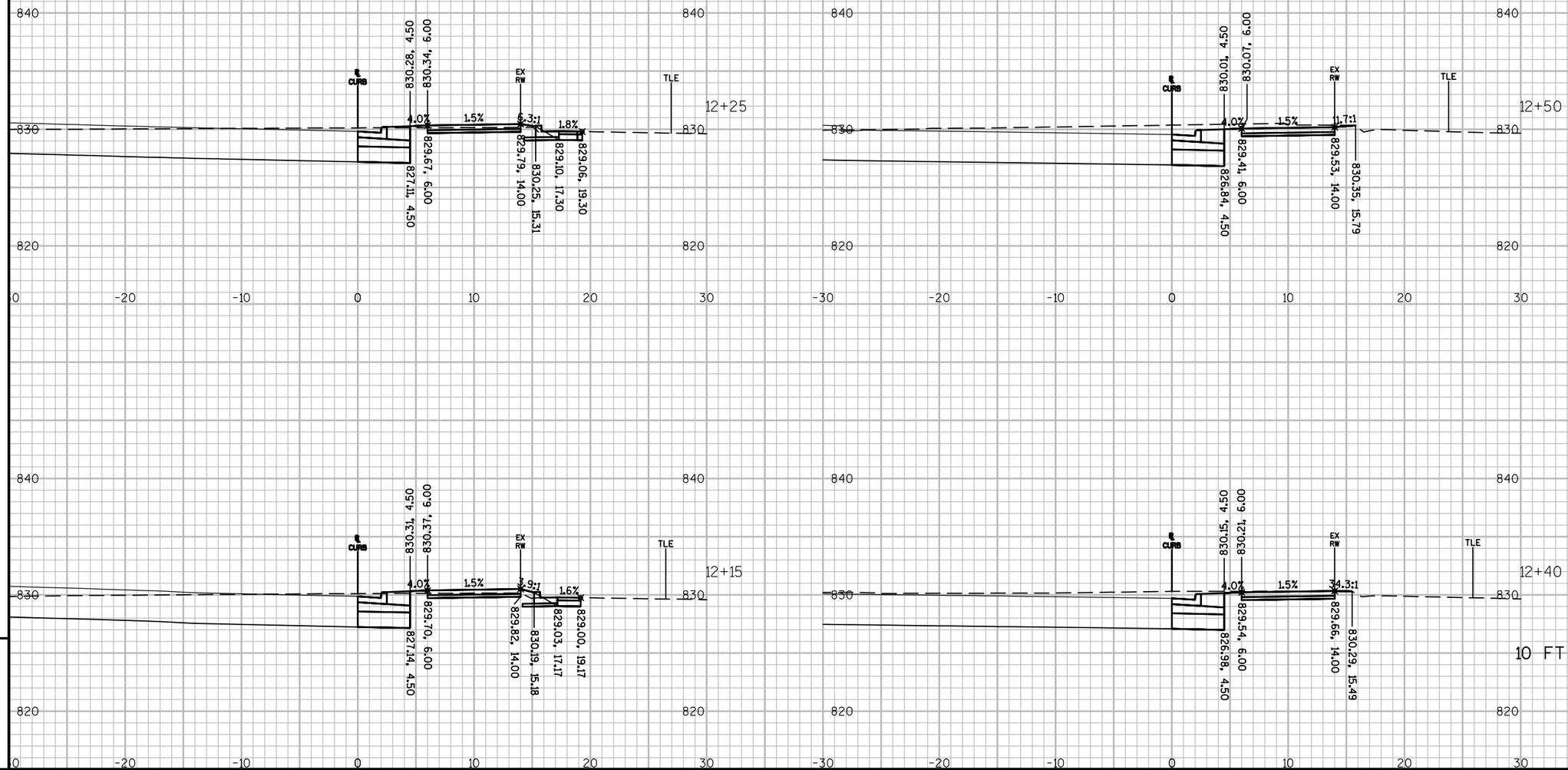
WISDOT/CADDS SHEET 49



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB STH 47 RIGHT TURN BYPASS	SHEET 438	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090246-XS-NBRT.DWG
LAYOUT NAME - 090248-XS

PLOT DATE : 7/21/2016 3:32 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT



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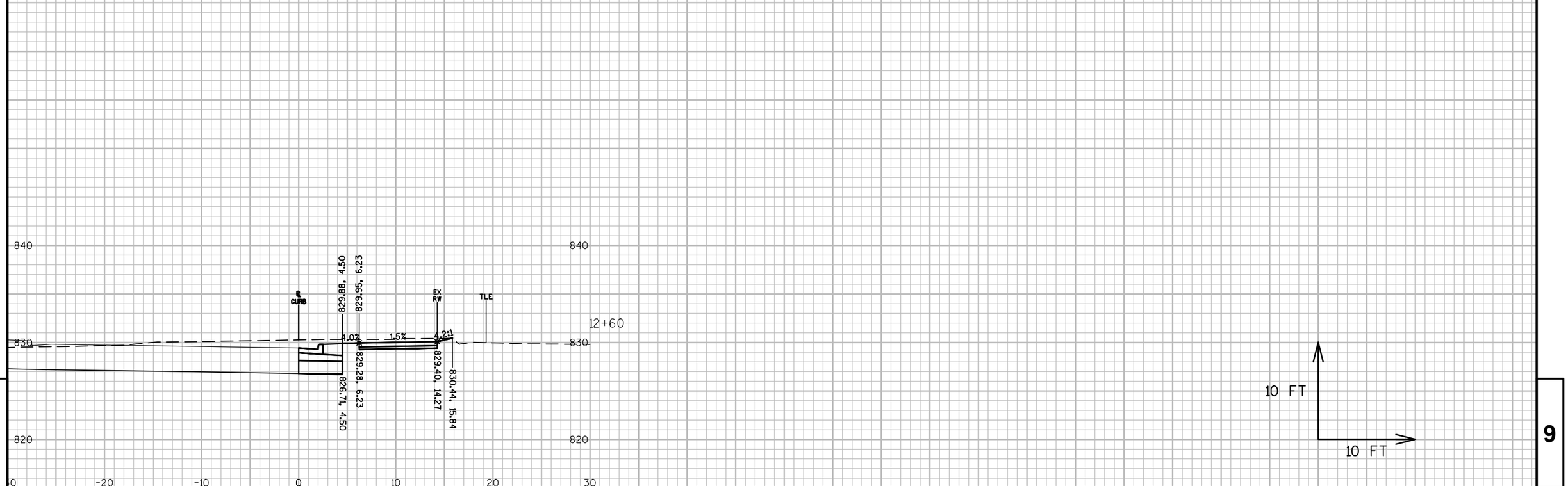
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: SE CURB	SHEET 439	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090249-XS-CURBS.DWG
LAYOUT NAME - 090249-XS

PLOT DATE : 8/24/2016 10:07 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

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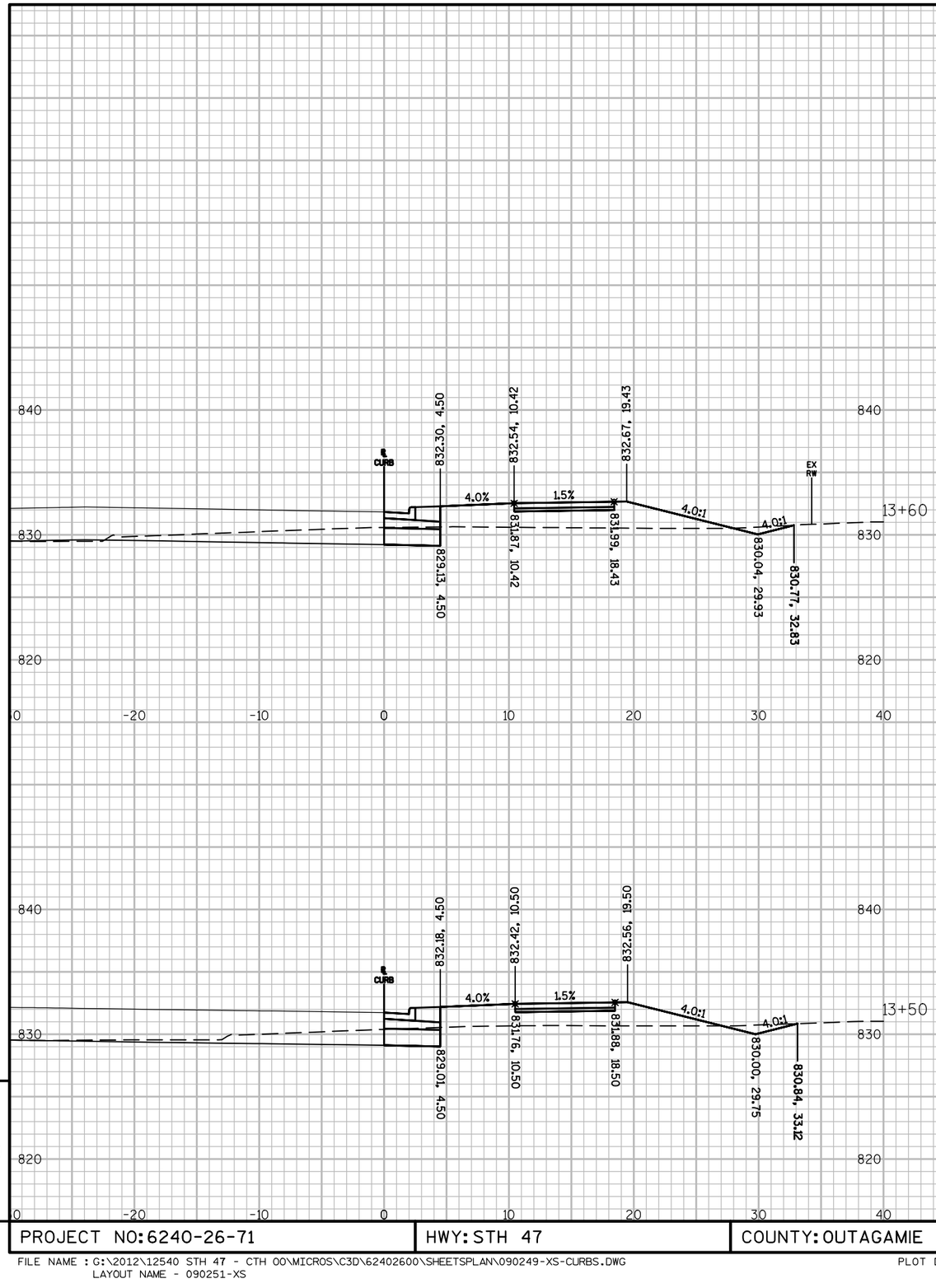
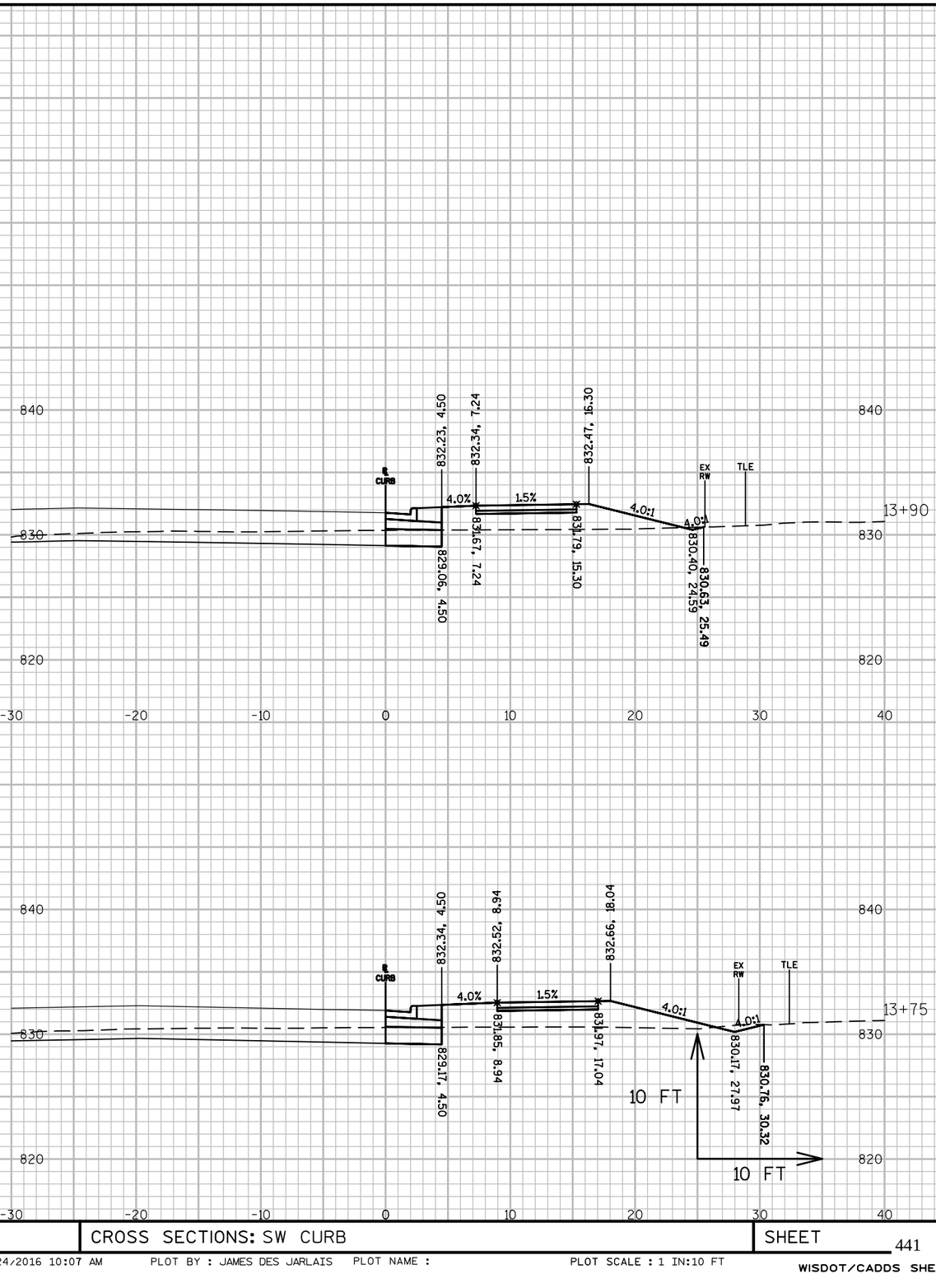
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: SE CURB	SHEET 440	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090249-XS-CURBS.DWG
LAYOUT NAME - 090250-XS

PLOT DATE : 8/24/2016 10:07 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





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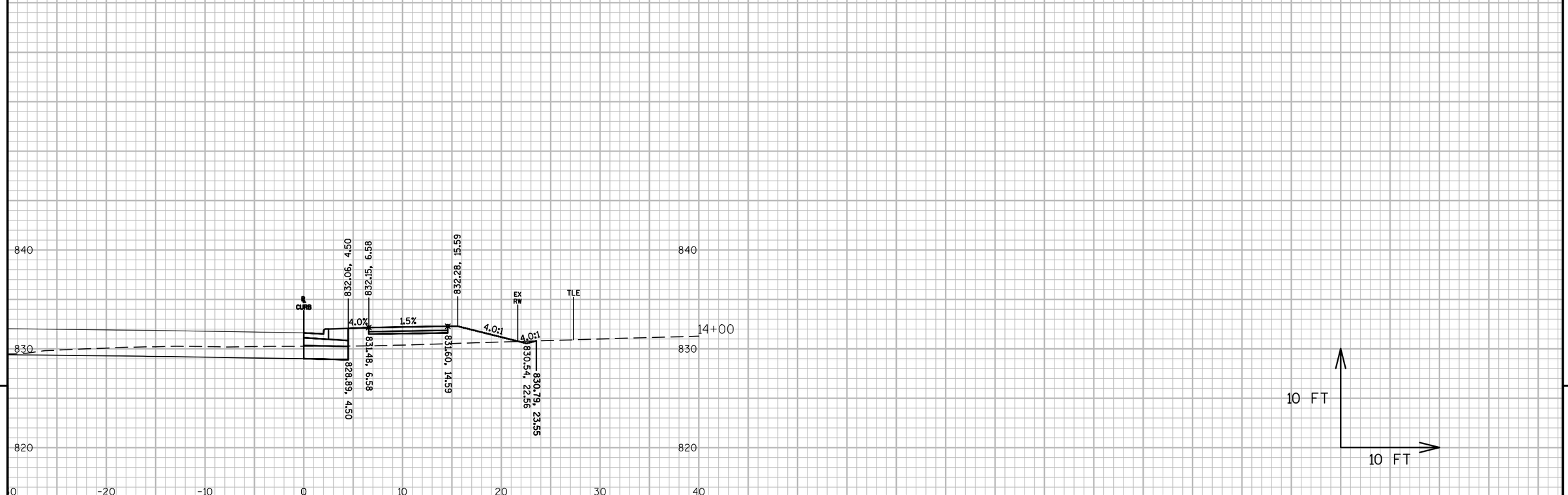
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: SW CURB	SHEET 441	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090249-XS-CURBS.DWG
LAYOUT NAME - 090251-XS

PLOT DATE : 8/24/2016 10:07 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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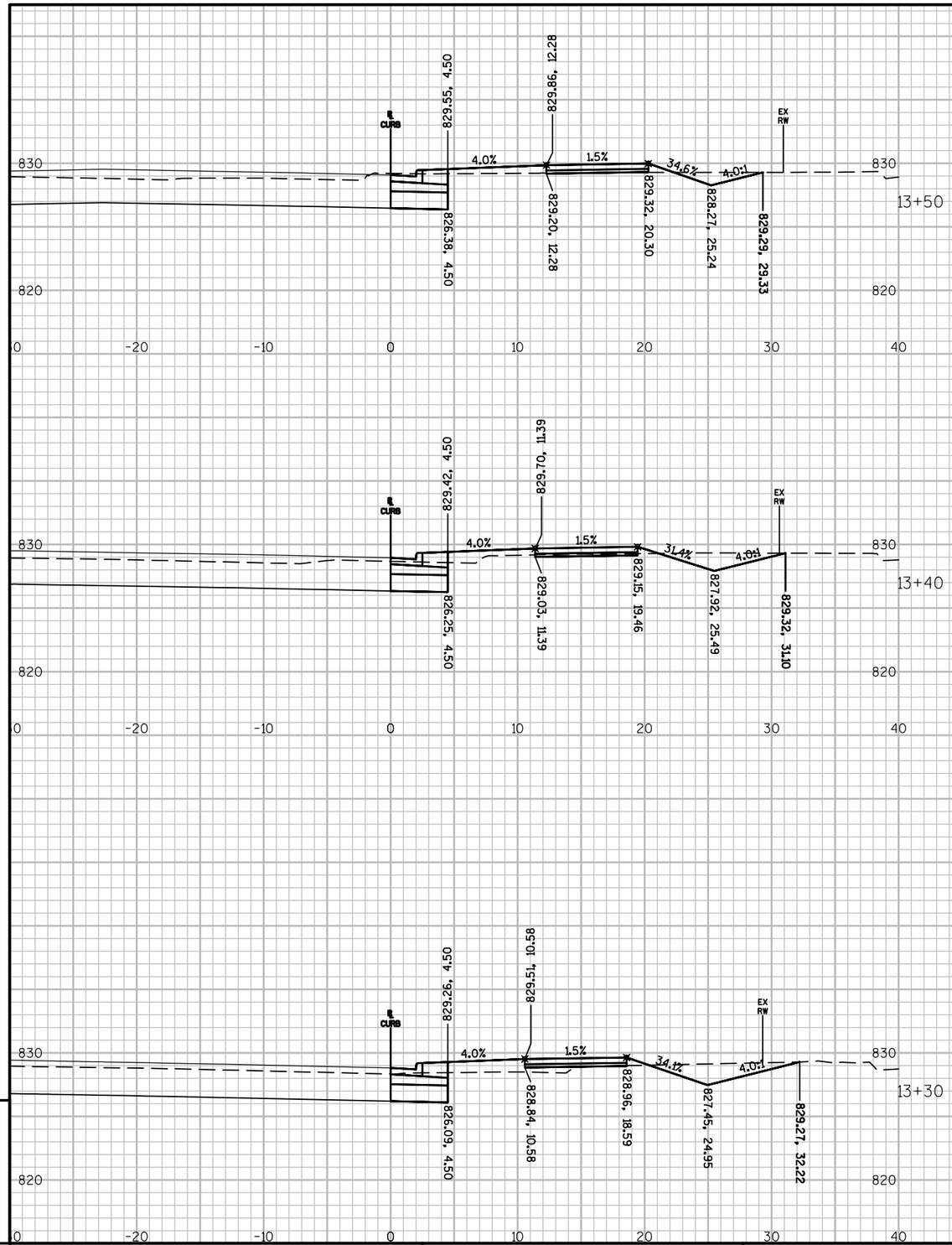
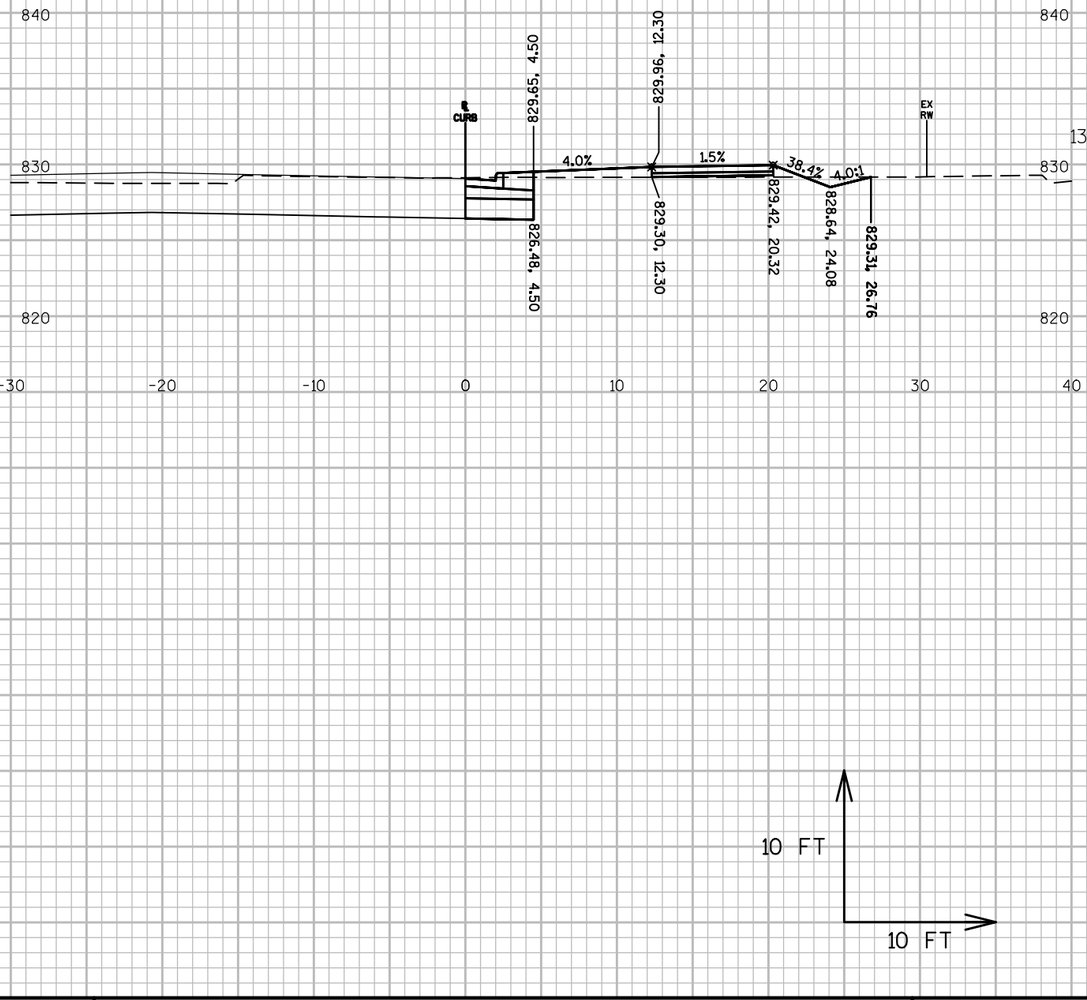
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: SW CURB	SHEET 442	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090249-XS-CURBS.DWG
LAYOUT NAME - 090252-XS

PLOT DATE : 8/24/2016 10:07 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





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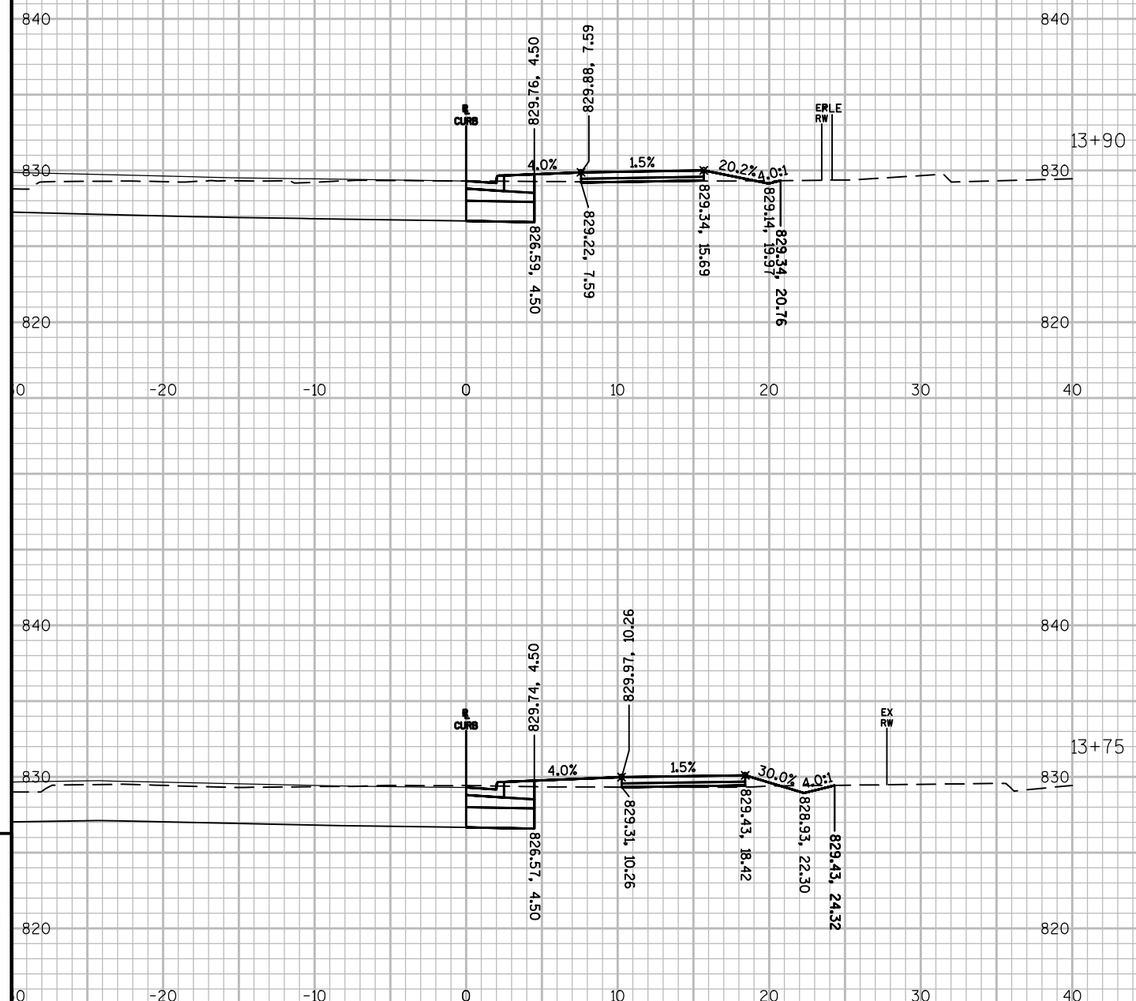
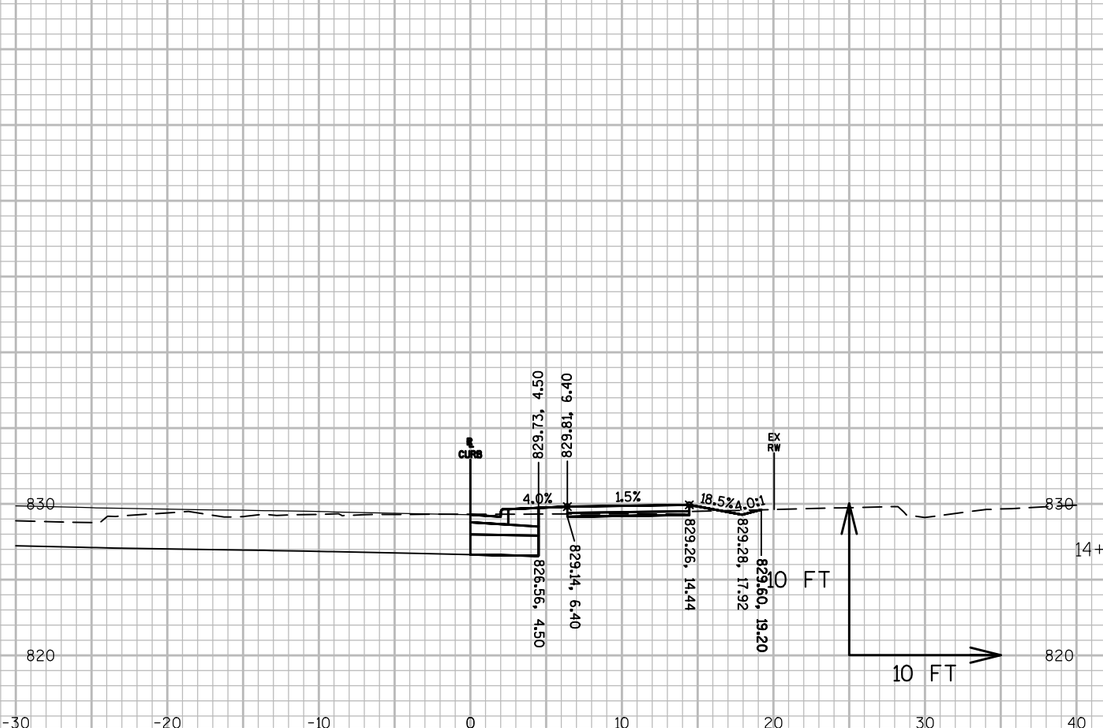
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NE CURB	SHEET 443	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090249-XS-CURBS.DWG
LAYOUT NAME - 090253-XS

PLOT DATE : 8/24/2016 10:07 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





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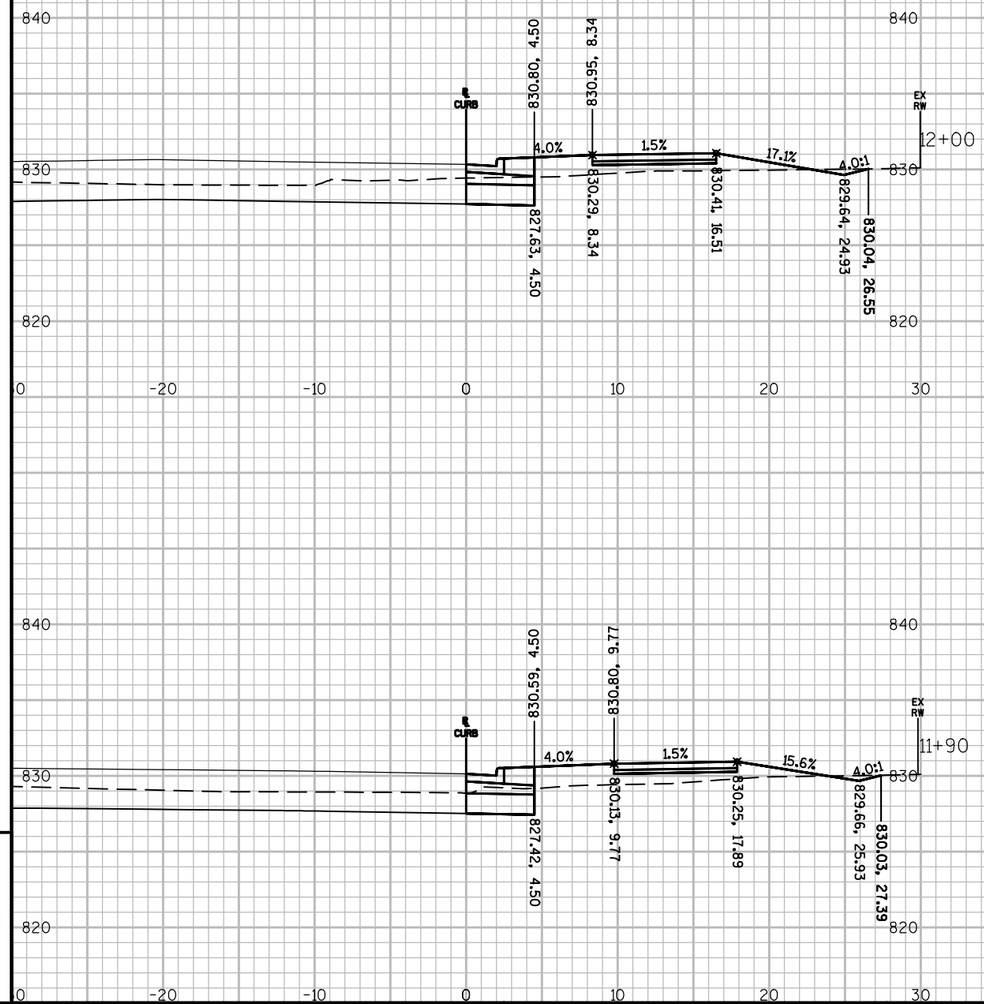
9

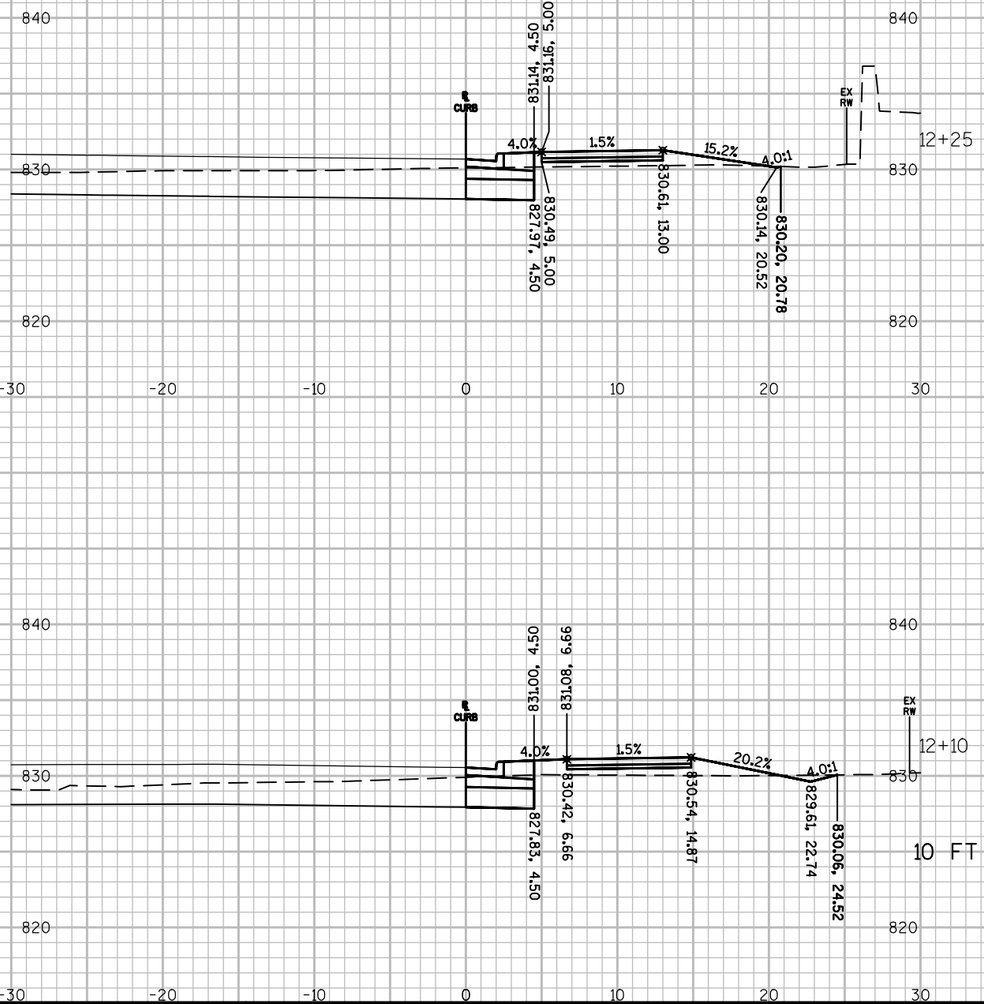
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NE CURB	SHEET 444	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090249-XS-CURBS.DWG
LAYOUT NAME - 090254-XS

PLOT DATE : 8/24/2016 10:07 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





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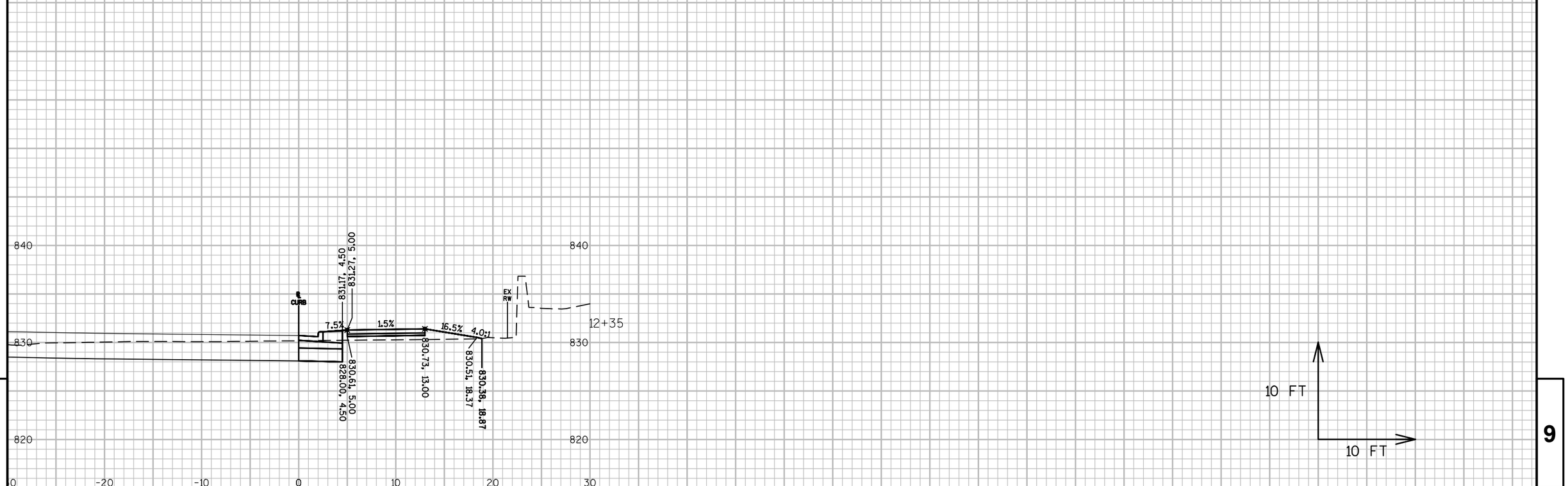
9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NW CURB	SHEET 445	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090249-XS-CURBS.DWG
LAYOUT NAME - 090255-XS

PLOT DATE : 8/24/2016 10:08 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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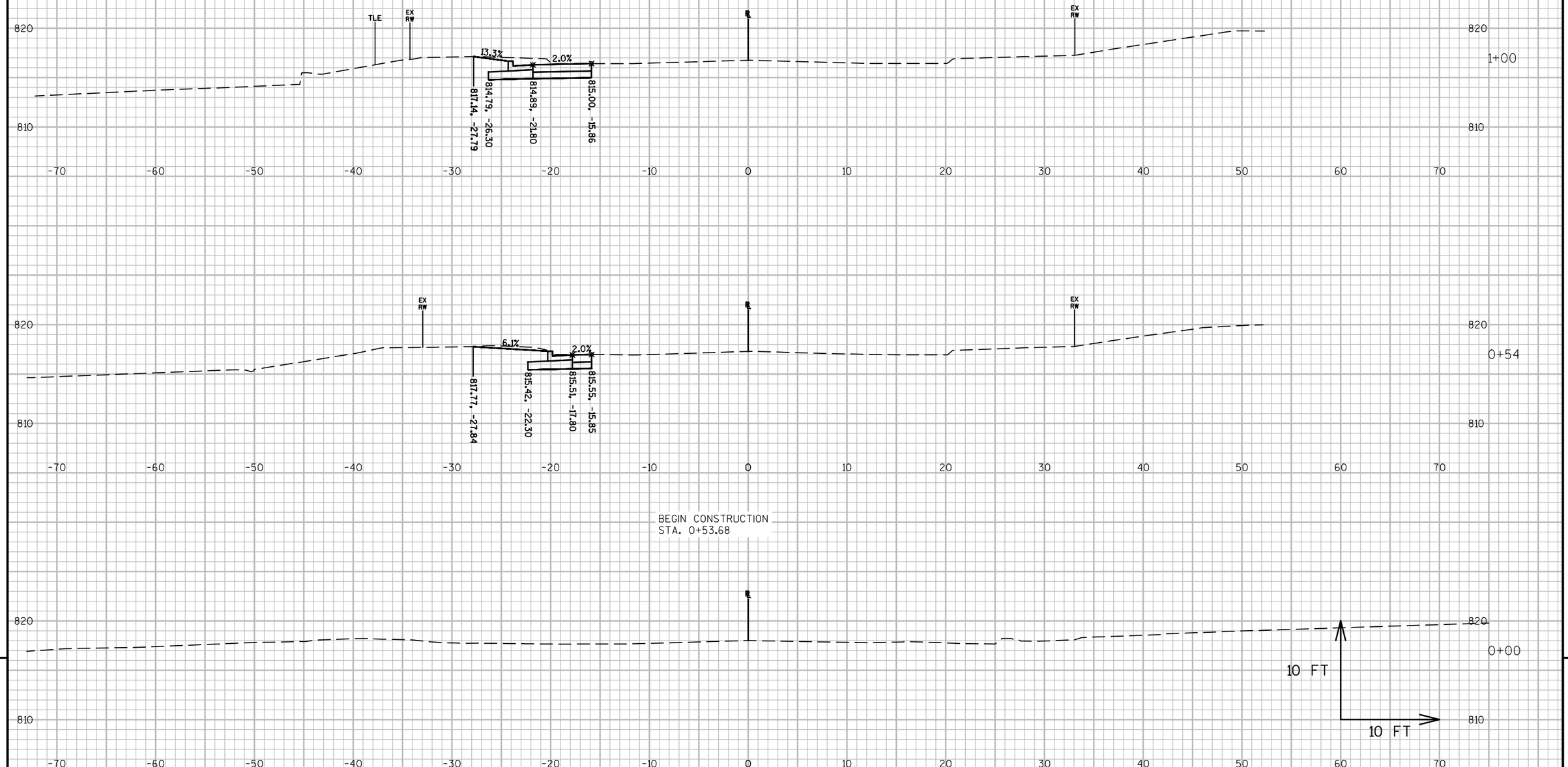
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: NW CURB	SHEET 446	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090249-XS-CURBS.DWG
LAYOUT NAME - 090256-XS

PLOT DATE : 8/24/2016 10:08 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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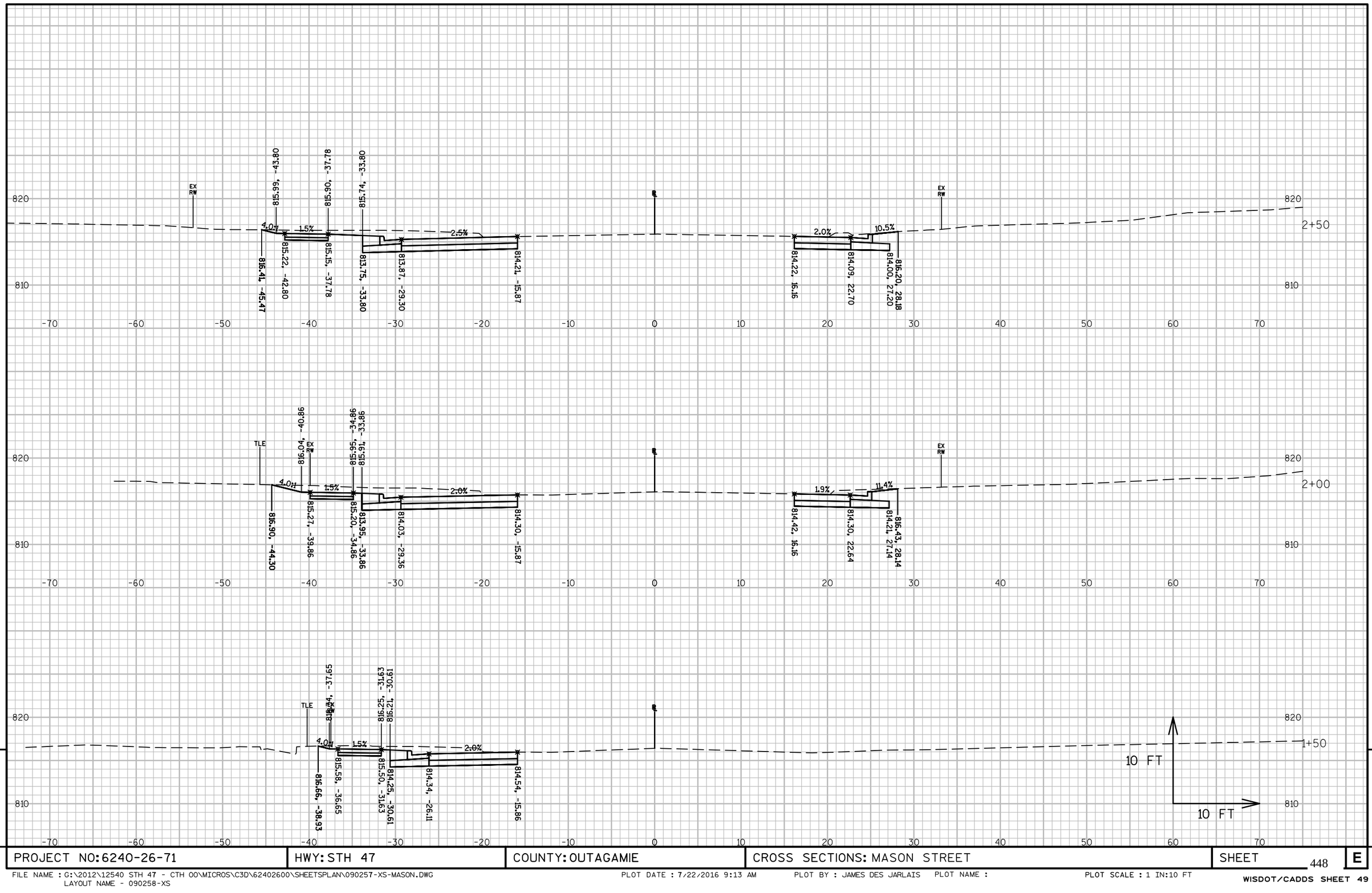
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: MASON STREET	SHEET 447	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090257-XS-MASON.DWG
LAYOUT NAME - 090257-XS

PLOT DATE : 7/22/2016 9:13 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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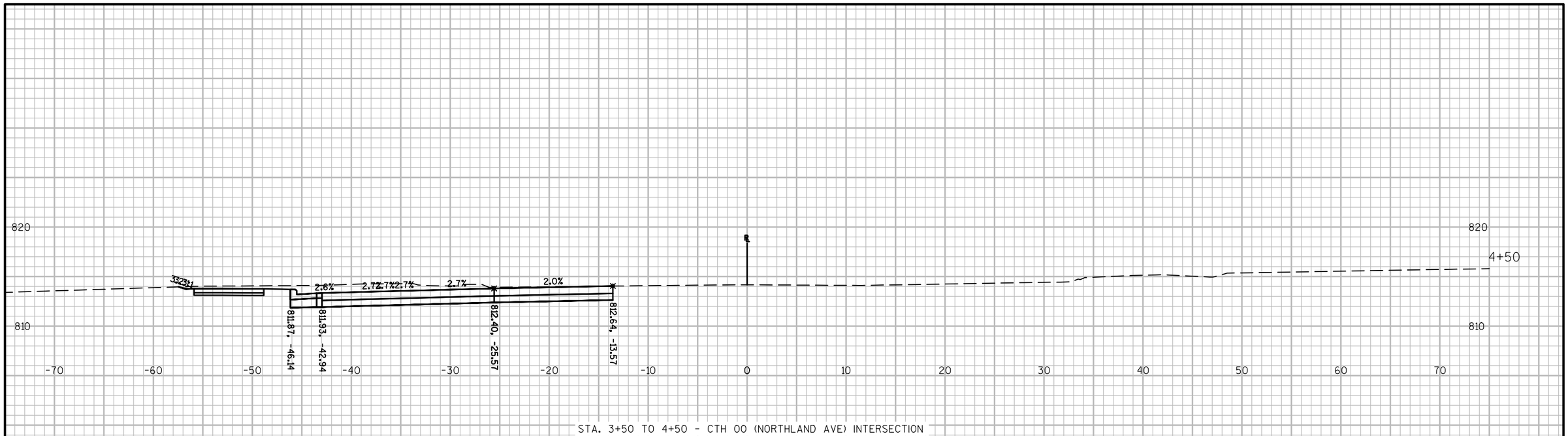
9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: MASON STREET	SHEET 448	E

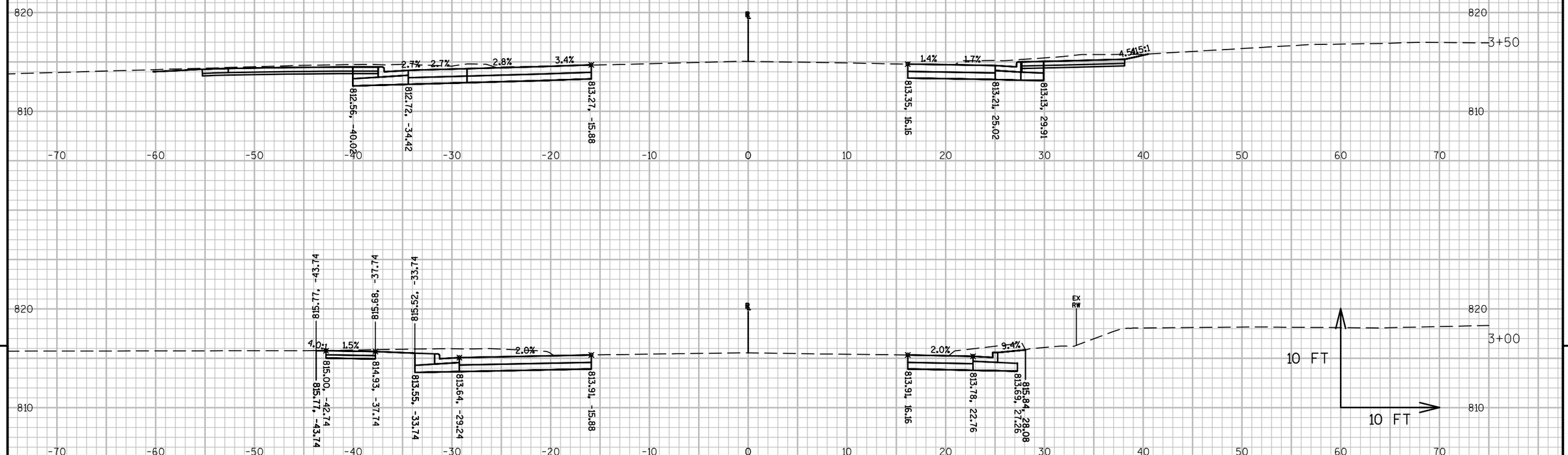
FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090257-XS-MASON.DWG
LAYOUT NAME - 090258-XS

PLOT DATE : 7/22/2016 9:13 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

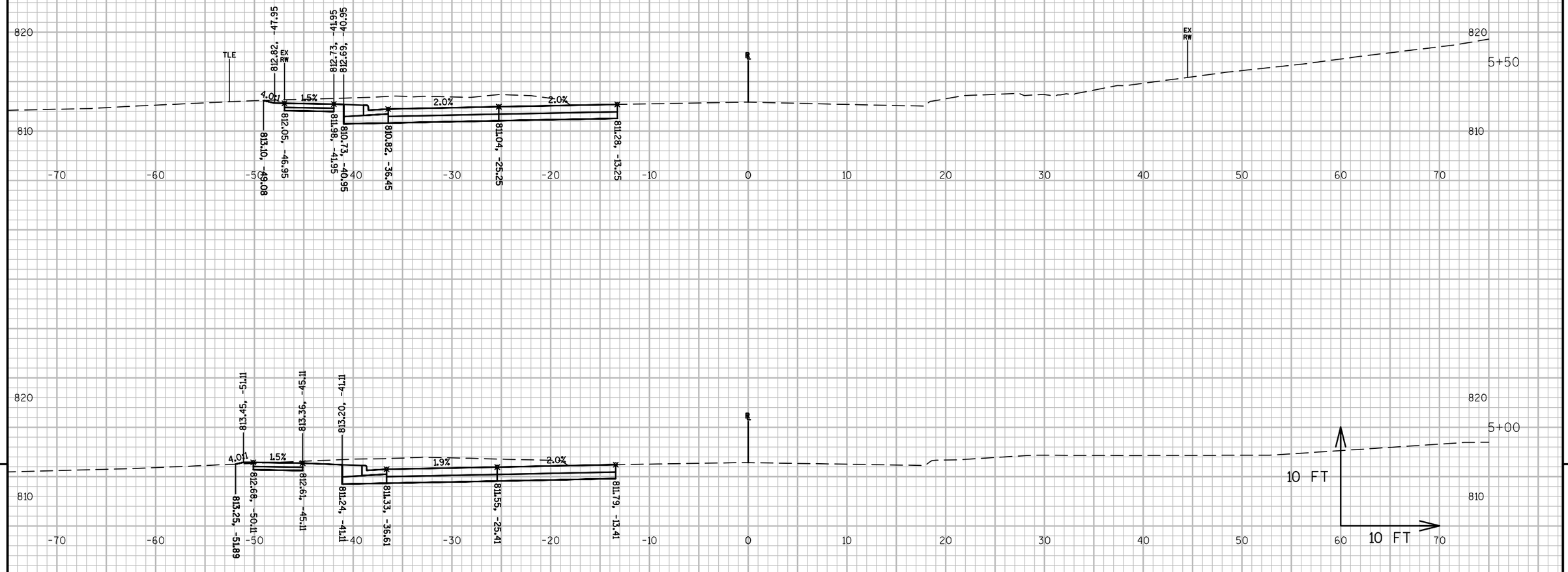


STA. 3+50 TO 4+50 - CTH 00 (NORTHLAND AVE) INTERSECTION



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: MASON STREET	SHEET 449 E

FILE NAME : G:\2012\12540 STH 47 - CTH 00\MICROS\C3D\62402600\SHEETSPLAN\090257-XS-MASON.DWG
LAYOUT NAME - 090259-XS
PLOT DATE : 7/22/2016 9:13 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



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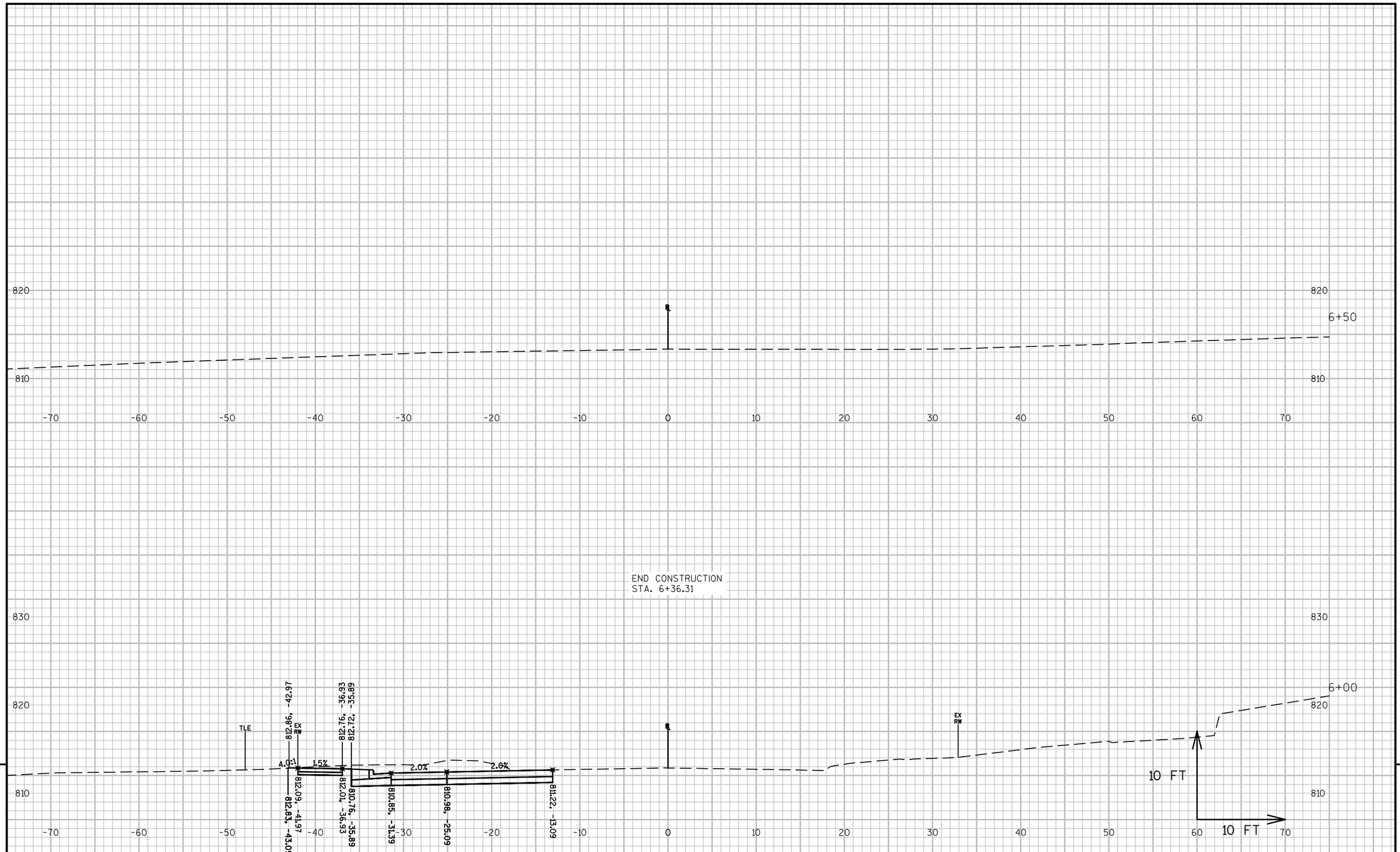
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: MASON STREET	SHEET 450	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090257-XS-MASON.DWG
LAYOUT NAME - 090260-XS

PLOT DATE : 7/22/2016 9:13 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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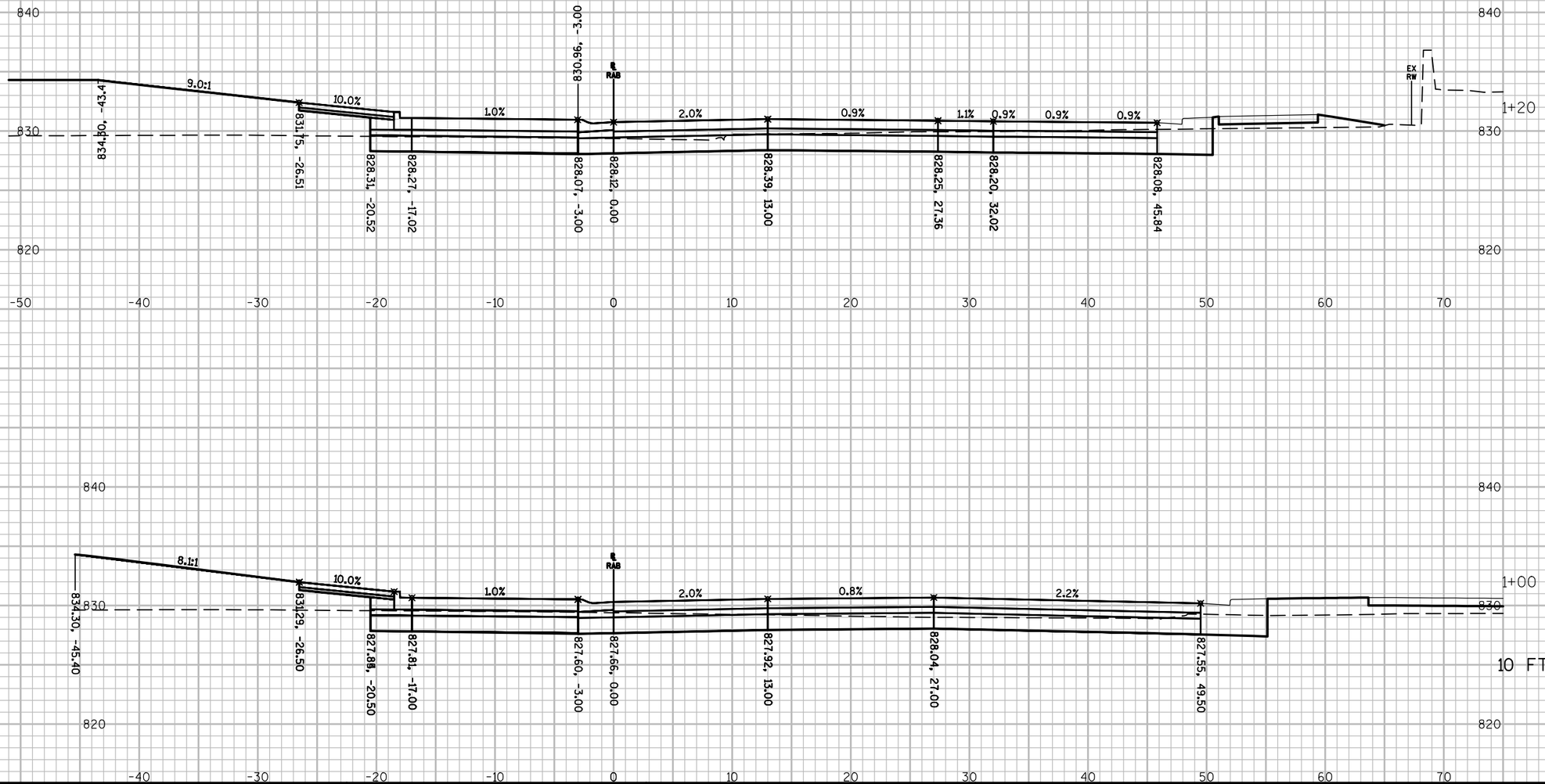
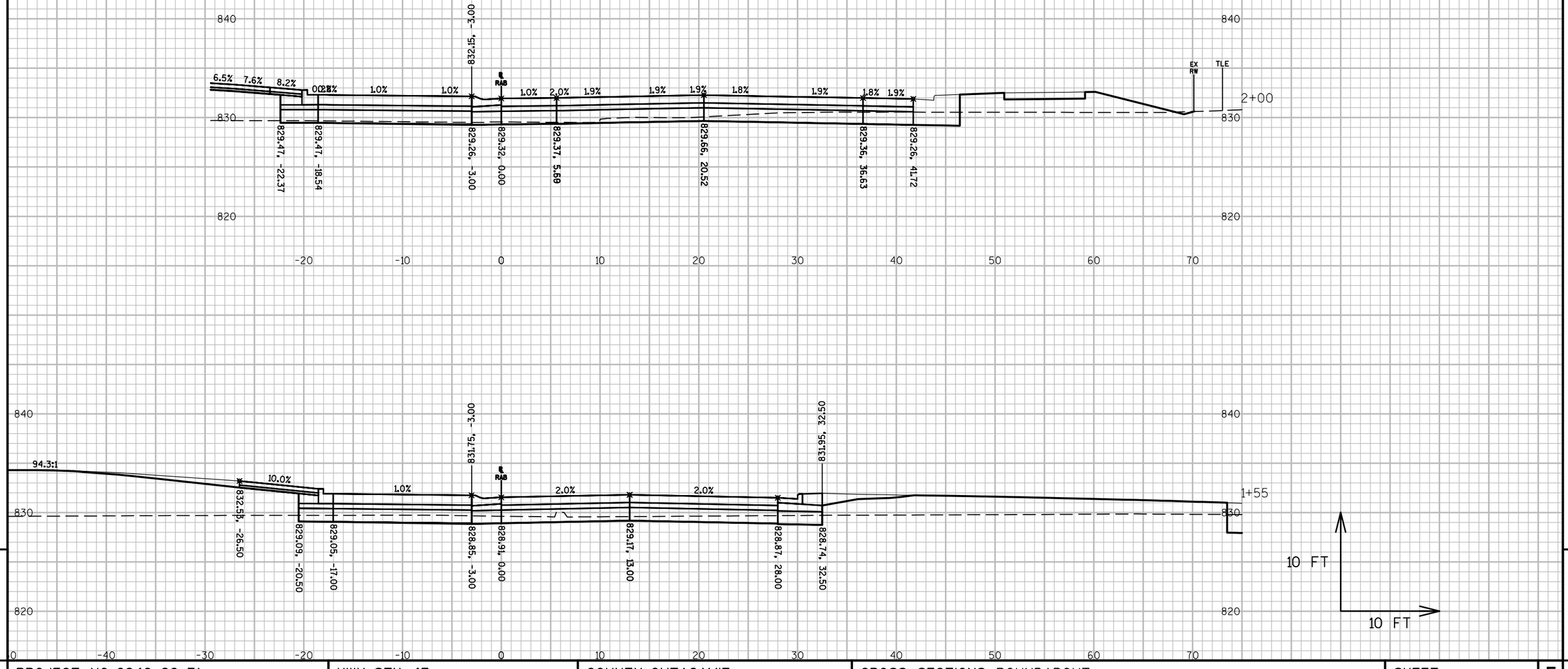
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: MASON STREET	SHEET 451	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090257-XS-MASON.DWG
LAYOUT NAME - 090261-XS

PLOT DATE : 7/22/2016 9:13 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: ROUNDABOUT	SHEET 452	E



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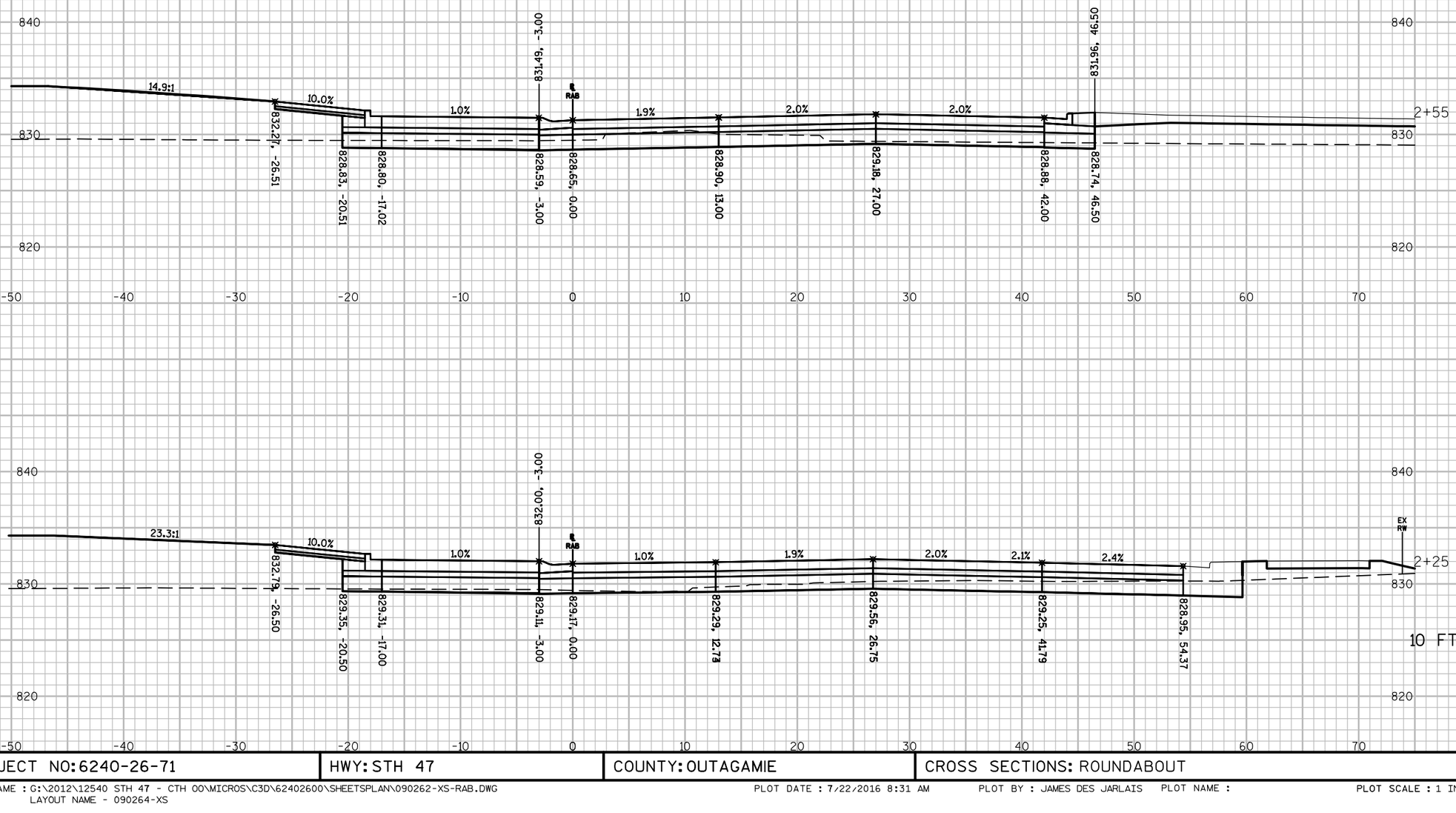
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: ROUNDABOUT	SHEET 453	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090262-XS-RAB.DWG
LAYOUT NAME - 090263-XS

PLOT DATE : 7/22/2016 8:31 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT



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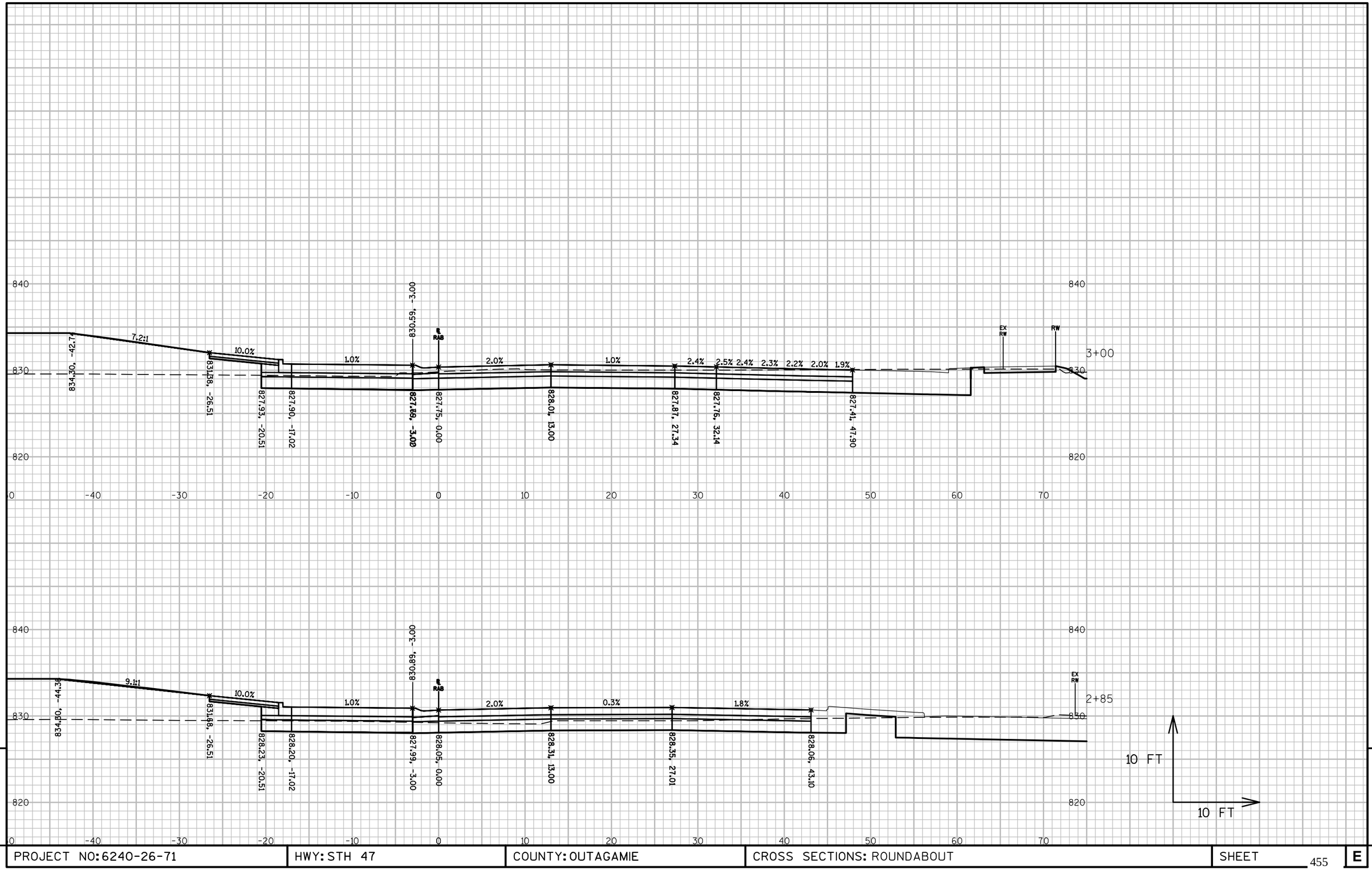
PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: ROUNDABOUT	SHEET 454	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090262-XS-RAB.DWG
LAYOUT NAME - 090264-XS

PLOT DATE : 7/22/2016 8:31 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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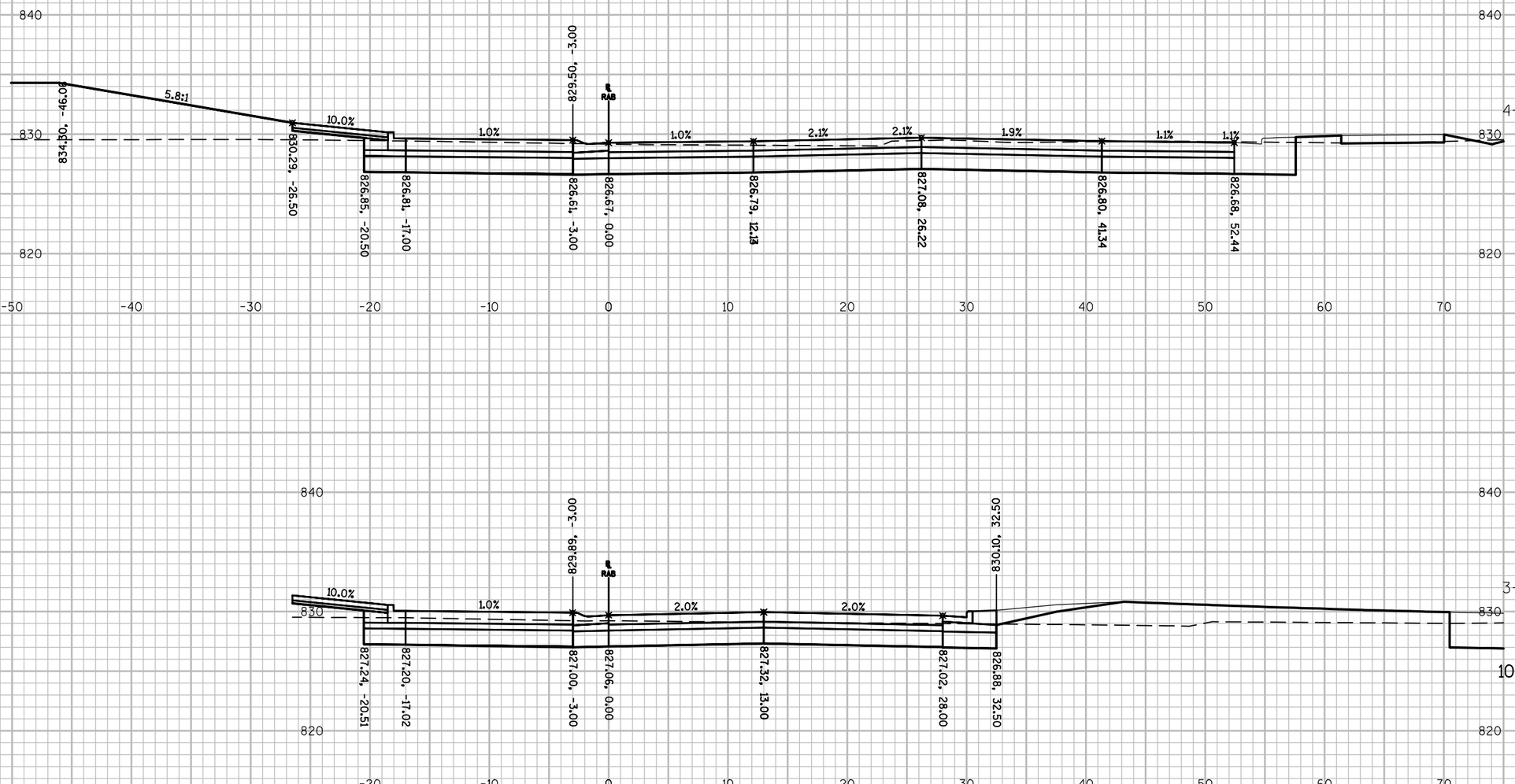
9

PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: ROUNDABOUT	SHEET 455	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090262-XS-RAB.DWG
LAYOUT NAME - 090265-XS

PLOT DATE : 7/22/2016 8:31 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT



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PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: ROUNDABOUT	SHEET 456	E

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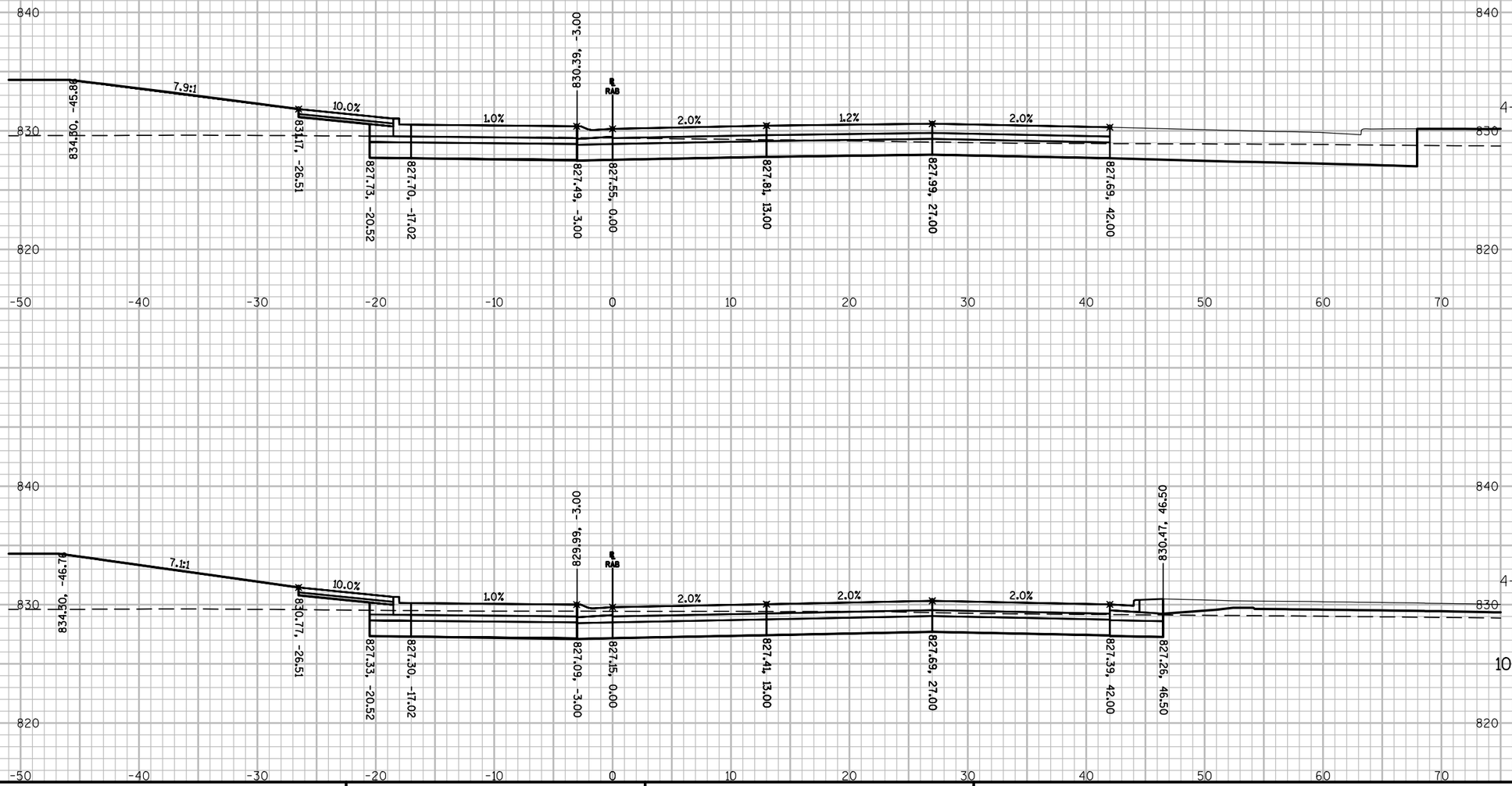
LAYOUT NAME - 090266-XS

PLOT DATE : 7/22/2016 8:31 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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PROJECT NO: 6240-26-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: ROUNDABOUT	SHEET 457	E

FILE NAME : G:\2012\12540 STH 47 - CTH OO\MICROS\C3D\62402600\SHEETSPLAN\090262-XS-RAB.DWG
LAYOUT NAME - 090267-XS

PLOT DATE : 7/22/2016 8:32 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

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