EAU DEC 2016

PROJECT ID: WITH: N/A 7040-01-73

COUNTY: CLARK

ORDER OF SHEETS

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

TOTAL SHEETS = 384

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

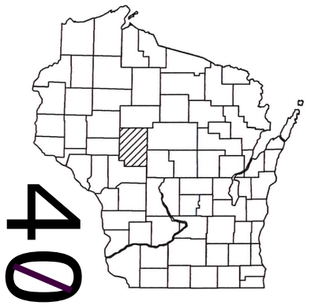
C LOYAL, SOUTH AND MAIN STREETS

HELM STREET TO ELM DRIVE

STH 98

CLARK COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7040-01-73	WISC 2016500	1

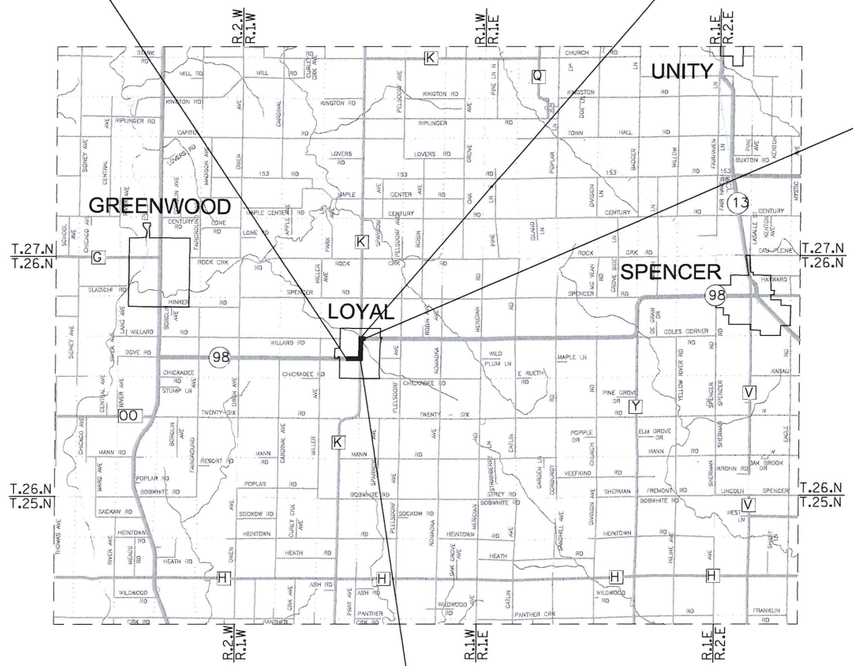


BEGIN PROJECT 7040-01-73
STA. 239+25.00
Y=413523.144
X=708576.361

STATE PROJECT NUMBER
7040-01-73

STA. 388+48.06 (S) =
STA. 288+48.06 (E)

END PROJECT 7040-01-73
STA. 289+38.59



STA. 265+29.71 (W) =
STA. 362+12.66 (N)

LAYOUT
SCALE 0 2 MI. 4 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.010 MI.

-Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Clark County, NAD83(2011) Adjustment.
-Elevations referenced to NAVD 88 (2012) Adjustment

DESIGN DESIGNATION

		SOUTH ST (HELM TO MAIN)	MAIN ST (SOUTH TO MILL)	MAIN ST (MILL TO ELM)
A.A.D.T. 2017	=	3,200	3,800	4,100
A.A.D.T. 2037	=	4,200	4,800	5,100
D.H.V. 2037	=	5.5%	5.5%	5.5%
D.D.	=	62/38	62/38	62/38
T. %	=	6.9%	6.9%	6.9%
DESIGN SPEED	=	30 MPH	30 MPH	30 MPH
ESALS	=	1,500,000	1,500,000	1,500,000

CONVENTIONAL SYMBOLS

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

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

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

ORIGINAL PLANS PREPARED BY

GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac
120 Wilshire Boulevard North • Stevens Point, WI 54481
(715) 341-4363 • fax (715) 341-1856

WISCONSIN
DAVID L. GLODOWSKI
E-31571
STEVENS POINT
WI
PROFESSIONAL ENGINEER

7-25-16 (Date) DAVID L. GLODOWSKI, PE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	GREMMER / WISDOT
Designer	GREMMER & ASSOCIATES, INC.
Project Manager	DAVID KOEPP, P.E.
Regional Examiner	CHRISTINE KOSKI
Regional Supervisor	TIMOTHY MASON, P.E.
C.O. Examiner	----------

APPROVED FOR THE DEPARTMENT
DATE: 7/22/2016 (Signature)

E

GENERAL NOTES

CURVE DATA IS BASED ON ARC DEFINITION.

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

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

TOPSOIL IN DISTURBED AREAS WILL BE PLACED AT A THICKNESS OF 6 INCHES MINIMUM.

THE EXACT LOCATION OF PRIVATE ENTRANCES IS TO BE DETERMINED IN THE FIELD BY ENGINEER.

A VERTICAL SAW CUT SHALL BE MADE THROUGH EXISTING DRIVEWAYS, SIDEWALKS AND PAVEMENTS AT THE REMOVAL LIMITS.

ALL CURB RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.

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

REMOVAL OF EXISTING BRICK PAVERS WILL BE PAID FOR UNDER EXCAVATION COMMON BID ITEM.

ABBREVIATIONS

A	ANGLE
ACC	ASPHALT
ACP	ASPHALTIC CONCRETE PAVEMENT
AGG	AGGREGATE
AHD	AHEAD
ASPH	ASPHALTIC CONCRETE PAVEMENT
AVE	AVERAGE
B	BRIDGE
BAD	BASE AGGREGATE DENSE
BK	BACK
BM	BENCH MARK
BOC	BACK OF CURB
BP	BEGINNING POINT
BRK	BREAK POINT
C	CULVERT
CABC	CRUSHED AGGREGATE BASE COURSE
CB	CATCH BASIN
CE	COMMERCIAL ENTRANCE
CL	CENTERLINE
CMCP	CORRUGATED METAL CULVERT PIPE
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CS	CURB STOP
CTH	COUNTY TRUNK HIGHWAY
CW	CONCRETE WALK
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DI	DUCTILE IRON
DR	DRIVEWAY
E	EAST
E	EXTERNAL
E	BURIED ELECTRIC CABLE
EL	ELEVATION
EOP	EDGE OF PAVEMENT
EP	END POINT
EX	EXISTING
FE	FIELD ENTRANCE
FERT	FERTILIZER
FL	FLOW LINE
FLG	FLAG LINE OF CURB & GUTTER
F/F	FACE TO FACE
FO	FIBER OPTIC
FOW	FRONT OF WALK
FT	FEET
G	GAS MAIN
GAR	GARAGE
GRAV	GRAVEL
HSE	HOUSE
HYD	HYDRANT
INL	INLET

ABBREVIATIONS (CONTINUED)

INV	INVERT
IP	IRON PIPE
L	LENGTH OF CURVE
LC	LONG CHORD
LF	LINEAR FEET
LT	LEFT
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
N	NORTH
NORM	NORMAL
OFF	OFFSET
PAVT	PAVEMENT
PB	PULL BOX
PC	POINT OF CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PRO	PROPOSED
PRVC	POINT OF REVERSE VERTICAL CURVE
PT	POINT OF TANGENT
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
REQD	REQUIRED
RT	RIGHT
RL	REFERENCE LINE
R/W	RIGHT OF WAY
S	SOUTH
SAN	SANITARY SEWER
SE	SUPERELEVATION
SHLD	SHOULDER
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
STH	STATE HIGHWAY
SUPER	SUPERELEVATION
SW	SIDEWALK
T	TANGENT
T	BURIED TELEPHONE CABLE
TLE	TEMPORARY LIMITED EASEMENT
TOC	TOP OF CURB
TYP	TYPICAL
W	WEST
W	WATERMAIN
WV	WATERVALVE

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PAVING PLAN
EROSION CONTROL
STORM SEWER PLAN
SANITARY & WATERMAIN PLANS
PERMANENT SIGNING
LIGHTING PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
DETOURS
ALIGNMENT DIAGRAM

WDNR LIAISON

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
DNR SERVICE CENTER
ATTN: CHRIS WILLGER
1300 WEST CLAIRMONT AVENUE
EAU CLAIRE, WI 54702
PHONE 715.839.1609
EMAIL christopherj.willger@wisconsin.gov

DESIGN CONTACT

GREMMER & ASSOCIATES, INC.
ATTN: DAVE GLODOWSKI
120 WILSHIRE BOULEVARD NORTH
STEVENS POINT, WI 54481
PHONE 715.341.4363
EMAIL d.glodowski@gremmerassociates.com

CITY OF LOYAL CONTACT

ATTN: SHANNON TOUFAR, CITY CLERK
301 NORTH MAIN STREET
LOYAL, WI 54446
PHONE 715.255.8772
FAX 715.255.8733
EMAIL stoufar@loyalwi.com

DESIGN NOTES

DESIGN PLANS, SPECIFICATIONS, AND ESTIMATE FOR SANITARY & WATERMAIN ITEMS PROVIDED BY GENERAL ENGINEERING COMPANY.

DESIGN PLANS, SPECIFICATIONS, AND ESTIMATE FOR LIGHTING ITEMS PROVIDED BY KL ENGINEERING.

UTILITIES

CHARTER COMMUNICATONS
ATTN: JESSE GRUNY
503 EAST IVES STREET, #316
MARSHFIELD, WI 54449
PHONE 715.651.5605
EMAIL jesse.gruny@charter.com

FRONTIER COMMUNICATIONS OF WI LLC
ATTN: CAL KLADE
1851 NORTH 14TH AVENUE
WAUSAU, WI 54401
PHONE 715.847.1525
MOBILE 715.573.2110
EMAIL calvin.klade@ftr.com

CITY OF LOYAL (SEWER AND WATER)
ATTN: KORY ANDERSON
916 SILVER LAKE DRIVE
P.O. BOX 340
PORTAGE, WI 53901
PHONE 608.742.2169
MOBILE 608.697.8001
EMAIL kanderson@generalengineering.net

PACKERLAND BROADBAND
ATTN: RANDY SIMMS
P.O. BOX 885
IRON MOUNTAIN, MI 49801
MOBILE 906.282.3802
EMAIL randy.simms@ccisystems.com

WE ENERGIES
ATTN: RYAN MIENTKE
1921 8TH STREET SOUTH
WISCONSIN RAPIDS, WI 54494
PHONE 715.421.7249
MOBILE 715.421.9293
EMAIL ryan.mientke@we-energies.com

WE ENERGIES
24-HOUR EMERGENCY (GAS)
800.261.5325

XCEL ENERGY
COPY ALL CORRESPONDENCE TO:
DAWN SCHULTZ
1414 WEST HAMILTON AVENUE
P.O. BOX 8
EAU CLAIRE, WI 54702-0008
PHONE 715.737.2482
EMAIL dawn.schultz@xcelenergy.com

XCEL ENERGY
24-HOUR EMERGENCY (GAS)
800.895.2999

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

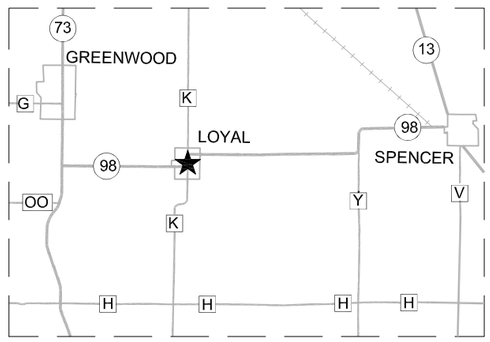
N

END PROJECT
STA 289+38.59

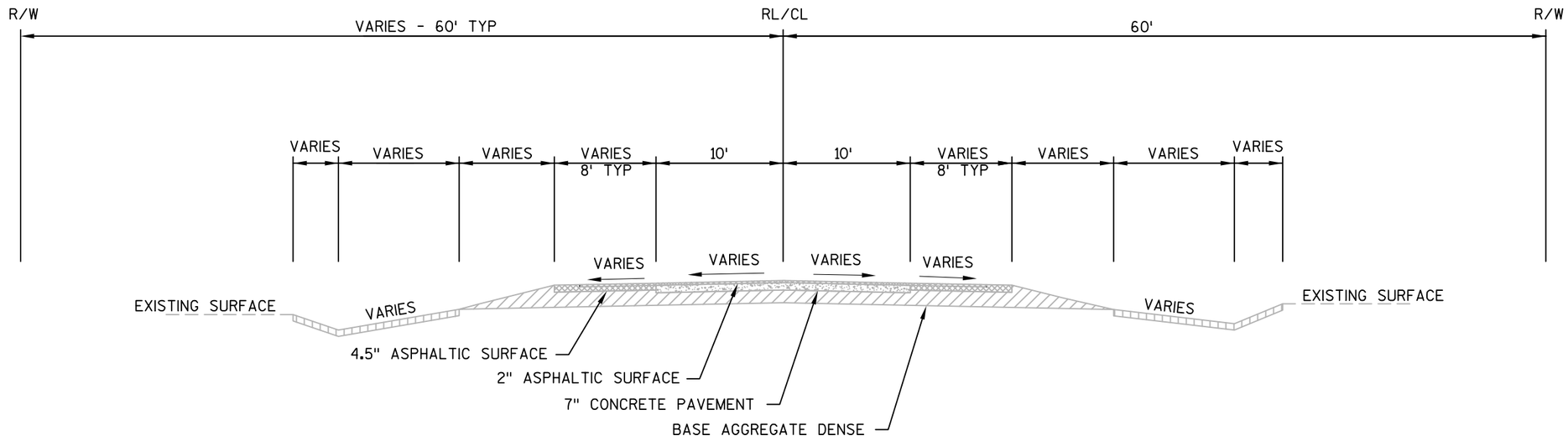
INDUSTRIAL DRIVE
CTH K
BEAVER ST
WOLF ST
FIRE DEPARTMENT
WILLARD RD
WEST ELM DRIVE
EAST ELM DRIVE
STH 98
MEMORIAL MEDICAL CENTER
MADISON ST
MADISON ST
STH 98
NORTHSIDE ELEVATOR
MONROE ST
1ST STREET
ST. ANTHONY'S SCHOOL
SPRING ST
DIVISION ST
SPRING ST
2ND ST
LOYAL ELEMENTARY SCHOOL
POST OFFICE
POLICE DEPARTMENT
GWINN ST
THOMAS ST
WEST ST
POST ST
UNION ST
BEAVER ST
WOLF ST
LOYAL HIGH SCHOOL
MILL ST
MILL ST
BENZ SAWMILL
VITA PLUS
DEPOT ST
PARK AVE
CENTRAL STREET
CENTRAL STREET
HELM ST
MAIN STREET
SOUTH STREET
CENTRAL STREET
STH 98
WEST SOUTH STREET
CLARK ST
POPE ST
UNION ST
DRAPER STREET
CTH K
BLUEBIRD LN
APPLETREE PRESCHOOL

BEGIN PROJECT
STA 239+25.00

LEGEND
TRUCK ROUTES
TRUCK GENERATOR
KEY CITY LOCATIONS

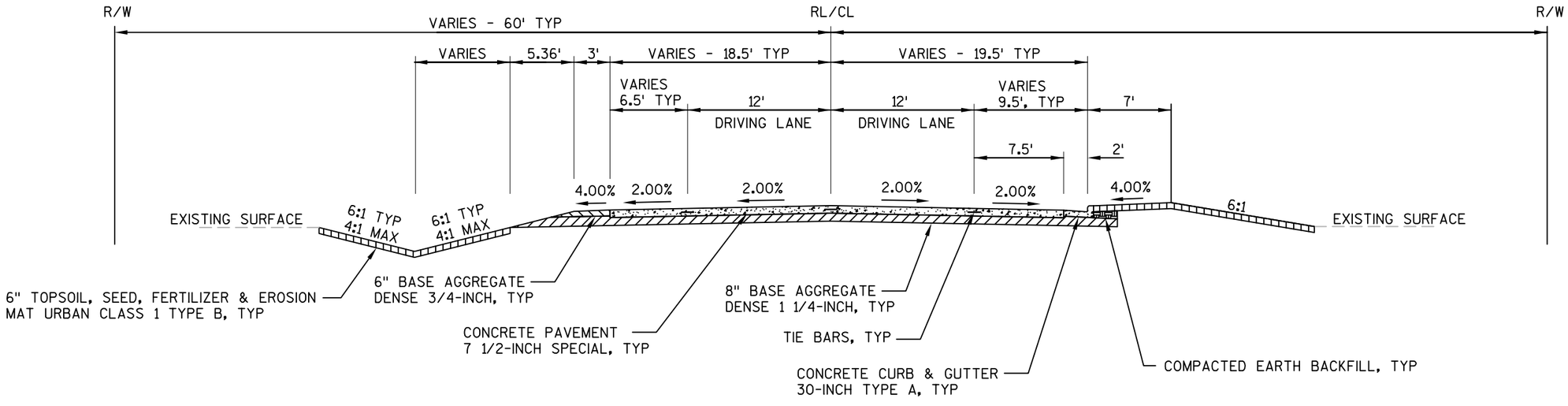


PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PROJECT OVERVIEW	SHEET 3 E



TYPICAL EXISTING SECTION

SOUTH STREET
STA 239+25.00 - STA 241+50.00

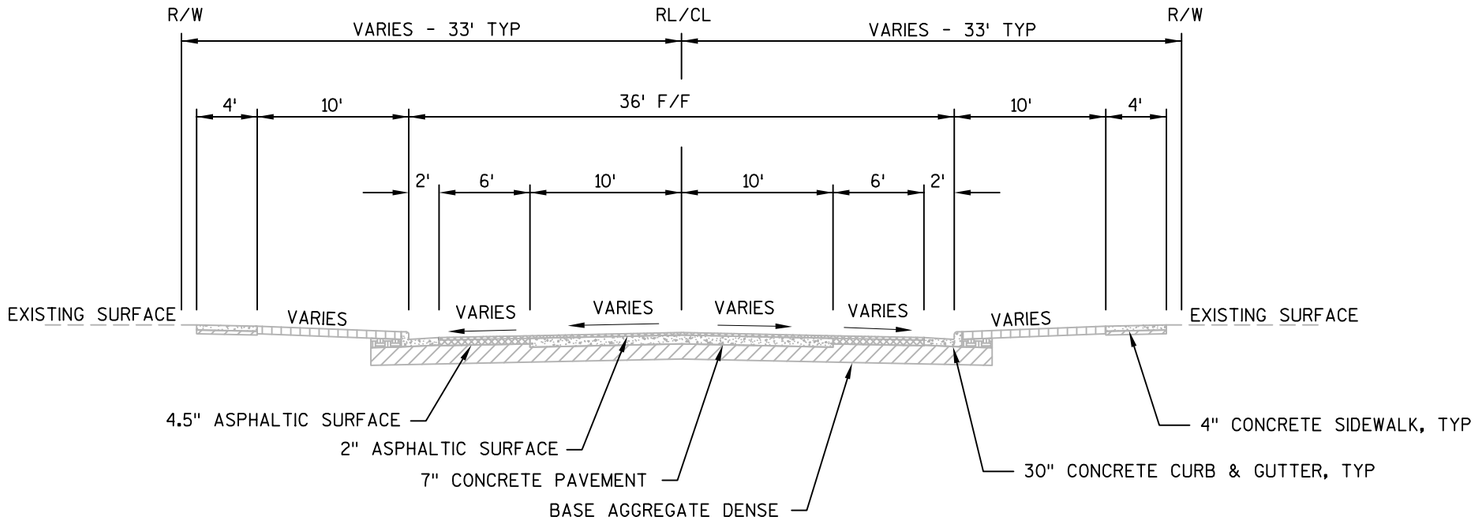


TYPICAL FINISHED SECTION

SOUTH STREET
STA 239+25.00 - STA 241+50.00

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TYPICAL SECTIONS	SHEET	E

FILE NAME : 020301_TS PLOT DATE : 10 SEP 2015 15:45:23 PLOT BY : GADDK PLOT NAME : PLOT SCALE : 1:1
WISDOT/CADDS SHEET 42



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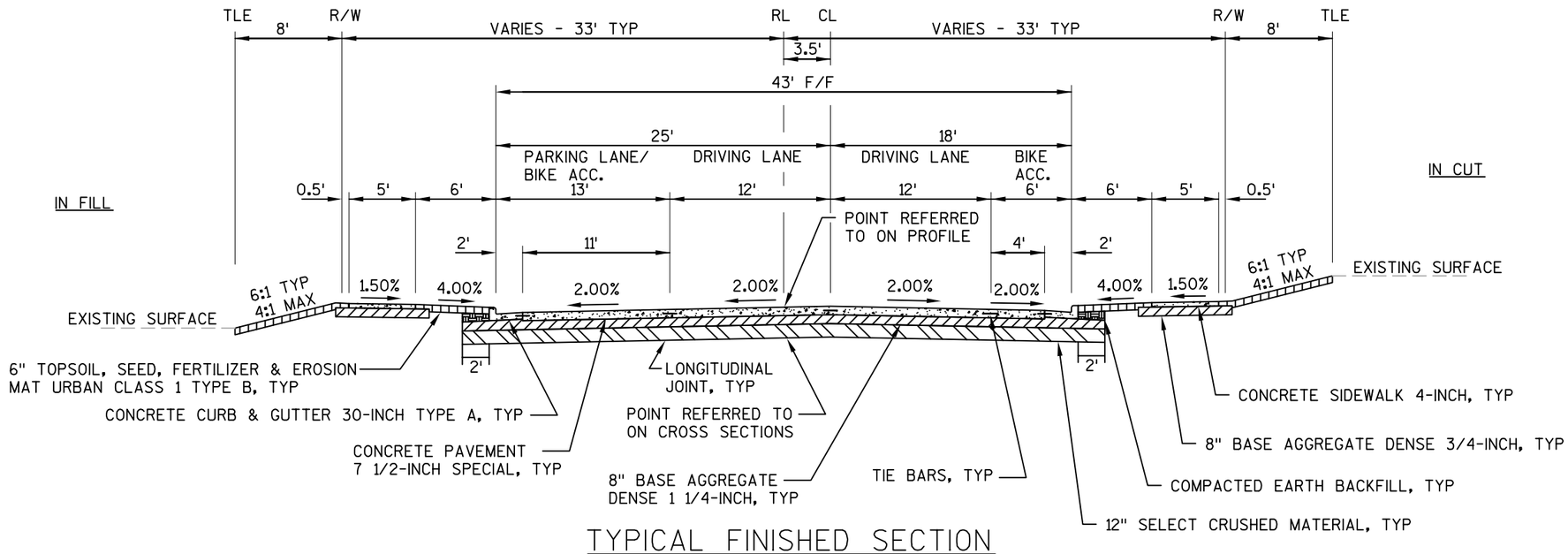
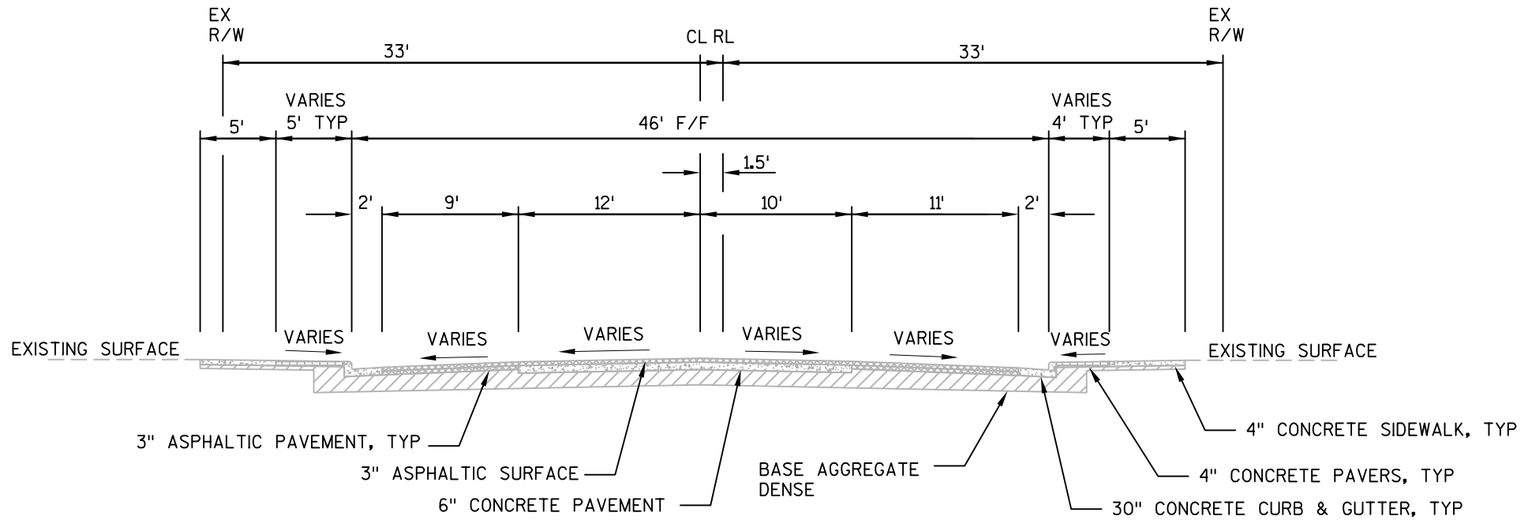
SOUTH STREET
STA 241+50.00 - STA 265+29.72



TYPICAL FINISHED SECTION

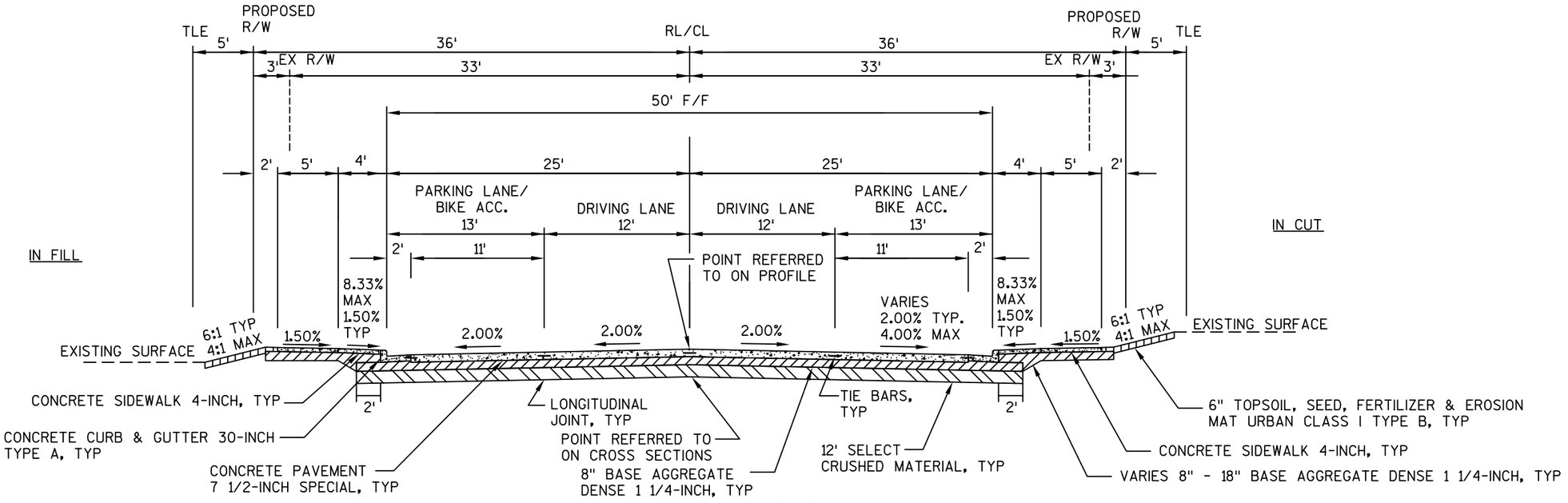
SOUTH STREET
STA 241+50.00 - STA 265+29.72

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TYPICAL SECTIONS	SHEET	E



TYPICAL EXISTING SECTION

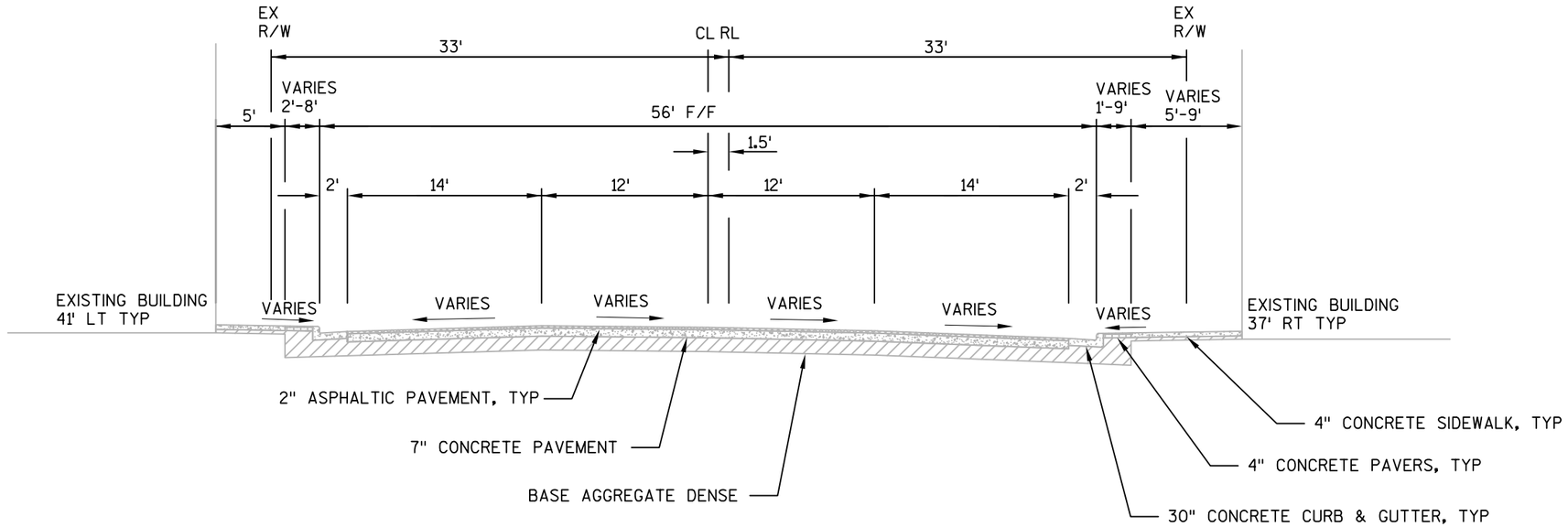
MAIN STREET
STA 362+12.66 - STA 366+00.00
STA 381+00.00 - STA 388+48.06



TYPICAL FINISHED SECTION

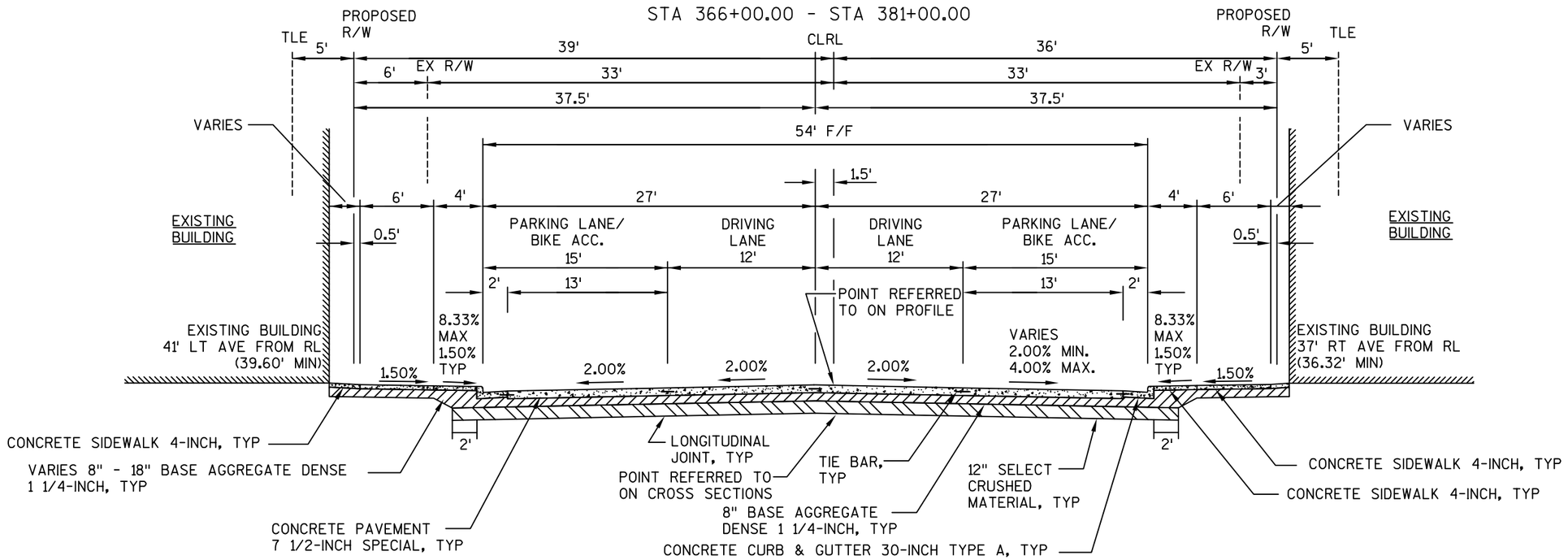
MAIN STREET
STA 362+12.66 - STA 366+00.00
STA 381+00.00 - STA 388+48.06

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TYPICAL SECTIONS	SHEET E



TYPICAL EXISTING SECTION

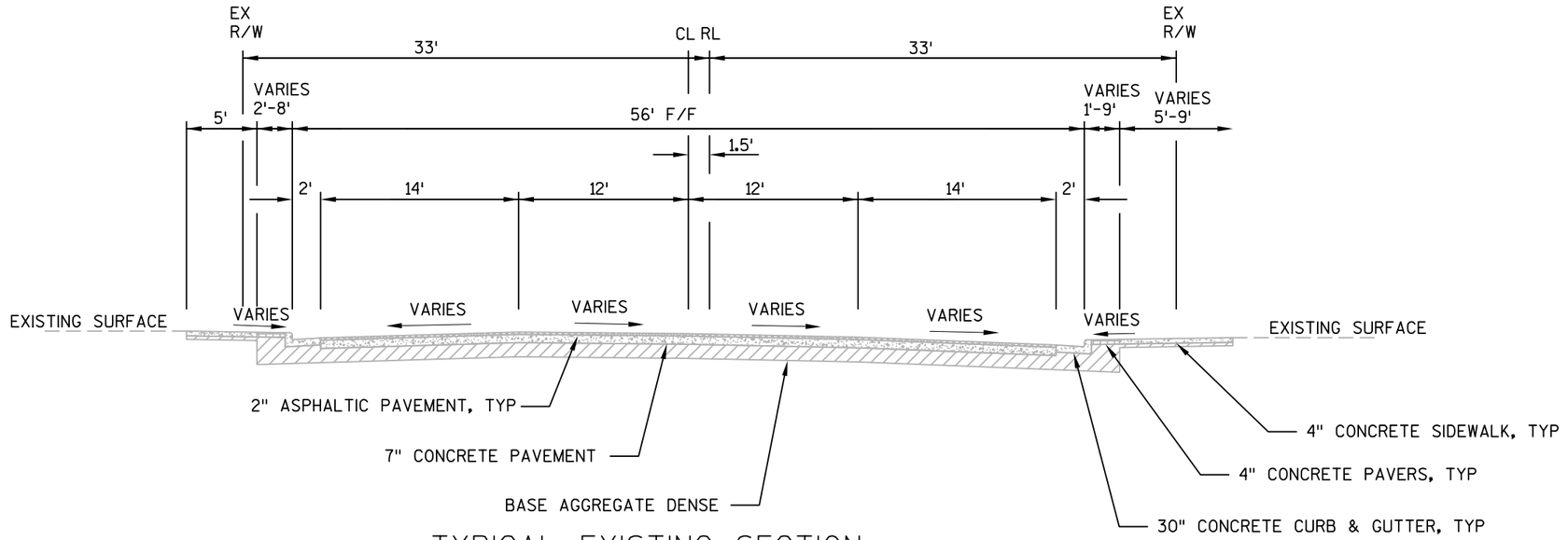
MAIN STREET (EXISTING BUILDING AREA)
STA 366+00.00 - STA 381+00.00



TYPICAL FINISHED SECTION

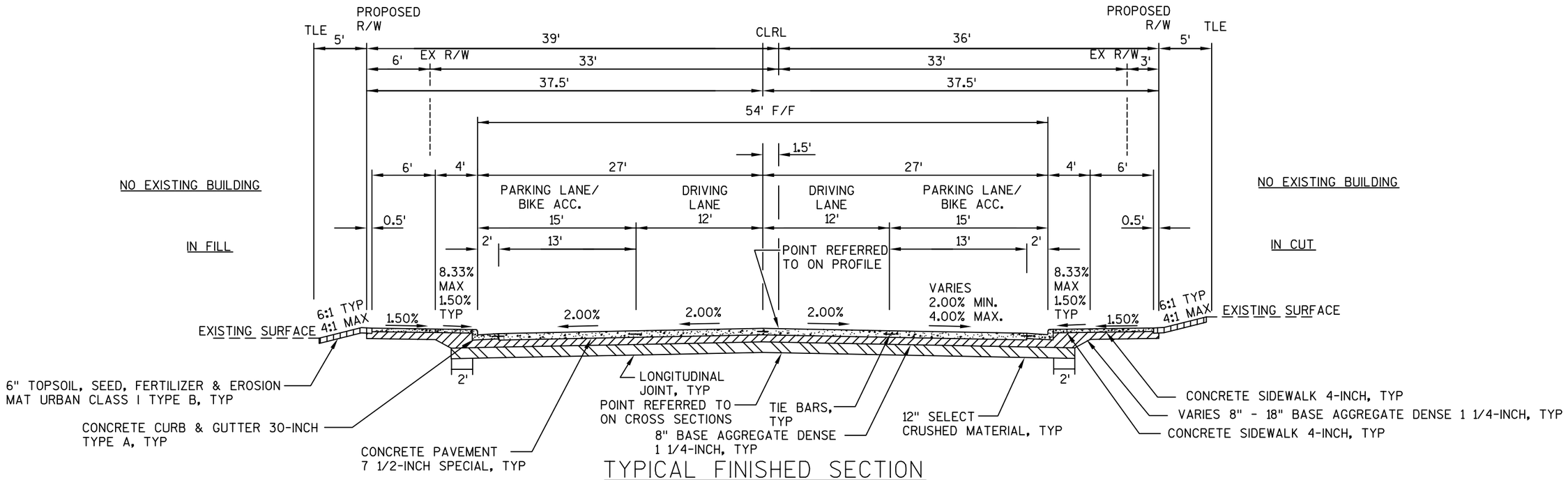
MAIN STREET (EXISTING BUILDING AREA)
STA 366+00.00 - STA 381+00.00

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TYPICAL SECTIONS	SHEET E



TYPICAL EXISTING SECTION

MAIN STREET (NO EXISTING BUILDING AREA)
STA 366+00.00 - STA 381+00.00

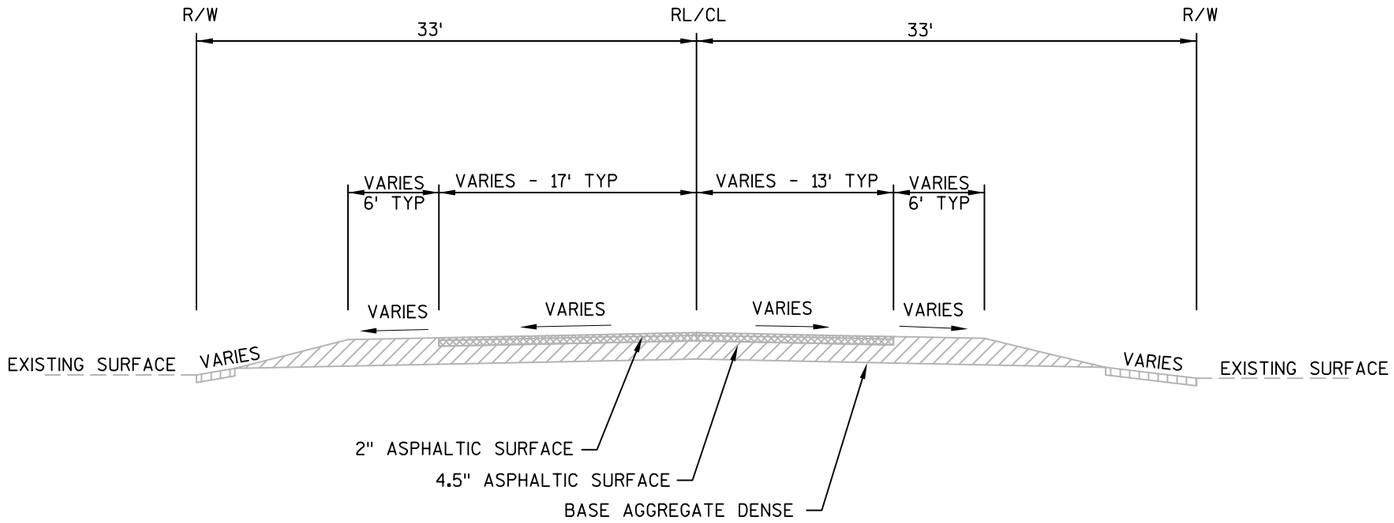


TYPICAL FINISHED SECTION

MAIN STREET (NO EXISTING BUILDING AREA)
STA 366+00.00 - STA 381+00.00

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TYPICAL SECTIONS	SHEET E

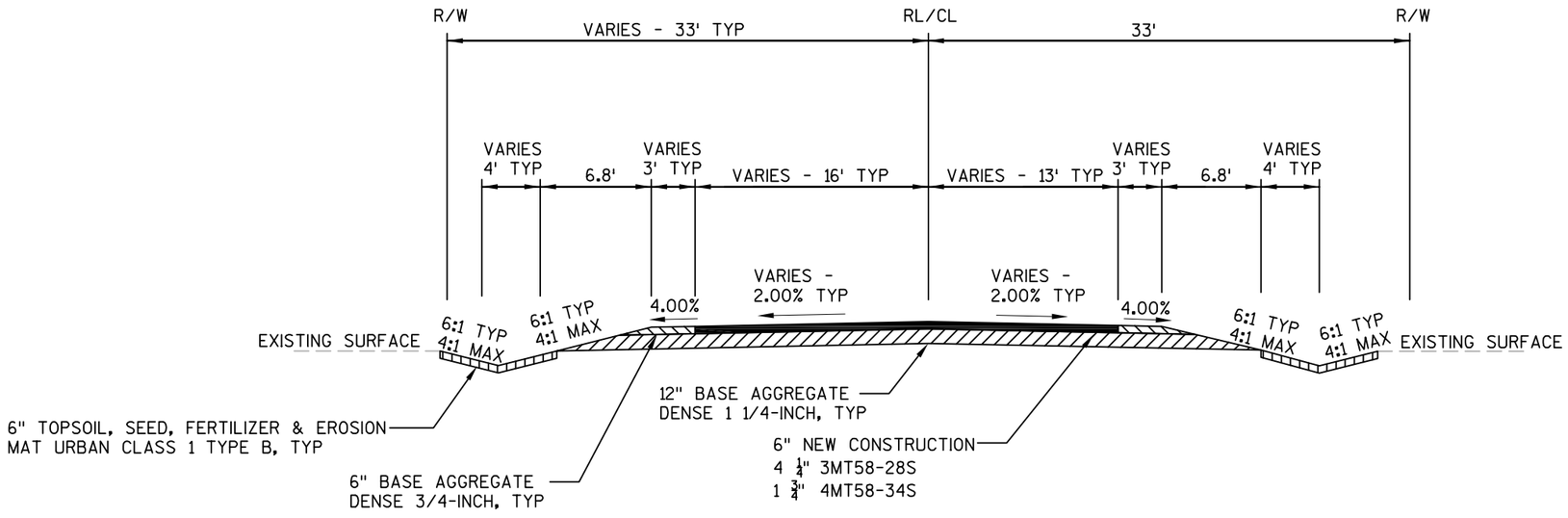
2



TYPICAL EXISTING SECTION

MAIN STREET

STA 489+38.95 - STA 489+75.00



TYPICAL FINISHED SECTION

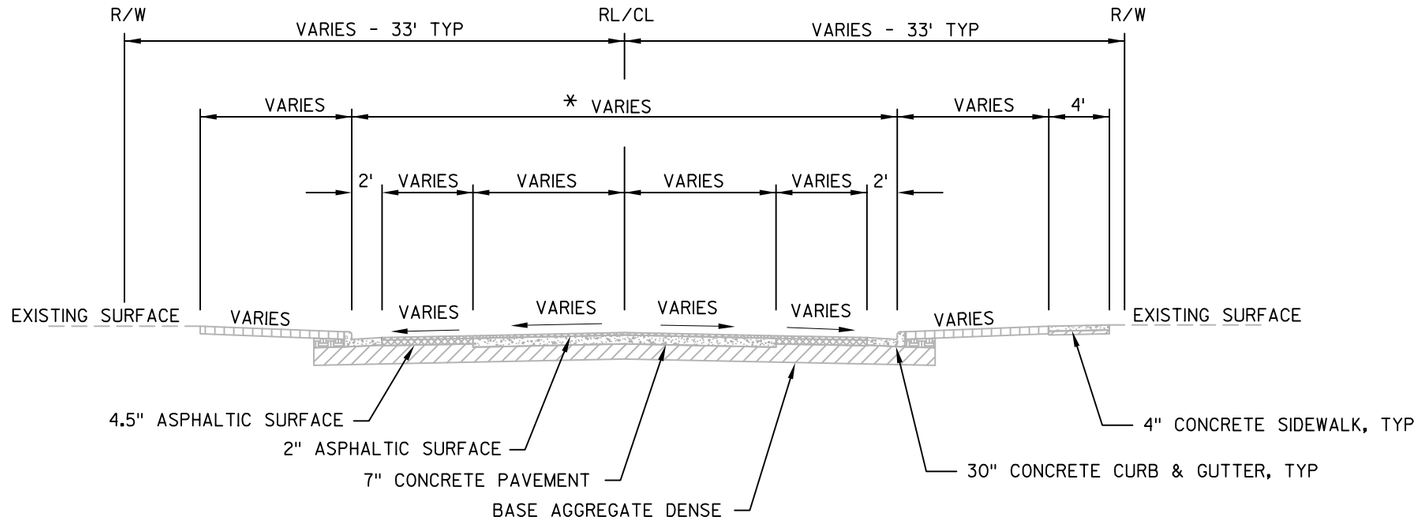
MAIN STREET

STA 489+38.95 - STA 489+75.00

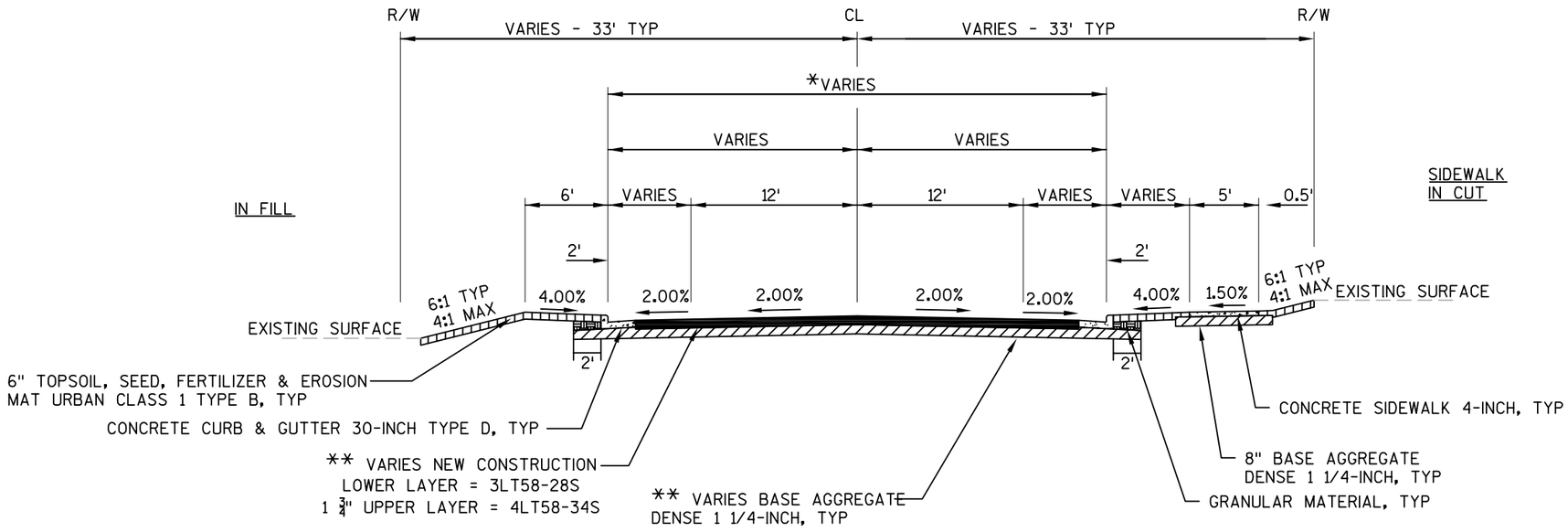
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TYPICAL SECTIONS	SHEET	E

FILE NAME : 020301_TS PLOT DATE : 10 SEP 2015 15:45:23 PLOT BY : GADDK PLOT NAME : PLOT SCALE : 1:1 WISDOT/CADDS SHEET 42

2



TYPICAL EXISTING SECTION
SIDE STREETS



TYPICAL FINISHED SECTION
SIDE STREETS

* SIDE STREET FACE TO FACE ROADWAY WIDTH

WIDTH	STREETS
36.0'	POPE STREET, GWINN STREET (N & S), THOMAS STREET (N & S), WEST STREET (N & S), DIVISION STREET (N & S), MADISON STREET, & ELM DRIVE (WEST)
40.0'	HELM STREET & SPRING STREET (EAST)
42.0'	CENTRAL STREET (E & W), MILL STREET (E & W), & SOUTH STREET (EAST)
44.0'	CTH K (SOUTH)
46.0'	SPRING STREET (WEST)

** HMA/BAD PAVEMENT THICKNESS PER STREET

HMA	BAD	STREETS
4.0"	8.0"	STANDARD CITY STREET
5.0"	10.0"	GWINN STREET NORTH & ELM DRIVE WEST
6.0"	12.0"	HELM STREET, CTH K SOUTH, CENTRAL STREET WEST, MILL STREET EAST, & SPRING STREET EAST

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TYPICAL SECTIONS	SHEET	E

2

CONTAMINATED SOIL SITE LOCATION
(SEEMAN OIL,
310/333 NORTH MAIN)

APPROXIMATE EXTENT OF
CONTAMINATED SOILS

SPRING STREET

89

PROPOSED TLE

PROPOSED R/W

STEPS

WALL

CITY OF LOYAL

WE ENERGIES

N

MATCH LINE STA 378+00

MATCH LINE STA 384+00

378 379 380 381 382 383 384

PROPOSED CL

CL

RL

STH 98 / MAIN STREET / CTH K

PROPOSED R/W

PROPOSED TLE

APPROXIMATE EXTENT OF
CONTAMINATED SOILS

91

SPRING STREET

CONTAMINATED SOIL SITE LOCATION
(TRIBUNE RECORD CLEANER,
318 NORTH MAIN)

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CONSTRUCTION DETAILS	SHEET ----- E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\CONSTRUCTION DETAILS\021001-CD-CONTAMINATEDSOIL.DWG PLOT DATE : 5/24/2016 8:49 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

CONTAMINATED SOIL SITE LOCATION
(DC 66 SERVICE,
521 NORTH MAIN)

MADISON STREET

ELM DRIVE

APPROXIMATE EXTENT OF CONTAMINATED SOILS

PROPOSED TLE

PROPOSED R/W

PROPOSED R/W

PROPOSED TLE

PROPOSED R/W

PROPOSED TLE

PROPOSED R/W

N

MATCH LINE STA 384+00

STH 98 / MAIN STREET / CTH K

CTH K

CITY OF LOYAL

WE ENERGIES

PACKERLAND

3/4"BAR

3/4"BAR

3/4"BAR

PROPOSED R/W

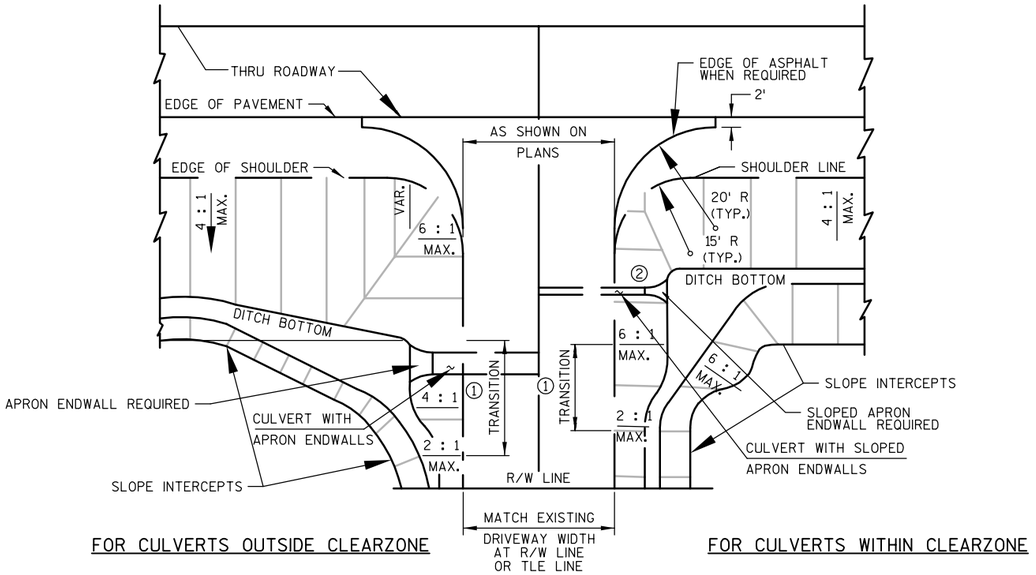
PROPOSED TLE

384 385 386 387 388 489 490

99 100 109 110 289 290

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CONSTRUCTION DETAILS	SHEET ----- E

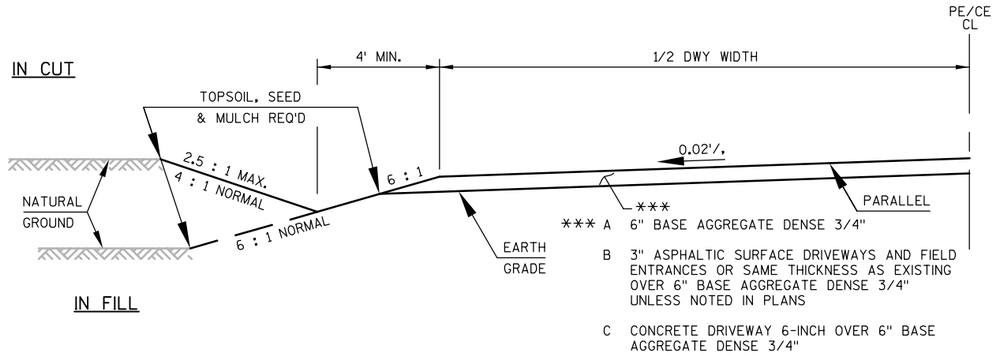
FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\CONSTRUCTION DETAILS\021001-CD-CONTAMINATEDSOIL.DWG PLOT DATE : 5/24/2016 8:49 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF



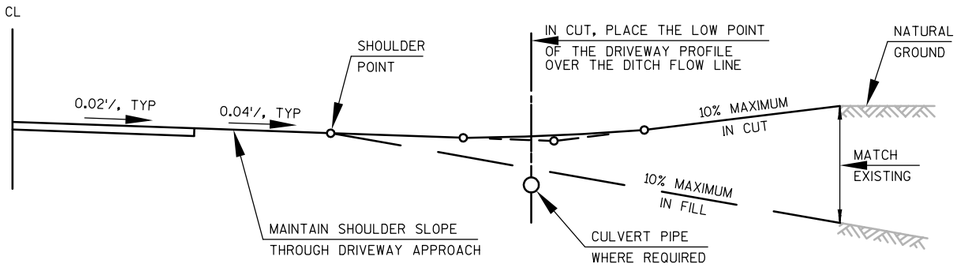
RURAL DRIVEWAY PLAN VIEW

① TRANSITION TO BE ACCOMPLISHED WITHIN THE RIGHT OF WAY

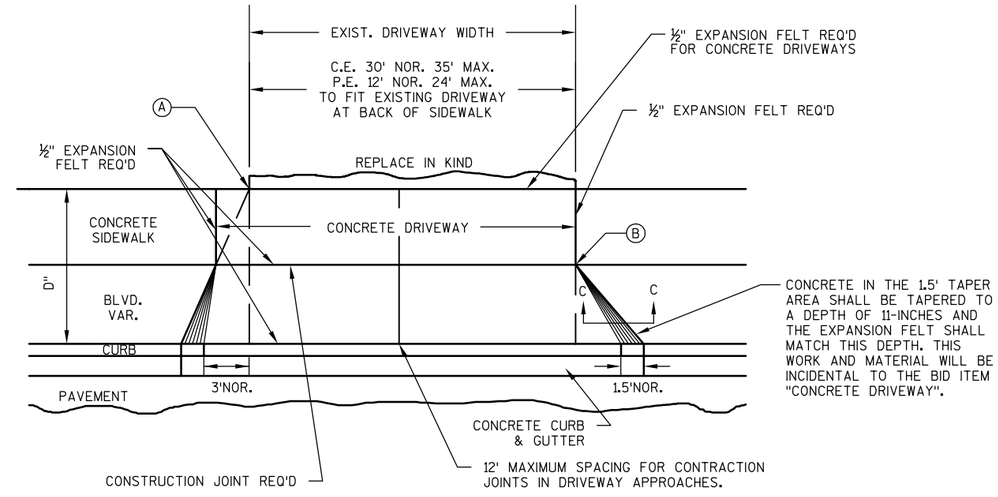
② BLEND 6 : 1 SLOPES TO MATCH APRON ENDWALLS



TYPICAL DRIVEWAY CROSS SECTION



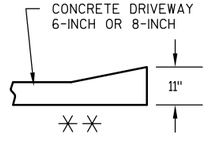
TYPICAL DRIVEWAY PROFILE



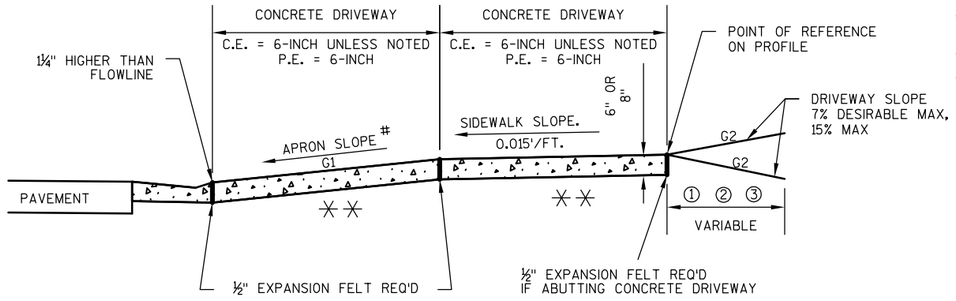
PLAN VIEW

Ⓐ WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

Ⓑ WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK



SECTION C-C



TYPICAL SIDEWALK SECTION

① — C.E. 6" CONCRETE DRIVEWAY UNLESS NOTED
P.E. 6" CONCRETE DRIVEWAY

② — 6" BASE AGG. DENSE 3/4-INCH

③ — 6" BASE AGG. DENSE 3/4-INCH BASE WITH 3" ASPHALTIC SURFACE

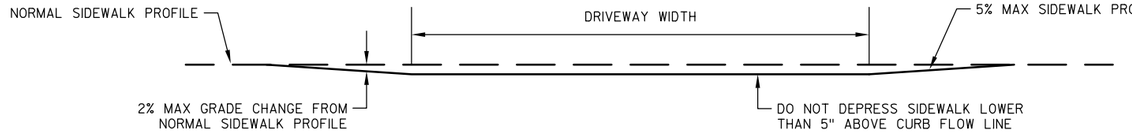
** = 8" BASE AGG. DENSE 3/4-INCH REQ'D UNDER CONCRETE DRIVEWAY

\#

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

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

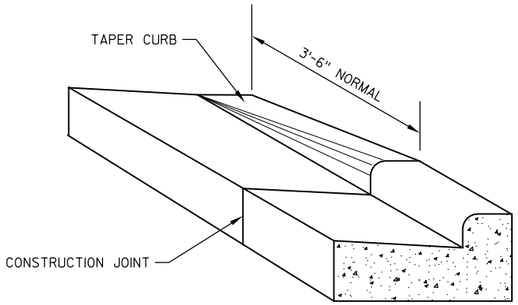
DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE



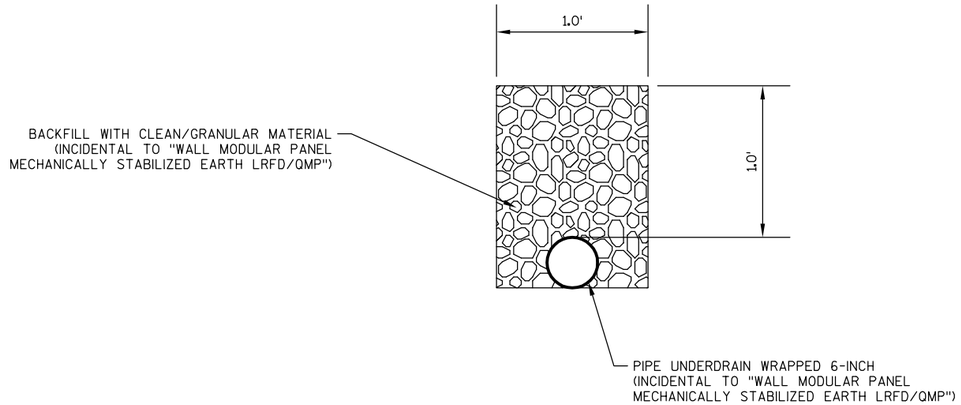
DEPRESSED SIDEWALK PROFILE DETAIL

URBAN ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER

2

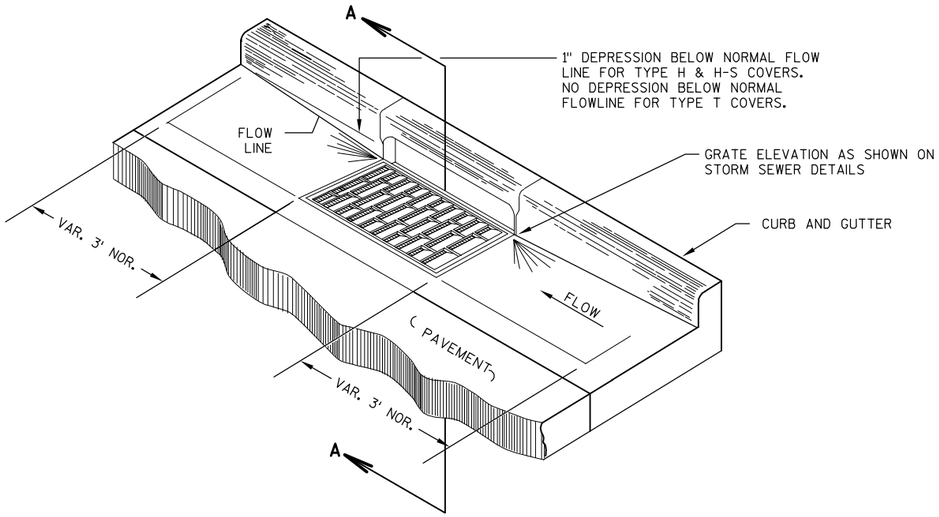


DETAIL OF CURB & GUTTER TERMINI

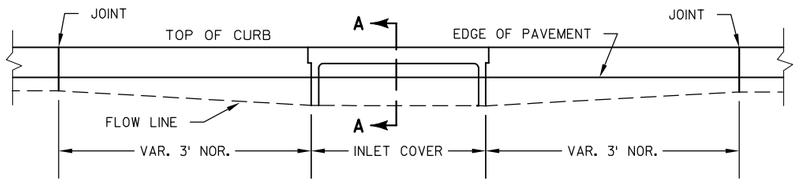


PIPE UNDERDRAIN DETAIL
(AT RETAINING WALL)

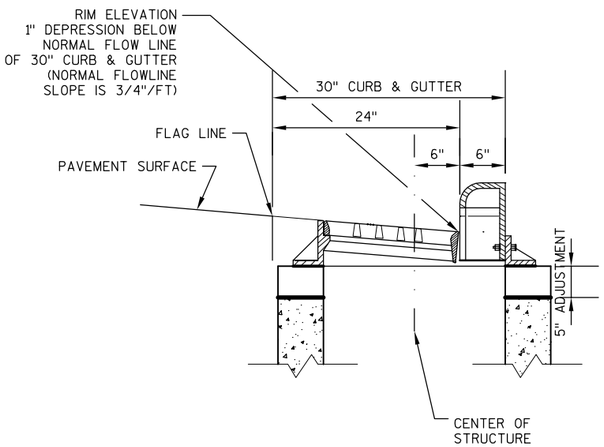
2



CURB AND GUTTER DETAIL AT INLETS



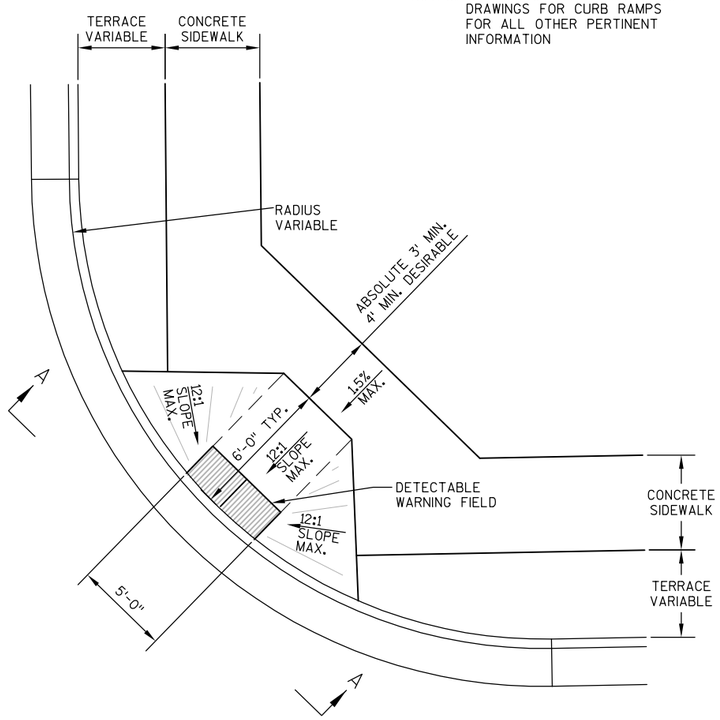
ELEVATION



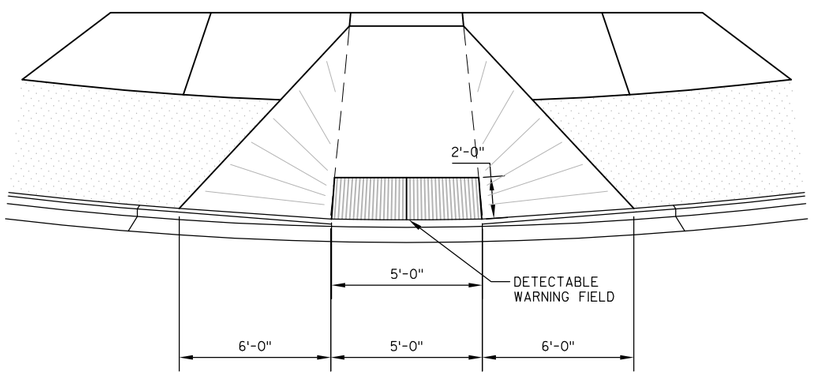
(TYPE H & TYPE HS)
SECTION A-A

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CONSTRUCTION DETAILS	SHEET 14 E

NOTES: SEE WISDOT STANDARD DETAIL DRAWINGS FOR CURB RAMPS FOR ALL OTHER PERTINENT INFORMATION



PLAN VIEW

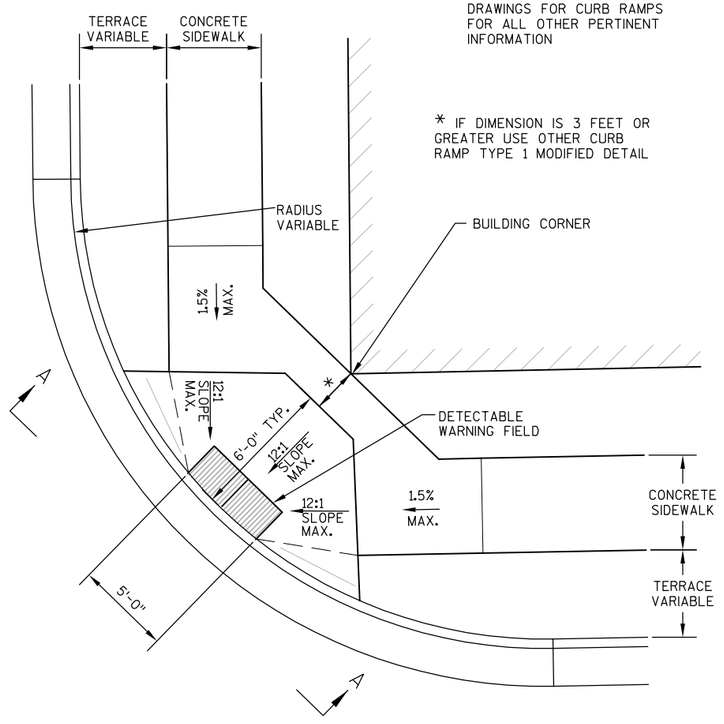


SECTION VIEW A-A

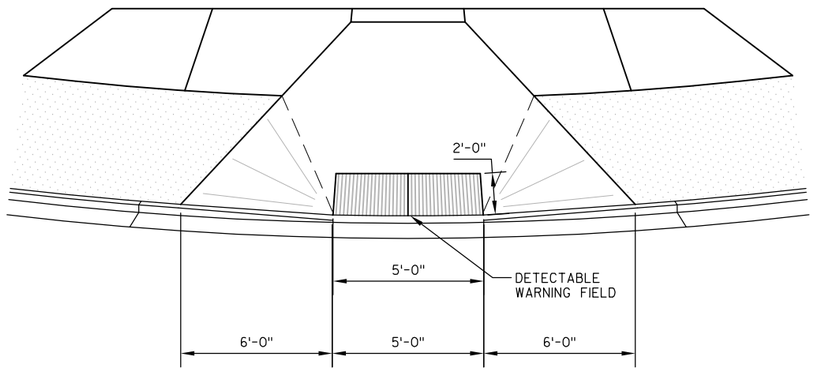
CURB RAMP TYPE 1 MODIFIED

NOTES: SEE WISDOT STANDARD DETAIL DRAWINGS FOR CURB RAMPS FOR ALL OTHER PERTINENT INFORMATION

* IF DIMENSION IS 3 FEET OR GREATER USE OTHER CURB RAMP TYPE 1 MODIFIED DETAIL

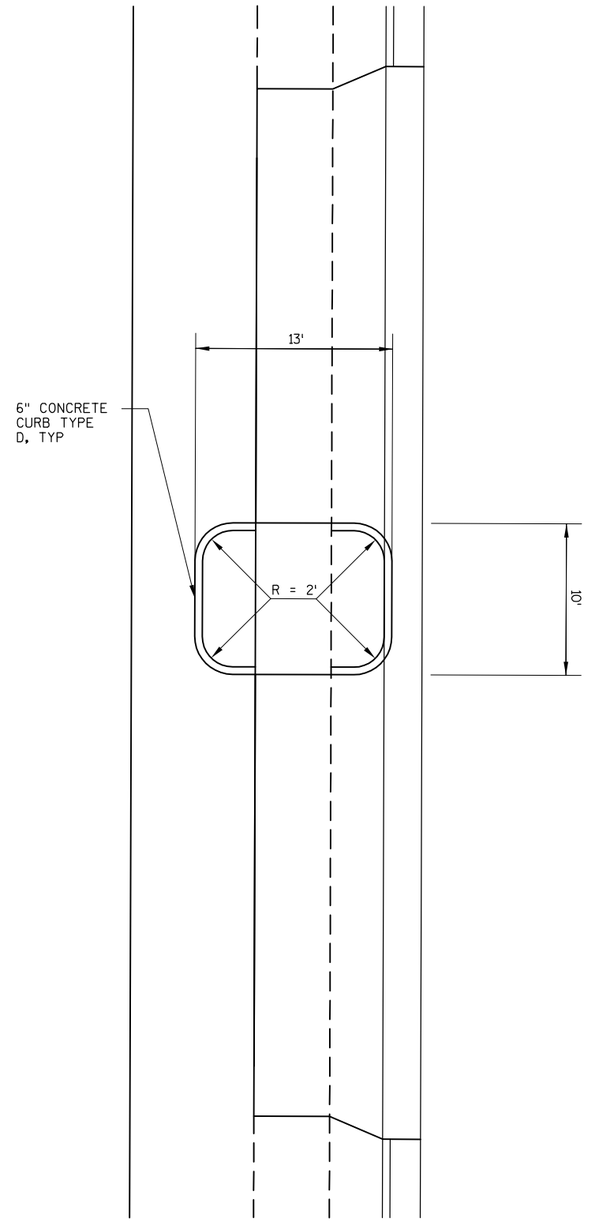


PLAN VIEW



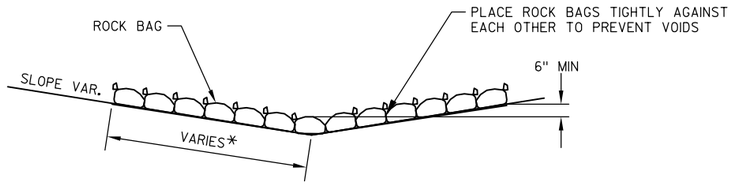
SECTION VIEW A-A

CURB RAMP TYPE 1 MODIFIED
BUILDING CORNERS (3' OR LESS FROM BACK OF 6' CURB RAMP)

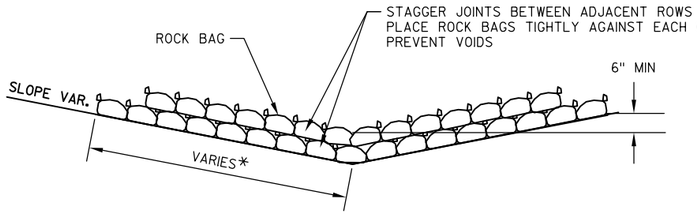


301 NORTH MAIN STREET PARKING LOT

DUAL DRIVEWAY LOCATION AND SPACING DETAILS



SIDE VIEW (SINGLE LAYER)

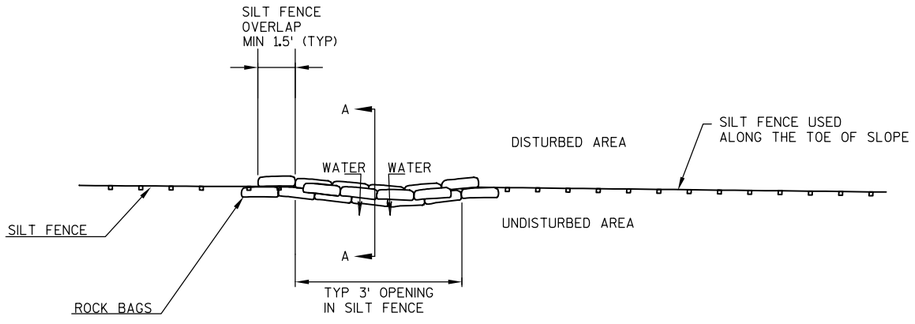


* LENGTH AND NUMBER OF BAGS MAY VARY DEPENDING ON DESIRED DEPTH OF WATER POOL

SIDE VIEW (MULTIPLE LAYER)

ROCK BAGS USED FOR DITCH CHECKS

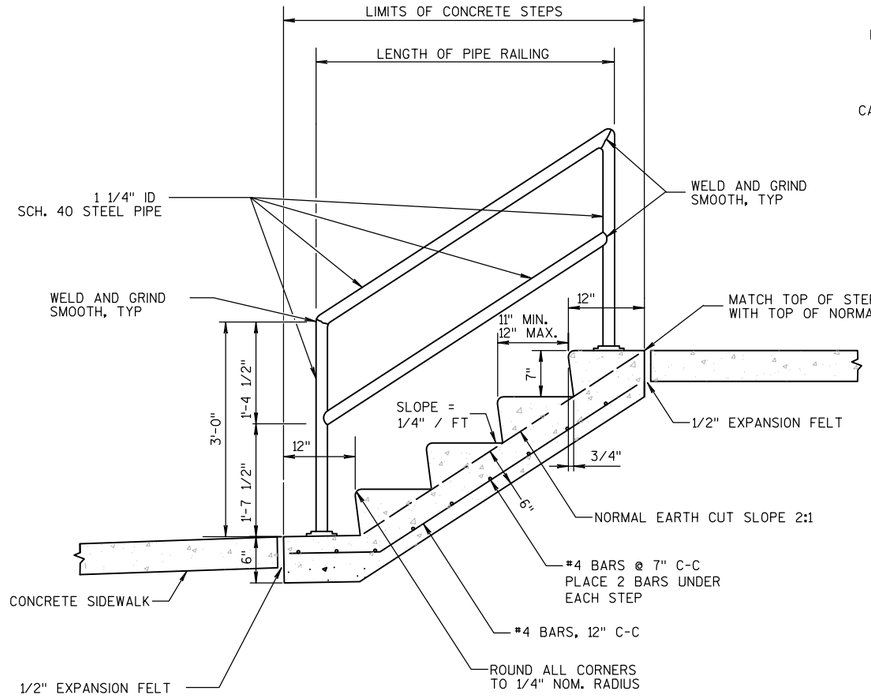
SECTION A-A

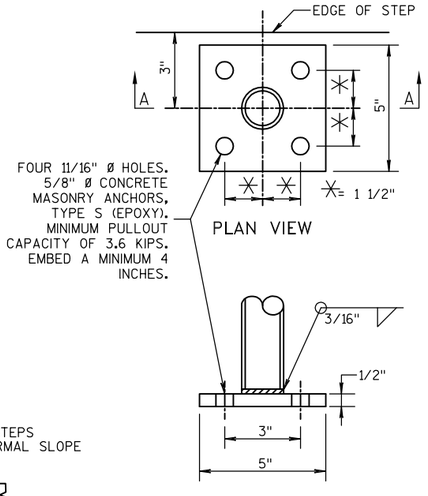


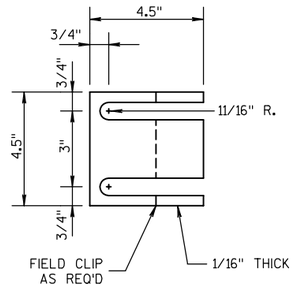
PLAN VIEW

SILT FENCE TIED INTO ROCK BAGS

2







SHIM DETAIL

NOTE:

ALL RISERS SHALL BE SAME HEIGHT.

ACTUAL HEIGHT AND NUMBER OF STEPS MAY VARY DUE TO FIELD CONDITIONS.

STEEL REINFORCEMENT AND PIPE RAILING NOT REQUIRED ON STEPS WITH 2 RISERS OR LESS. ALL STEEL TO 2" CLEAR.

RAILING TO BE PLACED ON LEFT ASCENDING SIDE OF STEPS ONLY.

ALL STAIR RAILING ARE TO BE CLEANED, PRIMED, AND PAINTED.

HOLD PIPE 1/16" ABOVE BASE PLATE TO ALLOW POST AND BASE PLATE TO BE WELDED TOGETHER. PLACE PIPE POST VERTICAL AND CENTERED ON BASE PLATE.

LANDING AREA MUST PROVIDE FOR RAIL OVERHANG.

RAILING POST SPACING SHALL VARY WITH TREAD LENGTH.

MINIMUM WIDTH OF STEP SHALL BE 4 FEET.

BASE PLATE CONFORMING TO ASTM DESIGNATION A709 GRADE 36.

SHIM AS REQUIRED TO OBTAIN VERTICAL. FILL EXPOSED OPENINGS BETWEEN SHIMS, BASE PLATE AND TOP OF CONCRETE, AND POST ANCHOR HOLES WITH NON-STAINING BLACK NON-BITUMINOUS JOINT SEALER.

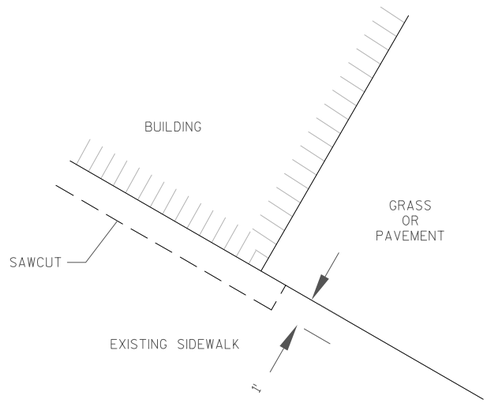
CONCRETE STEPS DETAIL & PIPE RAILING FOR STEPS DETAIL

PROJECT NUMBER: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CONSTRUCTION DETAILS	SHEET NO: 16 E

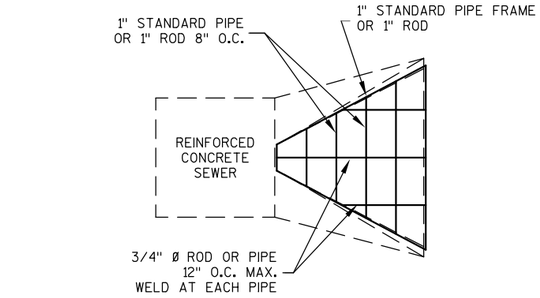
FILE NAME: 021007_CD.DWG PATH: S:±PROJECTS_CURRENT±CALUMET±WDOT_NE_REGION±USH10_BRILLION±ACAD± PLOTTED ON 19 OCT 2011 AT 12:48:20 BY GADDK PLOTSCALE: 1 = 2

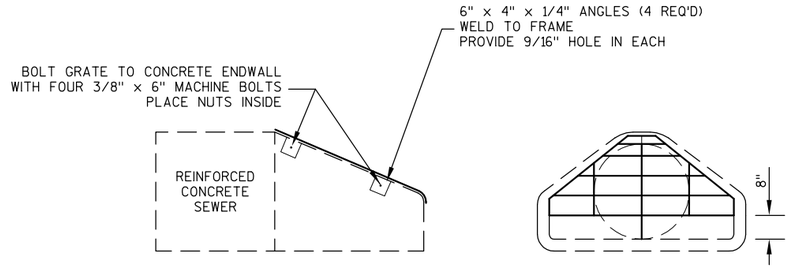
2

SAWCUT IS MADE AT APPROXIMATELY 1' FROM FACE OF BUILDINGS AT THE TIME OF SIDEWALK REMOVAL. IF 1' SECTION OF SIDEWALK IS EASILY REMOVED WITHOUT DAMAGE TO BUILDING, IT SHOULD BE REMOVED TO THE FACE OF BUILDING BY HAND. HANDWORK IS INCIDENTAL TO REMOVING CONCRETE SIDEWALK BID ITEM.

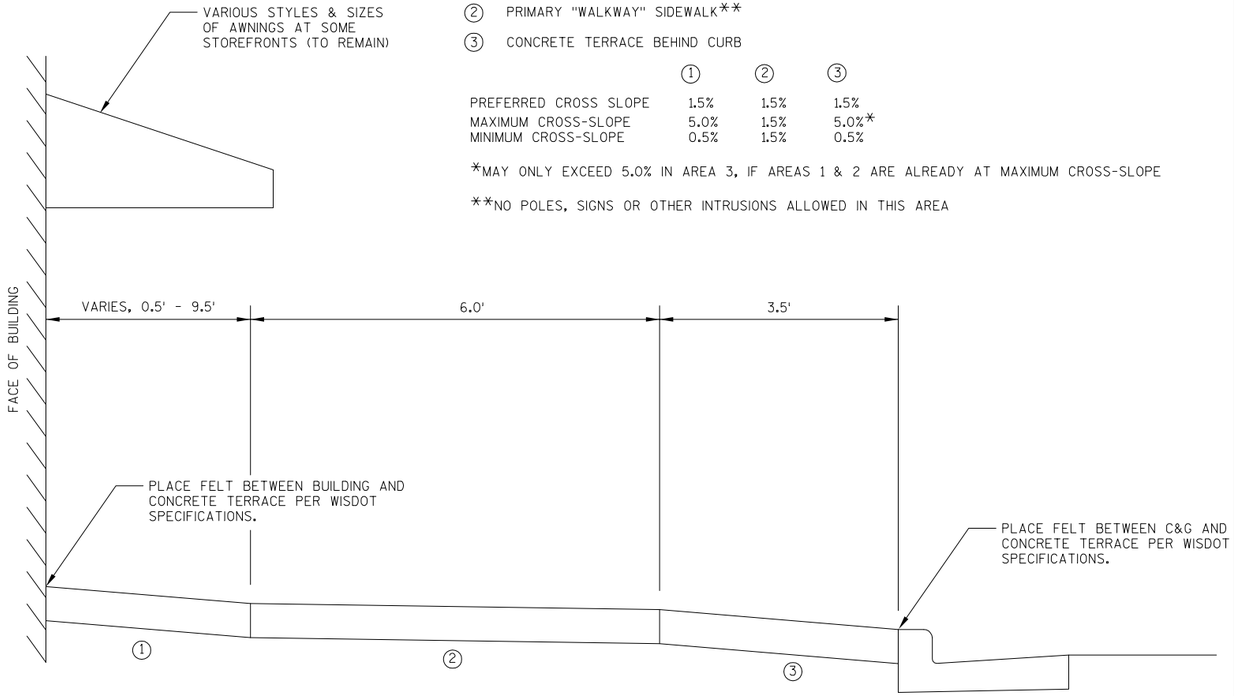


REMOVING EXISTING CONCRETE SIDEWALK –SAWCUT DETAIL

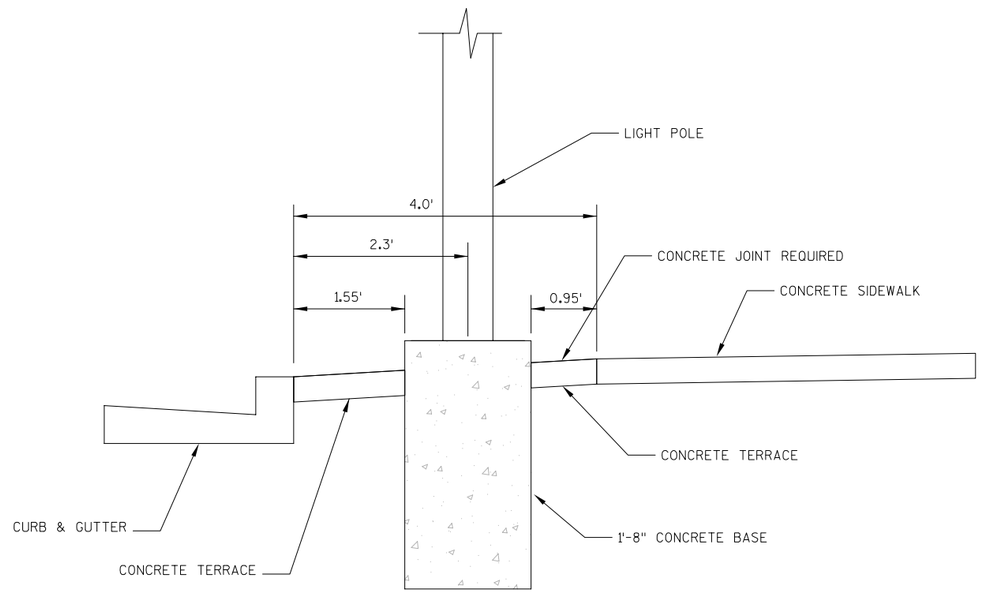




PIPE GRATE



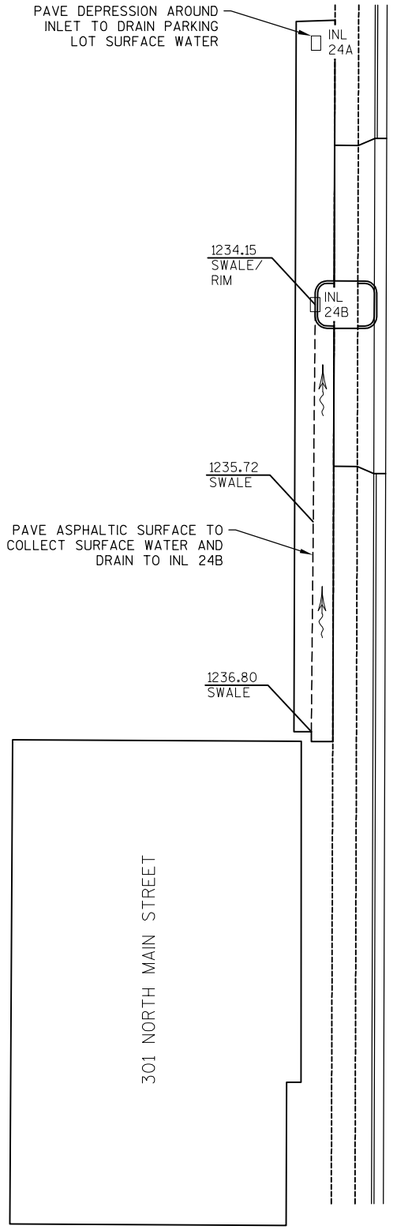
MAIN STREET (STOREFRONT) SIDEWALK DETAIL



TYPICAL LIGHT POLE PLACEMENT

PROJECT NUMBER: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CONSTRUCTION DETAILS	SHEET NO: 17	E

FILE NAME: 021006-CD-PIPEGRATE PATH: S:±PROJECTS_CURRENT±CLARK±WISDOT_NWR±STH 98 - LOYAL±ACAD±SHEETSPLAN±CONSTRUCTIONDETAILS±
PLOTTED ON 14 SEP 2016 AT 08:21:08 BY GADDK
PLOTSCALE 1 = 2

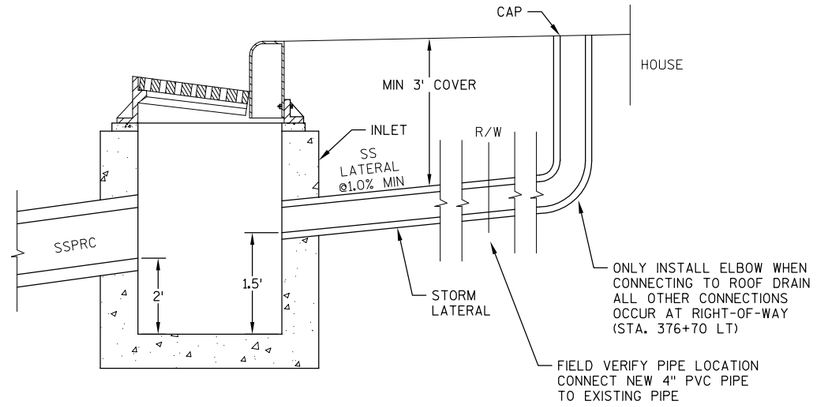


301 NORTH MAIN STREET PARKING LOT

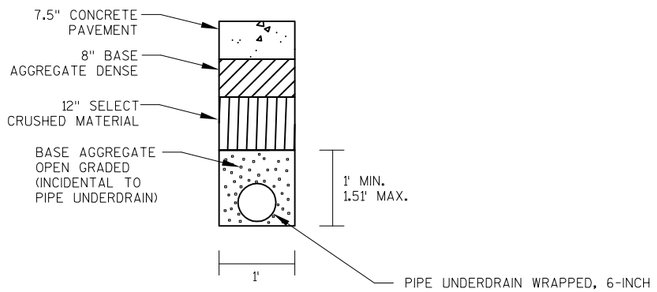
ASPHALTIC SWALE

NOTE: ALL LABOR AND MATERIALS NECESSARY FOR CONNECTION TO SS SHALL BE INCIDENTAL TO THE BID ITEM OF STORM SEWER PIPE PVC 4-INCH.

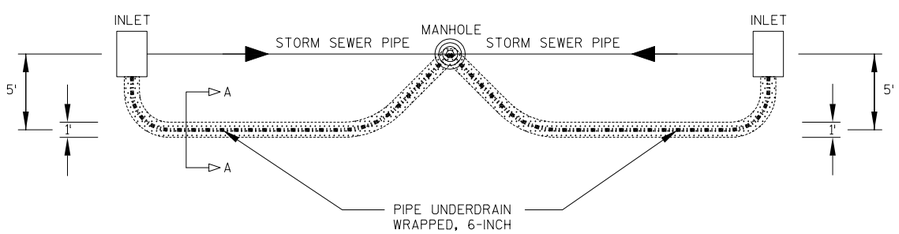
MINIMUM 3 FEET OF COVER OVER STORM SEWER LATERAL.



EXISTING STORM/ROOF DRAIN INLET CONNECTION DETAIL



SECTION A/A
PIPE UNDERDRAIN TRENCH VIEW

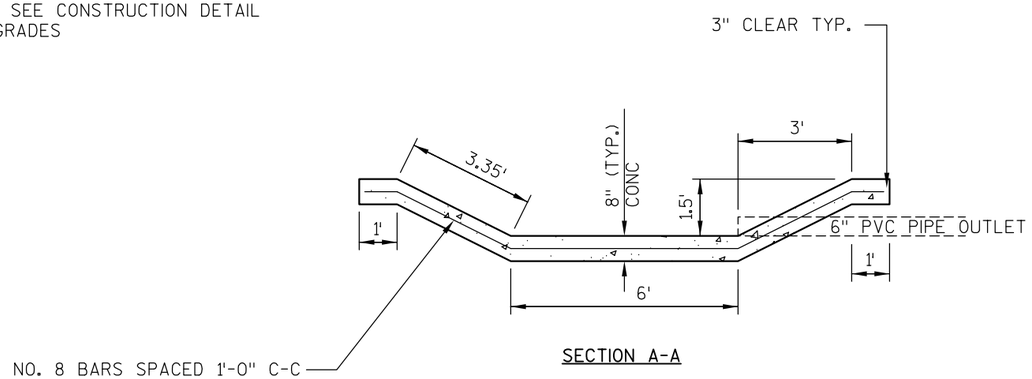


PIPE UNDERDRAIN PLAN VIEW

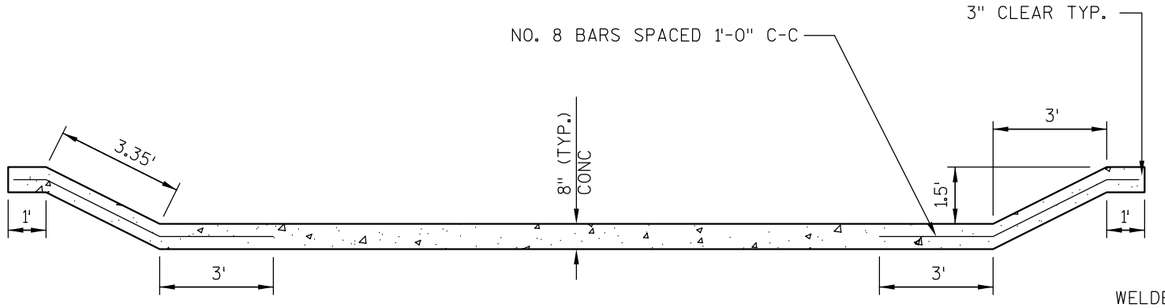
PIPE UNDERDRAIN DETAIL

-PROJECT NUMBER: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CONSTRUCTION DETAILS	SHEET NO: 18 E

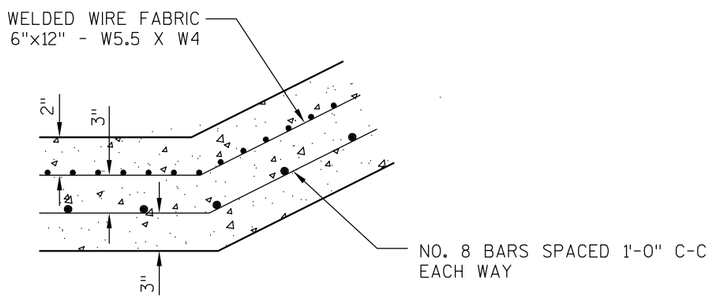
NOTE: SEE CONSTRUCTION DETAIL
FOR GRADES



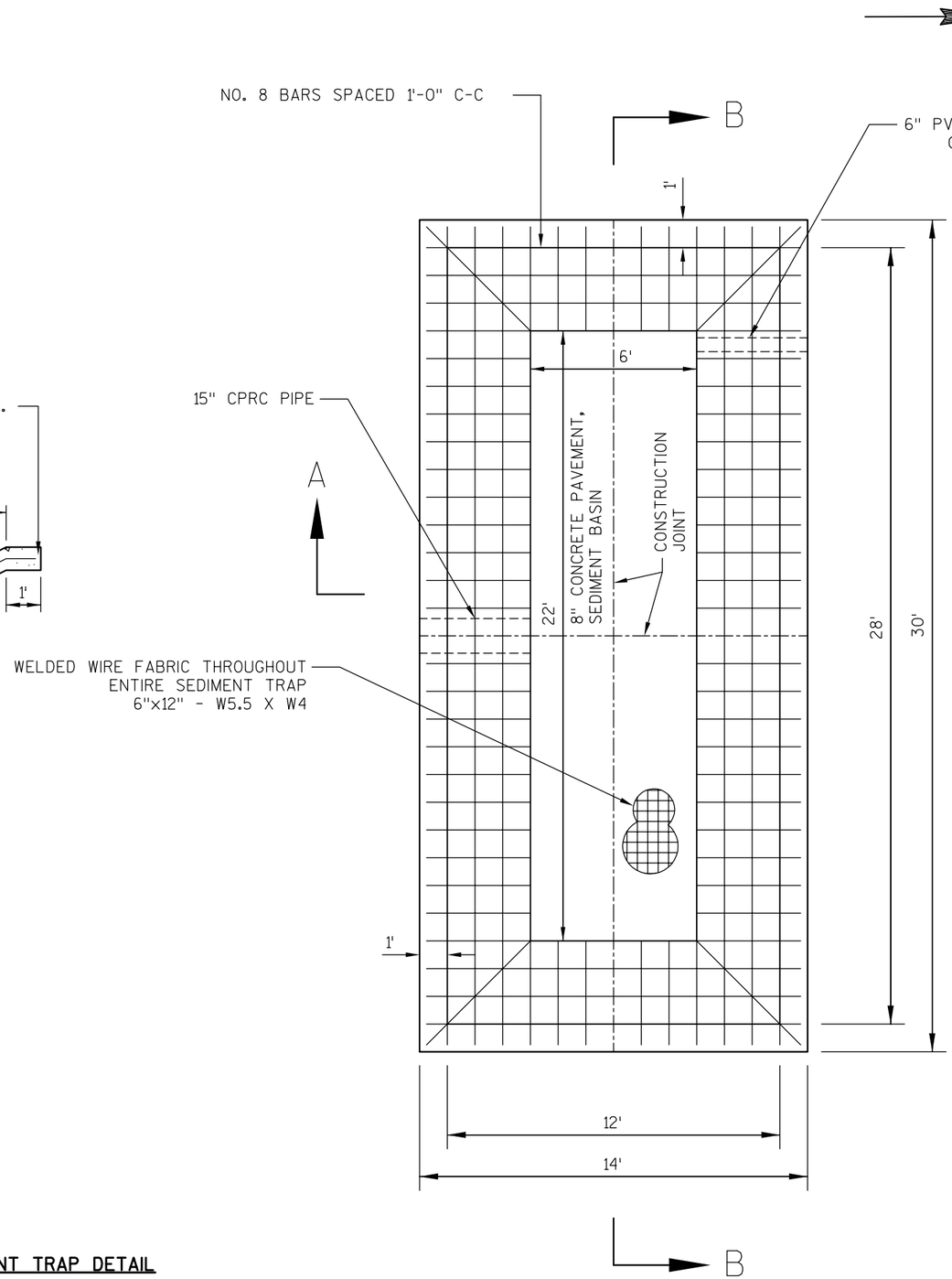
SECTION A-A



SECTION B-B

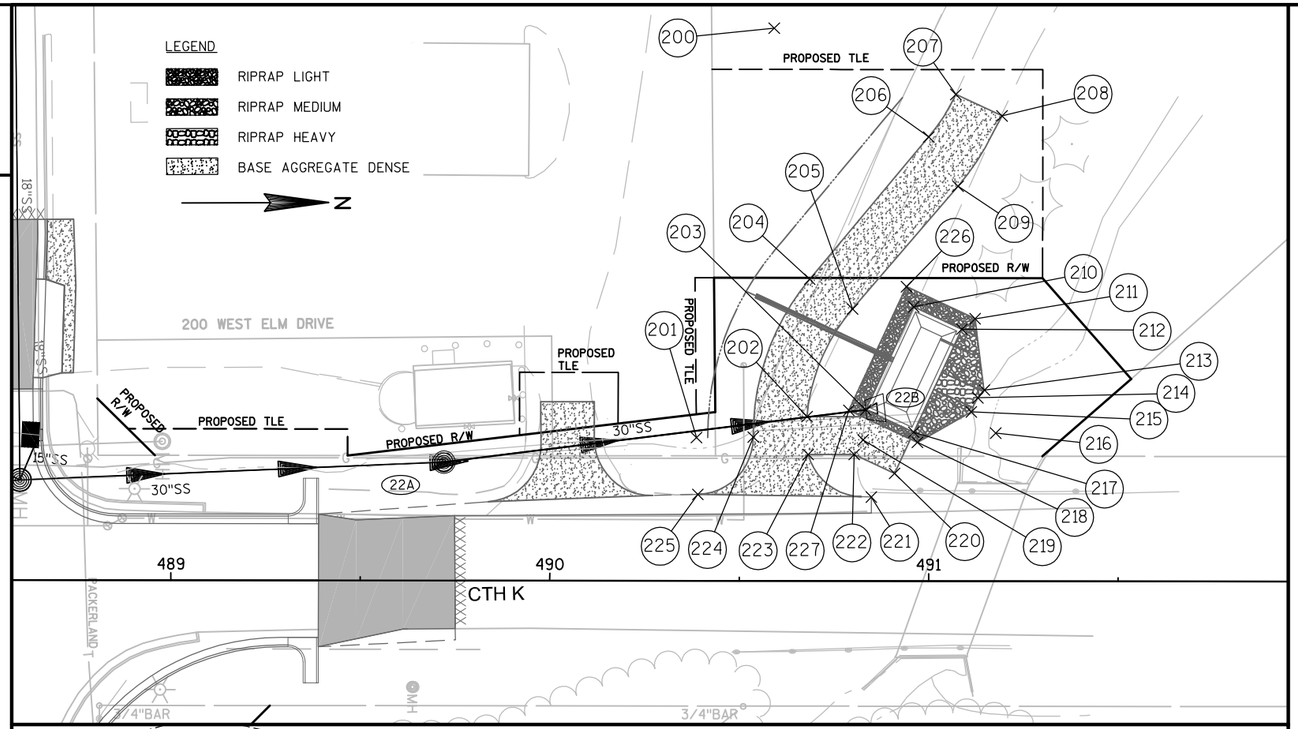


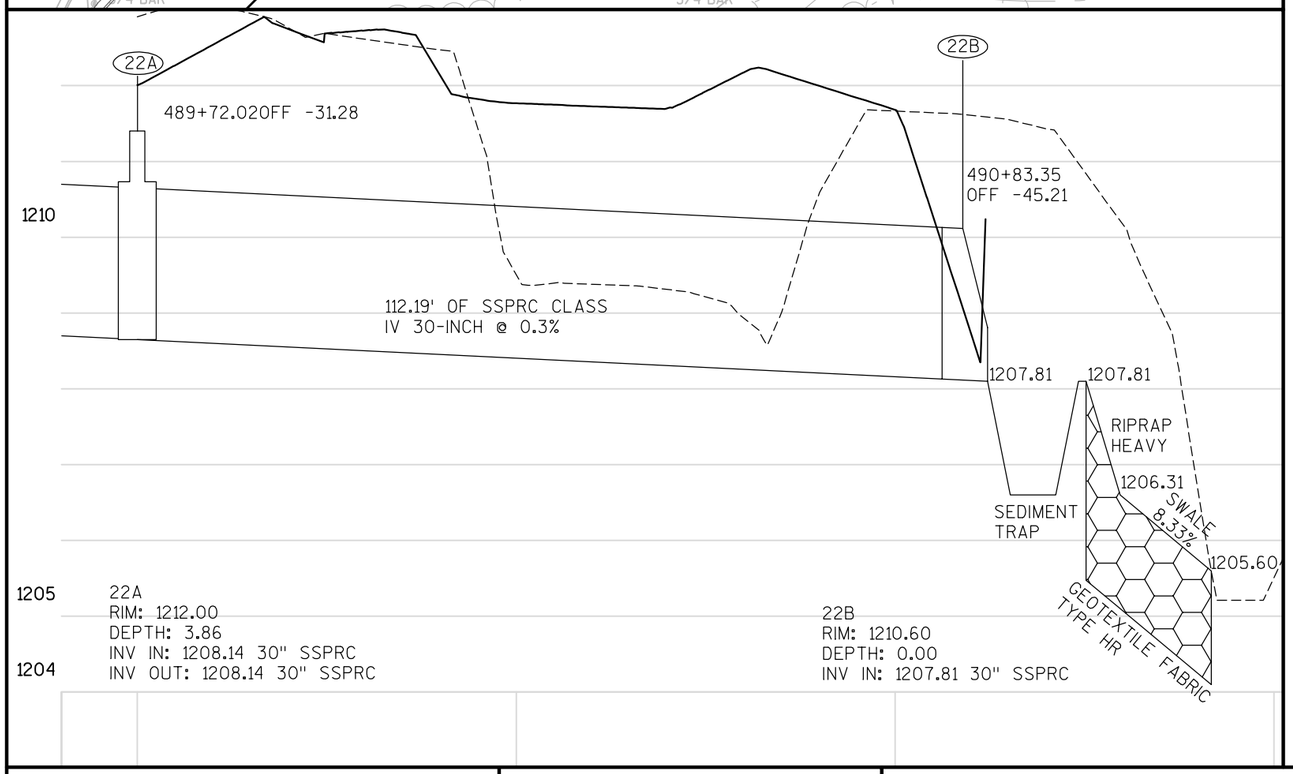
PARTIAL VIEW SHOWING WELDED WIRE FABRIC
PLACEMENT IN RELATION TO NO. 8 BARS



CONCRETE SEDIMENT TRAP DETAIL

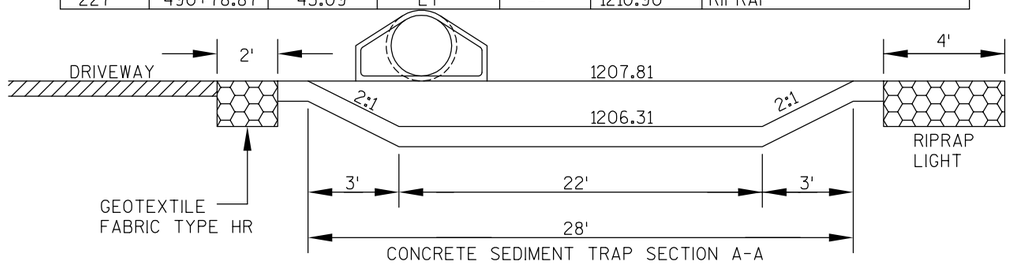
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CONSTRUCTION DETAILS	SHEET -----	E



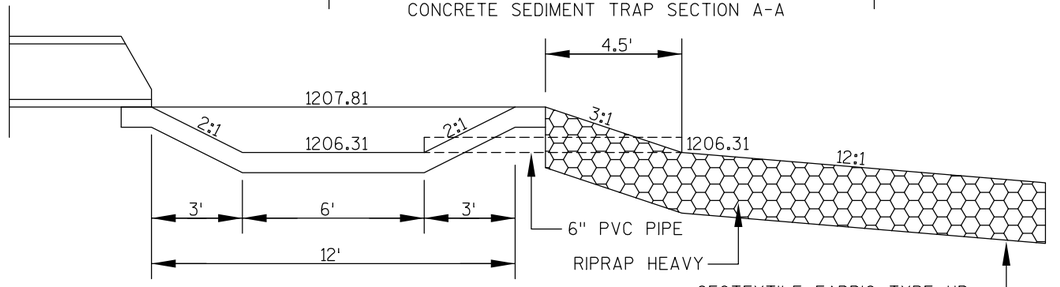


DATA TABLE

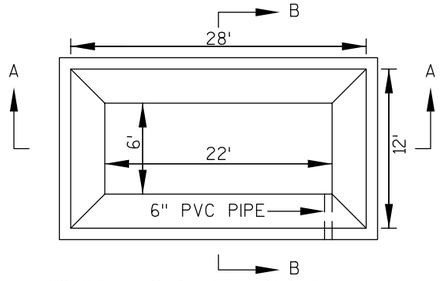
NUMBER	STATION	OFFSET	LOCATION	RADIUS	ELEVATION	DESCRIPTION
200	490+60.76	149.93	LT	51'	--	DRIVEWAY RADIUS
201	490+38.67	37.85	LT	15'	--	DRIVEWAY RADIUS
202	490+67.85	43.47	LT	--	1212.15	DRIVEWAY
203	490+83.31	45.16	LT	--	1207.81	SEDIMENT TRAP
204	490+67.50	78.62	LT	--	1211.29	DRIVEWAY
205	490+79.48	71.05	LT	--	1211.01	DRIVEWAY
206	490+99.91	117.25	LT	--	1210.50	DRIVEWAY
207	491+07.03	128.49	LT	--	1210.75	DRIVEWAY
208	491+16.26	115.72	LT	--	1210.45	DRIVEWAY
209	491+07.66	104.26	LT	--	1210.63	DRIVEWAY
210	490+96.00	72.42	LT	--	1207.81	SEDIMENT TRAP
211	491+12.20	69.29	LT	--	1209.60	RIPRAP
212	491+08.69	66.50	LT	--	1207.81	SEDIMENT TRAP
213	491+14.56	50.32	LT	--	1205.80	RIPRAP
214	491+12.40	47.42	LT	--	1205.60	END SWALE
215	491+11.23	44.70	LT	--	1205.80	RIPRAP
216	491+17.66	39.10	LT	50'	--	DRIVEWAY RADIUS
217	490+95.76	39.65	LT	--	1207.81	SEDIMENT TRAP
218	490+97.00	36.65	LT	--	1211.04	RIPRAP
219	490+82.68	37.25	LT	15'	--	DRIVEWAY RADIUS
220	490+90.97	28.43	LT	--	1211.86	DRIVEWAY
221	490+82.28	22.26	LT	--	1212.20	DRIVEWAY
222	490+80.64	33.37	LT	--	1212.00	DRIVEWAY
223	490+68.18	33.40	LT	--	1212.00	DRIVEWAY
224	490+53.67	38.00	LT	--	1212.18	DRIVEWAY
225	490+39.07	22.85	LT	--	1212.12	DRIVEWAY
226	490+94.06	77.73	LT	--	1210.50	RIPRAP
227	490+78.87	45.09	LT	--	1210.90	RIPRAP



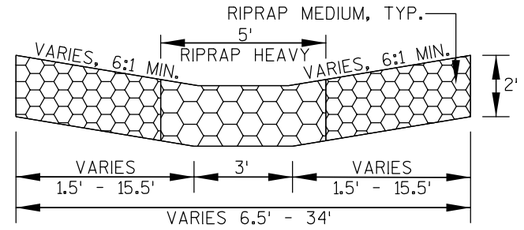
CONCRETE SEDIMENT TRAP SECTION A-A



CONCRETE SEDIMENT TRAP SECTION B-B



CONCRETE SEDIMENT TRAP PLAN VIEW



SECTION THROUGH SWALE AT RIPRAP

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CONSTRUCTION DETAIL	SHEET	E

2

ELM DRIVE

GRASS SWALE
70 LF @ 1.5%

1209.55
SWALE

STA 490+61
14' C.E.

PROPOSED TLE

GRASS SWALE
40 LF @ 7.30%

12'

RIPRAP LIGHT
(SEE STORM SEWER &
EROSION CONTROL)

SEDIMENT TRAP
(SEE CONSTRUCTION DETAIL)

RIPRAP MEDIUM
(SEE STORM SEWER &
EROSION CONTROL)

RIPRAP HEAVY
(SEE STORM SEWER &
EROSION CONTROL)

1208.50
INV

PROPOSED R/W

PROPOSED TLE

109

STA 109+24
38' C.E.

STA 109+34
22' C.E.

200 WEST ELM DRIVE

STA 490+05
14' C.E.

PROPOSED R/W

PROPOSED TLE

PROPOSED R/W

PROPOSED TLE

PROPOSED R/W

1212.00
MANHOLE

22A

1208.10
INV

22

1212.27
SWALE

1212.57
SWALE

1212.44
SWALE

1212.22
SWALE

388 489 490 491 492

CITY OF LOYAL

SAN

CTH K

GRASS SWALE
24 LF @ 2.38%

GRASS SWALE
22 LF @ 1.00%

388+48.06 =
110+00.00
288+48.06

WE ENERGIES

3/4"BAR

3/4"BAR

289

PROPOSED R/W

GRASS SWALE
91 LF @ 0.30%

ELM DRIVE

290

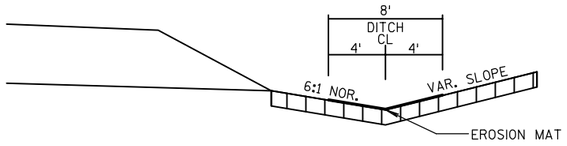
3/4"BAR

3/4"BAR

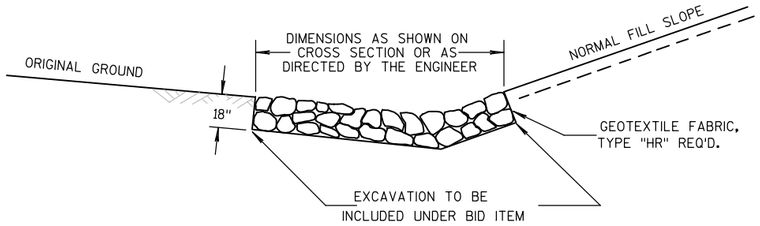
N

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CONSTRUCTION DETAIL	SHEET ----- E

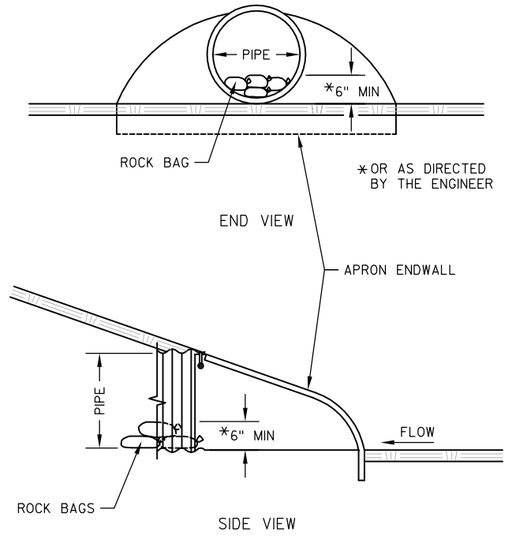
FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\CONSTRUCTION DETAILS\021010-CD-GRASSSWALE.DWG PLOT DATE : 7/28/2016 7:21 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF



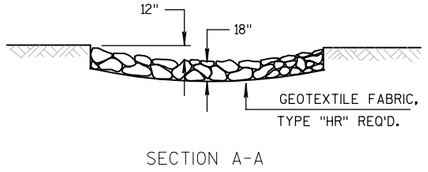
EROSION MAT DETAIL FOR DITCHES



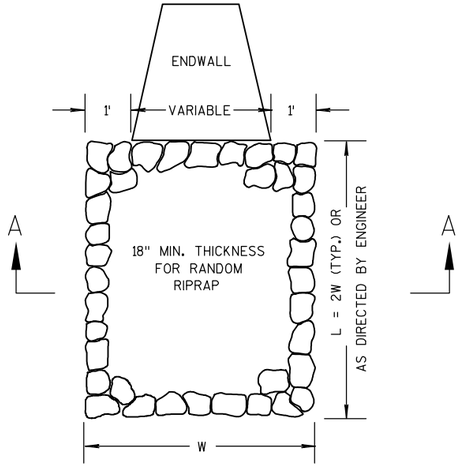
DETAIL FOR RIPRAP IN DITCHES



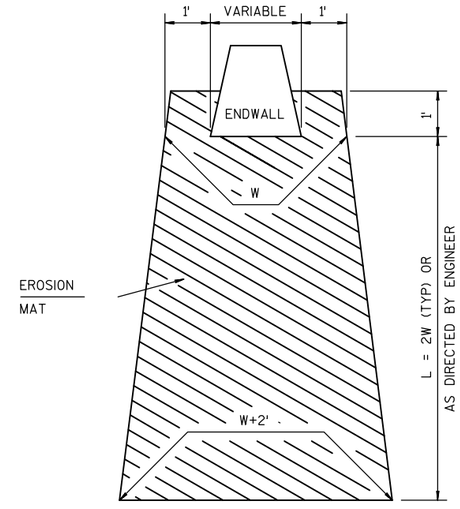
CULVERT PIPE CHECKS DETAIL



SECTION A-A

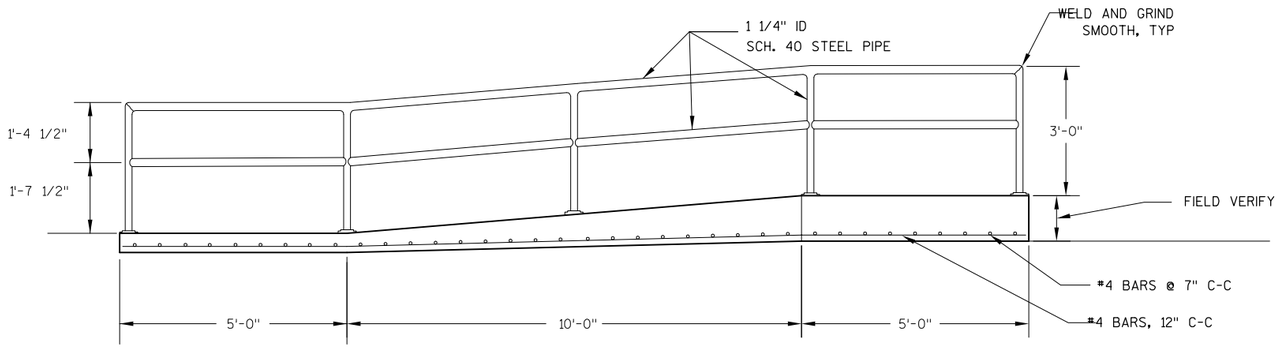


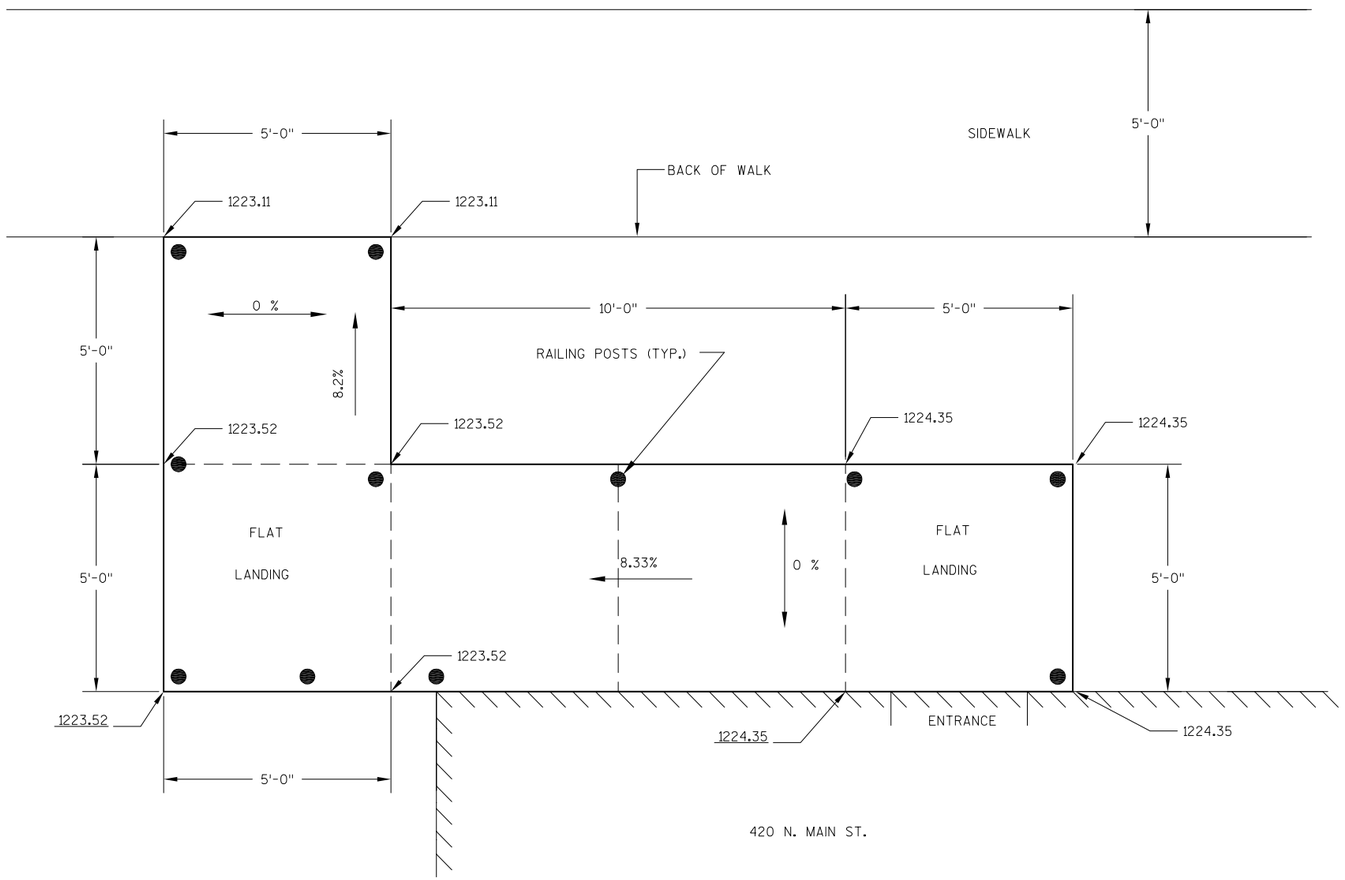
RIPRAP TREATMENT AT CULVERTS



EROSION CONTROL AT PIPE ENDS

FILE NAME: 021011-CD-EROSIONCONTROL PATH: S:±PROJECTS_CURRENT±CLARK±WISDOT_NWR±STH 98 - LOYAL±ACAD±SHEETSPLAN±CONSTRUCTIONDETAILS±ON 14 SEP 2016 AT 08:28:12 BY GADDK
PLOTSCALE 1 = 2





420 N. MAIN ST.

NOTE:

ALL STEEL TO 2" CLEAR.

RAILING TO BE PLACED ON SIDES OF RAMP WHEN NOT ADJACENT TO BUILDING.

ALL RAMP RAILINGS ARE TO BE CLEANED, PRIMED, AND PAINTED.

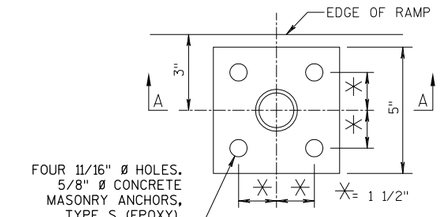
HOLD PIPE 1/16" ABOVE BASE PLATE TO ALLOW POST AND BASE PLATE TO BE WELDED TOGETHER. PLACE PIPE POST VERTICAL AND CENTERED ON BASE PLATE.

LANDING AREA MUST PROVIDE FOR RAIL OVERHANG.

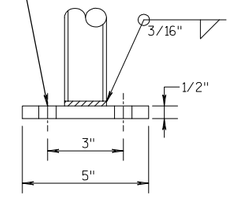
BASE PLATE CONFORMING TO ASTM DESIGNATION A709 GRADE 36.

SHIM AS REQUIRED TO OBTAIN VERTICAL. FILL EXPOSED OPENINGS BETWEEN SHIMS, BASE PLATE AND TOP OF CONCRETE, AND POST ANCHOR HOLES WITH NON-STAINING BLACK NON-BITUMINOUS JOINT SEALER.

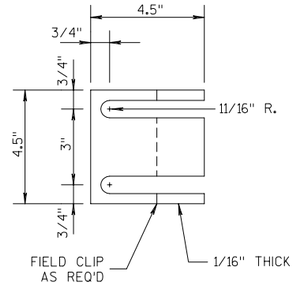
ALL DIMENSIONS SHALL BE FIELD VERIFIED PRIOR TO MANUFACTURING.



PLAN VIEW



SECTION A–A
FLANGE DETAIL

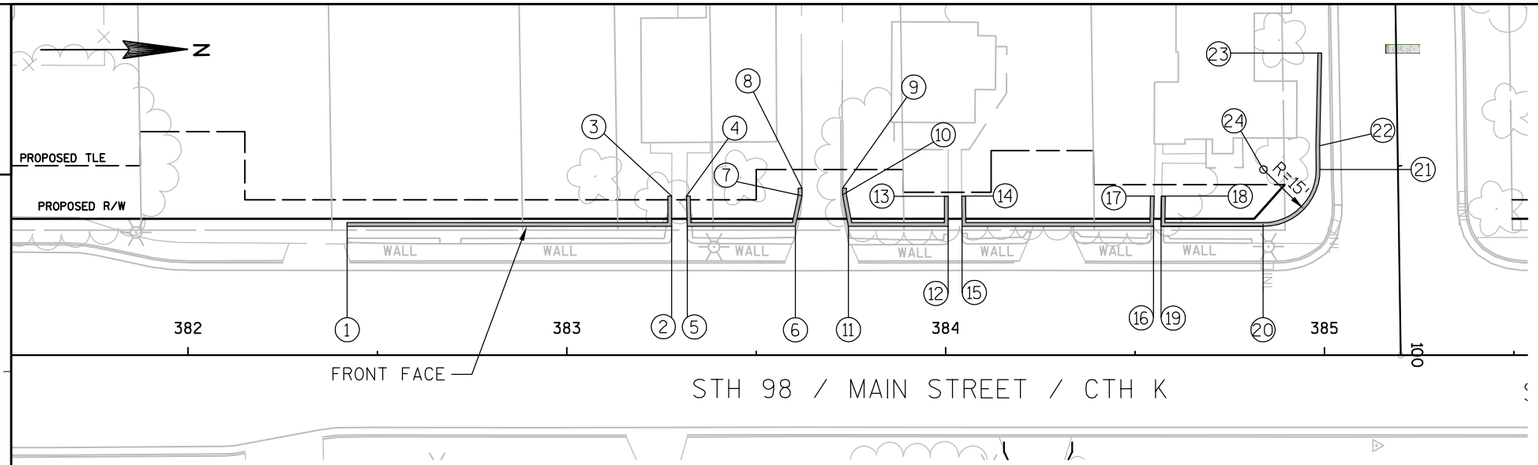


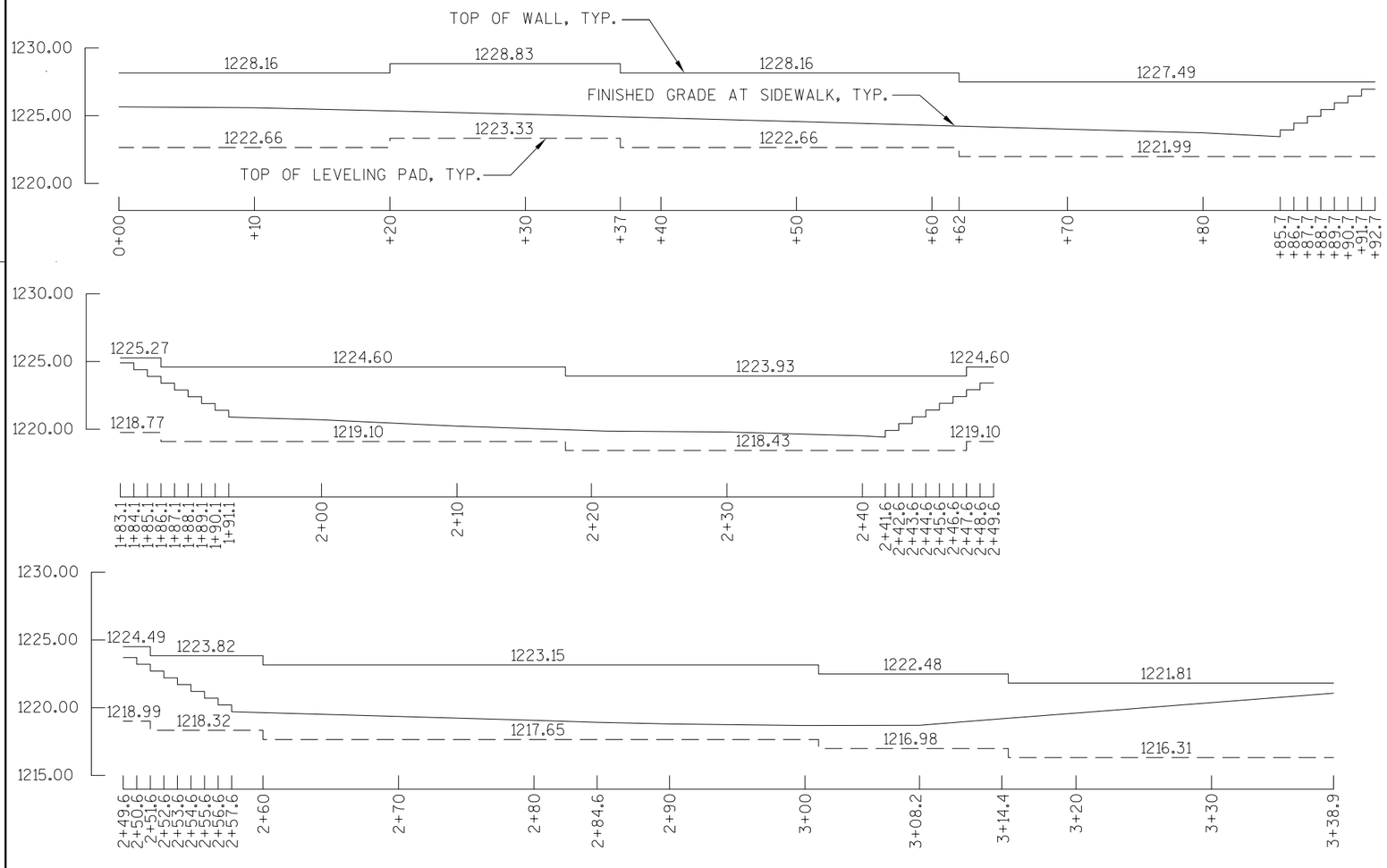
SHIM DETAIL

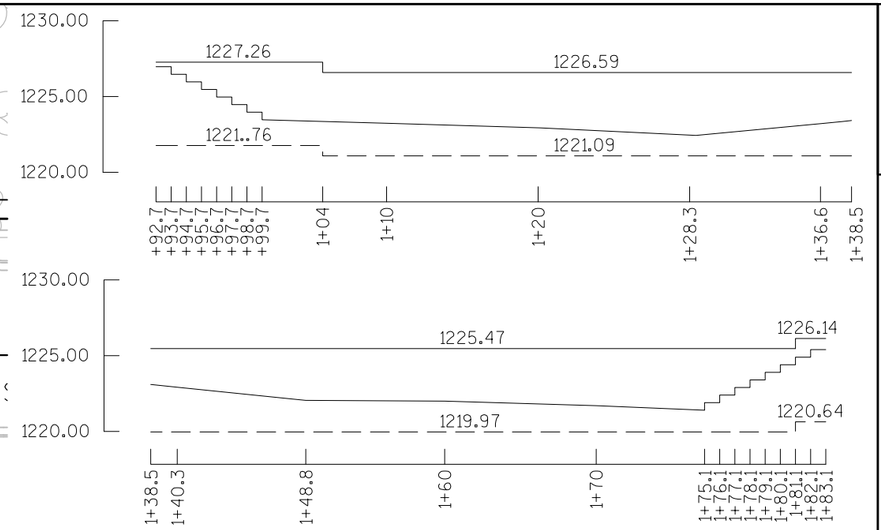
CONCRETE RAMP AND PIPE RAILING DETAIL

STA. 383+50

PROJECT NUMBER: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CONSTRUCTION DETAILS	SHEET NO: 23	E







POINT	RETAINING WALL STATION	ROADWAY	OFFSET STATION
1	0+00.00	382+42.0	34.0' LT
2	0+85.70	383+27.7	34.0' LT
3	0+92.70	383+27.7	41.0' LT
4	0+92.70	383+31.7	41.0' LT
5	0+99.70	383+31.8	34.0' LT
6	1+28.26	383+60.4	34.0' LT
7	1+36.55	383+62.1	42.1' LT
8	1+38.53	383+62.1	44.1' LT
9	1+38.53	383+72.8	44.1' LT
10	1+40.28	383+72.8	42.3' LT
11	1+48.76	383+74.4	34.0' LT
12	1+75.08	384+00.7	34.0' LT
13	1+83.06	384+00.7	42.0' LT
14	1+83.06	384+04.3	42.0' LT
15	1+91.06	384+04.4	34.0' LT
16	2+41.56	384+54.9	34.0' LT
17	2+49.60	384+55.1	42.0' LT
18	2+49.6	384+57.1	42.0' LT
19	2+57.6	384+56.9	34.0' LT
20	2+84.6	384+83.9	34.0' LT
21	3+08.18	99+50.6	20.5' RT
22	3+14.43	99+44.4	20.5' RT
23	3+38.91	99+19.9	19.6' RT
24	--	384+83.9	41.0' LT

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.

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

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN PLANS, DETAILS, SPECIFICATIONS AND SHOP DRAWINGS FOR THE RETAILING 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.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

BLOCKS SHALL BE STRAIGHT FACE. COLOR SHALL BE SELECTED BY THE CITY OF LOYAL.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN.

CONCRETE MASONRY.....f'c = 3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT (GRADE 60).....fy = 60,000 p.s.i.

SOIL PARAMETERS

ALLOWABLE BEARING CAPACITY = 1.0 TONS/SF
ANGLE OF INTERNAL FRICTION = 15 DEGREE
COHESION = 0.8 TONS/SF
COEFFICIENT OF SLIDING FRICTION = 0.4

SAFETY FACTORS

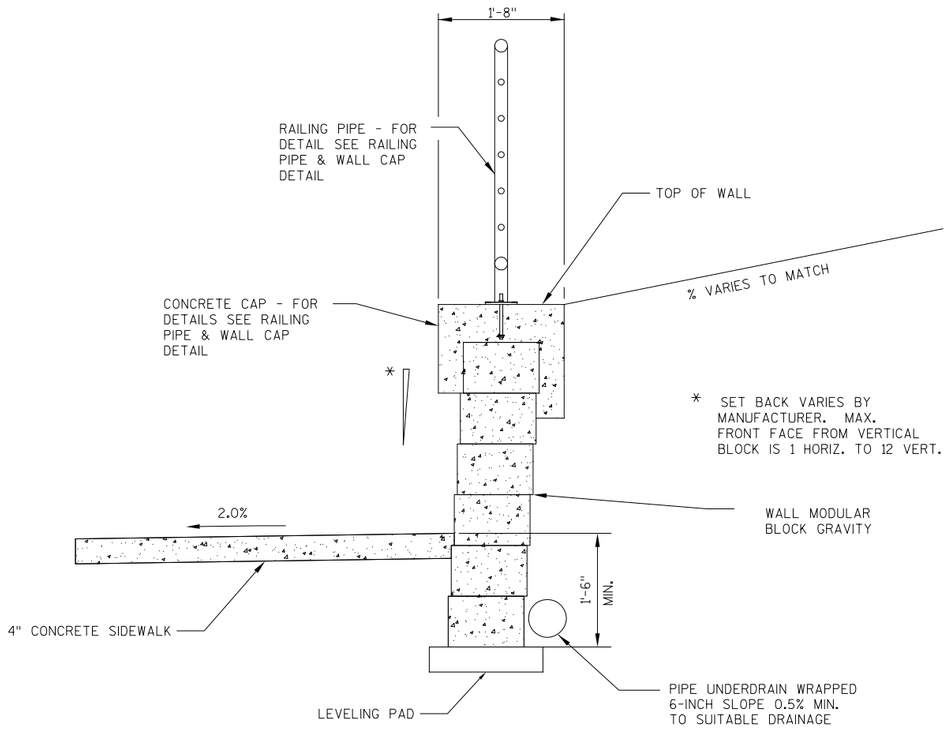
SLIDING (FS > 1.5)
OVERTURNING (FS > 2.0)
GLOBAL STABILITY (FS > 1.3)
MINIMUM WALL EMBEDMENT 1'-6"

TOTAL ESTIMATED QUANTITIES

WALL MODULAR BLOCK GRAVITY..... 1865 SF
PIPE UNDERDRAIN WRAPPED..... 340 LF
RAILING PIPE..... 340 LF

NOTE: COST OF CONCRETE MASONRY AND BAR STEEL REINFORCEMENT IN WALL CAP CONSIDERED INCIDENTAL TO THE BID ITEM "WALL MODULAR MSE LRFD/QMP".

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CONSTRUCTION DETAILS	SHEET -----	E



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

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS SHOWN OF NOTED OTHERWISE

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.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON ELEVATION SHEET.

BLOCKS SHALL BE STRAIGHT FACE. COLOR SHALL BE SELECTED BY THE ENGINEER.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN.

CONCRETE MASONRY _____f'c = 3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT (GRADE 60) _____fy = 60,000 p.s.i.

SOIL PARAMETERS

ALLOWABLE BEARING CAPACITY = 1.0 TONS/SF
ANGLE OF INTERNAL FRICTION = 15 DEGREES
COHESION = 0.8 TONS/SF
COEFFICIENT OF SLIDING FRICTION = 0.4

SAFETY FACTORS

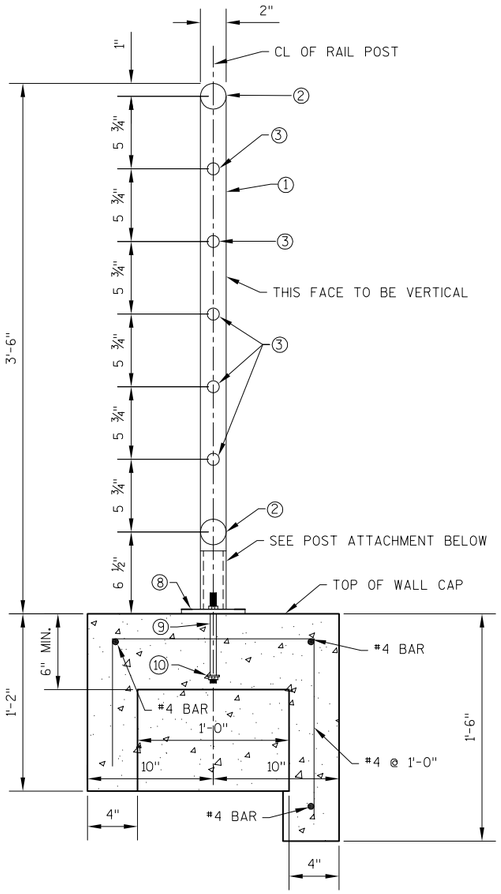
SLIDING (FS > 1.5)
OVERTURNING (FS > 2.0)
GLOBAL STABILITY (FS > 1.3)
MINIMUM WALL EMBEDMENT = 1'6"

TOTAL ESTIMATED QUANTITIES

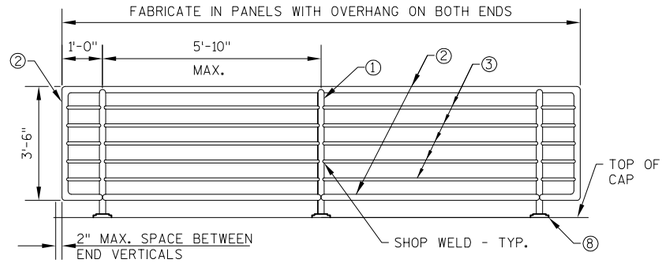
WALL MODULAR MSE LRFD/QMP	1865 SF
PIPE UNDERDRAIN	340 LF
RAILING PIPE	340 LF

NOTE: COST OF CONCRETE MASONRY AND BAR STEEL REINFORCMENT IN WALL CAP CONSIDERED INCIDENTAL TO THE BID ITEM "WALL MODULAR MSE LRFD/QMP".

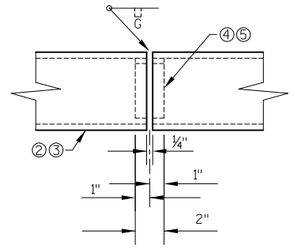
RETAINING WALL DETAIL



SECTION THRU RAILING AND CAP

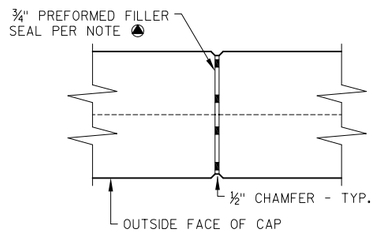


PART ELEVATION OF RAILING



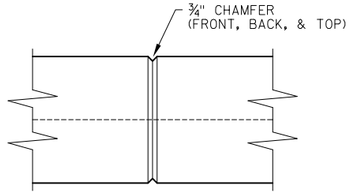
SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON THE SHOP DRAWINGS)



WALL CAP EXPANSION JOINT

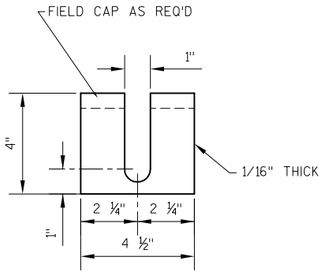
DO NOT RUN ANY BAR STEEL THRU JOINT
MAX. SPACING OF JOINT = 50'



WALL CAP CONTRACTION JOINT

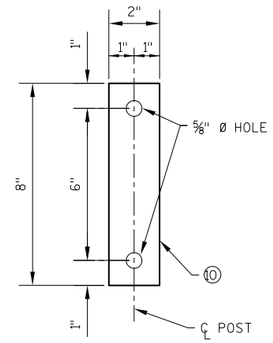
DO NOT RUN ANY BAR STEEL THRU JOINT
MAX. SPACING OF JOINT = 12'

▲ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE).

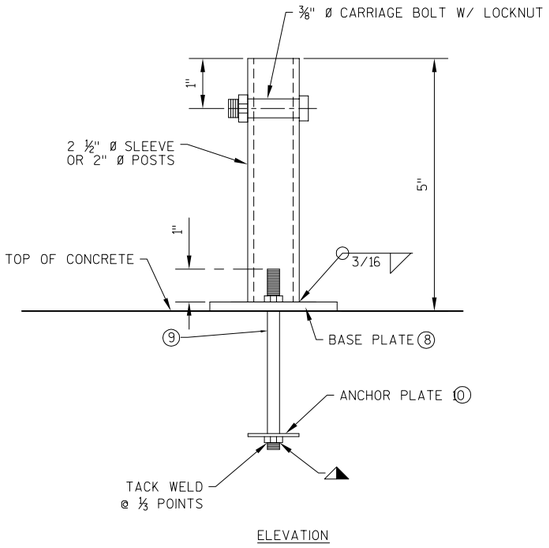


POST SHIM DETAILS

PROVIDE 4 SHIMS PER POST.



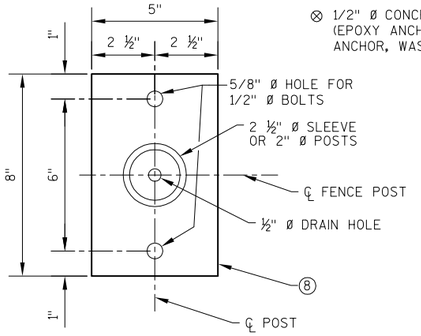
PLAN ANCHOR PLATE



ELEVATION

POST ATTACHMENT

UNIT SHALL BE GALV. AFTER FABRICATION



PLAN BASE PLATE

LEGEND

① 2" Ø STEEL PIPE FOR POST. CUT BOTTOM OF POST TO MATCH TOP OF CONCRETE. PLACE POSTS VERTICAL.

② 2" Ø STEEL PIPE FOR TOP & BOT. RAIL. WELD TO NO. 1.

③ 1' Ø STEEL PIPE FOR INTERMEDIATE RALS. WELD TO NO. 1

④ 1 1/2" Ø PIPE SLEEVE FOR NO. 2. PROVIDE "SLIDING FIT" WITH A MINIMUM OUT TO OUT DIMENSION OF 1 9/16".

⑤ 1/2" Ø ROD SLEEVE FOR NO. 3. PROVIDE "SLIDING FIT" WITH A MINIMUM OUT TO OUT DIMENSION OF 15/16"

⑧ PLATE 3/4" X 5" X 8", WITH 5/8" Ø HOLE FOR ANCHOR BOLTS NO. 9. WELD TO NO. 1 OR PIPE SLEEVE AS SHOWN.

⑨ A325 - 1/2" Ø X 6 7/8" LONG HEX BOLTS (GALVANIZED) WITH A325 NUT AND WASHER. 2 REQ'D PER POST. THREAD 3" AND PLACE NORMAL TO PLATE NO. 8. CHAMFER TOP OF BOLTS BEFORE THREADING.

⑩ 1/4" X 2" X 8" FLAT BAR, WITH 5/8" Ø HOLES FOR ANCHOR BOLTS NO. 9.

GENERAL NOTES

BID ITEM SHALL BE "RAILING PIPE", WHICH INCLUDES ALL ITEMS SHOWN.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 2 OR 3 POSTS.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACED SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

ALL MATERIAL EXCEPT ANCHORAGE DETAIL (NO. 10) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS AND STEEL TUBING SHALL BE GIVEN A NO. 6 BLAST CLEANING BY S.S.P.C. SPECIFICATIONS.

FILL BOLT SLOT OPENINGS IN POST SHIMS AND PLATE NO. 8 AND CAULK AROUND PERIMETER OF PLATE NO. 8 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL MATERIALS USED IN FABRICATIION SHALL BE MADE FROM MATERIALS COMFORMING TO A.S.T.M. DESIGNATION A709 GRADE 36 UNLESS NOTED OTHERWISE.

STEEL POST SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQ'D FOR ALIGNMENT.

ALL RALS, POSTS AND SLEEVES ARE STANDARD WEIGHT PIPE, SCHEDULE 40.

PLACE ALL NUTS ON OUTSIDE OF POSTS.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

1/4" Ø VENT HOLES LOCATED IN TOP RAIL OVER POSTS AND AT LOW END OF OTHER RAILS.

⊗ 1/2" Ø CONCRETE MASONRY ANCHOR, TYPE "S". 6" EMBEDMENT (EPOXY ANCHORED) MIN. PULLOUT OF 10 KIPS. THREADED LENGTH OF ANCHOR, WASHER AND NUT SHALL BE GALVANIZED.

◭ 1/2" Ø X 6 7/8" LONG GALVANIZED HEX. BOLT WITH NUT AND WASHER. TYPE S, 1/2" Ø CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR 1/2" Ø BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED. SEE ⊗ IN "GENERAL NOTES".

NOTES:

PROVIDE AN IDENTIFICATION PLAQUE (SEE S.D.D.) FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTIAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".

DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS".

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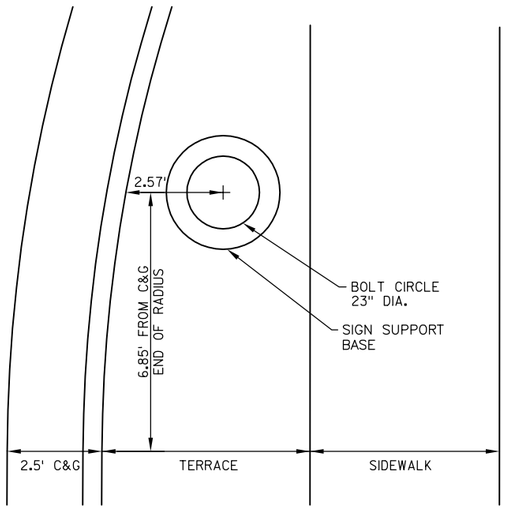
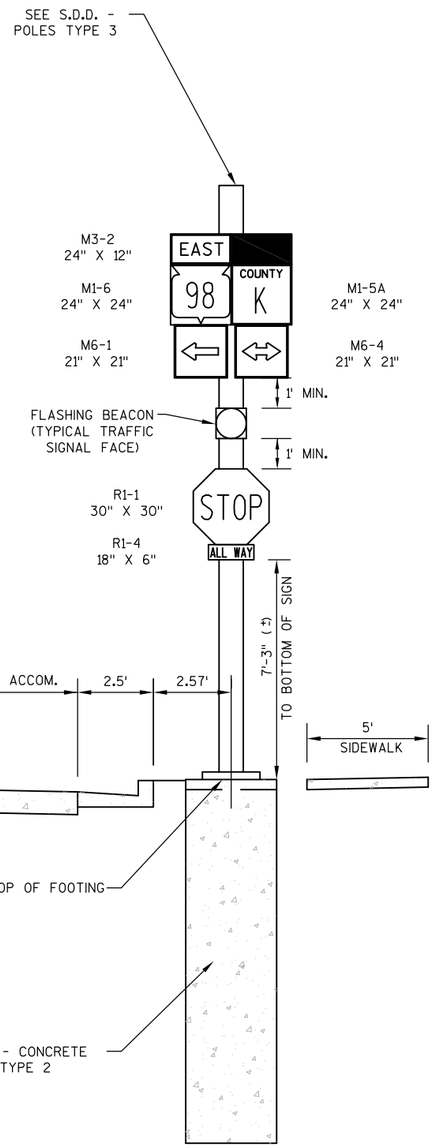
SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.

DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.



PLAN VIEW BASE DETAIL



SIGN SUPPORT DETAIL

STATION/LOCATION	HIGH POINT ELEVATION	TOP OF FOOTING ELEVATION
264+88.2 RT	1260.68	1260.82

SOUTHWEST QUADRANT - MAIN ST/SOUTH ST

NOTES:

PROVIDE AN IDENTIFICATION PLAQUE (SEE S.D.D.) FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTIAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".

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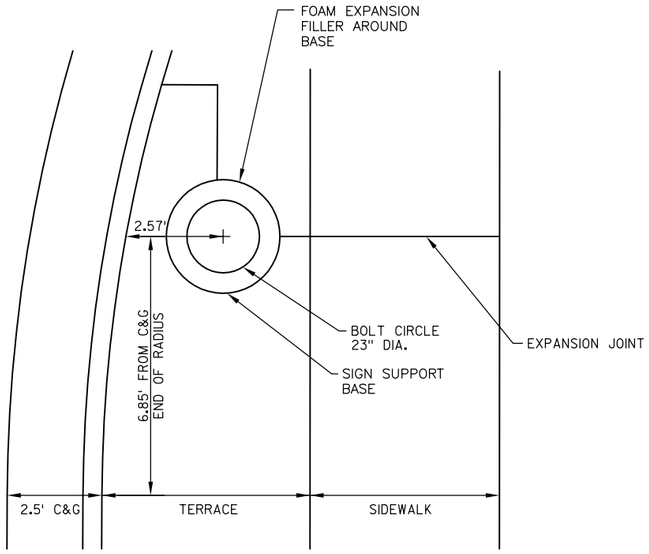
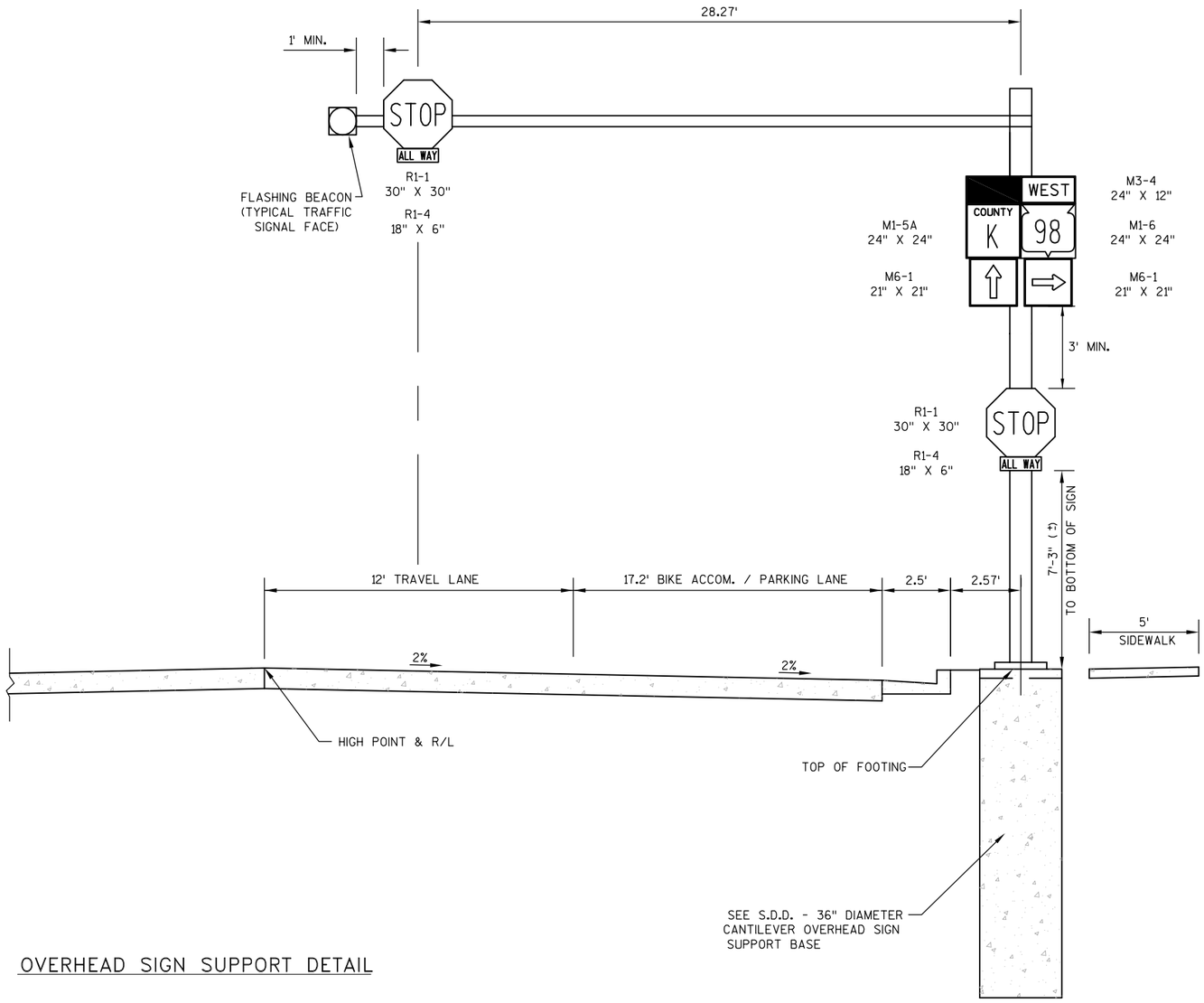


PLAN VIEW BASE DETAIL



OVERHEAD SIGN SUPPORT DETAIL

STRUCTURE NO.	STATION/LOCATION	HIGH POINT ELEVATION	TOP OF FOOTING ELEVATION
S-10-012	362+58.9 LT	1260.13	1260.05

NORTHWEST QUADRANT - MAIN ST/SOUTH ST

NOTES:

PROVIDE AN IDENTIFICATION PLAQUE (SEE S.D.D.) FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTIAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".

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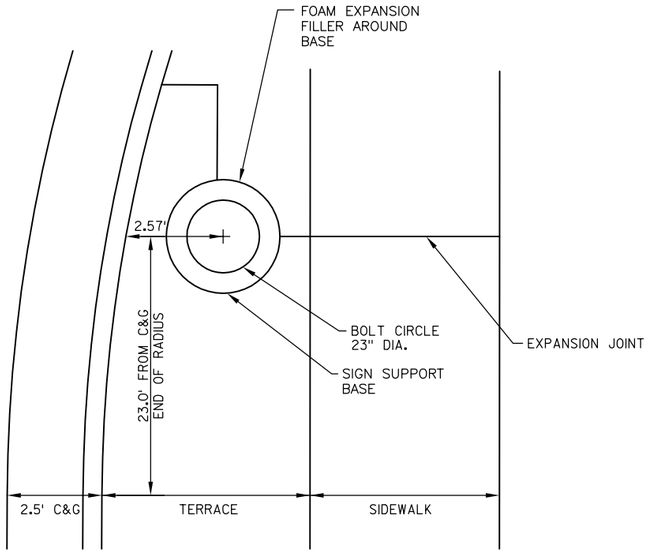
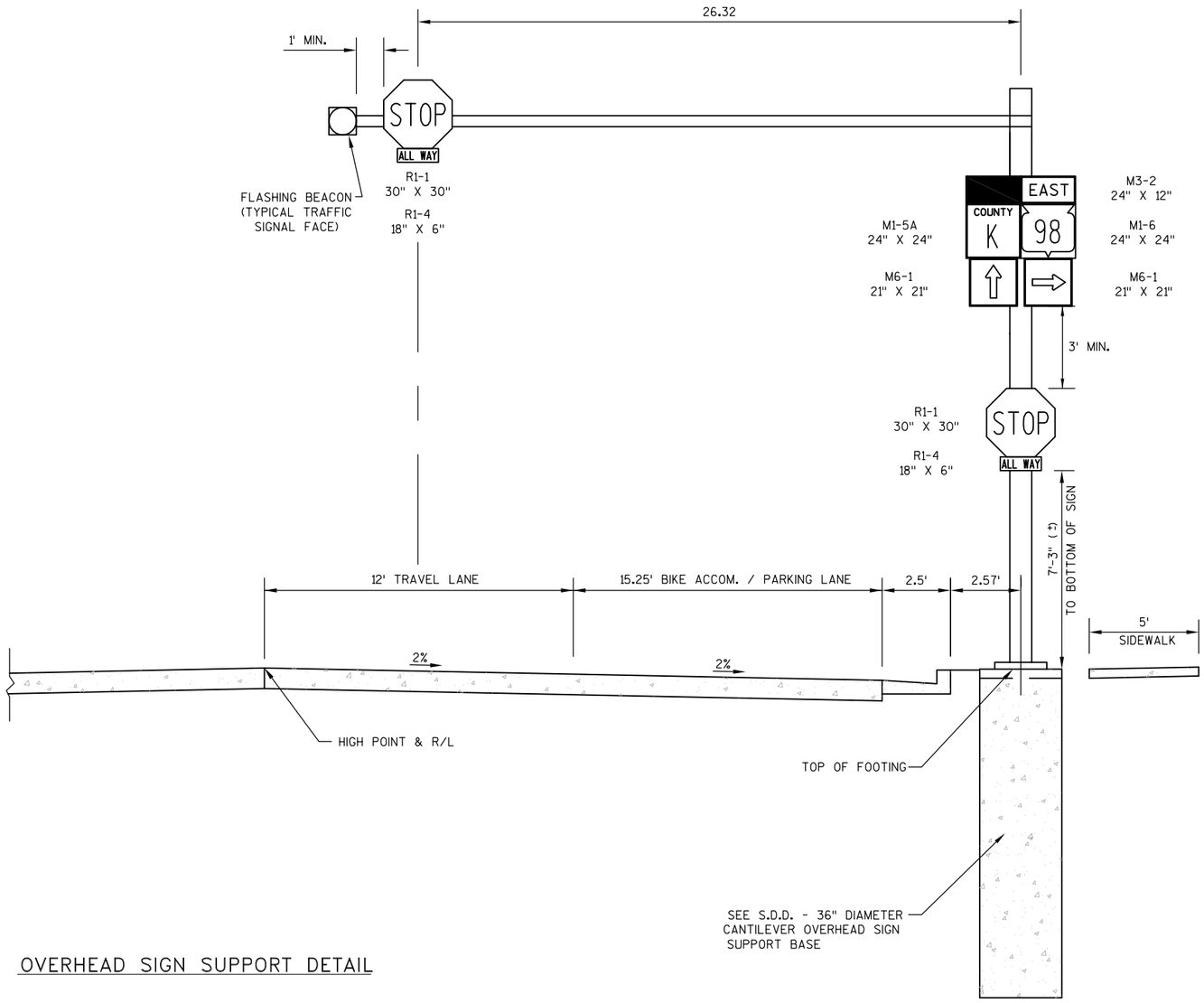


PLAN VIEW BASE DETAIL



OVERHEAD SIGN SUPPORT DETAIL

STRUCTURE NO.	STATION/LOCATION	HIGH POINT ELEVATION	TOP OF FOOTING ELEVATION
S-10-013	387+89.1 RT	1214.28	1214.15

SOUTHEAST QUADRANT - MAIN ST/ELM DR

NOTES:

PROVIDE AN IDENTIFICATION PLAQUE (SEE S.D.D.) FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTIAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".

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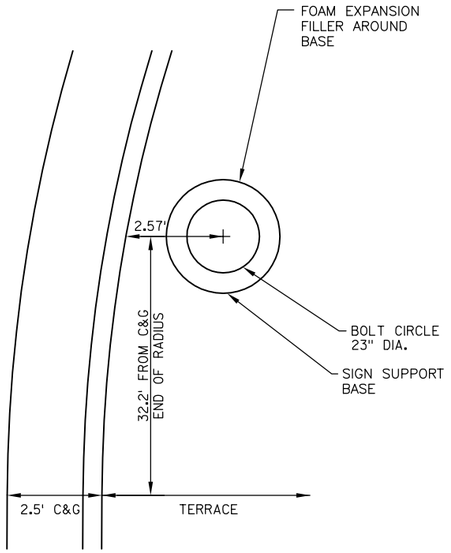
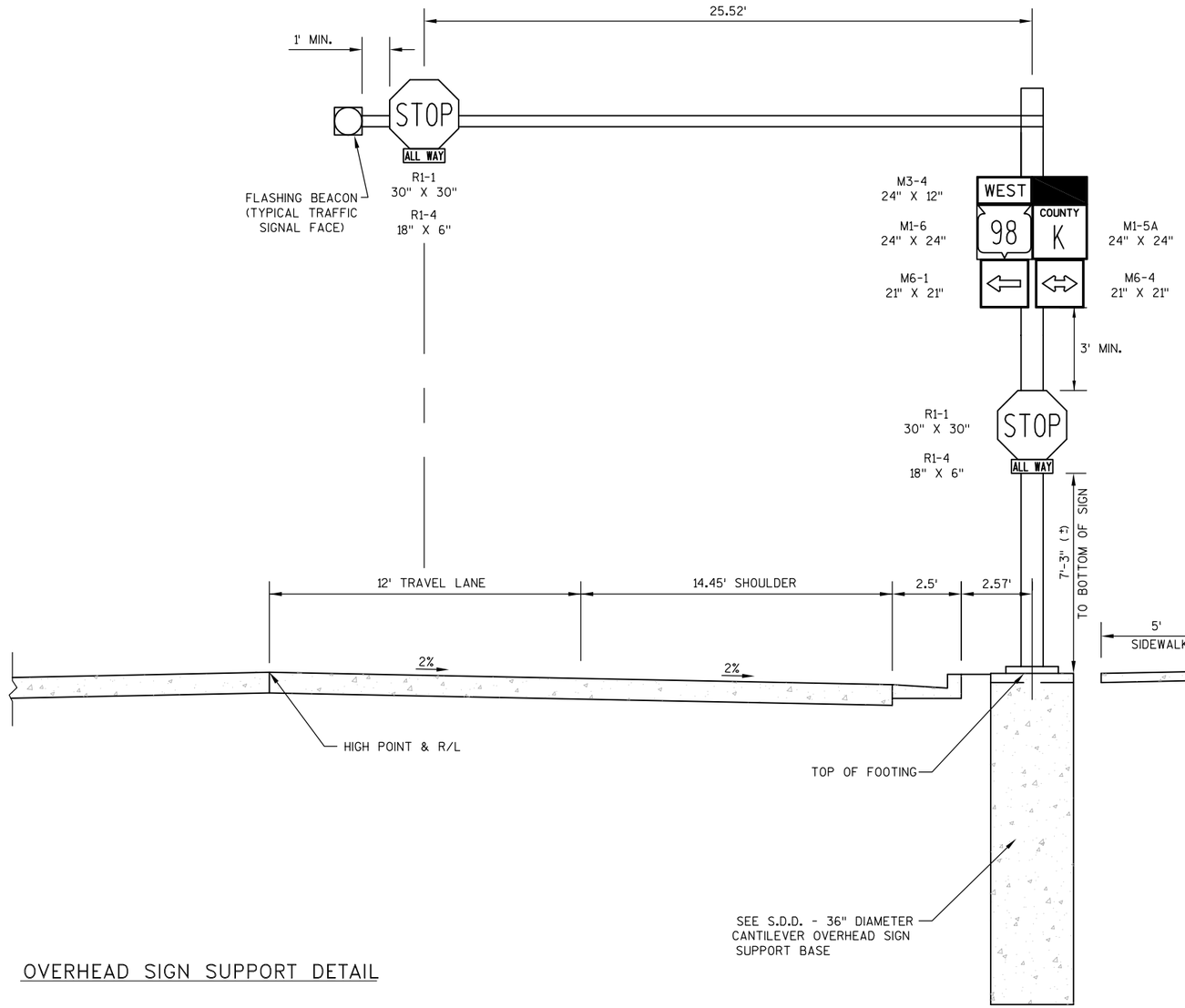


PLAN VIEW BASE DETAIL



OVERHEAD SIGN SUPPORT DETAIL

STRUCTURE NO.	STATION/LOCATION	HIGH POINT ELEVATION	TOP OF FOOTING ELEVATION
S-10-011	288+93.1 LT	1214.66	1214.61

NORTHEAST QUADRANT - MAIN ST/ELM DR

NOTES:

PROVIDE AN IDENTIFICATION PLAQUE (SEE S.D.D.) FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTIAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".

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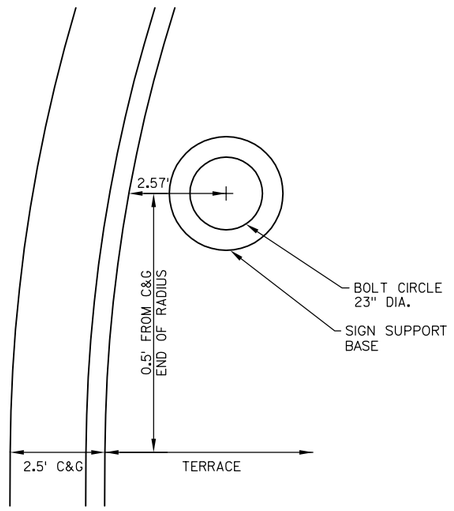
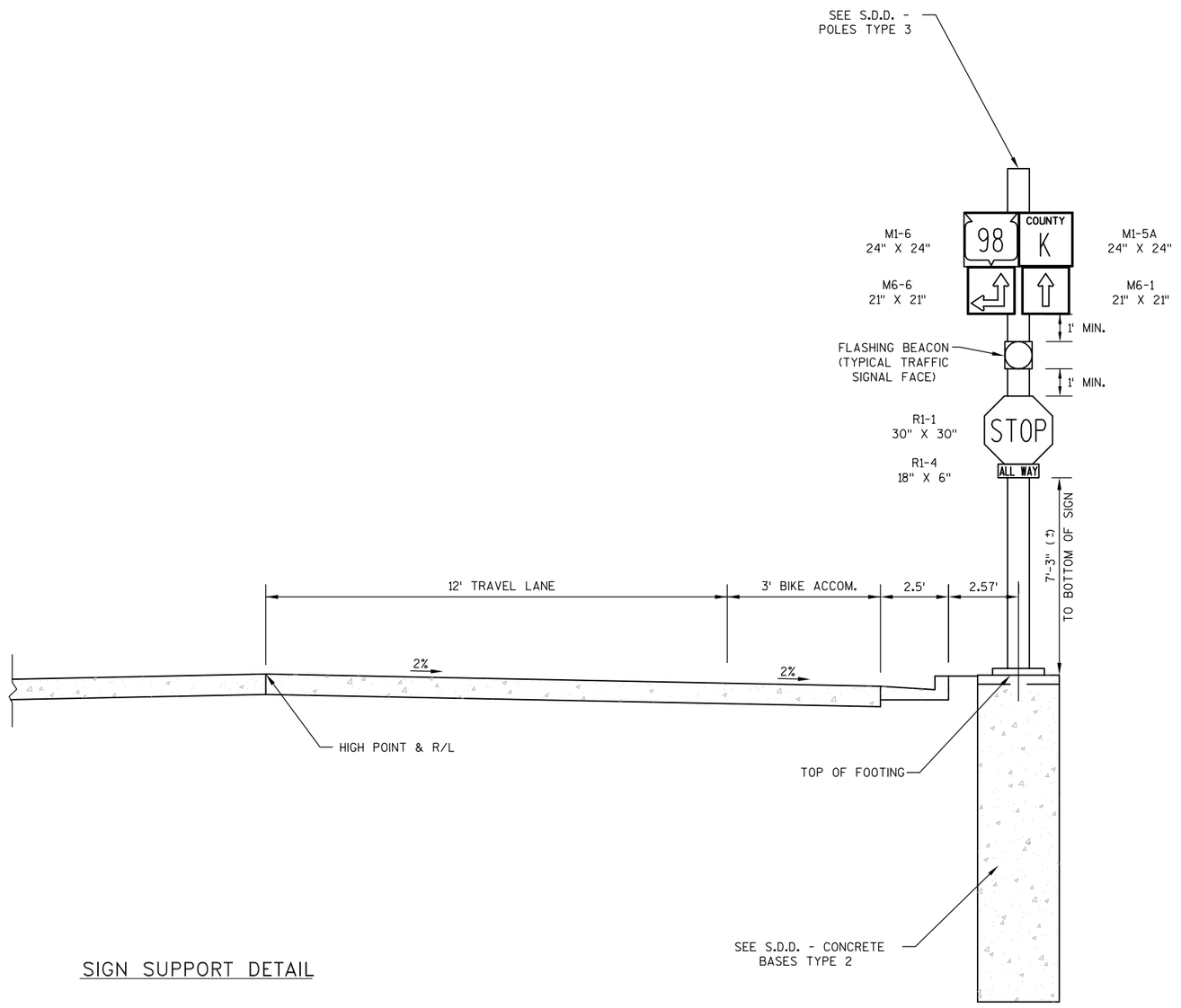


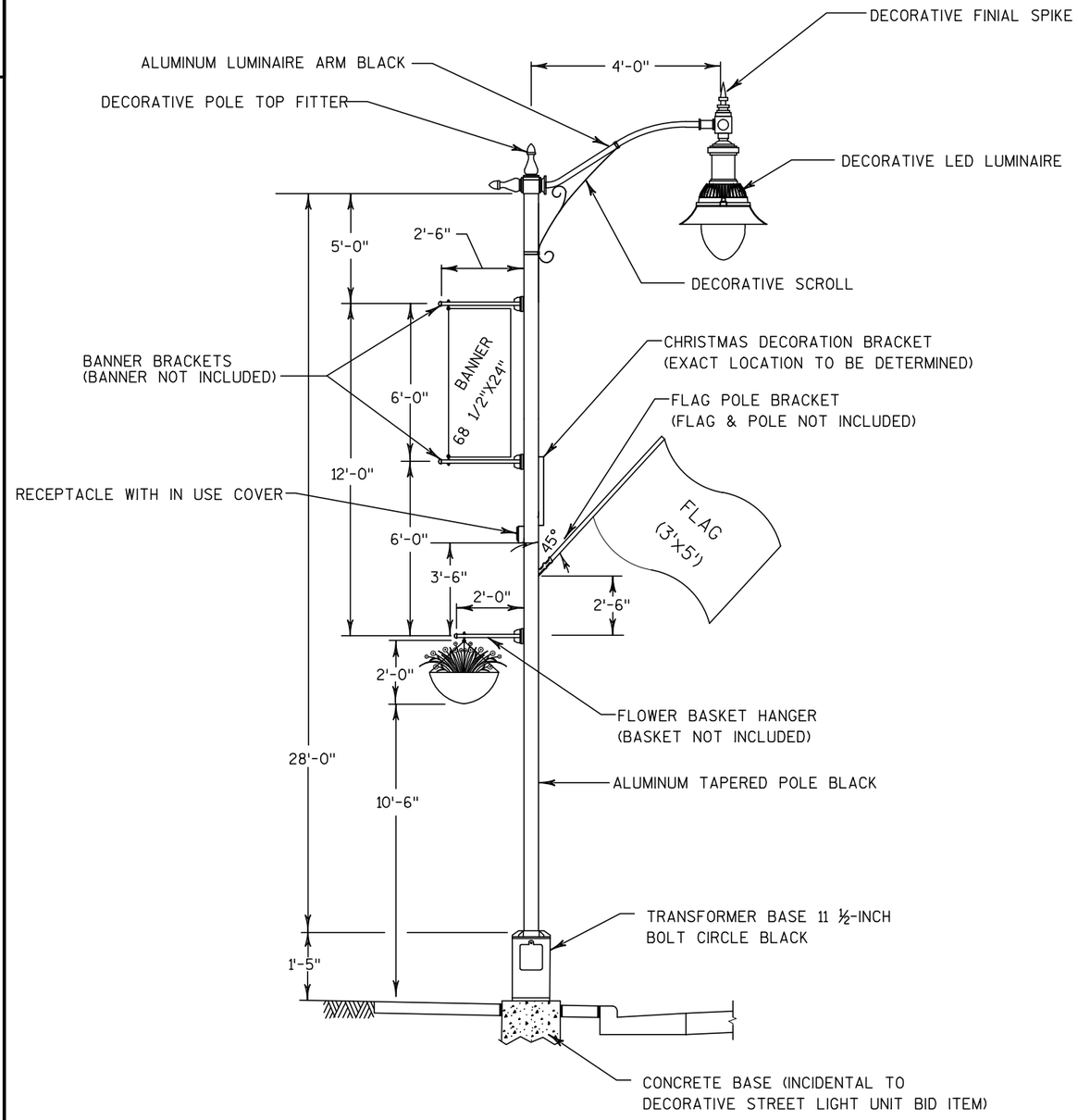
PLAN VIEW BASE DETAIL



SIGN SUPPORT DETAIL

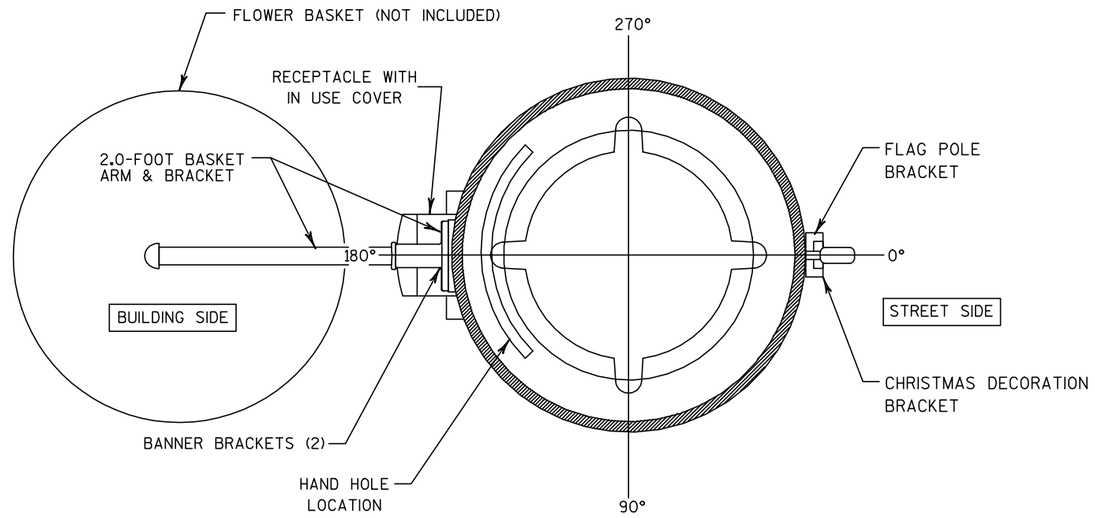
STATION/LOCATION	HIGH POINT ELEVATION	TOP OF FOOTING ELEVATION
488+87.0 LT	1213.47	1213.65

NORTHWEST QUADRANT - MAIN ST/ELM DR



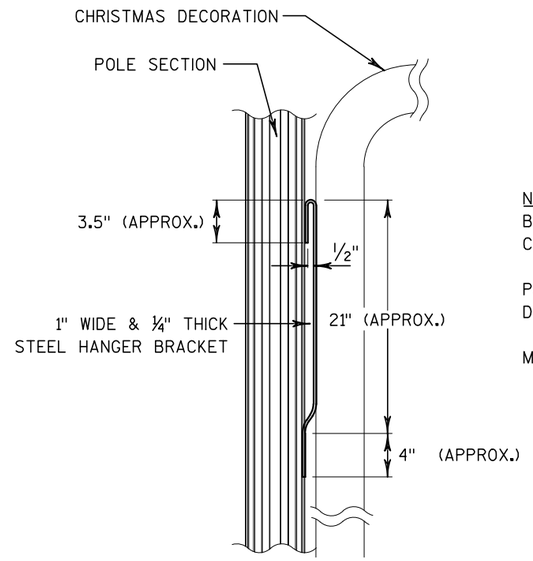
DECORATIVE LIGHTING UNIT DETAIL

NO SCALE



OVERHEAD VIEW

NO SCALE



CHRISTMAS DECORATION BRACKET

NO SCALE

NOTES:
BRACKET SHOWN IN THE DETAIL DEPICTS THE DIMENSIONS OF THE CITY OF LOYAL CURRENT CHRISTMAS DECORATION HANGERS.

POLES IN THIS CONTRACT (AS SPECIFIED) SHALL FEATURE A BRACKET DESIGNED TO ACCEPT A HANGER WITH THE DIMENSIONS SHOWN.

MOUNTING BRACKETS SHALL ACCEPT ALL HANGER TYPES.

KL Engineering [A] Better Experience

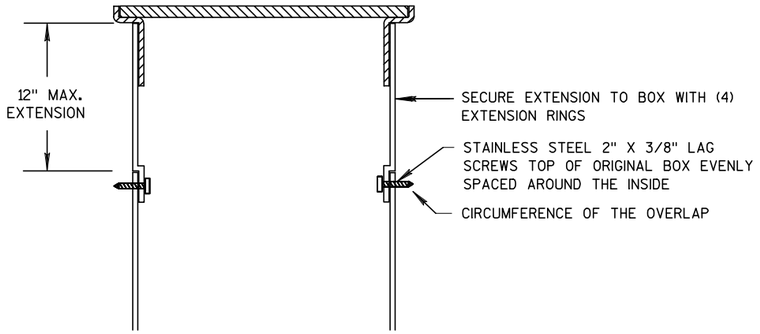
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING CONSTRUCTION DETAILS	SHEET 32	E

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

NON-CONDUCTIVE PULL BOX DIMENSION (INCHES)			
BOX DIAMETER ** (INSIDE)	A	24	24
BOX DIAMETER ** (OUTSIDE)	B	25	25
BOX LENGTH	C	36	42
COVER	D	25 1/2	25 1/2
FRAME	E	27	27
FRAME	F	25 3/4	25 3/4
FRAME	G	22 1/2	22 1/2
WEIGHT (POUNDS) *			
COVER		50	50

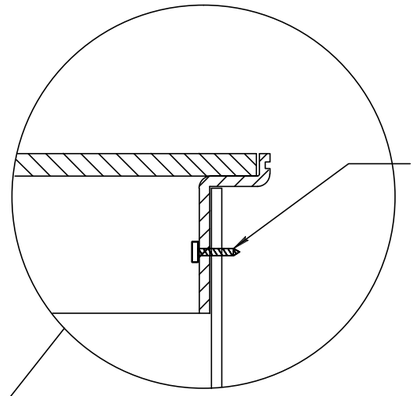
* THE ACTUAL WEIGHT OF THE COVER MAY VARY NOT TO EXCEED 100 LBS.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE

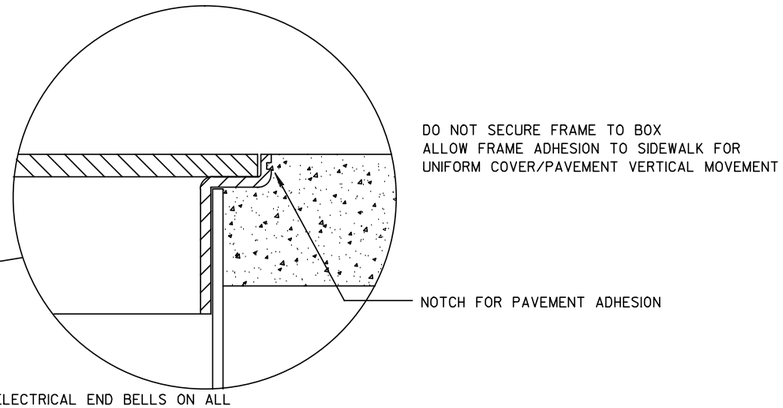


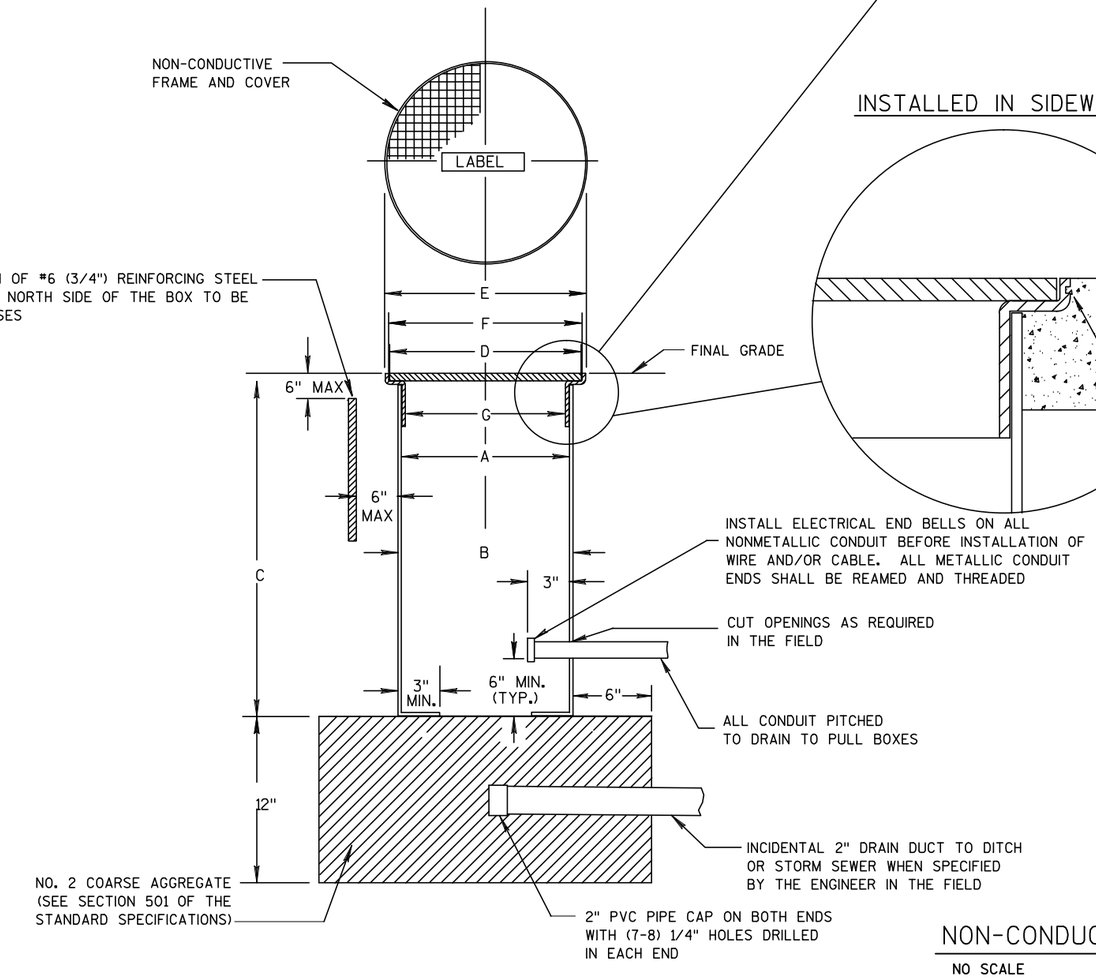
BOX EXTENSION

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK





NON-CONDUCTIVE PULL BOX

NO SCALE

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN 1/2" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DISCONTINUITIES LESS THAN 1/4".

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

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.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS.

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.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL OR LIGHTING SYSTEMS. "WISDOT COMMUNICATIONS" FOR COMMUNICATIONS SYSTEMS.

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2

NOTES:

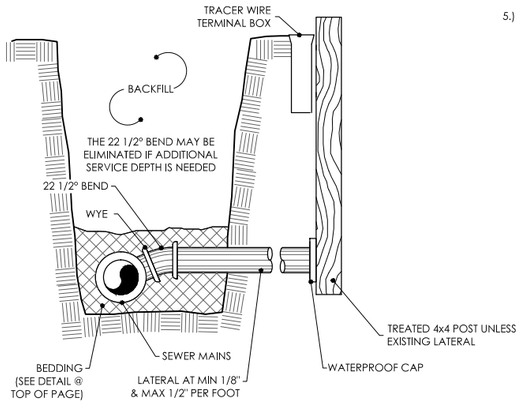
1.) USE OF RISERS GOVERNED BY BASEMENT DEPTH & LOCAL CONDITIONS OR AS DIRECTED BY ENGINEER

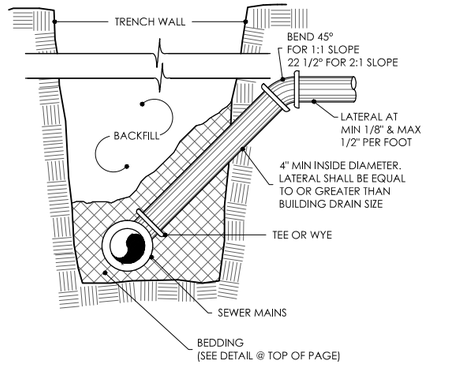
2.) LATERAL SHALL END AT PROPERTY LINE UNLESS OTHERWISE DIRECTED BY ENGINEER

3.) DEPTH TO LATERAL & PROPERTY LINE SHALL NOT BE DEEPER THAN NECESSARY TO SERVICE PARCEL

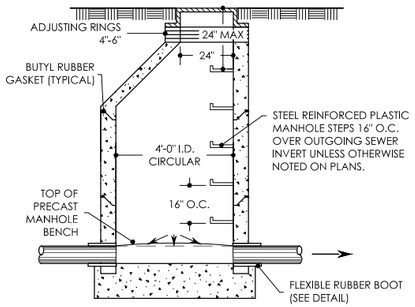
4.) ALL LATERALS TO BE 4" UNLESS OTHERWISE NOTED ON PLANS OR IN SPECIFICATIONS

5.) ALL HOUSE LATERAL CONNECTIONS SHALL BE CONSTRUCTED AS PER THIS DETAIL UNLESS OTHERWISE SHOWN ON PLANS, OR WITH WRITTEN APPROVAL OF THE ENGINEER



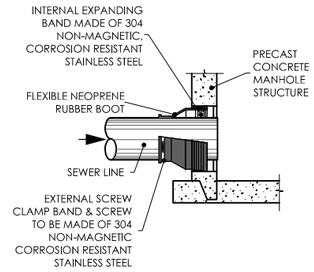


TYPICAL LATERAL CONNECTIONS

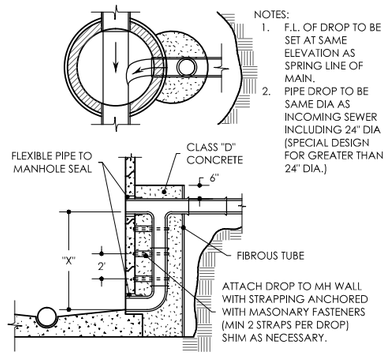


STANDARD PRECAST MH

TYPICAL MANHOLES

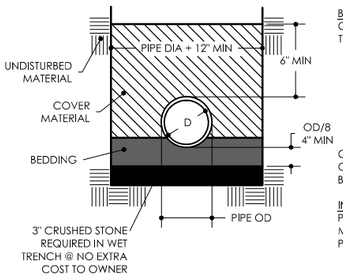


FLEX PIPE TO MH



OUTSIDE DROP TO MH

TYPICAL MANHOLE CONNECTIONS



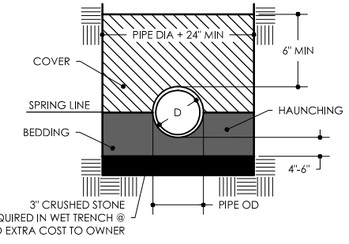
BEDDING AND COVER MATERIAL:
CLASS B: CRUSHED STONE OR GRAVEL CONFORMING TO FOLLOWING GRADATION:

SIEVE SIZE	% PASSING BY WEIGHT
1"	100
3/4"	90-100
3/8"	20-55
NO. 4	0-10
NO. 8	0-5

CLASS C: EXCAVATED COARSE-GRAINED SOILS, TYPES GW, GP, SW, SP GM, GC, SM, AND SC; CLASS B BEDDING; OR PIT RUN SAND.

INSTALLATION:
PLACE AND COMPACT BEDDING AND COVER IN MAXIMUM 6" LAYERS. WORK MATERIAL IN AND AROUND PIPE BY HAND TO PROVIDE UNIFORM SUPPORT.

RIGID PIPE



BEDDING AND COVER MATERIAL:
CLASS IA: CRUSHED STONE OR GRAVEL CONFORMING TO FOLLOWING GRADATION:

SIEVE SIZE	% PASSING BY WEIGHT
1"	100
3/4"	90-100
3/8"	20-55
NO. 4	0-10
NO. 8	0-5

CLASS IB: CRUSHED STONE OR GRAVEL CONFORMING TO FOLLOWING GRADATION:

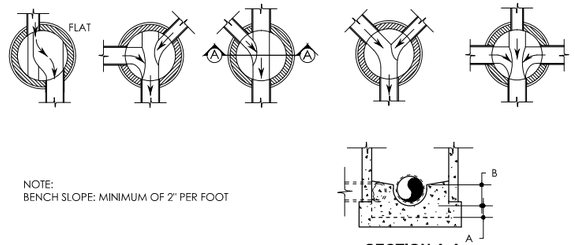
SIEVE SIZE	% PASSING BY WEIGHT
1/2"	100
3/8"	85-100
NO. 4	10-30
NO. 8	0-5

CLASS II: SAND, GRAVELS, AND SAND-GRAVEL MIXTURES WITH LITTLE OR NO FINES. SOIL TYPES GW, GP, SW, AND SP.
CLASS III: SANDS, GRAVELS, AND SAND-GRAVEL MIXTURES WITH FINES. SOIL TYPES GM, GC, SM, AND SC.

INSTALLATION:
PLACE AND COMPACT BEDDING AND COVER IN MAXIMUM 6" LAYERS. WORK MATERIAL IN AND AROUND PIPE BY HAND TO PROVIDE UNIFORM SUPPORT. COMPACT CLASS IB WITH HAND TAMPER OR VIBRATORY COMPACTOR TO 85% STANDARD PROCTOR, COMPACT CLASS II WITH VIBRATORY COMPACTOR TO 85% STANDARD PROCTOR, COMPACT CLASS III WITH VIBRATORY COMPACTOR TO 90% STANDARD PROCTOR.

FLEXIBLE (PVC) PIPE

TYPICAL PIPE BEDDING



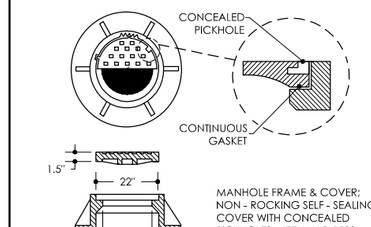
NOTE:
BENCH SLOPE: MINIMUM OF 2" PER FOOT

SECTION A-A

A.) 4" MIN WHEN INTEGRAL BASE IS USED

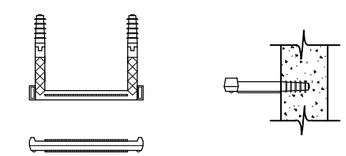
B.) 2/3 DIA., MIN 6"

TYPICAL MANHOLE INVERTS



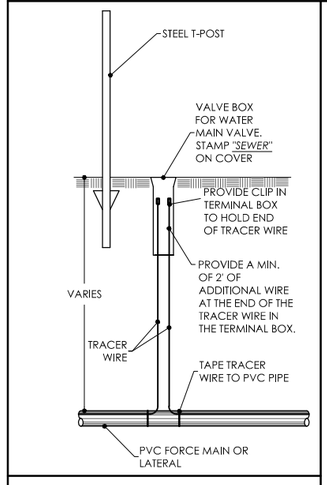
MANHOLE FRAME & COVER:
NON - ROCKING SELF - SEALING COVER WITH CONCEALED PICKHOLES; NEENAH R-1500 WITH TYPE B LID OR EQUAL.

TYPICAL FRAME & COVER



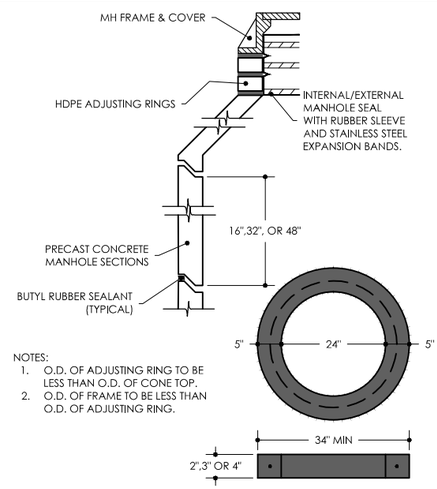
NOTES:
1. MINIMUM DESIGN LIVE LOAD SHALL BE A SINGLE CONCENTRATED LOAD OF 300 LBS. VERTICALLY AND 200 LBS. PULL OUT.
2. STEPS MUST BE EQUALLY SPACED VERTICALLY IN THE ASSEMBLED MANHOLE AT A MAXIMUM DESIGN DISTANCE OF 16" APART.
3. STEPS SHALL BE FABRICATED OF COPOLYMER POLYPROPYLENE THAT ENCAPSULATES A DEFORMED 1/2" GRADE 60 REINFORCING ROD.

TYPICAL STEP DETAIL



TRACER WIRE TERMINAL BOX

Engineers • Consultants • Inspectors



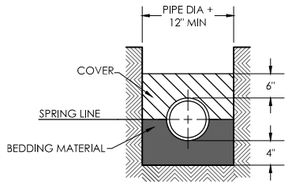
NOTES:
1. O.D. OF ADJUSTING RING TO BE LESS THAN O.D. OF CONE TOP.
2. O.D. OF FRAME TO BE LESS THAN O.D. OF ADJUSTING RING.

FRAME AND JOINT SEALING DETAIL

PROJECT NO: 7040-01-73	HWY: 98	COUNTY: CLARK	SANITARY SEWER CONSTRUCTION DETAILS	SHEET C4.0	E

FILE NAME : DT-2-0111-27B-SANITARY.DWG PLOT DATE : 7/18/2016 4:04 PM PLOT BY : BRU PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 44



INSTALLATION:
PLACE 4" OF BEDDING MATERIAL BENEATH PIPE. PLACE BEDDING MATERIAL AROUND THE PIPE TO THE SPRING LINE. WORK THE MATERIAL IN AND AROUND THE PIPE BY HAND TO PROVIDE UNIFORM SUPPORT. PLACE COVER MATERIAL CAREFULLY TO A LEVEL 6" ABOVE THE PIPE.

BEDDING AND COVER:
CLASS IA - CLEAN, ANGULAR CRUSHED STONE, CRUSHED ROCK, OR CRUSHED GRAVEL CONFORMING TO THE FOLLOWING GRADATION:

SIEVE SIZE	% PASSING BY WEIGHT
1"	100
3/4"	90-100
3/8"	20-55
NO. 4	0-10
NO. 8	0-5

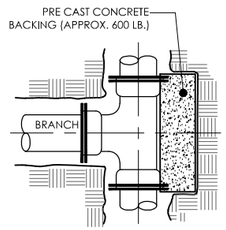
CLASS IB- CLEAN, ANGULAR CRUSHED STONE, CRUSHED ROCK, OR CRUSHED GRAVEL CONFORMING TO THE FOLLOWING GRADATION:

SIEVE SIZE	% PASSING BY WEIGHT
1/2"	100
3/8"	85-100
NO. 4	10-30
NO. 200	0-5

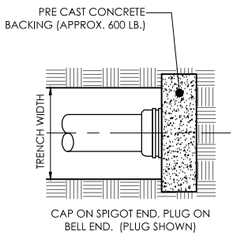
CLASS II- CLEAN COARSE-GRAINED SOILS CLASSIFIED IN ASTM D2487 AS GW, GP, SW, SP.
CLASS III- COARSE-GRAINED SOILS WITH FINES CLASSIFIED IN ASTM D2487 AS GM, GC, SM, SC.

STANDARD WATER MAIN TRENCH

NOTE:
PROVIDE JOINT RESTRAINT.



PLAN - @ TEES

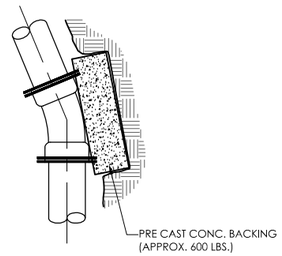


CAP ON SPIGOT END, PLUG ON BELL END. (PLUG SHOWN)

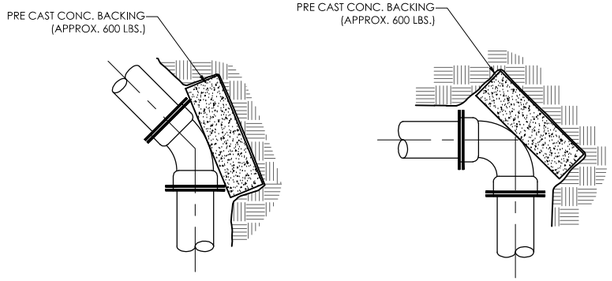
PLAN - @ DEAD ENDS

CONCRETE BACKING

NOTE:
PROVIDE JOINT RESTRAINT.



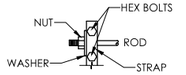
PLAN - 22.5° BEND



PLAN - 45° BEND

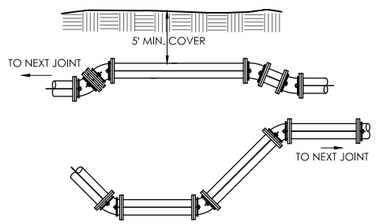
PLAN - 90° BEND

CONCRETE BACKING FOR BENDS

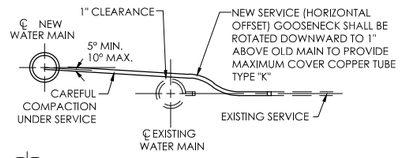


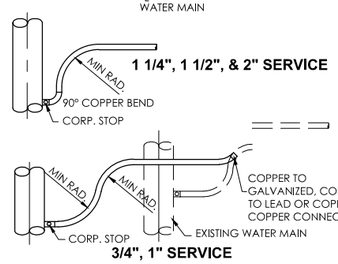
STRAPPING MATERIAL						
PIPE SIZE	D	RODS NO.	RODS DIA.	STRAP	BOLT DIA.	WASHER
6"	7.10	2	3/4"	1/2"x2"	3/4"	1/2"x3"x5"
8"	9.30	2	3/4"	1/2"x2"	3/4"	"
12"	13.50	2	3/4"	1/2"x2 1/2"	1"	"
16"	17.80	4	3/4"	1/2"x3"	1"	"

NOTES:
1. PROVIDE JOINT RESTRAINTS & RODS.
2. RODS & WASHERS TO BE ASTM A-575 MERCHANT QUALITY .17-.24 CARBON. NUTS TO BE AM. STD. HEAVY HOT PRESSED. TIE RODS, BOLTS, NUTS, BANDS, AND WASHERS TO BE FURNISHED & APPLIED BY CONTRACTOR. ALL STEEL MATERIAL TO BE THOROUGHLY COATED WITH BITUMASTIC CARBOLINE KOP-COAT #50 OR EQUAL.



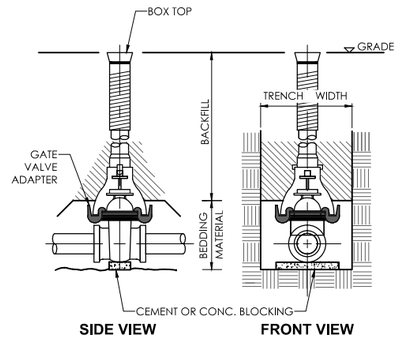
VERTICAL WATER MAIN OFFSETS





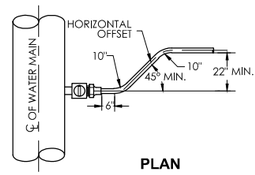
NOTES:
1. WATER SERVICE MAY BE INSTALLED UNDER EXISTING WATER MAIN.
2. IF 6' MIN. COVER IS NOT AVAILABLE, THE NEW INSTALLATION SHALL BE INSULATED.
3. CONNECTIONS SHALL BE TESTED FOR LEAKAGE PRIOR TO BACKFILL AFTER SUPPORT HAS BEEN COMPACTED.
4. PIPE SIZE MIN. RADII ARE AS FOLLOWS:
   ¾", 1"=6", 1½"=8", 1½"=10", 2"=12"
5. TAP AND SERVICE SHALL BE SAME SIZE AS EXISTING w/MIN. OF ¾"

TAP SERVICE PIPING

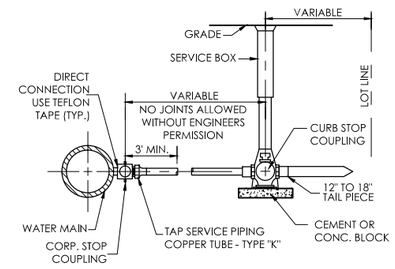


SIDE VIEW FRONT VIEW

STANDARD GATE VALVE BOX SETTING



PLAN

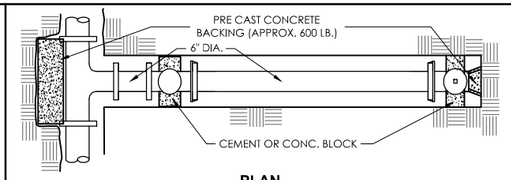


ELEVATION

SERVICE PIPE	CORP. STOP	CURB STOP	SERVICE BOX
1"	1"	1"	2 1/2"
1 1/4"	1 1/4"	1 1/4"	3"
1 1/2"	1 1/4" x 1 1/2"	1 1/2"	3"
* 2"	1 1/2" x 2"	2"	3"

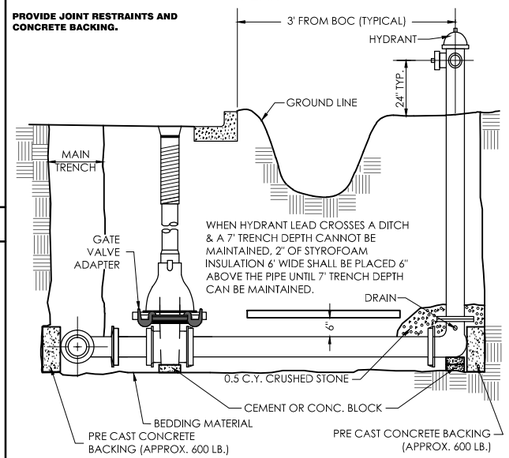
* A 2" TAP ON A 6" DIAMETER MAIN REQUIRES A DOUBLE STRAP SERVICE SADDLE.

TAP SERVICE PIPING (COPPER)



PLAN

PROVIDE JOINT RESTRAINTS AND CONCRETE BACKING.



ELEVATION

STANDARD HYDRANT SETTING

NOTES:
1. SERVICE TAPS IN ALL WATER MAIN PIPE SHALL BE MADE WITH 2 WRAPS OF 3 MIL. TEFLON TAPE ON CORPORATION STOP THREADS.
2. WHEN MORE THAN ONE TAP IN THE MAIN IS NECESSARY TO DELIVER THE REQUIRED FLOW FOR SERVICE LINES, THEY SHOULD BE STAGGERED AROUND THE CIRCUMFERENCE A MINIMUM OR 8" APART.

GENERAL NOTES

Engineers • Consultants • Inspectors

LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE
- PROPOSED ENDWALL
- SIGN POST, PROVIDE BOX CUT (SEE SIGNING PLAN FOR LOCATION)
- DATA POINT
- ASPHALTIC SURFACE/ ASPHALTIC SURFACE DRIVEWAYS
- BASE AGGREGATE DENSE 3/4-INCH
- XXXX SAWCUT
- HMA PAVEMENT

NOTES:

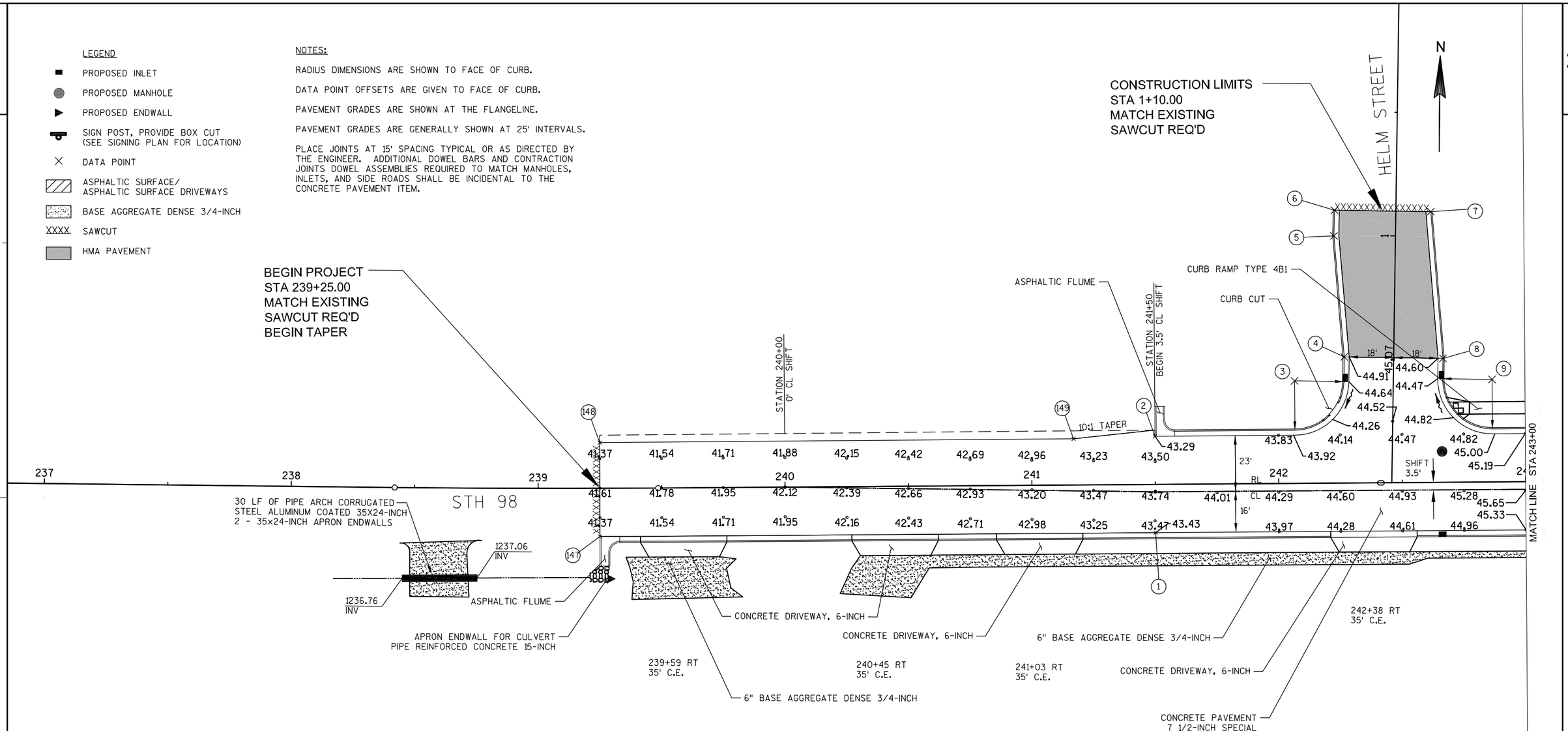
RADIUS DIMENSIONS ARE SHOWN TO FACE OF CURB.

DATA POINT OFFSETS ARE GIVEN TO FACE OF CURB.

PAVEMENT GRADES ARE SHOWN AT THE FLANGELINE.

PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS.

PLACE JOINTS AT 15' SPACING TYPICAL OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DOWEL BARS AND CONTRACTION JOINTS DOWEL ASSEMBLIES REQUIRED TO MATCH MANHOLES, INLETS, AND SIDE ROADS SHALL BE INCIDENTAL TO THE CONCRETE PAVEMENT ITEM.



DATA TABLE

NUMBER	STATION	OFFSET	LOCATION	RADIUS	DESCRIPTION
1	241+50.00	19.50'	RT	----	ASPHALT
2	241+50.00	19.50'	LT	----	ASPHALT
3	242+06.70	41.50'	LT	20'	CURB & GUTTER
4	0+50.74	20.00'	LT	----	CURB & GUTTER
5	0+99.64	24.90'	LT	----	CURB & GUTTER
6	1+10.00	24.85'	LT	----	CURB & GUTTER
7	1+10.00	14.19'	RT	----	CURB & GUTTER
8	0+50.74	20.00'	RT	----	CURB & GUTTER
9	242+86.68	41.50'	LT	20'	CURB & GUTTER
147	239+25.00	19.40'	RT	----	ASPHALT
148	239+25.00	18.50'	LT	----	ASPHALT
149	241+17.00	18.70'	LT	----	ASPHALT

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVING PLAN	SHEET ----- E

LEGEND

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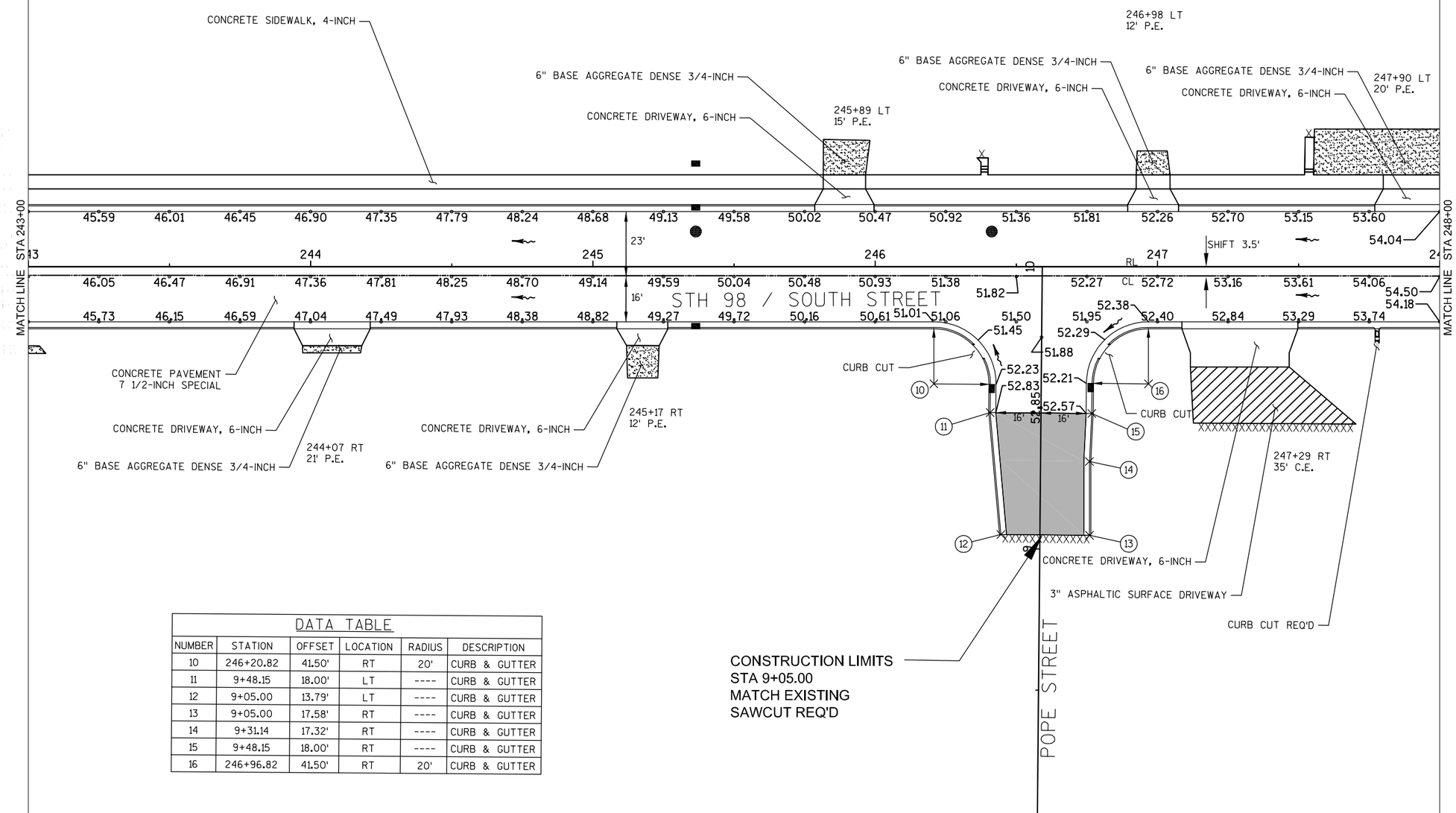

DATA TABLE					
NUMBER	STATION	OFFSET	LOCATION	RADIUS	DESCRIPTION
10	246+20.82	41.50'	RT	20'	CURB & GUTTER
11	9+48.15	18.00'	LT	----	CURB & GUTTER
12	9+05.00	13.79'	LT	----	CURB & GUTTER
13	9+05.00	17.58'	RT	----	CURB & GUTTER
14	9+31.14	17.32'	RT	----	CURB & GUTTER
15	9+48.15	18.00'	RT	----	CURB & GUTTER
16	246+96.82	41.50'	RT	20'	CURB & GUTTER

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVING PLAN	SHEET ----- E

LEGEND

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- PROPOSED ENDWALL
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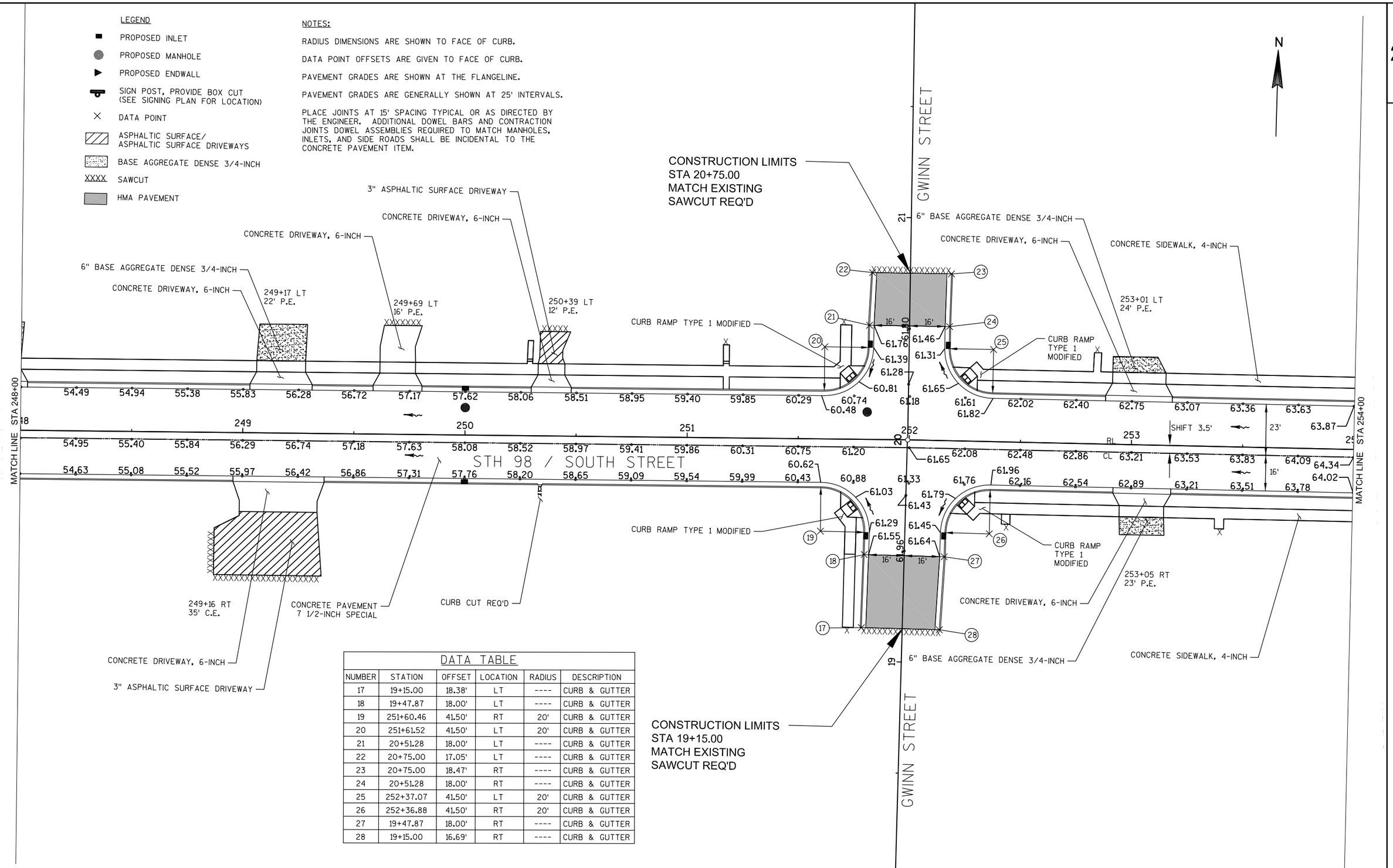

DATA TABLE

NUMBER	STATION	OFFSET	LOCATION	RADIUS	DESCRIPTION
17	19+15.00	18.38'	LT	----	CURB & GUTTER
18	19+47.87	18.00'	LT	----	CURB & GUTTER
19	251+60.46	41.50'	RT	20'	CURB & GUTTER
20	251+61.52	41.50'	LT	20'	CURB & GUTTER
21	20+51.28	18.00'	LT	----	CURB & GUTTER
22	20+75.00	17.05'	LT	----	CURB & GUTTER
23	20+75.00	18.47'	RT	----	CURB & GUTTER
24	20+51.28	18.00'	RT	----	CURB & GUTTER
25	252+37.07	41.50'	LT	20'	CURB & GUTTER
26	252+36.88	41.50'	RT	20'	CURB & GUTTER
27	19+47.87	18.00'	RT	----	CURB & GUTTER
28	19+15.00	16.69'	RT	----	CURB & GUTTER

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVING PLAN	SHEET ----- E

LEGEND

- PROPOSED INLET
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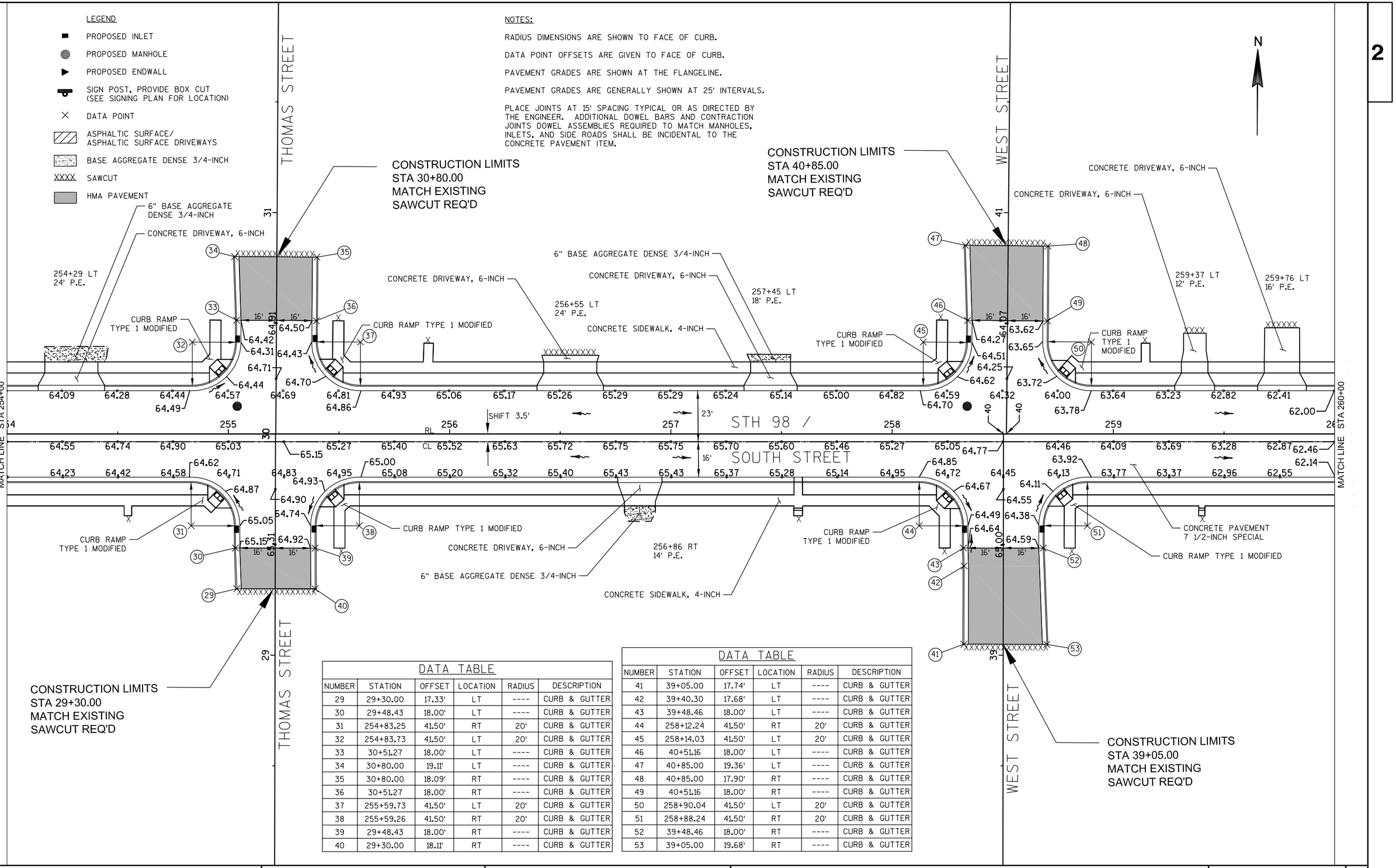

DATA TABLE

NUMBER	STATION	OFFSET	LOCATION	RADIUS	DESCRIPTION
29	29+30.00	17.33'	LT	----	CURB & GUTTER
30	29+48.43	18.00'	LT	----	CURB & GUTTER
31	254+83.25	41.50'	RT	20'	CURB & GUTTER
32	254+83.73	41.50'	LT	20'	CURB & GUTTER
33	30+51.27	18.00'	LT	----	CURB & GUTTER
34	30+80.00	19.11'	LT	----	CURB & GUTTER
35	30+80.00	18.09'	RT	----	CURB & GUTTER
36	30+51.27	18.00'	RT	----	CURB & GUTTER
37	255+59.73	41.50'	LT	20'	CURB & GUTTER
38	255+59.26	41.50'	RT	20'	CURB & GUTTER
39	29+48.43	18.00'	RT	----	CURB & GUTTER
40	29+30.00	18.11'	RT	----	CURB & GUTTER

DATA TABLE

NUMBER	STATION	OFFSET	LOCATION	RADIUS	DESCRIPTION
41	39+05.00	17.74'	LT	----	CURB & GUTTER
42	39+40.30	17.68'	LT	----	CURB & GUTTER
43	39+48.46	18.00'	LT	----	CURB & GUTTER
44	258+12.24	41.50'	RT	20'	CURB & GUTTER
45	258+14.03	41.50'	LT	20'	CURB & GUTTER
46	40+51.16	18.00'	LT	----	CURB & GUTTER
47	40+85.00	19.36'	LT	----	CURB & GUTTER
48	40+85.00	17.90'	RT	----	CURB & GUTTER
49	40+51.16	18.00'	RT	----	CURB & GUTTER
50	258+90.04	41.50'	LT	20'	CURB & GUTTER
51	258+88.24	41.50'	RT	20'	CURB & GUTTER
52	39+48.46	18.00'	RT	----	CURB & GUTTER
53	39+05.00	19.68'	RT	----	CURB & GUTTER

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVING PLAN	SHEET ----- E

LEGEND

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- BASE AGGREGATE DENSE 3/4-INCH
- XXXX SAWCUT
- HMA PAVEMENT

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CONSTRUCTION LIMITS
STA 50+70.00
MATCH EXISTING
SAWCUT REQ'D

DIVISION STREET

CONCRETE SIDEWALK, 4-INCH

CURB RAMP TYPE 1 MODIFIED

CONCRETE DRIVEWAY, 6-INCH

6" BASE AGGREGATE DENSE 3/4-INCH

263+58 LT
14' P.E.

264+08 LT
12' P.E.

CURB RAMP TYPE 1 MODIFIED

CONCRETE SIDEWALK, 4-INCH

STH 98 / MAIN STREET

363+32 RT
28' C.E.

565+99 LT
22' C.E.

CURB RAMP TYPE 1 MODIFIED

SHIFT 3.5'

STH 98 / SOUTH STREET

CURB RAMP TYPE 1 MODIFIED

CONCRETE PAVEMENT 7 1/2-INCH SPECIAL

CURB RAMP TYPE 1 MODIFIED

CONCRETE SIDEWALK, 4-INCH

CONCRETE DRIVEWAY, 6-INCH

263+10 RT
24' P.E.

6" BASE AGGREGATE DENSE 3/4-INCH

CONSTRUCTION LIMITS
STA 49+25.00
MATCH EXISTING
SAWCUT REQ'D

DIVISION STREET

CONSTRUCTION LIMITS
STA 161+40.00
MATCH EXISTING
SAWCUT REQ'D

CTH K

DATA TABLE

NUMBER	STATION	OFFSET	LOCATION	RADIUS	DESCRIPTION
54	49+25.00	18.93'	LT	----	CURB & GUTTER
55	49+48.12	18.00'	LT	----	CURB & GUTTER
56	261+42.74	41.50'	RT	20'	CURB & GUTTER
57	261+43.26	41.50'	LT	20'	CURB & GUTTER
58	50+51.07	18.00'	LT	----	CURB & GUTTER
59	50+70.00	18.76'	LT	----	CURB & GUTTER
60	50+70.00	18.72'	RT	----	CURB & GUTTER
61	50+68.96	18.72'	RT	----	CURB & GUTTER
62	50+51.07	18.00'	RT	----	CURB & GUTTER
63	262+19.28	41.50'	LT	20'	CURB & GUTTER
64	262+18.74	41.50'	RT	20'	CURB & GUTTER
65	49+48.12	18.00'	RT	----	CURB & GUTTER
66	49+25.00	18.11'	RT	----	CURB & GUTTER

DATA TABLE

NUMBER	STATION	OFFSET	LOCATION	RADIUS	DESCRIPTION
67	161+40.00	22.43'	LT	----	CURB & GUTTER
68	161+43.17	22.50'	LT	----	CURB & GUTTER
69	161+55.63	22.00'	LT	----	CURB & GUTTER
70	264+82.20	46.50'	RT	25'	CURB & GUTTER
71	264+55.39	71.50'	LT	50'	CURB & GUTTER
72	565+74.75	41.00'	LT	20'	CURB & GUTTER
78	565+71.59	41.00'	RT	20'	CURB & GUTTER
79	161+55.63	22.00'	RT	----	CURB & GUTTER
80	161+40.00	21.38'	RT	----	CURB & GUTTER

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVING PLAN	SHEET ----- E

DATA TABLE					
NUMBER	STATION	OFFSET	LOCATION	RADIUS	DESCRIPTION
81	60+95.00	19.42'	RT	----	CURB & GUTTER
82	60+54.64	21.00'	RT	----	CURB & GUTTER
83	365+68.46	45.00'	RT	20'	CURB & GUTTER
84	365+67.61	45.00'	LT	20'	CURB & GUTTER
85	59+42.01	21.00'	RT	----	CURB & GUTTER
86	59+05.00	19.56'	RT	----	CURB & GUTTER
87	59+05.00	19.71'	LT	----	CURB & GUTTER
88	59+09.80	19.71'	LT	----	CURB & GUTTER
89	59+42.01	21.00'	LT	----	CURB & GUTTER
90	366+49.57	48.50'	LT	20'	CURB & GUTTER
91	366+50.47	45.50'	RT	20'	CURB & GUTTER
92	60+54.64	21.00'	LT	----	CURB & GUTTER
93	60+80.78	19.96'	LT	----	CURB & GUTTER
94	60+95.00	19.96'	LT	----	CURB & GUTTER

DATA TABLE					
NUMBER	STATION	OFFSET	LOCATION	RADIUS	DESCRIPTION
73	566+21.59	21.00'	LT	----	CURB & GUTTER
74	566+46.69	20.00'	LT	----	CURB & GUTTER
75	566+55.00	19.91'	LT	----	CURB & GUTTER
76	566+55.00	17.66'	RT	----	CURB & GUTTER
77	566+21.59	21.00'	RT	----	CURB & GUTTER

CONSTRUCTION LIMITS
STA 59+05.00
MATCH EXISTING
SAWCUT REQ'D

CONSTRUCTION LIMITS
STA 566+55.00
MATCH EXISTING
SAWCUT REQ'D

CONSTRUCTION LIMITS
STA 60+95.00
MATCH EXISTING
SAWCUT REQ'D

STH 98 / SOUTH STREET

STH 98 / MAIN STREET

CENTRAL STREET

SOUTH STREET

CTH K

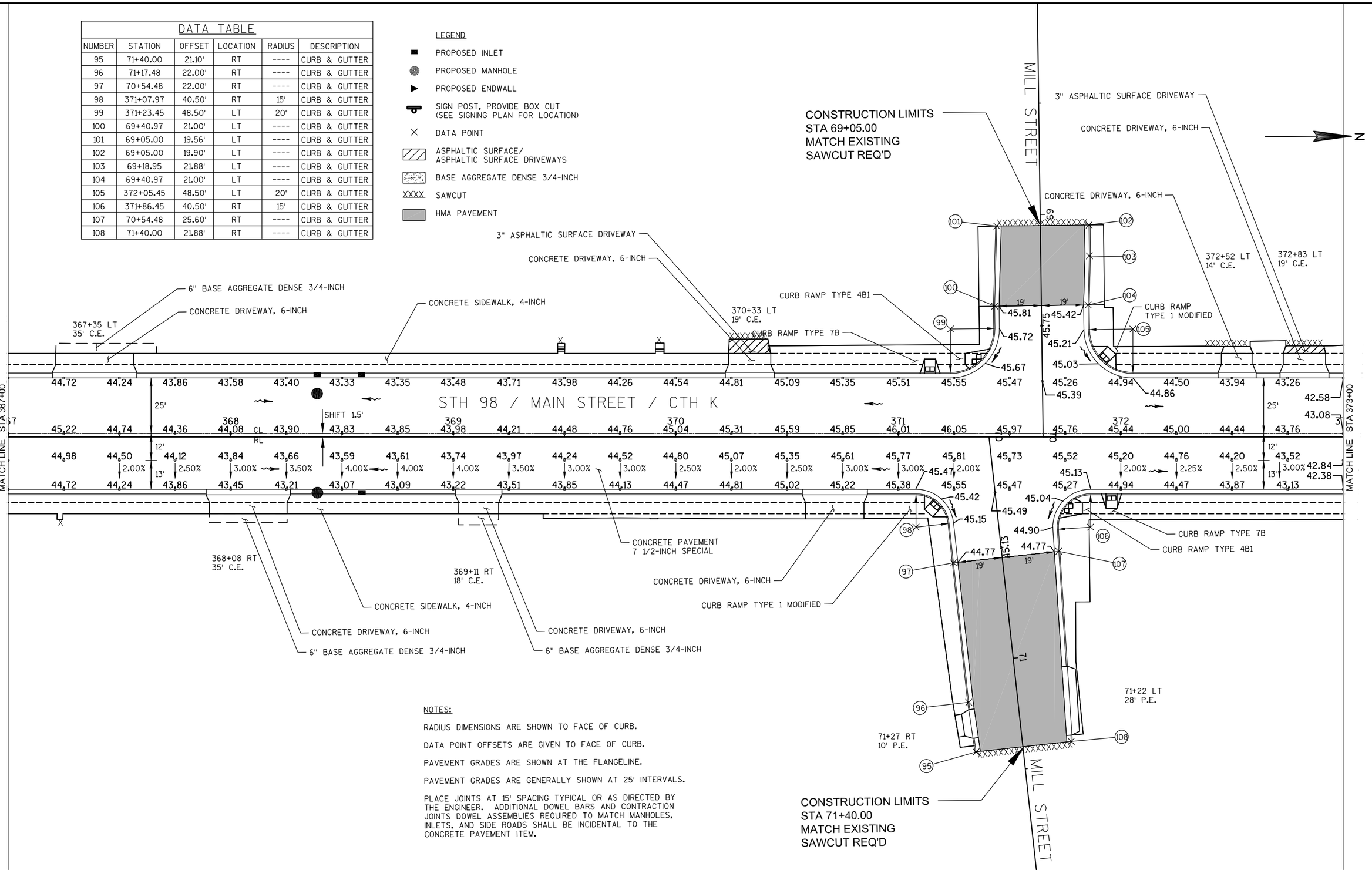
MATCH LINE STA 367+00

N

DATA TABLE					
NUMBER	STATION	OFFSET	LOCATION	RADIUS	DESCRIPTION
95	71+40.00	21.10'	RT	----	CURB & GUTTER
96	71+17.48	22.00'	RT	----	CURB & GUTTER
97	70+54.48	22.00'	RT	----	CURB & GUTTER
98	371+07.97	40.50'	RT	15'	CURB & GUTTER
99	371+23.45	48.50'	LT	20'	CURB & GUTTER
100	69+40.97	21.00'	LT	----	CURB & GUTTER
101	69+05.00	19.56'	LT	----	CURB & GUTTER
102	69+05.00	19.90'	LT	----	CURB & GUTTER
103	69+18.95	21.88'	LT	----	CURB & GUTTER
104	69+40.97	21.00'	LT	----	CURB & GUTTER
105	372+05.45	48.50'	LT	20'	CURB & GUTTER
106	371+86.45	40.50'	RT	15'	CURB & GUTTER
107	70+54.48	25.60'	RT	----	CURB & GUTTER
108	71+40.00	21.88'	RT	----	CURB & GUTTER

LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE
- PROPOSED ENDWALL
- SIGN POST, PROVIDE BOX CUT (SEE SIGNING PLAN FOR LOCATION)
- DATA POINT
- ASPHALTIC SURFACE/ ASPHALTIC SURFACE DRIVEWAYS
- BASE AGGREGATE DENSE 3/4-INCH
- XXXX SAWCUT
- HMA PAVEMENT



NOTES:

RADIUS DIMENSIONS ARE SHOWN TO FACE OF CURB.

DATA POINT OFFSETS ARE GIVEN TO FACE OF CURB.

PAVEMENT GRADES ARE SHOWN AT THE FLANGELINE.

PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS.

PLACE JOINTS AT 15' SPACING TYPICAL OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DOWEL BARS AND CONTRACTION JOINTS DOWEL ASSEMBLIES REQUIRED TO MATCH MANHOLES, INLETS, AND SIDE ROADS SHALL BE INCIDENTAL TO THE CONCRETE PAVEMENT ITEM.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVING PLAN	SHEET ----- E

2

N

POST STREET

3" ASPHALTIC SURFACE DRIVEWAY

CONCRETE DRIVEWAY, 6-INCH

30" CONCRETE CURB AND GUTTER TYPE D

CURB RAMP TYPE 7B

376+45 LT
29.5' C.E.

CONCRETE SIDEWALK, 4-INCH

STH 98 / MAIN STREET / CTH K

MATCH LINE STA 373+00

MATCH LINE STA 378+00

	41.89	41.20	40.54	39.98	39.51	39.14	38.86	38.68	38.56	38.44	38.33	38.21	38.09	37.95	37.72	37.41	37.00	36.52	35.95
					25'			SHIFT 1.5'											35.29
373	42.39	41.70	41.04	374 40.48	40.01	39.64	CL 39.36	375 39.18	39.06	38.94	38.83	376 38.71	38.59	38.45	38.22	377 37.91	37.50	37.02	35.79 36.45
					12'		RL												
3.50%	42.15	41.46	40.80	40.24	39.77	39.40	39.12	38.94	38.82	38.70	38.59	38.47	38.35	38.21	37.98	37.67	37.26	36.78	36.21
	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00% 35.55
	41.63	40.94	40.28	39.72	13' 39.25	38.88	38.60	38.42	38.30	38.18	38.07	37.95	37.83	37.69	37.46	37.15	36.74	36.26	35.69 35.03

373+93 RT
28' C.E.

CONCRETE DRIVEWAY, 6-INCH

3" ASPHALTIC SURFACE DRIVEWAY

CONCRETE PAVEMENT
7 1/2-INCH SPECIAL

CONCRETE SIDEWALK, 4-INCH

376+47 RT
12' C.E.

CONCRETE DRIVEWAY, 6-INCH

3" ASPHALTIC SURFACE DRIVEWAY

377+25 RT
35' C.E.

CONCRETE DRIVEWAY, 6-INCH

3" ASPHALTIC SURFACE DRIVEWAY

CURB RAMP TYPE 7B

LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE
- PROPOSED ENDWALL
- SIGN POST, PROVIDE BOX CUT (SEE SIGNING PLAN FOR LOCATION)
- DATA POINT
- ASPHALTIC SURFACE/ ASPHALTIC SURFACE DRIVEWAYS
- BASE AGGREGATE DENSE 3/4-INCH
- XXXX SAWCUT
- HMA PAVEMENT

NOTES:

RADIUS DIMENSIONS ARE SHOWN TO FACE OF CURB.

DATA POINT OFFSETS ARE GIVEN TO FACE OF CURB.

PAVEMENT GRADES ARE SHOWN AT THE FLANGELINE.

PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS.

PLACE JOINTS AT 15' SPACING TYPICAL OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DOWEL BARS AND CONTRACTION JOINTS DOWEL ASSEMBLIES REQUIRED TO MATCH MANHOLES, INLETS, AND SIDE ROADS SHALL BE INCIDENTAL TO THE CONCRETE PAVEMENT ITEM.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVING PLAN	SHEET _____ E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\PLAN DETAILS\021201-PD.DWG PLOT DATE : 7/28/2016 8:47 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : _____ PLOT SCALE : 1:40_XREF WISDOT/CADDS

42

2

LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE
- PROPOSED ENDWALL
- SIGN POST, PROVIDE BOX CUT (SEE SIGNING PLAN FOR LOCATION)
- DATA POINT
- ASPHALTIC SURFACE/ ASPHALTIC SURFACE DRIVEWAYS
- BASE AGGREGATE DENSE 3/4-INCH
- XXXX SAWCUT
- HMA PAVEMENT

NOTES:

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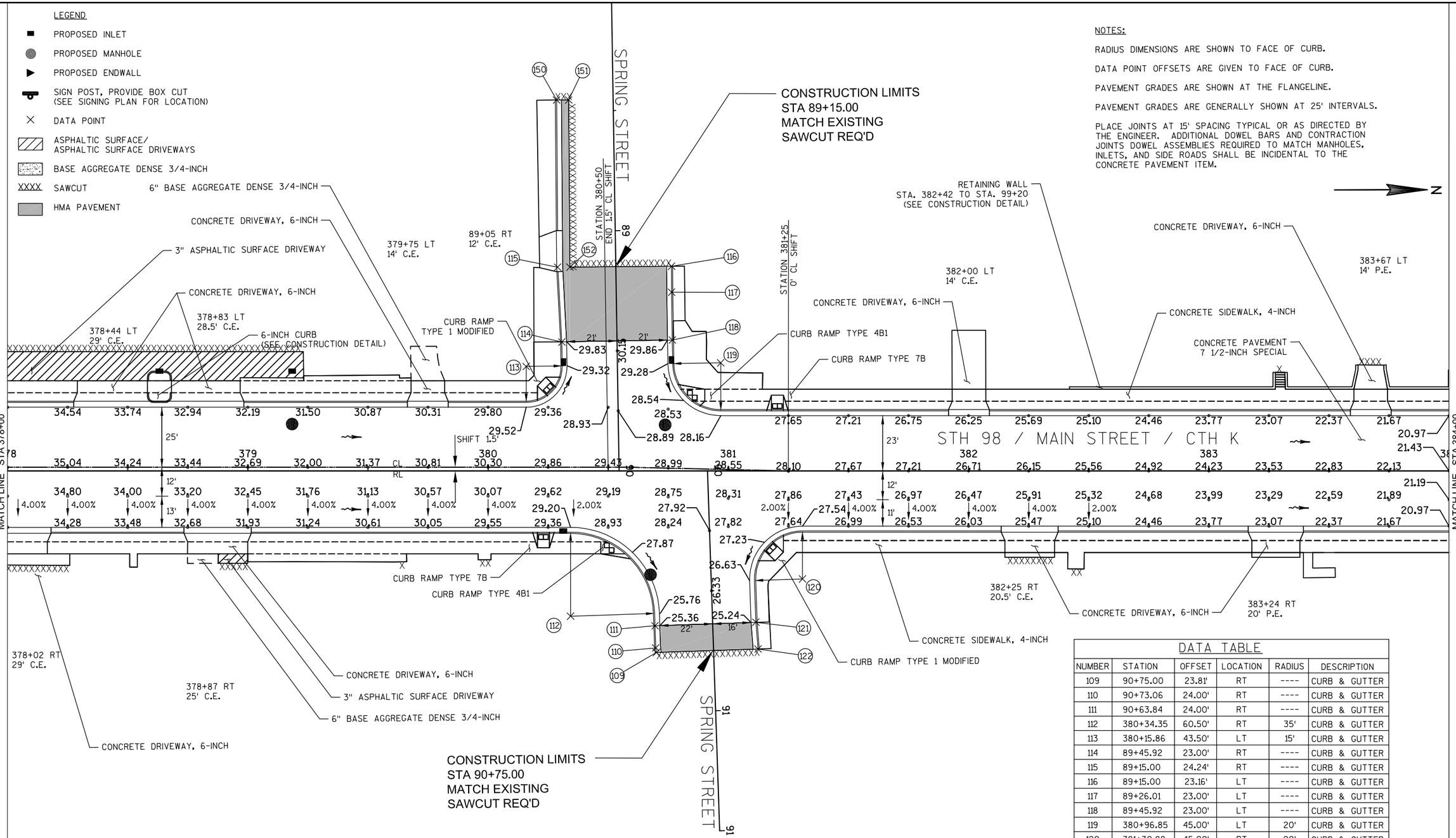


DATA TABLE

NUMBER	STATION	OFFSET	LOCATION	RADIUS	DESCRIPTION
109	90+75.00	23.81'	RT	----	CURB & GUTTER
110	90+73.06	24.00'	RT	----	CURB & GUTTER
111	90+63.84	24.00'	RT	----	CURB & GUTTER
112	380+34.35	60.50'	RT	35'	CURB & GUTTER
113	380+15.86	43.50'	LT	15'	CURB & GUTTER
114	89+45.92	23.00'	RT	----	CURB & GUTTER
115	89+15.00	24.24'	RT	----	CURB & GUTTER
116	89+15.00	23.16'	LT	----	CURB & GUTTER
117	89+26.01	23.00'	LT	----	CURB & GUTTER
118	89+45.92	23.00'	LT	----	CURB & GUTTER
119	380+96.85	45.00'	LT	20'	CURB & GUTTER
120	381+30.88	45.00'	RT	20'	CURB & GUTTER
121	90+63.84	18.00'	LT	----	CURB & GUTTER
122	90+75.00	18.54'	LT	----	CURB & GUTTER
150	88+45.20	23.57'	RT	----	CURB & GUTTER
151	88+45.27	18.54'	RT	----	ASPHALT
152	89+14.85	19.12'	RT	----	ASPHALT

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVING PLAN	SHEET ----- E

CONSTRUCTION LIMITS
STA 99+20.00
MATCH EXISTING
SAWCUT REQ'D

MADISON STREET

DATA TABLE					
NUMBER	STATION	OFFSET	LOCATION	RADIUS	DESCRIPTION
123	384+81.47	45.00'	LT	20'	CURB & GUTTER
124	99+44.45	18.00'	RT	----	CURB & GUTTER
125	99+20.00	17.02'	RT	----	CURB & GUTTER
126	99+20.00	17.73'	LT	----	CURB & GUTTER
127	99+36.13	17.67'	LT	----	CURB & GUTTER
128	99+44.45	18.00'	LT	----	CURB & GUTTER
129	385+57.48	45.00'	LT	20'	CURB & GUTTER

NOTES:

RADIUS DIMENSIONS ARE SHOWN TO FACE OF CURB.

DATA POINT OFFSETS ARE GIVEN TO FACE OF CURB.

PAVEMENT GRADES ARE SHOWN AT THE FLANGELINE.

PAVEMENT GRADES ARE GENERALLY SHOWN AT 25' INTERVALS.

PLACE JOINTS AT 15' SPACING TYPICAL OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DOWEL BARS AND CONTRACTION JOINTS DOWEL ASSEMBLIES REQUIRED TO MATCH MANHOLES, INLETS, AND SIDE ROADS SHALL BE INCIDENTAL TO THE CONCRETE PAVEMENT ITEM.

N

RETAINING WALL
STA. 382+42 TO STA. 99+20
(SEE CONSTRUCTION DETAIL)

CURB RAMP TYPE 4B1

CURB RAMP TYPE 4B1

6" BASE AGGREGATE DENSE 3/4-INCH

386+05 LT
12' P.E.

CONCRETE DRIVEWAY, 6-INCH

CONCRETE SIDEWALK, 4-INCH

386+63 LT
16' P.E.

3" ASPHALTIC SURFACE DRIVEWAY

CONCRETE DRIVEWAY, 6-INCH

CONCRETE CURB & GUTTER 30-INCH TYPE D

CURB RAMP TYPE 7B

387+44 LT
35' C.E.

109+24 RT
38' C.E.

CONSTRUCTION LIMITS
STA 109+05.00
MATCH EXISTING
SAWCUT REQ'D

ELM DRIVE

109+34 LT
22' C.E.

490+05
14' C.E.

ASPHALTIC FLUME

STH 98 / MAIN STREET / CTH K

MATCH LINE STA 384+00

CTH K

384+24 RT
15' P.E.

CONCRETE DRIVEWAY, 6-INCH

CONCRETE SIDEWALK, 4-INCH

CONCRETE PAVEMENT
7 1/2-INCH SPECIAL

3" ASPHALTIC SURFACE DRIVEWAY

386+76 RT
25' C.E.

387+34 RT
28' C.E.

CONCRETE DRIVEWAY, 6-INCH

CURB RAMP TYPE 7B

ASPHALTIC FLUME

END PROJECT
STA 289+38.59
MATCH EXISTING BRIDGE STRUCTURE
SAWCUT REQ'D

ELM DRIVE

CONSTRUCTION LIMITS
STA 489+75.00
MATCH EXISTING
SAWCUT REQ'D
END TAPER

DATA TABLE					
NUMBER	STATION	OFFSET	LOCATION	RADIUS	DESCRIPTION
130	388+14.69	40.00'	LT	15'	CURB & GUTTER
131	109+49.69	18.00'	RT	----	CURB & GUTTER
132	109+05.00	16.21'	RT	----	CURB & GUTTER
133	109+05.00	19.63'	LT	----	CURB & GUTTER
134	109+06.44	19.64'	LT	----	CURB & GUTTER
135	109+49.69	18.00'	LT	----	CURB & GUTTER
136	388+85.68	37.00'	LT	20'	CURB & GUTTER
137	489+38.95	17.00'	LT	----	CURB & GUTTER
138	489+48.89	16.00'	LT	----	ASPHALT
139	489+75.00	17.19'	LT	----	ASPHALT
140	489+75.00	12.63'	RT	----	ASPHALT
141	489+61.30	12.77'	RT	----	ASPHALT
142	489+38.95	17.00'	RT	----	CURB & GUTTER
143	489+28.94	77.00'	RT	60'	CURB & GUTTER
144	387+66.08	90.00'	RT	65'	CURB & GUTTER
145	387+98.33	87.95'	RT	32'	GUARDRAIL
146	389+28.95	77.00'	RT	32'	GUARDRAIL

LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE
- PROPOSED ENDWALL
- SIGN POST, PROVIDE BOX CUT (SEE SIGNING PLAN FOR LOCATION)
- DATA POINT
- ASPHALTIC SURFACE/ ASPHALTIC SURFACE DRIVEWAYS
- BASE AGGREGATE DENSE 3/4-INCH
- XXXX SAWCUT
- HMA PAVEMENT

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVING PLAN	SHEET ----- E

2

LEGEND

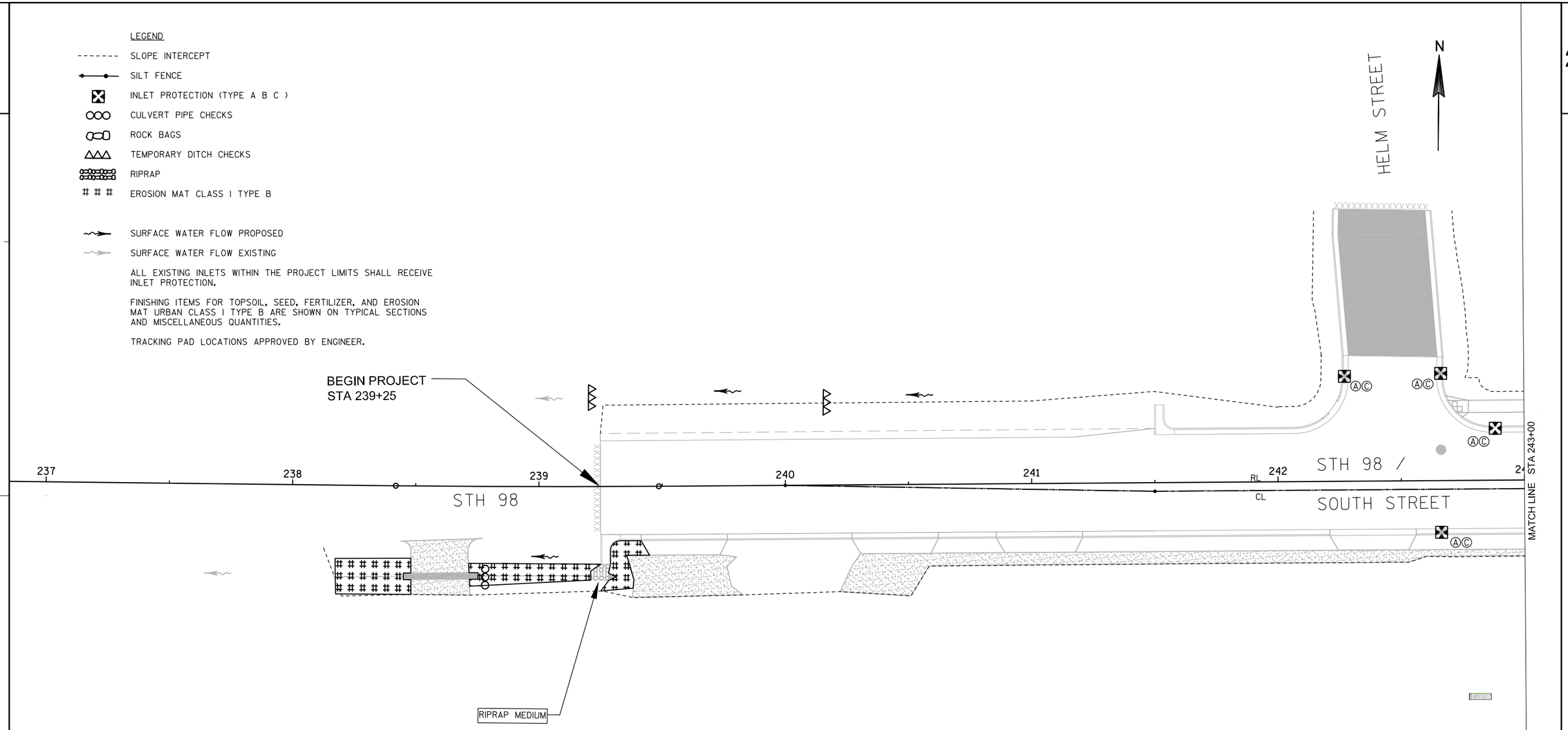
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION (TYPE A B C)
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECKS
- RIPRAP
- # # # EROSION MAT CLASS I TYPE B

- SURFACE WATER FLOW PROPOSED
- SURFACE WATER FLOW EXISTING

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT URBAN CLASS I TYPE B ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

TRACKING PAD LOCATIONS APPROVED BY ENGINEER.



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	EROSION CONTROL PLAN	SHEET ----- E

2

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION (TYPE A B C)
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECKS
- RIPRAP
- # # # EROSION MAT CLASS I TYPE B

- SURFACE WATER FLOW PROPOSED
- SURFACE WATER FLOW EXISTING

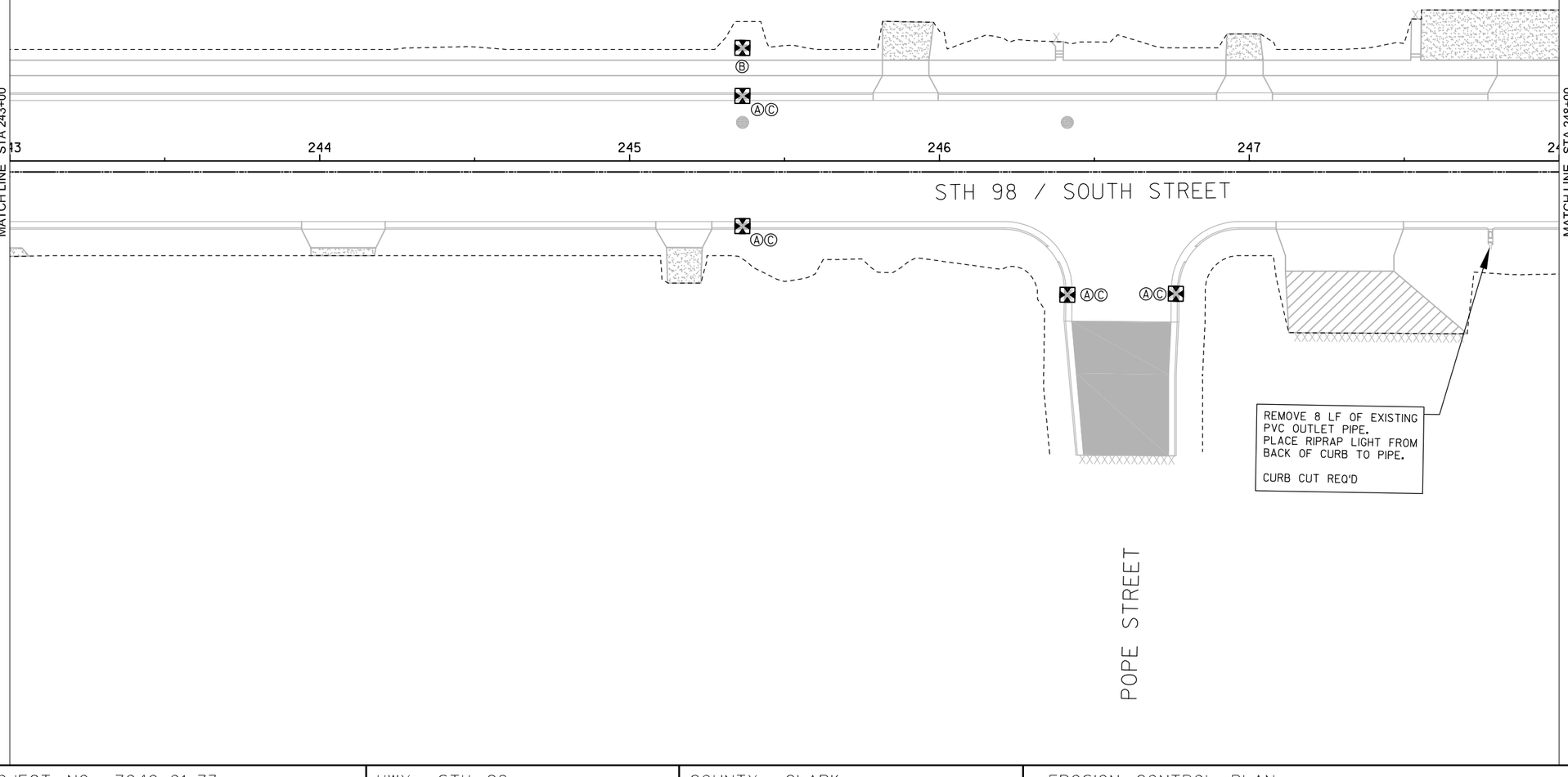
ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT URBAN CLASS I TYPE B ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

TRACKING PAD LOCATIONS APPROVED BY ENGINEER.

N

2



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	EROSION CONTROL PLAN	SHEET ----- E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\EROSION CONTROL\022001-EC.DWG PLOT DATE : 9/15/2016 3:04 PM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS

2

2

LEGEND

SLOPE INTERCEPT

SILT FENCE

INLET PROTECTION (TYPE A B C)

CULVERT PIPE CHECKS

ROCK BAGS

TEMPORARY DITCH CHECKS

RIPRAP

EROSION MAT CLASS I TYPE B

SURFACE WATER FLOW PROPOSED

SURFACE WATER FLOW EXISTING

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT URBAN CLASS I TYPE B ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

TRACKING PAD LOCATION APPROVED BY ENGINEER.

N

GWINN STREET

MATCH LINE STA 248+00

248 249 250 251 252 253 254

MATCH LINE STA 254+00

STH 98 / SOUTH STREET

PLACE RIPRAP LIGHT FROM BACK OF CURB TO 5' BEHIND CURB

GRADE AREA FROM R/W TO DRAIN TO RIPRAP

CURB CUT REQ'D

GWINN STREET

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	EROSION CONTROL PLAN	SHEET -----	E

2

2

LEGEND

SLOPE INTERCEPT

SILT FENCE

INLET PROTECTION (TYPE A B C)

CULVERT PIPE CHECKS

ROCK BAGS

TEMPORARY DITCH CHECKS

RIPRAP

EROSION MAT CLASS I TYPE B

SURFACE WATER FLOW PROPOSED

SURFACE WATER FLOW EXISTING

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT URBAN CLASS I TYPE B ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

TRACKING PAD LOCATION APPROVED BY ENGINEER.

N

THOMAS STREET

WEST STREET

MATCH LINE STA 254+00

254 255 256 257 258 259 260

MATCH LINE STA 260+00

STH 98 / SOUTH STREET

THOMAS STREET

WEST STREET

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	EROSION CONTROL PLAN	SHEET ----- E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\EROSION CONTROL\022001-EC.DWG PLOT DATE : 9/15/2016 3:05 PM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

LEGEND

SLOPE INTERCEPT

SILT FENCE

INLET PROTECTION (TYPE A B C)

CULVERT PIPE CHECKS

ROCK BAGS

TEMPORARY DITCH CHECKS

RIPRAP

EROSION MAT CLASS I TYPE B

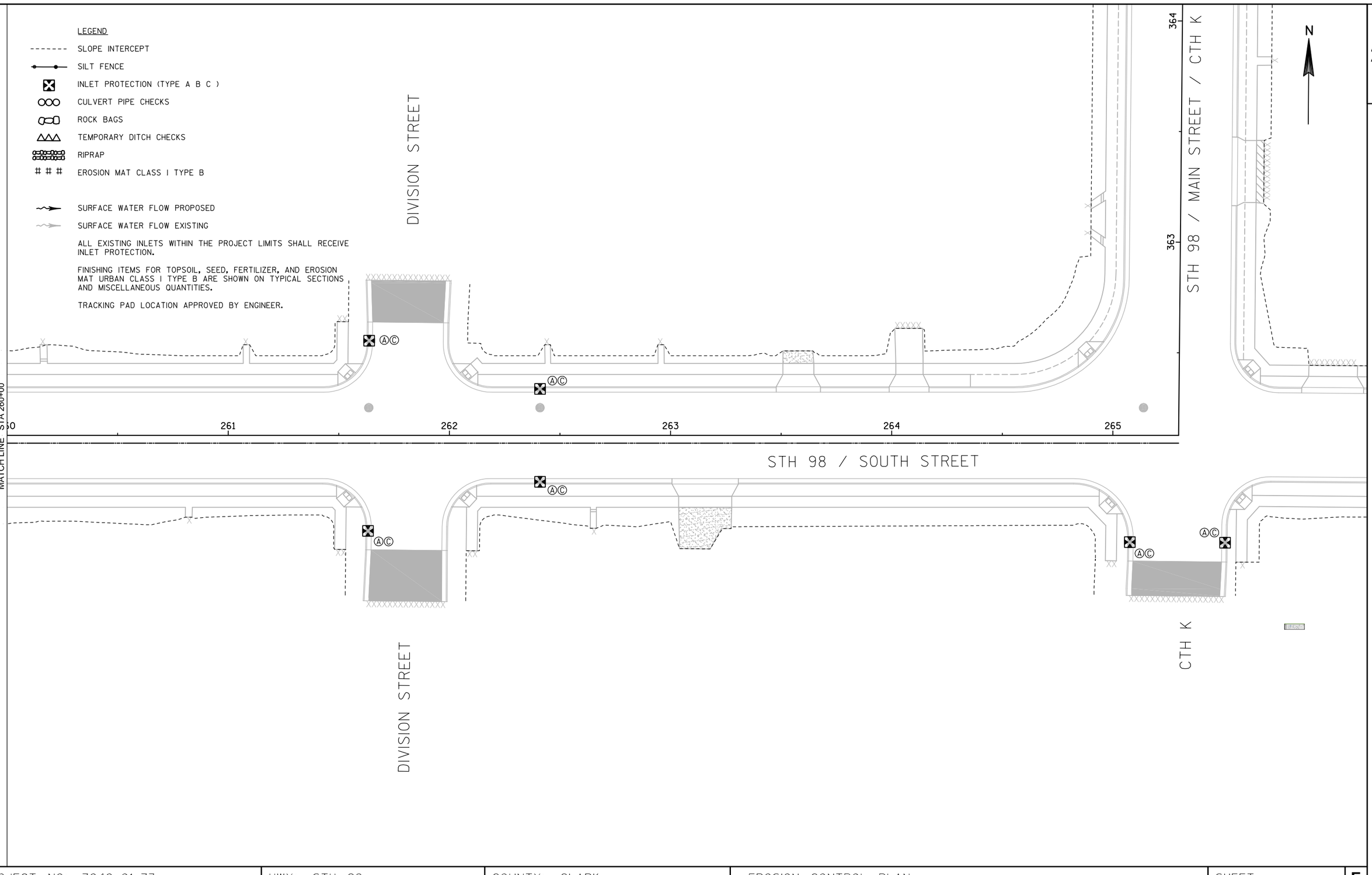
SURFACE WATER FLOW PROPOSED

SURFACE WATER FLOW EXISTING

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT URBAN CLASS I TYPE B ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

TRACKING PAD LOCATION APPROVED BY ENGINEER.



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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	EROSION CONTROL PLAN	SHEET ----- E

2

STH 98 / SOUTH STREET

264

265

CENTRAL STREET

N

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION (TYPE A B C)
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECKS
- RIPRAP
- # # # EROSION MAT CLASS I TYPE B

- SURFACE WATER FLOW PROPOSED
- SURFACE WATER FLOW EXISTING

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT URBAN CLASS I TYPE B ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

TRACKING PAD LOCATION APPROVED BY ENGINEER.

363 364 365 366

STH 98 / MAIN STREET / CTH K

CTH K

MATCH LINE STA 367+00

SOUTH STREET

CENTRAL STREET

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	EROSION CONTROL PLAN	SHEET -----	E

2

2

LEGEND

SLOPE INTERCEPT

SILT FENCE

INLET PROTECTION (TYPE A B C)

CULVERT PIPE CHECKS

ROCK BAGS

TEMPORARY DITCH CHECKS

RIPRAP

EROSION MAT CLASS I TYPE B

SURFACE WATER FLOW PROPOSED

SURFACE WATER FLOW EXISTING

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

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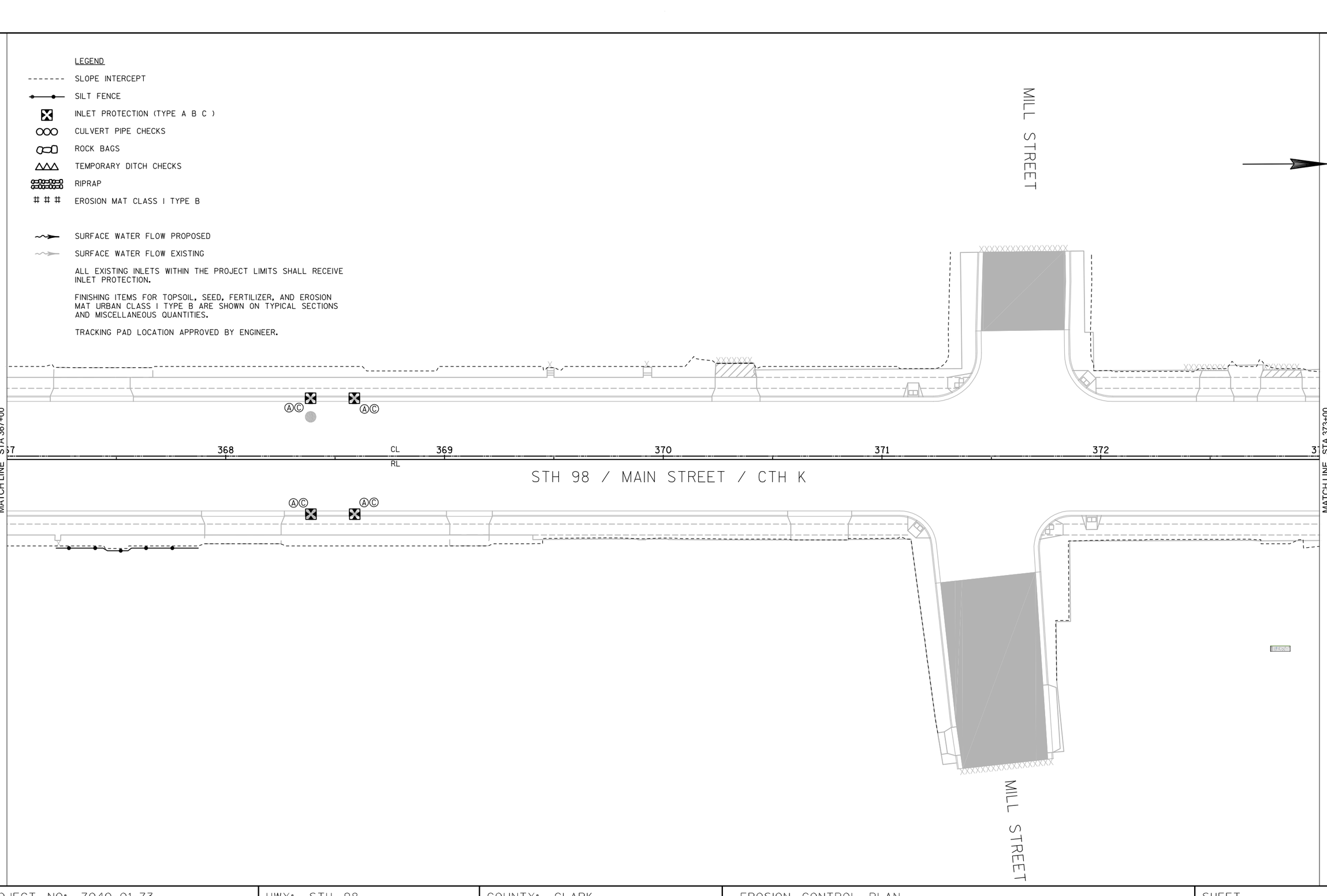
TRACKING PAD LOCATION APPROVED BY ENGINEER.



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	EROSION CONTROL PLAN	SHEET ----- E

2

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION (TYPE A B C)
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECKS
- RIPRAP
- # # # EROSION MAT CLASS I TYPE B

- SURFACE WATER FLOW PROPOSED
- SURFACE WATER FLOW EXISTING

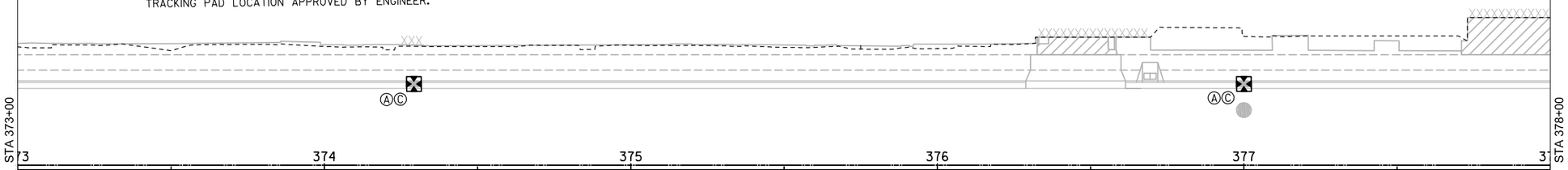
ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT URBAN CLASS I TYPE B ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

TRACKING PAD LOCATION APPROVED BY ENGINEER.

POST STREET

N



MATCH LINE STA 373+00

373 374 375 376 377 378

MATCH LINE STA 378+00

STH 98 / MAIN STREET / CTH K

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	EROSION CONTROL PLAN	SHEET ----- E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\EROSION CONTROL\022001-EC.DWG PLOT DATE : 9/15/2016 3:05 PM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION (TYPE A B C)
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECKS
- RIPRAP
- # # # EROSION MAT CLASS I TYPE B

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TRACKING PAD LOCATION APPROVED BY ENGINEER.

SPRING STREET

N

Ⓐ Ⓒ

MATCH LINE STA 378+00

378 379 380 381 382 383 384

MATCH LINE STA 384+00

STH 98 / MAIN STREET / CTH K

SPRING STREET

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	EROSION CONTROL PLAN	SHEET -----	E

2

MADISON STREET

ELM DRIVE

N

MATCH LINE STA 384+00

384 385 386 387 388

STH 98 / MAIN STREET / CTH K

CTH K

289

290

ELM DRIVE / STH 98

END PROJECT
STA 289+38.59

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION (TYPE A B C)
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECKS
- RIPRAP
- # # # EROSION MAT CLASS I TYPE B
- SURFACE WATER FLOW PROPOSED
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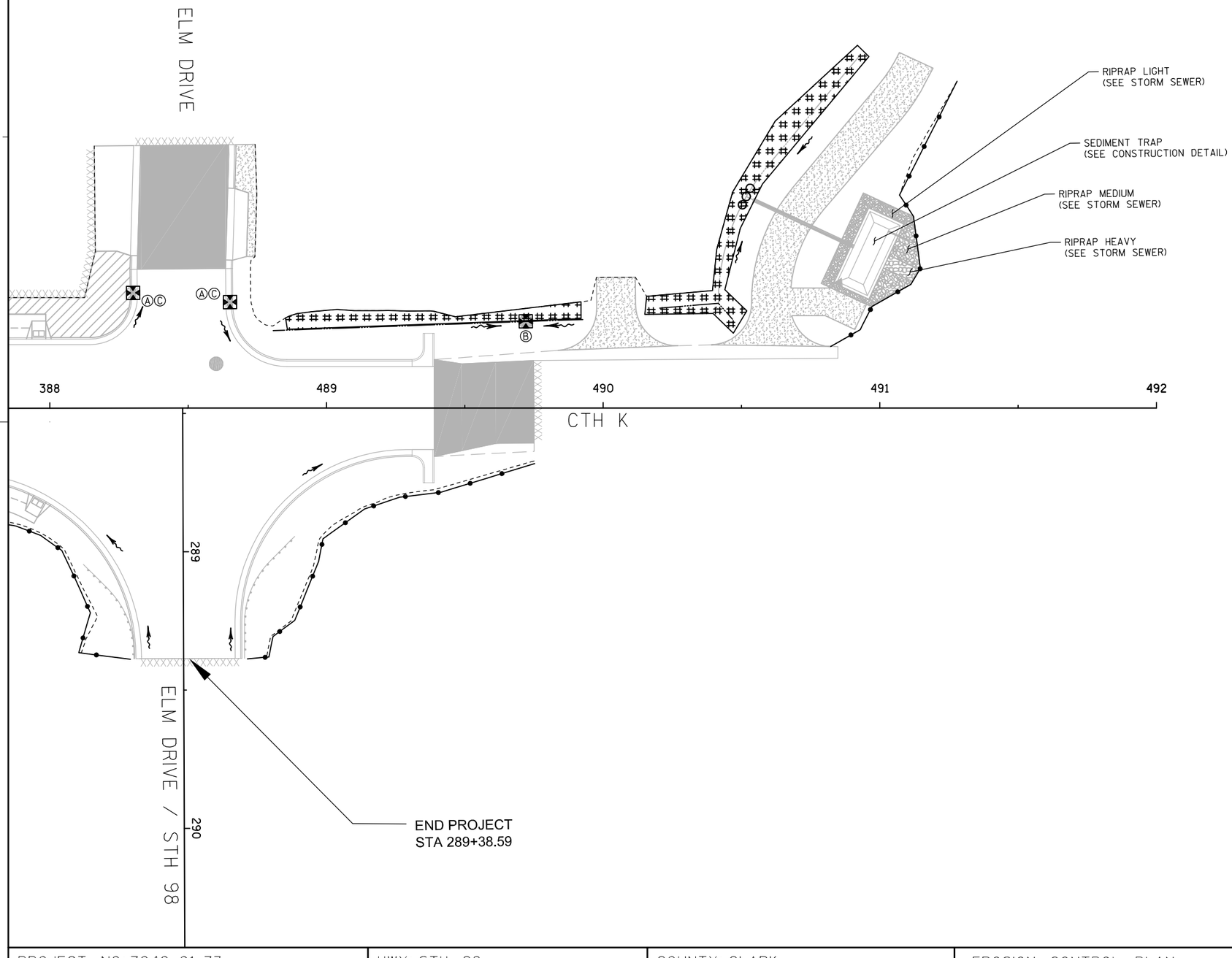
TRACKING PAD LOCATIONS APPROVED BY ENGINEER.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	EROSION CONTROL PLAN	SHEET ----- E

2



N

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION (TYPE A B C)
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECKS
- RIPRAP
- EROSION MAT CLASS I TYPE B

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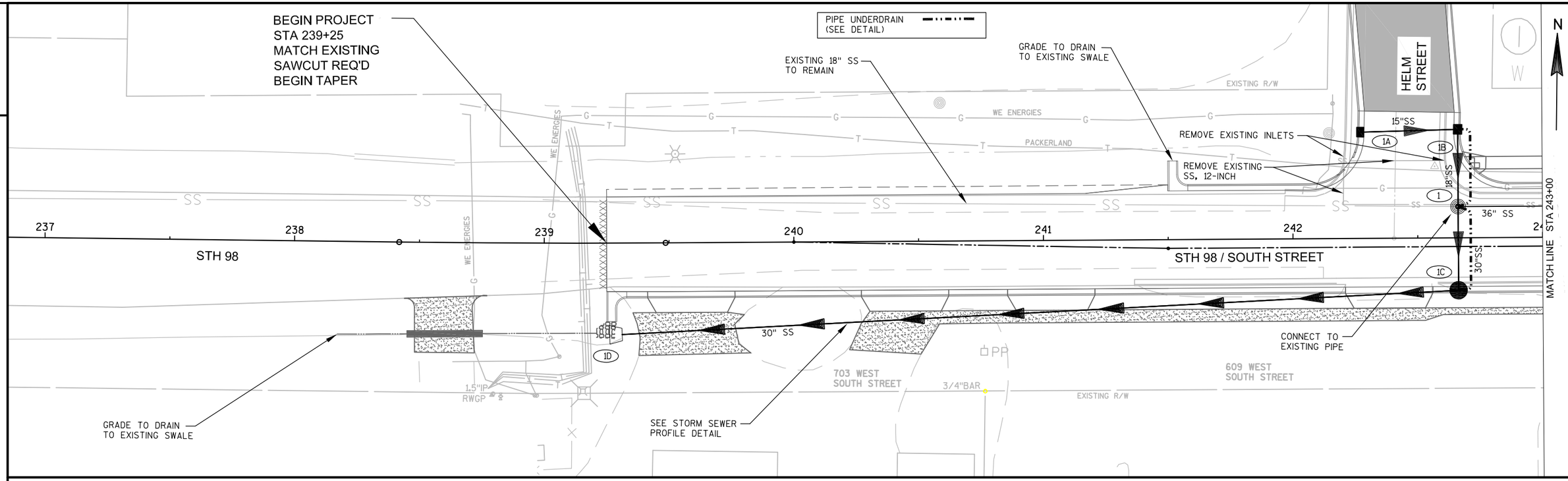
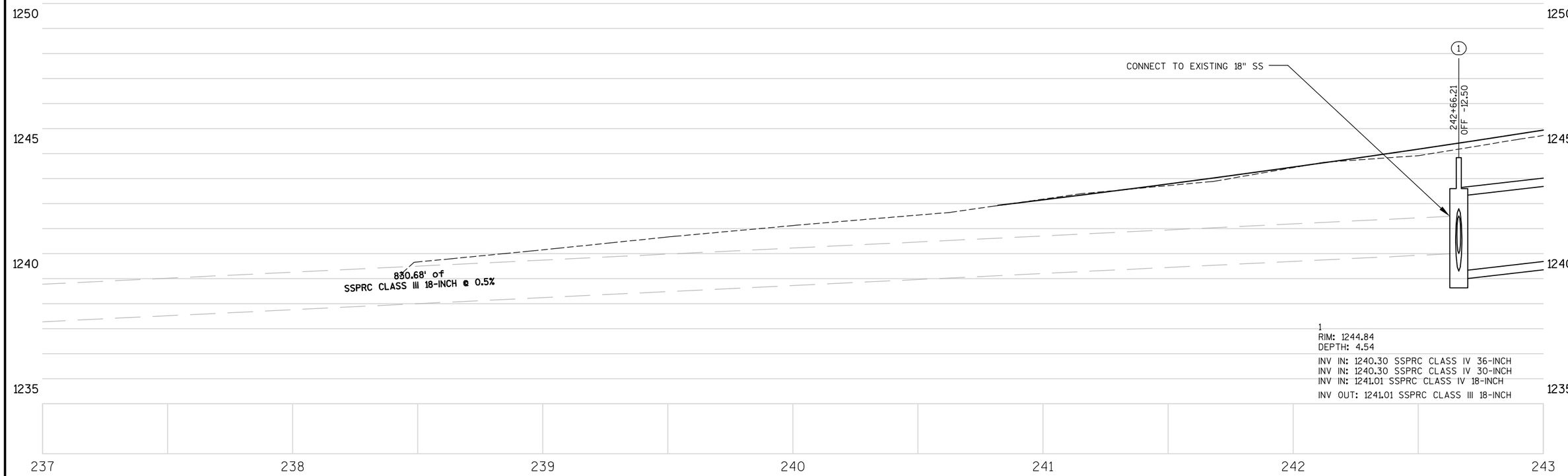
FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT URBAN CLASS I TYPE B ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

TRACKING PAD LOCATIONS TO BE APPROVED BY ENGINEER.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	EROSION CONTROL PLAN	SHEET ----- E



NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET	E

PIPE UNDERDRAIN (SEE DETAIL)

N

MATCH LINE STA 243+00

MATCH LINE STA 248+00

EXISTING R/W

600 WEST SOUTH STREET

520 WEST SOUTH STREET

DITCH

PROPOSED TLE

2A

15" SS

2B

2

36" SS

24" SS

3

REMOVE EXISTING MANHOLE

REMOVE EXISTING SS, 18-INCH

REMOVE EXISTING SS, 15-INCH

243 244 245 246 247

STH 98 / SOUTH STREET

18" SS

2C

PACKERLAND

WE ENERGIES

CITY OF LOYAL

XCEL

MH

SAN

PROPOSED R/W

PROPOSED TLE

3A

3B

2"IP

REMOVE EXISTING INLET

15" SS

POPE STREET

201 SOUTH POPE STREET

607 WEST SOUTH STREET

603 WEST SOUTH STREET

3/4"BAR

REMOVE EXISTING INLETS

CONNECT TO EXISTING PIPE

NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV

1255

1250

1245

1240

243 244 245 246 247 248

245+36.46
OFF -12.49

246+41.28
OFF -12.50

270.25' of
SSPRC CLASS IV 36-INCH @ 1.1%

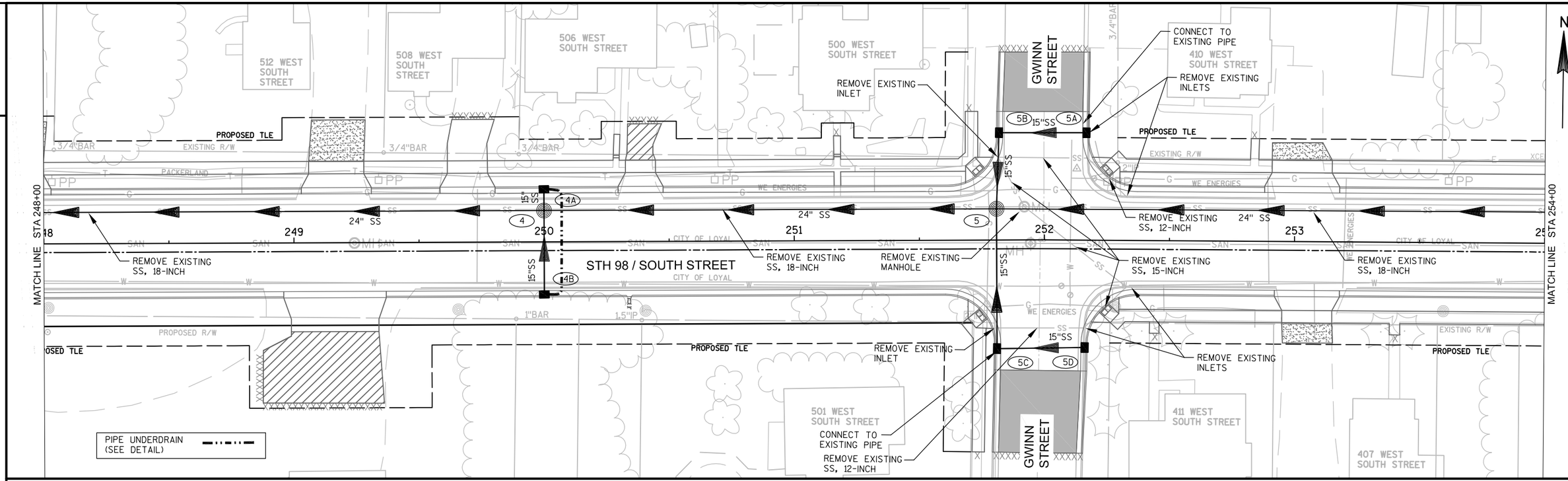
104.82' of
SSPRC CLASS III 24-INCH @ 1.2%

358.72' of
SSPRC CLASS III 24-INCH @ 1.8%

2
RIM: 1249.48
DEPTH: 6.09
INV IN: 1245.66 SSPRC CLASS IV 15-INCH
INV IN: 1244.39 SSPRC CLASS III 24-INCH
INV IN: 1245.55 SSPRC CLASS IV 18-INCH
INV OUT: 1243.39 SSPRC CLASS IV 36-INCH

3
RIM: 1251.35
DEPTH: 5.65
INV IN: 1245.70 SSPRC CLASS III 24-INCH
INV IN: 1245.70 SSPRC CLASS III 18-INCH
INV OUT: 1245.70 SSPRC CLASS III 24-INCH

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET E



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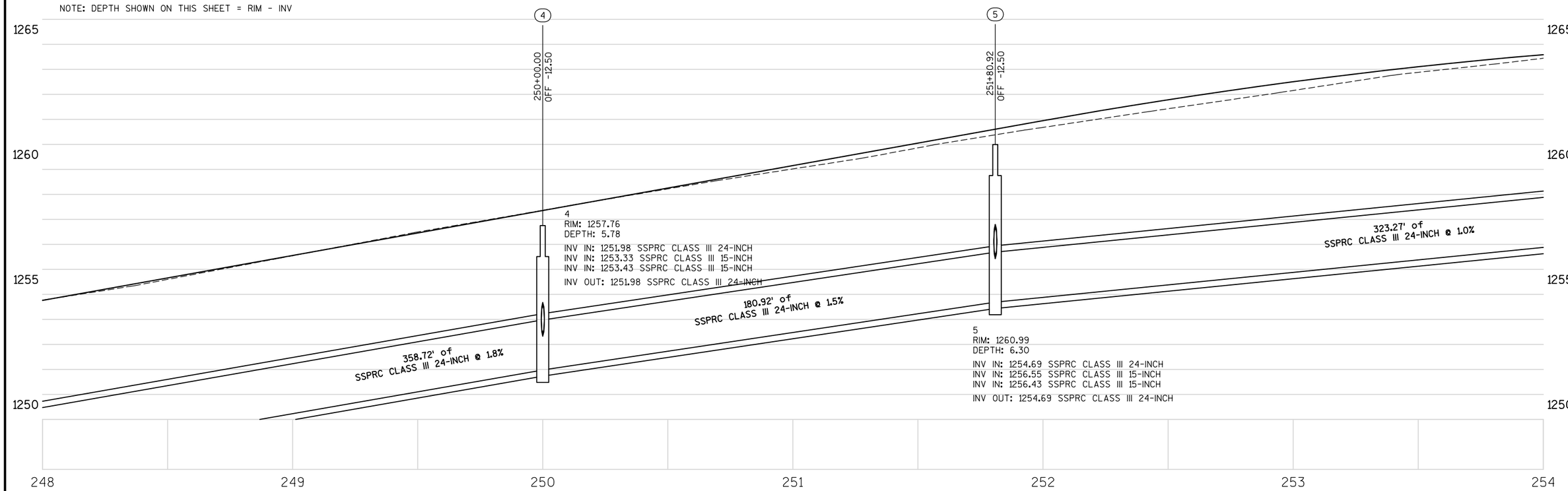
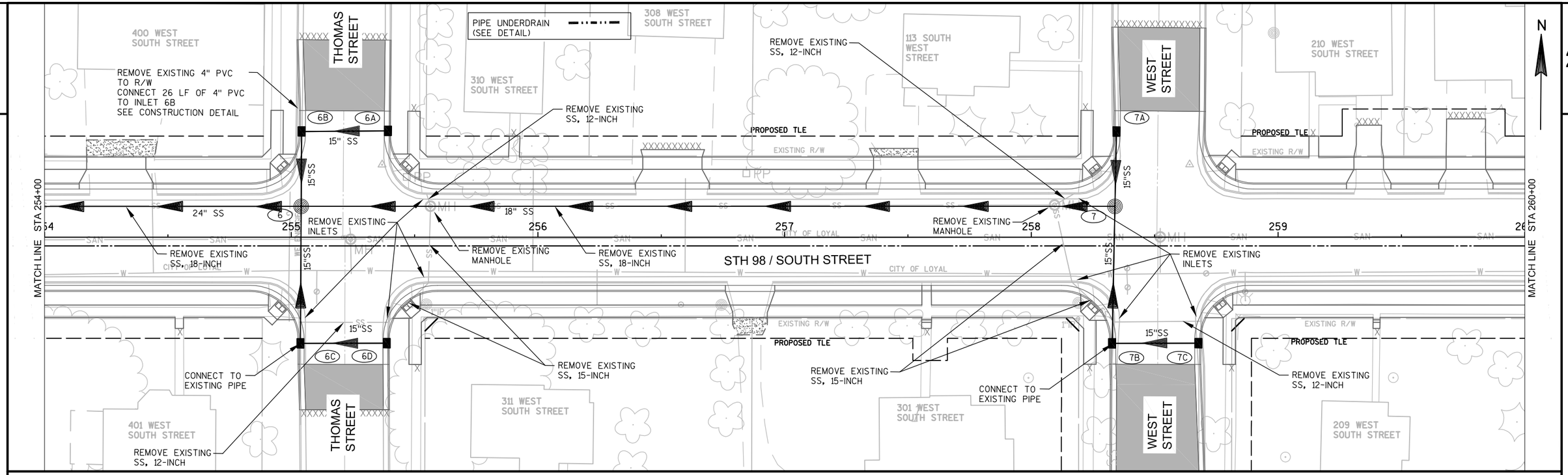


PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET E

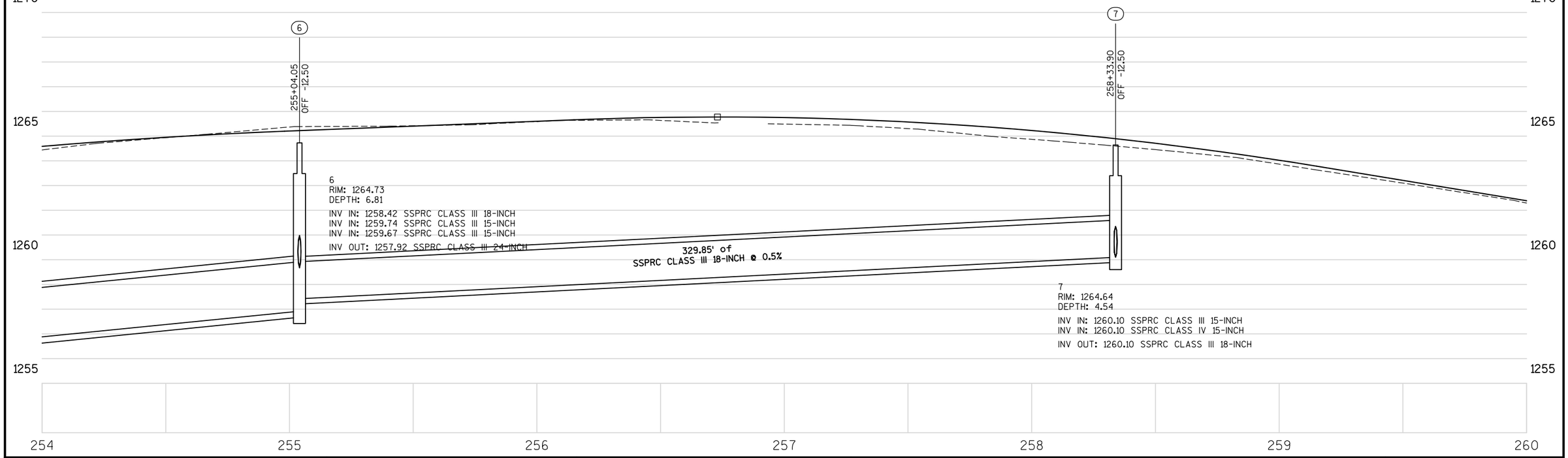
FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\STORM SEWER PLAN\022501-SS-UPDATE-2016-06-28.DWG
LAYOUT NAME - 02250-3_SS
PLOT DATE : 7/28/2016 2:26 PM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

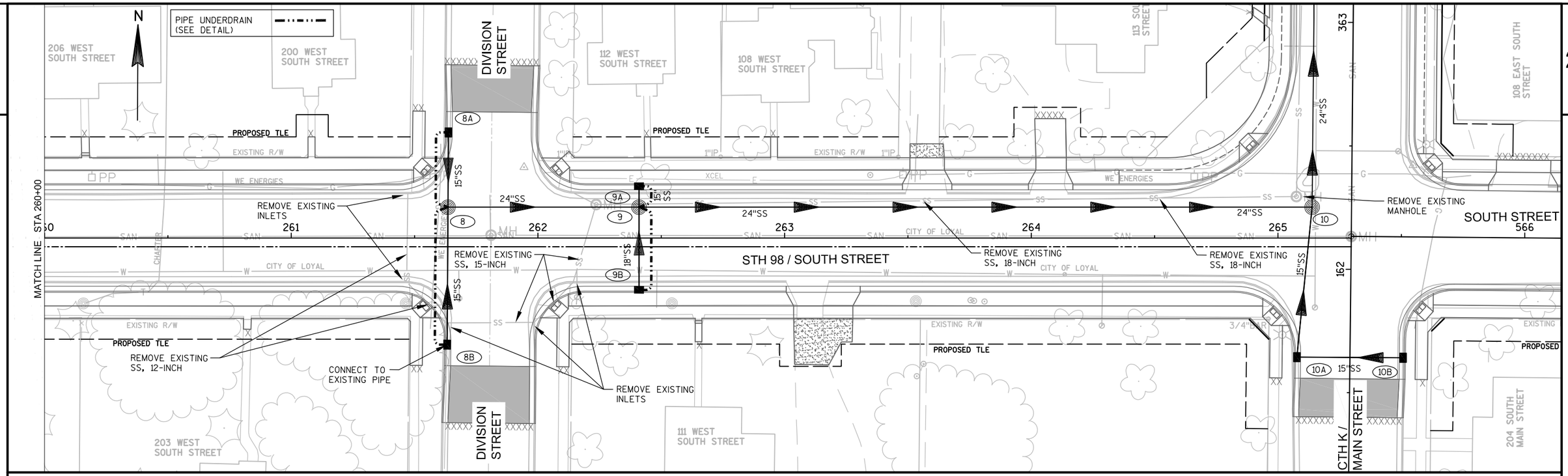
2



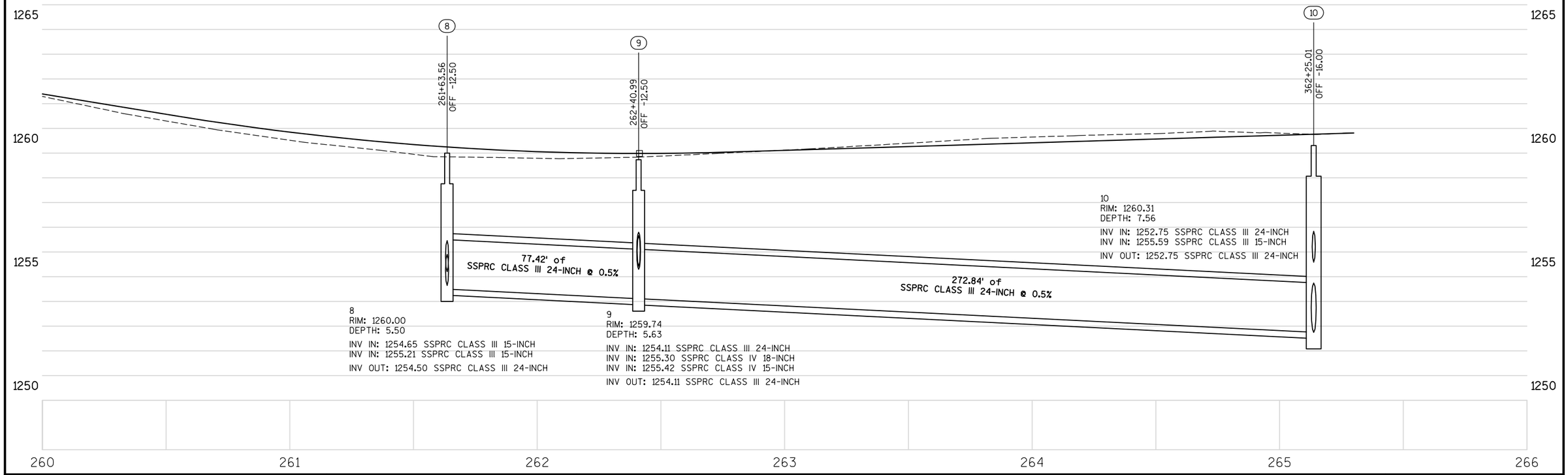
NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET	E

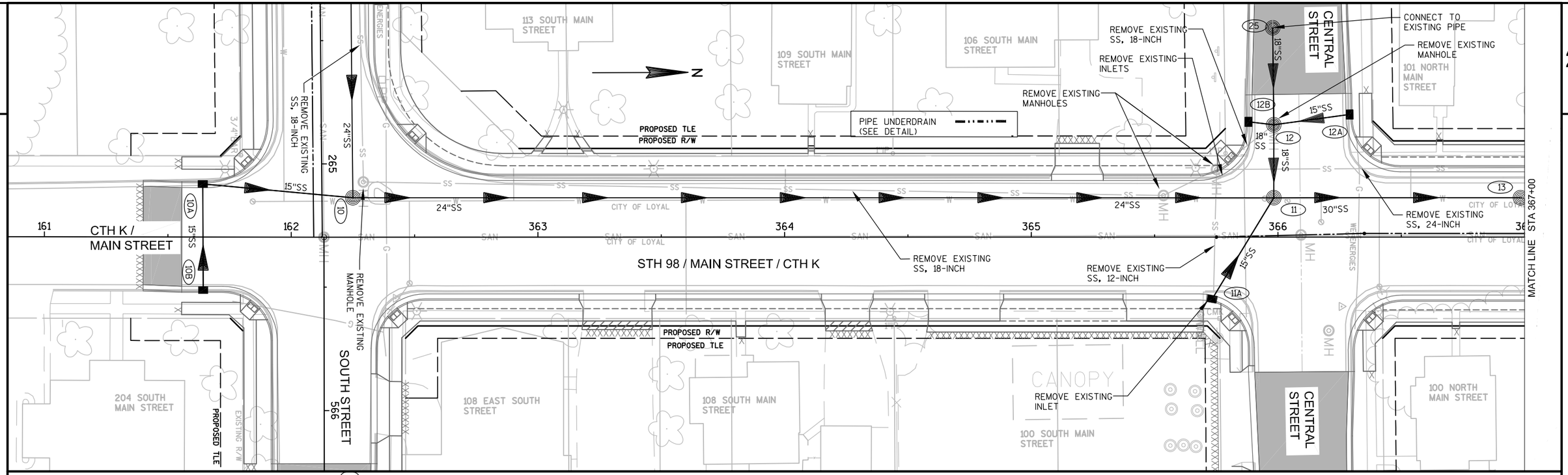


NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV

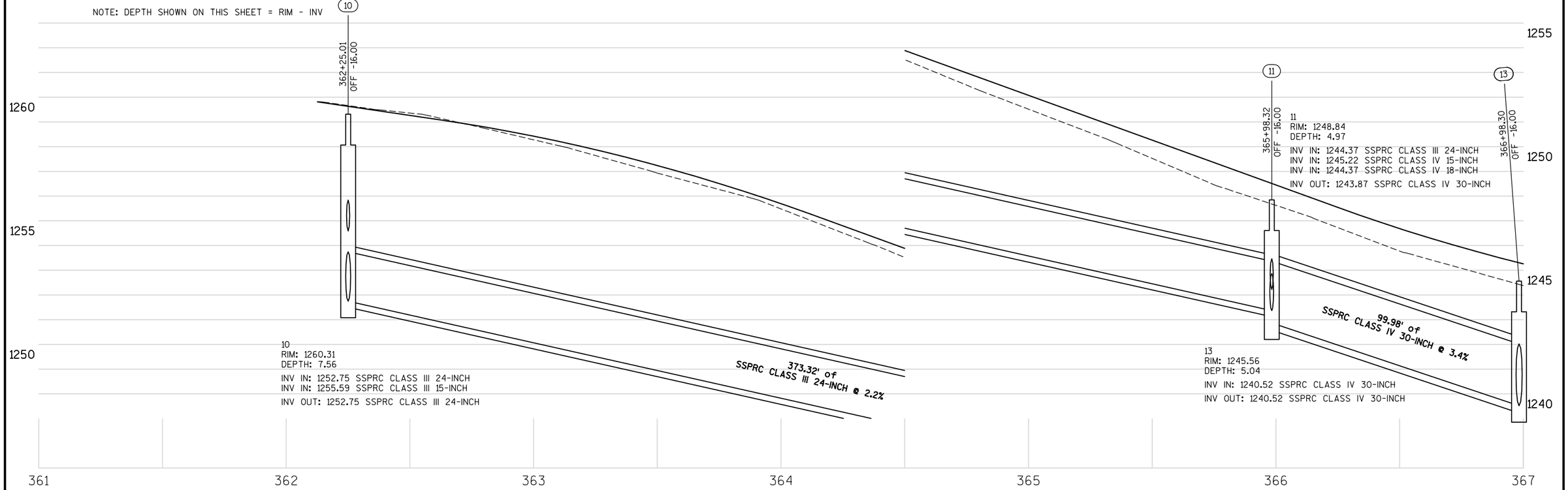


PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET	E

2



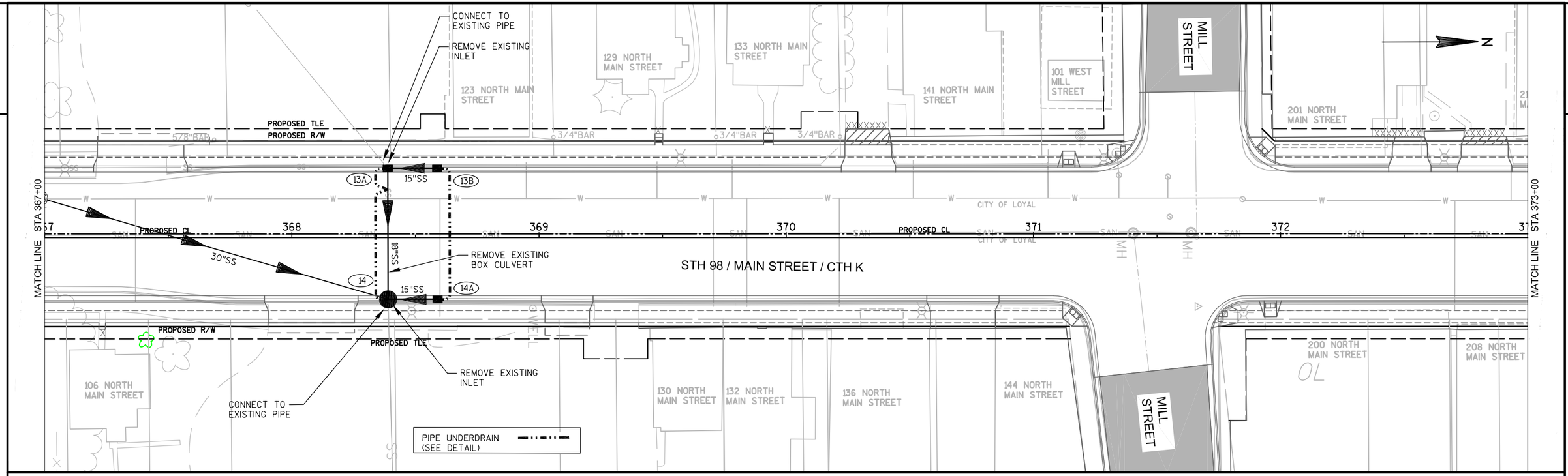
NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV



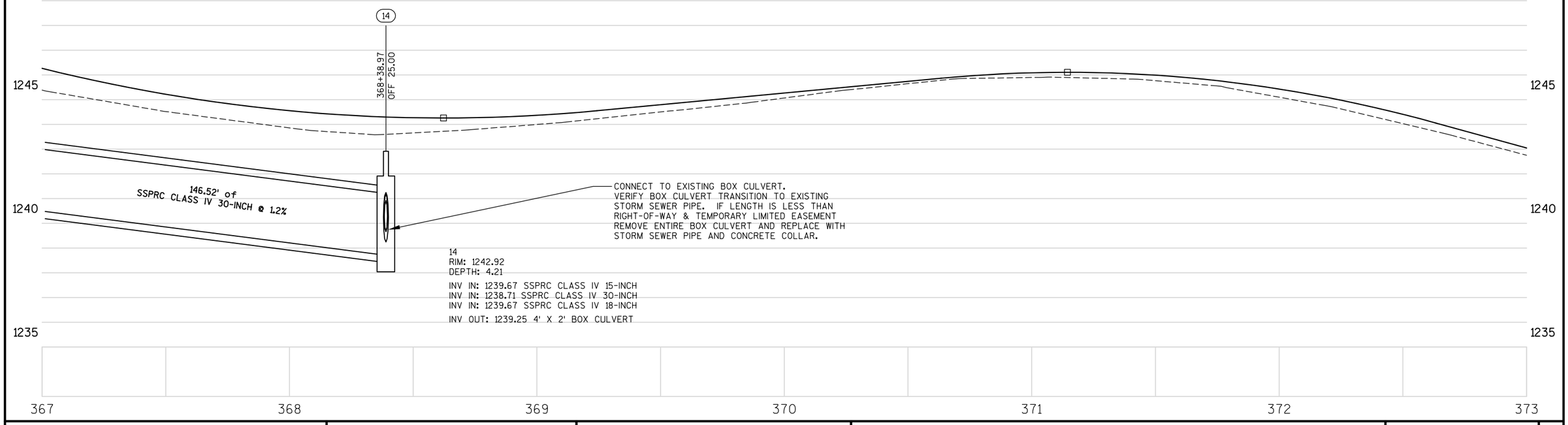
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\STORM SEWER PLAN\022501-SS-UPDATE-2016-06-28.DWG PLOT DATE : 7/28/2016 2:27 PM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : PLOT SCALE : 1 IN:40 FT
LAYOUT NAME - 02250-6_SS
WISDOT/CADDS SHEET 41

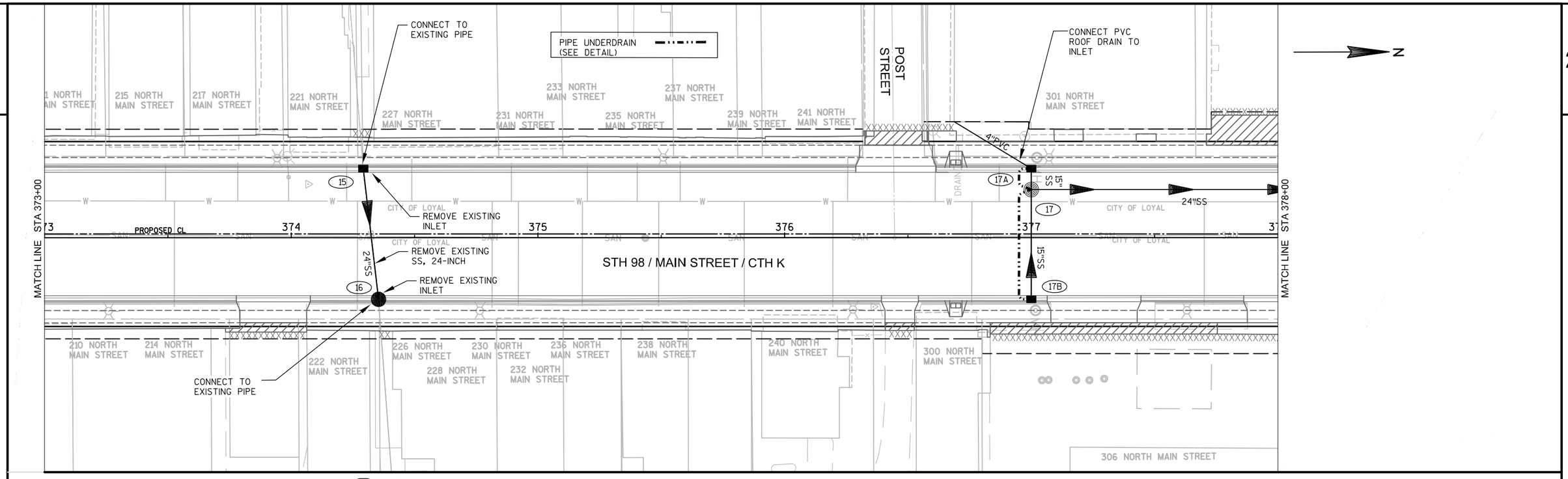
2



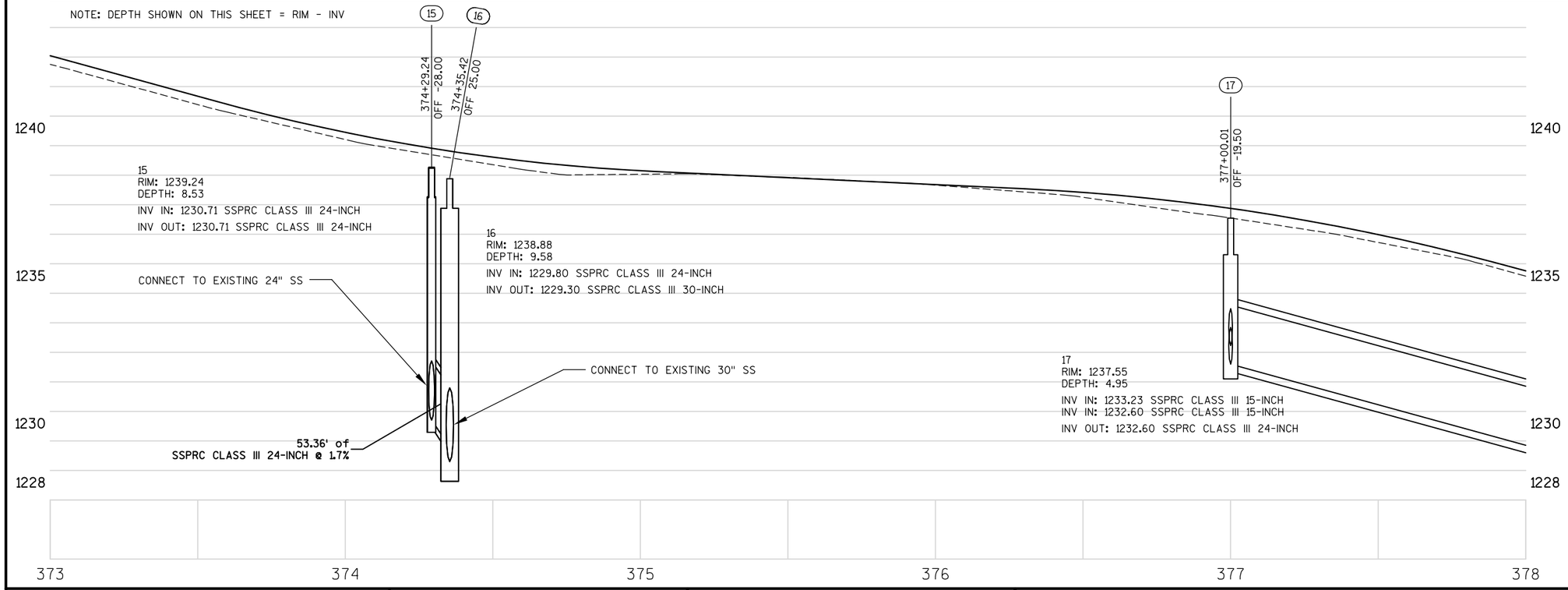
NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV



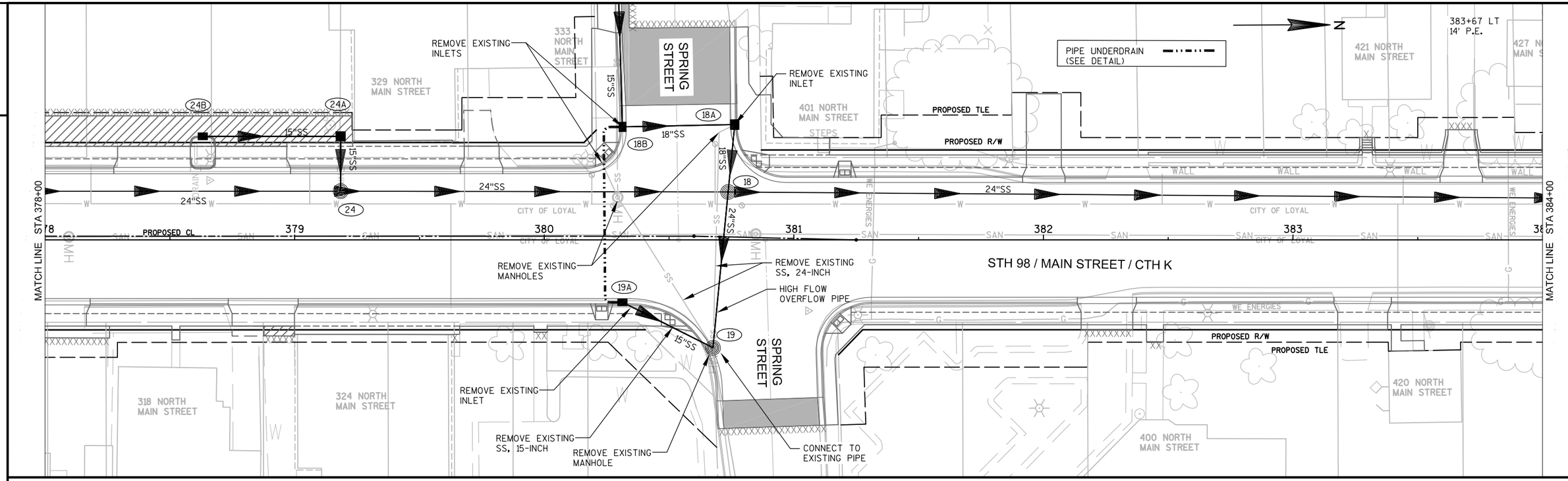
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET	E



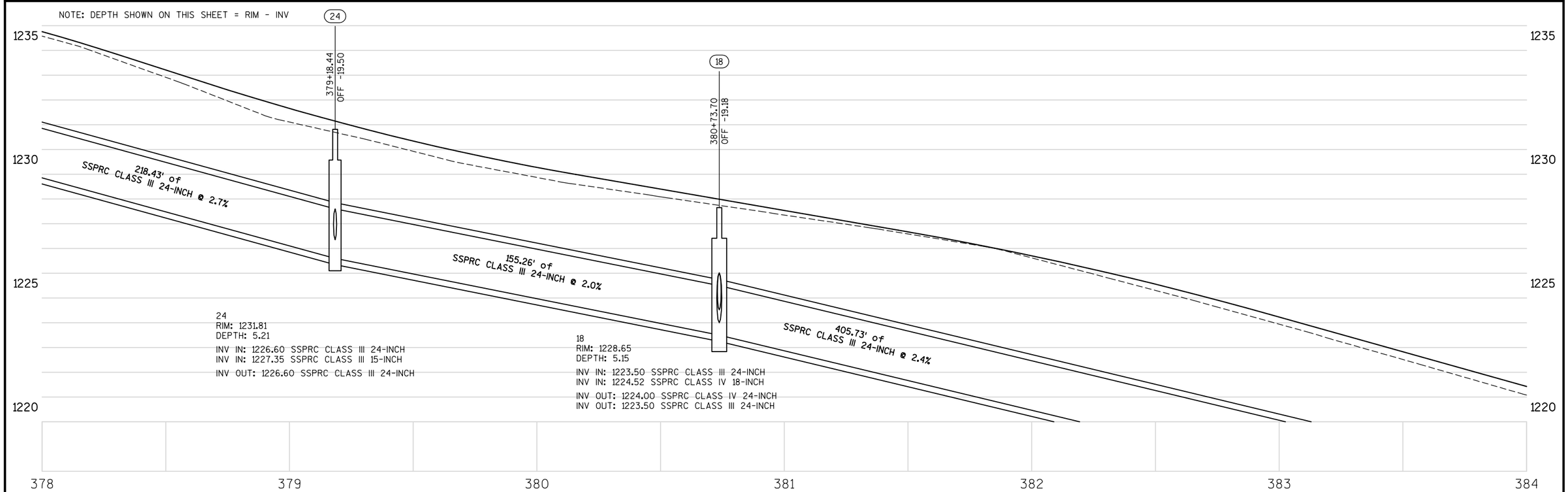
NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET	E



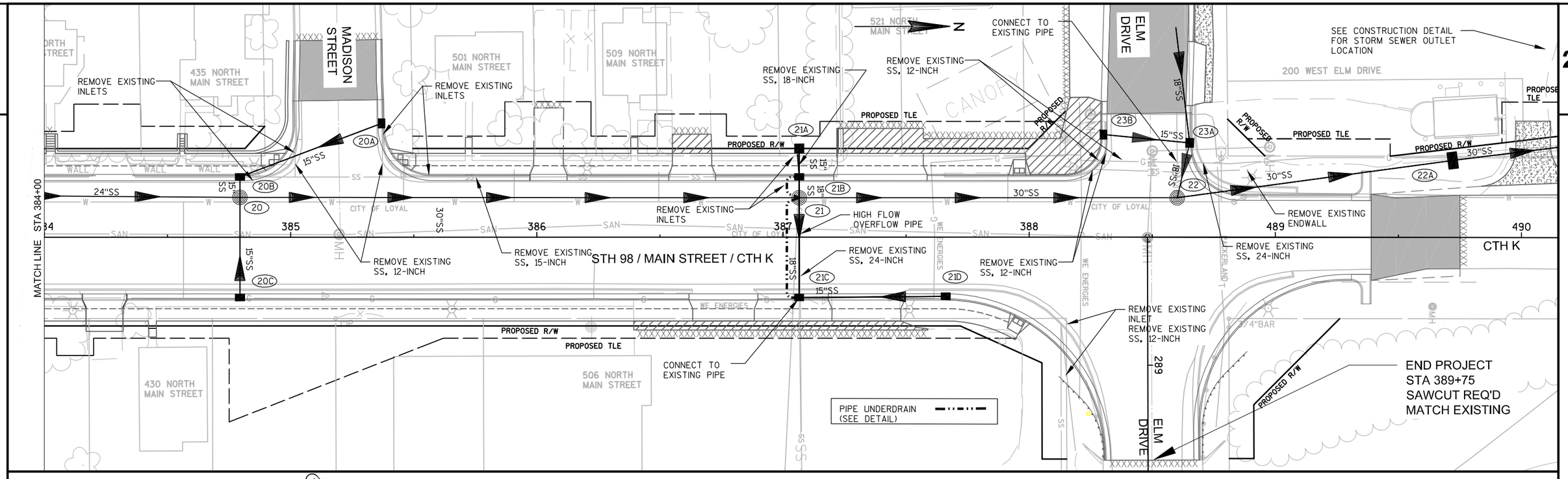
NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV

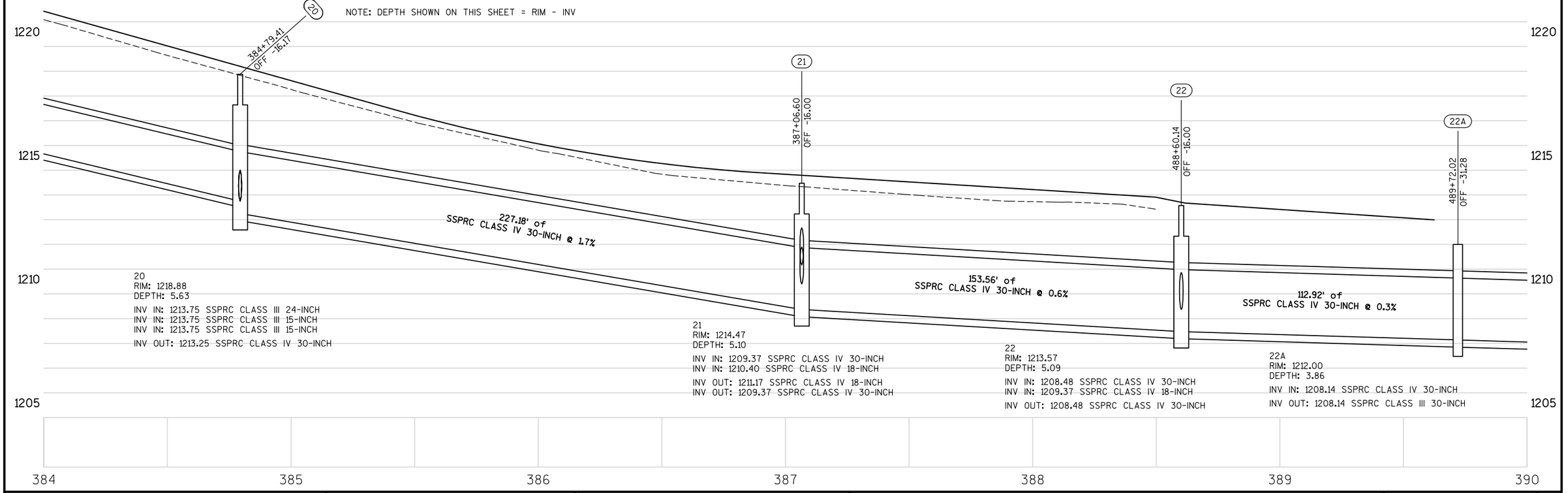


24
RIM: 1231.81
DEPTH: 5.21
INV IN: 1226.60 SSPRC CLASS III 24-INCH
INV IN: 1227.35 SSPRC CLASS III 15-INCH
INV OUT: 1226.60 SSPRC CLASS III 24-INCH

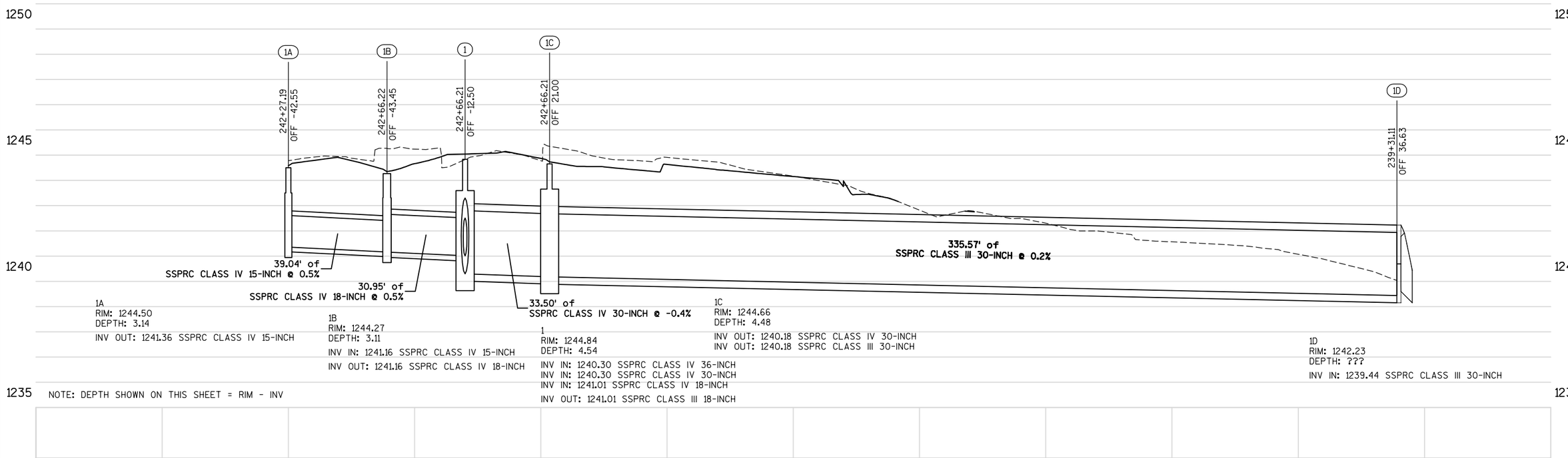
18
RIM: 1228.65
DEPTH: 5.15
INV IN: 1223.50 SSPRC CLASS III 24-INCH
INV IN: 1224.52 SSPRC CLASS IV 18-INCH
INV OUT: 1224.00 SSPRC CLASS IV 24-INCH
INV OUT: 1223.50 SSPRC CLASS III 24-INCH

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET	E





PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET	E



1A
RIM: 1244.50
DEPTH: 3.14
INV OUT: 1241.36 SSPRC CLASS IV 15-INCH

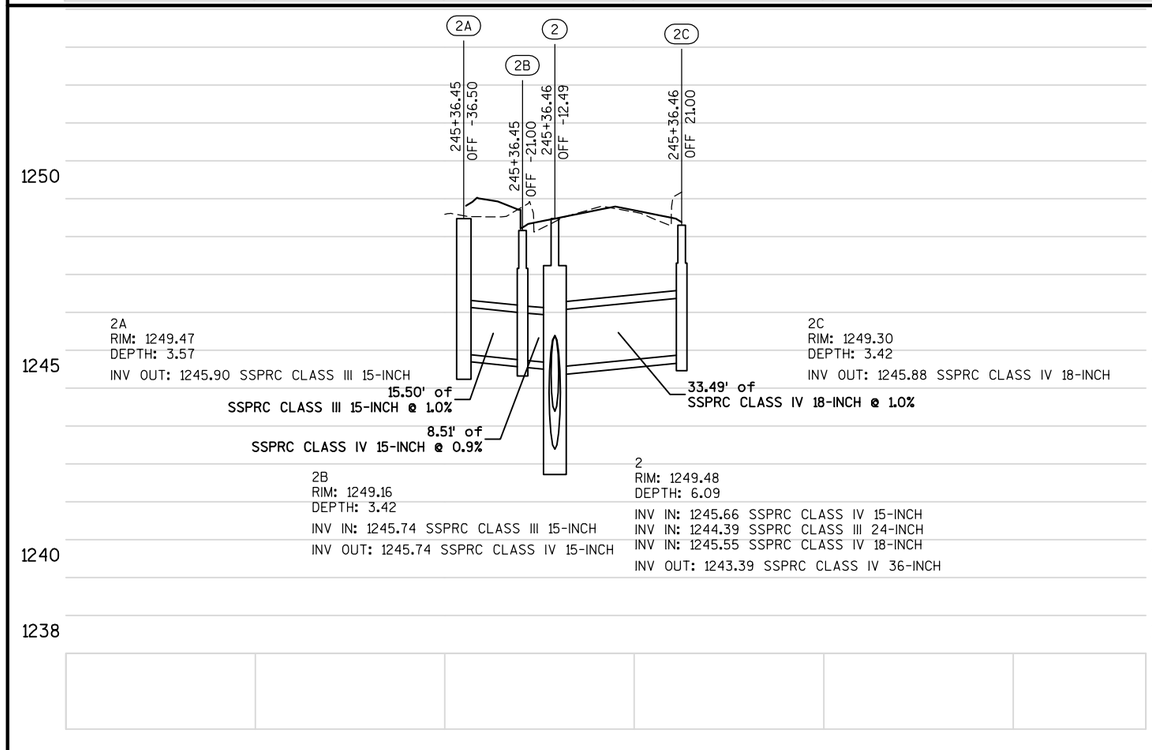
1B
RIM: 1244.27
DEPTH: 3.11
INV IN: 1241.16 SSPRC CLASS IV 15-INCH
INV OUT: 1241.16 SSPRC CLASS IV 18-INCH

1
RIM: 1244.84
DEPTH: 4.54
INV IN: 1240.30 SSPRC CLASS IV 36-INCH
INV IN: 1240.30 SSPRC CLASS IV 30-INCH
INV IN: 1241.01 SSPRC CLASS IV 18-INCH
INV OUT: 1241.01 SSPRC CLASS III 18-INCH

1C
RIM: 1244.66
DEPTH: 4.48
INV OUT: 1240.18 SSPRC CLASS IV 30-INCH
INV OUT: 1240.18 SSPRC CLASS III 30-INCH

1D
RIM: 1242.23
DEPTH: ???
INV IN: 1239.44 SSPRC CLASS III 30-INCH

NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV

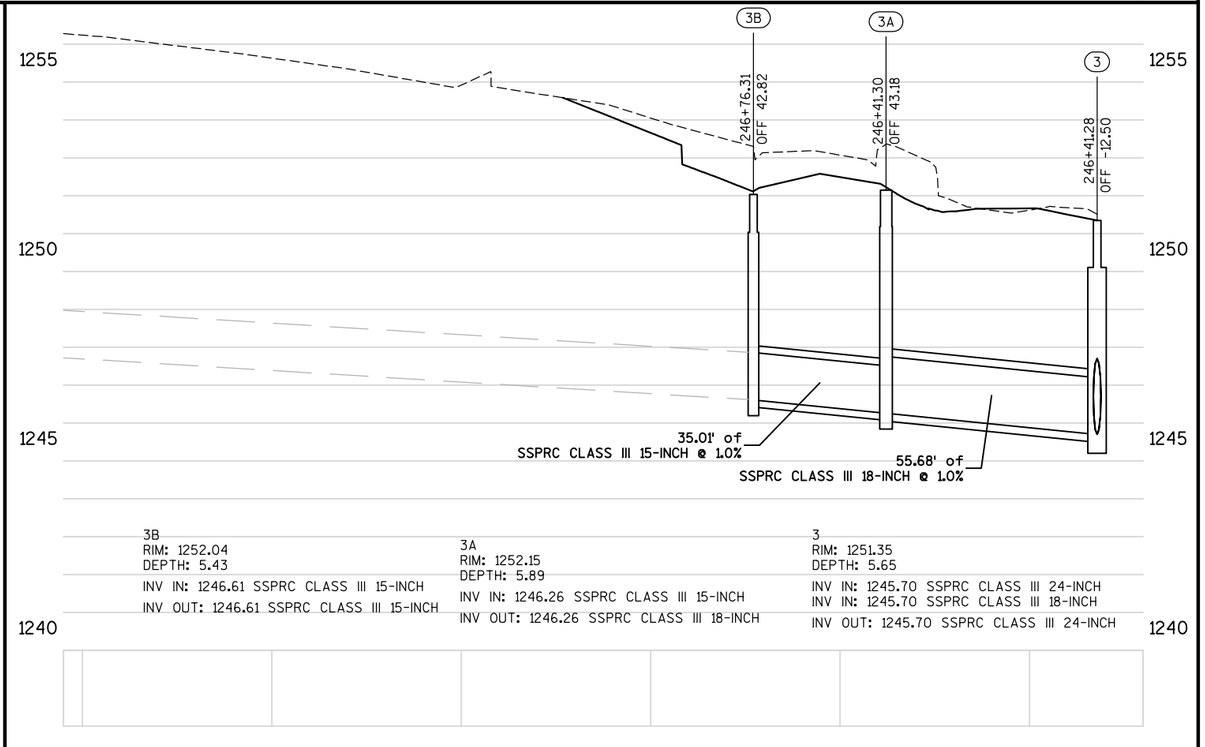


2A
RIM: 1249.47
DEPTH: 3.57
INV OUT: 1245.90 SSPRC CLASS III 15-INCH

2B
RIM: 1249.16
DEPTH: 3.42
INV IN: 1245.74 SSPRC CLASS III 15-INCH
INV OUT: 1245.74 SSPRC CLASS IV 15-INCH

2
RIM: 1249.48
DEPTH: 6.09
INV IN: 1245.66 SSPRC CLASS IV 15-INCH
INV IN: 1244.39 SSPRC CLASS III 24-INCH
INV IN: 1245.55 SSPRC CLASS IV 18-INCH
INV OUT: 1243.39 SSPRC CLASS IV 36-INCH

2C
RIM: 1249.30
DEPTH: 3.42
INV OUT: 1245.88 SSPRC CLASS IV 18-INCH



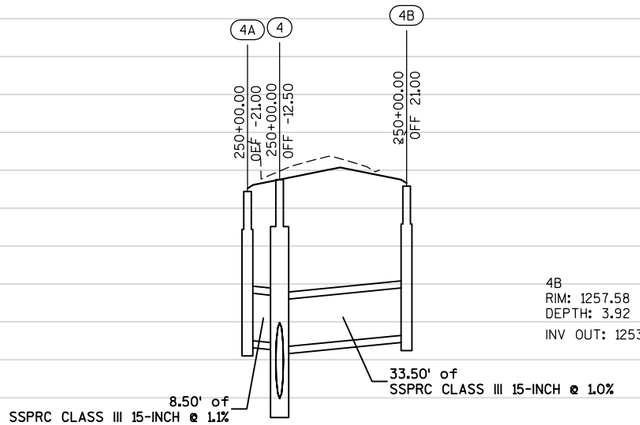
3B
RIM: 1252.04
DEPTH: 5.43
INV IN: 1246.61 SSPRC CLASS III 15-INCH
INV OUT: 1246.61 SSPRC CLASS III 15-INCH

3A
RIM: 1252.15
DEPTH: 5.89
INV IN: 1246.26 SSPRC CLASS III 15-INCH
INV OUT: 1246.26 SSPRC CLASS III 18-INCH

3
RIM: 1251.35
DEPTH: 5.65
INV IN: 1245.70 SSPRC CLASS III 24-INCH
INV IN: 1245.70 SSPRC CLASS III 18-INCH
INV OUT: 1245.70 SSPRC CLASS III 24-INCH

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET	E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\STORM SEWER PLAN\022501-SS-UPDATE-2016-06-28.DWG
LAYOUT NAME - 02250-10_SS
PLOT DATE : 7/28/2016 9:07 AM
PLOT BY : DEXTER KAETTERHENRY
PLOT NAME :
PLOT SCALE : **********
WISDOT/CADDS SHEET 41



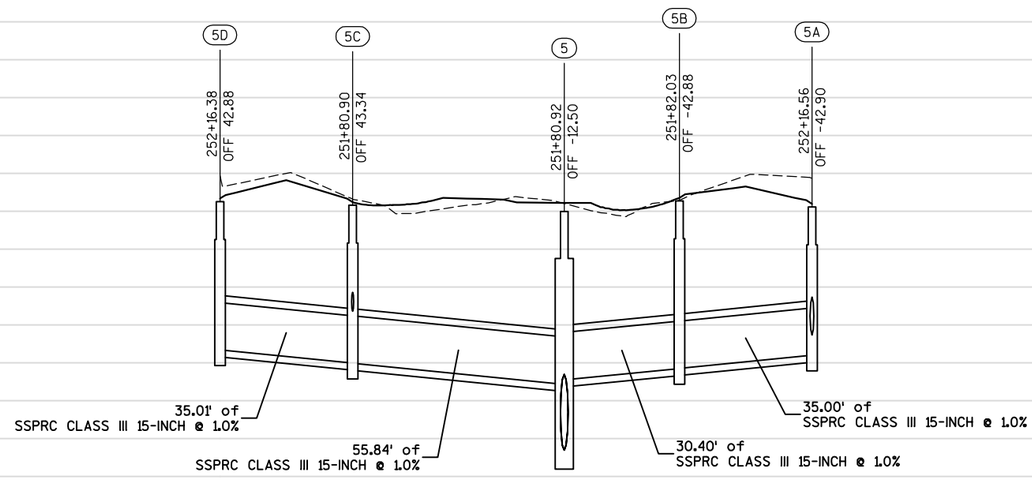
1260
1255
1250
1246

4A
RIM: 1257.44
DEPTH: 3.92
INV OUT: 1253.52 SSPRC CLASS III 15-INCH

4
RIM: 1257.76
DEPTH: 5.78
INV IN: 1251.98 SSPRC CLASS III 24-INCH
INV IN: 1253.33 SSPRC CLASS III 15-INCH
INV IN: 1253.43 SSPRC CLASS III 15-INCH
INV OUT: 1251.98 SSPRC CLASS III 24-INCH

4B
RIM: 1257.58
DEPTH: 3.92
INV OUT: 1253.66 SSPRC CLASS III 15-INCH

NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV



1265
1260
1255
1250

5D
RIM: 1261.26
DEPTH: 3.92
INV OUT: 1257.34 SSPRC CLASS III 15-INCH

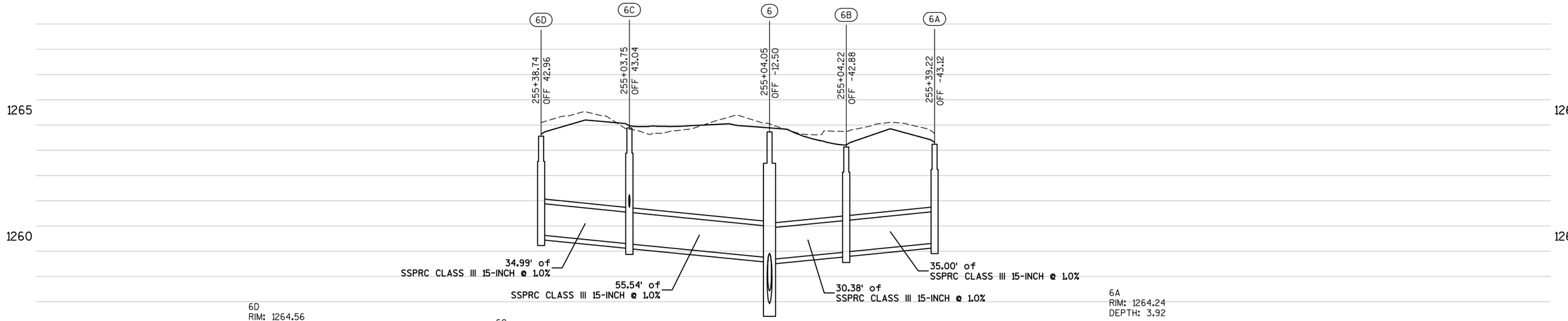
5C
RIM: 1261.16
DEPTH: 4.17
INV IN: 1256.99 SSPRC CLASS III 15-INCH
INV IN: 1258.36 SSPC 6-INCH
INV OUT: 1256.99 SSPRC CLASS III 15-INCH

5
RIM: 1260.99
DEPTH: 6.30
INV IN: 1254.69 SSPRC CLASS III 24-INCH
INV IN: 1256.55 SSPRC CLASS III 15-INCH
INV IN: 1256.43 SSPRC CLASS III 15-INCH
INV OUT: 1254.69 SSPRC CLASS III 24-INCH

5B
RIM: 1261.27
DEPTH: 4.42
INV IN: 1256.85 SSPRC CLASS III 15-INCH
INV OUT: 1256.85 SSPRC CLASS III 15-INCH

5A
RIM: 1261.12
DEPTH: 3.92
INV IN: 1257.73 SSPRC CLASS III 12-INCH
INV OUT: 1257.20 SSPRC CLASS III 15-INCH

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET	E



6D
RIM: 1264.56
DEPTH: 3.92
INV OUT: 1260.64 SSPRC CLASS III 15-INCH

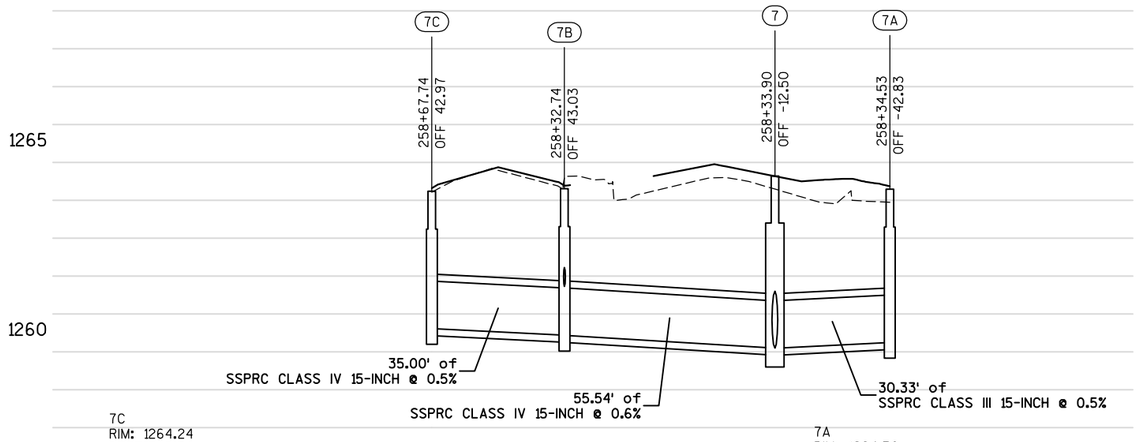
6C
RIM: 1264.89
DEPTH: 4.60
INV IN: 1260.29 SSPRC CLASS III 15-INCH
INV IN: 1261.74 SSPC 6-INCH
INV OUT: 1260.29 SSPRC CLASS III 15-INCH

6
RIM: 1264.73
DEPTH: 6.81
INV IN: 1258.42 SSPRC CLASS III 18-INCH
INV IN: 1259.74 SSPRC CLASS III 15-INCH
INV IN: 1259.67 SSPRC CLASS III 15-INCH
INV OUT: 1257.92 SSPRC CLASS III 24-INCH

6B
RIM: 1264.13
DEPTH: 4.16
INV IN: 1259.97 SSPRC CLASS III 15-INCH
INV OUT: 1259.97 SSPRC CLASS III 15-INCH

6A
RIM: 1264.24
DEPTH: 3.92
INV OUT: 1260.32 SSPRC CLASS III 15-INCH

NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV

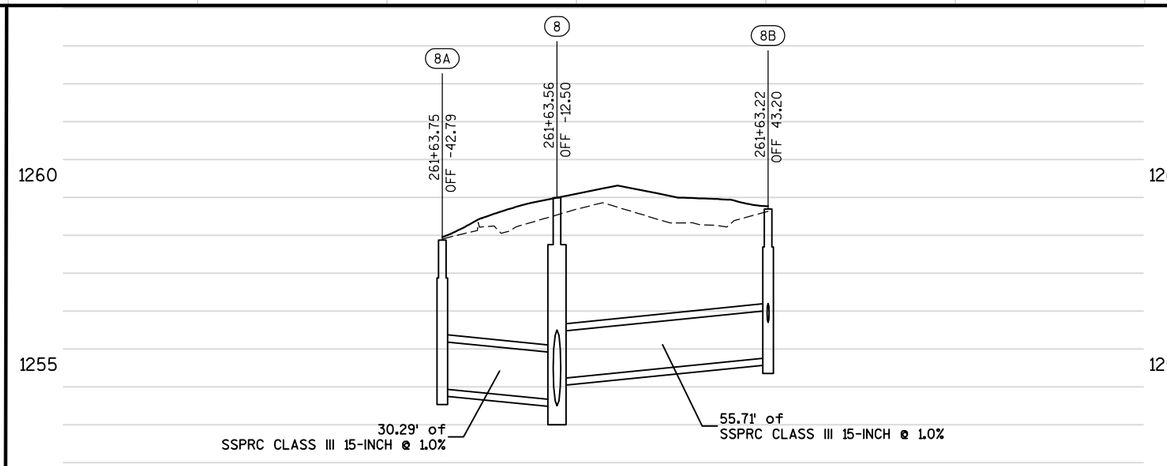


7C
RIM: 1264.24
DEPTH: 3.62
INV OUT: 1260.62 SSPRC CLASS IV 15-INCH

7B
RIM: 1264.31
DEPTH: 3.87
INV IN: 1260.44 SSPRC CLASS IV 15-INCH
INV IN: 1261.73 SSPC 6-INCH
INV OUT: 1260.44 SSPRC CLASS IV 15-INCH

7
RIM: 1264.64
DEPTH: 4.54
INV IN: 1260.10 SSPRC CLASS III 15-INCH
INV IN: 1260.10 SSPRC CLASS IV 15-INCH
INV OUT: 1260.10 SSPRC CLASS III 18-INCH

7A
RIM: 1264.30
DEPTH: 4.05
INV OUT: 1260.25 SSPRC CLASS III 15-INCH

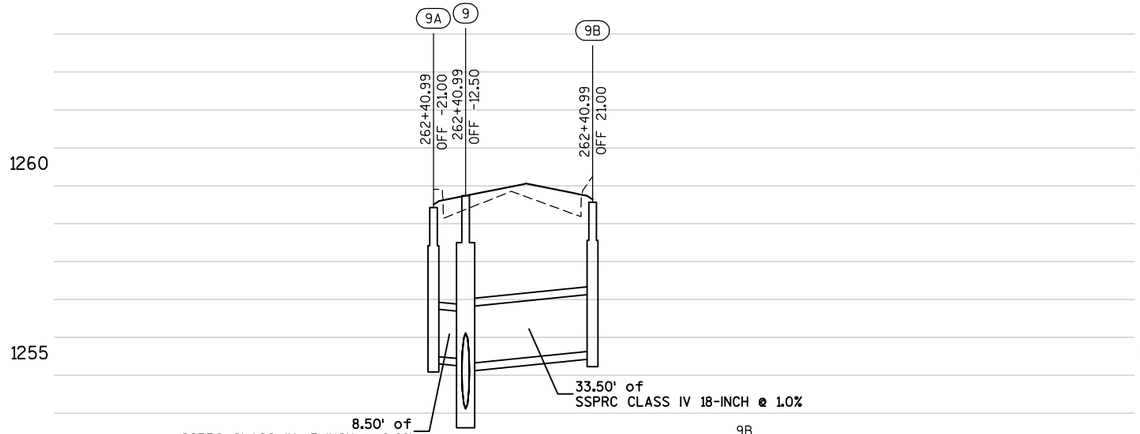


8A
RIM: 1258.87
DEPTH: 3.92
INV OUT: 1254.95 SSPRC CLASS III 15-INCH

8
RIM: 1260.00
DEPTH: 5.50
INV IN: 1254.65 SSPRC CLASS III 15-INCH
INV IN: 1255.21 SSPRC CLASS III 15-INCH
INV OUT: 1254.50 SSPRC CLASS III 24-INCH

8B
RIM: 1259.69
DEPTH: 3.92
INV IN: 1256.70 SSPC 6-INCH
INV OUT: 1255.77 SSPRC CLASS III 15-INCH

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET E

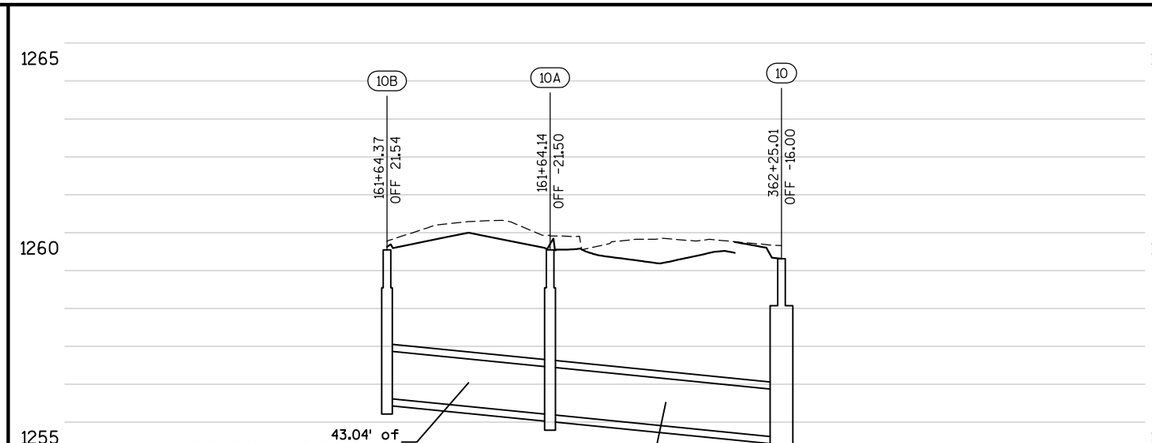


9A
RIM: 1259.42
DEPTH: 3.92
INV OUT: 1255.50 SSPRC CLASS IV 15-INCH

9
RIM: 1259.74
DEPTH: 5.63
INV IN: 1254.11 SSPRC CLASS III 24-INCH
INV IN: 1255.30 SSPRC CLASS IV 18-INCH
INV IN: 1255.42 SSPRC CLASS IV 15-INCH
INV OUT: 1254.11 SSPRC CLASS III 24-INCH

9B
RIM: 1259.56
DEPTH: 3.92
INV OUT: 1255.64 SSPRC CLASS IV 18-INCH

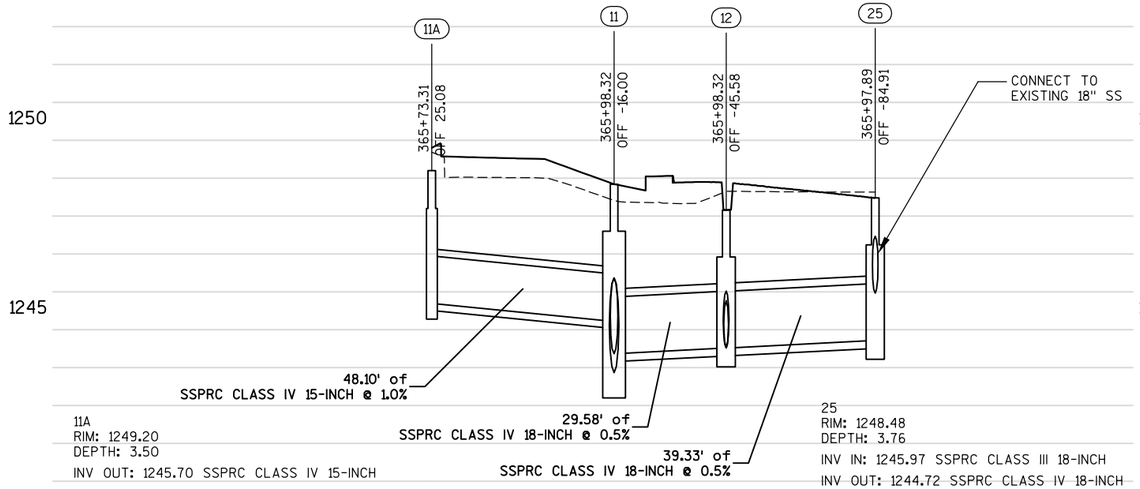
NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV



10B
RIM: 1260.55
DEPTH: 3.92
INV OUT: 1256.63 SSPRC CLASS III 15-INCH

10A
RIM: 1260.54
DEPTH: 4.34
INV IN: 1256.20 SSPRC CLASS III 15-INCH
INV OUT: 1256.20 SSPRC CLASS III 15-INCH

10
RIM: 1260.31
DEPTH: 7.56
INV IN: 1252.75 SSPRC CLASS III 24-INCH
INV IN: 1255.59 SSPRC CLASS III 15-INCH
INV OUT: 1252.75 SSPRC CLASS III 24-INCH

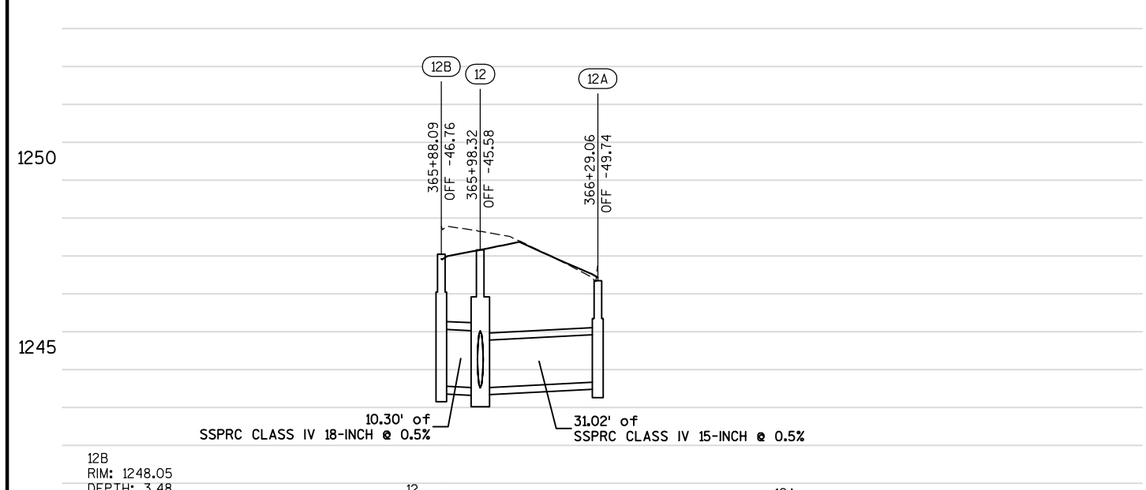


11A
RIM: 1249.20
DEPTH: 3.50
INV OUT: 1245.70 SSPRC CLASS IV 15-INCH

11
RIM: 1248.84
DEPTH: 4.97
INV IN: 1244.37 SSPRC CLASS III 24-INCH
INV IN: 1245.22 SSPRC CLASS IV 15-INCH
INV IN: 1244.37 SSPRC CLASS IV 18-INCH
INV OUT: 1243.87 SSPRC CLASS IV 30-INCH

12
RIM: 1248.16
DEPTH: 3.64
INV IN: 1244.52 SSPRC CLASS IV 15-INCH
INV IN: 1244.52 SSPRC CLASS IV 18-INCH
INV IN: 1244.52 SSPRC CLASS IV 18-INCH
INV OUT: 1244.52 SSPRC CLASS IV 18-INCH

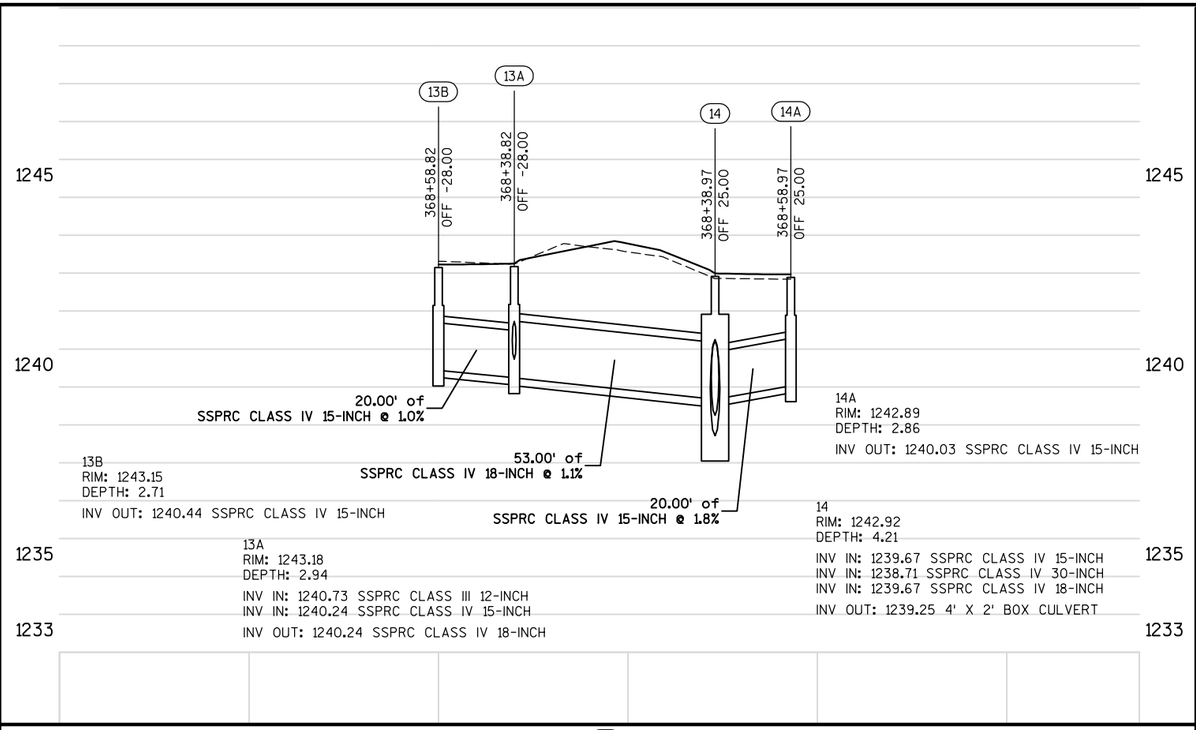
25
RIM: 1248.48
DEPTH: 3.76
INV IN: 1245.97 SSPRC CLASS III 18-INCH
INV OUT: 1244.72 SSPRC CLASS IV 18-INCH



12B
RIM: 1248.05
DEPTH: 3.48
INV OUT: 1244.57 SSPRC CLASS IV 18-INCH

12
RIM: 1248.16
DEPTH: 3.64
INV IN: 1244.52 SSPRC CLASS IV 15-INCH
INV IN: 1244.52 SSPRC CLASS IV 18-INCH
INV IN: 1244.52 SSPRC CLASS IV 18-INCH
INV OUT: 1244.52 SSPRC CLASS IV 18-INCH

12A
RIM: 1247.35
DEPTH: 2.67
INV OUT: 1244.68 SSPRC CLASS IV 15-INCH

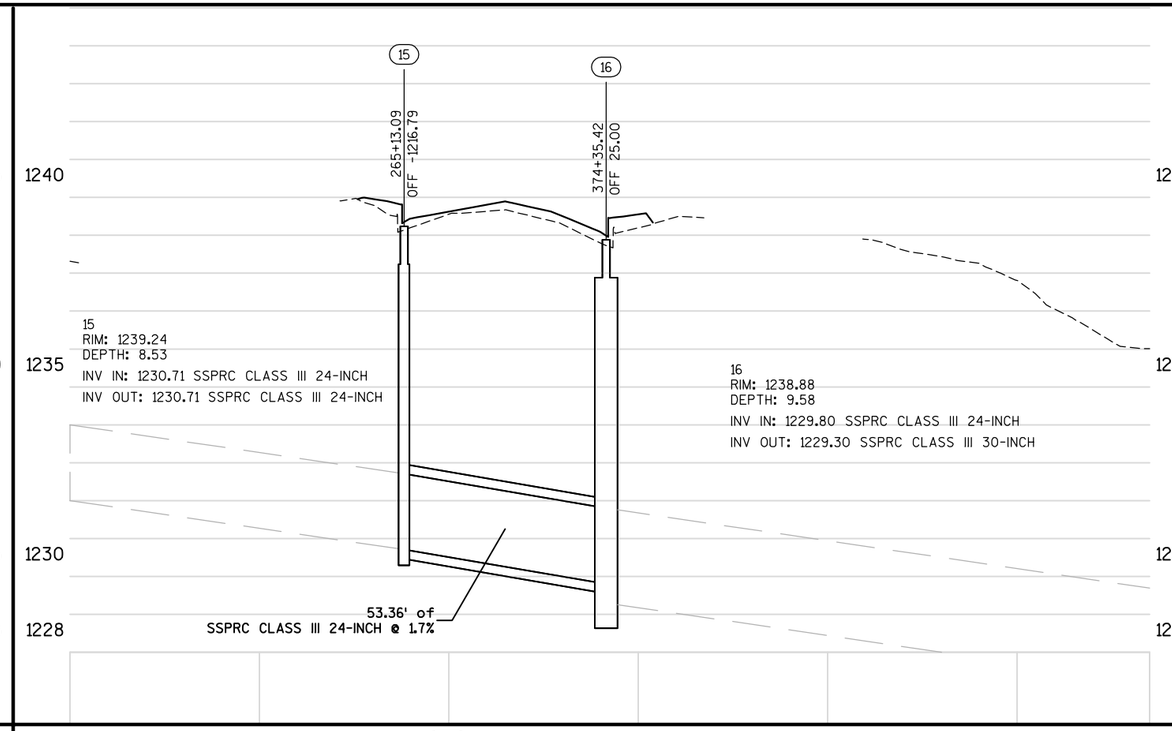


13B
RIM: 1243.15
DEPTH: 2.71
INV OUT: 1240.44 SSPRC CLASS IV 15-INCH

13A
RIM: 1243.18
DEPTH: 2.94
INV IN: 1240.73 SSPRC CLASS III 12-INCH
INV IN: 1240.24 SSPRC CLASS IV 15-INCH
INV OUT: 1240.24 SSPRC CLASS IV 18-INCH

14A
RIM: 1242.89
DEPTH: 2.86
INV OUT: 1240.03 SSPRC CLASS IV 15-INCH

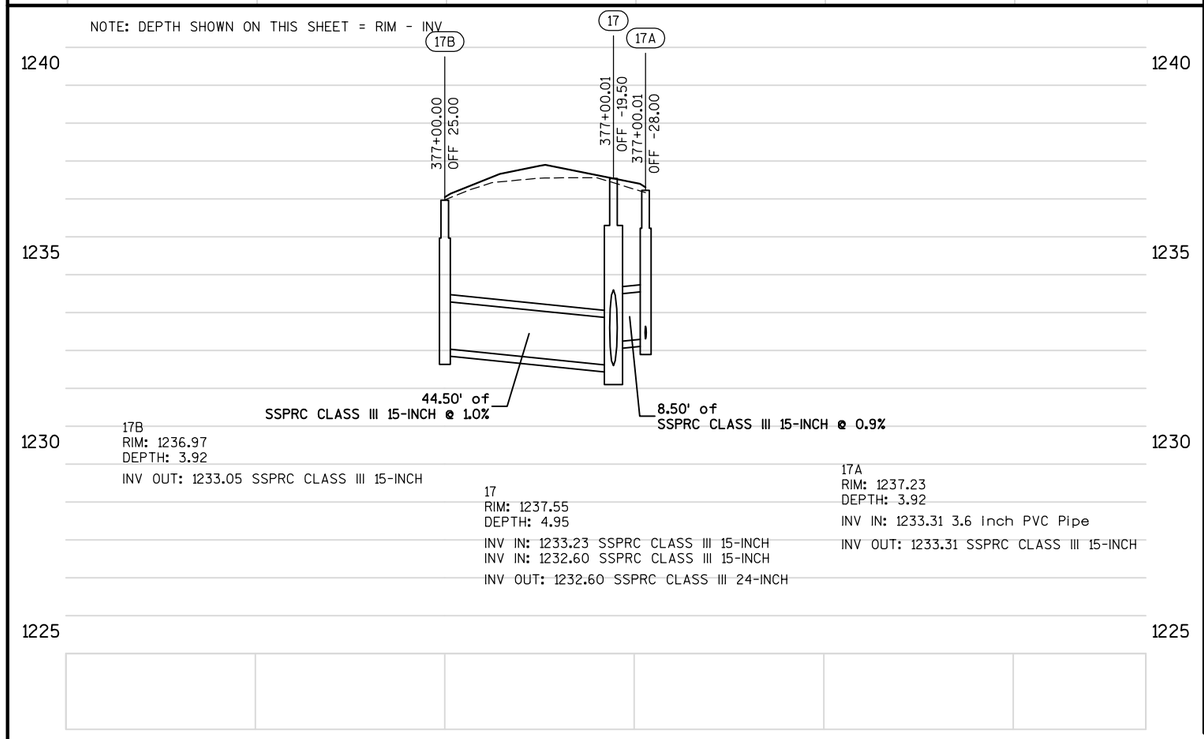
14
RIM: 1242.92
DEPTH: 4.21
INV IN: 1239.67 SSPRC CLASS IV 15-INCH
INV IN: 1238.71 SSPRC CLASS IV 30-INCH
INV IN: 1239.67 SSPRC CLASS IV 18-INCH
INV OUT: 1239.25 4' X 2' BOX CULVERT



15
RIM: 1239.24
DEPTH: 8.53
INV IN: 1230.71 SSPRC CLASS III 24-INCH
INV OUT: 1230.71 SSPRC CLASS III 24-INCH

16
RIM: 1238.88
DEPTH: 9.58
INV IN: 1229.80 SSPRC CLASS III 24-INCH
INV OUT: 1229.30 SSPRC CLASS III 30-INCH

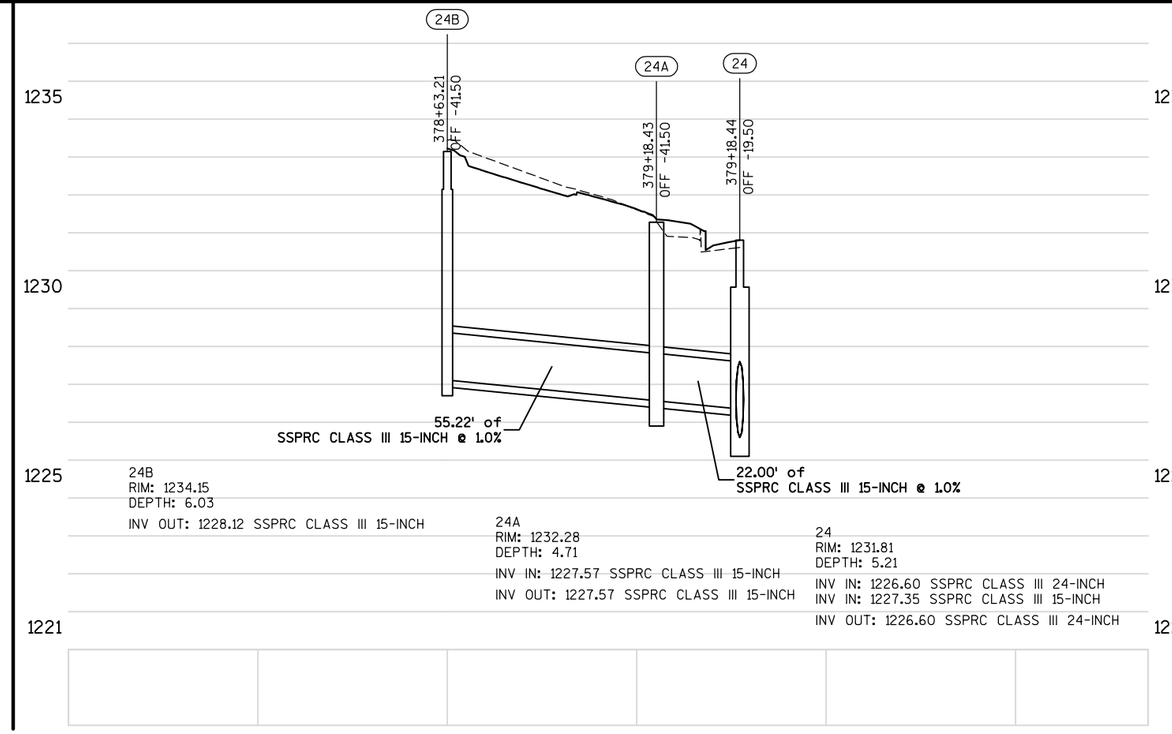
NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV



17B
RIM: 1236.97
DEPTH: 3.92
INV OUT: 1233.05 SSPRC CLASS III 15-INCH

17
RIM: 1237.55
DEPTH: 4.95
INV IN: 1233.23 SSPRC CLASS III 15-INCH
INV IN: 1232.60 SSPRC CLASS III 15-INCH
INV OUT: 1232.60 SSPRC CLASS III 24-INCH

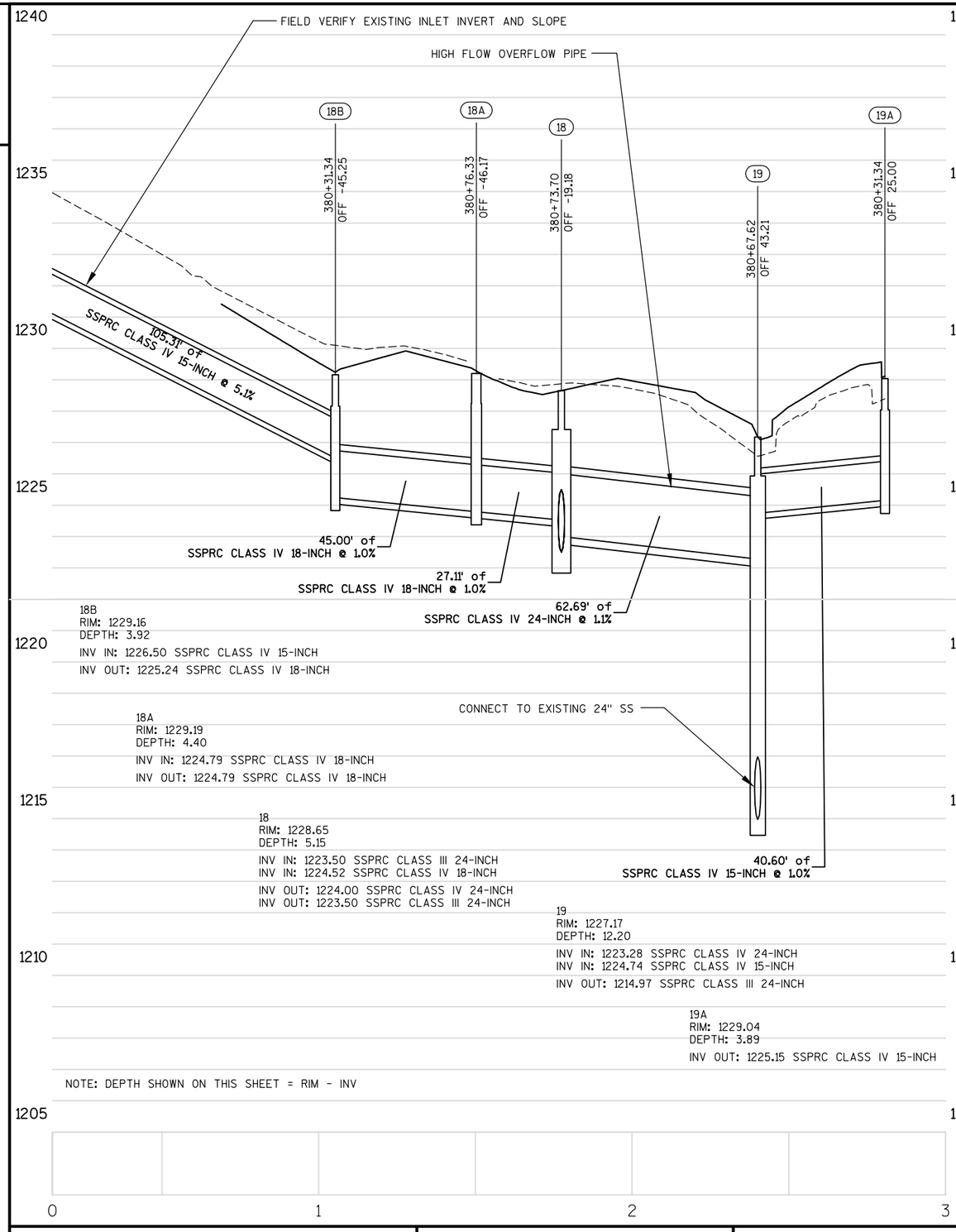
17A
RIM: 1237.23
DEPTH: 3.92
INV IN: 1233.31 3.6 Inch PVC Pipe
INV OUT: 1233.31 SSPRC CLASS III 15-INCH



24B
RIM: 1234.15
DEPTH: 6.03
INV OUT: 1228.12 SSPRC CLASS III 15-INCH

24A
RIM: 1232.28
DEPTH: 4.71
INV IN: 1227.57 SSPRC CLASS III 15-INCH
INV OUT: 1227.57 SSPRC CLASS III 15-INCH

24
RIM: 1231.81
DEPTH: 5.21
INV IN: 1226.60 SSPRC CLASS III 24-INCH
INV IN: 1227.35 SSPRC CLASS III 15-INCH
INV OUT: 1226.60 SSPRC CLASS III 24-INCH



18B
RIM: 1229.16
DEPTH: 3.92
INV IN: 1226.50 SSPRC CLASS IV 15-INCH
INV OUT: 1225.24 SSPRC CLASS IV 18-INCH

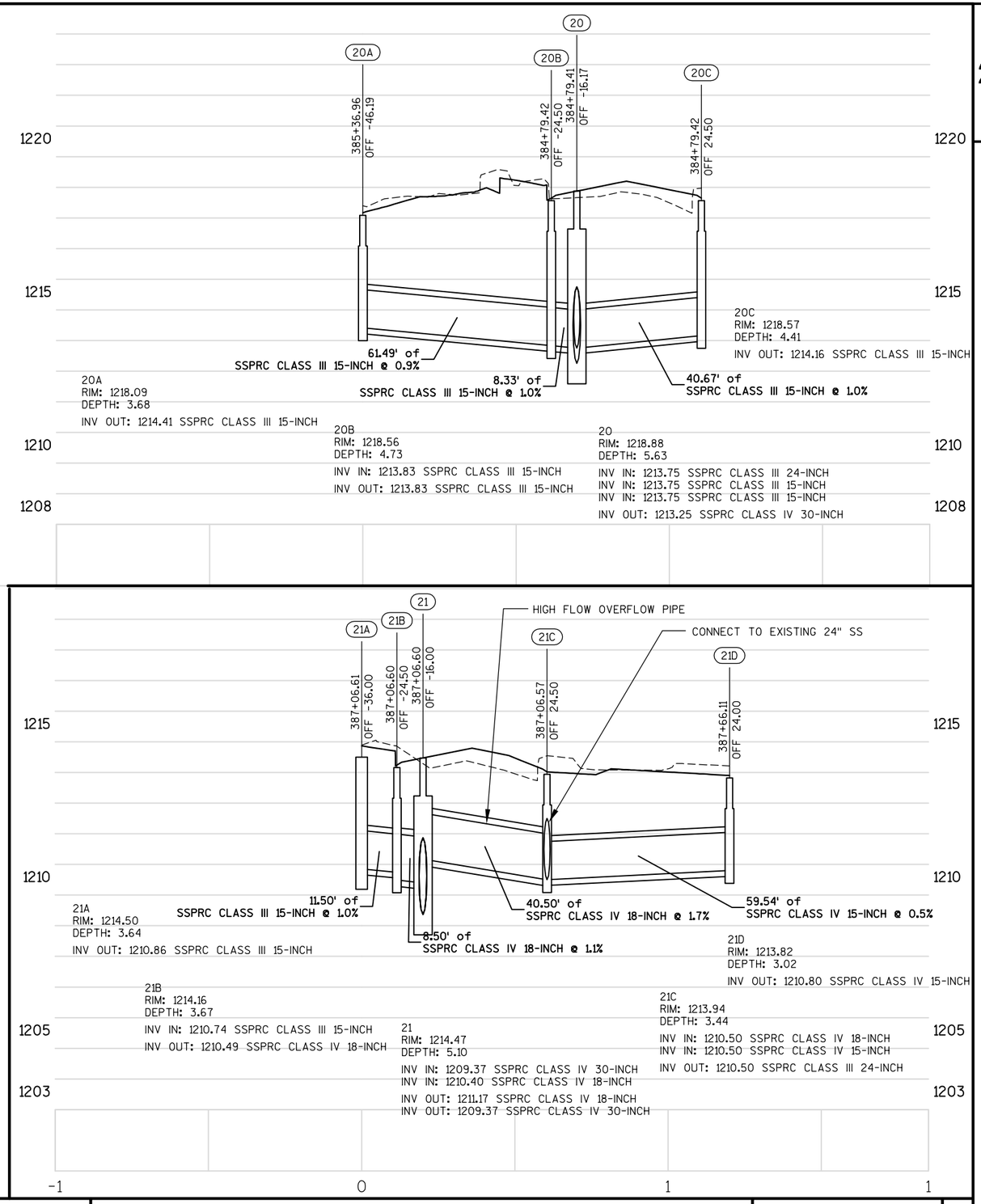
18A
RIM: 1229.19
DEPTH: 4.40
INV IN: 1224.79 SSPRC CLASS IV 18-INCH
INV OUT: 1224.79 SSPRC CLASS IV 18-INCH

18
RIM: 1228.65
DEPTH: 5.15
INV IN: 1223.50 SSPRC CLASS III 24-INCH
INV IN: 1224.52 SSPRC CLASS IV 18-INCH
INV OUT: 1224.00 SSPRC CLASS IV 24-INCH
INV OUT: 1223.50 SSPRC CLASS III 24-INCH

19
RIM: 1227.17
DEPTH: 12.20
INV IN: 1223.28 SSPRC CLASS IV 24-INCH
INV IN: 1224.74 SSPRC CLASS IV 15-INCH
INV OUT: 1214.97 SSPRC CLASS III 24-INCH

19A
RIM: 1229.04
DEPTH: 3.89
INV OUT: 1225.15 SSPRC CLASS IV 15-INCH

NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV



20A
RIM: 1218.09
DEPTH: 3.68
INV OUT: 1214.41 SSPRC CLASS III 15-INCH

20B
RIM: 1218.56
DEPTH: 4.73
INV IN: 1213.83 SSPRC CLASS III 15-INCH
INV OUT: 1213.83 SSPRC CLASS III 15-INCH

20
RIM: 1218.88
DEPTH: 5.63
INV IN: 1213.75 SSPRC CLASS III 24-INCH
INV IN: 1213.75 SSPRC CLASS III 15-INCH
INV IN: 1213.75 SSPRC CLASS III 15-INCH
INV OUT: 1213.25 SSPRC CLASS IV 30-INCH

20C
RIM: 1218.57
DEPTH: 4.41
INV OUT: 1214.16 SSPRC CLASS III 15-INCH

21A
RIM: 1214.50
DEPTH: 3.64
INV OUT: 1210.86 SSPRC CLASS III 15-INCH

21B
RIM: 1214.16
DEPTH: 3.67
INV IN: 1210.74 SSPRC CLASS III 15-INCH
INV OUT: 1210.49 SSPRC CLASS IV 18-INCH

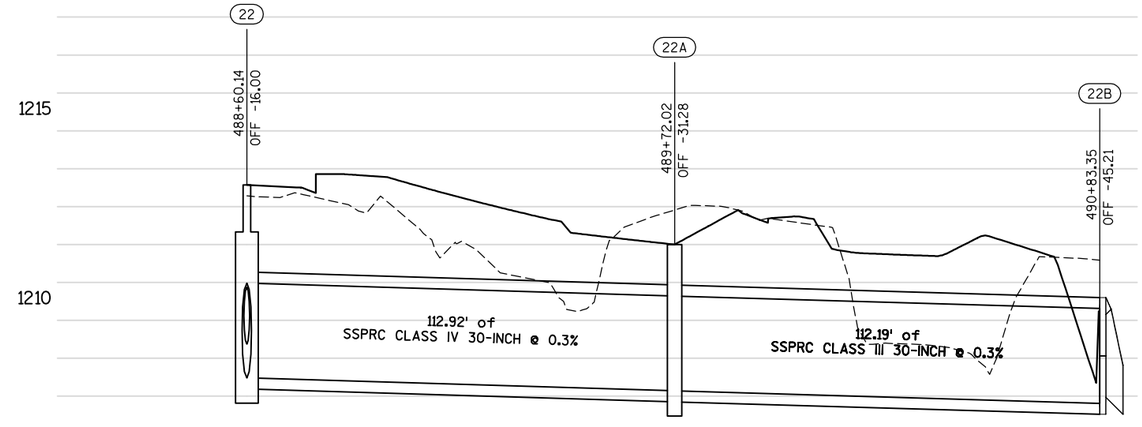
21
RIM: 1214.47
DEPTH: 5.10
INV IN: 1209.37 SSPRC CLASS IV 30-INCH
INV IN: 1210.40 SSPRC CLASS IV 18-INCH
INV OUT: 1211.17 SSPRC CLASS IV 18-INCH
INV OUT: 1209.37 SSPRC CLASS IV 30-INCH

21C
RIM: 1213.94
DEPTH: 3.44
INV IN: 1210.50 SSPRC CLASS IV 18-INCH
INV IN: 1210.50 SSPRC CLASS IV 15-INCH
INV OUT: 1210.50 SSPRC CLASS III 24-INCH

21D
RIM: 1213.82
DEPTH: 3.02
INV OUT: 1210.80 SSPRC CLASS IV 15-INCH

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET	E

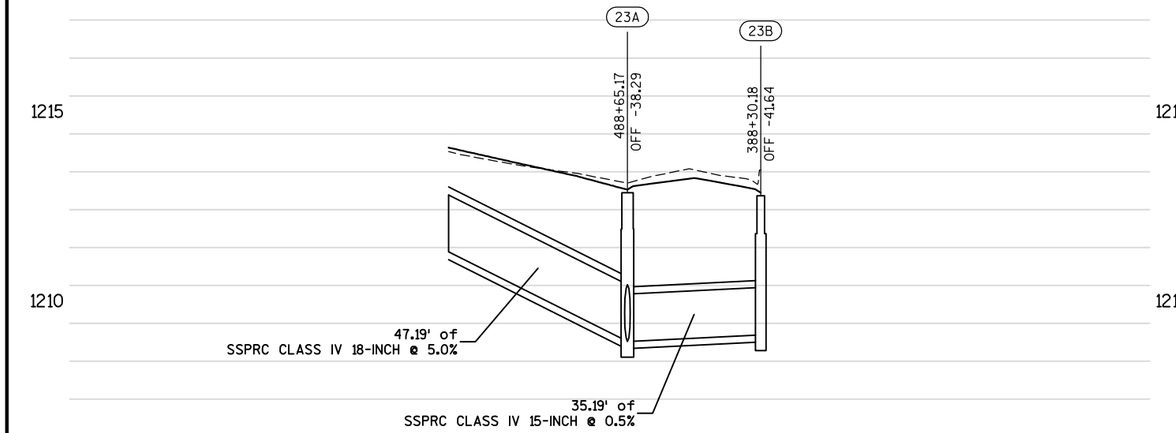
NOTE: DEPTH SHOWN ON THIS SHEET = RIM - INV



22
RIM: 1213.57
DEPTH: 5.09
INV IN: 1208.48 SSPRC CLASS IV 30-INCH
INV IN: 1209.37 SSPRC CLASS IV 18-INCH
INV OUT: 1208.48 SSPRC CLASS IV 30-INCH

22A
RIM: 1212.00
DEPTH: 3.86
INV IN: 1208.14 SSPRC CLASS IV 30-INCH
INV OUT: 1208.14 SSPRC CLASS III 30-INCH

22B
RIM: 1210.60
DEPTH: ???
INV IN: 1207.81 SSPRC CLASS III 30-INCH



23A
RIM: 1213.44
DEPTH: 3.92
INV IN: 1209.52 SSPRC CLASS IV 15-INCH
INV IN: 1209.52 SSPRC CLASS IV 18-INCH
INV OUT: 1209.52 SSPRC CLASS IV 18-INCH

23B
RIM: 1213.37
DEPTH: 3.67
INV OUT: 1209.70 SSPRC CLASS IV 15-INCH

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	STORM SEWER	SHEET E

STRUCTURE										DISCHARGE PIPE					
NO.	STATION	(8) LOCATION (FT)	STRUCTURE	COVER TYPE	(1) RIM/GRATE ELEV	(2) TOP OF STRUCT ELEV	DISCHARGE PIPE UPSTREAM ELEV	(3) STRUCTURE DEPTH (FT)	REMARKS	SIZE (INCHES)	DISTANCE (FT)	SLOPE (%)	PIPE CLASS	DRAINS TO	DISCHARGE PIPE DOWNSTREAM ELEV
1	242+66.21	-12.50	Manholes 6-FT Diameter	J	1244.84	1243.67	1240.30	3.37	CONNECT TO EXISTING 18" RCP	30	33.50	0.35%	IV	1C	1240.18
1A	242+27.19	-42.55	Inlets 2x3-FT	H	1244.50	1243.75	1241.36	2.39		15	39.04	0.50%	IV	1B	1241.16
1B	242+66.22	-43.45	Inlets 2x3-FT	H	1244.27	1243.52	1241.16	2.36		18	30.95	0.50%	IV	1	1241.01
1C	242+66.21	21.00	Catch Basin 6-FT Diameter	H	1244.66	1243.91	1240.18	3.73		30	335.57	0.22%	III	1D	1239.44
1D	239+31.11	36.63	Endw all	---	---	---	1239.44	--		--	---	---	--	---	---
2	245+36.46	-12.50	Manholes 5-FT Diameter	J	1249.48	1248.31	1243.39	4.92		36	270.25	1.14%	IV	1	1240.30
2A	245+36.45	-36.50	Inlets Median 1 Grate	MS	1249.47	1249.47	1245.90	3.57		15	15.50	1.00%	III	2B	1245.74
2B	245+36.45	-21.00	Inlets 2x3-FT	H	1249.16	1248.41	1245.74	2.67		15	8.51	0.90%	IV	2	1245.66
2C	245+36.46	21.00	Inlets 2x3-FT	H	1249.30	1248.55	1245.88	2.67		18	33.49	1.00%	IV	2	1245.55
3	246+41.28	-12.50	Manholes 4-FT Diameter	J	1251.35	1250.18	1245.70	4.48		24	104.82	1.25%	III	2	1244.39
3A	246+41.30	43.18	Inlets 2x3-FT	H	1252.15	1251.40	1246.26	5.14		18	55.68	1.00%	III	3	1245.70
3B	246+76.31	42.82	Inlets 2x3-FT	H-S	1252.04	1251.29	1246.61	4.68	CONNECT TO EXISTNG 15" RCP	15	35.01	1.00%	III	3A	1246.26
4	250+00.00	-12.50	Manholes 4-FT Diameter	J	1257.76	1256.59	1251.98	4.61		24	358.72	1.75%	III	3	1245.70
4A	250+00.00	-21.00	Inlets 2x3-FT	H	1257.44	1256.69	1253.52	3.17		15	8.50	1.10%	III	4	1253.43
4B	250+00.00	21.00	Inlets 2x3-FT	H	1257.58	1256.83	1253.66	3.17		15	33.50	1.00%	III	4	1253.33
5	251+80.92	-12.50	Manholes 4-FT Diameter	J	1260.99	1259.82	1254.69	5.13		24	180.91	1.50%	III	4	1251.98
5A	252+16.56	-42.90	Inlets 2x3-FT	H-S	1261.12	1260.37	1257.20	3.17	CONNECT TO EXISTING 12" RCP	15	35.00	1.00%	III	5B	1256.85
5B	251+82.03	-42.88	Inlets 2x3-FT	H	1261.27	1260.52	1256.85	3.67		15	30.40	1.00%	III	5	1256.55
5C	251+80.90	43.34	Inlets 2x3-FT	H	1261.16	1260.41	1256.99	3.42		15	55.84	1.00%	III	5	1256.43
5D	252+16.38	42.88	Inlets 2x3-FT	H-S	1261.26	1260.51	1257.34	3.17		15	35.01	1.00%	III	5C	1256.99
6	255+04.05	-12.50	Manholes 4-FT Diameter	J	1264.73	1263.56	1257.92	5.64		24	323.28	1.00%	III	5	1254.69
6A	255+39.22	-43.12	Inlets 2x3-FT	H-S	1264.24	1263.49	1260.32	3.17		15	35.00	1.00%	III	6B	1259.97
6B	255+04.22	-42.88	Inlets 2x3-FT	H-S	1264.13	1263.38	1259.97	3.41		15	30.38	1.00%	III	6	1259.67
6C	255+03.75	43.04	Inlets 2x3-FT	H	1264.89	1264.14	1260.29	3.85	CONNECT TO EXISTING 6" PVC	15	55.54	1.00%	III	6	1259.74
6D	255+38.74	42.96	Inlets 2x3-FT	H-S	1264.56	1263.81	1260.64	3.17		15	34.99	1.00%	III	6C	1260.29
7	258+33.90	-12.50	Manholes 4-FT Diameter	J	1264.64	1263.47	1260.10	3.37		18	329.85	0.50%	III	6	1258.42
7A	258+34.53	-42.83	Inlets 2x3-FT	H	1264.30	1263.55	1260.25	3.30		15	30.33	0.50%	III	7	1260.10
7B	258+32.74	43.03	Inlets 2x3-FT	H-S	1264.31	1263.56	1260.44	3.12	CONNECT TO EXISTING 6" PVC	15	55.54	0.60%	IV	7	1260.10
7C	258+67.74	42.97	Inlets 2x3-FT	H	1264.24	1263.49	1260.62	2.87		15	35.00	0.50%	IV	7B	1260.44
8	261+63.56	-12.50	Manholes 4-FT Diameter	J	1260.00	1258.83	1254.50	4.33		24	77.42	0.50%	III	9	1254.11
8A	261+63.75	-42.79	Inlets 2x3-FT	H	1258.87	1258.12	1254.95	3.17		15	30.29	1.00%	III	8	1254.65
8B	261+63.22	43.20	Inlets 2x3-FT	H-S	1259.69	1258.94	1255.77	3.17	CONNECT TO EXISTING 6" PVC	15	55.71	1.00%	III	8	1255.21
9	262+40.99	-12.50	Manholes 4-FT Diameter	J	1259.74	1258.57	1254.11	4.46		24	272.84	0.50%	III	10	1252.75
9A	262+40.99	-21.00	Inlets 2x3-FT	H-S	1259.42	1258.67	1255.50	3.17		15	8.50	0.90%	IV	9	1255.42
9B	262+40.99	21.00	Inlets 2x3-FT	H-S	1259.56	1258.81	1255.64	3.17		18	33.50	1.00%	IV	9	1255.30
10	362+25.01	-16.00	Manholes 5-FT Diameter	J	1260.31	1259.14	1252.75	6.39		24	373.32	2.25%	III	11	1244.37
10A	161+64.14	-21.50	Inlets 2x3-FT	H	1260.62	1259.87	1256.20	3.67		15	61.09	1.00%	III	10	1255.59
10B	161+64.37	21.54	Inlets 2x3-FT	H	1260.55	1259.80	1256.63	3.17		15	43.04	1.00%	III	10A	1256.20
11	365+98.32	-16.00	Manholes 5-FT Diameter	J	1248.84	1247.67	1243.87	3.80		30	99.98	3.35%	IV	13	1240.52
11A	365+73.31	25.08	Inlets 2x3-FT	H	1249.20	1248.45	1245.70	2.75		15	48.10	1.00%	IV	11	1245.22
12	365+98.32	-45.58	Manholes 4-FT Diameter	J	1248.16	1246.99	1244.52	2.47		18	29.58	0.50%	IV	11	1244.37
12A	366+29.06	-49.74	Inlets 2x3-FT	H	1247.35	1246.60	1244.68	1.92		15	31.02	0.50%	IV	12	1244.52
12B	365+88.09	-46.76	Inlets 2x3-FT	H-S	1247.85	1247.10	1244.57	2.53		18	10.30	0.50%	IV	12	1244.52

1) GRATE ELEVATIONS SHOWN FOR TYPE H, HC & H-S COVERS ARE DEPRESSED 0.08' FROM NORMAL GUTTER FLOWLINE ELEVATION
2) TOP OF STRUCTURE ELEVATION = RIM/GRATE ELEVATION - CASTING DEPTH - 5" ADJUSTMENT
3) STRUCTURE DEPTH = TOP OF STRUCTURE ELEVATION - INVERT ELEVATION
4) JOINT TIES ARE REQUIRED AT REINFORCED CONCRETE APRON ENDWALLS AND ADJOINING 2 SECTIONS OF STORM SEWER PIPE. JOINT TIES ARE INCIDENTAL TO REINFORCED CONCRETE PIPE, STORM SEWER.
5) MANHOLES SHALL BE CONSTRUCTED IN A WAY THAT WILL ALLOW THE CASTING TO BE ALIGNED IN THE MIDDLE OF A LANE OR ON A LANE LINE.
6) CONTRACTOR SHALL VERIFY EXISTING PIPE SIZES, MATERIALS AND INVERT ELEVATION WHEN CONNECTING NEW STORM SEWER INTO EXISTING PIPES PRIOR TO MANUFACTURING STRUCTURES.
7) STATION/ OFFSET OF CONCRETE APRON ENDWALLS ARE TO PIPE END.
8) LOCATION OFFSET: NEGATIVE DISTANCE EQUALS LEFT OF REFERENCE LINE, POSITIVE DISTANCE EQUALS RIGHT OF REFERENCE LINE

STRUCTURE										DISCHARGE PIPE					
NO.	STATION	(8) LOCATION (FT)	STRUCTURE	COVER TYPE	(1) RIM/GRATE ELEV	(2) TOP OF STRUCT ELEV	DISCHARGE PIPE UPSTREAM ELEV	(3) STRUCTURE DEPTH (FT)	REMARKS	SIZE (INCHES)	DISTANCE (FT)	SLOPE (%)	PIPE CLASS	DRAINS TO	DISCHARGE PIPE DOWNSTREAM ELEV
13	366+98.00	-16.00	Manholes 5-FT Diameter	J	1245.56	1244.39	1240.52	3.87		30	146.52	1.24%	IV	14	1238.71
13A	368+38.82	-28.00	Inlets 2x3-FT	H-S	1243.18	1242.43	1240.24	2.19	CONNECT TO EXISTING 12" RCP	18	53.00	1.08%	IV	14	1239.67
13B	368+58.82	-28.00	Inlets 2x3-FT	H-S	1243.15	1242.40	1240.44	1.96		15	20.00	1.00%	IV	13A	1240.24
14	368+38.97	25.00	Catch Basin 6-FT Diameter	H-S	1242.92	1242.17	1239.67	3.43	CONNECT TO EX 4'x2' BOX CULVERT	--	--	--	--	--	--
14A	368+58.97	25.00	Inlets 2x3-FT	H-S	1242.89	1242.14	1240.03	2.11		15	20.00	1.80%	IV	14	1239.67
15	374+29.24	-28.00	Inlets 2x3-FT	H-S	1239.24	1238.49	1230.71	7.78	CONNECT TO EXISTING 24" RCP	24	53.36	1.70%	III	16	1229.80
16	374+35.42	25.00	Catch Basin 5-FT Diameter	H-S	1238.88	1238.13	1229.30	8.83	CONNECT TO EXISTING 30" RCP	--	--	--	--	--	--
17	377+00.00	-19.50	Manholes 4-FT Diameter	J	1237.55	1236.38	1232.60	3.78		24	218.43	2.75%	III	24	1226.60
17A	377+00.00	-28.00	Inlets 2x3-FT	H	1237.23	1236.48	1233.31	3.17	CONNECT 4" PVC TO ROOF DRAIN	15	8.50	0.90%	III	17	1233.23
17B	377+00.00	25.00	Inlets 2x3-FT	H	1236.97	1236.22	1233.05	3.17		15	44.50	1.00%	III	17	1232.60
18	380+73.70	-19.18	Manholes 5-FT Diameter	J	1228.65	1227.48	1223.50	3.98		24	405.73	2.40%	III	20	1213.75
18	380+73.70	-19.18	Manholes 5-FT Diameter	J	1228.65	1227.48	1224.00	3.48		24	62.69	1.15%	IV	19	1223.28
18A	380+76.33	-46.17	Inlets 2x3-FT	H	1229.19	1228.44	1224.79	3.65		15	27.11	1.00%	IV	18	1224.52
18B	380+31.34	-45.25	Inlets 2x3-FT	H-S	1229.16	1228.41	1225.24	3.17	RELAY PIPE TO EXISTING STRUCTURE	15	45.00	1.00%	IV	18A	1224.79
19	380+67.62	43.21	Manholes 4-FT Diameter	J	1227.17	1226.00	1214.97	11.03	CONNECT TO EXISTING 24" RCP	--	--	--	--	--	--
19A	380+31.34	25.00	Inlets 2x3-FT	H	1229.04	1228.29	1225.15	3.14		15	40.60	1.00%	IV	19	1224.74
20	384+79.41	-16.17	Manholes 5-FT Diameter	J	1218.88	1217.71	1213.25	4.46		30	227.18	1.70%	IV	21	1209.37
20A	385+36.96	-46.19	Inlets 2x3-FT	H	1218.09	1217.34	1214.41	2.93		15	61.49	0.94%	III	20B	1213.83
20B	384+79.42	-24.50	Inlets 2x3-FT	H-S	1218.56	1217.81	1213.83	3.98		15	8.33	1.00%	III	20	1213.75
20C	384+79.42	24.50	Inlets 2x3-FT	H	1218.57	1217.82	1214.16	3.66		15	40.67	1.00%	III	20	1213.75
21	387+06.60	-16.00	Manholes 5-FT Diameter	J	1214.47	1213.30	1209.37	3.93		30	153.56	0.58%	IV	22	1208.48
21	387+06.60	-16.00	Manholes 5-FT Diameter	J	1214.47	1213.30	1211.17	2.13	HIGH FLOW OVERFLOW	18	40.50	1.70%	IV	21C	1210.50
21A	387+06.61	-36.00	Inlets Median 1 Grate	MS	1214.50	1214.50	1210.86	3.64		15	11.50	1.00%	III	21B	1210.74
21B	387+06.60	-24.50	Inlets 2x3-FT	H	1214.16	1213.41	1210.49	2.92		18	8.50	1.10%	IV	21	1210.40
21C	387+06.57	24.50	Inlets 2x3-FT	H	1213.94	1213.19	1210.50	2.69	CONNECT TO EXISTING 24" RCP	--	--	--	--	--	--
21D	387+66.11	24.00	Inlets 2x3-FT	H-S	1213.82	1213.07	1210.80	2.27		15	59.54	0.50%	IV	21C	1210.50
22	488+60.14	-16.00	Manholes 5-FT Diameter	J	1213.57	1212.40	1208.48	3.92		30	112.92	0.30%	IV	22A	1208.14
22A	489+72.02	-31.28	Inlets Median 2 Grate	MS	1212.00	1212.00	1208.14	3.86		30	112.19	0.30%	III	22B	1207.81
22B	490+83.35	-45.21	Endw all	---	---	---	1207.81	--		--	--	--	--	--	--
23A	488+65.17	-38.29	Inlets 2x3-FT	H	1213.44	1212.69	1209.52	3.17		18	23.00	0.65%	IV	22	1209.37
23B	388+30.18	-41.64	Inlets 2x3-FT	H-S	1213.37	1212.62	1209.70	2.92		15	35.19	0.50%	IV	23A	1209.52
24	379+18.44	-19.50	Manholes 4-FT Diameter	J	1231.81	1230.64	1226.60	4.04		24	155.26	2.00%	III	18	1223.50
24A	379+18.44	-41.50	Inlets Median 1 Grate	MS	1232.28	1232.28	1227.57	4.71		15	22.00	1.00%	III	24	1227.35
24B	378+63.21	-41.50	Inlets 2x3-FT	H	1234.15	1233.40	1228.12	5.28		15	55.22	1.00%	III	24A	1227.57
25	365+97.89	-84.91	Manholes 4-FT Diameter	J	1248.48	1247.31	1244.72	2.59	CONNECT TO EXISTING 18" RCP	18	39.33	0.50%	IV	12	1244.52

1) GRATE ELEVATIONS SHOWN FOR TYPE H, HC & H-S COVERS ARE DEPRESSED 0.08' FROM NORMAL GUTTER FLOWLINE ELEVATION
2) TOP OF STRUCTURE ELEVATION = RIM/GRATE ELEVATION - CASTING DEPTH - 5" ADJUSTMENT
3) STRUCTURE DEPTH = TOP OF STRUCTURE ELEVATION - INVERT ELEVATION
4) JOINT TIES ARE REQUIRED AT REINFORCED CONCRETE APRON ENDWALLS AND ADJOINING 2 SECTIONS OF STORM SEWER PIPE. JOINT TIES ARE INCIDENTAL TO REINFORCED CONCRETE PIPE, STORM SEWER.
5) MANHOLES SHALL BE CONSTRUCTED IN A WAY THAT WILL ALLOW THE CASTING TO BE ALIGNED IN THE MIDDLE OF A LANE OR ON A LANE LINE.
6) CONTRACTOR SHALL VERIFY EXISTING PIPE SIZES, MATERIALS AND INVERT ELEVATION WHEN CONNECTING NEW STORM SEWER INTO EXISTING PIPES PRIOR TO MANUFACTURING STRUCTURES.
7) STATION/ OFFSET OF CONCRETE APRON ENDWALLS ARE TO PIPE END.
8) LOCATION OFFSET: NEGATIVE DISTANCE EQUALS LEFT OF REFERENCE LINE, POSITIVE DISTANCE EQUALS RIGHT OF REFERENCE LINE

CONSTRUCTION NOTES

GENERAL

1. ALL EXISTING UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED, BY CONTRACTOR, PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 48 HOURS NOTICE TO ALL AFFECTED RESIDENTS FOR ALL PLANNED WATER AND/OR SEWER SERVICE OUTAGES.
3. ONLY EXISTING WATER AND SEWER LATERALS ARE SHOWN ON THE PLANS, UNLESS NOTED OTHERWISE.

WATER MAIN

1. EXISTING WATER MAIN LOCATIONS, SIZES, AND TYPES SHOULD BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO MAKING ANY CONNECTIONS.
2. UNLESS OTHERWISE INDICATED BY DESIGN GRADE, MAINTAIN A 7.0' MINIMUM DEPTH OF COVER OVER PROPOSED WATER MAIN AND WATER MAIN LATERALS.
3. UNLESS OTHERWISE INDICATED FOR WATER MAIN CROSSINGS BELOW STORM SEWER & SANITARY SEWER PIPES CONTRACTOR SHALL MAINTAIN A MINIMUM 18" OF SEPARATION FROM EDGE OF PIPE TO EDGE OF PIPE.
4. LATERALS SHALL BE 1" COPPER UNLESS OTHERWISE INDICATED.
5. IN RESIDENTIAL AREAS, REPLACE ALL WATER LATERALS FROM THE NEW WATER MAIN TO THE PROPERTY LINE AND PLACE THE CURB STOPS IN THE CENTER OF THE SIDEWALK. IN THE DOWNTOWN AREA, REPLACE ALL WATER LATERALS FROM THE NEW WATER MAIN TO THE PROPERTY LINE/BUILDING AND PLACE THE CURB STOP 3 FEET BEHIND THE BACK OF CURB.
6. PROVIDE PVC SLEEVES FOR CURB STOPS SET IN CONCRETE.

SANITARY SEWER & FORCEMAIN

1. EXISTING SANITARY SEWER LOCATIONS, SIZES, AND TYPES SHOULD BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO MAKING ANY CONNECTIONS.
2. NOT ALL SEWER LATERALS ARE SHOWN. ALL PARCELS TO HAVE SANITARY SEWER SERVICE LATERAL REPLACED EVEN IF NOT SHOWN. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF ALL SANITARY SEWER SERVICE LATERALS.
3. IN RESIDENTIAL AREAS, REPLACE ALL SEWER LATERALS FROM THE NEW SEWER MAIN TO THE PROPERTY LINE AND PLACE THE TRACER WIRE TERMINAL BOX IN THE CENTER OF THE SIDEWALK. IN THE DOWNTOWN AREA, REPLACE ALL SEWER LATERALS FROM THE NEW SEWER MAIN TO THE PROPERTY LINE/BUILDING AND PLACE THE TRACER WIRE TERMINAL BOX 3 FEET BEHIND THE BACK OF CURB.
4. LATERALS SHALL BE 6" PVC UNLESS OTHERWISE INDICATED.
5. SANITARY SEWER PIPE LENGTHS ARE SHOWN MEASURED FROM INSIDE OF STRUCTURE TO INSIDE OF STRUCTURE.
6. ALL LATERAL CONNECTIONS TO NEW MAIN SHALL BE MADE WITH WYE CONNECTIONS.
7. PROVIDE PVC SLEEVES FOR TRACER WIRE TERMINAL BOXES SET IN CONCRETE.

SANITARY SEWER
STORM SEWER
WATER MAIN
FORCE MAIN
ELECTRIC
OVERHEAD ELECTRIC
GAS
FIBER OPTIC
TELEPHONE
TV
FENCE
GUARD RAIL
GRADING LIMITS
SILT FENCE
DOUBLE SEDIMENT BARRIER
TRAIN TRACKS
TREELINE

EXISTING MANHOLE
PROPOSED MANHOLE
EXISTING HYDRANT
PROPOSED HYDRANT
VALVE
CURB STOP
TRACER WIRE TERMINAL BOX
WELL
PROPERTY CORNER
LIGHT POLE
POWER / TELEPHONE POLE
GUY WIRE
UTILITY PEDESTAL
SIGN
SOIL BORING
MONITORING WELL
MAILBOX
POTENTIAL HAZARD
BENCHMARK
CONTROL POINT
DECIDUOUS TREE
CONIFEROUS TREE
HANDICAP SYMBOL

ABBREVIATION LIST

B-B = BACK TO BACK
BOC = BACK OF CURB
BOP = BOTTOM OF PIPE
BOW = BOTTOM OF WALL
C-C = CENTER TO CENTER
CL = CENTERLINE
CP = CONTROL POINT
DIA = DIAMETER
ELEV = ELEVATION
EOG = EDGE OF GRAVEL
EOP = EDGE OF PAVEMENT
EX = EXISTING
FL = FLOW LINE
FM = FORCE MAIN
HC = HORIZONTAL CURVE
HP = HIGH POINT
IE = INVERT ELEVATION
INL = INLET
INV = INVERT
IOS = INSIDE OF STRUCTURE
L = LENGTH
LN = LINE
LP = LOW POINT
MH = MANHOLE
MIN = MINIMUM
MP = MIDPOINT
PC = POINT OF CURVE
PI = POINT OF INTERSECTION
PRO = PROPOSED
PT = POINT OF TANGENT
PVC = POINT OF VERTICAL CURVE
PVI = POINT OF VERTICAL INTERSECTION
PVMT = PAVEMENT
PVT = POINT OF VERTICAL TANGENT
R = RADIUS
ROW = RIGHT OF WAY
S = SANITARY SEWER SERVICE LATERAL
SAN = SANITARY SEWER
SE = SPOT ELEVATION
ST = STORM SEWER
STA = STATION
STD = STANDARD
TC = TOP OF CURB
TOP = TOP OF PIPE
TOW = TOP OF WALL
TYP = TYPICAL
UOS = UNLESS OTHERWISE SPECIFIED
VC = VERTICAL CURVE
W = WATER MAIN SERVICE LATERAL
WM = WATER MAIN

CITY ENGINEER
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916 SILVER LAKE DRIVE
PORTAGE, WI 53901
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kanderson@generalengineering.net

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PROPOSED 8" D.I. WATER MAIN WITH MJ CAP OR PLUG

EXISTING R/W

HELM STREET

PROPOSED 8" D.I. WATER MAIN WITH MJ CAP OR PLUG

EXISTING R/W

DITCH

N

PROPOSED TLE

EXISTING R/W

240+00 241+00 242+00 243+00 244+00 245+00 246+00

W SOUTH STREET / STH 98

PRO PIPE - 87

PRO SAN MH - 87

EX PIPE - 4102

PR 8" D.I. WATER MAIN

EX 6" WATER MAIN

UTI: 2610KU

XCEL

EXISTING R/W

PROPOSED R/W

PROPOSED TLE

703 WEST SOUTH STREET

3/4"BAR

EXISTING R/W

609 WEST SOUTH STREET

3/4"BAR

EXISTING R/W

3/4"BAR

607 WEST SOUTH STREET

603 WEST SOUTH STREET

201 SOUTH POPE STREET

1268
1264
1260
1256
1252
1248
1244
1240
1236
1234

PROPOSED CL PROFILE

PROPOSED STORM PIPE

PROPOSED 8" DI WATER MAIN

EXISTING CL PROFILE

EX PIPE - 4102
166' ~ 8" CLAY SAN SEWER @ 0.51%

PROPOSED STORM PIPE

PRO PIPE - 87~ 166' ~ 8" PVC SAN SEWER @ 0.25%

PRO SAN MH - 87
STA 244+89.00, 2.5' L
4' ID PRECAST
RIM = 1248.8'±
IE = 1244.39' (8" PVC) E
DEPTH: 4.4'

240+00 241+00 242+00 243+00 244+00 245+00 246+00

PROJECT NO: 7040-01-73	HWY: 98	COUNTY: CLARK	PLAN AND PROFILE: WATER & SANITARY – SOUTH STREET	SHEET C3.0	E

FILE NAME : 2-0111-27B-SOUTHSTREET-PLAN&PROFILE.DWG
LAYOUT NAME – PP-2-0111-27B-C3.0

PLOT DATE : 7/27/2016 2:32 PM PLOT BY : BRU PLOT NAME : PLOT SCALE : 1 IN: 40 FT_XREF

WISDOT/CADDS SHEET 44

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520 WEST SOUTH STREET
512 WEST SOUTH STREET
508 WEST SOUTH STREET
506 WEST SOUTH STREET
500 WEST SOUTH STREET
S GWINN STREET
201 SOUTH POPE STREET
S POPE STREET
501 WEST SOUTH STREET
W SOUTH STREET / STH 98

PROPOSED TLE
EXISTING R/W
PROPOSED R/W
3/4"BAR
1"BAR
1.5"IP
2"IP
EX 4" WATER MAIN
EX 6" WATER MAIN
PR 8" D.I. WATER MAIN
PR 6" D.I. WATER MAIN
EX PIPE - 4100
PRO PIPE - 88
EX PIPE - 4099
PRO PIPE - 89
EX SAN MH - 4100
PRO SAN MH - 88
EX SAN MH - 4099
PRO SAN MH - 89
EX SAN MH - 4097
PRO SAN MH - 78
247+00
248+00
249+00
250+00
251+00
252+00

PROPOSED STORM PIPE
PRO SAN MH - 78
EX PIPE - 4097
8" CLAY SAN SEWER @ 0.36%
EX PIPE - 4098
8" CLAY SAN SEWER @ 3.18%
PRO PIPE - 78
57' ~ 8" PVC SAN SEWER @ 0.31%
PRO PIPE - 77
63' ~ 8" PVC SAN SEWER @ 3.04%

PRO SAN MH - 88
PROPOSED STORM PIPE
PRO PIPE - 85
62' ~ 8" PVC
SAN SEWER @ 0.60%
EX PIPE - 4101
8" CLAY SAN SEWER @ 0.65%

EX SAN MH - 4100
STA 246+59.30, 0.3' L
RIM = 1252.40'
IE = 1243.88' (8" CLAY) E
IE = 1244.00' (8" CLAY) S
IE = 1243.93' (8" CLAY) W
DEPTH: 8.5'

PROPOSED CL PROFILE
EXISTING CL PROFILE
PROPOSED STORM PIPE
PROPOSED 8" DI WATER MAIN
PROVIDE 6" SEPARATION FOR PROPOSED WATER MAIN ABOVE PROPOSED SANITARY SEWER

EX PIPE - 4102
166' ~ 8" CLAY
SAN SEWER @ 0.51%
PRO PIPE - 87
166' ~ 8" PVC SAN SEWER @ 0.25%
EX PIPE - 4100 ~ 261' ~ 8" CLAY SAN SEWER @ 0.23%
PRO PIPE - 88 ~ 261' ~ 8" PVC SAN SEWER @ 0.25%
EX PIPE - 4099 ~ 266' ~ 8" CLAY SAN SEWER @ 0.27%
PRO PIPE - 89 ~ 266' ~ 8" PVC SAN SEWER @ 0.25%

PRO SAN MH - 88
STA 246+59.32, 2.5' L
4' ID PRECAST
RIM = 1251.9'±
IE = 1243.92' (8" PVC) E
IE = 1244.02' (8" PVC) S
IE = 1243.97' (8" PVC) W
DEPTH: 7.9'

EX SAN MH - 4099
STA 249+24.37, 0.2' R
RIM = 1257.43'
IE = 1243.27' (8" CLAY) W
IE = 1243.27' (8" CLAY) E
DEPTH: 14.2'

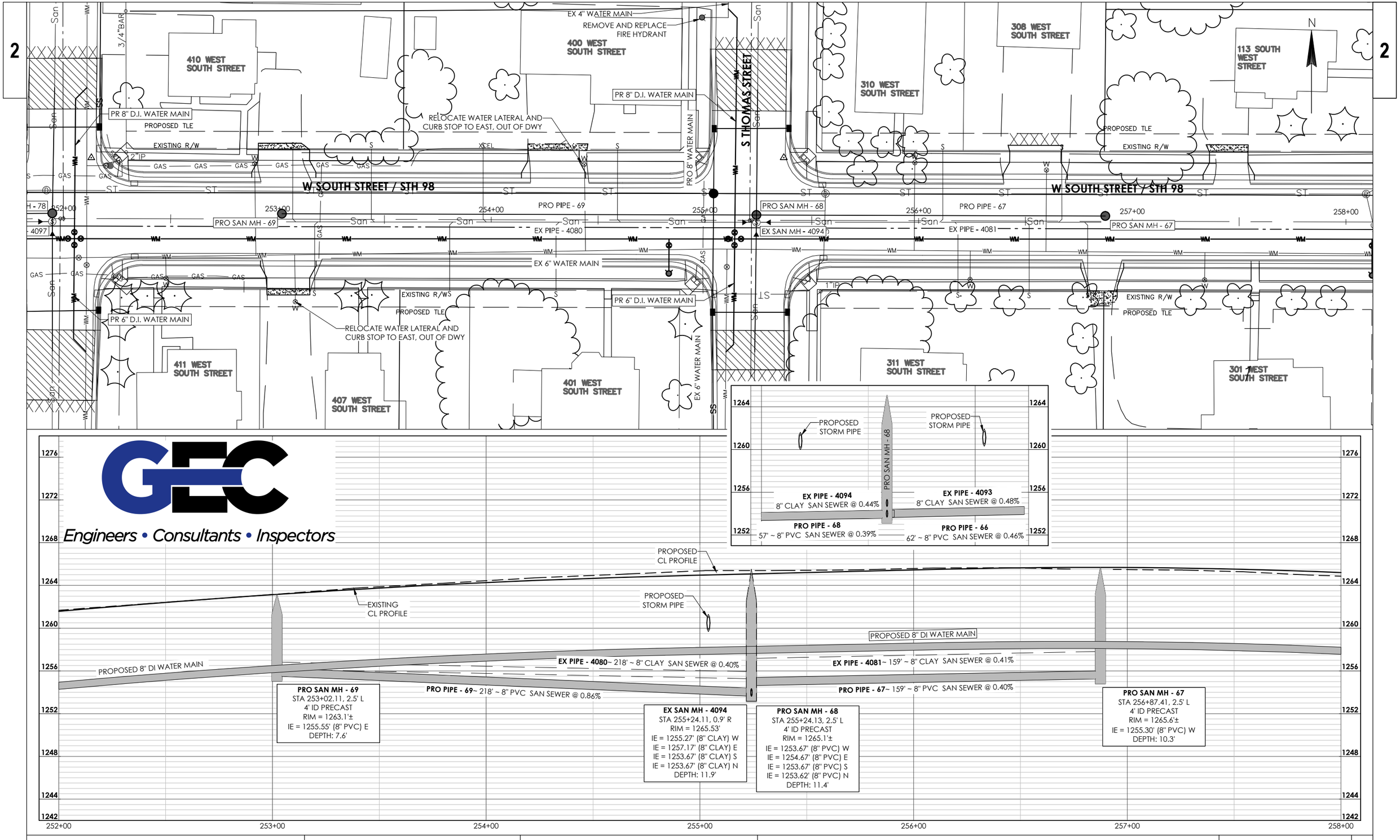
PRO SAN MH - 89
STA 249+24.37, 2.5' L
4' ID PRECAST
RIM = 1256.6'±
IE = 1243.26' (8" PVC) W
IE = 1243.21' (8" PVC) E
DEPTH: 13.4'

EX SAN MH - 4097
STA 251+94.66, 1.4' R
RIM = 1261.99'
IE = 1242.54' (8" CLAY) W
IE = 1242.54' (8" CLAY) S
IE = 1242.54' (8" CLAY) N
DEPTH: 19.4'

PRO SAN MH - 78
STA 251+94.66, 2.5' L
4' ID PRECAST
RIM = 1261.4'±
IE = 1242.54' (8" PVC) W
IE = 1242.54' (8" PVC) S
IE = 1242.49' (8" PVC) N
DEPTH: 18.9'

PROJECT NO: 7040-01-73	HWY: 98	COUNTY: CLARK	PLAN AND PROFILE: WATER & SANITARY – SOUTH STREET	SHEET C3.1

FILE NAME : 2-0111-27B-SOUTHSTREET-PLAN&PROFILE.DWG
LAYOUT NAME – PP-2-0111-27B-C3.1
PLOT DATE : 7/27/2016 2:32 PM PLOT BY : BRU PLOT NAME : PLOT SCALE : 1 IN: 40 FT_XREF
WISDOT/CADDS SHEET 44



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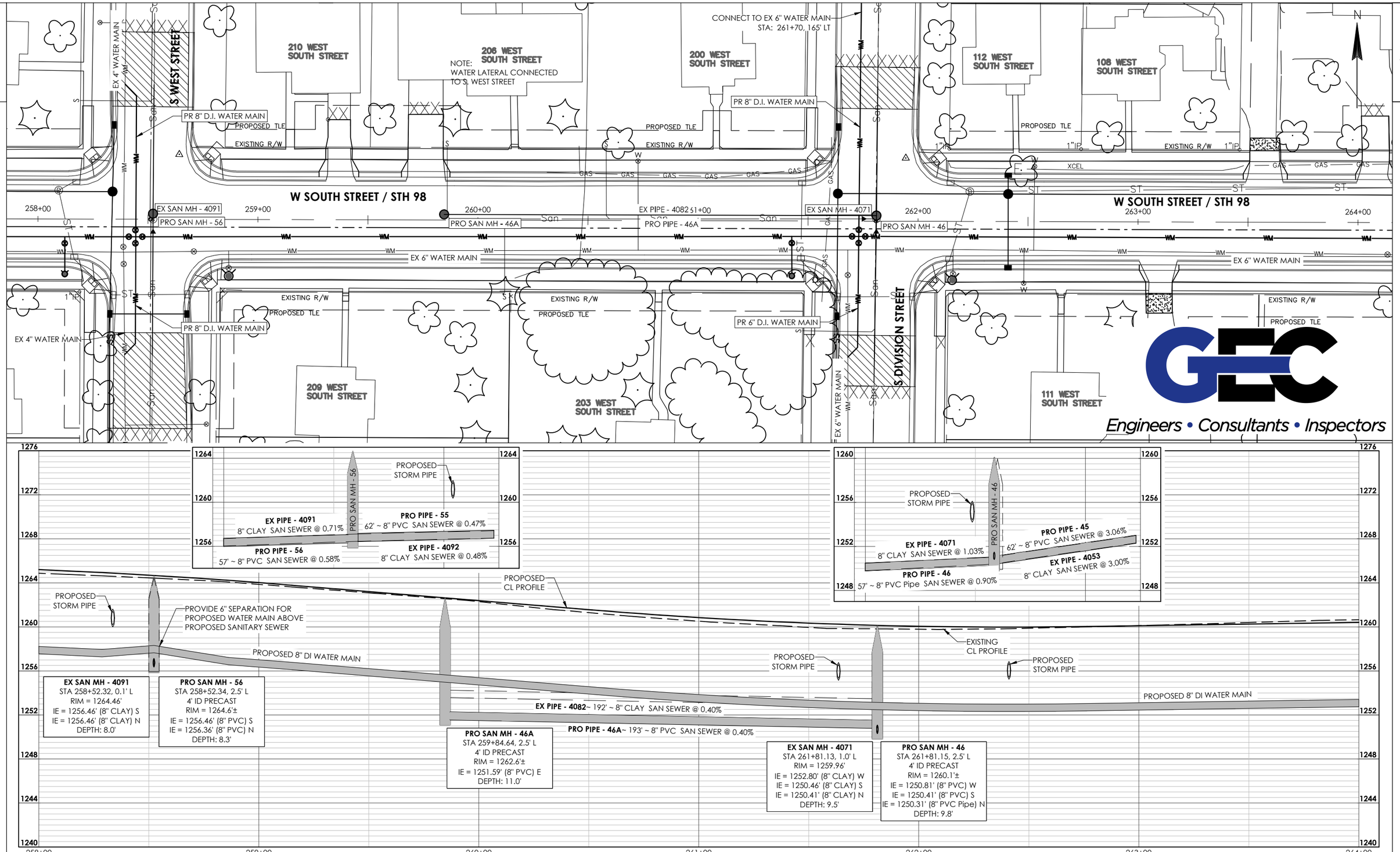
PROJECT NO: 7040-01-73	HWY: 98	COUNTY: CLARK	PLAN AND PROFILE: WATER & SANITARY – SOUTH STREET	SHEET C3.2	E

FILE NAME : 2-0111-27B-SOUTHSTREET-PLAN&PROFILE.DWG
LAYOUT NAME – PP-2-0111-27B-C3.2

PLOT DATE : 7/27/2016 2:33 PM PLOT BY : BRU PLOT NAME : PLOT SCALE : 1 IN: 40 FT_XREF

2



PROJECT NO: 7040–01–73	HWY: 98	COUNTY: CLARK	PLAN AND PROFILE: WATER & SANITARY – SOUTH STREET	SHEET C3.3

E

FILE NAME : 2–0111–27B–SOUTHSTREET–PLAN&PROFILE.DWG
LAYOUT NAME – PP–2–0111–27B–C3.3

PLOT DATE : 7/27/2016 2:34 PM PLOT BY : BRU PLOT NAME : PLOT SCALE : 1 IN: 40 FT_XREF

WISDOT/CADDS SHEET 44

2

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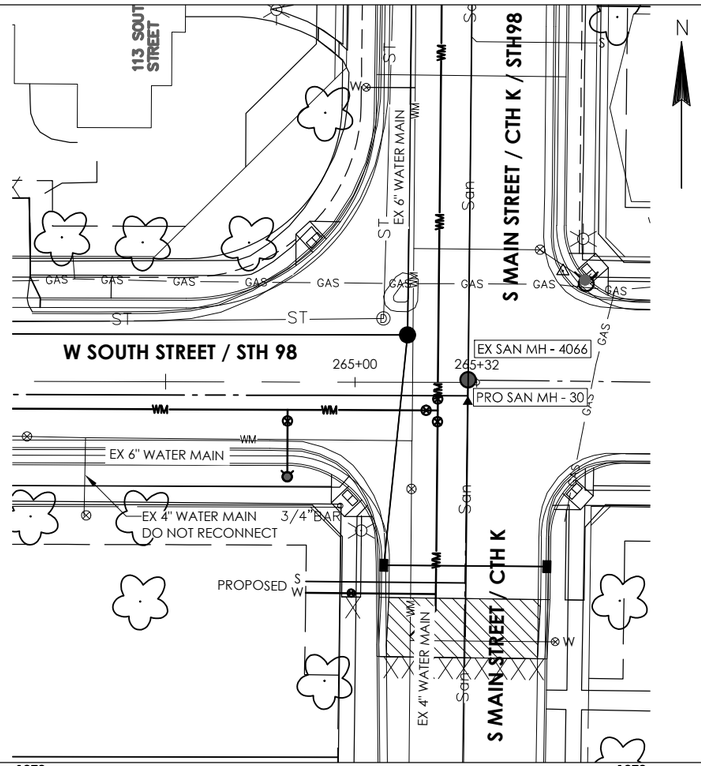
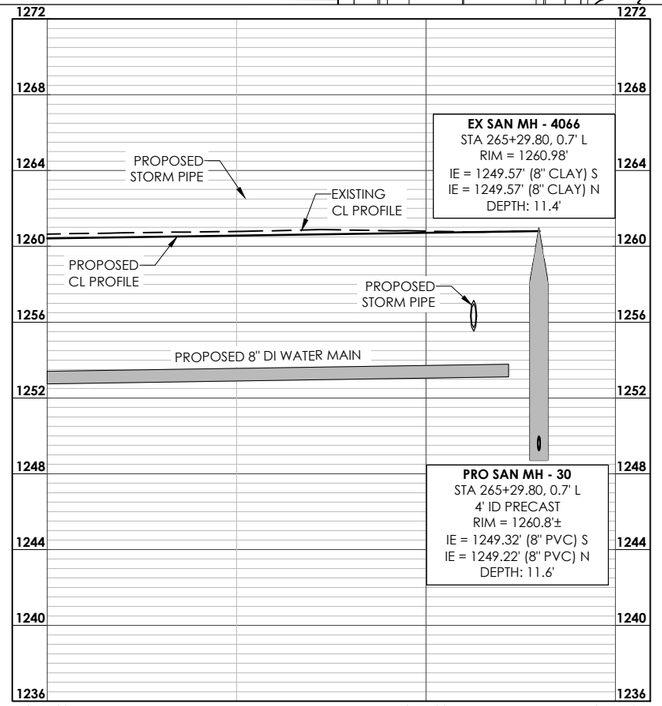




PROJECT NO: 7040-01-73	HWY: 98	COUNTY: CLARK	PLAN AND PROFILE: WATER & SANITARY – SOUTH STREET	SHEET C3.4

E

FILE NAME : 2-0111-27B-SOUTHSTREET-PLAN&PROFILE.DWG
LAYOUT NAME – PP-2-0111-27B-C3.4

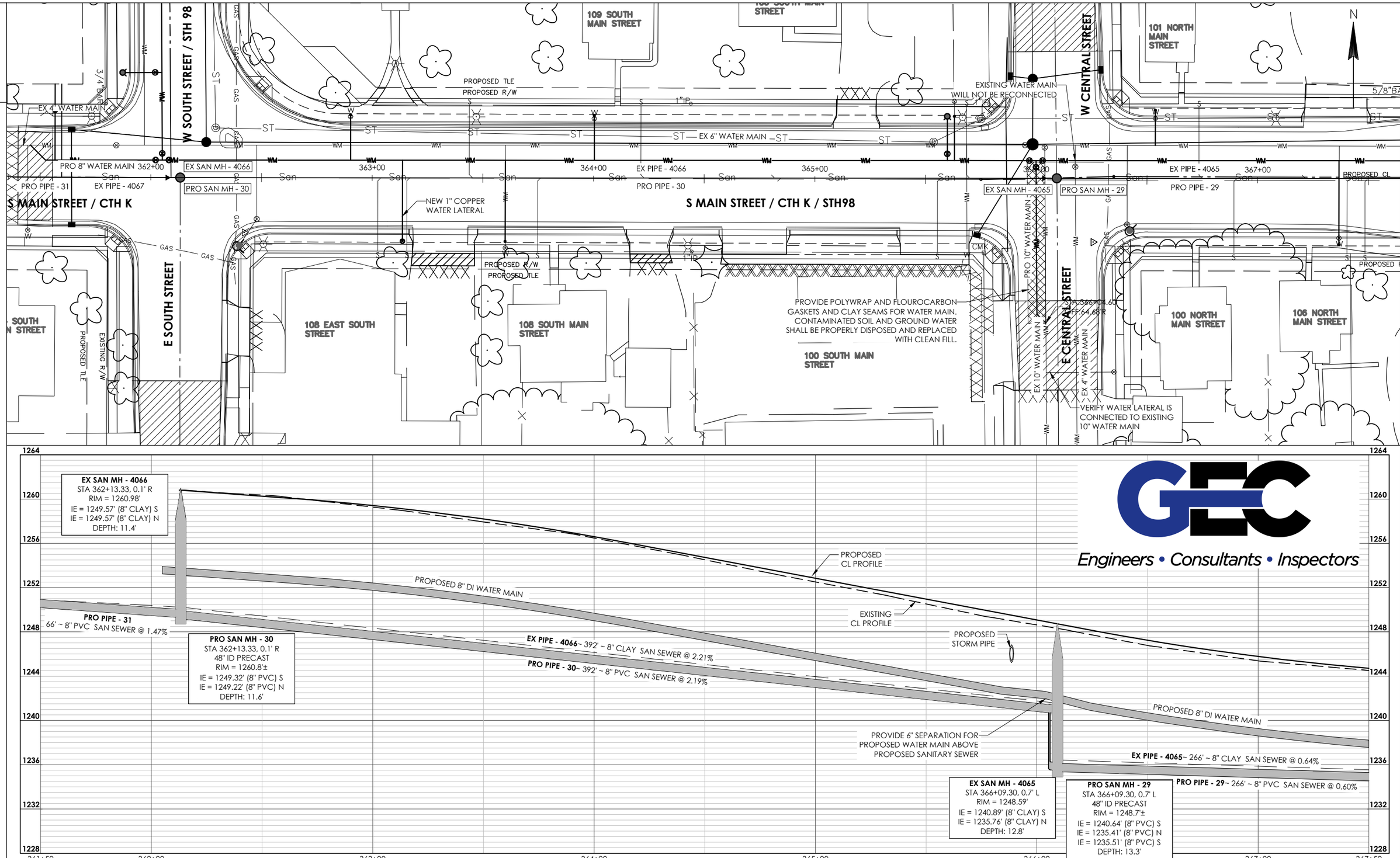
PLOT DATE :

PLOT BY : BRU

PLOT NAME :

PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 44



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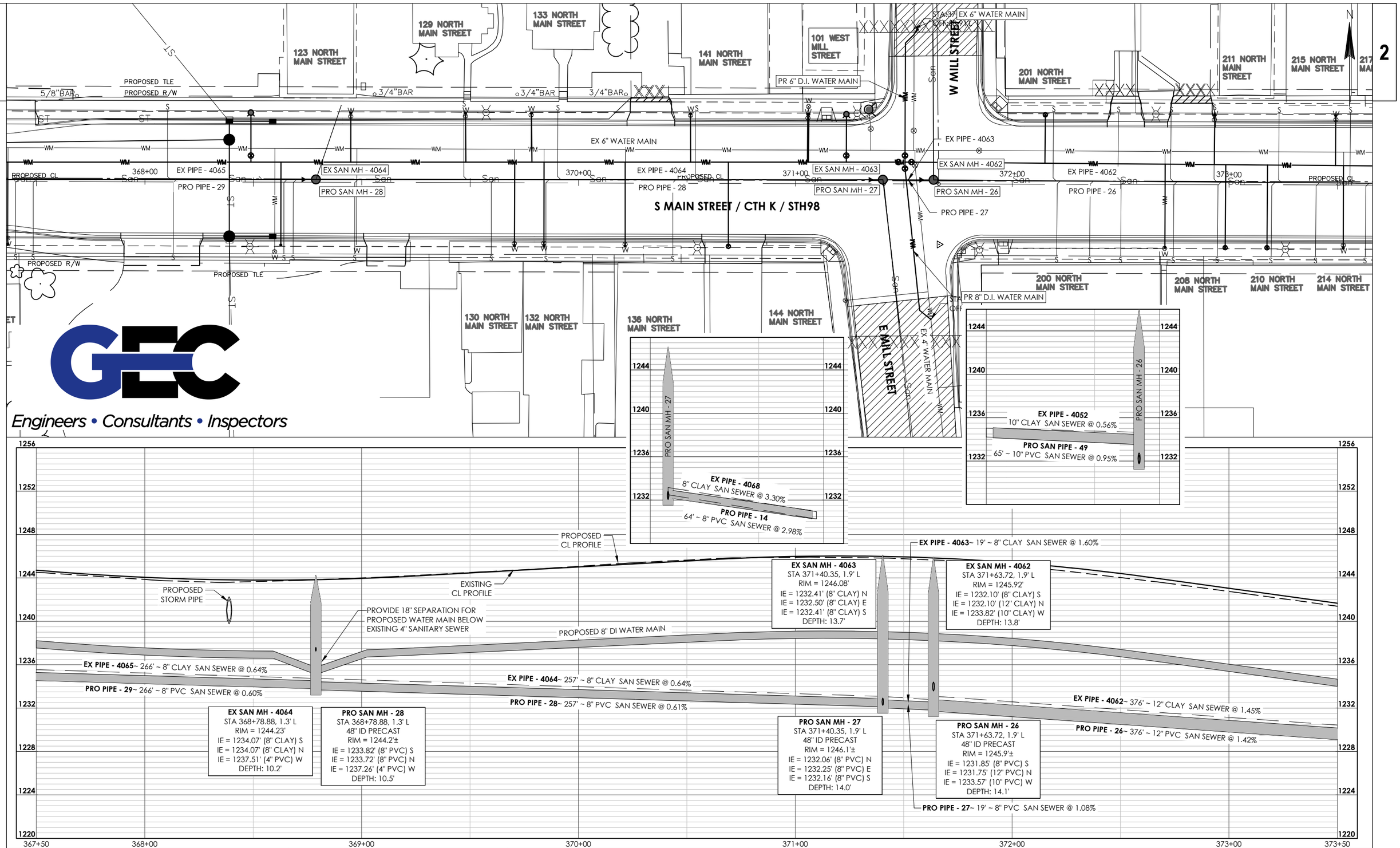
PROJECT NO: 7040-01-73	HWY: 98	COUNTY: CLARK	PLAN AND PROFILE: WATER & SANITARY – MAIN STREET	SHEET C3.5	E

FILE NAME : 2-0111-27B-MAINSTREET-PLAN&PROFILE.DWG
LAYOUT NAME – PP-2-0111-27B-C3.5

PLOT DATE : 7/27/2016 2:38 PM PLOT BY : BRU PLOT NAME : PLOT SCALE : 1 IN: 40 FT_XREF

WISDOT/CADDS SHEET 44

2



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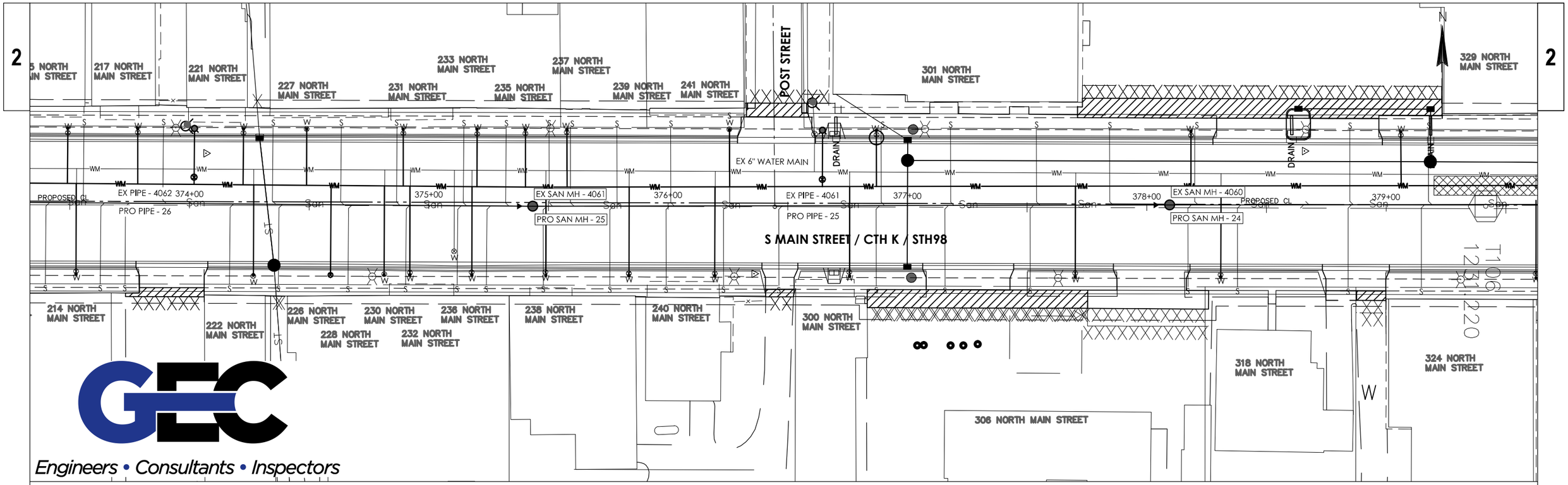
PROJECT NO: 7040-01-73	HWY: 98	COUNTY: CLARK	PLAN AND PROFILE: WATER & SANITARY – MAIN STREET	SHEET C3.6	E

FILE NAME : 2-0111-27B-MAINSTREET-PLAN&PROFILE.DWG
LAYOUT NAME – PP-2-0111-27B-C3.6

PLOT DATE : 7/27/2016 2:40 PM PLOT BY : BRU PLOT NAME : PLOT SCALE : 1 IN: 40 FT_XREF



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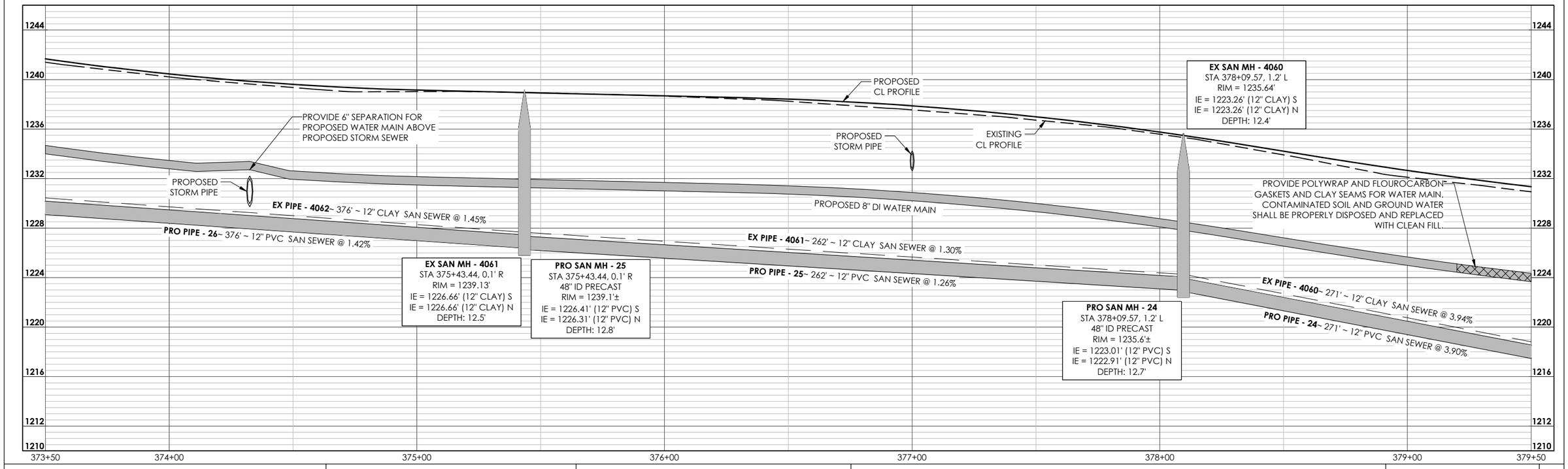


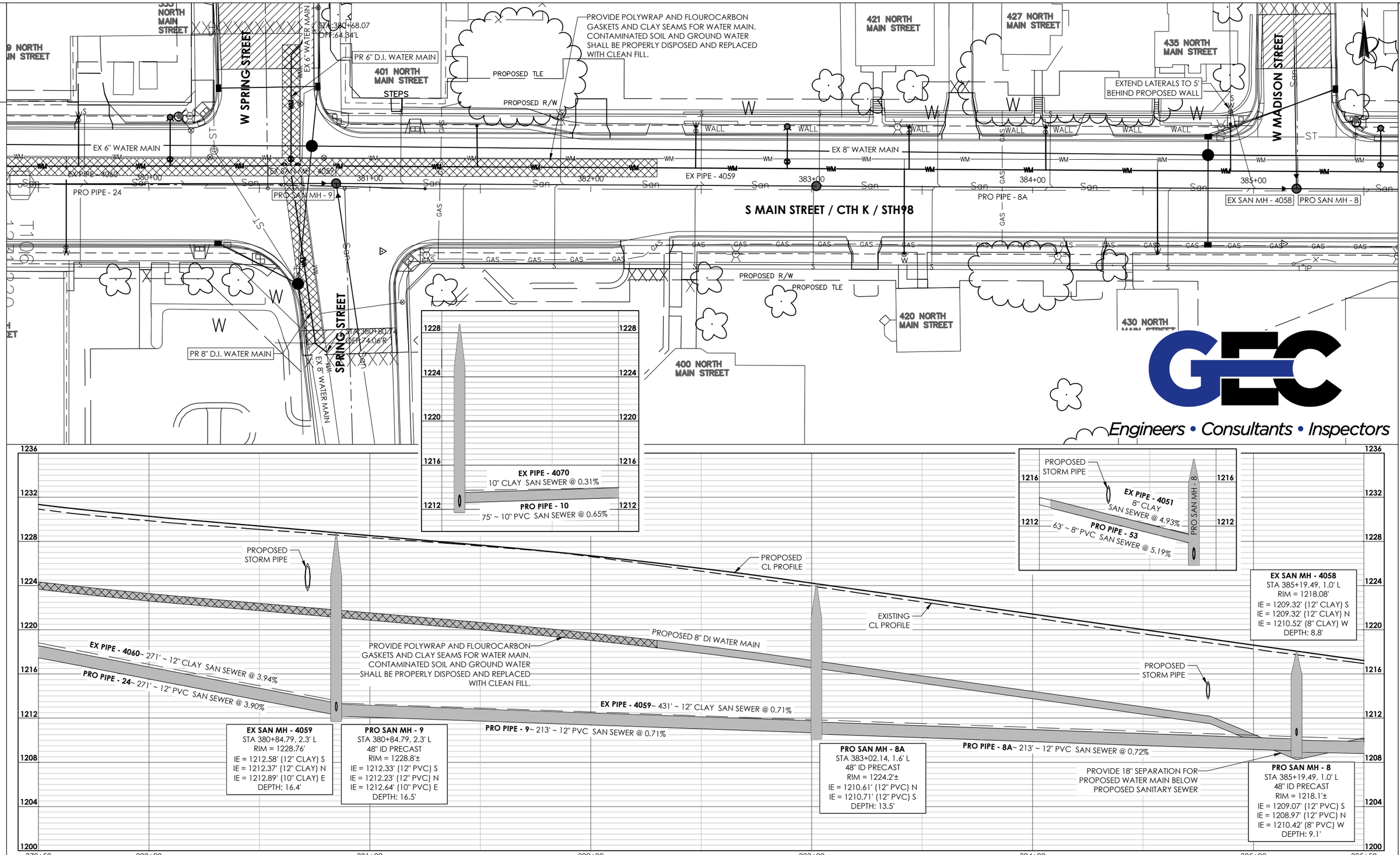
PROJECT NO: 7040-01-73	HWY: 98	COUNTY: CLARK	PLAN AND PROFILE: WATER & SANITARY – MAIN STREET	SHEET C3.7

E

FILE NAME : 2-0111-27B-MAINSTREET-PLAN&PROFILE.DWG
LAYOUT NAME – PP-2-0111-27B-C3.7

PLOT DATE : 7/27/2016 2:41 PM PLOT BY : BRU PLOT NAME : PLOT SCALE : 1 IN: 40 FT_XREF

WISDOT/CADDS SHEET 44



GEC
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PROJECT NO: 7040-01-73	HWY: 98	COUNTY: CLARK	PLAN AND PROFILE: WATER & SANITARY – MAIN STREET	SHEET C3.8

E

FILE NAME : 2-0111-27B-MAINSTREET-PLAN&PROFILE.DWG
LAYOUT NAME – PP-2-0111-27B-C3.8

PLOT DATE : 7/27/2016 2:41 PM PLOT BY : BRU PLOT NAME : PLOT SCALE : 1 IN: 40 FT_XREF

WISDOT/CADDS SHEET 44

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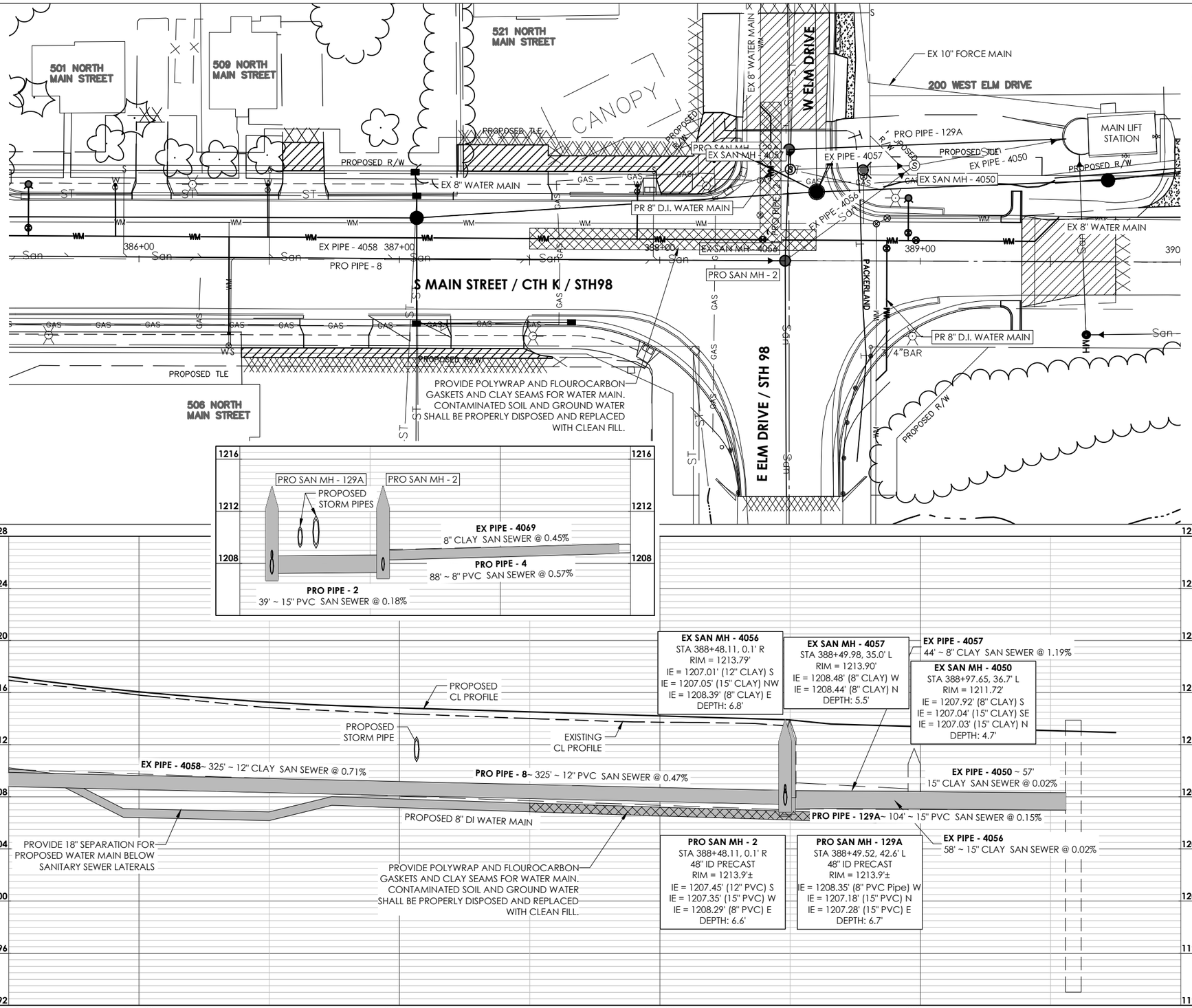


PROJECT NO: 7040-01-73	HWY: 98	COUNTY: CLARK	PLAN AND PROFILE: WATER & SANITARY – MAIN STREET	SHEET C3.9

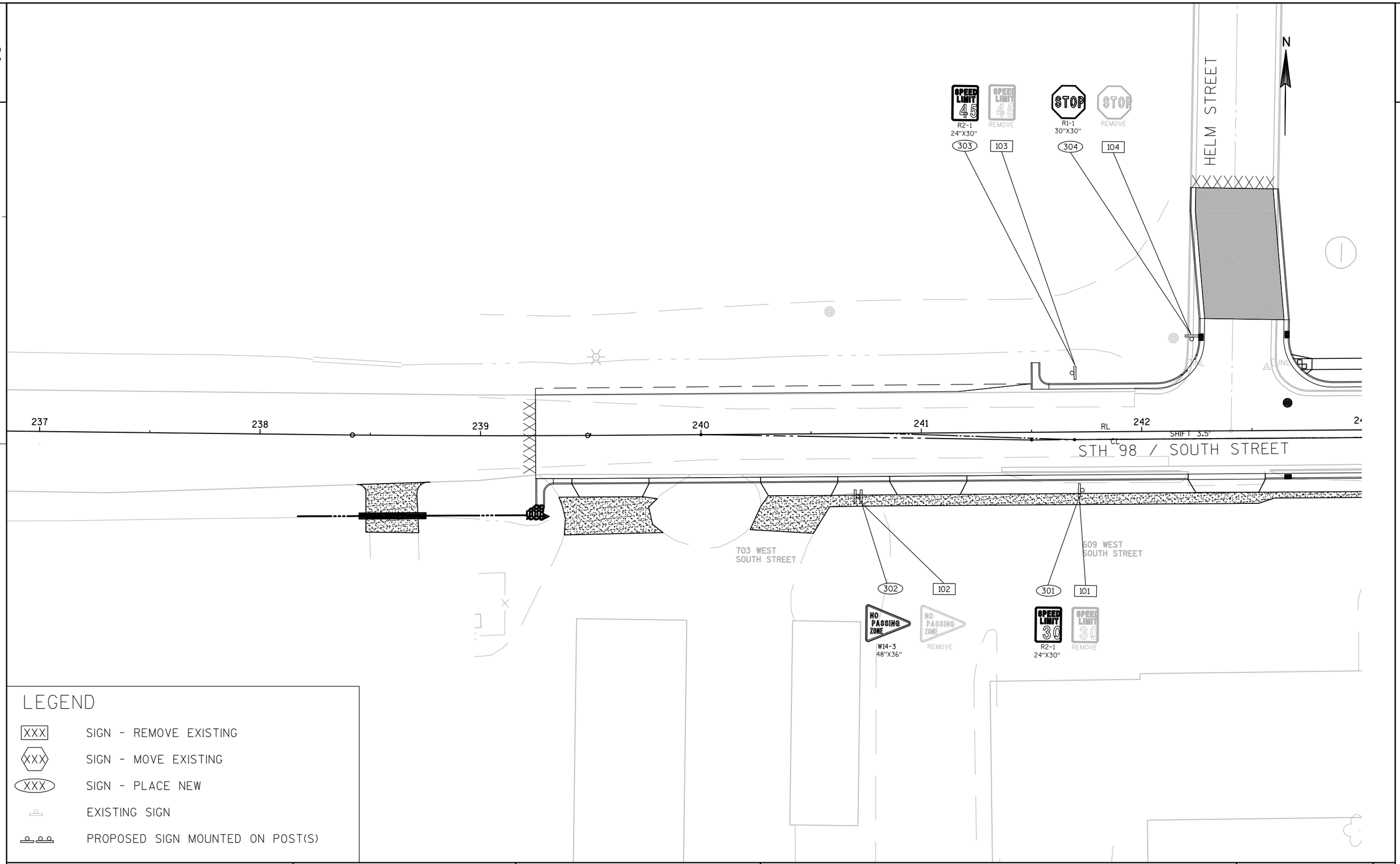
E

FILE NAME : 2-0111-27B-MAINSTREET-PLAN&PROFILE.DWG
LAYOUT NAME – PP-2-0111-27B-C3.9

PLOT DATE : 7/27/2016 2:43 PM PLOT BY : BRU PLOT NAME : PLOT SCALE : 1 IN: 40 FT_XREF

WISDOT/CADDS SHEET 44

2



LEGEND

- XXX — SIGN - REMOVE EXISTING
- XXX — SIGN - MOVE EXISTING
- XXX — SIGN - PLACE NEW
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PERMANENT SIGNING	SHEET -----	E

2

2

N

DITCH

600 WEST
SOUTH STREET

520 WEST
SOUTH STREET

512 WE
SOUTH
STREET

13 244 245 246 247 248 2

STH 98 / SOUTH STREET

607 WEST
SOUTH STREET

603 WEST
SOUTH STREET

201 SOUTH
POPE STREET

POPE STREET

INL

305
STOP
R1-1
30"X30"

105
STOP
REMOVE

306
S1-1
36"X36"

106
REMOVE

AHEAD
S16-9P
30"X18"

AHEAD
REMOVE

FINES HIGHER
R2-6P
24"X18"

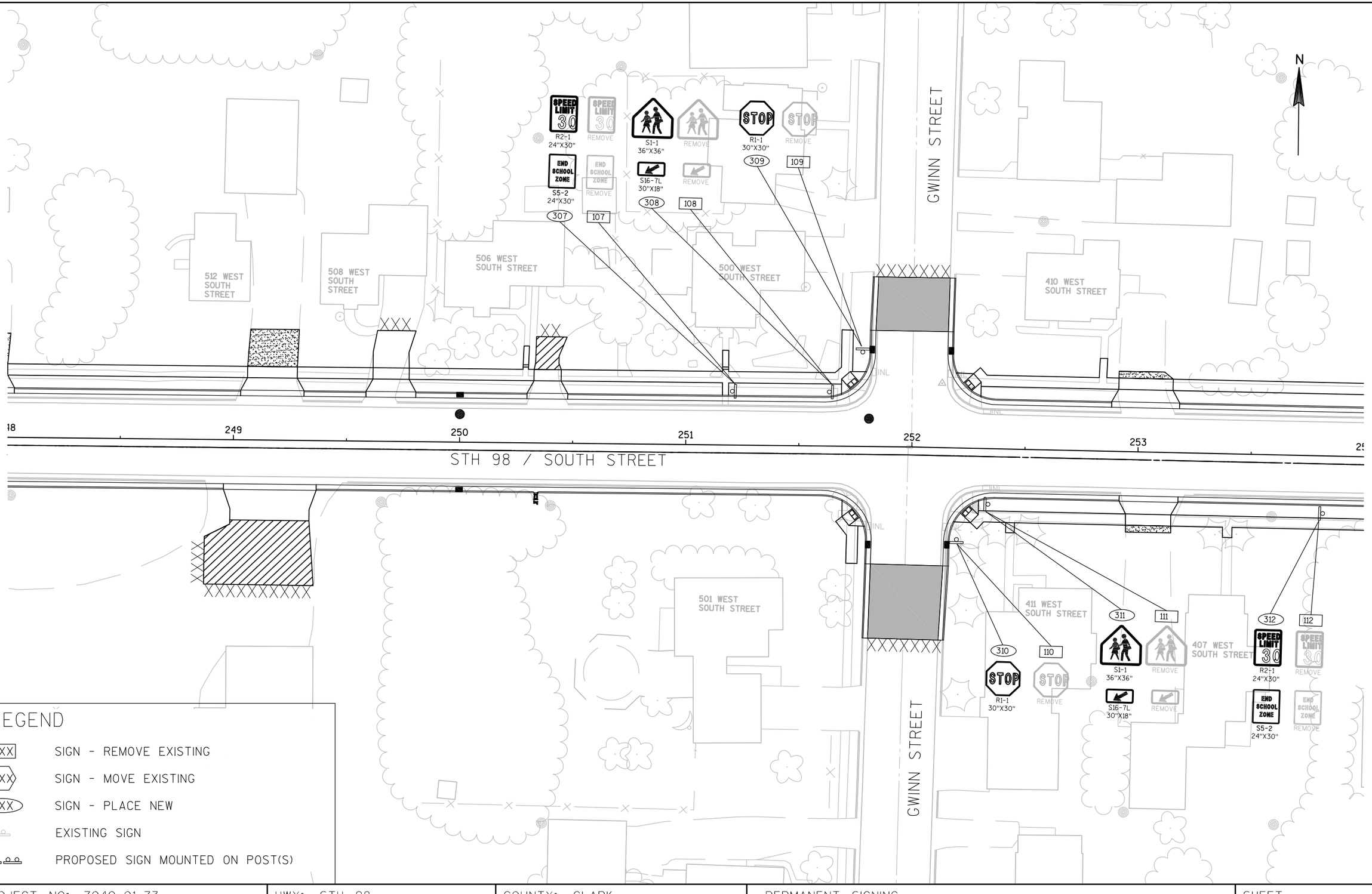
FINES HIGHER
REMOVE

LEGEND

- XXX — SIGN - REMOVE EXISTING
- XXX — SIGN - MOVE EXISTING
- XXX — SIGN - PLACE NEW
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PERMANENT SIGNING	SHEET ----- E

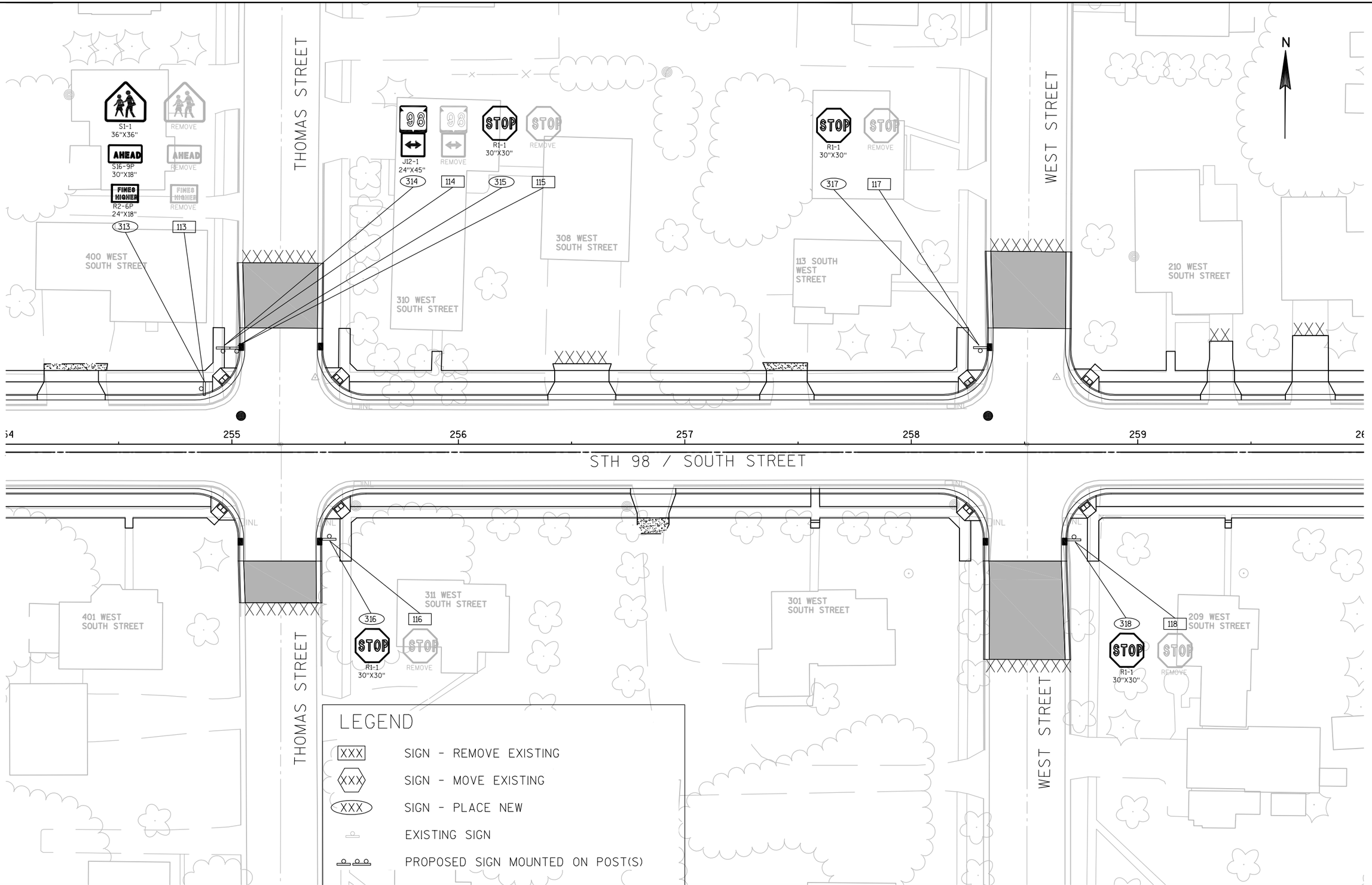
2



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PERMANENT SIGNING	SHEET ----- E

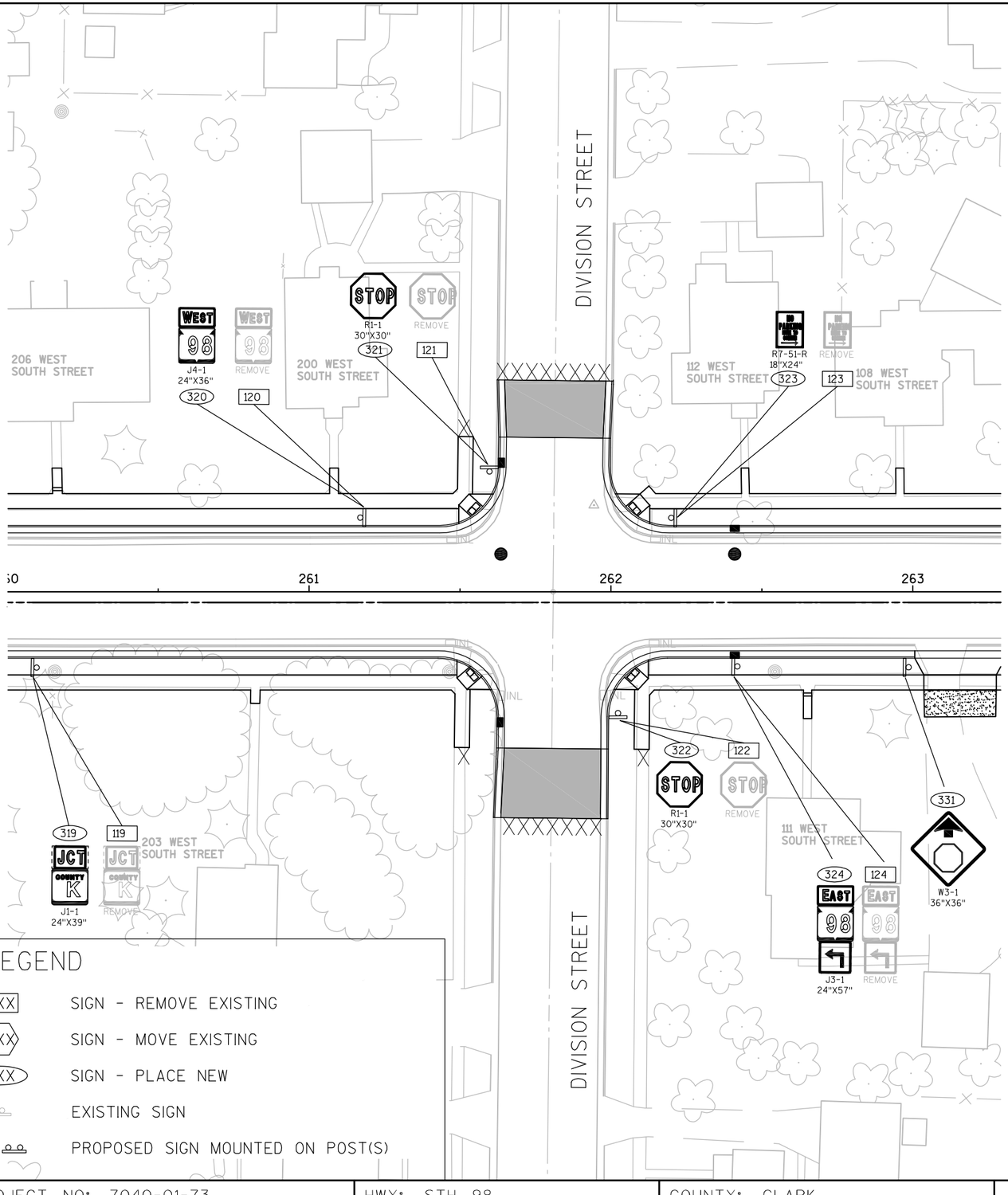
FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\PERMANENT SIGNING\XREF\023201-PS.DWG PLOT DATE : 6/24/2016 7:28 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PERMANENT SIGNING	SHEET ----- E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\PERMANENT SIGNING\XREF\023201-PS.DWG PLOT DATE : 6/24/2016 7:28 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF
WISDOT/CADDS

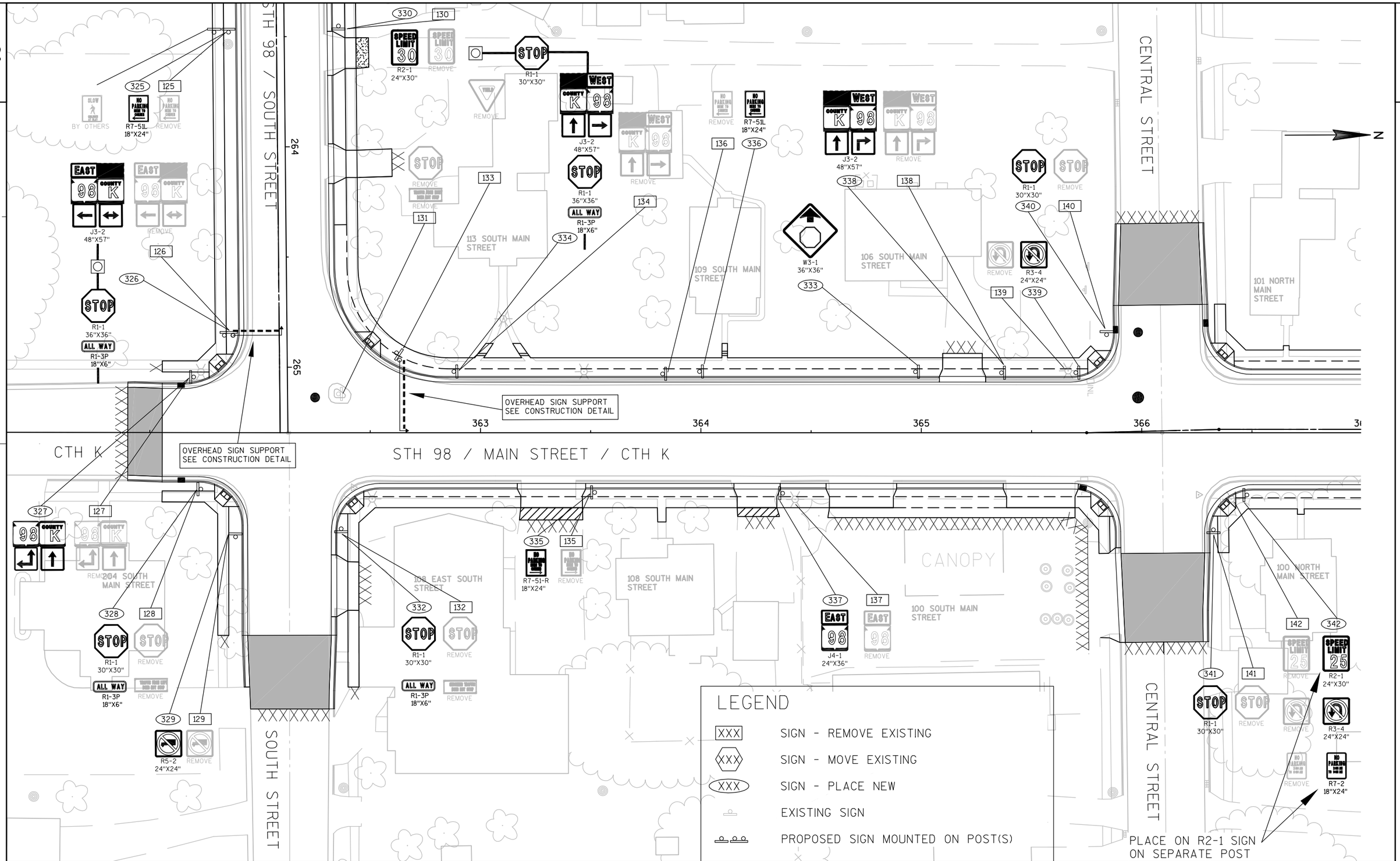


N

2

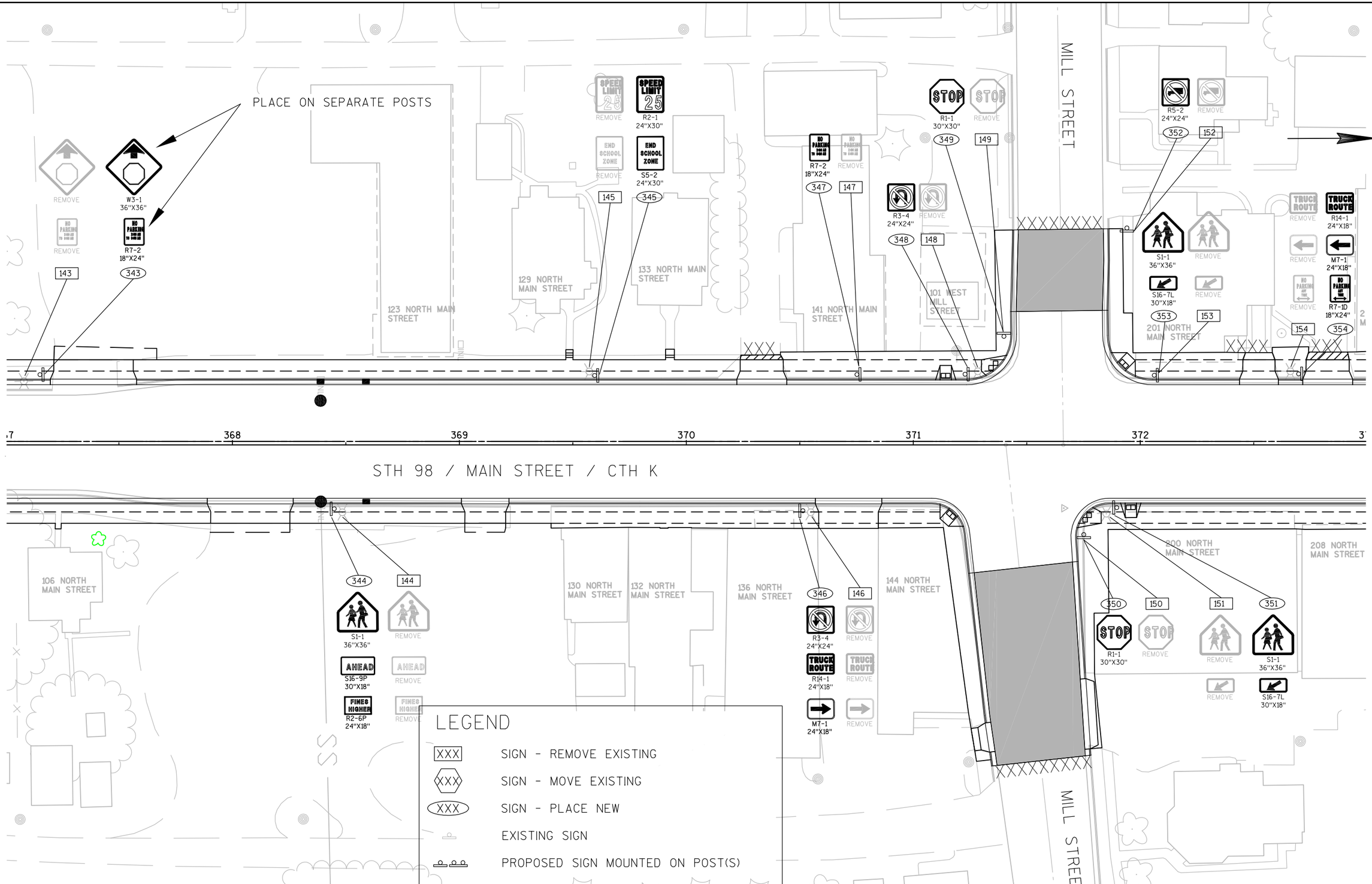
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PERMANENT SIGNING	SHEET ----- E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\PERMANENT SIGNING\XREF\023201-PS.DWG PLOT DATE : 6/24/2016 7:28 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF
WISDOT/CADDS



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PERMANENT SIGNING	SHEET ----- E

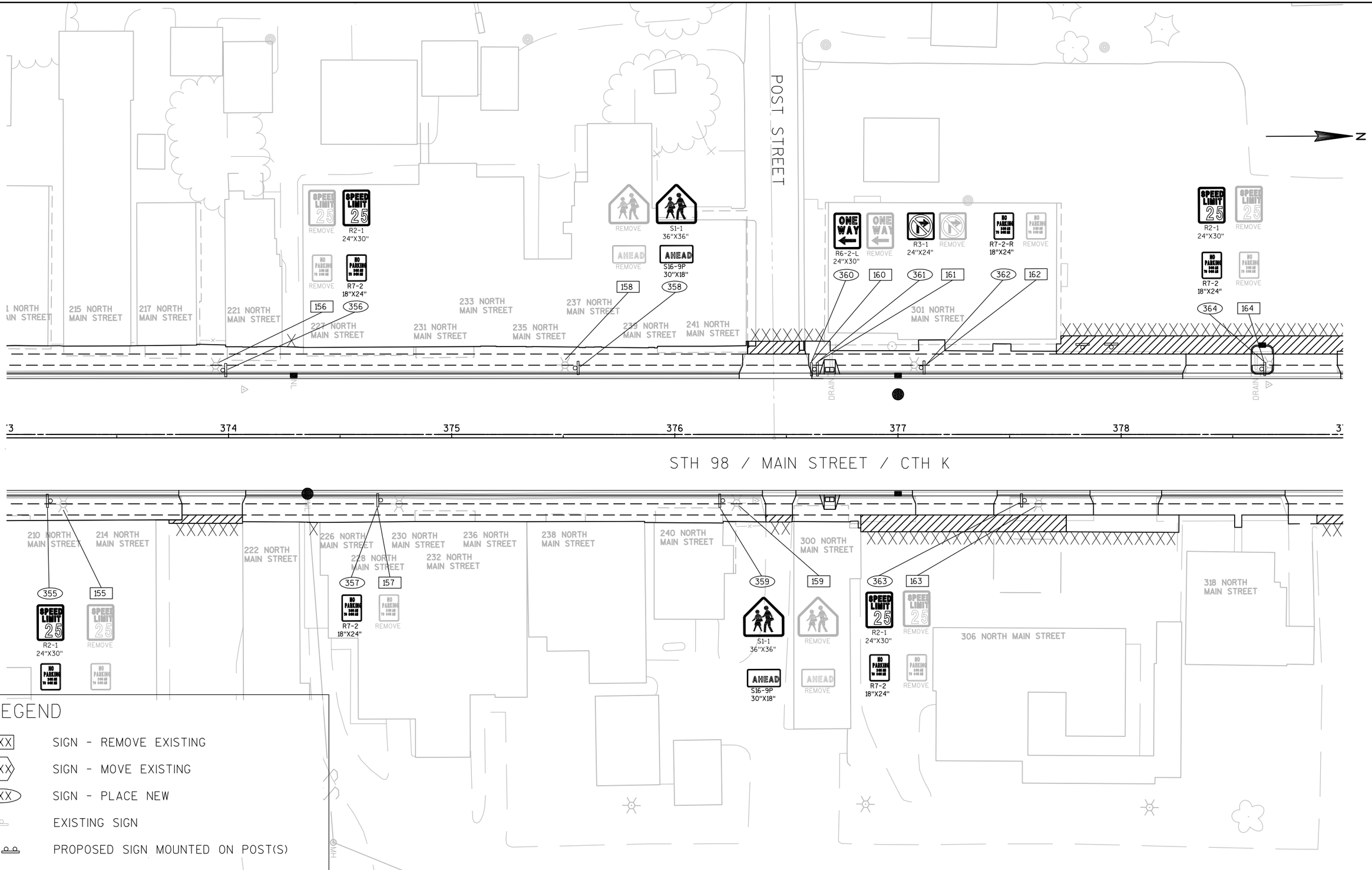
FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\PERMANENT SIGNING\XREF\023201-PS.DWG PLOT DATE : 6/24/2016 7:26 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PERMANENT SIGNING	SHEET ----- E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\PERMANENT SIGNING\XREF\023201-PS.DWG PLOT DATE : 6/24/2016 7:26 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF
WISDOT/CADDS

2

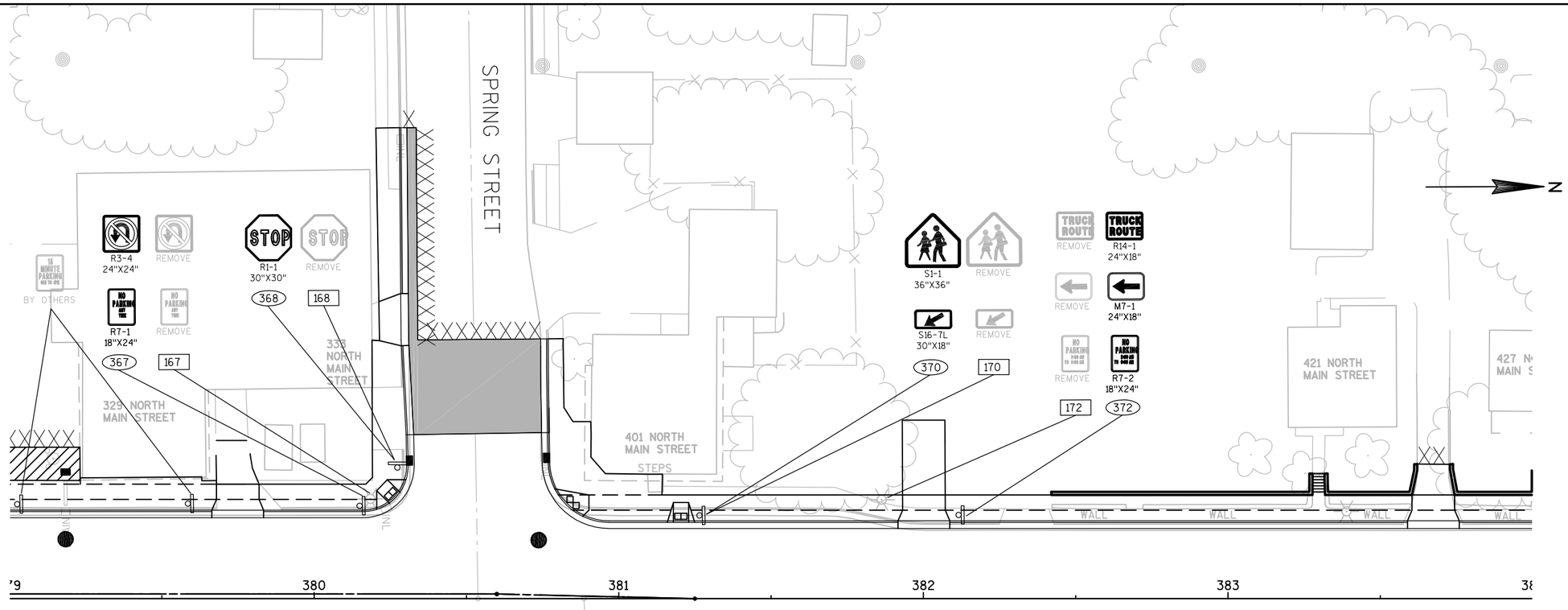


LEGEND

- XXX — SIGN - REMOVE EXISTING
- XXX — SIGN - MOVE EXISTING
- XXX — SIGN - PLACE NEW
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PERMANENT SIGNING	SHEET ----- E

2



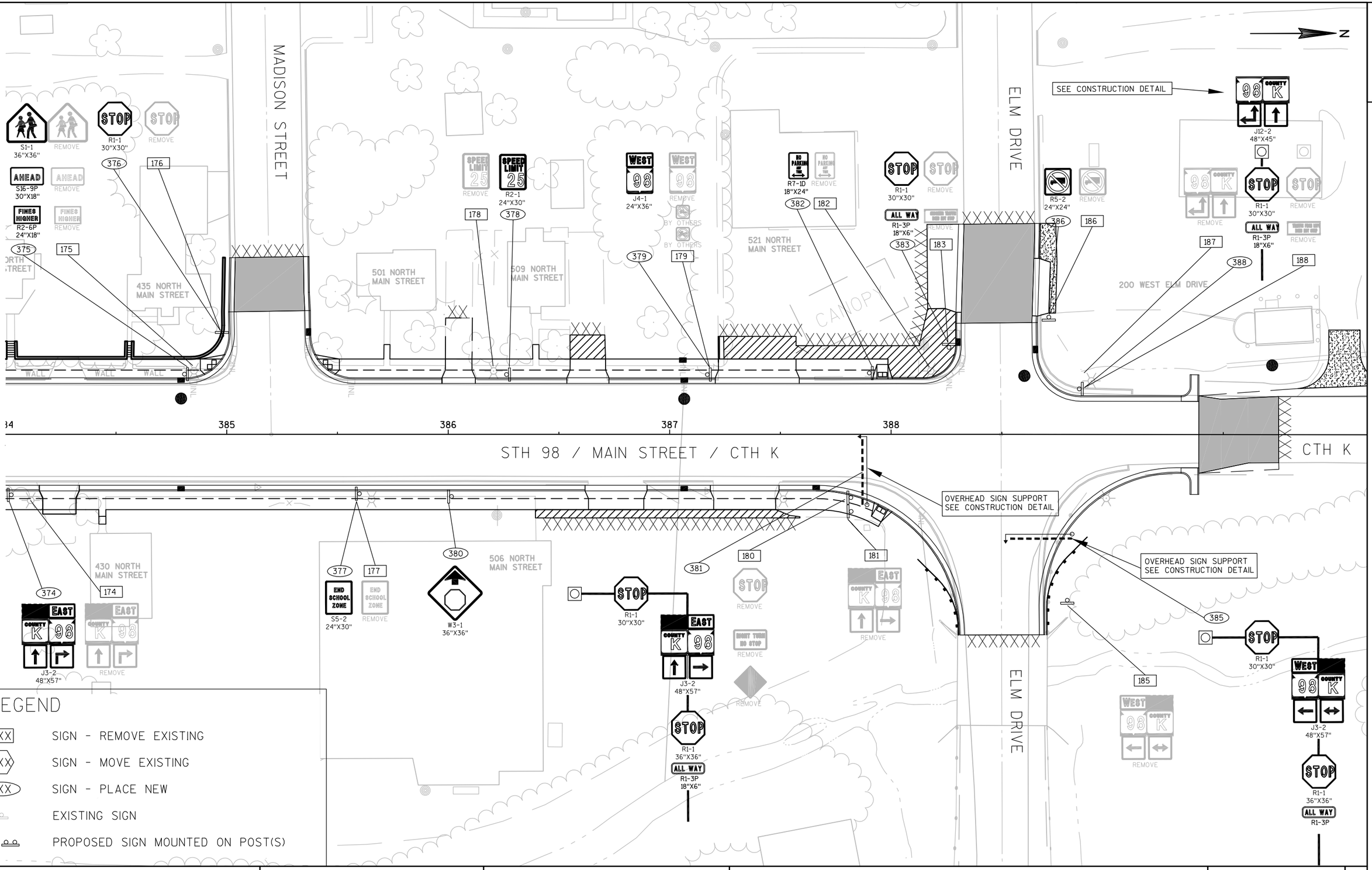
LEGEND

- XXX — SIGN - REMOVE EXISTING
- XXX — SIGN - MOVE EXISTING
- XXX — SIGN - PLACE NEW
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PERMANENT SIGNING	SHEET ----- E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\PERMANENT SIGNING\XREF\023201-PS.DWG PLOT DATE : 7/20/2016 10:05 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2



LEGEND

- XXX — SIGN - REMOVE EXISTING
- XXX — SIGN - MOVE EXISTING
- XXX — SIGN - PLACE NEW
- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST(S)

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PERMANENT SIGNING	SHEET -----	E

2

STREET LIGHTING PLANS PREPARED BY:

KL Engineering
[A] Better Experience

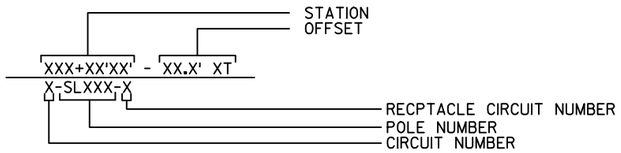
WISCONSIN
MIKE D. SCARMON
E-37613
EVANSVILLE, WI
PROFESSIONAL ENGINEER

07-15-16
(DATE)

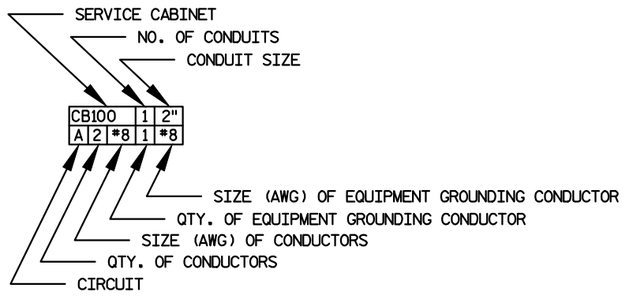
(SIGNATURE)

LIGHTING PLAN LEGEND:

- EXISTING SINGLE ARM LIGHTING UNIT
- DECORATIVE LIGHTING UNIT
- PULL BOX NON-CONDUCTIVE (24X42 - INCH)
- LIGHTING CONDUIT (SCHEDULE 40 PVC)
- LIGHTING CONTROL CABINET
- EXSL01 — EXISTING STREET LIGHT TO BE REMOVED



CONDUIT/CONDUCTOR LEGEND



PWO = PULL WIRE ONLY

CONDUCTOR COLOR LEGEND

A - BLACK B - RED C - BLACK D - RED
240V PHASE TO PHASE
E - BLUE & NEUTRAL F - BROWN & NEUTRAL G - BLUE & NEUTRAL H - BROWN & NEUTRAL
120V PHASE TO GROUND

GENERAL STREET LIGHTING NOTES:

1) THE ENGINEER SHALL APPROVE THE FINAL LOCATION FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION.

2) EXISTING LIGHTING IS APPROXIMATE, AS-BUILTS HAVE NOT BEEN LOCATED.

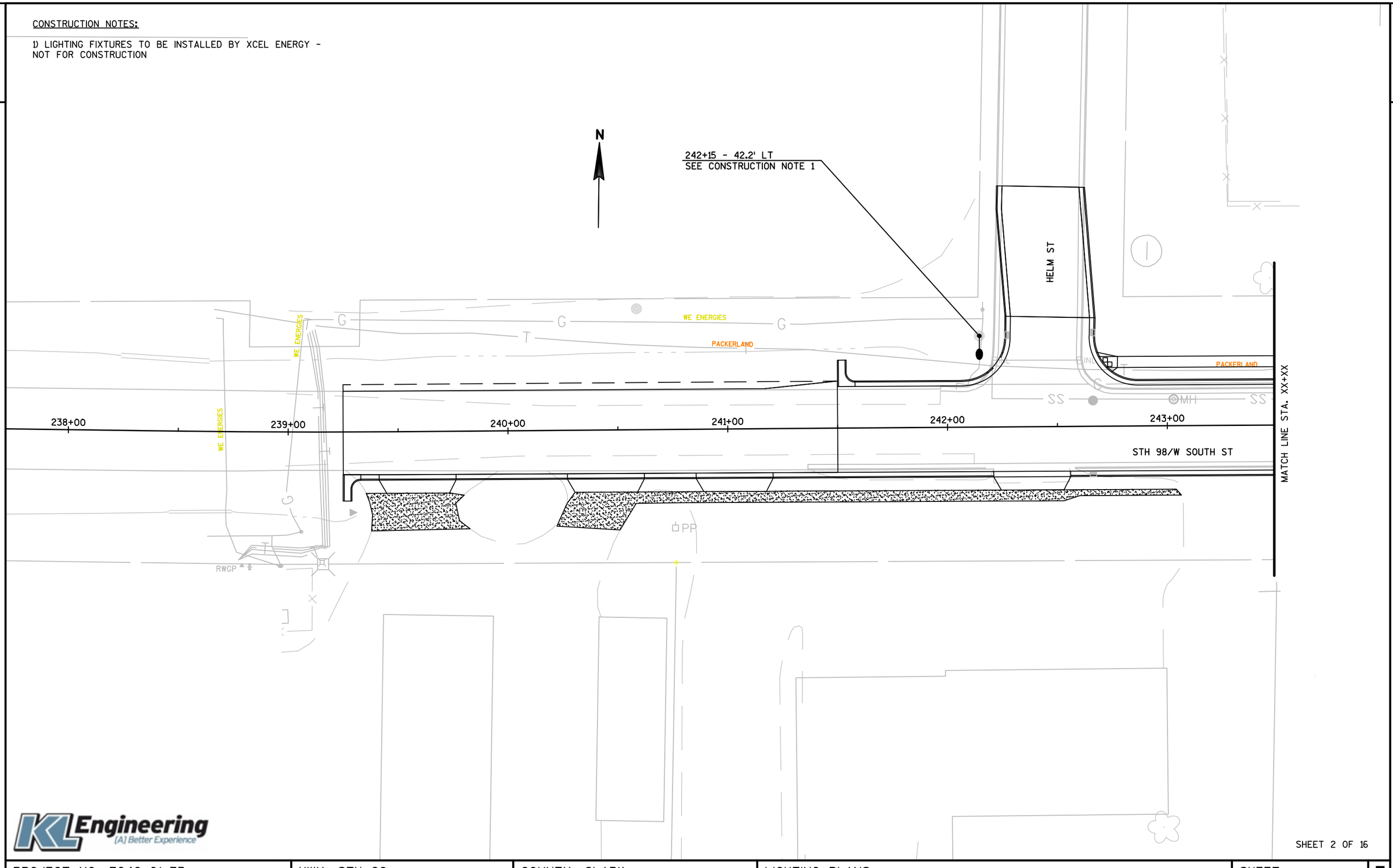
3) THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

4) NO SPLICES ALLOWED IN PULL BOXES.

5) PHOTOCONTROL ON LIGHTING CABINET.

CONSTRUCTION NOTES:

1) LIGHTING FIXTURES TO BE INSTALLED BY XCEL ENERGY - NOT FOR CONSTRUCTION



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SHEET 2 OF 16

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET 98 E

CONSTRUCTION NOTES:

1) LIGHTING FIXTURES TO BE INSTALLED BY XCEL ENERGY - NOT FOR CONSTRUCTION

246+87 - 25.6' LT
SEE CONSTRUCTION NOTE 1

244+48 - 25.7' LT
SEE CONSTRUCTION NOTE 1

N

MATCH LINE STA. XX+XX

244+00 245+00 246+00 247+00 248+00

STH 98/W SOUTH ST

R/W (TYP.)

DITCH

S POPE ST

BLOCK 2
CLARKE'S

WE ENERGIES
XCEL
CITY OF LOYAL
PACKERLAND

MATCH LINE STA. XX+XX

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SHEET 3 OF 16

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET 99	E

FILE NAME : G:\GREMMER\14025 - STH 98 - LOYAL\CIVIL 3D\PLANS SHEETS\023601_LP.DWG PLOT DATE : 7/20/2016 3:26 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

1) LIGHTING FIXTURES TO BE INSTALLED BY XCEL ENERGY - NOT FOR CONSTRUCTION

249+34 - 25.7' LT
SEE CONSTRUCTION NOTE 1

250+95 - 25.7' LT
SEE CONSTRUCTION NOTE 1

252+51 - 25.7' LT
SEE CONSTRUCTION NOTE 1

N

S GWINN ST

MATCH LINE STA. XX+XX

MATCH LINE STA. XX+XX

249+00 250+00 251+00 252+00 253+00

STH 98/W SOUTH ST
CITY OF LOYAL

R/W (TYP.)

PACKERLAND

WE ENERGIES

CITY OF LOYAL

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SHEET 4 OF 16

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET 100	E

FILE NAME : G:\GREMMER\14025 - STH 98 - LOYAL\CIVIL 3D\PLANS SHEETS\023601_LP.DWG PLOT DATE : 7/20/2016 3:26 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

1) LIGHTING FIXTURES TO BE INSTALLED BY XCEL ENERGY - NOT FOR CONSTRUCTION

254+09 - 25.7' LT
SEE CONSTRUCTION NOTE 1

255+59 - 25.7' LT
SEE CONSTRUCTION NOTE 1

258+16 - 25.7' LT
SEE CONSTRUCTION NOTE 1

S THOMAS ST

S WEST ST

N

MATCH LINE STA. XX+XX

MATCH LINE STA. XX+XX

254+00 255+00 256+00 257+00 258+00

CITY OF LOYAL

CITY OF LOYAL

CITY OF LOYAL

STH 98/W SOUTH ST

R/W (TYP.)

XCEL

SAN

SS

MH

W

UGINL

PP

1

2

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SHEET 5 OF 16

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET 101 E

FILE NAME : G:\GREMMER\14025 - STH 98 - LOYAL\CIVIL 3D\PLANS SHEETS\023601_LP.DWG PLOT DATE : 7/20/2016 3:27 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

1) LIGHTING FIXTURES TO BE INSTALLED BY XCEL ENERGY - NOT FOR CONSTRUCTION

N

259+91 - 25.7' LT
SEE CONSTRUCTION NOTE 1

261+44 - 25.7' LT
SEE CONSTRUCTION NOTE 1

263+48 - 25.7' LT
SEE CONSTRUCTION NOTE 1

S DIVISION ST

MATCH LINE STA. XX+XX

259+00 260+00 261+00 262+00 263+00 264

STH 98/W SOUTH ST

CITY OF LOYAL

CHARTER

WE ENERGIES

XCEL

R/W (TYP.)

MATCH LINE STA. XX+XX

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SHEET 6 OF 16

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET 102 E

FILE NAME : G:\GREMMER\14025 - STH 98 - LOYAL\CIVIL 3D\PLANS SHEETS\023601_LP.DWG PLOT DATE : 7/20/2016 3:27 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTES:

1) ENSURE STREET LIGHTS ARE NOT LOCATED DIRECTLY IN FRONT OF DOORWAY TO ESTABLISHMENT.

2) MAINTAIN A MINIMUM OF 2'-10" OFFSET FROM FACE OF CURB TO CENTER OF STREET LIGHT BASE. MAINTAIN A MINIMUM OF 1'-0" OFFSET FROM EDGE OF SIDEWALK TO CENTER OF STREET LIGHT BASE.

LIGHTING BY EXCEL ENERGY

DECORATIVE STREET LIGHTING

STH 98/W SOUTH ST

CITY OF LOYAL

WE ENERGIES

W CENTRAL ST

N

361+71 - 25.5' LT
A-SL100-E

362+58 - 36.3' LT
PB101

EXSL03

364+27 - 35.2' LT
A-SL102-E

365+68 - 28.0' LT
PB102

EXSL05

366+50 - 31.5' LT
PB104

EXSL07

R/W (TYP.)

EXSL01

EXSL02

362+53 - 35.1' RT
C-SL101-G

EXSL04

366+50 - 28.5' RT
PB103

EXSL06

361+88 - 36.5' RT
PB100

365+72 - 28.2' RT
C-SL103-G

CANOPY

E SOUTH ST

STH 98/N MAIN ST

264+00

265+00

266+00

267+00

362+00

363+00

364+00

365+00

366+00

367+00

MATCH LINE STA. 367+50

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SHEET 7 OF 16

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET 103	E

FILE NAME : G:\GREMMER\14025 - STH 98 - LOYAL\CIVIL 3D\PLANS SHEETS\023601_LP.DWG PLOT DATE : 7/20/2016 3:27 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

DECORATIVE STREET LIGHTS — RECEPTACLES

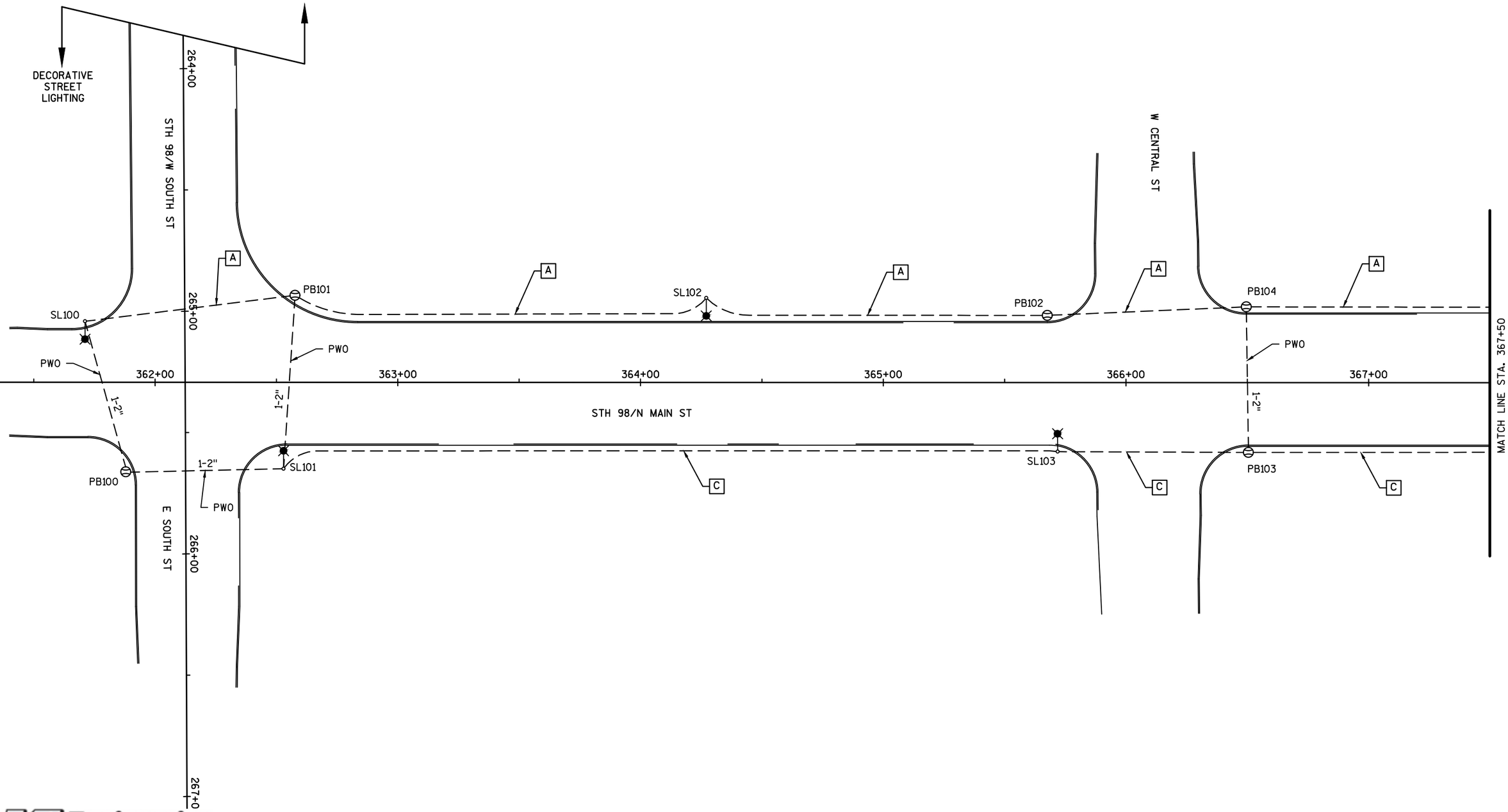
CB100		1	2"
A	2	#8	1	#8
E	1	#10	--	--
N	1	#10	--	--

= A

DECORATIVE STREET LIGHTS — RECEPTACLES

CB100		1	2"
C	2	#8	1	#8
G	1	#10	--	--
N	1	#10	--	--

= C



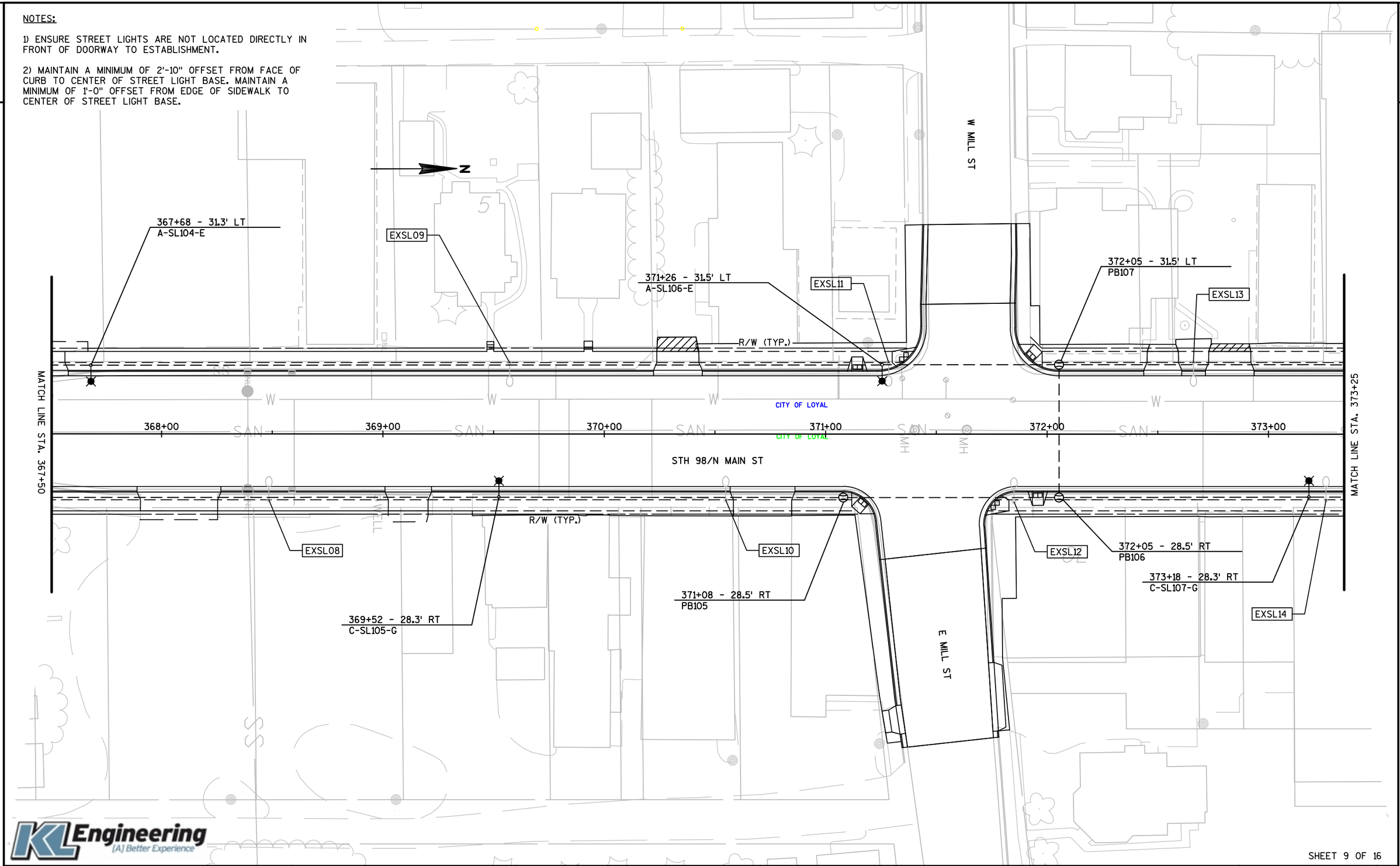
SHEET 8 OF 16

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET 104	E

NOTES:

1) ENSURE STREET LIGHTS ARE NOT LOCATED DIRECTLY IN FRONT OF DOORWAY TO ESTABLISHMENT.

2) MAINTAIN A MINIMUM OF 2'-10" OFFSET FROM FACE OF CURB TO CENTER OF STREET LIGHT BASE. MAINTAIN A MINIMUM OF 1'-0" OFFSET FROM EDGE OF SIDEWALK TO CENTER OF STREET LIGHT BASE.



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[A] Better Experience

SHEET 9 OF 16

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET 105 E

DECORATIVE STREET LIGHTS — RECEPTACLES

CB100			1	2"
A	2	#8	1	#8
E	1	#10	--	--
N	1	#10	--	--

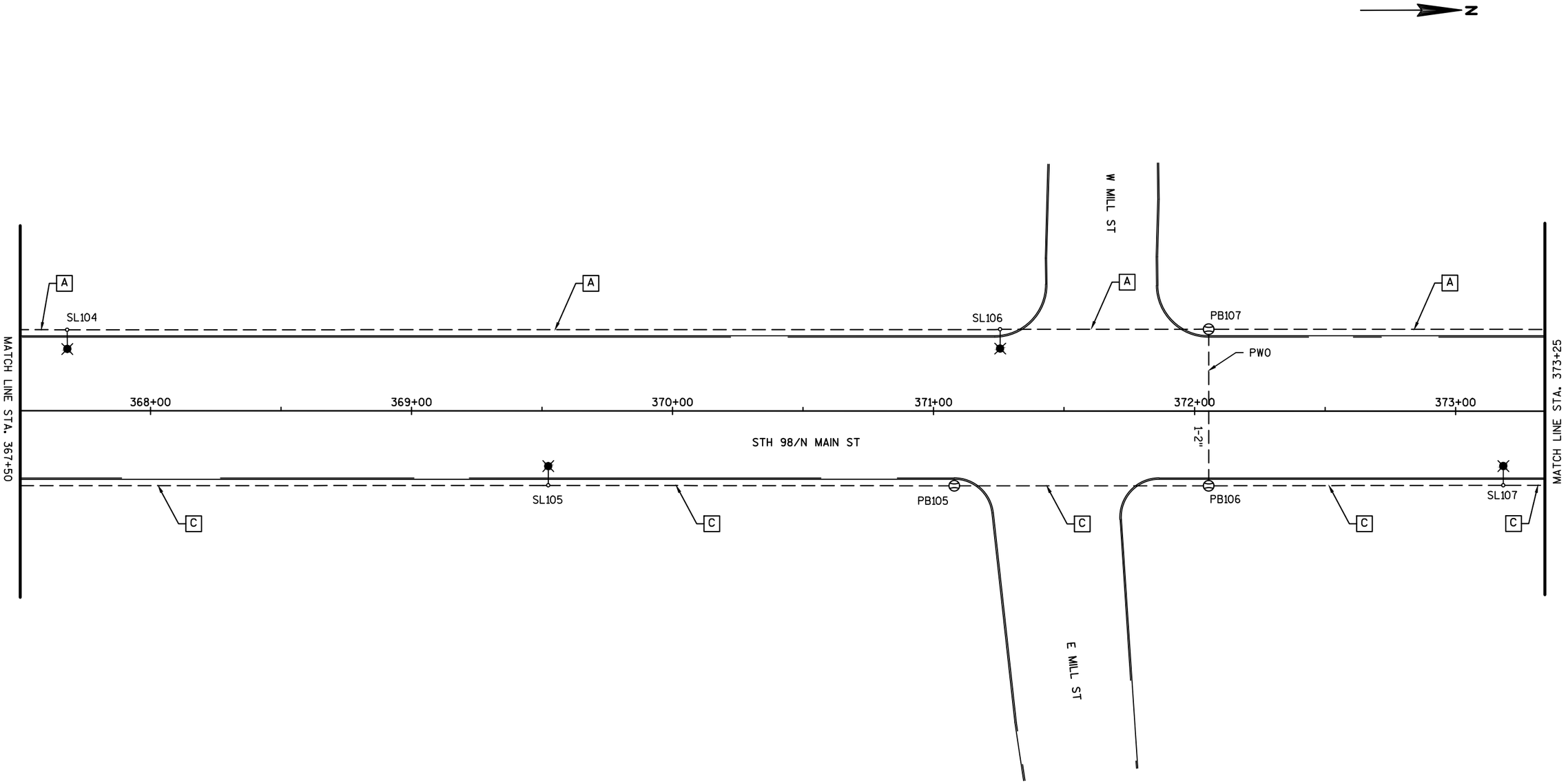
= [A]

DECORATIVE STREET LIGHTS — RECEPTACLES

CB100			1	2"
C	2	#8	1	#8
G	1	#10	--	--
N	1	#10	--	--

= [C]

2



KL Engineering
[A] Better Experience

SHEET 10 OF 16

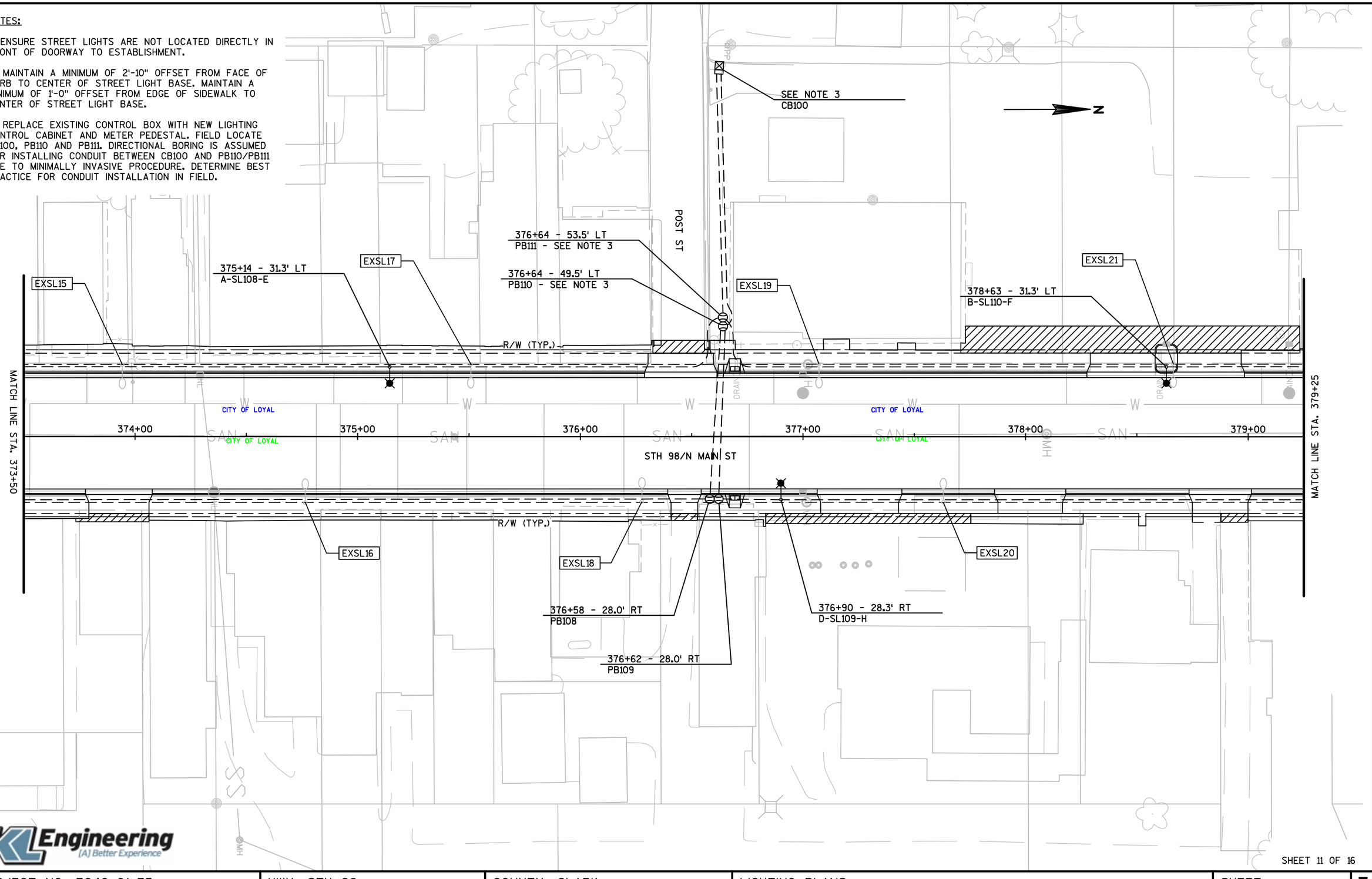
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET 106	E

NOTES:

1) ENSURE STREET LIGHTS ARE NOT LOCATED DIRECTLY IN FRONT OF DOORWAY TO ESTABLISHMENT.

2) MAINTAIN A MINIMUM OF 2'-10" OFFSET FROM FACE OF CURB TO CENTER OF STREET LIGHT BASE. MAINTAIN A MINIMUM OF 1'-0" OFFSET FROM EDGE OF SIDEWALK TO CENTER OF STREET LIGHT BASE.

3) REPLACE EXISTING CONTROL BOX WITH NEW LIGHTING CONTROL CABINET AND METER PEDESTAL. FIELD LOCATE CB100, PB110 AND PB111. DIRECTIONAL BORING IS ASSUMED FOR INSTALLING CONDUIT BETWEEN CB100 AND PB110/PB111 DUE TO MINIMALLY INVASIVE PROCEDURE. DETERMINE BEST PRACTICE FOR CONDUIT INSTALLATION IN FIELD.



KL Engineering
[A] Better Experience

SHEET 11 OF 16

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET 107 E

FILE NAME : G:\GREMMER\14025 - STH 98 - LOYAL\CIVIL 3D\PLANS SHEETS\023601_LP.DWG PLOT DATE : 7/20/2016 3:27 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

DECORATIVE STREET LIGHTS — RECEPTACLES

CB100	1	2"
A	2	#8
E	1	#10
N	1	#10

1	2"
#8	#8
--	--
--	--

= A

DECORATIVE STREET LIGHTS — RECEPTACLES

CB100	1	2"
B	2	#8
F	1	#10
N	1	#10

1	2"
#8	#8
--	--
--	--

= B

DECORATIVE STREET LIGHTS — RECEPTACLES

CB100	1	2"
C	2	#8
G	1	#10
N	1	#10

1	2"
#8	#8
--	--
--	--

= C

DECORATIVE STREET LIGHTS — RECEPTACLES

CB100	1	2"
D	2	#8
H	1	#10
N	1	#10

1	2"
#8	#8
--	--
--	--

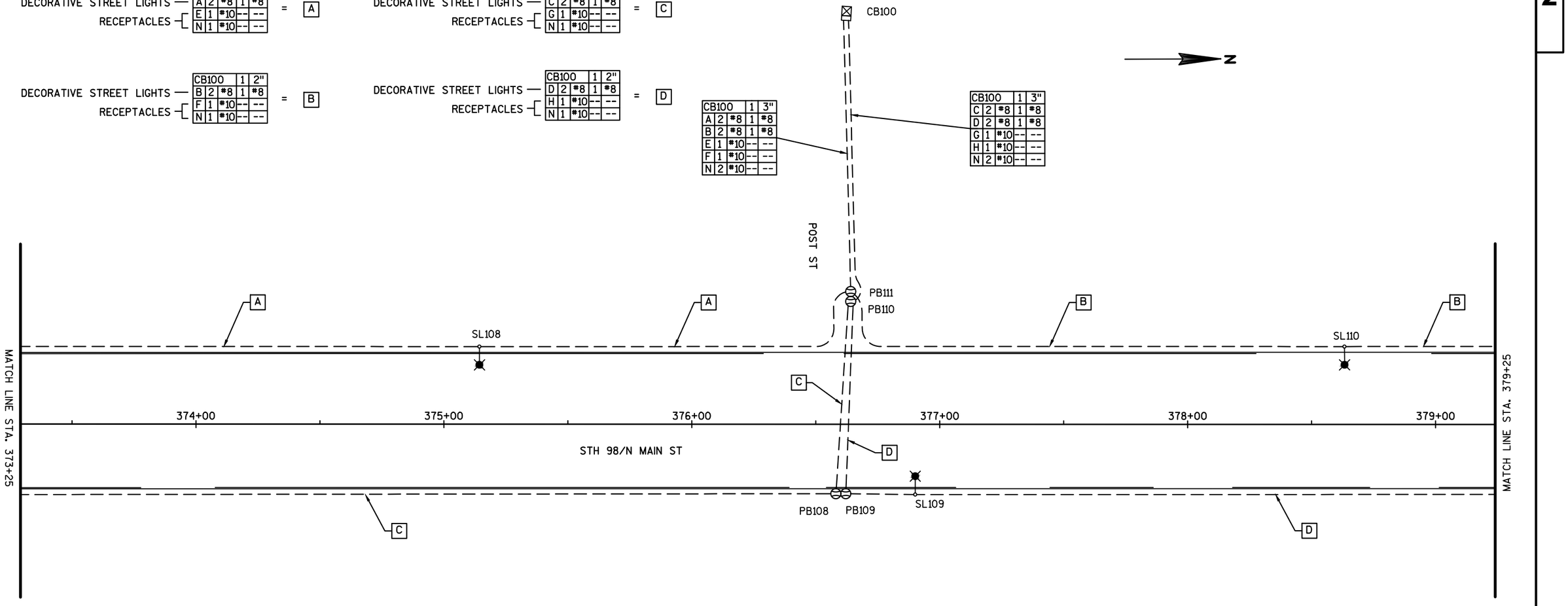
= D

CB100	1	3"
A	2	#8
B	2	#8
E	1	#10
F	1	#10
N	2	#10

1	3"
#8	#8
#8	#8
--	--
--	--
--	--

CB100	1	3"
C	2	#8
D	2	#8
G	1	#10
H	1	#10
N	2	#10

1	3"
#8	#8
#8	#8
--	--
--	--
--	--



KL Engineering
[A] Better Experience

SHEET 12 OF 16

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET 108	E

FILE NAME : G:\GREMMER\14025 - STH 98 - LOYAL\CIVIL 3D\PLANS SHEETS\023601_LP_A.DWG
LAYOUT NAME - SHEET - (8)

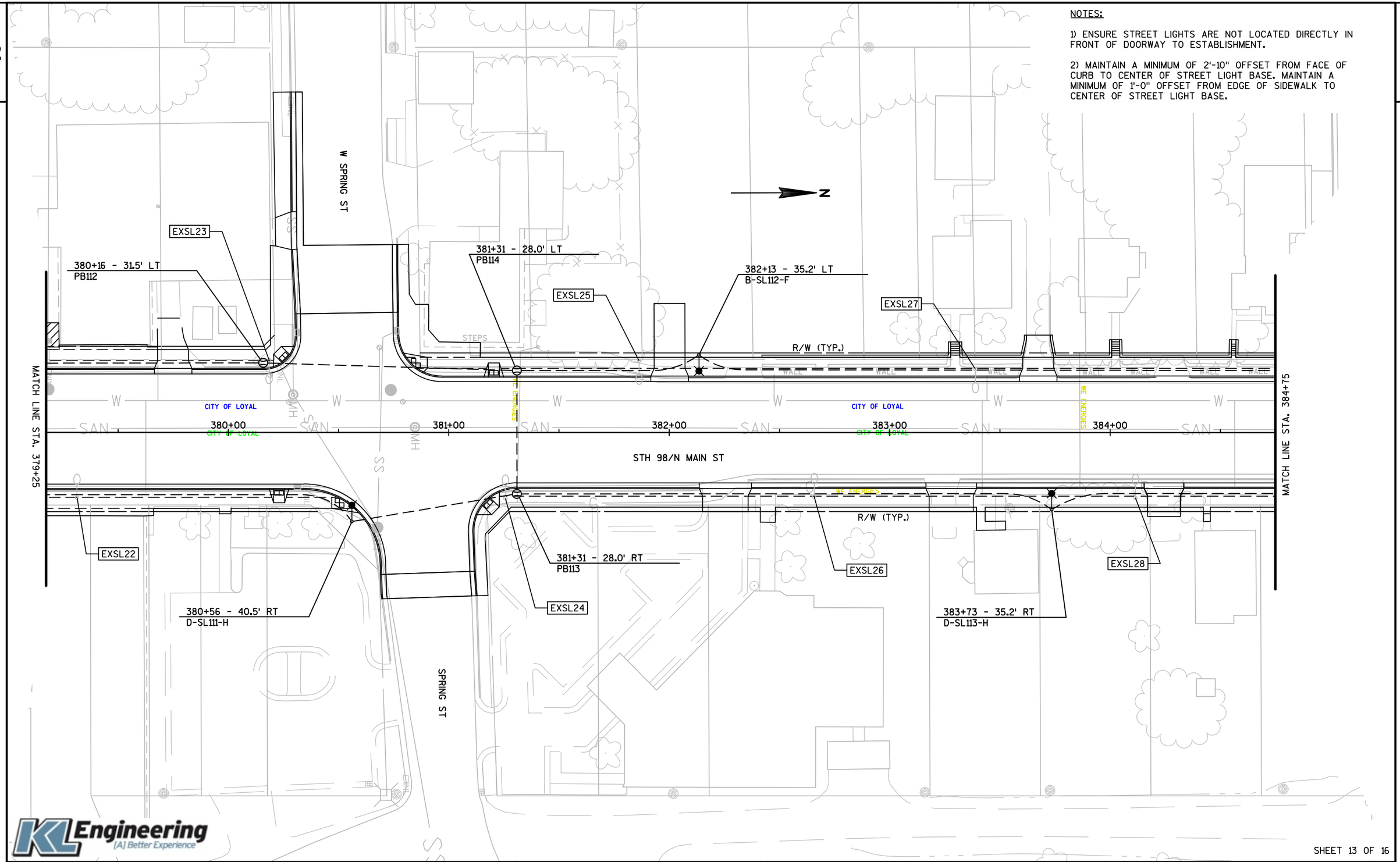
PLOT DATE : 7/18/2016 4:17 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTES:

1) ENSURE STREET LIGHTS ARE NOT LOCATED DIRECTLY IN FRONT OF DOORWAY TO ESTABLISHMENT.

2) MAINTAIN A MINIMUM OF 2'-10" OFFSET FROM FACE OF CURB TO CENTER OF STREET LIGHT BASE. MAINTAIN A MINIMUM OF 1'-0" OFFSET FROM EDGE OF SIDEWALK TO CENTER OF STREET LIGHT BASE.



KL Engineering
[A] Better Experience

SHEET 13 OF 16

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET

FILE NAME : G:\GREMMER\14025 - STH 98 - LOYAL\CIVIL 3D\PLANS SHEETS\023601_LP.DWG PLOT DATE : 7/20/2016 3:27 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

DECORATIVE STREET LIGHTS — RECEPTACLES

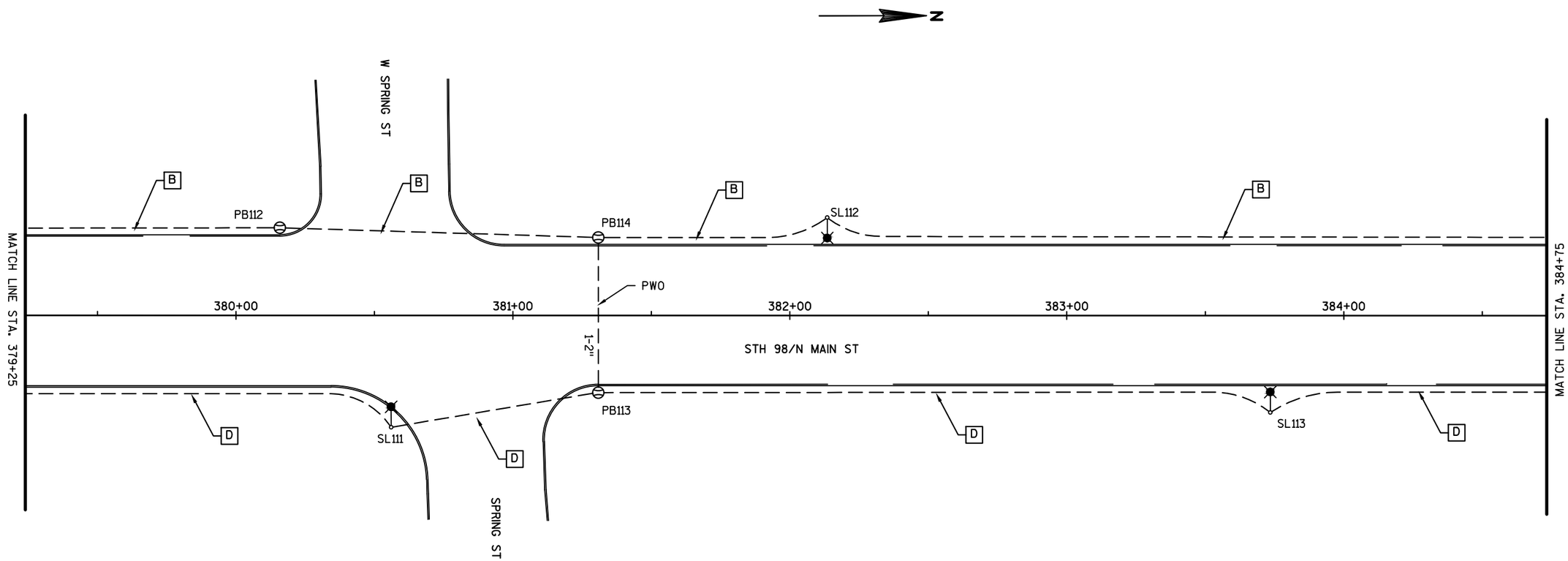
CB100			1	2"
B	2	#8	1	#8
F	1	#10	--	--
N	1	#10	--	--

= B

DECORATIVE STREET LIGHTS — RECEPTACLES

CB100			1	2"
D	2	#8	1	#8
H	1	#10	--	--
N	1	#10	--	--

= D



KL Engineering [A] Better Experience

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET 110 E

FILE NAME : G:\GREMMER\14025 - STH 98 - LOYAL\CIVIL 3D\PLANS SHEETS\023601_LP_A.DWG
LAYOUT NAME - SHEET - (9)
PLOT DATE : 7/18/2016 4:17 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTES:

1) ENSURE STREET LIGHTS ARE NOT LOCATED DIRECTLY IN FRONT OF DOORWAY TO ESTABLISHMENT.

2) MAINTAIN A MINIMUM OF 2'-10" OFFSET FROM FACE OF CURB TO CENTER OF STREET LIGHT BASE. MAINTAIN A MINIMUM OF 1'-0" OFFSET FROM EDGE OF SIDEWALK TO CENTER OF STREET LIGHT BASE.

W MADISON ST

W ELM ST

N

EXSL29

385+58 - 35.2' LT
B-SL114-F

EXSL31

388+05 - 27.8' LT
PB117

EXSL33

388+80 - 23.1' LT
B-SL116-F

R/W (TYP.)

CANOPY

CITY OF LOYAL

MATCH LINE STA. 384+75

385+00 386+00 387+00 388+00 389+00 390+00

384+81 - 28.0' LT
PB115

STH 98/N MAIN ST

CITY OF LOYAL

WE ENERGIES

PACKERLAND

R/W (TYP.)

EXSL30

EXSL32

EXSL34

387+13 - 27.8' RT
D-SL115-H

388+05 - 41.9' RT
PB116

STH 98/E ELM ST

KL Engineering
[A] Better Experience

SHEET 15 OF 16

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET 111 E

FILE NAME : G:\GREMMER\14025 - STH 98 - LOYAL\CIVIL 3D\PLANS SHEETS\023601_LP.DWG PLOT DATE : 7/20/2016 3:27 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

DECORATIVE STREET LIGHTS — RECEPTACLES

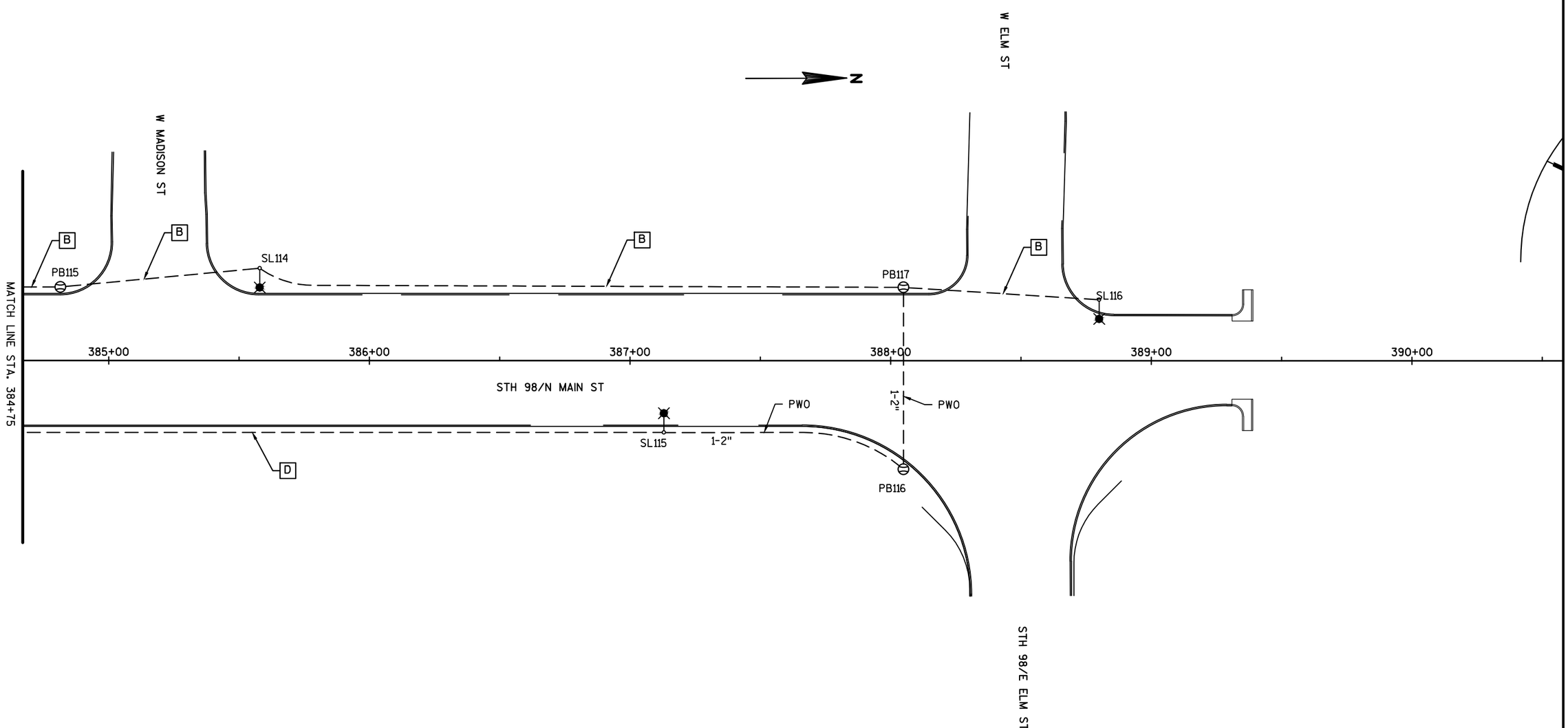
CB100		1	2"
B	2	#8	1	#8
F	1	#10	--	--
N	1	#10	--	--

= B

DECORATIVE STREET LIGHTS — RECEPTACLES

CB100		1	2"
D	2	#8	1	#8
H	1	#10	--	--
N	1	#10	--	--

= D



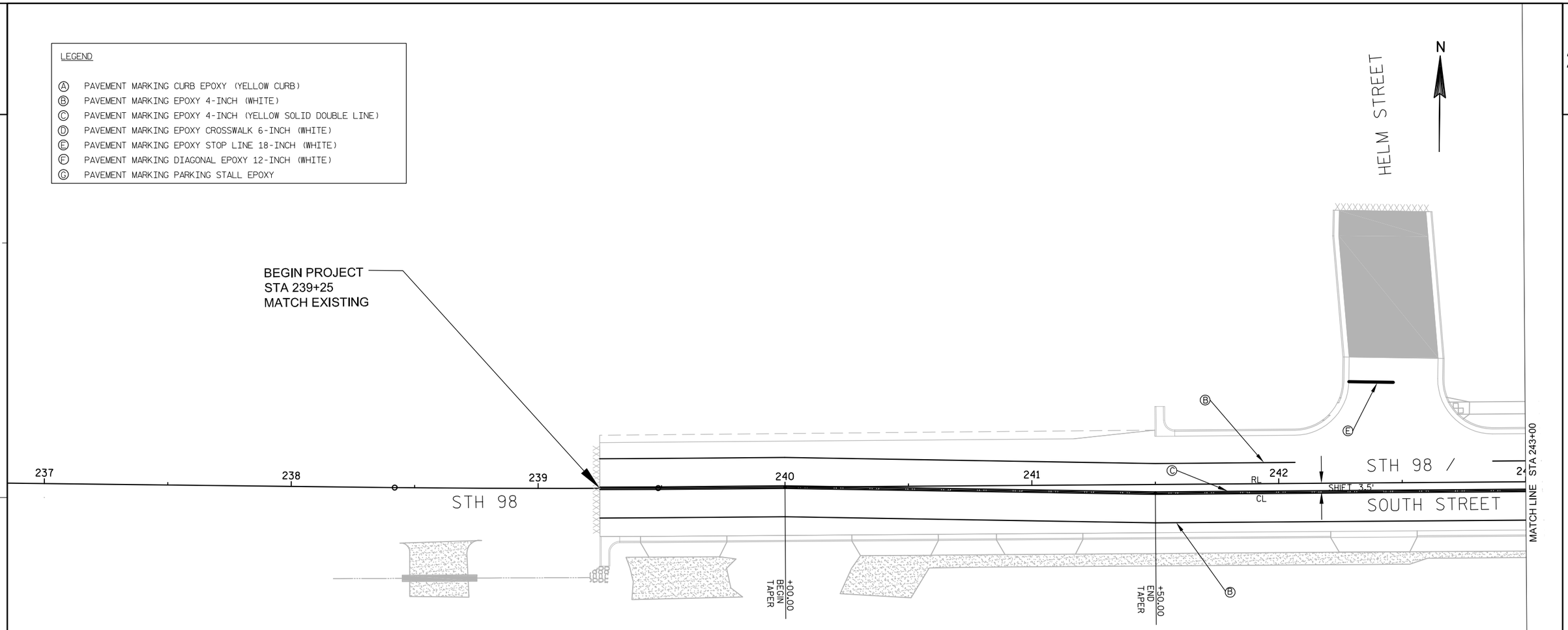
KL Engineering
[A] Better Experience

SHEET 16 OF 16

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	LIGHTING PLANS	SHEET 112 E

LEGEND

- Ⓐ PAVEMENT MARKING CURB EPOXY (YELLOW CURB)
- Ⓑ PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- Ⓒ PAVEMENT MARKING EPOXY 4-INCH (YELLOW SOLID DOUBLE LINE)
- Ⓓ PAVEMENT MARKING EPOXY CROSSWALK 6-INCH (WHITE)
- Ⓔ PAVEMENT MARKING EPOXY STOP LINE 18-INCH (WHITE)
- Ⓕ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- Ⓖ PAVEMENT MARKING PARKING STALL EPOXY



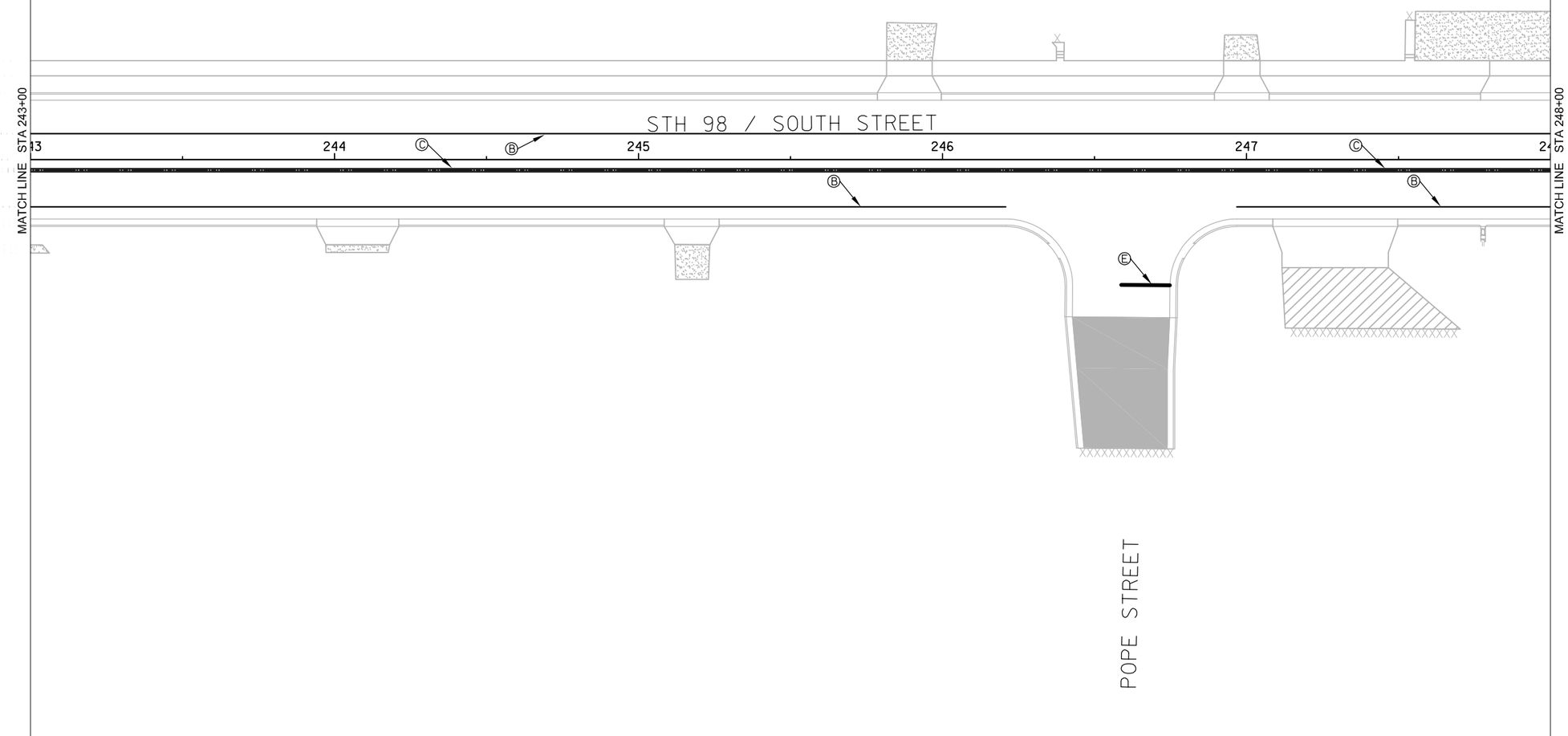
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVEMENT MARKING PLAN	SHEET ----- E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\PAVEMENT MARKING\024501-PM.DWG PLOT DATE : 7/28/2016 10:45 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

LEGEND

- Ⓐ PAVEMENT MARKING CURB EPOXY (YELLOW CURB)
- Ⓑ PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- Ⓒ PAVEMENT MARKING EPOXY 4-INCH (YELLOW SOLID DOUBLE LINE)
- Ⓓ PAVEMENT MARKING EPOXY CROSSWALK 6-INCH (WHITE)
- Ⓔ PAVEMENT MARKING EPOXY STOP LINE 18-INCH (WHITE)
- Ⓕ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- Ⓖ PAVEMENT MARKING PARKING STALL EPOXY

N

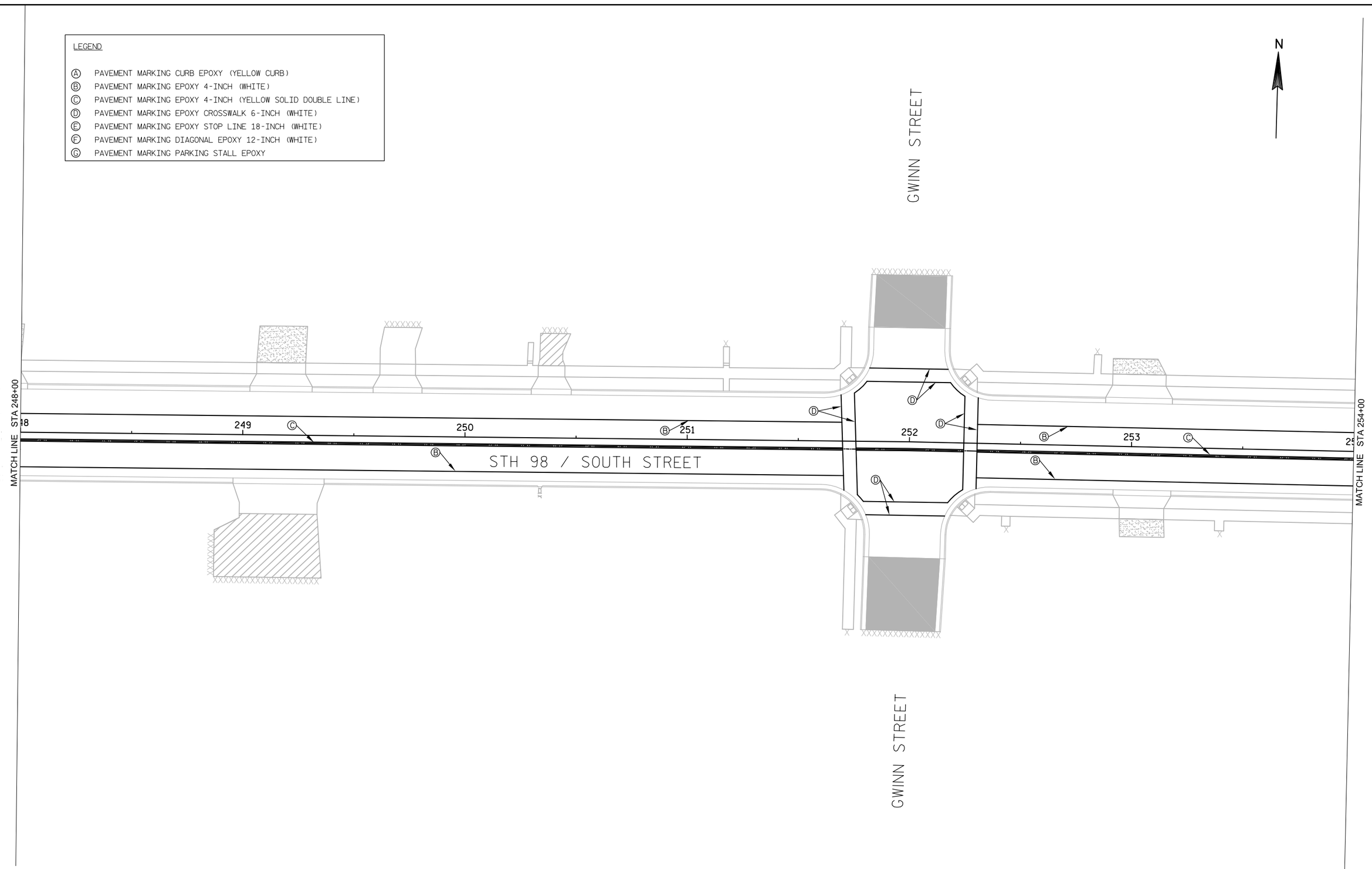


PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVEMENT MARKING PLAN	SHEET _____ E

2

LEGEND

- Ⓐ PAVEMENT MARKING CURB EPOXY (YELLOW CURB)
- Ⓑ PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- Ⓒ PAVEMENT MARKING EPOXY 4-INCH (YELLOW SOLID DOUBLE LINE)
- Ⓓ PAVEMENT MARKING EPOXY CROSSWALK 6-INCH (WHITE)
- Ⓔ PAVEMENT MARKING EPOXY STOP LINE 18-INCH (WHITE)
- Ⓕ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- Ⓖ PAVEMENT MARKING PARKING STALL EPOXY



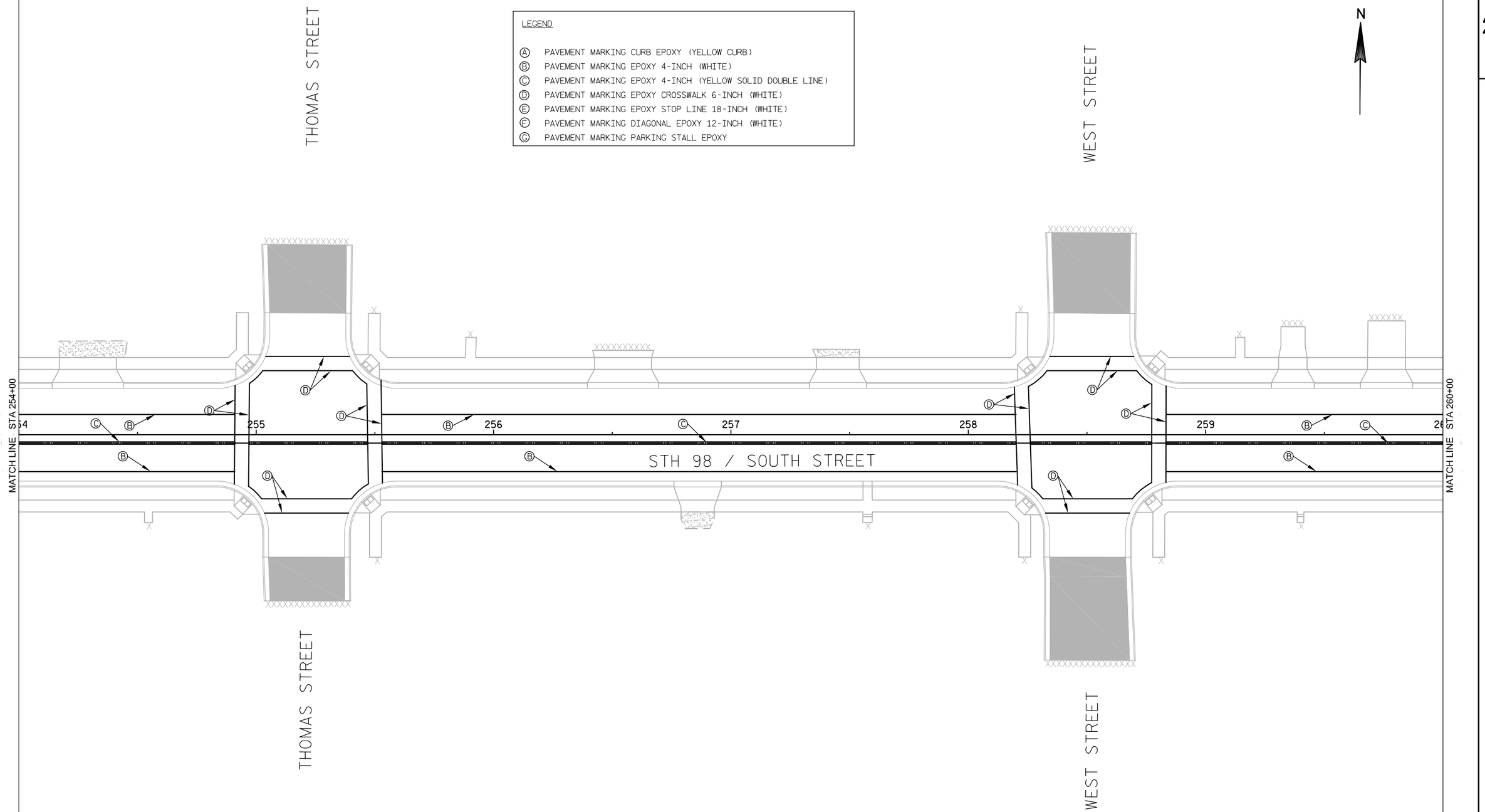
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVEMENT MARKING PLAN	SHEET -----	E

2

2

LEGEND

- Ⓐ PAVEMENT MARKING CURB EPOXY (YELLOW CURB)
- Ⓑ PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- Ⓒ PAVEMENT MARKING EPOXY 4-INCH (YELLOW SOLID DOUBLE LINE)
- Ⓓ PAVEMENT MARKING EPOXY CROSSWALK 6-INCH (WHITE)
- Ⓔ PAVEMENT MARKING EPOXY STOP LINE 18-INCH (WHITE)
- Ⓕ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- Ⓖ PAVEMENT MARKING PARKING STALL EPOXY



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVEMENT MARKING PLAN	SHEET ----- E

2

LEGEND

- Ⓐ PAVEMENT MARKING CURB EPOXY (YELLOW CURB)
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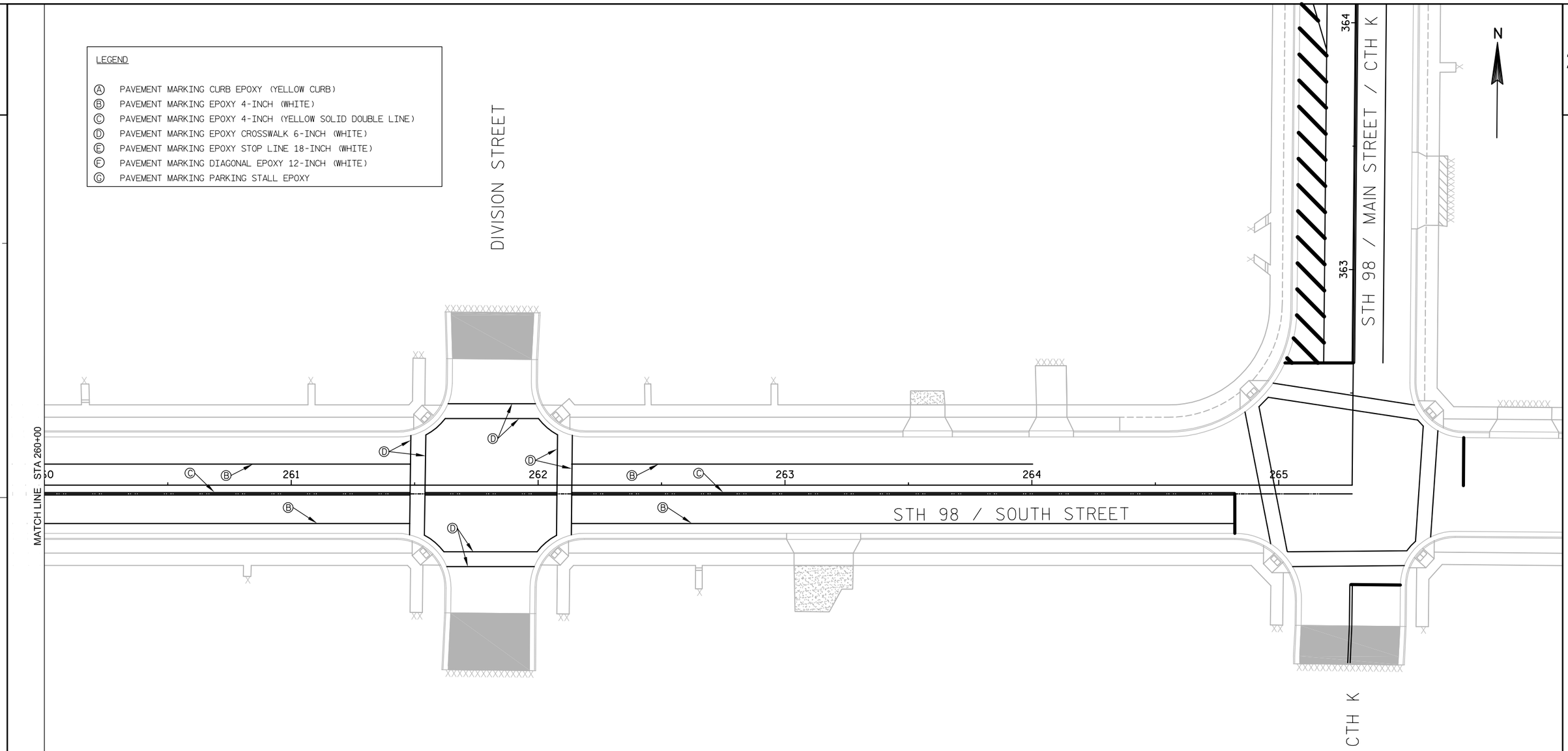
- Ⓖ PAVEMENT MARKING PARKING STALL EPOXY



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVEMENT MARKING PLAN	SHEET _____	E

2

LEGEND

- Ⓐ PAVEMENT MARKING CURB EPOXY (YELLOW CURB)
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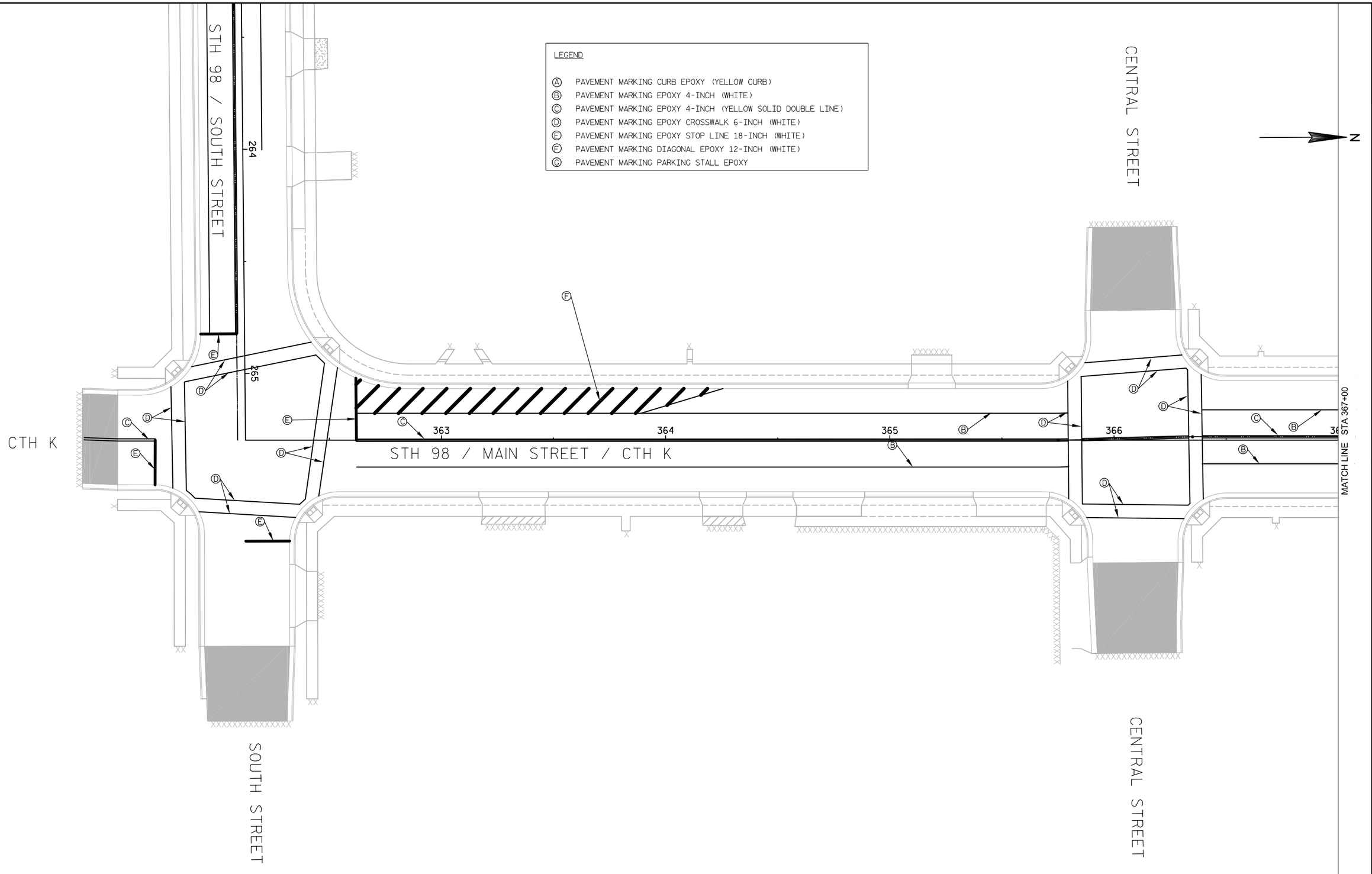
- Ⓕ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- Ⓖ PAVEMENT MARKING PARKING STALL EPOXY



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVEMENT MARKING PLAN	SHEET ----- E

2

LEGEND

- Ⓐ PAVEMENT MARKING CURB EPOXY (YELLOW CURB)
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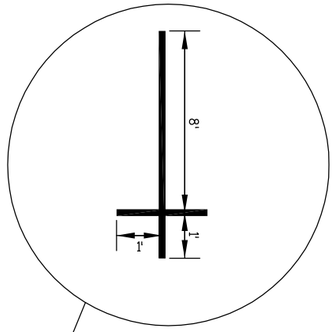
- Ⓕ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- Ⓖ PAVEMENT MARKING PARKING STALL EPOXY



MILL STREET

N

FIRE HYDRANT LOCATION

20'

4'

15'

20' END SPACE | 22' | 22' | 22' | 20' BEGIN SPACE | 22' | 22' | 22' | 22' | 22' | 22' | 20' BEGIN SPACE | 20' END SPACE | 20' BEGIN SPACE

MATCH LINE STA 367+00

367 | 368 | SHIFT 1.5' | CL RL | 369 | 370 | 371 | 372 | 373

MATCH LINE STA 373+00

STH 98 / MAIN STREET / CTH K

20' BEGIN SPACE | 22' | 22' | 20' BEGIN SPACE | 22' | 22' | 22' | 22' | 22' | 20' END SPACE | 22' | 22' | 22' | 22'

4' 4' 15'

MILL STREET

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVEMENT MARKING PLAN	SHEET ----- E

2

2

LEGEND

- Ⓐ PAVEMENT MARKING CURB EPOXY (YELLOW CURB)
- Ⓑ PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- Ⓒ PAVEMENT MARKING EPOXY 4-INCH (YELLOW SOLID DOUBLE LINE)
- Ⓓ PAVEMENT MARKING EPOXY CROSSWALK 6-INCH (WHITE)
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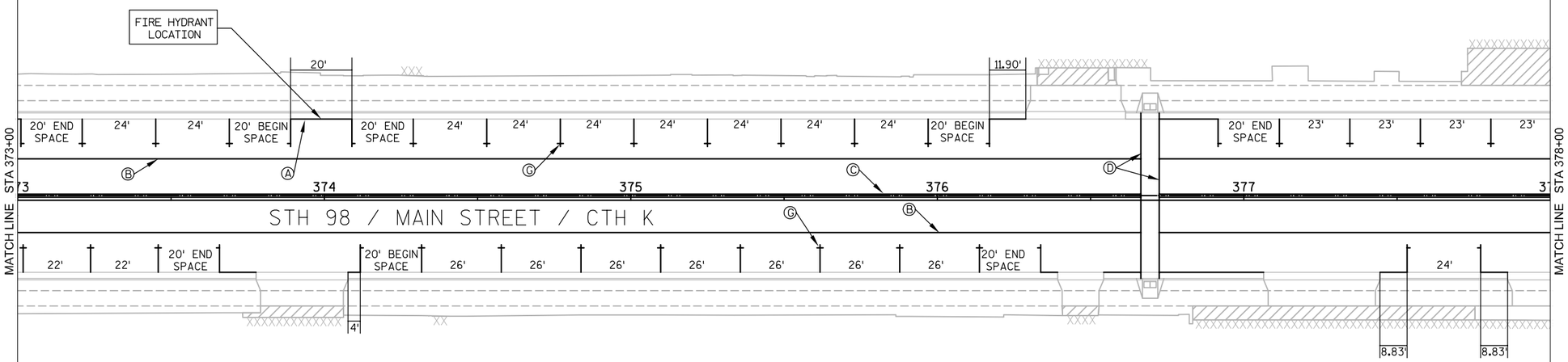
- Ⓕ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- Ⓖ PAVEMENT MARKING PARKING STALL EPOXY

N

POST STREET



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVEMENT MARKING PLAN	SHEET ----- E

2

2

LEGEND

- Ⓐ PAVEMENT MARKING CURB EPOXY (YELLOW CURB)
- Ⓑ PAVEMENT MARKING EPOXY 4-INCH (WHITE)
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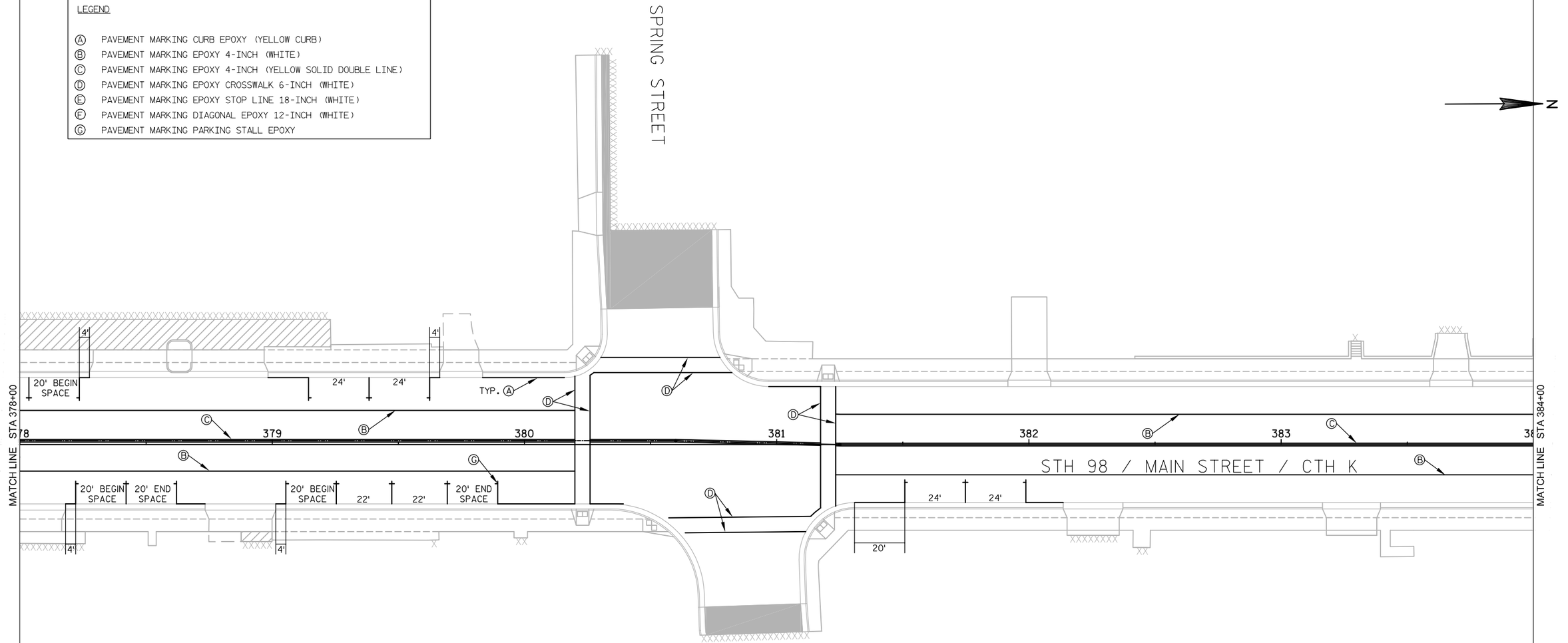
- Ⓕ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- Ⓖ PAVEMENT MARKING PARKING STALL EPOXY



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVEMENT MARKING PLAN	SHEET ----- E

2

LEGEND

- Ⓐ PAVEMENT MARKING CURB EPOXY (YELLOW CURB)
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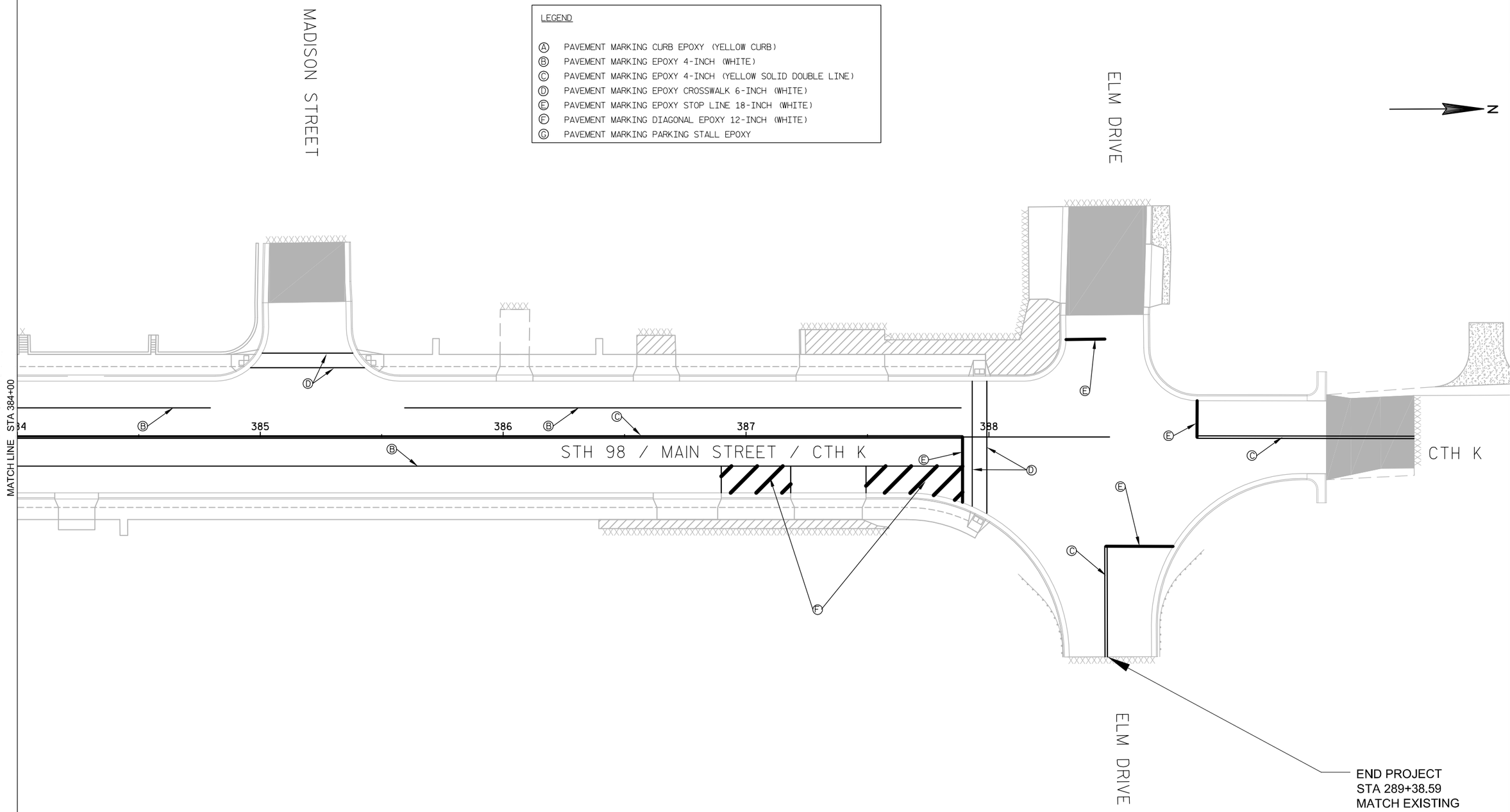
- Ⓕ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- Ⓖ PAVEMENT MARKING PARKING STALL EPOXY



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PAVEMENT MARKING PLAN	SHEET -----	E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\PAVEMENT MARKING\024501-PM.DWG PLOT DATE : 7/28/2016 10:47 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF WISDOT/CADDS

NOTES

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

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

SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL LAYOUT INFORMATION:
SEE SDD 15C2-6A FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES
SEE SDD 15C3-3 FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

*SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 1A CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF THE MAIN STREET / ELM DRIVE INTERSECTION (STA. 387+65 TO STA. 289+38.59).

MATCH LINE STA 260+00

DIVISION STREET

STH 98 / MAIN STREET

STH 98 / SOUTH STREET

206 WEST SOUTH STREET
200 WEST SOUTH STREET
112 WEST SOUTH STREET
108 WEST SOUTH STREET
113 SOUTH MAIN STREET
109 SOUTH MAIN STREET
108 SOUTH MAIN STREET
108 EAST SOUTH STREET
203 WEST SOUTH STREET
111 WEST SOUTH STREET
204 SOUTH MAIN STREET

PROPOSED TLE
EXISTING R/W
PROPOSED R/W
WE ENERGIES
XCEL
CHARTER
CITY OF LOYAL
3/4" BAR
EXISTING
PROPOSED

DETOUR SIGNS
M4-8 ,M1-6, M3-2,
& M05-1R
SEE DETOUR PLAN

DETOUR SIGNS
M4-8, M1-6, M3-2,
& M06-1R
SEE DETOUR PLAN

PLACE BARRICADES AT DRAPER ST / CTH K INTERSECTION

ENGINEER ON SITE TO DETERMINE LOCATION

CTH K

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"
② ROAD CLOSED AHEAD — W20-3-A
③ ROAD CLOSED 500 FT — W20-3-D
④ ROAD CLOSED 1000 FT — W20-3-C
⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"
⑥ END ROAD WORK — G20-2A, 48"X24"

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1A	SHEET E

NOTES

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

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

SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL LAYOUT INFORMATION:
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SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

*SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 1A CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF THE MAIN STREET / ELM DRIVE INTERSECTION (STA. 387+65 TO STA. 289+38.59).

STH 98 / SOUTH STREET

STH 98 / MAIN STREET / CTH K

CENTRAL STREET

CTH K

SOUTH STREET

CENTRAL STREET

DETOUR SIGNS M4-8, M1-6, M3-2, & M06-1R SEE DETOUR PLAN

PLACE BARRICADES AT DRAPER ST / CTH K INTERSECTION

ENGINEER ON SITE TO DETERMINE LOCATION

PROPOSED TLE

EXISTING R/W

PROPOSED R/W

113 SOUTH MAIN STREET

109 SOUTH MAIN STREET

106 SOUTH MAIN STREET

101 NORTH MAIN STREET

204 SOUTH MAIN STREET

108 EAST SOUTH STREET

108 SOUTH MAIN STREET

100 NORTH MAIN STREET

CANOPY

MATCH LINE STA 367+00

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL SIGNS

① ROAD CLOSED R11-2 48"X30"

② ROAD CLOSED AHEAD W20-3-A

③ ROAD CLOSED 500 FT W20-3-D

④ ROAD CLOSED 1000 FT W20-3-C

⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"

⑥ END ROAD WORK G20-2A 48"X24"

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1A	SHEET E

2

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

STH 98 / MAIN STREET / CTH K

MILL STREET

MATCH LINE STA 367+00

MATCH LINE STA 373+00

PROPOSED TLE
PROPOSED R/W
PROPOSED CL
CL
RL
SHIFT 1.5'
CITY OF LOYAL

123 NORTH MAIN STREET
129 NORTH MAIN STREET
133 NORTH MAIN STREET
141 NORTH MAIN STREET
101 WEST MILL STREET
201 NORTH MAIN STREET
106 NORTH MAIN STREET
130 NORTH MAIN STREET
132 NORTH MAIN STREET
136 NORTH MAIN STREET
144 NORTH MAIN STREET
200 NORTH MAIN STREET
208 NORTH MAIN STREET

3/4"BAR
5/8"BAR
SAN
W
SS
MH
WELL
OL

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XXMILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

NOTES

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

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

SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL LAYOUT INFORMATION:
SEE SDD 15C2-6A FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES
SEE SDD 15C3-3 FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

*SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 1A CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF THE MAIN STREET / ELM DRIVE INTERSECTION (STA. 387+65 TO STA. 289+38.59).

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1A	SHEET E

NOTES

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

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SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL LAYOUT INFORMATION:
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SEE SDD 15C3-3 FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
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*SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 1A CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF THE MAIN STREET / ELM DRIVE INTERSECTION (STA. 387+65 TO STA. 289+38.59).

N

STH 98 / MAIN STREET / CTH K

SHIFT 1.5'

MATCH LINE STA 373+00

MATCH LINE STA 378+00

373 374 375 376 377

PROPOSED CL

CL

RL

CITY OF LOYAL

1 NORTH MAIN STREET
215 NORTH MAIN STREET
217 NORTH MAIN STREET
221 NORTH MAIN STREET
227 NORTH MAIN STREET
231 NORTH MAIN STREET
233 NORTH MAIN STREET
235 NORTH MAIN STREET
237 NORTH MAIN STREET
239 NORTH MAIN STREET
241 NORTH MAIN STREET
301 NORTH MAIN STREET

210 NORTH MAIN STREET
214 NORTH MAIN STREET
222 NORTH MAIN STREET
226 NORTH MAIN STREET
228 NORTH MAIN STREET
230 NORTH MAIN STREET
232 NORTH MAIN STREET
236 NORTH MAIN STREET
238 NORTH MAIN STREET
240 NORTH MAIN STREET
300 NORTH MAIN STREET
306 NORTH MAIN STREET

3/4"BAR

DRAIN

ELM

HWY

SS

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60"X30"

⑥ END ROAD WORK — G20-2A 48"X24"

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1A	SHEET E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\TRAFFIC CONTROL\025000_TC.DWG PLOT DATE : 9/14/2016 8:43 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

SPRING STREET

STH 98 / MAIN STREET / CTH K

MATCH LINE STA 378+00

MATCH LINE STA 384+00

SHIFT 1.5'

PROPOSED CL

CL RL

329 NORTH MAIN STREET

333 NORTH MAIN STREET

401 NORTH MAIN STREET

421 NORTH MAIN STREET

PROPOSED TLE

PROPOSED R/W

STEPS

WALL

WE ENERGIES

CITY OF LOYAL

318 NORTH MAIN STREET

324 NORTH MAIN STREET

420 NORTH MAIN STREET

400 NORTH MAIN STREET

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2 — 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 — 60"X30"

⑥ END ROAD WORK — G20-2A — 48"X24"

NOTES

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

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

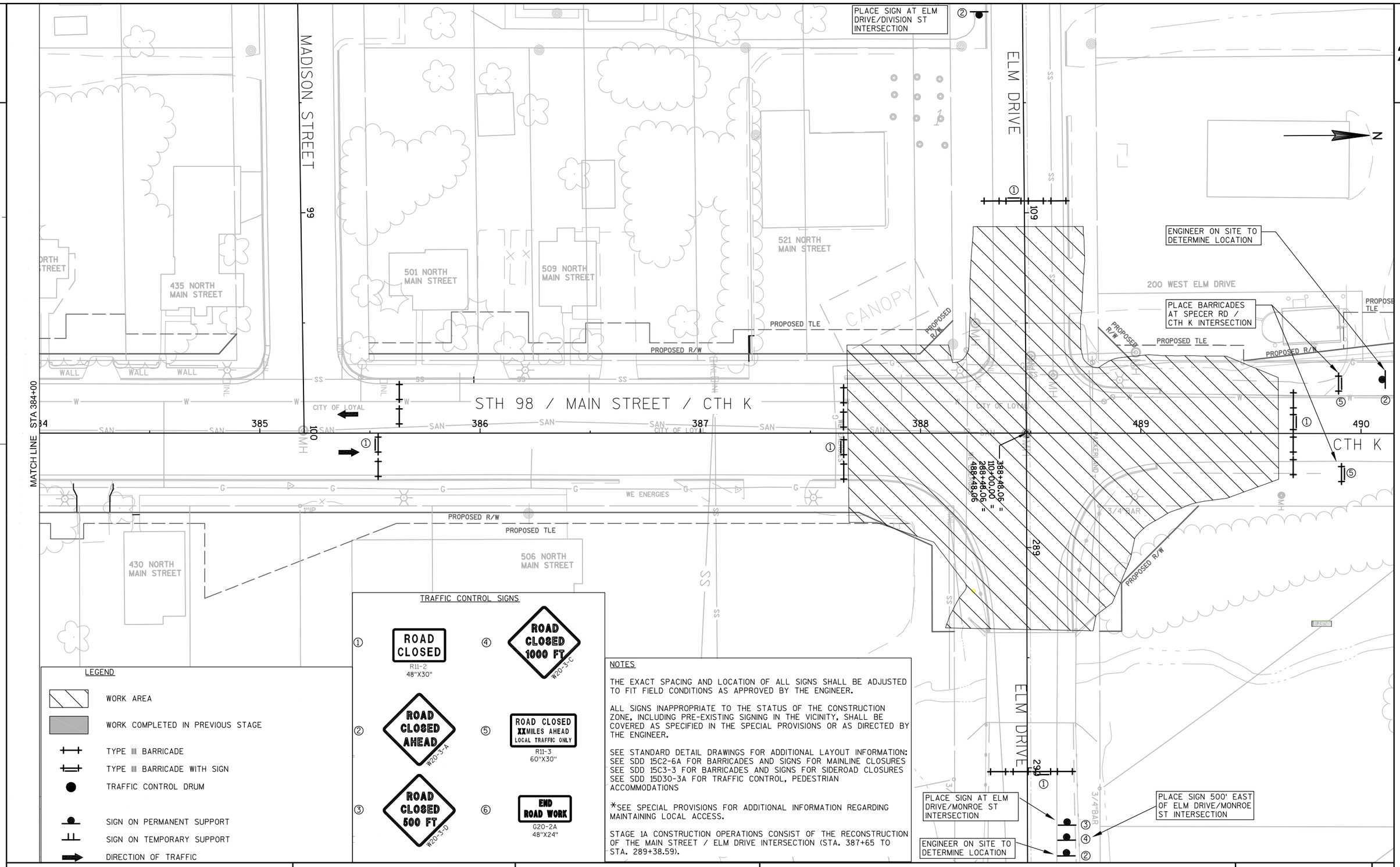
SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL LAYOUT INFORMATION:
SEE SDD 15C2-6A FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES
SEE SDD 15C3-3 FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

*SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 1A CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF THE MAIN STREET / ELM DRIVE INTERSECTION (STA. 387+65 TO STA. 289+38.59).

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1A	SHEET E

2



TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-4

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

NOTES

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

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

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*SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 1A CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF THE MAIN STREET / ELM DRIVE INTERSECTION (STA. 387+65 TO STA. 289+38.59).

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1A	SHEET E

NOTES

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

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SEE SDD 15C3-3 FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

*SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

*DURING STAGE 1 EITHER CENTRAL ST, SPRING ST, OR MILL ST MUST REMAIN OPEN AT ALL TIMES.

STAGE 1 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF MAIN STREET (STA. 363+00 TO STA. 387+65).

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"
② ROAD CLOSED AHEAD — W20-3-A
③ ROAD CLOSED 500 FT — W20-3-D
④ ROAD CLOSED 1000 FT — W20-3-C
⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"
⑥ END ROAD WORK — G20-2A, 48"X24"

DETOUR SIGNS M4-8 ,M1-6, M3-2, & M05-1R SEE DETOUR PLAN

DETOUR SIGNS M4-8, M1-6, M3-2, & M06-1R SEE DETOUR PLAN

PLACE BARRICADES AT DRAPER ST / CTH K INTERSECTION

ENGINEER ON SITE TO DETERMINE LOCATION

MATCH LINE STA 260+00

DIVISION STREET

STH 98 / MAIN STREET

STH 98 / SOUTH STREET

CTH K

206 WEST SOUTH STREET
200 WEST SOUTH STREET
203 WEST SOUTH STREET
112 WEST SOUTH STREET
108 WEST SOUTH STREET
111 WEST SOUTH STREET
113 SOUTH MAIN STREET
109 SOUTH MAIN STREET
108 SOUTH MAIN STREET
108 EAST SOUTH STREET
204 SOUTH MAIN STREET

PROPOSED TLE
EXISTING R/W
PROPOSED R/W
WE ENERGIES
XCEL
CHARTER
CITY OF LOYAL
3/4" BAR
EXISTING
PROPOSED

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1	SHEET E

NOTES

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

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SEE SDD 15C3-3 FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

*SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

*DURING STAGE 1 EITHER CENTRAL ST, SPRING ST, OR MILL ST MUST REMAIN OPEN AT ALL TIMES.

STAGE 1 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF MAIN STREET (STA. 363+00 TO STA. 387+65).

PLACE SIGN AT CENTRAL ST/DIVISION ST INTERSECTION

STH 98 / SOUTH STREET

CENTRAL STREET

STH 98 / MAIN STREET / CTH K

CTH K

SOUTH STREET

CENTRAL STREET

DETOUR SIGNS M4-8, M1-6, M3-2, & M06-1R SEE DETOUR PLAN

PLACE BARRICADES AT DRAPER ST / CTH K INTERSECTION

ENGINEER ON SITE TO DETERMINE LOCATION

PROVIDE TEMPORARY CROSSING PEDESTRIAN ACCESS. SAFETY FENCE REQUIRED

PLACE SIGN AT CENTRAL ST/UNION ST INTERSECTION

113 SOUTH MAIN STREET
109 SOUTH MAIN STREET
106 SOUTH MAIN STREET
101 NORTH MAIN STREET
204 SOUTH MAIN STREET
108 EAST SOUTH STREET
108 SOUTH MAIN STREET
100 NORTH MAIN STREET

PROPOSED TLE
PROPOSED R/W
EXISTING R/W
CANOPY

MATCH LINE STA 367+00

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- TEMPORARY CURB RAMP

TRAFFIC CONTROL SIGNS

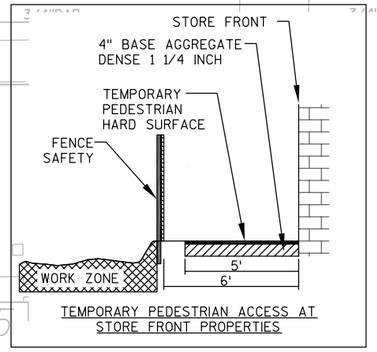
① ROAD CLOSED — R11-2, 48"X30"
② ROAD CLOSED AHEAD — W20-3-A
③ ROAD CLOSED 500 FT — W20-3-D
④ ROAD CLOSED 1000 FT — W20-3-C
⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"
⑥ END ROAD WORK — G20-2A, 48"X24"

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1	SHEET E

2

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- TEMPORARY CURB RAMPS



TEMPORARY PEDESTRIAN ACCESS AT STORE FRONT PROPERTIES

PLACE SIGN AT MILL ST/DIVISION ST INTERSECTION

MILL STREET

N

MATCH LINE STA 367+00

MATCH LINE STA 373+00

STH 98 / MAIN STREET / CTH K

PROPOSED TLE
PROPOSED R/W

PROPOSED R/W
PROPOSED TLE

SHIFT 1.5'

PROPOSED CL

CITY OF LOYAL

123 NORTH MAIN STREET
129 NORTH MAIN STREET
133 NORTH MAIN STREET
141 NORTH MAIN STREET
101 WEST MILL STREET
201 NORTH MAIN STREET
106 NORTH MAIN STREET
130 NORTH MAIN STREET
132 NORTH MAIN STREET
136 NORTH MAIN STREET
144 NORTH MAIN STREET
200 NORTH MAIN STREET
208 NORTH MAIN STREET

PROVIDE TEMPORARY CROSSING PEDESTRIAN ACCESS. SAFETY FENCE REQUIRED

PLACE SIGN AT MILL ST/UNION ST INTERSECTION

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XXMILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

NOTES

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

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

TEMPORARY PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES WITH A MINIMUM OF 4" BASE AGGREGATE DENSE (5' WIDE) AND SAFETY FENCE AS A BARRIER FROM WORK ZONE FROM CENTRAL STREET TO SPRING STREET.

SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL LAYOUT INFORMATION:
SEE SDD 15C2-6A FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES
SEE SDD 15C3-3 FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

*SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

*DURING STAGE 1 EITHER CENTRAL ST, SPRING ST, OR MILL ST MUST REMAIN OPEN AT ALL TIMES.

STAGE 1 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF MAIN STREET (STA. 363+00 TO STA. 387+65).

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1	SHEET E

NOTES

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

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

TEMPORARY PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES WITH A MINIMUM OF 4" BASE AGGREGATE DENSE (5' WIDE) AND SAFETY FENCE AS A BARRIER FROM WORK ZONE FROM CENTRAL STREET TO SPRING STREET.

SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL LAYOUT INFORMATION:
SEE SDD 15C2-6A FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES
SEE SDD 15C3-3 FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

*SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

*DURING STAGE 1 EITHER CENTRAL ST, SPRING ST, OR MILL ST MUST REMAIN OPEN AT ALL TIMES.

STAGE 1 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF MAIN STREET (STA. 363+00 TO STA. 387+65).

PLACE SIGN AT POST ST/DIVISION ST INTERSECTION ②

N

STH 98 / MAIN STREET / CTH K

MATCH LINE STA 373+00

MATCH LINE STA 378+00

SHIFT 1.5

PROPOSED CL

CL

CITY OF LOYAL

373 374 375 376 377

1 NORTH MAIN STREET
215 NORTH MAIN STREET
217 NORTH MAIN STREET
221 NORTH MAIN STREET
227 NORTH MAIN STREET
231 NORTH MAIN STREET
233 NORTH MAIN STREET
235 NORTH MAIN STREET
237 NORTH MAIN STREET
239 NORTH MAIN STREET
241 NORTH MAIN STREET
301 NORTH MAIN STREET

210 NORTH MAIN STREET
214 NORTH MAIN STREET
222 NORTH MAIN STREET
226 NORTH MAIN STREET
228 NORTH MAIN STREET
230 NORTH MAIN STREET
232 NORTH MAIN STREET
236 NORTH MAIN STREET
238 NORTH MAIN STREET
240 NORTH MAIN STREET
300 NORTH MAIN STREET
306 NORTH MAIN STREET

3/4"BAR

PROVIDE TEMPORARY CROSSING PEDESTRIAN ACCESS. SAFETY FENCE REQUIRED

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- TEMPORARY CURB RAMP

STORE FRONT
4" BASE AGGREGATE DENSE 1 1/4 INCH
TEMPORARY PEDESTRIAN HARD SURFACE
FENCE SAFETY
WORK ZONE
5'
6'

TEMPORARY PEDESTRIAN ACCESS AT STORE FRONT PROPERTIES

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"
② ROAD CLOSED AHEAD — W20-3-A
③ ROAD CLOSED 500 FT — W20-3-D
④ ROAD CLOSED 1000 FT — W20-3-C
⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"
⑥ END ROAD WORK — G20-2A, 48"X24"

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1	SHEET E

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- TEMPORARY CURB RAMP

PLACE SIGN AT SPRING ST/DIVISION ST INTERSECTION ②

N

SPRING STREET

① 89

STH 98 / MAIN STREET / CTH K

MATCH LINE STA 378+00

MATCH LINE STA 384+00

PROPOSED CL

SHIFT 1.5'

CL RE

378 379 380 381 382 383

329 NORTH MAIN STREET

333 NORTH MAIN STREET

401 NORTH MAIN STREET

421 NORTH MAIN STREET

427 N MAIN S

STEPS

PROPOSED TLE

PROPOSED R/W

WE ENERGIES

PROVIDE TEMPORARY CROSSING PEDESTRIAN ACCESS. SAFETY FENCE REQUIRED

318 NORTH MAIN STREET

324 NORTH MAIN STREET

420 NORTH MAIN STREET

400 NORTH MAIN STREET

① 91

② PLACE SIGN AT SPRING ST/UNION ST INTERSECTION

STORE FRONT

4" BASE AGGREGATE DENSE 1 1/4 INCH

TEMPORARY PEDESTRIAN HARD SURFACE

FENCE SAFETY

WORK ZONE

5'

6'

TEMPORARY PEDESTRIAN ACCESS AT STORE FRONT PROPERTIES

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2 — 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XXMILES AHEAD LOCAL TRAFFIC ONLY — R11-3 — 60"X30"

⑥ END ROAD WORK — G20-2A — 48"X24"

NOTES

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

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

TEMPORARY PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES WITH A MINIMUM OF 4" BASE AGGREGATE DENSE (5' WIDE) AND SAFETY FENCE AS A BARRIER FROM WORK ZONE FROM CENTRAL STREET TO SPRING STREET.

SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL LAYOUT INFORMATION:
SEE SDD 15C2-6A FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES
SEE SDD 15C3-3 FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

*SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

*DURING STAGE 1 EITHER CENTRAL ST, SPRING ST, OR MILL ST MUST REMAIN OPEN AT ALL TIMES.

STAGE 1 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF MAIN STREET (STA. 363+00 TO STA. 387+65).

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1	SHEET E

2

PLACE SIGN AT MADISON ST/DIVISION ST INTERSECTION

PLACE SIGN AT ELM DRIVE/DIVISION ST INTERSECTION

MADISON STREET

ELM DRIVE

PLACE BARRICADES AT CTH P / CTH K INTERSECTION

ENGINEER ON SITE TO DETERMINE LOCATION

PLACE BARRICADES AT SPECER RD / CTH K INTERSECTION

435 NORTH MAIN STREET

501 NORTH MAIN STREET

509 NORTH MAIN STREET

521 NORTH MAIN STREET

200 WEST ELM DRIVE

CANOPY

PROPOSED TLE

PROPOSED R/W

STH 98 / MAIN STREET / CTH K

CTH K

MATCH LINE STA 384+00

STA 384+00

385

386

387

388

489

490

388+48.06 = 110+00.00
110+00.00 = 288+48.06
288+48.06 = 488+48.06

430 NORTH MAIN STREET

506 NORTH MAIN STREET

WE ENERGIES

CITY OF LOYAL

289

290

ELM DRIVE

PLACE SIGN AT ELM DRIVE/MONROE ST INTERSECTION

ENGINEER ON SITE TO DETERMINE LOCATION

3/4"BAR

N

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-4

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

NOTES

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

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

SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL LAYOUT INFORMATION:
SEE SDD 15C2-6A FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES
SEE SDD 15C3-3 FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

*SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

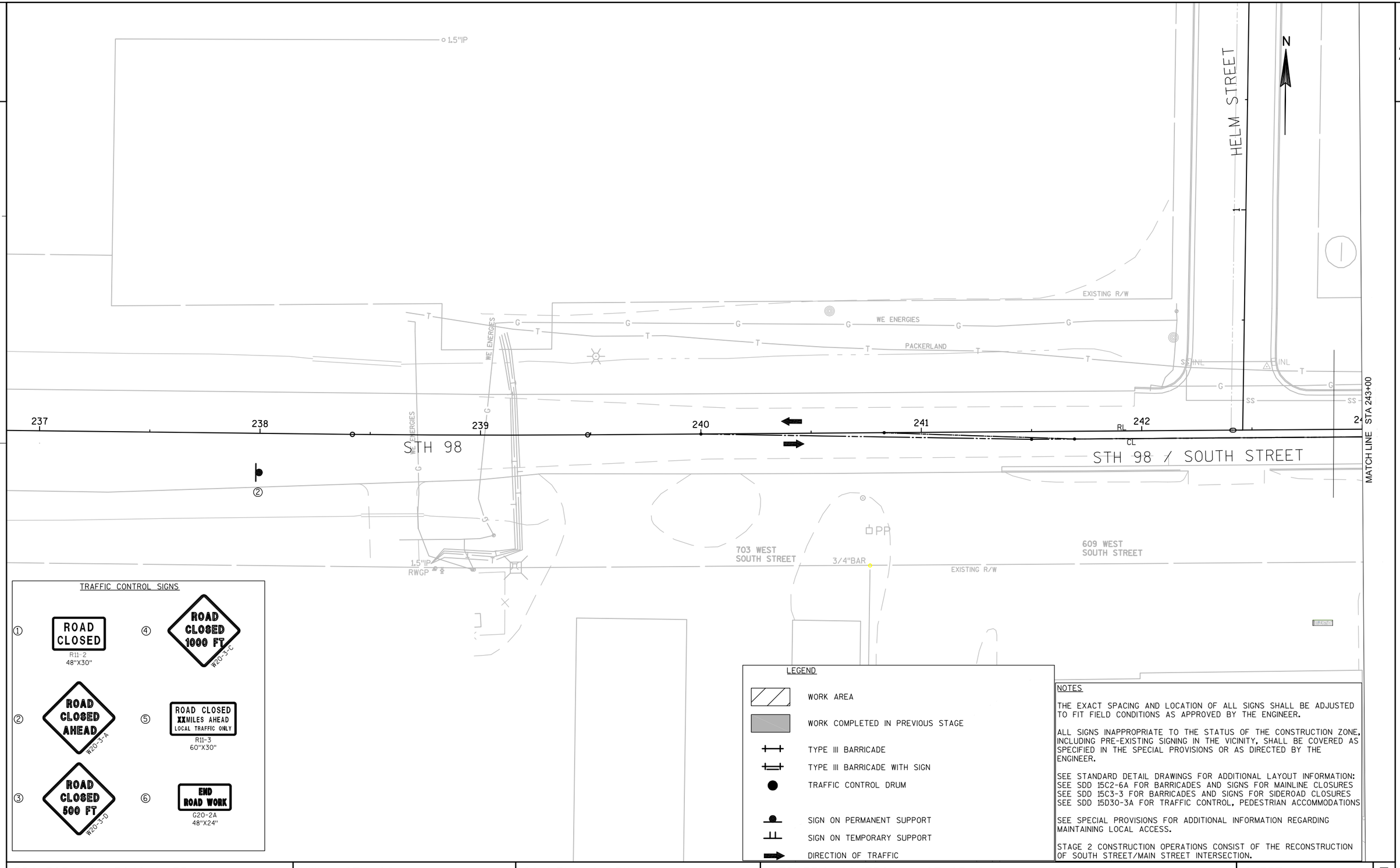
*DURING STAGE 1 EITHER CENTRAL ST, SPRING ST, OR MILL ST MUST REMAIN OPEN AT ALL TIMES.

STAGE 1 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF MAIN STREET (STA. 363+00 TO STA. 387+65).

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1	SHEET E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\TRAFFIC CONTROL\025001_TC.DWG PLOT DATE : 9/14/2016 8:48 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2



TRAFFIC CONTROL SIGNS

① ROAD CLOSED
R11-2
48"X30"

② ROAD CLOSED AHEAD
W20-3-A

③ ROAD CLOSED 500 FT
W20-3-D

④ ROAD CLOSED 1000 FT
W20-3-C

⑤ ROAD CLOSED XXMILES AHEAD LOCAL TRAFFIC ONLY
R11-3
60"X30"

⑥ END ROAD WORK
G20-2A
48"X24"

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

NOTES

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SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 2 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET/MAIN STREET INTERSECTION.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 2	SHEET E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\TRAFFIC CONTROL\025002_TC.DWG PLOT DATE : 9/14/2016 8:49 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XXMILES AHEAD / LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

N

MATCH LINE STA 243+00

MATCH LINE STA 248+00

EXISTING R/W

DITCH

PROPOSED TLE

600 WEST SOUTH STREET

520 WEST SOUTH STREET

PACKERLAND

WE ENERGIES

XCEL

CITY OF LOYAL

SAN

243 244 245 246 247 248

STH 98 / SOUTH STREET

PROPOSED R/W

PROPOSED TLE

607 WEST SOUTH STREET

603 WEST SOUTH STREET

201 SOUTH POPE STREET

3/4"BAR

2"IP

POPE STREET

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

NOTES

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SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 2 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET/MAIN STREET INTERSECTION.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 2	SHEET E

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

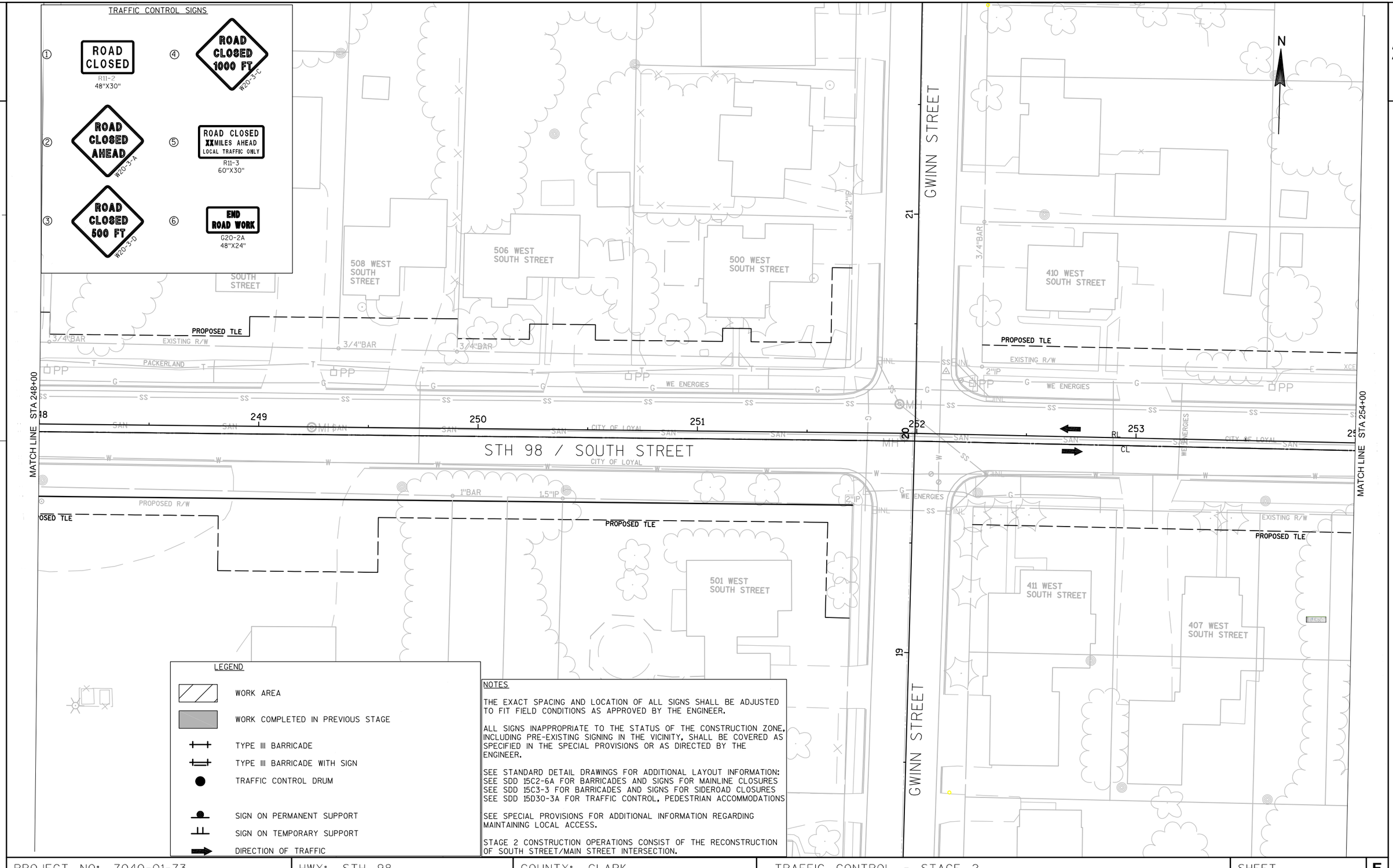
② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XXMILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"



LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

NOTES

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SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 2 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET/MAIN STREET INTERSECTION.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 2	SHEET E

2

THOMAS STREET

WEST STREET

STH 98 / SOUTH STREET

CITY OF LOYAL

400 WEST SOUTH STREET

310 WEST SOUTH STREET

113 SOUTH WEST STREET

210 WEST SOUTH STREET

401 WEST SOUTH STREET

311 WEST SOUTH STREET

301 WEST SOUTH STREET

209 WEST SOUTH STREET

PROPOSED TLE

EXISTING R/W

MATCH LINE STA 254+00

MATCH LINE STA 260+00

254 255 256 257 258 259

29 30 31 39 40 41

N

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

NOTES

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SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 2 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET/MAIN STREET INTERSECTION.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 2	SHEET	E

TRAFFIC CONTROL SIGNS

① ROAD CLOSED
R11-2
48"X30"

② ROAD CLOSED AHEAD
W20-3-A

③ ROAD CLOSED 500 FT
W20-3-D

④ ROAD CLOSED 1000 FT
W20-3-C

⑤ ROAD CLOSED XXMILES AHEAD LOCAL TRAFFIC ONLY
R11-3
60"X30"

⑥ END ROAD WORK
G20-2A
48"X24"

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

NOTES

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

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SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 2 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET/MAIN STREET INTERSECTION.

PLACE BARRICADES AT DRAPER ST / CTH K INTERSECTION

ENGINEER ON SITE TO DETERMINE LOCATION

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 2	SHEET E

NOTES

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

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SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 2 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET/MAIN STREET INTERSECTION.

SOUTH STREET
STH 98 / MAIN STREET / CTH K
CENTRAL STREET
CTH K
PROPOSED TLE
EXISTING R/W
PROPOSED R/W
113 SOUTH MAIN STREET
109 SOUTH MAIN STREET
106 SOUTH MAIN STREET
101 NORTH MAIN STREET
204 SOUTH MAIN STREET
108 EAST SOUTH STREET
108 SOUTH MAIN STREET
100 NORTH MAIN STREET
CANOPY
MATCH LINE STA 367+00

PLACE BARRICADES AT DRAPER ST / CTH K INTERSECTION

ENGINEER ON SITE TO DETERMINE LOCATION

PLACE SIGN AT SOUTH ST/UNION ST INTERSECTION

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"
② ROAD CLOSED AHEAD — W20-3-A
③ ROAD CLOSED 500 FT — W20-3-D
④ ROAD CLOSED 1000 FT — W20-3-C
⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"
⑥ END ROAD WORK — G20-2A, 48"X24"

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 2	SHEET E

2

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

3/4"BAR

3/4"BAR

5/8"BAR

MILL STREET

123 NORTH MAIN STREET

129 NORTH MAIN STREET

133 NORTH MAIN STREET

141 NORTH MAIN STREET

101 WEST MILL STREET

201 NORTH MAIN STREET

PROPOSED TLE

PROPOSED R/W

STH 98 / MAIN STREET / CTH K

MATCH LINE STA 367+00

MATCH LINE STA 373+00

PROPOSED CL

CL

RL

PROPOSED CL

367

368

369

370

371

372

373

PROPOSED R/W

PROPOSED TLE

106 NORTH MAIN STREET

130 NORTH MAIN STREET

132 NORTH MAIN STREET

136 NORTH MAIN STREET

144 NORTH MAIN STREET

200 NORTH MAIN STREET

208 NORTH MAIN STREET

MILL STREET

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

NOTES

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

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SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 2 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET/MAIN STREET INTERSECTION.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 2	SHEET E

2

N

1 NORTH MAIN STREET
215 NORTH MAIN STREET
217 NORTH MAIN STREET
221 NORTH MAIN STREET
227 NORTH MAIN STREET
231 NORTH MAIN STREET
233 NORTH MAIN STREET
235 NORTH MAIN STREET
237 NORTH MAIN STREET
239 NORTH MAIN STREET
241 NORTH MAIN STREET
301 NORTH MAIN STREET

3/4"BAR
3/4"BAR
CPP
MH

④

STH 98 / MAIN STREET / CTH K

MATCH LINE STA 373+00

373 PROPOSED CL 374 CL RL 375 376 377 378

MATCH LINE STA 378+00

210 NORTH MAIN STREET
214 NORTH MAIN STREET
222 NORTH MAIN STREET
226 NORTH MAIN STREET
228 NORTH MAIN STREET
230 NORTH MAIN STREET
232 NORTH MAIN STREET
236 NORTH MAIN STREET
238 NORTH MAIN STREET
240 NORTH MAIN STREET
300 NORTH MAIN STREET
306 NORTH MAIN STREET

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

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SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 2 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET/MAIN STREET INTERSECTION.

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"
② ROAD CLOSED AHEAD — W20-3-A
③ ROAD CLOSED 500 FT — W20-3-D
④ ROAD CLOSED 1000 FT — W20-3-C
⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"
⑥ END ROAD WORK — G20-2A, 48"X24"

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 2	SHEET E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\TRAFFIC CONTROL\025002_TC.DWG PLOT DATE : 9/14/2016 8:53 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : ---------- PLOT SCALE : 1:40_XREF WISDOT/CADDS

2

2

LEGEND

WORK AREA

WORK COMPLETED IN PREVIOUS STAGE

TYPE III BARRICADE

TYPE III BARRICADE WITH SIGN

TRAFFIC CONTROL DRUM

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

N

SPRING STREET

329 NORTH MAIN STREET

333 NORTH MAIN STREET

401 NORTH MAIN STREET

STEPS

PROPOSED TLE

PROPOSED R/W

421 NORTH MAIN STREET

427 N MAIN S

STH 98 / MAIN STREET / CTH K

MATCH LINE STA 378+00

MATCH LINE STA 384+00

PROPOSED CL

CL

RL

378

379

380

381

382

383

384

318 NORTH MAIN STREET

324 NORTH MAIN STREET

400 NORTH MAIN STREET

420 NORTH MAIN STREET

SPRING STREET

TRAFFIC CONTROL SIGNS

① ROAD CLOSED
R11-2
48"X30"

② ROAD CLOSED AHEAD
W20-3-A

③ ROAD CLOSED 500 FT
W20-3-D

④ ROAD CLOSED 1000 FT
W20-3-C

⑤ ROAD CLOSED XXMILES AHEAD LOCAL TRAFFIC ONLY
R11-3
60"X30"

⑥ END ROAD WORK
G20-2A
48"X24"

NOTES

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

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SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL LAYOUT INFORMATION:
SEE SDD 15C2-6A FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES
SEE SDD 15C3-3 FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 2 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET/MAIN STREET INTERSECTION.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 2	SHEET E

2

2

MADISON STREET

ELM DRIVE

435 NORTH MAIN STREET

501 NORTH MAIN STREET

509 NORTH MAIN STREET

521 NORTH MAIN STREET

200 WEST ELM DRIVE

CANOPY

PROPOSED TLE

PROPOSED R/W

STH 98 / MAIN STREET / CTH K

CTH K

MATCH LINE STA 384+00

384 385 386 387 388 489 490

99 100 101 109

388+48.06 = 110+00.00
288+48.06 = 488+48.06

289 290

430 NORTH MAIN STREET

506 NORTH MAIN STREET

SS

MH

3/4"BAR

N

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

NOTES

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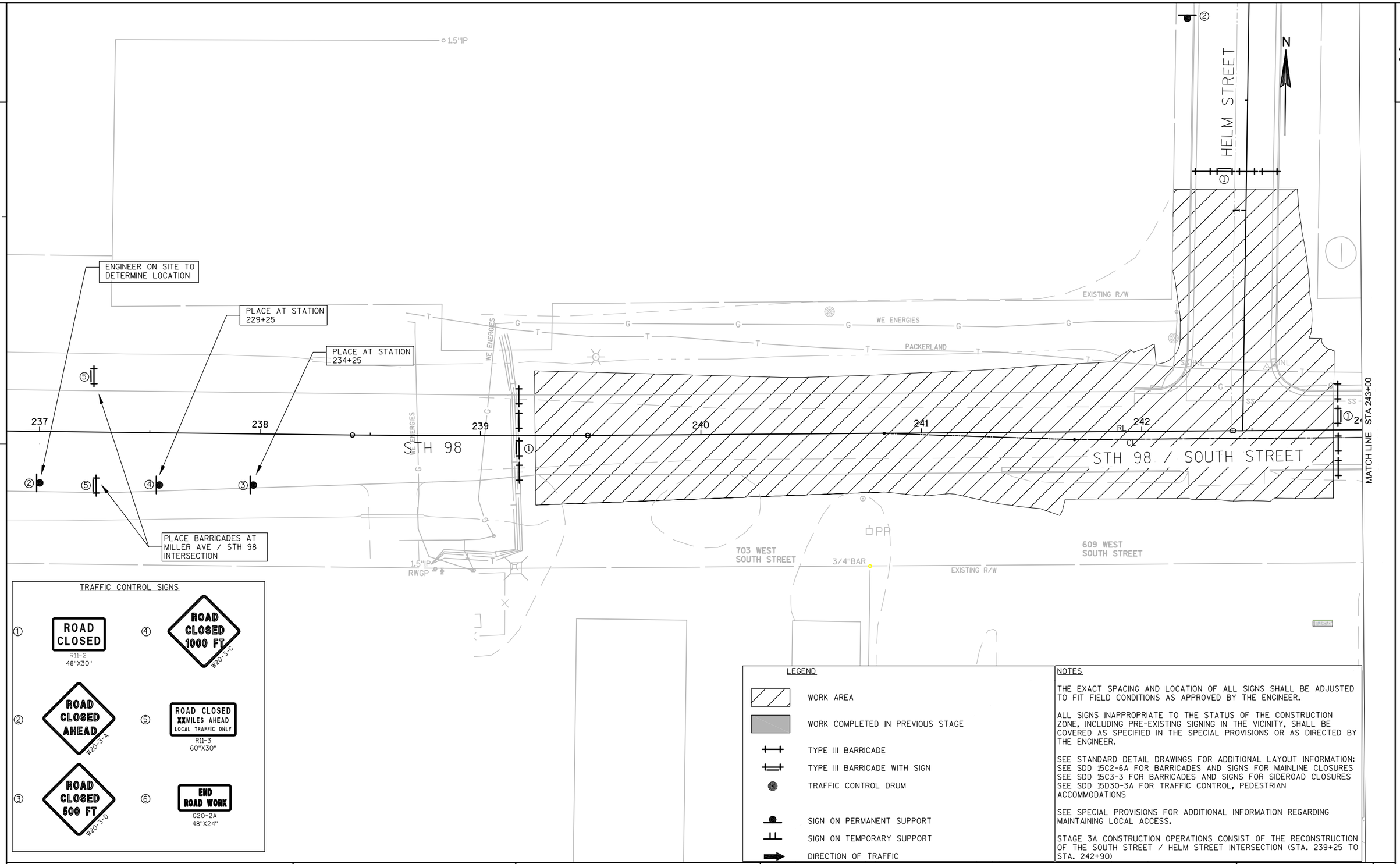
STAGE 2 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET/MAIN STREET INTERSECTION.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 2	SHEET E

2



TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XXMILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

NOTES

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SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 3A CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF THE SOUTH STREET / HELM STREET INTERSECTION (STA. 239+25 TO STA. 242+90)

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 3A	SHEET E

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XXMILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

N

MATCH LINE STA 243+00

MATCH LINE STA 248+00

EXISTING R/W

DITCH

PROPOSED TLE

600 WEST SOUTH STREET

520 WEST SOUTH STREET

PACKERLAND

WE ENERGIES

XCEL

CITY OF LOYAL

243 244 245 246 247 248

STH 98 / SOUTH STREET

PROPOSED R/W

PROPOSED TLE

3/4"BAR

607 WEST SOUTH STREET

603 WEST SOUTH STREET

201 SOUTH POPE STREET

2"IP

POPE STREET

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

NOTES

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

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STAGE 3A CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF THE SOUTH STREET / HELM STREET INTERSECTION (STA. 239+25 TO STA. 242+90)

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 3A	SHEET E

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XXMILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

MATCH LINE STA 248+00

MATCH LINE STA 254+00

STH 98 / SOUTH STREET

GWINN STREET

508 WEST SOUTH STREET

506 WEST SOUTH STREET

500 WEST SOUTH STREET

501 WEST SOUTH STREET

410 WEST SOUTH STREET

411 WEST SOUTH STREET

407 WEST SOUTH STREET

PROPOSED TLE

EXISTING R/W

PROPOSED R/W

3/4"BAR

1"BAR

1.5"IP

2"IP

1/2"IP

PACKERLAND

WE ENERGIES

CITY OF LOYAL

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

NOTES

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STAGE 3A CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF THE SOUTH STREET / HELM STREET INTERSECTION (STA. 239+25 TO STA. 242+90)

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 3A	SHEET E

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

N

MATCH LINE STA 254+00

MATCH LINE STA 260+00

THOMAS STREET

WEST STREET

STH 98 / SOUTH STREET

CITY OF LOYAL

400 WEST SOUTH STREET

310 WEST SOUTH STREET

113 SOUTH WEST STREET

210 WEST SOUTH STREET

401 WEST SOUTH STREET

311 WEST SOUTH STREET

301 WEST SOUTH STREET

209 WEST SOUTH STREET

PROPOSED TLE

EXISTING R/W

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

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STAGE 3A CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF THE SOUTH STREET / HELM STREET INTERSECTION (STA. 239+25 TO STA. 242+90)

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 3A	SHEET E

TRAFFIC CONTROL SIGNS

①	ROAD CLOSED R11-2 48"X30"	④	ROAD CLOSED 1000 FT W20-3-C
②	ROAD CLOSED AHEAD W20-3-A	⑤	ROAD CLOSED XXMILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"
③	ROAD CLOSED 500 FT W20-3-D	⑥	END ROAD WORK G20-2A 48"X24"

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
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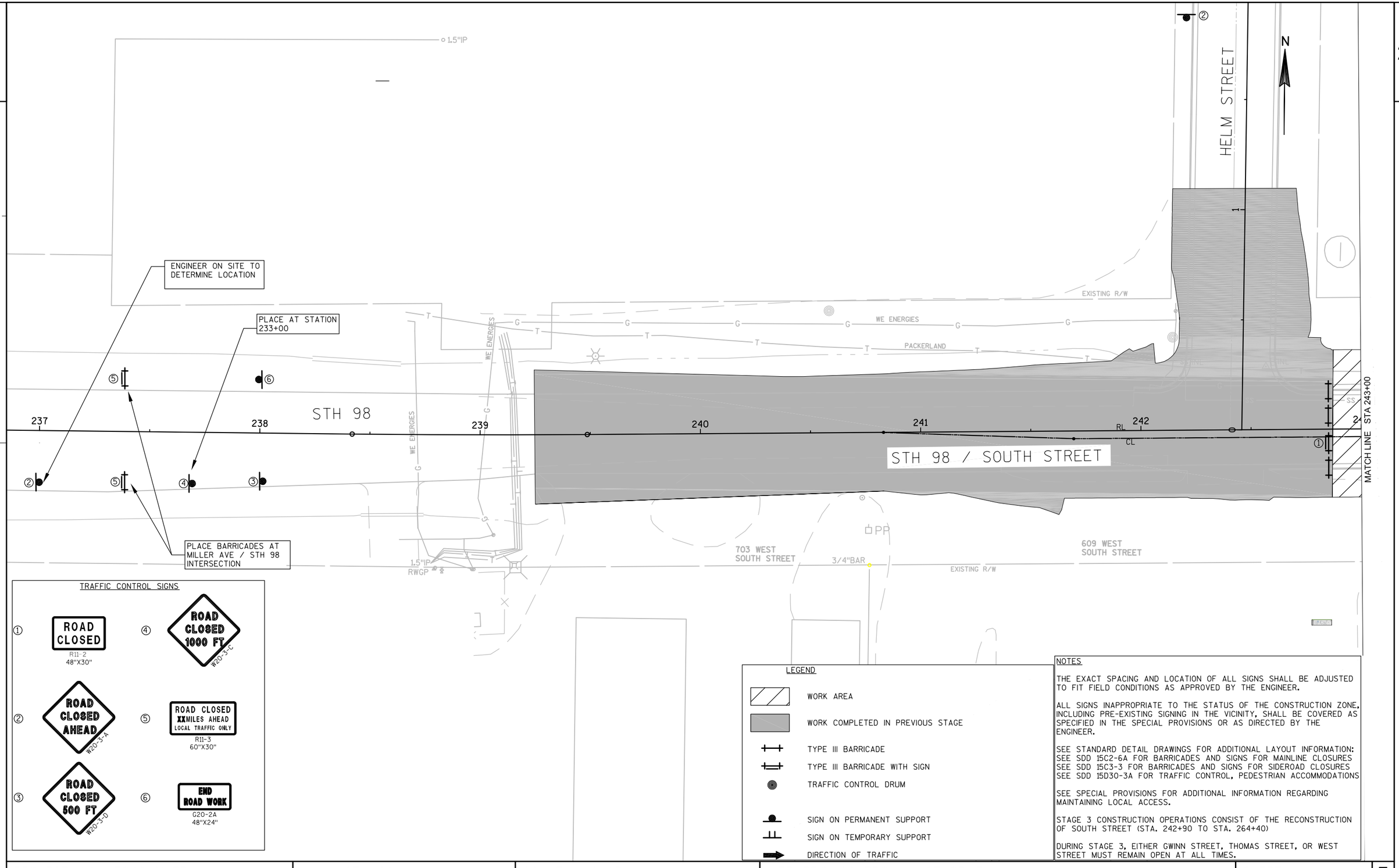
STAGE 3A CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF THE SOUTH STREET / HELM STREET INTERSECTION (STA. 239+25 TO STA. 242+90)

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 3A	SHEET E

2



TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

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SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 3 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET (STA. 242+90 TO STA. 264+40)

DURING STAGE 3, EITHER GWINN STREET, THOMAS STREET, OR WEST STREET MUST REMAIN OPEN AT ALL TIMES.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 3	SHEET E

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XXMILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

N

MATCH LINE STA 243+00

MATCH LINE STA 248+00

EXISTING R/W

DITCH

PROPOSED TLE

600 WEST SOUTH STREET

520 WEST SOUTH STREET

BACKERLAND

WE ENERGIES

243 244 245 246 247 248

STH 98 / SOUTH STREET

XCEL

CITY OF LOYAL

PROPOSED R/W

PROPOSED TLE

3/4"BAR EXISTING R/W 3/4"BAR

607 WEST SOUTH STREET

603 WEST SOUTH STREET

201 SOUTH POPE STREET

POPE STREET

PLACE SIGN AT CLARK ST/POPE ST INTERSECTION

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

NOTES

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STAGE 3 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET (STA. 242+90 TO STA. 264+40)

DURING STAGE 3, EITHER GWINN STREET, THOMAS STREET, OR WEST STREET MUST REMAIN OPEN AT ALL TIMES.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 3	SHEET E

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XXMILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

PLACE SIGN AT GWINN ST/CENTRAL ST INTERSECTION

GWINN STREET

STH 98 / SOUTH STREET

MATCH LINE STA 248+00

MATCH LINE STA 254+00

508 WEST SOUTH STREET

506 WEST SOUTH STREET

500 WEST SOUTH STREET

410 WEST SOUTH STREET

501 WEST SOUTH STREET

411 WEST SOUTH STREET

407 WEST SOUTH STREET

PROPOSED TLE

EXISTING R/W

PROPOSED R/W

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

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STAGE 3 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET (STA. 242+90 TO STA. 264+40)

DURING STAGE 3, EITHER GWINN STREET, THOMAS STREET, OR WEST STREET MUST REMAIN OPEN AT ALL TIMES.

PLACE SIGN AT GWINN ST/DRAPER ST INTERSECTION

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 3	SHEET E

PLACE SIGN AT THOMAS ST/CENTRAL ST INTERSECTION

PLACE SIGN AT WEST ST/CENTRAL ST INTERSECTION

THOMAS STREET

WEST STREET

N

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

400 WEST SOUTH STREET

310 WEST SOUTH STREET

113 SOUTH WEST STREET

210 WEST SOUTH STREET

PROPOSED TLE

EXISTING R/W

MATCH LINE STA 254+00

MATCH LINE STA 260+00

254 255 256 257 258 259

STH 98 / SOUTH STREET

CL

401 WEST SOUTH STREET

311 WEST SOUTH STREET

301 WEST SOUTH STREET

209 WEST SOUTH STREET

PLACE SIGN AT THOMAS ST/DRAPER ST INTERSECTION

PLACE SIGN AT WEST ST/DRAPER ST INTERSECTION

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

NOTES

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STAGE 3 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET (STA. 242+90 TO STA. 264+40)

DURING STAGE 3, EITHER GWINN STREET, THOMAS STREET, OR WEST STREET MUST REMAIN OPEN AT ALL TIMES.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 3	SHEET E

TRAFFIC CONTROL SIGNS

① ROAD CLOSED — R11-2, 48"X30"

② ROAD CLOSED AHEAD — W20-3-A

③ ROAD CLOSED 500 FT — W20-3-D

④ ROAD CLOSED 1000 FT — W20-3-C

⑤ ROAD CLOSED XXMILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60"X30"

⑥ END ROAD WORK — G20-2A, 48"X24"

PLACE SIGN AT DIVISION ST/CENTRAL ST INTERSECTION

PLACE SIGN AT DIVISION ST/DRAPER ST INTERSECTION

DIVISION STREET

STH 98 / SOUTH STREET

STH 98 / MAIN STREET / CTH K

CTH K

MATCH LINE STA 260+00

PROPOSED TLE

PROPOSED R/W

EXISTING R/W

112 WEST SOUTH STREET

108 WEST SOUTH STREET

113 SOUTH MAIN STREET

109 SOUTH MAIN STREET

108 SOUTH MAIN STREET

108 EAST SOUTH STREET

203 WEST SOUTH STREET

111 WEST SOUTH STREET

204 SOUTH MAIN STREET

WE ENERGIES

XCEL

CITY OF LOYAL

CHARTER

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

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SEE SDD 15C2-6A FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES
SEE SDD 15C3-3 FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 3 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET (STA. 242+90 TO STA. 264+40)

DURING STAGE 3, EITHER GWINN STREET, THOMAS STREET, OR WEST STREET MUST REMAIN OPEN AT ALL TIMES.

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 3	SHEET E

NOTES

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

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

SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL LAYOUT INFORMATION:
SEE SDD 15C2-6A FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES
SEE SDD 15C3-3 FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
SEE SDD 15D30-3A FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS

SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING MAINTAINING LOCAL ACCESS.

STAGE 3 CONSTRUCTION OPERATIONS CONSIST OF THE RECONSTRUCTION OF SOUTH STREET (STA. 242+90 TO STA. 264+40)

DURING STAGE 3, EITHER GWINN STREET, THOMAS STREET, OR WEST STREET MUST REMAIN OPEN AT ALL TIMES.

2

2

STH 98 / SOUTH STREET

CENTRAL STREET

PROPOSED TLE

264

265

59

60

61

113 SOUTH MAIN STREET

109 SOUTH MAIN STREET

106 SOUTH MAIN STREET

101 NORTH MAIN STREET

PROPOSED TLE
PROPOSED R/W

STH 98 / MAIN STREET / CTH K

161

162

CTH K

MATCH LINE STA 367+00

PROPOSED R/W
PROPOSED TLE

204 SOUTH MAIN STREET

108 EAST SOUTH STREET

108 SOUTH MAIN STREET

CANOPY

100 NORTH MAIN STREET

PROPOSED TLE

SOUTH STREET

CENTRAL STREET

N

LEGEND

- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

② PLACE SIGN AT SOUTH ST/UNION ST INTERSECTION

TRAFFIC CONTROL SIGNS

① ROAD CLOSED
R11-2
48"X30"

② ROAD CLOSED AHEAD
W20-3-A

③ ROAD CLOSED 500 FT
W20-3-D

④ ROAD CLOSED 1000 FT
W20-3-C

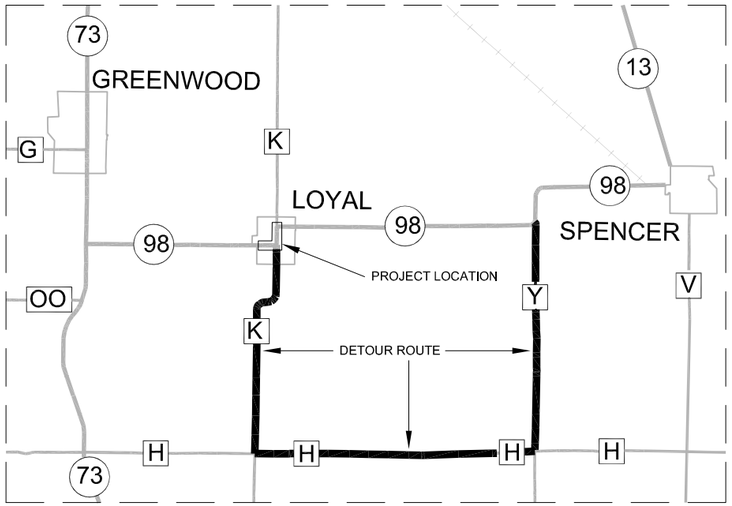
⑤ ROAD CLOSED XX MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60"X30"

⑥ END ROAD WORK
G20-2A
48"X24"

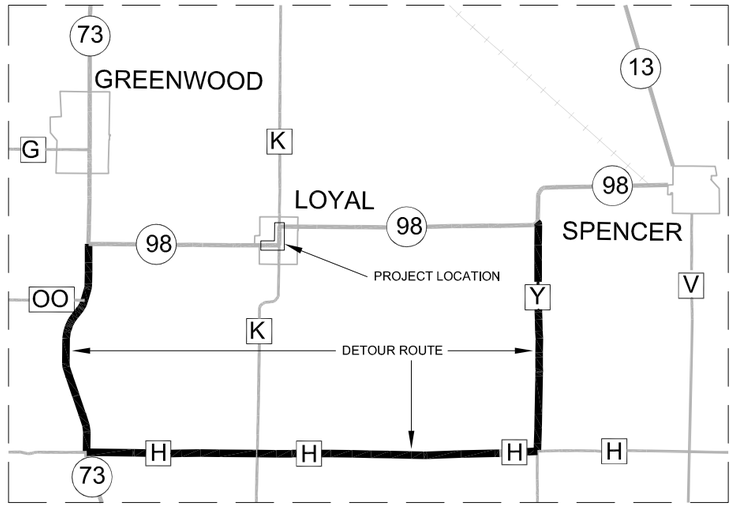
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 3	SHEET E

2

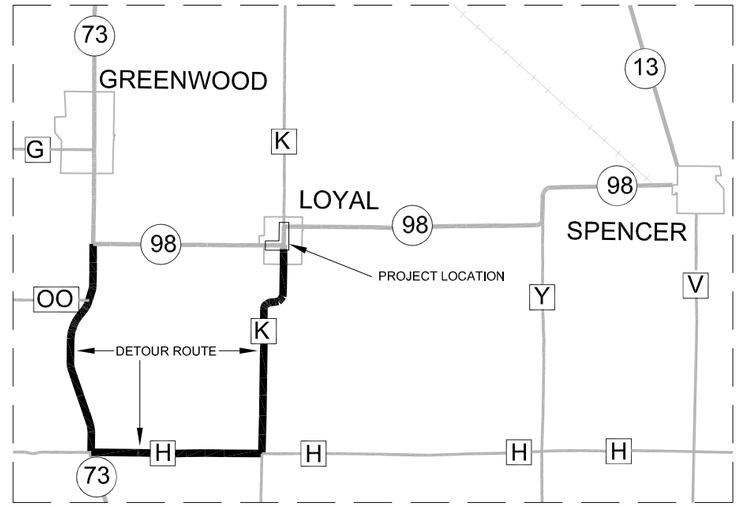
DETOUR ROUTE - STAGE 1

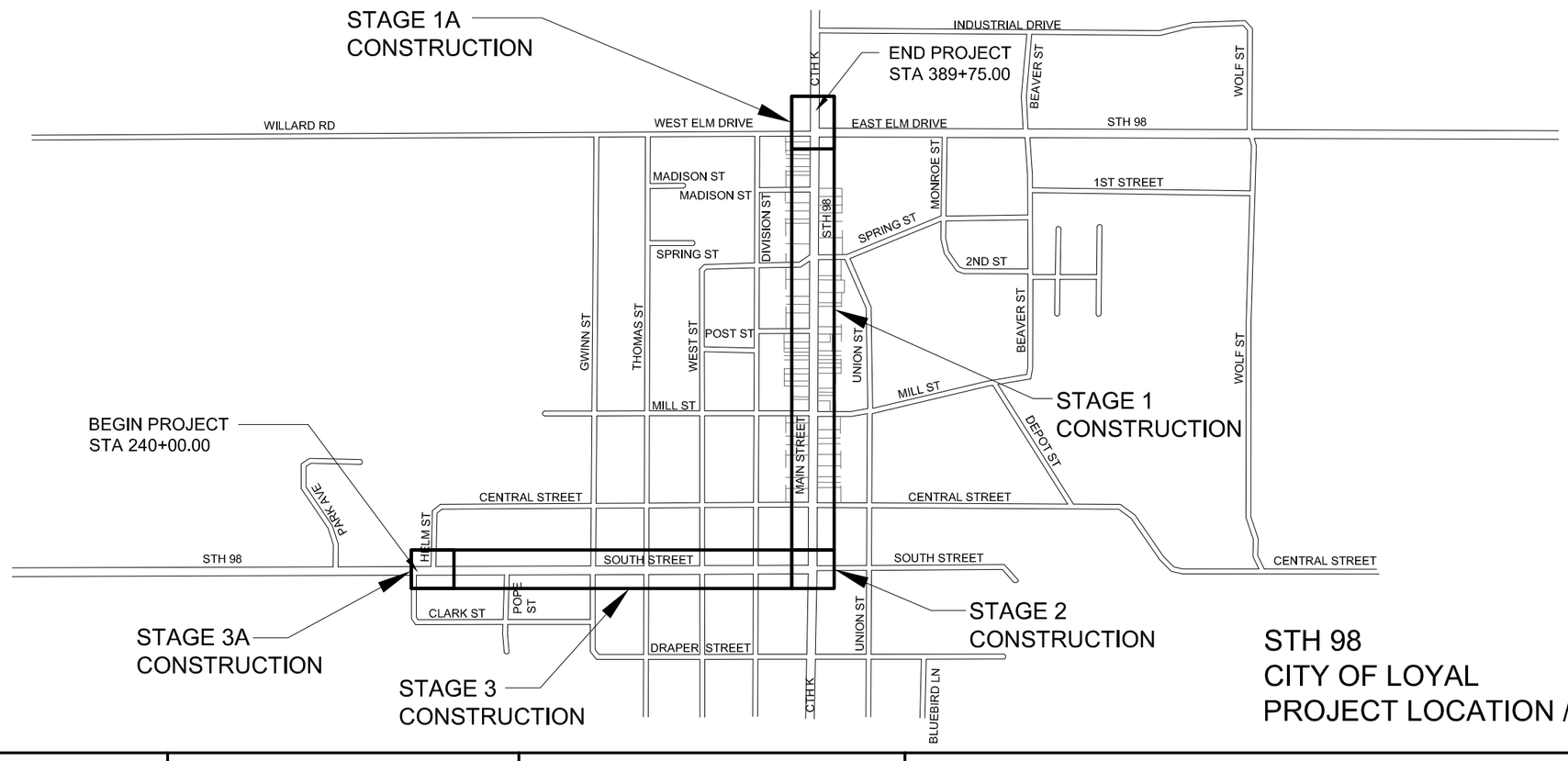


DETOUR ROUTE - STAGE 2



DETOUR ROUTE - STAGE 3

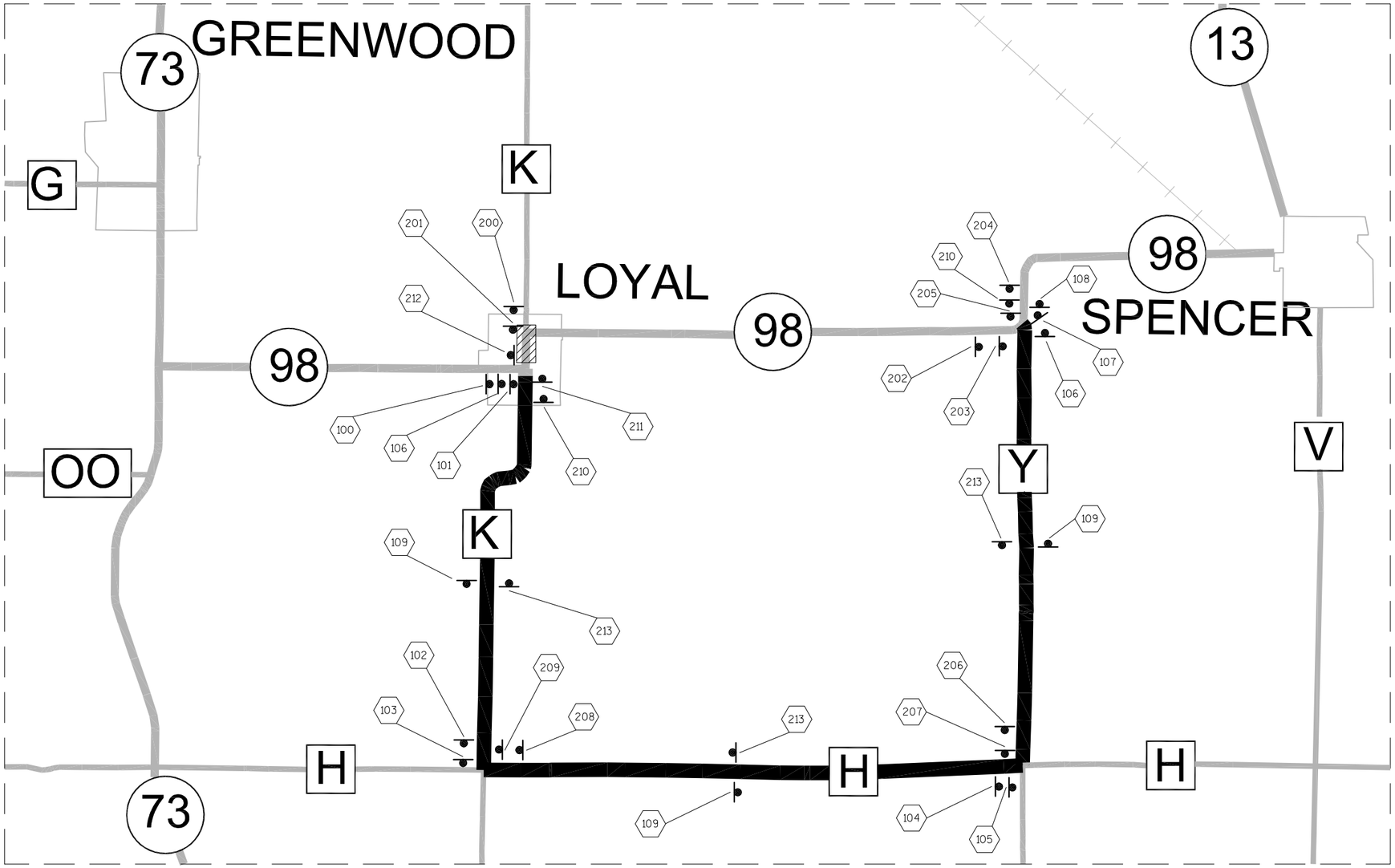




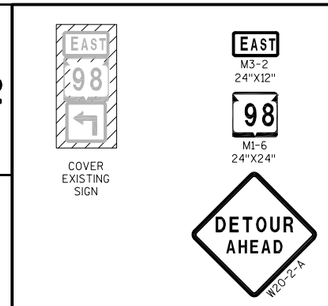
STH 98
CITY OF LOYAL
PROJECT LOCATION / STAGING

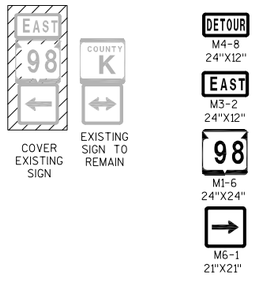
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	DETOUR PLAN - OVERVIEW	SHEET 156 E

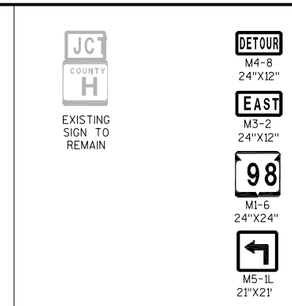
2

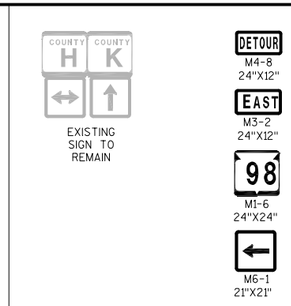


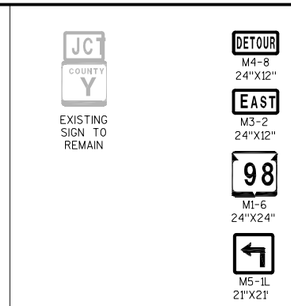
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	DETOUR PLAN - STAGE 1	SHEET 157 E

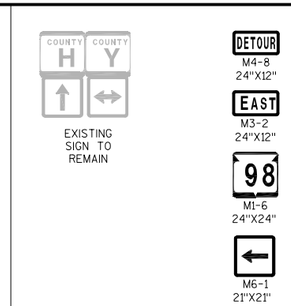


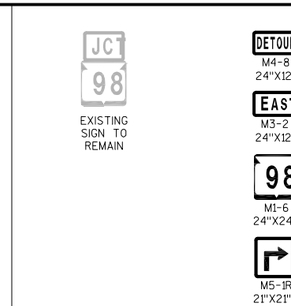


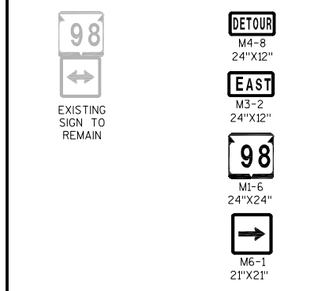


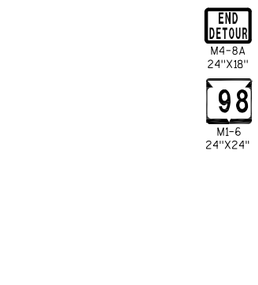


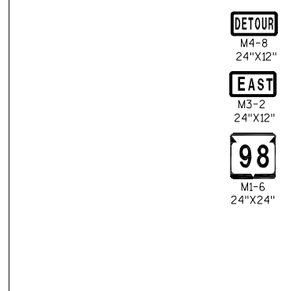


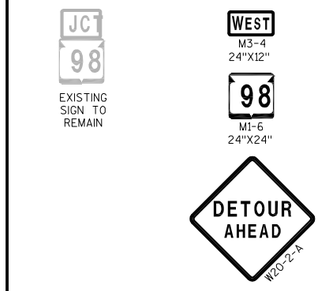


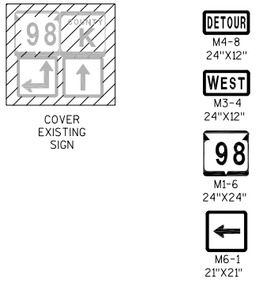


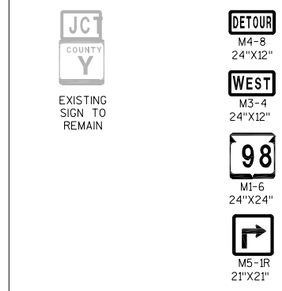


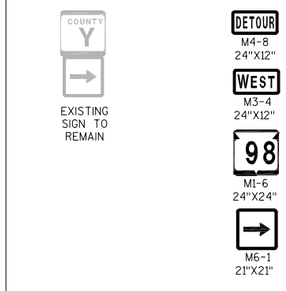


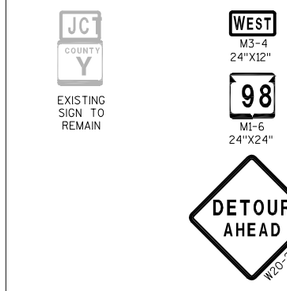


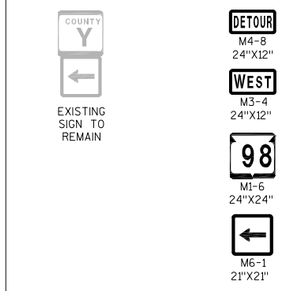


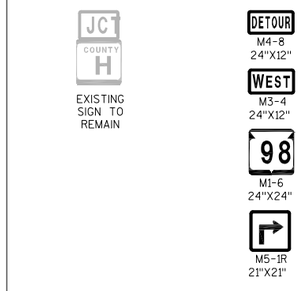


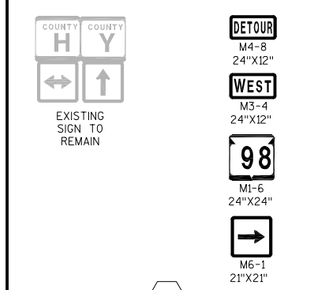


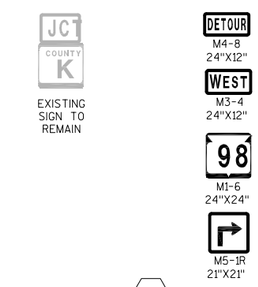


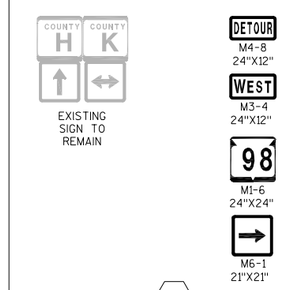


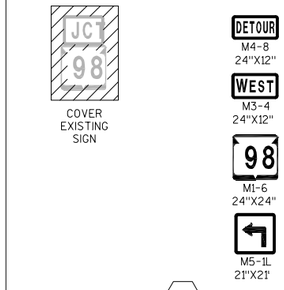


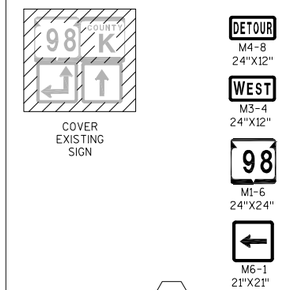


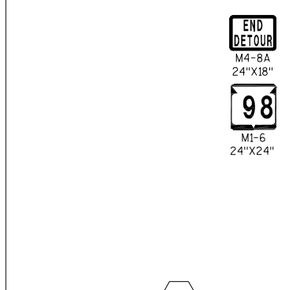


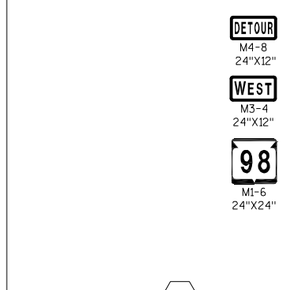








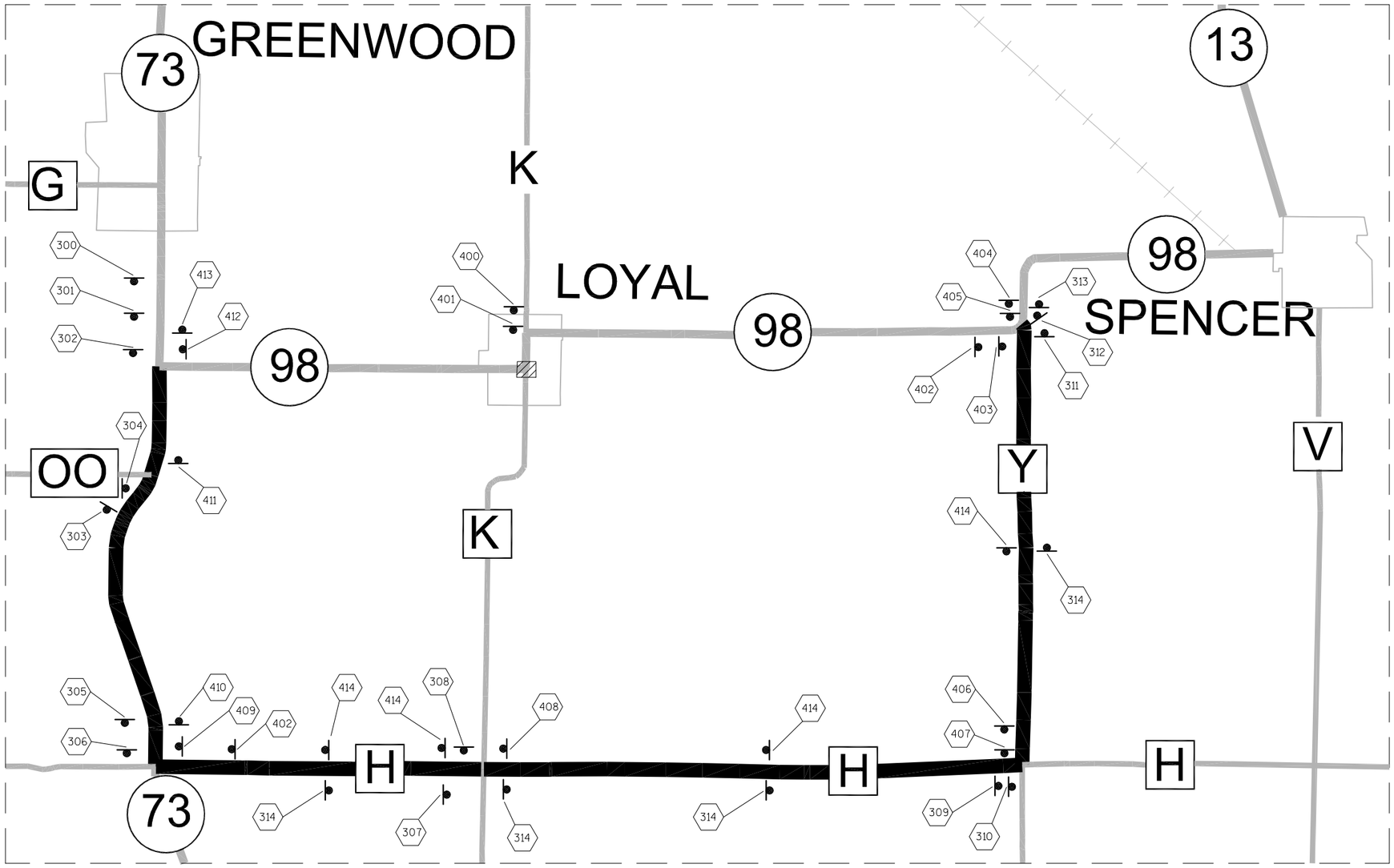




2

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	DETOUR PLAN - STAGE 1 SIGN DETAILS	SHEET 158 E

2



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	DETOUR PLAN - STAGE 2	SHEET 159 E

2

300
COVER EXISTING SIGN
JCT 98
EAST M3-2 24"X12"
98 M1-6 24"X24"
DETOUR AHEAD W20-2-A

301
COVER EXISTING SIGN
EAST 98
SOUTH 73
EXISTING SIGN TO REMAIN

302
COVER EXISTING SIGN
EAST 98
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"

303
EXISTING SIGN TO REMAIN
SOUTH 73
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
98 M1-6 24"X24"

304
EXISTING SIGN TO REMAIN
73
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"

305
EXISTING SIGN TO REMAIN
JCT COUNTY H
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
98 M1-6 24"X24"
M5-1L 21"X21"

306
EXISTING SIGN TO REMAIN
COUNTY H
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"

2

307
EXISTING SIGN TO REMAIN
JCT COUNTY K
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"

308
EXISTING SIGN TO REMAIN
COUNTY H
COUNTY K
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"

309
EXISTING SIGN TO REMAIN
JCT COUNTY Y
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
98 M1-6 24"X24"
M5-1L 21"X21"

310
EXISTING SIGN TO REMAIN
COUNTY H
COUNTY Y
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"

311
EXISTING SIGN TO REMAIN
JCT 98
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
98 M1-6 24"X24"
M5-1R 21"X21"

312
EXISTING SIGN TO REMAIN
98
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"

313
END DETOUR M4-8A 24"X18"
98 M1-6 24"X24"

314
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
98 M1-6 24"X24"

400
EXISTING SIGN TO REMAIN
JCT 98
WEST M3-4 24"X12"
98 M1-6 24"X24"
DETOUR AHEAD W20-2-A

401
COVER EXISTING SIGN
98
COUNTY K
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"

402
EXISTING SIGN TO REMAIN
JCT COUNTY Y
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
98 M1-6 24"X24"
M5-1R 21"X21"

403
EXISTING SIGN TO REMAIN
COUNTY Y
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"

404
EXISTING SIGN TO REMAIN
JCT COUNTY Y
WEST M3-4 24"X12"
98 M1-6 24"X24"
DETOUR AHEAD W20-2-A

405
EXISTING SIGN TO REMAIN
COUNTY Y
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"

406
EXISTING SIGN TO REMAIN
JCT COUNTY H
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
98 M1-6 24"X24"
M5-1R 21"X21"

407
EXISTING SIGN TO REMAIN
COUNTY H
COUNTY Y
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"

408
EXISTING SIGN TO REMAIN
JCT COUNTY K
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"

409
EXISTING SIGN TO REMAIN
73
COUNTY H
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"

410
EXISTING SIGN TO REMAIN
NORTH 73
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
98 M1-6 24"X24"

411
EXISTING SIGN TO REMAIN
NORTH 73
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
98 M1-6 24"X24"

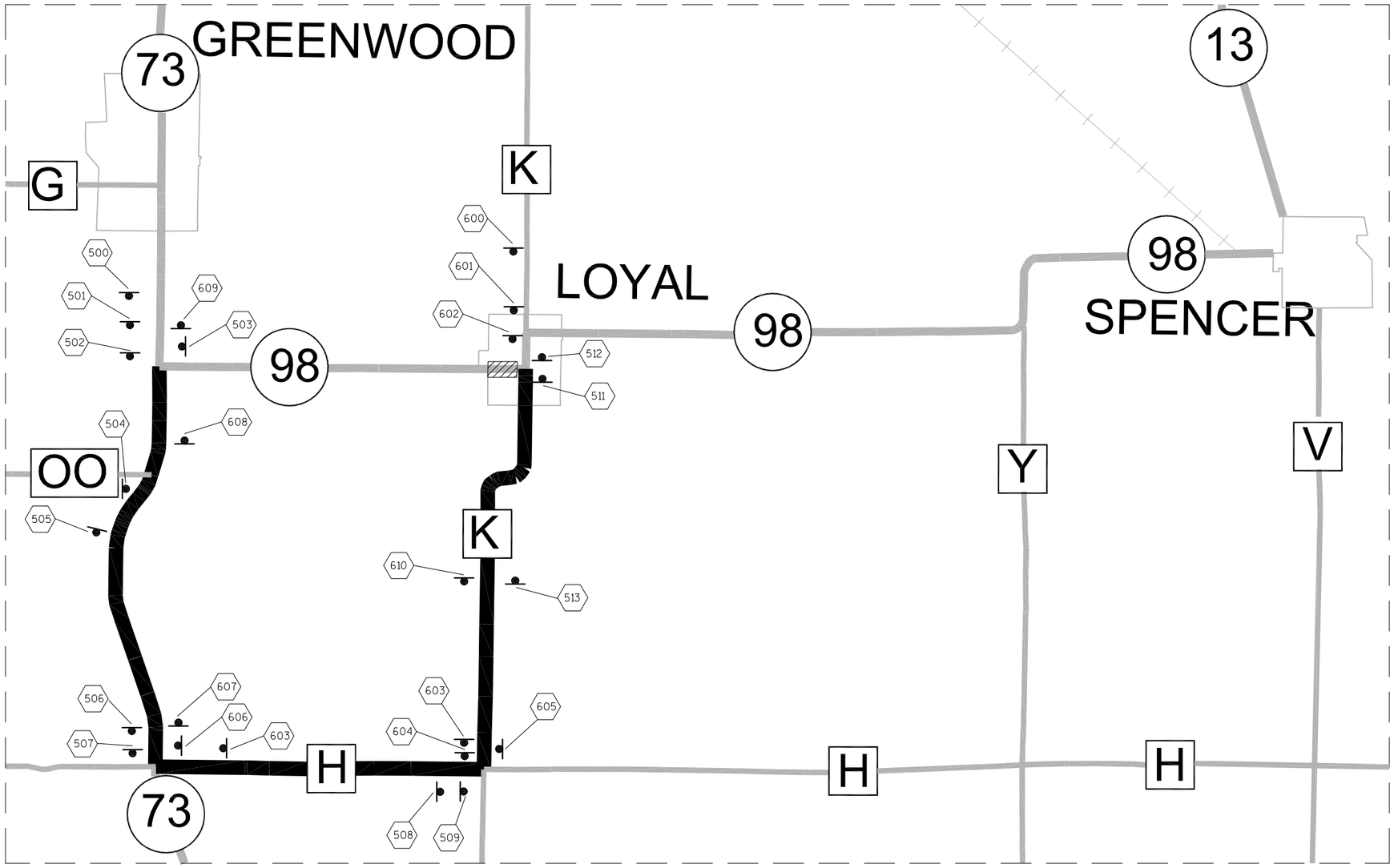
412
EXISTING SIGN TO REMAIN
SOUTH 73
NORTH 73
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
98 M1-6 24"X24"
M6-1 21"X21"

413
END DETOUR M4-8A 24"X18"
98 M1-6 24"X24"

414
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
98 M1-6 24"X24"

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	DETOUR PLAN - STAGE 2 SIGN DETAILS	SHEET 160 E

2



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	DETOUR PLAN - STAGE 3	SHEET 161 E

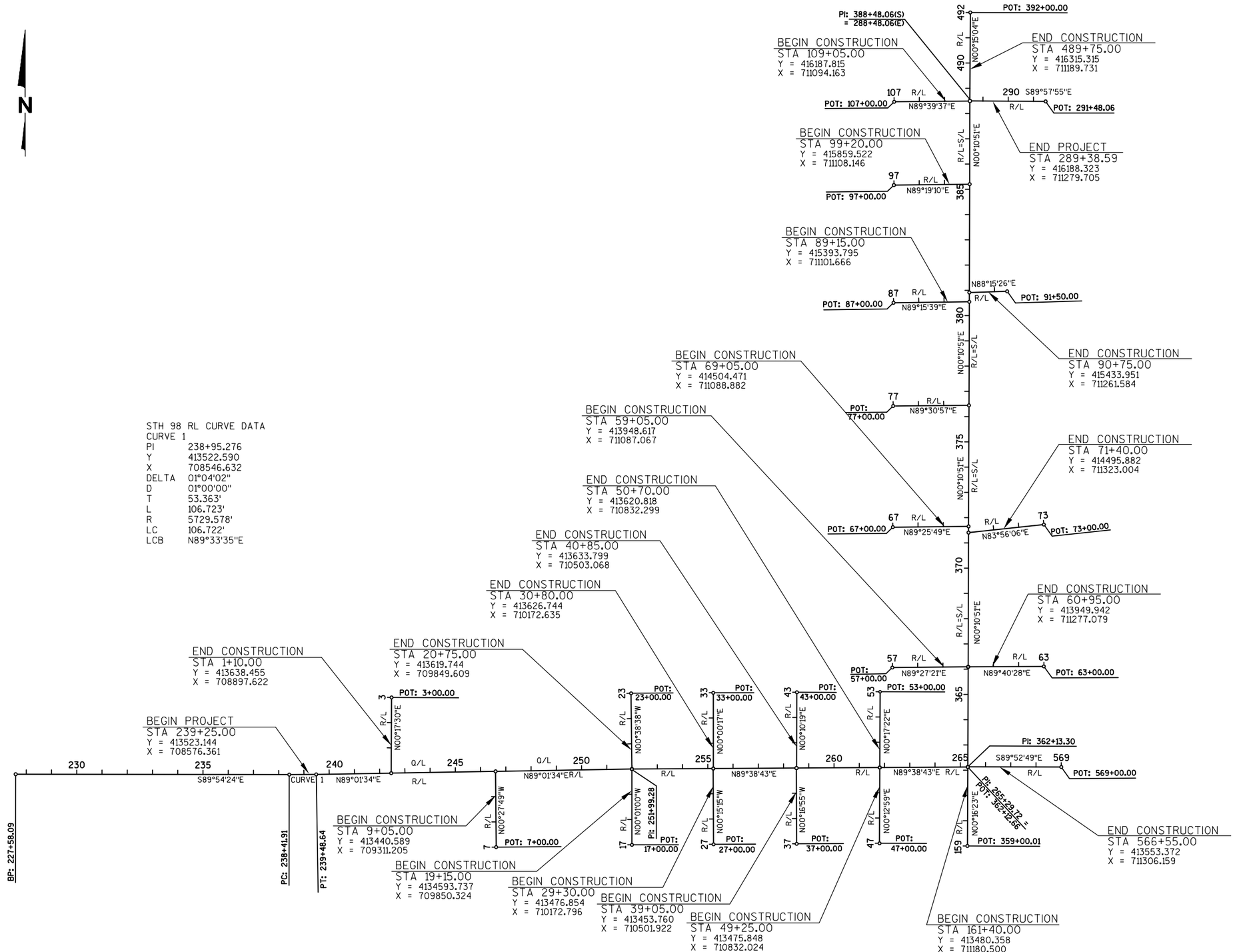
2

500 COVER EXISTING SIGN EAST M3-2 24"X12" 98 M1-6 24"X24" DETOUR AHEAD W20-2-A	501 COVER EXISTING SIGN EXISTING SIGN TO REMAIN	502 COVER EXISTING SIGN DETOUR M4-8 24"X12" EAST M3-2 24"X12" 98 M1-6 24"X24" M6-1 21"X21"	503 EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" EAST M3-2 24"X12" 98 M1-6 24"X24" M6-1 21"X21"	504 EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" EAST M3-2 24"X12" 98 M1-6 24"X24" M6-1 21"X21"	505 EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" EAST M3-2 24"X12" 98 M1-6 24"X24"	506 EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" EAST M3-2 24"X12" 98 M1-6 24"X24" M5-1L 21"X21"
507 EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" EAST M3-2 24"X12" 98 M1-6 24"X24" M6-1 21"X21"	508 EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" EAST M3-2 24"X12" 98 M1-6 24"X24" M5-1L 21"X21"	509 EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" EAST M3-2 24"X12" 98 M1-6 24"X24" M6-1 21"X21"	510 COVER EXISTING SIGN	511 COVER EXISTING SIGN EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" EAST M3-2 24"X12" 98 M1-6 24"X24" M6-1 21"X21"	512 END DETOUR M4-8A 24"X18" 98 M1-6 24"X24"	513 DETOUR M4-8 24"X12" EAST M3-2 24"X12" 98 M1-6 24"X24"
600 WEST M3-4 24"X12" 98 M1-6 24"X24" DETOUR 1 MILE W20-2-F	601 WEST M3-4 24"X12" 98 M1-6 24"X24" DETOUR 1/2 MILE W20-2-G	602 COVER EXISTING SIGN EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" WEST M3-4 24"X12" 98 M1-6 24"X24" M6-1 21"X21"	603 EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" WEST M3-4 24"X12" 98 M1-6 24"X24" M5-1R 21"X21"	604 EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" WEST M3-4 24"X12" 98 M1-6 24"X24" M6-1 21"X21"	605 EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" DETOUR M4-8 24"X12" WEST M3-4 24"X12" EAST M3-2 24"X12" 98 M1-6 24"X24" 98 M1-6 24"X24" M6-1 21"X21" M6-1 21"X21"	606 EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" WEST M3-4 24"X12" 98 M1-6 24"X24" M6-1 21"X21"
607 EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" WEST M3-4 24"X12" 98 M1-6 24"X24"	608 EXISTING SIGN TO REMAIN DETOUR M4-8 24"X12" WEST M3-4 24"X12" 98 M1-6 24"X24"	609 END DETOUR M4-8A 24"X18" 98 M1-6 24"X24"	610 DETOUR M4-8 24"X12" WEST M3-4 24"X12" 98 M1-6 24"X24"			

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	DETOUR PLAN - STAGE 3 SIGN DETAILS	SHEET 162 E

FILE NAME : 027001_DT PLOT DATE : 10 SEP 2015 16:08:33 PLOT BY : GADDK PLOT NAME : PLOT SCALE : 1:1

WISDOT/CADDS SHEET 42



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	ALIGNMENT DIAGRAM	SHEET 163	E

DATE 07OCT16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	7040-01-73 QUANTITY
0010	201.0120	Clearing	ID	92.000	92.000
0020	201.0220	Grubbing	ID	100.000	100.000
0030	203.0100	Removing Small Pipe Culverts	EACH	3.000	3.000
0040	203.0200	Removing Old Structure (station) 01. 368+40	LS	1.000	1.000
0050	204.0100	Removing Pavement	SY	20,185.000	20,185.000
0060	204.0150	Removing Curb & Gutter	LF	11,973.000	11,973.000
0070	204.0155	Removing Concrete Sidewalk	SY	5,322.000	5,322.000
0080	204.0165	Removing Guardrail	LF	103.000	103.000
0090	204.0195	Removing Concrete Bases	EACH	34.000	34.000
0100	204.0210	Removing Manholes	EACH	12.000	12.000
0110	204.0220	Removing Inlets	EACH	34.000	34.000
0120	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	252.000	252.000
0130	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	490.000	490.000
0140	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	2,206.000	2,206.000
0150	204.0245	Removing Storm Sewer (size) 04. 24-Inch	LF	495.000	495.000
0160	205.0100	Excavation Common	CY	30,481.000	30,481.000
0170	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	700.000	700.000
0180	213.0100	Finishing Roadway (project) 01. 7040-01-73	EACH	1.000	1.000
0190	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,290.000	2,290.000
0200	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	23,625.000	23,625.000
0210	312.0110	Select Crushed Material	TON	24,670.000	24,670.000
0220	416.0160	Concrete Driveway 6-Inch	SY	1,770.000	1,770.000
0230	455.0605	Tack Coat	GAL	195.000	195.000
0240	460.2000	Incentive Density HMA Pavement	DOL	510.000	510.000
0250	460.5223	HMA Pavement 3 LT 58-28 S	TON	475.000	475.000
0260	460.5244	HMA Pavement 4 LT 58-34 S	TON	270.000	270.000
0270	460.6223	HMA Pavement 3 MT 58-28 S	TON	30.000	30.000
0280	460.6244	HMA Pavement 4 MT 58-34 S	TON	12.000	12.000
0290	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	135.000	135.000
0300	465.0315	Asphaltic Flumes	SY	32.000	32.000
0310	513.2050.S	Railing Pipe	LF	390.000	390.000
0320	520.8000	Concrete Collars for Pipe	EACH	13.000	13.000
0330	521.1708	Apron Endwalls for Pipe Arch Sloped Side Drains Steel 35x24-Inch 4 to 1	EACH	2.000	2.000
0340	522.0115	Culvert Pipe Reinforced Concrete Class III 15-Inch	LF	40.000	40.000
0350	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	2.000	2.000
0360	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	2.000	2.000
0370	529.0335	Pipe Arch Corrugated Steel Aluminum Coated 35x24-Inch	LF	30.000	30.000
0380	601.0110	Concrete Curb Type D	LF	29.000	29.000
0390	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	10,587.000	10,587.000
0400	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,434.000	1,434.000
0410	602.0405	Concrete Sidewalk 4-Inch	SF	58,641.000	58,641.000
0420	602.0415	Concrete Sidewalk 6-Inch	SF	2,300.000	2,300.000
0430	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	420.000	420.000
0440	602.1500	Concrete Steps	SF	310.000	310.000
0450	606.0100	Riprap Light	CY	11.000	11.000

3

DATE 07OCT16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	7040-01-73 QUANTITY
0460	606.0200	Riprap Medium	CY	14.000	14.000
0470	606.0300	Riprap Heavy	CY	5.000	5.000
0480	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	922.000	922.000
0490	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	402.000	402.000
0500	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	2,553.000	2,553.000
0510	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	457.000	457.000
0520	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	512.000	512.000
0530	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	415.000	415.000
0540	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	63.000	63.000
0550	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	776.000	776.000
0560	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	271.000	271.000
0570	611.0530	Manhole Covers Type J	EACH	21.000	21.000
0580	611.0624	Inlet Covers Type H	EACH	28.000	28.000
0590	611.0639	Inlet Covers Type H-S	EACH	21.000	21.000
0600	611.0642	Inlet Covers Type MS	EACH	5.000	5.000
0610	611.1005	Catch Basins 5-FT Diameter	EACH	1.000	1.000
0620	611.1006	Catch Basins 6-FT Diameter	EACH	2.000	2.000
0630	611.2004	Manholes 4-FT Diameter	EACH	12.000	12.000
0640	611.2005	Manholes 5-FT Diameter	EACH	8.000	8.000
0650	611.2006	Manholes 6-FT Diameter	EACH	1.000	1.000
0660	611.3230	Inlets 2x3-FT	EACH	46.000	46.000
0670	611.3901	Inlets Median 1 Grate	EACH	3.000	3.000
0680	611.3902	Inlets Median 2 Grate	EACH	1.000	1.000
0690	611.9800.S	Pipe Grates	EACH	2.000	2.000
0700	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	618.000	618.000
0710	614.0305	Steel Plate Beam Guard Class A	LF	12.500	12.500
0720	614.0345	Steel Plate Beam Guard Short Radius	LF	50.000	50.000
0730	614.0390	Steel Plate Beam Guard Short Radius Terminal	EACH	2.000	2.000
0740	618.0100	Maintenance And Repair of Haul Roads (project) 01. 7040-01-73	EACH	1.000	1.000
0750	619.1000	Mobilization	EACH	1.000	1.000
0760	621.0100	Landmark Reference Monuments	EACH	8.000	8.000
0770	624.0100	Water	MGAL	330.000	330.000
0780	625.0100	Topsoil	SY	9,926.000	9,926.000
0790	628.1504	Silt Fence	LF	1,086.000	1,086.000
0800	628.1520	Silt Fence Maintenance	LF	1,644.000	1,644.000
0810	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0820	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0830	628.2004	Erosion Mat Class I Type B	SY	326.000	326.000
0840	628.2008	Erosion Mat Urban Class I Type B	SY	9,735.000	9,735.000
0850	628.7005	Inlet Protection Type A	EACH	51.000	51.000
0860	628.7010	Inlet Protection Type B	EACH	3.000	3.000
0870	628.7015	Inlet Protection Type C	EACH	51.000	51.000
0880	628.7504	Temporary Ditch Checks	LF	60.000	60.000
0890	628.7555	Culvert Pipe Checks	EACH	20.000	20.000
0900	628.7560	Tracking Pads	EACH	4.000	4.000

3

DATE 07OCT16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	7040-01-73 QUANTITY
0910	628.7570	Rock Bags	EACH	50.000	50.000
0920	629.0210	Fertilizer Type B	CWT	6.000	6.000
0930	630.0140	Seeding Mixture No. 40	LB	179.000	179.000
0940	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	42.000	42.000
0950	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	33.000	33.000
0960	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	6.000	6.000
0970	634.0818	Posts Tubular Steel 2x2-Inch X 18-FT	EACH	2.000	2.000
0980	637.2210	Signs Type II Reflective H	SF	566.660	566.660
0990	637.2230	Signs Type II Reflective F	SF	173.000	173.000
1000	638.2602	Removing Signs Type II	EACH	85.000	85.000
1010	638.3000	Removing Small Sign Supports	EACH	61.000	61.000
1020	641.8100	Overhead Sign Support (structure) 01. S-10-012	LS	1.000	1.000
1030	641.8100	Overhead Sign Support (structure) 02. S-10-013	LS	1.000	1.000
1040	641.8100	Overhead Sign Support (structure) 03. S-10-011	LS	1.000	1.000
1050	642.5201	Field Office Type C	EACH	1.000	1.000
1060	643.0100	Traffic Control (project) 01. 7040-01-73	EACH	1.000	1.000
1070	643.0300	Traffic Control Drums	DAY	4,480.000	4,480.000
1080	643.0420	Traffic Control Barricades Type III	DAY	4,884.000	4,884.000
1090	643.0705	Traffic Control Warning Lights Type A	DAY	9,768.000	9,768.000
1100	643.0900	Traffic Control Signs	DAY	3,338.000	3,338.000
1110	643.0920	Traffic Control Covering Signs Type II	EACH	15.000	15.000
1120	643.1050	Traffic Control Signs PCMS	DAY	126.000	126.000
1130	643.2000	Traffic Control Detour (project) 01. 7040-01-73	EACH	1.000	1.000
1140	643.3000	Traffic Control Detour Signs	DAY	13,578.000	13,578.000
1150	644.1601.S	Temporary Curb Ramp	EACH	12.000	12.000
1160	644.1616.S	Temporary Pedestrian Safety Fence	LF	3,000.000	3,000.000
1170	645.0120	Geotextile Type HR	SY	60.000	60.000
1180	646.0106	Pavement Marking Epoxy 4-Inch	LF	18,127.000	18,127.000
1190	647.0456	Pavement Marking Curb Epoxy	LF	509.000	509.000
1200	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	205.000	205.000
1210	647.0656	Pavement Marking Parking Stall Epoxy	LF	903.000	903.000
1220	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	416.000	416.000
1230	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	3,764.000	3,764.000
1240	650.4000	Construction Staking Storm Sewer	EACH	76.000	76.000
1250	650.4500	Construction Staking Subgrade	LF	6,744.000	6,744.000
1260	650.5000	Construction Staking Base	LF	945.000	945.000
1270	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,435.000	1,435.000
1280	650.7000	Construction Staking Concrete Pavement	LF	5,799.000	5,799.000
1290	650.8500	Construction Staking Electrical Installations (project) 01. 7040-01-73	LS	1.000	1.000
1300	650.9910	Construction Staking Supplemental Control (project) 01. 7040-01-73	LS	1.000	1.000
1310	650.9920	Construction Staking Slope Stakes	LF	6,744.000	6,744.000
1320	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	6,040.000	6,040.000
1330	652.0615	Conduit Special 3-Inch	LF	235.000	235.000
1340	654.0102	Concrete Bases Type 2	EACH	2.000	2.000
1350	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
1360	655.0610	Electrical Wire Lighting 12 AWG	LF	2,499.000	2,499.000

3

DATE 07OCT16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	7040-01-73 QUANTITY
1370	655.0615	Electrical Wire Lighting 10 AWG	LF	12,712.000	12,712.000
1380	655.0620	Electrical Wire Lighting 8 AWG	LF	19,068.000	19,068.000
1390	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. 376+62 LT	LS	1.000	1.000
1400	657.0310	Poles Type 3	EACH	2.000	2.000
1410	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000
1420	690.0150	Sawing Asphalt	LF	987.000	987.000
1430	690.0250	Sawing Concrete	LF	830.000	830.000
1440	715.0415	Incentive Strength Concrete Pavement	DOL	8,601.000	8,601.000
1450	ASP.1T0A	On-the-Job Training Apprentice at $5. 00/HR	HRS	2,400.000	2,400.000
1460	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	990.000	990.000
1470	SPV.0060	Special 01. Remove Existing Lighting Unit	EACH	34.000	34.000
1480	SPV.0060	Special 02. Pull Box Non-Conductive 24X42-Inch	EACH	18.000	18.000
1490	SPV.0060	Special 03. Decorative Light Unit - Furnish And Install	EACH	17.000	17.000
1500	SPV.0060	Special 04. Remove Existing Lighting Control Cabinet	EACH	1.000	1.000
1510	SPV.0060	Special 05. Concrete Sediment Trap	EACH	1.000	1.000
1520	SPV.0060	Special 06. Tracer Wire Terminal Box	EACH	124.000	124.000
1530	SPV.0060	Special 07. Sanitary Sewer Manhole Frame And Cover And Interior Seal	EACH	22.000	22.000
1540	SPV.0060	Special 08. Gate Valve, 10-Inch	EACH	1.000	1.000
1550	SPV.0060	Special 09. Gate Valve, 8-Inch	EACH	31.000	31.000
1560	SPV.0060	Special 10. Gate Valve, 6-Inch	EACH	6.000	6.000
1570	SPV.0060	Special 11. Hydrant Lead W/6-Inch Lead & Valve	EACH	17.000	17.000
1580	SPV.0060	Special 12. Corporation Stop, 1-Inch	EACH	78.000	78.000
1590	SPV.0060	Special 13. Curb Stop & Box, 1-Inch	EACH	78.000	78.000
1600	SPV.0060	Special 14. Connection To Existing Sanitary Sewer	EACH	17.000	17.000
1610	SPV.0060	Special 15. Connection To Existing Water Main	EACH	18.000	18.000
1620	SPV.0060	Special 16. Remove Valve Box	EACH	34.000	34.000
1630	SPV.0060	Special 17. Remove Hydrant	EACH	13.000	13.000
1640	SPV.0060	Special 18. Removing Sanitary Sewer Manholes	EACH	18.000	18.000
1650	SPV.0060	Special 19. Decorative Street Light Unit - Furnish Only	EACH	1.000	1.000
1660	SPV.0090	Special 01. Storm Sewer Pipe PVC 4-Inch	LF	97.000	97.000
1670	SPV.0090	Special 02. Sanitary Sewer, 15-Inch	LF	152.000	152.000
1680	SPV.0090	Special 03. Sanitary Sewer,12-Inch	LF	1,660.000	1,660.000
1690	SPV.0090	Special 04. Sanitary Sewer, 10-Inch	LF	140.000	140.000
1700	SPV.0090	Special 05. Sanitary Sewer, 8-Inch	LF	3,017.000	3,017.000
1710	SPV.0090	Special 06. Sanitary Sewer Lateral, 6-Inch	LF	4,141.000	4,141.000
1720	SPV.0090	Special 07. Sanitary Sewer Televising	LF	4,969.000	4,969.000
1730	SPV.0090	Special 08. Water Main, 10-Inch	LF	75.000	75.000
1740	SPV.0090	Special 09. Water Main, 8-Inch	LF	5,959.000	5,959.000
1750	SPV.0090	Special 10. Water Main, 6-Inch	LF	341.000	341.000
1760	SPV.0090	Special 11. Fluorocarbon Gaskets And Polyethelen e Encasement Of Water Main, 10-INCH	LF	73.000	73.000

3

DATE 07OCT16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	7040-01-73 QUANTITY
1770	SPV.0090	Special 12. Fluorocarbon Gaskets And Polyethelen e Encasement Of Water Main, 8-Inch	LF	553.000	553.000
1780	SPV.0090	Special 13. Fluorocarbon Gaskets And Polyethelen e Encasement Of Water Main, 6-Inch	LF	55.000	55.000
1790	SPV.0090	Special 14. Copper Service, 1-Inch	LF	2,342.000	2,342.000
1800	SPV.0090	Special 15. Concrete Curb And Gutter Cure And Seal Treatment	LF	11,805.000	11,805.000
1810	SPV.0105	Special 01. Flashing Beacon, South Street / Main Street	LS	1.000	1.000
1820	SPV.0105	Special 02. Construction Staking Concrete Pavement Joint Layout	LS	1.000	1.000
1830	SPV.0105	Special 03. Project Concrete Crack Mitigation And Repair Special	LS	1.000	1.000
1840	SPV.0105	Special 04. Concrete Ramp	LS	1.000	1.000
1850	SPV.0105	Special 05. Flashing Beacon, Main Street / South Street	LS	1.000	1.000
1860	SPV.0105	Special 06. Flashing Beacon, Main Street / Elm Drive	LS	1.000	1.000
1870	SPV.0105	Special 07. Flashing Beacon, Elm Drive / Main Street	LS	1.000	1.000
1880	SPV.0105	Special 08. Flashing Beacon, CTH K / Elm Drive	LS	1.000	1.000
1890	SPV.0165	Special 01. Wall Concrete Panel MSE LRFD/QMP Pilot	SF	1,865.000	1,865.000
1900	SPV.0165	Special 02. Temporary Pedestrian Hard Surface	SF	15,000.000	15,000.000
1910	SPV.0180	Special 01. Concrete Pavement 7 1/2-Inch Special	SY	29,342.000	29,342.000
1920	SPV.0200	Special 01. Sanitary Sewer Manhole	VF	244.100	244.100
1930	SPV.0200	Special 02. Sanitary Sewer Manhole Outside Drop	VF	5.100	5.100

3

3

CLEARING AND GRUBBING ITEMS

STATION - STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID	COMMENTS
CATEGORY CODE 0010				
245+78	RT	10	10	
246+08	RT	10	10	
250+07	RT	8	8	
251+69	RT	8	8	
255+74	LT	4	4	
255+97	LT	4	4	
256+20	RT	--	8	
40+48	RT	8	8	
260+43	RT	10	10	
260+64	LT	10	10	
261+17	RT	8	8	
49+52	LT	12	12	
262+47	LT	3	3	
263+98	LT	10	10	
264+23	LT	6	6	
264+44	LT	8	8	
264+72	LT	8	8	
362+83	LT	10	10	
364+54	RT	4	4	
UNDISTRIBUTED	--	32	32	
TOTALS		**92**	**100**	

REMOVING CURB AND GUTTER

STATION - STATION	LOCATION	204.0150 REMOVING CURB AND GUTTER LF	COMMENTS
CATEGORY CODE 0010			
241+97 - 242+30	LT	112	INCLUDES SIDEROAD RADII
241+36 - 246+45	RT	583	INCLUDES SIDEROAD RADII
242+60 - 251+35	LT	1,059	INCLUDES SIDEROAD RADII
246+75 - 251+83	RT	639	INCLUDES SIDEROAD RADII
252+15 - 255+05	LT	399	INCLUDES SIDEROAD RADII
252+15 - 255+05	RT	400	INCLUDES SIDEROAD RADII
255+38 - 258+35	LT	417	INCLUDES SIDEROAD RADII
255+38 - 258+36	RT	415	INCLUDES SIDEROAD RADII
258+68 - 261+65	LT	406	INCLUDES SIDEROAD RADII
258+68 - 261+66	RT	420	INCLUDES SIDEROAD RADII
261+98 - 265+08	LT	400	INCLUDES SIDEROAD RADII
261+98 - 265+09	RT	409	INCLUDES SIDEROAD RADII
361+40 - 266+55	RT	149	INCLUDES SIDEROAD RADII
362+32 - 365+90	RT	523	INCLUDES SIDEROAD RADII
362+80 - 365+90	LT	358	INCLUDES SIDEROAD RADII
366+27 - 371+45	LT	645	INCLUDES SIDEROAD RADII
366+27 - 371+25	RT	676	INCLUDES SIDEROAD RADII
371+83 - 380+35	LT	954	INCLUDES SIDEROAD RADII
371+70 - 380+70	RT	1,039	INCLUDES SIDEROAD RADII
380+77 - 385+05	LT	532	INCLUDES SIDEROAD RADII
381+08 - 388+32	RT	813	INCLUDES SIDEROAD RADII
385+38 - 388+32	LT	414	INCLUDES SIDEROAD RADII
388+65 - 389+39	LT	111	INCLUDES SIDEROAD RADII
388+65 - 389+39	RT	100	INCLUDES SIDEROAD RADII
TOTALS		**11,973**	

REMOVING PAVEMENT

STATION - STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	COMMENTS
CATEGORY CODE 0010			
240+00 - 265+30	LT & RT	8,433	
362+13 - 366+00	LT & RT	946	
366+00 - 381+00	LT & RT	8,667	
381+00 - 389+75	LT & RT	2,139	
TOTALS		**20,185**	

REMOVING GUARDRAIL

STATION - STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF	COMMENTS
CATEGORY CODE 0010			
288+75 - 289+39	LT	69	
289+06 - 289+39	RT	34	
TOTALS		**103**	

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	COMMENTS
CATEGORY CODE 0010			
238+75	RT	1	
486+65	LT	1	
490+00	LT	1	
TOTALS		**3**	

REMOVING OLD STRUCTURE

STATION	LOCATION	203.0200 REMOVING OLD STRUCTURE EACH	COMMENTS
CATEGORY CODE 0010			
368+40	LT/RT	1	4X2 BOX CULVERT
TOTALS		**1**	

REMOVING CONCRETE SIDEWALK

STATION - STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	**COMMENTS**
CATEGORY CODE 0010			
246+00 - 251+80	LT	298	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
242+20 - 251+75	RT	56	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
252+15 - 255+02	RT	167	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
255+38 - 258+35	LT	139	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
255+38 - 258+35	RT	181	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
258+70 - 261+65	LT	234	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
258+70 - 261+65	RT	165	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
262+00 - 265+00	LT	227	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
262+00 - 265+00	RT	179	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
265+55 - 266+22	RT	81	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
265+55 - 266+22	LT	69	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
362+80 - 365+86	LT	211	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
362+80 - 365+86	RT	258	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
366+27 - 371+42	LT	393	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
366+27 - 371+21	RT	431	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
371+90- 380+35	LT	783	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
371+75 - 380+56	RT	630	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
380+85 - 385+00	LT	286	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
381+15 - 386+40	RT	403	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
385+40 - 387+23	LT	131	INCLUDES SIDROADS, DRIVES, SERVICE WALKS/STEPS
TOTALS		**5,322**	

REMOVING MAHOLES

STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	COMMENTS
CATEGORY CODE 0010			
243+03	LT	1	
246+41	LT	1	
251+92	LT	1	
255+56	LT	1	
258+09	LT	1	
265+07	LT	1	
365+54	LT	1	
365+75	LT	1	
365+98	LT	1	
380+30	LT	1	
380+68	RT	1	
380+70	LT	1	
TOTALS		**12**	

REMOVING STORM SEWER ITEMS

STATION - STATION	LOCATION	204.0245.01 12-INCH LF	204.0245.02 15-INCH LF	204.0245.03 18-INCH LF	204.0245.04 24-INCH LF	COMMENTS
CATEGORY CODE 0010						
242+20 - 242+60	LT	58	--	--	--	
242+66 - 246+41	LT	--	--	375	--	
246+41 - 246+94	RT	--	114	--	--	
246+41 - 251+92	LT	--	--	551	--	
251+80 - 252+16	RT	36	--	--	--	
251+81 - 252+33	LT & RT	--	133	--	--	
252+17 - 252+33	LT	22	--	--	--	
251+92 - 255+57	LT	--	--	365	--	
255+04 - 255+39	LT	36	--	--	--	
255+39 - 255+57	LT & RT	--	54	--	--	
255+54 - 255+57	LT	5	--	--	--	
255+57 - 258+10	LT	--	--	253	--	
258+10 - 258+17	LT	9	--	--	--	
258+10 - 258+34	LT & RT	--	56	--	--	
258+34 - 258+69	RT	35	--	--	--	
261+47 - 261+63	LT & RT	59	--	--	--	
261+63 - 262+24	LT & RT	--	92	--	--	
262+24 - 265+08	LT	--	--	284	--	
362+29 - 365+54	LT	--	--	324	--	
365+54 - 366+02	LT	--	--	54	--	
365+73 - 365+75	LT & RT	50	--	--	--	
365+75 - 368+39	LT	--	--	--	264	
374+29 - 374+35	LT & RT	--	--	--	53	
380+24 - 380+77	LT & RT	--	--	--	178	
380+31 - 380+68	RT	--	41	--	--	
TOTALS		**252**	**490**	**2,206**	**495**	

REMOVING INLETS

STATION	LOCATION	204.0220 REMOVING INLETS EACH	COMMENTS
CATEGORY CODE 0010			
242+28	LT	1	
242+65	LT	1	
246+43	RT	1	
246+76	RT	1	
246+93	RT	1	
251+81	RT	1	
251+81	LT	1	
252+13	LT	1	
252+17	RT	1	
252+33	RT	1	
252+33	LT	1	
255+06	RT	1	
255+39	RT	1	
255+54	RT	1	
255+54	LT	1	
258+18	RT	1	
258+19	LT	1	
258+36	RT	1	
258+67	RT	1	
261+47	RT	1	
261+47	LT	1	
261+47	RT	1	
261+47	LT	1	
261+65	RT	1	
261+99	RT	1	
262+16	RT	1	
365+72	RT	1	
365+78	LT	1	
368+39	LT	1	
368+41	RT	1	
374+29	LT	1	
374+37	RT	1	
380+23	LT	1	
380+32	LT	1	
380+35	RT	1	
380+77	LT	1	
TOTALS		**34**	

3

EARTHWORK SUMMARY

FROM/TO STATION	LOCATION	COMMON EXCAVATION (ITEM #205.0100) (NOTE 1)		SALVAGED / UNUSABLE PAVEMENT MATERIAL (NOTE 4)	AVAILABLE MATERIAL (NOTE 5)	EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL (NOTE 8)	UNEXPANDED FILL	EXPANDED FILL (NOTE 6)	MASS ORDINATE +/- (NOTE 7)	WASTE	COMMENTS
		CUT (NOTE 2)	EBS EXCAVATION (NOTE 3)			(ITEM #205.0501.S)		FACTOR 1.25			
239+25 - 265+29.71	SOUTH STREET	11,775	0	2,000	9,775	0	41	51	9,724	9,724	
362+12.66 - 388+48.06	MAIN STREET	12,989	0	2,736	10,253	700	90	112	10,141	10,141	
0+00 - 1+10	HELM STREET	281	0	40	241	0	15	19	222	222	
9+05 - 10+00	POPE STREET	254	0	24	230	0	1	1	229	229	
20+00 - 20+75	GWINN STREET NORTH	175	0	14	161	0	2	2	159	159	
19+15 - 20+00	GWINN STREET SOUTH	260	0	19	241	0	1	1	240	240	
30+00 - 30+80	THOMAS STREET NORTH	198	0	17	181	0	2	2	179	179	
29+30 - 30+00	THOMAS STREET SOUTH	165	0	11	154	0	0	0	154	154	
40+00 - 40+85	WEST STREET NORTH	207	0	20	187	0	2	2	185	185	
39+05 - 40+00	WEST STREET SOUTH	367	0	26	341	0	1	1	340	340	
50+00 - 50+70	DIVISION STREET NORTH	200	0	12	188	0	2	2	186	186	
49+25 - 50+00	DIVISION STREET SOUTH	168	0	14	154	0	2	2	152	152	
161+40 - 162+12.66	CTH K SOUTH	99	0	12	87	0	0	0	87	87	
565+29.72 - 566+55	SOUTH STREET EAST	345	0	23	322	0	1	1	321	321	
59+05 - 60+00	CENTRAL STREET WEST	256	0	25	231	0	18	22	209	209	
60+00 - 60+95	CENTRAL STREET EAST	237	0	27	210	0	3	4	206	206	
69+05 - 70+00	MILL STREET WEST	187	0	25	162	0	23	28	134	134	
70+00 - 71+40	MILL STREET EAST	499	0	66	433	0	3	3	430	430	
89+15 - 90+00	SPRING STREET WEST	167	0	24	143	0	1	1	142	142	
90+00 - 90+75	SPRING STREET EAST	67	0	8	59	0	20	24	35	35	
99+20 - 100+00	MADISON STREET	138	0	14	124	0	15	19	105	105	
109+05 - 110+00	ELM DRIVE WEST	239	0	27	212	0	23	29	183	183	
288+48.06 - 289+38.59	ELM DRIVE EAST	151	0	14	137	0	4	5	132	132	
488+48.06 - 489+75	CTH K NORTH	557	0	21	536	0	54	68	469	469	
UNDISTRIBUTED	STH 98	0	500	0	500	0	0	0	500	500	
	TOTAL COMMON EXCAVATION	30,481				700				24,863	

1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS.
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
3) EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN.
4) SALVAGED/UNUSABLE PAVEMENT MATERIAL = LENGTH * TYPICAL WIDTH * TYPICAL DEPTH
5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
6) EXPANDED FILL. FACTOR = 1.30. EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
7) 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.
8) STORM SEWER = 150 TONS (CAT 0010) / SANITARY & WATER = 550 TONS (CAT 0050)

BASE AGGREGATE DENSE AND BREAKER RUN ITEMS

STATION - STATION	* 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	COMMENTS
CATEGORY CODE 0010				
239+25 - 242+46	17	1,068	377	
242+46 - 246+59	--	1,078	1,617	
246+59 - 251+99	--	1,416	2,124	
251+99 - 255+52	--	845	1,266	
255+52 - 258+52	--	864	1,295	
258+52 - 261+81	--	865	1,297	
261+81 - 265+30	--	911	1,366	
565+30 - 566+55	--	338	354	
362+36 - 366+09	--	1,144	1,716	
366+09 - 371+65	--	1,783	2,674	
371+65 - 380+91	--	2,962	4,444	
380+91 - 385+20	--	1,283	1,922	
385+20 - 388+48	--	971	1,456	
488+48 - 489+75	14	314	314	
0+24 - 1+10	--	307	107	
9+05 - 9+76	--	182	101	
19+15 - 19+76	--	173	101	
20+24 - 20+75	--	144	101	
29+30 - 29+76	--	118	101	
30+24 - 30+80	--	149	101	
39+05 - 39+76	--	190	101	
40+24 - 40+85	--	163	101	
49+25 - 49+76	--	132	101	
50+24 - 50+70	--	121	101	
161+40 - 161+89	--	165	144	
59+05 - 59+71	--	228	118	
60+28 - 60+95	--	197	111	
69+05 - 69+69	--	190	117	
70+28 - 71+40	--	459	119	
89+15 - 89+71	--	213	110	
90+28 - 90+75	--	151	155	
99+20 - 99+73	--	157	101	
109+05 - 109+76	--	228	95	
288+22 - 289+39	--	241	361	
DRIVEWAYS	1,084	--	--	
366+00 - 381+00	--	373	--	TEMPORARY PEDESTRIAN ACCESS
TOTALS	**1,115**	**20,120**	**24,670**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

CONCRETE PAVEMENT ITEMS

STATION - STATION	SPV.0180.01 CONCRETE PAVEMENT 7 1/2-INCH SPECIAL SY	416.0160 CONCRETE DRIVEWAY 6-INCH SY	COMMENTS
CATEGORY CODE 0010			
239+25 - 246+59	3,376	129	
246+59 - 251+99	2,544	245	
251+99 - 255+52	1,669	85	
255+52 - 258+52	1,700	80	
258+52 - 261+81	1,701	79	
261+81 - 265+30	1,857	72	
565+30 - 566+22	553	26	
362+54 - 366+09	1,983	260	
366+09 - 371+65	3,465	187	
371+65 - 380+91	5,510	289	
380+91 - 385+20	2,342	109	
385+20 - 388+48	2,019	195	
488+48 - 489+39	623	14	
TOTALS	**29,342**	**1,770**	

ASPHALTIC ITEMS

STATION - STATION	LOCATION	455.0605 TACK COAT GAL	460.5223 HMA PAVEMENT 3LT-58-28S TON	460.5244 HMA PAVEMENT 4LT-58-34S TON	460.6223 HMA PAVEMENT 3MT-58-28S TON	460.6244 HMA PAVEMENT 4MT-58-34S TON	COMMENTS
CATEGORY CODE 0010							
BEGIN OF PROJECT	LT & RT	--	--	--	--	--	
HELM STREET	LT & RT	24	58	24	--	--	
POPE STREET	LT & RT	7	18	14	--	--	
GWINN STREET N	LT & RT	4	16	8	--	--	
GWINN STREET S	LT & RT	6	15	12	--	--	
THOMAS STREET N	LT & RT	5	13	10	--	--	
THOMAS STREET S	LT & RT	3	8	7	--	--	
WEST STREET N	LT & RT	6	16	12	--	--	
WEST STREET S	LT & RT	8	20	16	--	--	
DIVISION STREET N	LT & RT	3	9	7	--	--	
DIVISION STREET S	LT & RT	4	11	8	--	--	
CTH K SOUTH	LT & RT	7	11	7	--	--	
SOUTH STREET E	LT & RT	14	33	14	--	--	
CENTRAL STREET W	LT & RT	15	37	15	--	--	
CENTRAL STREET E	LT & RT	8	21	16	--	--	
MILL STREET W	LT & RT	8	20	15	--	--	
MILL STREET E	LT & RT	40	97	40	--	--	
SPRING STREET W	LT & RT	7	19	15	--	--	
SPRING STREET E	LT & RT	2	12	5	--	--	
MADISON STREET	LT & RT	4	11	9	--	--	
ELM DRIVE WEST	LT & RT	8	30	16	--	--	
CTH K NORTH	LT & RT	12	--	--	30	12	
TOTALS		**195**	**475**	**270**	**30**	**12**	

ASPHALTIC SURFACE
DRIVEWAYS AND FIELD ENTRANCES

STATION	LOCATION	465.0120 ASPHLATIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	COMMENTS
CATEGORY CODE 0010			
247+29	RT	19	
249+16	RT	26	
250+39	LT	3	
363+32	RT	3	
364+25	RT	1	
370+33	LT	1	
372+83	LT	1	
373+93	RT	2	
376+45	LT	3	
376+47	RT	1	
377+25	RT	14	
378+44	LT	24	
378+87	RT	1	
386+63	LT	3	
386+76	RT	9	
387+44	LT	24	
TOTALS		**135**	

ASPHALTIC FLUMES

STATION - STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY	COMMENTS
CATEGORY CODE 0010			
239+25	RT	8	
241+50	LT	8	
489+39	RT	8	
489+39	LT	8	
TOTALS		**32**	

RETAINING WALL ITEMS

STATION - STATION	LOCATION	513.2050.S RAILING PIPE LF	SPV.0165.01 WALL CONCRETE PANEL MSE LRFD/QMP PILOT SF	COMMENTS
CATEGORY CODE 0020				
382+42 - 385+00	LT	50	--	STEPS
CATEGORY CODE 0040				
382+42 - 385+00	LT	340	1865	
TOTALS		**390**	**1,865**	

CULVERT PIPE ITEMS

STATION	LOCATION	522.0115 CULVERT PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	529.0335 PIPE ARCH CORRUGATED STEEL ALUMINUM COATED 35X24-INCH LF	521.1708 AEW FOR PIPE ARCH SLOPED SIDE DRAINS STEEL 35X24-INCH 4 TO 1 EACH	COMMENTS
CATEGORY CODE 0010						
238+75	RT	--	--	30	2	
490+75	LT	40	2	--	--	
		40	**2**	**30**	**2**	

CONCRETE CURB AND GUTTER ITEMS

STATION - STATION	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & 30-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.15 CONCRETE CURB & GUTTER CURE AND SEAL TREATMENT LF	COMMENTS
CATEGORY CODE 0010						
239+33 - 241+50	RT	217	--	0	--	
241+50 - 246+44	RT	512	--	--	512	
9+05 - 9+48	LT	--	43	43	43	
241+58 - 242+28	LT	89	--	--	89	
0+51 - 1+10	LT	--	60	60	60	
0+51 - 1+10	RT	--	60	60	60	
242+64 - 251+83	LT	956	--	--	956	
20+51 - 20+75	LT	--	24	24	24	
20+51 - 20+75	RT	--	24	24	24	
9+05 - 9+48	RT	--	43	43	43	
246+76 - 251+83	RT	546	--	--	546	
19+15 - 19+48	LT	--	33	33	33	
19+15 - 19+48	RT	--	33	33	33	
252+15 - 255+06	RT	329	--	--	329	
29+30 - 29+48	LT	--	18	18	18	
29+30 - 29+48	RT	--	18	18	18	
252+15 - 255+06	LT	329	--	--	329	
30+51 - 30+80	LT	--	29	29	29	
30+51 - 30+80	RT	--	29	29	29	
255+38 - 258+35	RT	335	--	--	335	
39+05 - 39+49	LT	--	44	44	44	
39+05 - 39+49	RT	--	44	44	44	
255+38 - 258+35	LT	335	--	--	335	
40+51 - 40+85	LT	--	34	34	34	
40+51 - 40+85	RT	--	34	34	34	
258+68 - 261+65	RT	336	--	--	336	
49+25 - 49+48	LT	--	23	23	23	
49+25 - 49+48	RT	--	23	23	23	
258+68 - 261+65	LT	334	--	--	334	
50+51 - 50+70	LT	--	19	19	19	
50+51 - 50+70	RT	--	19	19	19	
PAGE 1 SUBTOTALS		**4,318**	**652**	**652**	**4,753**	

CONTINUED ON NEXT PAGE

3

CONCRETE CURB AND GUTTER ITEMS CONTINUED

STATION - STATION	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & 30-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.15 CONCRETE CURB & GUTTER CURE AND SEAL TREATMENT LF	COMMENTS
CATEGORY CODE 0010						
261+97 - 265+09	RT	354	--	--	354	
161+40 - 161+56	LT	--	16	16	16	
161+40 - 161+56	RT	--	16	16	16	
261+97 - 264+55	LT	277	--	--	277	
565+49 - 566+22	RT	98	--	--	98	
566+22 - 566+45	RT	--	23	23	23	
566+22 - 566+55	LT	--	33	33	33	
565+75 - 566+22	LT	47	--	--	47	
362+32 - 365+90	LT	407	--	--	407	
59+05 - 59+42	RT	--	37	37	37	
59+05 - 59+42	LT	--	37	37	37	
362+32 - 365+90	RT	387	--	--	387	
60+55 - 60+95	RT	--	40	40	40	
60+55 - 60+95	LT	--	40	40	40	
366+28 - 371+46	LT	555	--	--	555	
69+05 - 69+41	RT	--	36	36	36	
69+05 - 69+41	LT	--	36	36	36	
366+28 - 371+27	RT	536	--	--	536	
70+56 - 71+41	RT	--	86	86	86	
70+52 - 71+37	LT	--	86	86	86	
371+70 - 380+71	RT	940	--	--	940	
90+64 - 90+75	RT	--	11	11	11	
90+63 - 90+74	LT	--	11	11	11	
371+84 - 380+33	LT	885	--	--	885	
88+45 - 89+46	RT	--	103	103	103	
89+15 - 89+46	LT	--	31	31	31	
380+75 - 385+04	LT	466	--	--	466	
99+20 - 99+44	RT	--	24	24	24	
99+20 - 99+44	LT	--	24	24	24	
381+09 - 388+33	RT	786	--	--	786	
385+36 - 388+32	LT	332	--	--	332	
109+05 - 109+50	RT	--	45	45	45	
109+05 - 109+50	LT	--	45	45	45	
488+64 - 489+31	LT	90	--	--	90	
488+67 - 489+31	RT	110	--	--	110	
PAGE 2 SUBTOTALS		**6,269**	**782**	**783**	**7,052**	
TOTALS		**10,587**	**1,434**	**1,435**	**11,805**	

CONCRETE CURB ITEMS

STATION - STATION	LOCATION	601.0110 CONCRETE CURB TYPE D LF	COMMENTS
CATEGORY CODE 0010			
378+58 - 378+68	LT	29	
TOTALS		**29**	

CONCRETE SIDEWALK ITEMS

STATION - STATION	LOCATION	* 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.1500 CONCRETE STEPS SF	COMMENTS
CATEGORY CODE 0020								
242+68 - 251+79	LT	296	--	4,197	116	20	50	
251+67 - 251+80	RT	11	--	104	58	10	--	
252+20 - 255+01	LT	91	--	1,211	116	20	--	
252+20 - 255+01	RT	96	--	1,282	116	20	--	
255+42 - 258+31	LT	101	--	1,371	116	20	--	
255+42 - 258+31	RT	111	--	1,511	116	20	17	
258+71 - 261+60	LT	104	--	1,394	116	20	13	
258+71 - 261+60	RT	116	--	1,569	116	20	15	
262+02 - 264+35	LT	77	--	1,040	58	10	--	
262+02 - 265+04	RT	119	--	1,617	116	20	13	
565+67 - 566+45	LT	20	--	281	--	--	--	
565+53 - 566+22	RT	33	--	431	58	10	--	
362+34 - 365+86	LT	--	291	3,232	120	20	44	
362+37 - 365+87	RT	--	195	2,240	116	20	--	
366+31 - 371+44	LT	--	417	4,768	148	30	34	
366+31 - 371+34	RT	--	395	4,493	114	20	--	
371+72 - 380+59	RT	--	722	8,345	222	40	--	
371+87 - 380+30	LT	--	732	9,013	148	30	--	
380+77 - 384+99	LT	--	308	3,786	140	30	124	
381+13 - 388+00	RT	--	445	5,201	99	20	--	
385+40 - 388+00	LT	--	132	1,555	91	20	--	
TOTALS		**1,175**	**3,505**	**58,641**	**2,300**	**420**	**310**	

*CONCRETE SIDEWALK 6-INCH IS TO BE USED FOR CURB RAMPS
*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

RIPRAP AND GEOTEXTILE FABRIC ITEMS

STATION	LOCATION	606.0100 RIPRAP LIGHT CY	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY	COMMENTS
CATEGORY CODE 0010						
239+31	RT	--	2	--	2	
247+77	RT	1	--	--	1	
250+34	RT	1	--	--	1	
491+00	LT	9	12	5	56	
TOTALS		**11**	**14**	**5**	**60**	

STORM SEWER ENDWALLS, MANHOLES, AND INLETS

LOCATION	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	611.1005 CATCH BASINS 5-FT EACH	611.1006 CATCH BASINS 6-FT EACH	611.2004 MANHOLES 4-FT EACH	611.2005 MANHOLES 5-FT EACH	611.2005 MANHOLES 6-FT EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
CATEGORY CODE 0010										
MAINLINE SYSTEM NO. 1	1	--	1	5	1	1	19	1	--	29
MAINLINE SYSTEM NO. 2	--	--	1	4	3	--	12	--	--	20
MAINLINE SYSTEM NO. 3	--	1	--	--	--	--	1	--	--	2
MAINLINE SYSTEM NO. 4	1	--	--	3	4	--	14	2	1	25
TOTALS	**2**	**1**	**2**	**12**	**8**	**1**	**46**	**3**	**1**	**76**

PIPE UNDERDRAIN ITEMS

STATION	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	COMMENTS
CATEGORY CODE 0010		
MANHOLE 1	79	
MANHOLE 4	50	
MANHOLE 8	101	
MANHOLE 9	57	
MANHOLE 13	129	
MANHOLE 17	68	
INLET 18B/19A	70	
MANHOLE 21	64	
TOTALS	**618**	

STORM SEWER PIPE REINFORCED CONCRETE ITEMS

LOCATION	608.0315 CLASS III 15-INCH LF	608.0318 CLASS III 18-INCH LF	608.0324 CLASS III 24-INCH LF	608.0330 CLASS III 30-INCH LF	608.0415 CLASS IV 15-INCH LF	608.0418 CLASS IV 18-INCH LF	608.0424 CLASS IV 24-INCH LF	608.0430 CLASS IV 30-INCH LF	608.0436 CLASS IV 36-INCH LF	SPV.0090.01 PVC 4-INCH LF	COMMENTS
CATEGORY CODE 0010											
MAINLINE SYSTEM NO.1	441	386	969	336	140	65	--	34	271	30	
MAINLINE SYSTEM NO.2	193	--	725	--	130	167	--	247	--	--	
MAINLINE SYSTEM NO.3	--	--	54	--	--	--	--	--	--	--	
MAINLINE SYSTEM NO.4	256	--	781	113	242	183	63	495	--	35	
UNDISTRIBUTED	32	16	24	8	--	--	--	--	--	32	CONC. COLLAR
TOTALS	**922**	**402**	**2,553**	**457**	**512**	**415**	**63**	**776**	**271**	**97**	

CONCRETE COLLARS

STATION	LOCATION	520.8000 CONCRETE COLLARS FOR PIPE EACH	COMMENTS
CATEGORY CODE 0010			
246+76	RT	1	INL 3B
252+16	LT	1	INL 5A
251+81	RT	1	INL 5C
255+04	RT	1	INL 6C
258+33	RT	1	INL 7B
261+63	RT	1	INL 8B
365+98	LT	1	MH 25
368+39	LT	1	INL 13A
368+39	RT	1	MH 14
374+35	LT	1	INL 15
374+35	RT	1	MH 16
380+68	RT	1	MH 19
488+63	LT	1	INL 23A CONNECTION
TOTALS		**13**	

MANHOLE AND INLET COVER ITEMS

LOCATION	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	COMMENTS
CATEGORY CODE 0010					
MAINLINE SYSTEM NO. 1	7	13	7	1	
MAINLINE SYSTEM NO. 2	7	5	8	--	
MAINLINE SYSTEM NO. 3	--	--	2	--	
MAINLINE SYSTEM NO. 4	7	10	4	4	
TOTALS	**21**	**28**	**21**	**5**	

WATER

LOCATION	624.0100 WATER MGAL	COMMENTS
CATEGORY CODE 0010		
PROJECT	330	
TOTALS	**330**	

BEAMGUARD ITEMS

STATION - STATION	LOCATION	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0345 STEEL PLATE BEAM GUARD SHORT RADIUS LF	614.0390 STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL EACH	COMMENTS
CATEGORY CODE 0010					
288+95 - 289+39	LT	12.5	25	1	
289+04 - 289+39	RT	--	25	1	
TOTALS		**12.5**	**50**	**2**	

PIPE GRATES

STATION	611.9800.S PIPE GRATES EACH	COMMENTS
CATEGORY CODE 0010		
ENDWALL	1	SS 1D
ENDWALL	1	SS 22B
TOTALS	**2**	

LANDMARK REFERENCE MONUMENTS

LOCATION	621.0100 LANDMARK REFERENCE MONUMENTS EACH	COMMENTS
CATEGORY CODE 0010		
SOUTH / MAIN INTERSECTION	4	COUNTY WILL SET
MAIN / ELM INTERSECTION	4	SECTION CORNER
TOTALS	**8**	

LANDSCAPING ITEMS

STATION - STATION	LOCATION	625.0100 TOPSOIL SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEED MIX NO. 40 LBS	COMMENTS
CATEGORY CODE 0010									
239+25 - 242+26	LT	557	--	--	92	465	0.4	10	
239+25 - 246+46	RT	626	--	--	23	603	0.4	11	
242+61 - 251+81	LT	1,050	--	--	--	1,050	0.7	19	
246+78 - 251+81	RT	961	--	--	--	961	0.6	17	
252+16 - 255+04	RT	329	--	--	--	329	0.2	6	
252+17 - 255+03	LT	226	--	--	--	226	0.1	4	
255+40 - 258+32	RT	336	--	--	--	336	0.2	6	
255+40 - 258+33	LT	311	--	--	--	311	0.2	6	
258+69 - 261+63	RT	444	--	--	--	444	0.3	8	
258+70 - 261+63	LT	353	--	--	--	353	0.2	6	
261+99 - 265+06	RT	494	--	--	--	494	0.3	9	
261+99 - 264+35	LT	244	--	--	--	244	0.2	4	
565+51 - 566+45	RT	116	--	--	--	116	0.1	2	
362+33 - 365+90	RT	138	--	--	--	138	0.1	2	
362+34 - 365+88	LT	386	--	--	--	386	0.2	7	
366+29 - 371+44	LT	284	74	148	--	284	0.2	5	
366+30 - 371+34	RT	168	--	--	--	168	0.1	3	
371+78 - 380+69	RT	91	118	236	--	91	0.1	2	
371+86 - 380+30	LT	--	--	--	--	--	--	--	
380+77 - 384+99	LT	331	--	--	--	331	0.2	6	
381+11 - 388+30	RT	566	435	870	--	566	0.4	10	
385+37 - 388+31	LT	147	--	--	--	147	0.1	3	
288+75 - 289+38	LT/RT	--	240	--	--	--	--	--	
488+66 - 491+15	LT	653	--	--	58	595	0.4	12	
488+69 - 489+75	RT	211	120	240	123	211	0.1	4	
UNDISTRIBUTED		902	99	149	30	885	0.6	16	
	TOTALS	**9,926**	**1,086**	**1,644**	**326**	**9,735**	**6**	**179**	

EROSION CONTROL MOBILIZATION

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL LF	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	COMMENTS
CATEGORY CODE 0010			
STAGE 1	5	3	
STAGE 2	1	1	
STAGE 3	4	2	
TOTALS	**10**	**6**	

DITCH CHECK ITEMS

STATION	LOCATION	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH	COMMENTS
CATEGORY CODE 0010					
239+23	RT	--	6	--	
240+17	LT	12	--	--	
490+54	LT	--	4	--	
UNDISTRIBUTED		48	10	50	
	TOTALS	**60**	**20**	**50**	

INLET PROTECTION ITEMS

STATION	LOCATION	628.7005 TYPE A EACH	628.7010 TYPE B EACH	628.7015 TYPE C EACH	COMMENTS
CATEGORY CODE 0010					
242+27	LT	1	--	1	
242+66	LT	1	--	1	
242+67	RT	1	--	1	
242+88	LT	1	--	1	
245+36	LT	--	1	--	
245+36	LT	1	--	1	
245+37	RT	1	--	1	
246+42	RT	1	--	1	
246+77	RT	1	--	1	
250+00	LT	1	--	1	
250+00	RT	1	--	1	
251+81	LT	1	--	1	
251+82	RT	1	--	1	
252+16	LT	1	--	1	
252+17	RT	1	--	1	
255+04	LT	1	--	1	
255+04	RT	1	--	1	
255+39	LT	1	--	1	
255+39	RT	1	--	1	
258+33	RT	1	--	1	
258+34	LT	1	--	1	
258+68	RT	1	--	1	
261+64	LT	1	--	1	
261+64	RT	1	--	1	
262+41	LT	1	--	1	
262+41	RT	1	--	1	
265+08	RT	1	--	1	
565+51	RT	1	--	1	
365+73	RT	1	--	1	
365+88	LT	1	--	1	
366+29	LT	1	--	1	
368+39	RT	1	--	1	
368+39	LT	1	--	1	
368+59	RT	1	--	1	
368+59	LT	1	--	1	
374+29	LT	1	--	1	
374+35	RT	1	--	1	
377+00	LT	1	--	1	
377+00	RT	1	--	1	
378+63	LT	1	--	1	
379+19	LT	1	--	1	
380+31	RT	1	--	1	
380+32	LT	1	--	1	
380+77	LT	1	--	1	
384+79	RT	1	--	1	
384+79	LT	1	--	1	
385+37	LT	1	--	1	
387+36	LT	--	1	--	
387+07	LT	1	--	1	
387+07	RT	1	--	1	
387+66	RT	1	--	1	
388+30	LT	1	--	1	
488+65	LT	1	--	1	
489+72	LT	--	1	--	
	TOTALS	**51**	**3**	**51**	

PERMANENT SIGNING

SIGN NUMBER	STATION	LOCATION	SIGN CODE	DESCRIPTION	SIZE	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE F S.F.	634.0614 POSTS WOOD 4X6X14 EACH	634.0616 POSTS WOOD 4X6X16 EACH	634.0618 POSTS WOOD 4X6X18 EACH	634.0818 POSTS STEEL 2X2X18 EACH	COMMENTS
CATEGORY CODE 0010												
301	240+72	RT	R2-1	SPEED LIMIT 30	24"X30"	5.00	--	--	1	--	--	
302	240+72	RT	W14-3	NO PASSING ZONE	48"X36"	--	6.00	--	--	--	--	MOUNTED ON SAME POST AS SIGN 301
303	241+68	LT	R2-1	SPEED LIMIT 45	24"X30"	5.00	--	--	1	--	--	
304	0+43	LT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
305	9+57	RT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
306	247+92	RT	S1-1	SCHOOL ZONE	36"X36"	--	6.75	--	--	1	--	
"	"	"	S16-9P	AHEAD	30"X18"	--	3.75	--	--	--	--	
"	"	"	R2-6P	FINES HIGHER	24"X18"	3.00	--	--	--	--	--	
307	251+20	LT	R2-1	SPEED LIMIT 30	24"X30"	5.00	--	--	1	--	--	
"	"	"	S5-2	END SCHOOL ZONE	24"X30"	5.00	--	--	--	--	--	
308	251+65	LT	S1-1	SCHOOL ZONE	36"X36"	--	6.75	--	1	--	--	
"	"	"	S16-7L	LEFT DOWN ARROW	30"X18"	--	3.75	--	--	--	--	
309	20+43	LT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
310	19+57	RT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
311	252+39	RT	S1-1	SCHOOL ZONE	36"X36"	--	6.75	--	1	--	--	
"	"	"	S16-7L	LEFT DOWN ARROW	30"X18"	--	3.75	--	--	--	--	
312	253+82	RT	R2-1	SPEED LIMIT 30	24"X30"	5.00	--	--	1	--	--	
"	"	"	S5-2	END SCHOOL ZONE	24"X30"	5.00	--	--	--	--	--	
313	254+88	LT	S1-1	SCHOOL ZONE	36"X36"	--	6.75	--	--	1	--	
"	"	"	S16-9P	AHEAD	30"X18"	--	3.75	--	--	--	--	
"	"	"	R2-6P	FINES HIGHER	24"X18"	3.00	--	--	--	--	--	
314	30+43	LT	J12-1	98, DOUBLE DIRECTIONAL ARROWS	24"x45"	7.50	--	1	--	--	--	M1-6, M6-4
315	30+43	LT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
316	29+57	RT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
317	40+43	LT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
318	39+57	RT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
319	260+10	RT	J1-1	JCT COUNTY K	24"X39"	6.50	--	1	--	--	--	M2-1, M1-5A
320	261+17	LT	J4-1	WEST 98	24"X36"	6.00	--	1	--	--	--	M3-4, M1-6
321	50+43	LT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
322	49+57	RT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
323	262+20	LT	R7-51R	NO PARKING HERE TO CORNER	18"X24"	3.00	--	1	--	--	--	
324	262+42	RT	J3-1	EAST 98, ADVANCED LEFT TURN ARROW	24"X57"	9.50	--	--	1	--	--	M3-2, M1-6, M5-1L
325	263+49	RT	R7-51L	NO PARKING HERE TO CORNER	18"X24"	3.00	--	1	--	--	--	
326	264+85	RT	J3-2	EAST 98, LEFT ARROW; COUNTY K, DOUBLE DIRECTIONAL ARROWS	48"X57"	19.00	--	--	--	--	1	M3-2, M1-6, M6-1; BLANK, M1-5A, M6-4
"	"	"	R1-1	STOP	36"X36"	7.46	--	--	--	--	--	
"	"	"	R1-3P	ALL WAY	18"X6"	1.50	--	--	--	--	--	
327	361+64	LT	J12-2	98, STRAIGHT/LEFT TURN ARROW; COUNTY K, STRAIGHT ARROW	48"X45"	15.00	--	1	--	--	--	M1-6, M6-6; M1-5A, M6-1
328	361+70	RT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
"	"	"	W4-4AL	TRAFFIC FROM LEFT DOES NOT STOP	30"X12"	--	2.50	--	--	--	--	
329	565+77	RT	R5-2	NO TRUCKS	24"X24"	4.00	--	1	--	--	--	
330	263+45	LT	R2-1	SPEED LIMIT 30	24"X30"	5.00	--	1	--	--	--	
331	262+99	RT	W3-1	STOP AHEAD	36"X36"	--	9.00	--	1	--	--	
332	565+73	LT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
"	"	"	W4-4B	ONCOMING TRAFFIC DOES NOT STOP	30"X12"	--	2.50	--	--	--	--	
333	364+97	LT	W3-1	STOP AHEAD	36"X36"	--	9.00	--	1	--	--	
334	362+63	LT	R1-1	STOP	36"X36"	7.46	--	--	--	--	--	
"	"	"	J3-2	COUNTY K, STRAIGHT ARROW; WEST 98, RIGHT ARROW	48"X57"	19.00	--	--	--	--	--	BLANK, M1-5A, M6-1; M3-4, M1-6, M6-1
"	"	"	R1-1	STOP	30"X30"	5.18	--	--	--	--	--	
"	"	"	R1-3P	ALL WAY	18"X6"	1.50	--	--	--	--	--	
335	363+52	RT	R7-51R	NO PARKING HERE TO CORNER	18"X24"	3.00	--	1	--	--	--	
336	363+99	LT	R7-51L	NO PARKING HERE TO CORNER	18"X24"	3.00	--	1	--	--	--	
				PAGE 1 SUBTOTALS		**224.76**	**71.00**	**22**	**9**	**2**	**1**	

CONTINUED ON NEXT PAGE

PERMANENT SIGNING CONTINUED

SIGN NUMBER	STATION	LOCATION	SIGN CODE	DESCRIPTION	SIZE	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE F S.F.	634.0614 POSTS WOOD 4X6X14 EACH	634.0616 POSTS WOOD 4X6X16 EACH	634.0618 POSTS WOOD 4X6X18 EACH	634.0818 POSTS STEEL 2X2X18 EACH	COMMENTS
CATEGORY CODE 0010												
337	364+37	RT	J4-1	EAST 98	24"X36"	6.00	--	--	1	--	--	M3-2, M1-6
338	365+36	LT	J3-2	COUNTY K, STRAIGHT ARROW; WEST 98, ADVANCED RIGHT TURN ARROW	48"X57"	19.00	--	--	1	--	--	BLANK, M1-5A, M6-1; M3-4, M1-6, M5-1R
339	365+70	LT	R3-4	NO U TURN	24"X24"	4.00	--	1	--	--	--	
340	59+55	RT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
341	60+48	LT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
342	366+48	RT	R2-1	SPEED LIMIT 25	24"X30"	5.00	--	--	--	2	--	
"	"	"	R3-4	NO U TURN	24"X24"	4.00	--	--	--	--	--	
"	"	"	R7-2	NO PARKING 2:00 AM TO 6:00 AM	18"X24"	3.00	--	--	--	--	--	
343	367+15	LT	W3-1	STOP AHEAD	36"X36"	--	9.00	--	2	--	--	
"	"	"	R7-2	NO PARKING 2:00 AM TO 6:00 AM	18"X24"	3.00	--	--	--	--	--	
344	368+45	RT	S1-1	SCHOOL ZONE	36"X36"	--	6.75	--	--	1	--	
"	"	"	S16-9P	AHEAD	30"X18"	--	3.75	--	--	--	--	
"	"	"	R2-6P	FINES HIGHER	24"X18"	3.00	--	--	--	--	--	
345	369+60	LT	R2-1	SPEED LIMIT 30	24"X30"	5.00	--	--	1	--	--	
"	"	"	S5-2	END SCHOOL ZONE	24"X30"	5.00	--	--	--	--	--	
346	370+51	RT	R3-4	NO U TURN	24"X24"	4.00	--	--	1	--	--	
"	"	"	R14-1	TRUCK ROUTE	24"X18"	3.00	--	--	--	--	--	
"	"	"	M7-1	RIGHT ARROW	24"X18"	3.00	--	--	--	--	--	
347	370+75	LT	R7-2	NO PARKING 2:00 AM TO 6:00 AM	18"X24"	3.00	--	--	1	--	--	
348	371+23	LT	R3-4	NO U TURN	24"X24"	4.00	--	1	--	--	--	
349	69+48	RT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
350	70+44	LT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
351	371+90	RT	S1-1	SCHOOL ZONE	36"X36"	--	6.75	--	1	--	--	
"	"	"	S16-7L	LEFT DOWN ARROW	30"X18"	--	3.75	--	--	--	--	
352	69+04	LT	R5-2	NO TRUCKS	24"X24"	4.00	--	1	--	--	--	
353	372+06	LT	S1-1	SCHOOL ZONE	36"X36"	--	6.75	--	1	--	--	
"	"	"	S16-7L	LEFT DOWN ARROW	30"X18"	--	3.75	--	--	--	--	
354	372+70	LT	R14-1	TRUCK ROUTE	24"X18"	3.00	--	--	1	--	--	
"	"	"	M7-1	LEFT ARROW	24"X18"	3.00	--	--	--	--	--	
"	"	"	R7-1D	NO PARKING ANY TIME, DOUBLE DIRECTIONAL ARROWS	18"X24"	3.00	--	--	--	--	--	
355	373+20	RT	R2-1	SPEED LIMIT 25	24"X30"	5.00	--	--	1	--	--	
"	"	"	R7-2	NO PARKING 2:00 AM TO 6:00 AM	18"X24"	3.00	--	--	--	--	--	
356	373+97	LT	R2-1	SPEED LIMIT 25	24"X30"	5.00	--	--	1	--	--	
"	"	"	R7-2	NO PARKING 2:00 AM TO 6:00 AM	18"X24"	3.00	--	--	--	--	--	
357	374+68	RT	R7-2	NO PARKING 2:00 AM TO 6:00 AM	18"X24"	3.00	--	1	--	--	--	
358	375+55	LT	S1-1	SCHOOL ZONE	36"X36"	--	6.75	--	1	--	--	
"	"	"	S16-9P	AHEAD	30"X18"	--	3.75	--	--	--	--	
359	376+21	RT	S1-1	SCHOOL ZONE	36"X36"	--	6.75	--	1	--	--	
"	"	"	S16-9P	AHEAD	30"X18"	--	3.75	--	--	--	--	
360	376+63	LT	R6-2L	ONE WAY, LEFT ARROW	24"X30"	5.00	--	1	--	--	--	
361	376+63	LT	R3-1	NO RIGHT TURN	24"X24"	4.00	--	--	--	--	--	MOUNTED ON SAME POST AS SIGN 360
362	377+10	LT	R7-2	NO PARKING 2:00 AM TO 6:00 AM	18"X24"	3.00	--	1	--	--	--	
363	377+57	RT	R2-1	SPEED LIMIT 25	24"X30"	5.00	--	--	1	--	--	
"	"	"	R7-2	NO PARKING 2:00 AM TO 6:00 AM	18"X24"	3.00	--	--	--	--	--	
364	378+63	LT	R2-1	SPEED LIMIT 25	24"X30"	5.00	--	--	1	--	--	
"	"	"	R7-2	NO PARKING 2:00 AM TO 6:00 AM	18"X24"	3.00	--	--	--	--	--	
365	379+26	RT	R14-1	TRUCK ROUTE	24"X18"	3.00	--	1	--	--	--	
"	"	"	M7-1	RIGHT ARROW	24"X18"	3.00	--	--	--	--	--	
366	380+16	RT	S1-1	SCHOOL ZONE	36"X36"	--	6.75	--	1	--	--	
"	"	"	S16-7L	LEFT DOWN ARROW	30"X18"	--	3.75	--	--	--	--	
				PAGE 2 SUBTOTALS		**160.72**	**72.00**	**11**	**17**	**3**	**--**	

CONTINUED ON NEXT PAGE

PERMANENT SIGNING CONTINUED

SIGN NUMBER	STATION	LOCATION	SIGN CODE	DESCRIPTION	SIZE	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE F S.F.	634.0614 POSTS WOOD 4X6X14 EACH	634.0616 POSTS WOOD 4X6X16 EACH	634.0618 POSTS WOOD 4X6X18 EACH	634.0818 POSTS STEEL 2X2X18 EACH	COMMENTS
CATEGORY CODE 0010												
367	380+15	LT	R3-4	NO U TURN	24"X24"	4.00	--	--	1	--	--	
"	"	"	R7-1	NO PARKING ANY TIME	18"X24"	3.00	--	--	--	--	--	
368	89+54	RT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
369	90+48	LT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
370	381+27	LT	S1-1	SCHOOL ZONE	36"X36"	--	6.75	--	1	--	--	
"	"	"	S16-7L	LEFT DOWN ARROW	30"X18"	--	3.75	--	--	--	--	
371	381+34	RT	R3-4	NO U TURN	24"X24"	4.00	--	--	1	--	--	
"	"	"	R7-2	NO PARKING 2:00 AM TO 6:00 AM	18"X24"	3.00	--	--	--	--	--	
372	381+98	LT	R14-1	TRUCK ROUTE	24"X18"	3.00	--	--	1	--	--	
"	"	"	M7-1	LEFT ARROW	24"X18"	3.00	--	--	--	--	--	
"	"	"	R7-2	NO PARKING 2:00 AM TO 6:00 AM	18"X24"	3.00	--	--	--	--	--	
373	382+59	RT	R7-2	NO PARKING 2:00 AM TO 6:00 AM	18"X24"	3.00	--	1	--	--	--	
374	384+03	RT	J3-2	COUNTY K, STRAIGHT ARROW; EAST 98, ADVANCED RIGHT TURN ARROW	48"X57"	19.00	--	--	1	--	--	BLANK, M1-5A, M6-1; M3-2, M1-6, M5-1R
375	384+81	LT	S1-1	SCHOOL ZONE	36"X36"	--	6.75	--	--	1	--	
"	"	"	S16-9P	AHEAD	30"X18"	--	3.75	--	--	--	--	
"	"	"	R2-6P	FINES HIGHER	24"X18"	3.00	--	--	--	--	--	
376	99+53	RT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
377	385+60	RT	S5-2	END SCHOOL ZONE	24"X30"	5.00	--	1	--	--	--	
378	386+26	LT	R2-1	SPEED LIMIT 25	24"X30"	5.00	--	1	--	--	--	
379	387+17	LT	J4-1	WEST 98	24"X36"	6.00	--	--	1	--	--	M3-4, M1-6
380	386+01	RT	W3-1	STOP AHEAD	36"X36"	--	9.00	--	1	--	--	
381	387+82	RT	R1-1	STOP	30"X30"	5.18	--	--	--	--	--	
"	"	"	J3-2	COUNTY K, STRAIGHT ARROW; EAST 98, RIGHT ARROW	48"X57"	19.00	--	--	--	--	--	BLANK, M1-5A, M6-1; M3-2, M1-6, M6-1
"	"	"	R1-1	STOP	36"X36"	7.46	--	--	--	--	--	
"	"	"	R1-3P	ALL WAY	18"X6"	1.50	--	--	--	--	--	
382	387+90	LT	R7-1D	NO PARKING ANY TIME, DOUBLE DIRECTIONAL ARROWS	18"X24"	3.00	--	1	--	--	--	
383	109+58	RT	R1-1	STOP	30"X30"	5.18	--	1	--	--	--	
"	"	"	R1-3P	ALL WAY	18"X6"	1.50	--	--	--	--	--	
385	289+23	LT	R1-1	STOP	30"X30"	5.18	--	--	--	--	--	
"	"	"	J3-2	WEST 98, LEFT ARROW; COUNTY K, DOUBLE DIRECTIONAL ARROWS	48"X57"	19.00	--	--	--	--	--	M3-4, M1-6; M1-5A, M6-4
"	"	"	R1-1	STOP	36"X36"	7.46	--	--	--	--	--	
"	"	"	R1-3P	ALL WAY	18"X6"	1.50	--	--	--	--	--	
386	109+47	LT	R5-2	NO TRUCKS	24"X24"	4.00	--	1	--	--	--	
388	488+85	LT	R1-1	STOP	30"X30"	5.18	--	--	--	--	1	
"	"	"	R1-3P	ALL WAY	18"X6"	1.50	--	--	--	--	--	
			J12-2	98, STRAIGHT/LEFT TURN ARROW; COUNTY K, STRAIGHT ARROW	48"X45"	15.00	--	--	--	--	--	M1-6, M6-6, M1-5A, M6-1
				PAGE 3 SUBTOTALS		**181.18**	**30.00**	**9**	**7**	**1**	**1**	
				TOTALS		**566.66**	**173.00**	**42**	**33**	**6**	**2**	

REMOVING SIGNS ITEMS

SIGN NUMBER	STATION	LOCATION	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENTS
CATEGORY CODE 0010					
101	240+72	RT	1	1	
102	240+72	RT	--	--	MOUNTED ON SAME POST AS SIGN 101
103	241+68	LT	1	1	
104	0+43	LT	1	1	
105	9+57	RT	1	1	
106	247+92	RT	1	1	
107	251+20	LT	1	1	
108	251+65	LT	1	1	
109	20+43	LT	1	1	
110	19+57	RT	1	1	
111	252+39	RT	1	1	
112	253+82	RT	1	1	
113	254+88	LT	1	1	
114	30+43	LT	1	1	
115	30+43	LT	1	1	
116	29+57	RT	1	1	
117	40+43	LT	1	1	
118	39+57	RT	1	1	
119	260+10	RT	1	1	
120	261+17	LT	1	1	
121	50+43	LT	1	1	
122	49+57	RT	1	1	
123	262+20	LT	1	1	
124	262+42	RT	1	1	
125	263+49	RT	1	1	
126	264+85	RT	1	1	
127	361+64	LT	1	1	
128	361+70	RT	1	1	
129	565+77	RT	1	1	
130	263+45	LT	1	1	
131	362+36	LT	1	1	
132	565+73	LT	1	1	
133	362+62	LT	1	1	
134	362+88	LT	1	1	
135	363+52	RT	1	1	
136	363+83	LT	1	1	
137	364+43	RT	1	--	MOUNTED ON UTILITY POLE
138	365+36	LT	1	1	
139	365+67	LT	1	--	MOUNTED ON UTILITY POLE
140	59+55	RT	1	1	
141	60+48	LT	1	1	
142	366+40	RT	1	--	MOUNTED ON UTILITY POLE
143	367+08	LT	1	--	MOUNTED ON UTILITY POLE
144	368+48	RT	1	--	MOUNTED ON UTILITY POLE
145	369+57	LT	1	--	MOUNTED ON UTILITY POLE
146	370+55	RT	1	--	MOUNTED ON UTILITY POLE
147	370+75	LT	1	1	
148	371+29	LT	1	--	MOUNTED ON UTILITY POLE
149	69+48	RT	1	1	
150	70+44	LT	1	1	
151	371+85	RT	1	--	MOUNTED ON UTILITY POLE
152	69+04	LT	1	1	
153	372+06	LT	1	1	
154	372+66	LT	1	--	MOUNTED ON UTILITY POLE
155	373+26	RT	1	--	MOUNTED ON UTILITY POLE
PAGE 1 SUBTOTALS			**54**	**43**	

REMOVING SIGNS ITEMS CONTINUED

SIGN NUMBER	STATION	LOCATION	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENTS
CATEGORY CODE 0010					
156	373+94	LT	1	--	MOUNTED ON UTILITY POLE
157	374+68	RT	1	1	
158	375+51	LT	1	--	MOUNTED ON UTILITY POLE
159	376+28	RT	1	--	MOUNTED ON UTILITY POLE
160	376+63	LT	1	1	
161	376+63	LT	--	--	MOUNTED ON SAME POST AS SIGN 160
162	377+10	LT	1	1	
163	377+63	RT	1	--	MOUNTED ON UTILITY POLE
164	378+66	LT	1	1	
165	379+31	RT	1	--	MOUNTED ON UTILITY POLE
166	380+16	RT	1	1	
167	380+19	LT	1	--	MOUNTED ON UTILITY POLE
168	89+54	RT	1	1	
169	90+48	LT	1	1	
170	381+27	LT	1	1	
171	381+26	RT	1	--	MOUNTED ON UTILITY POLE
172	381+87	LT	1	--	MOUNTED ON UTILITY POLE
173	382+66	RT	1	--	MOUNTED ON UTILITY POLE
174	384+11	RT	1	--	MOUNTED ON UTILITY POLE
175	384+85	LT	1	--	MOUNTED ON UTILITY POLE
176	99+53	RT	1	1	
177	385+60	RT	1	1	
178	386+21	LT	1	--	MOUNTED ON UTILITY POLE
179	387+17	LT	1	1	
180	387+82	RT	1	1	
181	387+82	RT	1	1	
182	388+18	LT	1	--	MOUNTED ON UTILITY POLE
183	109+58	RT	1	1	
185	289+23	LT	1	1	
186	109+47	LT	1	1	
187	488+85	LT	1	1	
188	488+85	LT	1	1	
PAGE 2 SUBTOTALS			**31**	**18**	
TOTALS			**85**	**61**	

OVERHEAD SIGN SUPPORT

STATION - STATION	LOCATION	641.8100 OVERHEAD SIGN SUPPORT LS	654.0102 CONCRETE BASES TYPE 2 EACH	657.0310 POLES TYPE 3 EACH	COMMENTS
CATEGORY CODE 0010					
362+58.9	LT	1	--	--	**S-10-012**
387+89.1	RT	1	--	--	**S-10-013**
488+87.0	LT	--	1	1	
264+88.2	RT	--	1	1	
288+93.1	LT	1	--	--	**S-10-011**
TOTALS		**3**	**2**	**2**	

3

TRAFFIC CONTROL ITEMS

LOCATION	643.0300 DRUMS DAY	643.0420 BARRICADES TYPE III DAY	643.0705 WARNING LIGHTS TYPE A DAY	643.0900 SIGNS DAY	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAY	COMMENTS
CATEGORY CODE 0010						
STAGE 1A	320	352	704	240	16	
STAGE 1	2,160	2,376	4,752	1,782	54	
STAGE 2	320	304	608	224	16	
STAGE 3A	240	180	360	144	12	
STAGE 3	1,760	2,024	4,048	1,188	44	
TOTALS	**4,480**	**4,884**	**9,768**	**3,338**	**126**	

DETOUR ITEMS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	643.3000 DETOUR SIGNS DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	COMMENTS
CATEGORY CODE 0010						
STAGE 1						
100	STH 98 EB, W OF CTH K	M3-2	24"X12"	70	1	COVER
"	"	M1-6	24"X24"	70	--	EAST / STH
"	"	W20-2A	48"X48"	70	--	98 / LEFT
101	STH 98 EB, CTH K INTERSECTION	M4-8	24"X12"	70	1	COVER
"	"	M3-2	24"X12"	70	--	EAST / STH
"	"	M1-6	24"X24"	70	--	98 / LEFT
"	"	M6-1	21"X21"	70	--	
102	CTH K SB, N OF CTH H	M4-8	24"X12"	70	--	
"	"	M3-2	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	M5-1L	21"X21"	70	--	
103	CTH K SB, CTH H INTERSECTION	M4-8	24"X12"	70	--	
"	"	M3-2	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	M6-1	21"X21"	70	--	
104	CTH H EB, W OF CTH Y	M4-8	24"X12"	70	--	
"	"	M3-2	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	M5-1L	21"X21"	70	--	
105	CTH H EB, CTH Y INTERSECTION	M4-8	24"X12"	70	--	
"	"	M3-2	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	M6-1	21"X21"	70	--	
106	CTH Y NB, S OF STH 98	M4-8	24"X12"	70	--	
"	"	M3-2	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	M5-1R	21"X21"	70	--	
107	CTH Y NB, STH 98 INTERSECTION	M4-8	24"X12"	70	--	
"	"	M3-2	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	M6-1	21"X21"	70	--	
108	STH 98 EB, N OF CTH Y	M4-8A	24"X18"	70	--	
"	"	M1-6	24"X24"	70	--	
109	STH 98 EB	M4-8	24"X12"	210	--	
"	"	M3-2	24"X12"	210	--	
"	"	M1-6	24"X24"	210	--	
200	CTH K SB, N OF STH 98	M3-4	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	W20-2A	48"X48"	70	--	
201	CTH K SB, STH 98 INTERSECTION	M4-8	24"X12"	70	1	COVER
"	"	M3-4	24"X12"	70	--	STH 98 / LT
"	"	M1-6	24"X24"	70	--	UP &
"	"	M6-1	21"X21"	70	--	CTH K / UP
202	STH 98 EB, W OF CTH Y	M4-8	24"X12"	70	--	
"	"	M3-4	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	M5-1R	21"X21"	70	--	
203	STH 98 EB, CTH Y INTERSECTION	M4-8	24"X12"	70	--	
"	"	M3-4	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	M6-1	21"X21"	70	--	
		PAGE 1 SUBTOTALS		**3,990**	**3**	

3

DETOUR ITEMS CONTINUED

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	643.3000 DETOUR SIGNS DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	COMMENTS
CATEGORY CODE 0010						
STAGE 1 CONT.						
204	STH 98 WB, N OF CTH Y	M3-2	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	W20-2A	48"X48"	70	--	
205	STH 98 WB, CTH Y INTERSECTION	M4-8	24"X12"	70	--	
"	"	M3-4	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	M6-1	21"X21"	70	--	
206	CTH Y SB, N OF CTH H	M4-8	24"X12"	70	--	
"	"	M3-4	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	M5-1R	21"X21"	70	--	
207	CTH Y SB, CTH H INTERSECTION	M4-8	24"X12"	70	--	
"	"	M3-4	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	M6-1	21"X21"	70	--	
208	CTH H WB, E OF CTH K	M4-8	24"X12"	70	--	
"	"	M3-4	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	M5-1R	21"X21"	70	--	
209	CTH H WB, CTH K INTERSECTION	M4-8	24"X12"	70	--	
"	"	M3-4	24"X12"	70	--	
"	"	M1-6	24"X24"	70	--	
"	"	M6-1	21"X21"	70	--	
210	CTH K NB, S OF STH 98	M4-8	24"X12"	70	1	COVER
"	"	M3-4	24"X12"	70	--	JCT /
"	"	M1-6	24"X24"	70	--	STH 98
"	"	M5-1L	21"X21"	70	--	
211	CTH K NB, STH 98 INTERSECTION	M4-8	24"X12"	70	1	COVER
"	"	M3-4	24"X12"	70	--	STH 98 / LT
"	"	M1-6	24"X24"	70	--	UP &
"	"	M6-1	21"X21"	70	--	CTH K / UP
212	STH 98 WB, W OF CTH K	M4-8A	24"X18"	70	--	
"	"	M1-6	24"X24"	70	--	
213	STH 98 WB	M4-8	24"X12"	210	--	
"	"	M3-4	24"X12"	210	--	
"	"	M1-6	24"X24"	210	--	
	PAGE 2 SUBTOTALS			**2,940**	**2**	

DETOUR ITEMS CONTINUED

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	643.3000 DETOUR SIGNS DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	COMMENTS
CATEGORY CODE 0010						
STAGE 2						
300	STH 73 SB, N OF STH 98	M3-2	24"X12"	16	1	**COVER**
"	"	M1-6	24"X24"	16	--	**JCT /**
"	"	W20-2A	48"X48"	16	--	**STH 98**
301	STH 73 SB, N OF STH 98	--	--	--	1	**EAST/98/LT**
302	STH 73 SB, STH 98 INTERSECTION	M4-8	24"X12"	16	1	**COVER**
"	"	M3-2	24"X12"	16	--	**EAST /**
"	"	M1-6	24"X24"	16	--	**STH 98 /**
"	"	M6-1	21"X21"	16	--	**LEFT**
303	STH 73 SB, S OF CTH OO	M4-8	24"X12"	16	--	
"	"	M3-2	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
304	CTH OO EB, W OF STH 73	M4-8	24"X12"	16	--	
"	"	M3-2	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M6-1	21"X21"	16	--	
305	STH 73 SB, N OF CTH H	M4-8	24"X12"	16	--	
"	"	M3-2	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M5-1L	21"X21"	16	--	
306	STH 73 SB, CTH H INTERSECTION	M4-8	24"X12"	16	--	
"	"	M3-2	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M6-1	21"X21"	16	--	
307	CTH H EB, W OF CTH K	M4-8	24"X12"	16	--	
"	"	M3-2	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
308	CTH K SB, CTH H INTERSECTION	M4-8	24"X12"	16	--	
"	"	M3-2	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M6-1	21"X21"	16	--	
"	"	M4-8	24"X12"	16	--	
"	"	M3-4	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M6-1	21"X21"	16	--	
309	CTH H EB, W OF CTH Y	M4-8	24"X12"	16	--	
"	"	M3-2	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M5-1L	21"X21"	16	--	
310	CTH H EB, CTH Y INTERSECTION	M4-8	24"X12"	16	--	
"	"	M3-2	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M6-1	21"X21"	16	--	
311	CTH Y NB, S OF STH 98	M4-8	24"X12"	16	--	
"	"	M3-2	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M5-1R	21"X21"	16	--	
312	CTH Y NB, STH 98 INTERSECTION	M4-8	24"X12"	16	--	
"	"	M3-2	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M6-1	21"X21"	16	--	
	PAGE 3 SUBTOTALS			**784**	**3**	

CONTINUED ON NEXT PAGE

DETOUR ITEMS CONTINUED

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	643.3000 DETOUR SIGNS DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	COMMENTS
CATEGORY CODE 0010						
STAGE 2						
313	STH 98 EB, N OF CTH Y	M4-8A	24"X18"	16	--	
"	"	M1-6	24"X24"	16	--	
314	STH EB	M4-8	24"x12"	48	--	
"	"	M3-2	24"X12"	48	--	
"	"	M1-6	24"X24"	48	--	
400	CTH K SB, N OF STH 98	M3-4	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	W20-2A	48"X48"	16	--	
401	CTH K SB, STH 98 INTERSECTION	M4-8	24"X12"	16	1	COVER
"	"	M3-4	24"X12"	16	--	STH 98 / LT
"	"	M1-6	24"X24"	16	--	UP & CTH K/
"	"	M6-1	21"X21"	16	--	UP
402	STH 98 EB, W OF CTH Y	M4-8	24"X12"	16	--	
"	"	M3-4	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M5-1R	21"X21"	16	--	
403	STH 98 EB, CTH Y INTERSECTION	M4-8	24"X12"	16	--	
"	"	M3-4	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M6-1	21"X21"	16	--	
404	STH 98 WB, N OF CTH Y	M3-4	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	W20-2A	48"X48"	16	--	
405	STH 98 WB, CTH Y INTERSECTION	M4-8	24"X12"	16	--	
"	"	M3-4	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M6-1	21"X21"	16	--	
406	CTH Y SB, N OF CTH H	M4-8	24"X12"	16	--	
"	"	M3-4	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M5-1R	21"X21"	16	--	
407	CTH Y SB, CTH H INTERSECTION	M4-8	24"X12"	16	--	
"	"	M3-4	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M6-1	21"X21"	16	--	
408	CTH H WB, E OF CTH K	M4-8	24"X12"	16	--	
"	"	M3-4	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
409	CTH H WB, STH 73 INTERSECTION	M4-8	24"X12"	16	--	
"	"	M3-4	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M6-1	21"X21"	16	--	
410	STH 73 NB, N OF CTH H	M4-8	24"X12"	16	--	
"	"	M3-4	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
411	STH 73 NB, N OF CTH OO	M4-8	24"X12"	16	--	
"	"	M3-4	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
412	STH 98 WB, STH 73 INTERSECTION	M4-8	24"X12"	16	--	
"	"	M3-2	24"X12"	16	--	
"	"	M1-6	24"X24"	16	--	
"	"	M6-1	21"X21"	16	--	
413	STH 73 NB, N OF STH 98	M4-8A	24"X18"	16	--	
"	"	M1-6	24"X24"	16	--	
414	STH 98 WB	M4-8	24"x12"	48	--	
"	"	M3-4	24"x12"	48	--	
"	"	M1-6	24"X24"	48	--	
		PAGE 4 SUBTOTALS		**1,104**	**1**	

DETOUR ITEMS CONTINUED

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	643.3000 DETOUR SIGNS DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	COMMENTS
CATEGORY CODE 0010						
STAGE 3						
500	STH 73 SB, N OF STH 98	M3-2	24"X12"	56	1	COVER
"	"	M1-6	24"X24"	56	--	JCT /
"	"	W20-2A	48"X48"	56	--	STH 98
501	STH 73 SB, N OF STH 98	--	--	--	1	EAST/98/LT
502	STH 73 SB, STH 98 INTERSECTION	M4-8	24"X12"	56	1	COVER
"	"	M3-2	24"X12"	56	--	EAST /
"	"	M1-6	24"X24"	56	--	STH 98 /
"	"	M6-1	21"X21"	56	--	LEFT
503	STH 98 WB, STH 73 INTERSECTION	M4-8	24"X12"	56	--	
"	"	M3-2	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
"	"	M6-1	21"X21"	56	--	
504	CTH OO EB, STH 73 INTERSECTION	M4-8	24"X12"	56	--	
"	"	M3-2	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
"	"	M6-1	21"X21"	56	--	
505	STH 73 SB, S OF CTH OO	M4-8	24"X12"	56	--	
"	"	M3-2	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
506	STH 73 SB, N OF CTH H	M4-8	24"X12"	56	--	
"	"	M3-2	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
"	"	M5-1L	21"X21"	56	--	
507	STH 73 SB, CTH H INTERSECTION	M4-8	24"X12"	56	--	
"	"	M3-2	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
"	"	M6-1	21"X21"	56	--	
508	CTH H EB, W OF CTH K	M4-8	24"X12"	56	--	
"	"	M3-2	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
"	"	M5-1L	21"X21"	56	--	
509	CTH H EB, CTH K INTERSECTION	M4-8	24"X12"	56	--	
"	"	M3-2	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
"	"	M6-1	21"X21"	56	--	
510	CTH K NB, S OF STH 98	M4-8	24"X12"	56	1	COVER
"	"	M3-2	24"X12"	56	--	JCT /
"	"	M1-6	24"X24"	56	--	STH 98
"	"	M5-1R	21"X21"	56	--	
511	CTH K NB, STH 98 INTERSECTION	M4-8	24"X12"	56	1	COVER
"	"	M3-2	24"X12"	56	--	STH 98 /
"	"	M1-6	24"X24"	56	--	LEFT
"	"	M6-1	21"X21"	56	--	STRAIGHT
512	STH 98 EB, N OF CTH K	M4-8A	24"X18"	56	--	
"	"	M1-6	24"X24"	56	--	
513	STH 98 EB	M4-8	24"X12"	56	--	
"	"	M3-2	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
600	CTH K SB, N OF STH 98	M3-4	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
"	"	W20-2F	48"X48"	56	--	
601	CTH K SB, N OF STH 98	M3-4	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
"	"	W20-2G	48"X48"	56	--	
		PAGE 5 SUBTOTALS		**2,968**	**5**	

DETOUR ITEMS CONTINUED

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	643.3000 DETOUR SIGNS DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	COMMENTS
CATEGORY CODE 0010						
STAGE 3						
602	CTH K SB, STH 98 INTERSECTION	M4-8	24"X12"	56	1	COVER
"	"	M3-4	24"X12"	56	--	EAST /
"	"	M1-6	24"X24"	56	--	STH 98 /
"	"	M6-1	21"X21"	56	--	RIGHT
603	CTH K SB, N OF CTH H	M4-8	24"X12"	56	--	
"	"	M3-2	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
"	"	M5-1R	21"X21"	56	--	
604	CTH K SB, CTH H INTERSECTION	M4-8	24"X12"	56	--	
"	"	M3-4	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
"	"	M6-1	21"X21"	56	--	
605	CTH H WB, CTH K INTERSECTION	M4-8	24"X12"	56	--	
"	"	M3-4	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
"	"	M6-1	21"X21"	56	--	
"	"	M4-8	24"X12"	56	--	
"	"	M3-2	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
"	"	M6-1	21"X21"	56	--	
606	CTH H WB, STH 73 INTERSECTION	M4-8	24"X12"	56	--	
"	"	M3-4	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
"	"	M6-1	21"X21"	56	--	
607	STH 73 NB, N OF CTH H	M4-8	24"X12"	56	--	
"	"	M3-4	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
608	STH 73 NB, N OF CTH OO	M4-8	24"X12"	56	--	
"	"	M3-4	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
609	STH 73 NB, N OF STH 98	M4-8A	24"X18"	56	--	
"	"	M1-6	24"X24"	56	--	
610	STH 98 WB	M4-8	24"X12"	56	--	
"	"	M3-4	24"X12"	56	--	
"	"	M1-6	24"X24"	56	--	
		PAGE 6 SUBTOTAL		**1,792**	**1**	
		TOTALS		**13,578**	**15**	

CONSTRUCTION STAKING ITEMS

STATION - STATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.7000 CONCRETE PAVEMENT LF	650.9910 SUPPLEMENTAL CONTROL LS	650.9920 SLOPE STAKES LF	COMMENTS
CATEGORY CODE 0010						
239+25 - 241+50	225	225	--	--	225	
241+50 - 246+59	509	--	509	--	509	
246+59 - 251+99	540	--	540	--	540	
251+99 - 255+52	353	--	353	--	353	
255+52 - 258+52	300	--	300	--	300	
258+52 - 261+81	329	--	329	--	329	
261+81 - 265+30	349	--	349	--	349	
565+30 - 566+22	92	--	92	--	92	
362+54 - 366+09	355	--	355	--	355	
366+09 - 371+65	556	--	556	--	556	
371+65 - 380+91	926	--	926	--	926	
380+91 - 385+20	429	--	429	--	429	
385+20 - 388+48	328	--	328	--	328	
488+48 - 489+39	91	--	91	--	91	
0+22 - 1+10	88	59	29	--	88	
9+05 - 9+78	73	43	30	--	73	
19+15 - 19+78	63	33	30	--	63	
20+22 - 20+75	53	23	30	--	53	
29+30 - 29+78	48	18	30	--	48	
30+22 - 30+80	58	29	29	--	58	
39+05 - 39+78	73	43	30	--	73	
40+22 - 40+85	63	34	29	--	63	
49+25 - 49+78	53	23	30	--	53	
50+22 - 50+70	48	19	29	--	48	
161+40 - 161+91	51	16	35	--	51	
566+22 - 566+55	33	33	--	--	33	
59+05 - 59+73	68	37	31	--	68	
60+26 - 60+95	69	40	29	--	69	
69+05 - 69+71	66	36	30	--	66	
70+26 - 71+40	114	86	28	--	114	
89+15 - 89+73	58	31	27	--	58	
90+26 - 90+75	49	11	38	--	49	
99+20 - 99+75	55	25	30	--	55	
109+05 - 109+79	74	45	29	--	74	
288+70 - 289+39	69	--	69	--	69	
489+39 - 489+75	36	36	--	--	36	
TOTALS	**6,744**	**945**	**5,799**	**1**	**6,744**	

TEMPORARY PEDESTRIAN ITEMS

STATION - STATION	LOCATION	644.1601.S TEMPORARY CURB RAMP EACH	644.1616.S TEMP PEDESTRIAN SAFETY FENCE LF	SPV.0165.02 TEMP PEDESTRIAN HARD SURFACE SF	COMMENTS
CATEGORY CODE 0010					
366+00 TO 381+00	LT & RT	12	3,000	15,000	CENTRAL ST TO SPRING ST
	TOTAL	**12**	**3,000**	**15,000**	

PAVEMENT MARKING

LOCATION	OFFSET	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH YELLOW LF	647.0766 CROSSWALK EPOXY 6-INCH LF	647.0456 CURB EPOXY LF	647.0566 STOP LINE EPOXY 18-INCH LF	647.0656 PARKING STALL EPOXY LF	647.0726 DIAGONAL EPOXY 12-INCH	COMMENTS
CATEGORY CODE 0010									
239+25 - 242+07	LT	282	--	--	--	--	--	--	
239+25 - 242+07	CL	--	564	--	--	--	--	--	Double Yellow Centerline
239+25 - 246+21	RT	696	--	--	--	--	--	--	
Helm Street North	--	--	--	--	--	18	--	--	
242+87 - 251+70	LT	883	--	--	--	--	--	--	
242+87 - 246+21	CL	--	668	--	--	--	--	--	Double Yellow Centerline
Pope Street South	--	--	--	--	--	16	--	--	
246+97 - 251+70	CL	--	946	--	--	--	--	--	Double Yellow Centerline
246+97 - 251+71	RT	474	--	--	--	--	--	--	
Gwinn Street Intersection	--	--	--	349	--	--	--	--	
252+31 - 254+91	LT	260	--	--	--	--	--	--	
252+31 - 254+91	CL	--	520	--	--	--	--	--	Double Yellow Centerline
252+31 - 254+91	RT	260	--	--	--	--	--	--	
Thomas Street Intersection	--	--	--	350	--	--	--	--	
255+53 - 258+20	LT	267	--	--	--	--	--	--	
255+53 - 258+20	CL	--	534	--	--	--	--	--	Double Yellow Centerline
255+53 - 258+20	RT	267	--	--	--	--	--	--	
West Street Intersection	--	--	--	353	--	--	--	--	
258+83 - 261+48	LT	265	--	--	--	--	--	--	
258+83 - 261+48	CL	--	530	--	--	--	--	--	Double Yellow Centerline
258+83 - 261+48	RT	265	--	--	--	--	--	--	
Division Street Intersection	--	--	--	350	--	--	--	--	
262+13 - 264+00	LT	187	--	--	--	--	--	--	
262+13 - 264+82	CL	--	538	--	--	--	--	--	Double Yellow Centerline
262+13 - 264+82	RT	269	--	--	--	--	--	--	
South Street/Main Street Intersection	--	--	--	430	--	84	--	--	
361+41 - 361+73	CL	--	64	--	--	--	--	--	Double Yellow Centerline
362+63 - 365+80	LT	317	--	--	--	--	--	256	
362+63 - 365+80	CL	--	634	--	--	--	--	--	Double Yellow Centerline
362+63 - 365+80	RT	317	--	--	--	--	--	--	
Central Street Intersection	--	--	--	408	--	--	--	--	
PAGE 1 SUBTOTALS		**5,009**	**4,998**						
		10,007		**2,240**	**--**	**118**	**--**	**256**	

SAWING ITEMS

LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	COMMENTS
CATEGORY CODE 0010			
239+25	--	38	BOP
HELM STREET	35	5	
246+35 - 246+39 LT	--	4	SIDEWALK
POPE STREET	27	--	
247+14 - 247+71 RT	57	--	DRIVEWAY
247+52 - 247+55 LT	--	3	SIDEWALK
248+88 - 249+37 RT	70	--	DRIVEWAY
249+63 - 249+80 LT	--	17	DRIVEWAY
250+33 - 250+47 LT	14	--	DRIVEWAY
251+15 - 251+18 LT	--	3	SIDEWALK
251+67 - 251+72 LT	--	4	SIDEWALK
251+72 - 251+77 RT	--	4	SIDEWALK
GWINN STREET NORTH	32	5	
GWINN STREET SOUTH	32	5	
252+42 - 252+46 RT	--	4	SIDEWALK
252+88 - 252+92 LT	--	4	SIDEWALK
253+38 - 253+42 RT	--	4	SIDEWALK
254+53 - 254+57 RT	--	4	SIDEWALK
THOMAS STREET NORTH	33	5	
THOMAS STREET SOUTH	33	5	
255+48 - 255+52 LT	--	4	SIDEWALK
255+49 - 255+53 RT	--	4	SIDEWALK
255+88 - 255+92 LT	--	4	SIDEWALK
256+42 - 256+68 LT	--	26	DRIVEWAY
257+56 - 257+60 RT	--	4	SIDEWALK
258+20 - 258+24 LT	--	4	SIDEWALK
258+22 - 258+26 RT	--	4	SIDEWALK
WEST STREET NORTH	34	5	
WEST STREET SOUTH	34	5	
258+79 - 258+83 RT	--	4	SIDEWALK
259+12 - 259+16 LT	--	4	SIDEWALK
259+31 - 259+41 LT	--	10	DRIVEWAY
259+39 - 259+43 RT	--	4	SIDEWALK
259+68 - 259+84 LT	--	16	DRIVEWAY
260+15 - 260+19 LT	--	4	SIDEWALK
260+81 - 260+85 RT	--	4	SIDEWALK
261+07 - 261+11 LT	--	4	SIDEWALK
261+49 - 261+53 RT	--	4	SIDEWALK
261+49 - 261+53 LT	--	4	SIDEWALK
DIVISION STREET NORTH	34	5	
DIVISION STREET SOUTH	34	5	
262+09 - 262+13 RT	--	4	SIDEWALK
262+43 - 262+46 LT	--	3	SIDEWALK
262+64 - 262+67 RT	--	3	SIDEWALK
262+94 - 262+97 LT	--	3	SIDEWALK
264+01 - 264+14 LT	--	13	DRIVEWAY
264+97 - 265+01 RT	--	4	SIDEWALK
CTH K SOUTH	40	5	
PAGE 1 SUBTOTALS	**509**	**277**	

PAVEMENT MARKING CONTINUED

LOCATION	OFFSET	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH YELLOW LF	647.0766 CROSSWALK EPOXY 6-INCH LF	647.0456 CURB EPOXY LF	647.0566 STOP LINE EPOXY 18-INCH LF	647.0656 PARKING STALL EPOXY LF	647.0726 DIAGONAL EPOXY 12-INCH	COMMENTS
CATEGORY CODE 0010									
Central Street Intersection	--	--	--	408	--	--	--	--	
366+39 - 371+11	LT	472	--	--	--	--	--	--	
366+39 - 371+11	CL	--	944	--	--	--	--	--	Double Yellow Centerline
366+39 - 371+11	RT	472	--	--	--	--	--	--	
367+51 - 371+11	LT	--	--	--	62	--	170	--	Parking Stalls
368+27 - 371+08	RT	--	--	--	41	--	117	--	Parking Stalls
Mill Street	--	--	--	407	--	--	--	--	
371+99 - 376+67	LT	468	--	--	--	--	--	--	
371+99 - 376+67	CL	--	936	--	--	--	--	--	Double Yellow Centerline
371+99 - 376+67	RT	468	--	--	--	--	--	--	
371+99 - 376+66	RT	--	--	--	71	--	183	--	Parking Stalls
372+05 - 376+29	LT	--	--	--	89	--	150	--	Parking Stalls
376+66 - 376+72	--	--	--	108	--	--	--	--	
376+72 - 380+20	LT	348	--	--	--	--	--	--	
376+72 - 380+20	CL	--	696	--	--	--	--	--	Double Yellow Centerline
376+72 - 380+20	RT	348	--	--	--	--	--	--	
376+72 - 380+16	LT	--	--	--	75	--	106	--	Parking Stalls
376+72 - 380+20	RT	--	--	--	102	--	104	--	Parking Stalls
Spring Street Intersection	--	--	34	411	--	--	--	--	
381+24 - 387+90	LT	666	--	--	--	--	--	--	
381+24 - 387+90	CL	--	1,332	--	--	--	--	--	Double Yellow Centerline
381+24 - 387+90	RT	666	--	--	--	--	--	160	
381+24 - 382+26	LT	--	--	--	34	--	42	--	Parking Stalls
381+31 - 382+14	RT	--	--	--	35	--	31	--	Parking Stalls
Madison Street Intersection	--	--	--	84	--	--	--	--	
Main Street/Elm Drive Intersection	--	--	92	106	--	87	--	--	
388+86 - 389+75	CL	--	178	--	--	--	--	--	Double Yellow Centerline
PAGE 2 SUBTOTALS		**3,908**	**4,212** **8,120**	**1,524**	**509**	**87**	**903**	**160**	
TOTALS		**18,127**		**3,764**	**509**	**205**	**903**	**416**	

SAWING ITEMS CONTINUED

LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	COMMENTS
CATEGORY CODE 0010			
565+57 - 565+61 RT	--	4	SIDEWALK
566+22 RT	--	4	SIDEWALK
SOUTH STREET	38	5	
565+88 - 566+10 LT	--	21	DRIVEWAY
566+45 LT	--	4	SIDEWALK
363+03 - 363+07 LT	--	4	SIDEWALK
363+15 - 363+19 LT	--	4	SIDEWALK
363+17 - 363+46 RT	29	--	DRIVEWAY
363+80 - 363+84 RT	--	4	SIDEWALK
364+10 - 364+13 LT	--	3	SIDEWALK
364+17 - 364+36 RT	18	--	DRIVEWAY
CENTRAL STREET WEST	35	--	
CENTRAL STREET EAST	35	--	
MILL STREET WEST	38	--	
MILL STREET EAST	38	--	
SPRING STREET WEST	43	--	
SPRING STREET EAST	110	--	
MADISON STREET	32	--	
ELM DRIVE WEST	32	--	
CTH K NORTH	30	--	
UNDISTRIBUTED	--	500	STORE FRONTS
PAGE 2 SUBTOTALS	**478**	**553**	
TOTALS	**987**	**830**	

FLASHING BEACON

STATION - STATION	LOCATION	SPV.0105.XX LS
CATEGORY CODE 0010		
264+88.2	RT	1
362+58.9	LT	1
387+89.1	RT	1
288+93.1	LT	1
488+87.0	LT	1
TOTALS		**5**

CONCRETE SEDIMENT TRAP

STATION - STATION	LOCATION	SPV.0060.05 EACH
CATEGORY CODE 0010		
491+00	LT	1
TOTALS		**1**

CONCRETE RAMP

STATION - STATION	LOCATION	SPV.0105.04 LS
CATEGORY CODE 0010		
383+50	RT	1
TOTALS		**1**

TRACKING PAD

LOCATION	628.7560 TRACKING PAD EACH	COMMENTS
CATEGORY CODE 0010		
BEGIN PROJECT	1	
SOUTH / MAIN INTERSECTION	1	
END PROJECT	1	
UNDISTRIBUTED	1	
TOTALS	**4**	

STREET LIGHTING REMOVALS

LIGHT NUMBER	STATION	R/L	204.0195 REMOVING CONCRETE BASES EACH	SPV.0060.01 REMOVE EXISTING LIGHITNG UNIT EACH
ALL ITEMS CATEGORY 0040				
EXSL1	361+75	LT	1	1
EXSL2	362+50	RT	1	1
EXSL3	363+50	LT	1	1
EXSL4	364+45	RT	1	1
EXSL5	365+65	LT	1	1
EXSL6	366+40	RT	1	1
EXSL7	367+10	LT	1	1
EXSL8	368+50	RT	1	1
EXSL9	369+60	LT	1	1
EXSL10	370+55	RT	1	1
EXSL11	371+30	LT	1	1
EXSL12	371+85	RT	1	1
EXSL13	372+65	LT	1	1
EXSL14	373+25	RT	1	1
EXSL15	373+95	LT	1	1
EXSL16	374+75	RT	1	1
EXSL17	375+50	LT	1	1
EXSL18	376+25	RT	1	1
EXSL19	377+05	LT	1	1
EXSL20	377+65	RT	1	1
EXSL21	378+65	LT	1	1
EXSL22	379+30	RT	1	1
EXSL23	380+20	LT	1	1
EXSL24	381+25	RT	1	1
EXSL25	381+85	LT	1	1
EXSL26	382+65	RT	1	1
EXSL27	383+40	LT	1	1
EXSL28	384+10	RT	1	1
EXSL29	384+85	LT	1	1
EXSL30	385+65	RT	1	1
EXSL31	386+20	LT	1	1
EXSL32	387+50	RT	1	1
EXSL33	388+20	LT	1	1
EXSL34	389+00	RT	1	1
PROJECT TOTALS			34	34

LIGHTING CONDUIT AND WIRE

FROM	-	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF	REMARKS	
ALL ITEMS ARE CATEGORY 0040								
CB 100	-	PB 111	--	115	524	786	--	CB100
PB 111	-	SL 108	175	--	372	558	--	PB111
SL 108	-	PB 107	310	--	642	963	--	SL108
PB 107	-	PB 106	60	--	--	--	PULL WIRE ONLY	PB107
PB 107	-	SL 106	80	--	182	273	--	PB107
SL 106	-	SL 104	360	--	740	1,110	--	SL106
SL 104	-	PB 104	120	--	262	393	--	SL104
PB 104	-	PB 103	60	--	--	--	PULL WIRE ONLY	PB104
PB 104	-	PB 102	85	--	194	291	--	PB104
PB 102	-	SL 102	150	--	322	483	--	PB102
SL 102	-	PB 101	175	--	372	558	--	SL102
PB 101	-	SL 101	75	--	--	--	PULL WIRE ONLY	PB101
PB 101	-	SL 100	90	--	202	303	--	PB101
SL 100	-	PB 100	70	--	--	--	PULL WIRE ONLY	SL100
PB 100	-	SL 101	65	--	--	--	PULL WIRE ONLY	PB100
SL 101	-	SL 103	325	--	670	1,005	--	SL101
SL 103	-	PB 103	80	--	182	273	--	SL103
PB 103	-	SL 105	305	--	632	948	--	PB103
SL 105	-	PB 105	160	--	342	513	--	SL105
PB 105	-	PB 106	100	--	224	336	--	PB105
PB 106	-	SL 107	115	--	252	378	--	PB106
SL 107	-	PB 108	345	--	712	1,068	--	SL107
PB 108	-	PB 110	80	--	184	276	--	PB108
PB 111	-	SL 110	220	--	462	693	--	PB111
SL 110	-	PB 112	150	--	322	483	--	SL110
PB 112	-	PB 114	120	--	264	396	--	PB112
PB 114	-	PB 113	60	--	--	--	PULL WIRE ONLY	PB114
PB 114	-	SL 112	85	--	192	288	--	PB114
SL 112	-	PB 115	275	--	572	858	--	SL112
PB 115	-	SL 114	80	--	182	273	--	PB115
SL 114	-	PB 117	250	--	522	783	--	SL114
PB 117	-	SL 116	80	--	182	273	--	PB117
PB 117	-	PB 116	70	--	--	--	PULL WIRE ONLY	PB117
PB 116	-	SL 115	100	--	--	--	PULL WIRE ONLY	PB116
SL 115		SL 113	350	--	720	1,080	--	SL115
SL 113	-	PB 113	250	--	522	783	--	SL113
PB 113	-	SL 111	80	--	182	273	--	PB113
SL 111	-	SL 109	375	--	770	1,155	--	SL111
SL 109	-	PB 109	30	--	82	123	--	SL109
PB 109	-	PB 110	80	--	184	276	--	PB109
PB 110	-	CB 100	--	120	544	816	--	PB110
PRJOECT TOTALS			6040	235	12712	19068		

3

LIGHTING PULLBOXES

PULLBOX NUMBER	STATION	OFFSET	R/L	SPV.0060.02 PULL BOX NON-CONDUCTIVE 24X42-INCH EACH
ALL ITEMS ARE CATEGORY 0040				
PB 100	361+88	36.5'	RT	1
PB 101	362+58	36.3'	LT	1
PB 102	365+68	28.0'	LT	1
PB 103	366+50	28.5'	RT	1
PB 104	366+50	31.5'	LT	1
PB 105	371+08	28.5'	RT	1
PB 106	372+05	28.5'	RT	1
PB 107	372+05	31.5'	LT	1
PB 108	376+58	28.0'	RT	1
PB 109	376+62	28.0'	RT	1
PB 110	376+64	49.5'	LT	1
PB 111	376+64	53.5'	LT	1
PB 112	380+16	31.5'	LT	1
PB 113	381+31	28.0'	RT	1
PB 114	381+31	28.0'	LT	1
PB 115	384+81	28.0'	LT	1
PB 116	388+05	41.9'	RT	1
PB 117	388+05	27.8'	LT	1
PRJECT TOTALS				18

STREET LIGHTING

LIGHT NUMBER	STATION	OFFSET	R/L	SPV.0060.19 DECORATIVE STREET LIGHT UNIT - FURNISH ONLY EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
ALL ITEMS ARE CATEGORY 0040					
SL 100	361+71	25.5'	LT	--	147
SL 101	362+53	35.1'	RT	--	147
SL 102	364+27	35.2'	LT	--	147
SL 103	365+72	28.2'	RT	--	147
SL 104	367+68	31.3'	LT	--	147
SL 105	369+52	28.3'	RT	--	147
SL 106	371+28	31.5'	LT	--	147
SL 107	373+18	28.3'	RT	--	147
SL 108	375+14	31.3'	LT	--	147
SL 109	376+90	28.3'	RT	--	147
SL 110	378+63	31.3'	LT	--	147
SL 111	380+56	40.5'	RT	--	147
SL 112	382+13	35.2'	LT	--	147
SL 113	383+73	35.2'	RT	--	147
SL 114	385+58	35.2'	LT	--	147
SL 115	387+13	27.8'	RT	--	147
SL 116	388+80	23.1'	LT	--	147
PROJECT ID 7040-01-73				1	--
PROJECT TOTALS				1	2499

STREET LIGHTING

LIGHT NUMBER	STATION	OFFSET	R/L	SPV.0060.03 DECORATIVE STREET LIGHT UNIT - FURNISH AND INSTALL EACH
ALL ITEMS ARE CATEGORY 0030				
SL 100	361+71	25.5'	LT	1
SL 101	362+53	35.1'	RT	1
SL 102	364+27	35.2'	LT	1
SL 103	365+72	28.2'	RT	1
SL 104	367+68	31.3'	LT	1
SL 105	369+52	28.3'	RT	1
SL 106	371+28	31.5'	LT	1
SL 107	373+18	28.3'	RT	1
SL 108	375+14	31.3'	LT	1
SL 109	376+90	28.3'	RT	1
SL 110	378+63	31.3'	LT	1
SL 111	380+56	40.5'	RT	1
SL 112	382+13	35.2'	LT	1
SL 113	383+73	35.2'	RT	1
SL 114	385+58	35.2'	LT	1
SL 115	387+13	27.8'	RT	1
SL 116	388+80	23.1'	LT	1
PROJECT ID 7040-01-73				--
PROJECT TOTALS				17

LIGHTING CONTROL

CABINET NUMBER	STATION	OFFSET	R/L	650.8500.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 7040-01-73 LS	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	656.0200.001 ELECTRICAL SERVICE METER BREAKER PEDESTAL (CB100) LS	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH	SPV.0060.04 REMOVE EXISTING LIGHITNG CONTROL CABINET EACH
ALL ITEMS ARE CATEGORY 0040								
EX CB	376+62	166.6'	LT	--	--	--	--	1
CB100	376+62	166.6'	LT	--	1	1	1	--
PROJECT 7040-01-073				1	--	--	--	--
PROJECT TOTALS				1	1	1	1	1

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FLUOROCARBON GASKETS AND POLYETHYLENE ENCASEMENT OF WATER MAIN, 10-INCH SPV.0090.11

STATION TO STATION	L.F.
366+00 to Right	73
	73

FLUOROCARBON GASKETS AND POLYETHYLENE ENCASEMENT OF WATER MAIN, 8-INCH SPV.0090.12

STATION TO STATION	L.F.
379+20 to 382+30	310
380+65 to Right	80
387+50 to 388+60	110
388+42 to Left	53
	553

FLUOROCARBON GASKETS AND POLYETHYLENE ENCASEMENT OF WATER MAIN, 6-INCH SPV.0090.13

STATION TO STATION	L.F.
380+65 to Left	55
	55

WATER MAIN, 6-INCH SPV.0090.10

STATION TO STATION	L.F.
246+74 to Right	56
252+05 to Right	56
255+14 to Right	55
261+73 to Right	57
371+51 to Left	61
380+65 to Left	56
	341

WATER MAIN, 8-INCH SPV.0090.09

STATION TO STATION	L.F.
242+10 to 242+32, 40' LT	21
242+32 to 265+22	2291
242+32 to Left	74
252+05 to Left	73
255+14 to Left	109
258+44 to Right	56
258+44 to Left	72
261+73 to Left	175
361+45 to 389+55	2815
371+51 to Right	76
380+65 to Right	88
388+43 to Left	53
388+87 to Right	56
	5959

WATER MAIN, 10-INCH SPV.0090.08

STATION TO STATION	L.F.
366+00 to Right	75
	75

HYDRANT LEAD W/6-INCH LEAD& VALVE SPV.0060.11

STATION	LOCATION	EACH
242+23	Helm Street	1
246+21	18' RT	1
251+60	16' RT	1
254+83	16' RT	1
254+98	S Thomas Street	1
258+12	17' RT	1
261+43	18' RT	1
264+67	18' RT	1
365+60	20' LT	1
368+52	23' LT	1
371+23	22' LT	1
374+02	23' LT	1
376+64	24' LT	1
380+10	22' LT	1
382+89	19' LT	1
385+57	20' LT	1
389+00	16' LT	1
		17

CONNECTION TO EXISTING WATER MAIN SPV.0060.15

STATION	LOCATION	EACH
246+69	54' RT	1
252+11	71' LT	1
252+11	53' RT	1
255+10	53' RT	1
255+11	108' LT	1
258+40	69' LT	1
258+40	53' RT	1
261+68	55' RT	1
261+69	172' LT	1
265+15	59' RT	1
366+05	73' RT	1
371+55	59' LT	1
371+63	72' RT	1
380+68	54' LT	1
380+81	84' RT	1
388+39	51' LT	1
388+83	54' RT	1
389+53	0' LT/RT	1
		18

GATE VALVE, 6-INCH SPV.0060.10

STATION	LOCATION	EACH
246+74	3' RT	1
252+05	3' RT	1
255+14	3' RT	1
261+74	3' RT	1
371+51	3' LT	1
380+65	3' LT	1
		6

GATE VALVE, 8-INCH SPV.0060.09

STATION	LOCATION	EACH
242+32	62' LT	1
246+71	0' LT/RT	1
246+77	0' LT/RT	1
252+02	0' LT/RT	1
252+05	3' LT	1
252+08	0' LT/RT	1
255+11	0' LT/RT	1
255+14	3' LT	1
255+17	0' LT/RT	1
258+41	0' LT/RT	1
258+44	3' LT	1
258+44	3' RT	1
258+47	0' LT/RT	1
261+70	0' LT/RT	1
261+73	3' LT	1
261+76	0' LT/RT	1
265+19	0' LT/RT	1
362+02	0' LT/RT	1
362+08	0' LT/RT	1
365+97	0' LT/RT	1
366+03	0' LT/RT	1
371+48	0' LT/RT	1
371+51	3' RT	1
371+54	0' LT/RT	1
380+62	0' LT/RT	1
380+65	3' RT	1
380+68	0' LT/RT	1
388+40	0' LT/RT	1
388+43	3' LT	1
388+87	3' RT	1
388+98	0' LT/RT	1
		31

GATE VALVE, 10-INCH SPV.0060.08

STATION	LOCATION	EACH
366+00	3' RT	1
		1

REMOVE HYDRANT SPV.0060.17

STATION	LOCATION	EACH
245+04	RT	1
252+22	RT	1
254+98	LT	1
258+87	RT	1
262+16	RT	1
362+40	RT	1
366+42	RT	1
371+34	LT	1
373+99	LT	1
376+60	LT	1
380+14	LT	1
385+46	LT	1
388+78	LT	1
		13

REMOVE VALVE BOX SPV.0060.16

STATION	LOCATION	EACH
245+04	RT	1
246+45	RT	1
246+70	RT	1
252+07	RT	1
252+11	RT	1
252+20	LT	1
255+10	RT	1
258+39	RT	2
258+71	RT	1
258+87	RT	1
261+68	RT	1
262+16	RT	1
264+13	RT	1
264+29	RT	1
265+15	RT	1
362+48	RT	1
365+95	LT	1
366+04	LT	1
366+41	RT	1
371+35	LT	1
371+55	LT	2
371+85	LT	1
376+61	LT	1
380+19	LT	1
380+28	LT	1
380+68	LT	1
380+79	LT	1
385+46	LT	1
388+38	LT	1
388+78	LT	1
388+83	LT	1
388+87	LT	1
		34

ALL BID ITEMS ON PAGE ARE CATEGORY 0050

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SPV.0090.14 - COPPER SERVICE, 1-INCH

STATION	LOCATION	L.F.
246+21	LT	38
247+12	LT	38
247+76	LT	38
248+42	LT	38
249+74	LT	39
250+33	RT	22
252+48	RT	21
252+90	LT	39
253+17	RT	21
254+47	LT	39
255+98	LT	39
256+24	RT	22
256+60	LT	38
257+34	RT	22
260+73	LT	37
262+48	RT	23
262+53	LT	37
362+90	LT	20
363+14	RT	37
363+60	RT	37
364+00	LT	20
365+63	LT	20
366+54	LT	23
367+36	RT	38
368+63	RT	38
368+95	LT	23
368+97	RT	38
369+48	LT	23
369+71	RT	39
369+78	LT	23
369+84	RT	39
370+21	RT	39
370+52	LT	22
370+69	RT	39
371+05	LT	22
371+06	LT	22
372+15	LT	22
372+71	RT	39
372+93	LT	23
372+98	RT	39
373+18	RT	38
373+49	LT	23
373+53	RT	38
373+78	LT	23
374+23	LT	24
374+27	RT	38
374+49	LT	24
374+59	RT	38
374+81	RT	38
374+89	LT	24
374+92	RT	38
375+18	RT	37
375+20	LT	24
375+40	LT	24
375+49	RT	37
375+58	LT	24
375+84	RT	37
376+19	RT	38
376+26	LT	24
376+76	RT	38
376+87	LT	24
377+70	RT	38
378+19	LT	23
378+31	RT	38
379+06	LT	23
379+63	RT	39
379+68	LT	22
381+48	LT	19
382+48	LT	19
383+42	RT	38
383+44	LT	19
384+06	LT	19
384+57	RT	38
384+90	LT	21
385+91	LT	20
386+35	RT	37
386+50	LT	20
387+91	LT	20
		2342

SPV.0090.12 - CORPORATION STOP 1-INCH

STATION	LOCATION	EACH
246+21	LT	1
247+12	LT	1
247+76	LT	1
248+42	LT	1
249+74	LT	1
250+33	RT	1
252+48	RT	1
252+90	LT	1
253+17	RT	1
254+47	LT	1
255+98	LT	1
256+24	RT	1
256+60	LT	1
257+34	RT	1
260+73	LT	1
262+48	RT	1
262+53	LT	1
362+90	LT	1
363+14	RT	1
363+60	RT	1
364+00	LT	1
365+63	LT	1
366+54	LT	1
367+36	RT	1
368+63	RT	1
368+95	LT	1
368+97	RT	1
369+48	LT	1
369+71	RT	1
369+78	LT	1
369+84	RT	1
370+21	RT	1
370+52	LT	1
370+69	RT	1
371+05	LT	1
371+06	LT	1
372+15	LT	1
372+71	RT	1
372+93	LT	1
372+98	RT	1
373+18	RT	1
373+49	LT	1
373+53	RT	1
373+78	LT	1
374+23	LT	1
374+27	RT	1
374+49	LT	1
374+59	RT	1
374+81	RT	1
374+89	LT	1
374+92	RT	1
375+18	RT	1
375+20	LT	1
375+40	LT	1
375+49	RT	1
375+58	LT	1
375+84	RT	1
376+19	RT	1
376+26	LT	1
376+76	RT	1
376+87	LT	1
377+70	RT	1
378+19	LT	1
378+31	RT	1
379+06	LT	1
379+63	RT	1
379+68	LT	1
381+48	LT	1
382+48	LT	1
383+42	RT	1
383+44	LT	1
384+06	LT	1
384+57	RT	1
384+90	LT	1
385+91	LT	1
386+35	RT	1
386+50	LT	1
387+91	LT	1
		78

SPV.0090.13 - CURB STOP & BOX, 1-INCH

STATION	LOCATION	EACH
246+21	38' LT	1
247+12	38' LT	1
247+76	38' LT	1
248+42	38' LT	1
249+74	39' LT	1
250+33	22' RT	1
252+48	21' RT	1
252+90	39' LT	1
253+17	21' RT	1
254+47	39' LT	1
255+98	39' LT	1
256+24	22' RT	1
256+60	38' LT	1
257+34	22' RT	1
260+73	37' LT	1
262+48	23' RT	1
262+53	37' LT	1
362+90	20' LT	1
363+14	37' RT	1
363+60	37' RT	1
364+00	20' LT	1
365+63	20' LT	1
366+54	23' LT	1
367+36	38' RT	1
368+63	38' RT	1
368+95	23' LT	1
368+97	38' RT	1
369+48	23' LT	1
369+71	39' RT	1
369+78	23' LT	1
369+84	39' RT	1
370+21	39' RT	1
370+52	22' LT	1
370+69	39' RT	1
371+05	22' LT	1
371+06	22' LT	1
372+15	22' LT	1
372+71	39' RT	1
372+93	23' LT	1
372+98	39' RT	1
373+18	38' RT	1
373+49	23' LT	1
373+53	38' RT	1
373+78	23' LT	1
374+23	24' LT	1
374+27	38' RT	1
374+49	24' LT	1
374+59	38' RT	1
374+81	38' RT	1
374+89	24' LT	1
374+92	38' RT	1
375+18	37' RT	1
375+20	24' LT	1
375+40	24' LT	1
375+49	37' RT	1
375+58	24' LT	1
375+84	37' RT	1
376+19	38' RT	1
376+26	24' LT	1
376+76	38' RT	1
376+87	24' LT	1
377+70	38' RT	1
378+19	23' LT	1
378+31	38' RT	1
379+06	23' LT	1
379+63	39' RT	1
379+68	22' LT	1
381+48	19' LT	1
382+48	19' LT	1
383+42	38' RT	1
383+44	19' LT	1
384+06	19' LT	1
384+57	38' RT	1
384+90	21' LT	1
385+91	20' LT	1
386+35	37' RT	1
386+50	20' LT	1
387+91	20' LT	1
		78

3

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ALL BID ITEMS ON PAGE ARE CATEGORY 0050

3

SANITARY SEWER, 15-INCH SPV.0090.02

MH TO MH	STATION TO STATION	L.F.
2 to 129A	388+48 to 48' LT	48
129A to LS	388+50 to 389+55	104
		152

SANITARY SEWER, 12-INCH SPV.0090.03

MH TO MH	STATION TO STATION	L.F.
26 to 25	371+64 to 375+43	376
25 to 24	375+43 to 378+10	262
24 to 9	378+10 to 380+85	271
9 to 8A	380+85 to 383+02	213
8A to 8	383+02 to 385+19	213
8 to 2	385+19 to 388+48	325
		1660

SANITARY SEWER, 10-INCH SPV.0090.04

MH TO MH	STATION TO STATION	L.F.
26 to LT	371+64 to 65' LT	65
9 to RT	380+85 to 75' RT	75
		140

SANITARY SEWER, 8-INCH SPV.0090.05

MH TO MH	STATION TO STATION	L.F.
87 to 88	244+89 to 246+59	166
88 to RT	246+59 to 62' RT	62
88 to 89	246+59 to 249+24	261
89 to 78	249+24 to 251+95	266
78 to LT	251+95 to 57' LT	57
78 to RT	251+95 to 63' RT	63
69 to 68	253+02 to 255+24	218
68 to LT	255+24 to 57' LT	57
68 to RT	255+24 to 62' RT	62
68 to 67	255+24 to 256+87	159
56 to LT	258+52 to 57' LT	57
56 to RT	258+52 to 62' RT	62
46A to 46	259+85 to 261+81	193
46 to LT	261+81 to 57' LT	57
46 to RT	261+81 to 62' RT	62
30 to RT	265+30 to 66' RT	66
30 to 29	362+13 to 366+09	392
29 to 28	366+09 to 368+79	266
28 to 27	368+79 to 371+40	257
27 to RT	371+40 to 64' RT	64
27 to 26	371+40 to 371+64	19
8 to LT	385+19 to 63' LT	63
2 to RT	388+48 to 88' RT	88
		3017

CONNECTION TO EXISTING SANITARY SEWER SPV.0060.14

STATION	LOCATION	EACH
246+59	62' RT	1
251+95	57' LT	1
251+95	63' RT	1
255+24	57' LT	1
255+24	62' RT	1
258+52	57' LT	1
258+52	62' RT	1
261+81	57' LT	1
261+81	62' RT	1
265+30	66' RT	1
371+40	64' RT	1
371+64	65' LT	1
380+85	75' RT	1
385+19	63' LT	1
388+48	48' LT	1
388+48	88' RT	1
389+55	Lift Station	1
		17

SANITARY SEWER MANHOLE SPV.0200.01

SPV. 0060.07

MH NO.	STATION	LOCATION	V..F.	FRAME, COVER, AND INTERIOR SEAL (EACH)
87	244+89	0' LT/RT	4.4	1
88	246+59	0' LT/RT	7.9	1
89	249+24	0' LT/RT	13.4	1
78	251+95	0' LT/RT	18.9	1
69	253+02	0' LT/RT	7.6	1
68	255+24	0' LT/RT	11.4	1
67	256+87	0' LT/RT	10.3	1
56	258+52	0' LT/RT	8.3	1
46A	259+85	0' LT/RT	11.0	1
46	261+81	0' LT/RT	9.8	1
30	362+13	0' LT/RT	11.6	1
29	366+09	0' LT/RT	13.3	1
28	368+79	0' LT/RT	10.5	1
27	371+40	0' LT/RT	13.7	1
26	371+64	0' LT/RT	14.1	1
25	375+43	0' LT/RT	12.8	1
24	378+10	0' LT/RT	12.7	1
9	380+85	0' LT/RT	16.5	1
8A	383+02	0' LT/RT	13.5	1
8	385+19	0' LT/RT	9.1	1
2	388+48	0' LT/RT	6.6	1
129A	388+50	48' LT	6.7	1
			244.1	22

SANITARY SEWER MANHOLE OUTSIDE DROP SPV.0200.02

MH NO.	STATION	LOCATION	V.F.
29	366+09	0' LT/RT	5.1
			5.1

REMOVE SANITARY SEWER MANHOLE SPV.0060

MH NO.	STATION	LOCATION	EACH
4100	246+59	3' RT	1
4099	249+24	3' RT	1
4097	251+95	3' RT	1
4094	255+24	3' RT	1
4091	258+52	3' RT	1
4071	261+81	3' RT	1
4066	362+13	0' LT/RT	1
4065	366+09	0' LT/RT	1
4064	368+79	0' LT/RT	1
4063	371+40	0' LT/RT	1
4062	371+64	0' LT/RT	1
4061	375+43	0' LT/RT	1
4060	378+10	0' LT/RT	1
4059	380+85	0' LT/RT	1
4058	385+19	0' LT/RT	1
4056	388+48	0' LT/RT	1
4057	388+50	35' LT	1
4050	388+98	37' LT	1
			18

SANITARY SEWER TELEVISING SPV.0090.07

MH TO MH	STATION TO STATION	L.F.
87 to 88	244+89 to 246+59	166
88 to RT	246+59 to 62' RT	62
88 to 89	246+59 to 249+24	261
89 to 78	249+24 to 251+95	266
78 to LT	251+95 to 57' LT	57
78 to RT	251+95 to 63' RT	63
69 to 68	253+02 to 255+24	218
68 to LT	255+24 to 57' LT	57
68 to RT	255+24 to 62' RT	62
68 to 67	255+24 to 256+87	159
56 to LT	258+52 to 57' LT	57
56 to RT	258+52 to 62' RT	62
46A to 46	259+85 to 261+81	193
46 to LT	261+81 to 57' LT	57
46 to RT	261+81 to 62' RT	62
30 to RT	265+30 to 66' RT	66
30 to 29	362+13 to 366+09	392
29 to 28	366+09 to 368+79	266
28 to 27	368+79 to 371+40	257
27 to RT	371+40 to 64' RT	64
27 to 26	371+40 to 371+64	19
26 to LT	371+64 to 65' LT	65
26 to 25	371+64 tp 375+43	376
25 to 24	375+43 to 378+10	262
24 to 9	378+10 to 380+85	271
9 to RT	380+85 to 75' RT	75
9 to 8A	380+85 to 383+02	213
8A to 8	383+02 to 385+19	213
8 to LT	385+19 to 63' LT	63
8 to 2	385+19 to 388+48	325
2 to 129A	388+48 to 48' LT	48
2 to RT	388+48 to 88' RT	88
129A to LS	388+50 to 389+55	104
		4969

3

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SANITARY SEWER LATERAL, 6-INCH SPV.0090.06

STATION	LOCATION	L.F.
244+90	RT	26
245+57	RT	26
245+60	LT	40
246+07	RT	27
246+15	LT	40
247+15	LT	39
247+83	LT	38
248+43	RT	29
248+46	LT	37
249+07	LT	36
249+82	LT	36
249+84	RT	31
250+36	LT	35
250+38	RT	31
251+00	LT	34
251+03	RT	32
251+50	LT	34
251+52	RT	33
253+07	LT	33
253+17	RT	33
253+44	LT	33
253+80	RT	33
253+96	LT	33
254+30	RT	33
254+59	LT	33
256+11	LT	33
256+19	RT	33
256+52	RT	33
256+67	LT	33
256+80	RT	33
259+86	LT	33
260+12	RT	33
260+59	LT	33
363+03	RT	33
363+16	RT	33
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381+86	LT	33
382+47	RT	33
382+50	LT	33
383+01	RT	33
383+04	LT	33
383+55	RT	33
383+57	LT	33
384+08	LT	33
384+61	RT	33
384+90	LT	39
385+94	LT	33
386+35	RT	33
386+50	LT	33
387+98	LT	33
		4141

TRACER WIRE TERMINAL BOX SPV.0060.06

STATION	LOCATION	EACH
245+57	26' RT	1
245+60	40' LT	1
246+07	27' RT	1
246+15	40' LT	1
247+15	39' LT	1
247+83	38' LT	1
248+43	29' RT	1
248+46	37' LT	1
249+07	36' LT	1
249+82	36' LT	1
249+84	31' RT	1
250+36	35' LT	1
250+38	31' RT	1
251+00	34' LT	1
251+03	32' RT	1
251+50	34' LT	1
251+52	33' RT	1
253+07	33' LT	1
253+17	33' RT	1
253+44	33' LT	1
253+80	33' RT	1
253+96	33' LT	1
254+30	33' RT	1
254+59	33' LT	1
256+11	33' LT	1
256+19	33' RT	1
256+52	33' RT	1
256+67	33' LT	1
256+80	33' RT	1
259+86	33' LT	1
260+12	33' RT	1
260+59	33' LT	1
363+03	33' RT	1
363+16	33' RT	1
363+44	33' LT	1
363+75	33' RT	1
364+21	33' LT	1
365+56	33' RT	1
365+69	33' LT	1
366+74	33' LT	1
366+89	33' RT	1
367+41	33' RT	1
367+49	33' RT	1
368+10	33' LT	1
368+13	33' RT	1
368+64	33' RT	1
368+69	33' RT	1
368+97	33' RT	1
369+47	33' LT	1
369+60	33' RT	1
369+85	33' RT	1
369+90	33' LT	1
370+44	33' RT	1
370+54	33' LT	1
372+19	33' LT	1
372+21	33' RT	1
372+36	33' RT	1
372+49	33' LT	1
372+50	33' RT	1
372+73	33' LT	1
372+74	33' RT	1
372+93	33' LT	1
372+95	33' RT	1
373+20	33' RT	1
373+23	33' LT	1
373+40	33' RT	1
373+56	33' LT	1
373+63	33' RT	1
373+73	33' RT	1
373+89	33' LT	1
374+17	33' RT	1
374+35	33' LT	1
374+37	33' RT	1
374+63	33' LT	1
374+66	33' RT	1
374+87	33' LT	1
374+90	33' RT	1
375+12	33' RT	1
375+15	33' LT	1
375+24	33' RT	1
375+32	33' LT	1
375+48	33' RT	1
375+50	33' LT	1
375+59	33' LT	1
375+76	33' RT	1
375+79	33' LT	1
375+99	33' RT	1
376+01	33' LT	1
376+23	33' RT	1
376+26	33' LT	1
376+46	33' RT	1
376+87	33' RT	1
376+89	33' LT	1
377+16	33' RT	1
377+18	33' LT	1
377+51	33' RT	1
377+54	33' LT	1
377+84	33' LT	1
378+17	33' RT	1
378+20	33' LT	1
378+38	33' RT	1
378+84	33' RT	1
378+85	33' LT	1
379+15	33' RT	1
379+18	33' LT	1
379+69	33' RT	1
379+71	33' LT	1
381+14	33' LT	1
381+42	33' RT	1
381+84	33' RT	1
381+86	33' LT	1
382+47	33' RT	1
382+50	33' LT	1
383+01	33' RT	1
383+04	33' LT	1
383+55	33' RT	1
383+57	33' LT	1
384+08	33' LT	1
384+61	33' RT	1
384+90	39' LT	1
385+94	33' LT	1
386+35	33' RT	1
386+50	33' LT	1
387+98	33' LT	1
		124

ALL BID ITEMS ON PAGE ARE CATEGORY 0050

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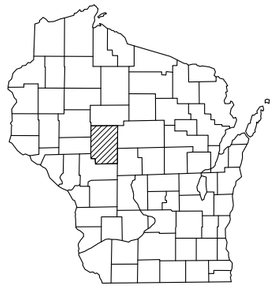


STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT NO. 7040-01-23

CITY OF LOYAL, SOUTH AND MAIN STREETS
HELM STREET TO ELM DRIVE

STH 98
CLARK COUNTY

DOC# 611299
Recorded
February 16, 2016 10:30 AM
Elizabeth Miller, Dep.
PEGGY L. WALTER, Clark Co Reg of Deeds
Fee Amount: $30.00
Total Pages: 2
Cabinet: 2 , Page 225+226

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE SYSTEM COORDINATES, CLARK COUNTY, NAD83(2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT. TYPE 2 MONUMENTS ARE TYPICALLY 1" I.D. x 24" IRON PIPES WEIGHING 1.68 LBS/FT. UNLESS OTHERWISE NOTED.

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. EXCLUDING RIGHT-OF-WAY BOUNDARIES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

NOT WITHSTANDING ITS DEPICTION ON A PLAT, THE BOUNDARY OF A PARCEL EXTENDS TO THE BOUNDARY OF THE ADJOINING PROPERTY PARCEL OR BODY OF WATER.

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 TLEs EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

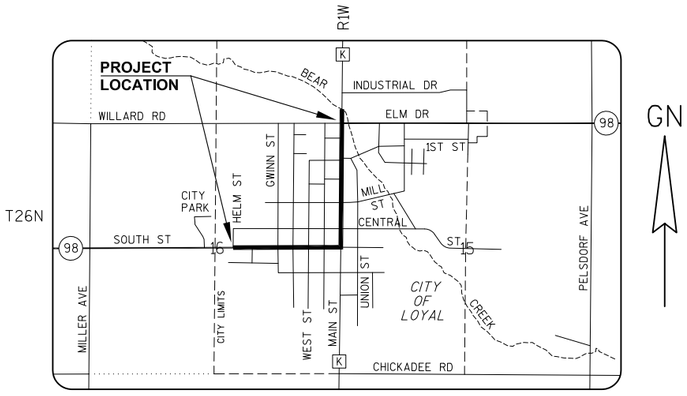
A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE THE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE 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 CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGION OFFICE IN EAU CLAIRE.

SEE DETAIL SHEETS FOR BASIS OF EXISTING HIGHWAY R/W.

COORDINATES SHOWN ON PLSS CORNERS ARE FIELD-MEASURED VALUES ON PHYSICAL MONUMENTS, NOT RECORD GIS VALUES.



LAYOUT

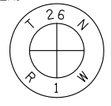
0 1/2 Mi. 1 Mi.

SCALE

CONVENTIONAL SYMBOLS AND ABBREVIATIONS

SECTION LINE	
QUARTER LINE	
SIXTEENTH LINE	
NEW REFERENCE LINE	
NEW R/W LINE	
EXISTING R/W LINE	
PROPERTY LINE	P.L.
LOT AND TIE LINES	
UNDERGROUND FACILITY	G (TYPE)
TEMP. LIMITED EASEMENT	
PERM. LIMITED EASEMENT	
R/W MONUMENT (SET)	
IRON PIPE OR BAR (FOUND)	
SIGN	
POWER POLE	
TELEPHONE POLE	
UTILITY PEDESTAL	
LIGHT POLE	
POLE	
MANHOLE	
INLET	
HYDRANT	
VALVE	
R/W GUARD POST	
P. POLE (COMPENSABLE)	
PEDESTAL (COMPENSABLE)	
RECORDED AS	(SLANTED)
SAME OWNERSHIP	
NO ACCESS (ACQUISITION)	
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)	
POINT NUMBER, MAJOR	X
POINT NUMBER, MINOR	X
POINT NUMBER, EXISTING IRON PIPES / MONUMENTS	X

SECTION CORNER:



AC	ACRES
ACC	ACCESS CONTROL
AP	ACCESS POINT
BAR	ROUND IRON REBAR
BLDG	BUILDING
C	CURVE
CAN	CANOPY
CMK	CHISELED MARK
CSM	CERTIFIED SURVEY MAP
DOC	DOCUMENT
E	ELECTRIC CABLE
EX	EXISTING
FO	FIBER OPTIC CABLE
FRAC	FRACTIONAL
G	GAS MAIN
GAR	GARAGE
H	HOUSE
HE	HIGHWAY EASEMENT
INL	INLET
IP	IRON PIPE
J/I	JACKET/IMAGE
MC	MEANDER CORNER
MH	MANHOLE
M/L	MEANDER LINE
OH	OVERHEAD UTILITY LINE
OL	OUTLOT
PID	TAX PARCEL IDENTIFICATION NUMBER
PERM	PERMANENT
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PLE	PERMANENT LIMITED EASEMENT
POS	PLAT OF SURVEY
POT	POINT ON TANGENT
PP	POWER POLE
QL	QUARTER LINE
R/L	REFERENCE LINE
ROR	RELEASE OF RIGHTS
R/W	RIGHT OF WAY
RWGP	R/W GUARD POST
SAN	SANITARY SEWER
SEC	SECTION
SI	SLOPE INTERCEPT
SL	SECTION LINE
SS	STORM SEWER
T	TELEPHONE CABLE
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
TV	CABLE TELEVISION
VAR	VARIES
V/P	VOLUME/PAGE
X	EAST
Y	NORTH

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7040-01-23-4.01
SHEET 2 OF 2
AMENDMENT NO:

040400_98.DWG REVISED: 03/01/2016

APPRAISAL PLAT DATE: 02/10/2016

TRANSPORTATION PROJECT PLAT NO: 7040-01-23 - 4.01

PART OF LOTS 4 AND 5 BLOCK 2 OF CLARKE'S ADDITION, AND PART OF THE SW1/4-NE1/4 AND THE NW1/4-SE1/4 OF SECTION 16, T26N, R1W, ALL IN THE CITY OF LOYAL, CLARK COUNTY, WISCONSIN

RELOCATION ORDER - STH 98, CITY OF LOYAL, SOUTH AND MAIN STREETS (HELM STREET TO ELM DRIVE)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 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 SUBSECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION 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 DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

DOC# 611299
Recorded
February 16, 2016 10:30 AM
Elizabeth Miller, Dep.
PEGGY L. WALTER, Clark Co Reg of Deeds
Fee Amount: $50.00
Total Pages: 2
Cabinet: 2, Page 225-226

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7040-01-23 - 4.01
AMENDMENT NO:
SHEET 1 OF 2

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF THIS DOCUMENT FOR ADDITIONAL INFORMATION.

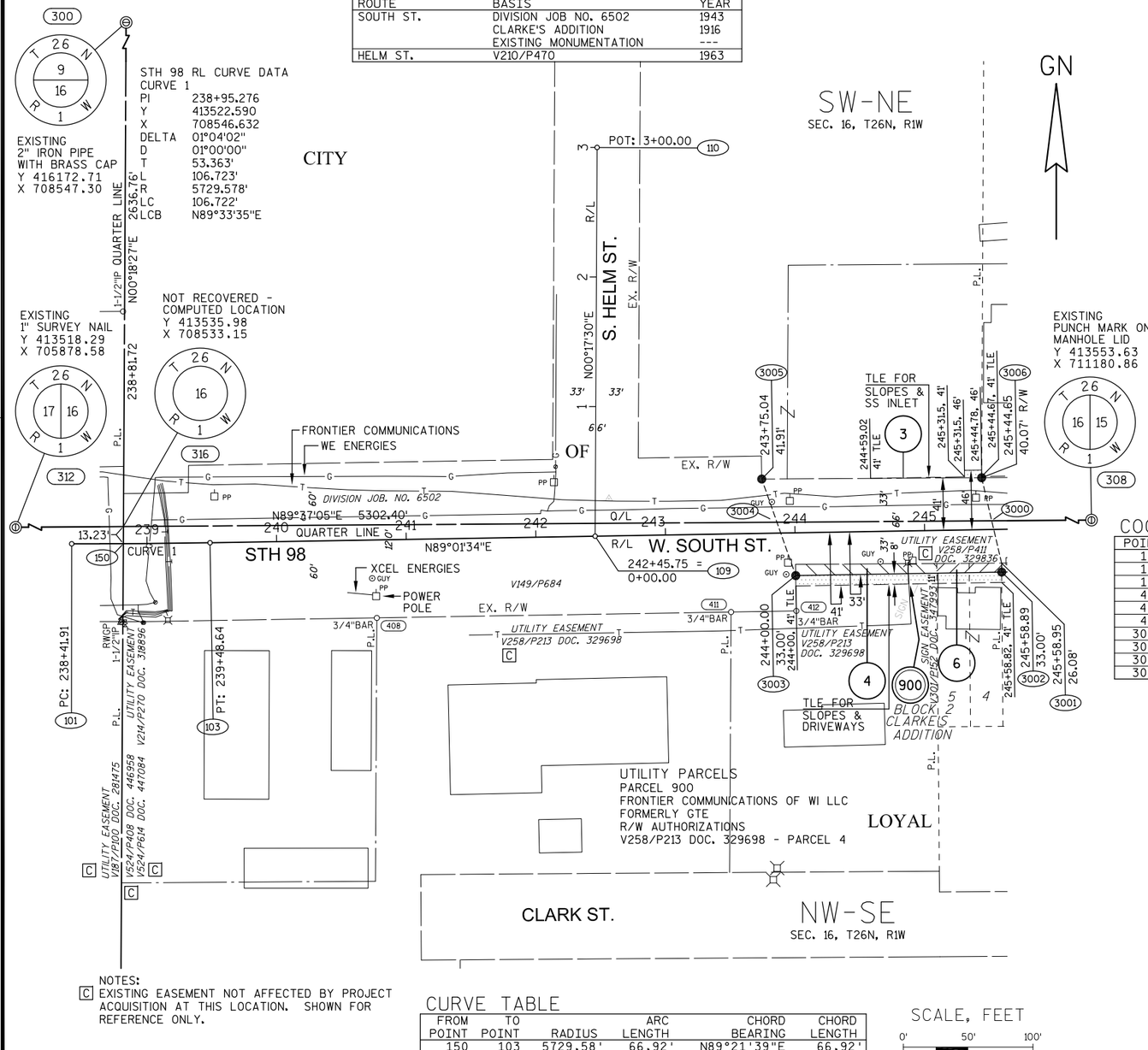
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW SQ.FT.	REQUIRED EXISTING SQ.FT.	REQUIRED TOTAL SQ.FT.	TLE SQ.FT. TEMP.
3	JOINT SCHOOL DISTRICT NO. 1	TLE	0	0	0	106
4	ASHLEY M. ZOELLICK	FEE, TLE	876	3848	4724	871
6	RUTH A. FRAVERT	FEE, TLE	359	0	359	400
UTILITY INTERESTS REQUIRED:						
900	FRONTIER NORTH INC. d/b/a FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS				

BASIS OF EXISTING HIGHWAY R/W

ROUTE	BASIS	YEAR
SOUTH ST.	DIVISION JOB NO. 6502	1943
	CLARKE'S ADDITION	1916
	EXISTING MONUMENTATION	---
HELM ST.	V210/P470	1963



NOTES:
[C] EXISTING EASEMENT NOT AFFECTED BY PROJECT ACQUISITION AT THIS LOCATION. SHOWN FOR REFERENCE ONLY.

CURVE TABLE

FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
150	103	5729.58'	66.92'	N89°21'39"E	66.92'

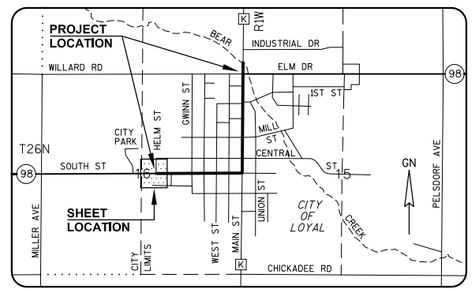
SCALE, FEET
0' 50' 100'

COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
308	3000	S89°37'05"W	1977.89'
3000	3001	S13°10'13"E	33.54'
3001	3002	S00°27'49"E	6.92'
3002	3003	S89°01'34"W	158.90'
3003	3004	N19°23'45"W	43.65'
3004	3005	N19°23'45"W	35.30'
3005	3006	N89°38'43"E	169.62'
3006	3000	S13°10'13"E	34.14'

COORDINATE TABLE

POINT	Y (NORTH)	X (EAST)
103	413523.497	708599.987
109	413528.547	708897.063
150	413522.751	708533.076
408	413465.472	708728.683
411	413470.020	709001.943
412	413470.890	709052.287
3002	413500.873	709210.714
3003	413498.173	709051.841
3005	413572.645	709025.621
3006	413573.695	709195.236



GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, DAVID L. ROBERTS, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7040-01-23-4.01, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE 02/10/2016 DAVID L. ROBERTS
PLS S-1725, FOR GREMMER & ASSOCIATES, INC.

WISCONSIN DAVID L. ROBERTS S-1725 STEVENS POINT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE 02/11/2016 MICHAEL PILLER
TSS SUPERVISOR

040401_98.DWG REVISED: 03/01/2016

APPRAISAL PLAT DATE: 02/10/2016

TRANSPORTATION PROJECT PLAT NO: 7040-01-23 - 4.02

PART OF LOT 1 OF CSM 1302, AND PART OF LOT 1 OF CSM 1896, AND PART OF LOT 1 OF CSM 1906, AND PART OF OUTLOTS 121, 124 AND 125 OF ASSESSOR'S PLAT VILLAGE OF LOYAL, AND PART OF LOTS 1 AND 2 BLOCK 1 OF CLARKE'S ADDITION, AND PART OF LOTS 1, 2 AND 3 BLOCK 2 OF CLARKE'S ADDITION, AND PART OF LOT 1 BLOCK 7 OF GWIN'S 4TH ADDITION, AND PART OF THE NW1/4-SE1/4, AND BEING PART OF THE SW1/4-NE1/4 OF SECTION 16, T26N, R1W, ALL IN THE CITY OF LOYAL, CLARK COUNTY, WISCONSIN

RELOCATION ORDER - STH 98, CITY OF LOYAL, SOUTH AND MAIN STREETS (HELM STREET TO ELM DRIVE)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 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 SUBSECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION 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 DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

DOC# 611453
Recorded
February 29, 2016 10:30 AM

PEGGY L. WALTER, Clark Co Reg of Deeds

Fee Amount: $25.00
Total Pages: 1

Cabinet: 2 Page: 227

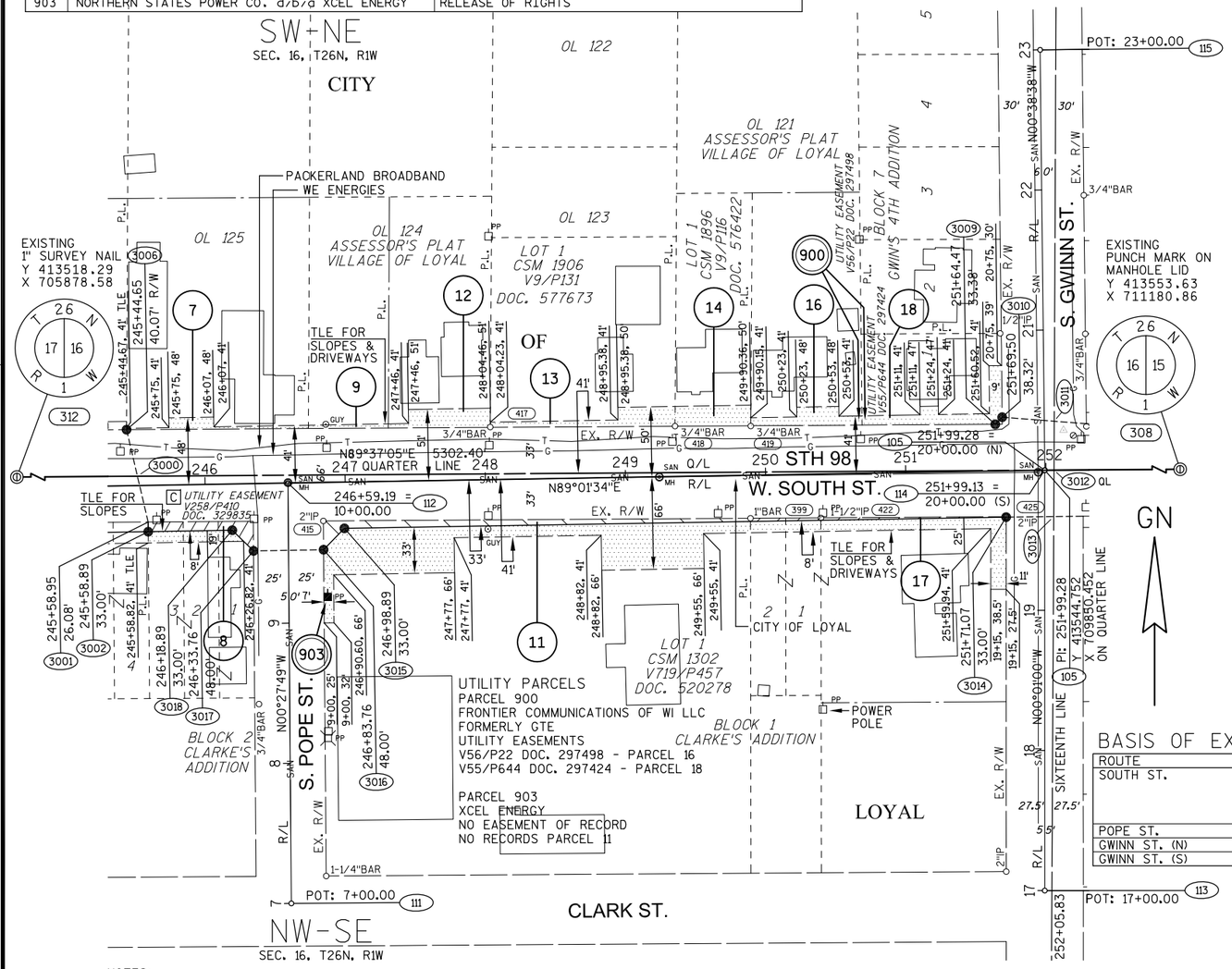
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7040-01-23 - 4.02
AMENDMENT NO:

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF TRANSPORTATION PROJECT PLAT NO. 7040-01-23 - 4.01, AS DOCUMENT #611299, CABINET 2 PAGES 225 & 226, FOR ADDITIONAL INFORMATION.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W SQ.FT. NEW	R/W SQ.FT. EXISTING	R/W SQ.FT. TOTAL	TLE SQ.FT. TEMP.
7	LESLIE W. GORTON	TLE	0	0	0	435
8	JAMES R. HELM	FEE, TLE	601	0	601	512
9	ROBERT M. LANGFELDT & DARLENE D. LANGFELDT REVOCABLE TRUST DATED 4-26-2011	TLE	0	0	0	150
11	CLARK COUNTY	FEE, TLE	1307	0	1307	6723
12	ADAM SIMINGTON	TLE	0	0	0	826
13	DANIEL STREY & DAWN STREY	TLE	0	0	0	953
14	DAVID L. SCOFIELD & ANITA M. SCOFIELD	TLE	0	0	0	781
16	LAURIE J. KOWALCZYK	TLE	0	0	0	700
17	JERRY J. KIEL & THERESA L. KIEL	FEE, TLE	235	0	235	1937
18	GILBERT JOHN FIELDS & CHERYL L. FIELDS	FEE, TLE	13	0	13	1087
UTILITY INTERESTS REQUIRED:						
900	FRONTIER NORTH INC. d/b/a FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS				
903	NORTHERN STATES POWER CO. d/b/a XCEL ENERGY	RELEASE OF RIGHTS				



NOTES:
C EXISTING EASEMENT NOT AFFECTED BY PROJECT ACQUISITION AT THIS LOCATION. SHOWN FOR REFERENCE ONLY.

COORDINATE TABLE

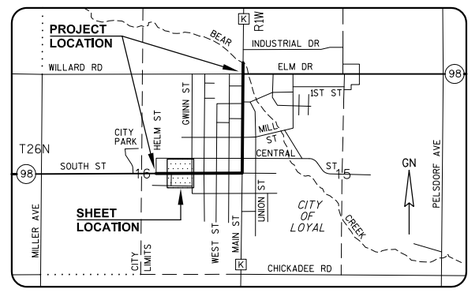
POINT	Y (NORTH)	X (EAST)
105	413544.752	709850.452
112	413535.573	709310.437
114	413544.749	709850.299
399	413510.451	709640.449
415	413508.550	709335.656
417	413575.561	709454.737
418	413576.219	709586.586
419	413576.281	709640.619
422	413510.665	709690.688
425	413511.555	709822.809
3002	413500.873	709210.714
3009	413577.533	709815.081
3010	413582.564	709820.025
3014	413511.277	709822.809
3015	413503.252	709350.699
3016	413487.998	709335.822
3017	413487.148	709285.828
3018	413501.893	709270.708

COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
308	3012	S89°37'05"W	1323.89'
3012	3013	S00°17'25"W	33.13'
3013	3014	S89°19'47"W	34.03'
3014	3015	S89°01'34"W	472.18'
3015	3016	S44°16'53"W	21.31'
3016	3017	S89°01'34"W	50.00'
3017	3018	N45°43'07"W	21.12'
3018	3002	S89°01'34"W	60.00'
3002	3001	N00°27'49"W	6.92'
3001	3000	N13°10'13"W	33.54'
3000	3006	N13°10'13"W	34.14'
3006	3009	N89°38'43"E	619.86'
3009	3010	N44°30'03"E	7.05'
3010	3011	S85°35'36"E	37.24'
3011	3012	S00°14'39"W	34.89'

BASIS OF EXISTING HIGHWAY R/W

ROUTE	BASIS	YEAR
SOUTH ST.	ASSESSOR'S PLAT	1921
	CLARKE'S ADDITION	1916
	CSM 1906	2010
	EXISTING MONUMENTATION	---
POPE ST.	CSM 1302	2003
GWINN ST. (N)	GWIN'S 4TH ADDITION	1902
GWINN ST. (S)	ASSUME 55' PER OCCUPATION	---



GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, DAVID L. ROBERTS, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7040-01-23-4.02, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE 02/22/2016 DAVID L. ROBERTS
PLS S-1725, FOR GREMMER & ASSOCIATES, INC.

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE 02/23/2016 MICHAEL PILLER
TSS SUPERVISOR

WISCONSIN
DAVID L. ROBERTS
S-1725
STEVENS POINT
WI
LAND SURVEYOR

REVISED: 03/01/2016

040402_98.DWG

APPRAISAL PLAT DATE: 02/10/2016

TRANSPORTATION PROJECT PLAT NO: 7040-01-23 - 4.03

PART OF OUTLOT 119 OF ASSESSOR'S PLAT VILLAGE OF LOYAL, AND PART OF LOTS 1 AND 14 BLOCK 1 OF DRAPER'S 3RD ADDITION, AND PART OF LOTS 1 AND 14 BLOCK 1 OF DRAPER'S 4TH ADDITION, AND PART OF LOT 5 BLOCK 2 OF GWIN'S 2ND ADDITION, AND PART OF LOT 5 BLOCK 3 OF GWIN'S THIRD ADDITION, AND PART OF LOT 6 BLOCK 3 OF GWIN'S 4TH ADDITION, BEING PART OF THE SE1/4-NE1/4 AND THE NE1/4-SE1/4 OF SECTION 16, T26N, R1W, ALL IN THE CITY OF LOYAL, CLARK COUNTY, WISCONSIN

RELOCATION ORDER - STH 98, CITY OF LOYAL, SOUTH AND MAIN STREETS (HELM STREET TO ELM DRIVE)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 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 SUBSECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION 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 DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

DOC# 611454
Recorded
February 29, 2016 10:30 AM

PEGGY L. WALTER, Clark Co Reg of Deeds

Fee Amount: $25.00
Total Pages: 1

Cabinet: 2 Page: 228

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7040-01-23 - 4.03
AMENDMENT NO:

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF TRANSPORTATION PROJECT PLAT NO. 7040-01-23 - 4.01, AS DOCUMENT #611299, CABINET 2 PAGES 225 & 226, FOR ADDITIONAL INFORMATION.

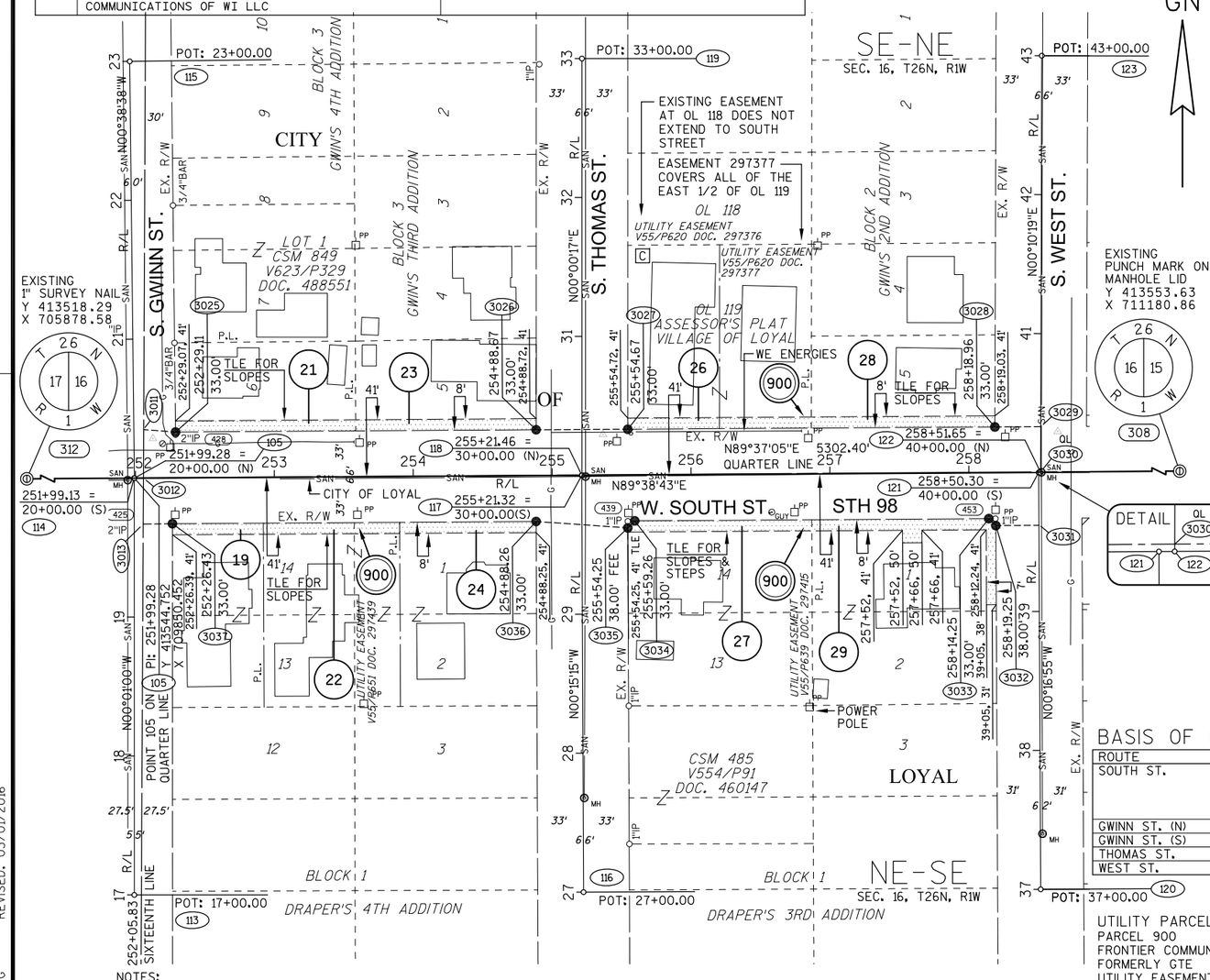
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W SQ.FT. REQUIRED NEW	EXISTING	TOTAL	TLE SQ.FT. TEMP.
19	MIKE MEYER & TRACY L. MEYER	TLE	0	0	0	524
21	JEFFREY S. LUDWIG	TLE	0	0	0	1038
22	EUGENE C. HINKER & MARILYN J. HINKER	TLE	0	0	0	785
23	DAWN BROCK	TLE	0	0	0	1038
24	DARRICK J. JORDAN & HEIDI L. JORDAN	TLE	0	0	0	785
26	VERNON A. SMITH & JOAN J. SMITH REVOCABLE TRUST DATED 3-17-1993	TLE	0	0	0	1057
27	HARBOUR HIGH YIELD FUND, LP, LC VENDOR DUSTIN G. BLUME & LESLIE A. BLUME, LC VENDEE	FEE, TLE	13	0	13	1047
28	RONALD SEROCKI	TLE	0	0	0	1057
29	MATTHEW V. BERTZ & MAXINE D. PRIEBE, AND ROBERT R. BERTZ & JOAN D. BERTZ LIFE ESTATE	FEE, TLE	13	0	13	1551

UTILITY INTERESTS REQUIRED:

900	FRONTIER NORTH INC. d/b/a FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS



NOTES:
[C] EXISTING EASEMENT NOT AFFECTED BY PROJECT ACQUISITION AT THIS LOCATION. SHOWN FOR REFERENCE ONLY.

COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
308	3030	S89°37'05"W	678.06'
3030	122	S00°10'19"W	0.32'
122	121	S89°38'43"W	1.36'
121	3031	S00°16'55"E	38.00'
3031	3032	S89°38'43"W	31.00'
3032	3033	N45°19'06"W	7.07'
3033	3034	S89°38'43"W	254.99'
3034	3035	S44°41'44"W	7.08'
3035	3036	N86°01'19"W	66.18'
3036	3037	S89°38'43"W	261.83'
3037	3013	S89°19'47"W	20.97'
3013	3012	N00°17'25"E	33.13'
3012	3011	N00°14'39"E	34.89'
3011	3025	S85°35'36"E	23.00'
3025	3026	N89°38'43"E	259.56'
3026	3027	N89°38'43"E	66.00'
3027	3028	N89°38'43"E	264.28'
3028	3029	N89°38'43"E	33.00'
3029	3030	S00°10'19"W	32.68'

COORDINATE TABLE

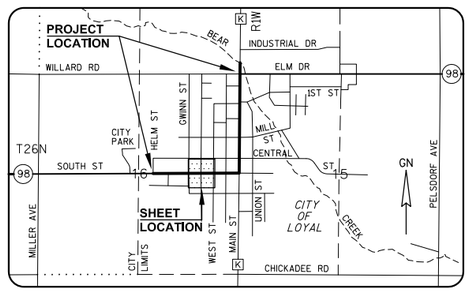
POINT	Y (NORTH)	X (EAST)
105	413544.752	709850.452
114	413544.749	709850.299
117	413546.746	710172.486
118	413546.747	710172.629
121	413548.783	710501.454
122	413548.791	710502.813
428	413576.022	709880.102
439	413513.694	710205.633
453	413515.588	710470.335
3025	413577.936	709880.080
3026	413579.543	710139.632
3027	413579.952	710205.632
3028	413581.588	710469.911
3032	413510.591	710470.642
3033	413515.560	710465.617
3034	413513.981	710210.632
3035	413508.950	710205.654
3036	413513.542	710139.633
3037	413511.920	709877.809

BASIS OF EXISTING HIGHWAY R/W

ROUTE	BASIS	YEAR
SOUTH ST.	ASSESSOR'S PLAT	1921
	GWIN'S ADDITIONS	VARIES
	DRAPER'S ADDITIONS	VARIES
	EXISTING MONUMENTATION	---
GWINN ST. (N)	PER ABOVE; CSM 849	2000
GWINN ST. (S)	ASSUME 55' PER OCCUPATION	---
THOMAS ST.	PER ABOVE; CSM 485	1996
WEST ST.	PER ABOVE	---

UTILITY PARCELS
PARCEL 900
FRONTIER COMMUNICATIONS OF WI LLC
FORMERLY GTE
UTILITY EASEMENTS
V55/P651 DOC. 297439 - PARCEL 22
V55/P620 DOC. 297377 - PARCEL 26
V55/P639 DOC. 297415 - PARCEL 27

WISCONSIN DAVID L. ROBERTS S-1725 STEVENS POINT WI LAND SURVEYOR



GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, DAVID L. ROBERTS, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7040-01-23-4.03, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE 02/22/2016 DAVID L. ROBERTS PLS S-1725, FOR GREMMER & ASSOCIATES, INC.

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE 02/23/2016 MICHAEL PILLER TSS SUPERVISOR

040403_98.DWG REVISED: 03/01/2016

APPRAISAL PLAT DATE: 02/10/2016

TRANSPORTATION PROJECT PLAT NO: 7040-01-23 - 4.04

PART OF LOT 1 OF CSM 769, AND PART OF OUTLOT 98 OF ASSESSOR'S PLAT VILLAGE OF LOYAL, AND PART OF LOTS 1 AND 2 BLOCK 1 OF ORIGINAL PLAT VILLAGE OF LOYAL, AND PART OF LOTS 1 AND 2 BLOCK 4 OF ORIGINAL PLAT OF VILLAGE OF LOYAL, AND PART OF OUTLOT 1 AND LOTS 1 AND 14 BLOCK 1 OF DRAPER'S ADDITION, AND PART OF LOT 12 OF DRAPER'S 2ND ADDITION, AND PART OF LOT 10 BLOCK 4 OF JOHN GRAVES FIRST ADDITION, AND PART OF THE SE1/4-NE1/4 AND BEING PART OF THE NE1/4-SE1/4 OF SECTION 16, AND BEING PART OF THE SW1/4-NW1/4 AND THE NW1/4-SW1/4 OF SECTION 15,T26N, R1W, ALL IN THE CITY OF LOYAL, CLARK COUNTY, WISCONSIN

RELOCATION ORDER - STH 98, CITY OF LOYAL, SOUTH AND MAIN STREETS (HELM STREET TO ELM DRIVE)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 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 SUBSECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION 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 DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

DOC# 611455
Recorded
February 29, 2016 10:30 AM

PEGGY L. WALTER, Clark Co Reg of Deeds

Fee Amount: $25.00
Total Pages: 1

Cabinet: 2 Page 229

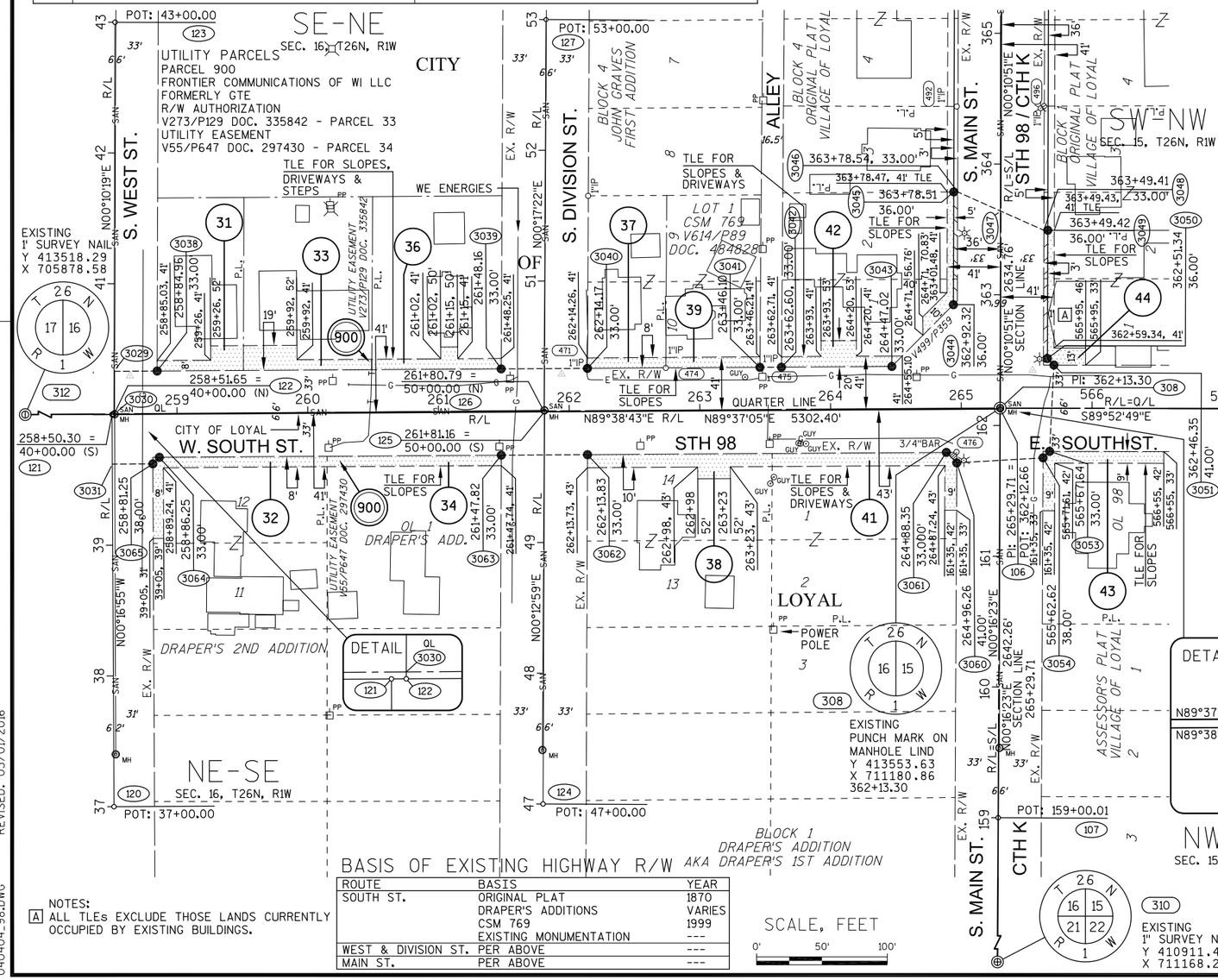
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7040-01-23 - 4.04
AMENDMENT NO:

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF TRANSPORTATION PROJECT PLAT NO. 7040-01-23 - 4.01, AS DOCUMENT #611299, CABINET 2 PAGES 225 & 226, FOR ADDITIONAL INFORMATION.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W SQ.FT. NEW	R/W SQ.FT. EXISTING	R/W SQ.FT. TOTAL	TLE SQ.FT. TEMP.
31	LAVERNE J. LINDER & JOAN M. LINDER	TLE	0	0	0	804
32	HARVEY DEGENHARDT & BONNIE DEGENHARDT	FEE, TLE	13	0	13	1486
33	RONALD RUETH & SHARON RUETH	TLE	0	0	0	1236
34	RICHARD A. ANDRASKA & VIRGINIA ANDRASKA	TLE	0	0	0	1066
36	KRISTI B. PRIOR & MITCHELL W. PRIOR REVOCABLE LIVING TRUST DATED APRIL 13, 2004	TLE	0	0	0	909
37	BRUCE D. DEGENHARDT & SHANNON D. DEGENHARDT	TLE	0	0	0	480
38	TODD LINDER	TLE	0	0	0	1638
39	JAMES C. BREITUNG JR. & TRACI A. BREITUNG	TLE	0	0	0	576
41	CITY OF LOYAL	FEE, TLE	32	0	32	1688
42	GERALD M. HORN & FAITH D. HORN	FEE, TLE	254	0	254	1735
43	M & I NATIONAL BANK OF NEILLSVILLE	FEE, TLE	13	0	13	1146
44	THE TRUSTEES OF THE METHODIST EPISCOPAL CHURCH	FEE, TLE	322	0	322	775
UTILITY INTERESTS REQUIRED:						
900	FRONTIER NORTH INC. d/b/a FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS				



BASIS OF EXISTING HIGHWAY R/W

ROUTE	BASIS	YEAR
SOUTH ST.	ORIGINAL PLAT	1870
	DRAPER'S ADDITIONS	VARIES
	CSM 769	1999
	EXISTING MONUMENTATION	---
WEST & DIVISION ST.	PER ABOVE	---
MAIN ST.	PER ABOVE	---

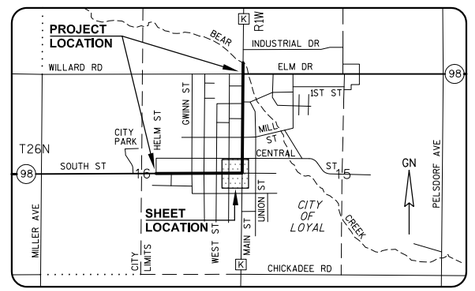
NOTES:
[A] ALL TLEs EXCLUDE THOSE LANDS CURRENTLY OCCUPIED BY EXISTING BUILDINGS.

COORDINATE TABLE

POINT	Y (NORTH)	X (EAST)
106	413552.989	711180.858
121	413548.783	710501.454
122	413548.791	710502.813
125	413550.831	710832.307
126	413550.829	710831.946
308	413553.634	711180.862
471	413584.035	710865.114
474	413584.366	710925.070
475	413584.746	710997.041
476	413520.123	711147.517
3038	413581.997	710535.913
3039	413583.626	710799.111
3040	413584.035	710865.114
3041	413584.852	710997.042
3042	413584.954	711013.543
3043	413585.477	711097.964
3044	413632.767	711145.111
3045	413718.959	711145.383
3049	413689.635	711217.291
3050	413591.558	711216.981
3051	413586.548	711221.966
3053	413520.554	711218.704
3054	413515.565	711213.680
3060	413511.783	711147.662
3061	413519.734	711139.700
3062	413518.034	710865.184
3063	413517.626	710799.182
3064	413516.006	710537.616
3065	413510.975	710532.641

COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
308	3047	N00°10'51"E	150.67'
3047	3048	S66°00'09"E	36.07'
3048	3049	S89°57'20"E	3.00'
3049	3050	S00°10'51"W	98.08'
3050	3051	S44°50'59"E	7.07'
3051	3053	S02°49'45"W	66.07'
3053	3054	S45°11'47"W	7.08'
3054	3060	S86°43'17"W	66.13'
3060	3061	N45°02'21"W	11.25'
3061	3062	S89°38'43"W	274.52'
3062	3063	S89°38'43"W	66.00'
3063	3064	S89°38'43"W	261.57'
3064	3065	S44°40'54"W	7.08'
3065	3031	S89°38'43"W	31.00'
3031	121	N00°16'55"W	38.00'
121	122	N89°38'43"E	1.36'
122	3030	N00°10'19"E	0.32'
3030	3029	N00°10'19"E	32.68'
3029	3038	N89°38'43"E	33.00'
3038	3039	N89°38'43"E	263.20'
3039	3040	N89°38'43"E	66.00'
3040	3041	N89°38'43"E	131.93'
3041	3042	N89°38'43"E	16.50'
3042	3043	N89°38'43"E	84.42'
3043	3044	N44°54'47"E	66.78'
3044	3045	N00°10'51"E	86.19'
3045	3046	N89°38'43"E	3.00'
3046	3047	S66°00'09"E	36.07'



GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, DAVID L. ROBERTS, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7040-01-23-4.04, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE 02/22/2016 DAVID L. ROBERTS PLS S-1725, FOR GREMMER & ASSOCIATES, INC.

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE 02/23/2016 MICHAEL PILLER TSS SUPERVISOR

WISCONSIN DAVID L. ROBERTS S-1725 STEVENS POINT WI LAND SURVEYOR

040404_98.DWG REVISED: 03/01/2016

APPRAISAL PLAT DATE: 02/10/2016

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W SQ.FT. REQUIRED NEW	EXISTING	TOTAL	TLE SQ.FT. TEMP.
46	JAY C. SANKO & SANDRA K. SANKO	FEE, TLE	285	0	285	475
47	JUDITH A. STEINHOFF	FEE, TLE	196	0	196	327
48	GENERAL TELEPHONE COMPANY	FEE, TLE	436	0	436	1578
49	ZRH, A WISCONSIN GENERAL PARTNERSHIP	FEE, TLE	408	0	408	1003
51	JAMES R. FREDRICK	FEE, TLE	438	0	438	757
52	JEFFREY NOVAK & TRACEY J. PETERSON, LC VENDOR LAWRENCE R. WITHROW & LEOTA WITHROW, LC VENDEE	FEE, TLE	212	0	212	588
53	LUCHT ENTERPRISES, LLC	FEE, TLE	1198	0	1198	941
54	ROSE ANN LADD (ESTATE OF)	FEE, TLE	100	0	100	166
56	SHELLY SAINDON	FEE, TLE	498	0	498	830
57	SALLY J. MALM & MINDY J. FREE	FEE, TLE	395	0	395	329
58	PETE FITZL & SHELLY SAINDON	FEE, TLE	199	0	199	410

TRANSPORTATION PROJECT PLAT NO: 7040-01-23 - 4.05

PART OF CSM 571, AND PART OF LOTS 2, 3, 4 AND 5 BLOCK 1, AND PART OF LOTS 1, 2, 3, 4 AND 5 BLOCK 2, AND PART OF LOTS 1, 2 AND 5 BLOCK 3, AND PART OF LOTS 3, 4 AND 5 BLOCK 4 ALL OF ORIGINAL PLAT VILLAGE OF LOYAL, BEING PART OF THE SE1/4-NE1/4 OF SECTION 16, AND PART OF THE SW1/4-NW1/4 OF SECTION 15, T26N, R1W, ALL IN THE CITY OF LOYAL, CLARK COUNTY, WISCONSIN

RELOCATION ORDER - STH 98, CITY OF LOYAL, SOUTH AND MAIN STREETS (HELM STREET TO ELM DRIVE)

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

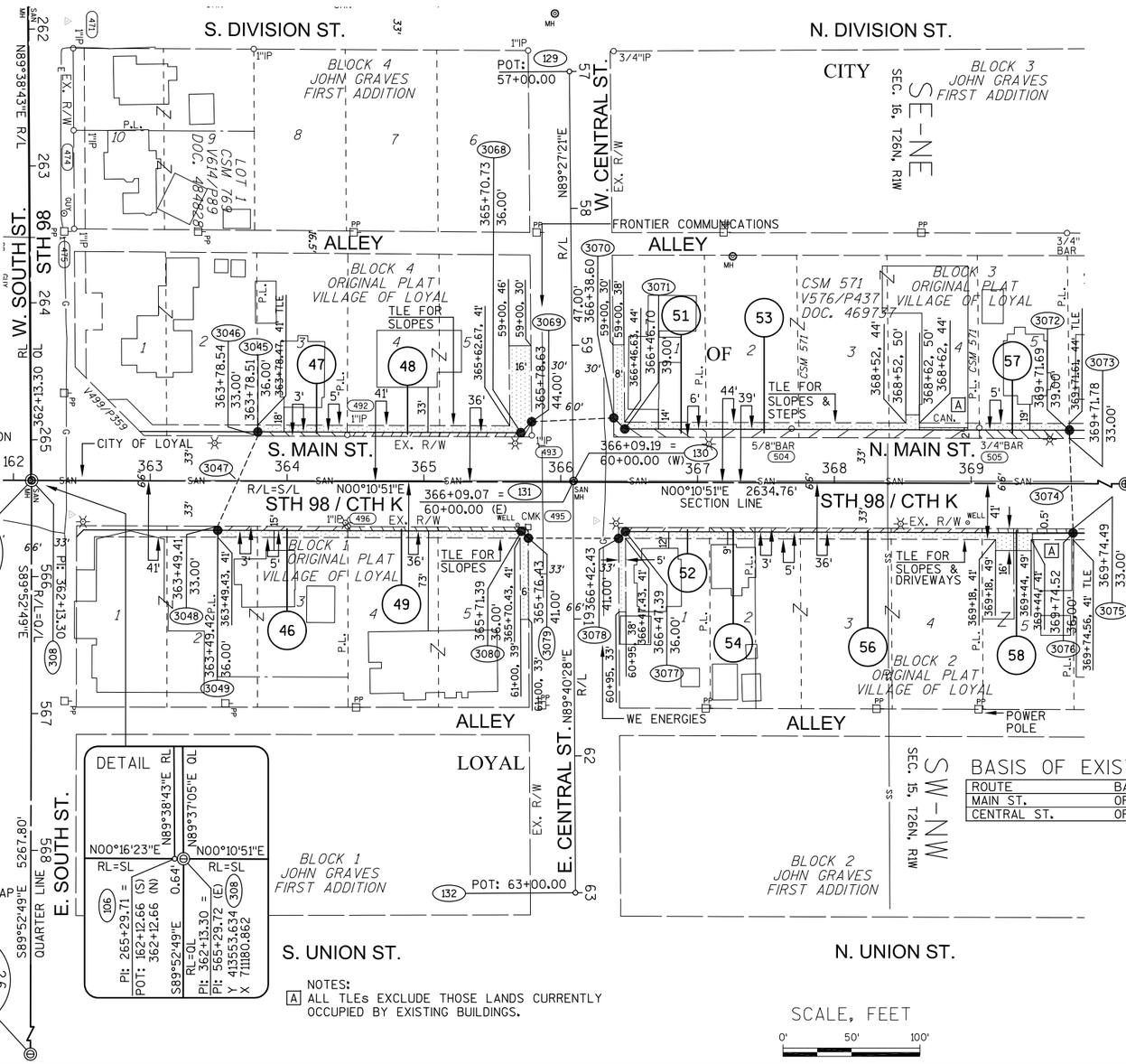
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1) THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2) THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

DOC# 611456
Recorded
February 29, 2016 10:30 AM

PEGGY L. WALTER, Clark Co Reg of Deeds
Fee Amount: $25.00
Total Pages: 1
Cabinet: 2 Page: 230

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7040-01-23 - 4.05
AMENDMENT NO:

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF TRANSPORTATION PROJECT PLAT NO. 7040-01-23 - 4.01, AS DOCUMENT #611299, CABINET 2 PAGES 225 & 226, FOR ADDITIONAL INFORMATION.



COURSE TABLE

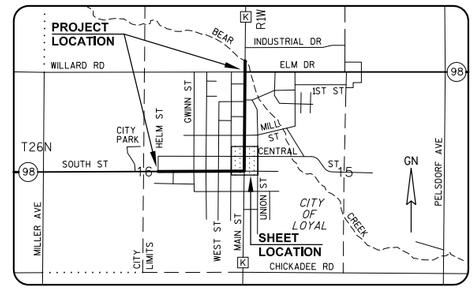
FROM POINT	TO POINT	BEARING	DISTANCE
308	3047	N00°10'51"E	150.67'
3047	3046	N66°00'09"W	36.07'
3046	3045	S89°38'43"W	3.00'
3045	3068	N00°10'51"E	192.22'
3068	3069	N45°10'54"W	11.24'
3069	3070	N02°41'00"W	60.04'
3070	3071	N44°49'06"E	11.39'
3071	3072	N00°10'51"E	324.99'
3072	3073	N89°18'05"E	6.00'
3073	3074	N87°49'50"E	33.03'
3074	3075	N87°49'50"E	33.03'
3075	3076	N89°40'28"E	3.00'
3076	3077	S00°10'51"W	327.13'
3077	3078	S45°04'25"E	7.04'
3078	3079	S00°10'51"W	66.00'
3079	3080	S44°55'43"W	7.10'
3080	3049	S00°10'51"W	221.97'
3049	3048	N89°57'20"W	3.00'
3048	3047	N66°00'09"W	36.07'

COORDINATE TABLE

POINT	Y (NORTH)	X (EAST)
106	413552.990	711180.858
130	413949.520	711182.111
131	413949.403	711182.110
308	413553.634	711180.862
492	413784.351	711147.625
493	413919.194	711147.977
495	413916.589	711214.975
496	413784.673	711214.437
504	414109.060	711143.007
505	414246.310	711142.411
3045	413718.959	711145.383
3049	413689.635	711217.291
3068	413911.1754	711145.9894
3069	413919.099	711138.015
3070	413979.075	711135.204
3071	413987.151	711143.229
3072	414312.144	711144.254
3076	414314.735	711219.263
3077	413987.608	711218.231
3078	413982.637	711223.215
3079	413916.635	711223.007
3080	413911.606	711217.991

BASIS OF EXISTING HIGHWAY R/W

ROUTE	BASIS	YEAR
MAIN ST.	ORIGINAL PLAT	1870
CENTRAL ST.	ORIGINAL PLAT	1870



GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, DAVID L. ROBERTS, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7040-01-23-4.05, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE 02/22/2016 DAVID L. ROBERTS PLS S-1725, FOR GREMMER & ASSOCIATES, INC.

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE 02/23/2016 MICHAEL PILLER TSS SUPERVISOR

WISCONSIN DAVID L. ROBERTS S-1725 STEVENS POINT WI LAND SURVEYOR

040405_98.DWG REVISED: 03/01/2016

APPRAISAL PLAT DATE: 02/10/2016

TRANSPORTATION PROJECT PLAT NO: 7040-01-23 - 4.06

PART OF CSM 382, AND PART OF LOT 6 BLOCK 2, AND PART OF LOT 6 BLOCK 3, ALL OF ORIGINAL PLAT VILLAGE OF LOYAL, AND PART OF OUTLOTS 80, 82, 83, 85, 86, 87, 88, 89, 100, 101, 102, 103, 104, 105 AND 106 OF ASSESSOR'S PLAT VILLAGE OF LOYAL, BEING PART OF THE SE1/4-NE1/4 OF SECTION 16, AND PART OF THE SW1/4-NW1/4 AND NW1/4-NW1/4 OF SECTION 15, T26N, R1W, ALL IN THE CITY OF LOYAL, CLARK COUNTY, WISCONSIN

RELOCATION ORDER - STH 98, CITY OF LOYAL, SOUTH AND MAIN STREETS (HELM STREET TO ELM DRIVE)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 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 SUBSECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION 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 DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

DOC# 611457
Recorded
February 29, 2016 10:38 AM

PEGGY L. WALTER, Clark Co Reg of Deeds

Fee Amount: $25.00
Total Pages: 1

Cabinet 2 Page 231

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7040-01-23 - 4.06
AMENDMENT NO:

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF TRANSPORTATION PROJECT PLAT NO. 7040-01-23 - 4.01, AS DOCUMENT #611299, CABINET 2 PAGES 225 & 226, FOR ADDITIONAL INFORMATION.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W SQ.FT. REQUIRED NEW	EXISTING	TOTAL	TLE SQ.FT. TEMP.
59	RANDALL J. SELISKAR & LORI J. SELISKAR	FEE, TLE	301	0	301	360
61	DAVID LUCHT	FEE, TLE	96	0	96	29
62	BRAD D. ZEPPLIN & BYRON B. ZEPPLIN	FEE, TLE	162	0	162	92
63	LOYAL INDUSTRIAL DEVELOPMENT CORPORATION, INC.	FEE, TLE	489	0	489	353
64	ROXIAN BRUNNER, LC VENDOR BLAINE A. & MARIA J. HENDRICKSON, LC VENDEE	FEE, TLE	162	0	162	143
66	RANDALL J. SELISKAR & LORI J. SELISKAR	FEE, TLE	200	0	200	611
67	BRAD D. ZEPPLIN & BYRON B. ZEPPLIN	FEE, TLE	281	0	281	435
68	ROBERT R. MEYER & CONNIE K. MEYER	FEE, TLE	398	0	398	401
69	DAVID A. FRICKE & KAREN S. FRICKE	FEE, TLE	409	0	409	265
71	JAMES E. GENTEMAN & GRACE E. GENTEMAN	FEE, TLE	60	0	60	34
72	HADLER FINANCIAL SERVICES LLC	FEE, TLE	69	0	69	26
73	CITY OF LOYAL	FEE, TLE	275	0	275	229
74	PUTRUS INVESTMENTS, LLC	FEE, TLE	193	0	193	71
76	IRVIN DRACH, II, D.C.	FEE, TLE	240	0	240	115
77	ROBERT M. LANGFELDT & DARLENE D. LANGFELDT REVOCABLE TRUST DATED 4-26-11	FEE, TLE	192	0	192	78
78	ROBERT M. LANGFELDT & DARLENE D. LANGFELDT REVOCABLE TRUST DATED 4-26-11	FEE, TLE	98	0	98	77
79	GRR, LLC	FEE, TLE	331	0	331	106
81	WILLIAM R. MILLS & MARY ALICE MILLS	FEE, TLE	143	0	143	95
82	DAWN DERING, LC VENDOR JOHN FULWILER & SHERRY FULWILER, LC VENDEE	FEE, TLE	81	0	81	39
83	ROBERT M. LANGFELDT & DARLENE D. LANGFELDT REVOCABLE TRUST DATED 4-26-11	FEE, TLE	156	0	156	51
84	LOYAL VIEW APARTMENTS, LLC	FEE, TLE	71	0	71	35

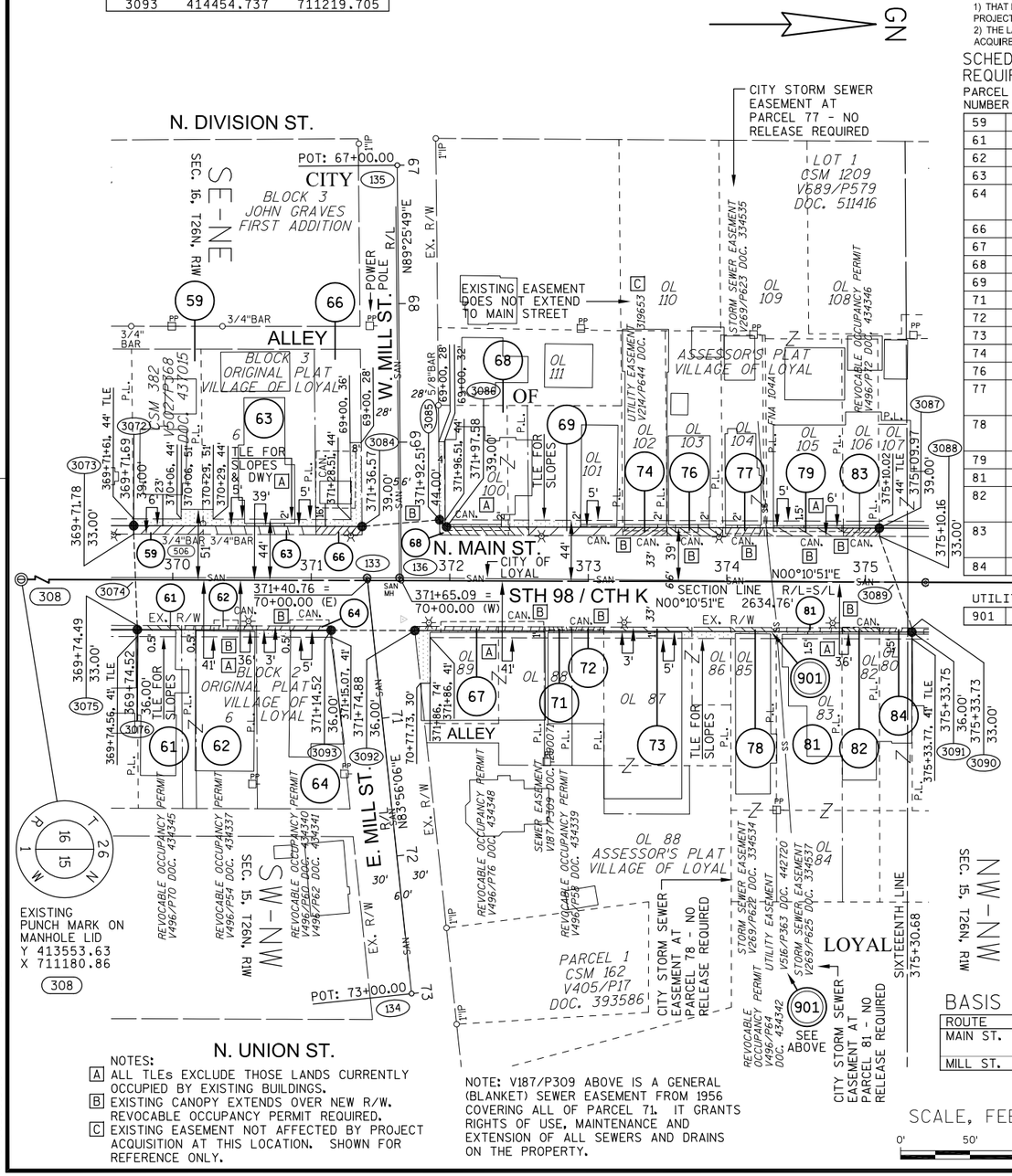
UTILITY INTERESTS REQUIRED:

901	WISCONSIN GAS LLC d/b/a WE ENERGIES	RELEASE OF RIGHTS

COORDINATE TABLE

POINT	Y (NORTH)	X (EAST)
133	414481.090	711183.788
136	414505.415	711183.864
506	414312.123	711142.504
3072	414312.144	711144.254
3076	414314.735	711219.263
3084	414477.025	711144.775
3085	414532.980	711139.951
3086	414538.030	711144.967
3087	414850.417	711145.953
3091	414873.962	711221.028
3092	414515.095	711219.895
3093	414454.737	711219.705

UTILITY PARCELS
PARCEL 901
WE ENERGIES
UTILITY EASEMENT
V516/P363 DOC. 442720 - PARCEL 78



NOTES:
- [A] ALL TLEs EXCLUDE THOSE LANDS CURRENTLY OCCUPIED BY EXISTING BUILDINGS.
- [B] EXISTING CANOPY EXTENDS OVER NEW R/W.
- [C] REVOCABLE OCCUPANCY PERMIT REQUIRED.
- EXISTING EASEMENT NOT AFFECTED BY PROJECT ACQUISITION AT THIS LOCATION. SHOWN FOR REFERENCE ONLY.

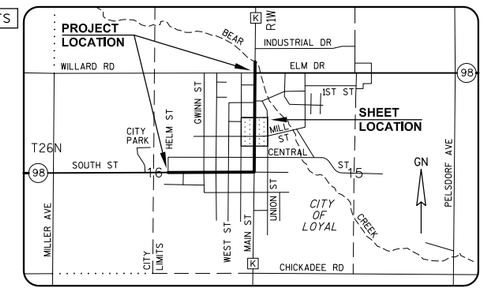
NOTE: V187/P309 ABOVE IS A GENERAL (BLANKET) SEWER EASEMENT FROM 1956 COVERING ALL OF PARCEL 71. IT GRANTS RIGHTS OF USE, MAINTENANCE AND EXTENSION OF ALL SEWERS AND DRAINS ON THE PROPERTY.

COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
308	3074	N00°10'51"E	759.84'
3074	3073	S87°49'50"W	33.03'
3073	3072	S89°18'05"W	6.00'
3072	3084	N00°10'51"E	164.88'
3084	3085	N04°55'37"W	56.16'
3085	3086	N44°48'29"E	7.12'
3086	3087	N00°10'51"E	312.51'
3087	3088	N89°25'49"E	6.00'
3088	3089	N70°31'38"E	35.04'
3089	3090	N70°31'38"E	35.04'
3090	3091	N89°54'02"E	3.00'
3091	3092	S00°10'51"W	358.87'
3092	3093	S00°10'51"W	60.36'
3093	3076	S00°10'51"W	140.00'
3076	3075	S89°40'28"W	3.00'
3075	3074	S87°49'50"W	33.03'

BASIS OF EXISTING HIGHWAY R/W

ROUTE	BASIS	YEAR
MAIN ST.	ORIGINAL PLAT	1870
	ASSESSOR'S PLAT	1921
MILL ST.	PER ABOVE; CSM 162	---



GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, DAVID L. ROBERTS, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7040-01-23-4.06, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE 02/22/2016 DAVID L. ROBERTS PLS S-1725, FOR GREMMER & ASSOCIATES, INC.

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE 02/23/2016 MICHAEL PILLER TSS SUPERVISOR

WISCONSIN DAVID L. ROBERTS S-1725 STEVENS POINT WI LAND SURVEYOR

REVISED: 03/01/2016

040406_98.DWG

APPRAISAL PLAT DATE: 02/10/2016

TRANSPORTATION PROJECT PLAT NO: 7040-01-23 - 4.07

PART OF CSM 437, AND PART OF OUTLOTS 61, 62, 63, 64, 67, 68A, 68B, 76, 77, 78, 79 AND 107 OF ASSESSOR'S PLAT VILLAGE OF LOYAL, AND PART OF LOTS 10, 11, 15, 16 AND 1 BLOCK 3, AND PART OF LOTS 10 AND 11 BLOCK 2, ALL OF RUPLINGER STAVE AND HEADING CO'S ADDITION, BEING PART OF THE NE1/4-NE1/4 AND SE1/4-NE1/4 OF SECTION 16, AND PART OF THE NW1/4-NW1/4 OF SECTION 15, T26N, R1W, ALL IN THE CITY OF LOYAL, CLARK COUNTY, WISCONSIN

RELOCATION ORDER - STH 98, CITY OF LOYAL, SOUTH AND MAIN STREETS (HELM STREET TO ELM DRIVE)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 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 SUBSECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION 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 DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

DOC# 611458
Recorded
February 29, 2016 10:30 AM

PEGGY L. WALTER, Clark Co Reg of Deeds
Fee Amount: $25.00
Total Pages: 1

Cabinet: 2 Page: 232

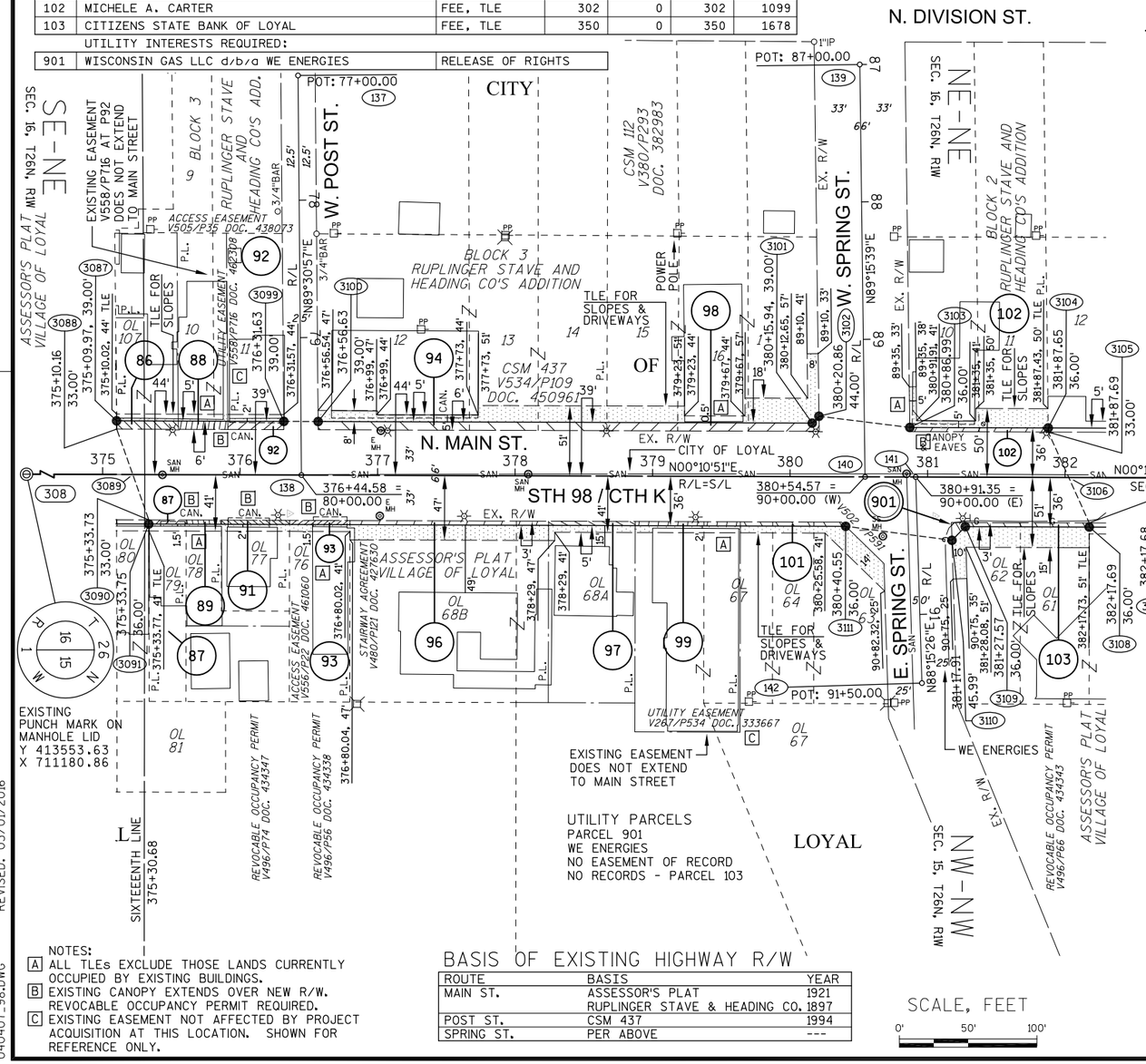
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7040-01-23 - 4.07
AMENDMENT NO:

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF TRANSPORTATION PROJECT PLAT NO. 7040-01-23 - 4.01, AS DOCUMENT #611299, CABINET 2 PAGES 225 & 226, FOR ADDITIONAL INFORMATION.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W SQ.FT. REQUIRED NEW	EXISTING	TOTAL	TLE SQ.FT. TEMP.
86	CAROL J. HUBING	FEE, TLE	269	0	269	84
87	TRI COUNTY INSURANCE AGENCY, INC.	FEE, TLE	82	0	82	41
88	TRUSTEES OF THE KNACK REVOCABLE TRUST	FEE, TLE	216	0	216	66
89	EARL ELMHORST & JENNIFER ELMHORST	FEE, TLE	77	0	77	37
91	JOSEPH AUMANN & KRISTINE AUMANN	FEE, TLE	149	0	149	139
92	JENNIFER HUG & MICHAEL W. HUG	FEE, TLE	244	0	244	89
93	KEITH STUMP & DAWN P. STUMP REVOCABLE TRUST DATED 6-21-2002	FEE, TLE	132	0	132	127
94	CITY OF LOYAL	FEE, TLE	1260	0	1260	1834
96	MIKE'S TIRE SERVICE, AN EQUAL PARTNERSHIP	FEE, TLE	433	0	433	1560
97	K & K REAL ESTATE HOLDINGS, LLC	FEE, TLE	189	0	189	315
98	TONYA HAMM & BRIDGET BOEHNING	FEE, TLE	938	0	938	1939
99	TODD R. WEISTER & LISA K. WEISTER	FEE, TLE	230	0	230	188
101	CITIZENS STATE BANK OF LOYAL	FEE, TLE	225	0	225	1041
102	MICHELE A. CARTER	FEE, TLE	302	0	302	1099
103	CITIZENS STATE BANK OF LOYAL	FEE, TLE	350	0	350	1678
	UTILITY INTERESTS REQUIRED:					
901	WISCONSIN GAS LLC d/b/a WE ENERGIES	RELEASE OF RIGHTS				

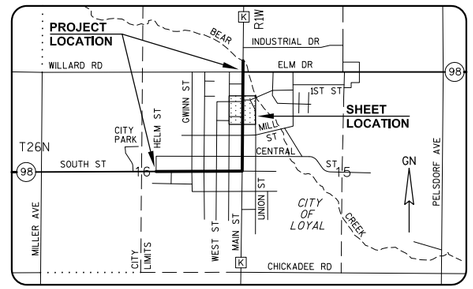


COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
308	3089	N00°10'51"E	1308.65'
3089	3088	S70°31'38"W	35.04'
3088	3087	S89°25'49"W	6.00'
3087	3099	N00°10'51"E	121.54'
3099	3100	N00°10'51"E	25.00'
3100	3101	N00°10'51"E	359.31'
3101	3102	N45°16'45"W	7.01'
3102	3103	N07°04'40"E	66.62'
3103	3104	N00°10'51"E	100.65'
3104	3105	N89°16'32"E	3.00'
3105	3106	N65°44'44"E	36.25'
3106	3107	N65°44'44"E	36.25'
3107	3108	S89°59'09"E	3.00'
3108	3109	S00°10'51"W	90.12'
3109	3110	S45°46'52"E	13.90'
3110	3111	S07°32'31"W	78.01'
3111	3091	S00°10'51"W	506.80'
3091	3090	S89°54'02"W	3.00'
3090	3089	S70°31'38"W	35.04'

COORDINATE TABLE

POINT	Y (NORTH)	X (EAST)
138	414984.908	711185.377
140	415394.892	711186.671
141	415431.675	711186.787
3087	414850.417	711145.953
3091	414873.962	711221.028
3099	414972.078	711146.337
3100	414997.079	711146.416
3101	415356.385	711147.549
3102	415361.321	711142.565
3103	415427.431	711150.773
3104	415528.084	711151.091
3108	415557.901	711223.185
3109	415467.785	711222.901
3110	415458.089	711232.865
3111	415380.759	711222.626



BASIS OF EXISTING HIGHWAY R/W

ROUTE	BASIS	YEAR
MAIN ST.	ASSESSOR'S PLAT	1921
	RUPLINGER STAVE & HEADING CO.	1897
POST ST.	CSM 437	1994
SPRING ST.	PER ABOVE	---

SCALE, FEET
0' 50' 100'

NOTES:
[A] ALL TLEs EXCLUDE THOSE LANDS CURRENTLY OCCUPIED BY EXISTING BUILDINGS.
[B] EXISTING CANOPY EXTENDS OVER NEW R/W. REVOCABLE OCCUPANCY PERMIT REQUIRED.
[C] EXISTING EASEMENT NOT AFFECTED BY PROJECT ACQUISITION AT THIS LOCATION. SHOWN FOR REFERENCE ONLY.

GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, DAVID L. ROBERTS, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7040-01-23-4.07, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE 02/22/2016 DAVID L. ROBERTS
PLS S-1725, FOR GREMMER & ASSOCIATES, INC.

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE 02/23/2016 MICHAEL PILLER
TSS SUPERVISOR

WISCONSIN DAVID L. ROBERTS S-1725 STEVENS POINT WI LAND SURVEYOR

REVISED: 03/01/2016

040407_98.DWG

APPRAISAL PLAT DATE: 02/10/2016

TRANSPORTATION PROJECT PLAT NO: 7040-01-23 - 4.08

PART OF LOTS 1 AND 3 OF CSM 180, AND PART OF OUTLOTS 56, 57, 58, 59 AND 60 OF ASSESSOR'S PLAT VILLAGE OF LOYAL, AND PART OF LOTS 8, 9, 10, 11, 12 AND 1 BLOCK 1, AND PART OF LOTS 12, 13, 14, 15, 16 AND 1 BLOCK 2, ALL OF RUPLINGER STAVE AND HEADING CO'S ADDITION, BEING PART OF THE NE1/4-NE1/4 OF SECTION 16, AND PART OF THE NW1/4-NW1/4 OF SECTION 15, T26N, R1W, ALL IN THE CITY OF LOYAL, CLARK COUNTY, WISCONSIN

RELOCATION ORDER - STH 98, CITY OF LOYAL, SOUTH AND MAIN STREETS (HELM STREET TO ELM DRIVE)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 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 SUBSECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION 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 DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

DOC# 611459
Recorded
February 29, 2016 10:30 AM

PEGGY L. WALTER, Clark Co Reg of Deeds

Fee Amount: $25.00
Total Pages: 1

Cabinet: 2 Page: 233

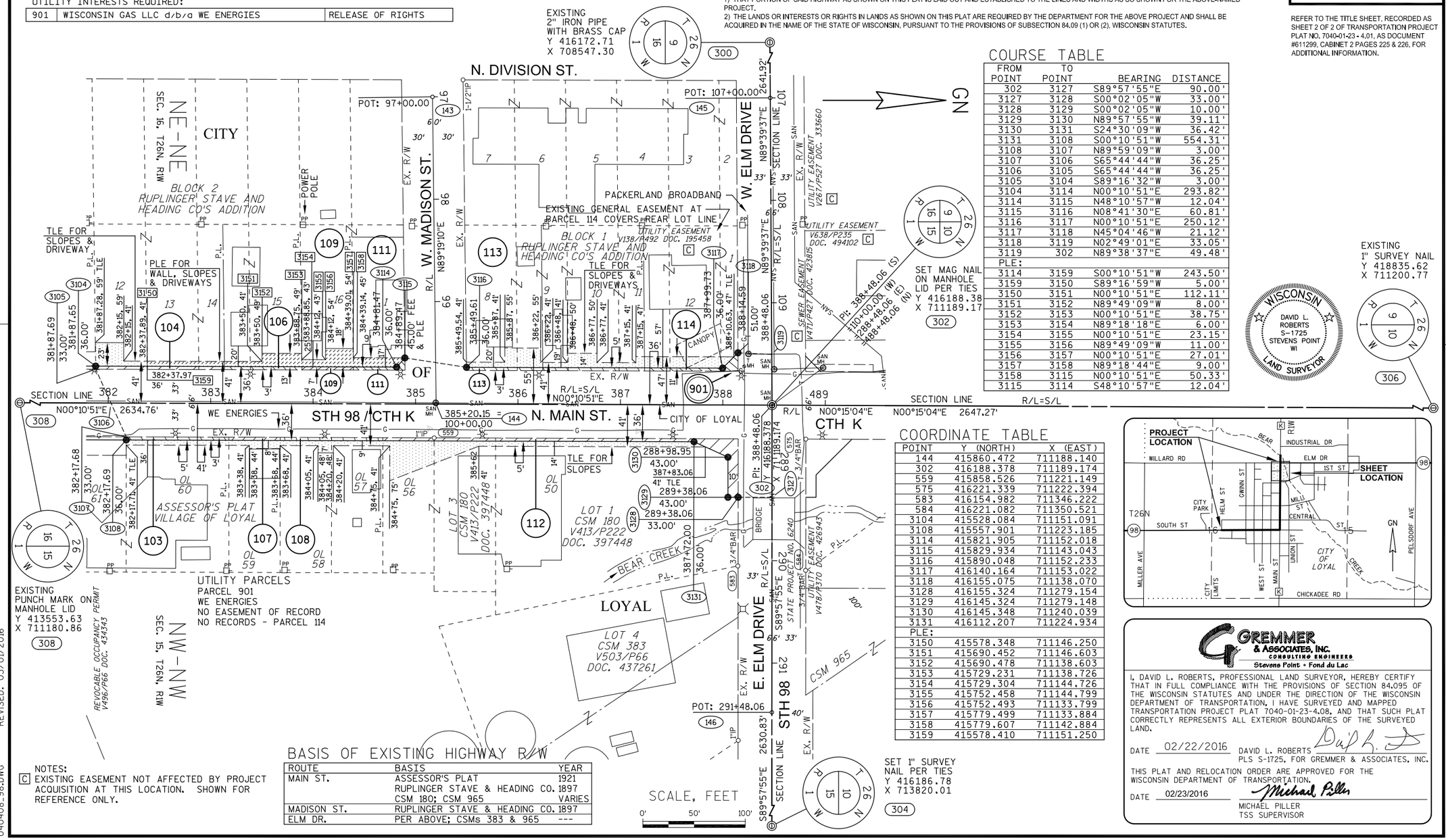
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7040-01-23 - 4.08
AMENDMENT NO:

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF TRANSPORTATION PROJECT PLAT NO. 7040-01-23 - 4.01, AS DOCUMENT #611299, CABINET 2 PAGES 225 & 226, FOR ADDITIONAL INFORMATION.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W SQ.FT. REQUIRED NEW	R/W SQ.FT. REQUIRED EXISTING	R/W SQ.FT. REQUIRED TOTAL	TLE SQ.FT. TEMP.	PLE SQ.FT. TEMP.
103	CITIZENS STATE BANK OF LOYAL	FEE, TLE	301	0	301	501	0
104	RANDALL YSTAD & CAROL KERN-YSTAD	FEE, PLE, TLE	377	0	377	748	377
106	DANIEL J. PIEPER	FEE, PLE	226	0	226	0	688
107	KEVIN M. FELLENZ	FEE, TLE	150	0	150	340	0
108	RONALD SEROCKI	FEE, TLE	301	0	301	606	0
109	TINA M. RUDOLL	FEE, PLE	151	0	151	0	650
111	ALISON J. EHLERT	FEE, PLE	188	0	188	0	416
112	EUGENE P. GAUGER JR. & NORMA MARIE GAUGER	FEE, TLE	1830	0	1830	3026	0
113	WALTER LELAND HOOVER JR. & JANET A. HOOVER	FEE, TLE	522	0	522	1671	0
114	MARD LLC	FEE, TLE	386	0	386	899	0
UTILITY INTERESTS REQUIRED:							
901	WISCONSIN GAS LLC d/b/a WE ENERGIES	RELEASE OF RIGHTS					



NOTES:
[C] EXISTING EASEMENT NOT AFFECTED BY PROJECT ACQUISITION AT THIS LOCATION. SHOWN FOR REFERENCE ONLY.

BASIS OF EXISTING HIGHWAY R/W

ROUTE	BASIS	YEAR
MAIN ST.	ASSESSOR'S PLAT	1921
	RUPLINGER STAVE & HEADING CO.	1897
	CSM 180; CSM 965	VARIES
MADISON ST.	RUPLINGER STAVE & HEADING CO.	1897
ELM DR.	PER ABOVE; CSMs 383 & 965	---

COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
302	3127	S89°57'55"E	90.00'
3127	3128	S00°02'05"W	33.00'
3128	3129	S00°02'05"W	10.00'
3129	3130	N89°57'55"W	39.11'
3130	3131	S24°30'09"W	36.42'
3131	3108	S00°10'51"W	554.31'
3108	3107	N89°59'09"W	3.00'
3107	3106	S65°44'44"W	36.25'
3106	3105	S65°44'44"W	36.25'
3105	3104	S89°16'32"W	3.00'
3104	3114	N00°10'51"E	293.82'
3114	3115	N48°10'57"W	12.04'
3115	3116	N08°41'30"E	60.81'
3116	3117	N00°10'51"E	250.12'
3117	3118	N45°04'46"W	21.12'
3118	3119	N02°49'01"E	33.05'
3119	302	N89°38'37"E	49.48'
PLE:			
3114	3159	S00°10'51"W	243.50'
3159	3150	S89°16'59"W	5.00'
3150	3151	N00°10'51"E	112.11'
3151	3152	N89°49'09"W	8.00'
3152	3153	N00°10'51"E	38.75'
3153	3154	N89°18'18"E	6.00'
3154	3155	N00°10'51"E	23.15'
3155	3156	N89°49'09"W	11.00'
3156	3157	N00°10'51"E	27.01'
3157	3158	N89°18'44"E	9.00'
3158	3115	N00°10'51"E	50.33'
3115	3114	S48°10'57"E	12.04'

COORDINATE TABLE

POINT	Y (NORTH)	X (EAST)
144	415860.472	711188.140
302	416188.378	711189.174
559	415858.526	711221.149
575	416221.339	711222.394
583	416154.982	711346.222
584	416221.082	711350.521
3104	415528.084	711151.091
3108	415557.901	711223.185
3114	415821.905	711152.018
3115	415829.934	711143.043
3116	415890.048	711152.233
3117	416140.164	711153.022
3118	416155.075	711138.070
3128	416155.324	711279.154
3129	416145.324	711279.148
3130	416145.348	711240.039
3131	416112.207	711224.934
PLE:		
3150	415578.348	711146.250
3151	415690.452	711146.603
3152	415690.478	711138.603
3153	415729.231	711138.726
3154	415729.304	711144.726
3155	415752.458	711144.799
3156	415752.493	711133.799
3157	415779.499	711133.884
3158	415779.607	711142.884
3159	415578.410	711151.250

GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, DAVID L. ROBERTS, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7040-01-23-4.08, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE 02/22/2016 DAVID L. ROBERTS
PLS S-1725, FOR GREMMER & ASSOCIATES, INC.

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE 02/23/2016 MICHAEL PILLER
TSS SUPERVISOR

WISCONSIN
DAVID L. ROBERTS
S-1725
STEVENS POINT
WI
LAND SURVEYOR

REVISED: 03/01/2016

040408_98.DWG

APPRAISAL PLAT DATE: 02/10/2016

TRANSPORTATION PROJECT PLAT NO: 7040-01-23 - 4.09

PART OF OUTLOT 1 OF CSM 965, AND PART OF THE SE1/4-SE1/4 OF SECTION 9, AND BEING PART OF THE SW1/4-SW1/4 OF SECTION 10, T26N, R1W, ALL IN THE CITY OF LOYAL, CLARK COUNTY, WISCONSIN

RELOCATION ORDER - STH 98, CITY OF LOYAL, SOUTH AND MAIN STREETS (HELM STREET TO ELM DRIVE)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 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 SUBSECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION 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 DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

DOC# 611460
Recorded
February 29, 2016 10:30 AM

PEGGY L. WALTER, Clark Co Reg of Deeds
Fee Amount: $25.00
Total Pages: 1

Cabinet: 2 Page: 234

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7040-01-23 - 4.09
AMENDMENT NO:

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF TRANSPORTATION PROJECT PLAT NO, 7040-01-23 - 4.01, AS DOCUMENT #611299, CABINET 2 PAGES 225 & 226, FOR ADDITIONAL INFORMATION.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W SQ.FT. REQUIRED NEW	EXISTING	TOTAL	TLE SQ.FT. TEMP.
116	CLEAN SWEEP CARWASH, LLC	FEE, TLE	388	1419	1807	432
117	CITY OF LOYAL	FEE, TLE	287	5569	5856	519
118	LOYAL PROPERTIES LLC	FEE	1181	0	1181	0
119	LOYAL VETERINARY SERVICE SC	FEE, TLE	4617	2191	6808	4787

UTILITY INTERESTS REQUIRED:

900	FRONTIER NORTH INC. d/b/a FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS
904	CITY OF LOYAL (SANITARY)	RELEASE OF RIGHTS

CURVE TABLE

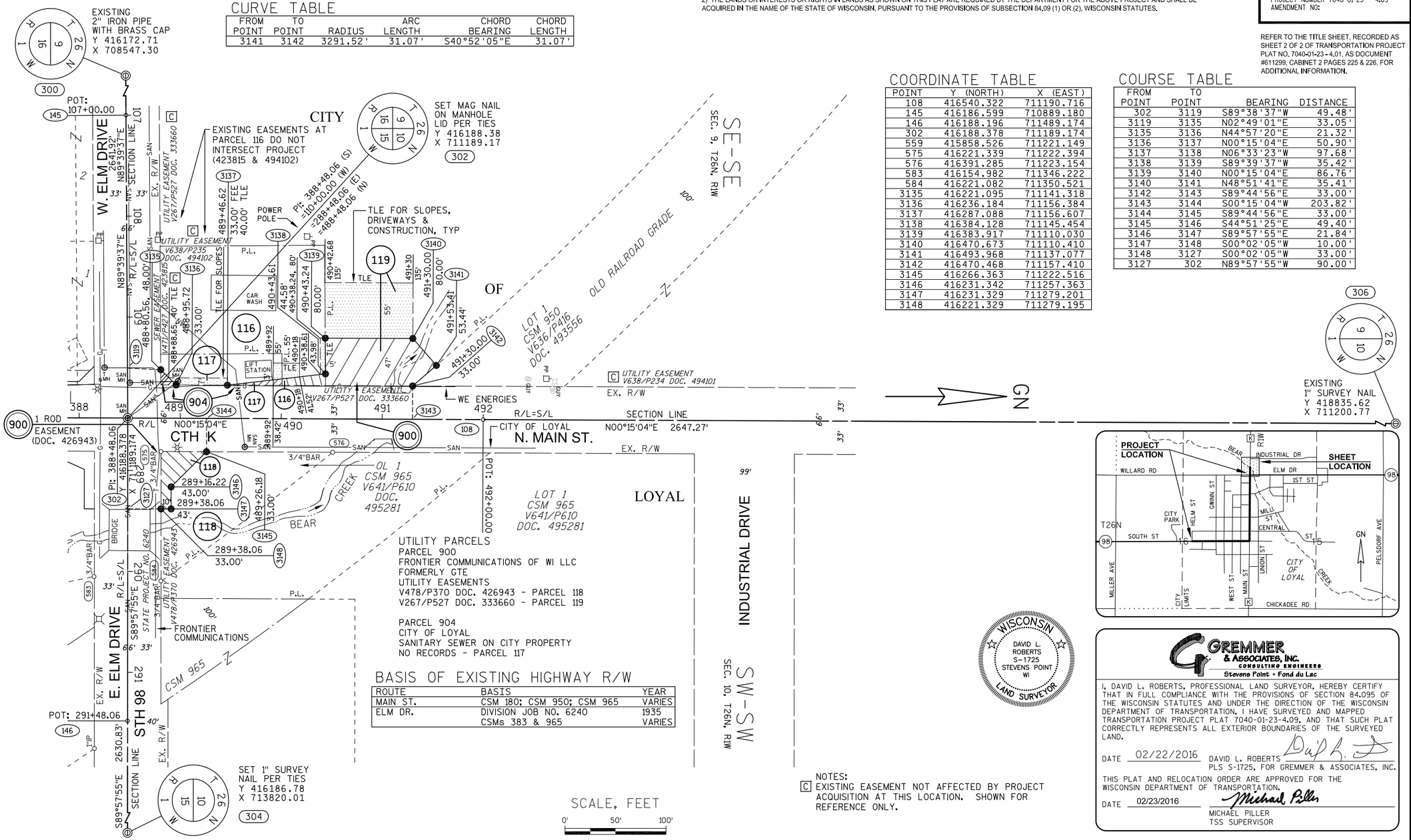
FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
3141	3142	3291.52'	31.07'	S40°52'05"E	31.07'

COORDINATE TABLE

POINT	Y (NORTH)	X (EAST)
108	416540.322	711190.716
145	416186.599	710889.180
146	416188.196	711489.174
302	416188.378	711189.174
559	415858.526	711221.149
575	416221.339	711222.394
576	416391.285	711223.154
583	416154.982	711346.222
584	416221.082	711350.521
3135	416221.095	711141.318
3136	416236.184	711156.384
3137	416287.088	711156.607
3138	416384.128	711145.454
3139	416383.917	711110.030
3140	416470.673	711110.410
3141	416493.968	711137.077
3142	416470.468	711157.410
3145	416266.363	711222.516
3146	416231.342	711257.363
3147	416231.329	711279.201
3148	416221.329	711279.195

COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
302	3119	S89°38'37"W	49.48'
3119	3135	N02°49'01"E	33.05'
3135	3136	N44°57'20"E	21.32'
3136	3137	N00°15'04"E	50.90'
3137	3138	N06°33'23"W	97.68'
3138	3139	S89°39'37"W	35.42'
3139	3140	N00°15'04"E	86.76'
3140	3141	N48°51'41"E	35.41'
3142	3143	S89°44'56"E	33.00'
3143	3144	S00°15'04"W	203.82'
3144	3145	S89°44'56"E	33.00'
3145	3146	S44°51'25"E	49.40'
3146	3147	S89°57'55"E	21.84'
3147	3148	S00°02'05"W	10.00'
3148	3127	S00°02'05"W	33.00'
3127	302	N89°57'55"W	90.00'



UTILITY PARCELS
PARCEL 900
FRONTIER COMMUNICATIONS OF WI LLC
FORMERLY GTE
UTILITY EASEMENTS
V478/P370 DOC. 426943 - PARCEL 118
V267/P527 DOC. 333660 - PARCEL 119

PARCEL 904
CITY OF LOYAL
SANITARY SEWER ON CITY PROPERTY
NO RECORDS - PARCEL 117

BASIS OF EXISTING HIGHWAY R/W

ROUTE	BASIS	YEAR
MAIN ST.	CSM 180; CSM 950; CSM 965	VARIES
ELM DR.	DIVISION JOB NO. 6240	1935
	CSMs 383 & 965	VARIES

NOTES:
[C] EXISTING EASEMENT NOT AFFECTED BY PROJECT ACQUISITION AT THIS LOCATION. SHOWN FOR REFERENCE ONLY.

EXISTING 1" SURVEY NAIL Y 418835.62 X 711200.77

GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

WISCONSIN DAVID L. ROBERTS S-1725 STEVENS POINT WI LAND SURVEYOR

I, DAVID L. ROBERTS, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7040-01-23-4.09, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE 02/22/2016 DAVID L. ROBERTS PLS S-1725, FOR GREMMER & ASSOCIATES, INC.

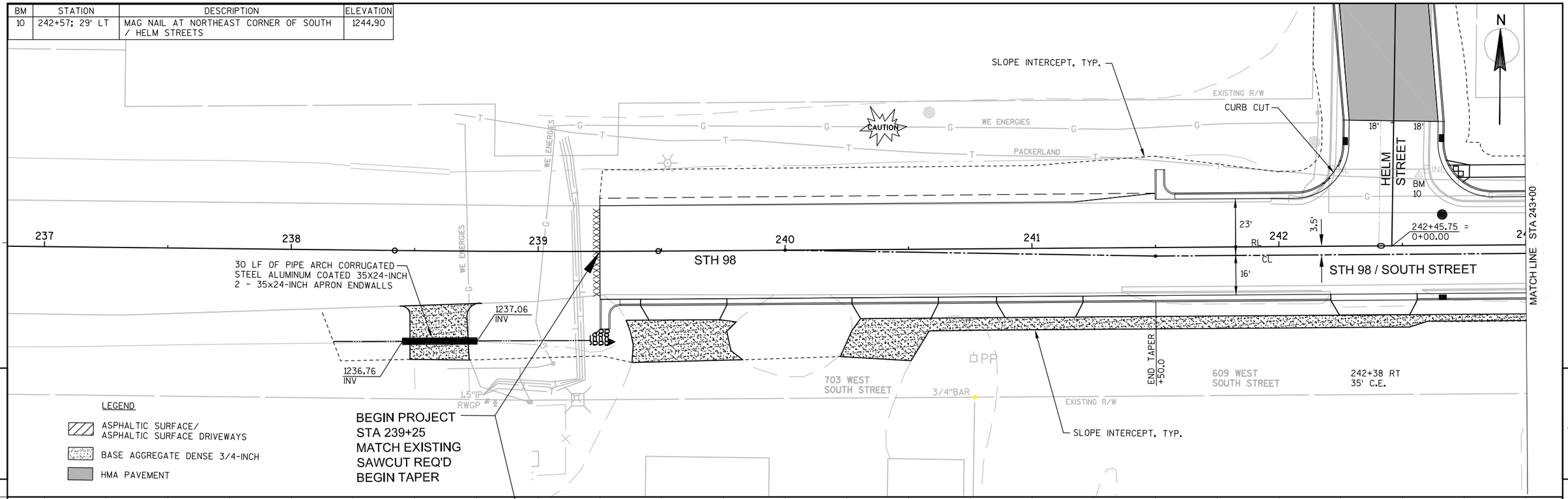
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE 02/23/2016 MICHAEL PILLER TSS SUPERVISOR

040409_98.DWG REVISED: 03/01/2016

APPRAISAL PLAT DATE: 02/10/2016

BM	STATION	DESCRIPTION	ELEVATION
10	242+57; 29' LT	MAG NAIL AT NORTHEAST CORNER OF SOUTH / HELM STREETS	1244.90

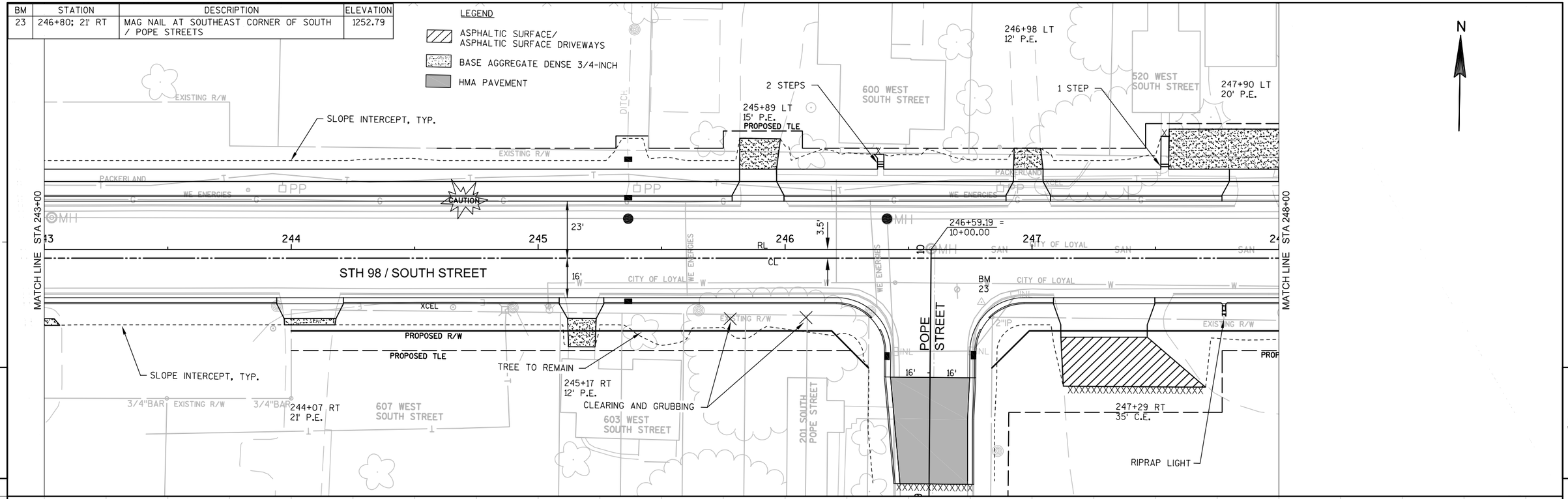


PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: SOUTH STREET	SHEET	E

BM	STATION	DESCRIPTION	ELEVATION
23	246+80; 21' RT	MAG NAIL AT SOUTHEAST CORNER OF SOUTH / POPE STREETS	1252.79

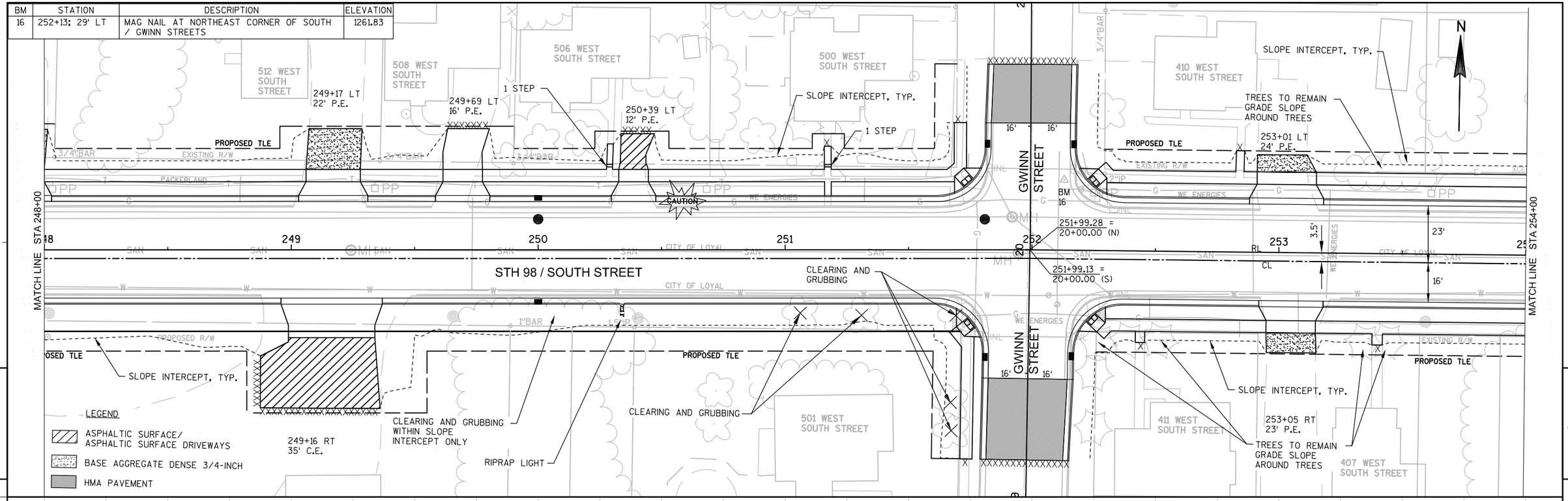
LEGEND

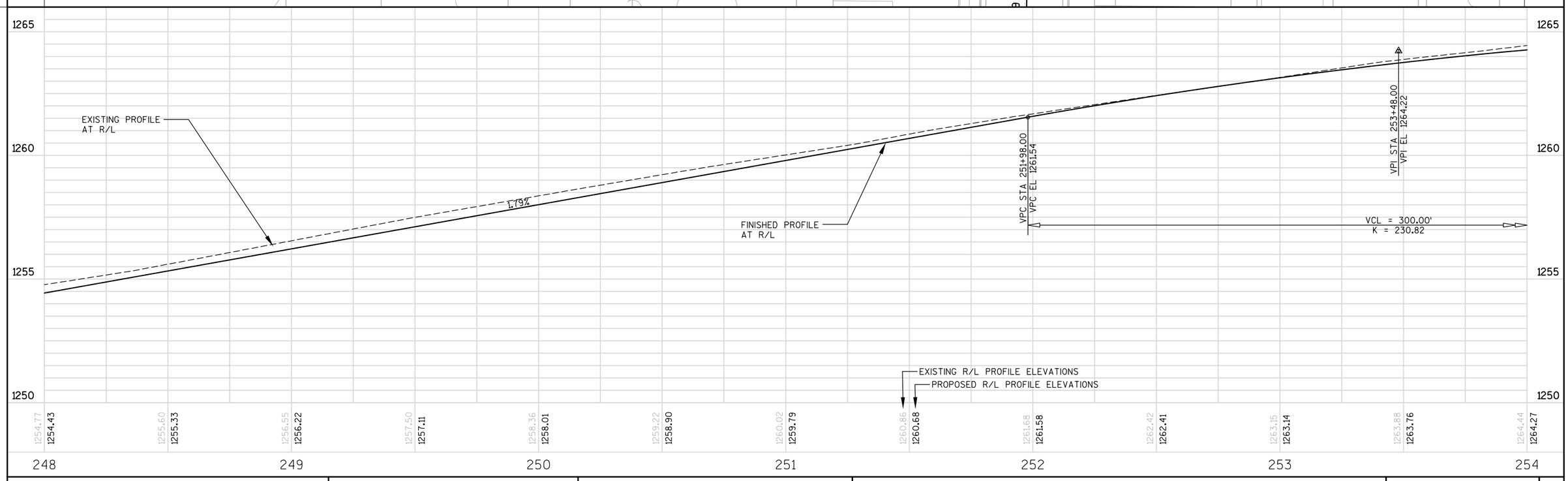
- ASPHALTIC SURFACE/ ASPHALTIC SURFACE DRIVEWAYS
- BASE AGGREGATE DENSE 3/4-INCH
- HMA PAVEMENT



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: SOUTH STREET	SHEET E

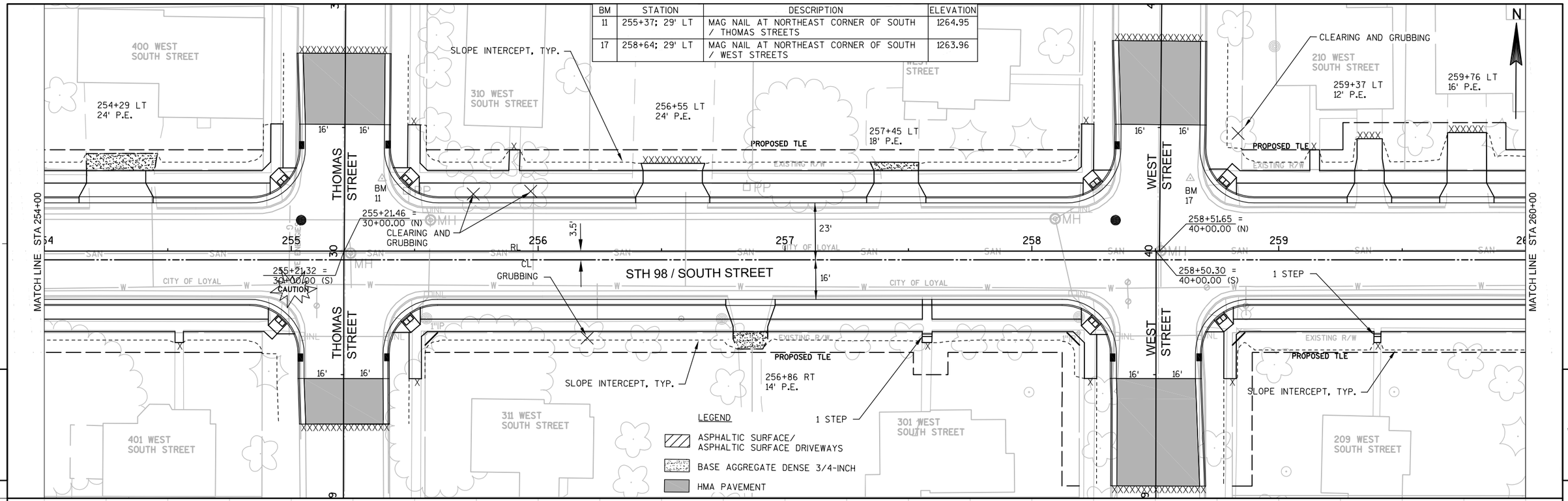
BM	STATION	DESCRIPTION	ELEVATION
16	252+13; 29' LT	MAG NAIL AT NORTHEAST CORNER OF SOUTH / GWINN STREETS	1261.83

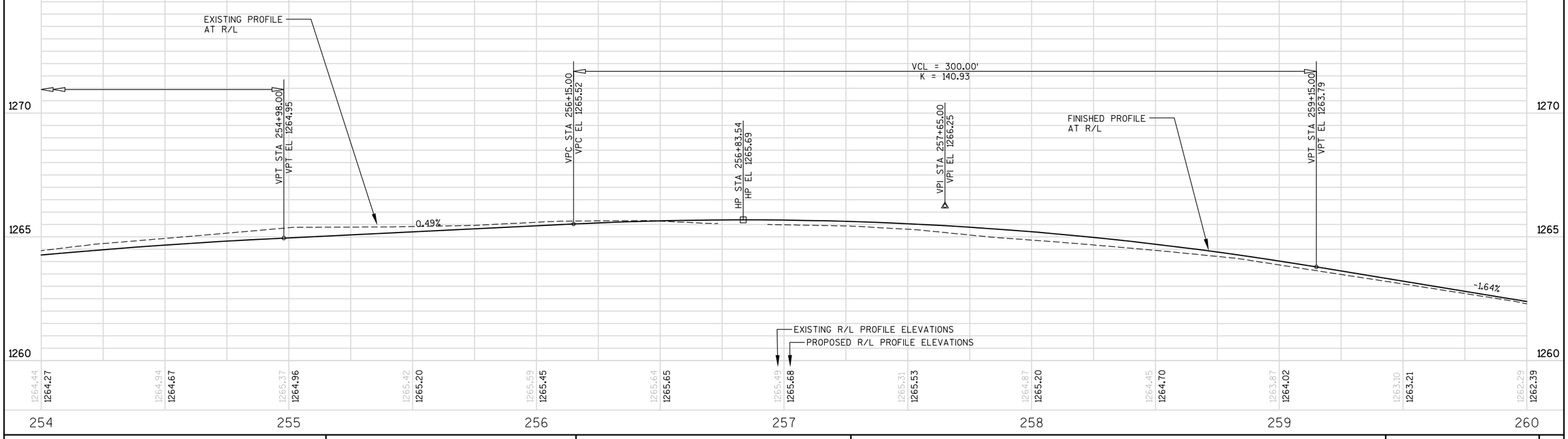




PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: SOUTH STREET	SHEET E

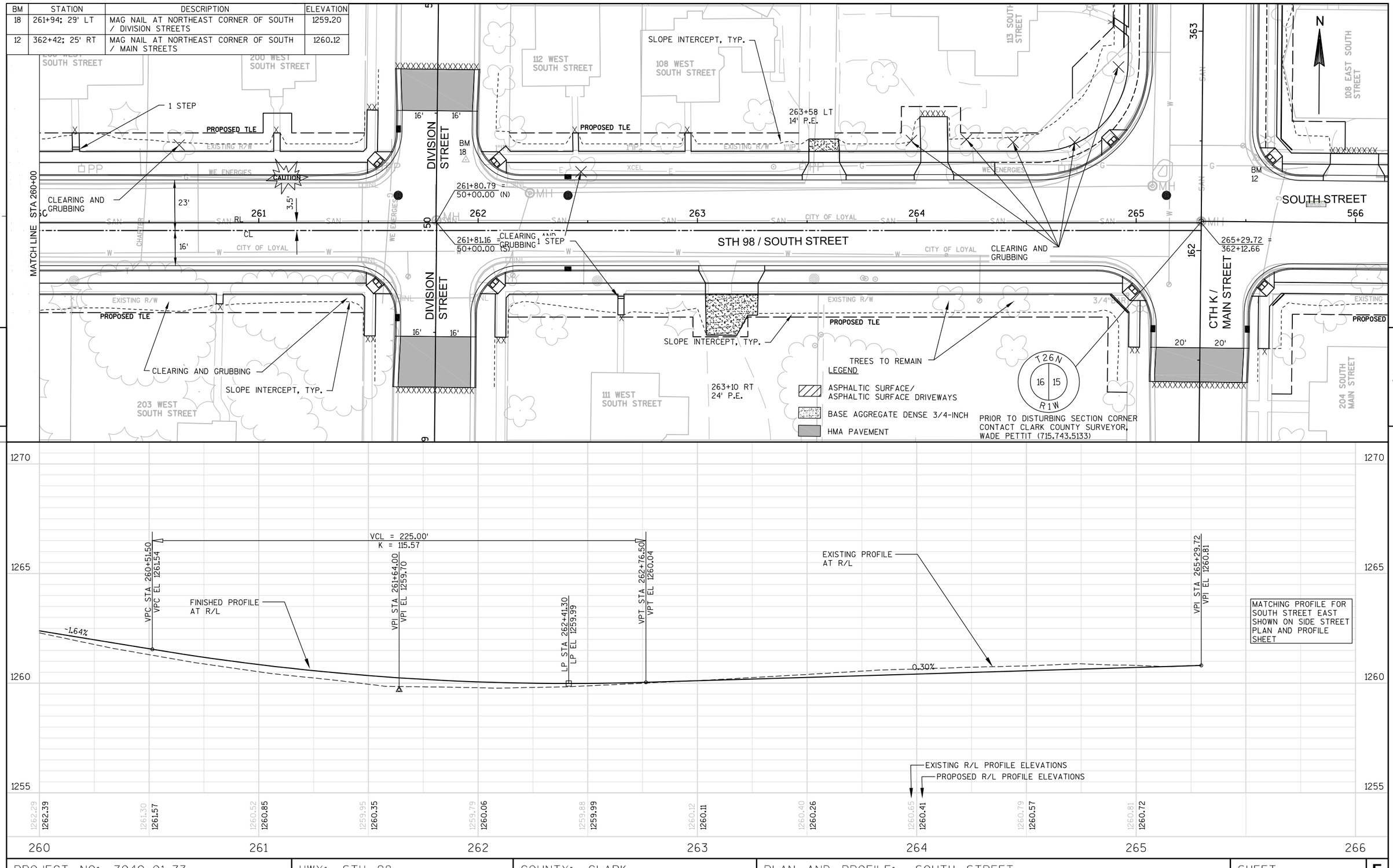
BM	STATION	DESCRIPTION	ELEVATION
11	255+37; 29' LT	MAG NAIL AT NORTHEAST CORNER OF SOUTH / THOMAS STREETS	1264.95
17	258+64; 29' LT	MAG NAIL AT NORTHEAST CORNER OF SOUTH / WEST STREETS	1263.96





PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: SOUTH STREET	SHEET E

BM	STATION	DESCRIPTION	ELEVATION
18	261+94; 29' LT	MAG NAIL AT NORTHEAST CORNER OF SOUTH / DIVISION STREETS	1259.20
12	362+42; 25' RT	MAG NAIL AT NORTHEAST CORNER OF SOUTH / MAIN STREETS	1260.12



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: SOUTH STREET	SHEET E

BM	STATION	DESCRIPTION	ELEVATION
12	362+42; 25' RT	MAG NAIL AT NORTHEAST CORNER OF SOUTH / MAIN STREETS	1260.12
19	366+26; 28' RT	MAG NAIL AT NORTHEAST CORNER OF MAIN / CENTRAL STREET	1247.37

CLEARING AND GRUBBING
SLOPE INTERCEPT, TYP.
PROPOSED TLE
PROPOSED R/W
1 STEP
2 STEPS
CITY OF LOYAL SIGN TO REMAIN GRADE AROUND
365+19 LT
18' C.E.
362+12.66 = 265+29.72 (W)
362+13+30 = 265+30.36 (E)
CTH K / MAIN STREET
STH 98 / MAIN STREET / CTH K
REMOVE TREES
23'
12'
11'
BM 12
BM 19
366+09.19 60+00.00 (W)
366+09.07 60+00.00 (E)
366+25 BEGIN 15' CL SHIFT
365+75 0' CL SHIFT
MATCH LINE STA 367+00
SOUTH STREET
CENTRAL STREET
PROPOSED R/W
PROPOSED TLE
364+25 RT
18' P.E.
364+73 RT
29' C.E.
365+54 RT
31' C.E.
SLOPE INTERCEPT, TYP.
SIGN TO REMAIN
363+32 RT
28' C.E.
CANOPY
LEGEND
ASPHALTIC SURFACE/ ASPHALTIC SURFACE DRIVEWAYS
BASE AGGREGATE DENSE 3/4-INCH
HMA PAVEMENT
204 SOUTH MAIN STREET
108 EAST SOUTH STREET
108 SOUTH MAIN STREET
100 SOUTH MAIN STREET
100 NORTH MAIN STREET
101 NORTH MAIN STREET
109 SOUTH MAIN STREET
113 SOUTH MAIN STREET
SOUTH MAIN STREET
CITY OF LOYAL
PROPOSED TLE
EXISTING R/W
-1.47%
-3.77%
MATCHING PROFILE FOR CTH K SOUTH SHOWN ON SIDE STREET PLAN AND PROFILE SHEET
VPI STA 362+12.66
VPI EL 1260.81
VPC STA 362+62.05
VPC EL 1260.08
VPI STA 363+37.05
VPI EL 1258.98
VPT STA 364+12.05
VPT EL 1256.16
VCL = 150.00'
K = 65.29
FINISHED PROFILE AT R/L
EXISTING PROFILE AT R/L
VPC STA 366+24.23
VPC EL 1248.17
EXISTING R/L PROFILE ELEVATIONS
PROPOSED R/L PROFILE ELEVATIONS
1260.36 1260.26
1259.28 1259.42
1257.93 1258.20
1256.48 1256.60
1254.52 1254.73
1252.52 1252.84
1250.53 1250.96
1248.63 1249.08
1246.78 1247.25
1245.38 1245.78
1260
1255
1250
1245
161 162 363 364 365 366 367
361 362 363 364 365 366 367

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: MAIN STREET	SHEET E

BM	STATION	DESCRIPTION	ELEVATION
13	371+66; 28' RT	MAG NAIL AT NORTHEAST CORNER OF MAIN / MILL STREETS	1245.42

LEGEND

- ASPHALTIC SURFACE/ ASPHALTIC SURFACE DRIVEWAYS
- BASE AGGREGATE DENSE 3/4-INCH
- HMA PAVEMENT

MATCH LINE STA 367+00

MATCH LINE STA 373+00

367+35 LT
35' C.E.

PROPOSED TLE
PROPOSED R/W

SLOPE INTERCEPT, TYP.

123 NORTH MAIN STREET

129 NORTH MAIN STREET

133 NORTH MAIN STREET

141 NORTH MAIN STREET

101 WEST MILL STREET

370+33 LT
19' C.E.

CAUTIOUS NOT TO DAMAGE PLEXIGLASS COVERS OR WINDOW WELLS

372+52 LT
14' C.E.

372+83 LT
19' C.E.

201 NORTH MAIN STREET

MILL STREET

19'

19'

N

5/8" BAR

#4 BAR

5/8" BAR

3/4"BAR

2 STEPS

1 STEP

CITY OF LOYAL

25'

12'

13'

PROPOSED CL

367

368

369

370

371

372

373

PROPOSED CL

371+65.09 =
70+00.00 (W)

371+40.76 =
70+00.00 (E)

STH 98 / MAIN STREET / CTH K

BM
13

MILL STREET

PROPOSED R/W

PROPOSED TLE

368+08 RT
35' C.E.

369+11 RT
18' C.E.

370+71 RT
26' C.E.

SLOPE INTERCEPT, TYP.

106 NORTH MAIN STREET

130 NORTH MAIN STREET

132 NORTH MAIN STREET

136 NORTH MAIN STREET

144 NORTH MAIN STREET

200 NORTH MAIN STREET

208 NORTH MAIN STREET

OL

VCL = 300.00'
K = 61.60

VCL = 200.00'
K = 51.86

VPI STA 367+74.23
VPI EL 1242.52

LP STA 368+56.27
LP EL 1243.79

VPT STA 369+24.23
VPT EL 1244.17

VPC STA 370+63.37
VPC EL 1245.70

HP STA 371+20.58
HP EL 1246.02

VPI STA 371+63.37
VPI EL 1246.81

VPT STA 372+63.37
VPT EL 1244.05

FINISHED PROFILE AT R/L

1.10%

-2.75%

EXISTING PROFILE AT R/L

EXISTING R/L PROFILE ELEVATIONS

PROPOSED R/L PROFILE ELEVATIONS

1245.38	1245.78	1244.52	1244.71	1243.86	1244.05	1243.66	1243.80	1244.00	1243.95	1244.50	1244.45	1245.07	1245.01	1245.64	1245.56	1245.90	1245.98	1245.77	1245.94	1245.10	1245.41	1244.03	1244.41	1242.75	1243.05
367		368		369		370		371		372		373													

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: MAIN STREET	SHEET	E

BM	STATION	DESCRIPTION	ELEVATION
20	376+36; 28' RT	MAG NAIL AT EAST SIDE OF MAIN STREET, OPPOSITE POST STREET	1237.87

REMOVE WOOD PLANK UNDER CONCRETE STEP. PAVE NEW SIDEWALK FLUSH TO CONCRETE STEP.

SLOPE INTERCEPT, TYP.

WINDOW OPENING TO REMAIN
REMOVE AND PAVE SIDEWALK AROUND WINDOW OPENING

376+45 LT
29.5' C.E.

FLAG & PLAQUES TO REMAIN

SEE ASPHALT SWALE CONSTRUCTION DETAIL

POST STREET

N

MATCH LINE STA 373+00

MATCH LINE STA 378+00

1 NORTH MAIN STREET
215 NORTH MAIN STREET
217 NORTH MAIN STREET
221 NORTH MAIN STREET
227 NORTH MAIN STREET
231 NORTH MAIN STREET
233 NORTH MAIN STREET
235 NORTH MAIN STREET
237 NORTH MAIN STREET
239 NORTH MAIN STREET
241 NORTH MAIN STREET
301 NORTH MAIN STREET

25'
12'
13'

CITY OF LOYAL

PROPOSED CL

373 374 375 376 377 378

STH 98 / MAIN STREET / CTH K

BM 20

210 NORTH MAIN STREET
214 NORTH MAIN STREET
373+93 RT
28' C.E.
222 NORTH MAIN STREET
226 NORTH MAIN STREET
228 NORTH MAIN STREET
230 NORTH MAIN STREET
232 NORTH MAIN STREET
236 NORTH MAIN STREET
238 NORTH MAIN STREET
240 NORTH MAIN STREET
300 NORTH MAIN STREET
377+25 RT
35' C.E.
376+47 RT
12' C.E.
306 NORTH MAIN STREET

SLOPE INTERCEPT, TYP.

LEGEND

- ASPHALTIC SURFACE/ ASPHALTIC SURFACE DRIVEWAYS
- BASE AGGREGATE DENSE 3/4-INCH
- HMA PAVEMENT

1250
1245
1240
1235

VCL = 150.00'
K = 65.65

VPC STA 373+54.65
VPC EL 1241.54

VPI STA 374+29.65
VPI EL 1239.48

VPT STA 375+04.65
VPT EL 1239.13

-2.75%

FINISHED PROFILE AT R/L

-0.47%

VCL = 200.00'
K = 72.61

VPC STA 376+30.26
VPC EL 1238.54

VPI STA 377+30.26
VPI EL 1238.07

EXISTING R/L PROFILE ELEVATIONS
PROPOSED R/L PROFILE ELEVATIONS

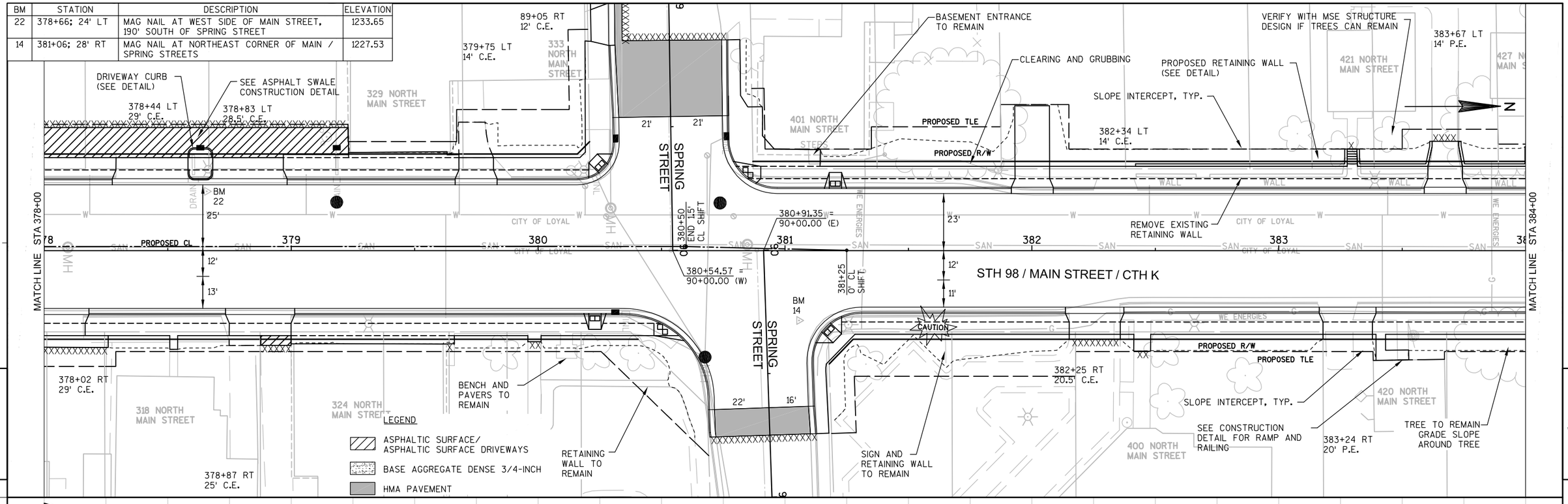
EXISTING PROFILE AT R/L

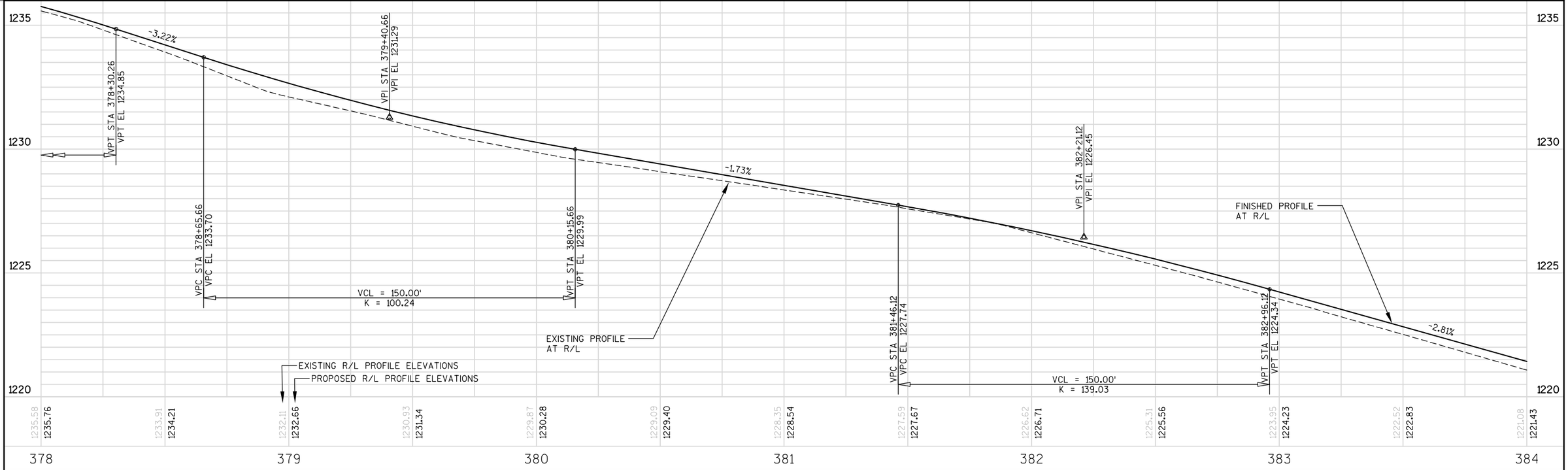
1242.75	1241.39	1240.21	1239.35	1239.03	1238.93	1238.66	1238.25	1237.55	1236.72	1235.58	1233.91	1232.11
1243.05	1241.67	1240.45	1239.61	1239.15	1238.91	1238.68	1238.42	1237.88	1236.99	1235.76	1234.21	1232.66

373 374 375 376 377 378 379

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: MAIN STREET	SHEET E

BM	STATION	DESCRIPTION	ELEVATION
22	378+66; 24' LT	MAG NAIL AT WEST SIDE OF MAIN STREET, 190' SOUTH OF SPRING STREET	1233.65
14	381+06; 28' RT	MAG NAIL AT NORTHEAST CORNER OF MAIN / SPRING STREETS	1227.53





PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: MAIN STREET	SHEET E

VERIFY WITH MSE STRUCTURE DESIGN IF TREES CAN REMAIN

TREE TO REMAIN GRADE SLOPE AROUND TREE

SLOPE INTERCEPT, TYP.

435 NORTH MAIN STREET

501 NORTH MAIN STREET

509 NORTH MAIN STREET

521 NORTH MAIN STREET

386+05 LT
12' P.E.

386+63 LT
16' P.E.

387+44 LT
35' C.E.

MADISON STREET

ELM DRIVE

200 WEST ELM DRIVE

PROPOSED TLE

PROPOSED R/W

PROPOSED R/W

PROPOSED TLE

PROPOSED R/W

16' 16'

16' 16'

WALL WALL WALL

7 STEPS

REMOVE DRIVE

5 STEPS

CITY OF LOYAL

CITY OF LOYAL

CAUTION

CAUTION

MATCH LINE STA 384+00

384 385 386 387 388 489 490

385+20.15 = 100+00.00

388+48.06
110+00.00
288+48.06

STH 98 / MAIN STREET / CTH K

CTH K

BM 21

BM 15

23'

12'

11'

REMOVE EXISTING GUARDRAIL

BEGIN TAPER +39

4"BAR

PROPOSED R/W

PROPOSED TLE

384+24 RT
15' P.E.

430 NORTH MAIN STREET

SLOPE INTERCEPT, TYP.

506 NORTH MAIN STREET

386+76 RT
25' C.E.

387+34 RT
28' C.E.

PRIOR TO DISTURBING SECTION CORNER CONTACT CLARK COUNTY SURVEYOR, WADE PETTIT (715.743.5133)

T 26 N
9 10
16 15
R 1 W

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
25 LF OF STEEL PLATE BEAM GUARD SHORT RADIUS
(SEE STANDARD DETAIL DRAWINGS)

END PROJECT
STA 289+38.59
MATCH EXISTING
BRIDGE STRUCTURE
SAWCUT REQ'D

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
25 LF OF STEEL PLATE BEAM GUARD SHORT RADIUS
12.5 LF OF STEEL PLATE BEAM GUARD CLASS A
(SEE STANDARD DETAIL DRAWINGS)

289

16.3' 17'

LEGEND

- ASPHALTIC SURFACE/ ASPHALTIC SURFACE DRIVEWAYS
- BASE AGGREGATE DENSE 3/4-INCH
- HMA PAVEMENT

BM	STATION	DESCRIPTION	ELEVATION
21	385+14; 24' RT	MAG NAIL AT EAST SIDE OF MAIN STREET, OPPOSITE MADISON STREET	1218.01
15	387+17; 25' RT	MAG NAIL AT EAST SIDE OF MAIN STREET, 130' SOUTH OF ELM DRIVE	1214.42

1225 1220 1215 1210

-2.81%

-0.62%

-2.00%

-0.60%

VCL = 150.00'
K = 68.54

VPC STA 385+41.72
VPC EL 1217.45

VPI STA 386+16.72
VPI EL 1215.35

VPT STA 386+91.72
VPT EL 1214.88

VPI STA 388+49.66
VPI EL 1213.91

VPI STA 388+65.66
VPI EL 1213.59

VPI STA 389+75.00
VPI EL 1212.93

EXISTING PROFILE AT R/L

FINISHED PROFILE AT R/L

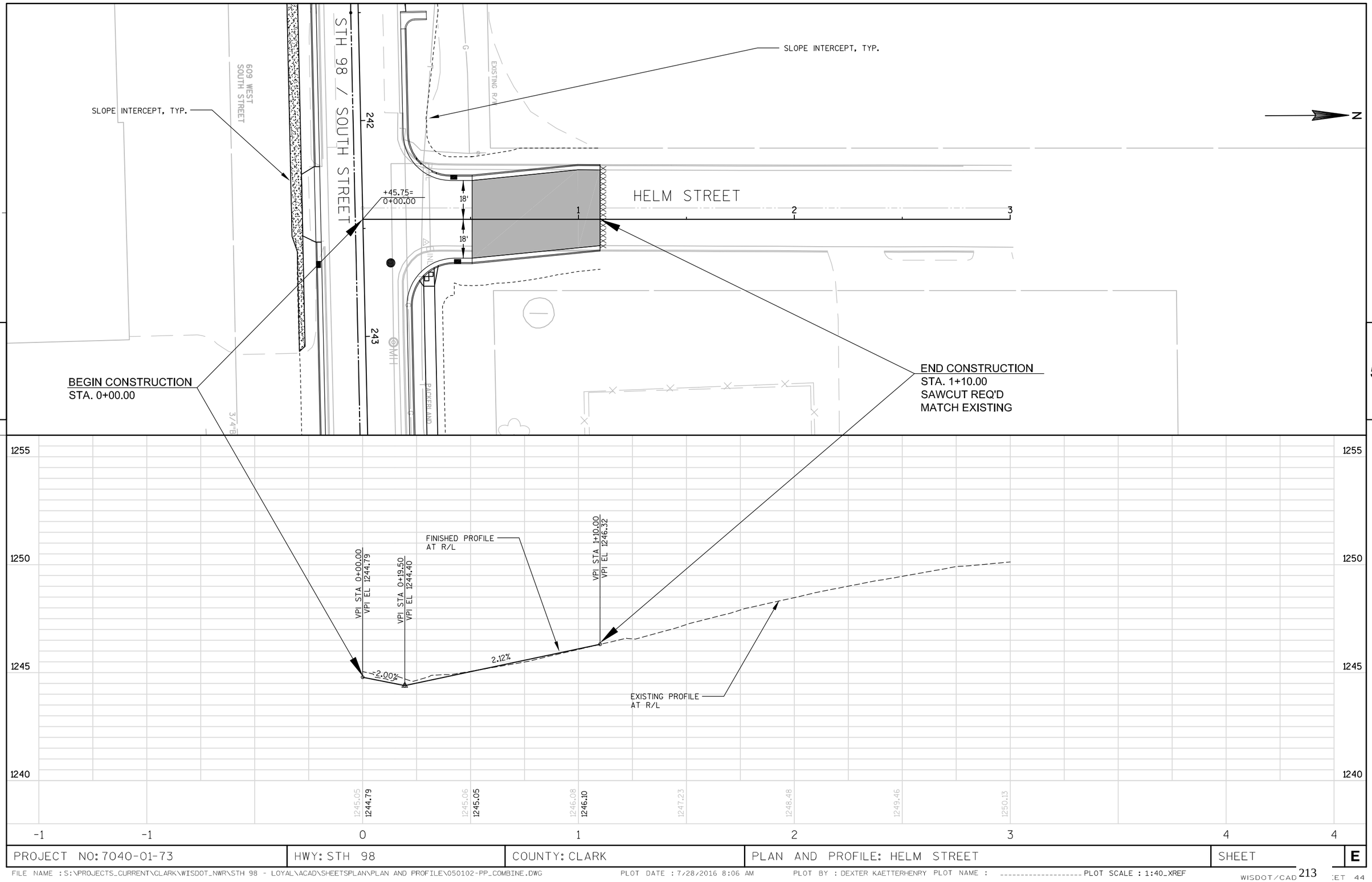
EXISTING R/L PROFILE ELEVATIONS

PROPOSED R/L PROFILE ELEVATIONS

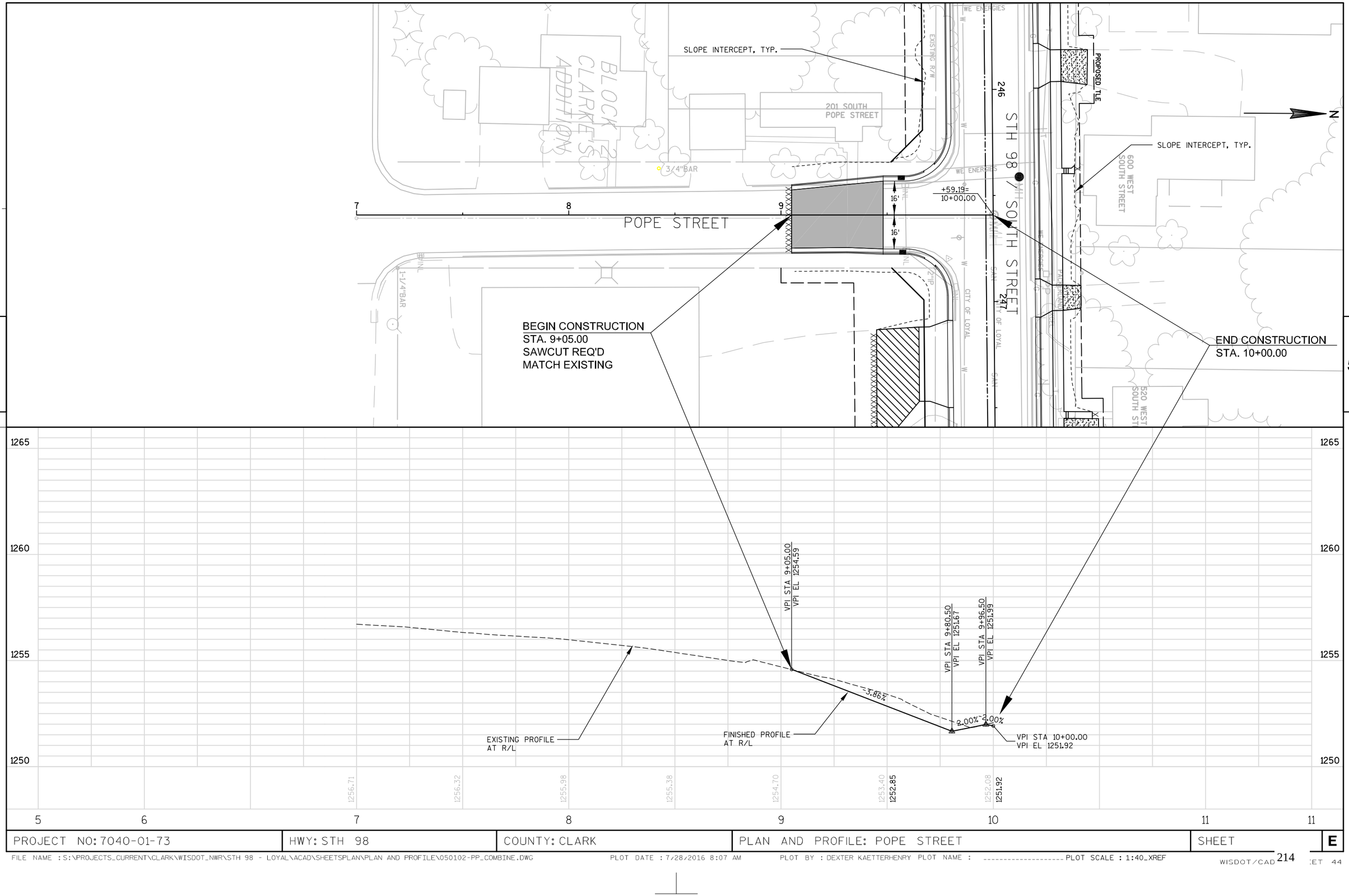
1221.08	1221.43	1219.64	1220.02	1218.26	1218.62	1216.94	1217.22	1215.81	1216.06	1214.84	1215.27	1214.38	1214.83	1214.01	1214.52	1213.73	1214.22	1213.90	1213.38	1213.08	

384 385 386 387 388 489 490

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: MAIN STREET	SHEET	E



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: HELM STREET	SHEET	E



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: POPE STREET	SHEET	E

501 WEST SOUTH STREET

500 WEST SOUTH STREET

411 WEST SOUTH STREET

410 WEST SOUTH STREET

GWINN STREET

GWINN STREET

STH 98 / SOUTH STREET

SLOPE INTERCEPT, TYP.

SLOPE INTERCEPT, TYP.

+99.13=
20+00.00

+99.28=
20+00.00

16'

PROPOSED TLE

EXISTING R/W

2"IP

1/2"IP

3/4"BAR

BEGIN CONSTRUCTION
STA. 19+15.00
SAWCUT REQ'D
MATCH EXISTING

END CONSTRUCTION
STA. 20+75.00
SAWCUT REQ'D
MATCH EXISTING

VPI STA 19+15.00
VPI EL 1262.72

VPI STA 19+80.50
VPI EL 1261.31

VPI STA 19+96.50
VPI EL 1261.63

VPI STA 20+00.00
VPI EL 1261.56

VPI STA 20+19.50
VPI EL 1261.17

VPI STA 20+75.00
VPI EL 1262.32

-2.15%

-2.00%

-2.00%

-2.08%

FINISHED PROFILE
AT R/L

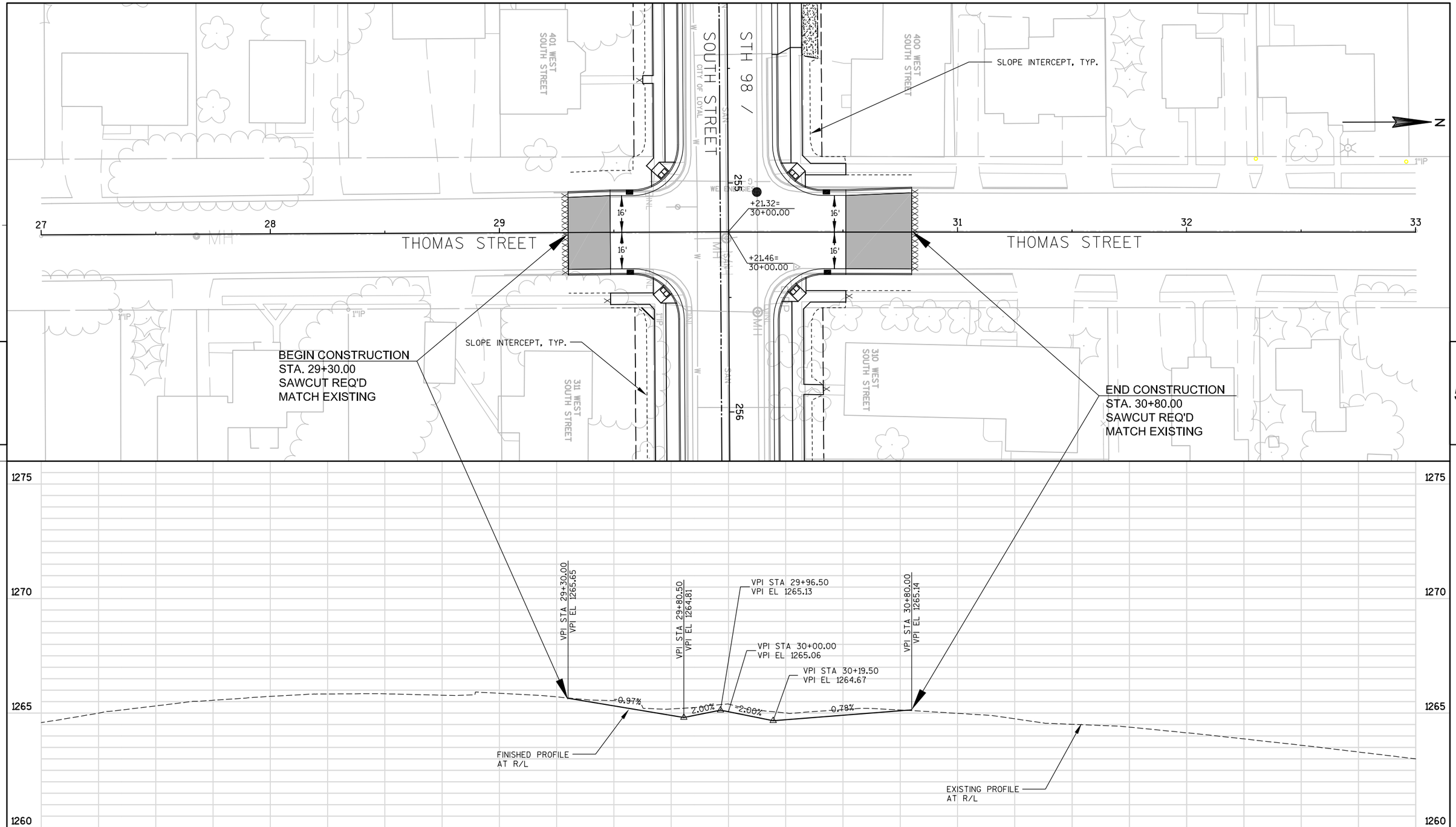
EXISTING PROFILE
AT R/L

1270
1265
1260
1255

17 18 19 20 21 22 23

1262.19 1262.62 1262.84 1262.79 1262.86 1262.11 **1261.96** 1261.67 **1261.56** 1262.02 **1261.80** 1262.58 1262.75 1262.39 1262.37 1261.97

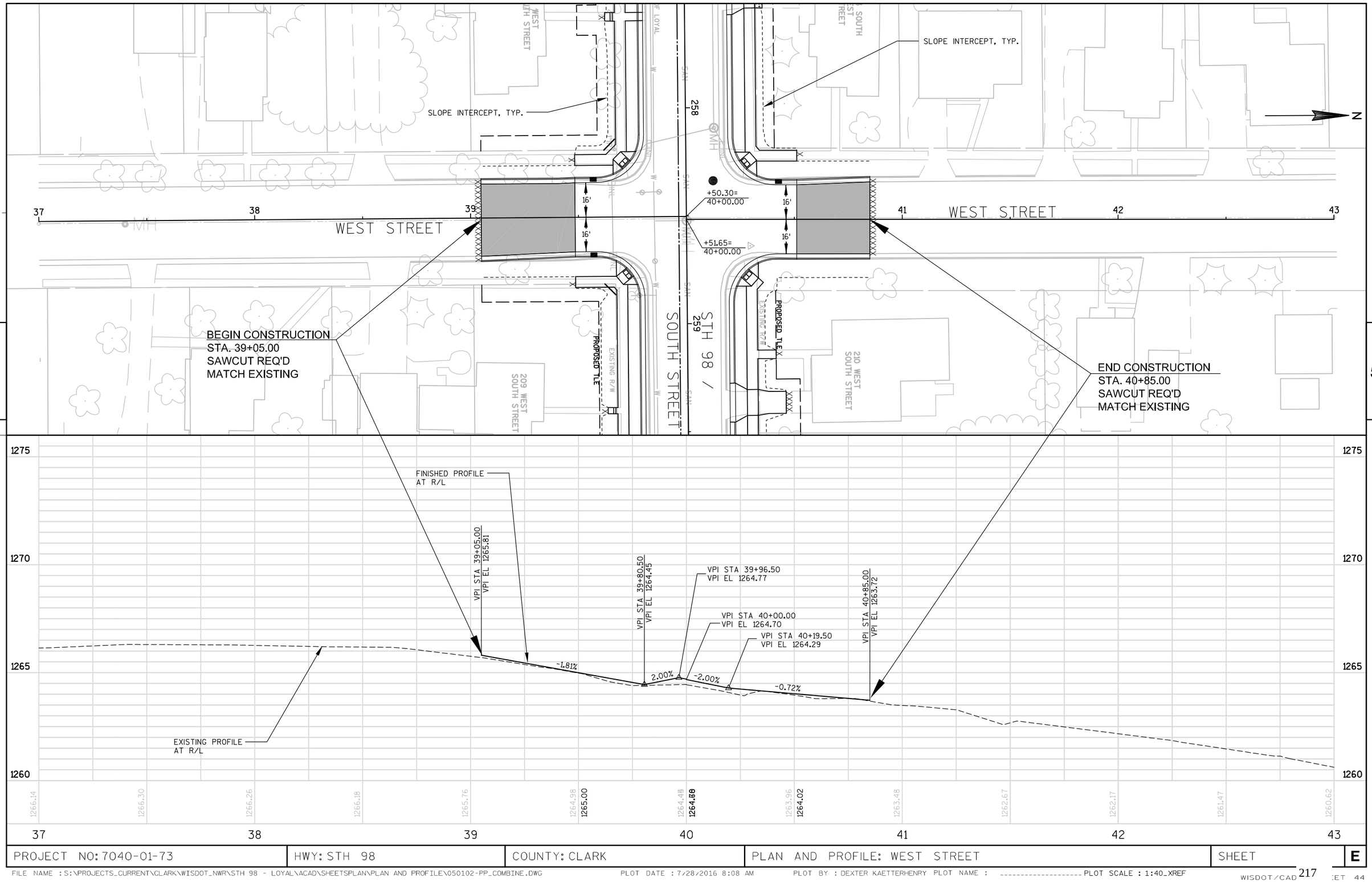
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: HELM STREET	SHEET	E



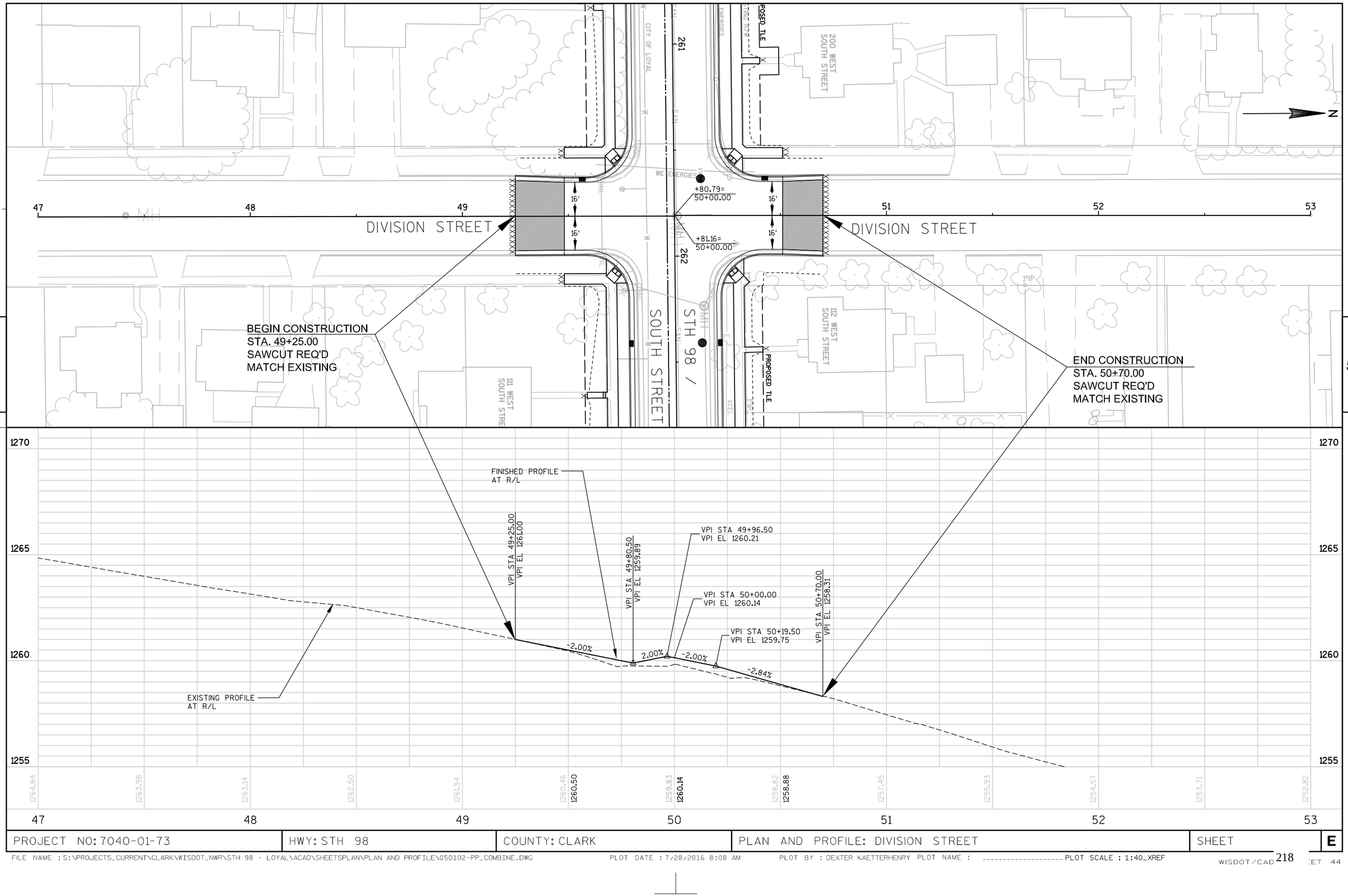
5

5

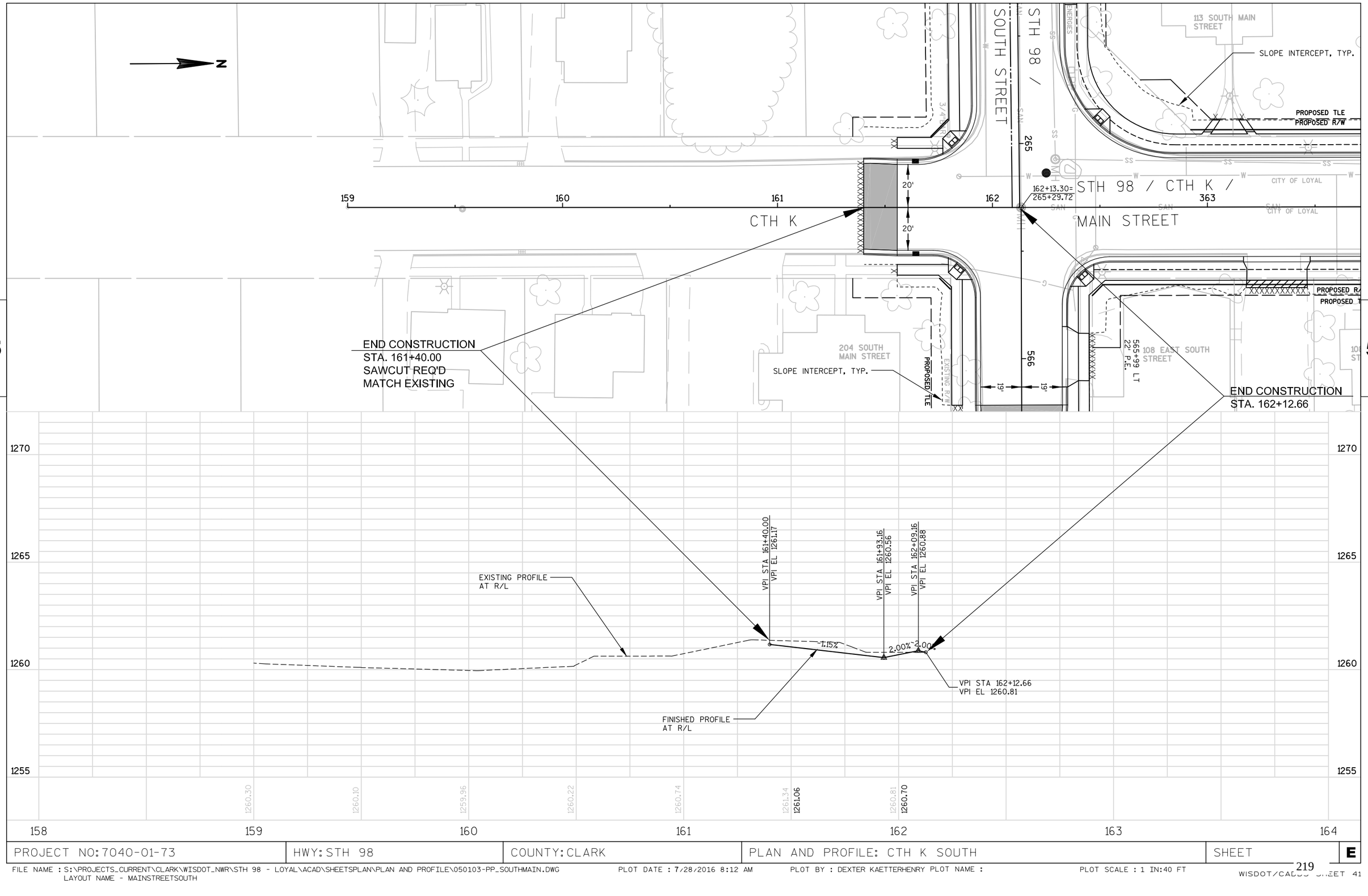
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: THOMAS STREET	SHEET	E



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: WEST STREET	SHEET	E

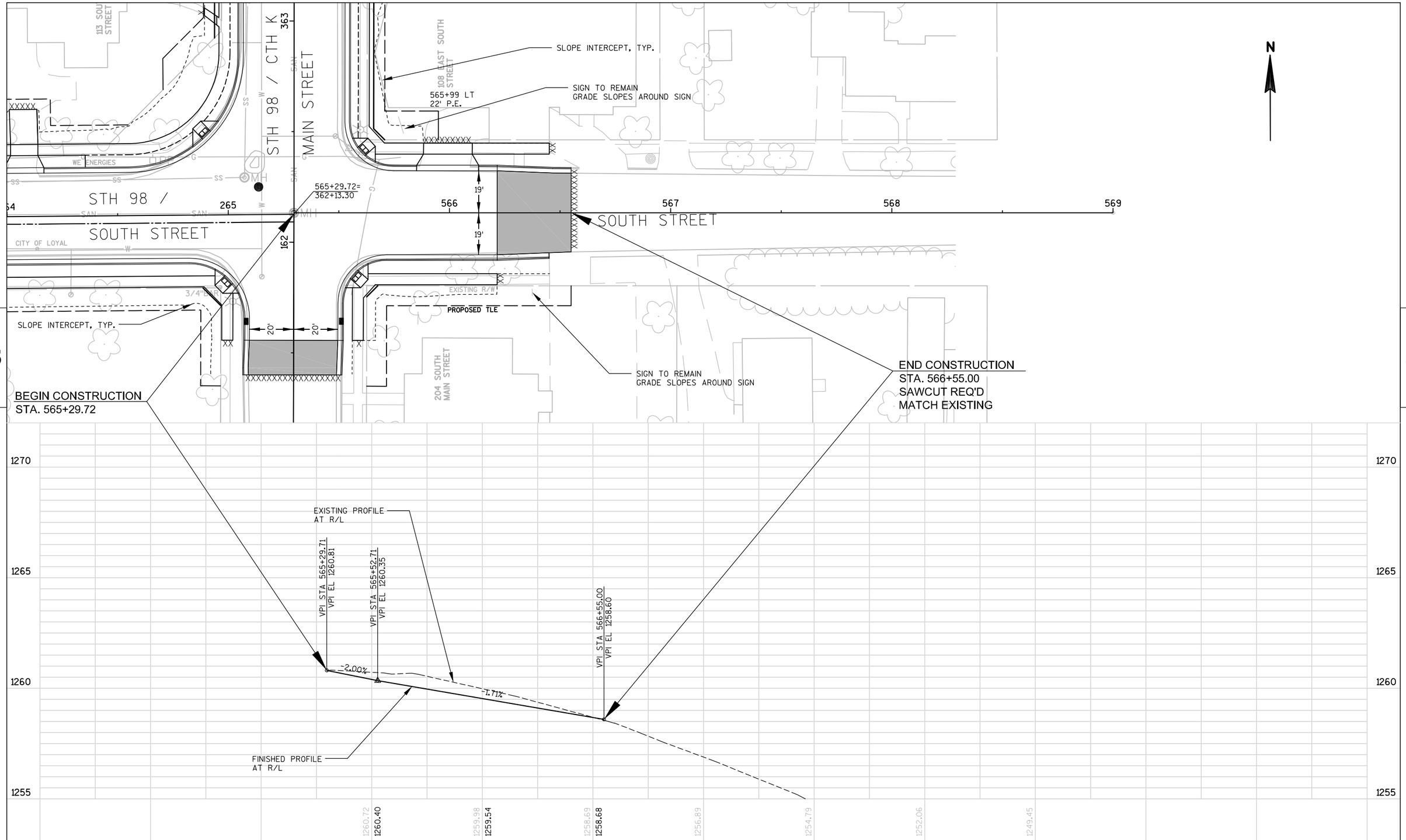


PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: DIVISION STREET	SHEET	E



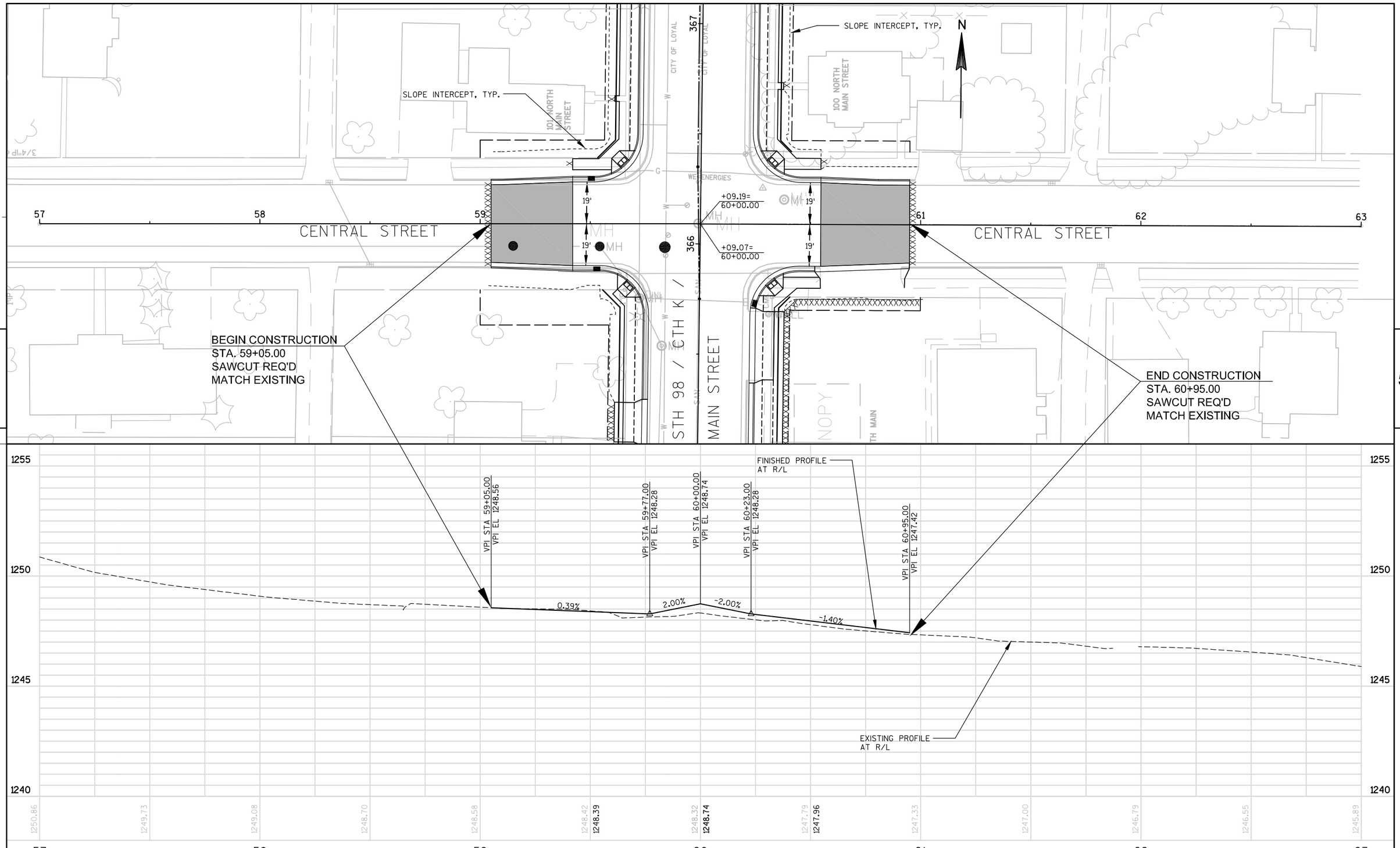
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: CTH K SOUTH	SHEET E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\PLAN AND PROFILE\050103-PP_SOUTHMAIN.DWG
LAYOUT NAME - MAINSTREETSOUTH
PLOT DATE : 7/28/2016 8:12 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO:7040-01-73	HWY:STH 98	COUNTY:CLARK	PLAN AND PROFILE: SOUTH STREET EAST	SHEET E

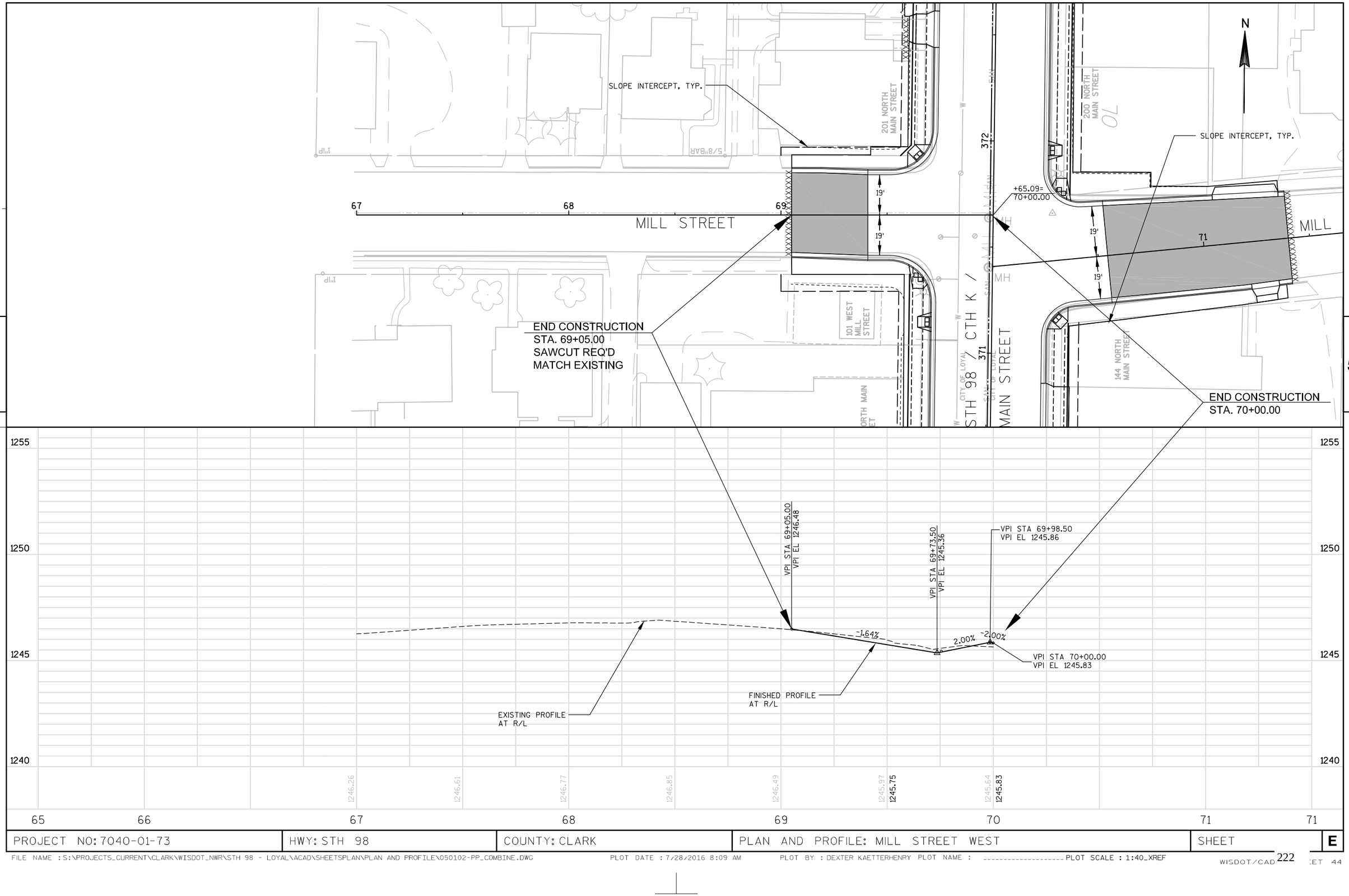
FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\PLAN AND PROFILE\050103-PP_SOUTHMAIN.DWG
LAYOUT NAME - SOUTH STREET EAST
PLOT DATE : 7/28/2016 8:12 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : PLOT SCALE : 1 IN:40 FT



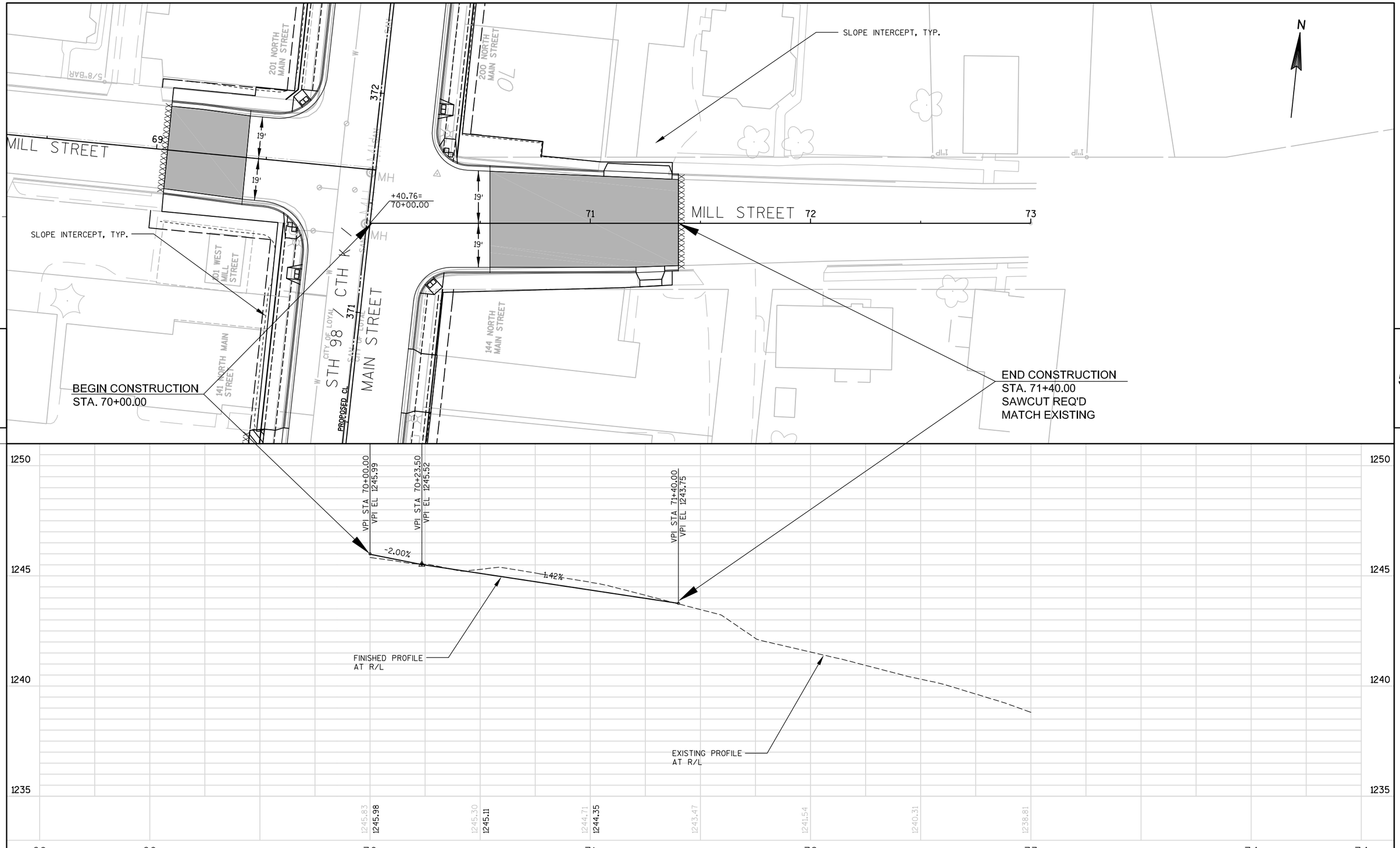
5

5

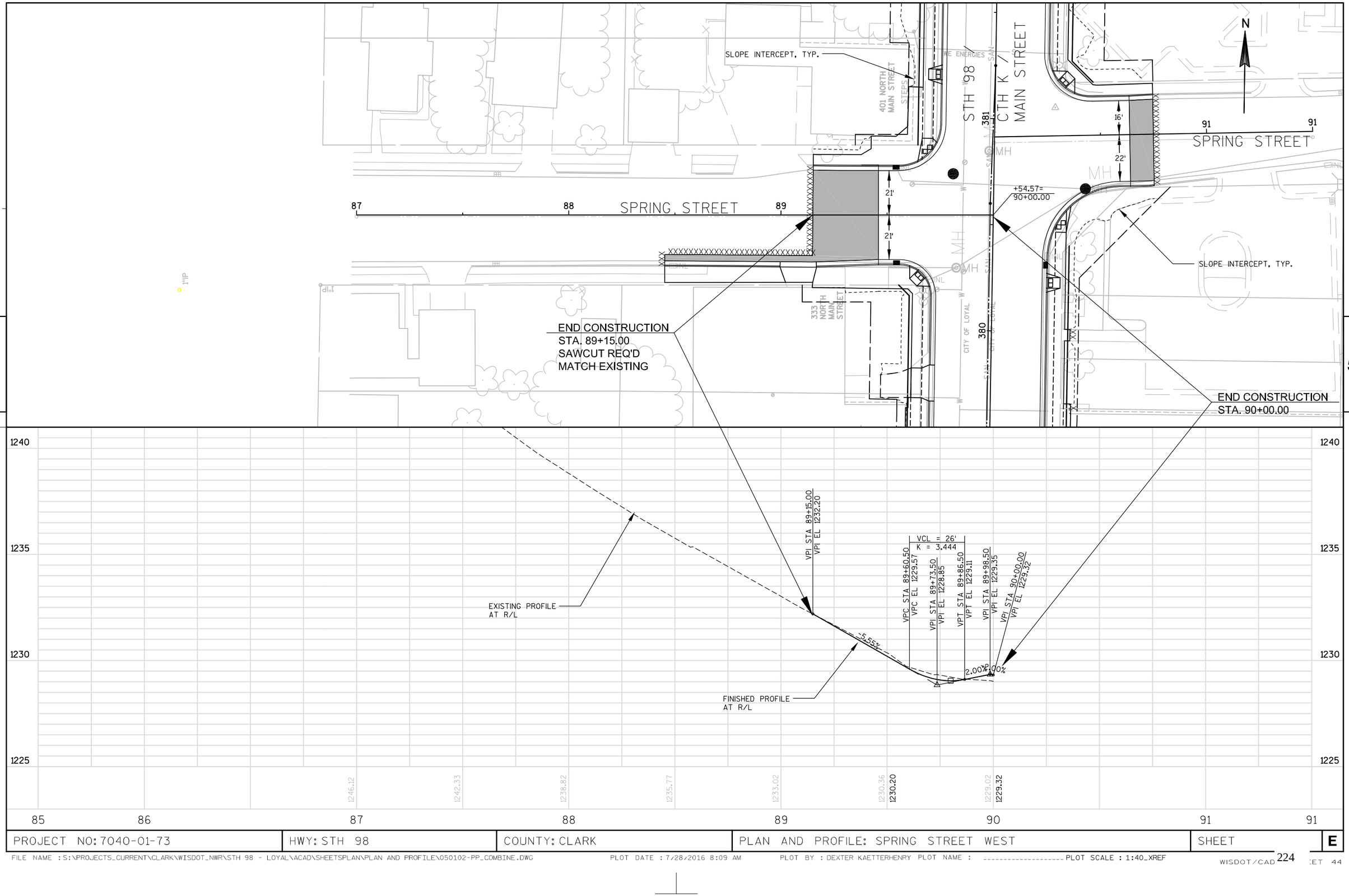
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: CENTRAL STREET	SHEET	E



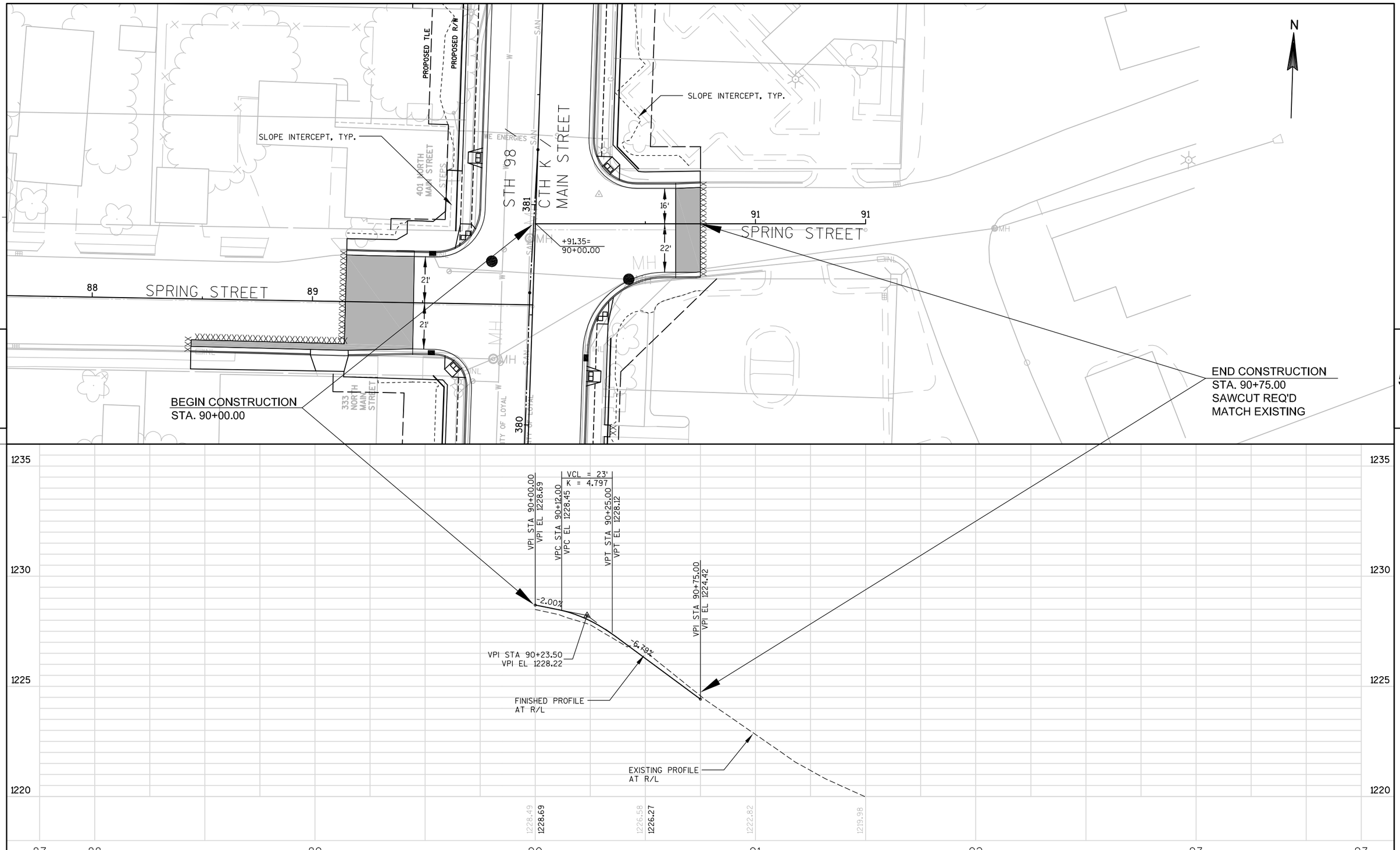
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: MILL STREET WEST	SHEET	E



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: MILL STREET EAST	SHEET	E



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: SPRING STREET WEST	SHEET	E



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: SPRING STREET EAST	SHEET	E

SLOPE INTERCEPT, TYP.

501 NORTH MAIN STREET

386

PROPOSED R/W

N

97 98 MADISON, STREET 99

16'

16'

+20.15±
100+00.00

385

STH 98 / CTH K MAIN STREET

SLOPE INTERCEPT, TYP.

435 NORTH MAIN STREET

430 NORTH MAIN STREET

END CONSTRUCTION
STA. 99+20.00
SAWCUT REQ'D
MATCH EXISTING

END CONSTRUCTION
STA. 100+00.00

5

5

1230

1225

1220

1215

EXISTING PROFILE
AT R/L

VPI STA 99+20.00
VPI EL 1221.35

VCL = 25'
K = 2.835

VPC STA 99+63
VPC EL 1218.42

VPI STA 99+75.50
VPI EL 1217.57

VPT STA 99+88
VPT EL 1217.82

VPI STA 100+00.00
VPI EL 1218.06

-6.82%

2.00%

FINISHED PROFILE
AT R/L

1231.70 1229.66 1227.66 1225.12 1222.60 1219.43 1219.31 1217.72 1218.06

95 96 97 98 99 100 101 101

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: MADISON STREET	SHEET E

SLOPE INTERCEPT, TYP.

PROPOSED TLE

PROPOSED R/W

200 WEST ELM DRIVE

109+34 LT
23' P.E.

15'

15'

489

PROPOSED R/W

3/4"BAR

PACKERLAND

3/4"BAR

+48.06=
110+00.00

16'

16'

17'

16.3'

107

108

109

289

290

291

291

ELM DRIVE

STH 98
ELM DRIVE

WE ENERGIES

109+24 RT
38' C.E.

PROPOSED R/W

388

STH 98 / CTH K / MAIN STREET

CANOPY

BEGIN CONSTRUCTION
STA. 109+05.00
SAWCUT REQ'D
MATCH EXISTING

SLOPE INTERCEPT, TYP.

END CONSTRUCTION
STA. 110+00.00

5

5

N

1225

1220

1215

1210

VPI STA 109+05.00
VPI EL 1215.05

VPI STA 109+77.00
VPI EL 1213.46

VPI STA 110+00.00
VPI EL 1213.92

-2.20%

2.00%

EXISTING PROFILE
AT R/L

FINISHED PROFILE
AT R/L

1220.99 1219.05 1217.30 1215.87 1215.10 1214.20 1214.05 1213.45 1213.92

107 108 109 110 111 112 113

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: ELM DRIVE WEST	SHEET	E

FILE NAME : S:\PROJECTS_CURRENT\CLARK\WISDOT_NWR\STH 98 - LOYAL\ACAD\SHEETSPLAN\PLAN AND PROFILE\050103-PP_SOUTHMAIN.DWG
LAYOUT NAME - ELMDRIVEWEST

PLOT DATE : 7/28/2016 8:12 AM PLOT BY : DEXTER KAETTERHENRY PLOT NAME : PLOT SCALE : 1 IN:40 FT

SLOPE INTERCEPT, TYP.

PROPOSED TLE

PROPOSED R/W

PROPOSED R/W

109+34 LT
23' P.E.

109+24 RT
38' C.E.

BEGIN CONSTRUCTION
STA. 288+48.06

+48.06=
110+00.00

ELM DRIVE

STH 98 /
CTH K /
MAIN STREET

STH 98
ELM DRIVE

SLOPE INTERCEPT, TYP.

END PROJECT
STA. 289+38.59
SAWCUT REQ'D
MATCH EXISTING

N

FINISHED PROFILE
AT R/L

VCL = 22.00'
K = 4.07

VPI STA 288+48.06
VPI EL 1213.91

VPC STA 288+60.06
VPC EL 1213.67

LP STA 288+68.21
LP EL 1213.59

VPT STA 288+82.06
VPT EL 1213.82

VPI STA 289+38.60
VPI EL 1215.75

-2.00%

3.40%

VPI STA 288+71.06
VPI EL 1213.45

EXISTING PROFILE
AT R/L

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: ELM DRIVE EAST	SHEET E

521 NORTH MAIN STREET

109+24 RT 38' C.E.

109+34 LT 23' P.E.

200 WEST ELM DRIVE

CANOPY

PROPOSED TLE

PROPOSED R/W

SLOPE INTERCEPT, TYP.

6" BASE AGGREGATE DENSE 3/4-INCH

1208.50 INV

6" BASE AGGREGATE DENSE 3/4-INCH

SEDIMENT TRAP (SEE CONSTRUCTION DETAIL)

1208.10 INV

RIPRAP HEAVY

N

STH 98 / CTH K / MAIN STREET

CITY OF LOYAL

+48.06= 110+00.00

390+05 LT 14' P.E.

386+61 LT 14' P.E.

40 LF OF CULVERT PIPE CLASS III-A 15-INCH @ 1.00%
2 APRON ENDWALLS FOR CULVERT PIPE 15-INCH

388 489 490 491 492

CTH K

WE ENERGIES

PACKERLAND T

3/4"BAR

289

16.3' 17'

5 5

SLOPE INTERCEPT, TYP.

BEGIN CONSTRUCTION
STA. 488+51.18

END CONSTRUCTION
STA. 489+75.00
SAWCUT REQ'D
MATCH EXISTING

FINISHED PROFILE AT R/L

VPI STA 488+51.18
VPI EL 1213.91

VPI STA 488+67.66
VPI EL 1213.58

VPI STA 489+75.00
VPI EL 1212.93

-2.00%

-0.60%

EXISTING PROFILE AT R/L

1225 1220 1215 1210

1213.42 1213.18 1213.39 1212.92 1213.08 1212.90 1212.74 1212.64 1212.53

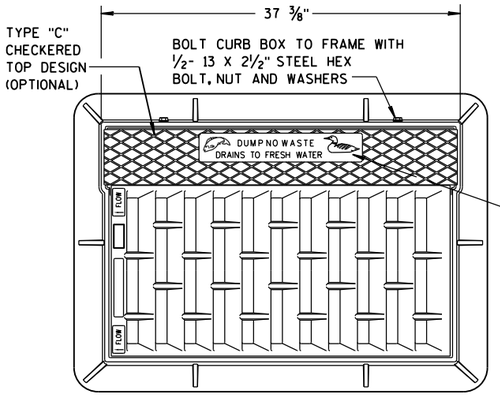
487 488 489 490 491 492 493

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	PLAN AND PROFILE: CTH K NORTH	SHEET E

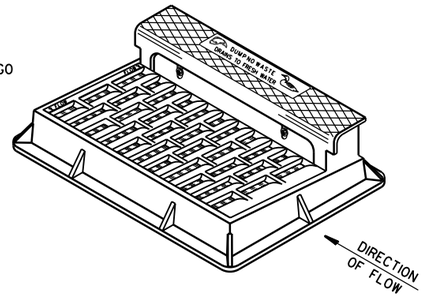
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
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
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
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
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE FRAINS
09B02-09	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-02	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-14B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
14B15-09A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-09B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-09C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B18-06A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B27-01A	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01B	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01C	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
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
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C24-04	36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-03A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-03B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
16A01-06	LANDMARK REFERENCE MONUMENTS AND COVERS

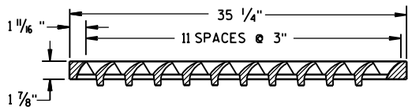
6

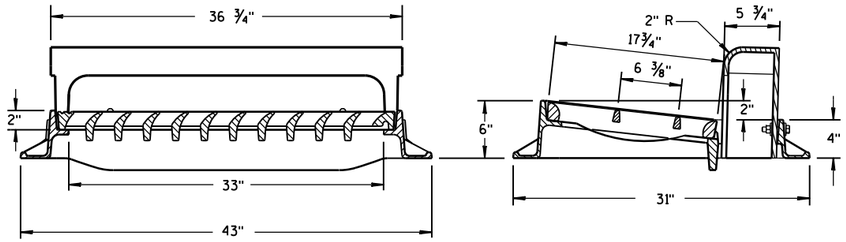


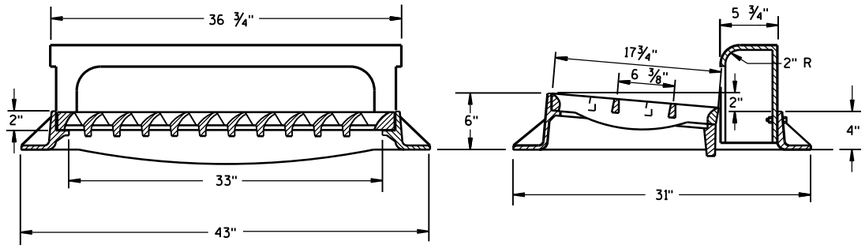
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

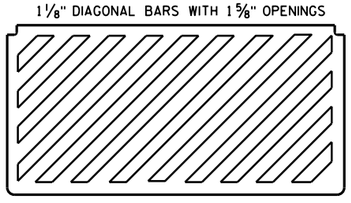






TYPE "H"

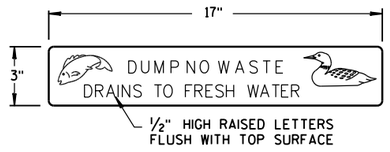
NOTE: EITHER CASTING IS ACCEPTABLE



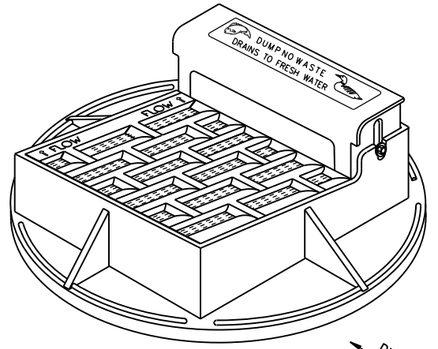
SPECIAL GRATE FOR TYPE "H" COVER

(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"

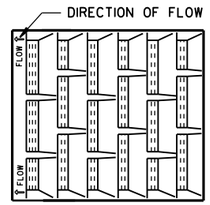
NOTE:
GRATE IS REVERSIBLE.

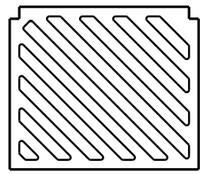
GENERAL NOTES

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.

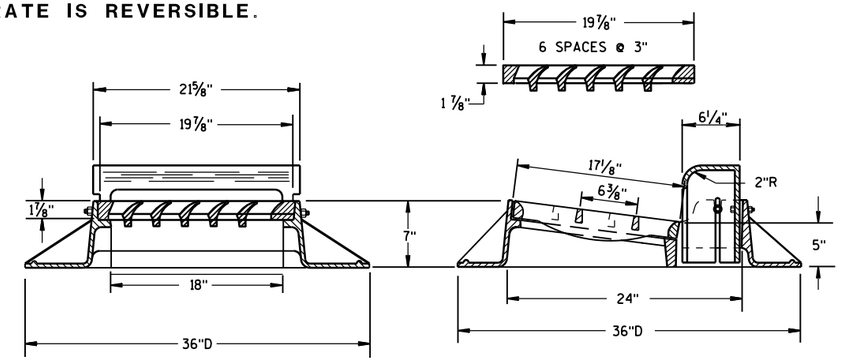




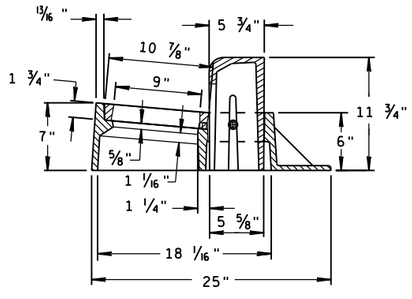
SPECIAL GRATE FOR TYPE "A" COVER

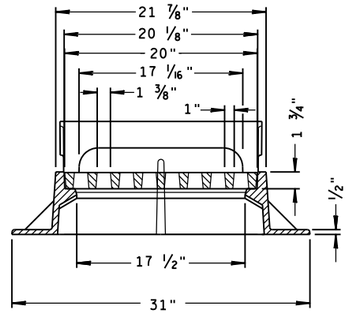
(MEASURES 19 3/4" X 17" X 1 7/8")

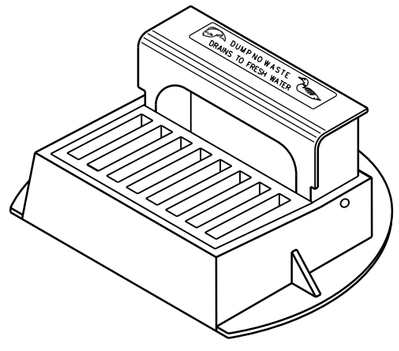
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

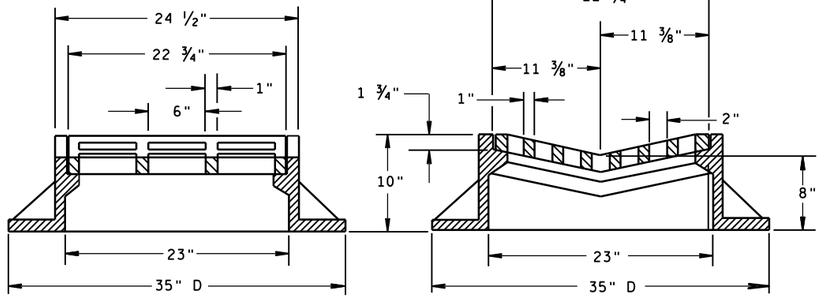
INLET COVERS
TYPE A, H, A-S, H-S & Z

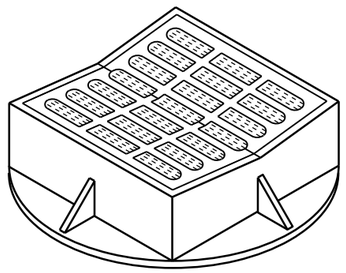
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

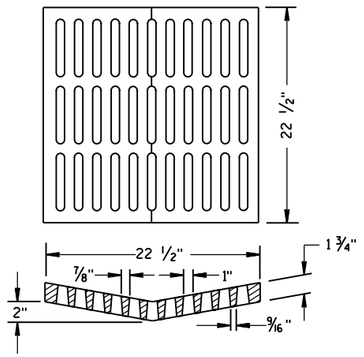
6

S.D.D. 8 A 5-19a



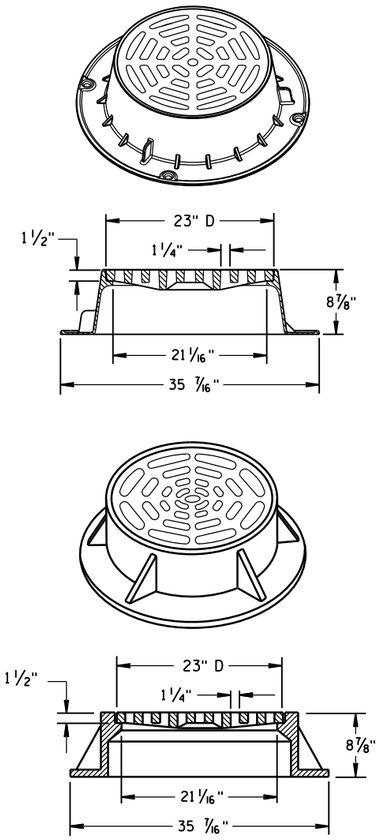


TYPE "B"



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"

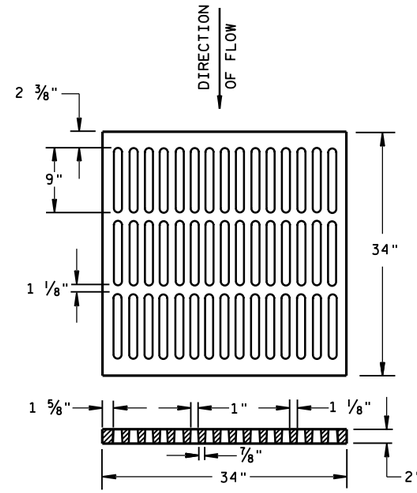
NOTE: EITHER CASTING IS ACCEPTABLE

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.

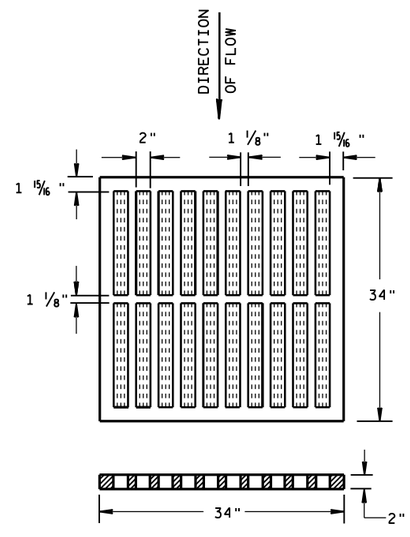
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



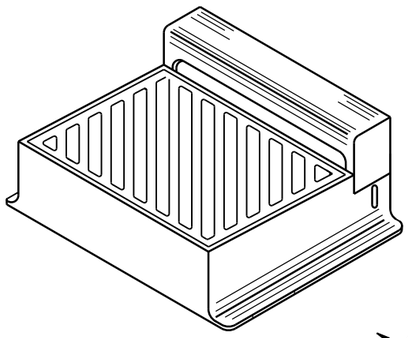
ALTERNATIVE TYPE "MS"

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

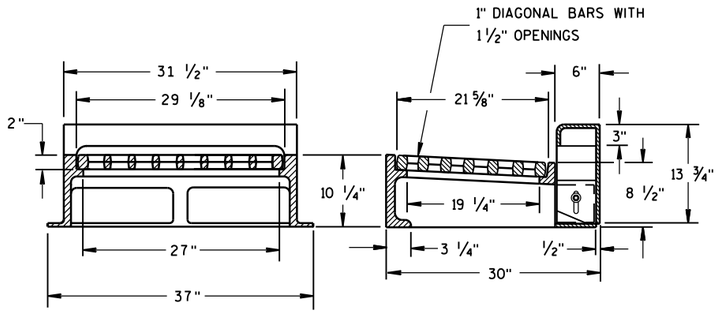


TYPE "MS"

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"

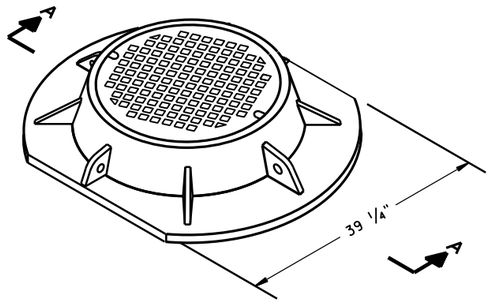
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

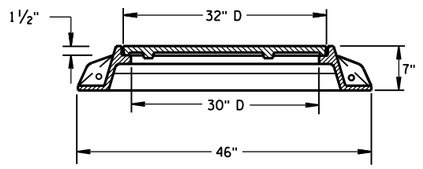
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

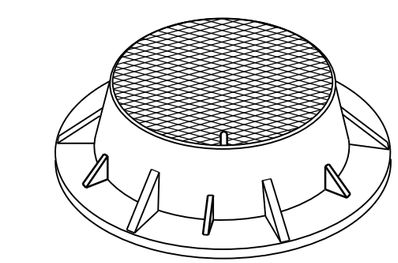
6

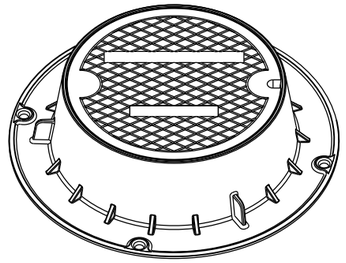
S.D.D. 8 A 5-19b

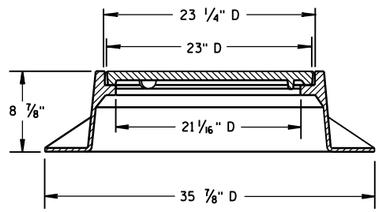


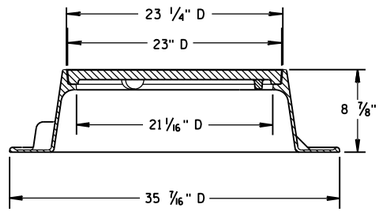


SECTION A-A
TYPE "K"









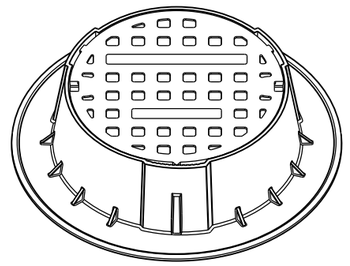
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

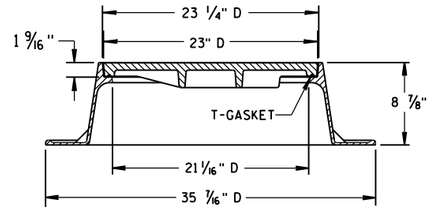
GENERAL NOTES

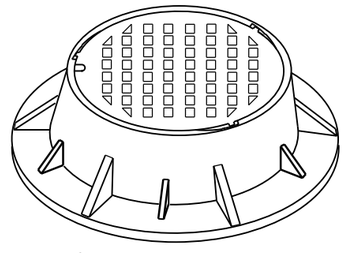
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

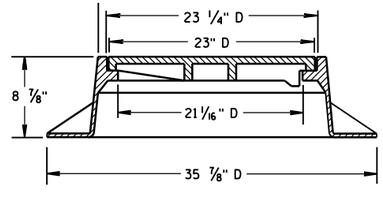
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

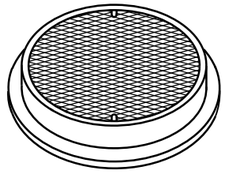


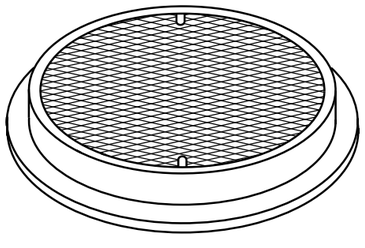


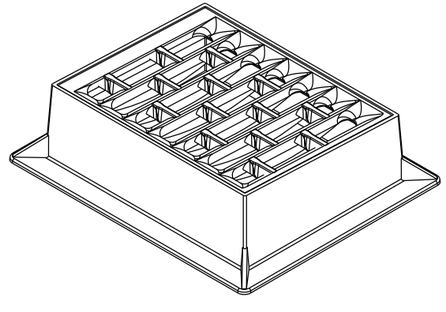


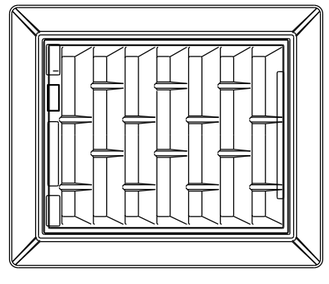


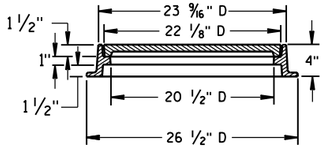
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



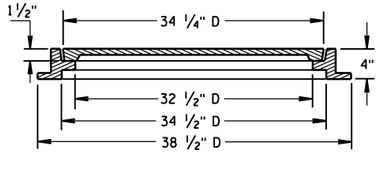




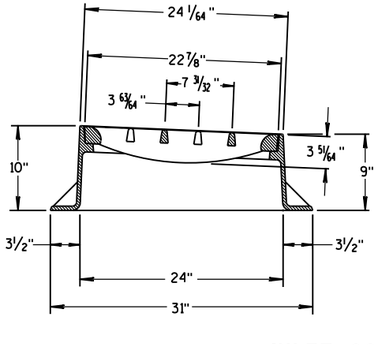


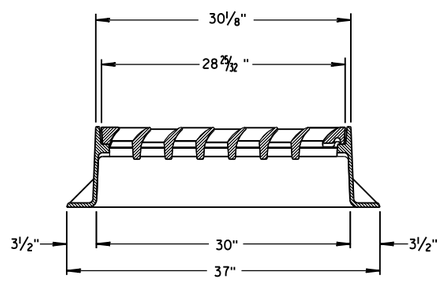


TYPE "L"



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

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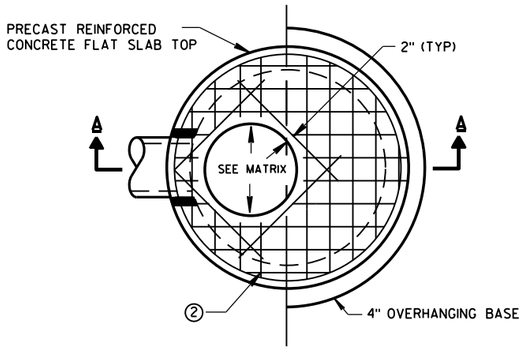
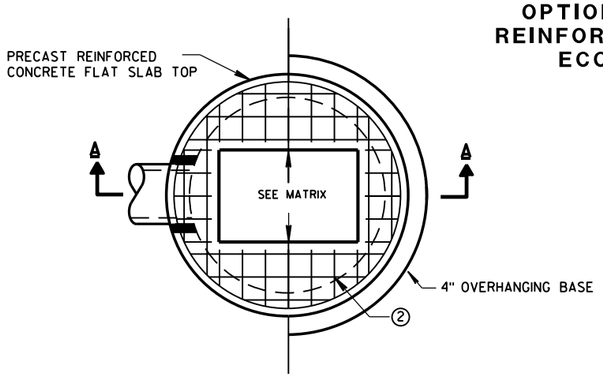
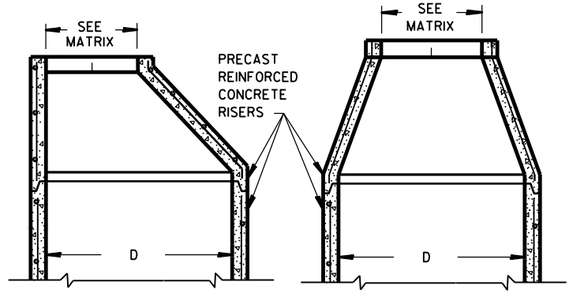
S.D.D. 8 A 5-19d



PLAN VIEW CIRCULAR OPENING

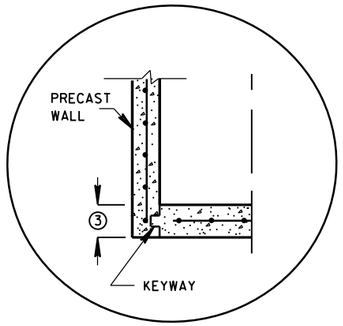


PLAN VIEW RECTANGULAR OPENING

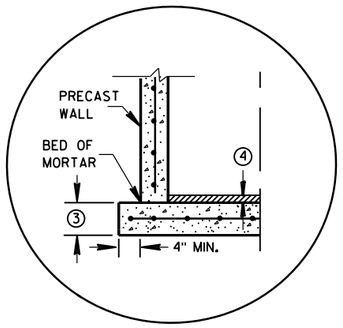


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

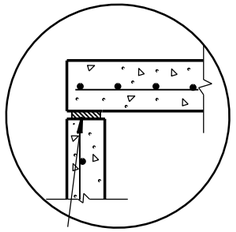


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



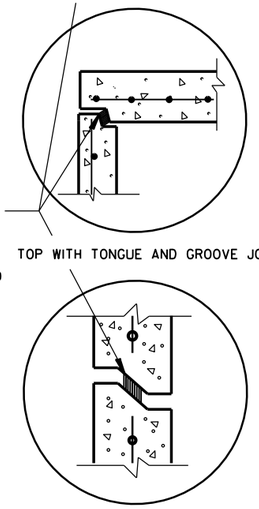
SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



TOP WITH PLAIN END JOINT

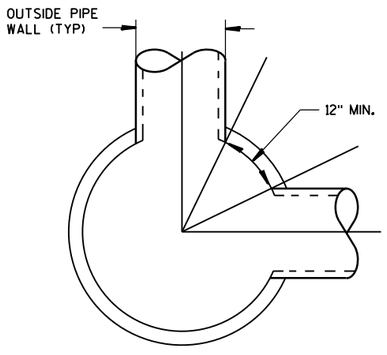
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



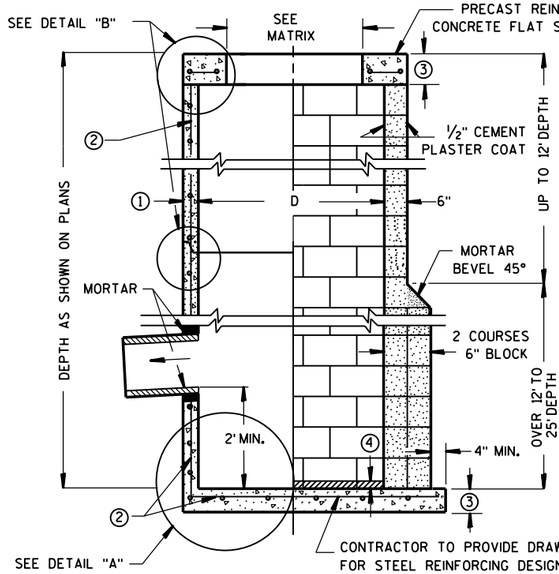
TOP WITH TONGUE AND GROOVE JOINT

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

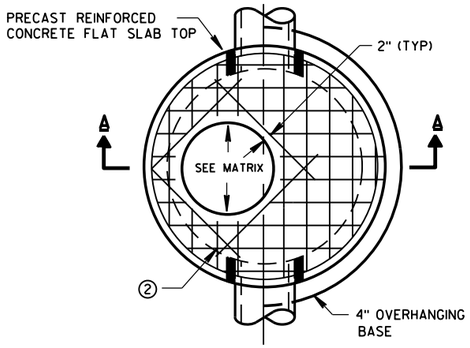
CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

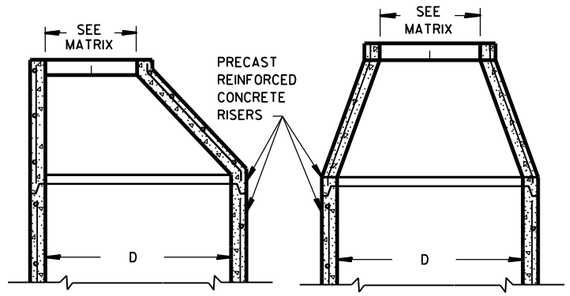
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 A 8-1

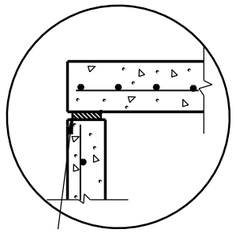


PLAN VIEW CIRCULAR OPENING

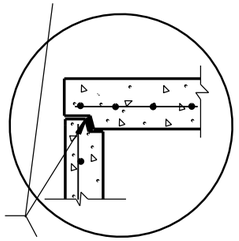


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

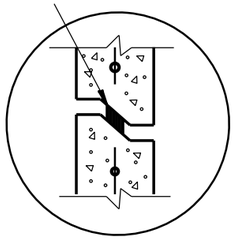


TOP WITH PLAIN END JOINT



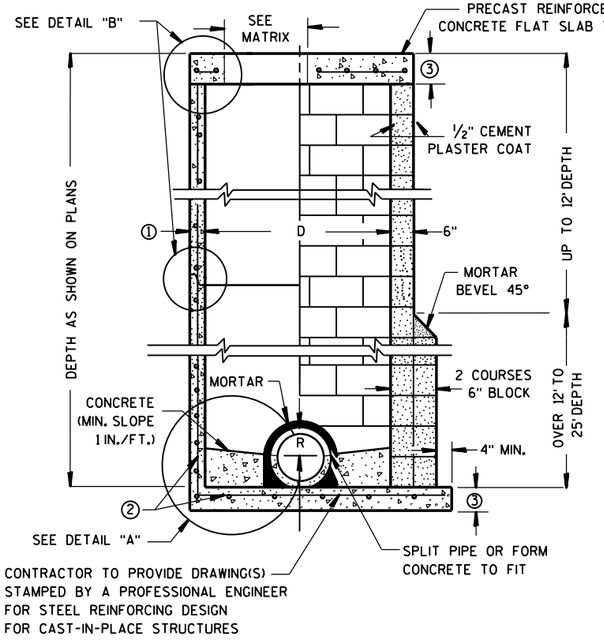
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



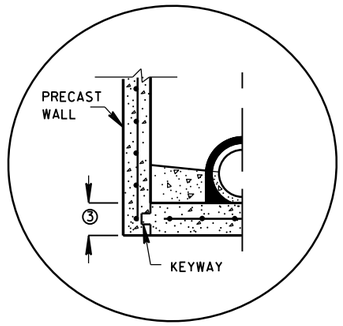
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

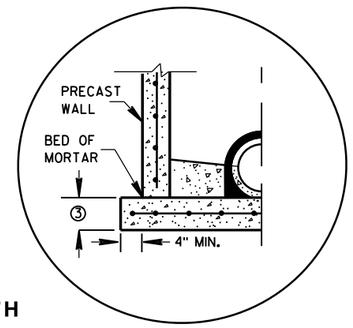


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

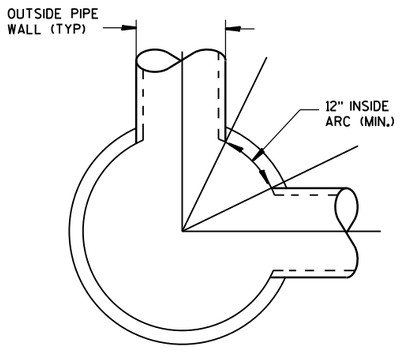


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

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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

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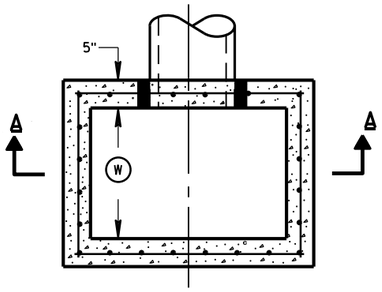
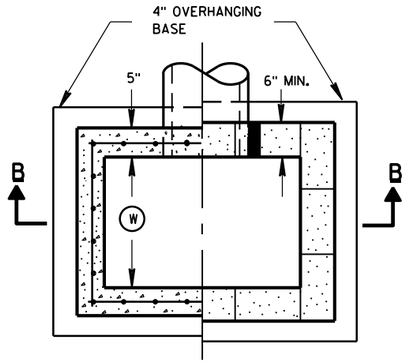
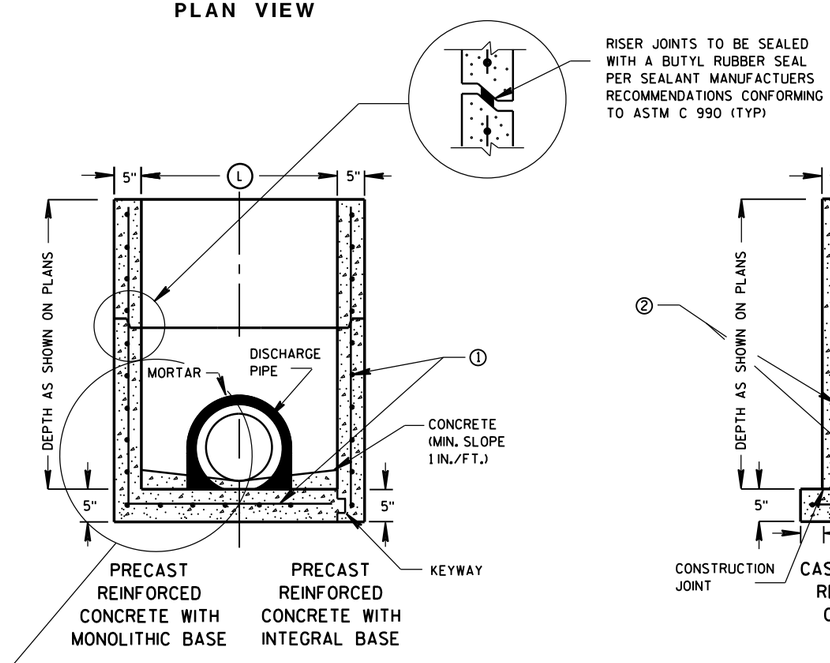


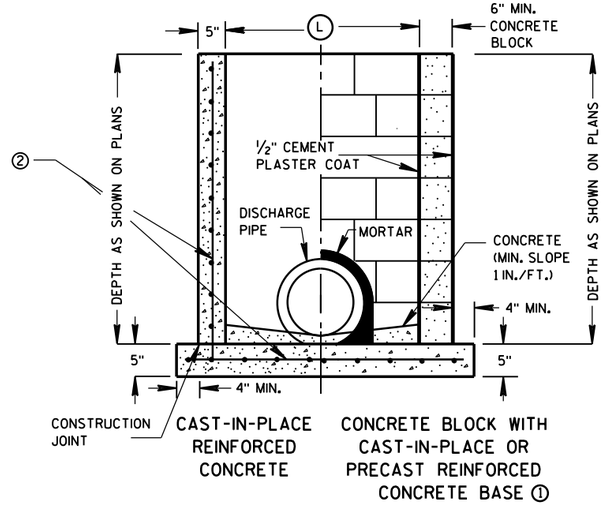
PLAN VIEW



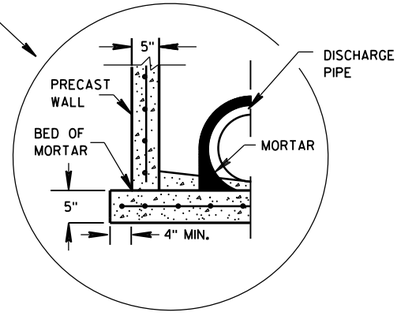
PLAN VIEW



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.

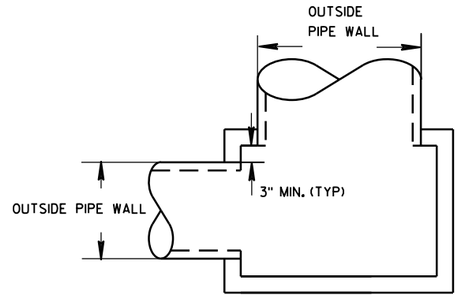
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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

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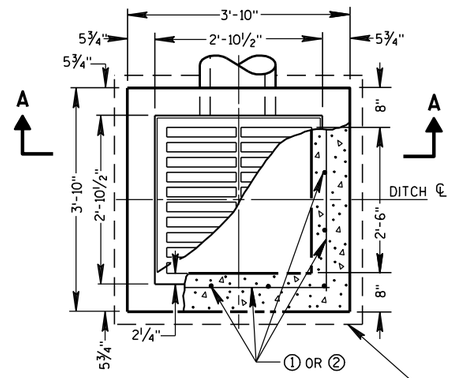
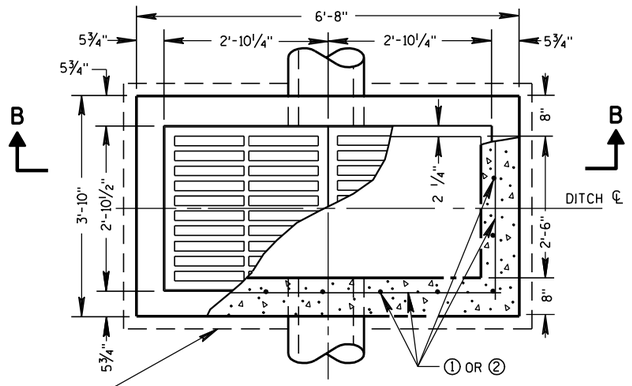
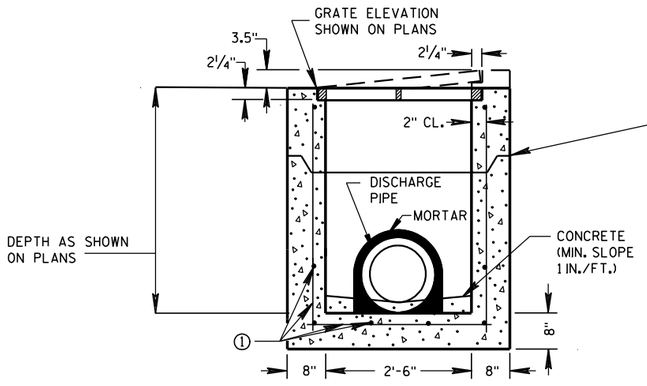


PLAN VIEW

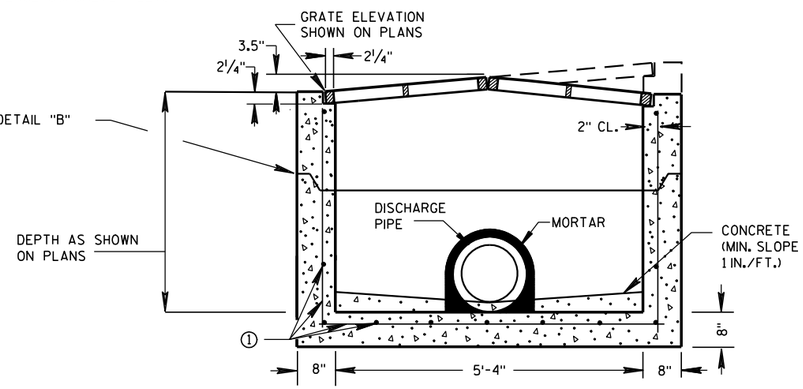


PLAN VIEW

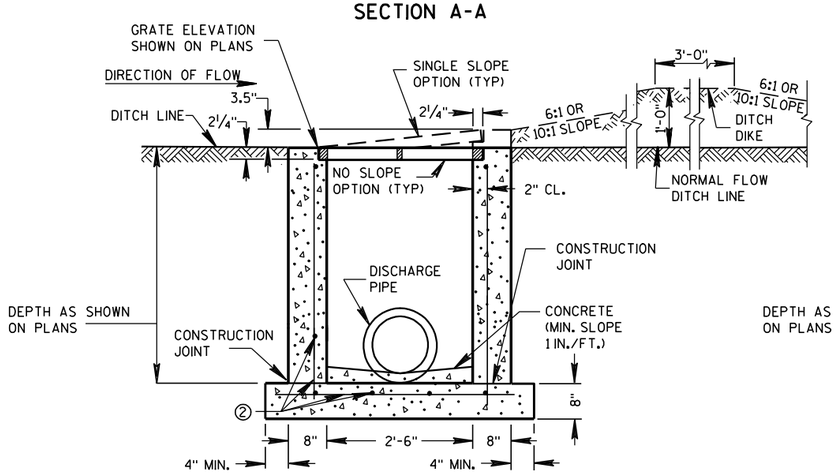
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



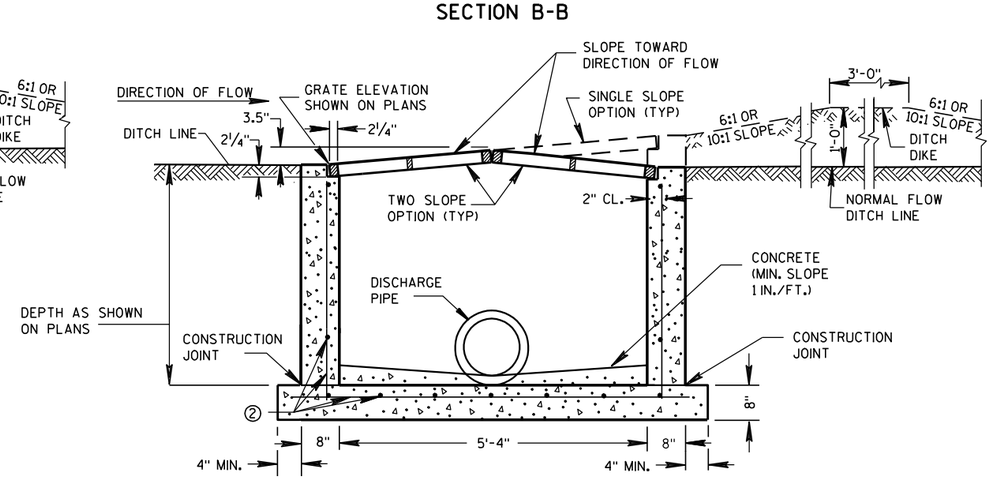
PRECAST REINFORCED CONCRETE SECTION A-A



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.

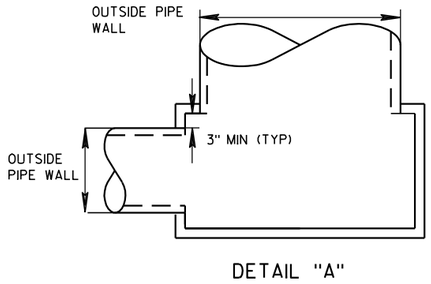
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

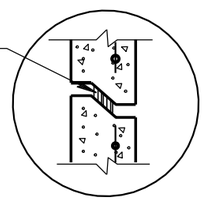
PIPE MATRIX

	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

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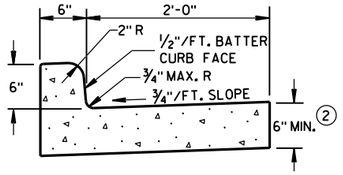
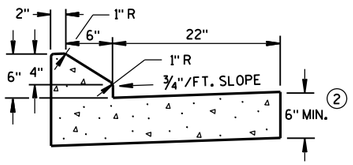
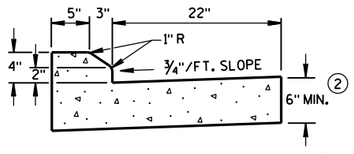


TYPES A & D ①

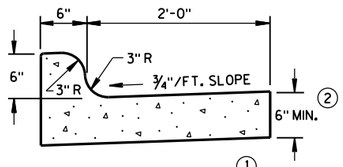


6" SLOPED CURB TYPES G & J ①

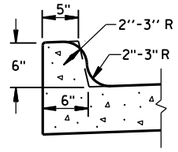


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

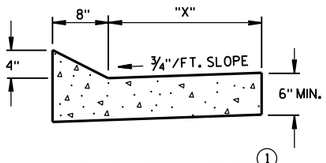


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

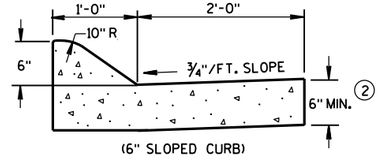
CONCRETE CURB & GUTTER 30"



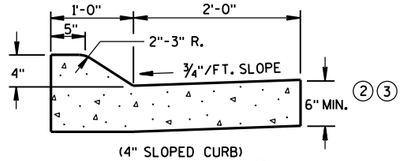
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

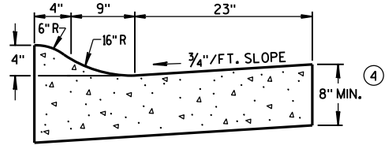


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ①⑤

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.

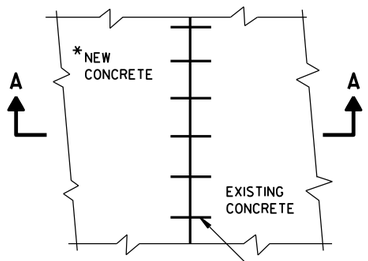
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

④ 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.

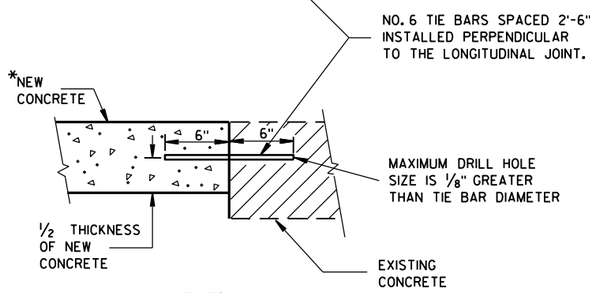
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



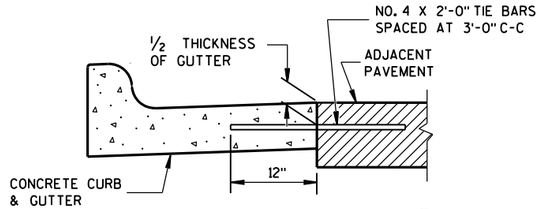
PLAN VIEW

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

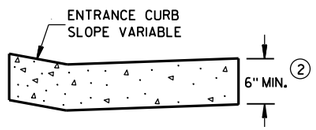


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

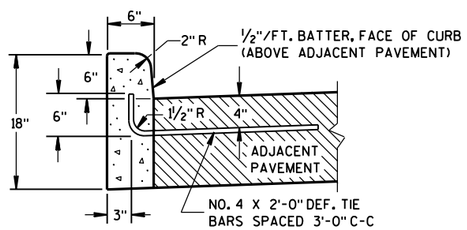


TYPICAL TIE BAR LOCATION ①

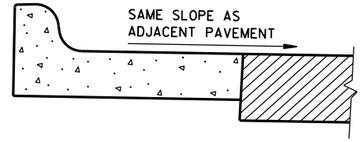


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

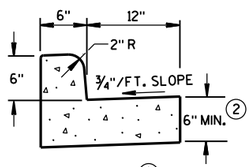


① TYPES A & D



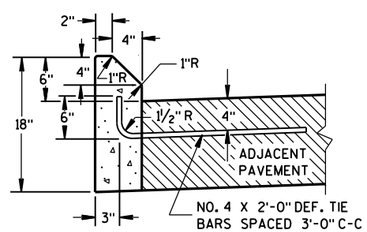
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



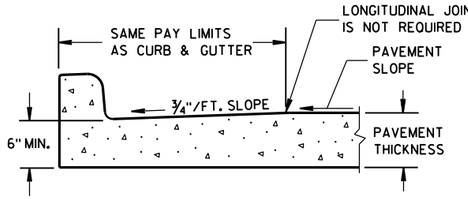
① TYPES A & D

CONCRETE CURB & GUTTER 18"

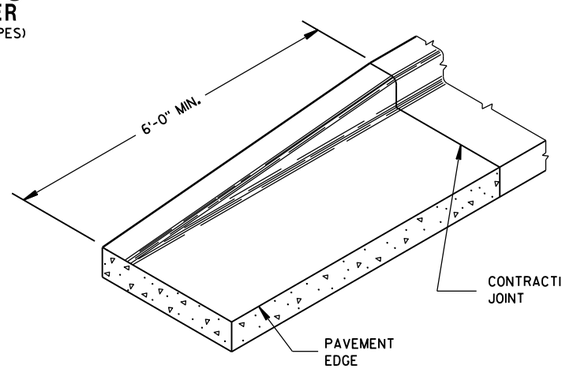


① TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

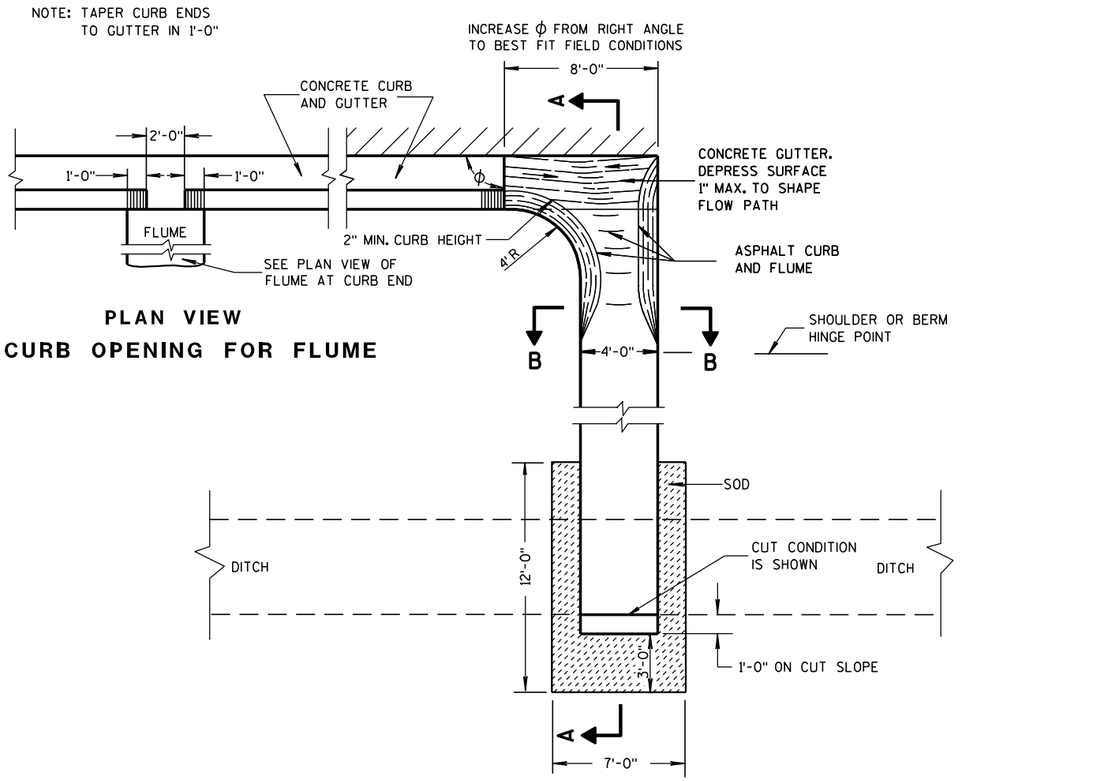
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

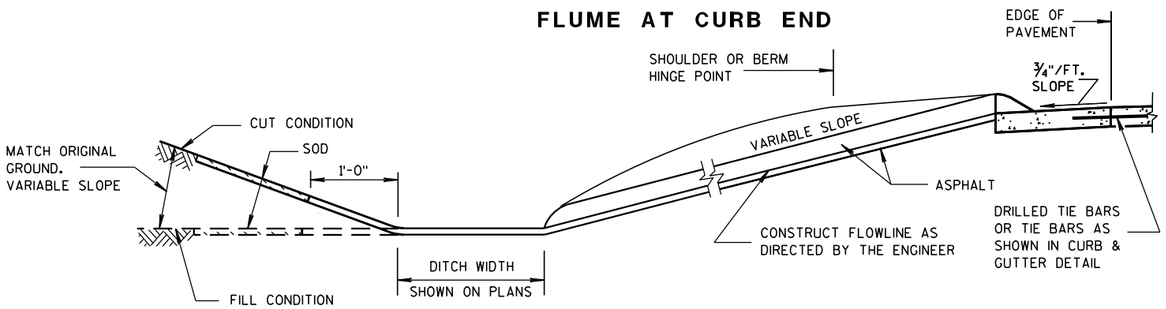
S.D.D. 8 D 1-19

ASPHALTIC FLUME

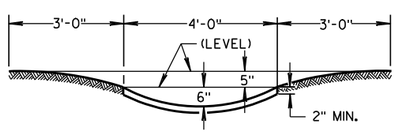


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

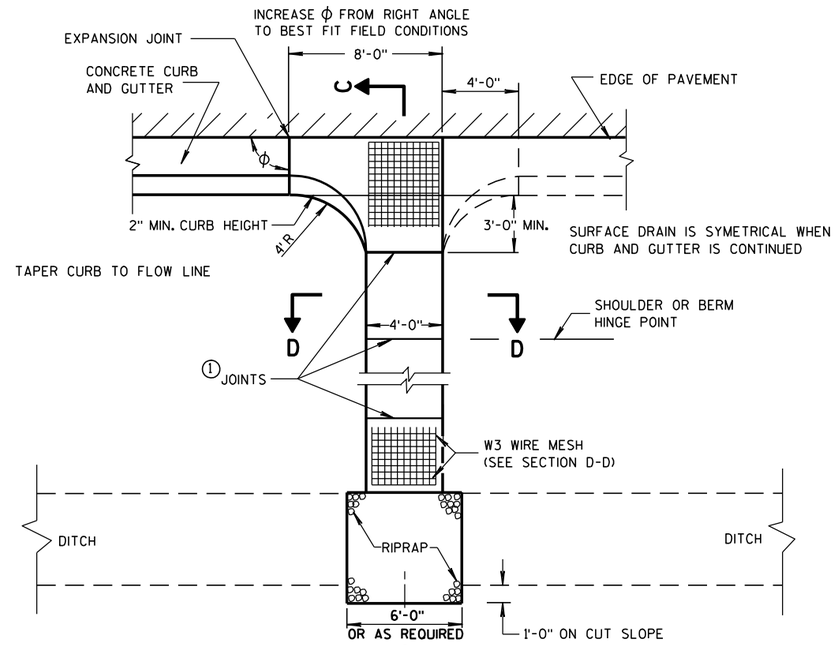
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

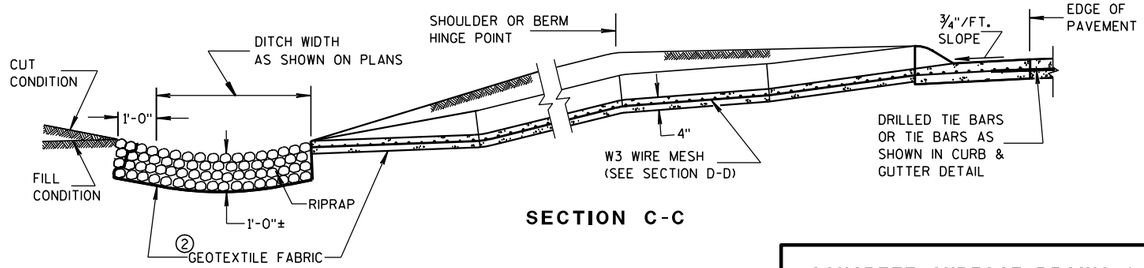
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

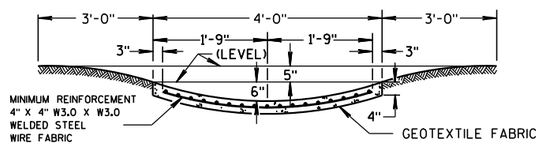
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C

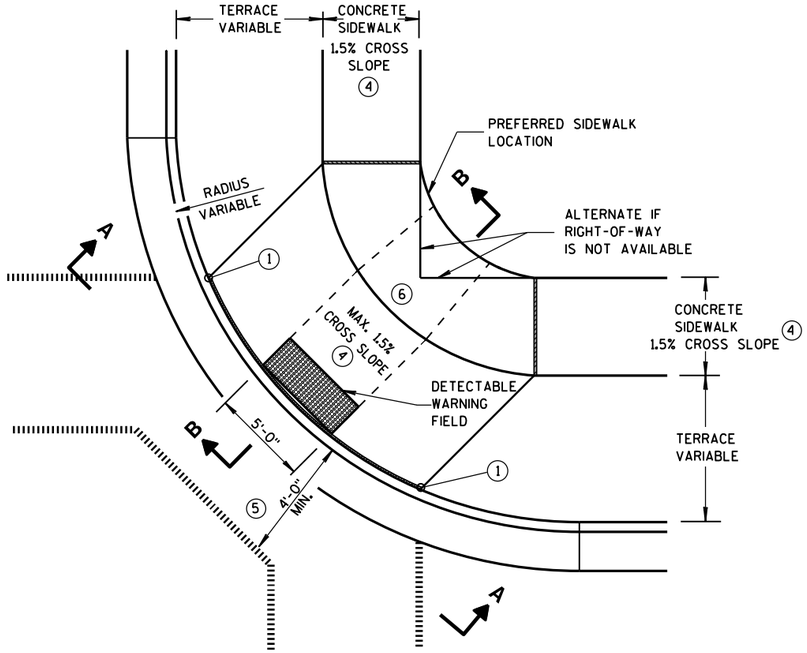


SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

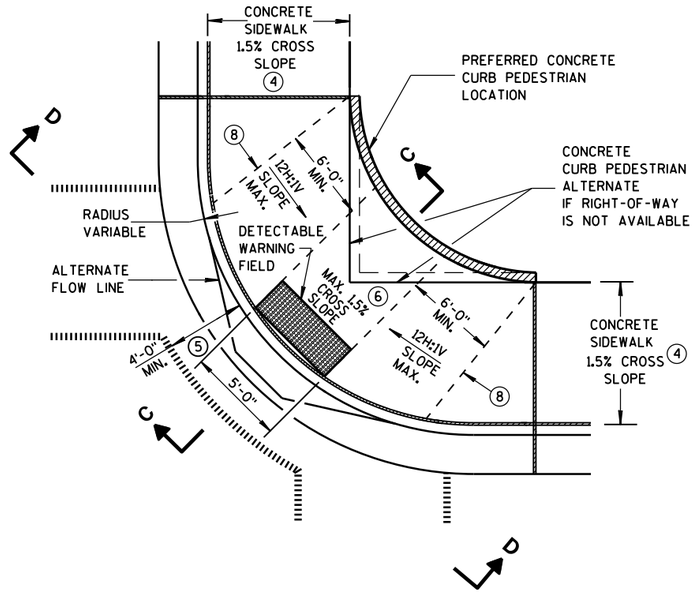
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
239
MENT
FHWA



PLAN VIEW

TYPE 1 RAMP

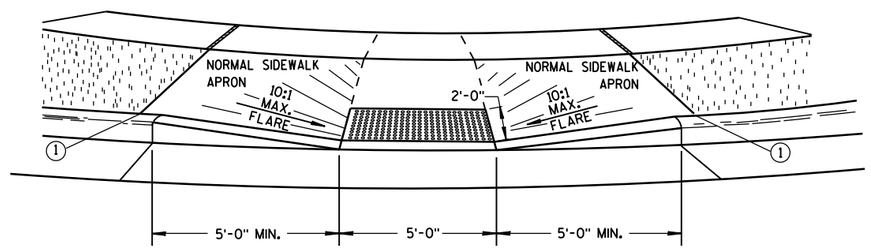
(CENTER OF CORNER RADIUS)



PLAN VIEW

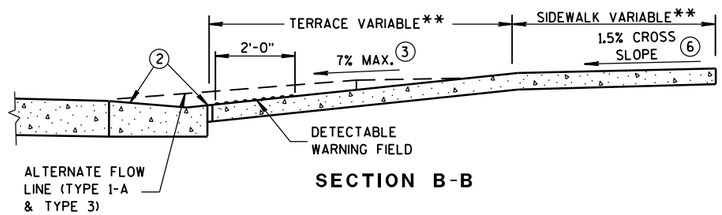
TYPE 1-A RAMP

(NO TERRACE)

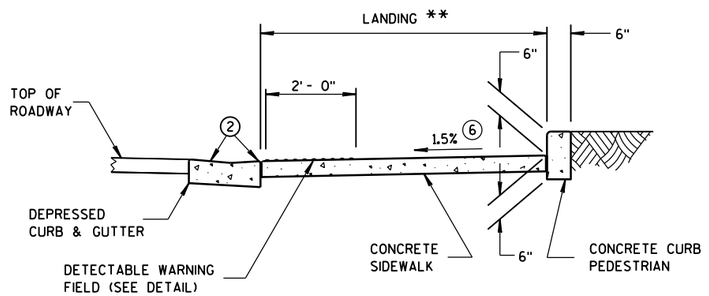


VIEW A-A

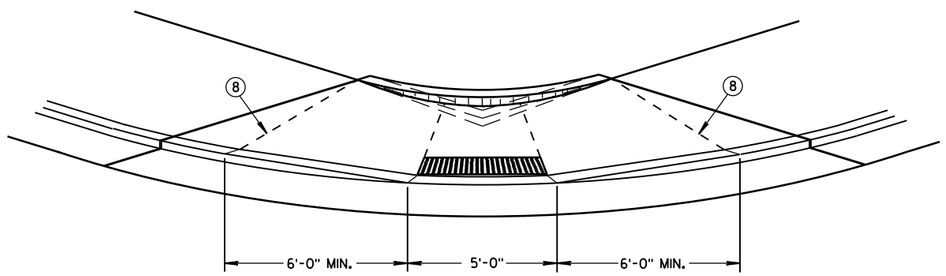
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

GENERAL NOTES

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. 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.

LEGEND

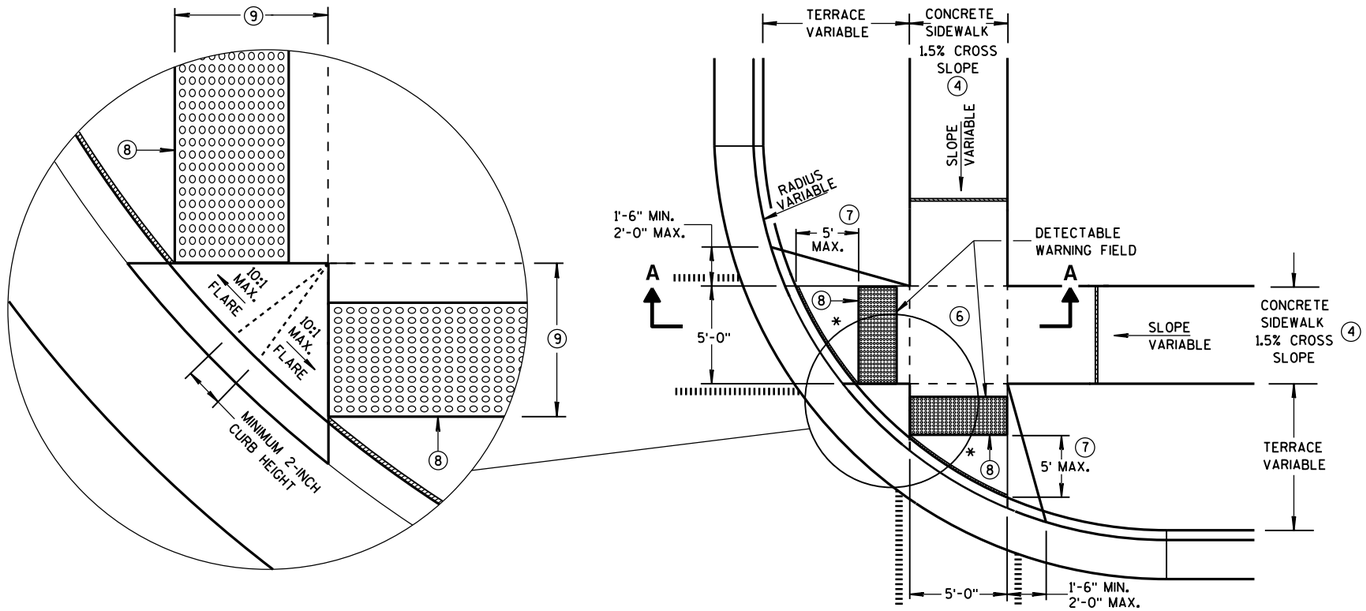
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 5-17a

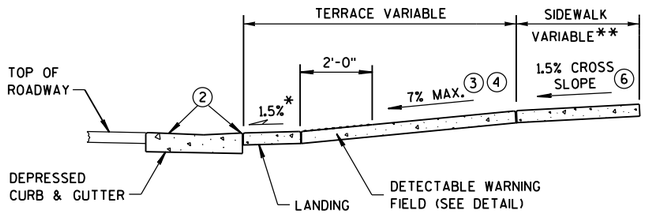


PLAN VIEW

TYPE 2 RAMP

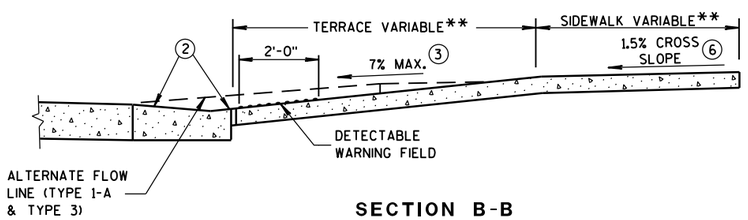
(ON LINE WITH SIDEWALK)

* 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).

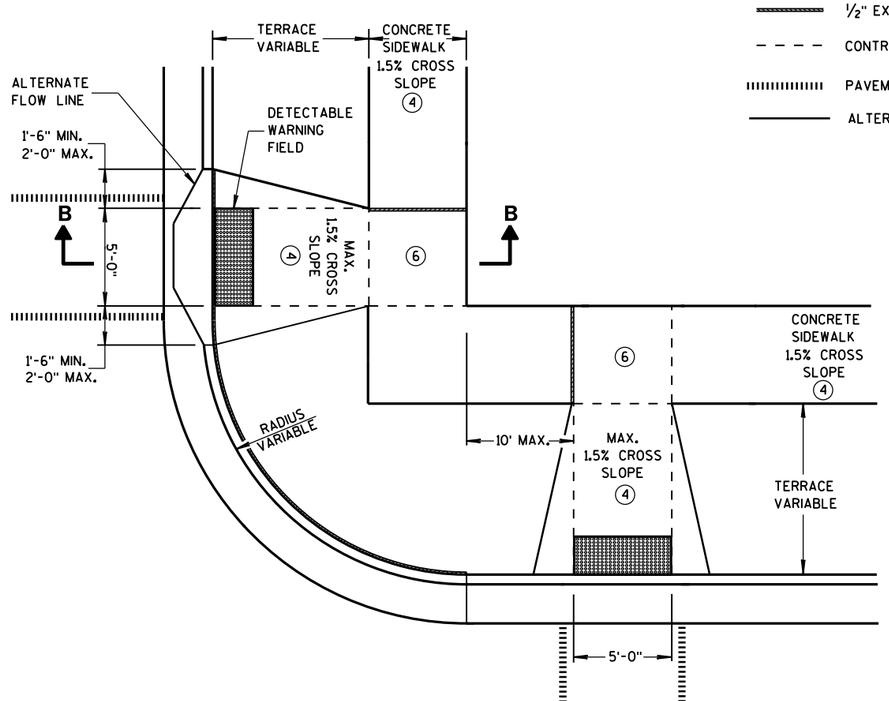
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

(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

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW

TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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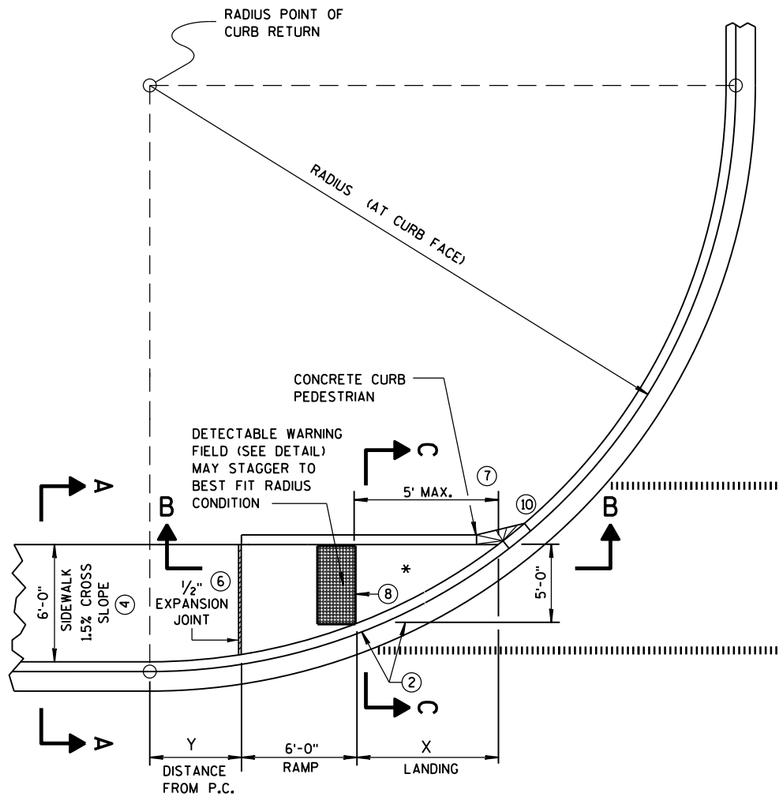
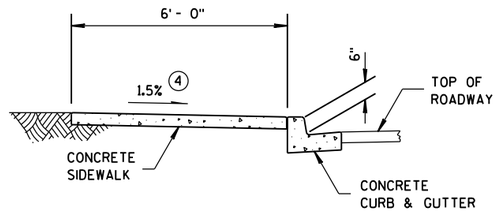
S.D.D. 8 D 5-17b



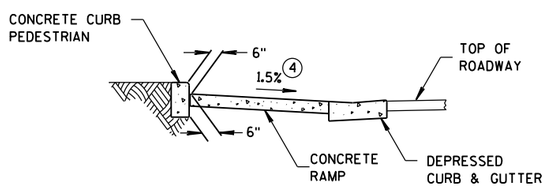
CURB RAMP TYPE 4A
PLAN VIEW

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"

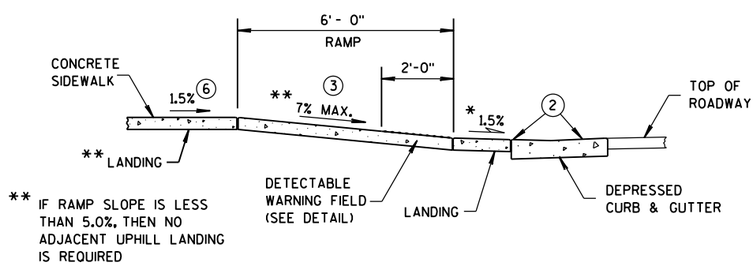
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

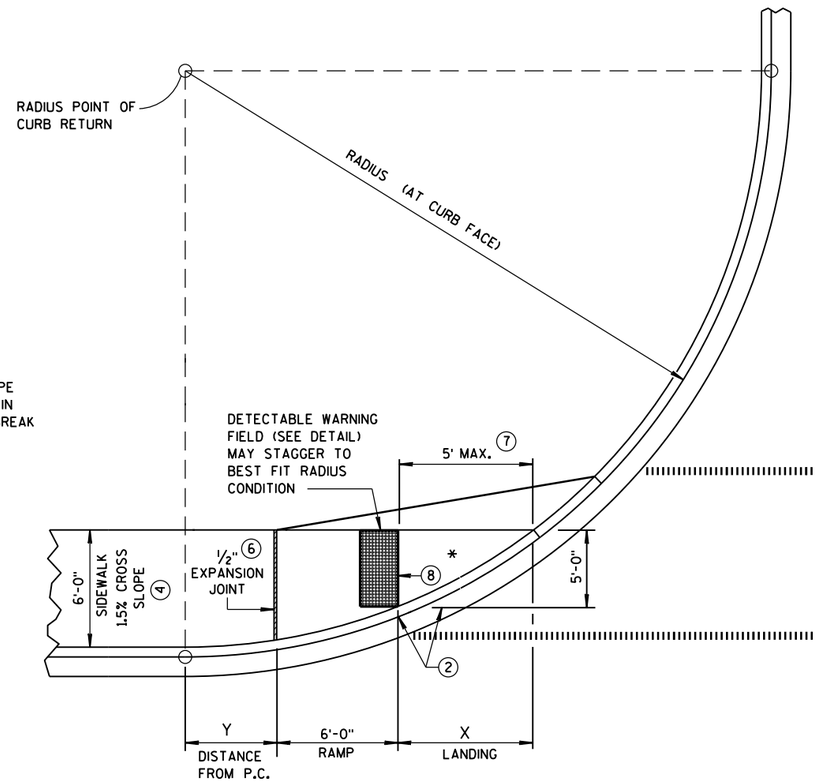


SECTION C-C FOR TYPE 4A



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

SECTION B-B FOR TYPE 4A



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

CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE 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.

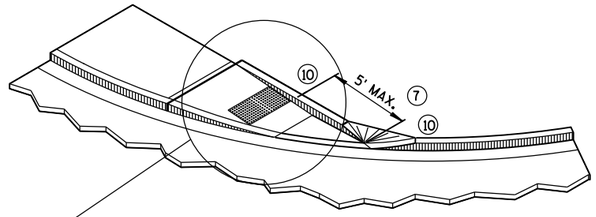
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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).

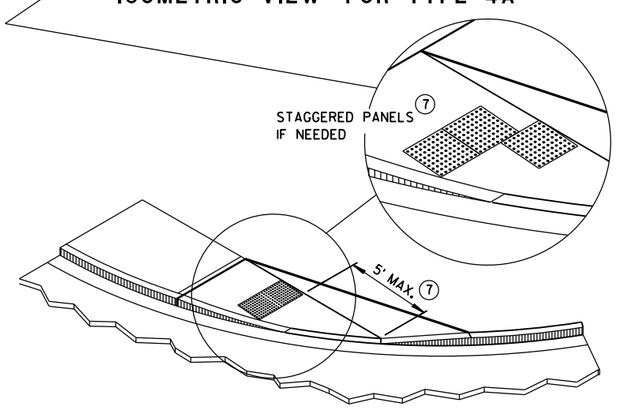
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

(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 4A



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

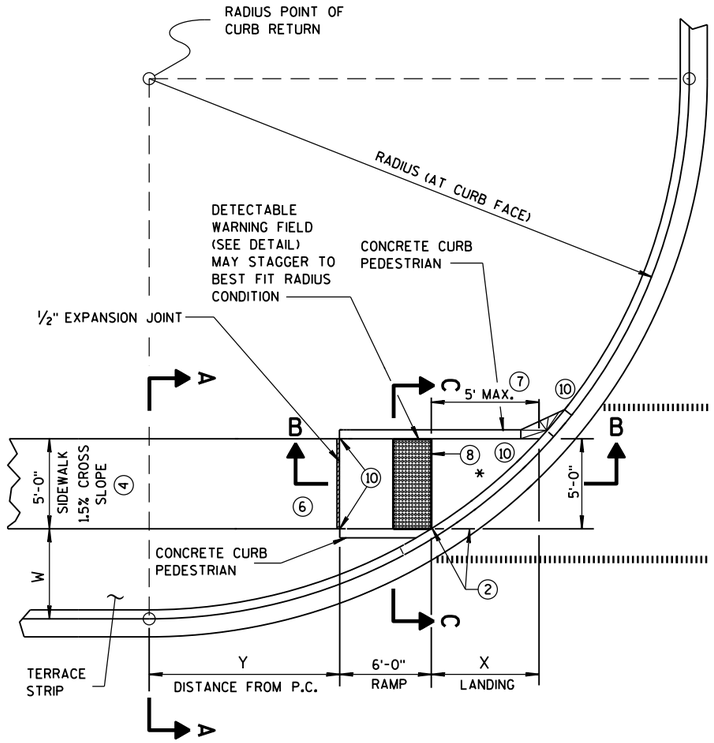
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

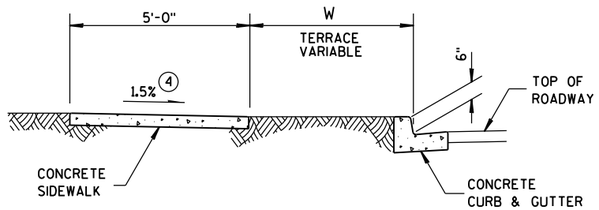
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

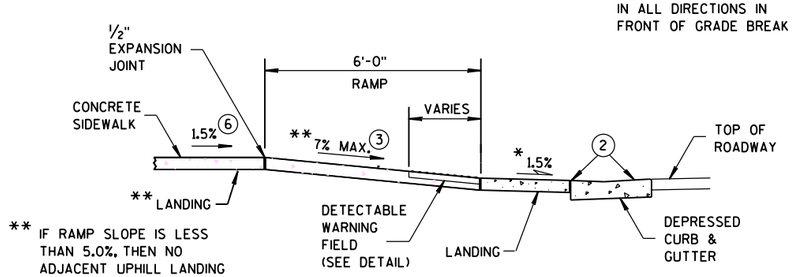
S.D.D. 8 D 5-17c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



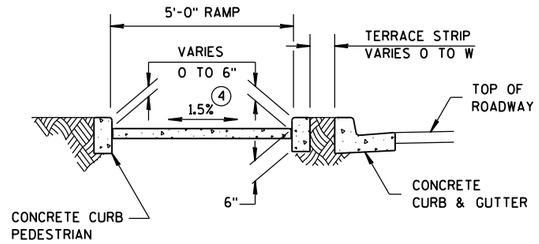
SECTION B-B FOR TYPE 4B

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.

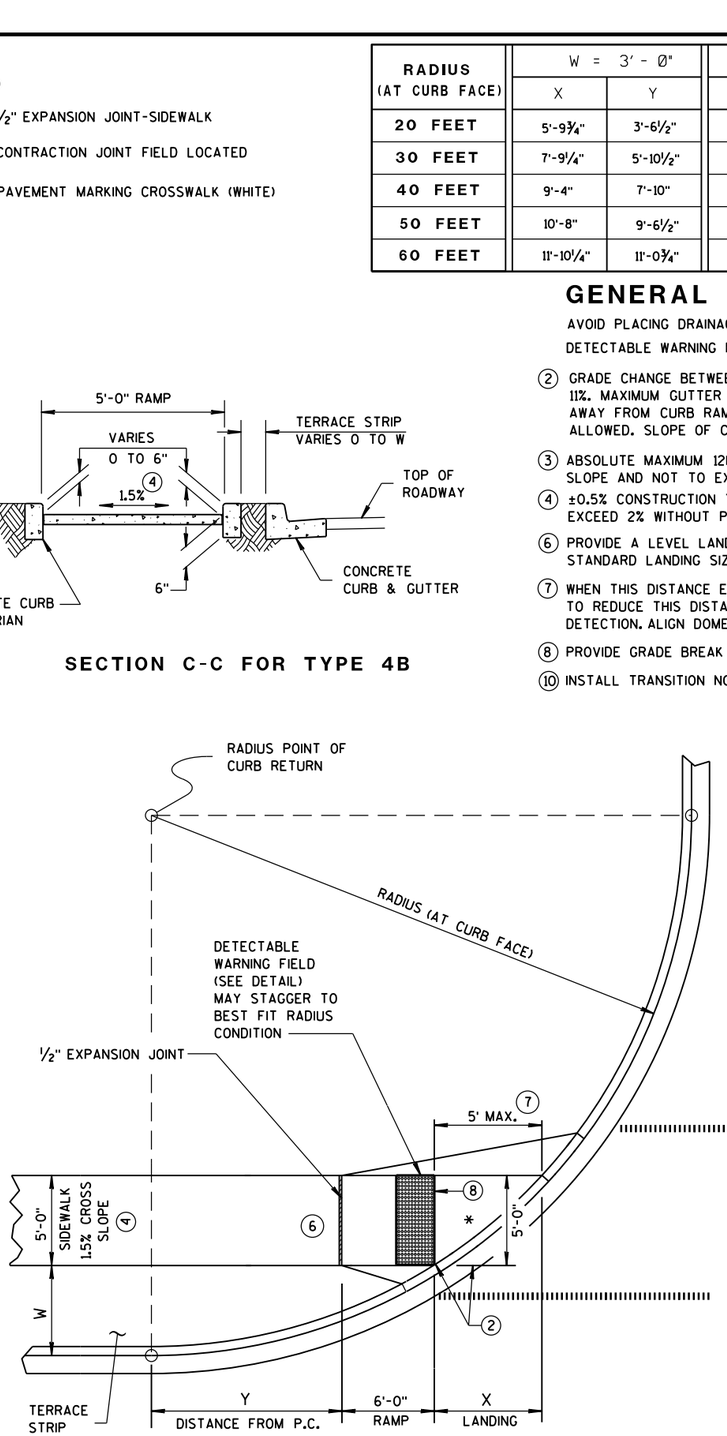
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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).

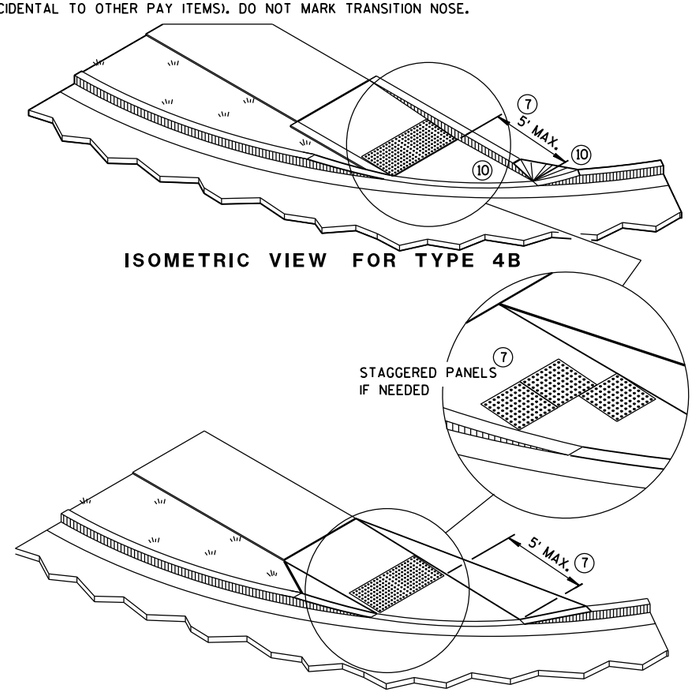
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B

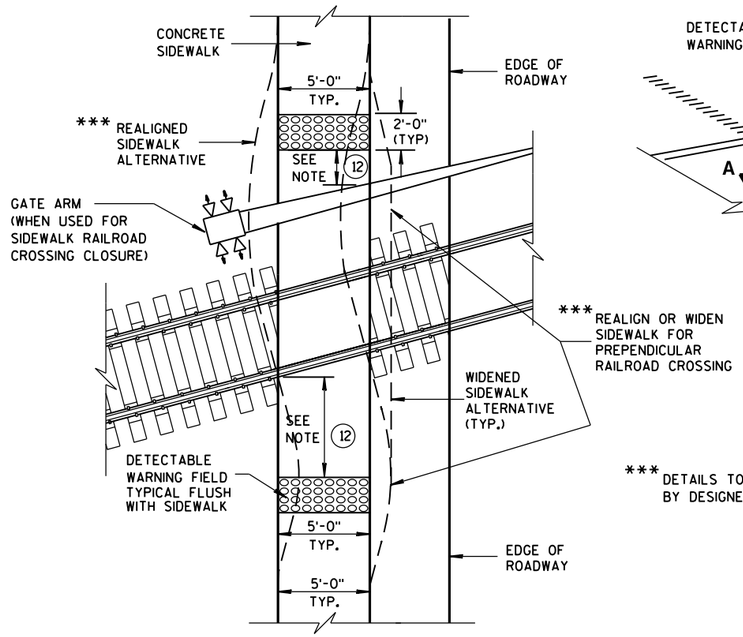
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

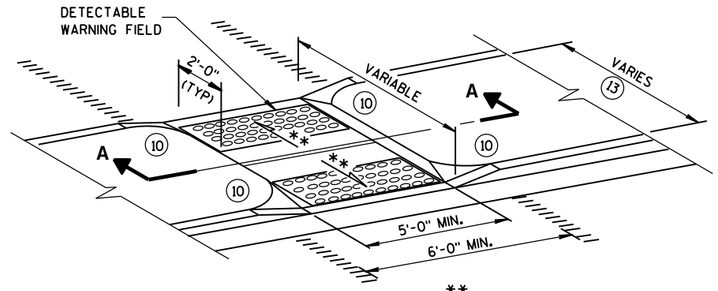
6

S.D.D. 8 D 5-17d



*** DETAILS TO BE DETERMINED BY DESIGNER

TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE 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.

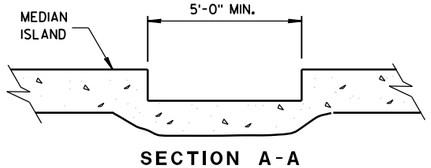
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(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.

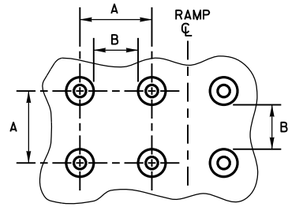
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



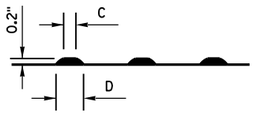
SECTION A-A

	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.

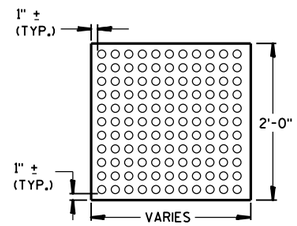


PLAN VIEW



ELEVATION VIEW

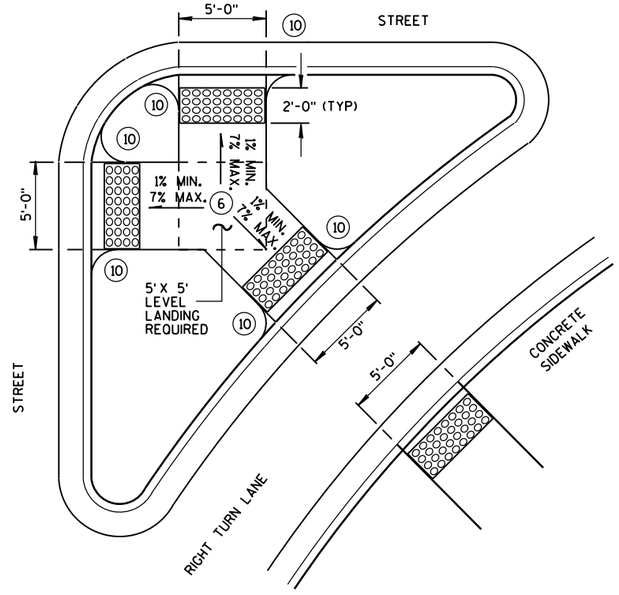
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



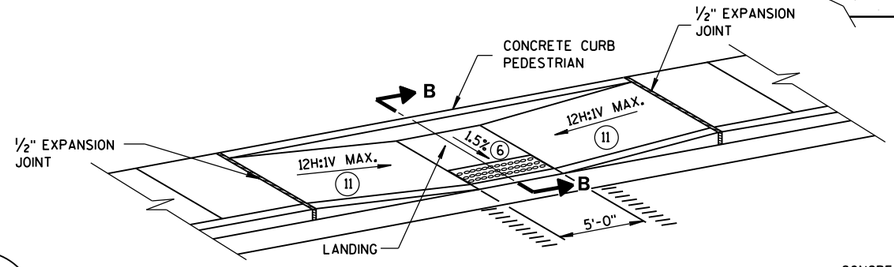
PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)

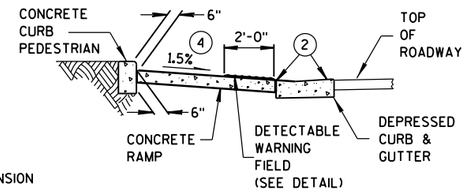
REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



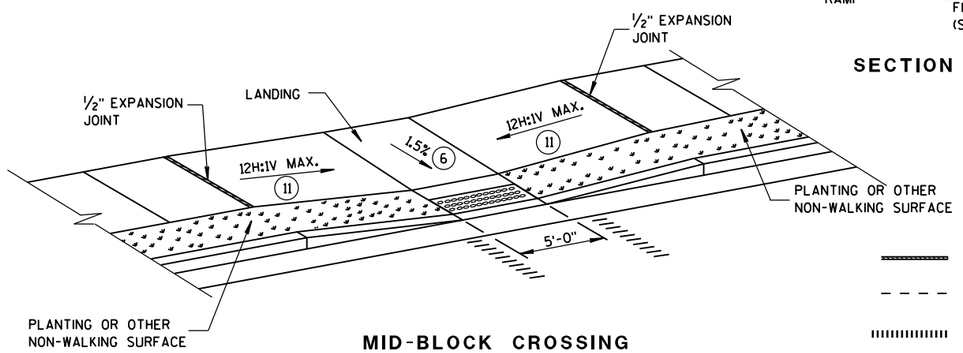
TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7A



SECTION B-B



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

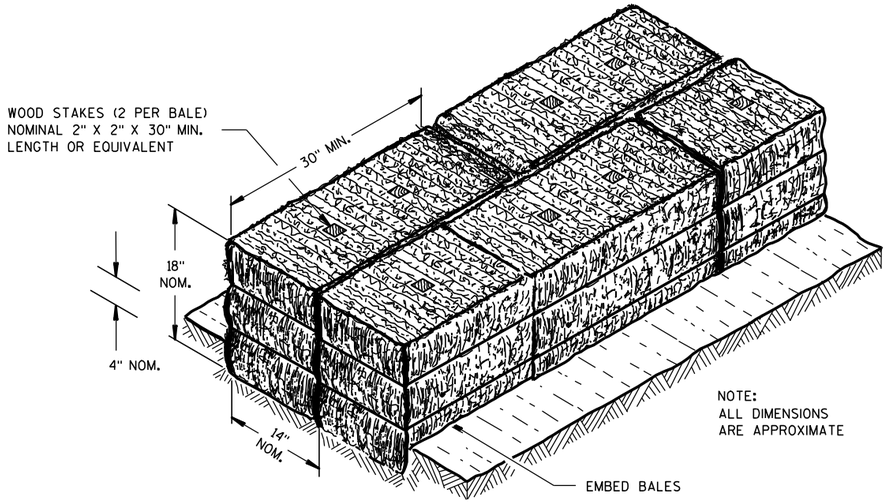
CURB RAMPS TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

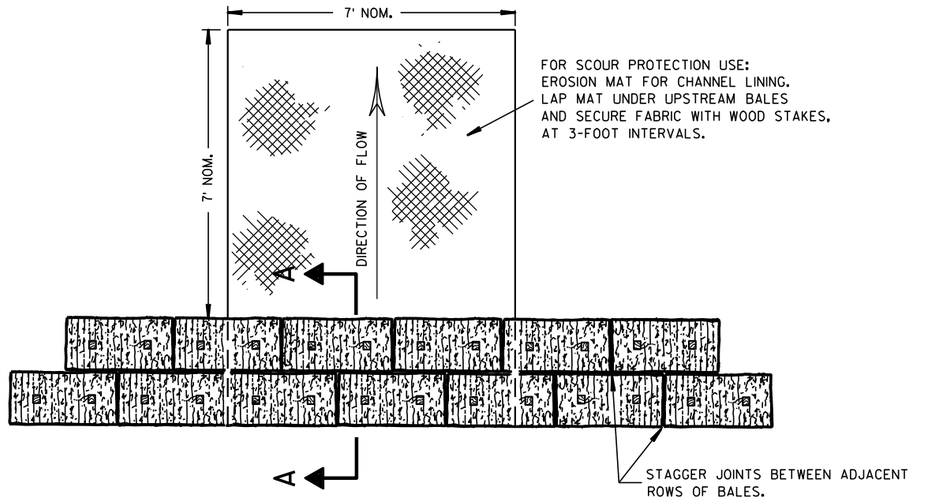
APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

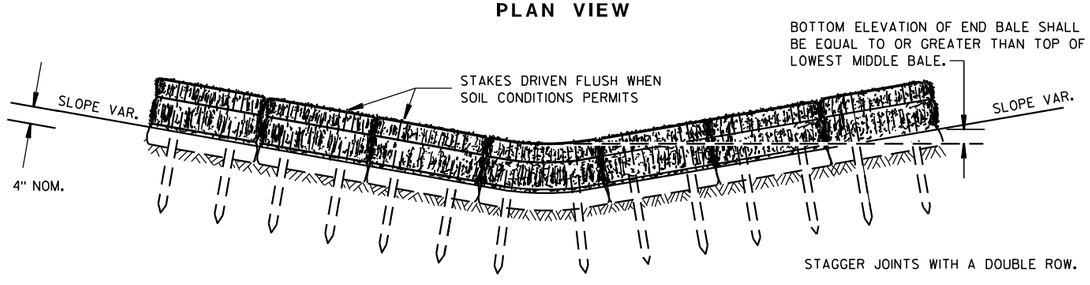
S.D.D. 8 D 5-17e



SECTION A-A



PLAN VIEW



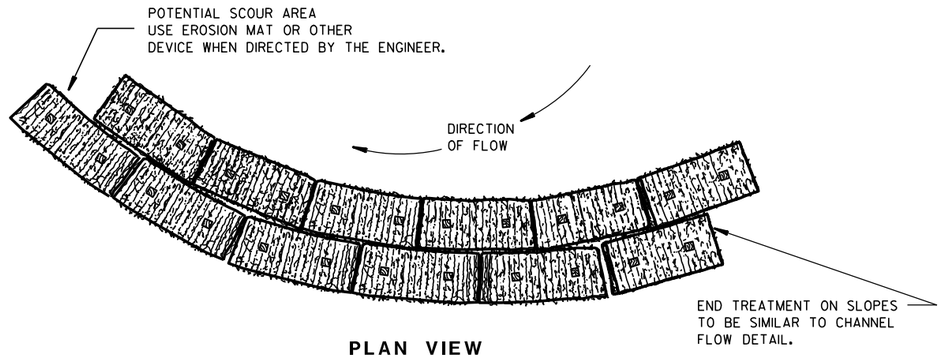
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

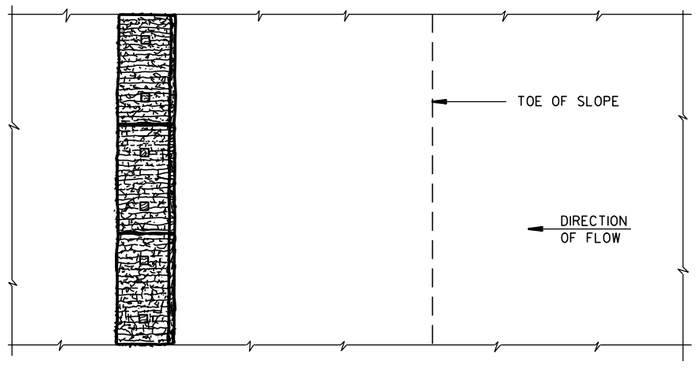
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

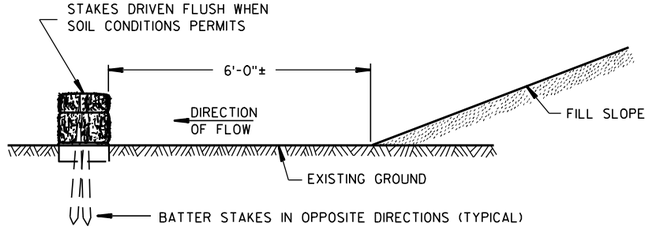


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

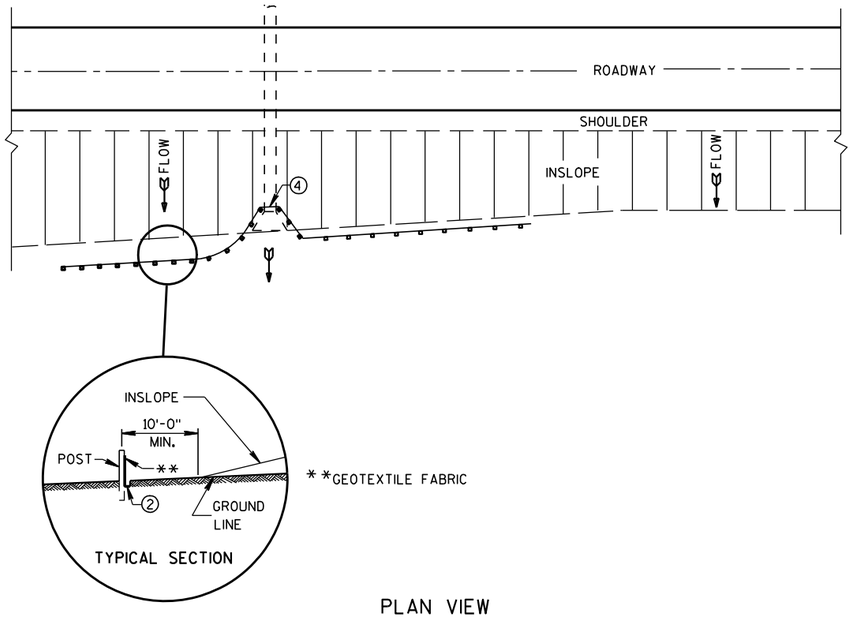
EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

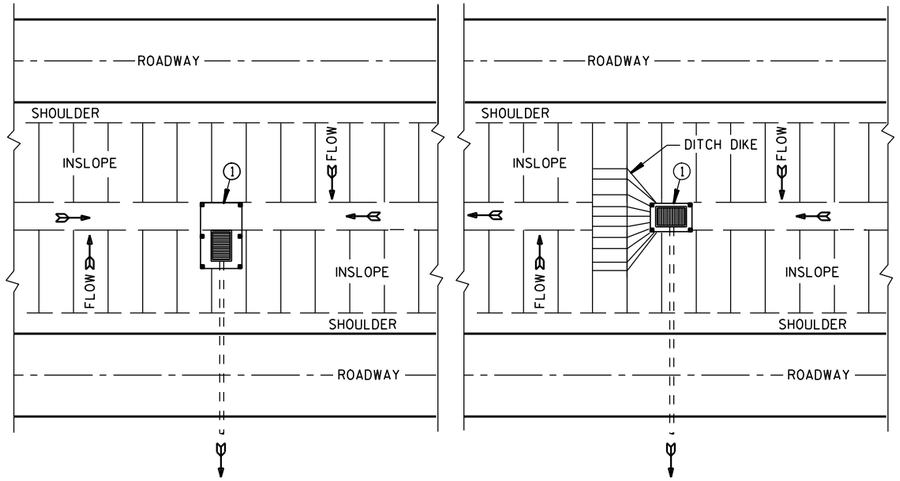
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



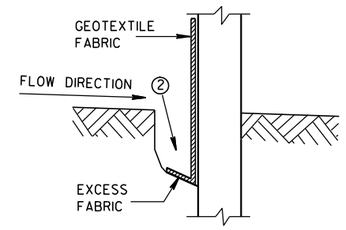
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

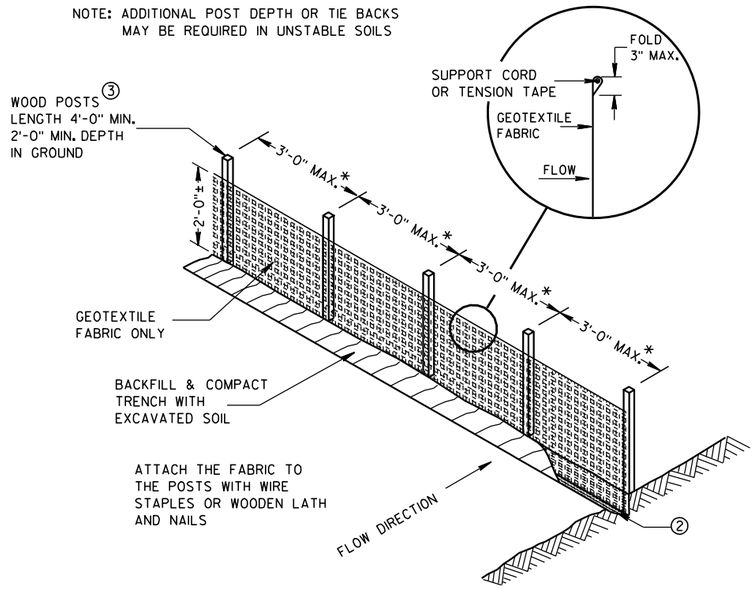
GENERAL NOTES

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

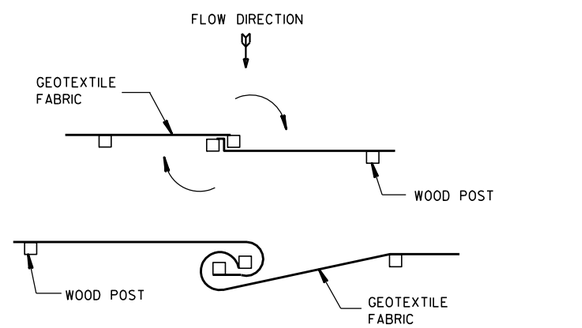
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



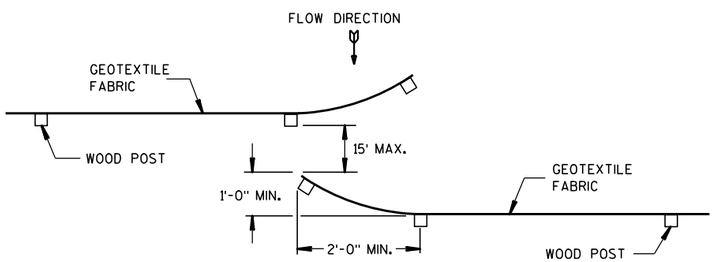
TRENCH DETAIL



SILT FENCE

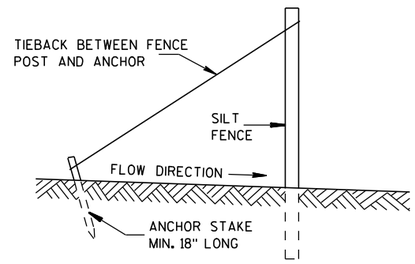


TWIST METHOD



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

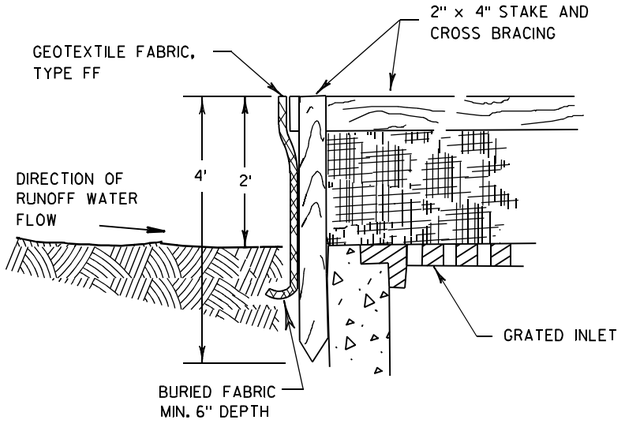
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

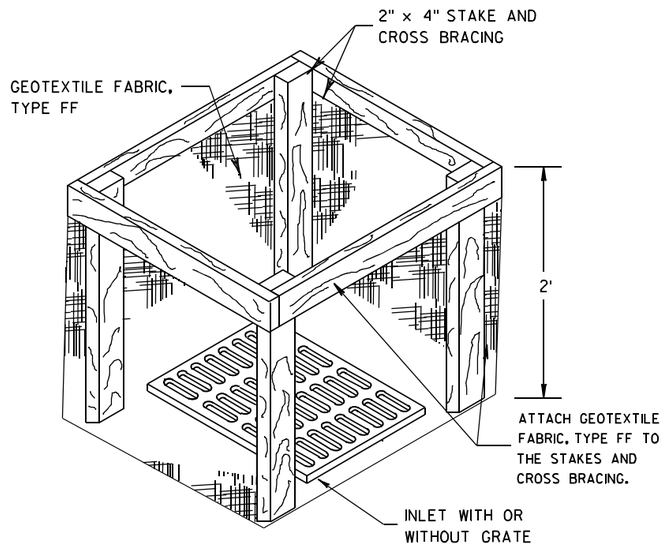
6

S.D.D. 8 E 9-6

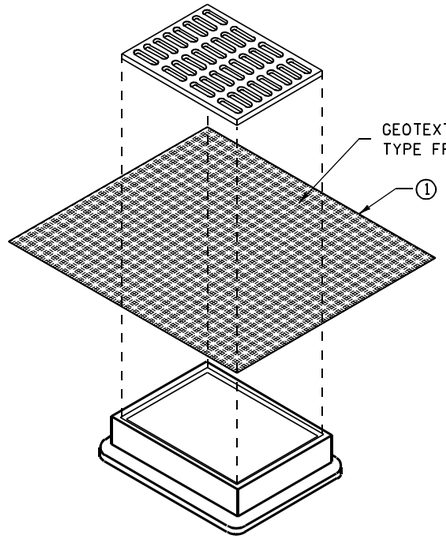
6

S.D.D. 8 E 9-6



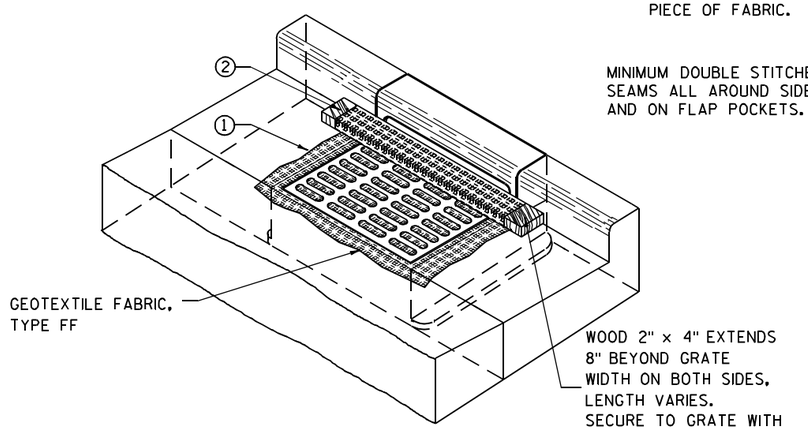


INLET PROTECTION, TYPE A

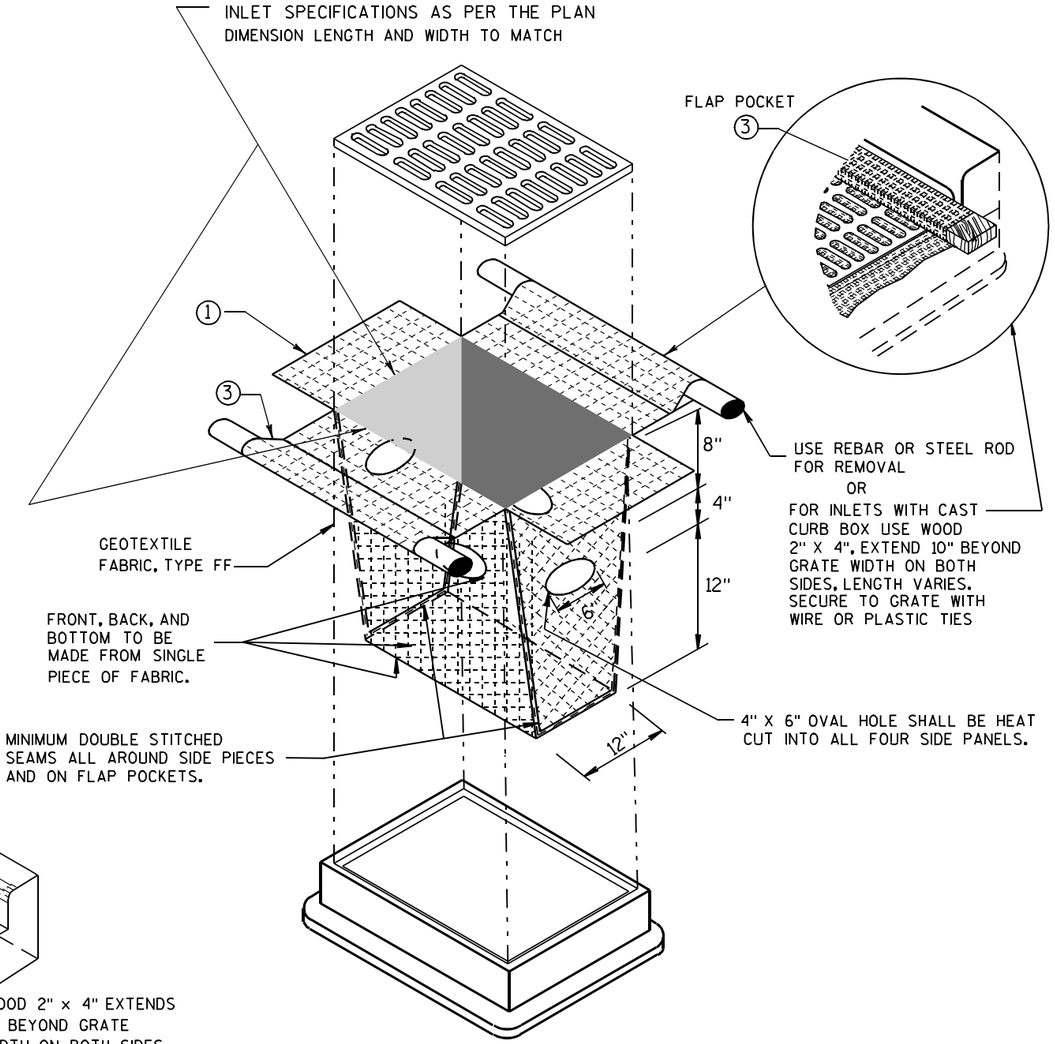


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

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

METAL APRON ENDWALLS

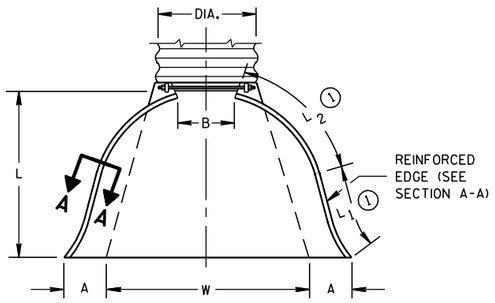
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

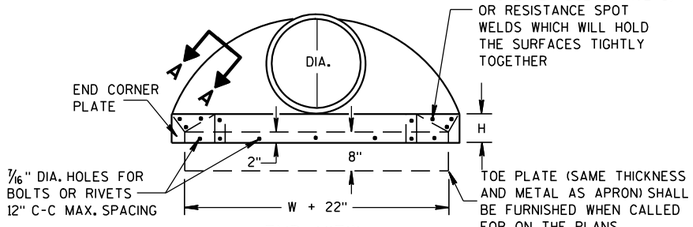
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

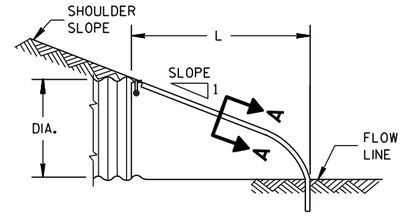
*MINIMUM
**MAXIMUM



PLAN VIEW

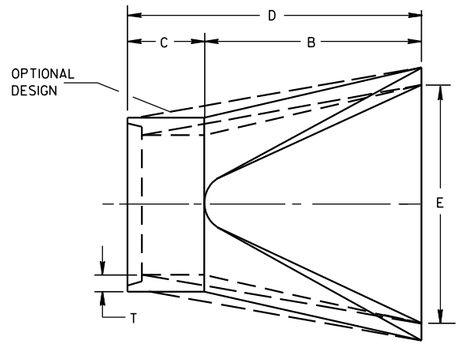


END VIEW

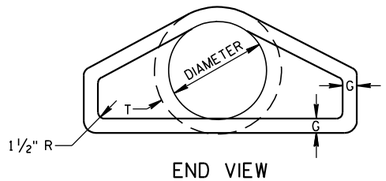


SIDE ELEVATION

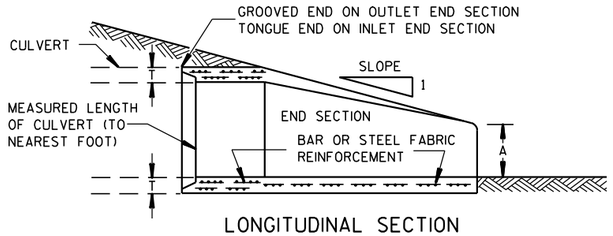
METAL ENDWALLS



PLAN

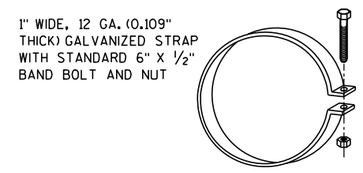


END VIEW



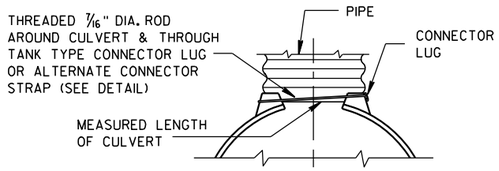
LONGITUDINAL SECTION

CONCRETE ENDWALLS

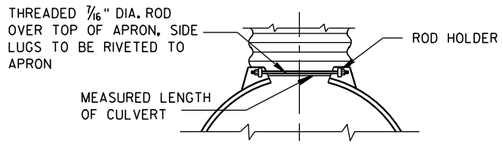


ALTERNATE FOR TYPE 1 CONNECTION

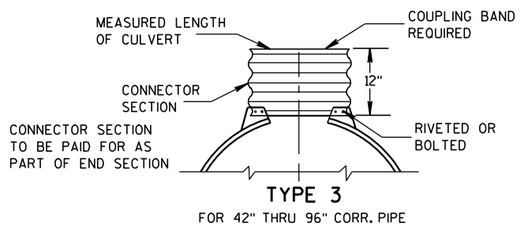
END SECTION CONNECTOR STRAP



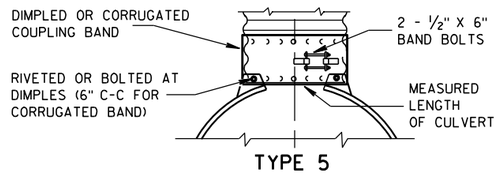
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

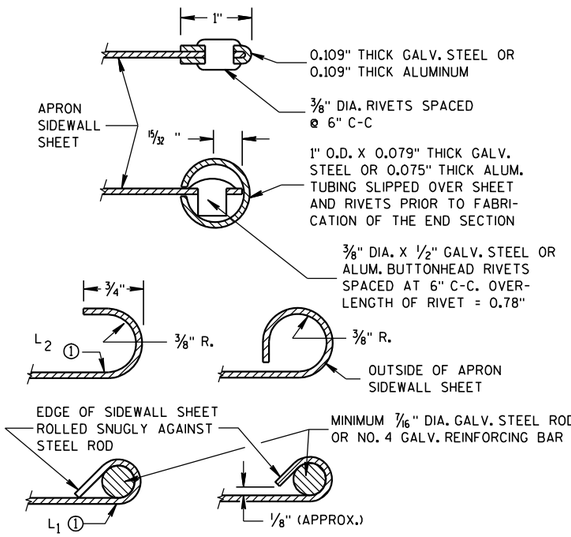
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-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.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

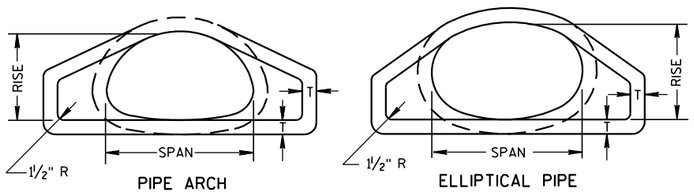
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

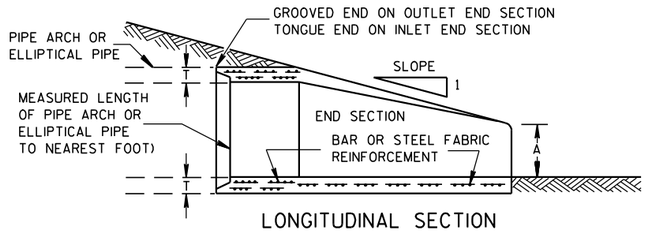
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

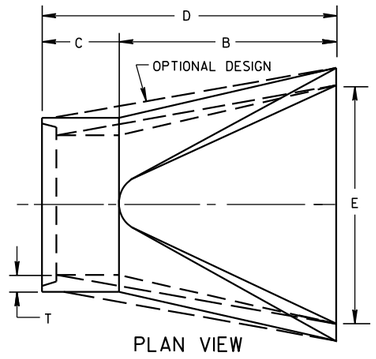
6
S.D.D. 8 F 1-11



END VIEW

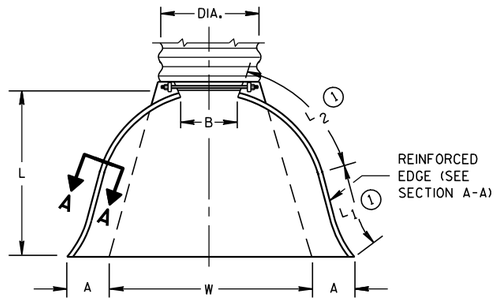


LONGITUDINAL SECTION

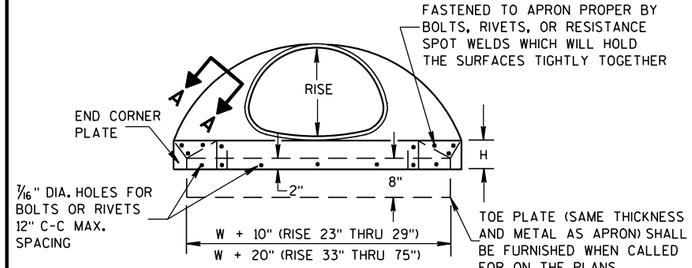


PLAN VIEW

CONCRETE ENDWALLS

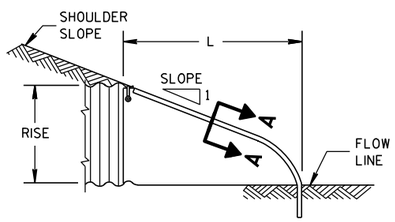


PLAN VIEW



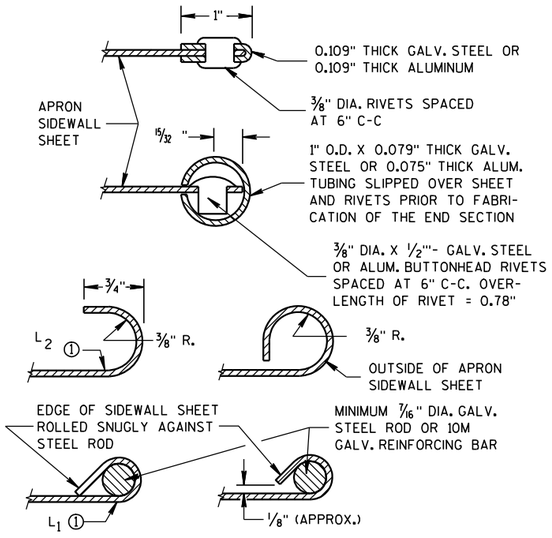
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

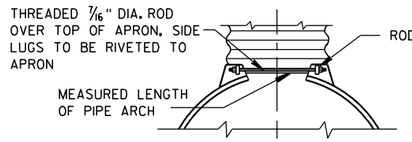
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

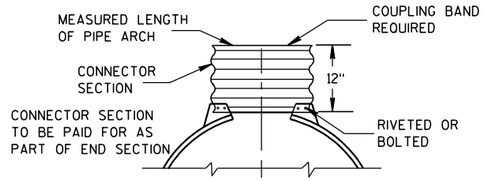
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



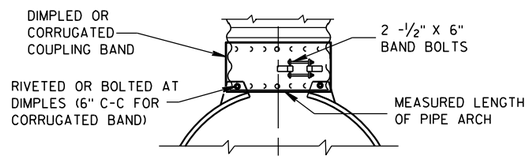
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

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.

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

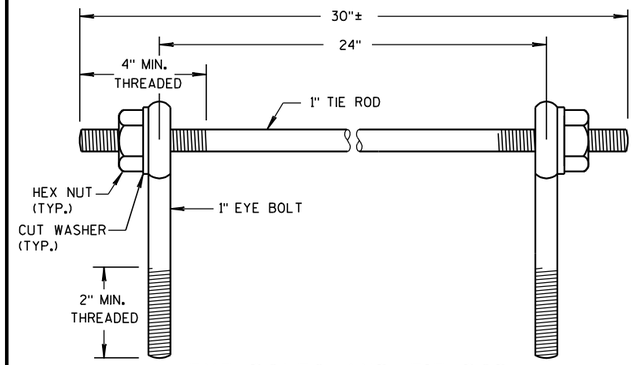
FHWA

6

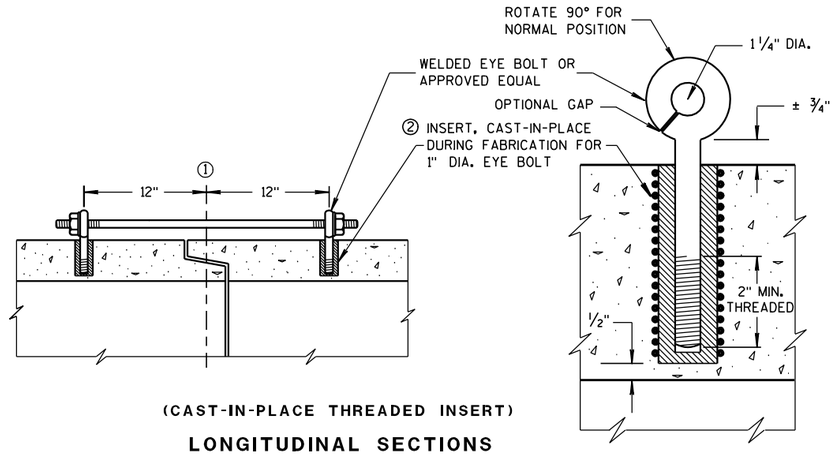
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

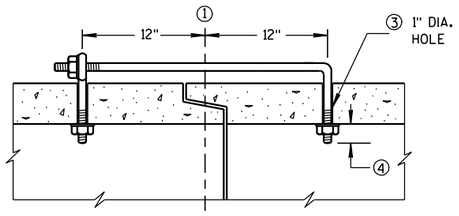
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

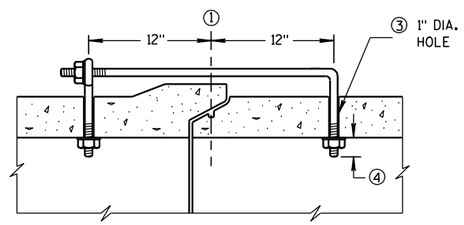
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

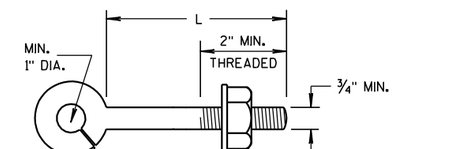


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

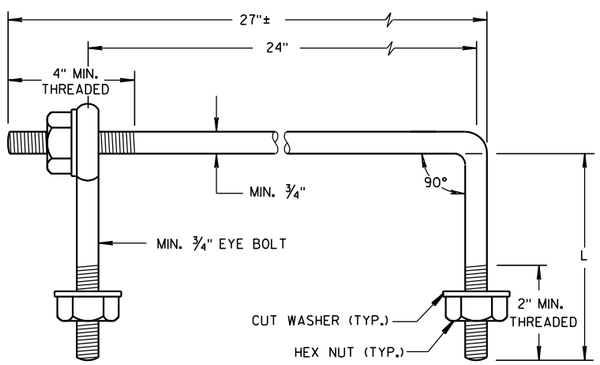
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

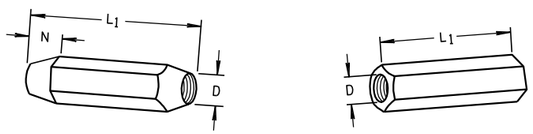
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

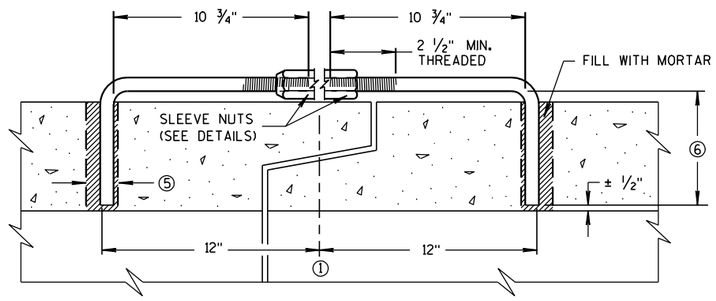
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

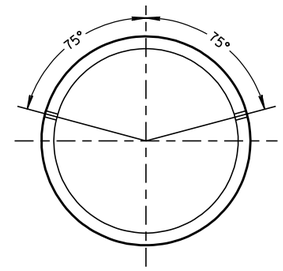
SLEEVE NUTS



LONGITUDINAL SECTION

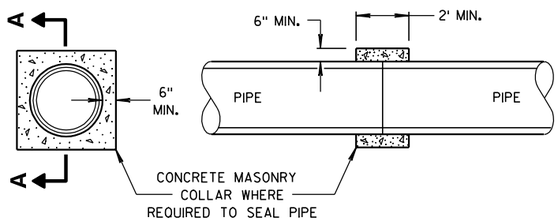
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

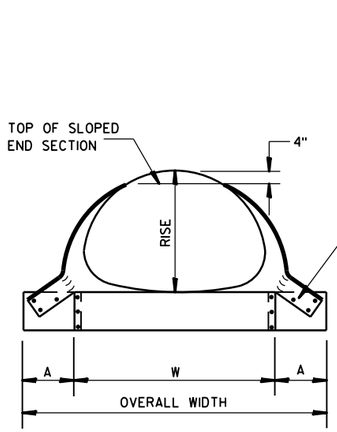
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

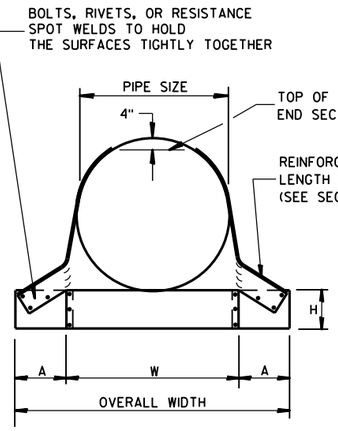
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
250
FHWA

6

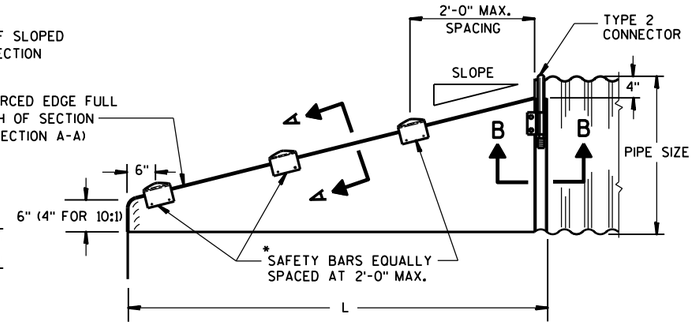
S.D.D. 8 F 4-7



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

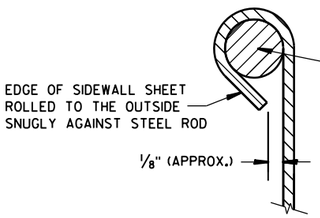
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

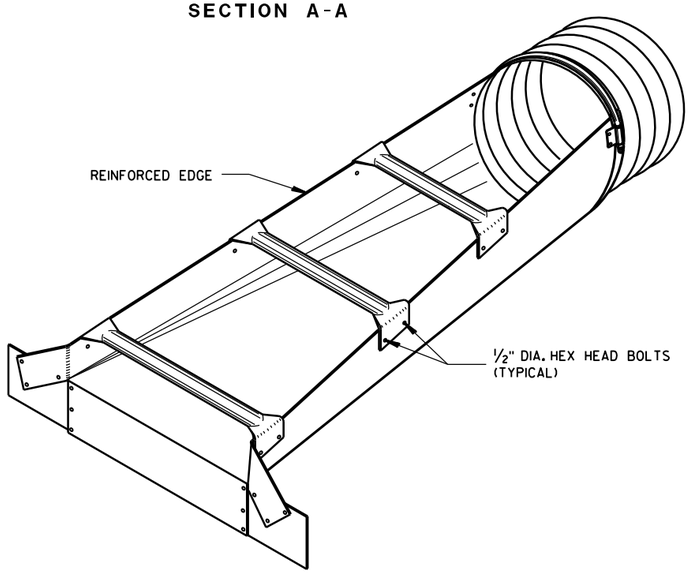
SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



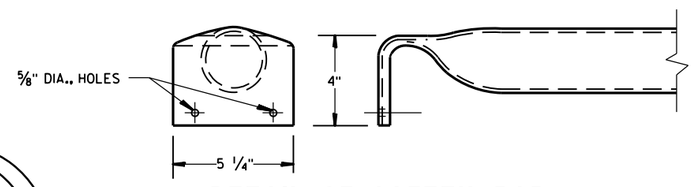
SECTION A-A



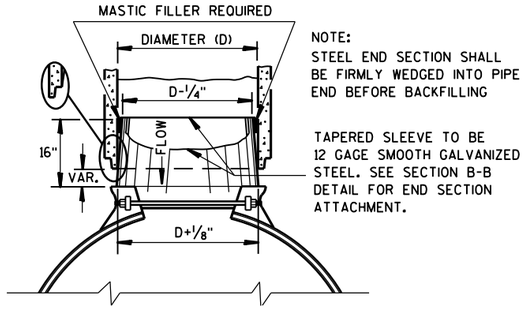
ISOMETRIC VIEW

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.



DETAIL OF SAFETY BAR



NOTE:
STEEL END SECTION SHALL BE FIRMLY WEDGED INTO PIPE END BEFORE BACKFILLING

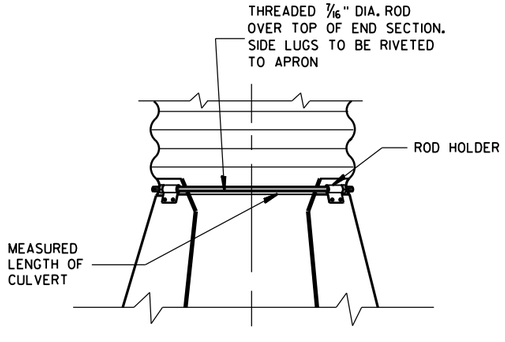
TAPERED SLEEVE TO BE 12 GAGE SMOOTH GALVANIZED STEEL. SEE SECTION B-B DETAIL FOR END SECTION ATTACHMENT.

STEEL ADAPTER SLEEVE FOR CONCRETE PIPE

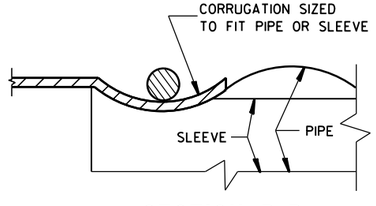
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



TYPE 2
CONNECTION DETAIL



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/2012 DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 7-5

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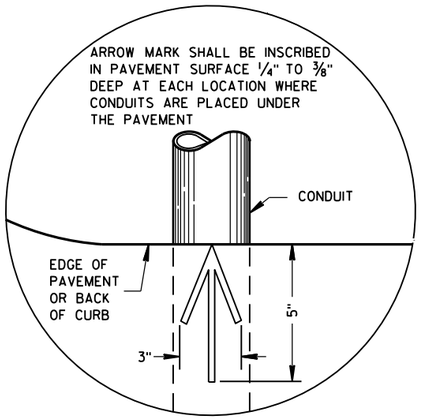
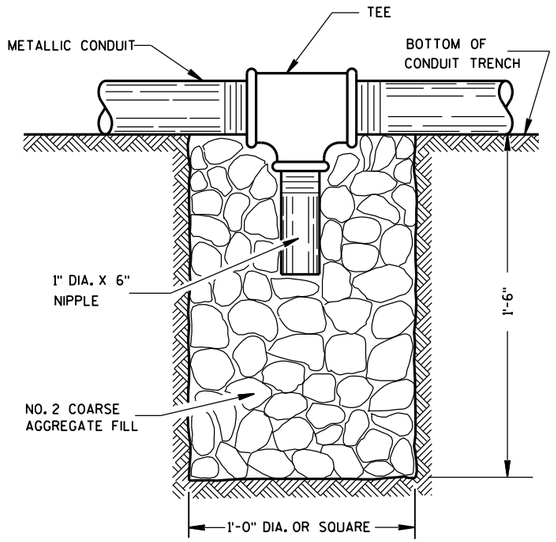
S.D.D. 8 F 7-5



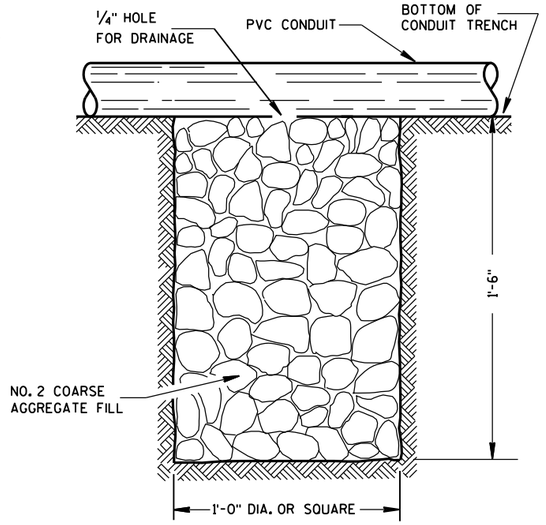
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

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

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

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

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

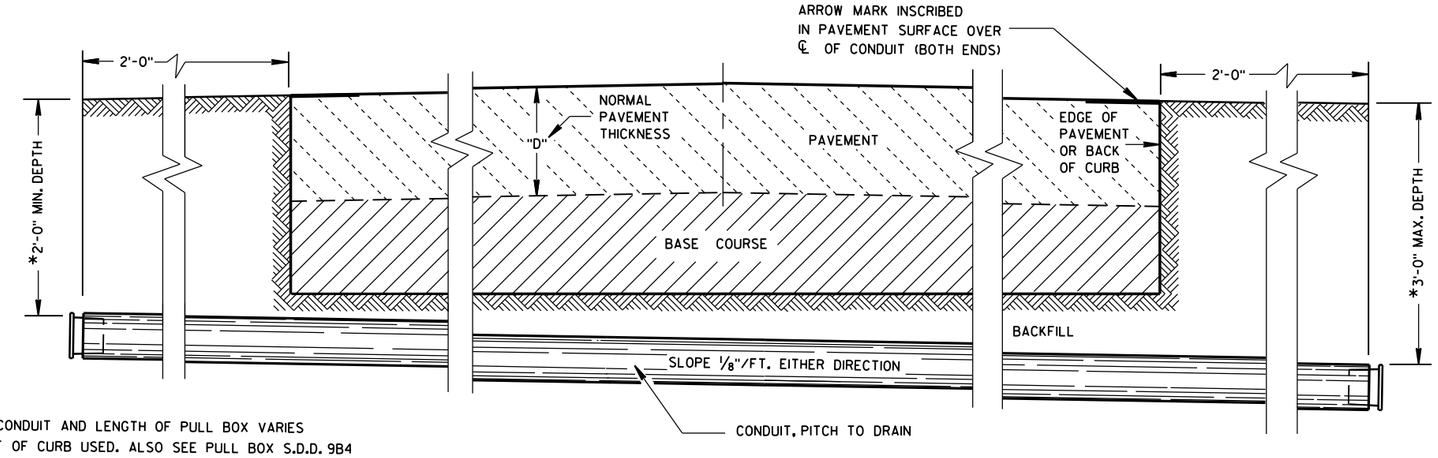
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

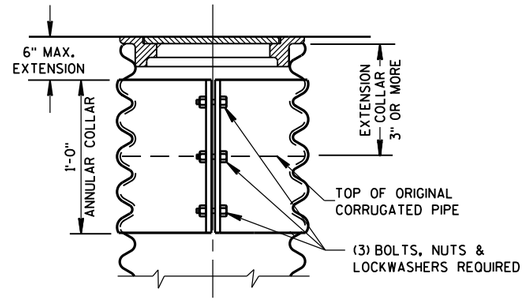
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

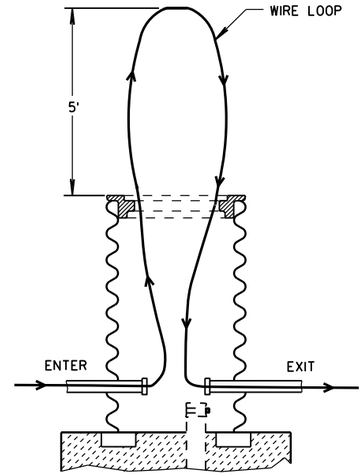
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

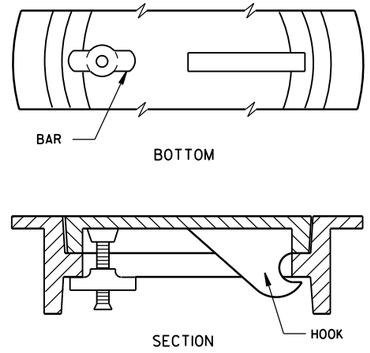
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

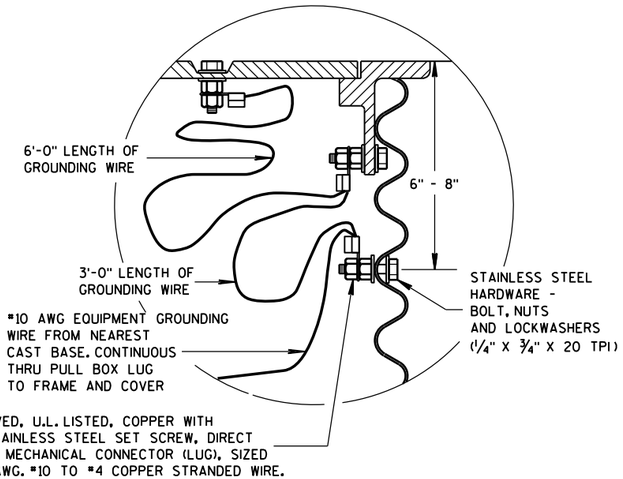


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

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.

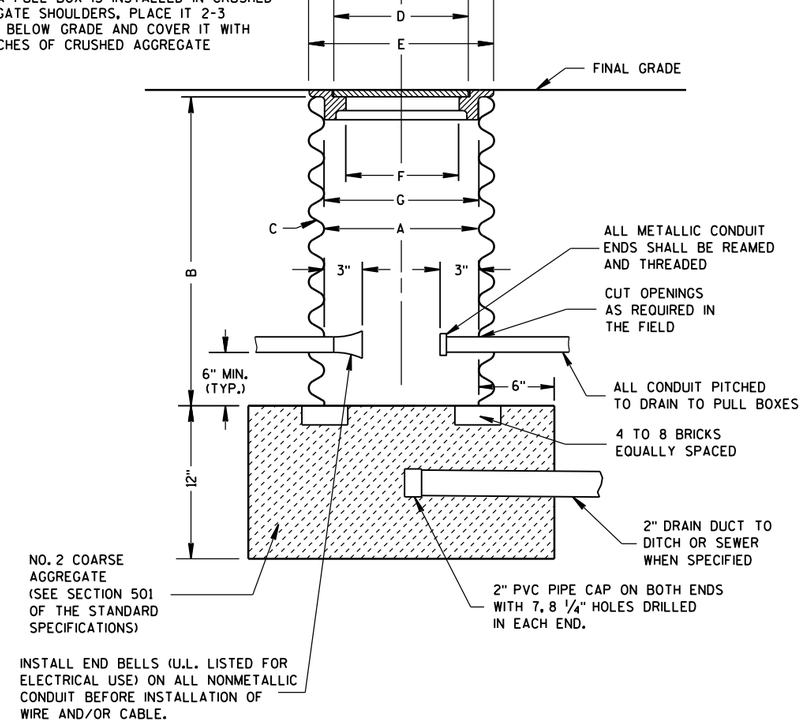
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

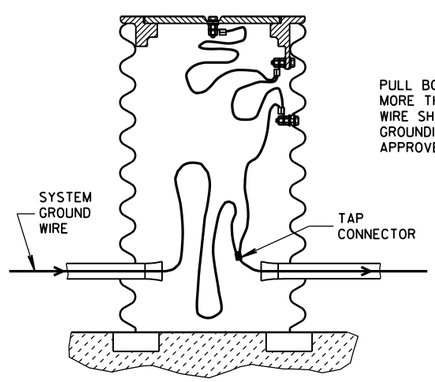
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

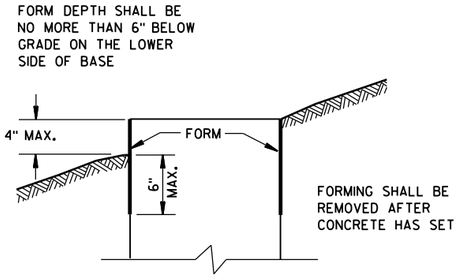
APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 253
FHWA

6

S.D.D. 9 B 4-11

6

S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

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

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

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

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

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

GENERAL NOTES (CONTINUED)

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

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

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

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

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

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

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

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

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

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

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

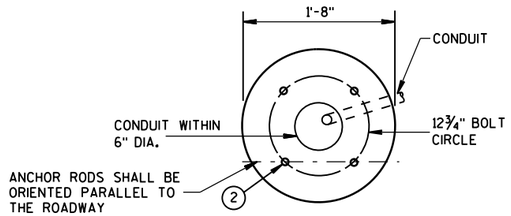
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

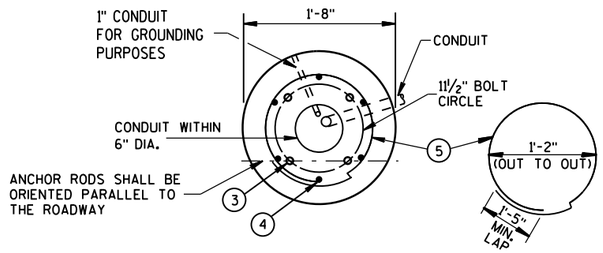
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

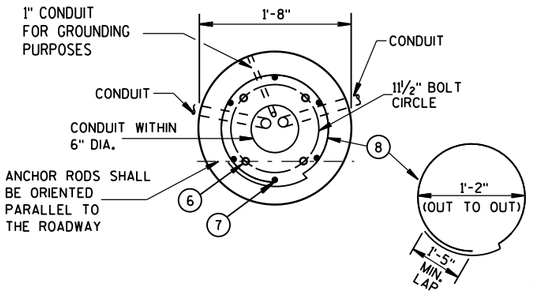
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

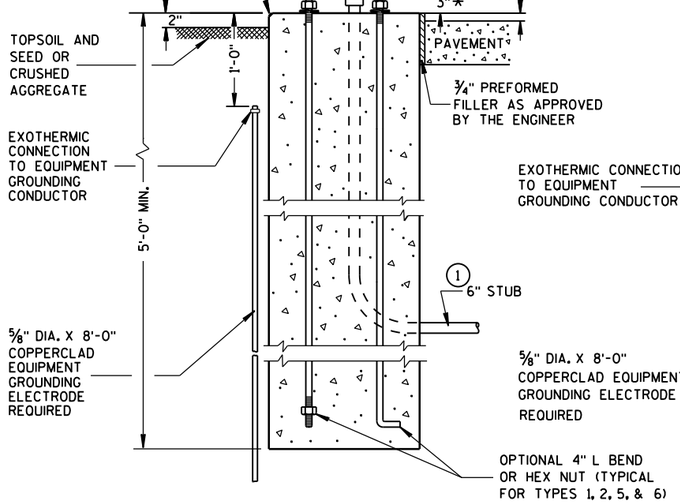






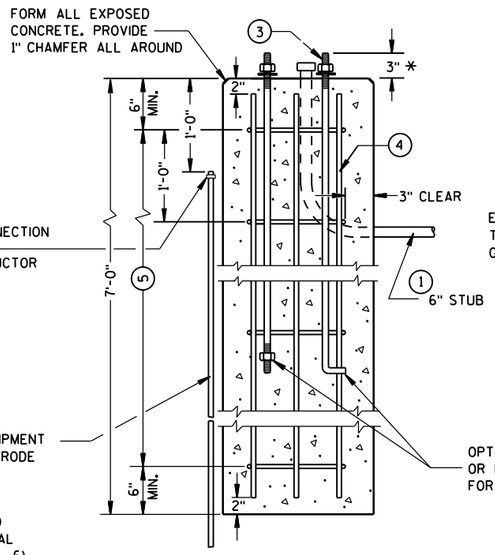
HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

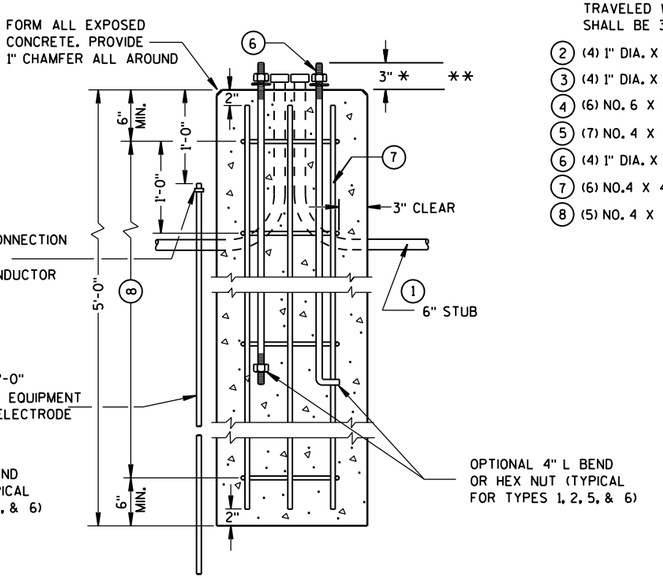


HALF SECTION IN PAVEMENT

(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 254
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6
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GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

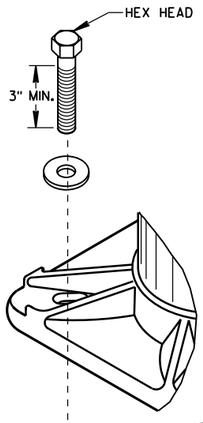
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

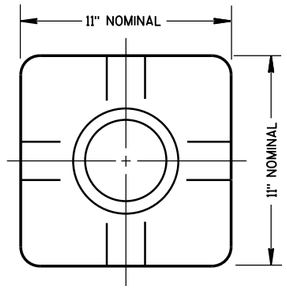
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

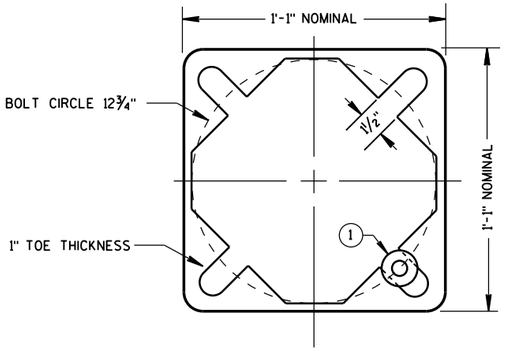
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

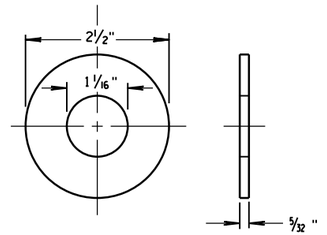




TOP VIEW
(PEDESTAL BASE)

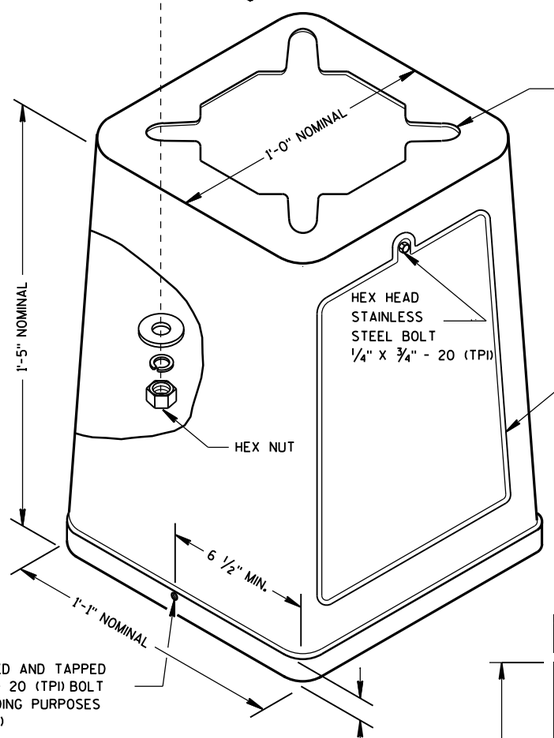


BOTTOM VIEW
(PEDESTAL BASE)

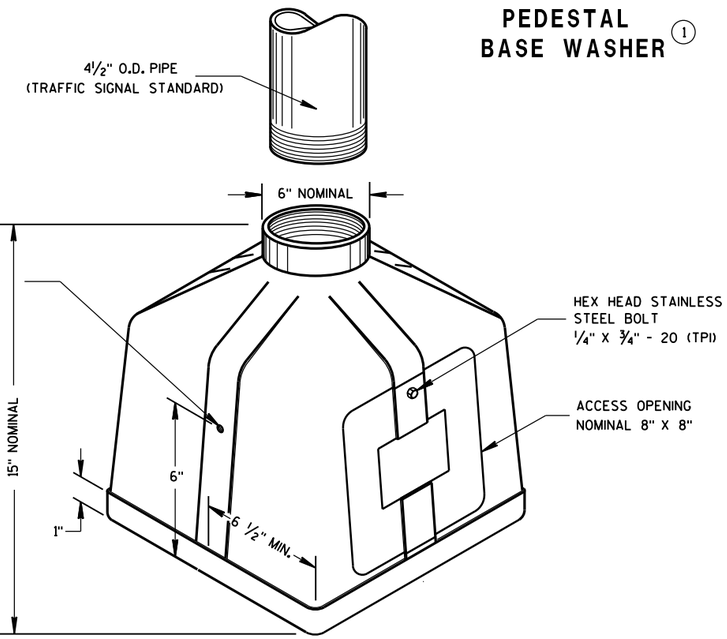


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

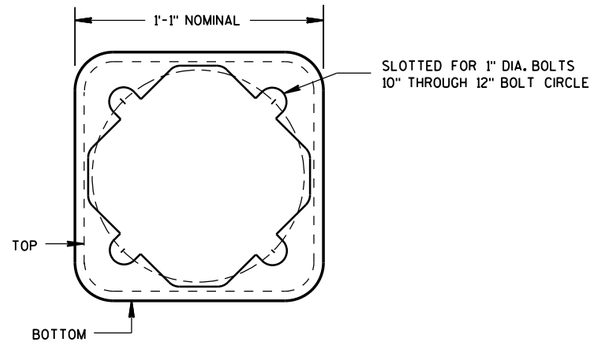


ISOMETRIC VIEW

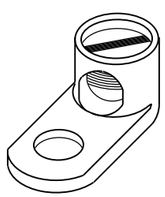


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

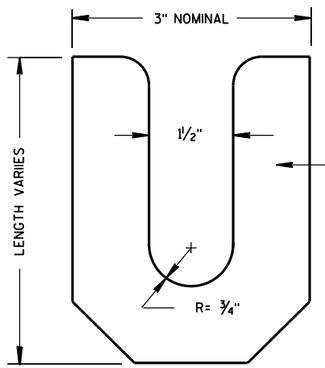


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
255
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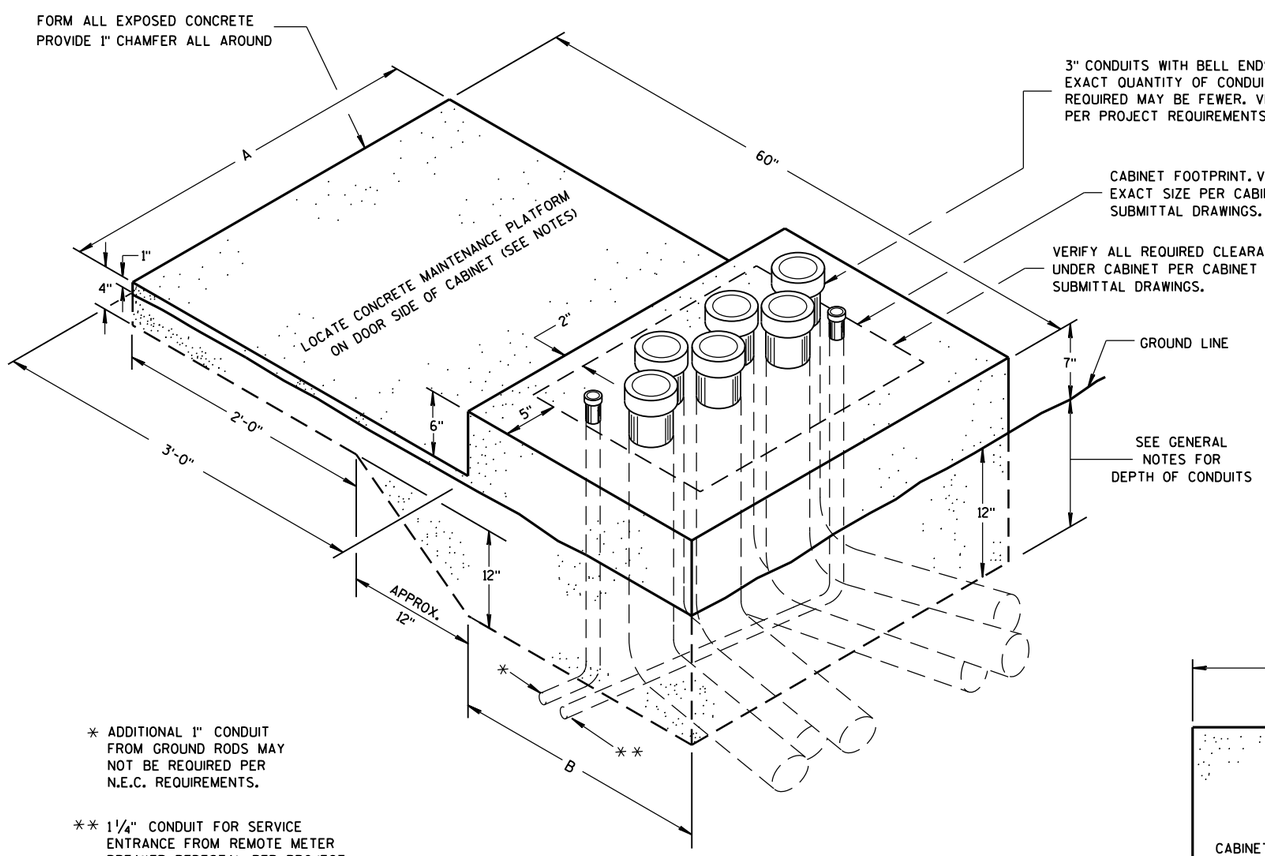


* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

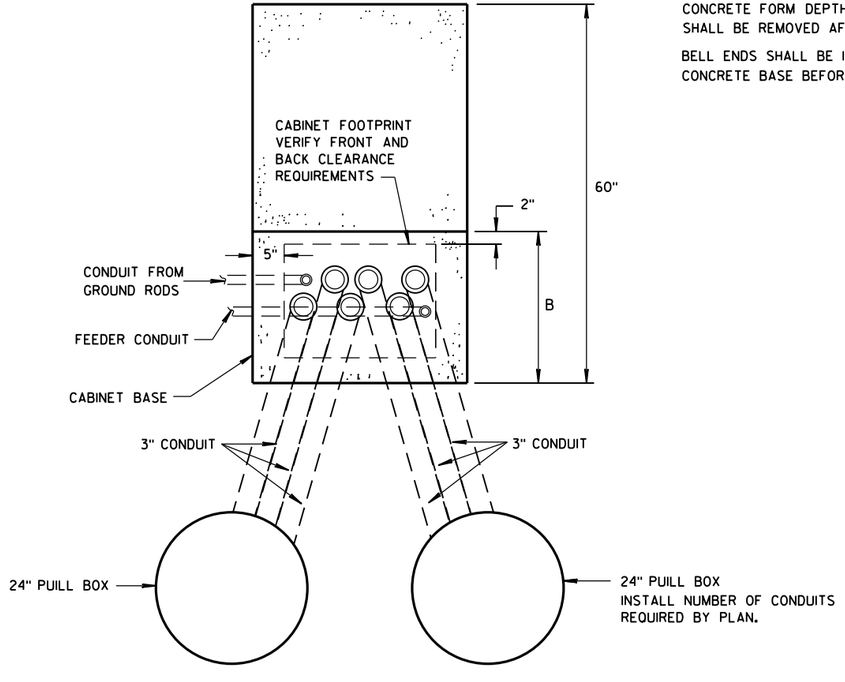
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

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

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

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

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

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

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

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

CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE — WYS
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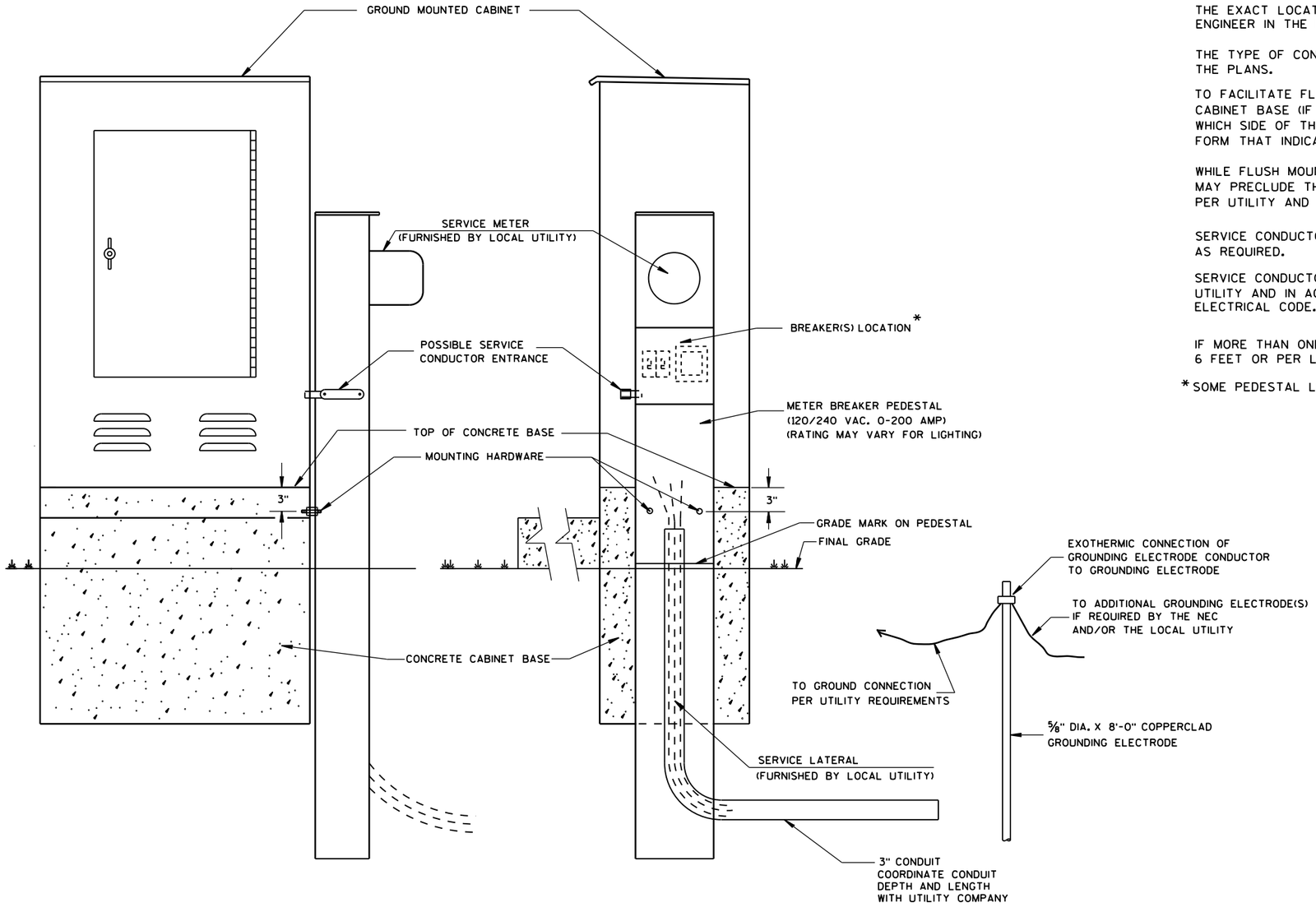


TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6
S.D.D. 9 D 1-5

GENERAL NOTES

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

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

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

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

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

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

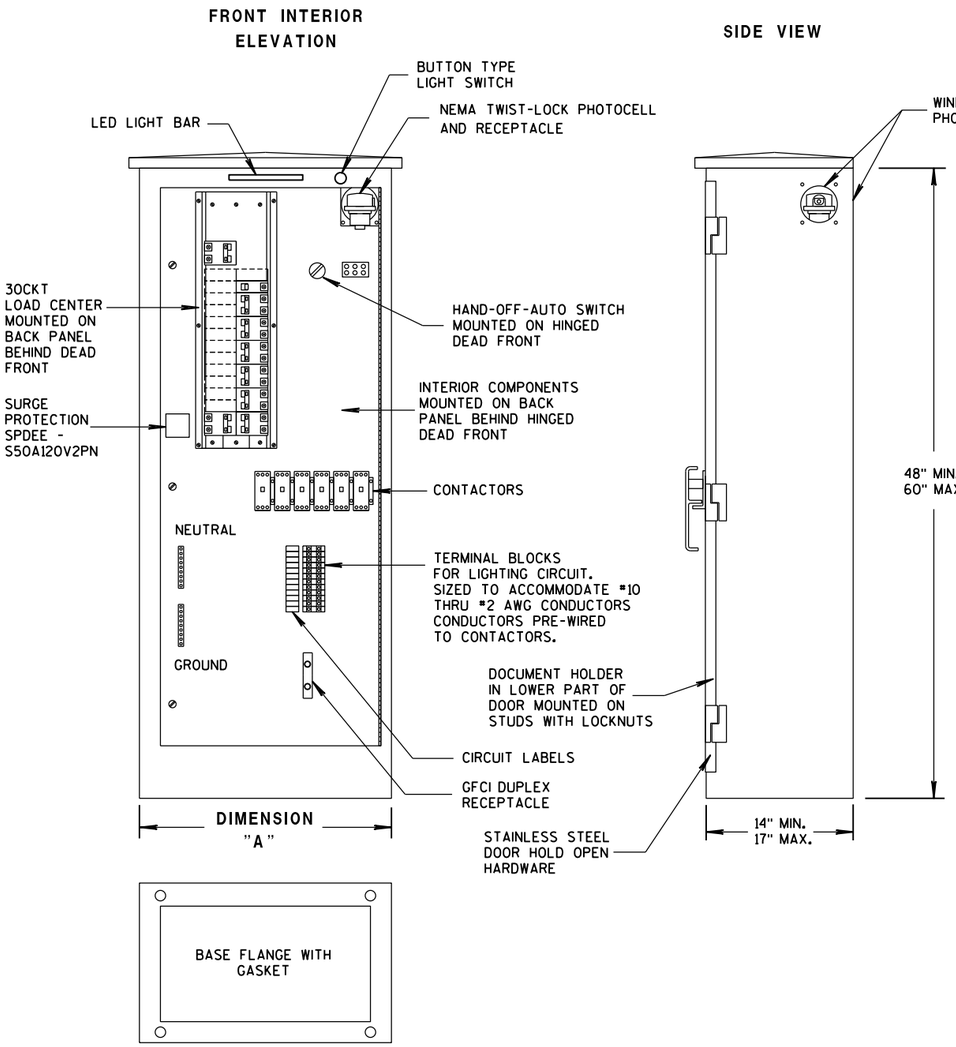
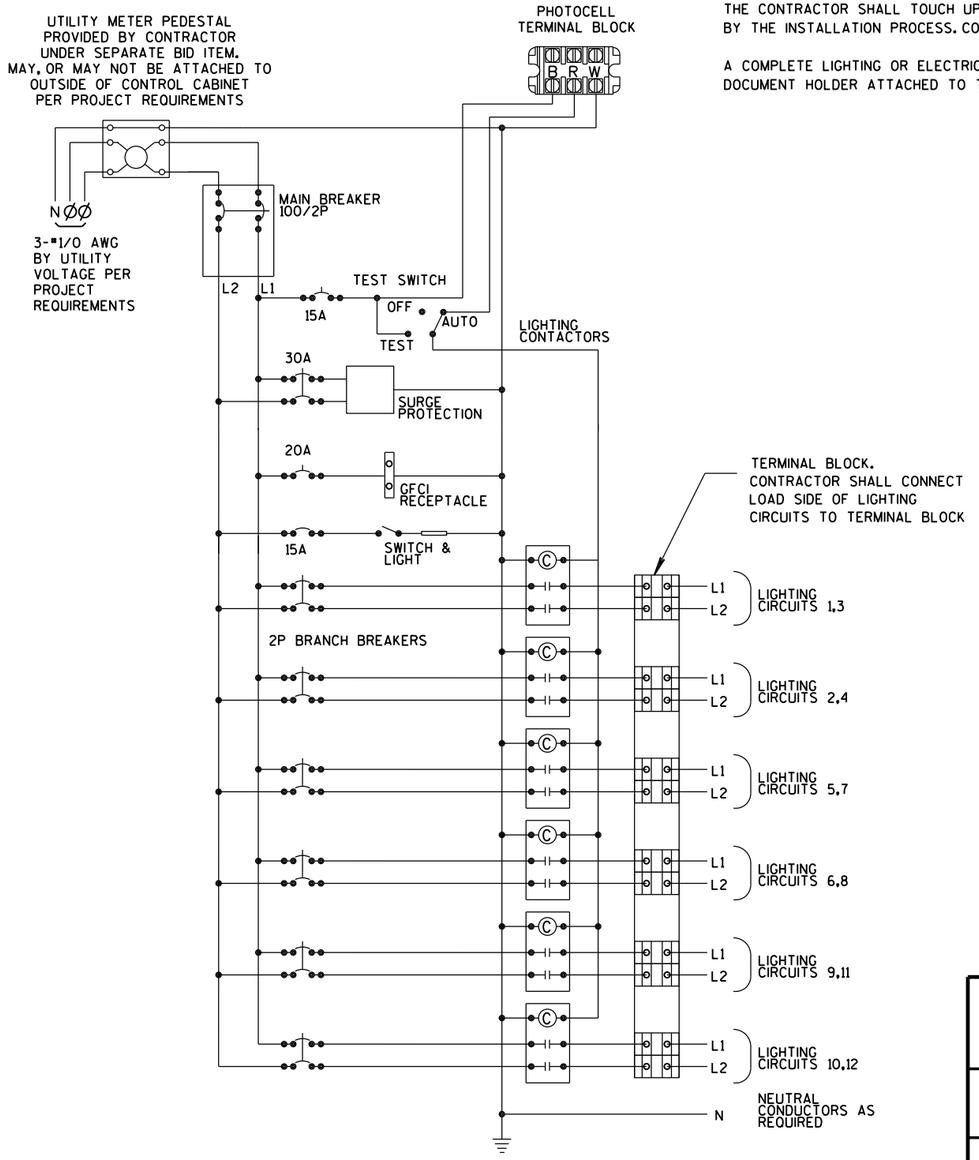


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

LIGHTING CONTROL CABINET 120/240 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINEER
FHWA

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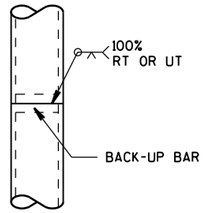
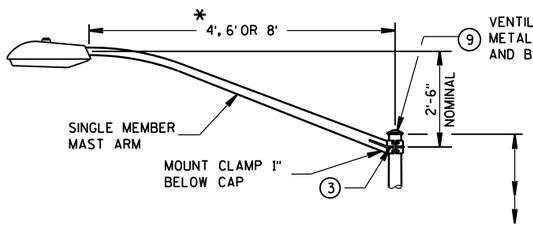
S.D.D. 9 D 4-2

FOR MANUFACTURERS USE ONLY

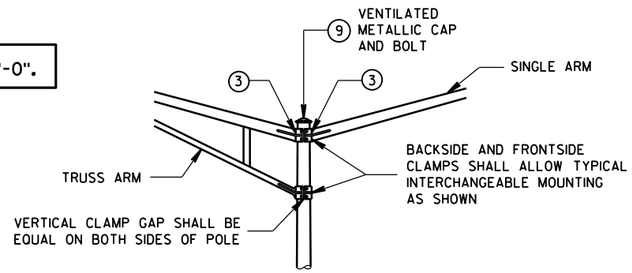
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".





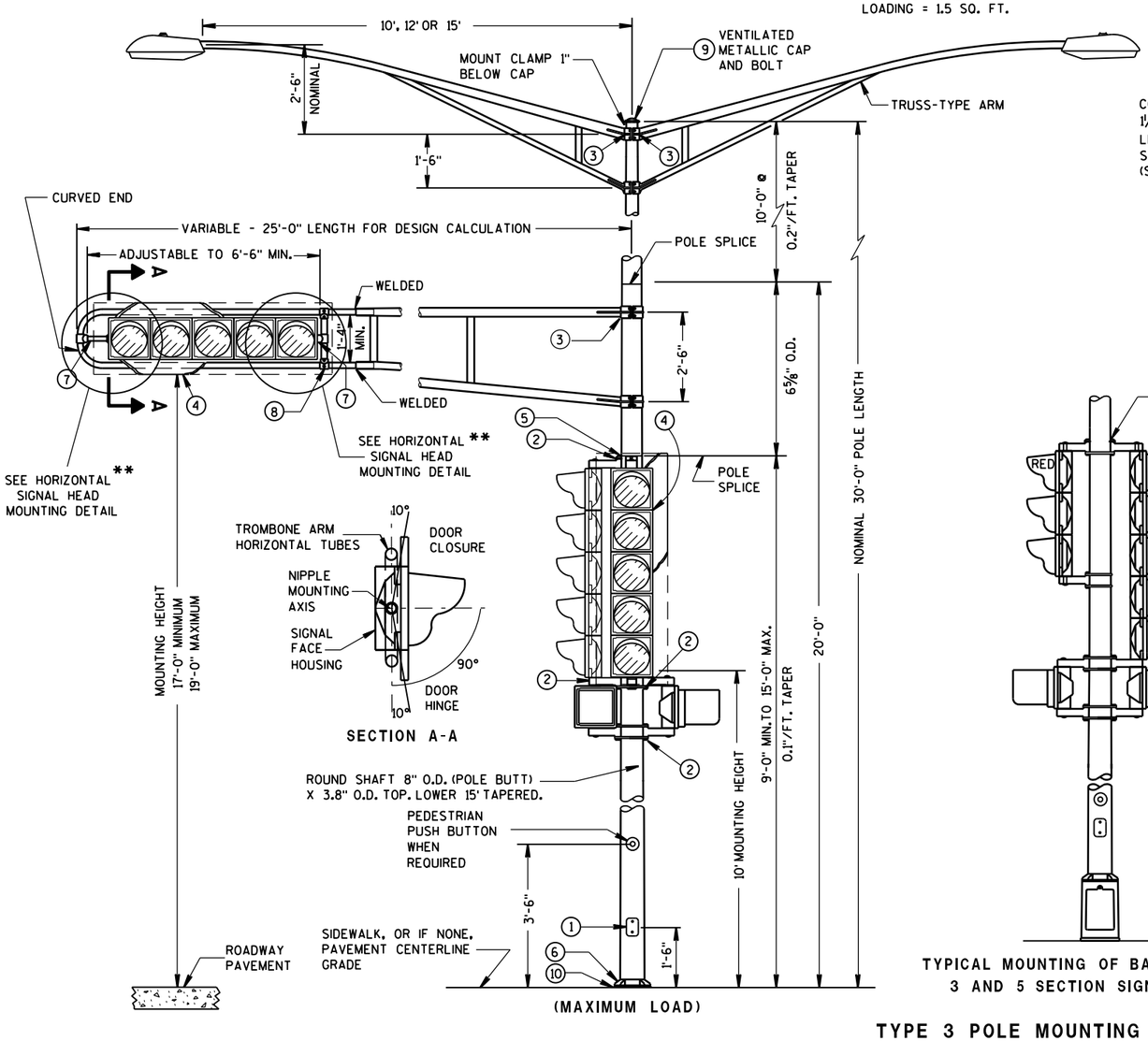
POLE SPLICE DETAIL

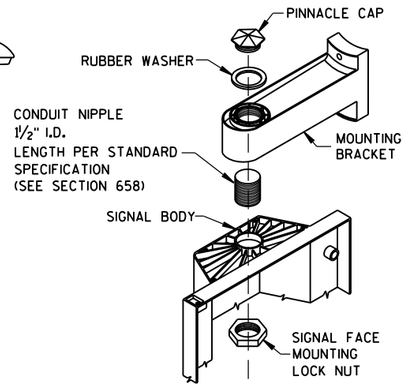


INTERCHANGEABLE MOUNTING DETAIL

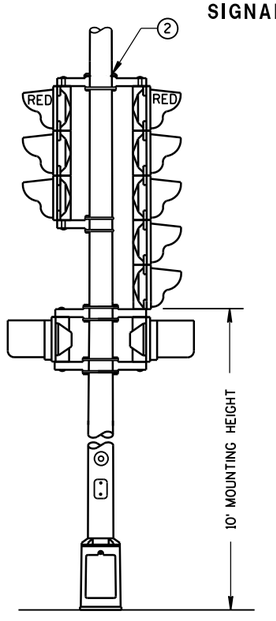
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

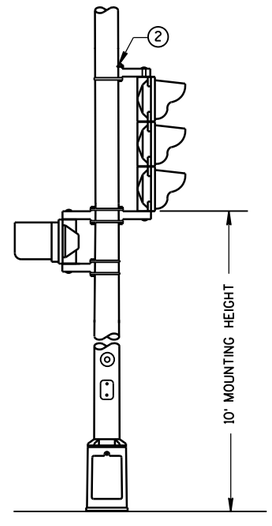




SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK
3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION
SIGNAL FACE

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

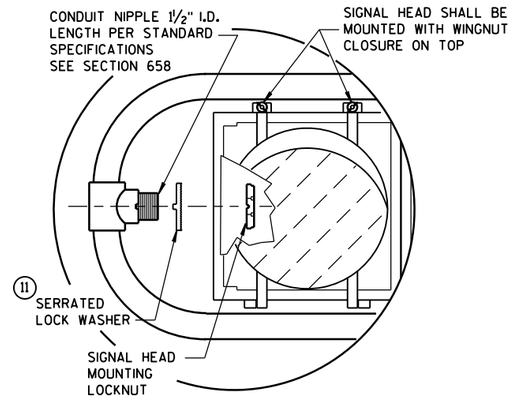
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL**

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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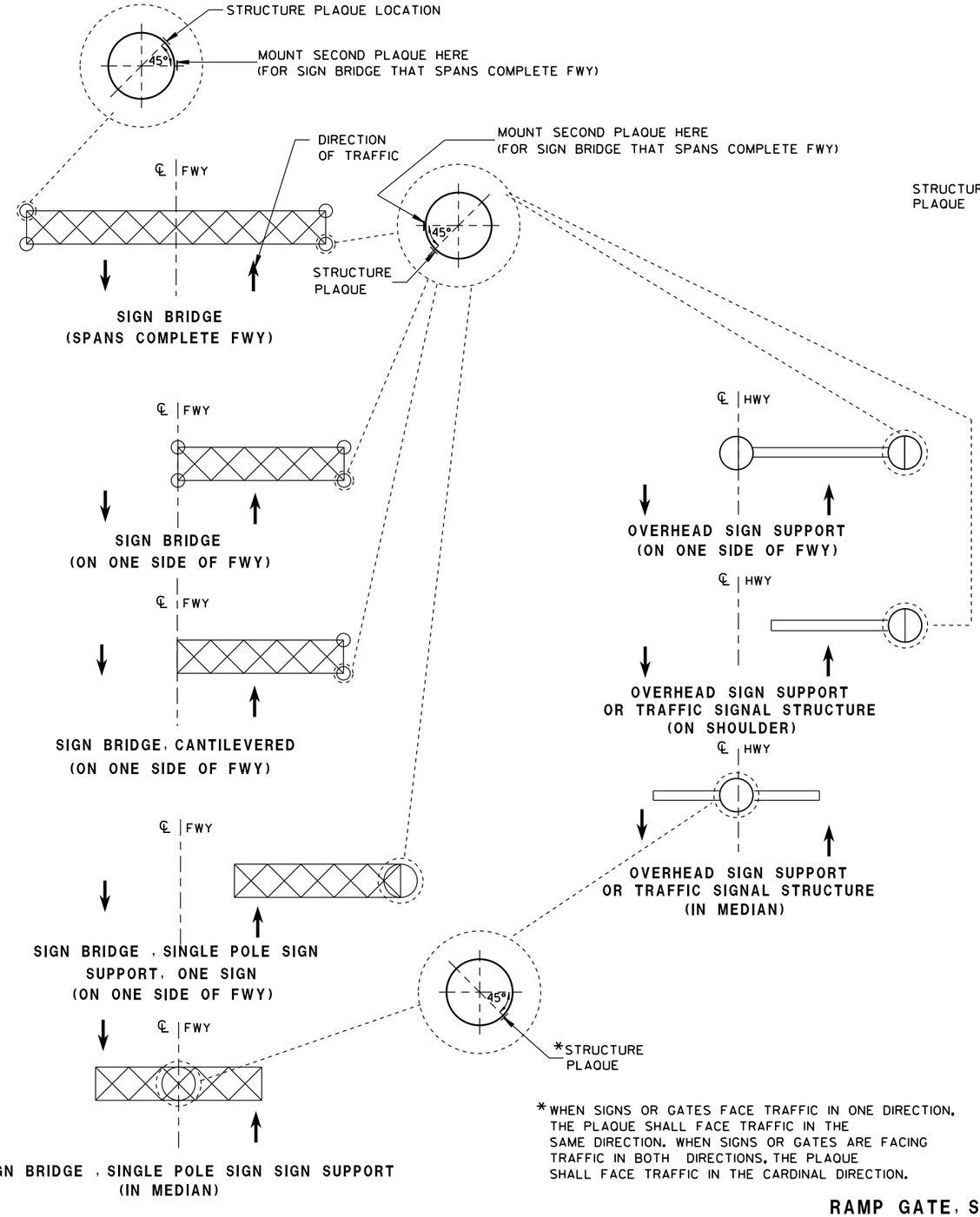
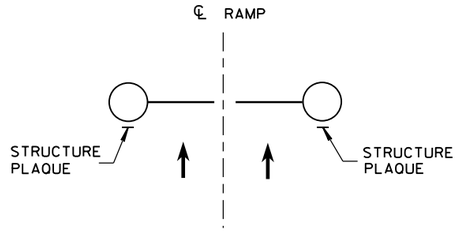
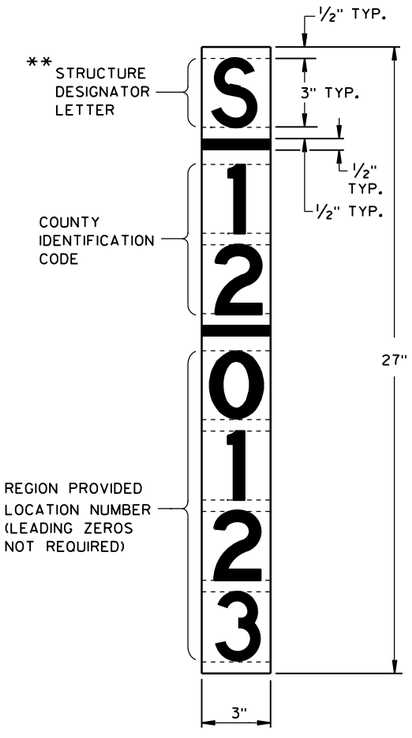


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

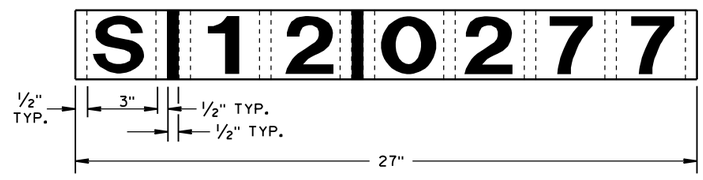
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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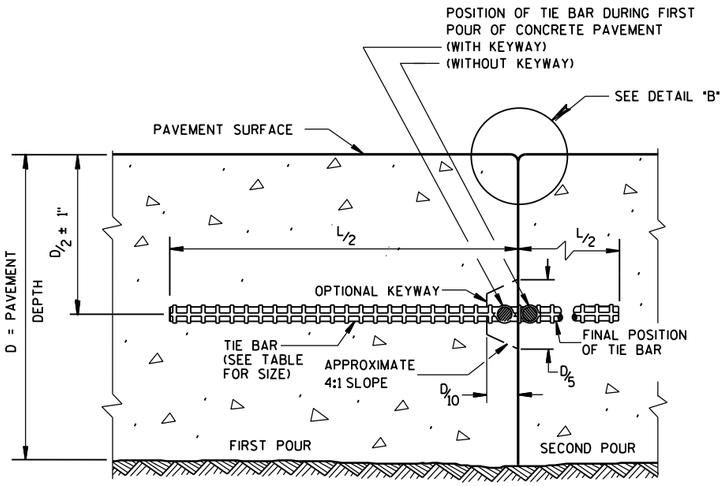
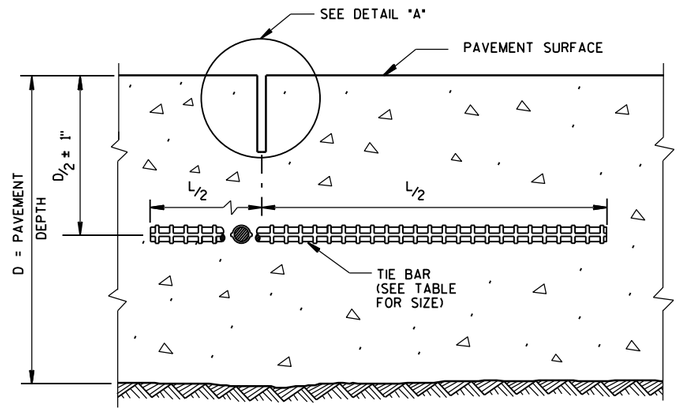
S.D.D. 12 A 4-3



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

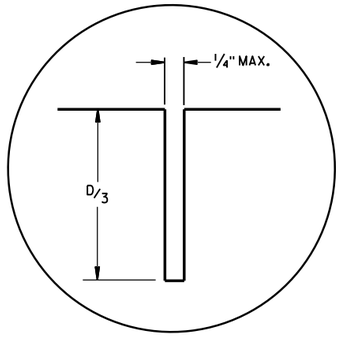
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

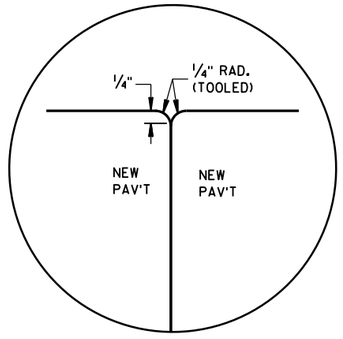
PLAN VIEW

SECTION A-A

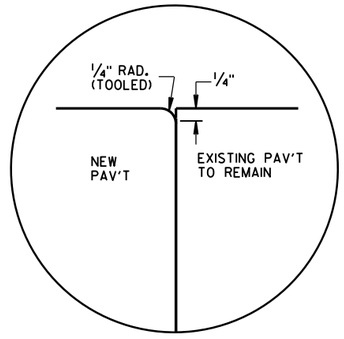
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



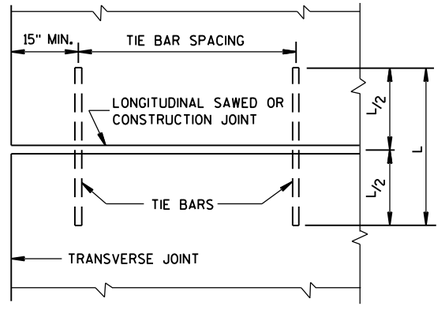
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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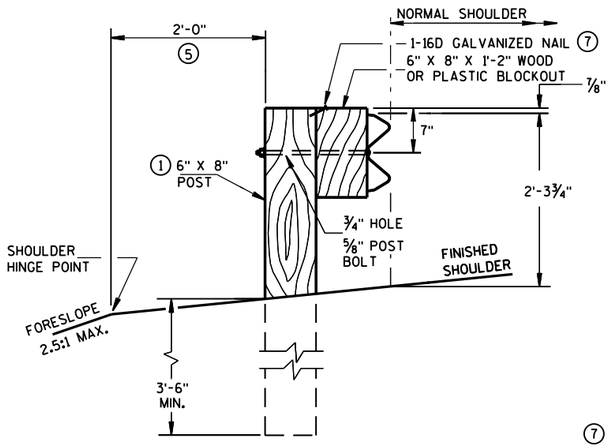
S.D.D. 13 C 1-18

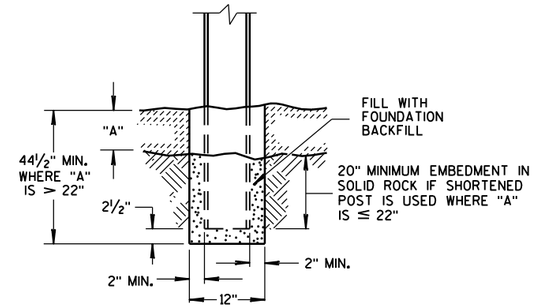
GENERAL NOTES

1. W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.
   DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.
2. USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.
3. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
4. USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.
5. IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).
6. IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.
7. WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

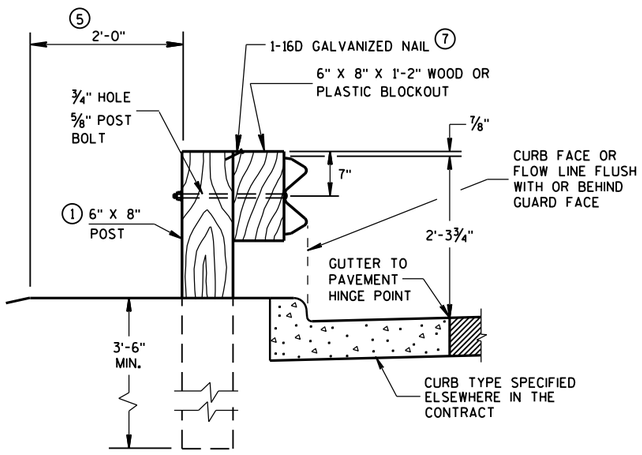
INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



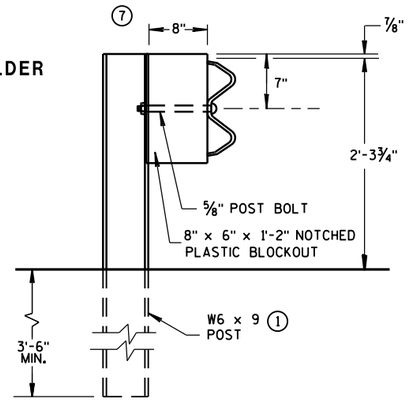
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



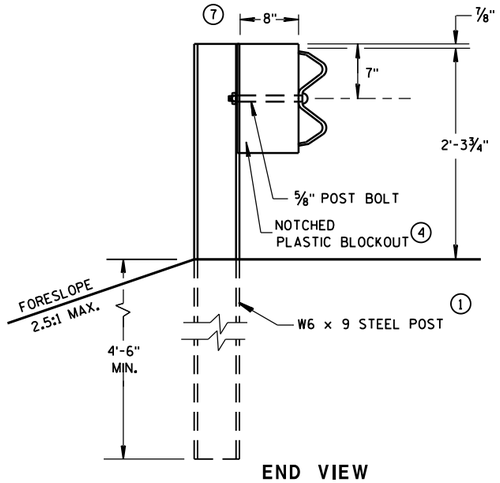
END VIEW
SETTING STEEL OR WOOD POST IN ROCK ⑥



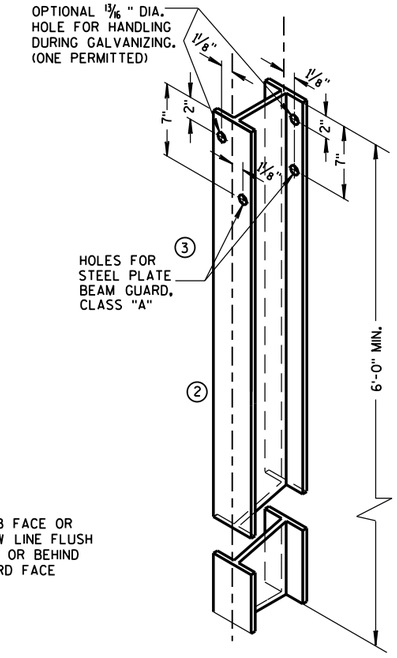
END VIEW
LOCATED ALONG A CURBED ROADWAY



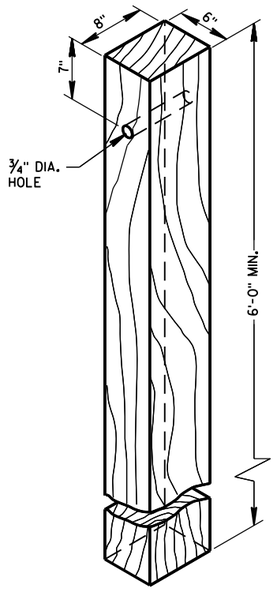
END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



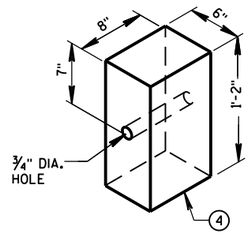
END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)



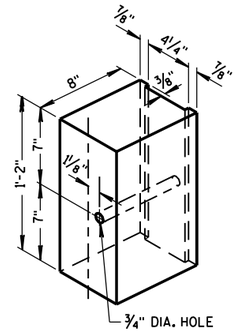
STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) ①
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



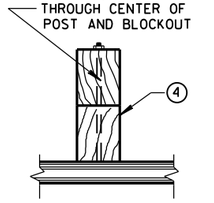
WOOD POST
(6"X8") NOMINAL



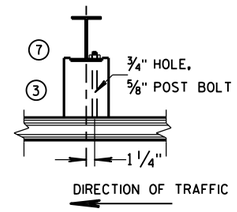
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



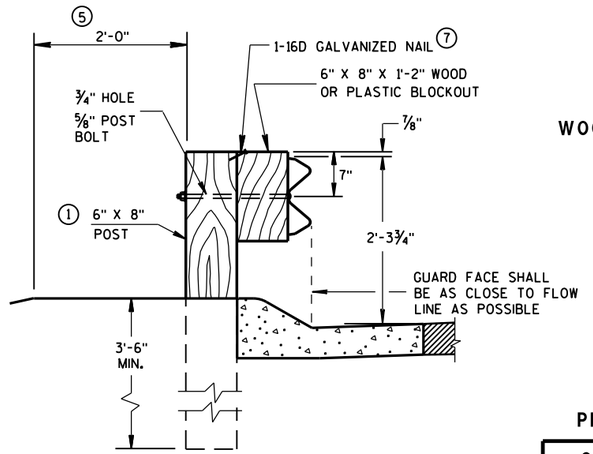
TYPICAL NOTCHED ①
PLASTIC BLOCKOUT
FOR STEEL POSTS



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



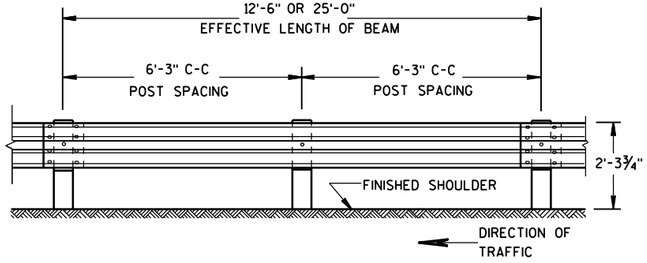
END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 262

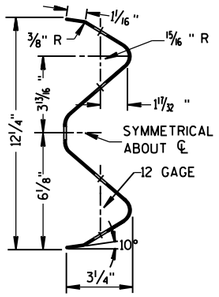
TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

6
S.D.D. 14 B 15-9a

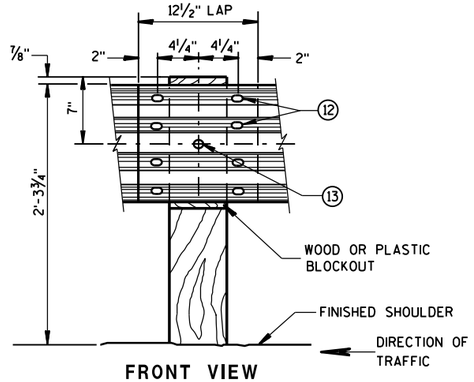


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

GENERAL NOTES

(8) PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

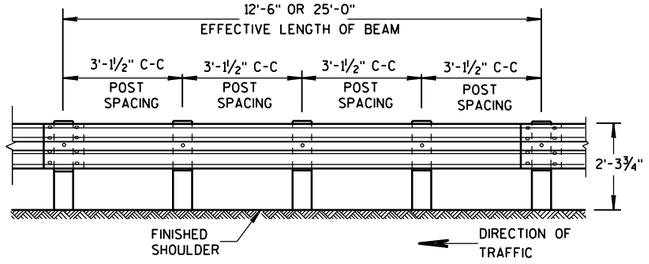
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

(10) REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

(11) PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

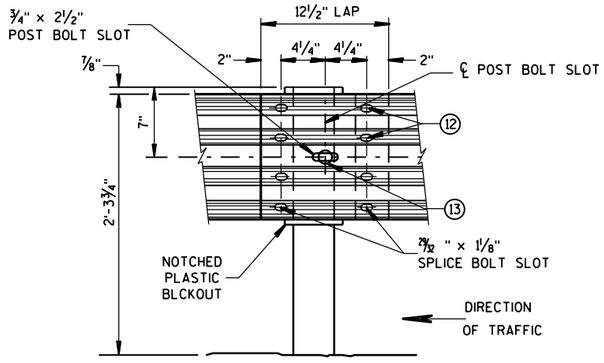
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

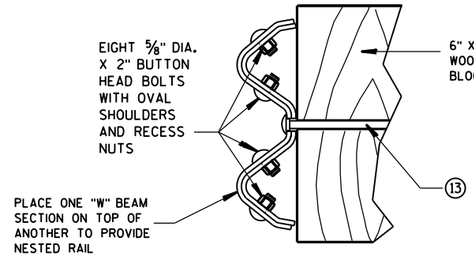
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

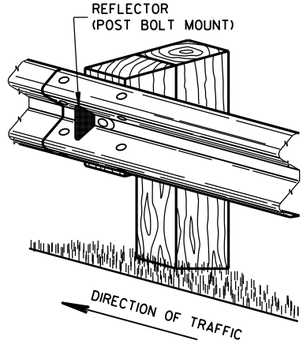


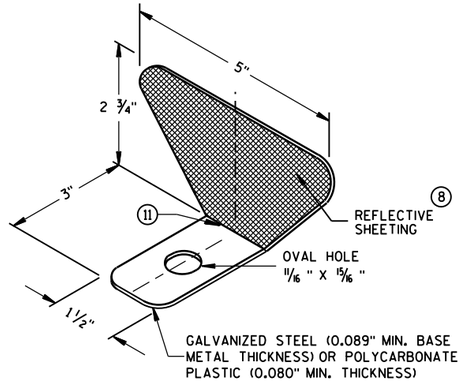
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

REFLECTOR SPACING (9)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (10)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2 (11)	3
	> 200'	100' C-C	2	



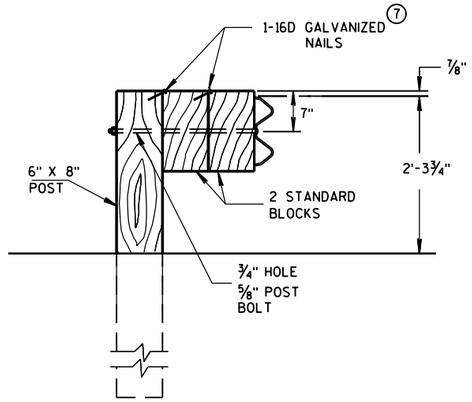


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (8)

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

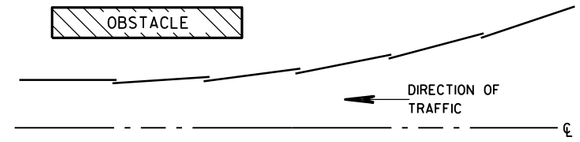
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 15-9b

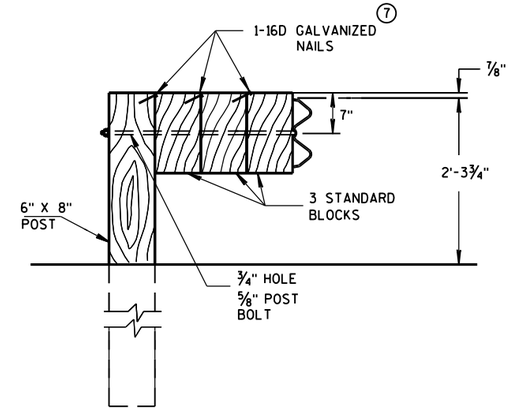


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

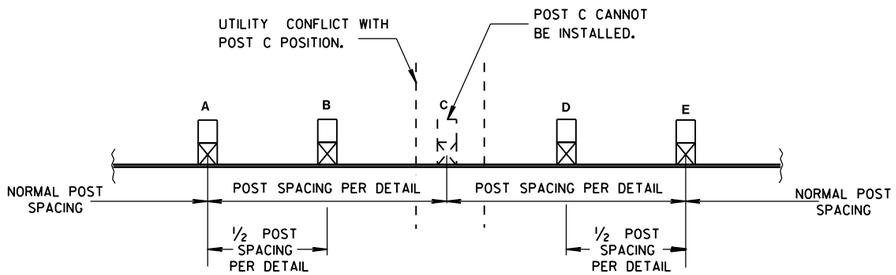


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

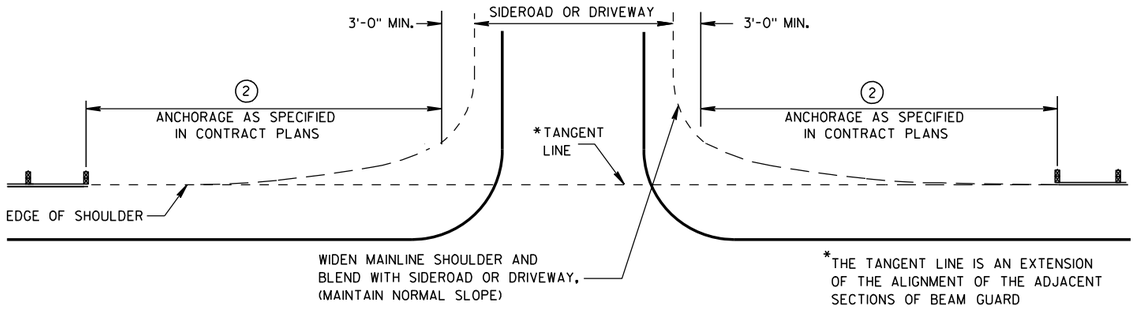
June 2016
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

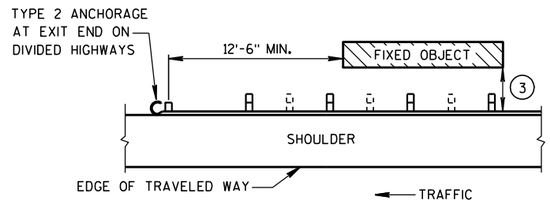
FHWA

6

S.D.D. 14 B 15-9c



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

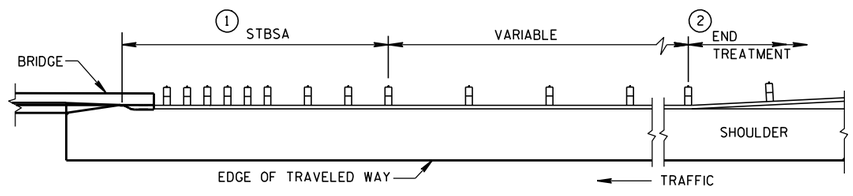
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

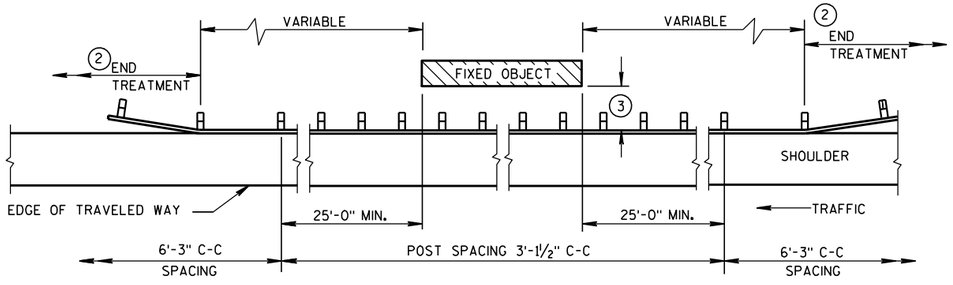
(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

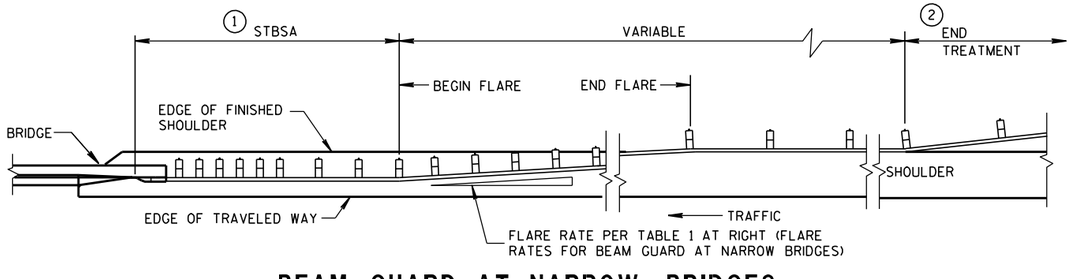


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES
(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

STEEL PLATE BEAM GUARD CLASS "A" AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

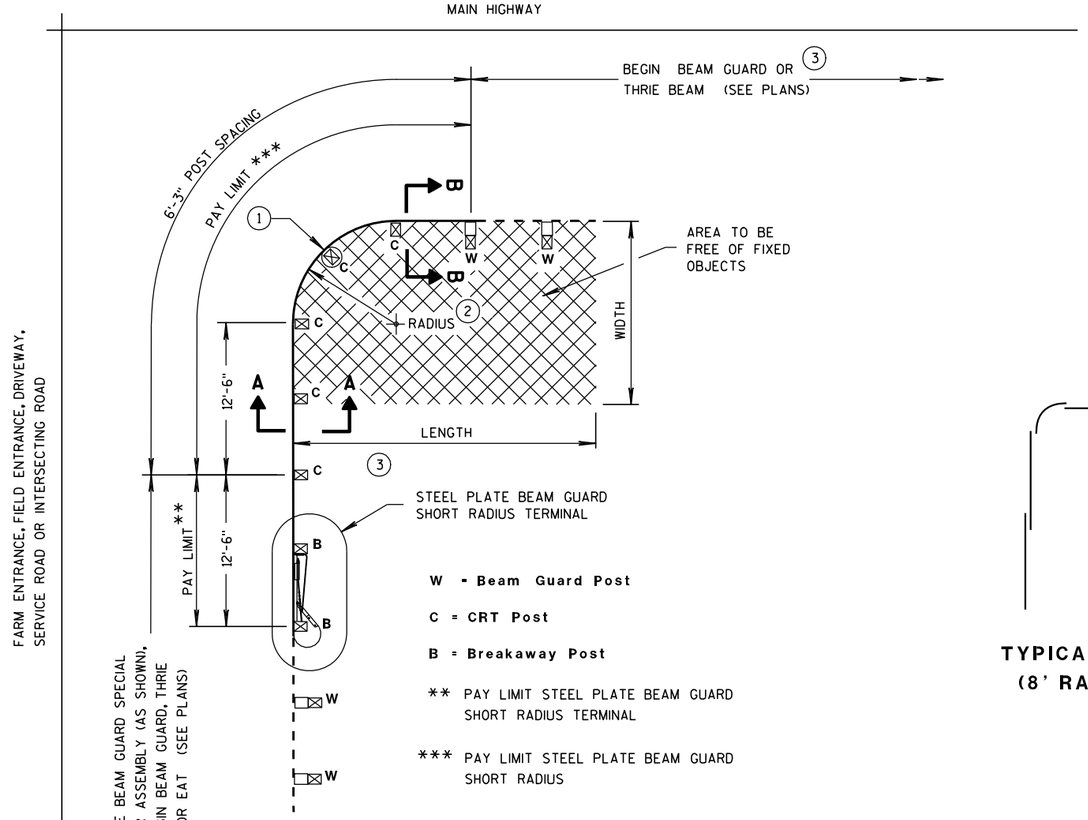
8-21-07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

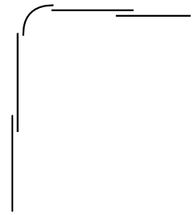
FHWA

6

S.D.D. 14 B 18-6a



TYPICAL LAYOUT
(8' RADIUS SHOWN)



TYPICAL LAP SPLICES
(8' RADIUS SHOWN)

GENERAL NOTES

ALL ANGLES, CHANNELS, AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36 AND THE STRUCTURAL TUBING SHALL CONFORM TO ASTM A 500. WELDING SHALL MEET THE CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI/AWS D1.1. ALL STRUCTURAL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 123. PUNCHING, DRILLING, CUTTING, OR WELDING WILL NOT BE PERMITTED AFTER GALVANIZING. FURNISH AND INSTALL HARDWARE PER STANDARD SPECIFICATION 614.2. UNLESS NOTED OTHERWISE.

SHOP BEND CURVED RAIL SECTIONS.

SEE STANDARD DETAIL DRAWING 14 B 15 FOR OTHER DETAIL.

(1) ON THE 8 FOOT RADIUS INSTALLATION, DO NOT INSTALL BUTTON HEAD BOLT AT CENTER CRT POST.

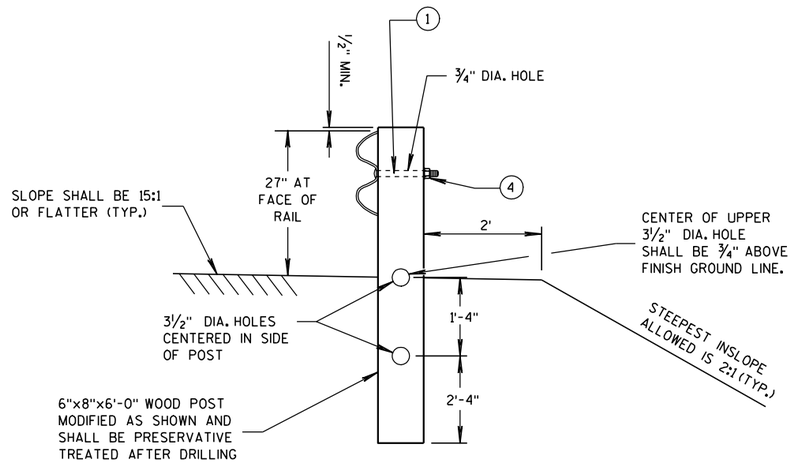
(2) RADIUS FROM 8' - 36'. SEE PLAN.

(3) HEIGHT TRANSITION MAY BE REQUIRED. SEE PLAN OR PROJECT ENGINEER.

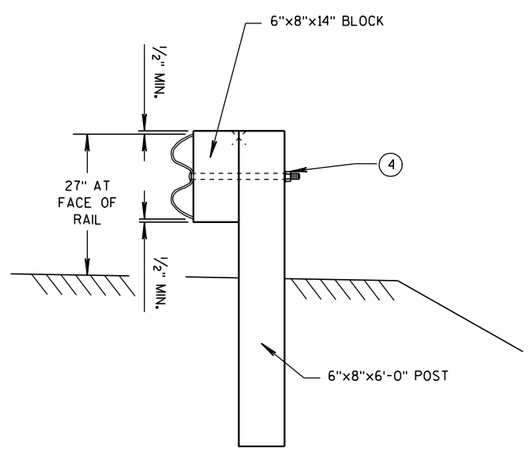
(4) 5/8" ø X 1'-6" BUTTON HEAD BOLT AND RECESS NUT WITH ROUND WASHER UNDER NUT.

RADIUS	NUMBER OF CRT POSTS	*NUMBER AND LENGTH OF CURVED RAILS	REQUIRED AREA FREE OF FIXED OBJECTS (LENGTH x WIDTH)
8'	5	1 at 12.5'	25' x 15'
16'	7	1 at 25'	30' x 15'
24'	9	1 at 25' and 1 at 12.5'	40' x 20'
32'	11	2 at 25'	50' x 20'

* THE NUMBER OF RAILS IS BASED ON A 90° INTERSECTION. SEE PLAN FOR NON 90° INSTALLATIONS.



SECTION A-A
(CRT POST)

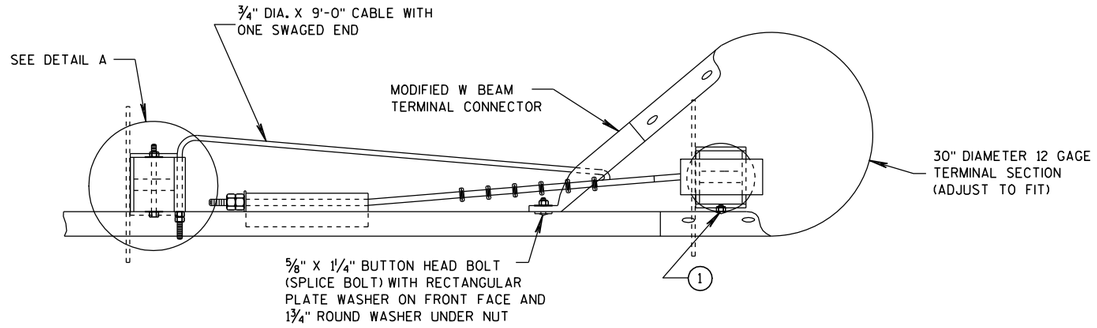


SECTION B-B
(BEAM GUARD POST)

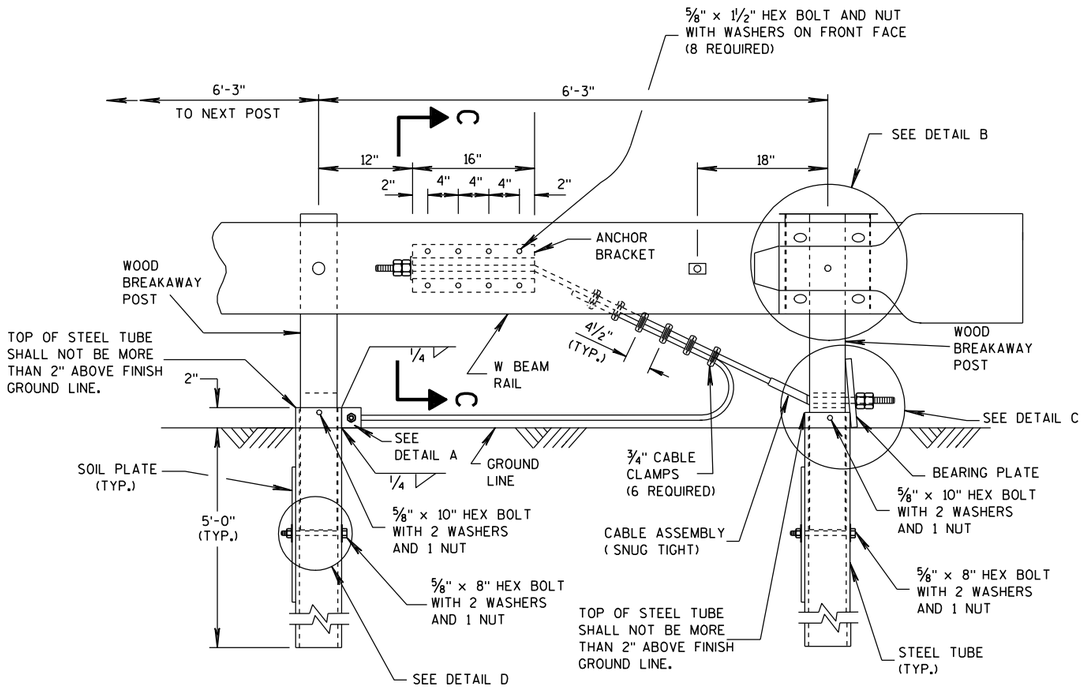
STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 27-1a



PLAN VIEW



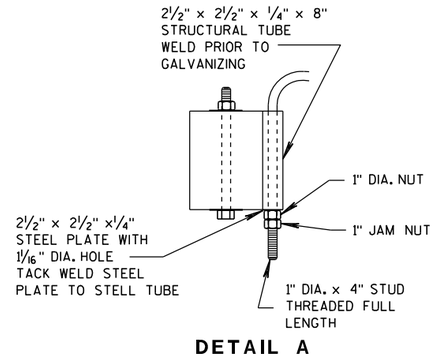
ELEVATION VIEW

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

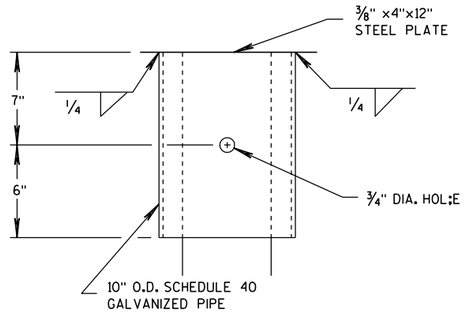
GENERAL NOTES

(1) ATTACH W BEAM RAIL TO THE STEEL PIPE WITH A ⅝" X 2" BUTTON HEAD BOLT WITH NO WASHER. CONNECTION TO THE POST IS NOT REQUIRED.

INSTALL GALVANIZED ¾" (6X19) PREFORMED WIRE OR INDEPENDENT WIRE ROPE CORE CONFORMING TO AASHTO M 30. MANUFACTURE WIRE ROPE OUT OF IMPROVED PLOW STEEL WITH A MINIMUM BREAKING STRENGTH OF 42,800 PSI.



DETAIL A



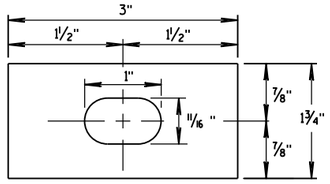
DETAIL B

(BEAM GUARD AND TERMINAL SECTION NOT SHOWN)

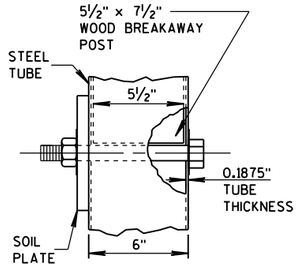
STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

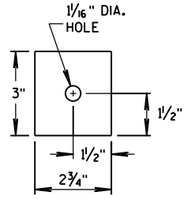
6
S.D.D. 14 B 27-1b



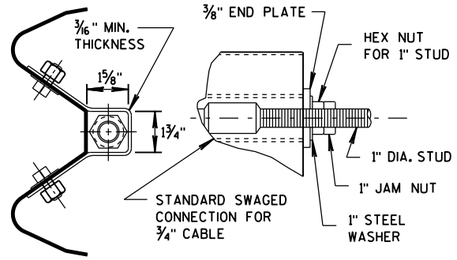
RECTANGULAR PLATE WASHER



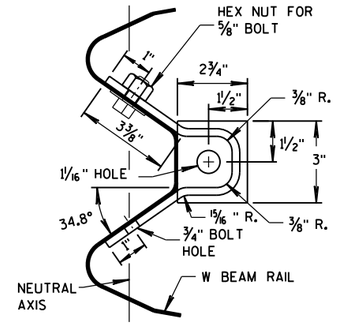
DETAIL D



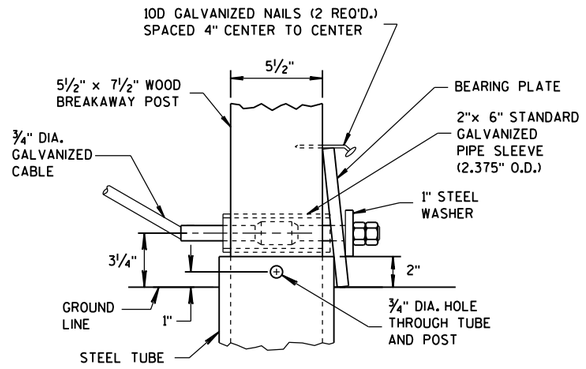
END PLATE



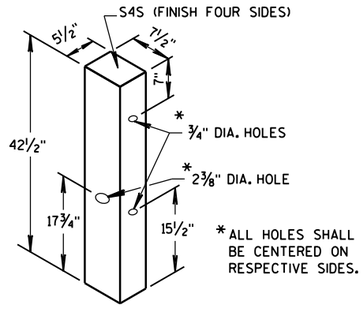
SECTION C-C
(END PLATE REMOVED)



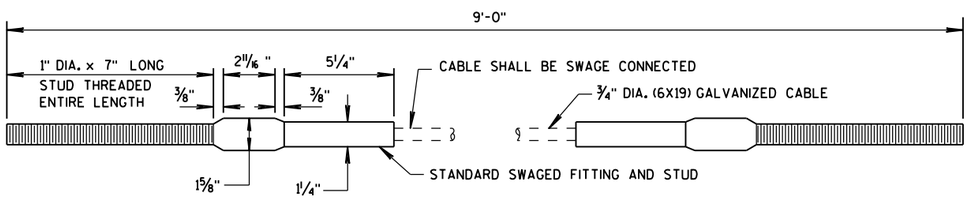
ANCHOR BRACKET



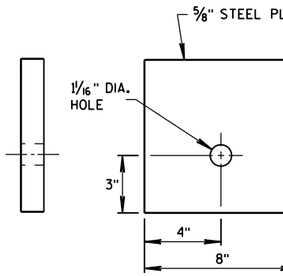
DETAIL C



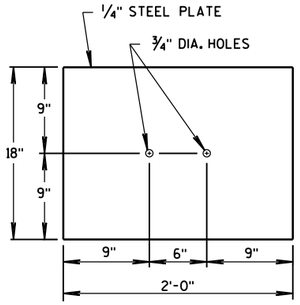
WOOD BREAKAWAY POST



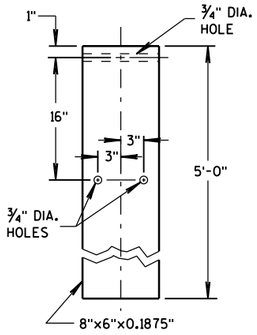
CABLE ASSEMBLY



BEARING PLATE



SOIL PLATE



STEEL TUBE

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

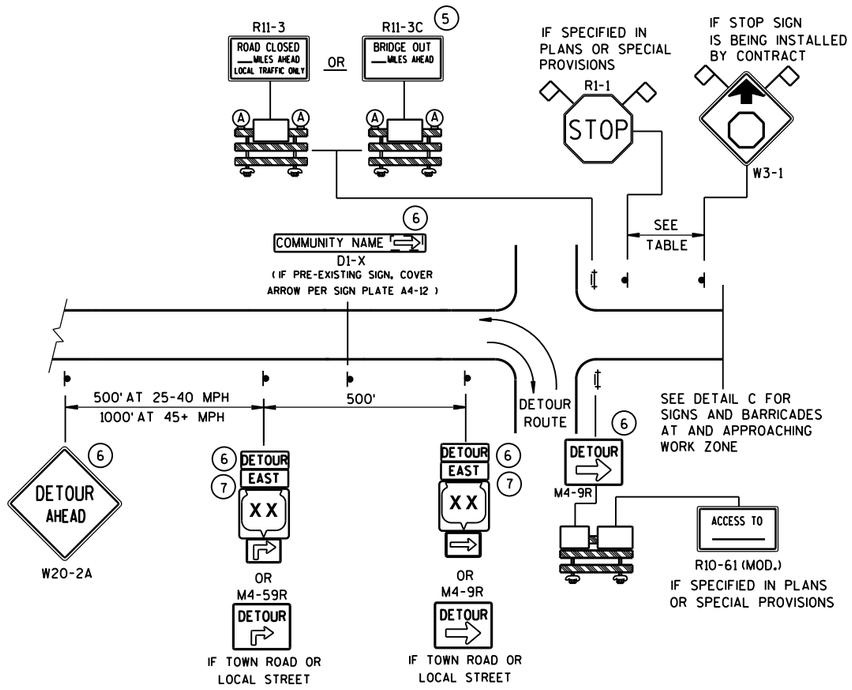
APPROVED
12/18/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 27-1c

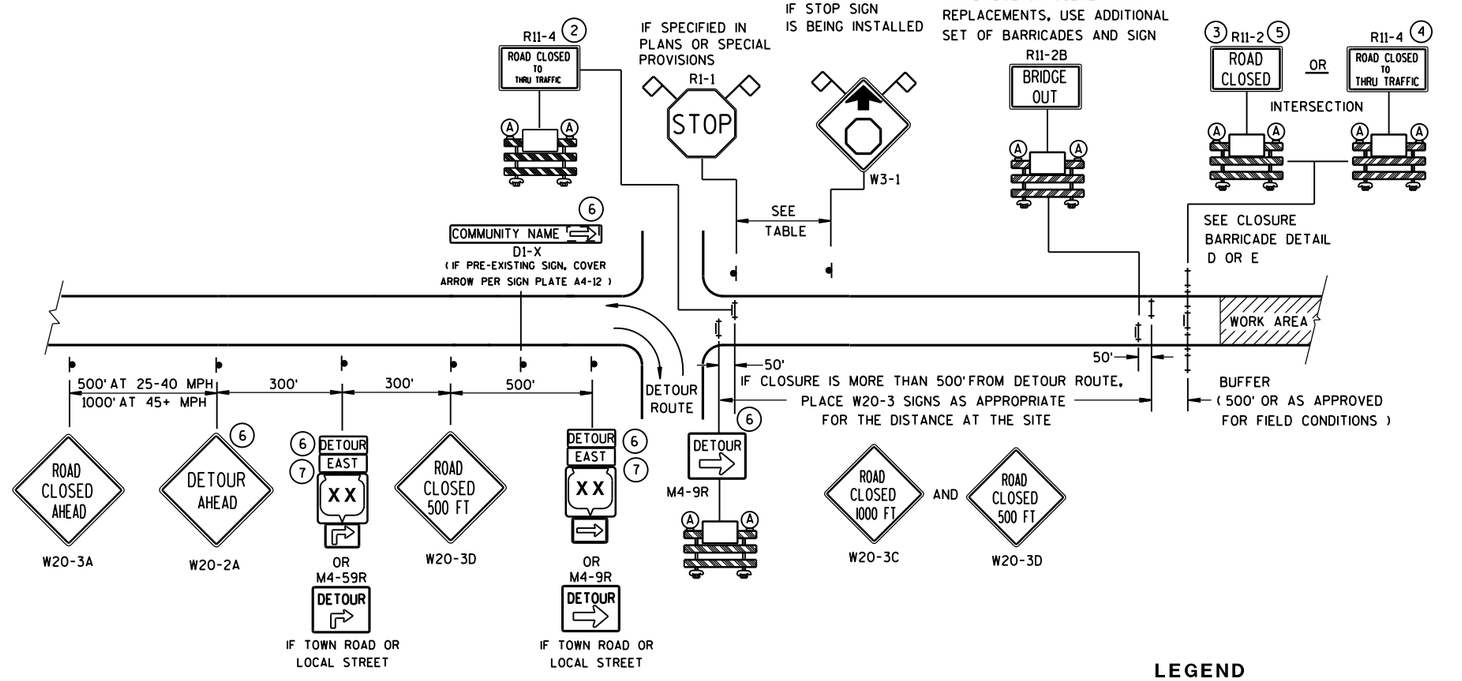
6

S.D.D. 14 B 27-1c



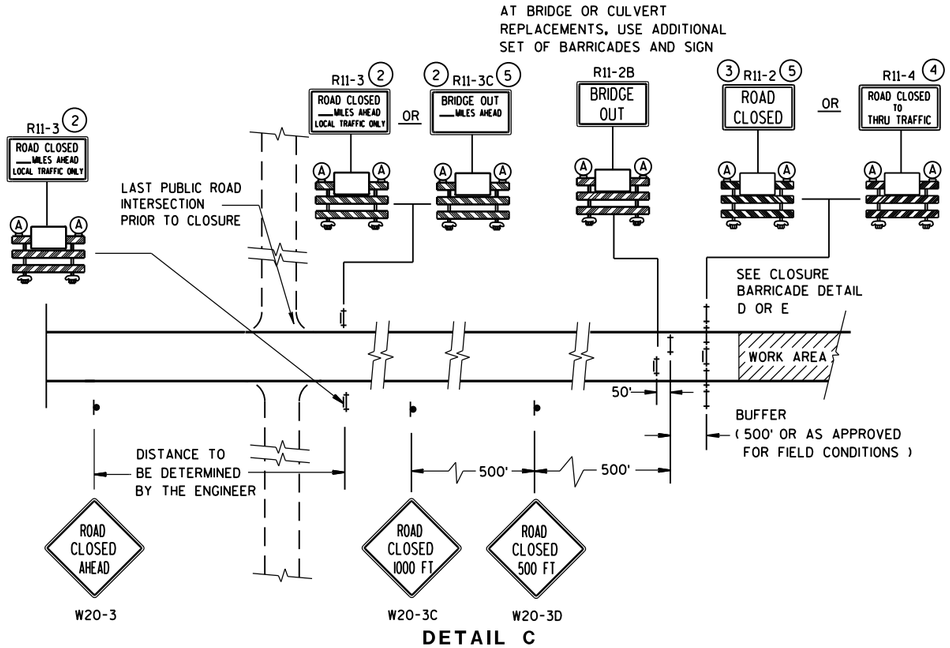
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

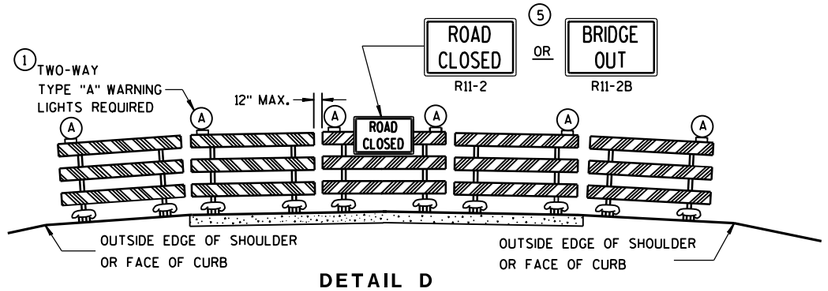
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

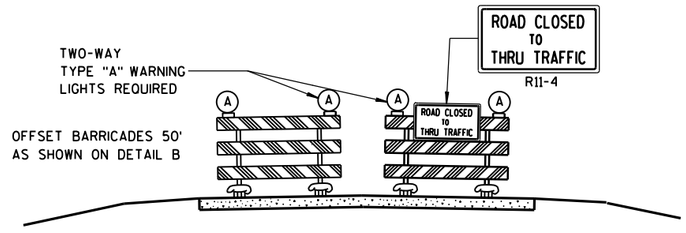
S.D.D. 15 C 2-6a



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

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

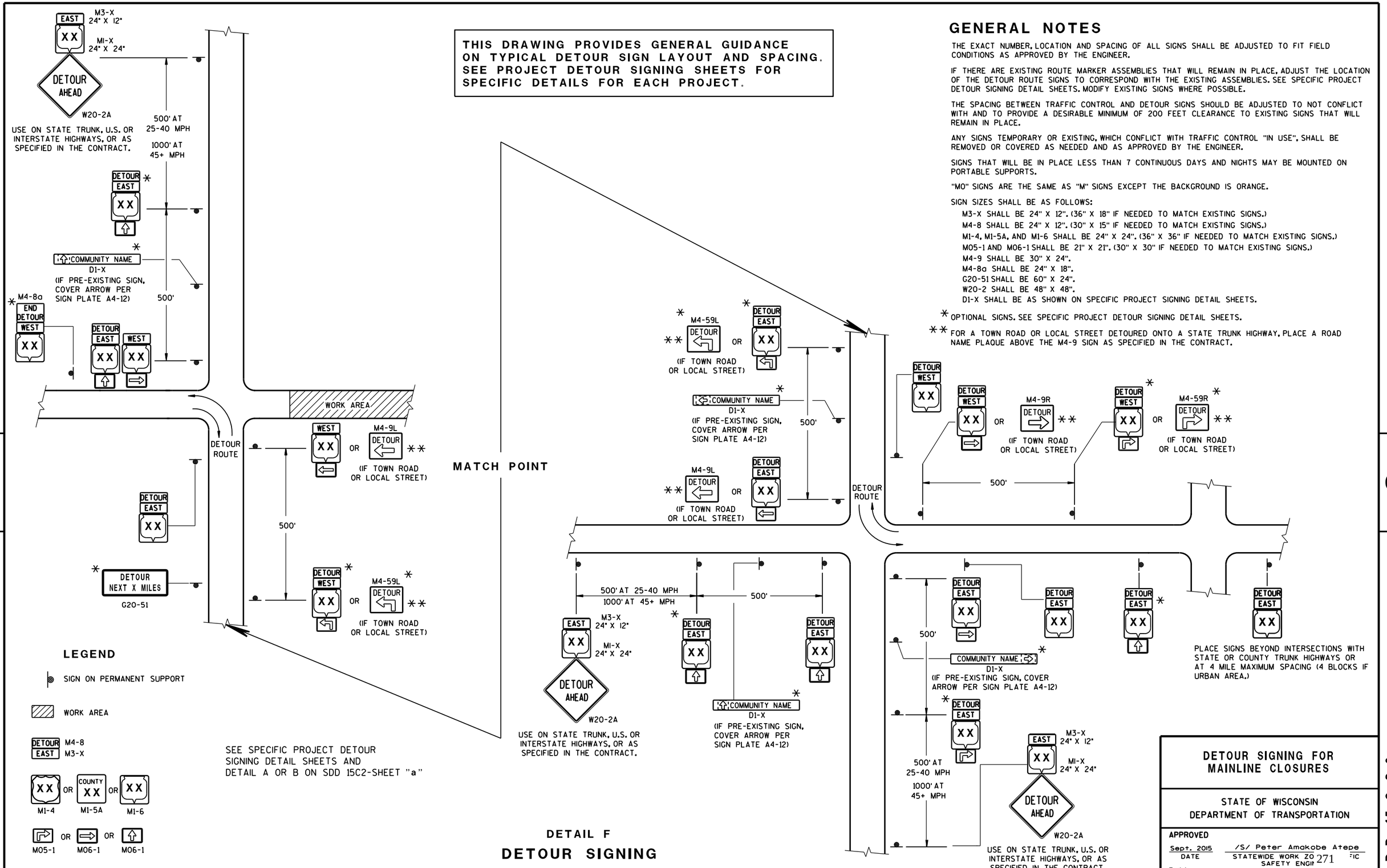
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- M05-1 OR M06-1 OR M06-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

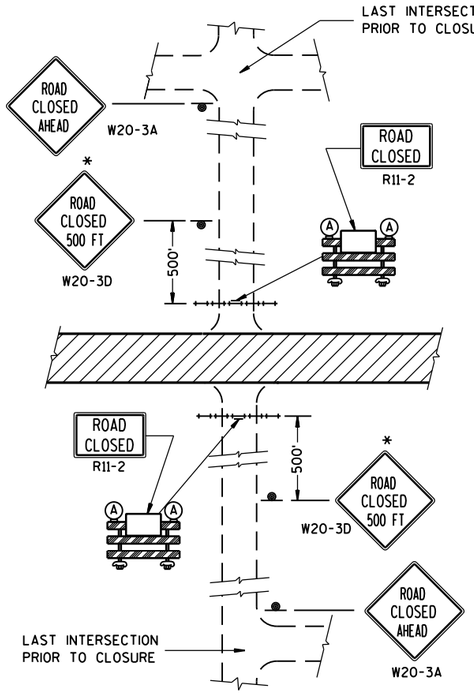
Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI...

FHWA

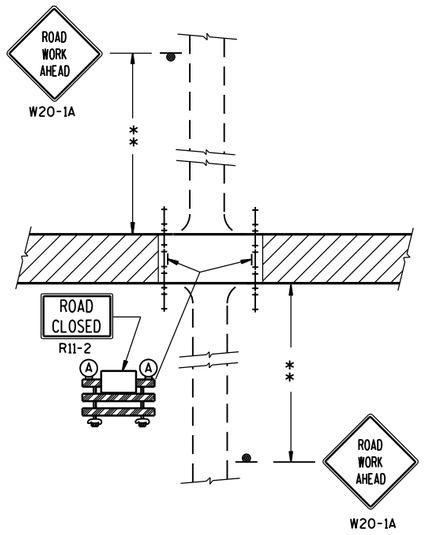
S.D.D. 15 C 2-6c

S.D.D. 15 C 2-6c



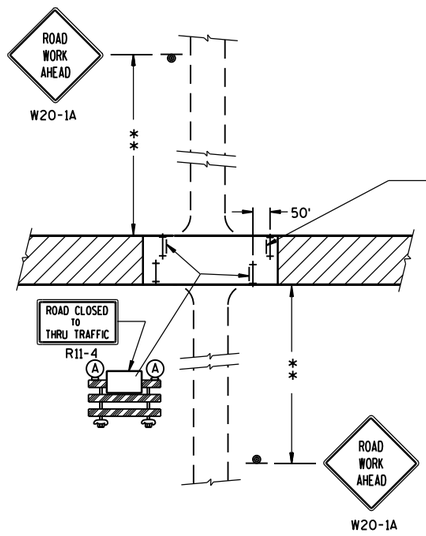
DETAIL 1

(NO ACCESS TO PROJECT)



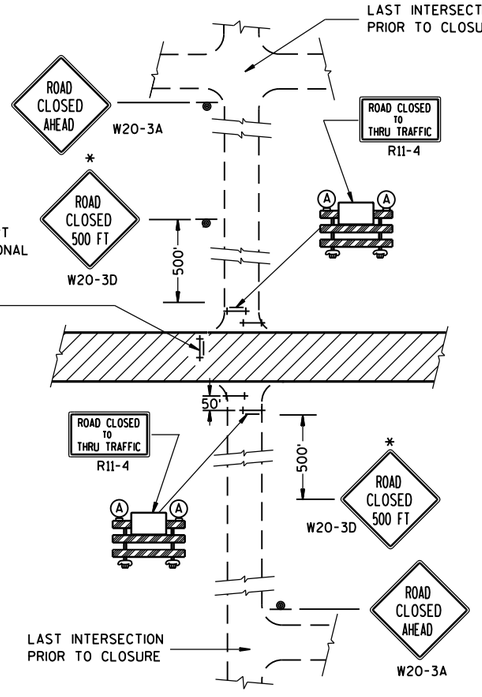
DETAIL 2

(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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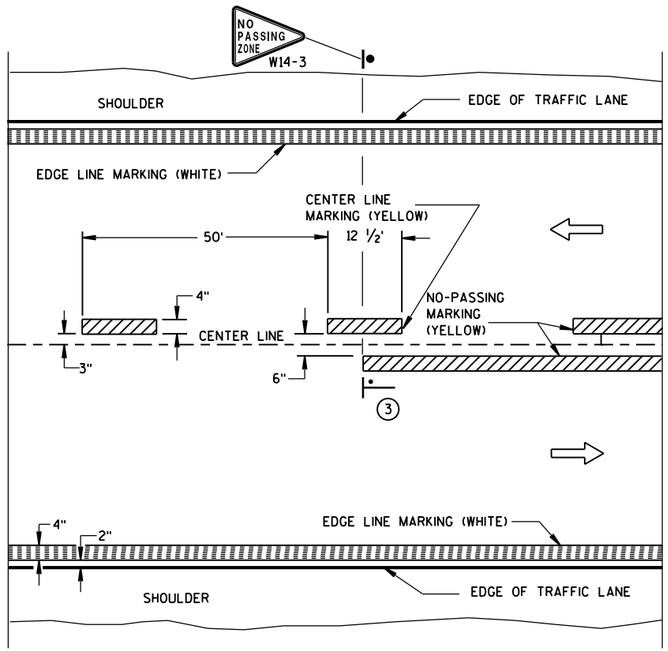
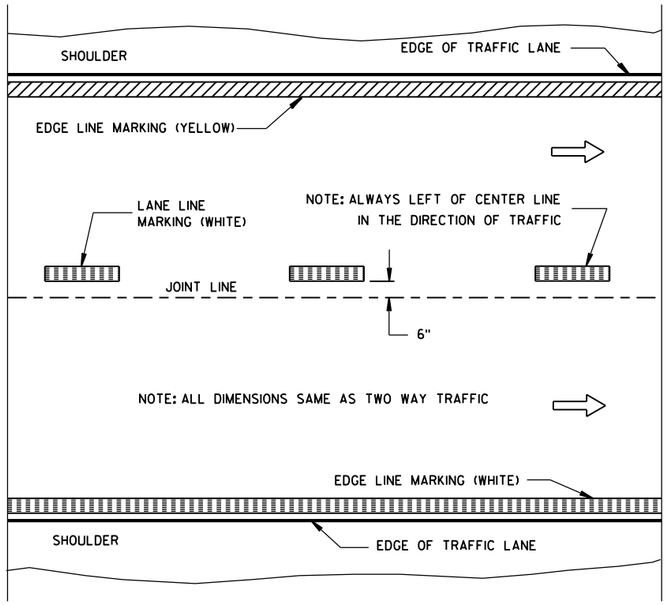
S.D.D. 15 C 3-3

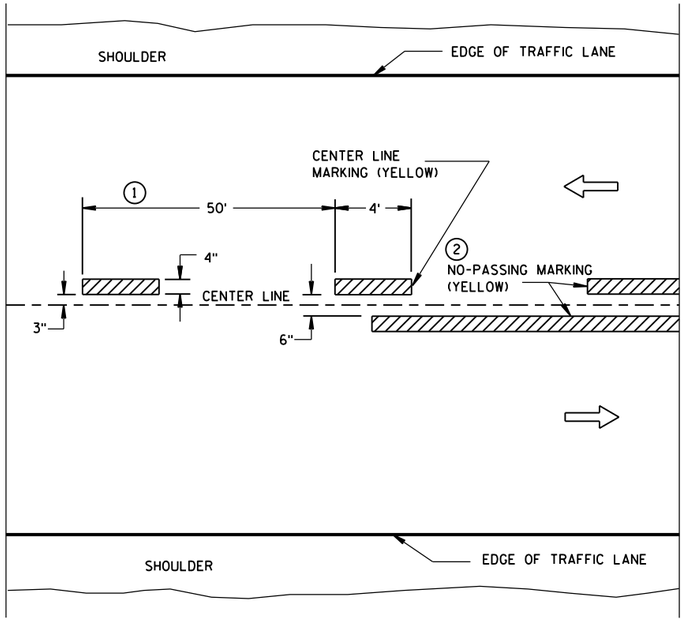


TWO WAY TRAFFIC

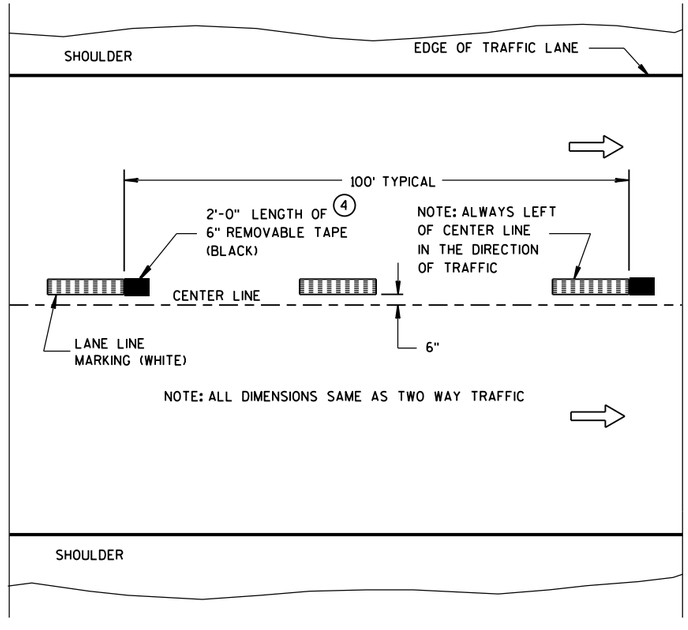


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

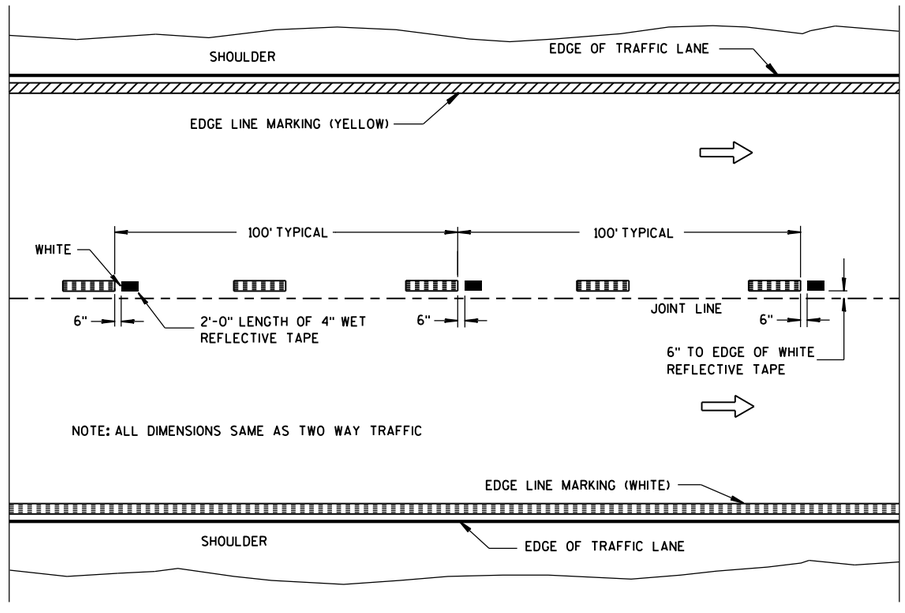
GENERAL NOTES

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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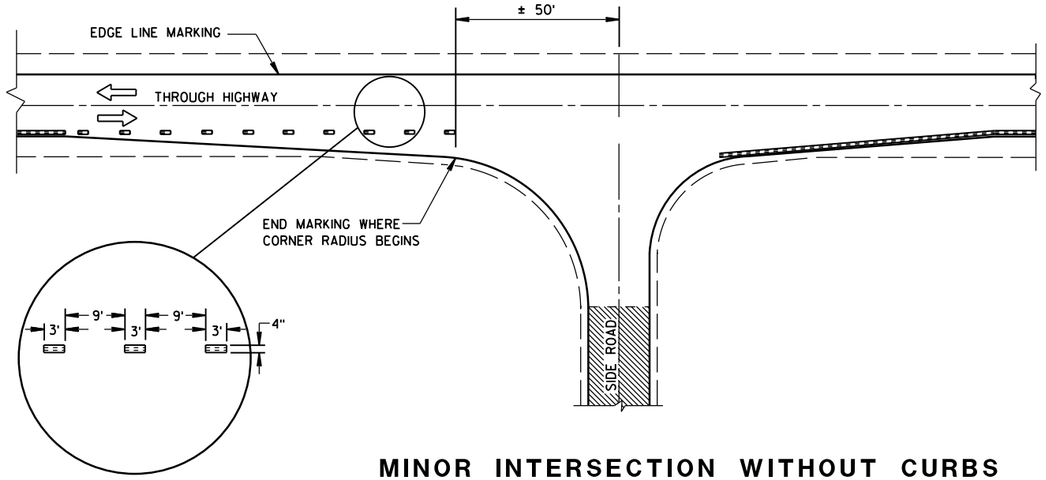
S.D.D. 15 C 8-16a



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.

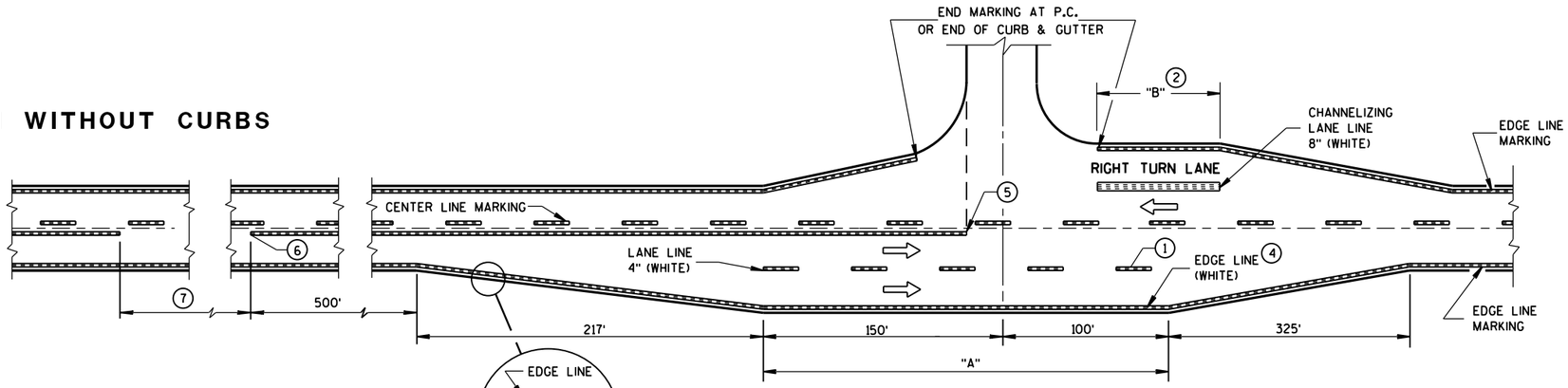
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

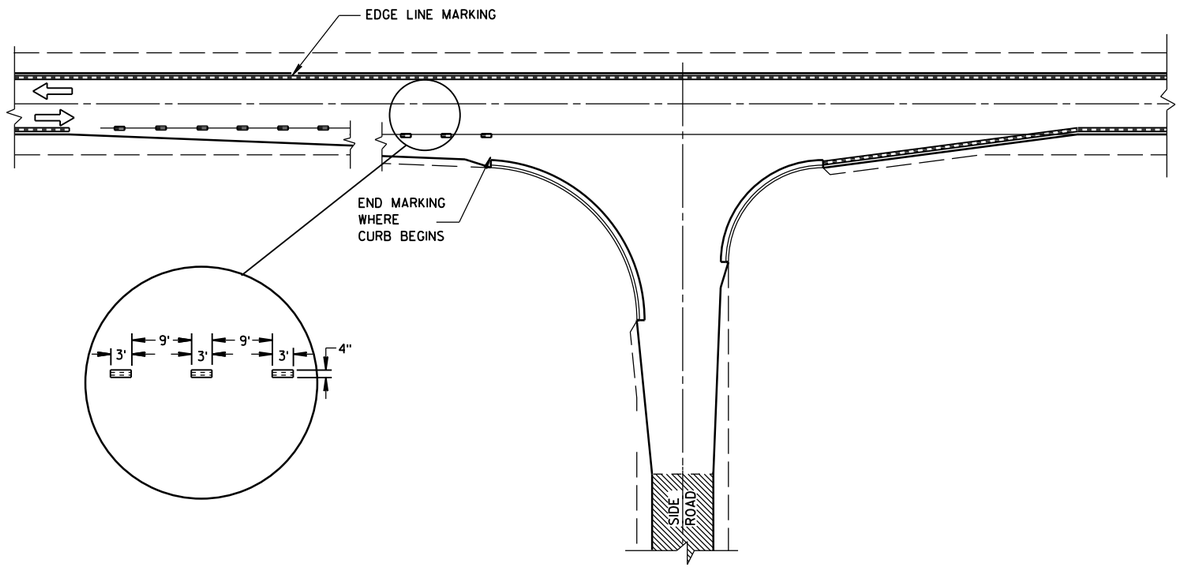
(7)

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



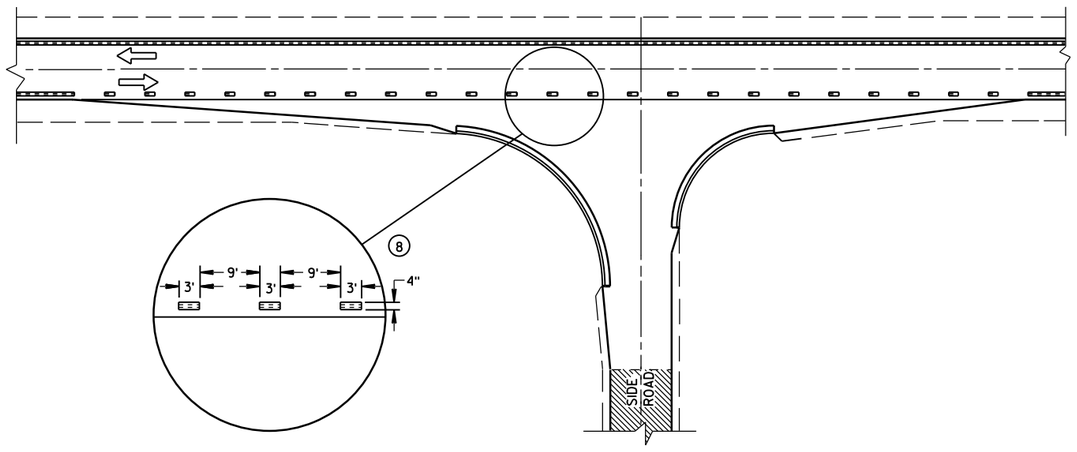
MAJOR INTERSECTIONS

(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 TRANSPO

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S.D.D. 15 C 8-16b

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S.D.D. 15 C 8-16b

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.

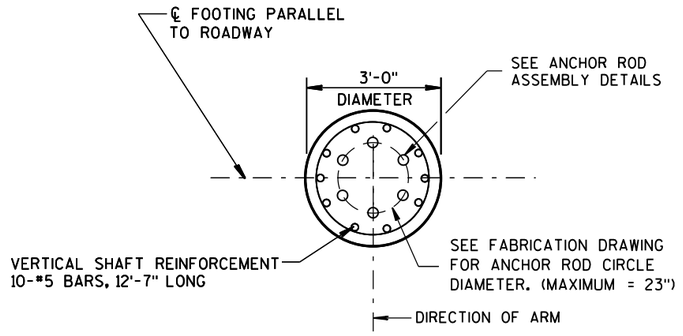
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

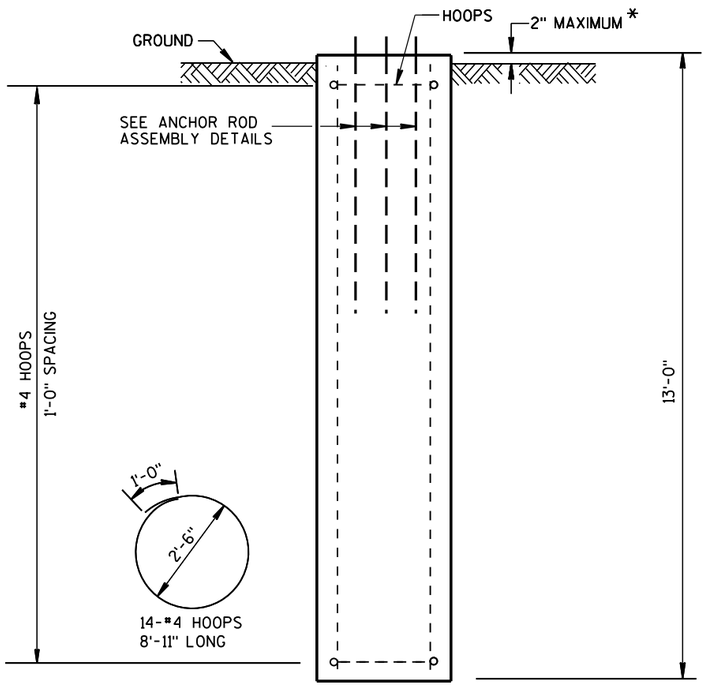
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

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.

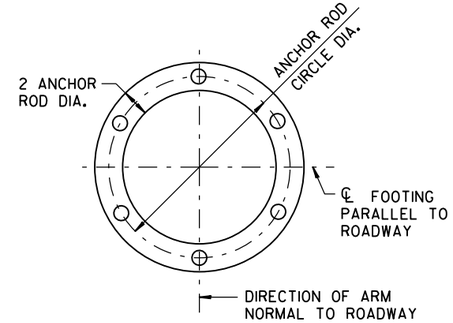
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



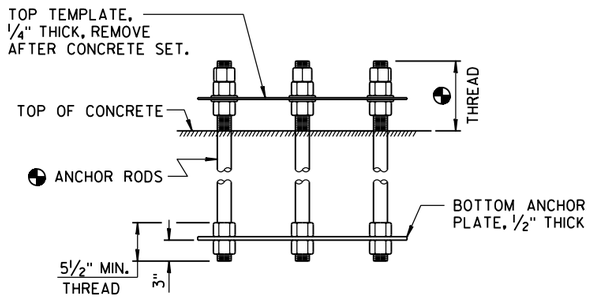
PLAN VIEW



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
FHWA

/S/ Vu Thao
WIND LOADED STRU PROGRAM LEAD

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S.D.D. 15 C 24-4

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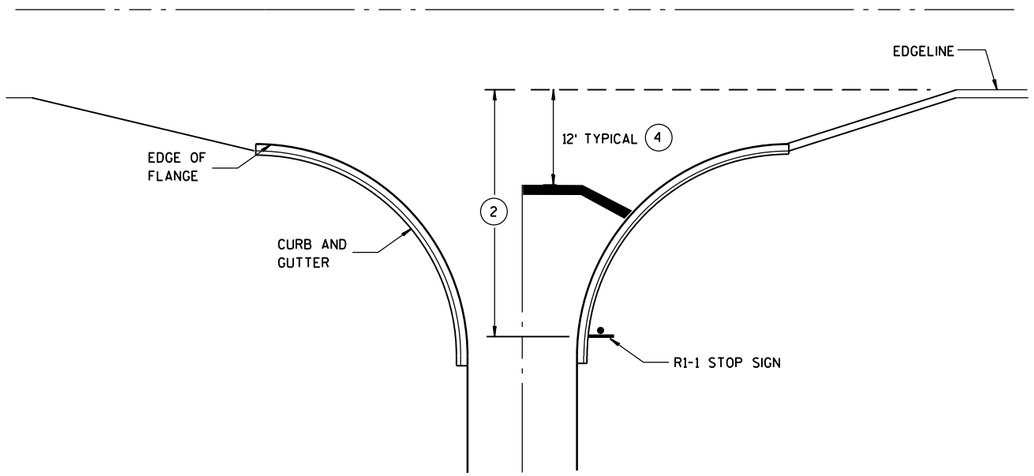
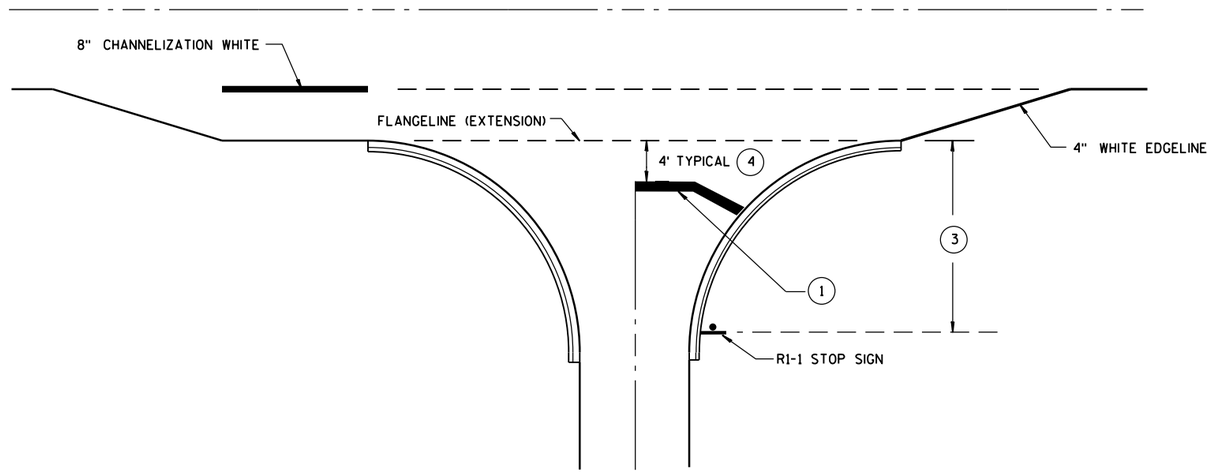
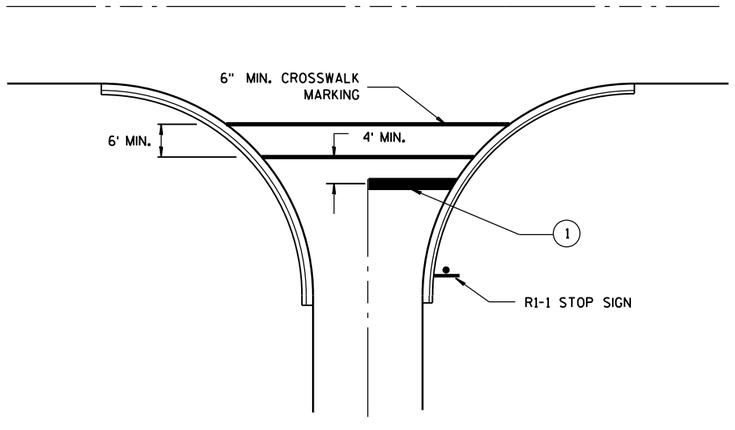
S.D.D. 15 C 24-4



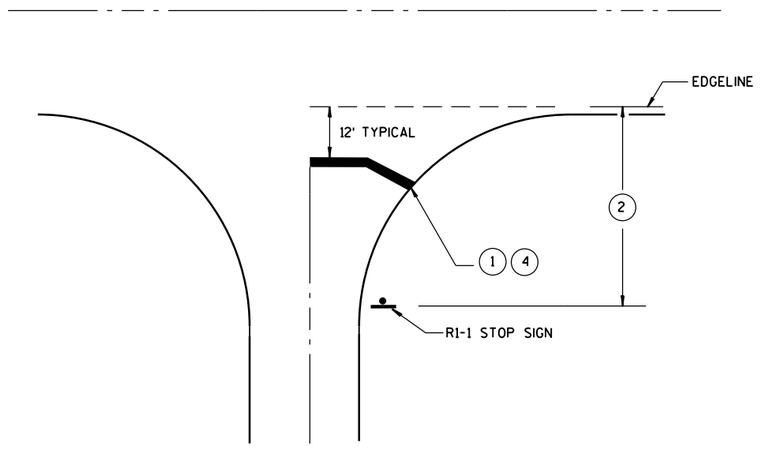
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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[illegible]NEER

FHWA

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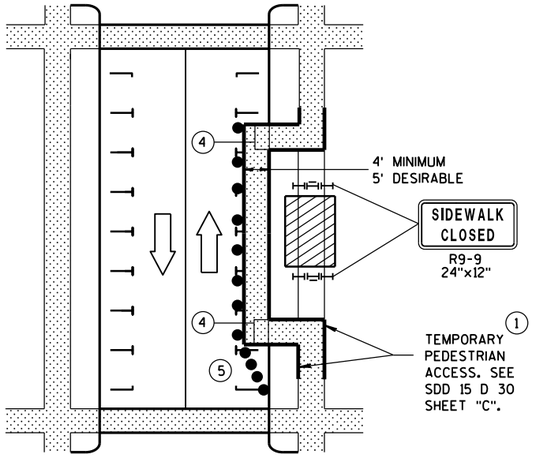
S.D.D. 15 C 33-2

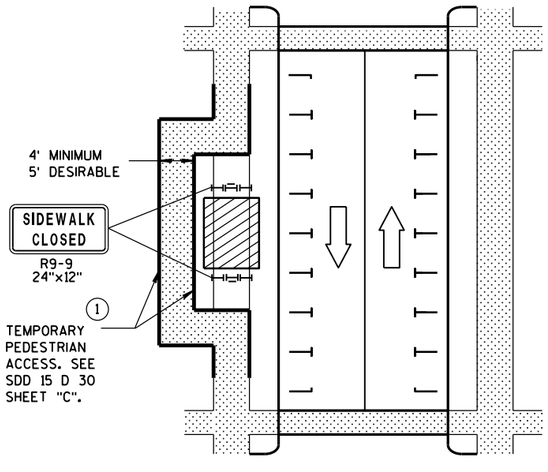
S.D.D. 15 C 33-2

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

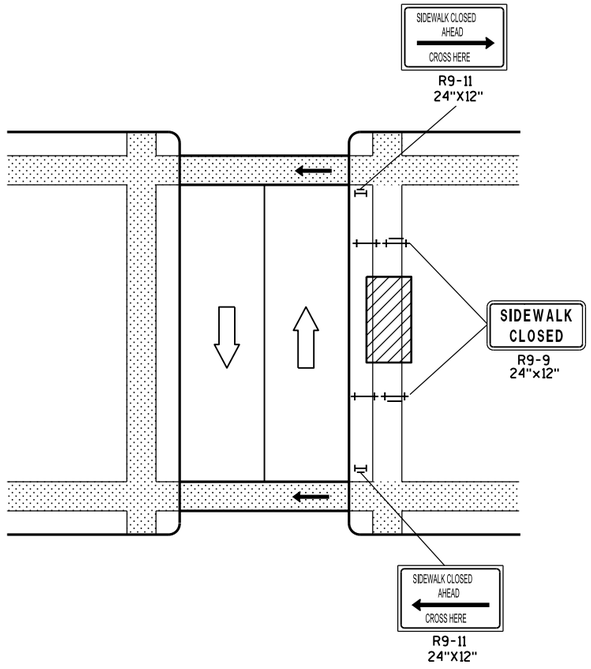


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

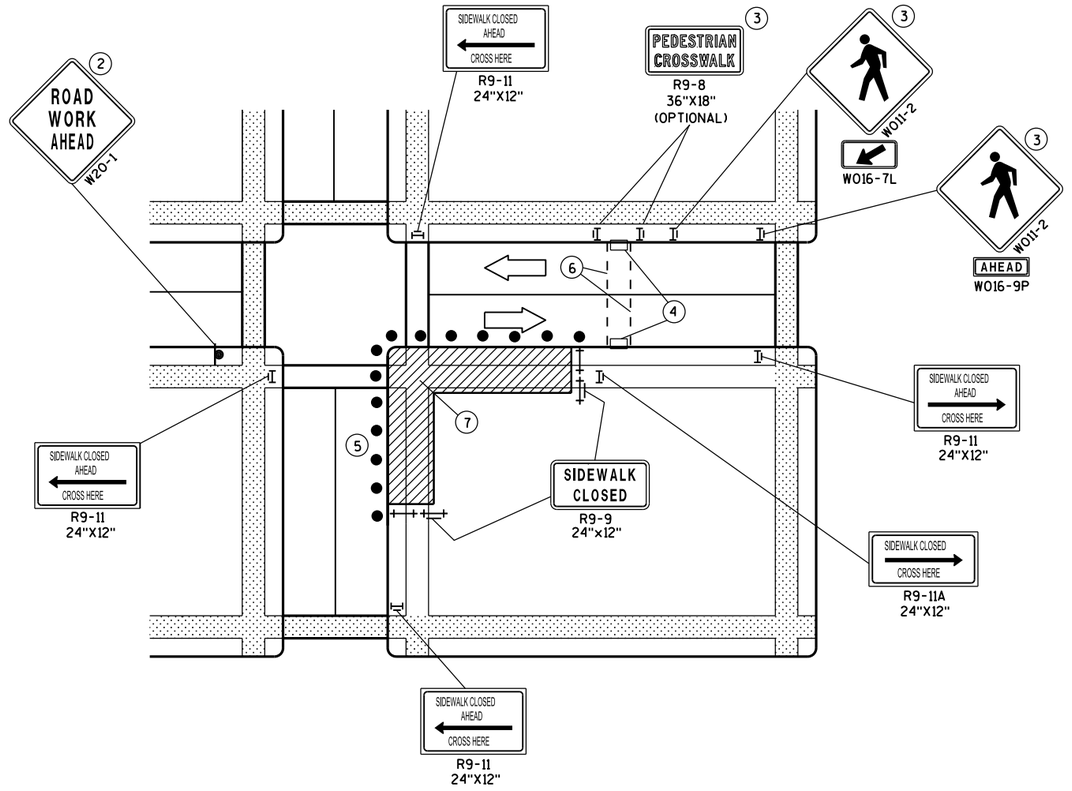
NOTE: LAYOUT SAME AS ABOVE.



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 TRANSPOI

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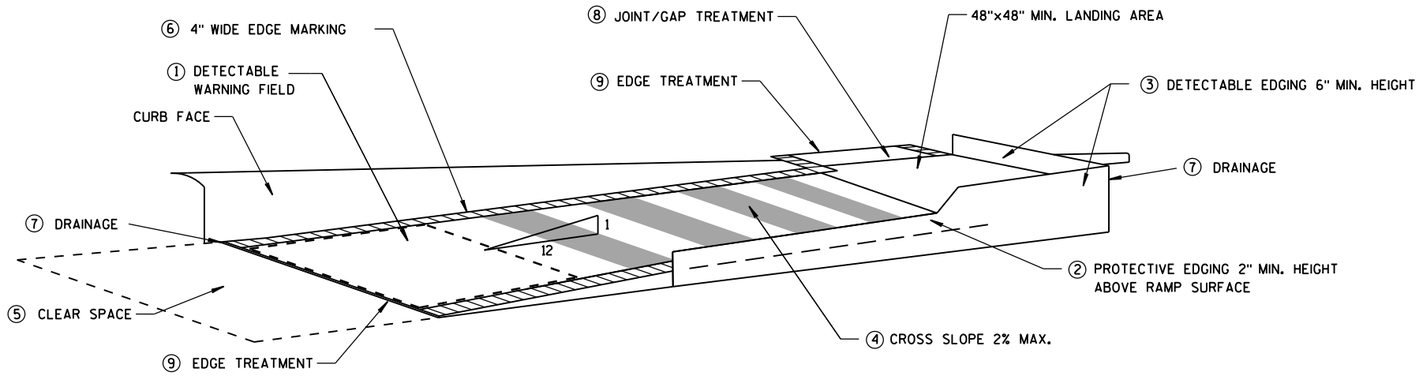
S.D.D. 15 D 30-3a



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.

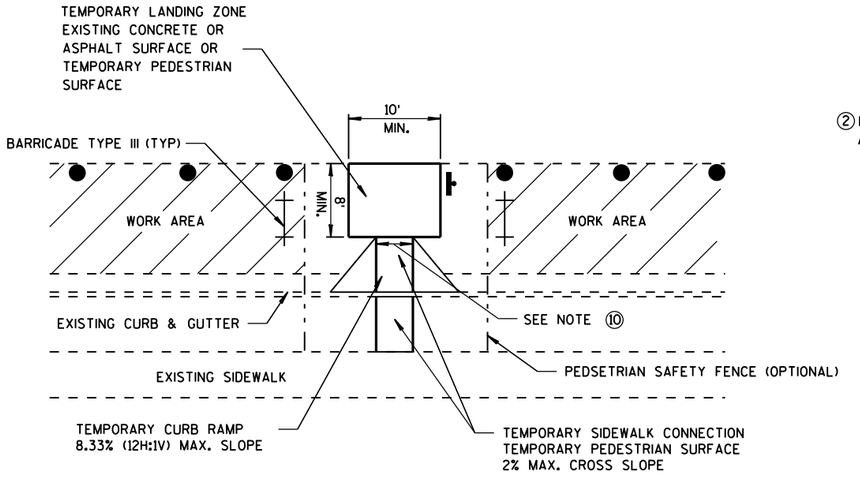
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

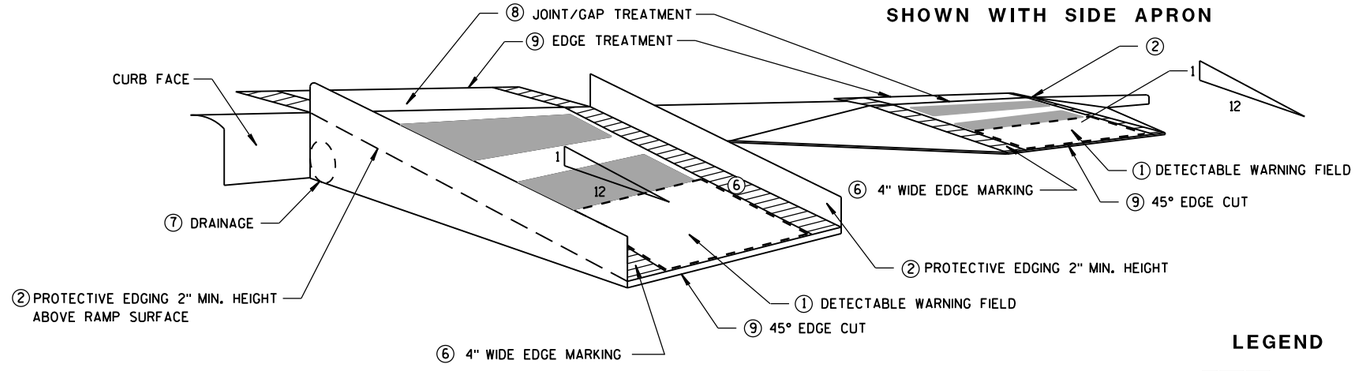
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

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 SIDE APRON

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 TRAFFIC SAFETY ENGINEER

FHWA

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S.D.D. 15 D 30-3b

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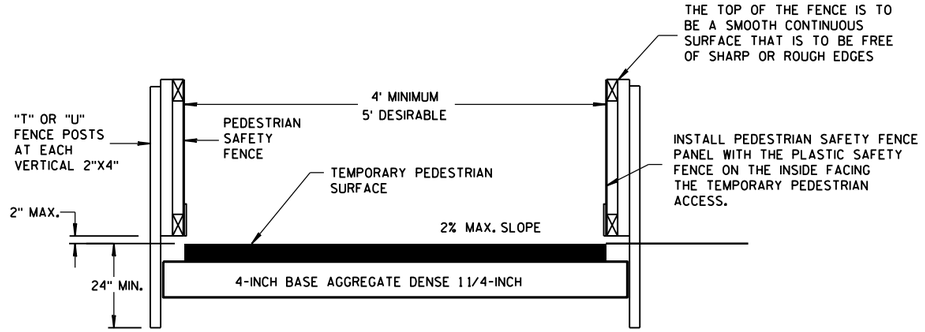
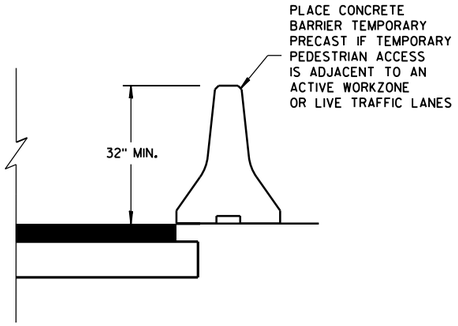
S.D.D. 15 D 30-3b

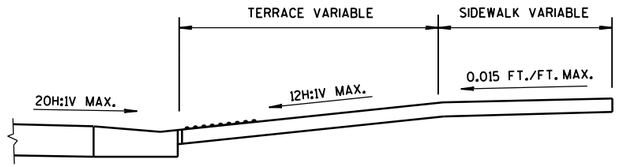




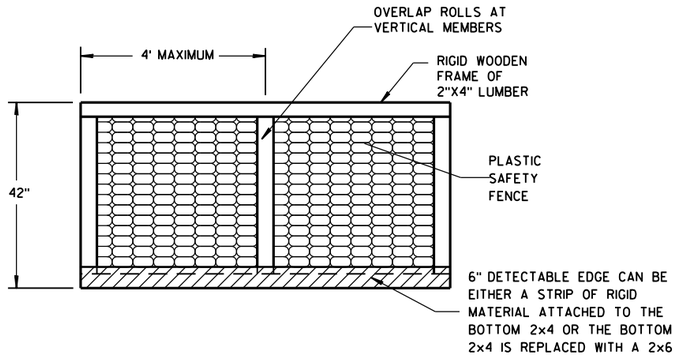
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

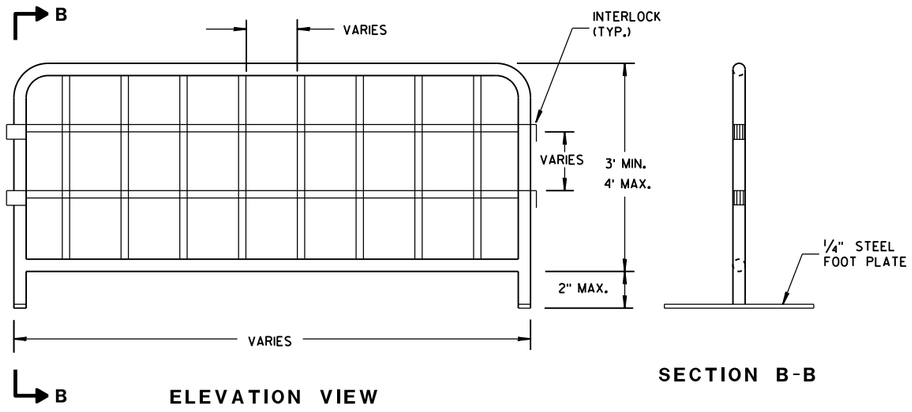
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



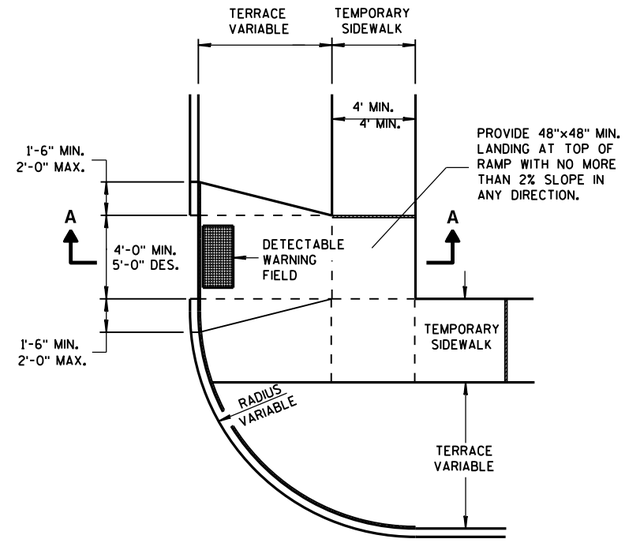
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

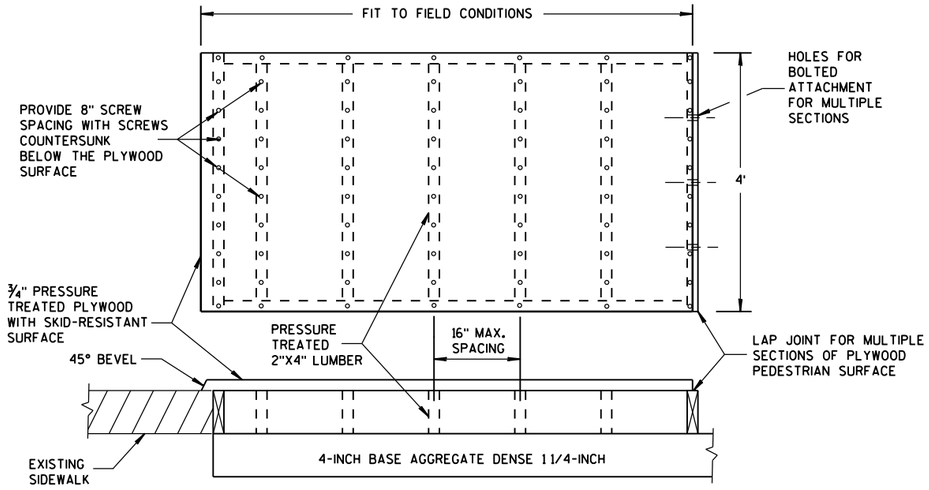
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



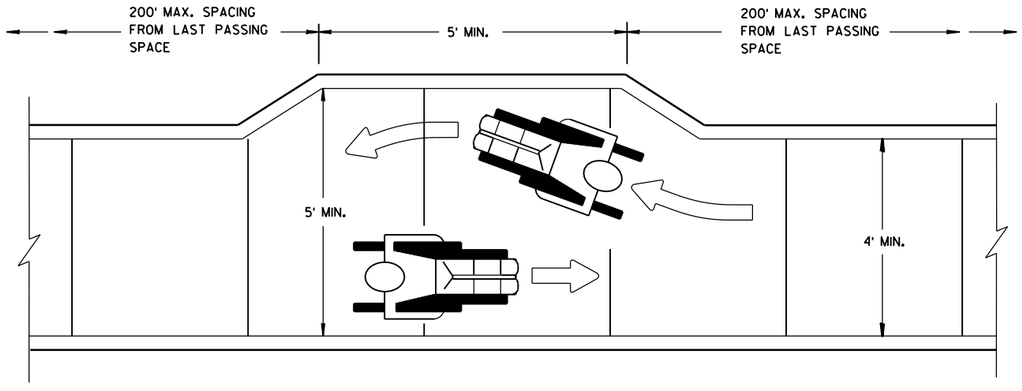
PLAN VIEW

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 SAFETY ENGIN IC
FHWA

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S.D.D. 15 D 30-3c

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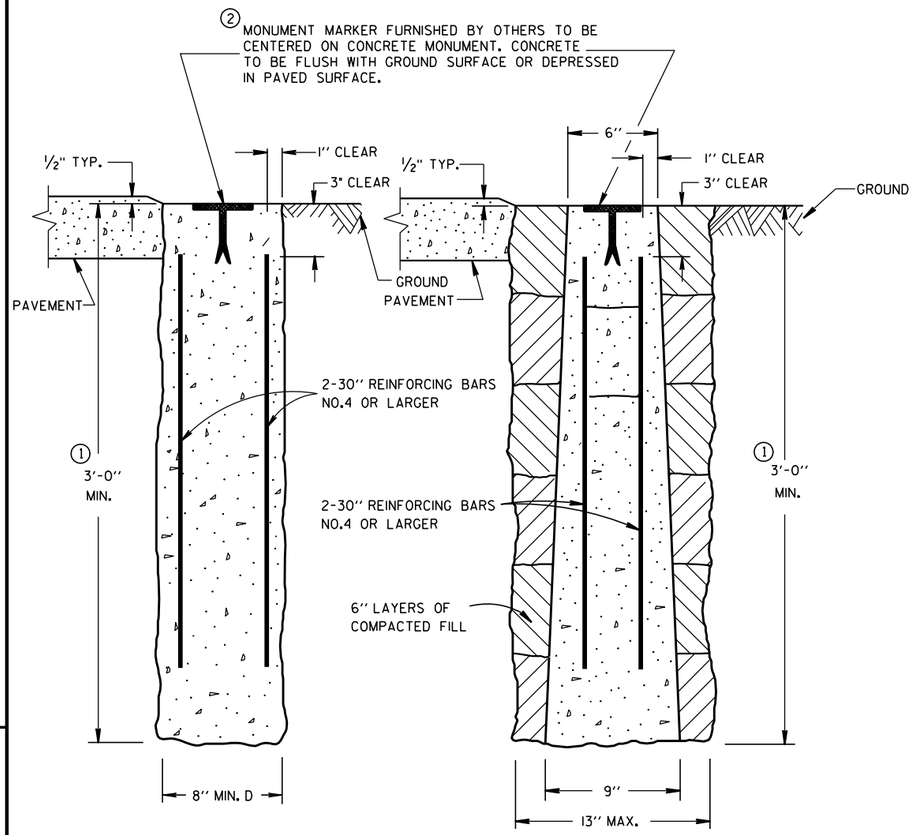
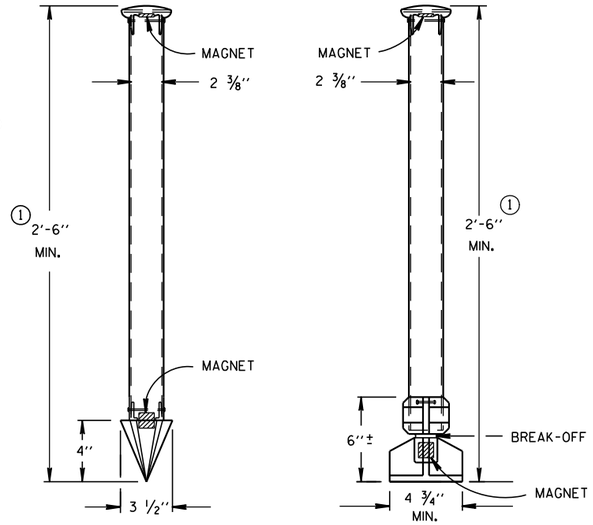
S.D.D. 15 D 30-3c



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C DRIVE-IN MONUMENT

TYPE D BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

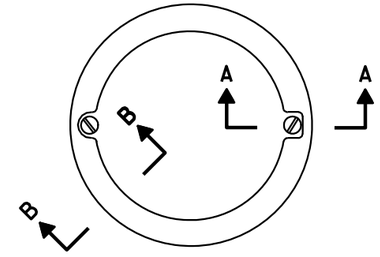
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

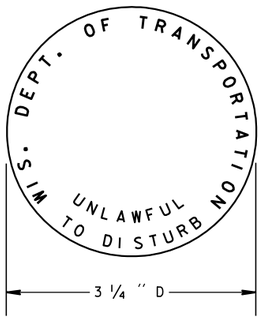
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

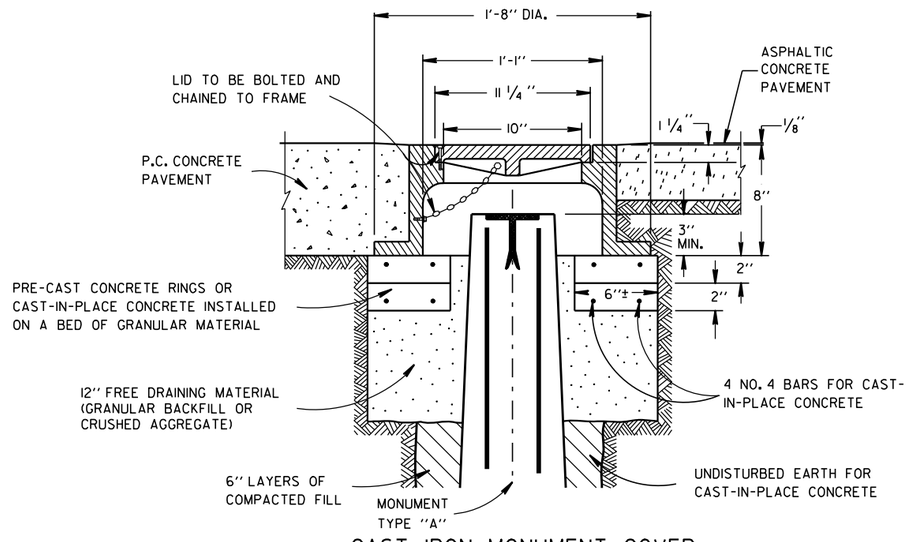
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW

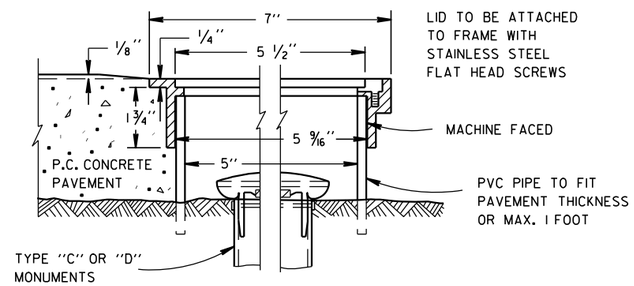


② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MOUNMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/22/1999 DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

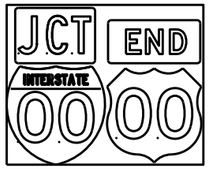
FHWA

6

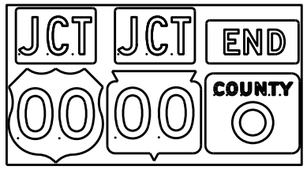
S.D.D. 16 A 1-6

TYPICAL ASSEMBLIES

J1-1

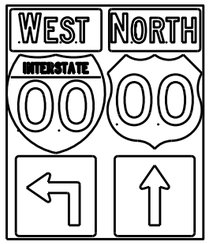


J1-2

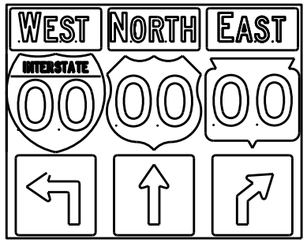


J1-3

J2-1



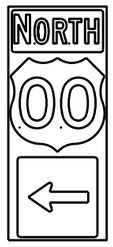
J2-2



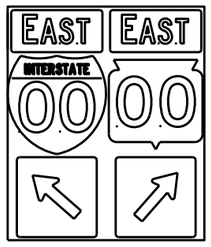
J2-3

JV

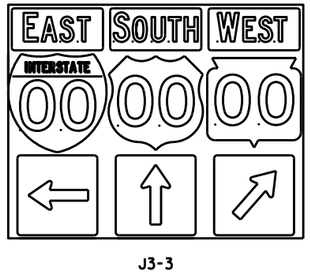
(Typical Vertical J-Assembly
See Note 10 and 11)



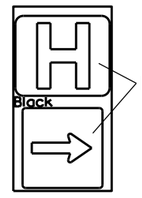
J3-1



J3-2

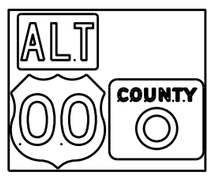


J3-3

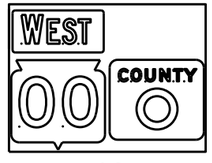


JH-1

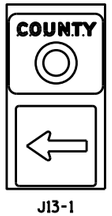
J4-1



J4-2



J4-2



J13-1

J12-1

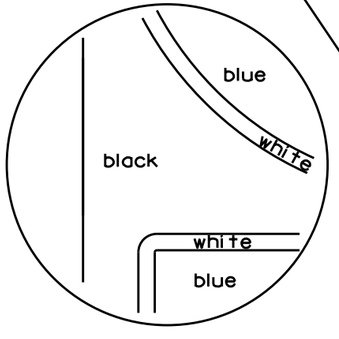
J32-1

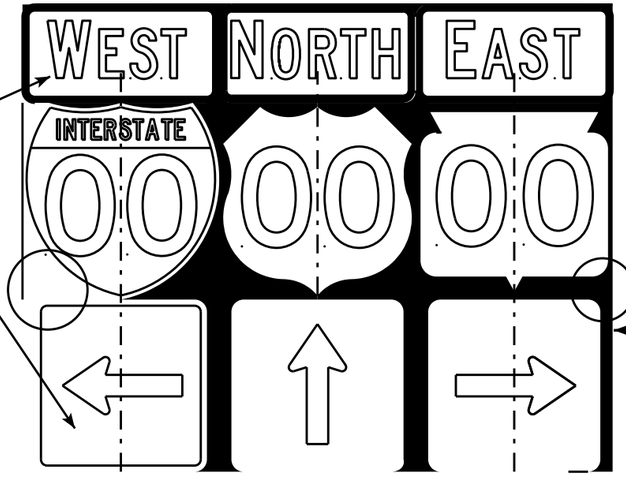
J33-1

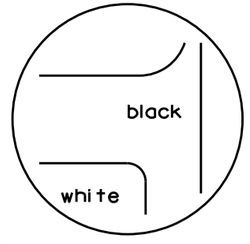
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

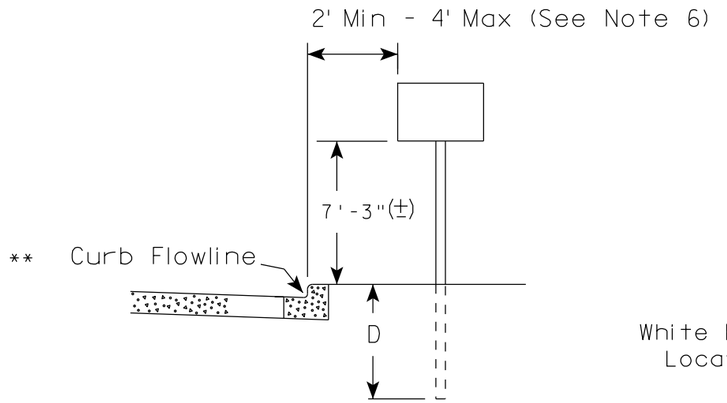
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

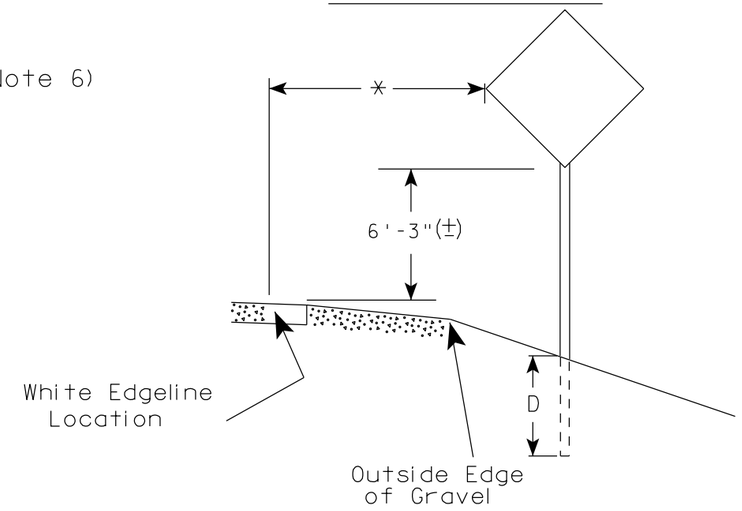
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

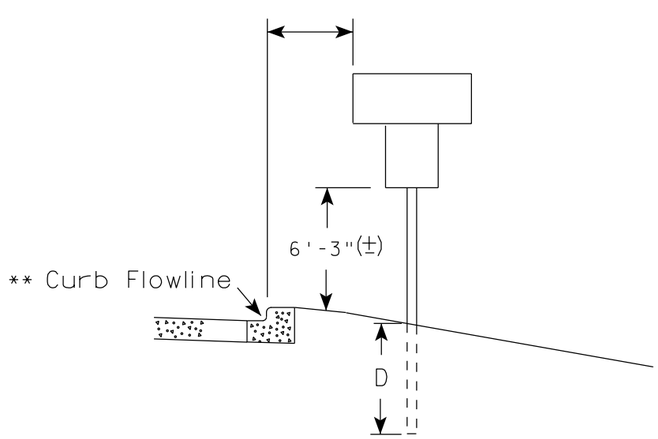
WISDOT/CADDS SHEET 42

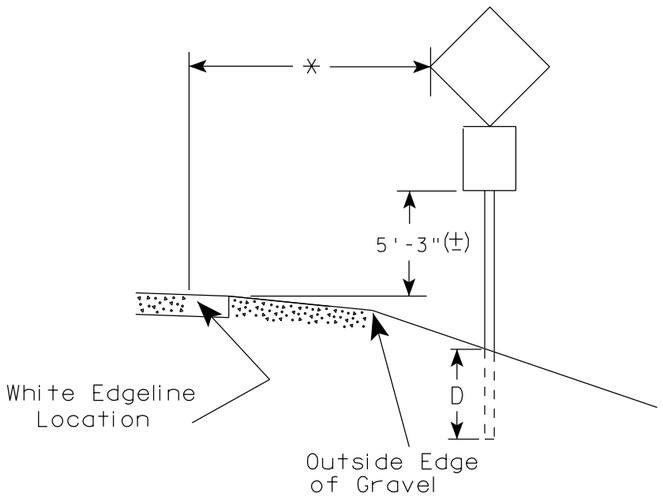
URBAN AREA



RURAL AREA (See Note 2)







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.

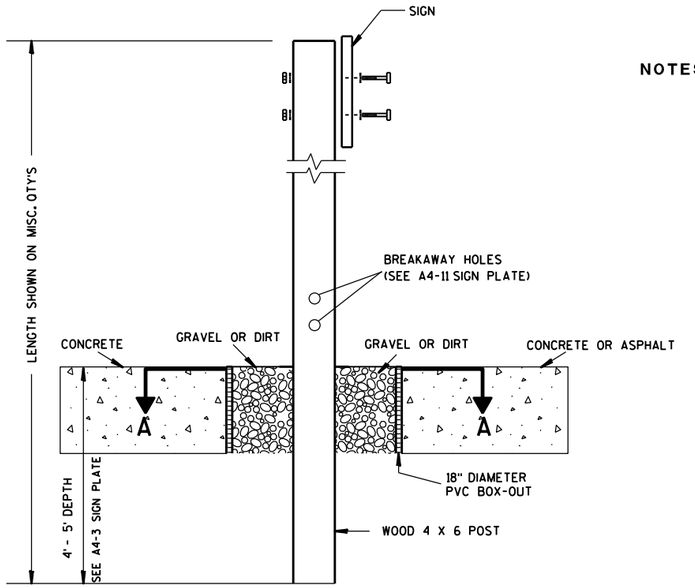
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

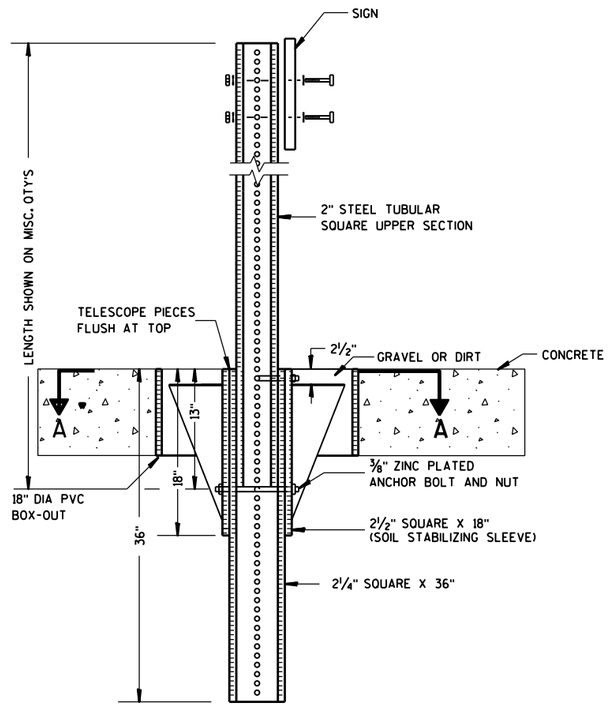
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

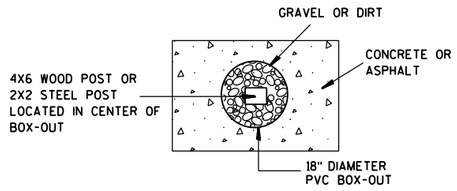
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

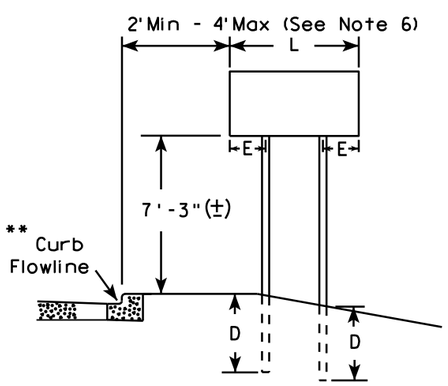
WISCONSIN DEPT OF TRANSPORTATION

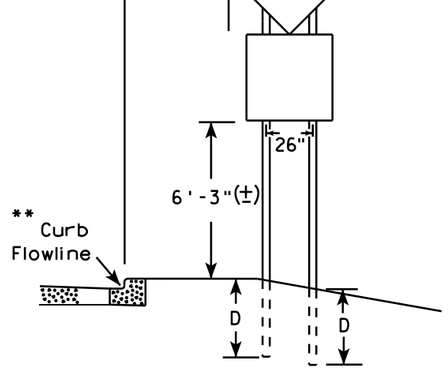
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

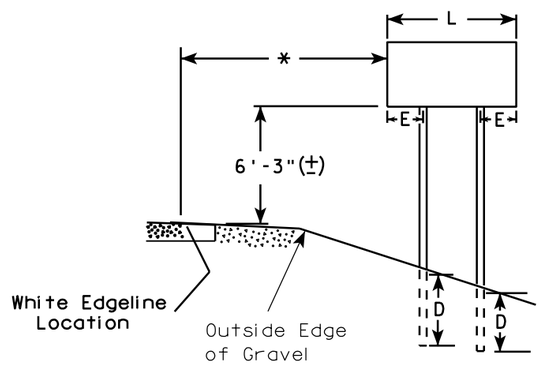
URBAN AREA

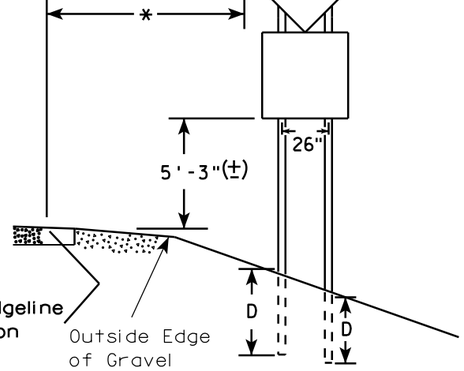




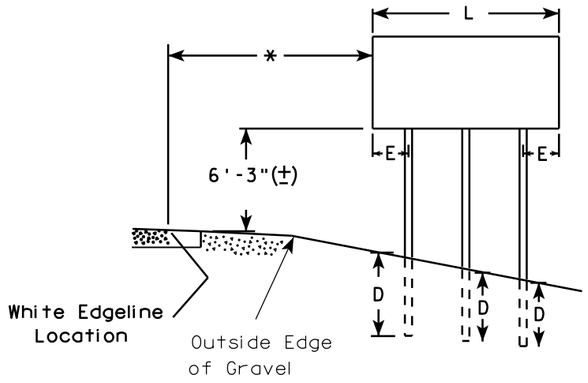
48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN



GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

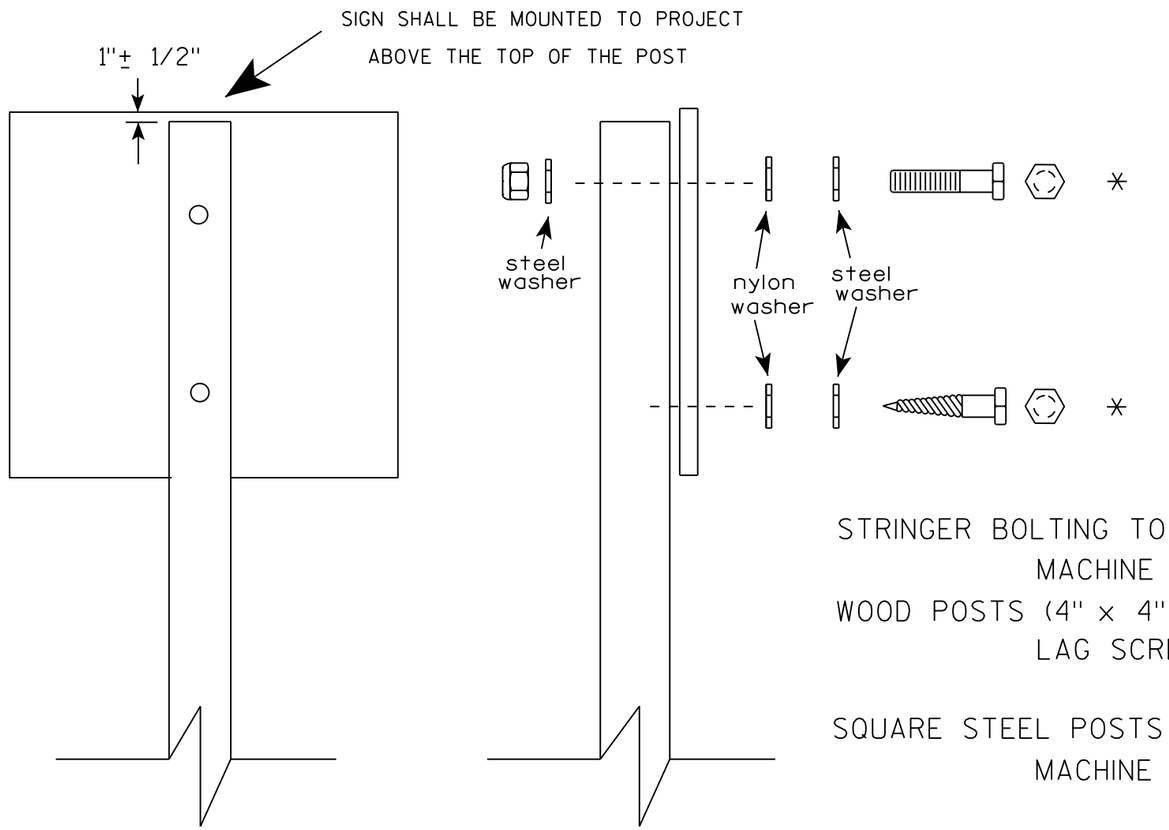
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 14
284

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

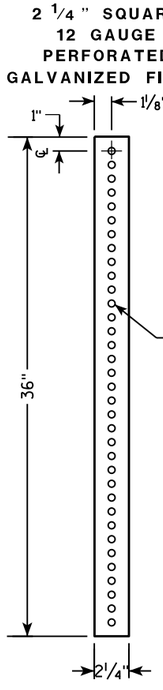
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

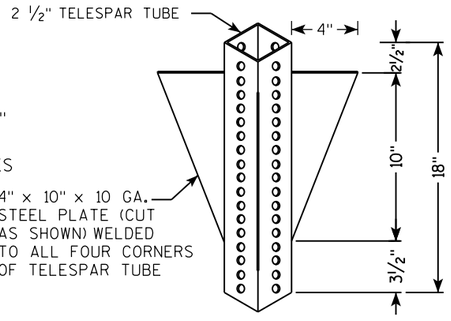
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

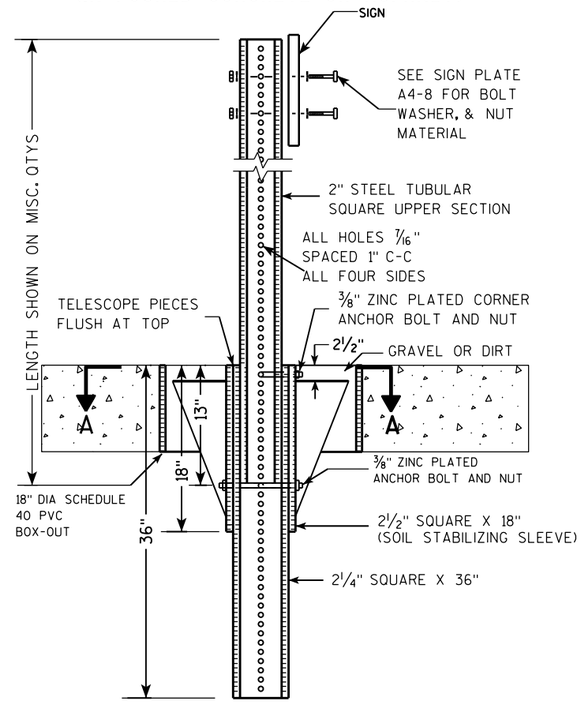
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



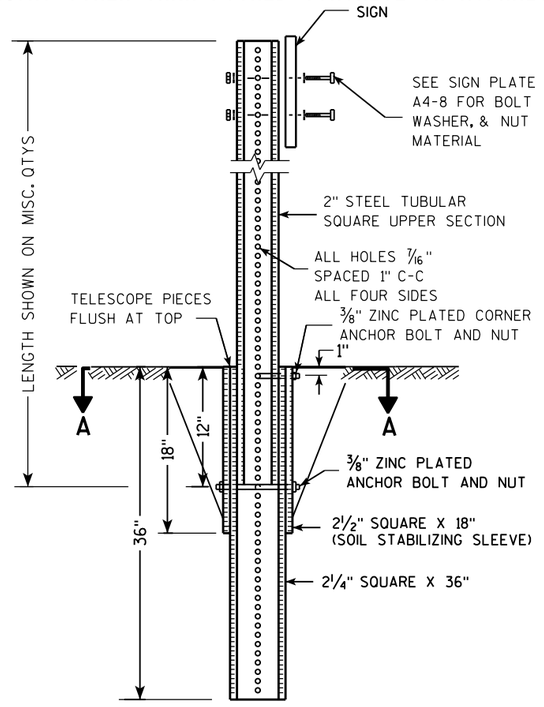
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

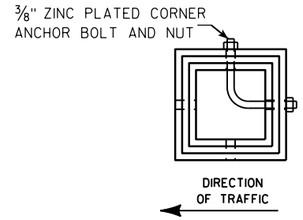


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

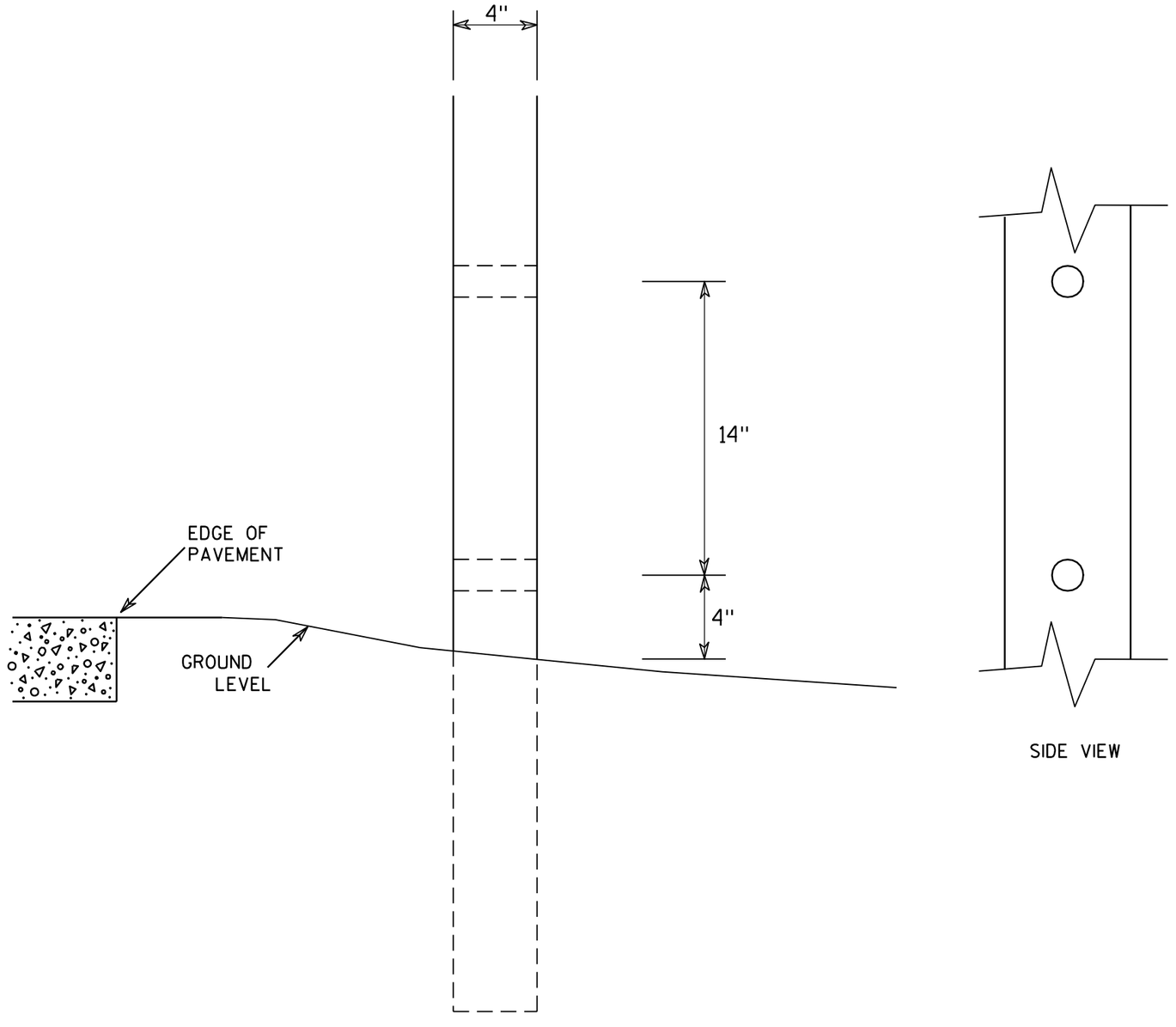
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 286 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



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

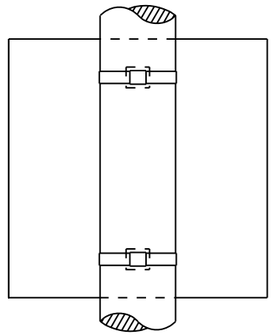
APPROVED Chester J Spang for State Traffic Engineer

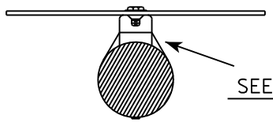
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 287	E

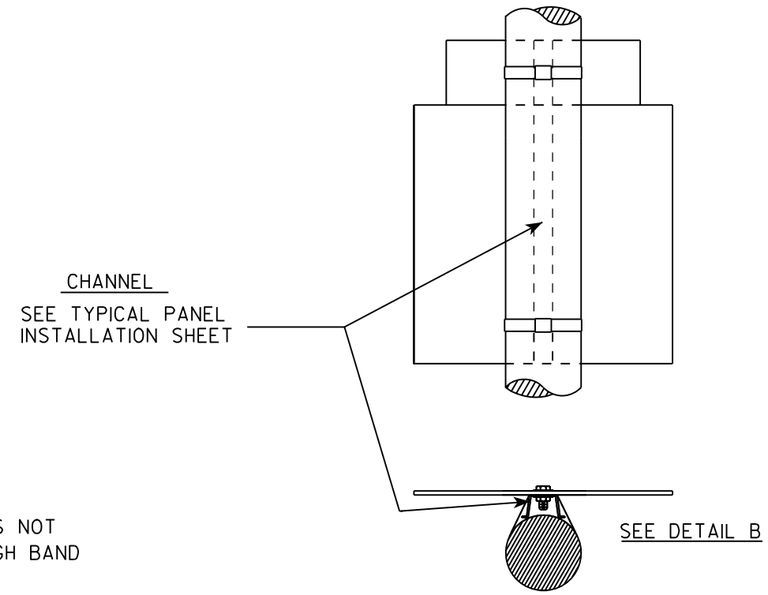
BANDING

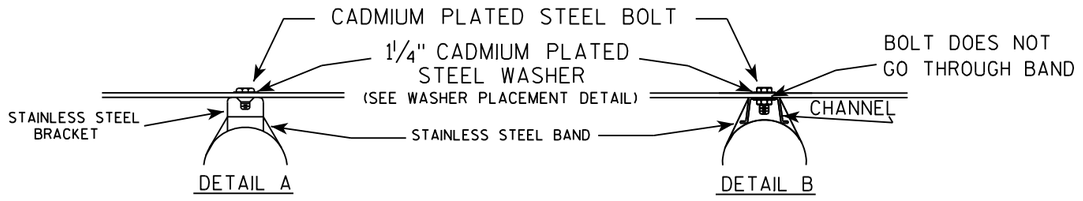
SINGLE SIGN



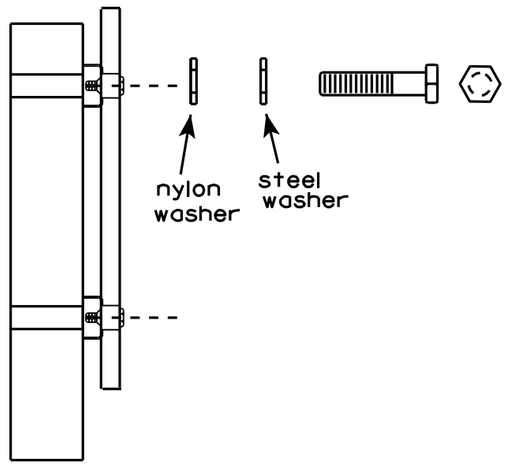


"J" ASSEMBLY





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.

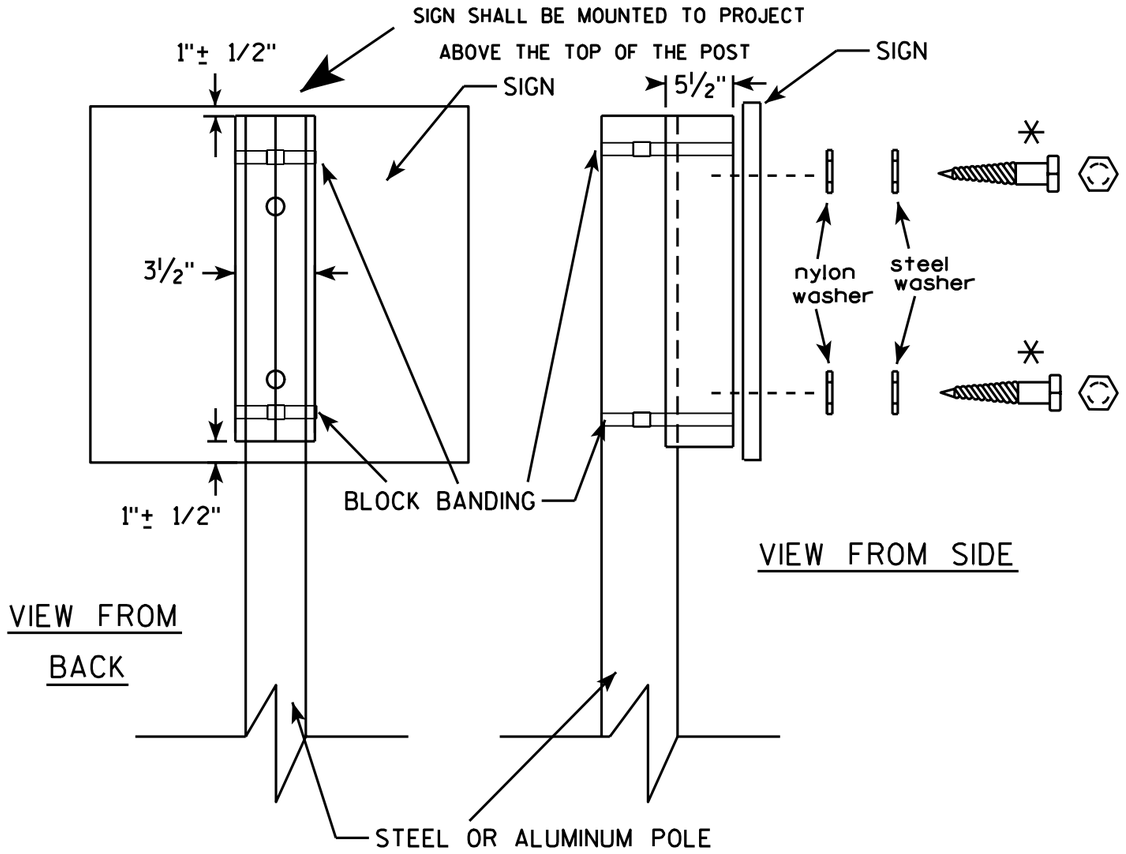
STANDARD SIGN
SIGN BANDING DETAILS

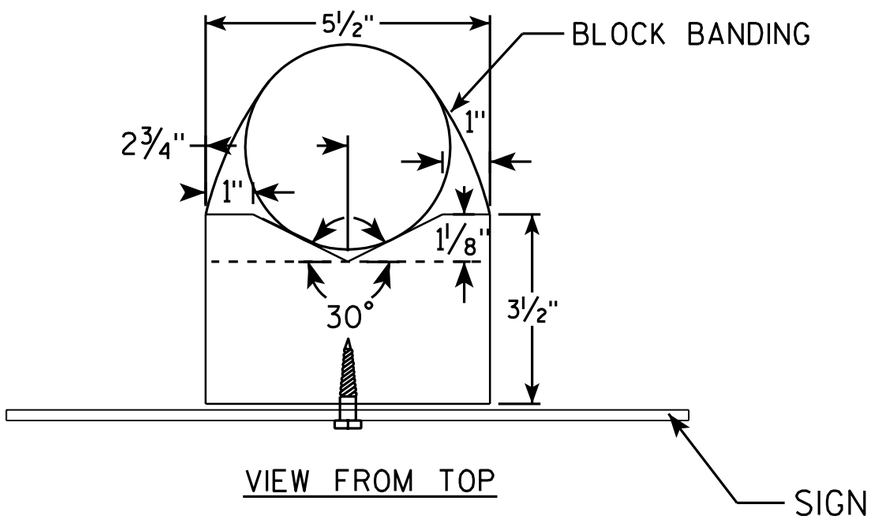
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 288	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

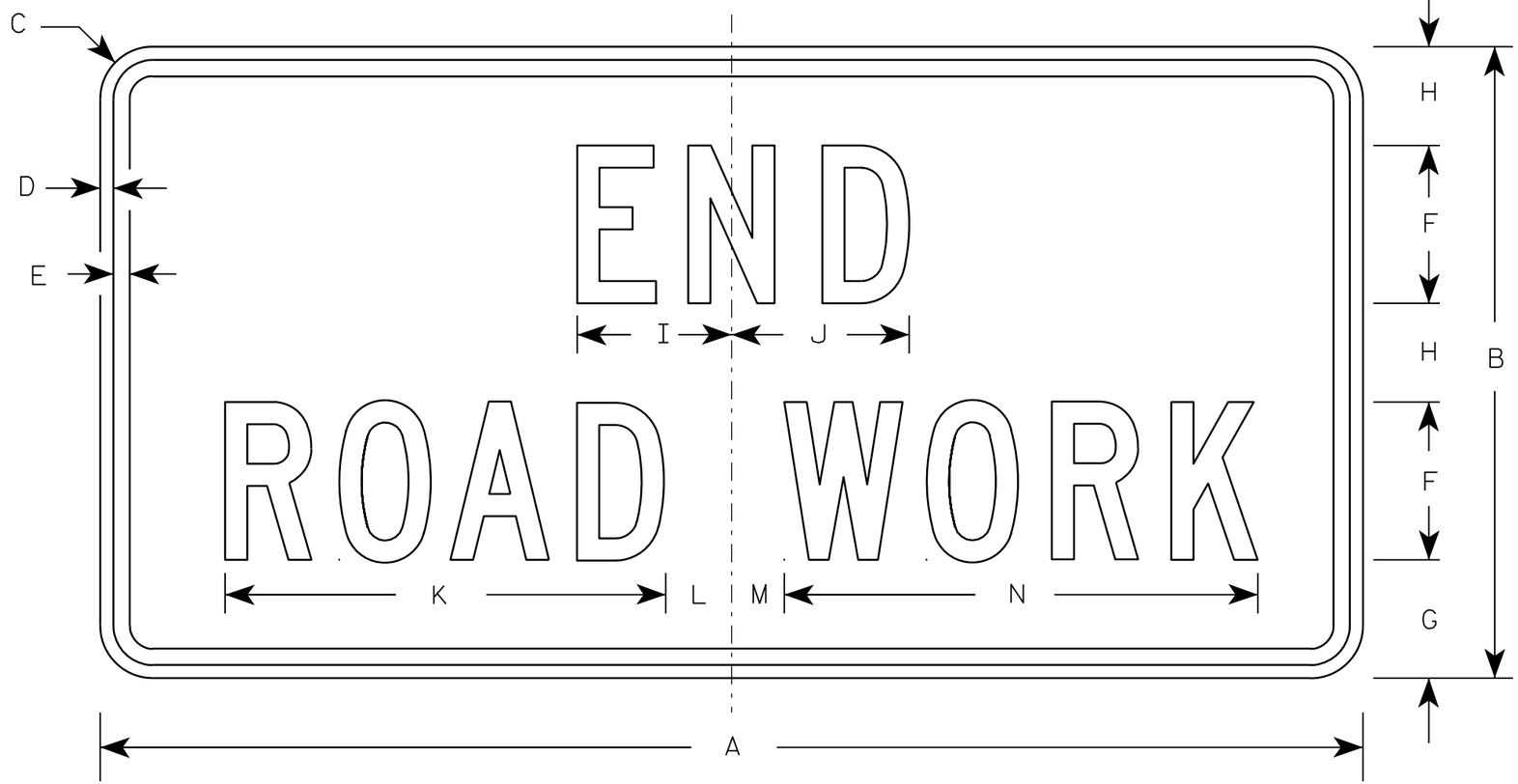
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 289 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

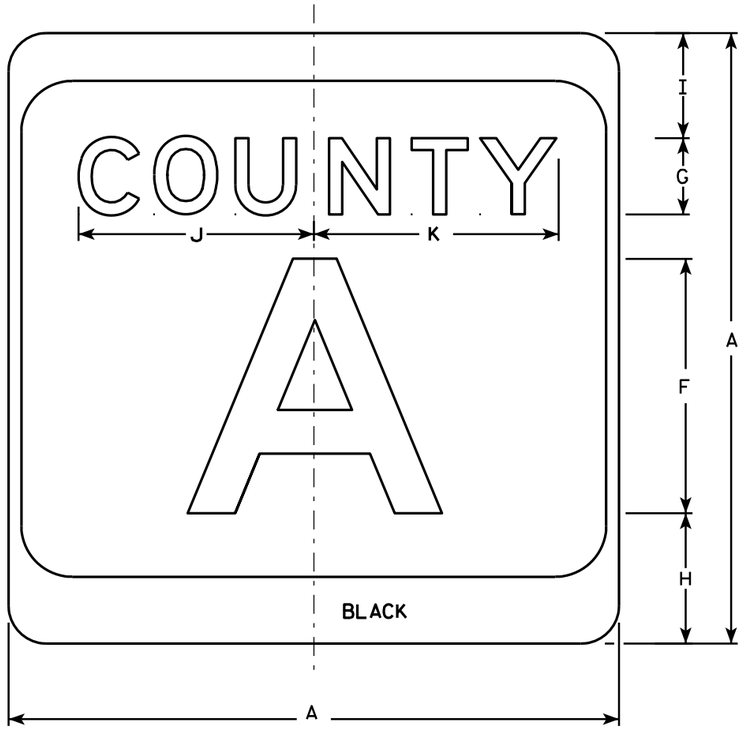
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

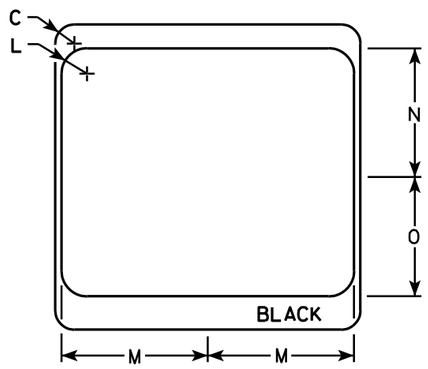
APPROVED Matthew R Rauch
for State Traffic Engineer

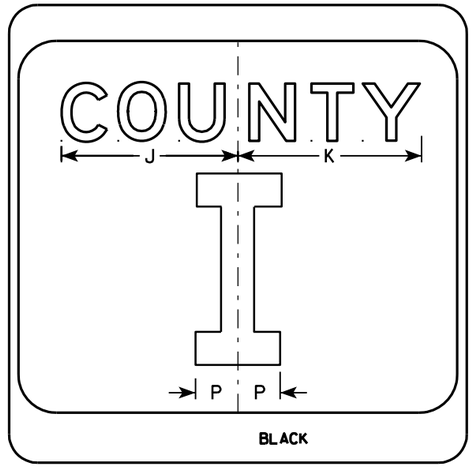
DATE 9/30/09 PLATE NO. G20-2A.8

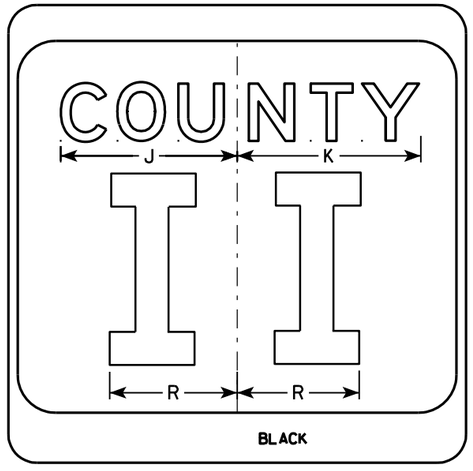
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 290	E



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

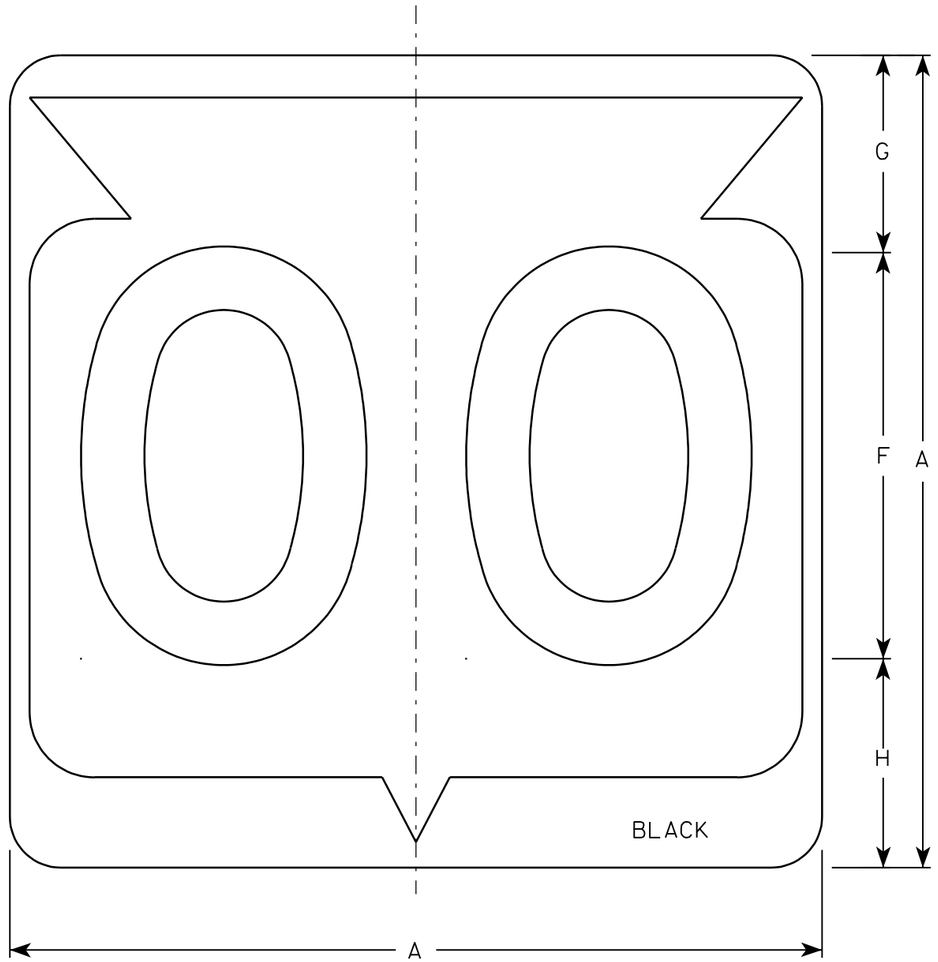
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

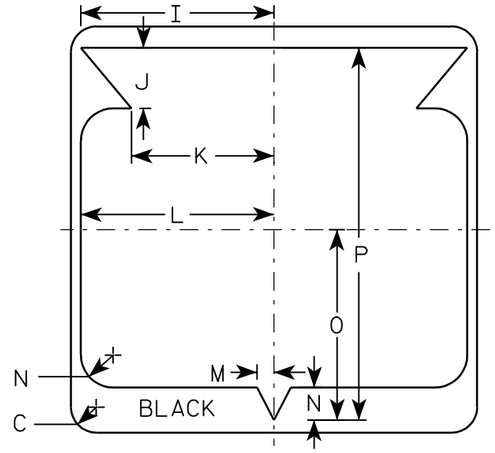
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 291 | E



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

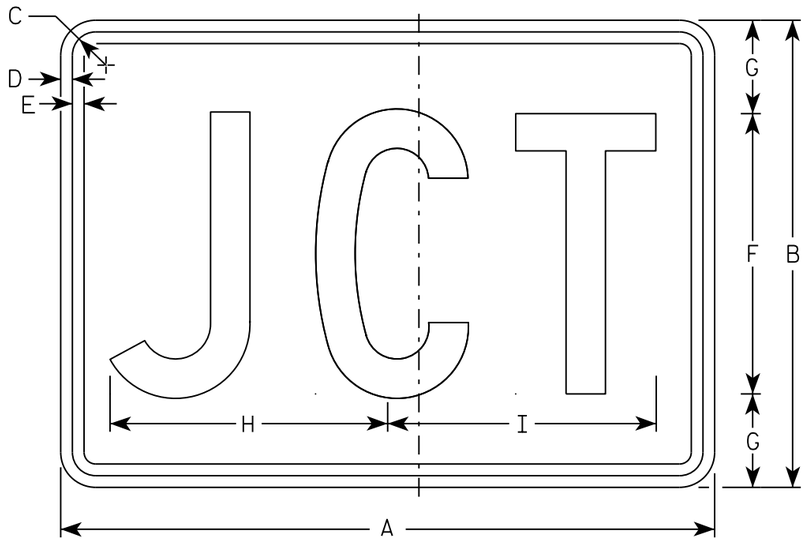
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

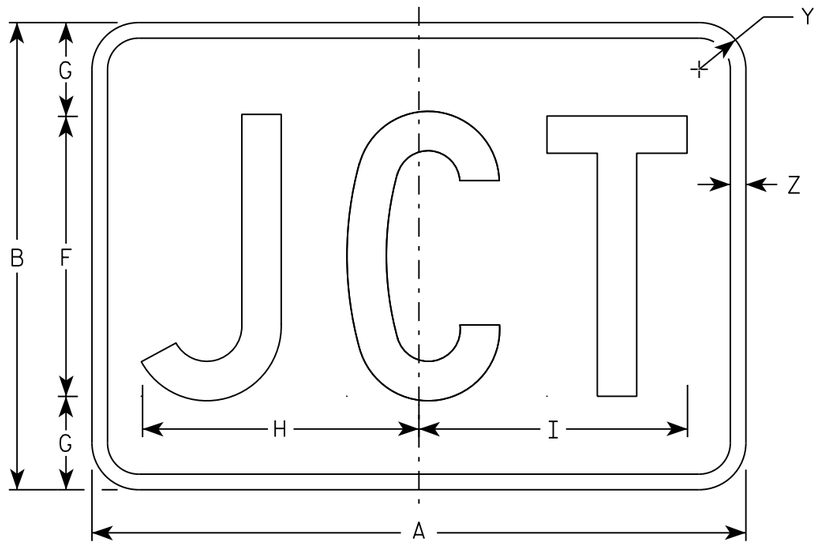
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 292	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

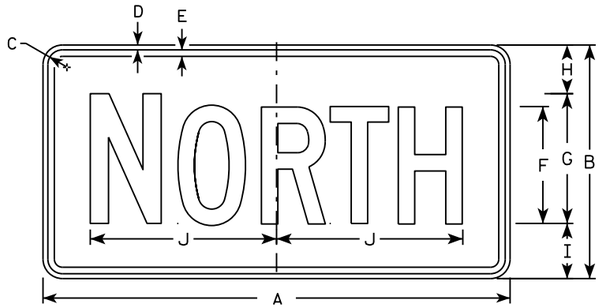
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

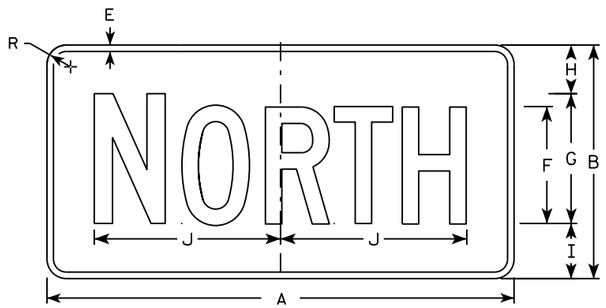
DATE 10/15/15 PLATE 293 12-1.12

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



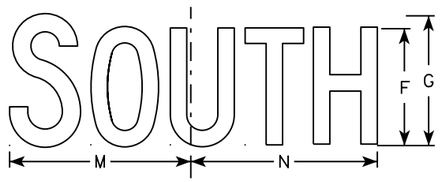
M3-1
MM3-1
MP3-1



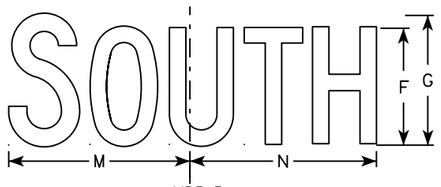
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

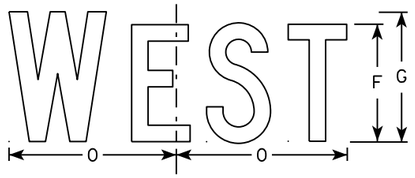
MB3-2
MK3-2
MN3-2



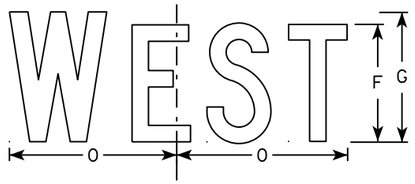
M3-3
MM3-3
MP3-3



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

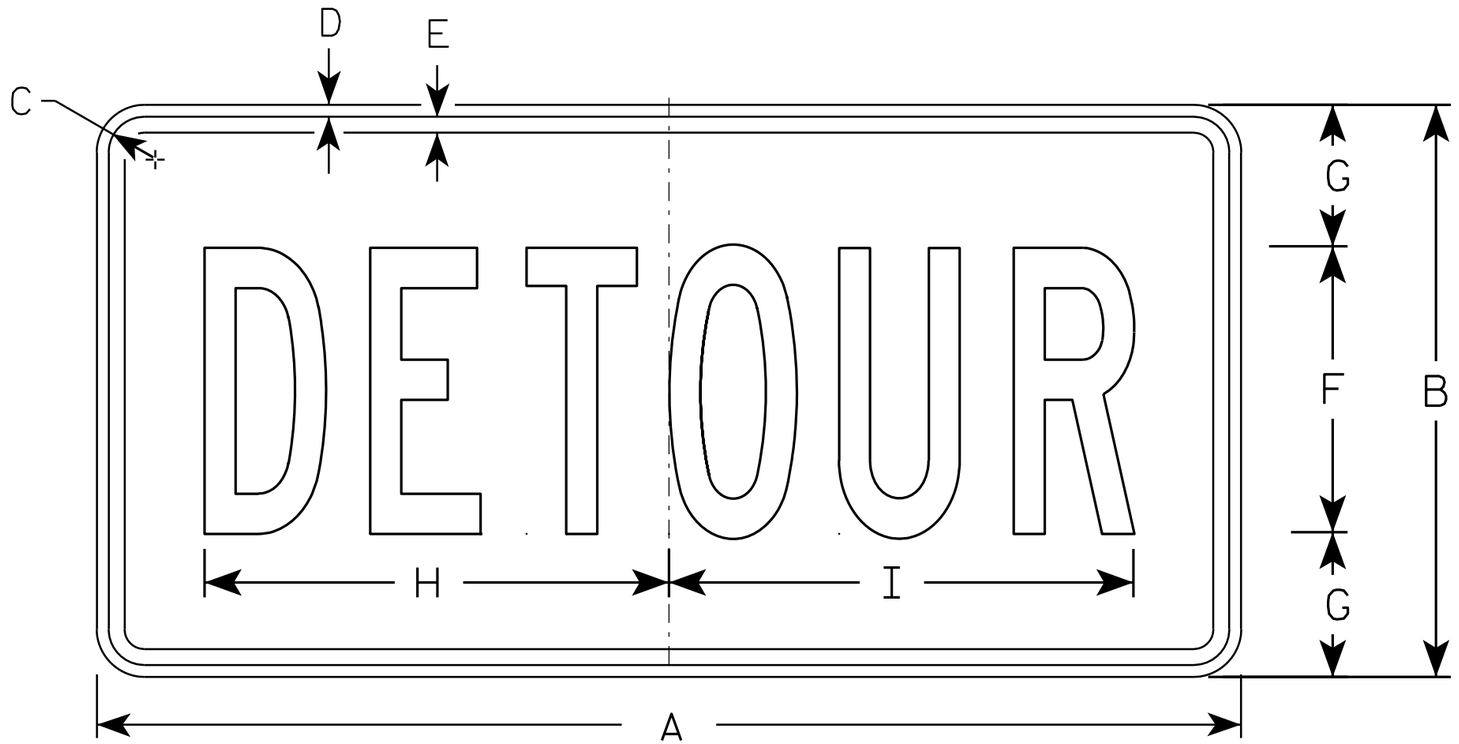
WISCONSIN DEPT OF TRANSPORTATION

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



M4-8

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																											

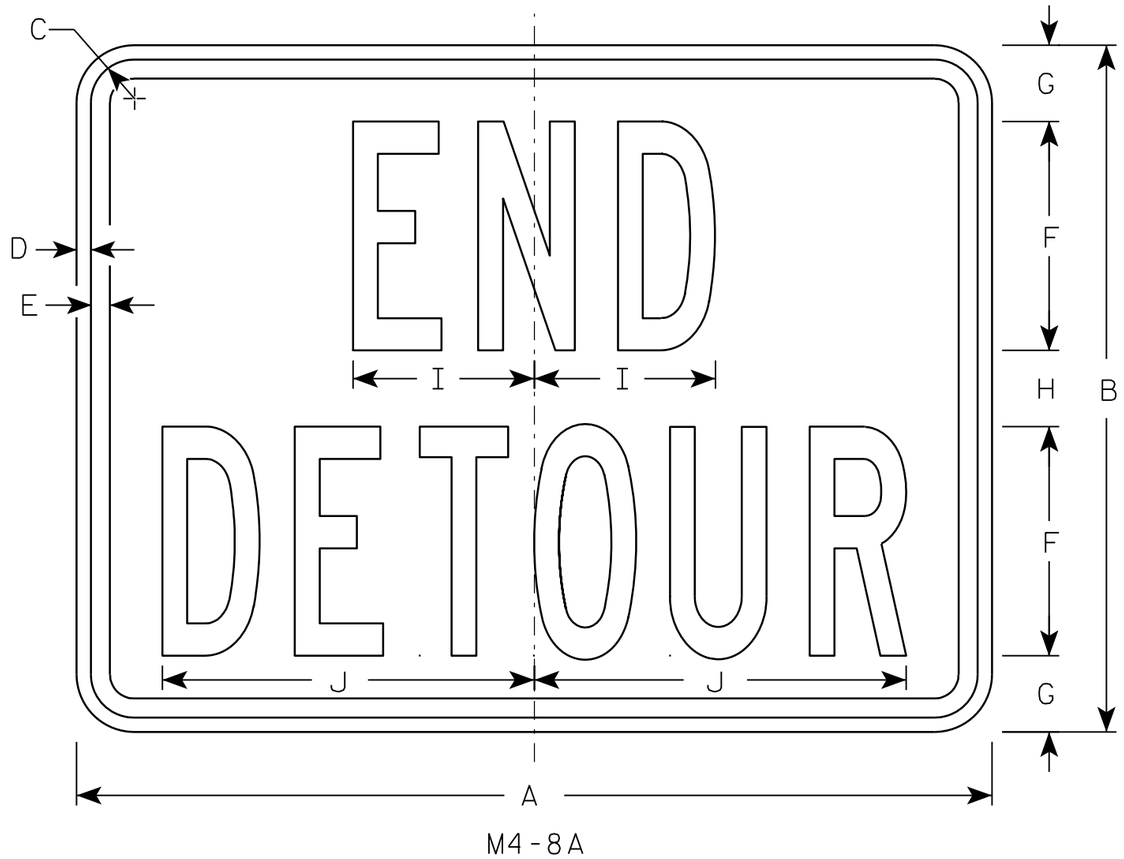
STANDARD SIGN
M4-8

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: 295	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																											

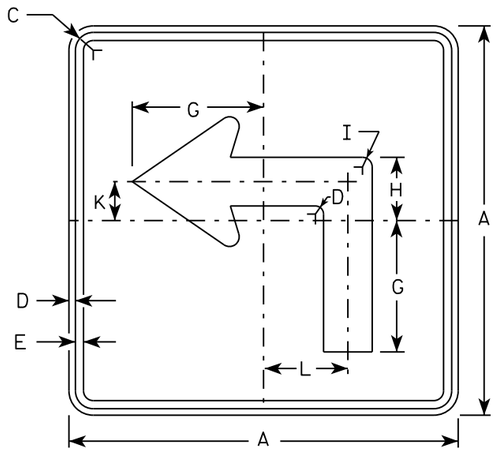
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

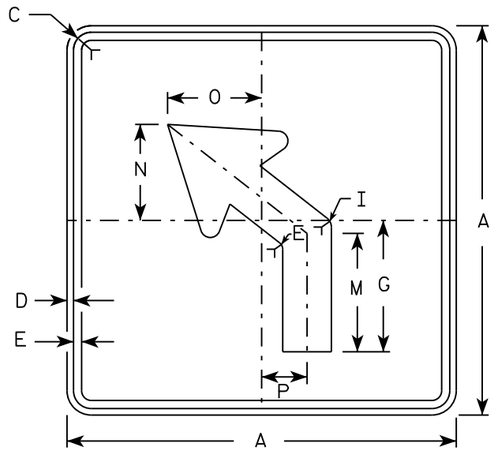
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

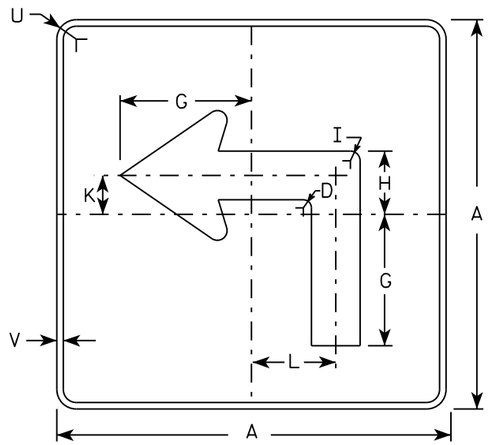
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 296	E



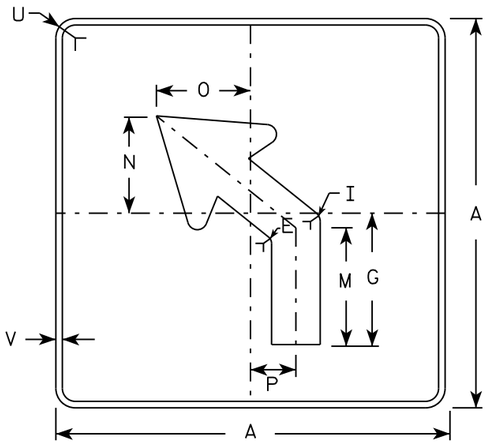
M5-1L
MM5-1L
MO5-1L
MP5-1L



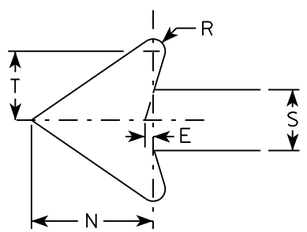
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

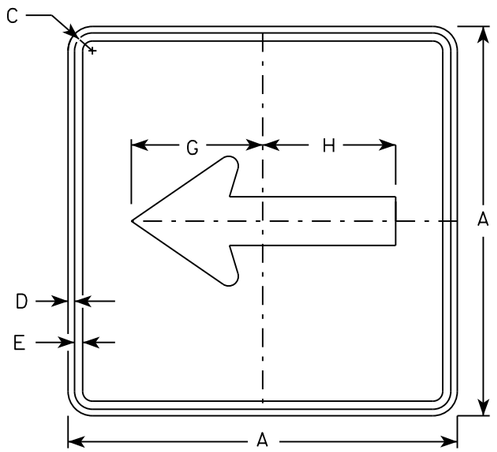
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

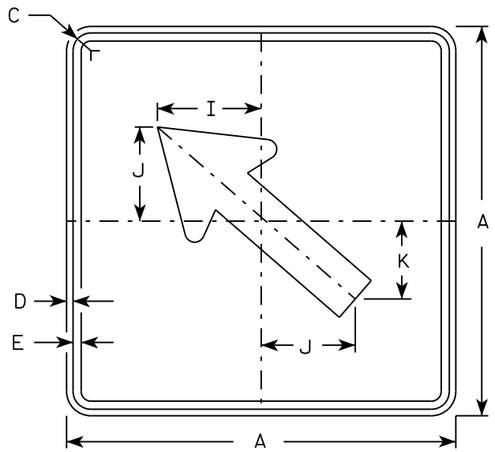
DATE 10/15/15 PLATE NO. M5-1.13

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



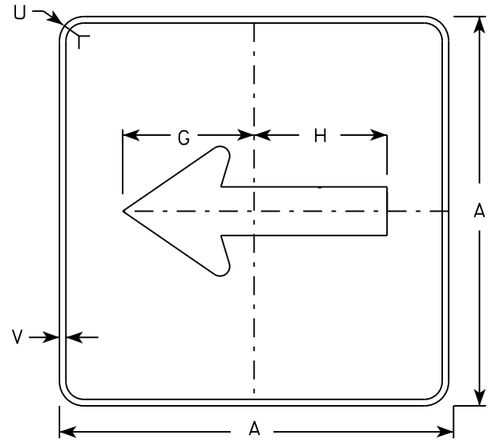
M6-1
MM6-1
MO6-1
MP6-1



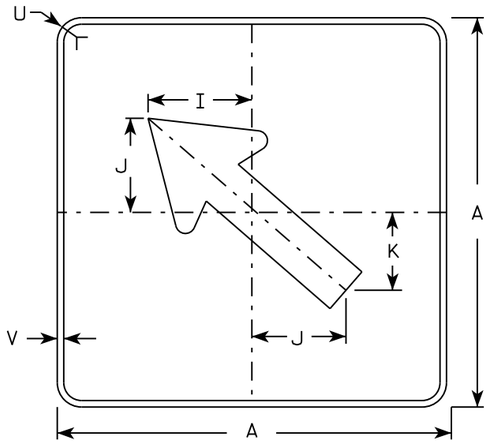
M6-2
MM6-2
MO6-2
MP6-2

NOTES

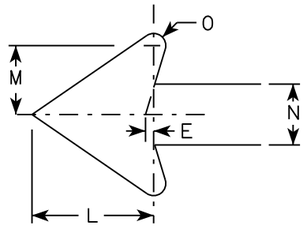
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

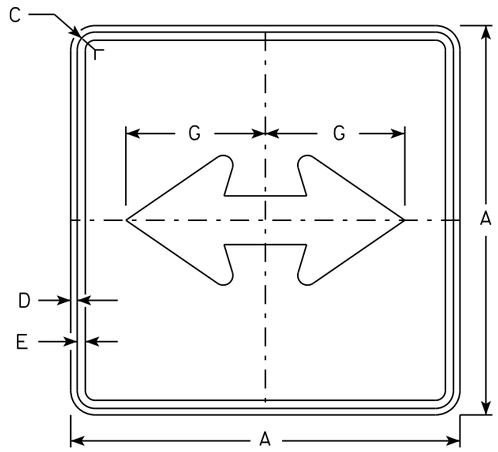
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

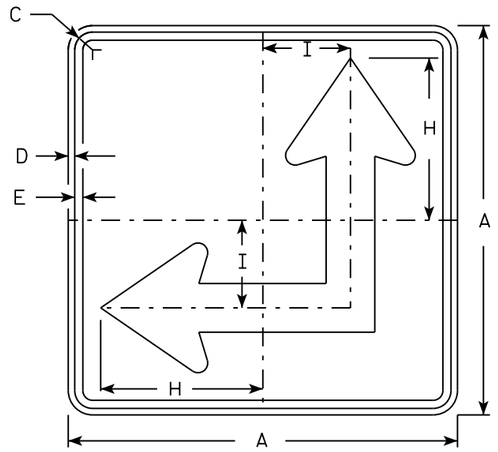
DATE 10/15/15 PLATE 298 M6-1.15

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



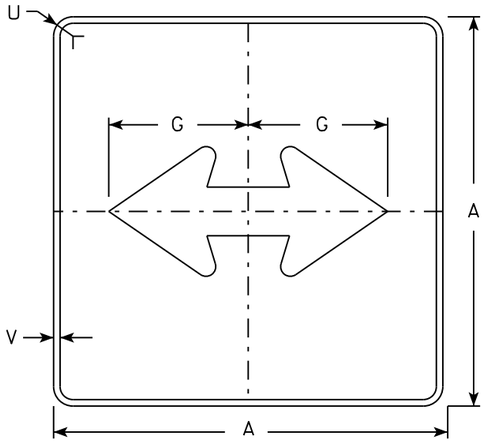
M6-4
MM6-4
MO6-4
MP6-4



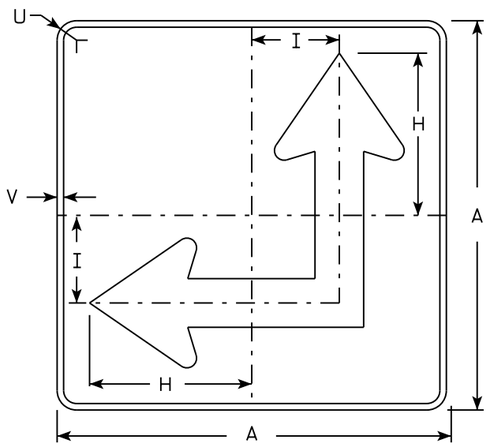
M6-6
MM6-6
MO6-6
MP6-6

NOTES

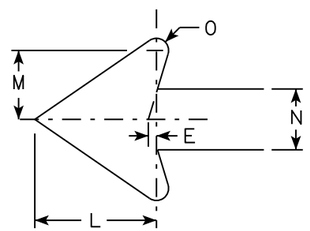
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - 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

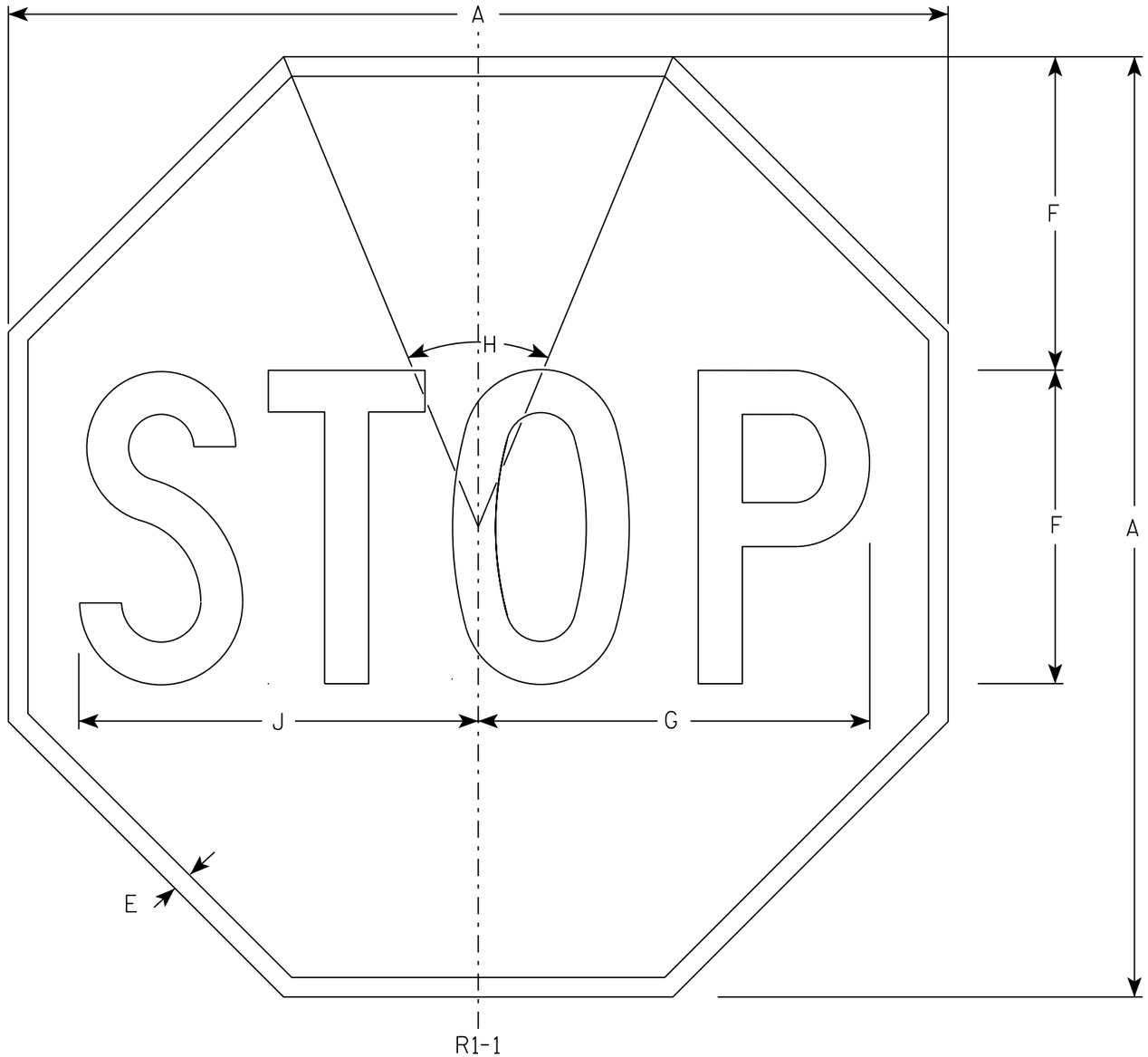
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 299 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

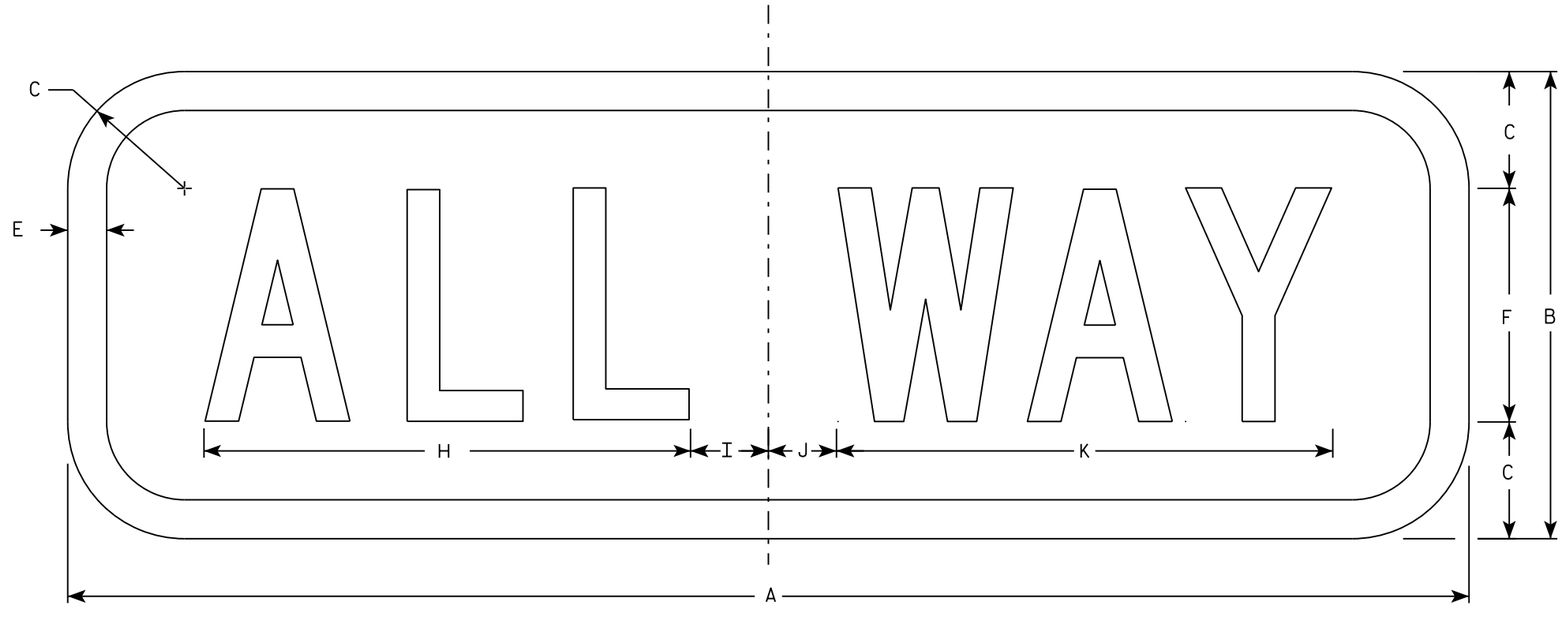
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 300 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



R1-3P

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
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	18	6	1 ½		½	3		6 ¼	1 ¼	⅞	6 ⅜																0.75
2S	18	6	1 ½		½	3		6 ¼	1 ¼	⅞	6 ⅜																1.5
2M	24	9	1 ½		½	5		9 ¼	1 ¼	¾	9 ¾																1.5
3	24	9	1 ½		½	5		9 ¼	1 ¼	¾	9 ¾																1.5
4	30	12	2 ¼		⅝	6		11	2 ¼	1 ½	11 ¾																2.5
5	30	12	2 ¼		⅝	6		11	2 ¼	1 ½	11 ¾																2.5

STANDARD SIGN
R1-3P

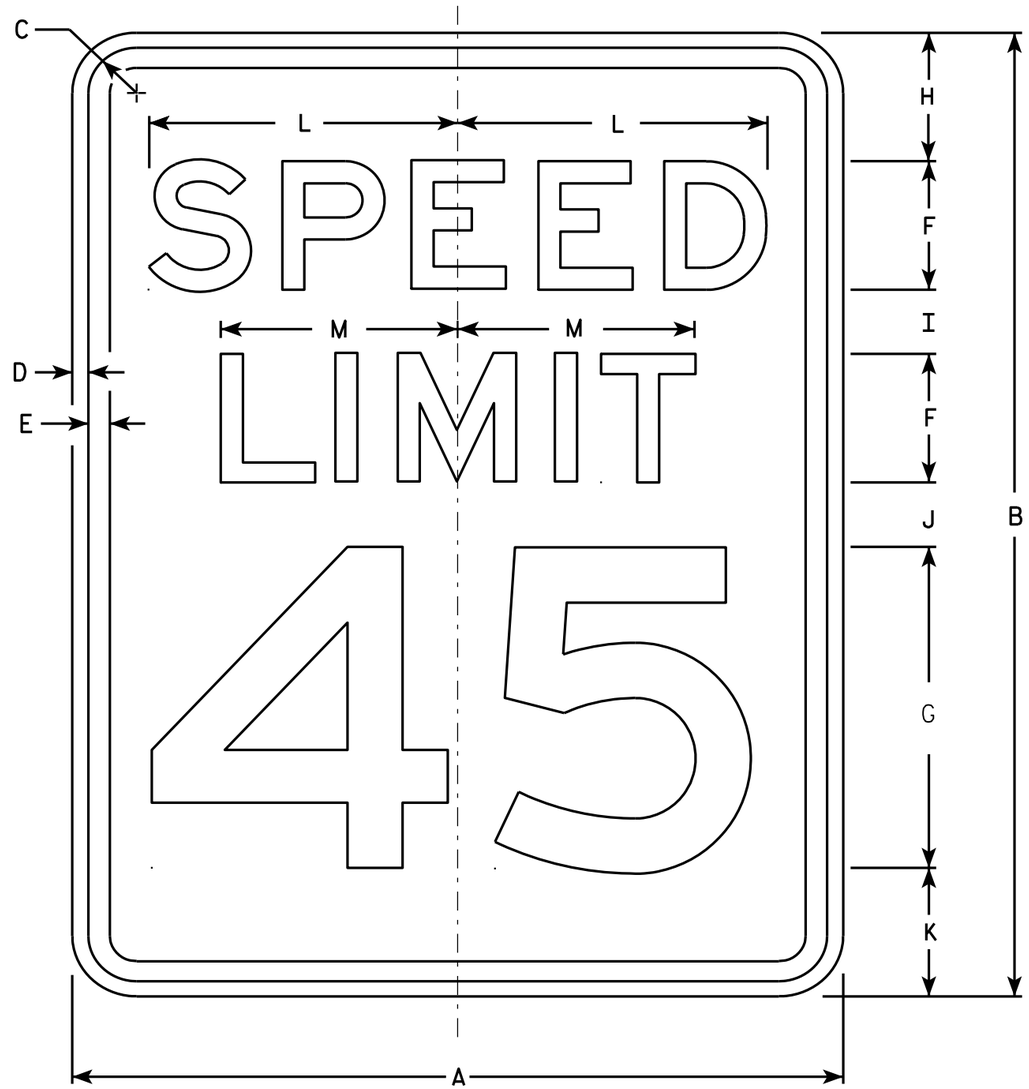
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/24/15 PLATE no. R1-3P.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R13P.DGN PLOT DATE : 01-DEC-2015 18:08 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 1.945842:1.000000



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

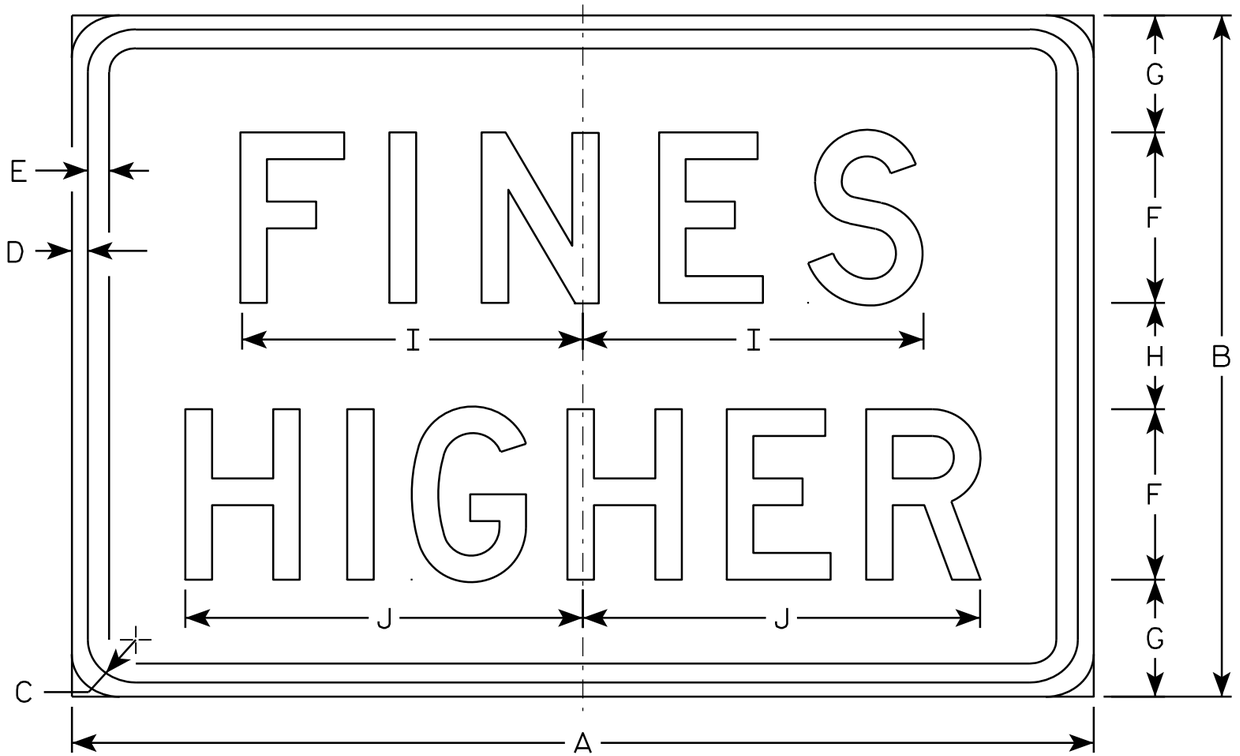
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 302	E



R2-6P

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.

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	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 3/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

STANDARD SIGN
R2-6P

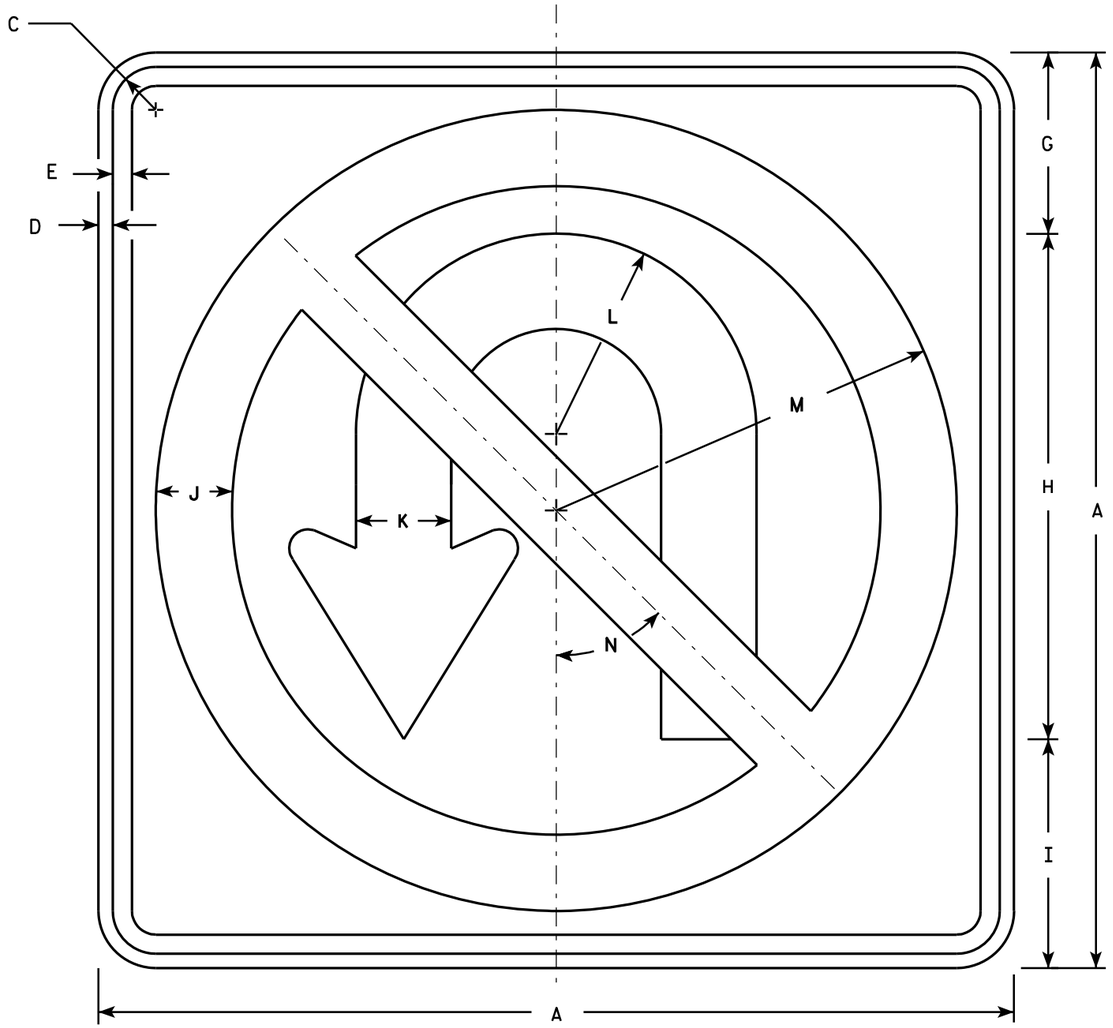
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/10 PLATE NO. R2-6P.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 303 | E

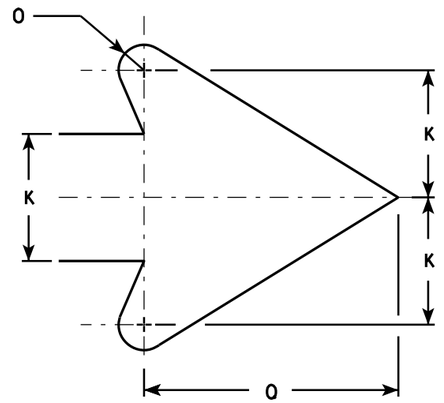
7



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	O	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

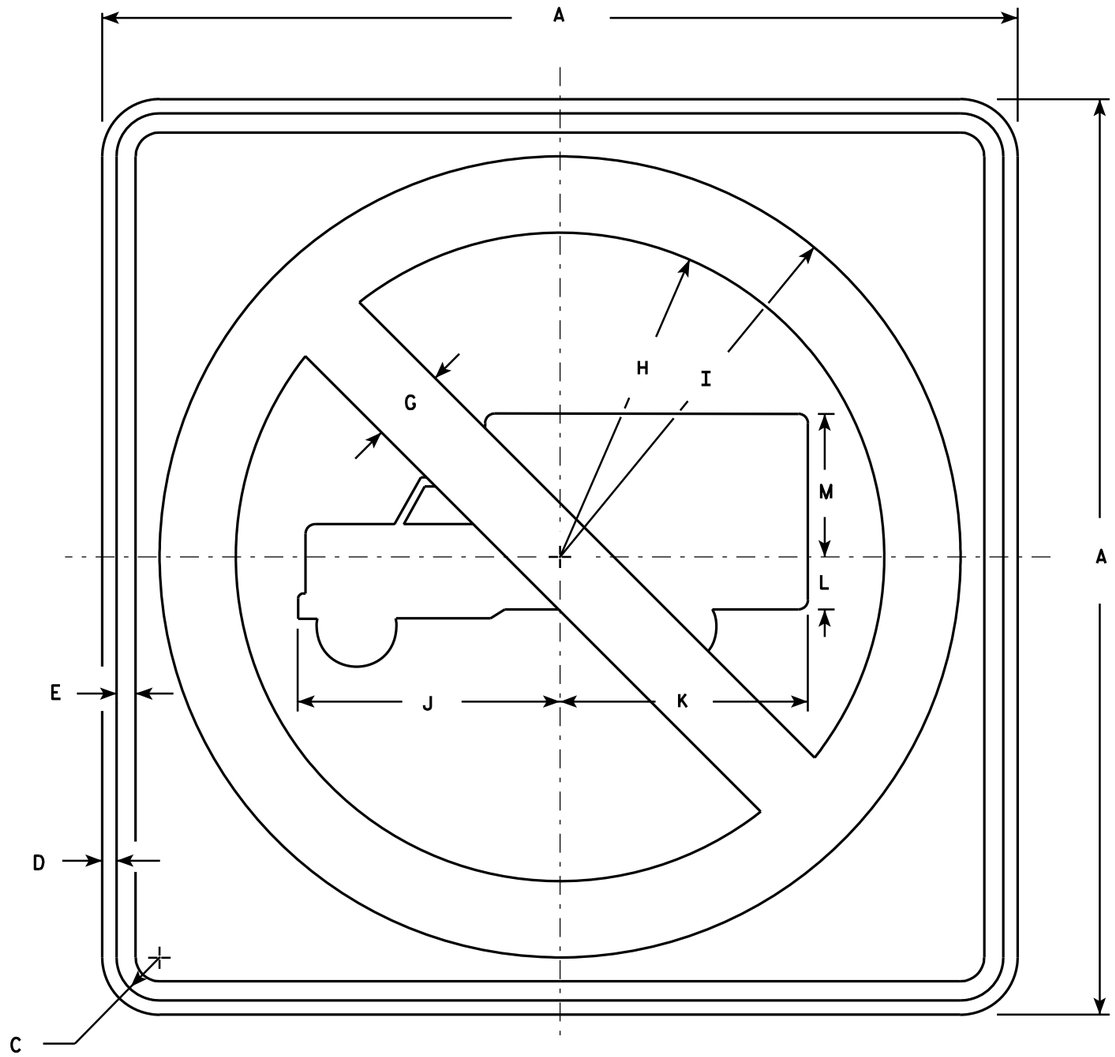
STANDARD SIGN
R3-4

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: 304	E



R5-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Circle & Diagonal - Reflective red.
   Truck Symbol & Border - Non-reflective black.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
2M	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
3	30		1 3/8	1/2	5/8		2 1/2	10 5/8	13 1/8	8 1/2	8 1/8	1 5/8	4 3/4														6.25
4	36		1 5/8	5/8	3/4		3	12 3/4	15 3/4	10 1/4	9 3/4	2	5 3/4														9.0
5	48		2 1/4	3/4	1		4	17	21	13 5/8	13	2 5/8	7 5/8														16.0

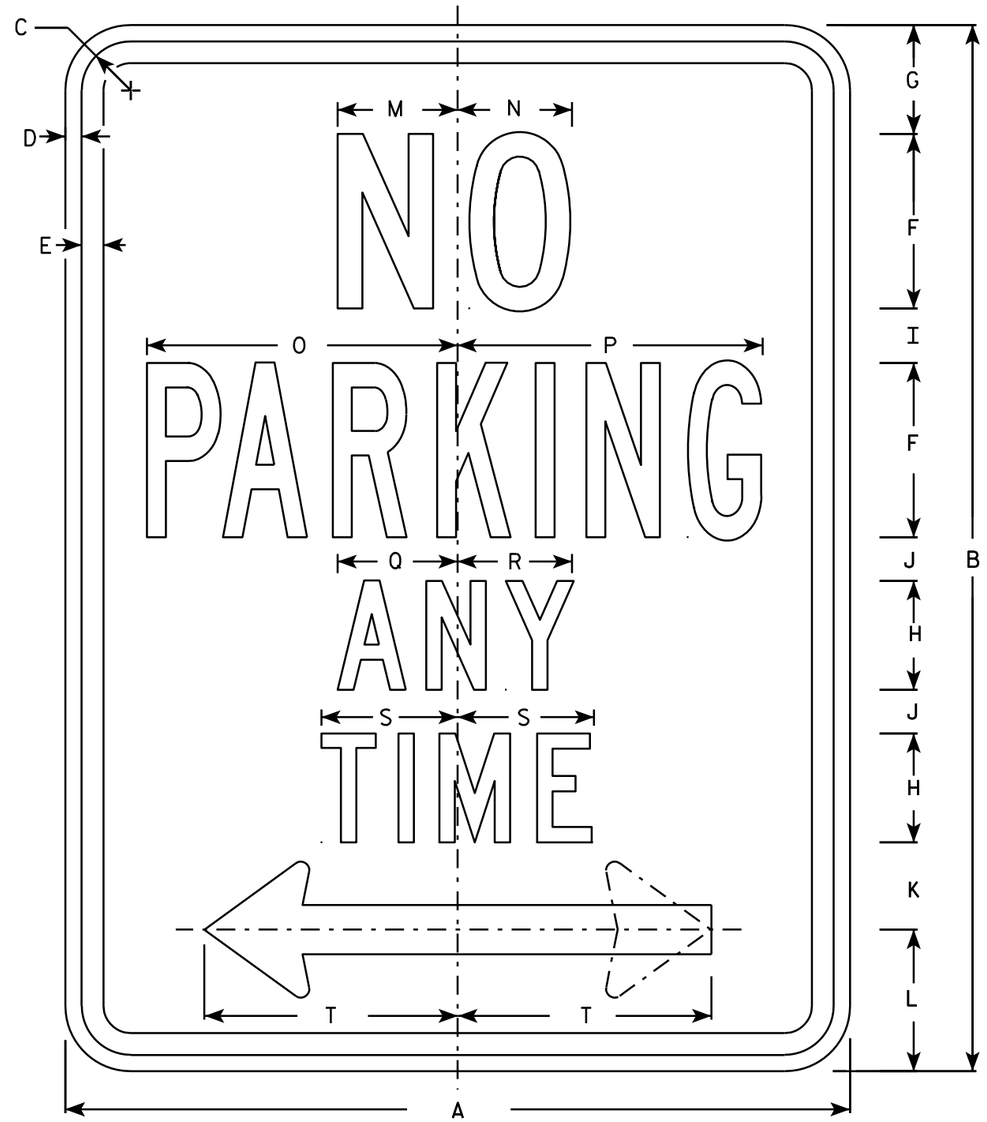
STANDARD SIGN
R5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-2.6

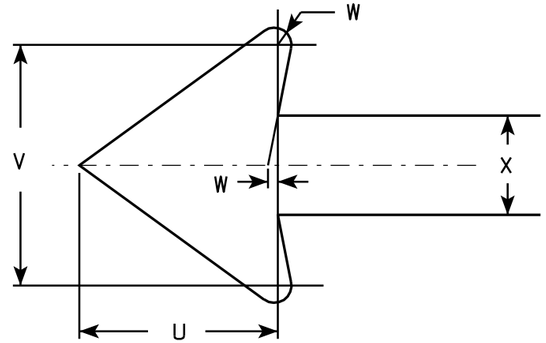
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 305	E



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 306	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.DGN PLOT DATE : 31-MAR-2011 09:20 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.476110:1.000000

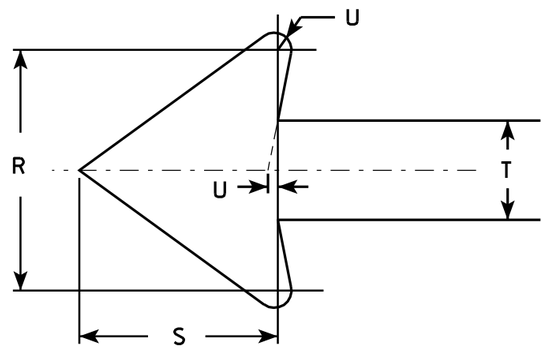
WISDOT/CADDS SHEET 42

R7-2

*- See Note 5

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 7
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 as required & adjust spacing to achieve proper balance.
6. R7-2D (double arrow)
   R7-2L (left arrow)
   R7-2R (right arrow)
7. Lines 1, 3 and 4 are series C, line 2 is 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	12	18	1 1/8	3/8	3/8	3	1 7/8	1 1/2	7/8	7/8	2	2 1/2	2	2	4 7/8	4 7/8	3 7/8	1 3/4	1 1/2	3/4	1/8						1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 7/8	2 5/8	2 1/4	1 1/8	1/4						3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 3/4	3 1/2	3	1 1/2	1/4						5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 3/4	3 1/2	3	1 1/2	1/4						5.0
4																											
5																											

STANDARD SIGN
R7-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

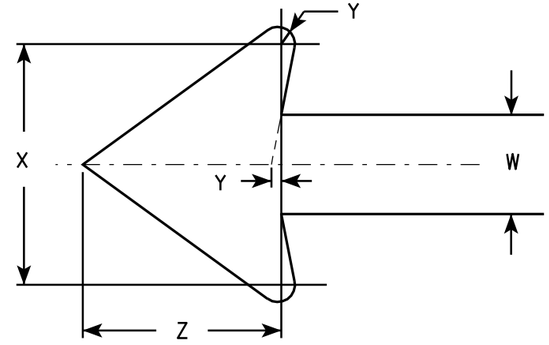
DATE 3/31/2011 PLATE NO. R7-2.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 307	E

R7-51

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 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. R7-51D (double arrow)
   R7-51R (right arrow)
   R7-51L (left arrow)
6. Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.



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	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	4 7/8	5/8	1 3/4	2 1/2	4 3/8	3 7/8	3/4	1 3/4	1/8	1 1/2	1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 3/4	1 1/8	1 1/2	3 1/8	5 1/2	5 7/8	1 1/8	2 5/8	1/4	2 1/4	3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
4																											
5																											

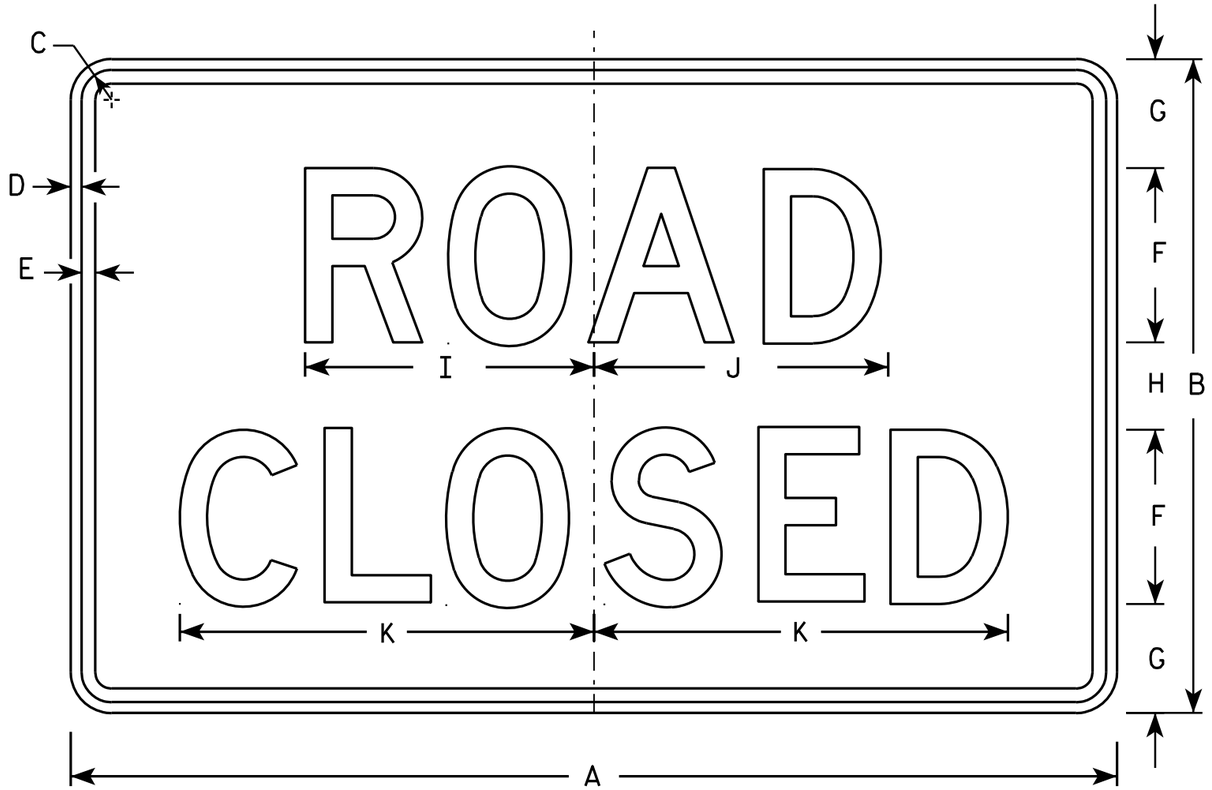
STANDARD SIGN
R7-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-51.6

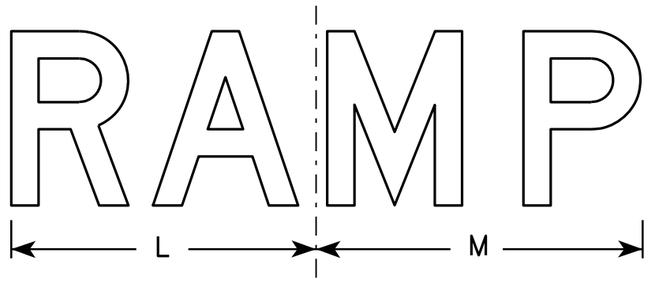
PROJECT NO:	HWY:	COUNTY:			SHEET NO: 308	E



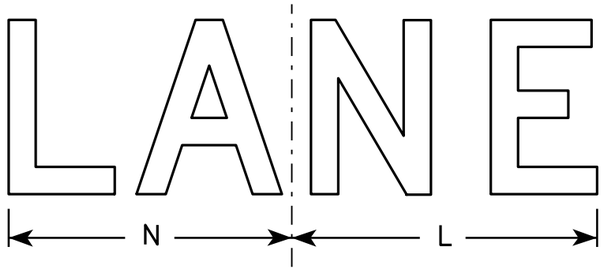
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

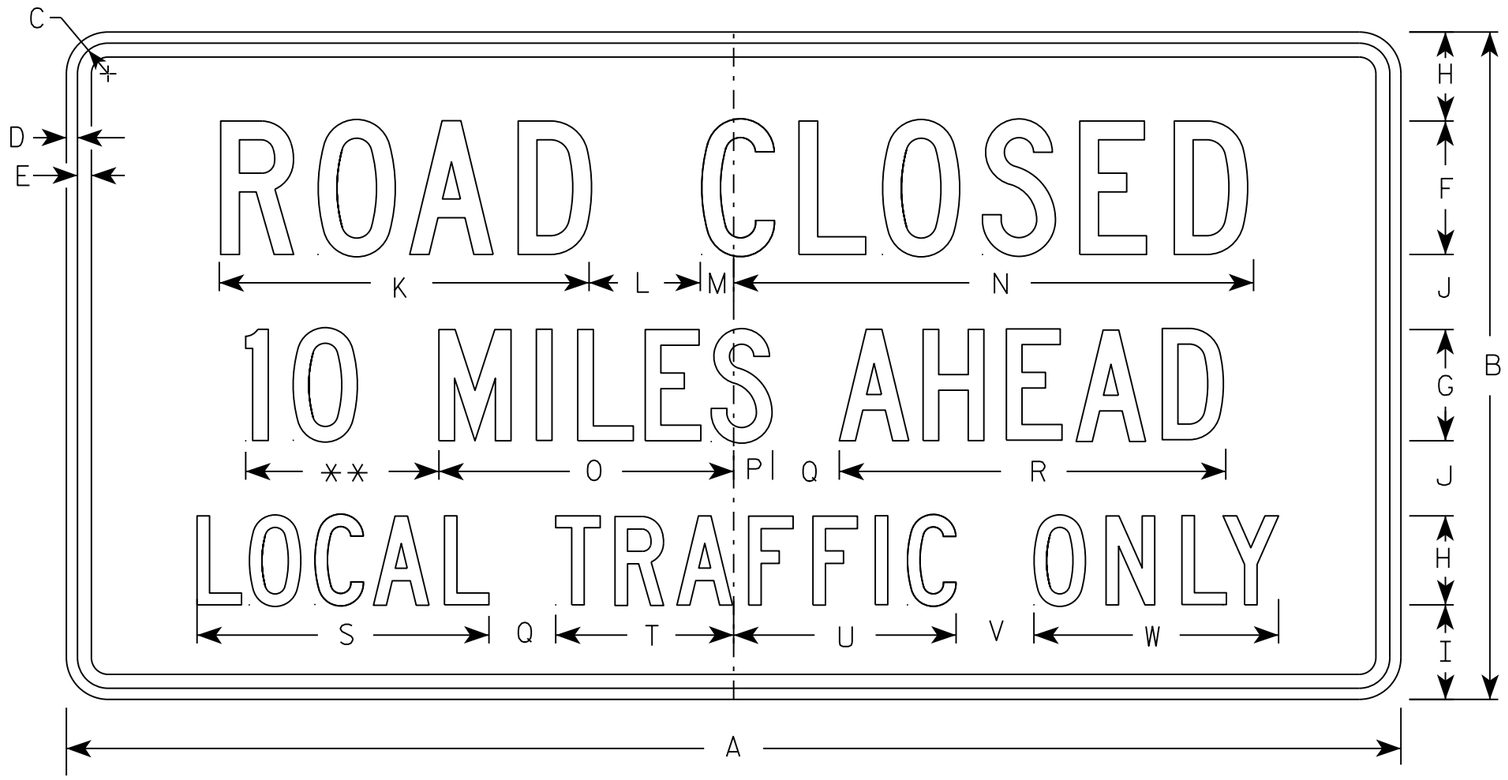
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 309	E



R11-3

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.

** 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

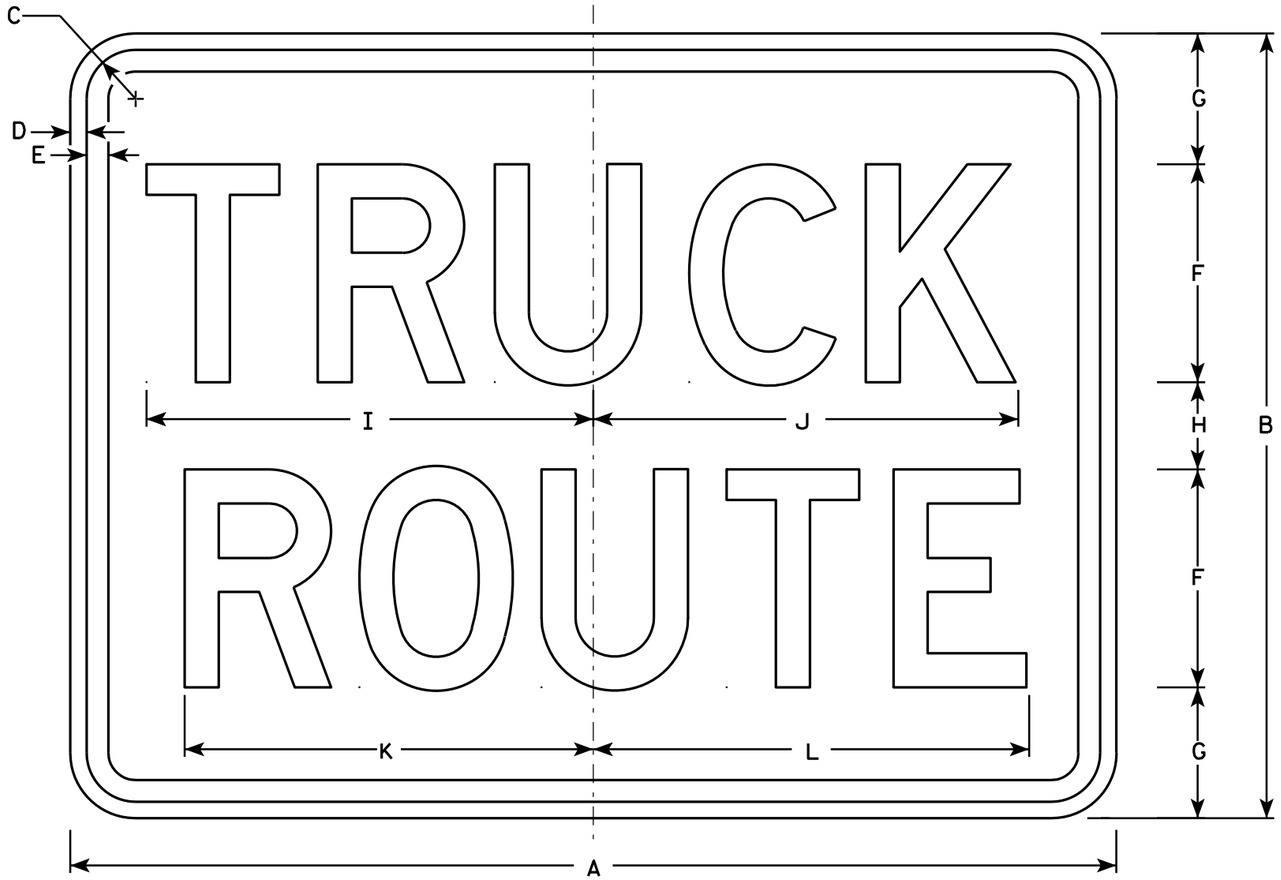
WISCONSIN DEPT OF TRANSPORTATION

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



R14-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - 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																											
2	24	18	1 1/8	3/8	1/2	5	3	2	10 1/4	9 3/4	9 3/8	10															3.0
2	24	18	1 1/8	3/8	1/2	5	3	2	10 1/4	9 3/4	9 3/8	10															3.0
3	30	24	1 1/8	3/8	1/2	6	4	4	12 1/4	11 3/4	11 1/4	12															5.0
4																											
5																											

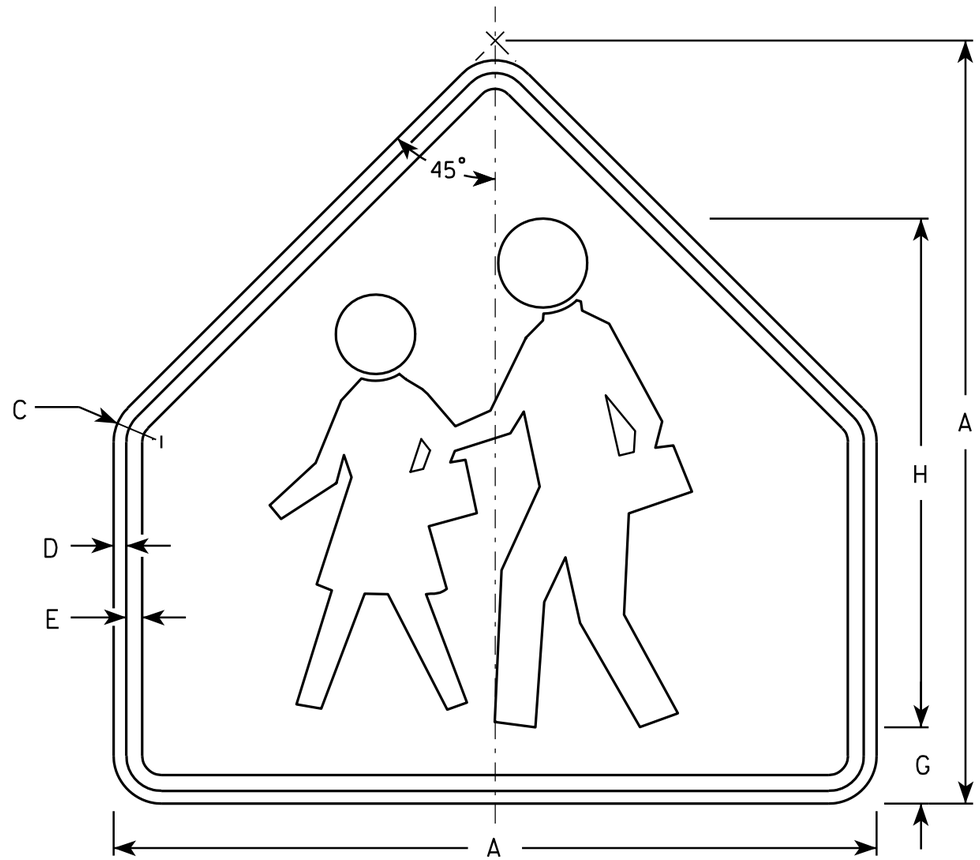
STANDARD SIGN
R14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R14-1.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 311	E



S1-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

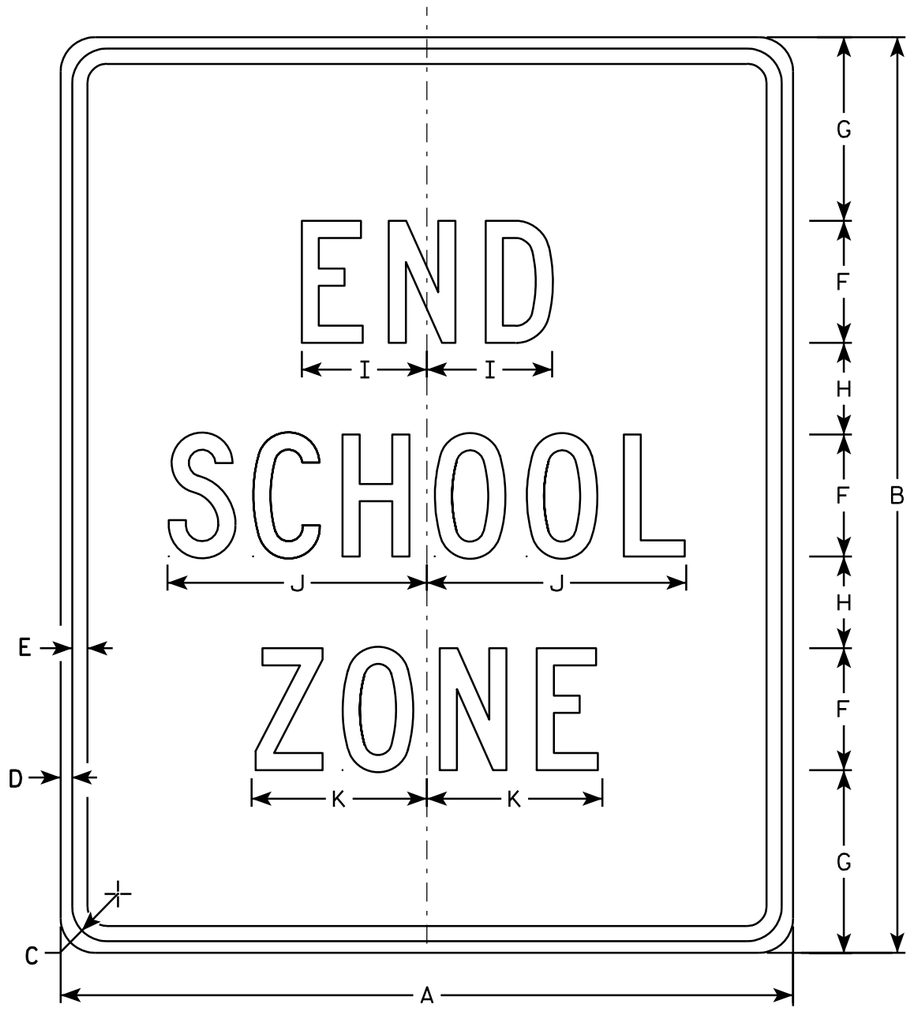
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 312	E



S5-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - 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																											
2	24	30	1 1/8	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
3	36	42	1 5/8	5/8	3/4	6	7	5	6 1/8	12 5/8	8 5/8																10.5
4																											
5																											

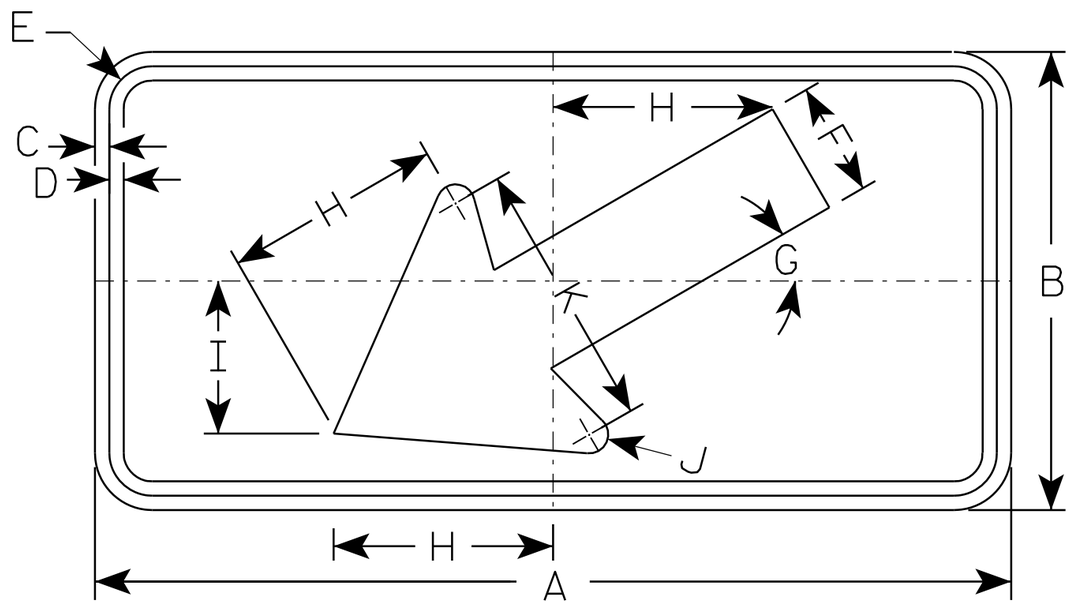
STANDARD SIGN
S5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/8/11 PLATE NO. S5-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 313 | E



S16-7L

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-Green
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. S16-7R are the same as S16-7L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
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	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8.0
5																											

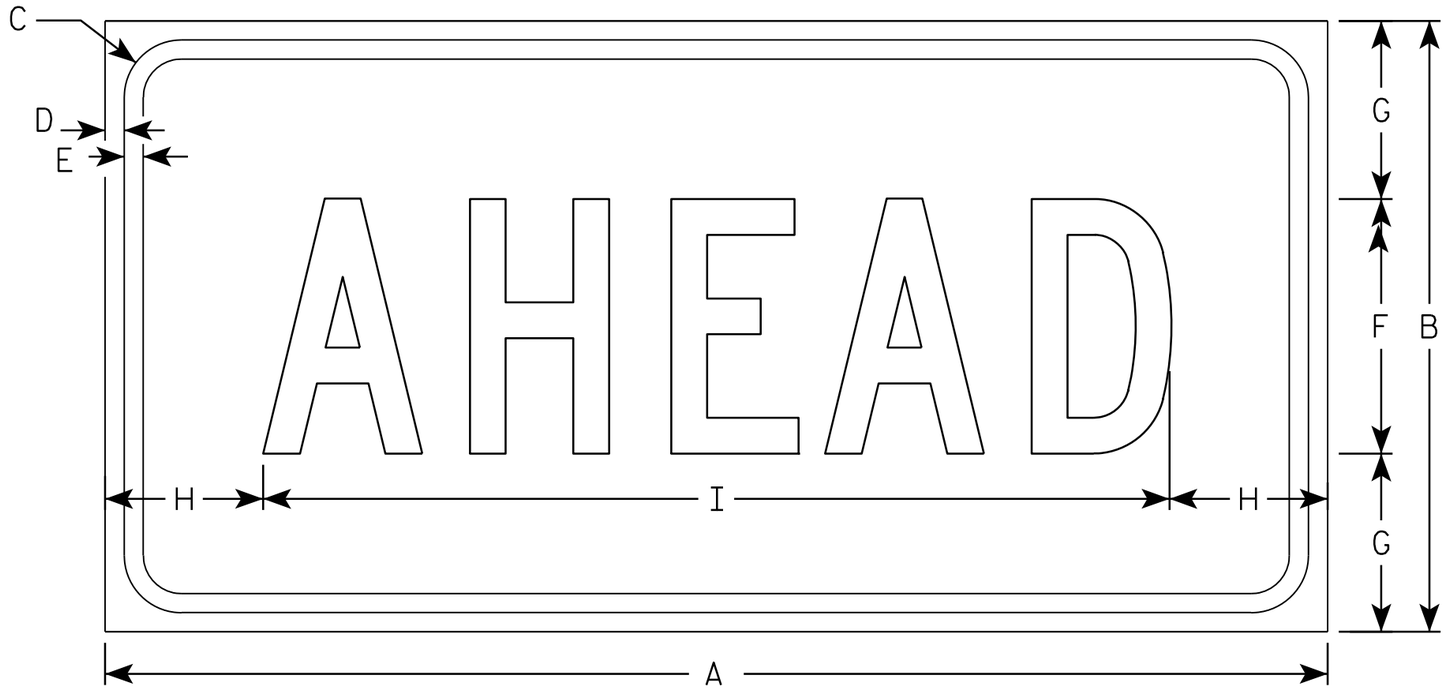
STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-7.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 314 | E



S16-9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   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	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

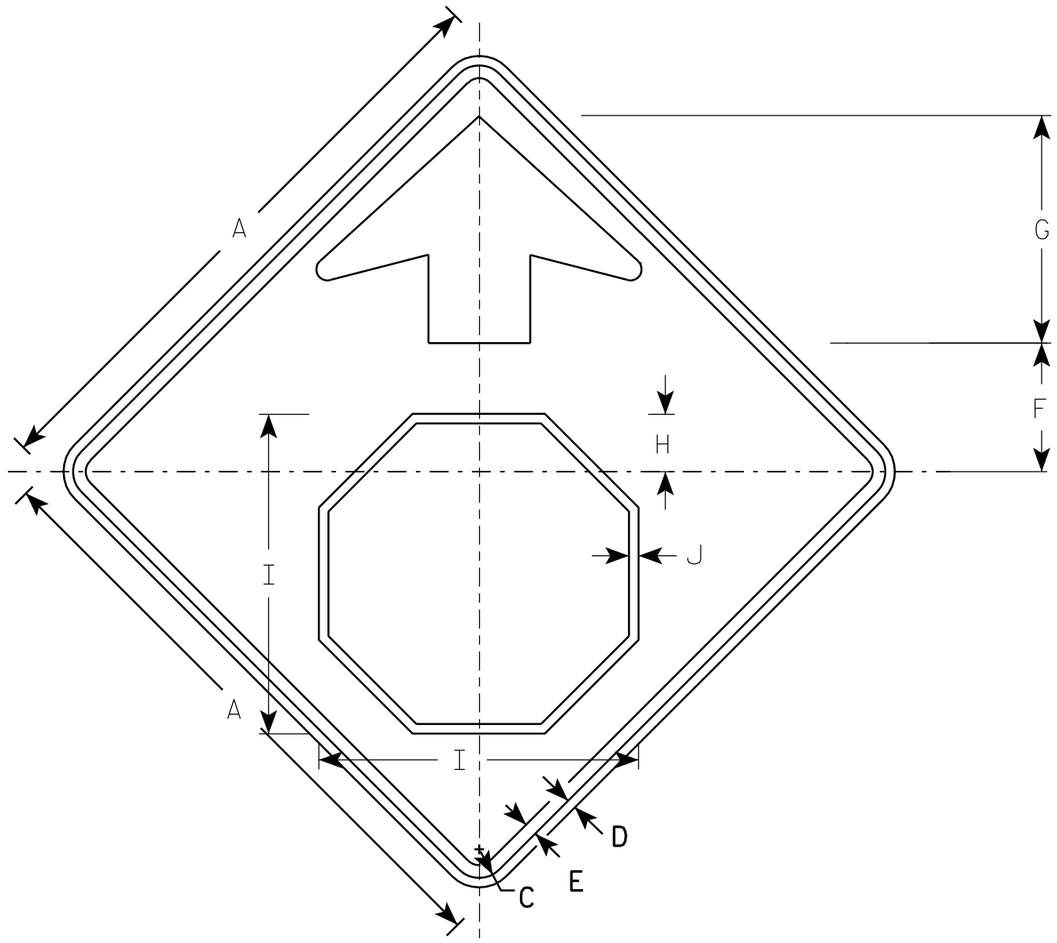
STANDARD SIGN
S16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-9P.1

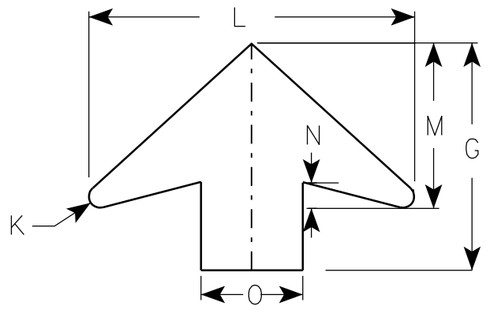
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 315 | E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   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	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	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
2M	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
3	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
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
W3-1

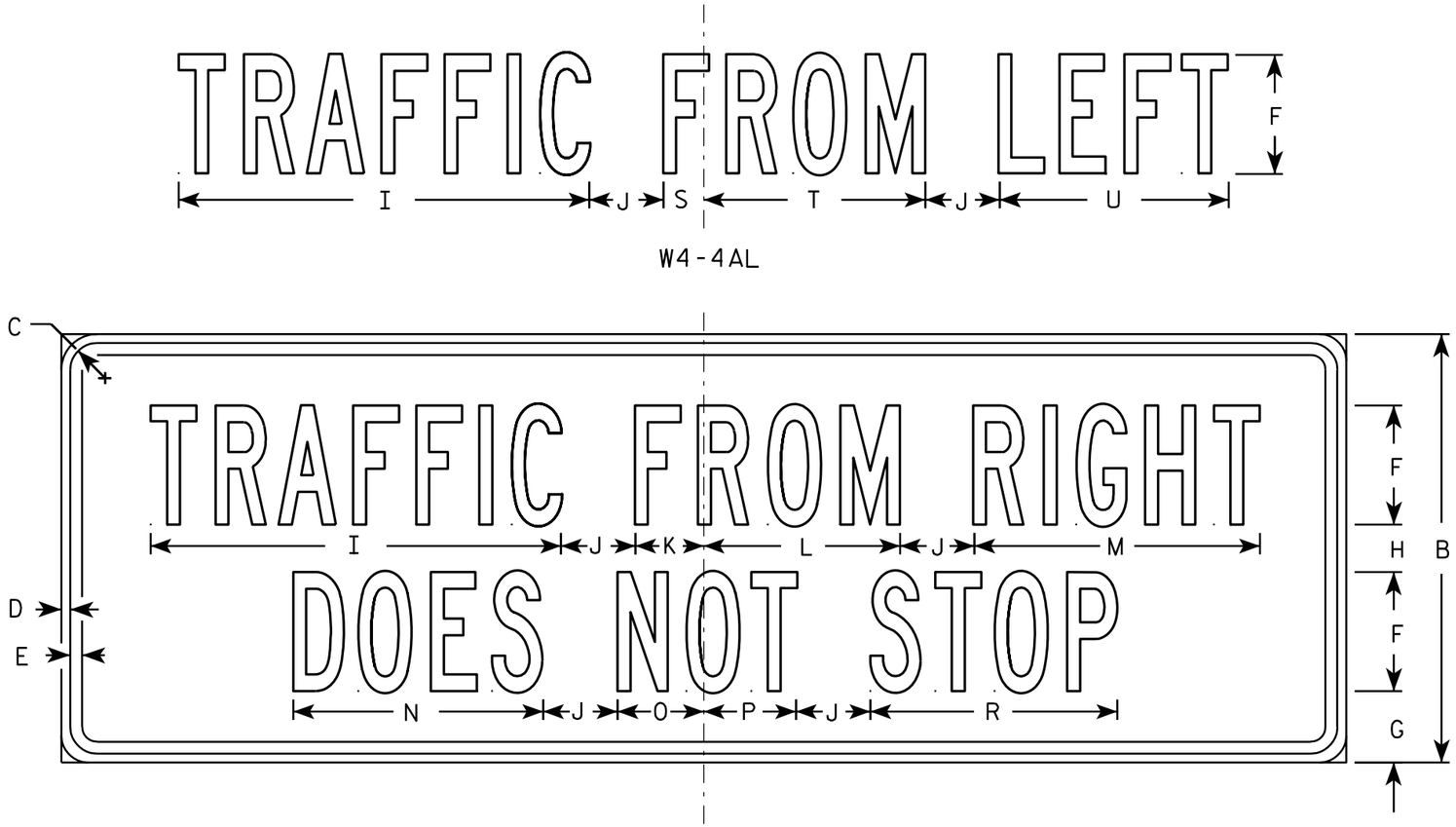
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 316 E



W4-4AL

W4-4AR

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.

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	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	10 3/8	1 1/2	1 3/4	4 7/8	7 1/4	6 1/4	2 1/4	2 1/4		6 1/4	1	5 5/8	5 3/4						2.5
2M	30	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	10 3/8	1 1/2	1 3/4	4 7/8	7 1/4	6 1/4	2 1/4	2 1/4		6 1/4	1	5 5/8	5 3/4						2.5
3	42	15	1 1/8	3/8	1/2	4	2 5/8	1 3/4	13 7/8	2 3/8	2 1/8	6 3/4	9 3/4	8 3/8	2 3/4	3 3/8		8 3/8	1 1/8	7 3/4	7 3/4						4.4
4	54	18	1 1/8	3/8	1/2	5	3	2	17 1/4	3 1/8	2 7/8	8 1/4	12	10 1/2	3 5/8	3 7/8		10 3/8	1 3/4	9 3/8	9 5/8						6.8
5																											

STANDARD SIGN
W4-4AL & W4-4AR

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-4A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 317 | E

W4-4B

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.

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	12	1 1/8	3/8	1/2	3	2 1/4	1 1/2	12 3/8	5/8	1 1/2	10 3/8	6 1/4	2 1/4	2 1/4	6 1/4											2.5
2M	30	12	1 1/8	3/8	1/2	3	2 1/4	1 1/2	12 3/8	5/8	1 1/2	10 3/8	6 1/4	2 1/4	2 1/4	6 1/4											2.5
3	42	15	1 1/8	3/8	1/2	4	2 5/8	1 3/4	16 7/8	5/8	2 3/8	13 7/8	8 3/8	3	3 1/8	8 3/8											4.17
4	48	18	1 1/8	3/8	1/2	5	3	2	21	5/8	3 1/8	17 1/4	10 1/2	3 5/8	3 7/8	10 3/8											6.0
5																											

STANDARD SIGN
W4-4B

WISCONSIN DEPT OF TRANSPORTATION

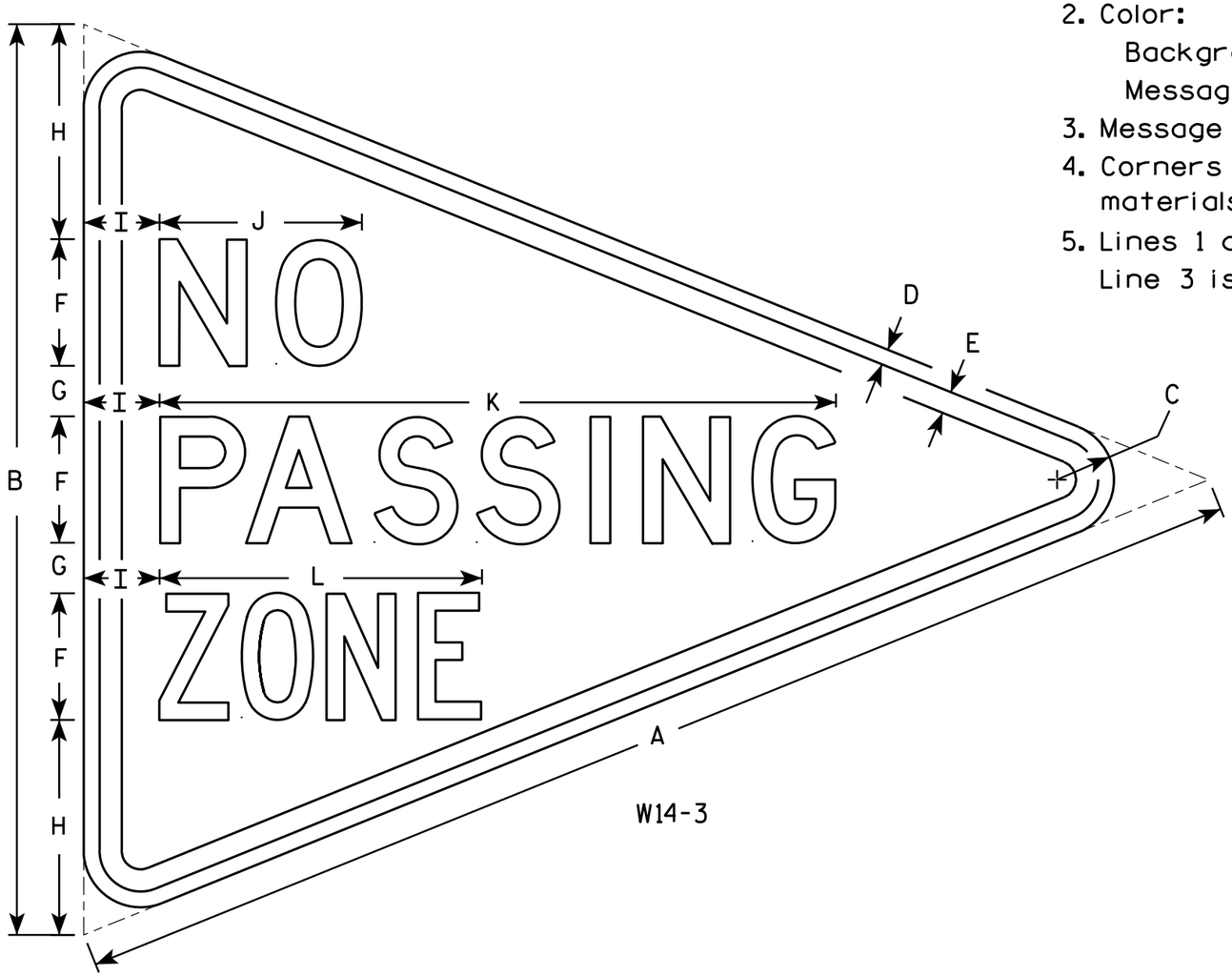
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 318	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. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
2M	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7
4																											
5																											

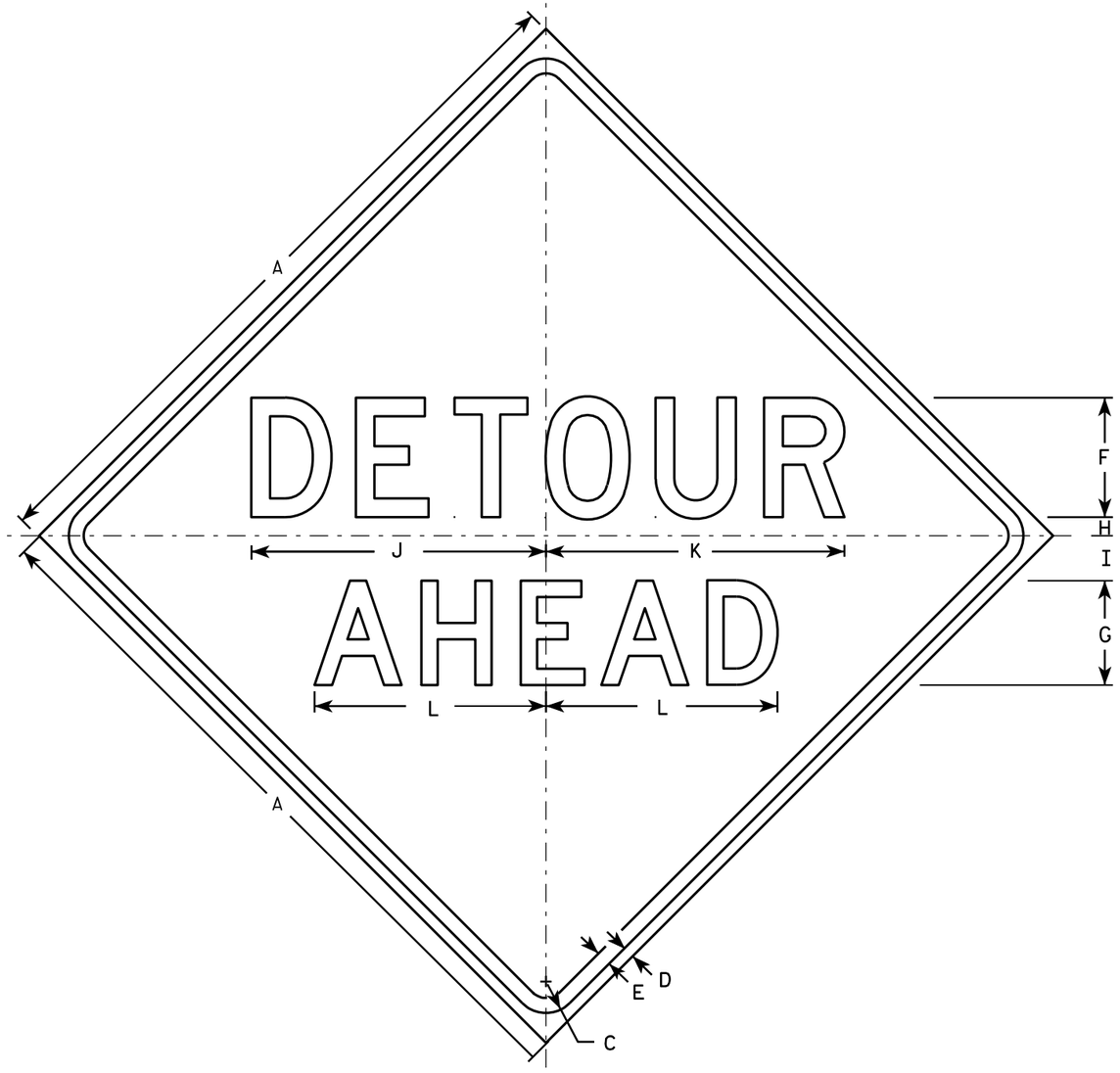
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

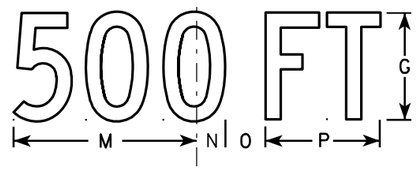
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

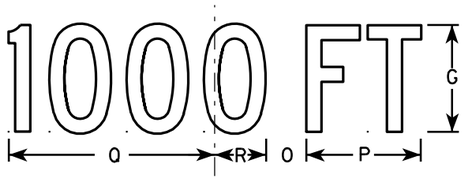
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 319	E



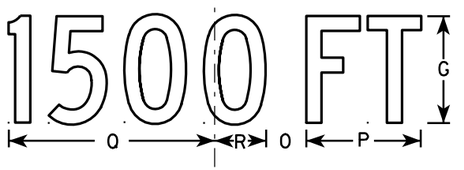
W20-2A



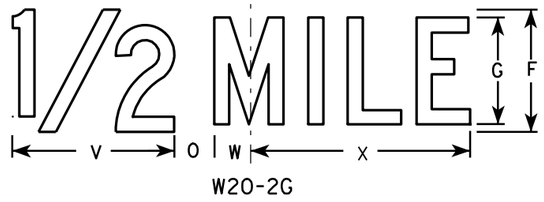
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

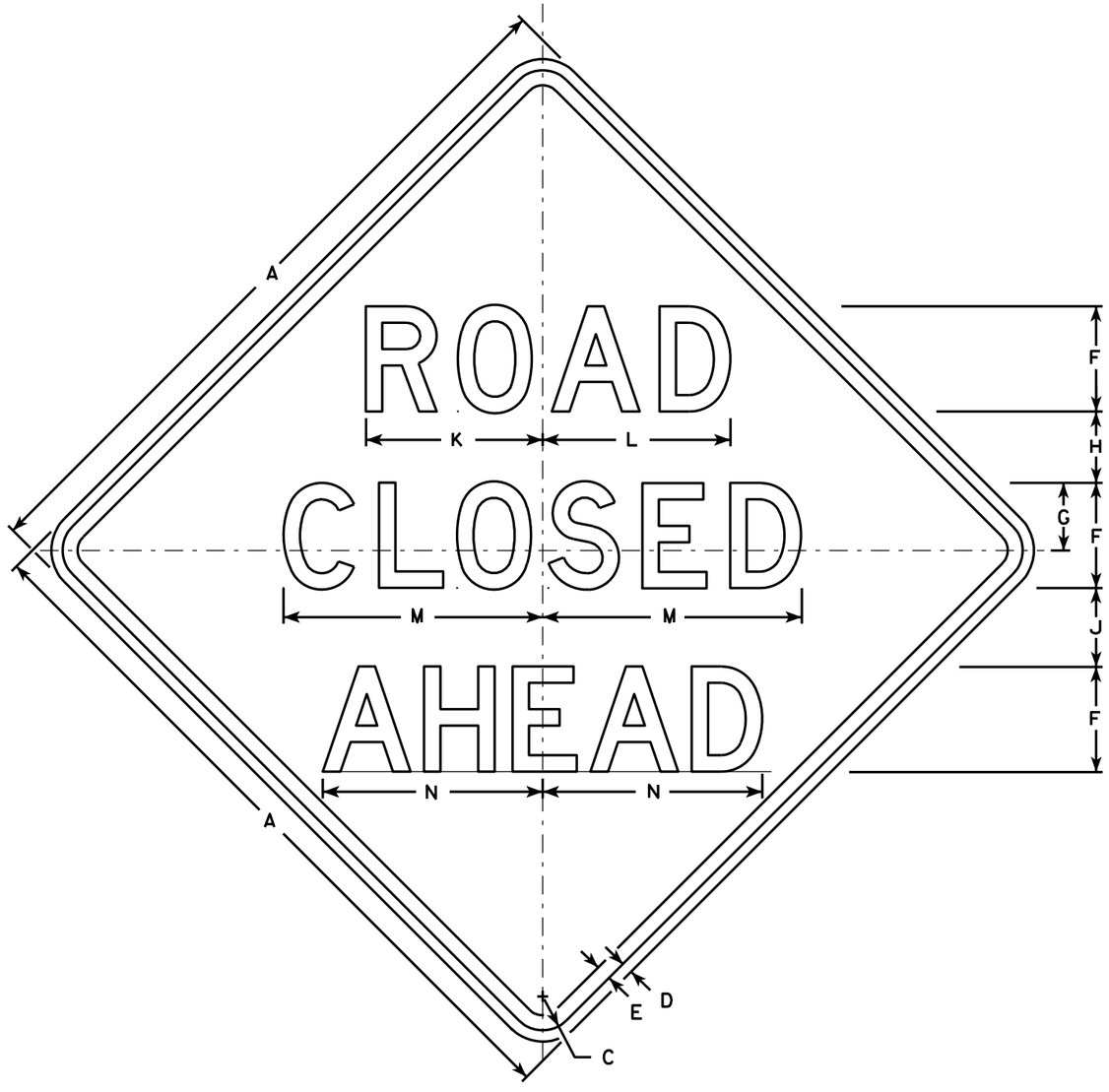
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

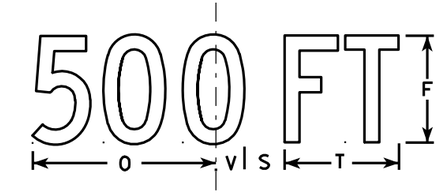
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 320 | E

7

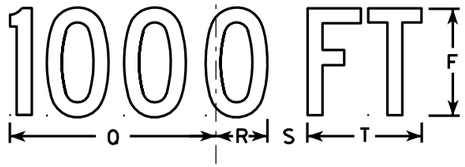
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



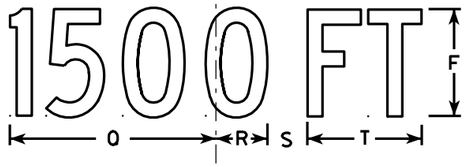
W20-3A



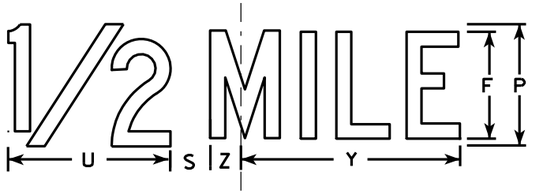
W20-3D



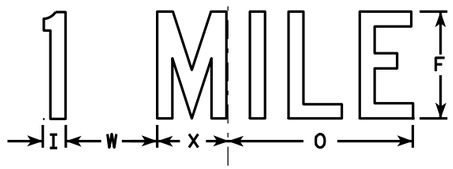
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 321 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42

STH 98 - SOUTH STREET

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		MASS ORDINATE
					CUT	FILL	CUT	EXPANDED FILL	
							1	1.25	
			CUT	FILL	NOTE 1	NOTE 2	NOTE 1		NOTE 3
239+25	23925		0	0	0	0	**0**	**0**	0
239+50	23950	25	115	6	53	3	53	4	50
240+00	24000	50	116	4	214	10	267	16	251
240+50	24050	50	115	4	214	8	481	25	456
241+00	24100	50	117	3	215	7	696	34	662
241+50	24150	50	123	5	222	7	918	44	875
242+00	24200	50	134	0	237	4	1155	49	1106
242+50	24250	50	106	0	222	0	1378	49	1328
243+00	24300	50	127	0	216	0	1593	49	1544
243+50	24350	50	125	0	233	0	1826	49	1777
244+00	24400	50	121	0	228	0	2054	49	2005
244+50	24450	50	127	0	229	0	2284	49	2234
245+00	24500	50	124	0	233	0	2516	49	2467
245+50	24550	50	143	0	247	0	2763	49	2714
246+00	24600	50	143	0	265	0	3028	49	2979
246+50	24650	50	122	0	245	0	3273	49	3224
247+00	24700	50	143	0	246	0	3518	49	3469
247+50	24750	50	154	0	276	0	3794	49	3745
248+00	24800	50	156	0	287	0	4081	49	4032
248+50	24850	50	155	0	289	0	4370	49	4321
249+00	24900	50	164	0	296	0	4666	49	4617
249+50	24950	50	160	0	300	0	4966	49	4917
250+00	25000	50	144	0	281	0	5248	49	5198
250+50	25050	50	147	0	270	0	5517	49	5468
251+00	25100	50	143	0	269	0	5786	49	5736
251+50	25150	50	139	0	261	0	6047	49	5998
252+00	25200	50	95	0	217	0	6264	49	6214
252+50	25250	50	129	0	208	0	6471	49	6422
253+00	25300	50	132	0	242	0	6713	49	6664
253+50	25350	50	131	0	244	0	6957	49	6908

NOTES	
1 - CUT	CUT DOES NOT INLCUDE SALVAGED/UNSUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE PAVEMETN EXC VOLUME
3 - MASS ORDINATE	((CUT) - ((FILL) * FILL FACTOR))

254+00	25400	50	133	0	245	0	7202	49	7152
254+50	25450	50	133	0	247	0	7448	49	7399
255+00	25500	50	99	0	215	0	7663	49	7614
255+50	25550	50	95	0	180	0	7843	49	7794
256+00	25600	50	134	0	212	0	8055	49	8006
256+50	25650	50	124	0	240	0	8295	49	8246
257+00	25700	50	81	0	190	0	8485	49	8436
257+50	25750	50	112	0	179	0	8665	49	8615
258+00	25800	50	90	0	187	0	8852	50	8802
258+50	25850	50	81	0	158	0	9010	50	8960
259+00	25900	50	117	0	184	0	9194	50	9143
259+50	25950	50	131	0	230	0	9424	51	9373
260+00	26000	50	133	0	244	0	9668	51	9617
260+50	26050	50	112	0	227	0	9895	51	9844
261+00	26100	50	116	0	211	0	10105	51	10055
261+50	26150	50	68	0	170	0	10275	51	10224
262+00	26200	50	71	0	128	0	10403	51	10353
262+50	26250	50	118	0	175	0	10578	51	10528
263+00	26300	50	126	0	226	0	10805	51	10754
263+50	26350	50	139	0	246	0	11050	51	10999
264+00	26400	50	153	0	270	0	11320	51	11269
264+50	26450	50	122	0	254	0	11574	51	11523
265+00	26500	50	95	0	201	0	11775	51	11724
			COLUMN TOTALS		11775	41			

NOTES	
1 - CUT	CUT DOES NOT INLCUDE SALVAGED/UNSUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE PAVEMETN EXC VOLUME
3 - MASS ORDINATE	((CUT) - ((FILL) * FILL FACTOR))

9

9

STH 98 - MAIN STREET

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
362+50	36250		111	0	0	0	0	0	0
363+00	36300	50	151	0	242	0	242	0	242
363+50	36350	50	139	0	269	0	511	0	511
364+00	36400	50	138	0	257	0	768	0	768
364+50	36450	50	142	0	260	0	1027	0	1027
365+00	36500	50	134	0	256	0	1283	0	1283
365+50	36550	50	121	1	236	0	1519	1	1518
366+00	36600	50	90	0	195	0	1714	1	1713
366+50	36650	50	89	0	166	0	1880	1	1879
367+00	36700	50	140	0	212	0	2092	1	2091
367+50	36750	50	147	1	266	1	2358	3	2355
368+00	36800	50	155	0	280	1	2637	4	2633
368+50	36850	50	157	0	289	0	2926	4	2922
369+00	36900	50	169	0	302	0	3228	4	3225
369+50	36950	50	163	0	308	0	3536	4	3532
370+00	37000	50	165	0	303	0	3839	4	3836
370+50	37050	50	155	0	297	0	4136	4	4132
371+00	37100	50	146	0	279	0	4415	4	4411
371+50	37150	50	114	0	241	0	4656	4	4652
372+00	37200	50	106	0	204	0	4860	4	4856
372+25	37225	25	137	0	113	0	4973	4	4968
372+50	37250	25	134	0	126	0	5098	4	5094
372+75	37275	25	137	0	125	0	5223	4	5219
373+00	37300	25	137	0	127	0	5350	4	5346
373+25	37325	25	143	0	130	0	5480	4	5475
373+50	37350	25	142	0	132	0	5612	4	5607
373+75	37375	25	141	0	131	0	5743	5	5739
374+00	37400	25	139	0	130	0	5873	5	5868
374+25	37425	25	138	0	128	0	6001	5	5996
374+50	37450	25	140	0	129	0	6130	5	6125
374+75	37475	25	143	0	131	0	6261	5	6256
375+00	37500	25	153	0	137	0	6398	5	6393
375+25	37525	25	159	0	144	0	6542	5	6537
375+50	37550	25	157	0	146	0	6688	5	6683
375+75	37575	25	156	0	145	0	6833	5	6828
376+00	37600	25	155	0	144	0	6977	5	6972

NOTES	
1 - CUT	CUT DOES NOT INLCUDE SALVAGED/UNSUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE PAVEMETN EXC VOLUME
3 - MASS ORDINATE	((CUT) - ((FILL) * FILL FACTOR))

376+25	37625	25	150	0	141	0	7118	5	7113
376+50	37650	25	145	0	137	0	7255	5	7250
376+75	37675	25	140	1	132	0	7387	6	7381
377+00	37700	25	141	0	130	1	7517	6	7511
377+25	37725	25	142	0	131	0	7648	6	7642
377+50	37750	25	144	0	132	0	7781	6	7774
377+75	37775	25	145	0	134	0	7915	6	7908
378+00	37800	25	149	0	136	0	8051	6	8044
378+25	37825	25	148	0	138	0	8188	6	8182
378+50	37850	25	146	0	136	0	8325	7	8318
378+75	37875	25	139	0	132	0	8457	7	8450
379+00	37900	25	129	0	124	0	8581	7	8574
379+25	37925	25	130	0	120	0	8701	7	8694
379+50	37950	25	130	0	120	0	8821	7	8814
379+75	37975	25	134	1	122	1	8943	8	8935
380+00	38000	25	134	1	124	1	9068	9	9058
380+50	38050	50	104	0	220	1	9288	11	9276
381+00	38100	50	103	0	192	0	9479	11	9468
381+50	38150	50	140	1	225	1	9704	12	9692
382+00	38200	50	145	0	264	1	9968	13	9955
382+50	38250	50	152	0	275	0	10243	13	10229
383+00	38300	50	155	1	285	1	10527	15	10513
383+50	38350	50	162	0	294	1	10821	16	10805
384+00	38400	50	152	5	291	5	11112	22	11090
384+50	38450	50	143	1	273	6	11384	30	11355
385+00	38500	50	108	32	232	31	11617	68	11549
385+50	38550	50	111	3	203	32	11820	108	11711
386+00	38600	50	142	0	234	3	12054	112	11942
386+50	38650	50	136	0	258	0	12312	112	12200
387+00	38700	50	136	0	252	0	12564	112	12452
387+50	38750	50	121	0	238	0	12801	112	12689
388+00	38800	50	82	0	188	0	12989	112	12877
			COLUMN TOTALS		12989	89			

NOTES	
1 - CUT	CUT DOES NOT INLCUDE SALVAGED/UNSUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE PAVEMETN EXC VOLUME
3 - MASS ORDINATE	((CUT) - ((FILL) * FILL FACTOR))

STH 98 - HELM STREET

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
0+43	43		110	9	0	0	0	0	0
0+50	50	7	104	12	28	3	28	3	24
1+00	100	50	100	2	189	12	217	19	198
1+10	110	10	243	1	64	1	281	19	261
			COLUMN TOTALS		281	15			

STH 98 - POPE STREET

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
9+05	905		81	0	0	0	0	0	0
9+50	950	45	167	0	207	0	207	1	206
9+58	958	8	154	4	48	1	254	1	253
			COLUMN TOTALS		254	1			

STH 98 - GWINN STREET SOUTH

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
19+15	1915		85	1	0	0	0	0	0
19+50	1950	35	230	0	204	1	204	1	202
19+57	1957	7	206	0	56	0	260	1	259
			COLUMN TOTALS		260	1			

NOTES	
1 - CUT	CUT DOES NOT INLCUDE SALVAGED/UNSUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE PAVEMETN EXC VOLUME
3 - MASS ORDINATE	((CUT) - ((FILL) * FILL FACTOR))

STH 98 - GWINN STREET NORTH

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
20+42	2042		215	0	0	0	0	0	0
20+50	2050	8	180	1	58	0	58	0	58
20+75	2075	25	72	2	117	1	175	2	173
				COLUMN TOTALS	175	2			

STH 98 - THOMAS STREET SOUTH

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
29+30	2930		84	0	0	0	0	0	0
29+50	2950	20	207	0	108	0	108	0	107
29+58	2958	8	181	0	58	0	165	0	165
				COLUMN TOTALS	165	0			

STH 98 - THOMAS STREET NORTH

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
30+42	3042		215	0	0	0	0	0	0
30+50	3050	8	167	0	57	0	57	0	57
30+80	3080	30	88	3	142	2	198	2	196
				COLUMN TOTALS	198	2			

NOTES	
1 - CUT	CUT DOES NOT INLCUDE SALVAGED/UNSUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE PAVEMETN EXC VOLUME
3 - MASS ORDINATE	((CUT) - ((FILL) * FILL FACTOR))

STH 98 - WEST STREET SOUTH

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
39+05	3905		86	1	0	0	0	0	0
39+50	3950	45	265	0	293	1	293	1	292
39+58	3958	8	236	0	74	0	367	1	366
				COLUMN TOTALS	367	1			

STH 98 - WEST STREET NORTH

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
40+42	4042		196	1	0	0	0	0	0
40+50	4050	8	187	2	57	0	57	1	56
40+85	4085	35	111	0	150	1	207	2	205
				COLUMN TOTALS	207	2			

STH 98 - DIVISION STREET SOUTH

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
49+25	4925		76	2	0	0	0	0	0
49+50	4950	25	176	0	117	1	117	2	115
49+58	4958	8	170	0	51	0	168	2	166
				COLUMN TOTALS	168	1			

NOTES	
1 - CUT	CUT DOES NOT INLCUDE SALVAGED/UNSUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE PAVEMETN EXC VOLUME
3 - MASS ORDINATE	((CUT) - ((FILL) * FILL FACTOR))

STH 98 - DIVISION STREET NORTH

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
50+42	5042		200	2	0	0	0	0	0
50+50	5050	8	243	1	66	1	66	1	65
50+70	5070	20	119	2	134	1	200	2	198
				COLUMN TOTALS	200	2			

STH 98 - CTH K SOUTH

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
161+40	16140		0	0	0	0	0	0	0
161+50	16150	10	127	0	23	0	23	0	23
161+65	16165	15	145	0	76	0	99	0	99
				COLUMN TOTALS	99	0			

STH 98 - SOUTH STREET EAST

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
565+75	56575		136	0	0	0	0	0	0
566+00	56600	25	127	0	122	0	122	0	122
566+55	56655	55	93	1	223	1	345	1	344
				COLUMN TOTALS	345	1			

NOTES	
1 - CUT	CUT DOES NOT INLCUDE SALVAGED/UNSUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE PAVEMETN EXC VOLUME
3 - MASS ORDINATE	((CUT) - ((FILL) * FILL FACTOR))

STH 98 - CENTRAL STREET WEST

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
59+05	5905		163	1	0	0	0	0	0
59+51	5951	46	138	20	256	18	256	22	234
				COLUMN TOTALS	256	18			

STH 98 - CENTRAL STREET EAST

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
60+46	6046		98	3	0	0	0	0	0
60+95	6095	49	164	1	237	3	237	4	233
				COLUMN TOTALS	237	3			

STH 98 - MILL STREET WEST

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
69+05	6905		110	2	0	0	0	0	0
69+50	6950	45	114	25	187	22	187	28	159
				COLUMN TOTALS	187	22			

NOTES	
1 - CUT	CUT DOES NOT INLCUDE SALVAGED/UNSUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE PAVEMETN EXC VOLUME
3 - MASS ORDINATE	((CUT) - ((FILL) * FILL FACTOR))

STH 98 - MILL STREET EAST

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
70+45	7045		104	4	0	0	0	0	0
70+50	7050	5	129	0	22	0	22	0	21
71+00	7100	50	127	0	237	0	259	1	258
71+40	7140	40	196	3	240	2	499	3	495
		COLUMN TOTALS			499	3			

STH 98 - SPRING STREET WEST

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
89+15	8915		73	1	0	0	0	0	0
89+50	8950	35	146	0	141	1	141	1	141
89+55	8955	5	134	0	26	0	167	1	167
		COLUMN TOTALS			167	1			

STH 98 - SPRING STREET EAST

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
90+59	9059		163	13	0	0	0	0	0
90+75	9075	16	62	53	67	20	67	24	42
		COLUMN TOTALS			67	20			

NOTES	
1 - CUT	CUT DOES NOT INLCUDE SALVAGED/UNSUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE PAVEMETN EXC VOLUME
3 - MASS ORDINATE	((CUT) - ((FILL) * FILL FACTOR))

9

9

STH 98 - MADISON STREET

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
99+20	9920		95	20	0	0	0	0	0
99+54	9954	34	124	46	138	15	138	19	119
				COLUMN TOTALS	138	15			

STH 98 - ELM DRIVE WEST

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
109+05	10905		76	3	0	0	0	0	0
109+50	10950	45	153	20	191	18	191	23	168
109+59	10959	9	139	8	49	5	239	29	211
				COLUMN TOTALS	239	23			

STH 98 - ELM DRIVE EAST

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
289+00	28900		181	6	0	0	0	0	0
289+38	28938	38	150	0	151	4	151	5	146
				COLUMN TOTALS	151	4			

NOTES	
1 - CUT	CUT DOES NOT INLCUDE SALVAGED/UNSUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE PAVEMETN EXC VOLUME
3 - MASS ORDINATE	((CUT) - ((FILL) * FILL FACTOR))

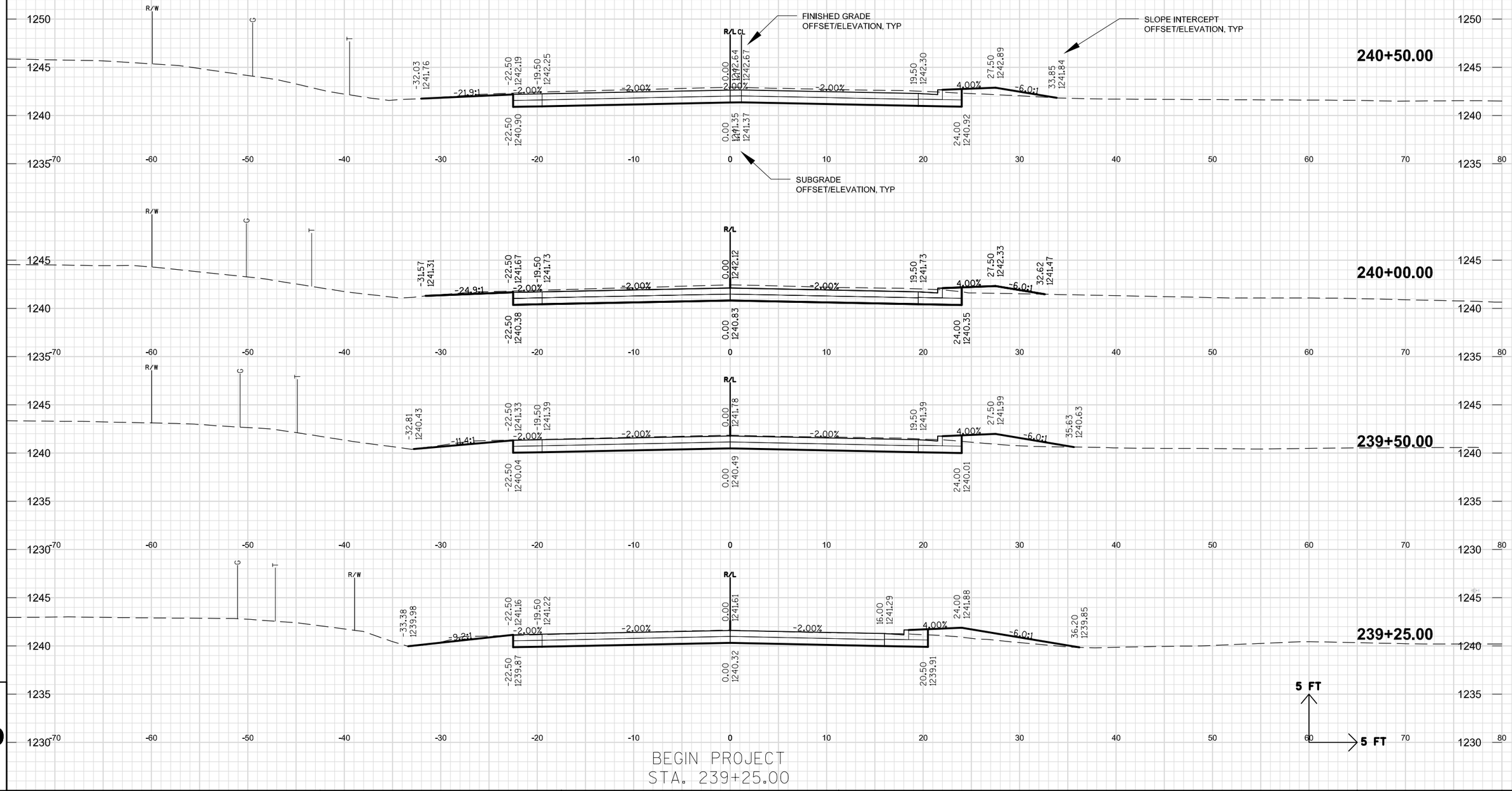
STH 98 - CTH K NORTH

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
489+00	48900		85	25	0	0	0	0	0
489+25	48925	25	70	31	72	26	72	32	40
489+72	48972	47	27	2	85	29	157	68	88
490+00	49000	28	108	0	200	0	357	68	288
490+50	49050	50	27	0	200	0	557	68	488
				COLUMN TOTALS	557	55			

EARTHWORK SUMMARY

LOCATION	CUT (CY)	EXPANDED FILL (CY)	MASS HAUL (CY)
South Street	11775	51	11724
Main Street	12989	112	12877
Helm Street	281	19	261
Pope Street	254	1	253
Gwinn Street North	175	2	173
Gwinn Street South	260	1	259
Thomas Street North	198	2	196
Thomas Street South	165	0	165
West Street North	207	2	205
West Street South	367	1	366
Division Street North	200	2	198
Division Street South	168	2	166
Main Street South	99	0	99
South Street East	345	1	344
Central Street West	256	22	234
Central Street East	237	4	233
Mill Street West	187	28	159
Mill Street East	499	3	495
Spring Street West	167	1	167
Spring Street East	67	24	42
Madison Street	138	19	119
Elm Drive West	239	29	211
Elm Drive East	151	5	146
Main Street North	557	68	488
TOTALS	29983	402	29581

NOTES	
1 - CUT	CUT DOES NOT INLCUDE SALVAGED/UNSUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE PAVEMETN EXC VOLUME
3 - MASS ORDINATE	((CUT) - ((FILL) * FILL FACTOR))



BEGIN PROJECT
STA. 239+25.00

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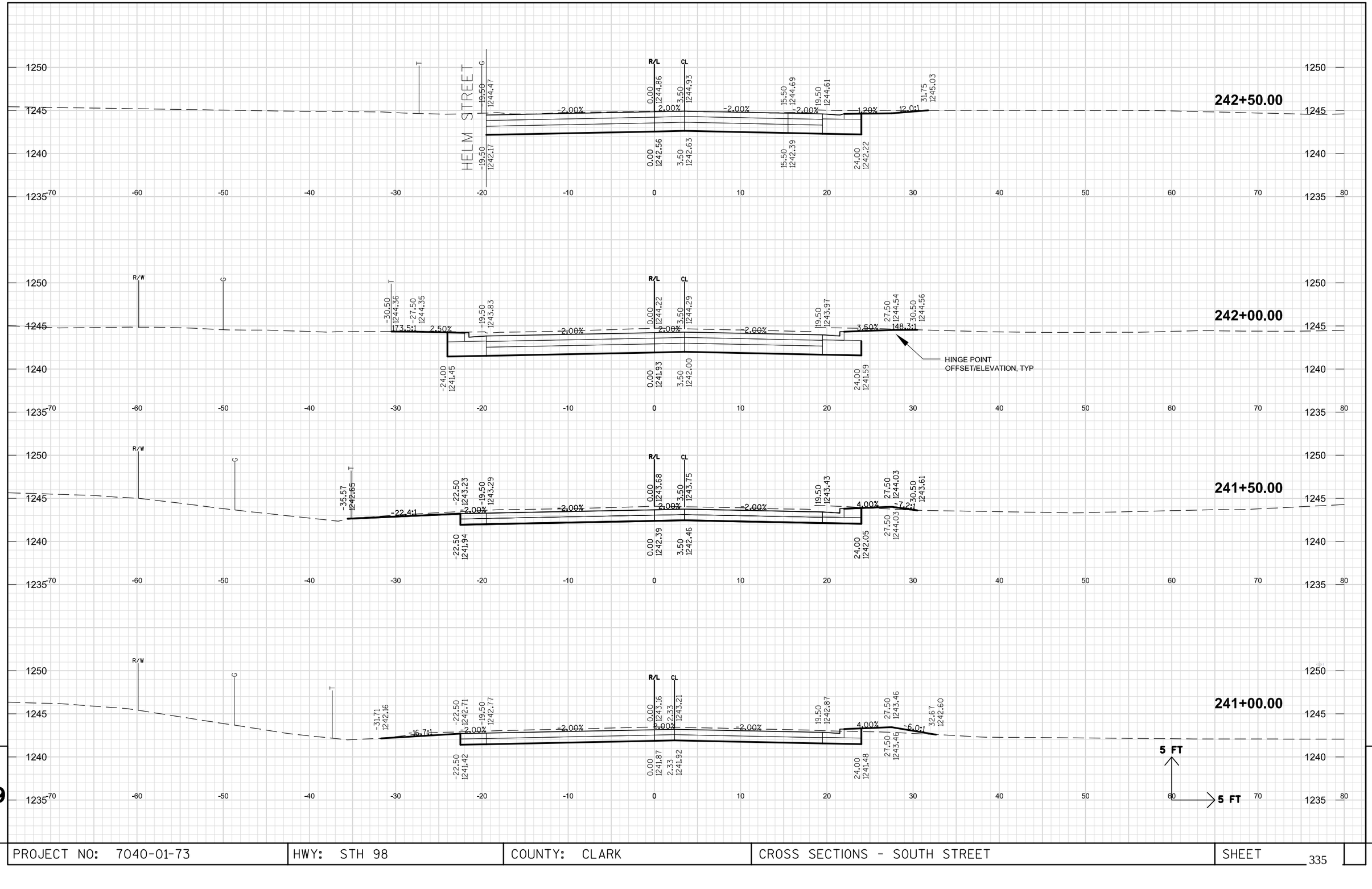

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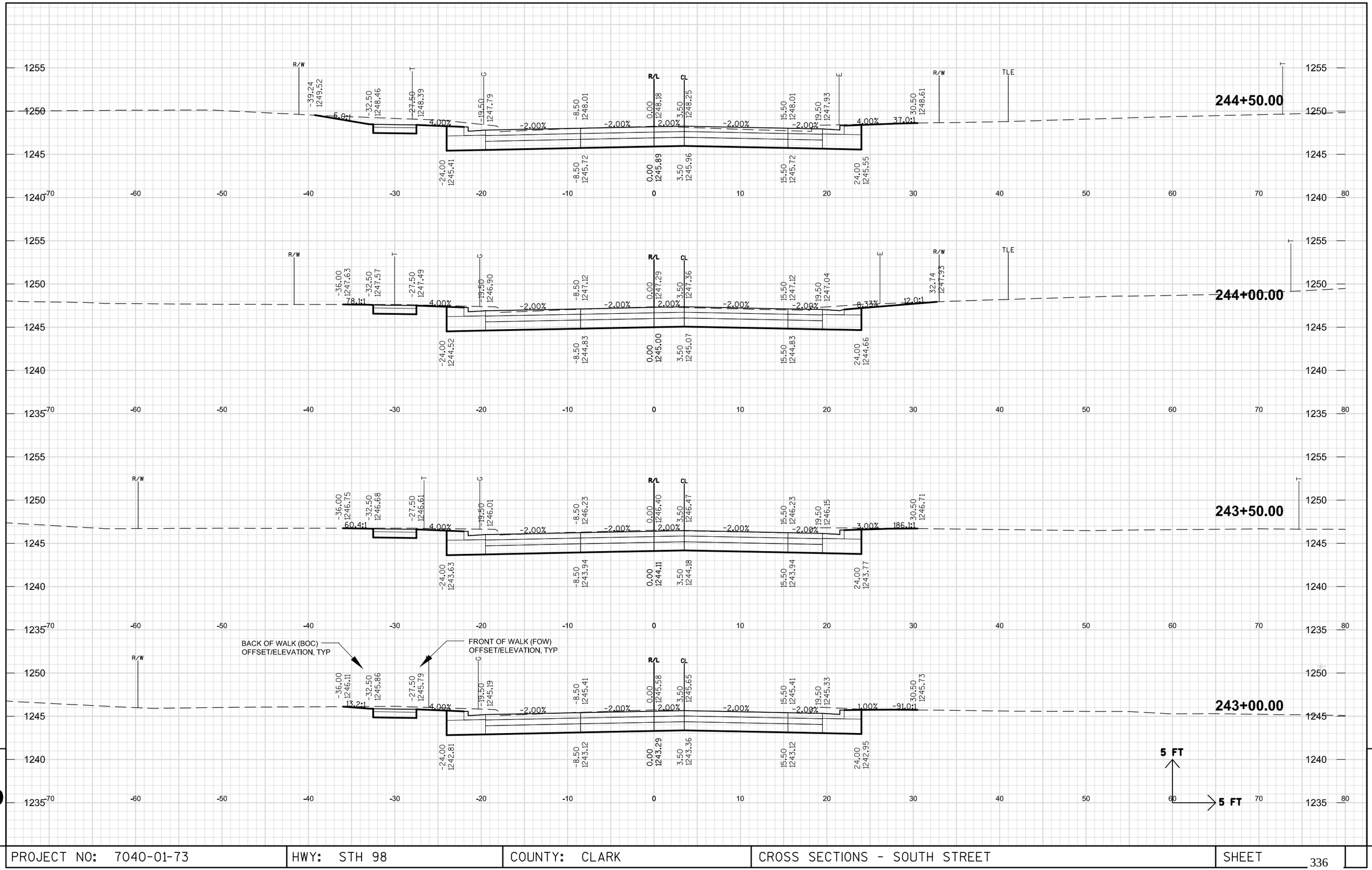

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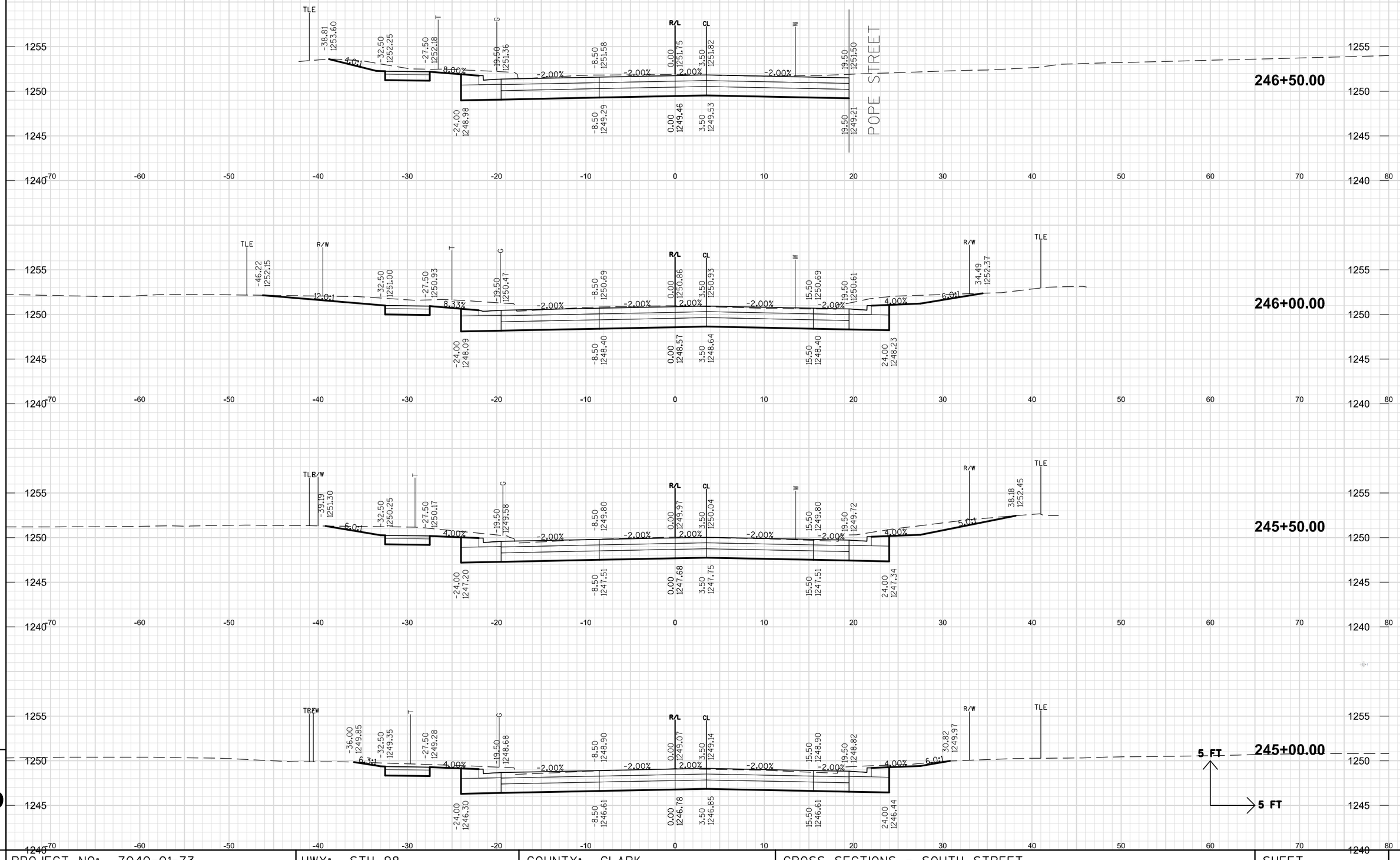

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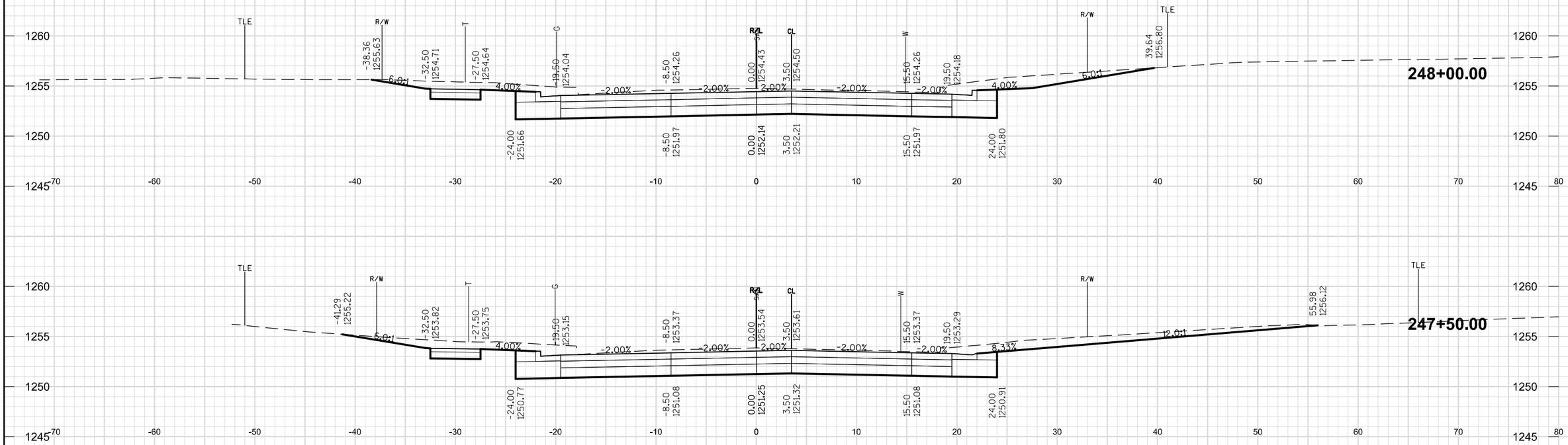

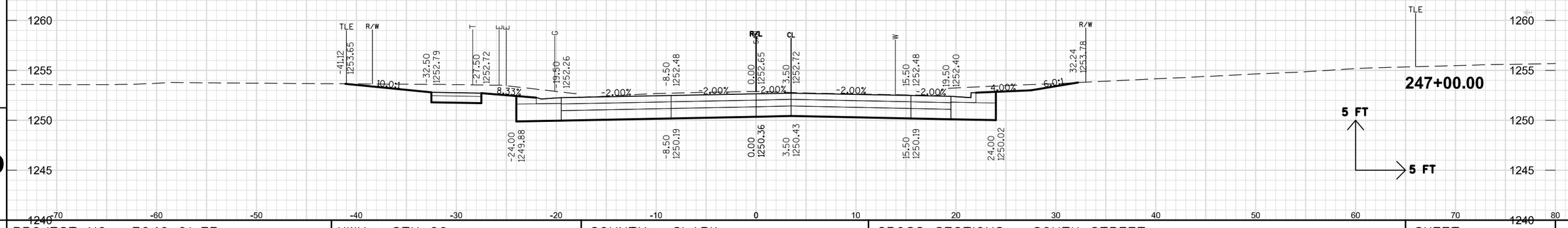

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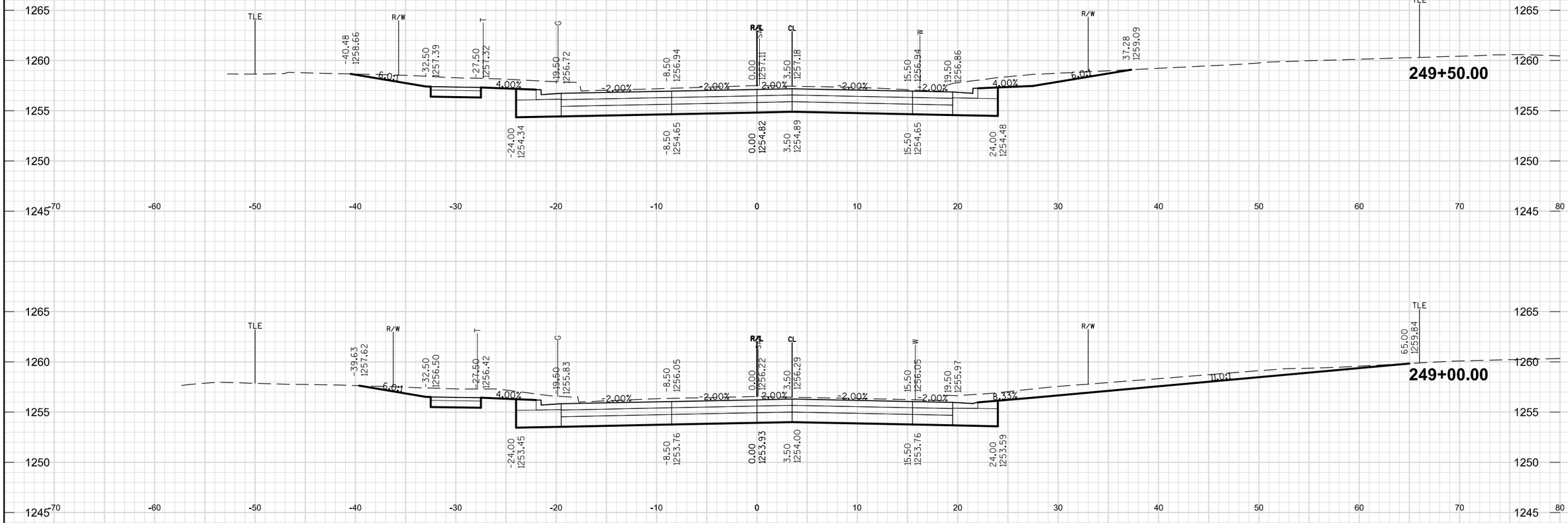

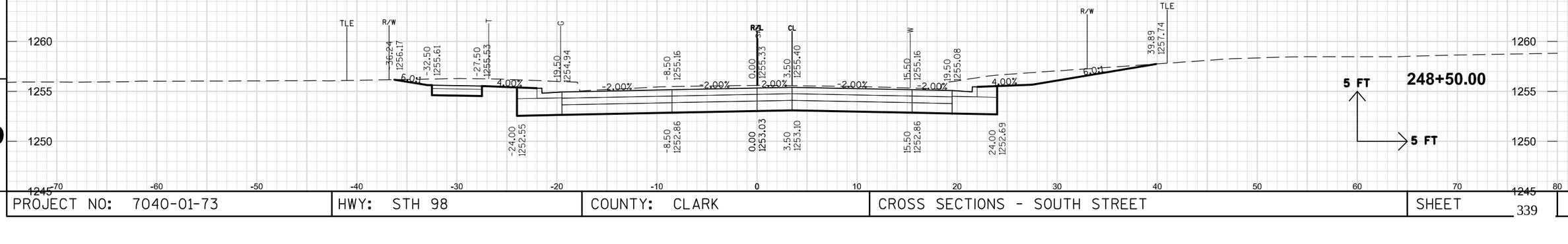

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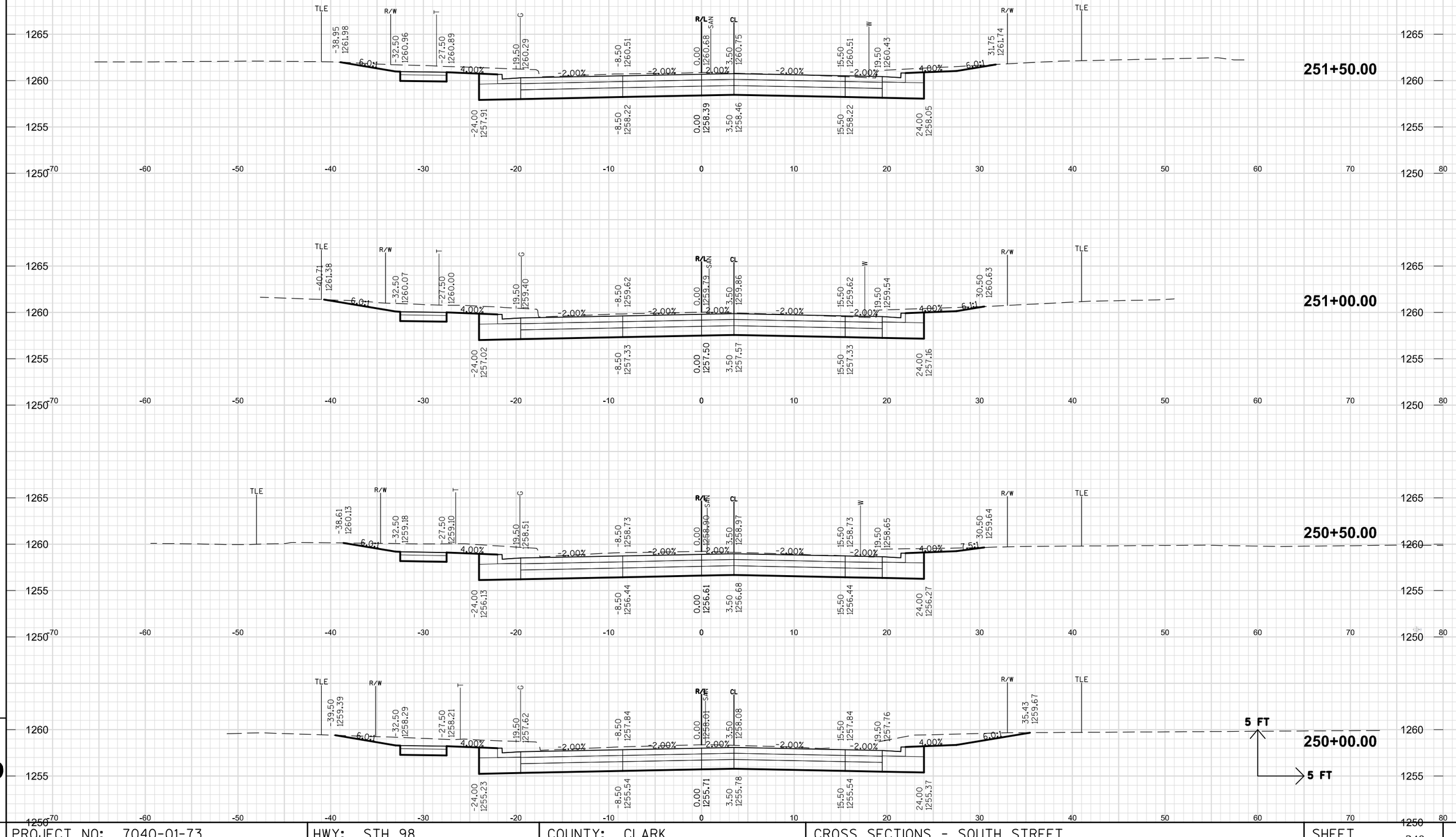

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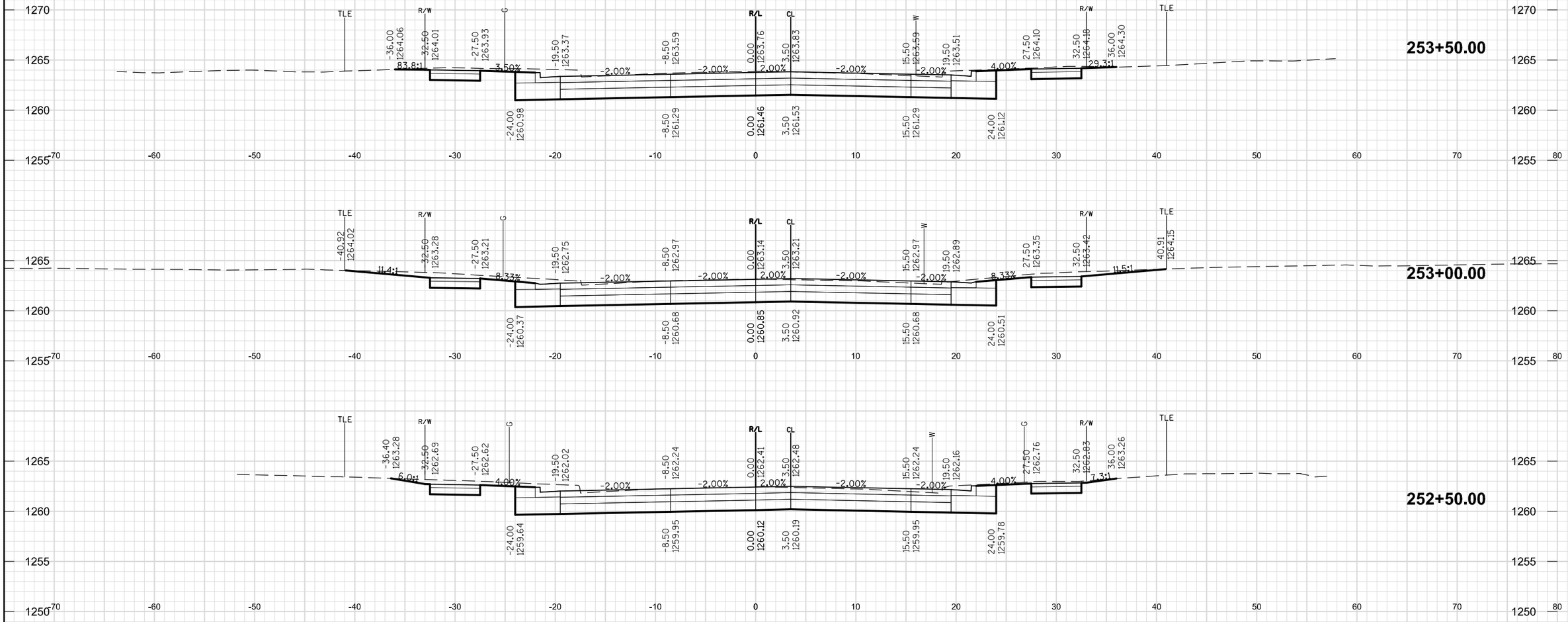
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET	SHEET 340



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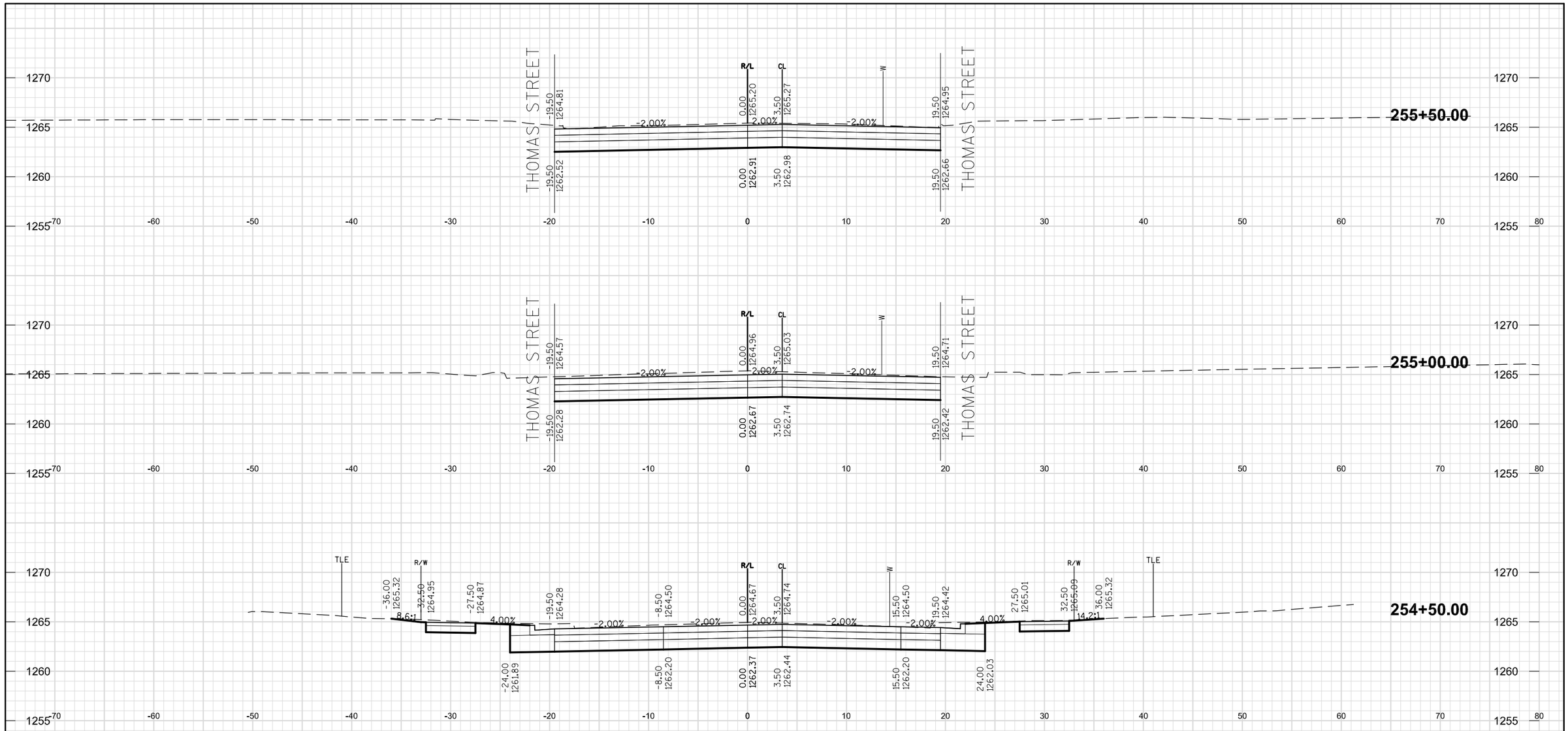
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET	SHEET 341

9



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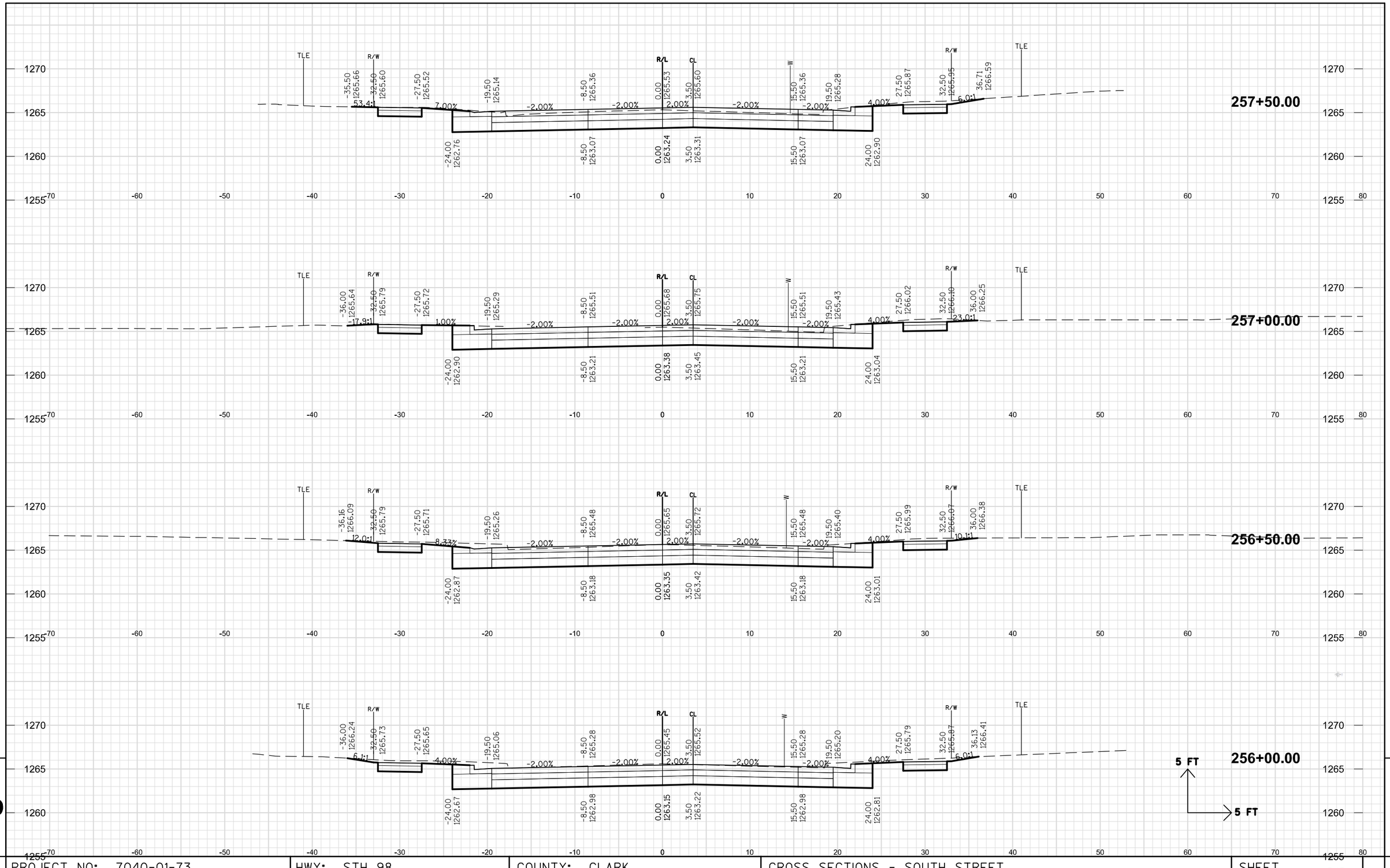
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET	SHEET 342



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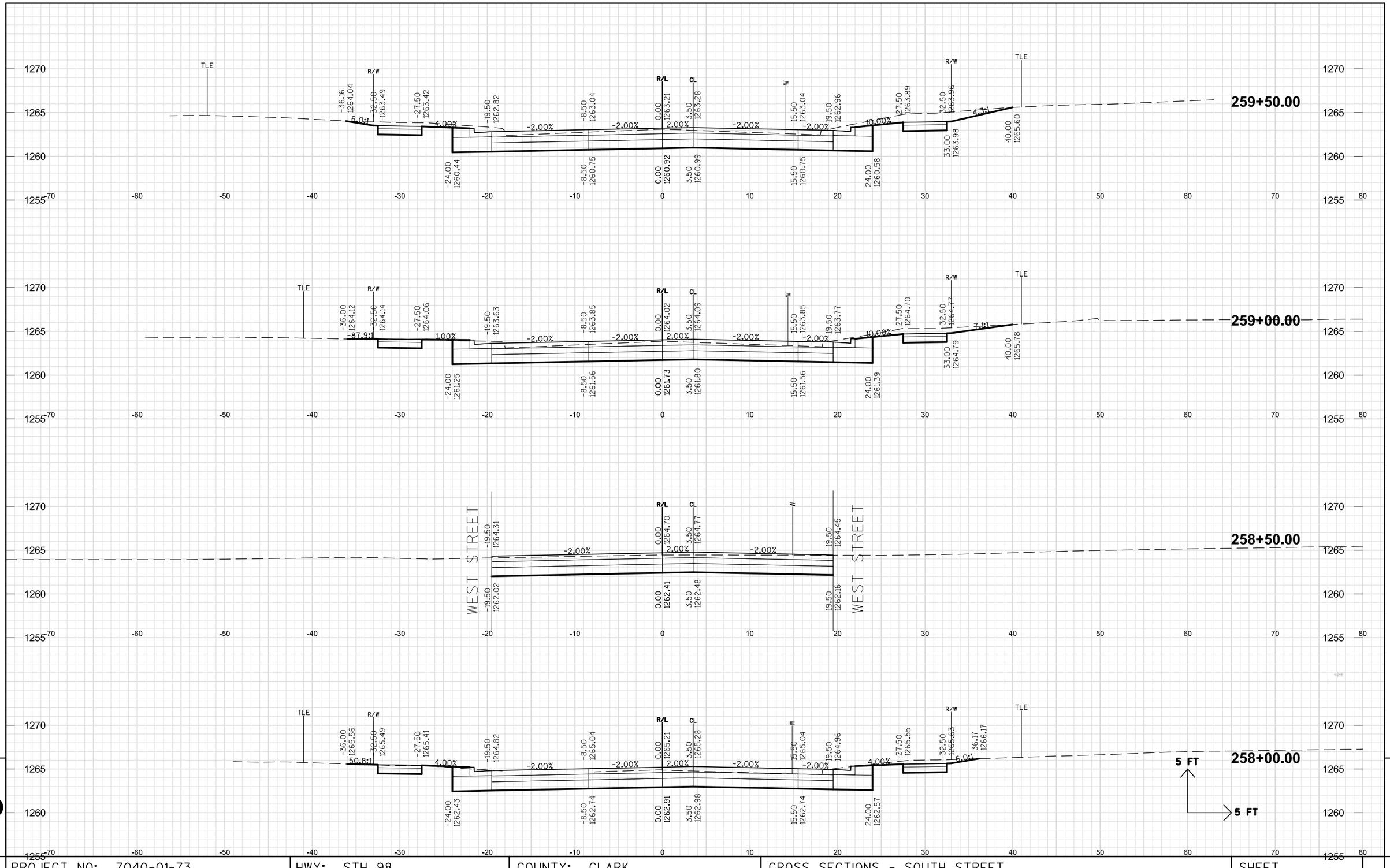
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET	SHEET 343

9



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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET	SHEET 344

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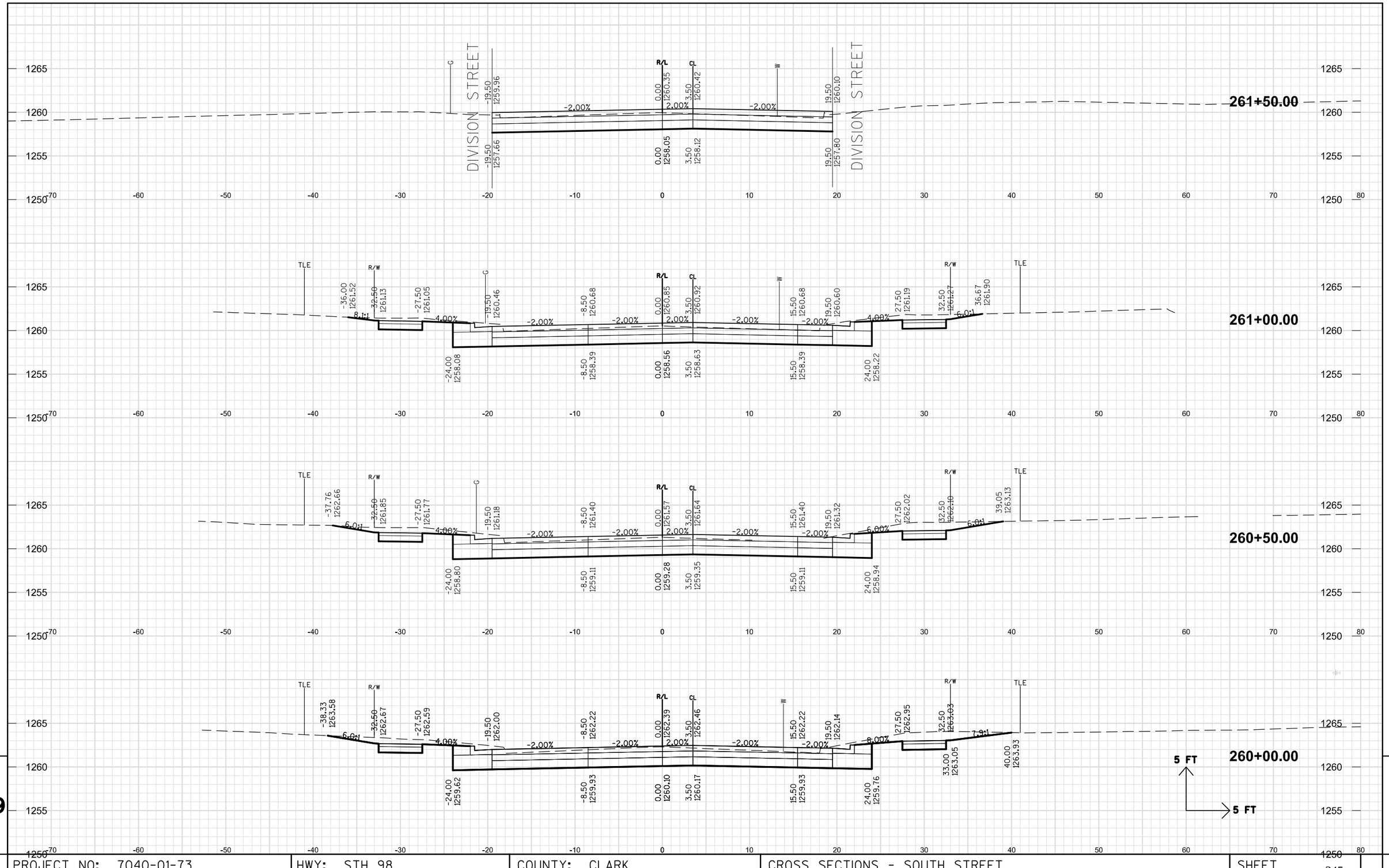

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET	SHEET 345

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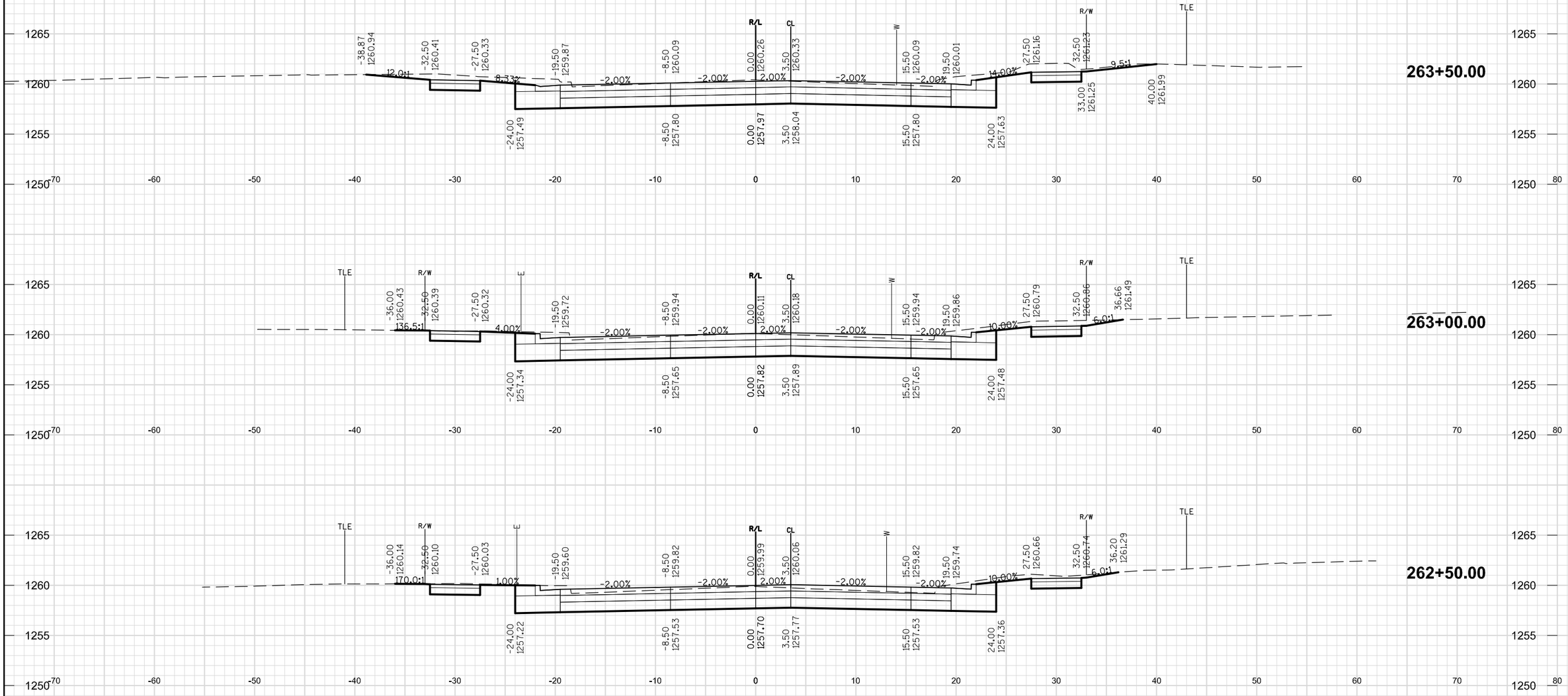

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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET	SHEET 346

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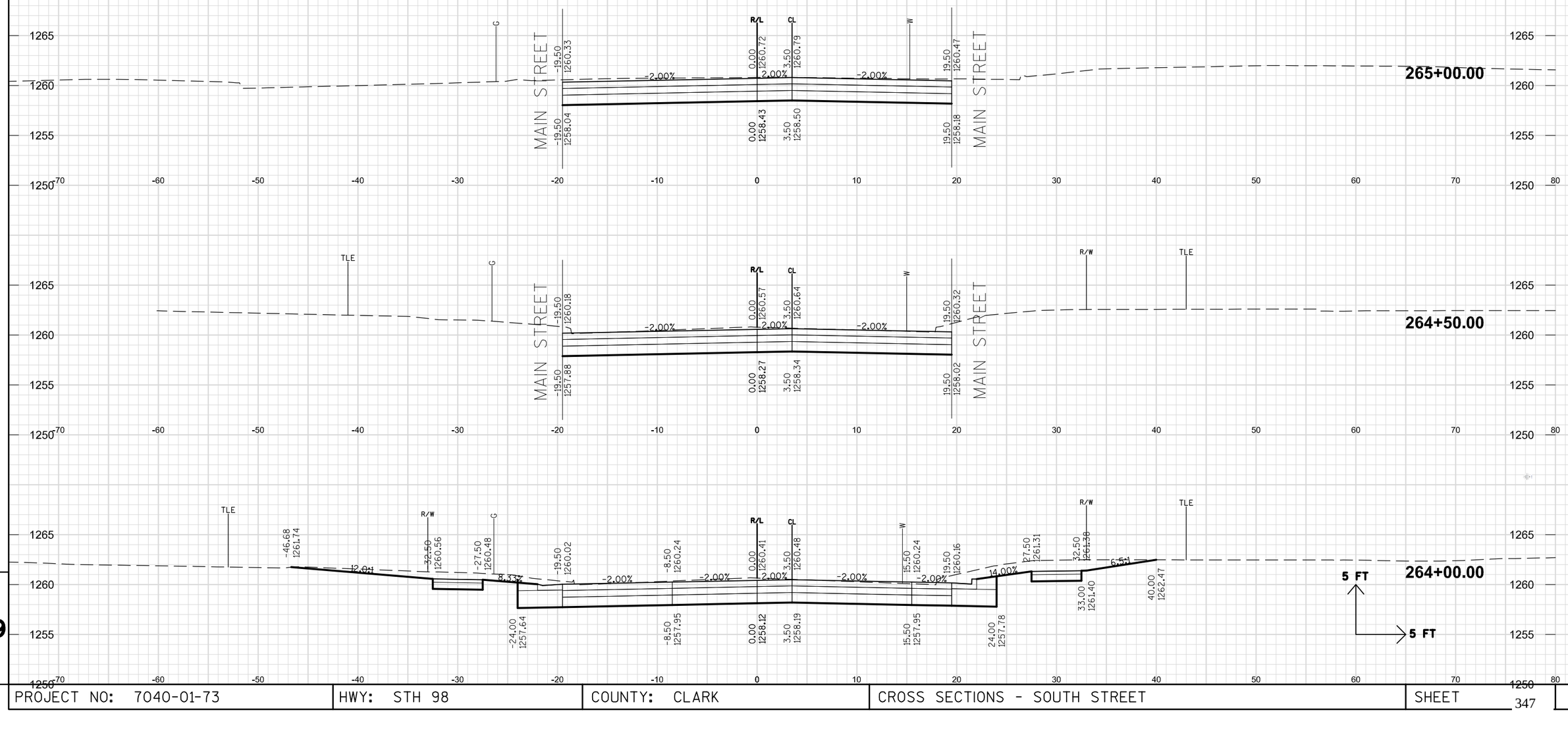

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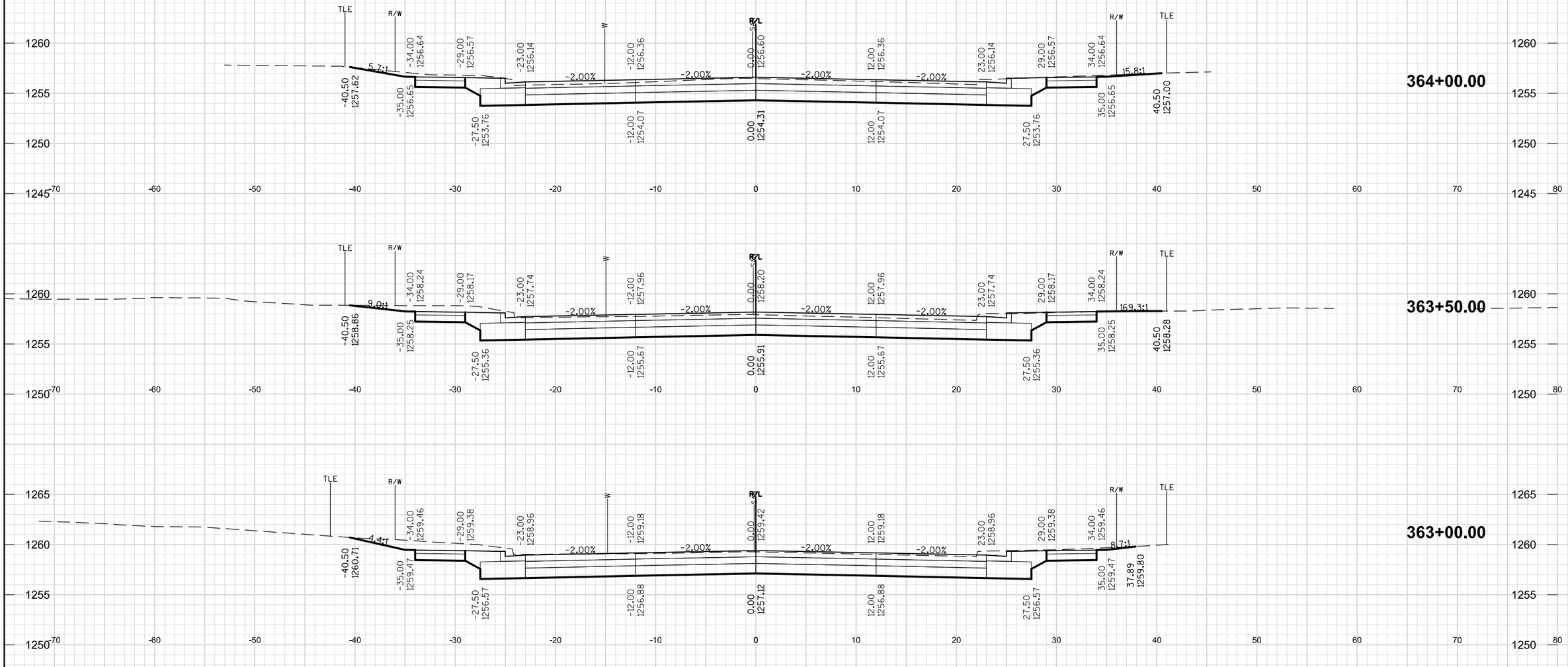
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET	SHEET 347



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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 348

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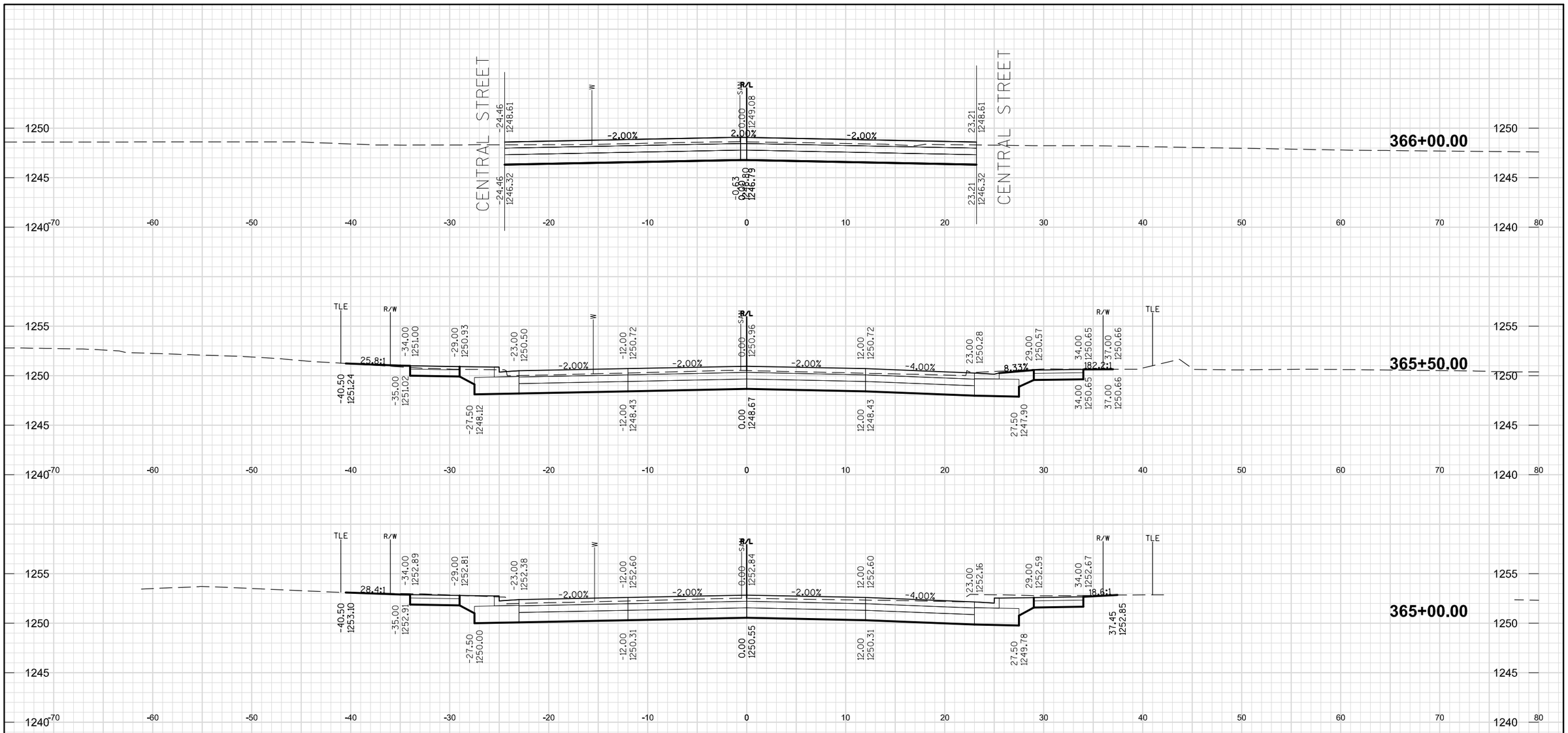

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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 349

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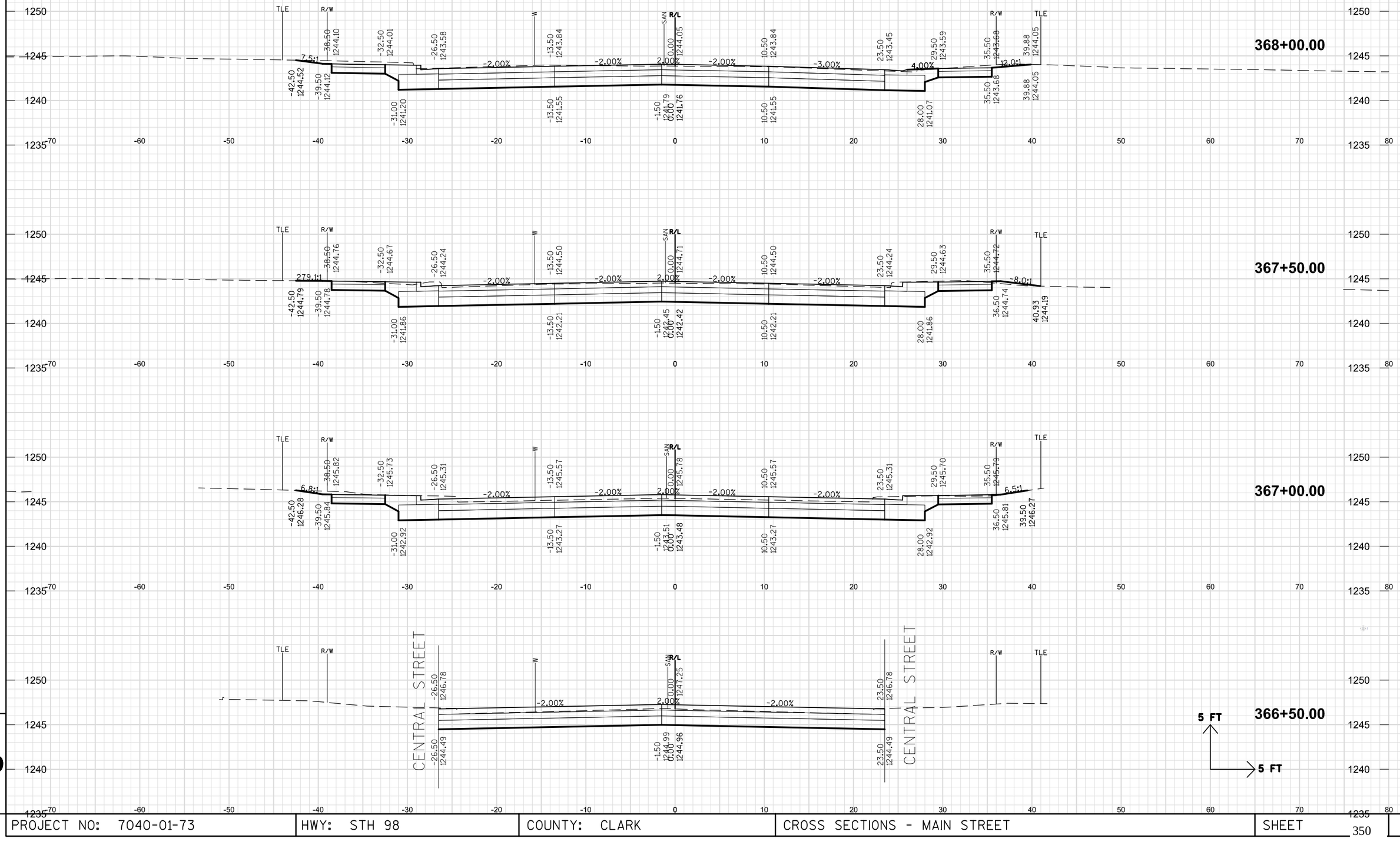
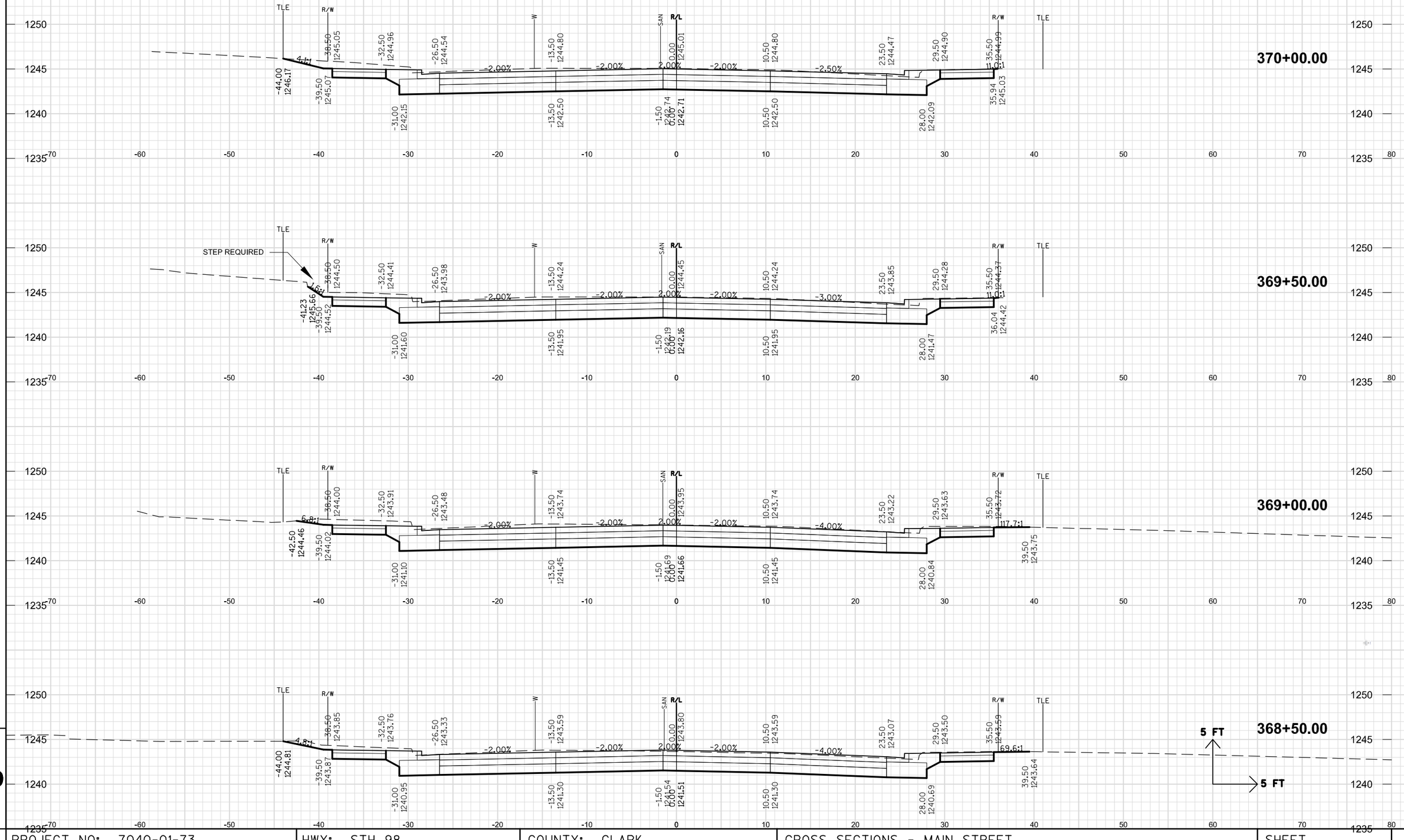


PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 350



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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 351

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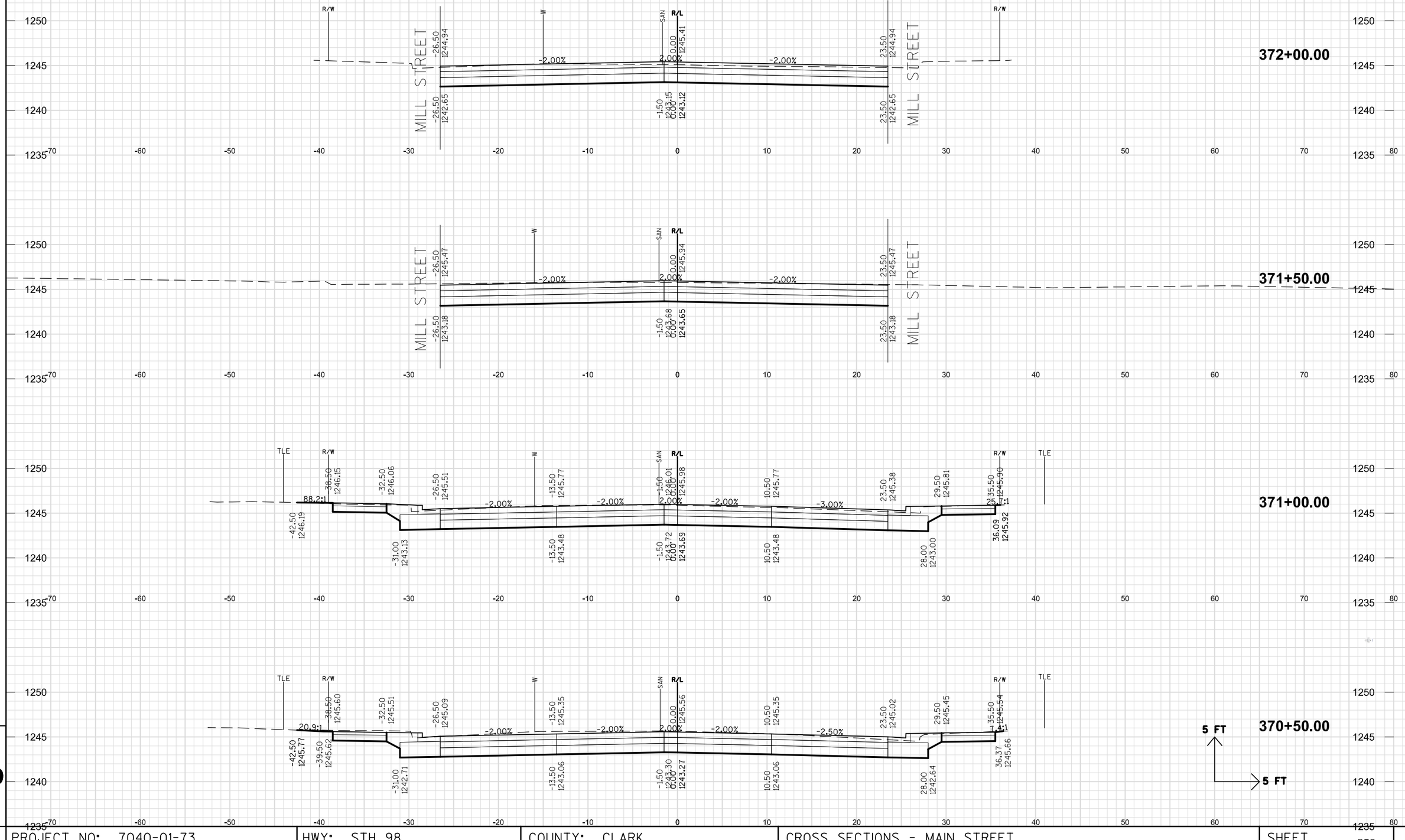
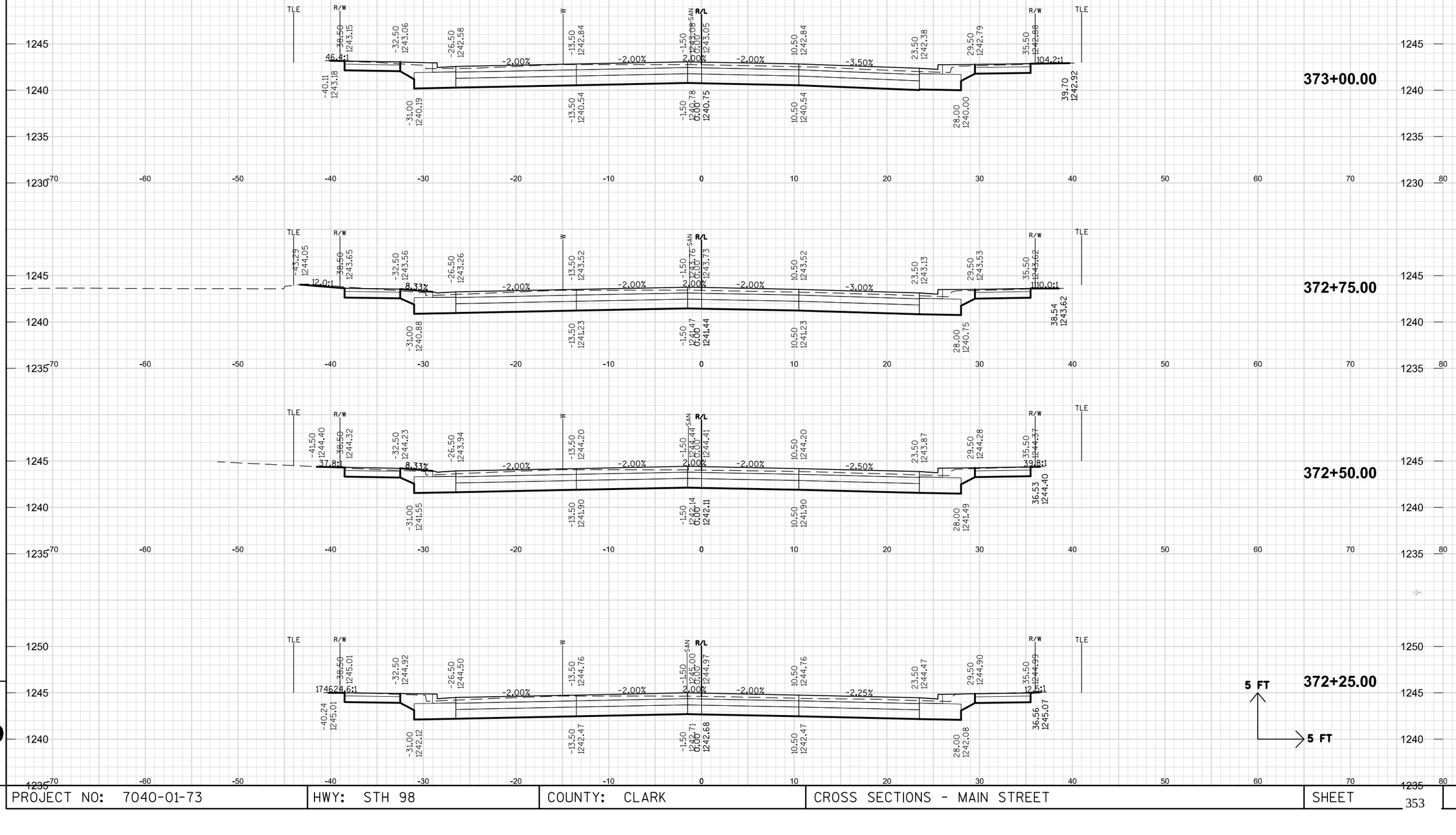


PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 352



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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 353

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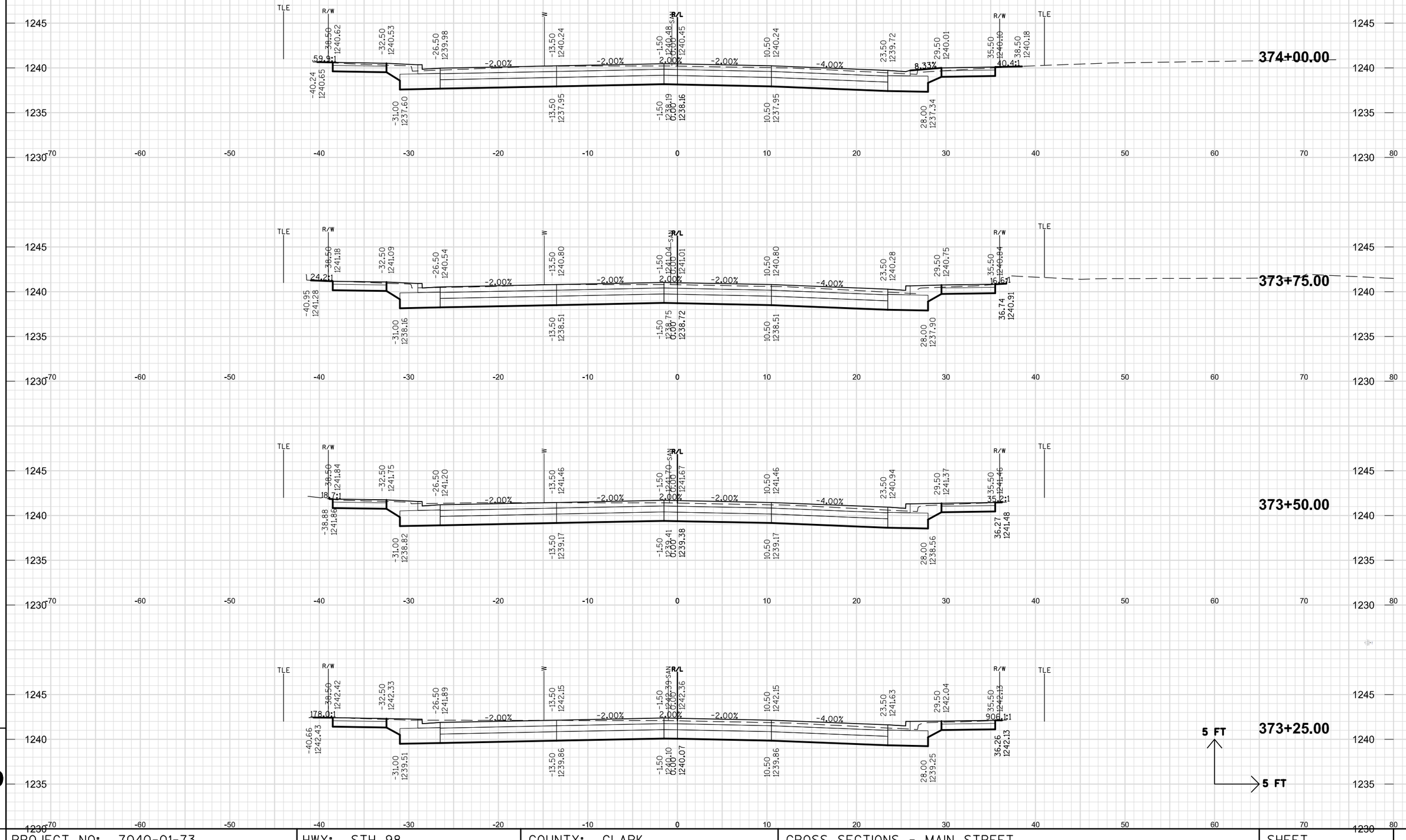

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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 354

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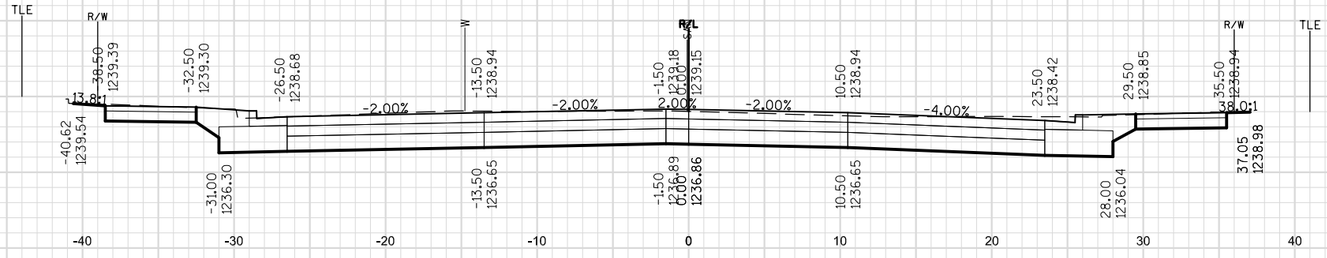

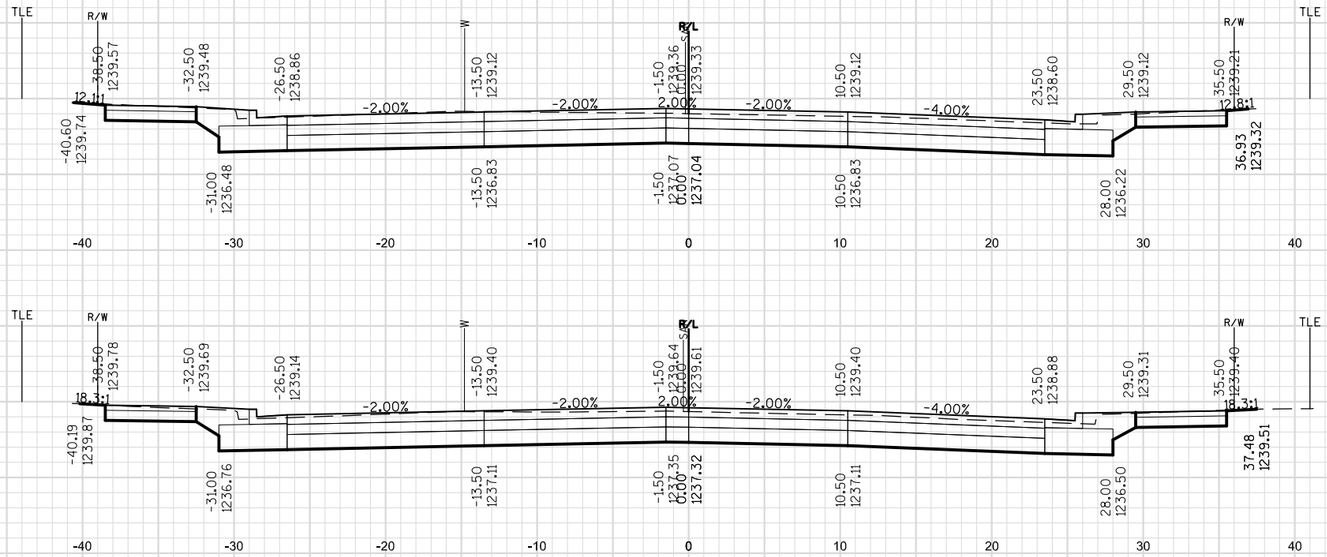

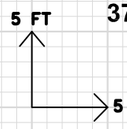

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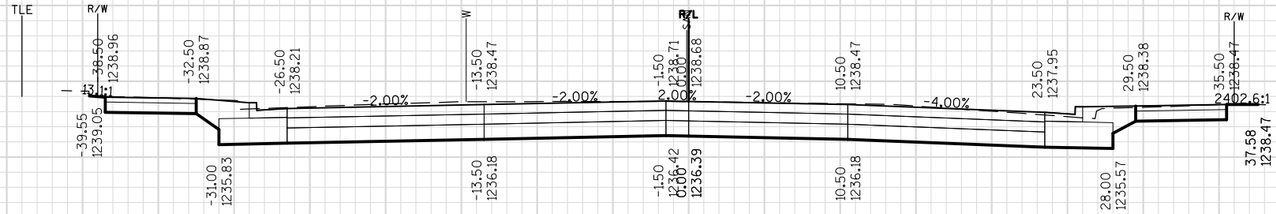
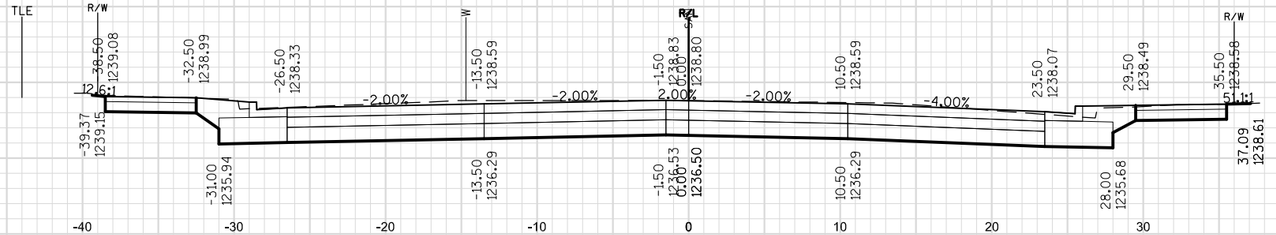
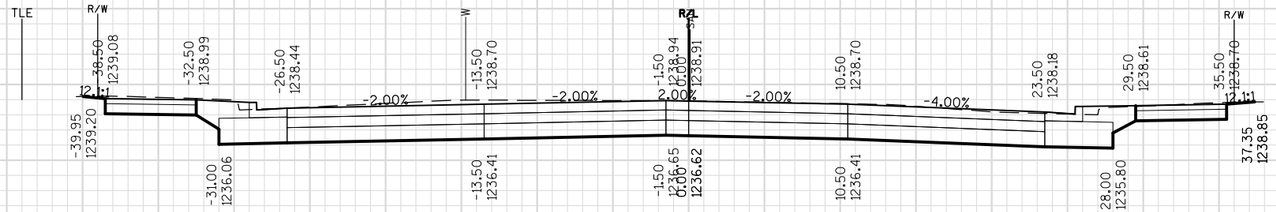
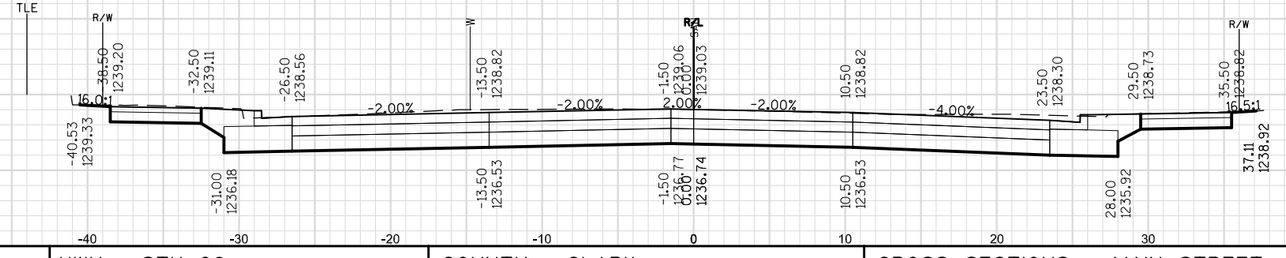
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 355









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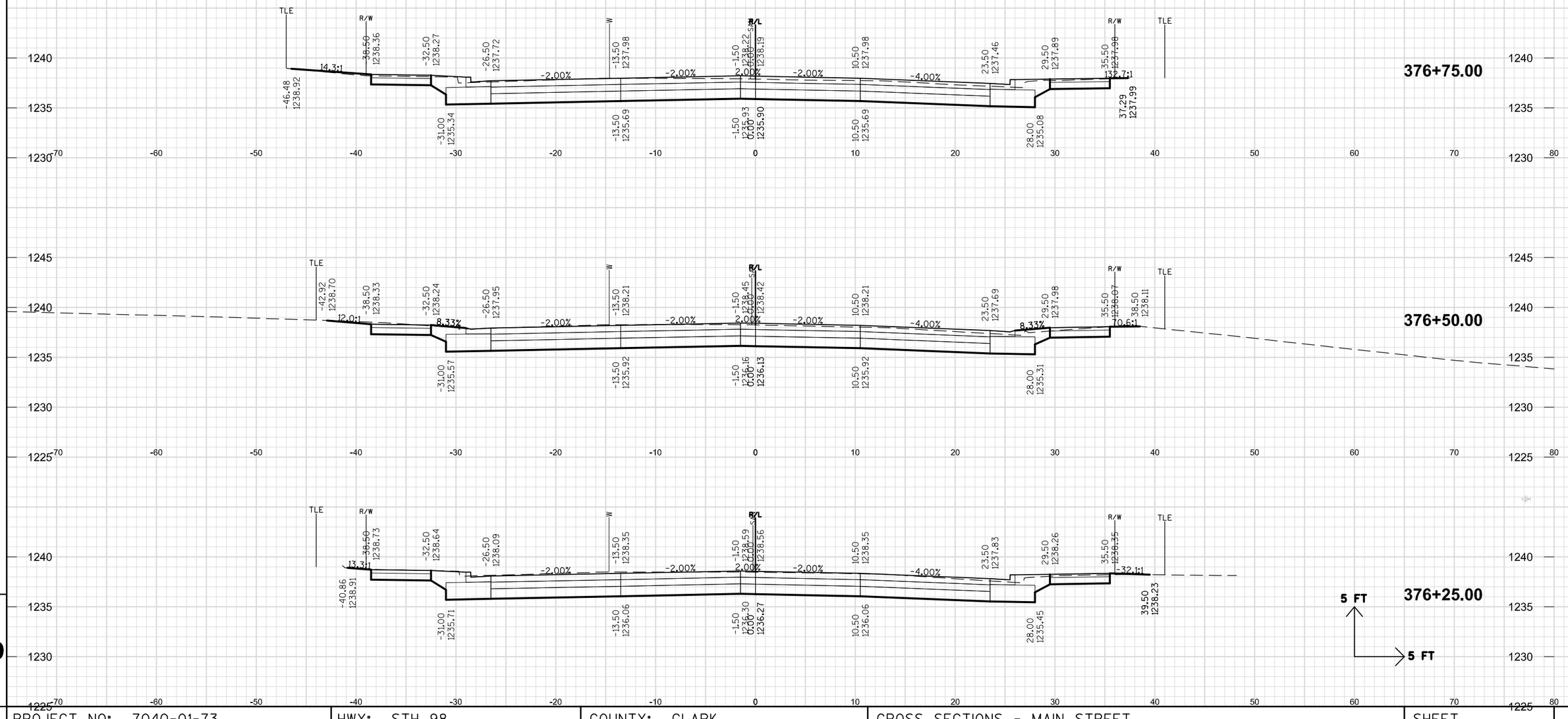
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 356



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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 357

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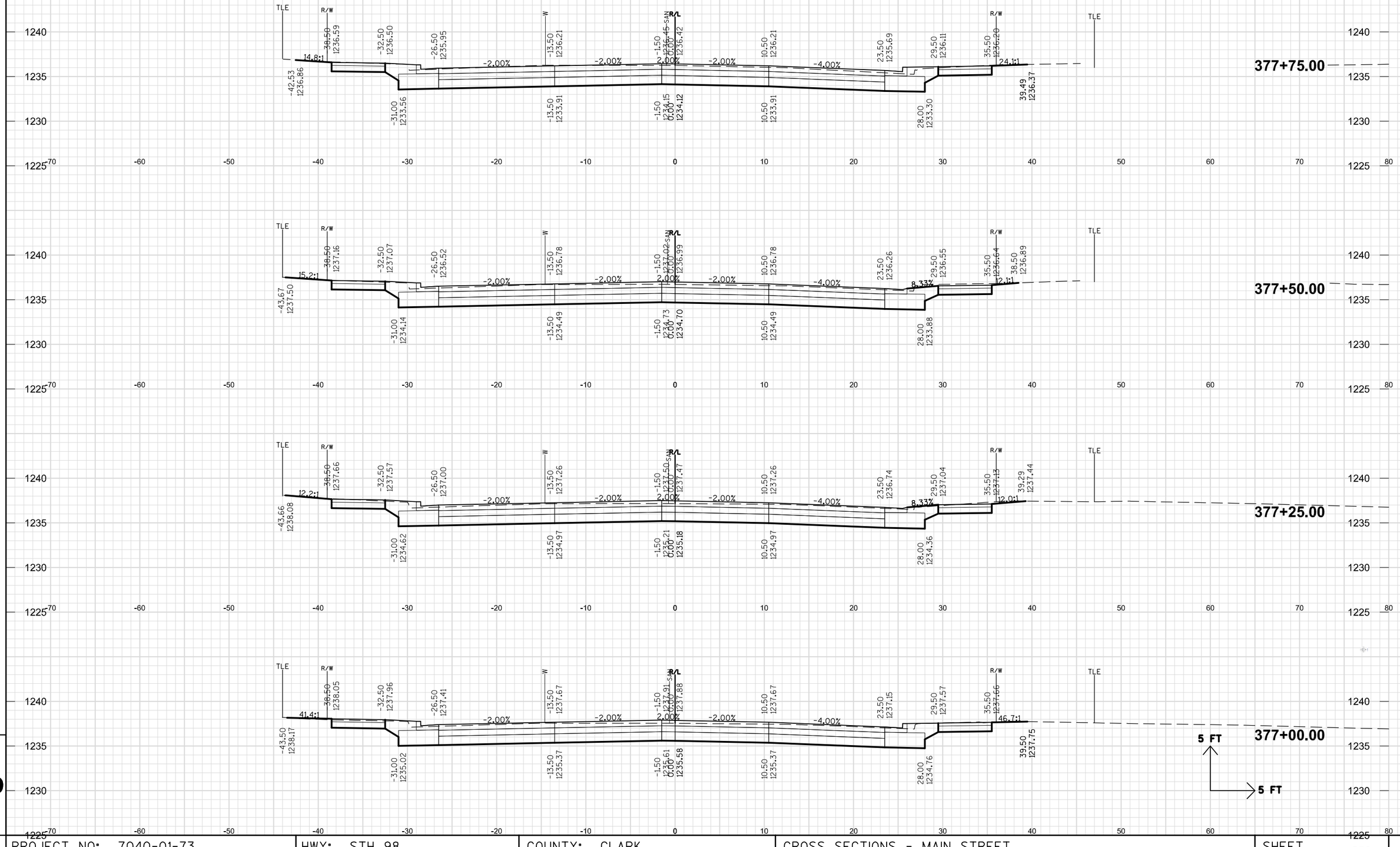

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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 358

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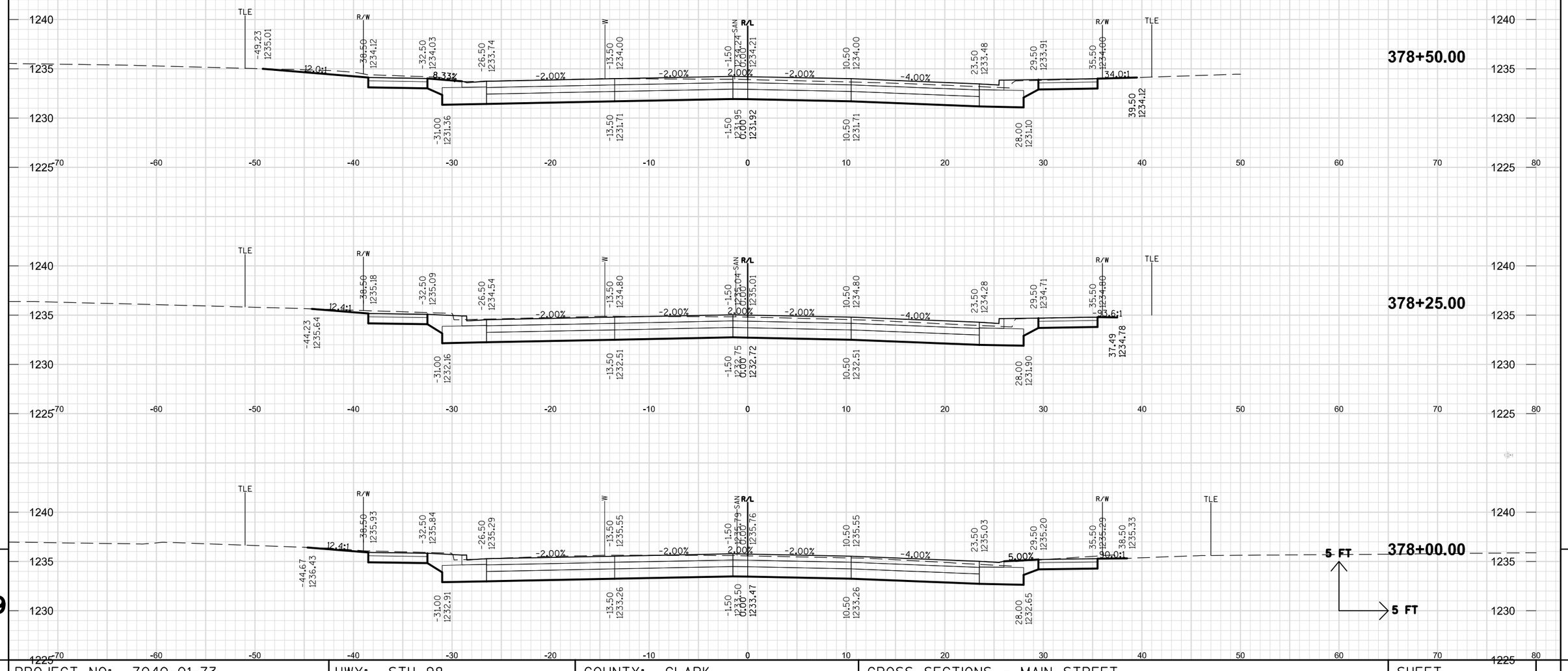
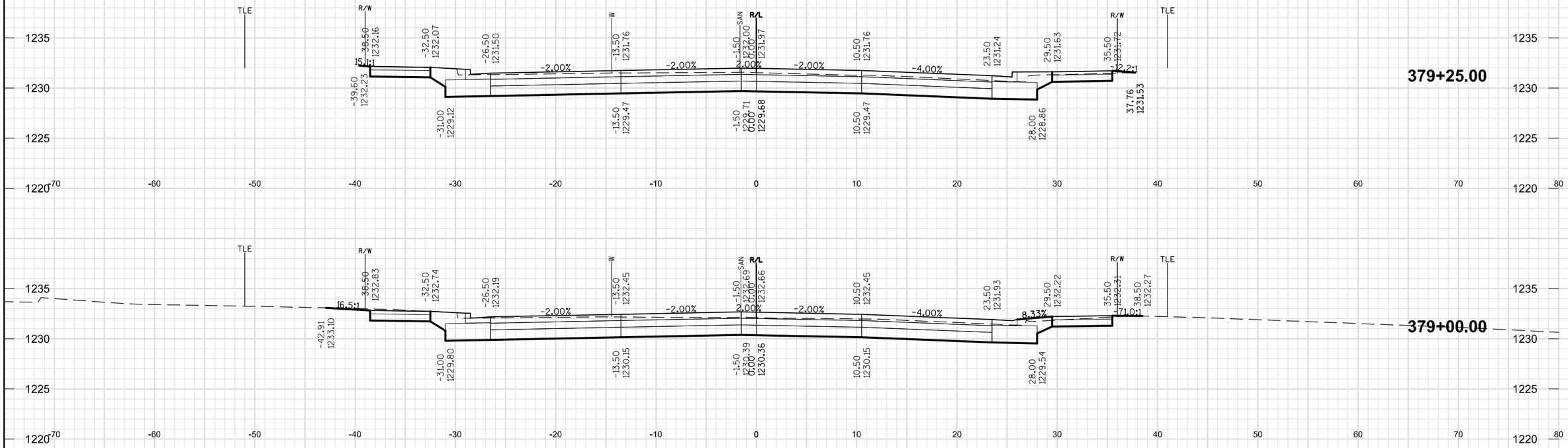


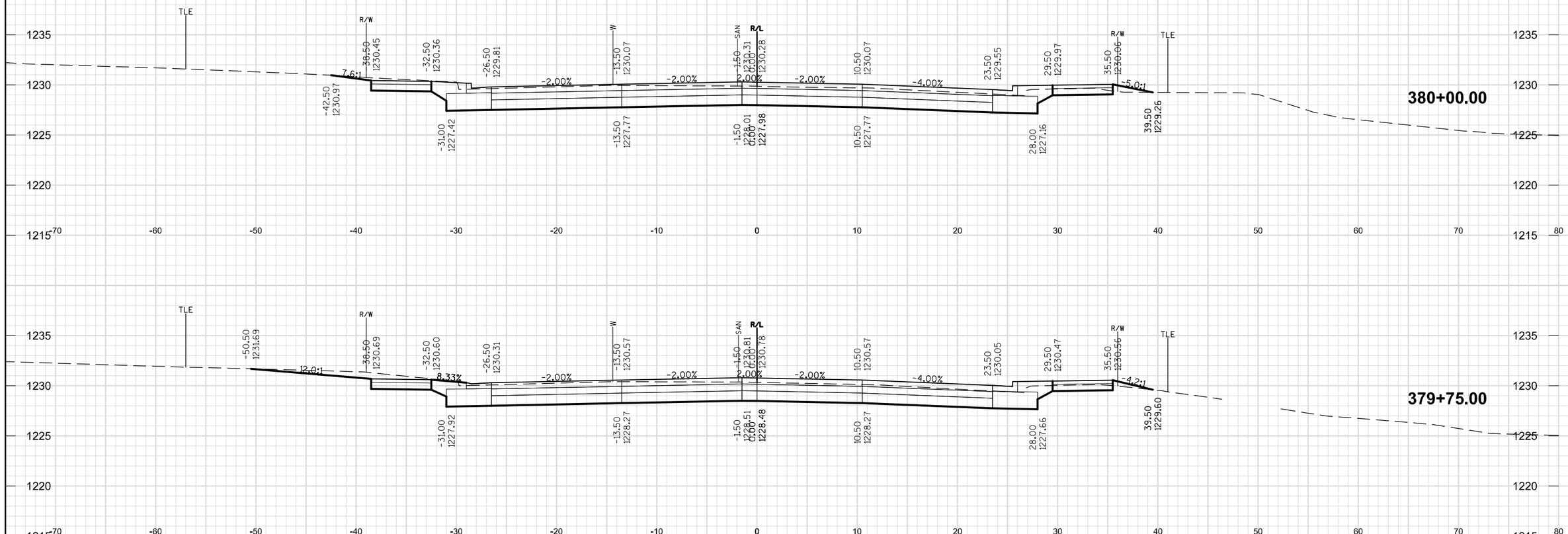
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 359

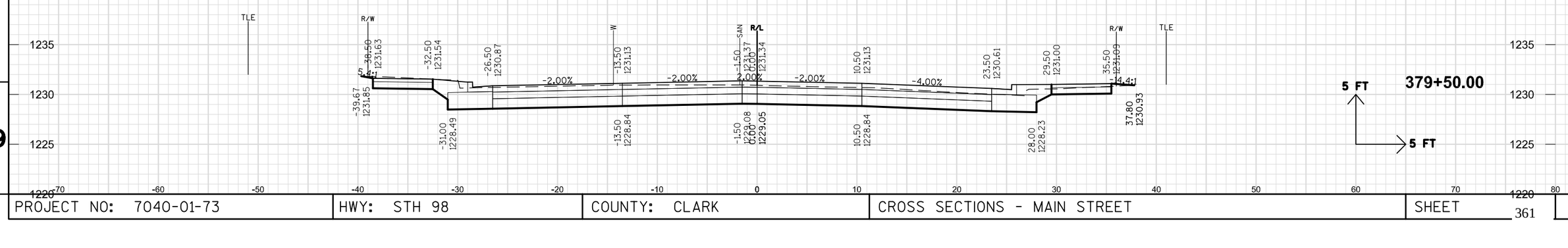
9

9



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 360





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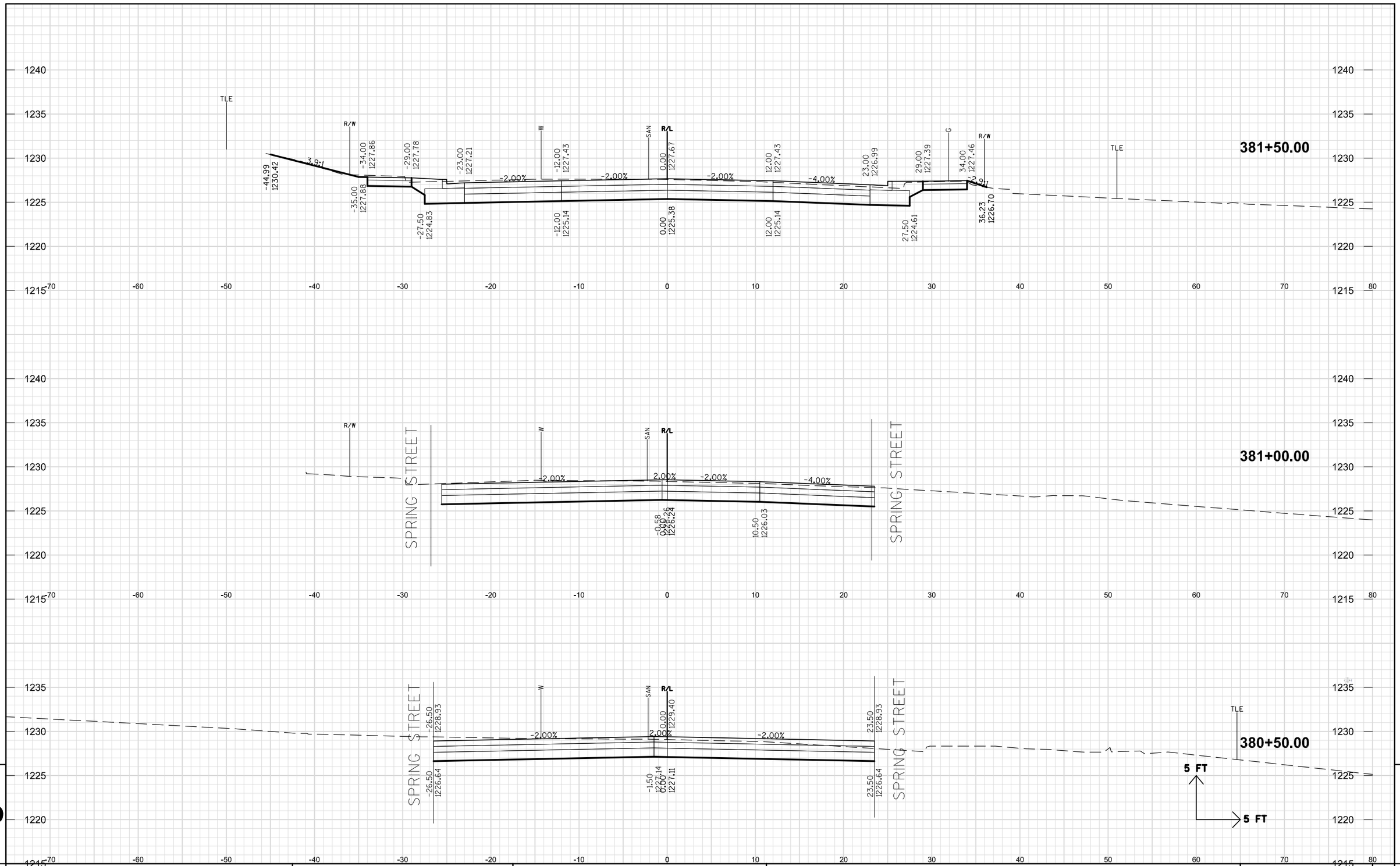
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 361



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 362

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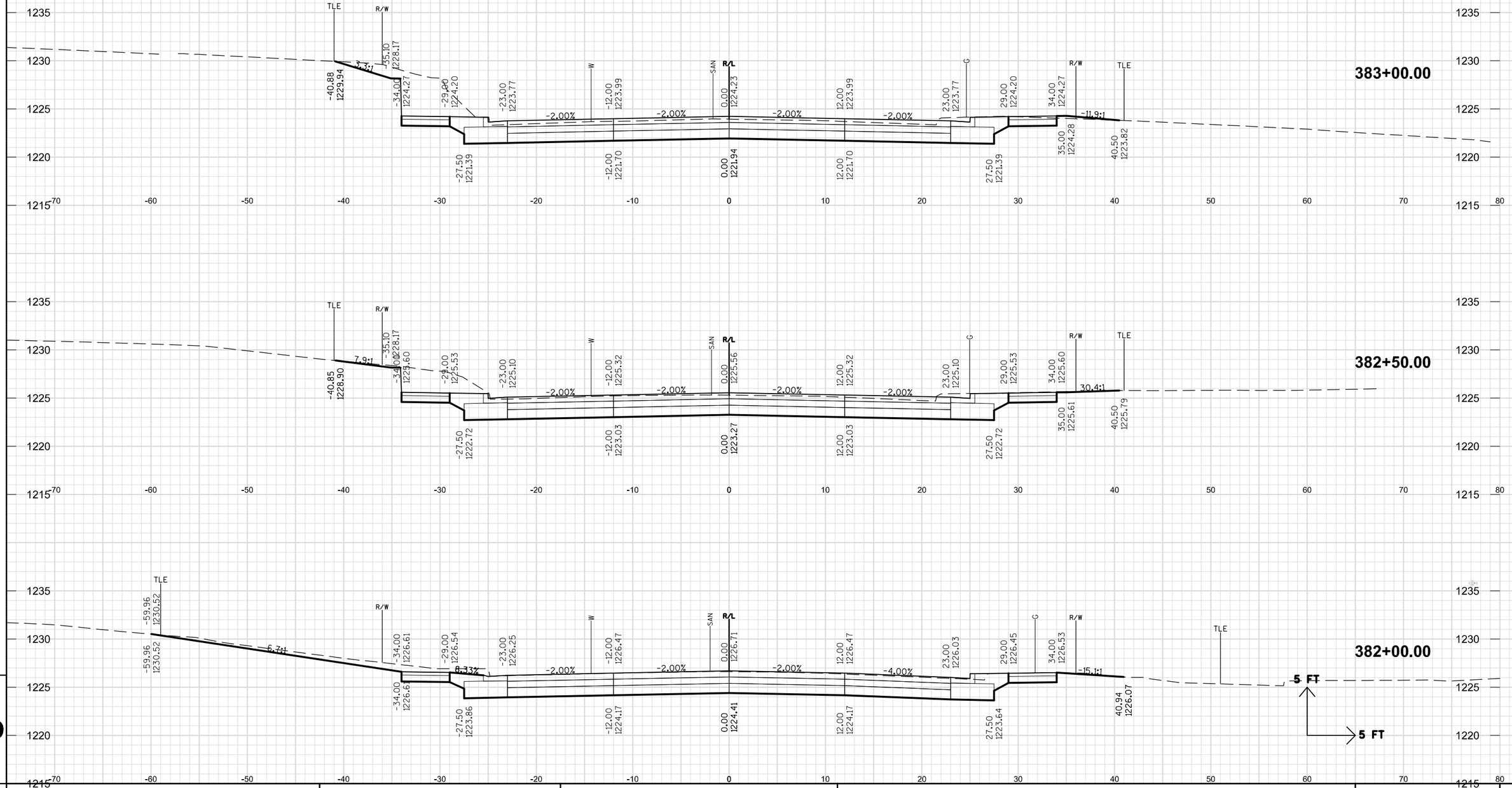
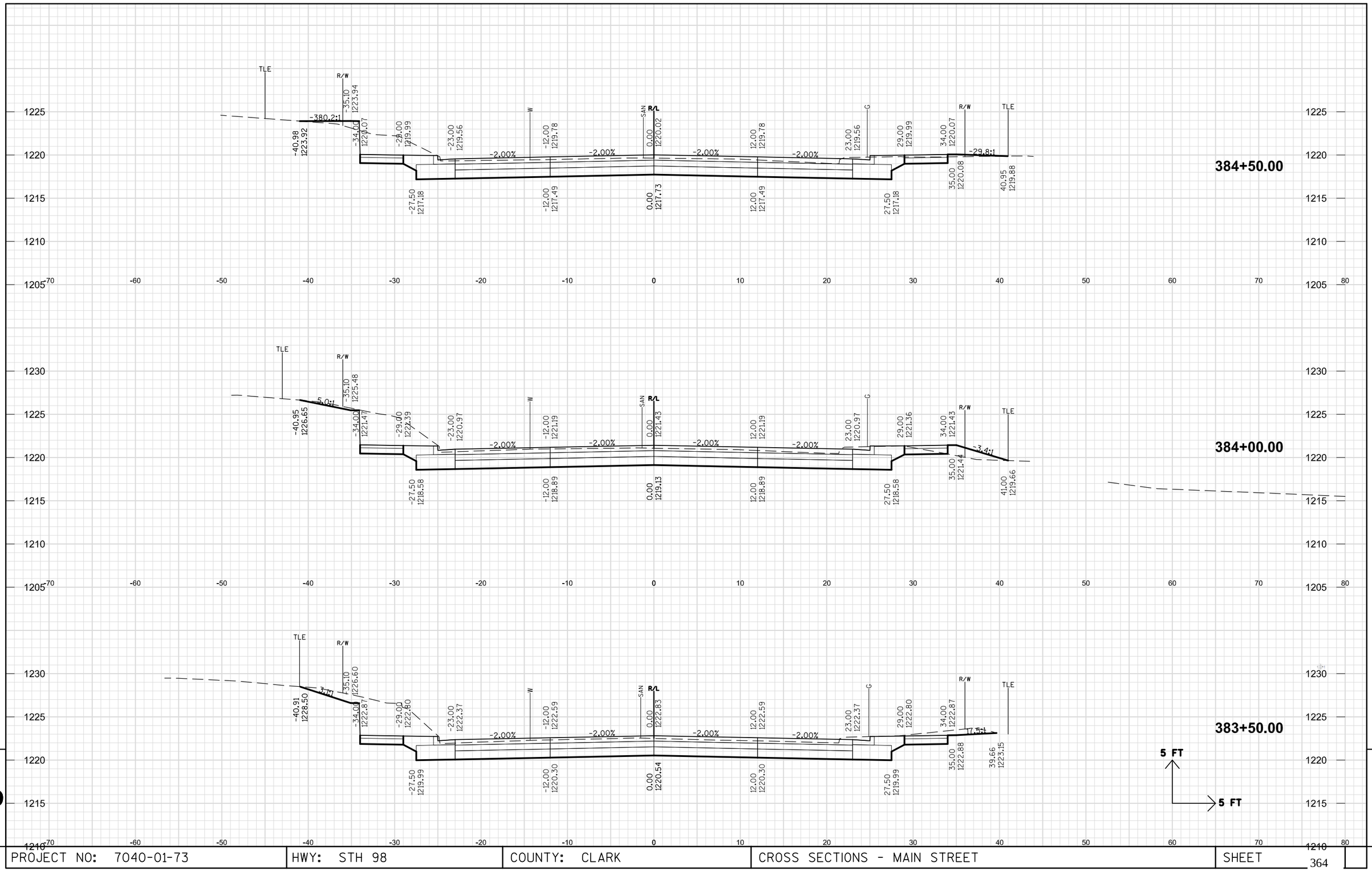
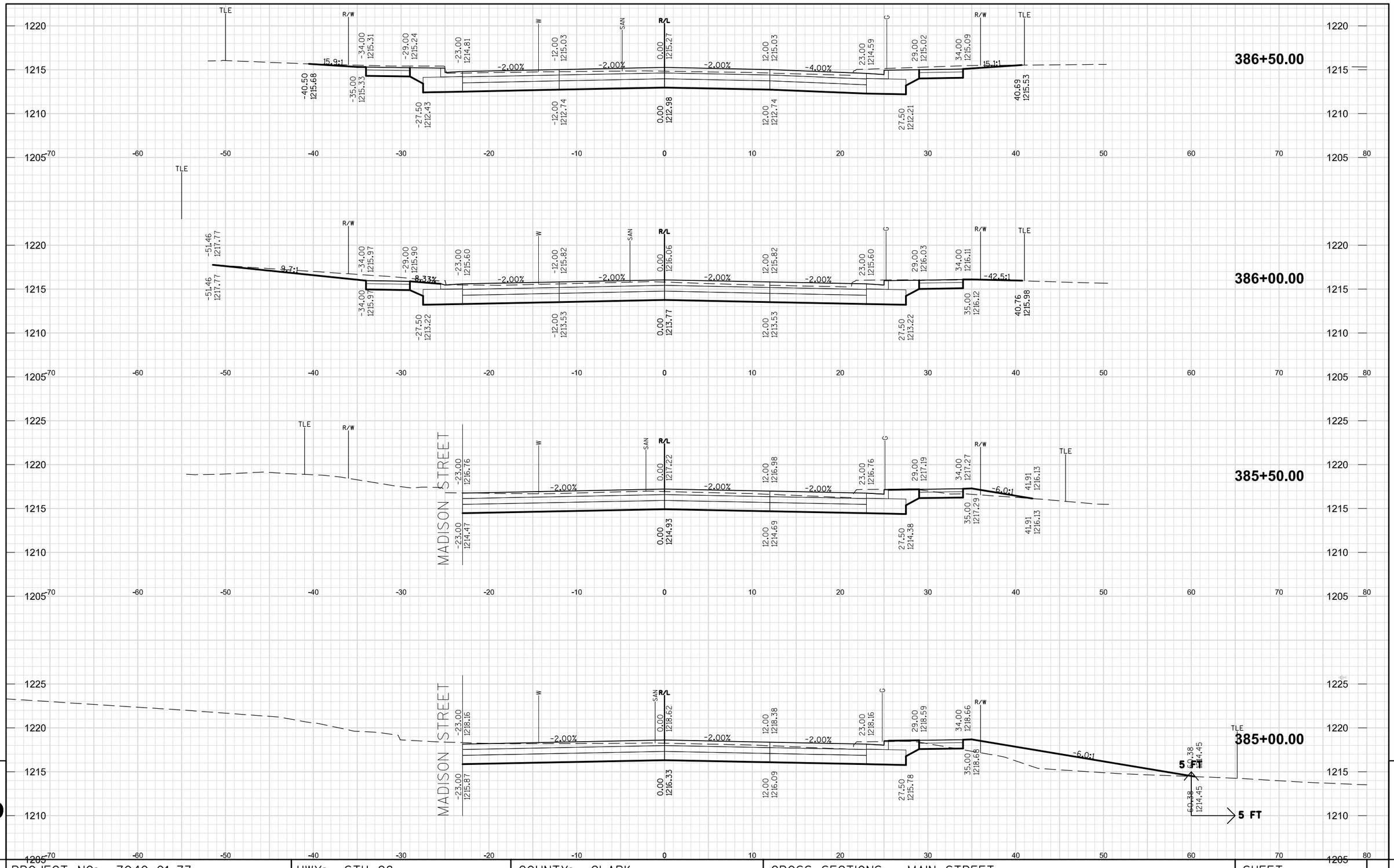


PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 363

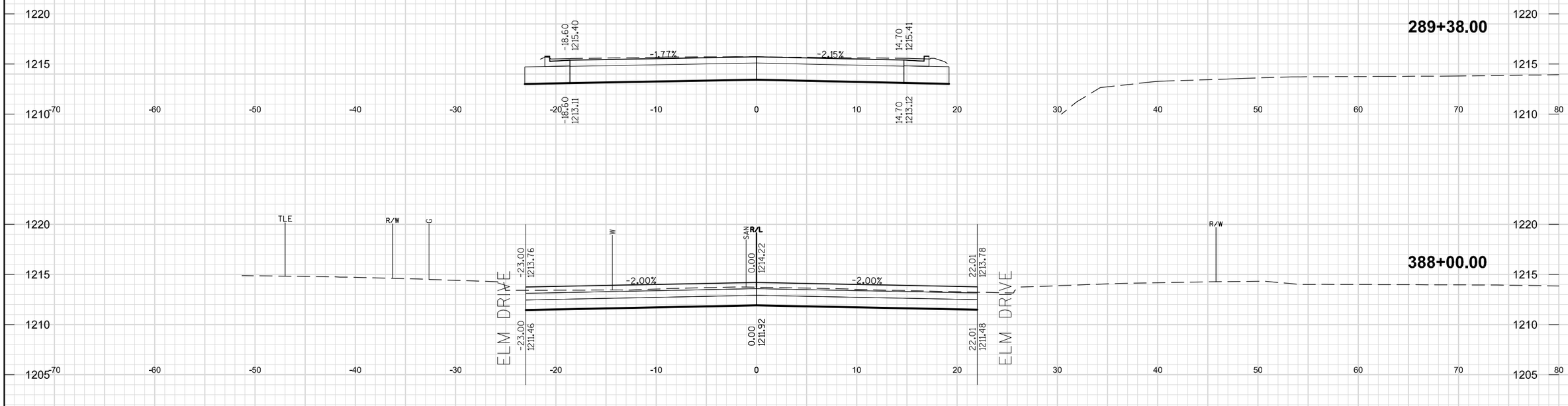


PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 364



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 365

END PROJECT
STA. 289+38.59



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET	SHEET 366

9

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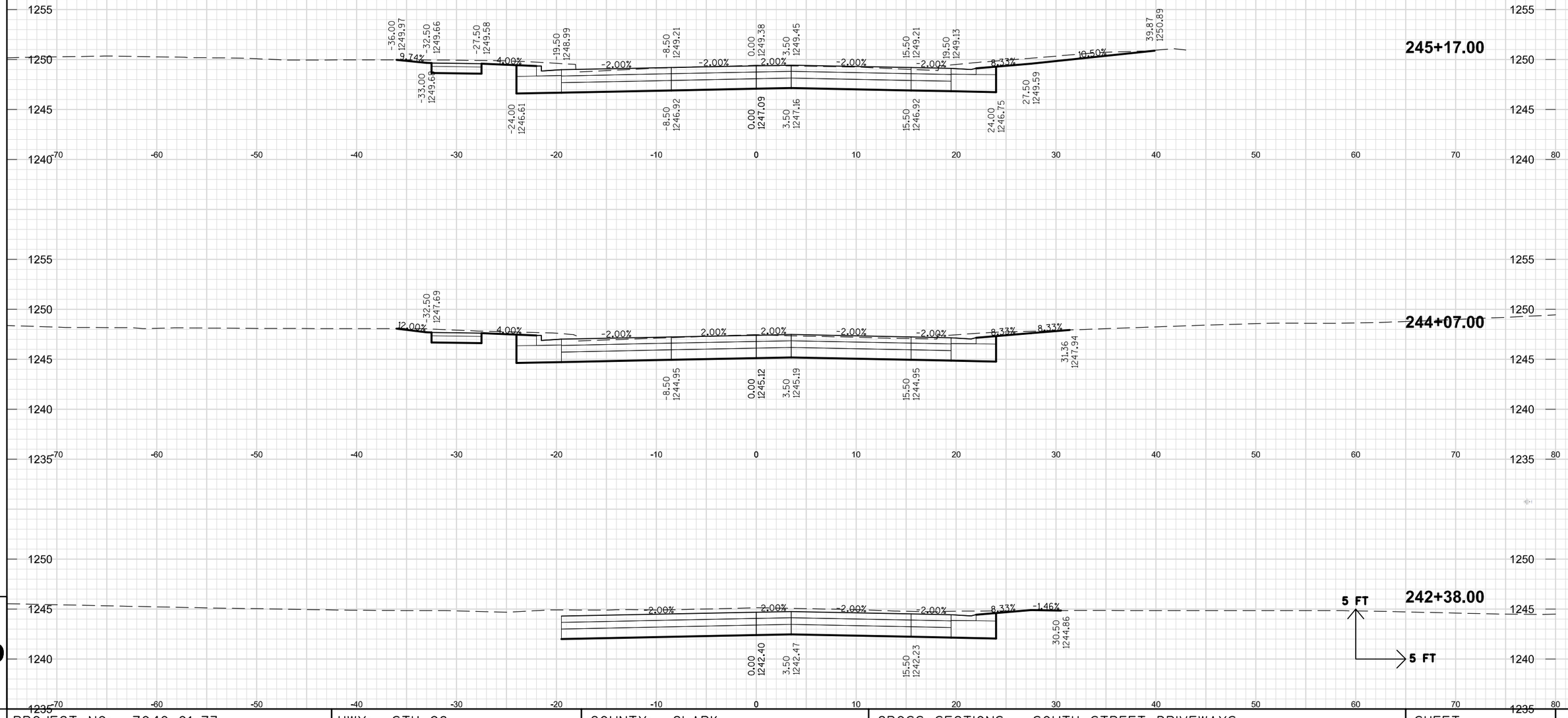
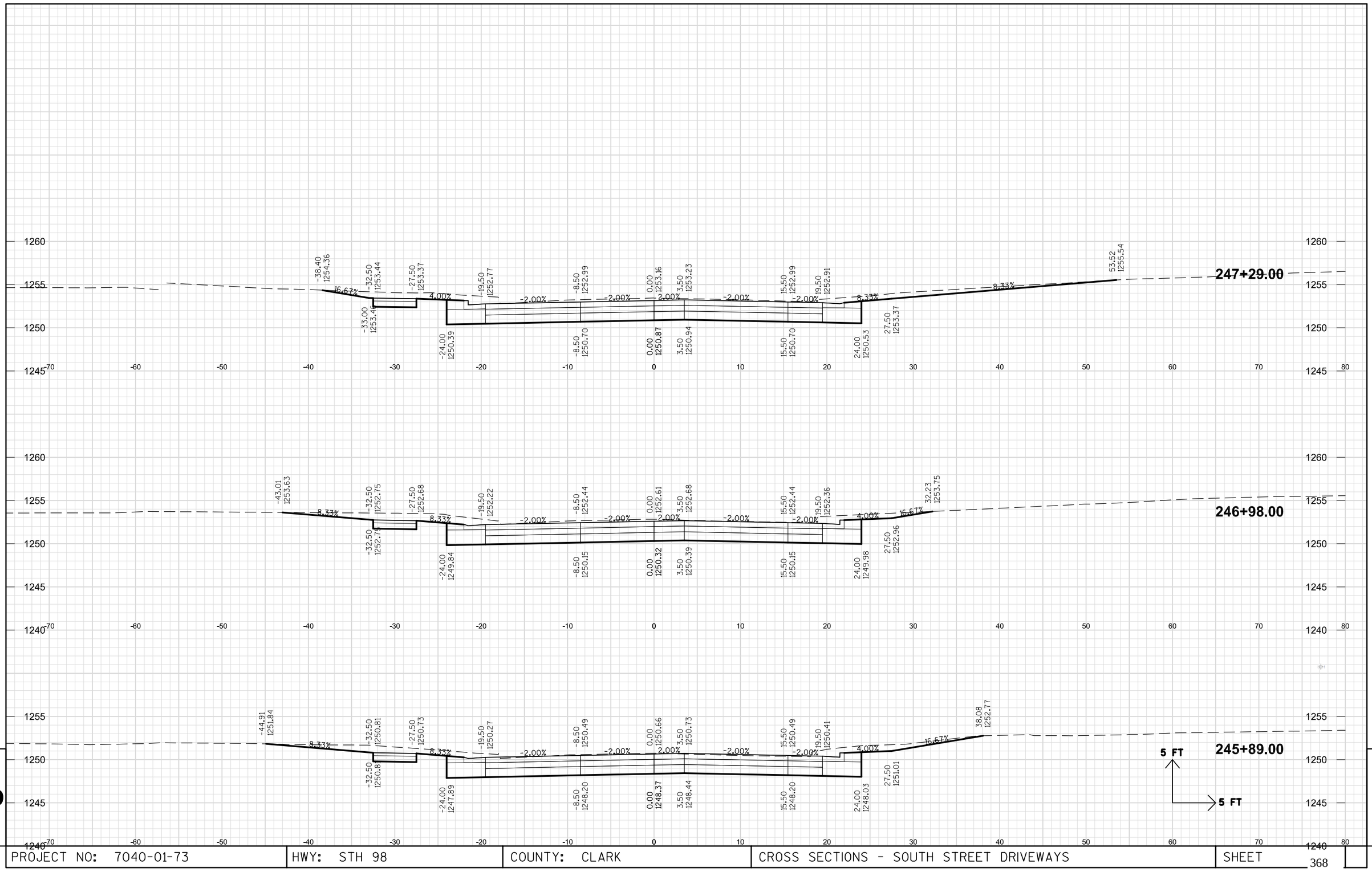


PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET DRIVEWAYS	SHEET 367



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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET DRIVEWAYS	SHEET 368

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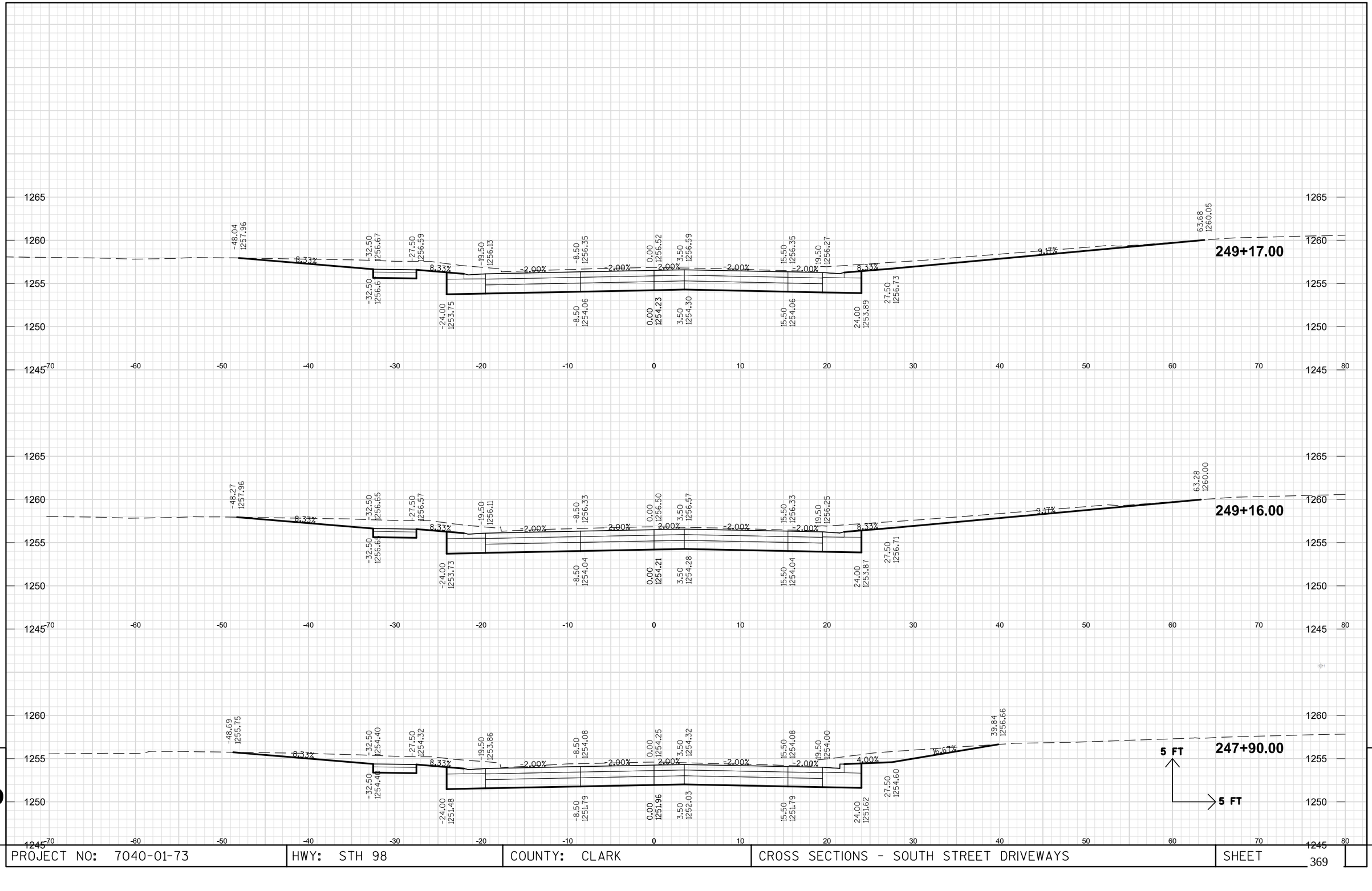

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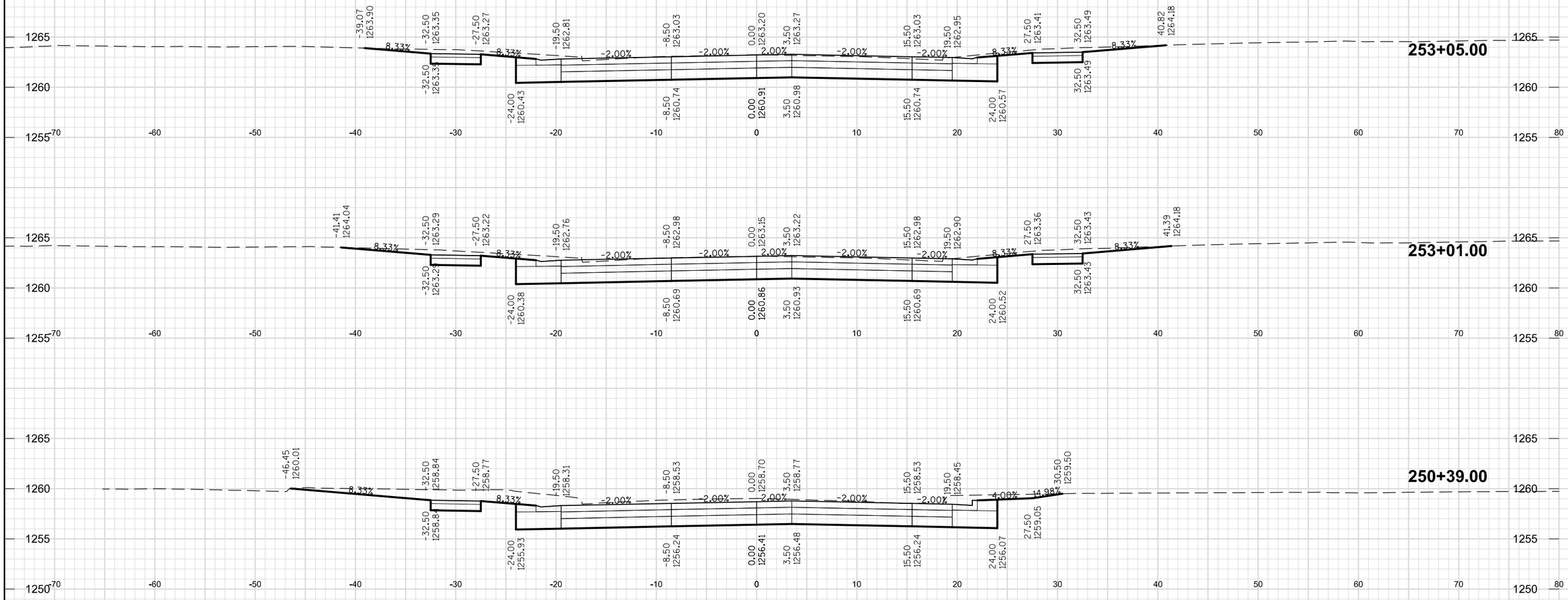
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET DRIVEWAYS	SHEET 369



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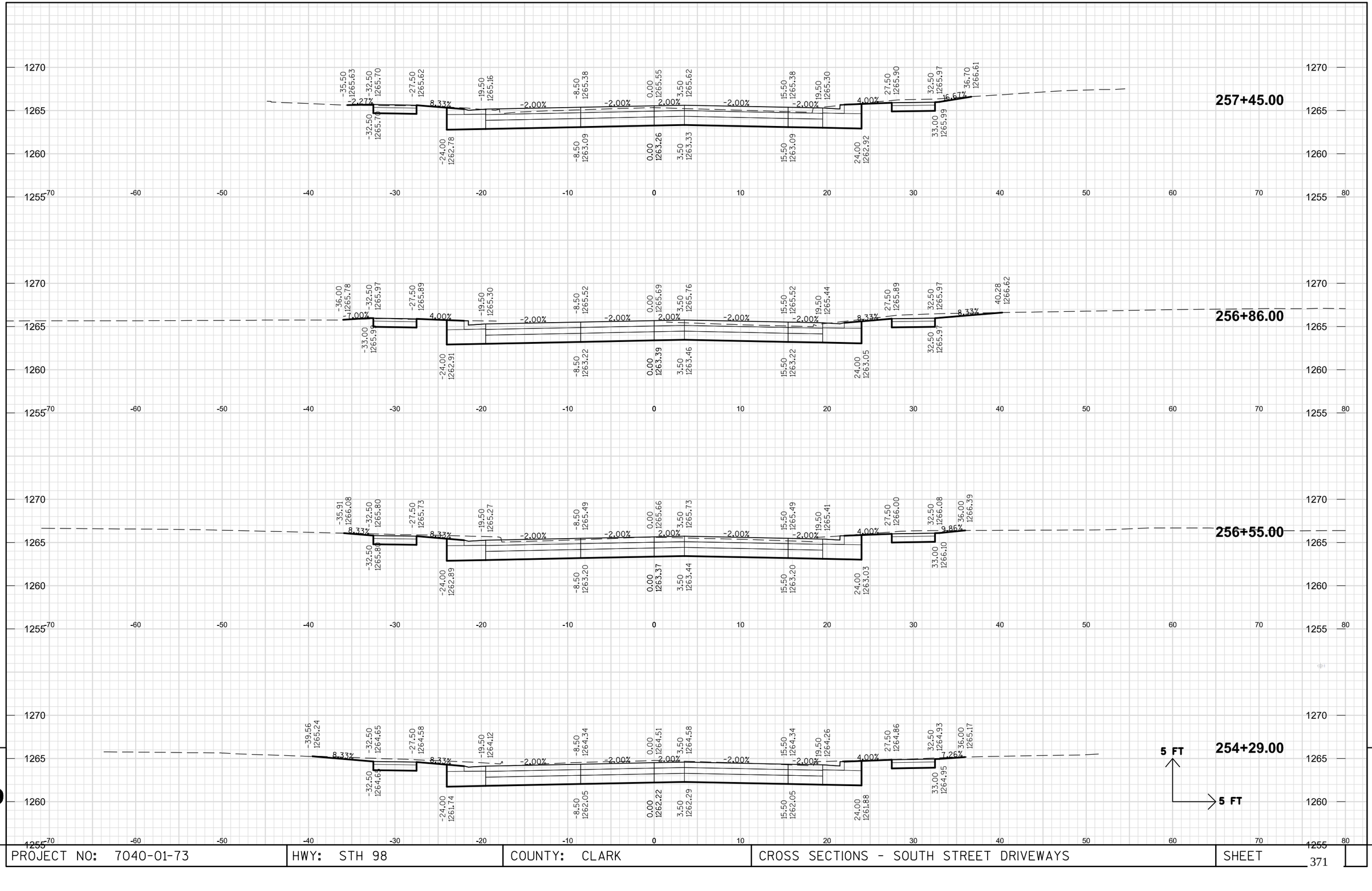
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET DRIVEWAYS	SHEET 370



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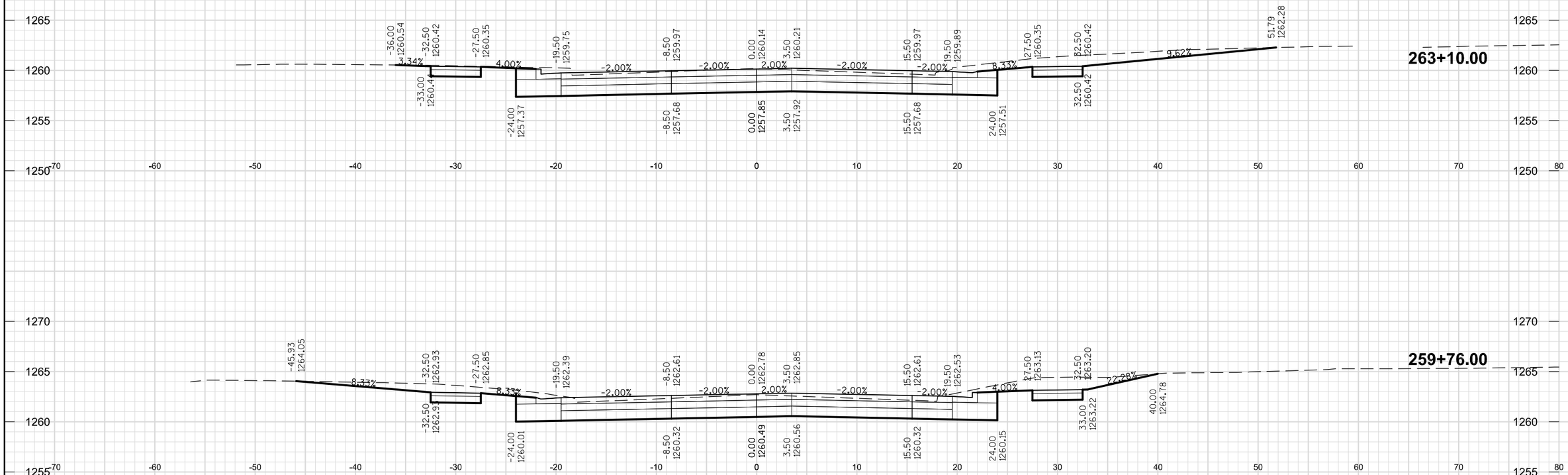
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET DRIVEWAYS	SHEET



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET DRIVEWAYS	SHEET 372

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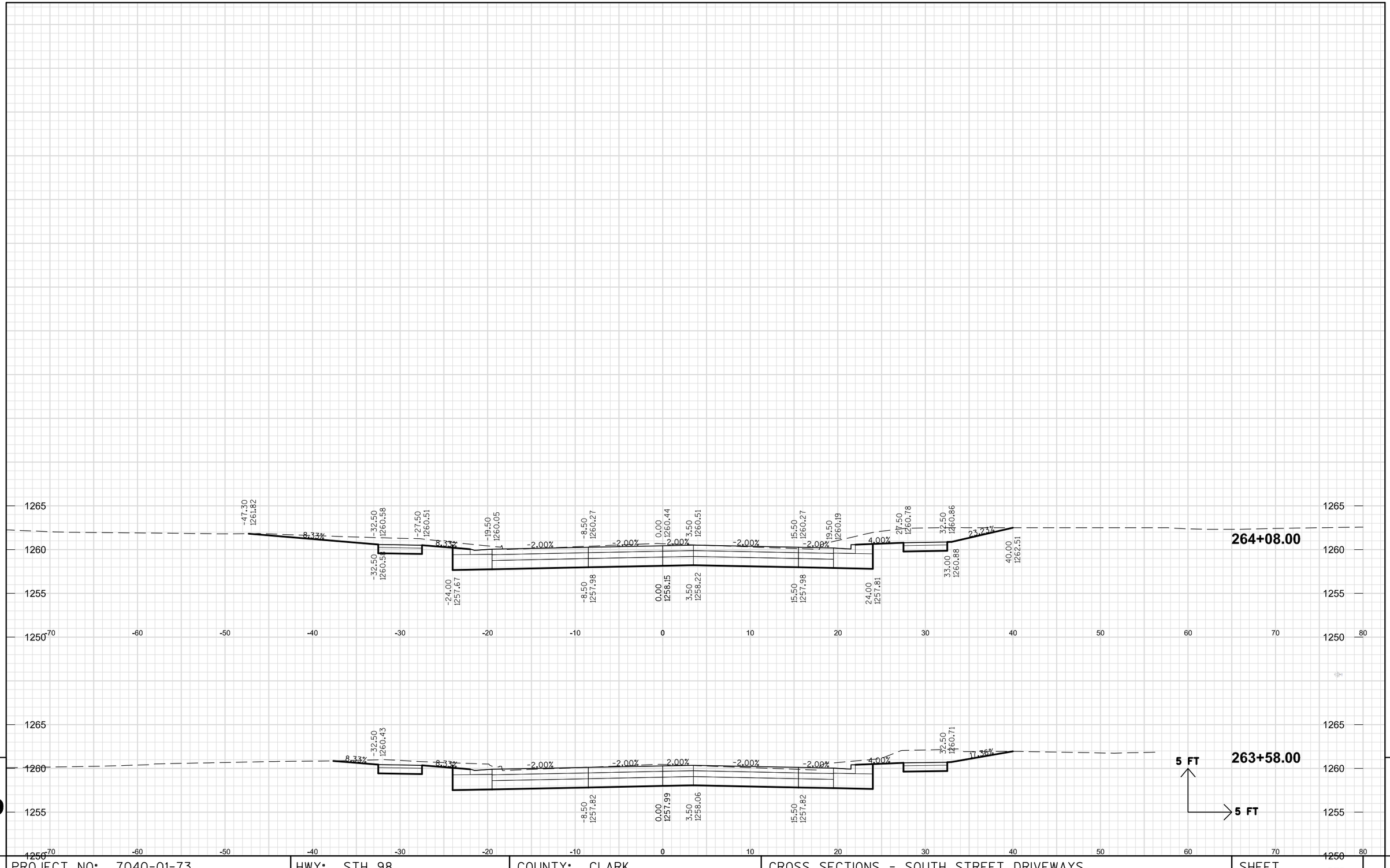

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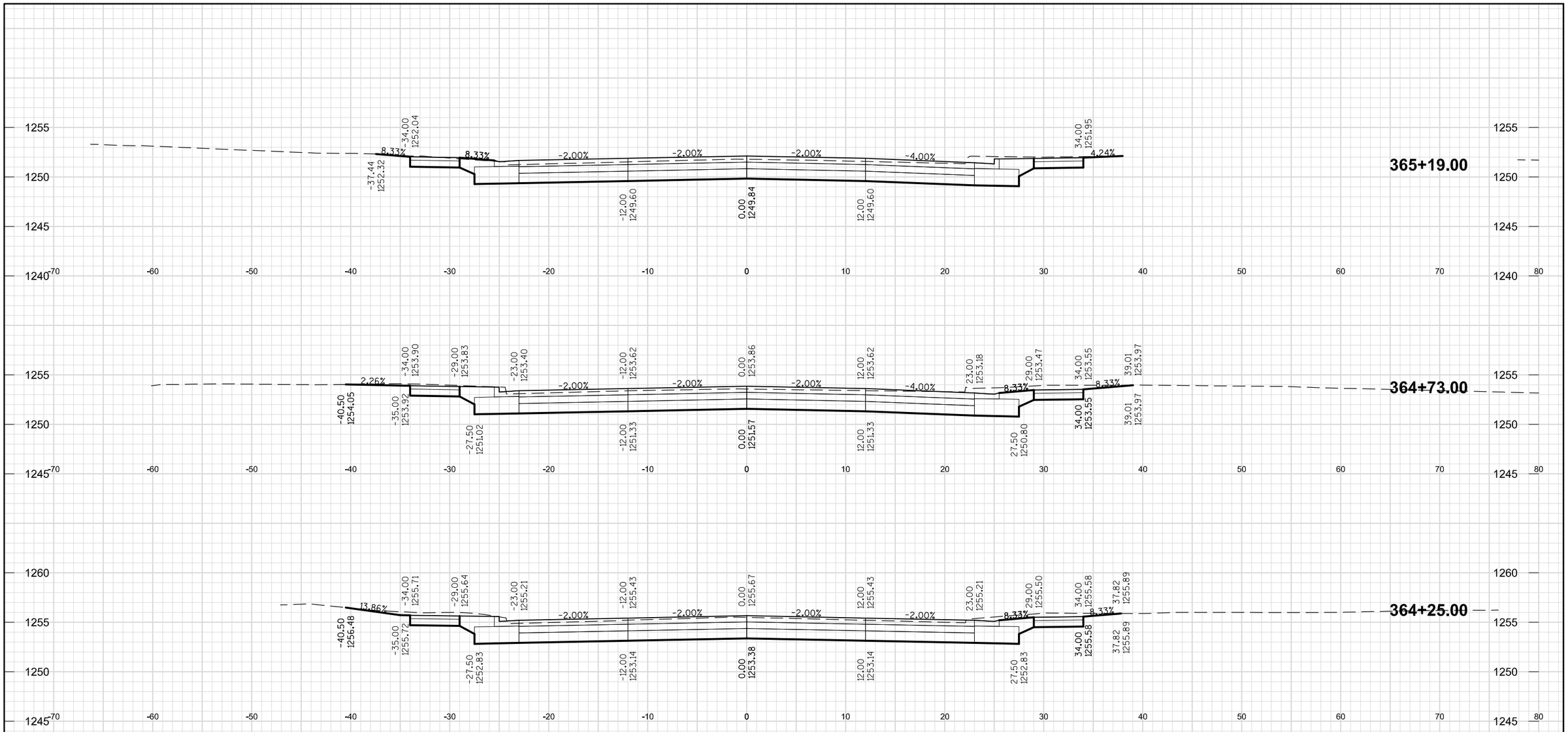
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - SOUTH STREET DRIVEWAYS	SHEET 373



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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET DRIVEWAYS	SHEET 374

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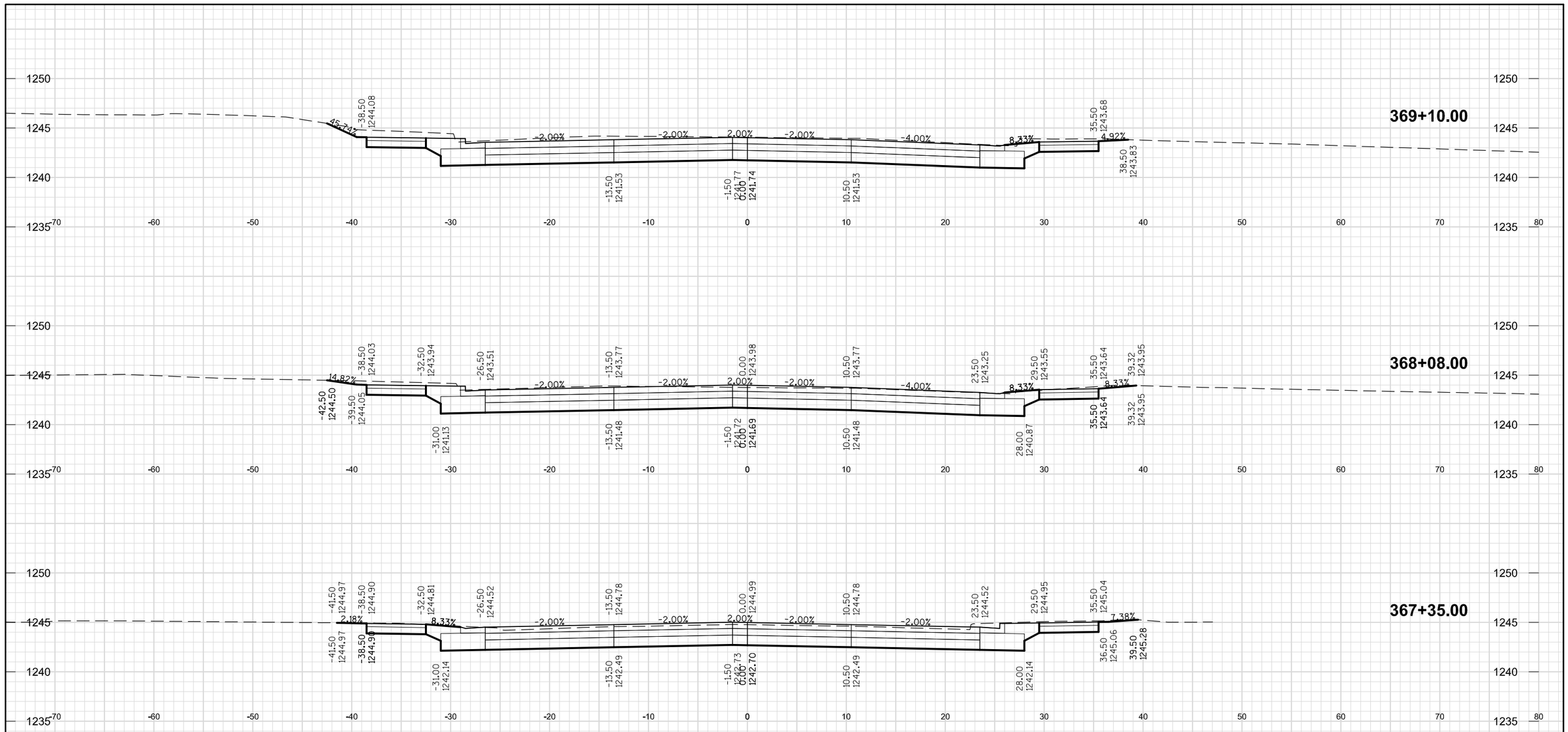

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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET DRIVEWAYS	SHEET 375

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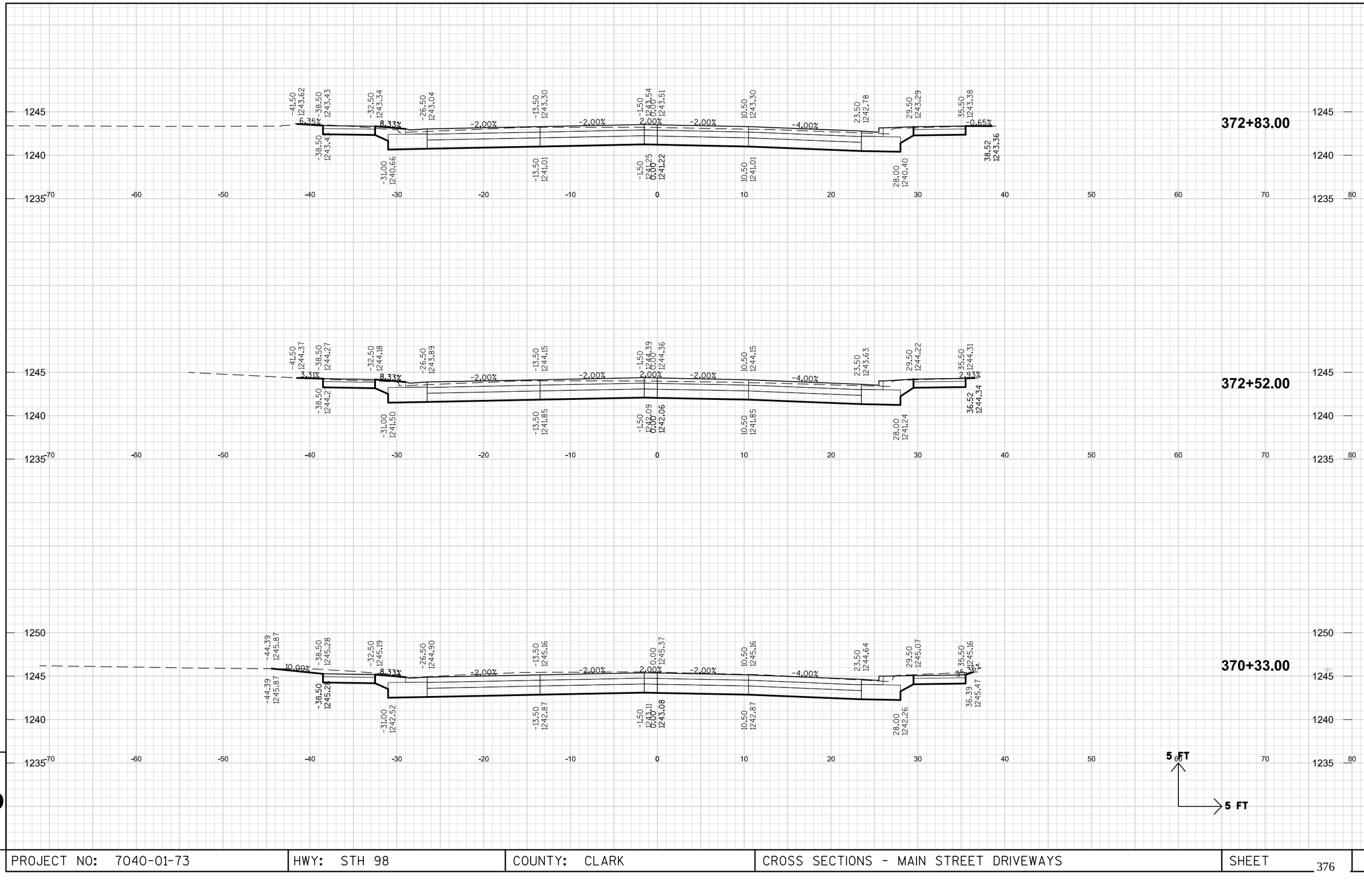

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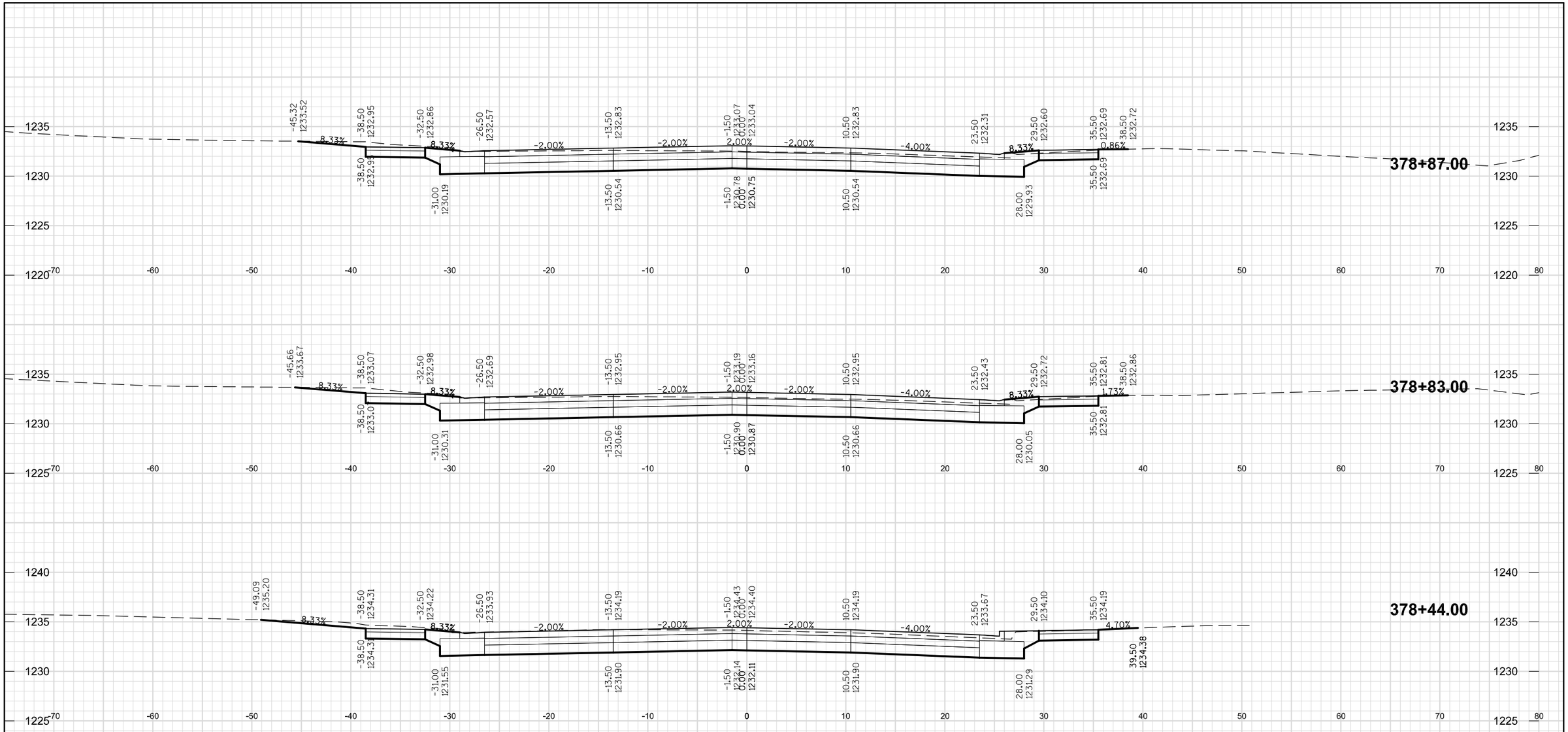
PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET DRIVEWAYS	SHEET 376

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET DRIVEWAYS	SHEET



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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET DRIVEWAYS	SHEET 378

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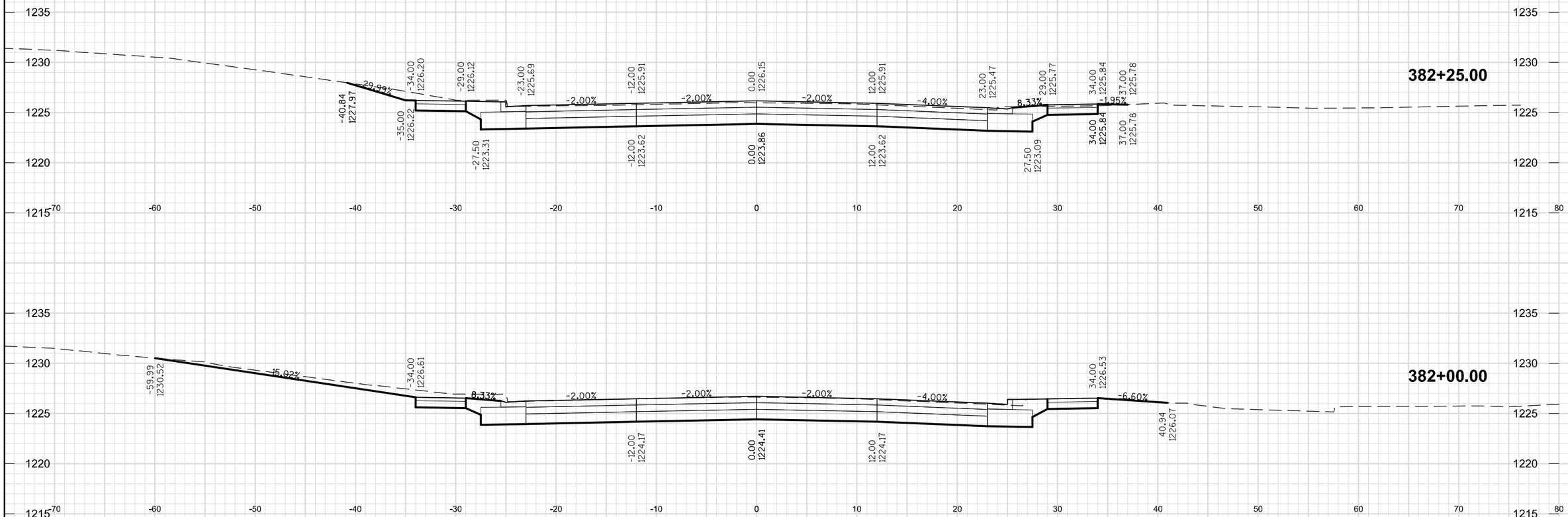

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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET DRIVEWAYS	SHEET 379

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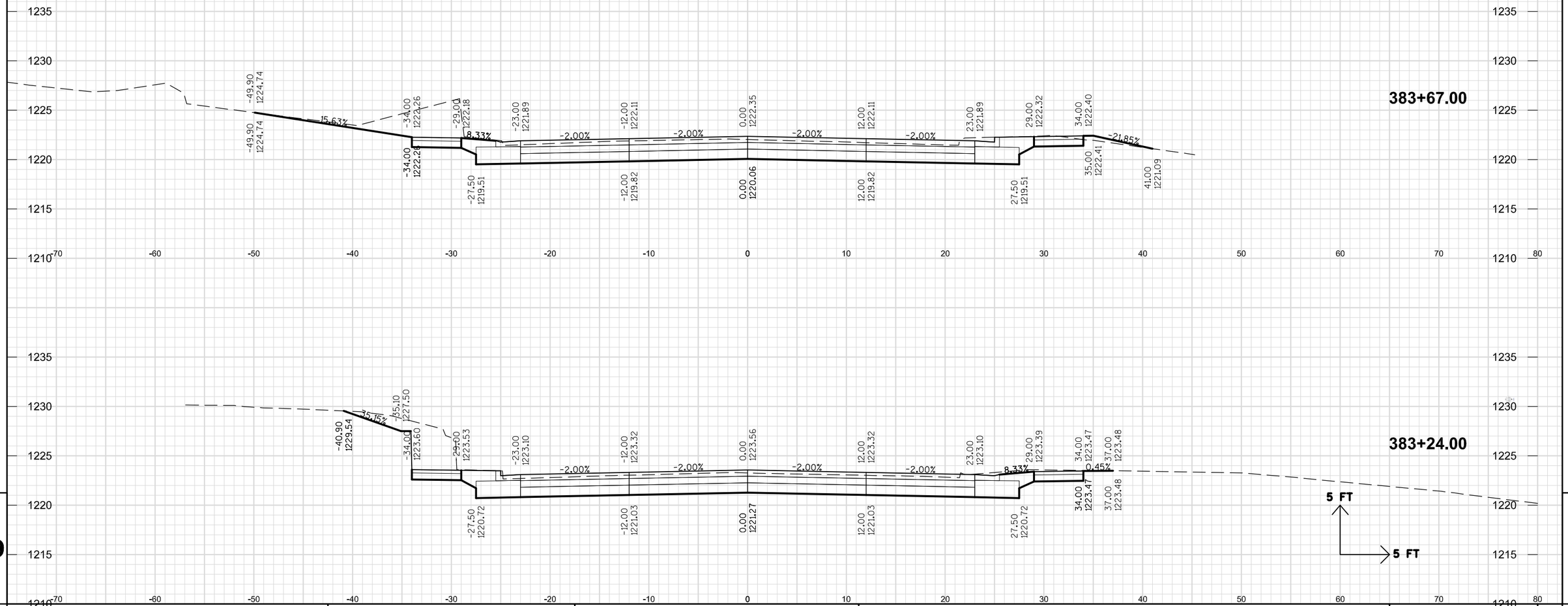
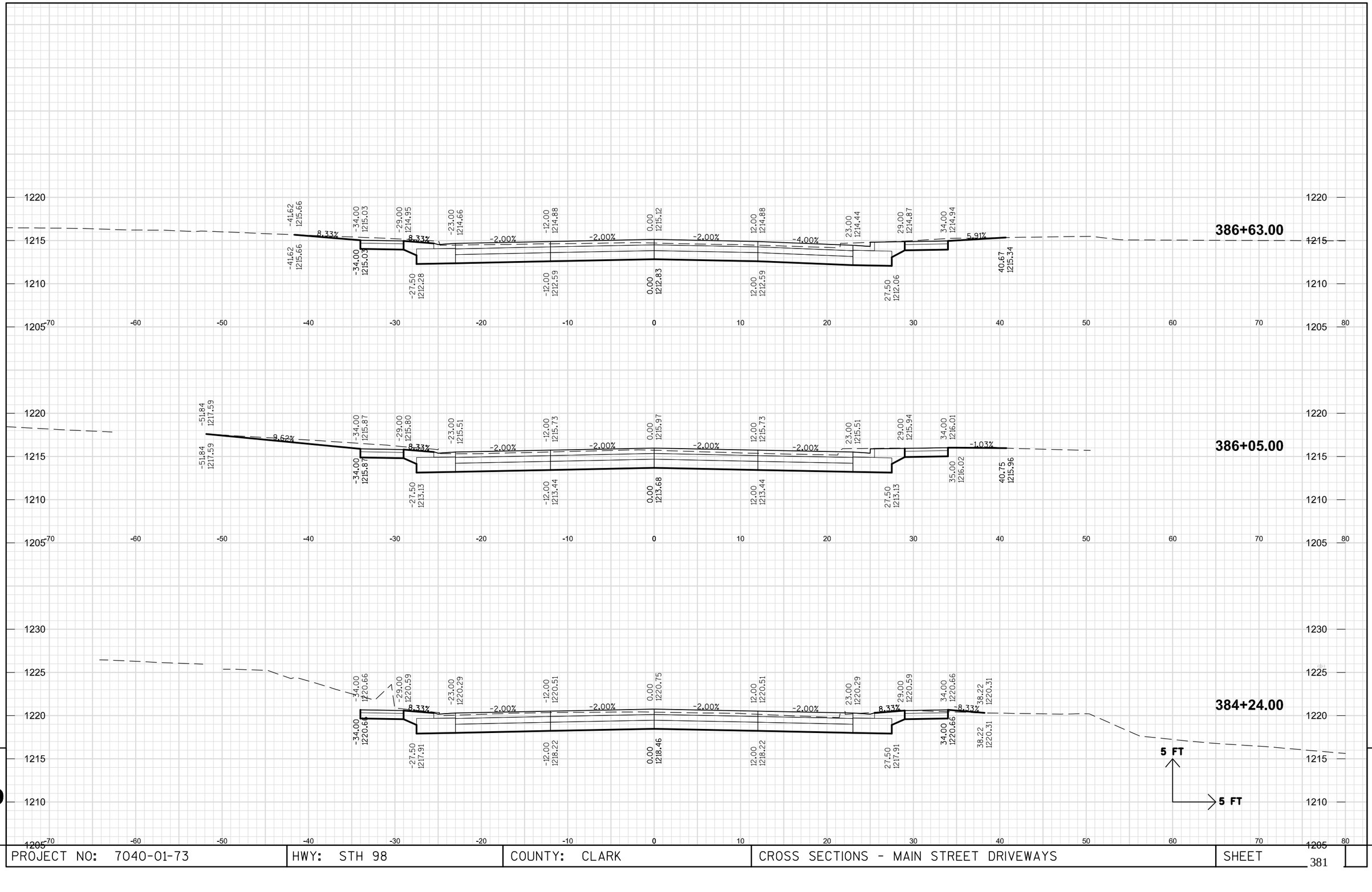
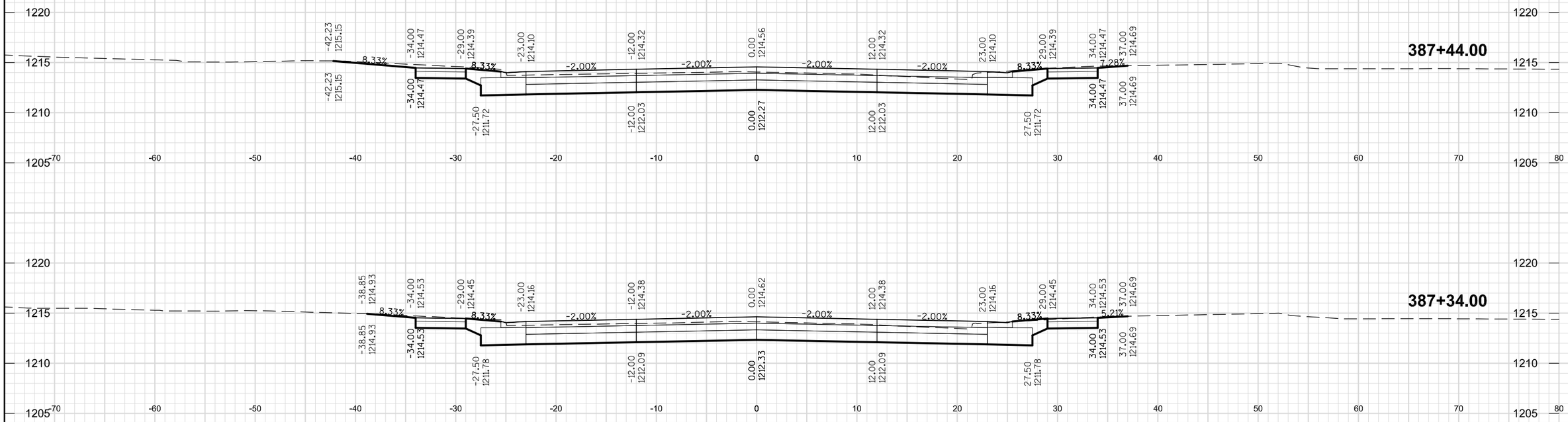


9

PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET DRIVEWAYS	SHEET 380



PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET DRIVEWAYS	SHEET 381



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PROJECT NO: 7040-01-73	HWY: STH 98	COUNTY: CLARK	CROSS SECTIONS - MAIN STREET DRIVEWAYS	SHEET 382

Notes

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