GRE

MAY 2017

PROJECT ID: 1517-75-83

COUNTY: WINNEBAGO

ORDER OF SHEETS

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

TOTAL SHEETS = 408



N

DESIGN DESIGNATION		ONEIDA STREET	ONEIDA STREET/ USH 10
A.A.D.T.	2020	= 22,700	26,600
A.A.D.T.	2038	= 25,800	33,400
D.H.V.		= 2,270	3,440
D.D.		= 59/41	59/41
T.		= 5.4%	5.4%
DESIGN SPEED		= 35 MPH	40 MPH
ESALS		= 4,247,000	4,935,000

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 (955.36)
- CULVERT (Profile View)

UTILITIES

- COMMUNICATION OVERHEAD (OH)
- COMMUNICATION UNDERGROUND (C)
- ELECTRIC OVERHEAD (OH)
- ELECTRIC UNDERGROUND (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1517-75-83	WISC 2017272	1

USH 10 - USH 10/STH 441

COUNTY CB - ONEIDA STREET

USH 10

WINNEBAGO COUNTY

ONEIDA ST (VALLEY RD & MIDWAY RD)

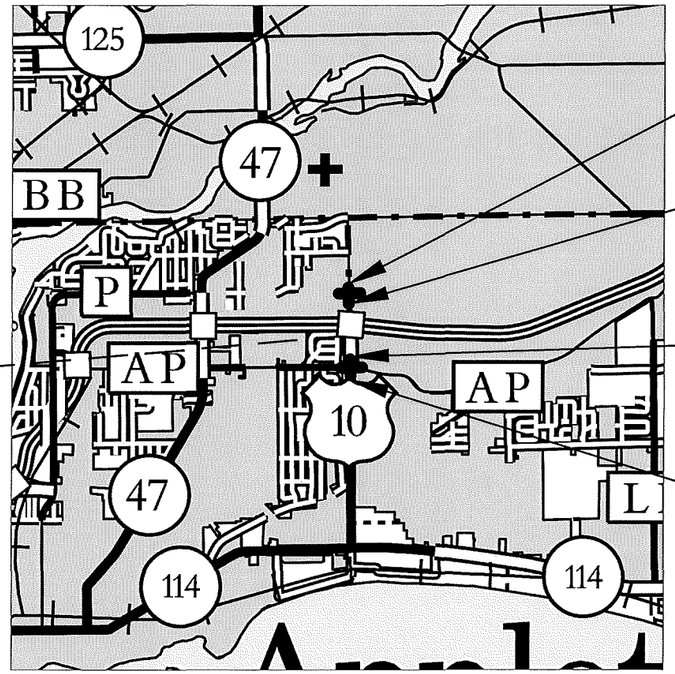
STATE PROJECT NUMBER
1517-75-83

R-17-E | R-18-E

T-21-N

T-20-N

BRIDGES
B-70-115
B-70-116



LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.37

END PROJECT 1517-75-83
STA 720NB+00.53
X=828165.083
Y=533441.281

BEGIN CONSTRUCTION 1517-75-83
STA 660NB+00.00
X=828172.084
Y=552840.843

END CONSTRUCTION 1517-75-83
STA 460NB+91.87
X=828174.044
Y=550952.032

BEGIN PROJECT 1517-75-83
STA 350NB+60.39
X=828164.467
Y=549820.812

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS). WINNEBAGO COUNTY NAD83 (1991).

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929, NGVD 29.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT/KAPUR
Designer	G. WICKMAN
Project Manager	K. SLATTERY
Regional Examiner	
Regional Supervisor	C. DEGRAVE

APPROVED FOR THE DEPARTMENT

DATE: 6 Feb 17 Kathleen Slattery (Signature)

E

TO OBTAIN LOCATIONS OF
PARTICIPANTS UNDERGROUND
FACILITIES BEFORE YOU
DIG IN WISCONSIN

WIS. STATUTE 182.0175 (1974)
REQUIRES MIN. OF 3 WORK DAYS
NOTICE BEFORE YOU EXCAVATE

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

UTILITY CONTACTS

AMERICAN TRANSMISSION COMPANY LLC - ELECTRIC TRANMISSION
MIKE OLSEN
801 O'KEEFE ROAD
PO BOX 6113
DEPERE, WI 54115-6113
920-338-6582; CELL: 920-660-2390
MOlsen@atcllc.com

APPLETON AREA SCHOOL DISTRICT c/o MI-Tech - COMMUNICATION
DENNIS LAFAVE
1700 INDUSTRIAL DRIVE
GREEN BAY, WI 54302
920-619-9774
dlafave@mi-tech.us

AT&T WISCONSIN - COMMUNICATION
GARY LAABS
221 WEST WASHINGTON ST. 4TH FL.
APPLETON, WI 54911
920-735-3063
GL1784@att.com

CITY OF APPLETON, DEPT. OF PUBLIC WORKS - SANITARY SEWER AND WATER
PAULA VANDEHEY
100 NORTH APPLETON STREET
APPLETON, WI 54911
920-832-6474

CITY OF MENASHA- WATER
SCOTT MAURER
321 MILWAUKEE STREET
PO BOX 340
MENASHA, WI 54952-0340
920-967-3430; CELL: 920-707-3733
smaurer@wppienergy.org

CITY OF MENASHA- ELECTRIC
GREG SHULL
321 MILWAUKEE STREET
PO BOX 340
MENASHA, WI 54952-0340
920-967-3422
GShull@wppiEnergy.org

TOWN OF MENASHA - SANITARY SEWER
JEFF ROTH
2340 AMERICAN DRIVE
NEENAH, WI 54956
920-720-7175
JeffR@Town-Menasha.com

TOWN OF MENASHA - WATER
JEFF ROTH
2340 AMERICAN DRIVE
NEENAH, WI 54956
920-720-7175
JeffR@Town-Menasha.com

TOWN OF MENASHA - ELECTRIC
RANDY GALLOW
2000 MUNICIPAL DRIVE
NEENAH, WI 54956
920-720-7110

CHARTER - COMMUNICATION
VINCE ALBIN
3520 DESTINATION DRIVE
APPLETON, WI 54915
920-831-9249
vince.albin@charter.com

US SIGNAL COMPANY LLC - COMMUNICATION
CHARLIE OLSZEWSKI
201 IONIA AVENUE SW
GRAND RAPIDS, MI 49503
616-233-7191
colszewski@ussignalcom.com

WE ENERGIES - GAS
CODY BECKMANN
PO BOX 1699
APPLETON, WI 54912
920-380-3422
cody.beckmann@we-energies.com

WE ENERGIES - ELECTRIC & GAS
LATROY BRUMFIELD
333 W EVERETT STREET
ROOM A299
MILWAUKEE, WI 53203
414-221-5617; CELL: 414-975-9053
latroy.brumfield@we-energies.com

WISCONSIN CENTRAL LTD CONTACTS

RAILROAD FLAGGING CONTACT
MARY ELLEN CARMODY
2800 LIVERNOIS ROAD, STE 330
TROY, MI 48083
OFFICE: 248-740-6227
FAX: 248-740-6036
maryellen.carmody@cn.ca

MAIN RAILROAD CONTACT
JACKIE MACEWICZ
MANAGER PUBLIC WORKS
1625 DEPOT STREET
STEVENS POINT, WI 54481
OFFICE: 715-345-2503
FAX: 715-345-2507
JACKIE.MACEWICZ@cn.ca

24 HOUR EMERGENCY RAILROAD SIGNAL

1-800-616-3432

CALL BEFORE YOU DIG

WISCONSIN CENTRAL LTD IS NOT PART OF DIGGER HOTLINE
CALL CHRISTINE GRZESIAK, 715-345-2506
WHEN DIGGING ON RAILROAD R/W

COUNTY SURVEYOR CONTACT

JERRY BOUGIE
WINNEBAGO COUNTY COURT HOUSE
445 ALGOMA BLVD
OSHKOSH, WI 54903
920-236-4839

DNR AREA LIASON

JAY SCHIEFELBEIN
DEPARTMENT OF NATURAL RESOURCES
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
920-360-3784
jeremiah.schiefelbein@wisconsin.gov

US ARMY CORP OF ENGINEERS

NICK DOMER
OLD FORT SQUARE
211 N. BROADWAY, STE 221
GREEN BAY, WI 54303
651-290-5855
T.Dormer@usace.army.mil

WINNEBAGO COUNTY HIGHWAY COMMISSIONER

RAY PALOMEN
901 WEST COUNTY ROAD Y
P.O. BOX 2764
OSHKOSH, WI 54903
920-232-1700

EMERGENCY CONTACT NUMBERS FOR WE ENERGIES

ELECTRIC 24 HOUR EMERGENCY SERVICE: 1-800-662-4797
GAS 24 HOUR EMERGENCY SERVICE: 1-800-261-5325

ORDER OF PLAN SHEETS

TITLE SHEET
UTILITIES
GENERAL NOTES
ABBREVIATIONS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
PLAN DETAILS
PAVEMENT GRADES
EROSION CONTROL
STORM SEWER PLAN
PERMANENT SIGNING
LIGHTING PLAN
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
STAGE CONSTRUCTION
TRAFFIC CONTROL
PEDESTRIAN ACCOMMODATION
DETOURS
ALIGNMENT DETAIL
MISCELLANEOUS QUANTITIES
RIGHT-OF-WAY PLAT
BENCHMARKS
PLAN & PROFILE
SIGNING DETAIL
EARTHWORK QUANTITIES
CROSS SECTIONS

GENERAL NOTES

THE CONTRACTOR SHALL CONTACT THE UTILITIES AND DIGGERS HOTLINE TO LOCATE AND FIELD VERIFY UTILITIES. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

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

EXISTING SURFACE ELEVATIONS USED TO CALCULATE PROPOSED EARTHWORK QUANTITIES ARE BASED UPON PREVIOUS CONSTRUCTION DTM'S. FIELD CHANGES TO THESE PROPOSED DTM'S WILL NOT BE REFLECTED IN THE EXISTING DTM FOR THIS CONTRACT.

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

RIGHT OF WAY LINES SHOWN ON CROSS SECTIONS ARE APPROXIMATE.

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

THE EXACT LOCATIONS OF PRIVATE ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND UNLESS OTHERWISE DIRECTED BY THE ENGINEER, OR AS SHOWN ON THE PLANS. BASE AGGREGATE DENSE ¾ - 1¼-INCH SHALL BE USED UNDER ALL DRIVEWAYS.

THE EXACT LOCATIONS AND WIDTH OF TEMPORARY ACCESS FOR DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER.

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

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

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS, FLOODWAY OR FLOODPLAIN OF ANY WATERWAY.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE REPLACED WITH SPECIFIED THICKNESS AS OUTLINED IN THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

FILL AND COMPACT ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES WITH GRANULAR BACKFILL. BACKFILLING IS INCIDENTAL TO CORRESPONDING ABANDONMENT OR REMOVAL ITEM.

A SAWED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING HMA PAVEMENT.

INTEGRAL CURB AND GUTTER GRADES ARE GIVEN TO THE FACE OF CURB.
INTEGRAL CURB AND GUTTER MEASURED TO THE FACE OF CURB.
CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF GUTTER.
CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF GUTTER.

SIDEWALK GRADES ARE GIVEN FROM THE FRONT OF THE SIDEWALK WHEN SHOWN.

SAWCUT ASPHALTIC AND CONCRETE DRIVEWAYS AND/OR PARKING LOTS AT THE MATCHLINE AS SHOWN ON THE PAVING DETAILS OR AS DIRECTED BY THE ENGINEER.

FERTILIZER SHALL NOT BE USED NEAR NAVIGABLE WATERWAYS OR WETLANDS.

BROKEN CONCRETE CONTAINING STEEL SHALL NOT BE USED AS RIPRAP OR HEAVY RIPRAP.

ANY MESH MATERIAL THAT IS FOUND IN EXISTING PAVEMENT WILL BE INCIDENTAL TO THE REMOVAL OF THE PAVEMENT IN THAT SECTION. EXISTING PAVEMENT DEPTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN THE FIELD.

THE EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER.

REMOVAL OF EROSION CONTROL DEVICES IS INCIDENTAL TO THE COST OF THEIR RESPECTIVE BID ITEMS.

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

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

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

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

STATIONING, DISTANCES AND OFFSETS FOR SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE FINAL LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER.

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

ALL ITEMS ASSOCIATED WITH SIGNING REMOVALS ARE SHOWN ON SIGNING PLAN, EXCEPT FOR REMOVING OLD SIGN STRUCTURES.

REMOVAL PLAN DOES NOT INCLUDE REMOVAL OF TEMPORARY PAVEMENT, SEE TRAFFIC CONTROL PLAN.

5 FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED 5 FEET, AND 10 FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT 10 FEET.

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

FOR ALL CURB RAMPS, REFER TO THE STANDARD DETAIL DRAWINGS FOR THE RAMP TAPER DIMENSIONS. SIDEWALK WIDTHS ARE DIMENSIONED IN THE PLAN.

ALIGNMENT IDENTIFIERS	
MW	CTH AP (MIDWAY ROAD) WESTBOUND
ME	CTH AP (MIDWAY ROAD) EASTBOUND
ONB'	ONEIDA STREET 12' OFFSET
ONB''	ONEIDA STREET 24' OFFSET
ONB	ONEIDA STREET/USH 10
OSB	ONEIDA STREET/USH 10
VE	WEST VALLEY ROAD/EAST ROELAND AVE
VW	WEST VALLEY ROAD/EAST ROELAND AVE

ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CMCP	CORRUGATED METAL CULVERT PIPE
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
EB	EAST BOUND
EL OR ELEV	ELEVATION
EAT	ENERGY ABSORBING TERMINAL
EXIST	EXISTING
FE	FIELD ENTRANCE
FT	FOOT
HMA	HOT MIX ASPHALT
INL	INLET
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
LF	LINEAR FOOT
MIN	MINIMUM
MH	MANHOLE
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
RC	REVERSE CROWN
RCAEW	REINFORCED CONCRETE APRON ENDWALL FOR CULVERT PIPE
REQ'D	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RRSP	RAIL ROAD SPIKE
RT	RIGHT
RW OR R/W	RIGHT OF WAY
SALV	SALVAGED
SAPBC	SALVAGED ASPHALTIC PAVEMENT BASE COURSE
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SF	SQUARE FOOT
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT
WB	WESTBOUND
YD	YARD

2

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\020100_GN\1517-75-83\NE-15177583-020101-GN.DWG
020101_gn - 03
PLOT DATE : 2/2/2017 10:54 AM PLOT BY : MARTENS, JOHN M PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

N

10MW
10ME
15ME
15MW
20ME
20MW
25ME
25MW
335EB
335WB
340EB
340WB
345EB
345WB
350EB
350WB

MALOA ST

MIDWAY ROAD (CTH AF)

PRIMROSE LANE

E MEADOW GROVE BLVD

ONEIDA ST (USH 10)

350SB
350NB
400SB
400NB
450SB
450NB
500SB
500NB
550NB
550SB
600NB
600SB
650SB
650NB

BEGIN CONSTRUCTION MIDWAY RD
STA: 11MW+65.00

BEGIN PROJECT 1517-75-83
STA: 350NB+60.39

END CONSTRUCTION 1517-75-83
STA: 460NB+91.87

END CONSTRUCTION MIDWAY RD
STA: 25MW+59.21

EQUATION
STA AHEAD = 61+82.07
STA BACK = 61+98.52

EQUATION
STA AHEAD = 347+85.19
STA BACK = 347+91.24

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PROJECT OVERVIEW: SHEET 1	SHEET 5	E

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LAYOUT NAME - 020201_PO
PLOT DATE : 2/1/2017 7:43 AM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

N

335EB

335WB

340EB

340WB

345EB

345WB

350EB

350WB

BEGIN CONSTRUCTIONW VALLEY RD
STA: 15VE+46.84

15VE

15VW

W VALLEY RD

EQUATION

STA AHEAD = 61+82.07
STA BACK = 61+98.52

600NB

600SB

650SB

650NB

ONEIDA ST

700SB

700NB

750SB

750NB

END PROJECT 1517-75-83
STA: 720NB+70.00

BEGIN PROJECT 1517-75-83
STA: 660NB+00.00

E ROELAND AVE

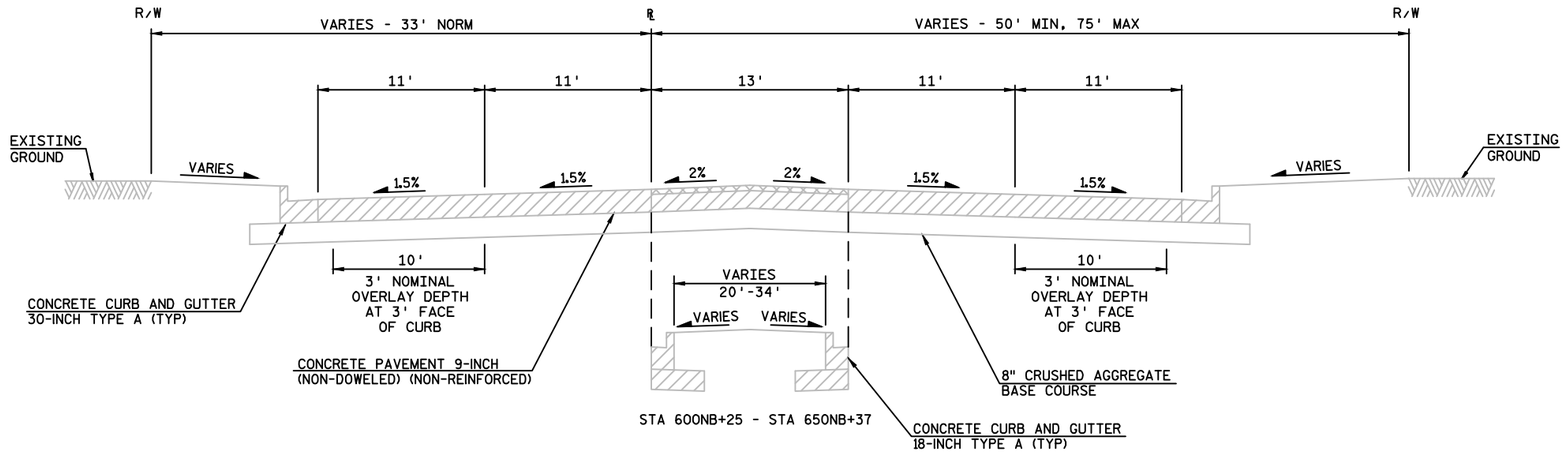
END CONSTRUCTION E ROELAND AVE
STA: 24VE+21.67

25VW

STA AHEAD = 347+85.19
STA BACK = 347+91.24

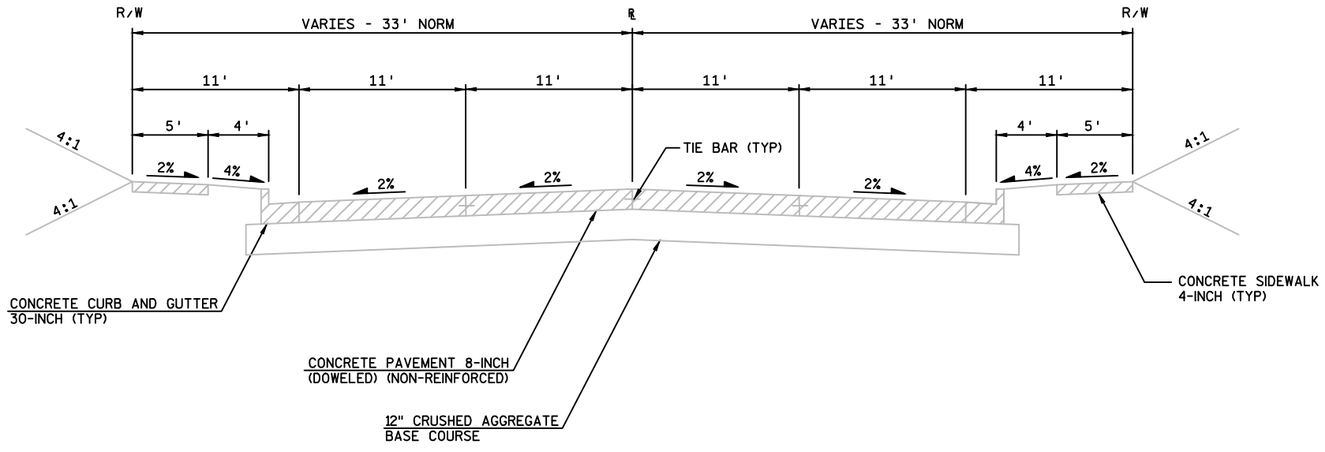
EQUATION

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PROJECT OVERVIEW: SHEET 2	SHEET 6	E



TYPICAL EXISTING SECTION
ONEIDA STREET

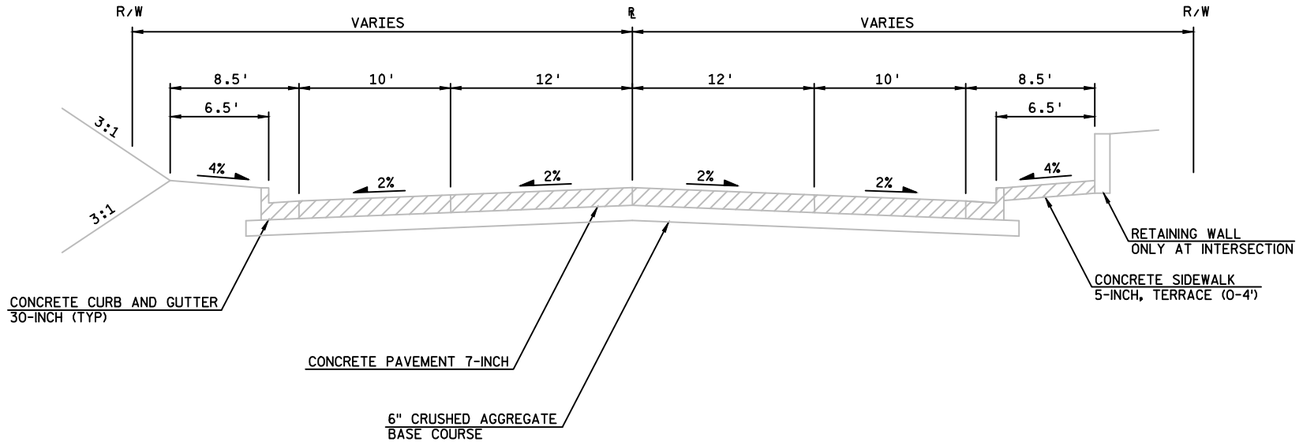
STA 350NB+60 - STA 460NB+92
STA 660NB+60 - STA 720NB+70



TYPICAL EXISTING SECTION
WEST VALLEY/EAST ROELAND AVENUE

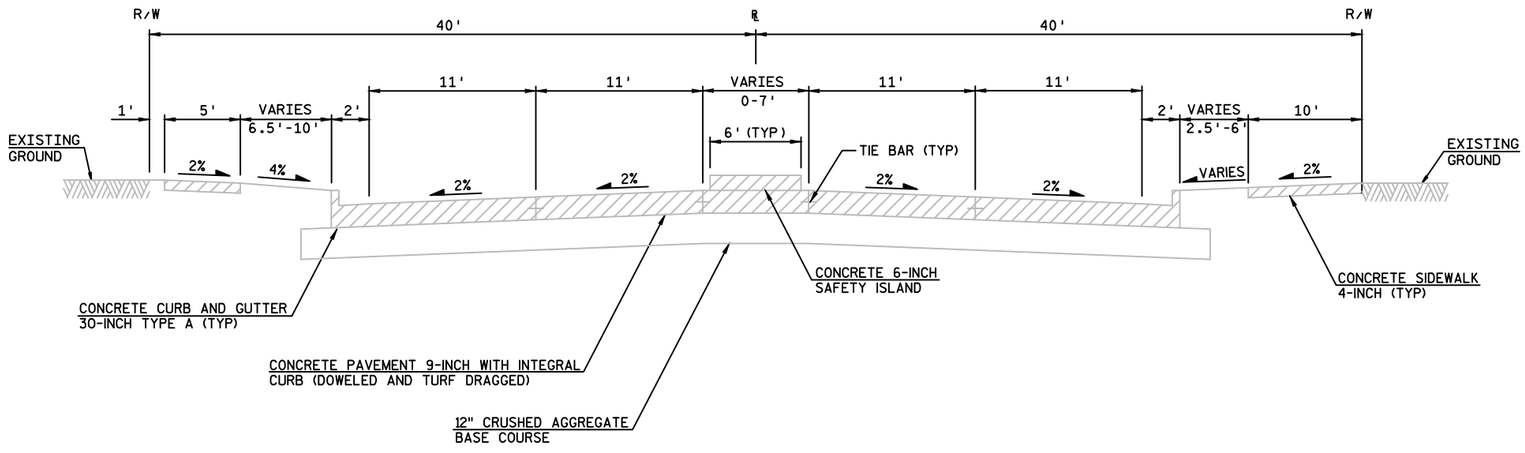
STA 15VE+47 - STA 24VE+22

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TYPICAL SECTION	SHEET 7	E



TYPICAL EXISTING SECTION
MIDWAY ROAD (CTH AP)

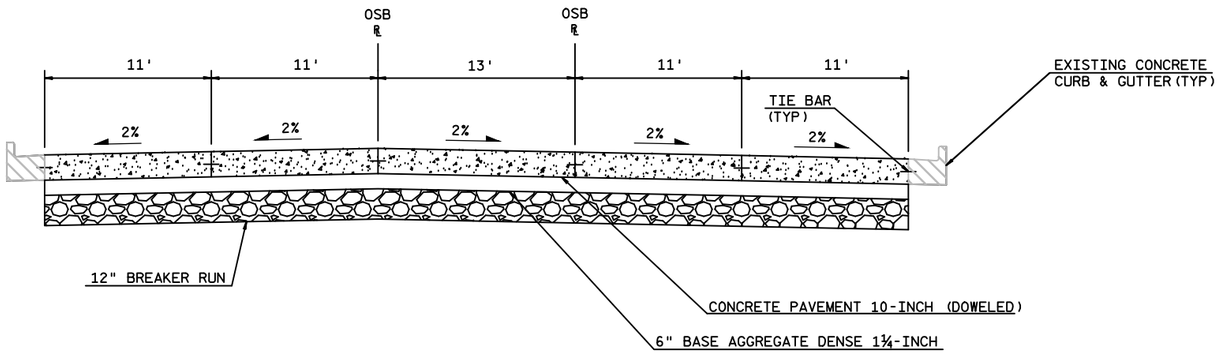
STA 11MW+92 - STA 17MW+00



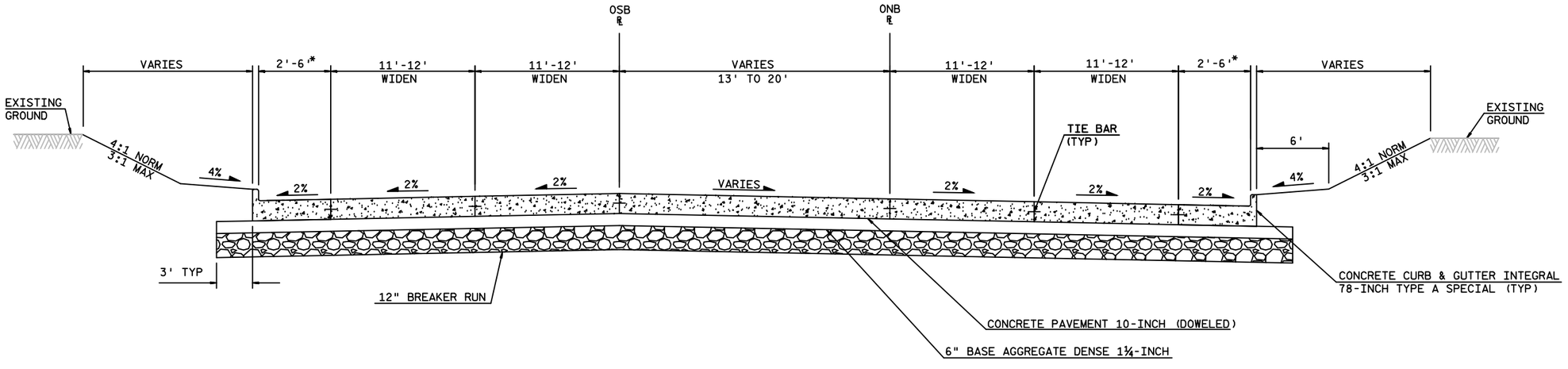
TYPICAL EXISTING SECTION
MIDWAY ROAD (CTH AP)

STA 18MW+50 - STA 25MW+59

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TYPICAL SECTION	SHEET 8	E



TYPICAL FINISHED SECTION
ONEIDA STREET (USH 10)
STA 350NB+60 TO STA 360NB+40
STA 350SB+60 TO STA 360SB+85



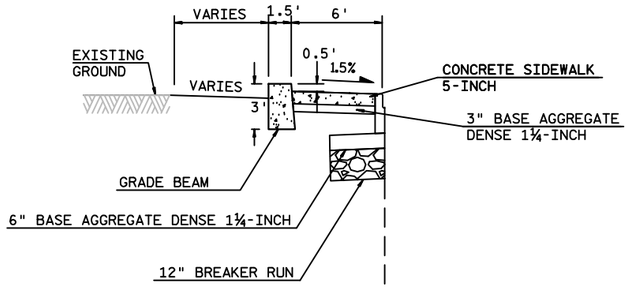
TYPICAL FINISHED SECTION
ONEIDA STREET (USH 10)
STA 360NB+40 TO STA 380NB+15
STA 360SB+85 TO STA 380SB+15

* WIDEN 2' TO 6'
360NB+40 - 360NB+86
360SB+85 - 370SB+42

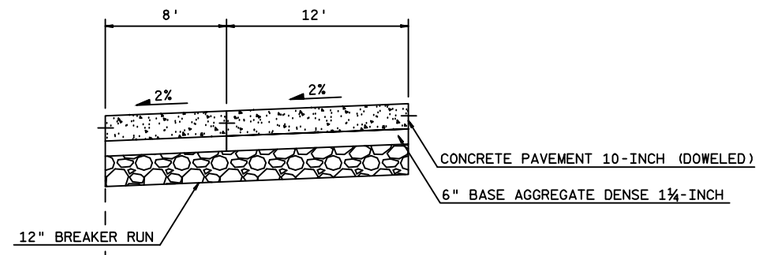
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TYPICAL SECTION	SHEET 9	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\020300_TS\1517-75-83\020304_TS.DWG
LAYOUT NAME - 020304_ts1
PLOT DATE : 2/28/2017 3:26 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

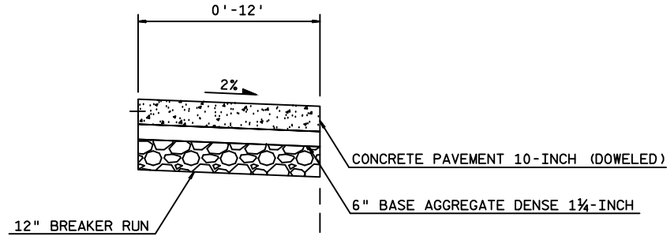
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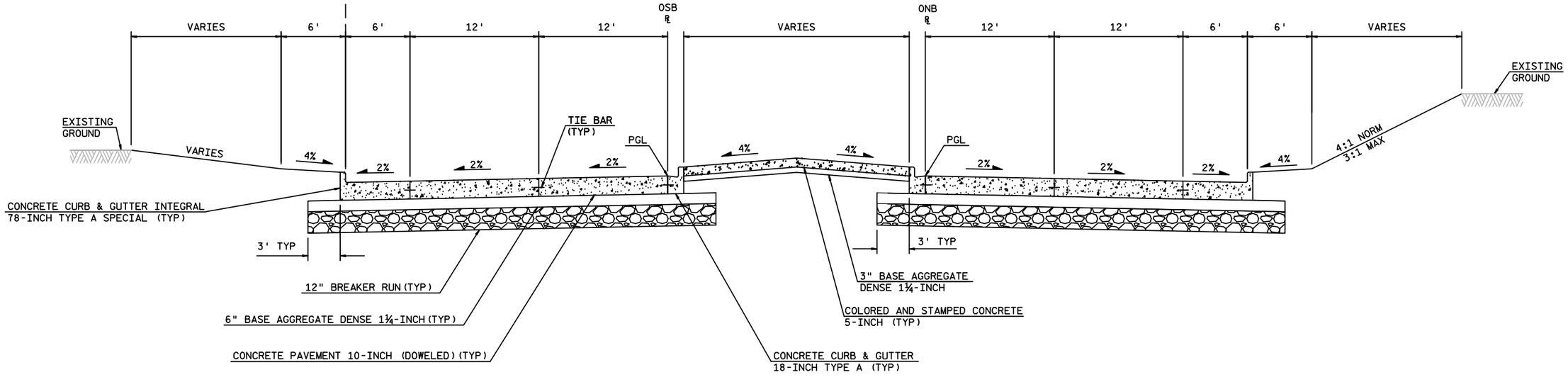
STA 400SB+06 TO STA 410SB+48



STA 410NB+56 TO STA 410NB+82



STA 390NB+00 TO STA 400NB+50 WIDEN 0'-12'
STA 400NB+50 TO STA 410NB+56 FULL WIDTH

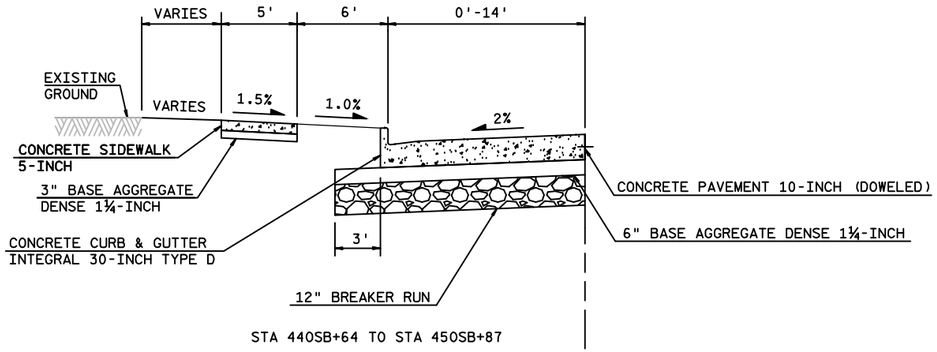


TYPICAL FINISHED SECTION

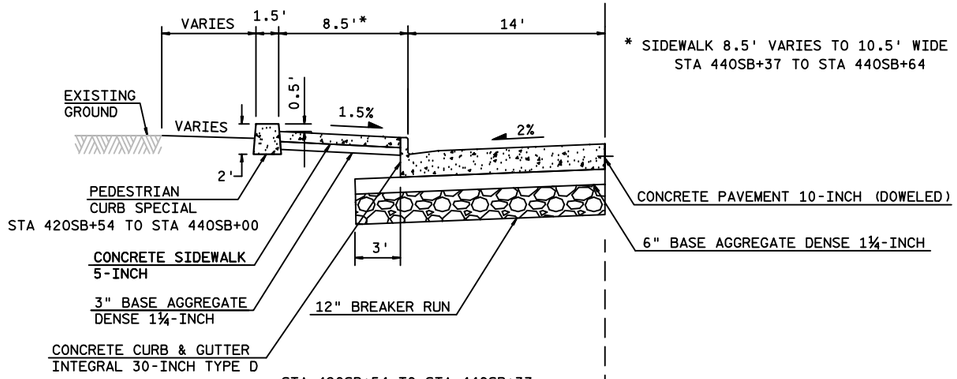
ONEIDA STREET (USH 10)

STA 380NB+15 TO STA 410NB+82
STA 380SB+15 TO STA 410SB+82

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TYPICAL SECTION	SHEET 10	E

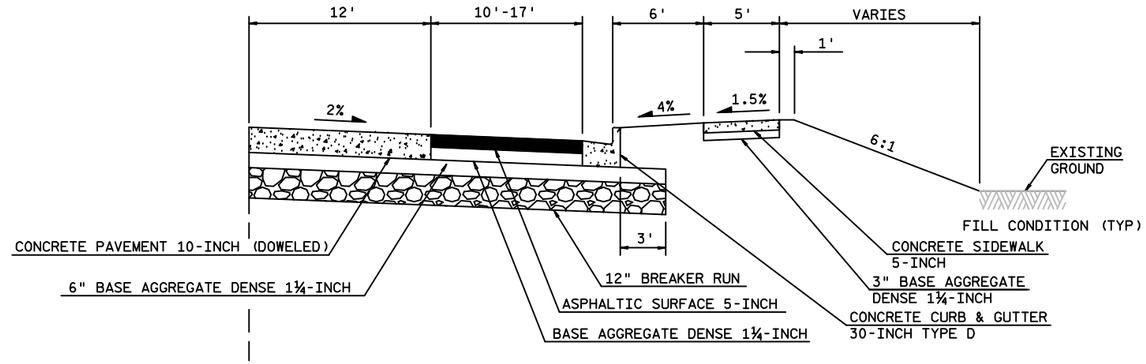


STA 440SB+64 TO STA 450SB+87

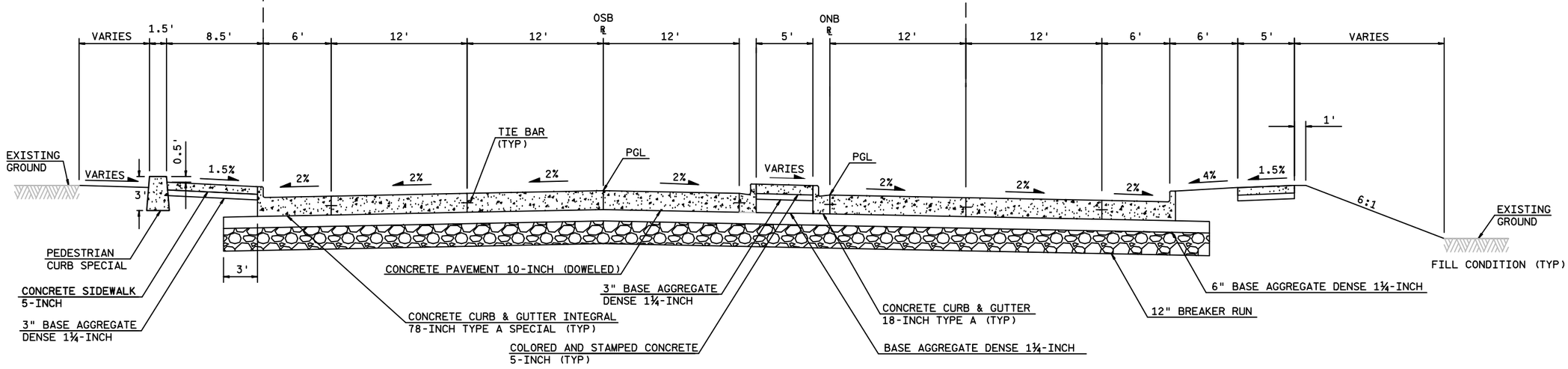


* SIDEWALK 8.5' VARIES TO 10.5' WIDE
STA 440SB+37 TO STA 440SB+64

STA 420SB+54 TO STA 440SB+37



STA 450NB+70 TO STA 460NB+22



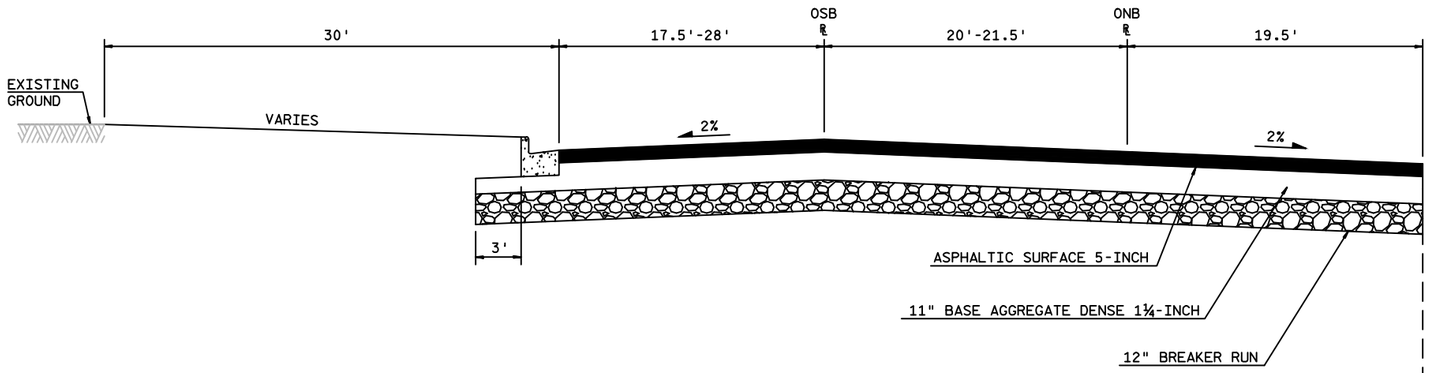
TYPICAL FINISHED SECTION

ONEIDA STREET (USH 10)

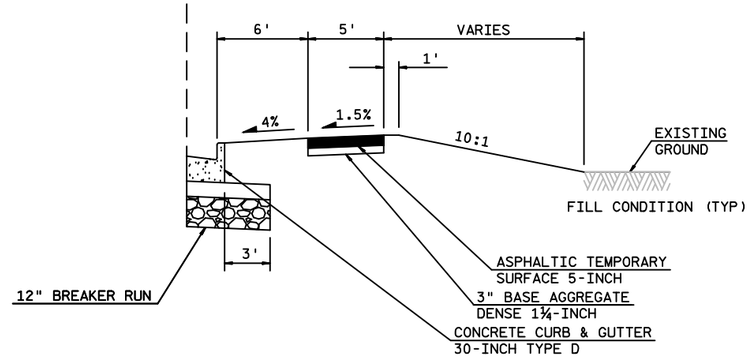
STA 420NB+54 TO STA 460NB+22
STA 420SB+54 TO STA 460SB+22

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TYPICAL SECTION	SHEET 11	E

2



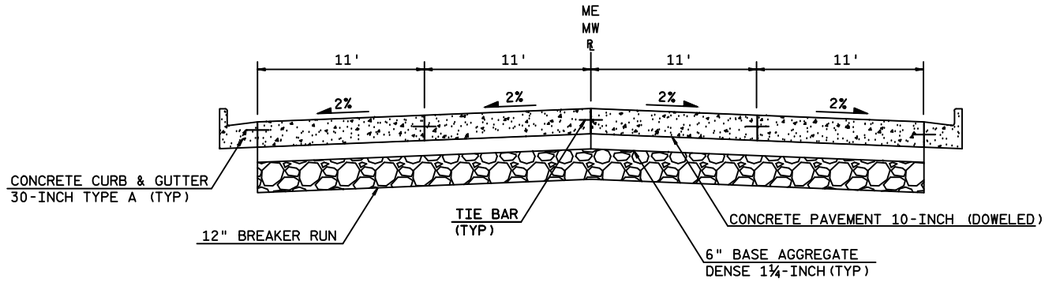
TYPICAL FINISHED SECTION
ONEIDA STREET (USH 10)
STA 460NB+22 TO STA 460NB+92



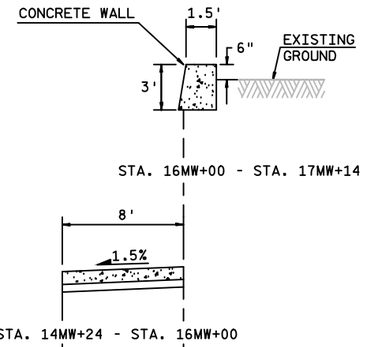
STA 460NB+22 TO STA 460NB+44

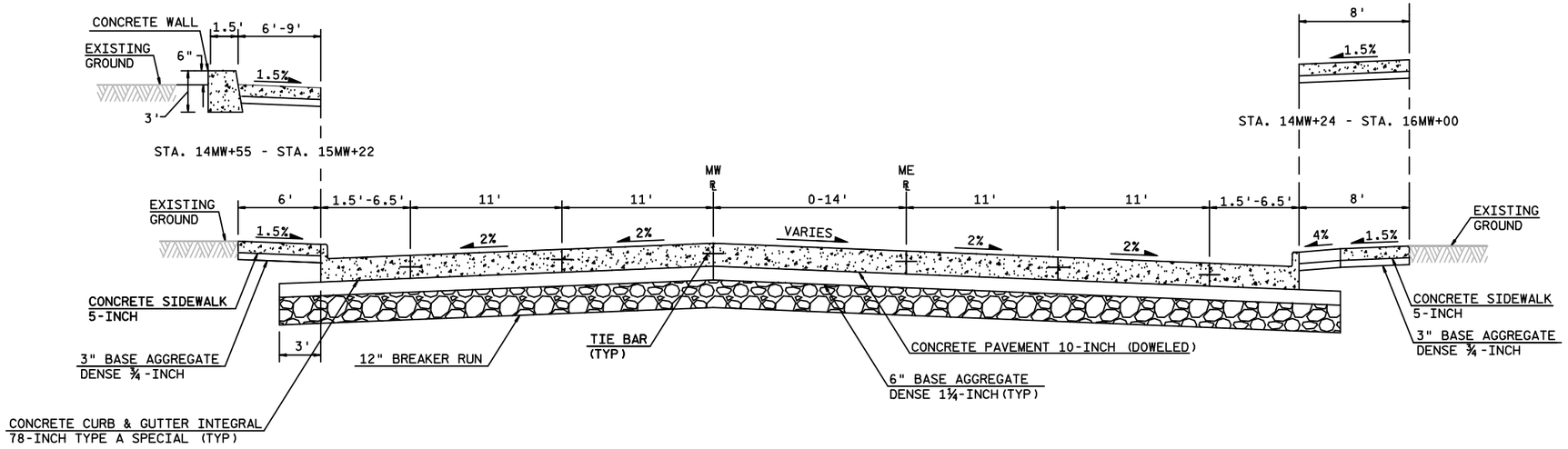
PROJECT NO:1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TYPICAL SECTION	SHEET 12	E

2

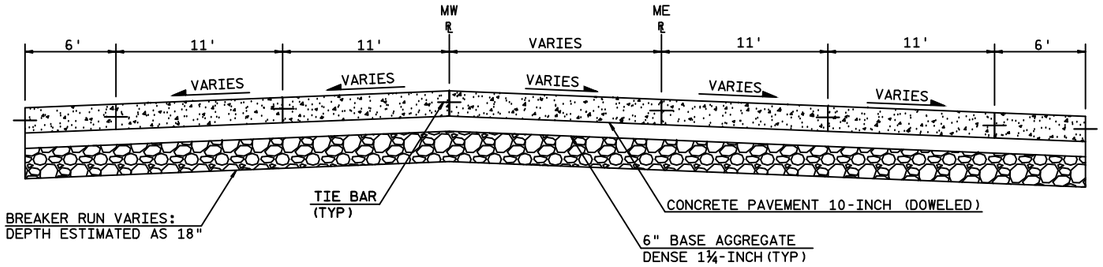


TYPICAL FINISHED SECTION
MIDWAY ROAD
STA. 11MW+65 - STA. 11MW+92

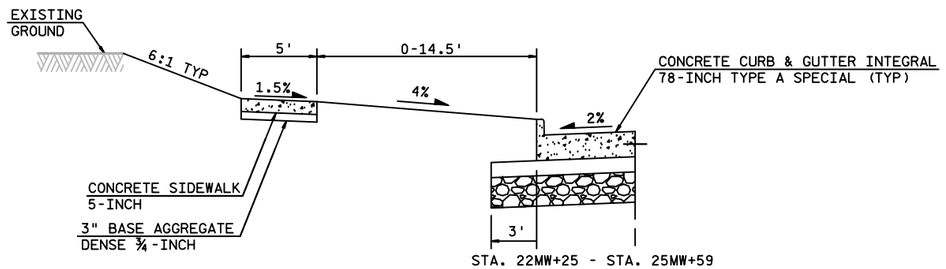




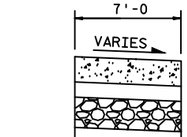
TYPICAL FINISHED SECTION
MIDWAY ROAD
STA. 11MW+92 - STA. 17MW+00



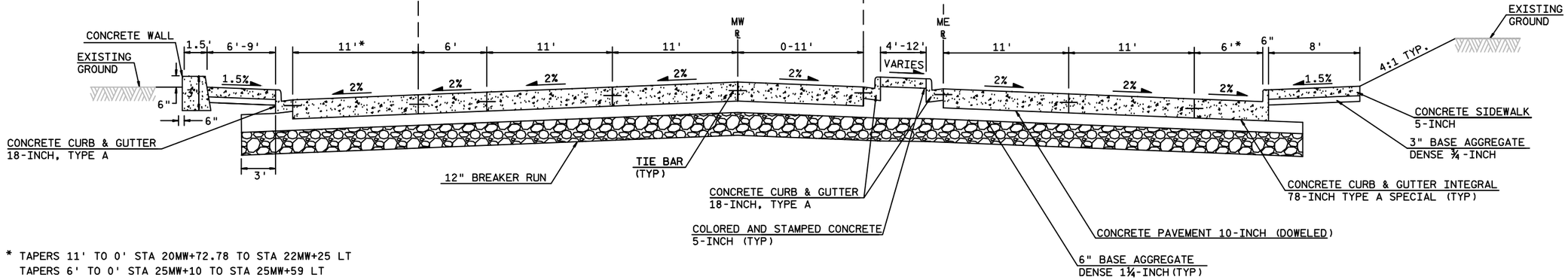
TYPICAL FINISHED SECTION
MIDWAY ROAD
ONEIDA STREET INTERSECTION
STA. 17MW+00 - STA. 18MW+60



STA. 22MW+25 - STA. 25MW+59

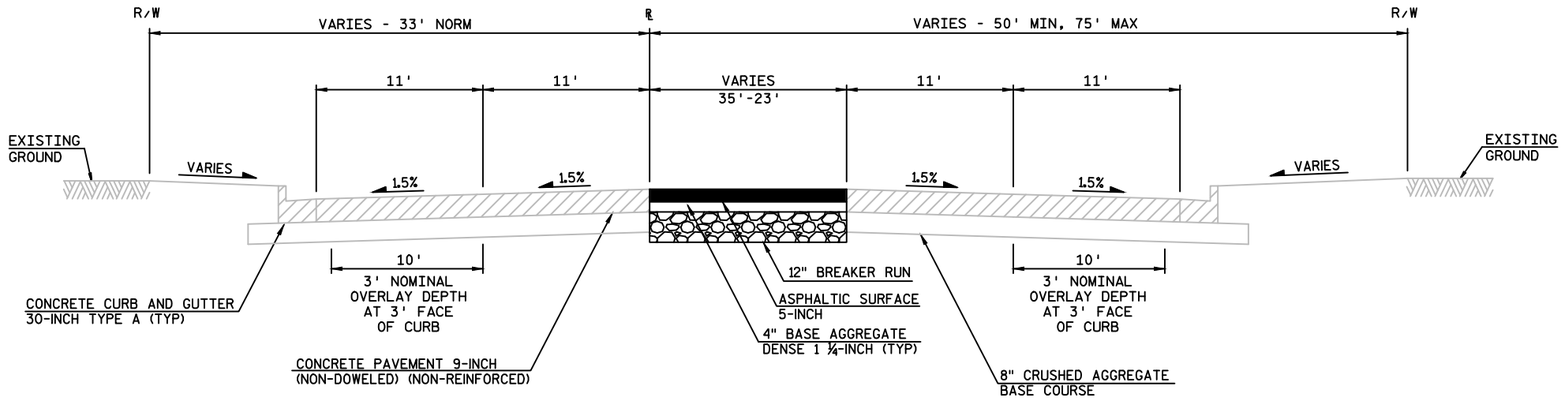


STA. 23MW+63 - STA. 25MW+59



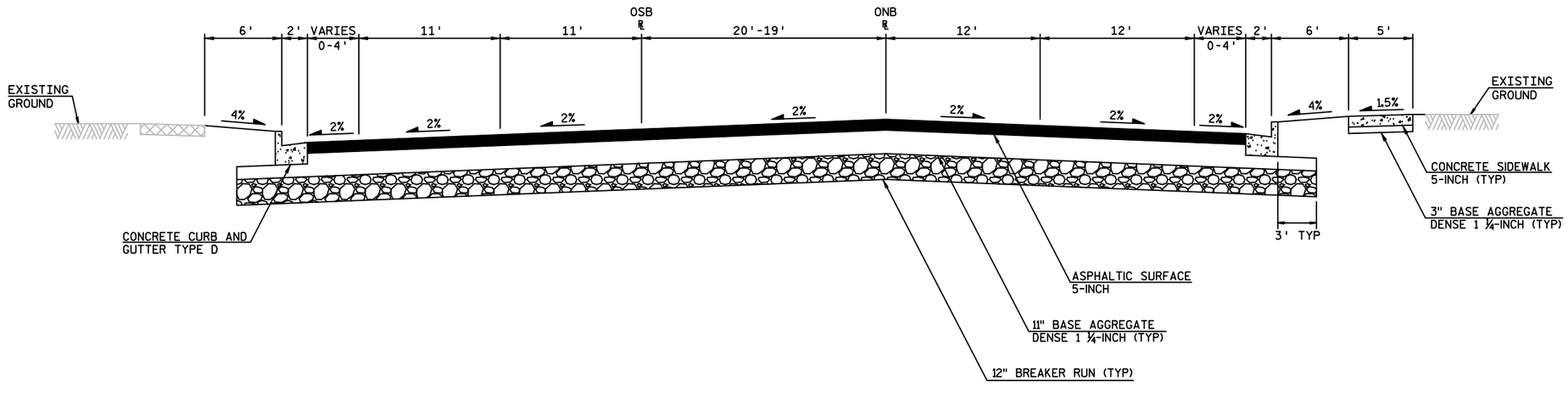
* TAPERS 11' TO 0' STA 20MW+72.78 TO STA 22MW+25 LT
TAPERS 6' TO 0' STA 25MW+10 TO STA 25MW+59 LT
TAPERS 6' TO 0' STA 25MW+04 TO STA 25MW+55 RT

TYPICAL FINISHED SECTION
MIDWAY ROAD
STA. 18MW+60 - STA. 25MW+59



TYPICAL FINISHED SECTION
ONEIDA STREET

STA 620NB+58 - STA 650NB+37

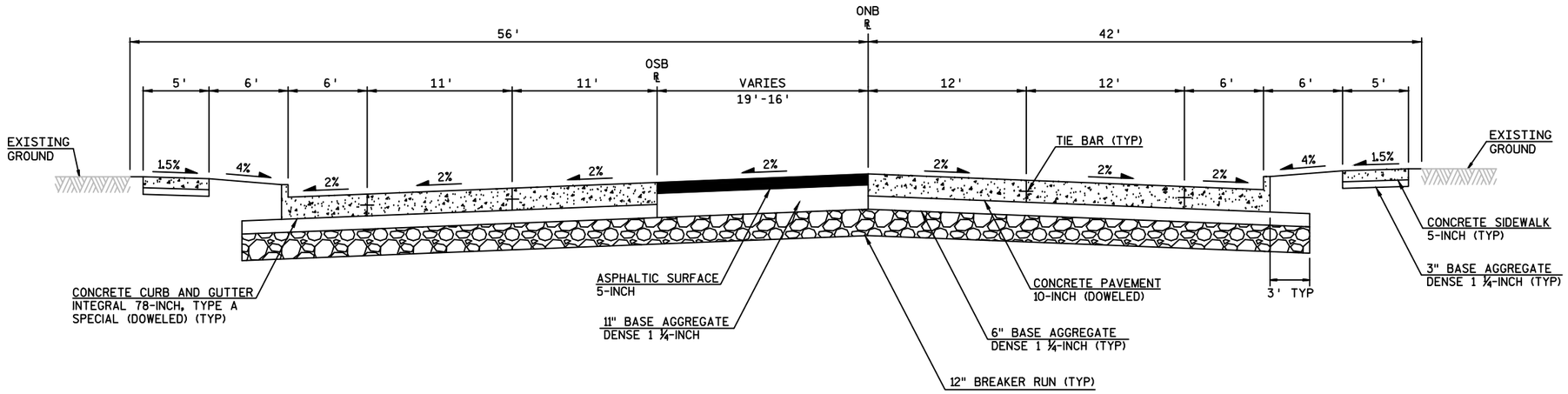


TYPICAL FINISHED SECTION
ONEIDA STREET

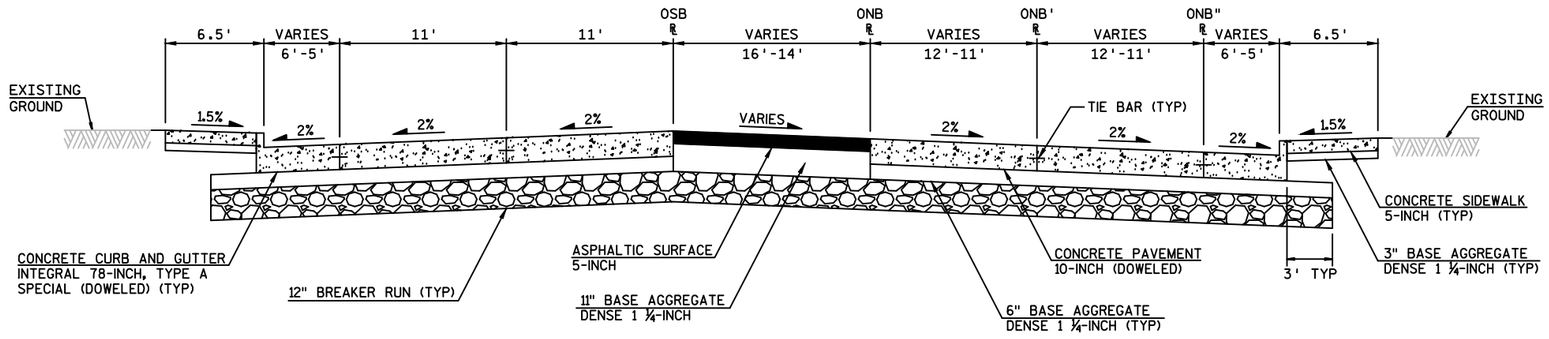
STA 660NB+00 - STA 660NB+50

PROJECT NO: 1517-75-83	HWY: WINNEBAGO	COUNTY: STH 441/USH 10	TYPICAL SECTION	SHEET 15	E

2



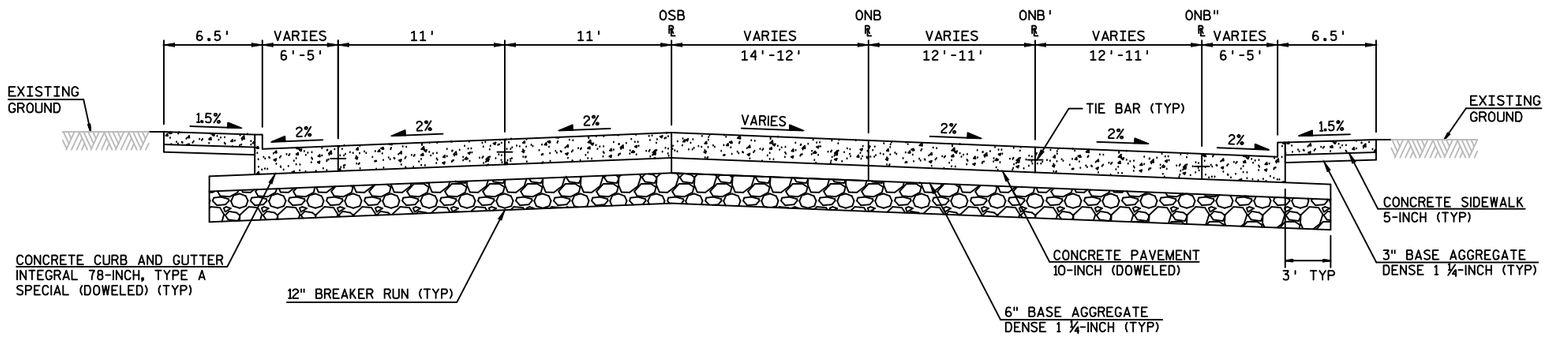
TYPICAL FINISHED SECTION
ONEIDA STREET
STA 660NB+50 - STA 680NB+36



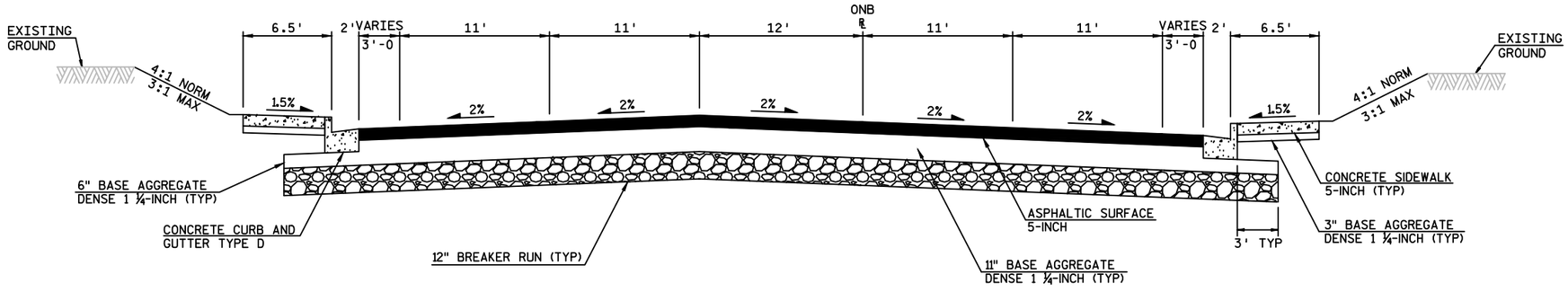
TYPICAL FINISHED SECTION
ONEIDA STREET
STA 680NB+36 - STA 690NB+50

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TYPICAL SECTION	SHEET 16	E

2



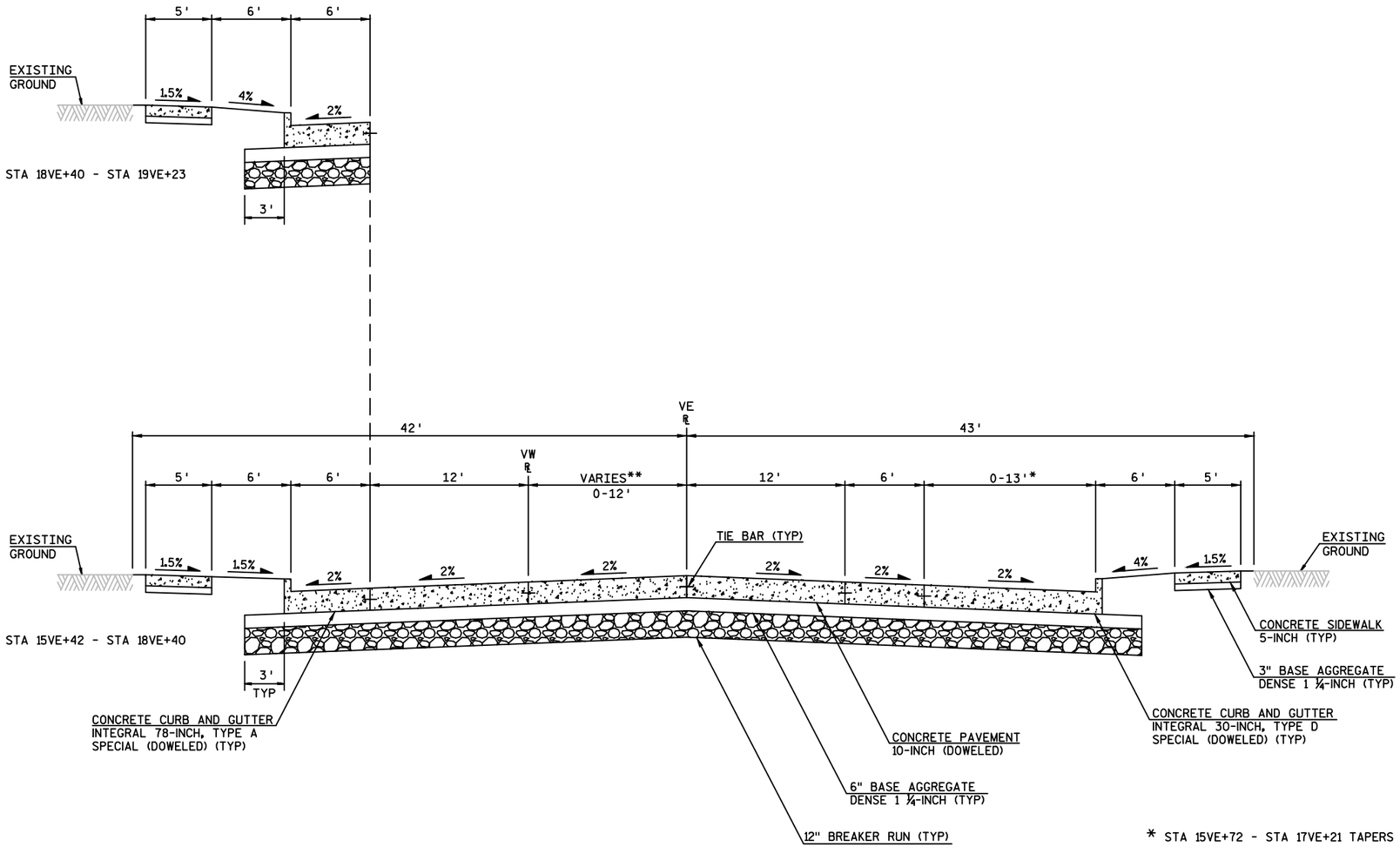
TYPICAL FINISHED SECTION
ONEIDA STREET
STA 69ONB+50 - STA 71ONB+47



TYPICAL FINISHED SECTION
ONEIDA STREET
STA 71ONB+47 - STA 72ONB+70

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TYPICAL SECTION	SHEET 17	E

2



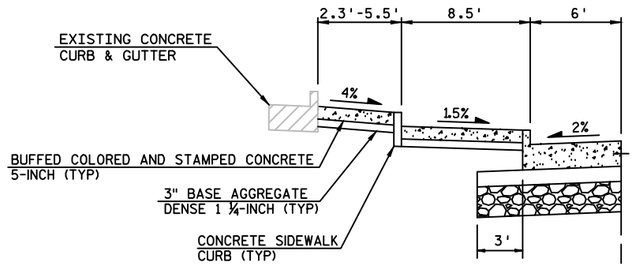
* STA 15VE+72 - STA 17VE+21 TAPERS 0' TO 13'
STA 17VE+21 - STA 19VE+23 FULL WIDTH 13'

* STA 15VE+72 - STA 17VE+21 WIDEN 0' TO 12'
STA 17VE+21 - STA 19VE+23 FULL WIDTH 12'

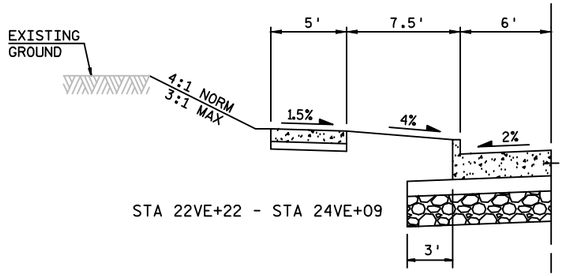
TYPICAL FINISHED SECTION
WEST VALLEY ROAD

STA 15VE+47 - STA 19VE+23

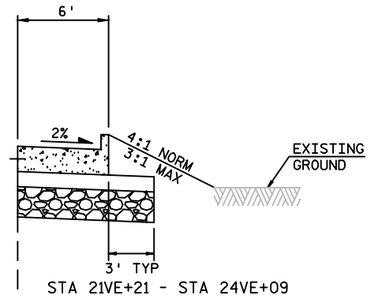
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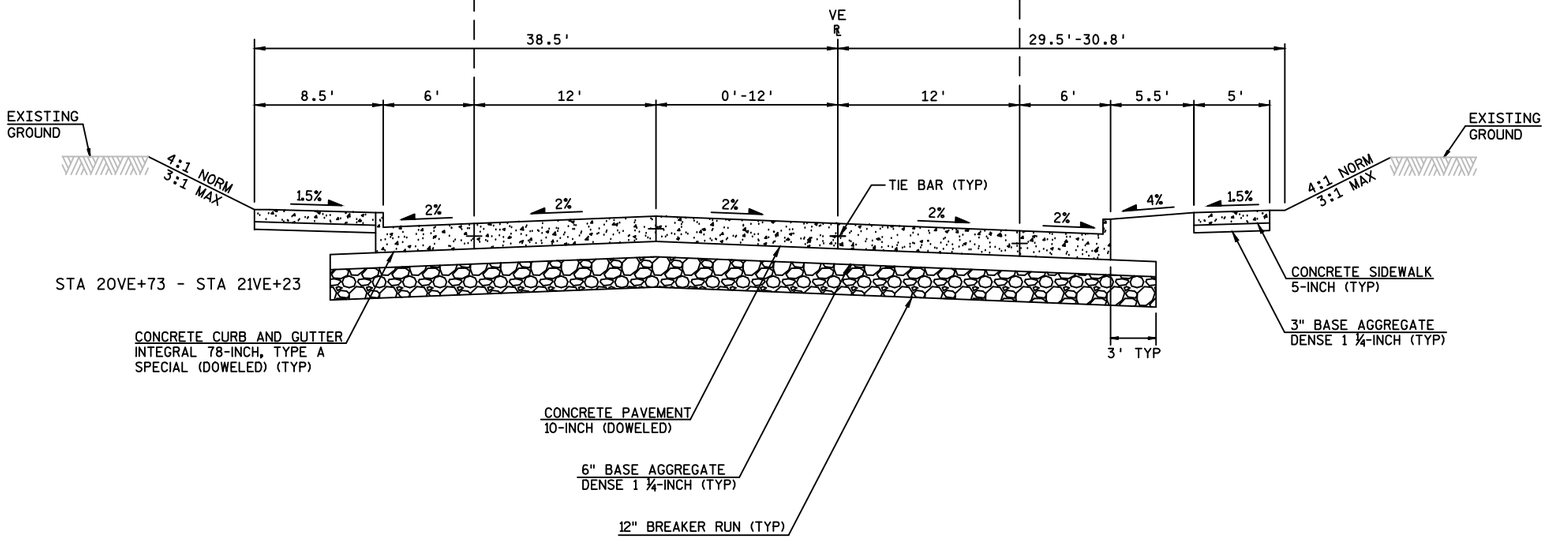
STA 21VE+23 - STA 22VE+22



STA 22VE+22 - STA 24VE+09



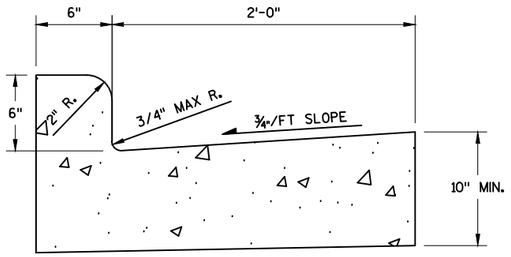
STA 21VE+21 - STA 24VE+09



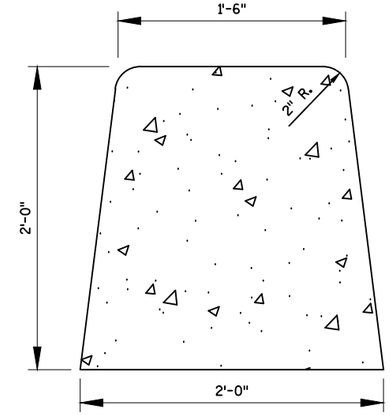
STA 20VE+73 - STA 21VE+23

TYPICAL FINISHED SECTION
EAST ROELAND AVENUE

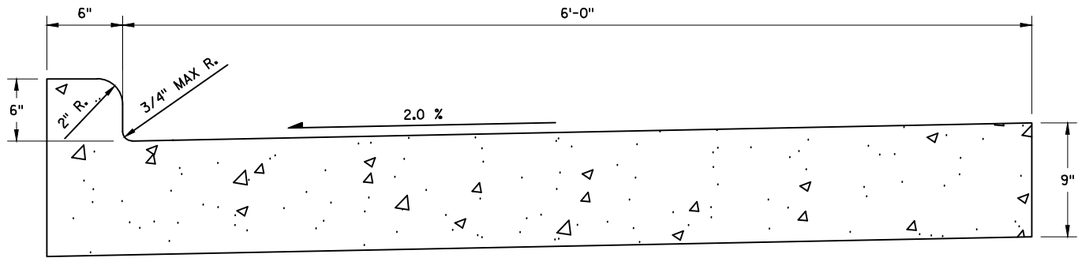
STA 20VE+73 - STA 24VE+22



CONCRETE CURB & GUTTER
30-INCH TYPE A
FULL DEPTH (OPTIONAL)



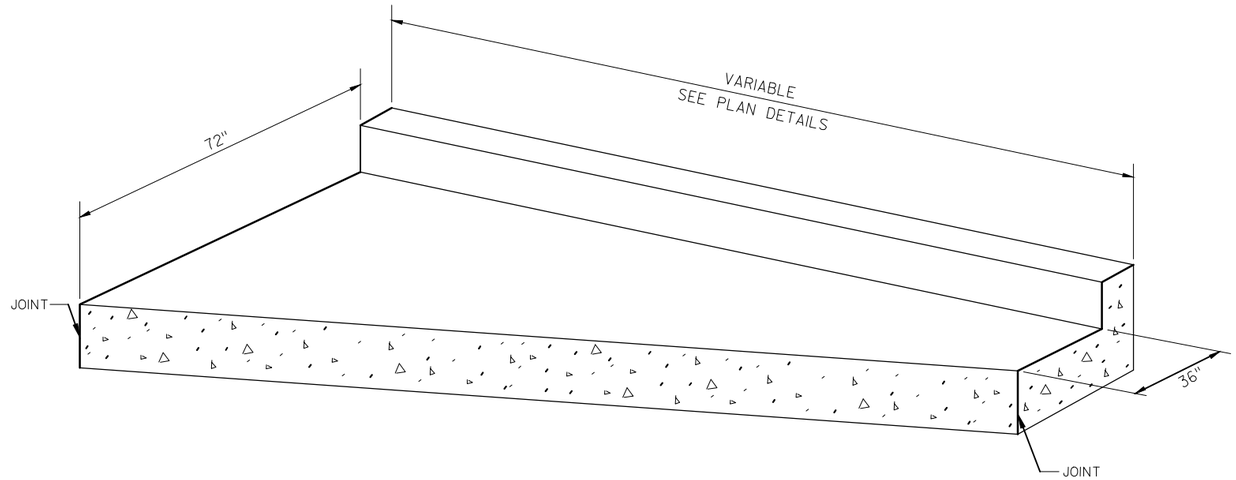
PEDESTRIAN CURB
SPECIAL



CONCRETE CURB & GUTTER
78-INCH TYPE A, SPECIAL

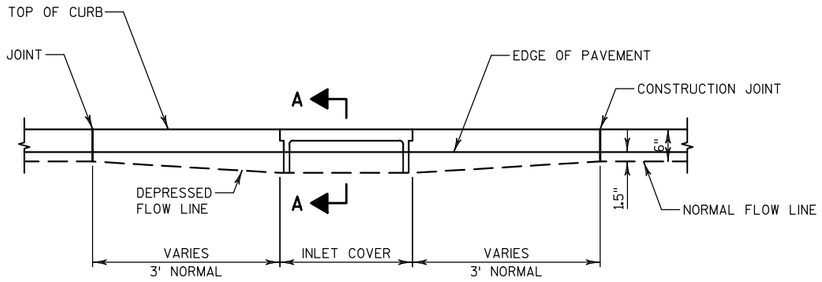
NOTE: WARP GUTTER SLOPE TO PROVIDE MINIMUM 0.35% (DESIRABLE 0.50%) LONGITUDINAL SLOPE WHEN TRANSITIONING BETWEEN CONCRETE CURB & GUTTER 30-INCH TYPE A AND 78-INCH TYPE A, SPECIAL TO MAINTAIN GUTTER FLOW

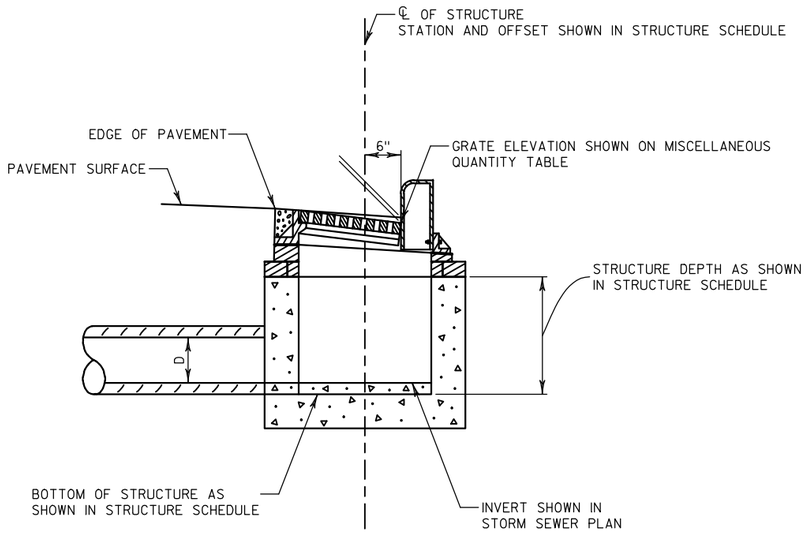
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL - CURB & GUTTER TRANSITION	SHEET 20	E



CURB TRANSITION DETAIL

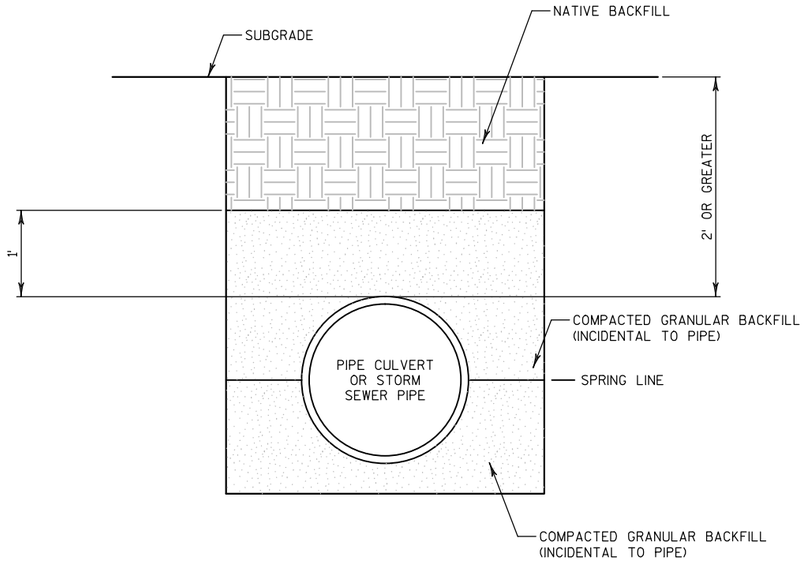
36" TYPE "A" CURB & GUTTER TO 78" CURB & GUTTER
(TO BE MEASURED & PAID FOR AS CONCRETE CURB & GUTTER INTEGRAL 78-INCH TYPE A SPECIAL)



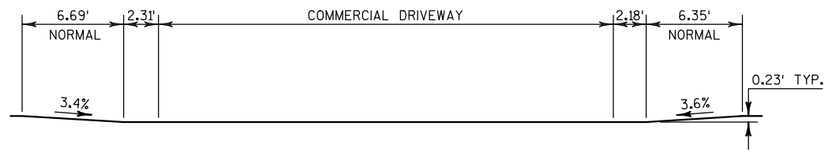


SECTION A-A

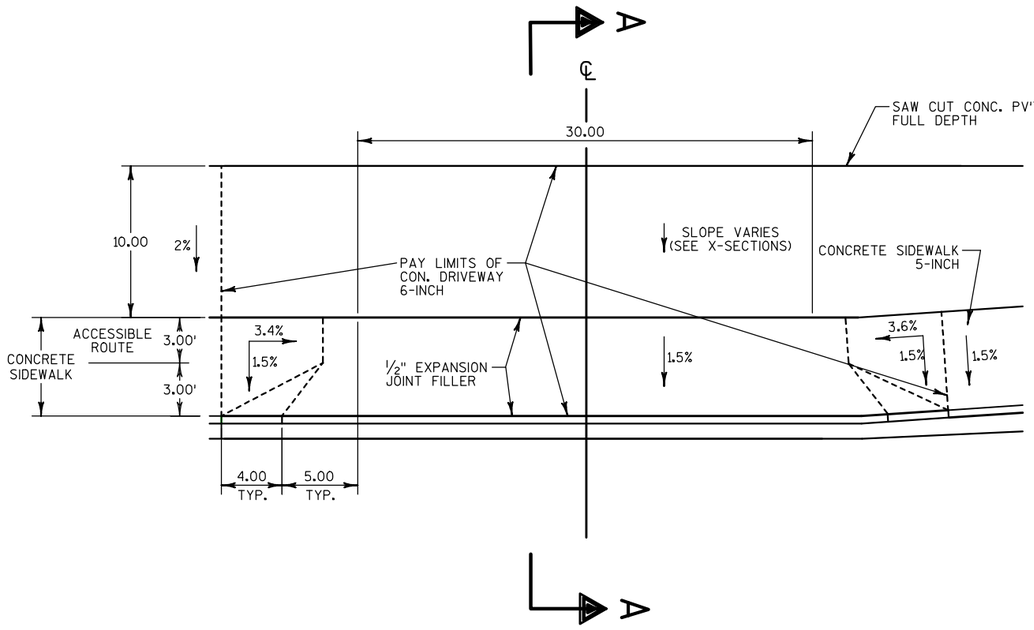
DETAIL OF CURB AND GUTTER AT INLETS



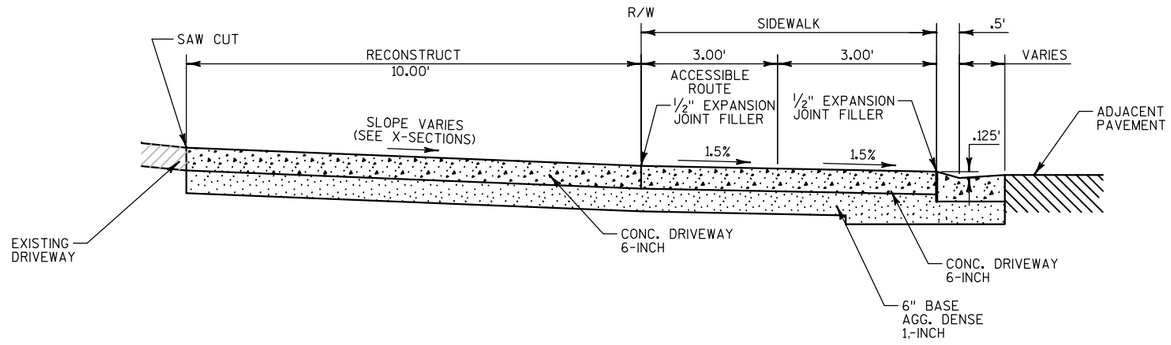
TRENCH BACKFILL DETAIL FOR NORMAL DEPTH PIPE CULVERTS AND STORM SEWER PIPE INSTALLATIONS



PROFILE OF BACK OF SIDEWALK



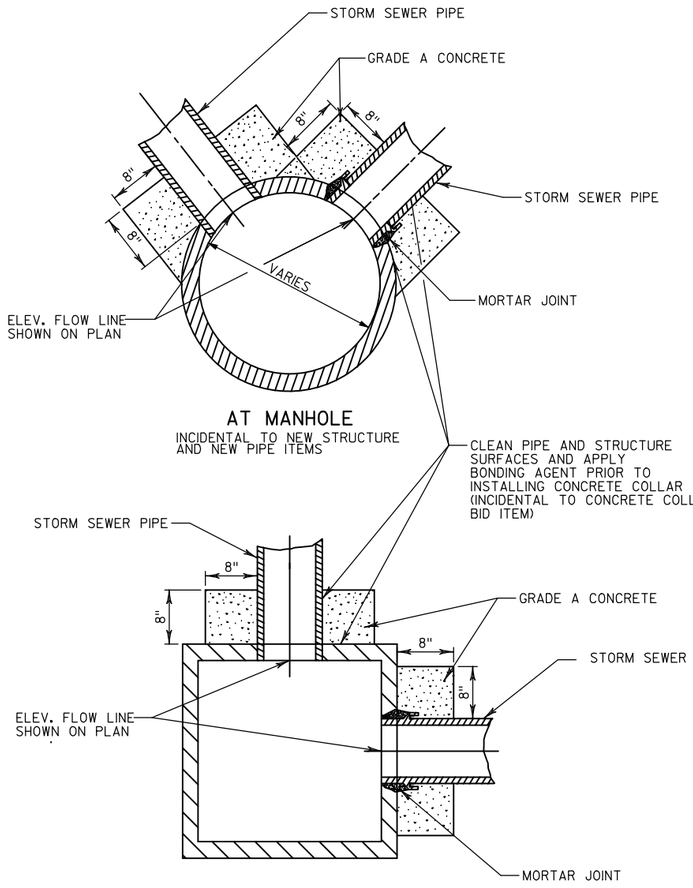
PLAN VIEW



SECTION A-A

DRIVEWAY DETAIL

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN: CONSTRUCTION DETAIL	SHEET 23	E



AT MANHOLE

INCIDENTAL TO NEW STRUCTURE AND NEW PIPE ITEMS

AT STORM SEWER INLET

INCIDENTAL TO NEW STRUCTURE AND NEW PIPE ITEMS

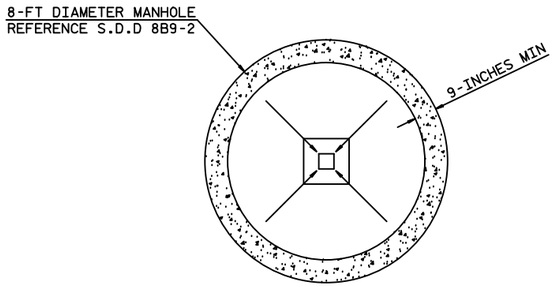
NOTE

CONCRETE COLLAR TO BE PAID AS A BID ITEM WHEN:

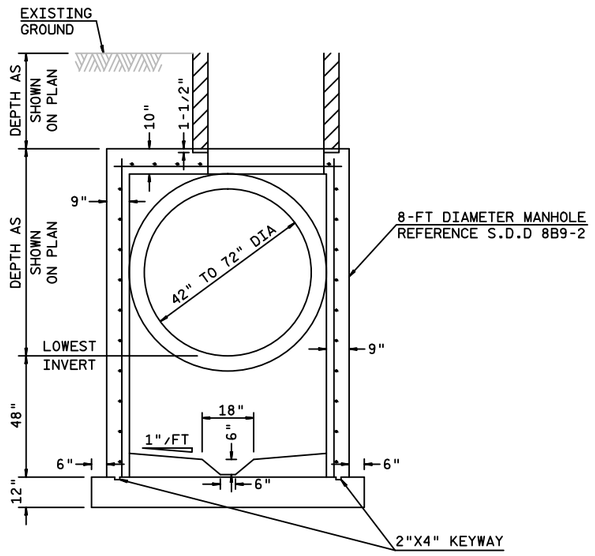
A) CONNECTING AN EXISTING PIPE TO A NEW STRUCTURE AND
B) CONNECTING AN EXISTING STRUCTURE TO A NEW PIPE

CONCRETE COLLAR DETAIL

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN: CONSTRUCTION DETAIL	SHEET 24	E



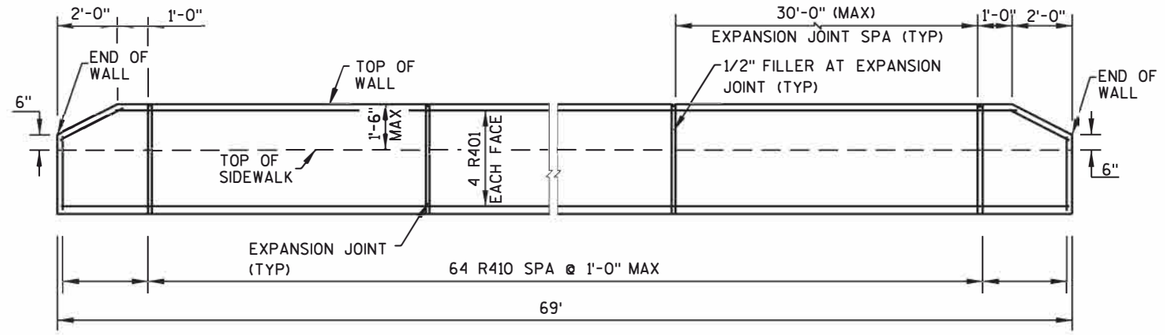
PLAN VIEW



ELEVATION VIEW

SUMP COMSTRUCTION FOR 8-FT DIAMETER MANHOLE

NOTE:
SUMPS CALLED OUT ON PLANS AND
MISCELLANEOUS QUANTITIES



PARTIAL ELEVATION OF WALL AND RAILING
(LOOKING AT FRONT FACE OF WALL)

STA 14MW+51, 35.5'LT to STA 15MW+21, 35.5'LT

NOTES

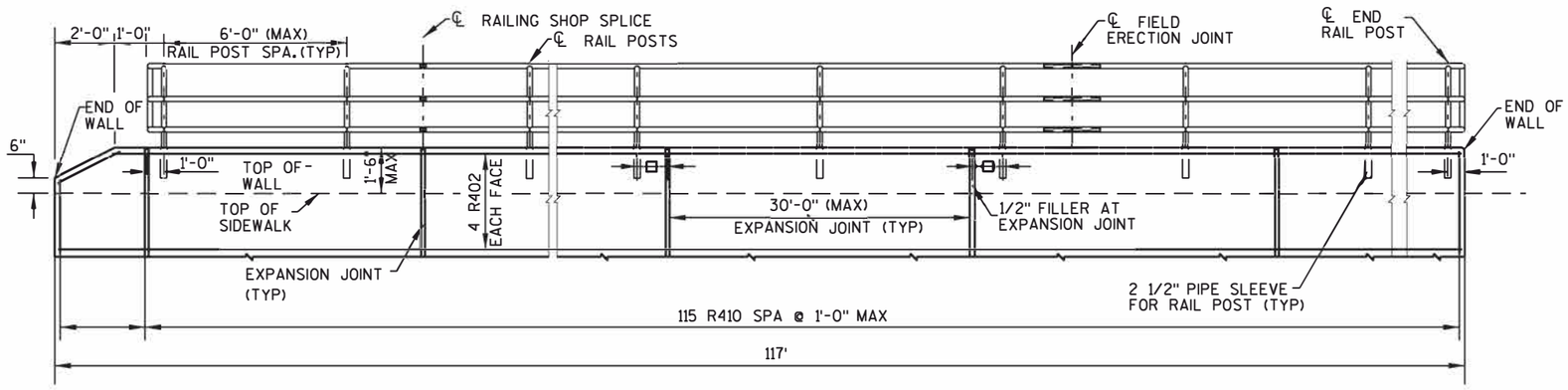
1) SLOPE PIPE UNDERDRAIN 4-INCH, 0.5% MINIMUM SLOPE TO ROADWAY STORM SEWER INLET.

2) DO NOT RUN REINFORCING BARS THROUGH EXPANSION JOINTS.

3) INSTALL REINFORCING BARS 2" CLEAR TO FACE OF CONCRETE.

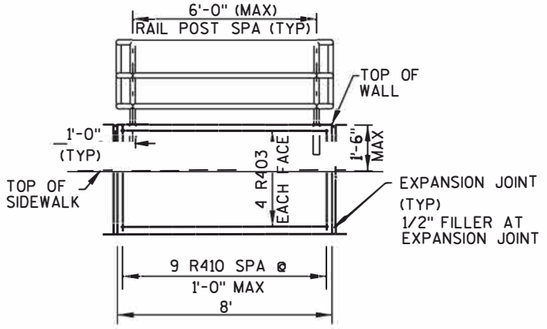
4) SEE PIPE RAILING CONSTRUCTION DETAIL FOR LEGEND

☐ 1'-0" MIN. DISTANCE REQUIRED BETWEEN THE ℄ OF COPING JOINTS (BOTH EXPANSION AND CONTRACTION JOINTS AND THE ℄ OF RAIL POSTS



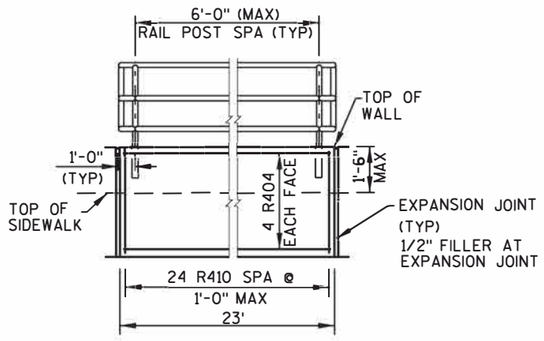
PARTIAL ELEVATION OF WALL AND RAILING
(LOOKING AT FRONT FACE OF WALL)

STA 15MW+62, 36.5'LT to STA 16MW+79,W 36.5'LT



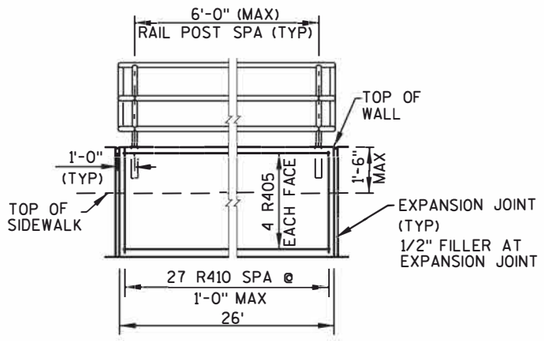
PARTIAL ELEVATION OF WALL AND RAILING
(LOOKING AT FRONT FACE OF WALL)

STA 16MW+79, 36.5'LT to STA 16MW+86, 39.8'LT



PARTIAL ELEVATION OF WALL AND RAILING
(LOOKING AT FRONT FACE OF WALL)

STA 16MW+86, 39.8'LT to STA 17MW+09, 39.8'LT



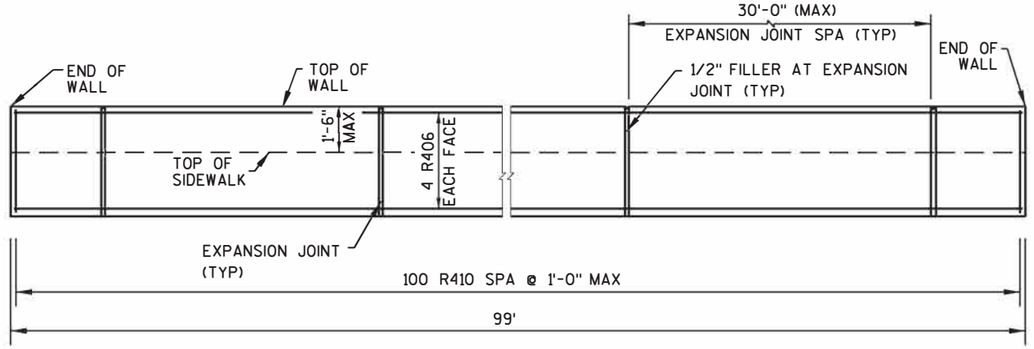
PARTIAL ELEVATION OF WALL AND RAILING
(LOOKING AT FRONT FACE OF WALL)

STA 17MW+09, 39.8'LT to STA 17MW+22, 62.2'LT

USH 10/MIDWAY RD INTERSECTION

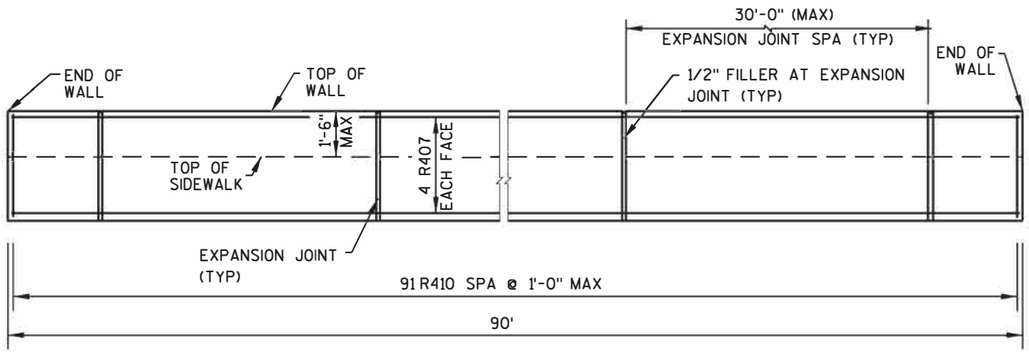
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CONCRETE GRADE BEAM CONSTRUCTION DETAILS	SHEET 5 E

FILE NAME : C:\Users\P\D3\441 Appleton\Oneida pk 8 151775-79\construct det\GR BM DET.dgn PLOT DATE : 06-FEB-2017 09:37 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 200.000000:1.000000



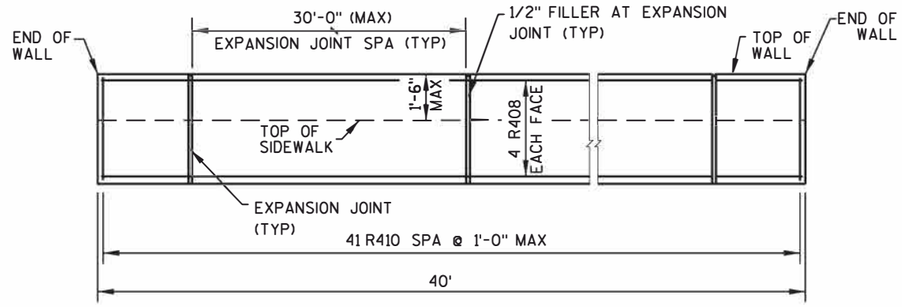
PARTIAL ELEVATION OF WALL AND RAILING
(LOOKING AT FRONT FACE OF WALL)

STA 18MW+65, 47.5'LT to STA 19MW+64, 47.5'LT



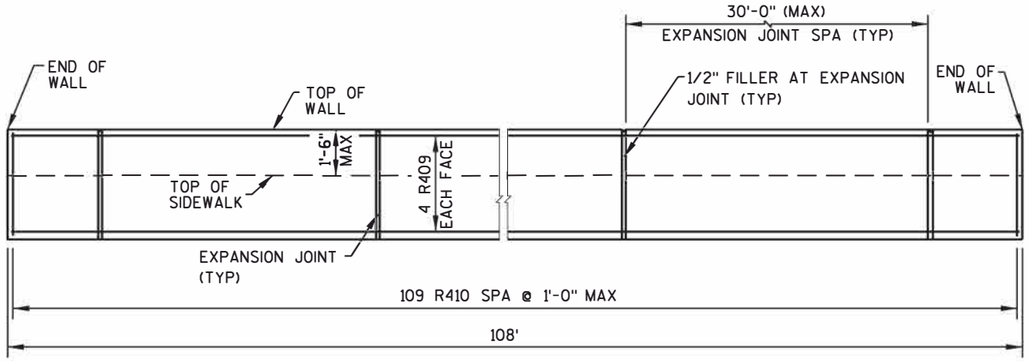
PARTIAL ELEVATION OF WALL AND RAILING
(LOOKING AT FRONT FACE OF WALL)

STA 14MW+51, 35.5'RT to STA 15MW+21, 35.5'RT



PARTIAL ELEVATION OF WALL AND RAILING
(LOOKING AT FRONT FACE OF WALL)

STA 17MW+12, 52.6'RT to STA 17MW+39, 79.0'RT

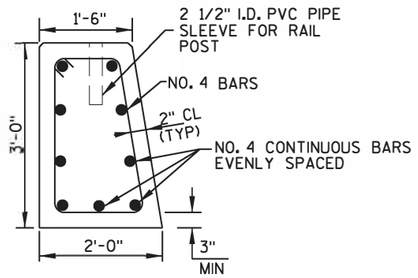


PARTIAL ELEVATION OF WALL AND RAILING
(LOOKING AT FRONT FACE OF WALL)

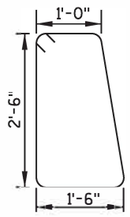
STA 400NB+05, 58.5'LT to STA 410NB+49, 58.5'LT

USH 10/MIDWAY RD INTERSECTION

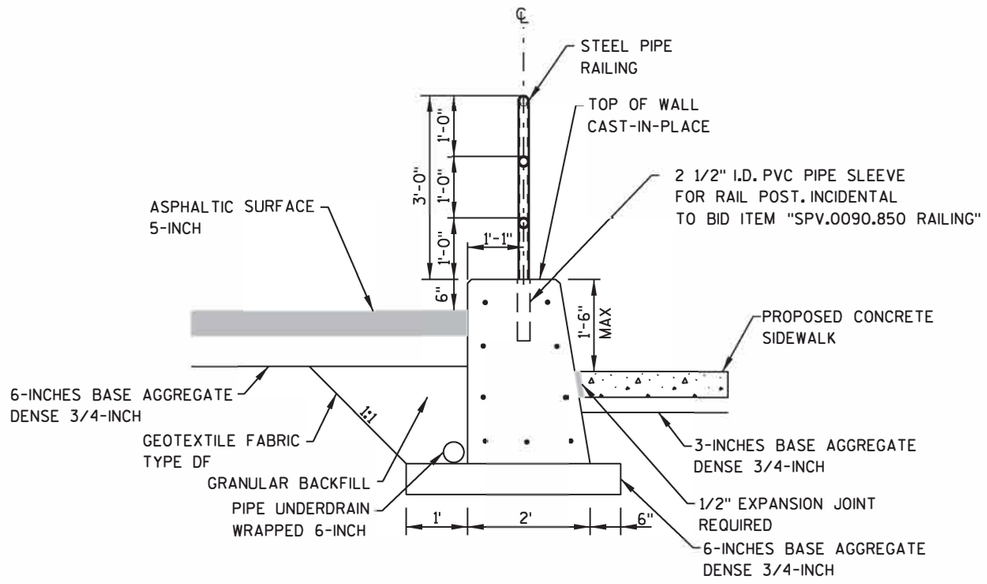
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CONCRETE GRADE BEAM CONSTRUCTION DETAILS	SHEET E



WALL DETAIL



BEND DETAIL



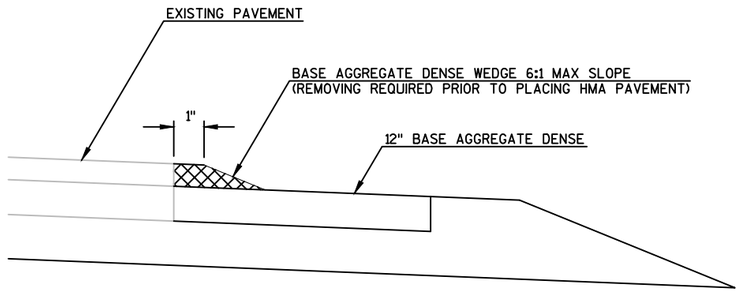
TYPICAL SECTION THROUGH WALL

BILL OF BARS

USH 10/MIDWAY RD INTERSECTION

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CONCRETE GRADE BEAM CONSTRUCTION DETAILS	SHEET E

FILE NAME : C:\Users\P\D3\441 Appleton\Oneida pk 8 151775-79\construct det\GR BM DET.dgn PLOT DATE : 06-FEB-2017 09:37 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 200.000000:1.000000
WISDOT/CADDS SHEET 42



PLACE WEDGE OF BASE AGGREGATE DENSE AT DROP OFF BETWEEN EDGE OF EXISTING PAVEMENT AND LOWER 12" BASE AGGREGATE DENSE.

WEDGE INSTALLATION AND REMOVAL IS INCIDENTAL TO THE BASE AGGREGATE DENSE STANDARD BID ITEM.

INSTALL AS DIRECTED BY THE ENGINEER.

SAFETY EDGE

(NOT TO SCALE)

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN: CONSTRUCTION DEATIL	SHEET 29	E

2

N

16+00MW, 60.6' R

41+45ONB, -66.5' LT

17+09MW, 6

40+68ONB, -67.7' LT

40+95ONB, -42.4' LT

17+31MW, 82.5' RT

39+90ONB, -68.9' LT

39+66ONB, -60.0' LT

39+61ONB, -43.7' LT

TLE

PROP R/W

40+79ONB, -60.2' LT

39+98ONB, -43.2' LT

40+58ONB, -42.6' LT

36+85ONB, -38.7' LT

35+60ONB, -34.9' LT

B+00

B+00

360SB+00

370SB+00

380SB+00

390SB+00

400SB+00

410SB+00

360NB+00

370NB+00

380NB+00

390NB+00

400NB+00

410NB+00

SS

SS

SS

SS

SS

USH 10 (ONEIDA ST)

36+51ONB, 25.3' RT

35+60ONB, 22.3' RT

GUY

SIGN

POST

PROP R/W

TLE

18+33MW,

18+65

U/C

MH

INL

SIGN

LEGEND

REMOVING PAVEMENT	REMOVING ASPHALTIC SURFACE
REMOVING SIDEWALK	
	REMOVING STORM SEWER
SAWCUT	REMOVING INLETS
	REMOVING MANHOLES

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	REMOVAL PLAN: ONEIDA ST/ MIDWAY RD STAGE 1	SHEET 30	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021100_RM\1517-75-83\NE-15177583-021101-RM-MIDWAY STAGE 1.DWG
LAYOUT NAME - 021101-RM

PLOT DATE : 2/28/2017 3:44 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MALOA ST

POST

MH

TLE

PROP R/W

CTH AP (MIDWAY RD)

10MW+00
10ME+00
11MW+00
11ME+00
12MW+00
12ME+00
13MW+00
13ME+00
14MW+00
14ME+00
15MW+00
15ME+00

11+65MW, 1.0' RT
11+65MW, 24.2' RT
12+92MW, 24.6' RT
12+94MW, 34.2' RT
12+94MW, 39.3' RT
12+97MW, 39.7' RT
13+22MW, 39.7' RT
13+23MW, 34.2' RT
13+25MW, 25.0' RT
14+23MW, 50.7' RT

PLE

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- SAWCUT
- REMOVING ASPHALTIC SURFACE
- REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	REMOVAL PLAN: ONEIDA ST/ MIDWAY RD STAGE 1	SHEET 31	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021100_RM\1517-75-83\NE-15177583-021101-RM-MIDWAY STAGE 1.DWG
LAYOUT NAME - 021102-RM

PLOT DATE : 2/28/2017 3:45 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

440SB+00
440NB+00
430SB+00
430NB+00
USH 10 (ONEIDA ST)
CTH AP (MIDWAY RD)
PROP R/W
TLE
18+49MW, 6.2' RT
18+47MW, 1.2' RT
19+75MW, -0.7' LT
20+17MW, -1.0' LT
21+94MW, -4.9' LT
18MW+00
19MW+00
20MW+00
21MW+00
22MW+00
17MW+00
16MW+00
18ME+00
19ME+00
20ME+00
21ME+00
22ME+00
420SB+00
420NB+00
410SB+00
410NB+00
18+77MW, 41.2' RT
18+65MW, 41.6' RT
18+33MW, 55.7' RT
21+10MW, 34.0' RT
21+43MW, 33.4' RT
21+16MW, 65.8' RT
21+46MW, 64.5' RT
16+00MW, 50.6' RT
17+09MW, 60.7' RT
17+31MW, 82.5' RT
16+00MW, 60.6' RT
40+950NB, -42.4' LT
41+450NB, -66.5' LT
40+780NB, -60.2' LT
40+580NB, -42.6' LT
40+680NB, -67.7' LT

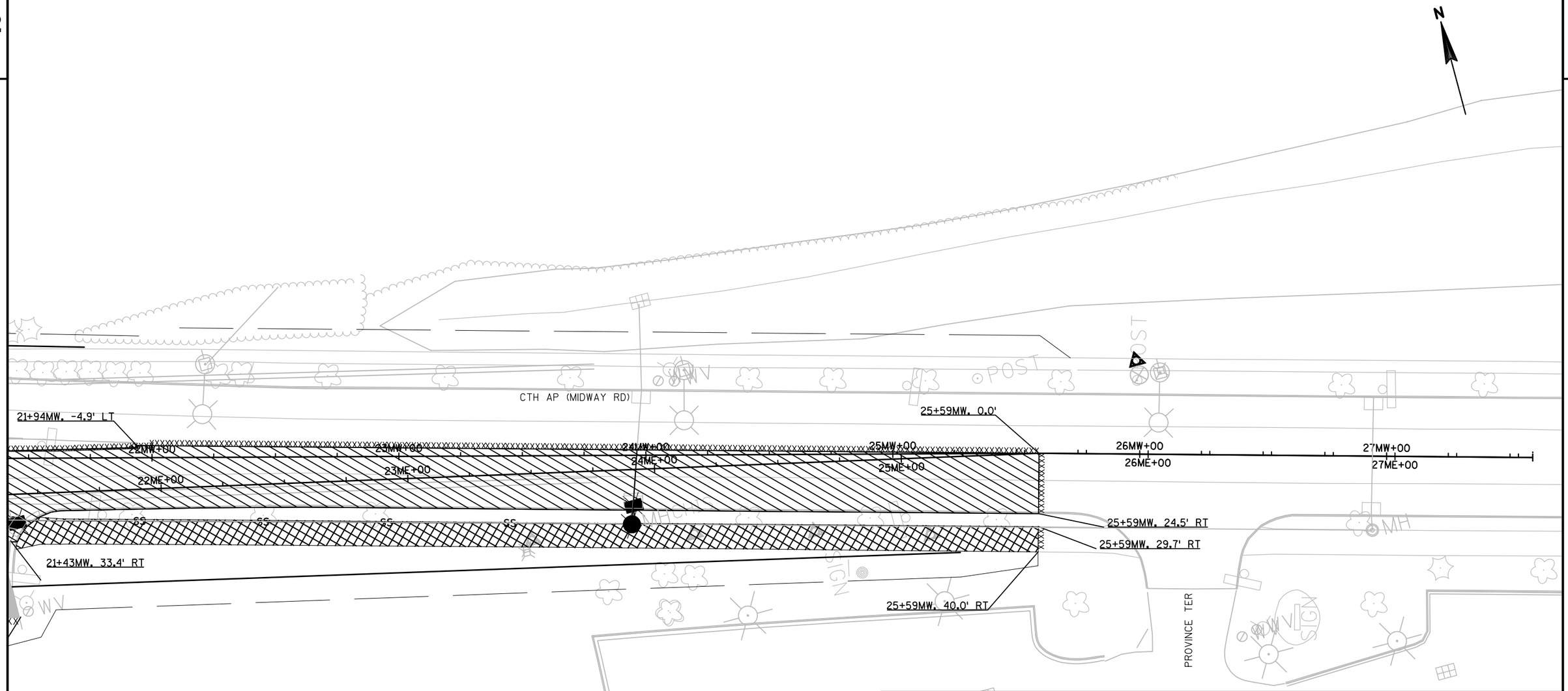
LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- SAWCUT
- REMOVING ASPHALTIC SURFACE
- REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	REMOVAL PLAN: ONEIDA ST/ MIDWAY RD STAGE 1	SHEET 32	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021100_RM\1517-75-83\NE-15177583-021101-RM-MIDWAY STAGE 1.DWG
LAYOUT NAME - 021103-RM
PLOT DATE : 2/28/2017 3:45 PM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	REMOVAL PLAN: ONEIDA ST/ MIDWAY RD STAGE 1	SHEET 33	E

2

2

17ME+00

17NW+00

18NW+00

18NE+00

19NE+00

19NW+00

20NE+00

20NW+00

PROP R/W

TLE

USH 10 (ONEIDA ST)

CTH AP (MIDWAY RD)

N

42+76.12, -91.13' LT

43+93.68, -81.50' LT

42+92.41, -81.50' LT

46+03.41, -79.94' LT

45+74.22, -80.37' LT

46+91.87, -40.91' LT

420SB+00

430SB+00

440SB+00

450SB+00

460SB+00

470SB+00

420NB+00

430NB+00

440NB+00

450NB+00

460NB+00

470NB+00

SS

42+69.38, 21.00' RT

45+08.11, 21.04' RT

46+48.49, 28.26' RT

46+91.87, 21.05' RT

46+48.49, 33.13' RT

45+03.11, 29.31' RT

45+01.79, 32.97' RT

42+21.07, 50.00' RT

42+15.82, 52.01' RT

44+55.07, 41.00' RT

44+60.10, 41.00' RT

44+71.80, 49.00' RT

44+97.34, 49.00' RT

42+34.68, 172.01' RT

42+41.22, 173.48' RT

42+46.54, 174.49' RT

42+58.32, 169.92' RT
REMOVE CURB & GUTTER

19+98.36, -73.64' LT

20+01.32, -61.89' LT

20+02.67, -56.96' LT

LEGEND

REMOVING PAVEMENT

REMOVING SIDEWALK

SAWCUT

REMOVING ASPHALTIC SURFACE

REMOVING STORM SEWER

REMOVING INLETS

REMOVING MANHOLES

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	REMOVAL PLAN: ONEIDA ST/ MIDWAY RD STAGE 3	SHEET 34	E

2

N

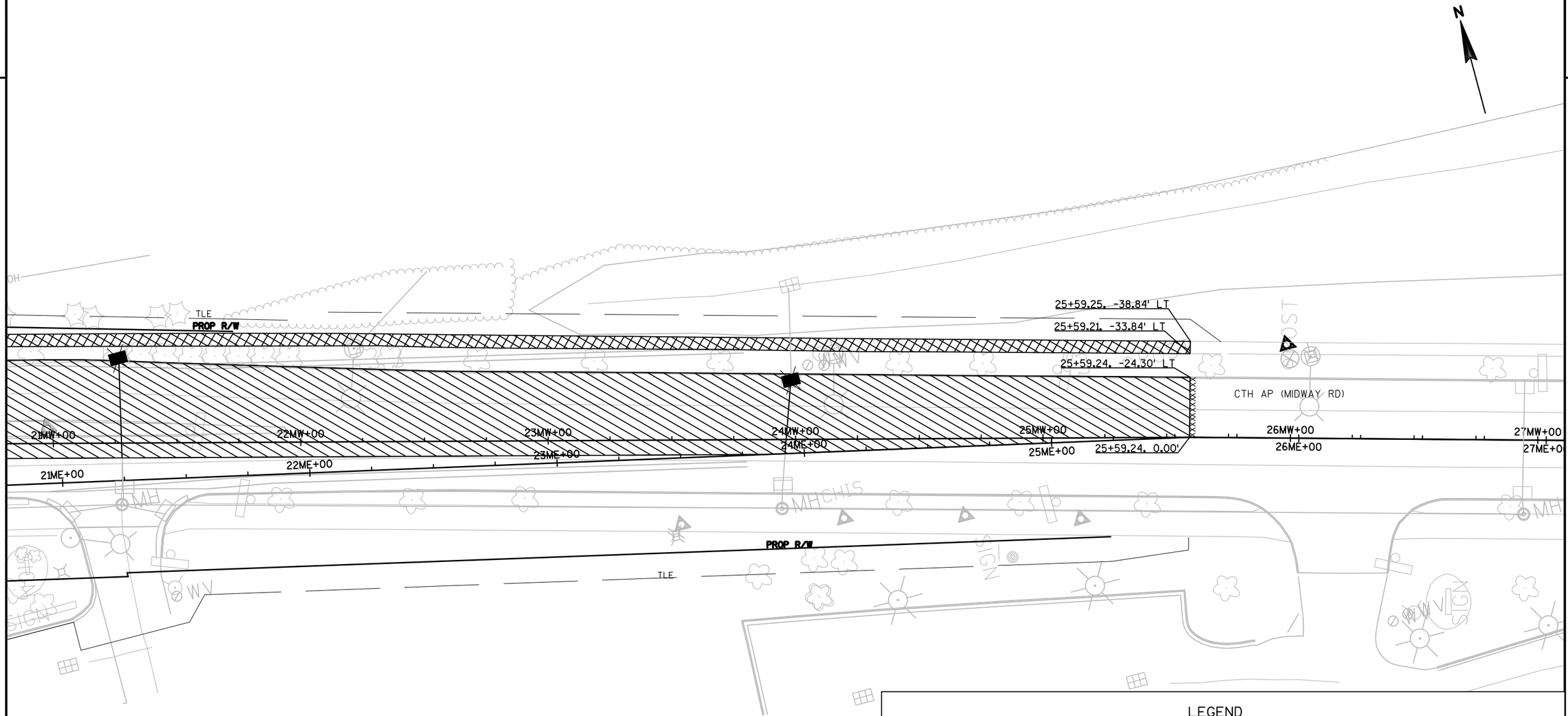
13+93.97, -45.45' LT
13+78.62, -45.90' LT
13+47.97, -46.02' LT
13+30.25, -45.96' LT
12+87.94, -49.14' LT
12+51.70, -48.57' LT
11+92.12, -24.54' LT
15+22.79, -44.53' LT
TLE
PROP R/W
15+18.79, -25.05' LT
SS
SS
11MW+00
11ME+00
12MW+00
12ME+00
13MW+00
13ME+00
14MW+00
14ME+00
15MW+00
15ME+00
16MW+00
16ME+00
11+92.19, 1.00' RT
CTH AP (MIDWAY RD)
PROP R/W
TLE

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- SAWCUT
- REMOVING ASPHALTIC SURFACE
- REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	REMOVAL PLAN: ONEIDA ST/ MIDWAY RD STAGE 3	SHEET 35	E

2



LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- XXXXXXXX SAWCUT
- REMOVING ASPHALTIC SURFACE
- SS SS REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	REMOVAL PLAN: ONEIDA ST/ MIDWAY RD STAGE 3	SHEET 36	E

2

2

N

ONEIDA ST

62+580NB, -35.6' LT

65+370NB, -23.4' LT

620SB

630SB

640SB

650SB

660SB

670SB

REMOVE CURB AND GUTTER AND GRASS MEDIAN

620NB

630NB

640NB

650NB

660NB

670NB

62+590NB, -0.2' LT

65+370NB, -0.7' LT

TLE

PROP R/W

PROP R/W

TLE

LEGEND

REMOVING PAVEMENT

REMOVING SIDEWALK

SAWCUT

REMOVING ASPHALTIC SURFACE

REMOVING STORM SEWER

REMOVING INLETS

REMOVING MANHOLES

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	REMOVAL PLAN: ONEIDA ST/ VALLEY RD STAGE 1	SHEET 37	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021100_RM\1517-75-83\021201_RMVALLEY STAGE 1.DWG
LAYOUT NAME - 021108-RM

PLOT DATE : 2/28/2017 3:46 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE: 69+25.00

66+270NB, -54.0' LT

66+230NB, -59.1' LT

66+000NB, -55.5' LT

66+000NB, -2.8' LT

ONEIDA ST

TLE

PROP R/W

640SB 650SB 660SB 670SB 680SB 690SB

640NB 650NB 660NB 670NB 680NB 690NB

SS

SIGN

SIGN

TOWER

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- XXXX SAWCUT
- REMOVING ASPHALTIC SURFACE
- SS SS REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	REMOVAL PLAN: ONEIDA ST/ VALLEY RD STAGE 2	SHEET 38	E

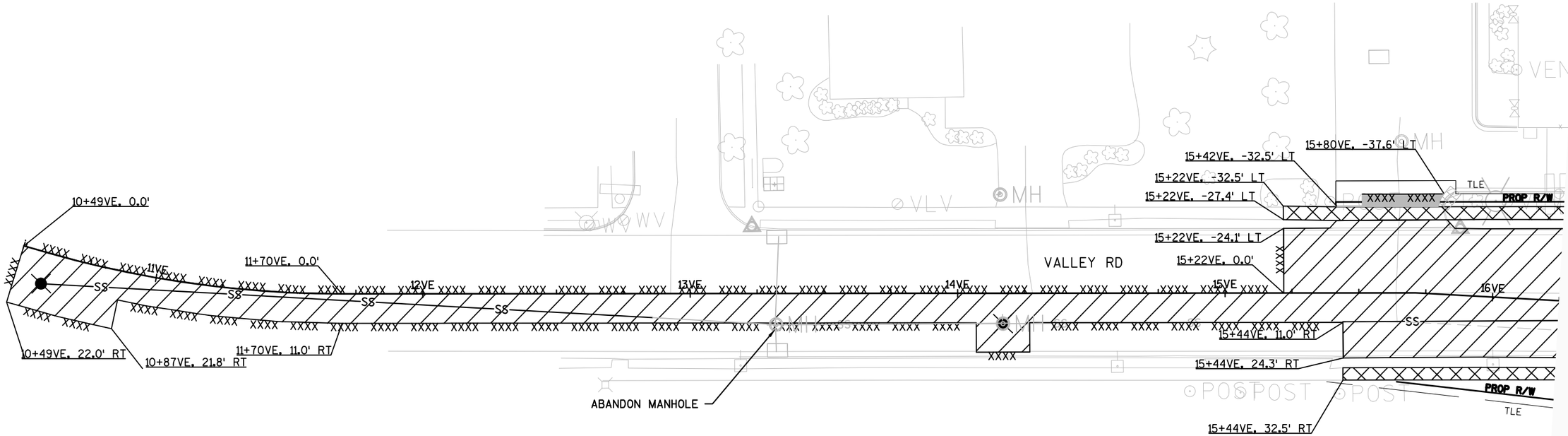
FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021100_RM\1517-75-83\021201_RMVALLEY STAGE 2.DWG
LAYOUT NAME - 021109-RM

PLOT DATE : 2/28/2017 3:46 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

MATCHLINE: 16+25.00



LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- SAWCUT (XXXX)
- REMOVING ASPHALTIC SURFACE
- REMOVING STORM SEWER (SS SS)
- REMOVING INLETS
- REMOVING MANHOLES

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	REMOVAL PLAN: ONEIDA ST/ VALLEY RD STAGE 2	SHEET 39	E

2

LEGEND

REMOVING PAVEMENT

REMOVING SIDEWALK

XXXX SAWCUT

REMOVING ASPHALTIC SURFACE

SS SS REMOVING STORM SEWER

REMOVING INLETS

REMOVING MANHOLES

730SB

730NB

72+700NB, -38.1' LT

72+700NB, -3.1' LT

72+010NB, -38.6' LT

72+010NB, -44.6' LT

71+940NB, -55.5' LT

720SB

720NB

71+600NB, -56.3' LT

CANOPY

PROP R/W

710SB

710NB

18+37VE, -46.0' LT
REMOVE CURB & GUTTER

18+03VE, -46.0' LT
REMOVE CURB & GUTTER

TLE

MOBIL GAS STATION CANOPY

ONEIDA ST

VALLEY RD

ROELAND AVE

17VE

18VE

19VE

20VE

21VE

22VE

700SB

700NB

20+09VE, 0.0'

MATCHLINE: 16+25.00

N

2

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	REMOVAL PLAN: ONEIDA ST/ VALLEY RD STAGE 2	SHEET 40	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021100_RM\1517-75-83\021201_RMVALLEY STAGE 2.DWG
LAYOUT NAME - 021111-RM
PLOT DATE : 2/28/2017 3:46 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MATCHLINE: 68+75.00

ONEIDA ST

630SB 640SB 650SB 660SB 670SB 680SB

630NB 640NB 650NB 660NB 670NB 680NB

66+000NB, -2.8' LT

66+000NB, 24.7' RT

66+000NB, 29.6' RT

66+000NB, 34.5' RT

66+540NB, 58.0' RT

66+780NB, 58.0' RT

TLE

PROP R/W

XXXX

LEGEND

- REMOVING PAVEMENT
- REMOVING SIDEWALK
- XXXX SAWCUT
- REMOVING ASPHALTIC SURFACE
- SS SS REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	REMOVAL PLAN: ONEIDA ST/ VALLEY RD STAGE 3	SHEET 41	E

2

LEGEND

REMOVING PAVEMENT

REMOVING SIDEWALK

XXXX SAWCUT

REMOVING ASPHALTIC SURFACE

SS SS REMOVING STORM SEWER

REMOVING INLETS

REMOVING MANHOLES

2

MATCHLINE: 21+50.00

MATCHLINE: 16+25.00

72+700NB, -3.1' LT

XXXX

72+700NB, 24.3' RT

72+010NB, 27.4' RT

72+010NB, 32.4' RT

N

ONEIDA ST

720SB

720NB

710SB

710NB

690SB

690NB

SS

PROP R/W

TLE

CANOPY

FILLER CAPS

SIGN

MOBIL GAS STATION CANOPY

MH

GV

WV

VALLEY RD

17VE

18VE

19VE

20VE

21VE

ROELAND AVE

21+22VE, 25.2' RT

21+21VE, 29.8' RT

69+030NB, 56.1' RT

68+780NB, 56.1' RT

RIM 801.15

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	REMOVAL PLAN: ONEIDA ST/ VALLEY RD STAGE 3	SHEET 42	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021100_RM\1517-75-83\021201_RMVALLEY STAGE 3.DWG
LAYOUT NAME - 021113-RM
PLOT DATE : 2/28/2017 3:46 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

22+53VE, -44.3' LT
REMOVE CURB & GUTTER

22+21VE, -43.5' LT
REMOVE CURB & GUTTER

22+20VE, -42.1' LT

XXXX XXXX

TLE

PROP R/W

23+81VE, -20.9' LT

24+09VE, -30.6' LT

24+09VE, -25.5' LT

24+12VE, -18.8' LT

24+22VE, -18.5' LT

SS SS SS SS SS

22VE 23VE 24VE

XXXX

24+22VE, 18.2' RT

MH MH MH

ROELAND AVE

MATCHLINE: 21+50.00

LEGEND

REMOVING PAVEMENT	REMOVING ASPHALTIC SURFACE
REMOVING SIDEWALK	
	REMOVING STORM SEWER
SAWCUT	REMOVING INLETS
	REMOVING MANHOLES

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	REMOVAL PLAN: ONEIDA ST/ VALLEY RD STAGE 3	SHEET 43	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021100_RM\1517-75-83\021201_RMVALLEY STAGE 3.DWG
LAYOUT NAME - 021114-RM
PLOT DATE : 2/28/2017 3:47 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT

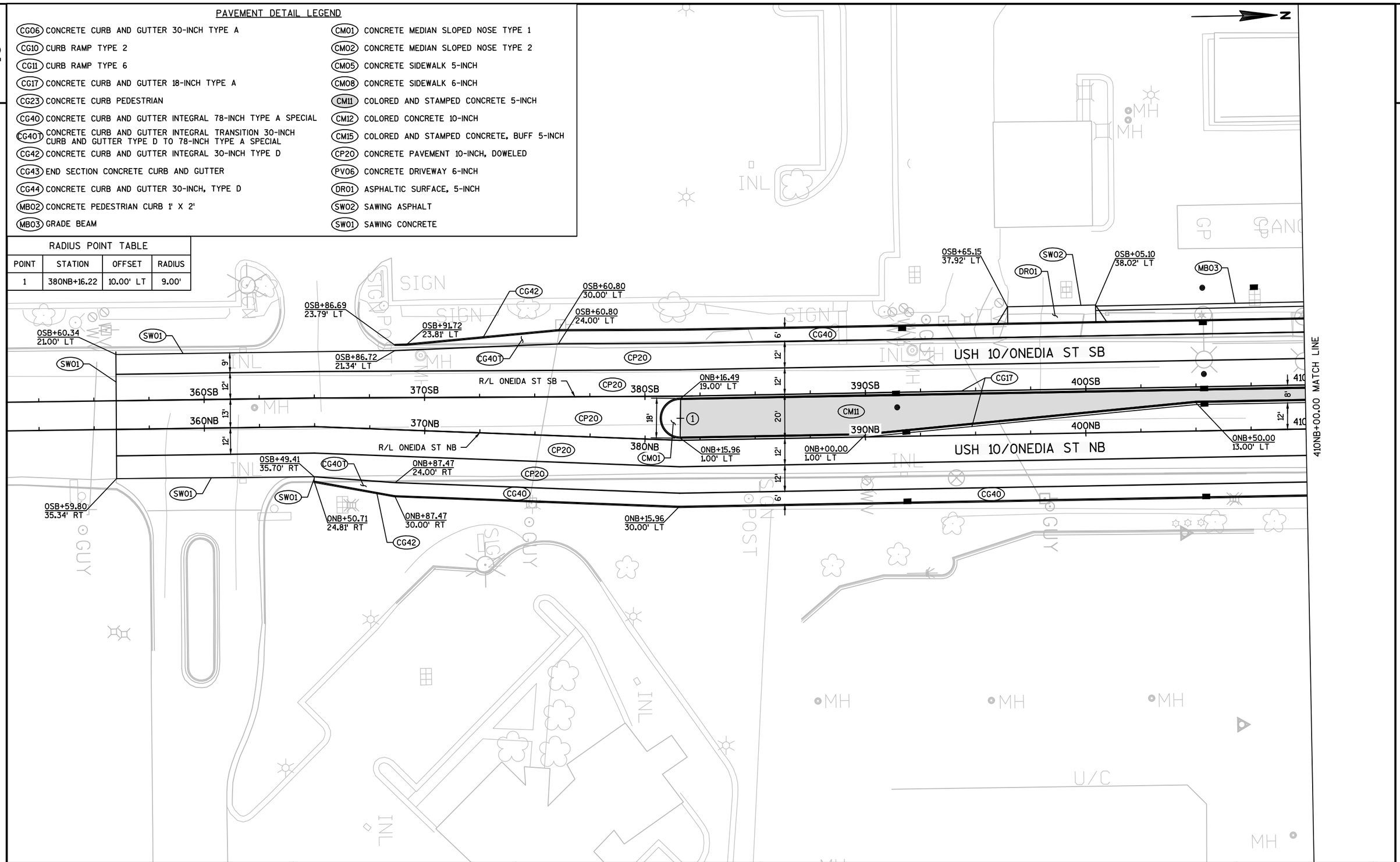
2

PAVEMENT DETAIL LEGEND

CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A	CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
CG10 CURB RAMP TYPE 2	CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
CG11 CURB RAMP TYPE 6	CM05 CONCRETE SIDEWALK 5-INCH
CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A	CM08 CONCRETE SIDEWALK 6-INCH
CG23 CONCRETE CURB PEDESTRIAN	CM11 COLORED AND STAMPED CONCRETE 5-INCH
CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL	CM12 COLORED CONCRETE 10-INCH
CG40T CONCRETE CURB AND GUTTER INTEGRAL TRANSITION 30-INCH CURB AND GUTTER TYPE D TO 78-INCH TYPE A SPECIAL	CM15 COLORED AND STAMPED CONCRETE, BUFF 5-INCH
CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D	CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
CG43 END SECTION CONCRETE CURB AND GUTTER	PV06 CONCRETE DRIVEWAY 6-INCH
CG44 CONCRETE CURB AND GUTTER 30-INCH, TYPE D	DR01 ASPHALTIC SURFACE, 5-INCH
MB02 CONCRETE PEDESTRIAN CURB 1' X 2'	SW02 SAWING ASPHALT
MB03 GRADE BEAM	SW01 SAWING CONCRETE

RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS
1	380NB+16.22	10.00' LT	9.00'



PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN DETAIL ONEIDA ST/MIDWAY RD	SHEET 44	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021200_PD\1517-75-83\NE_15177583__021201_PD.DWG
LAYOUT NAME - 021201-PD

PLOT DATE : 2/6/2017 7:22 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

RADIUS POINT TABLE			
POINT	STATION	OFFSET	RADIUS
2	410NB+52.03	16.00' LT	4.00'
3	420SB+89.04	77.00' LT	33.00'
4	420NB+93.79	62.68' RT	33.00'
5	410NB+40.75	63.19' RT	33.00'
6	410SB+53.07	62.45' LT	32.50'
7	18ME+63.54	3.50' LT	3.00'
8	440NB+52.80	49.00' RT	19.00'
9	450NB+16.94	49.00' RT	19.00'
10	420NB+97.48	4.00' LT	4.00'
11	460NB+16.31	4.00' LT	4.00'

N

16MW+50.00 MATCH LINE

410NB+00.00 MATCH LINE

MIDWAY RD EB

MIDWAY RD WB

USH 10/ONEIDA ST SB

USH 10/ONEIDA ST NB

R/L ONEIDA ST SB

R/L ONEIDA ST NB

RIMROSE LN

19MW+55.00 MATCH LINE

PAVEMENT DETAIL LEGEND	
CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A	CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
CG10 CURB RAMP TYPE 2	CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
CG11 CURB RAMP TYPE 6	CM05 CONCRETE SIDEWALK 5-INCH
CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A	CM08 CONCRETE SIDEWALK 6-INCH
CG23 CONCRETE CURB PEDESTRIAN	CM11 COLORED AND STAMPED CONCRETE 5-INCH
CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL	CM12 COLORED CONCRETE 10-INCH
CG40T CONCRETE CURB AND GUTTER INTEGRAL TRANSITION 30-INCH CURB AND GUTTER TYPE D TO 78-INCH TYPE A SPECIAL	CM15 COLORED AND STAMPED CONCRETE, BUFF 5-INCH
CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D	CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
CG43 END SECTION CONCRETE CURB AND GUTTER	PV06 CONCRETE DRIVEWAY 6-INCH
CG44 CONCRETE CURB AND GUTTER 30-INCH, TYPE D	DR01 ASPHALTIC SURFACE, 5-INCH
MB02 CONCRETE PEDESTRIAN CURB 1' X 2'	SW02 SAWING ASPHALT
MB03 GRADE BEAM	SW01 SAWING CONCRETE

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN DETAIL ONEIDA ST/MIDWAY RD	SHEET 45	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021200_PD\1517-75-83\NE_15177583__021201_PD.DWG
LAYOUT NAME - 021202-PD
PLOT DATE : 2/6/2017 7:22 AM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

N

MALOA ST

MIDWAY RD WB

MIDWAY RD EB

R/L MIDWAY RD WB

R/L MIDWAY RD EB

16MW+50.00 MATCH LINE

MW+51.87 48.80' LT
MW+64.94 22.24' LT
MW+92.18 24.15' LT
MW+22.23 27.99' LT
MW+88.21 49.14' LT
MW+30.08 34.49' LT
MW+20.13 27.99' LT
MW+96.84 34.49' LT
MW+12.91 27.99' LT
MW+30.25 45.86' LT
MW+78.46 34.49' LT
MW+48.03 46.03' LT
MW+48.03 34.49' LT
MW+26.93 28.49' LT
MW+51.20 28.49' LT
MW+75.32 28.49' LT
MW+78.63 45.80' LT
MW+93.97 45.45' LT
MW+94.43 34.49' LT
MW+97.60 28.49' LT
MW+22.04 36.50' LT
MW+17.04 28.50' LT
MW+62.04 36.50' LT
MW+67.04 28.50' LT
ME+65.04 22.07' RT
ME+03.02 23.91' RT
ME+93.81 24.45' RT
ME+99.15 33.19' RT
ME+27.72 24.46' RT
ME+24.36 31.97' RT
ME+26.89 32.54' RT
ME+30.39 36.51' RT
ME+30.26 24.75' RT
ME+26.96 24.00' RT
ME+36.39 36.52' RT
ME+66.39 36.52' RT
ME+71.26 27.35' RT
ME+89.52 28.00' RT
ME+55.02 28.00' RT
ME+59.97 37.50' RT
ME+99.97 37.50' RT
ME+05.02 28.00' RT

SW01 SW02 DR01 CG06 CG17 CP20 CM05 CG40 MB03 PV06

8" 6" 11" 11" 14" 11" 11" 6"

PAVEMENT DETAIL LEGEND

CG06	CONCRETE CURB AND GUTTER 30-INCH TYPE A	CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CG10	CURB RAMP TYPE 2	CM02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CG11	CURB RAMP TYPE 6	CM05	CONCRETE SIDEWALK 5-INCH
CG17	CONCRETE CURB AND GUTTER 18-INCH TYPE A	CM08	CONCRETE SIDEWALK 6-INCH
CG23	CONCRETE CURB PEDESTRIAN	CM11	COLORED AND STAMPED CONCRETE 5-INCH
CG40	CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL	CM12	COLORED CONCRETE 10-INCH
CG40T	CONCRETE CURB AND GUTTER INTEGRAL TRANSITION 30-INCH CURB AND GUTTER TYPE D TO 78-INCH TYPE A SPECIAL	CM15	COLORED AND STAMPED CONCRETE, BUFF 5-INCH
CG42	CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D	CP20	CONCRETE PAVEMENT 10-INCH, DOWELED
CG43	END SECTION CONCRETE CURB AND GUTTER	PV06	CONCRETE DRIVEWAY 6-INCH
CG44	CONCRETE CURB AND GUTTER 30-INCH, TYPE D	DR01	ASPHALTIC SURFACE, 5-INCH
MB02	CONCRETE PEDESTRIAN CURB 1' X 2'	SW02	SAWING ASPHALT
MB03	GRADE BEAM	SW01	SAWING CONCRETE

RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS
12	12MW+27.22	52.99' LT	25.00'
13	13MW+12.91	52.99' LT	25.00'

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN DETAIL ONEIDA ST/MIDWAY RD	SHEET 46 E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021200_PD\1517-75-83\NE_15177583__021201_PD.DWG
LAYOUT NAME - 021203-PD
PLOT DATE : 2/6/2017 7:22 AM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

PAVEMENT DETAIL LEGEND

CG06	CONCRETE CURB AND GUTTER 30-INCH TYPE A	CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CG10	CURB RAMP TYPE 2	CM02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CG11	CURB RAMP TYPE 6	CM05	CONCRETE SIDEWALK 5-INCH
CG17	CONCRETE CURB AND GUTTER 18-INCH TYPE A	CM08	CONCRETE SIDEWALK 6-INCH
CG23	CONCRETE CURB PEDESTRIAN	CM11	COLORED AND STAMPED CONCRETE 5-INCH
CG40	CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL	CM12	COLORED CONCRETE 10-INCH
CG40T	CONCRETE CURB AND GUTTER INTEGRAL TRANSITION 30-INCH CURB AND GUTTER TYPE D TO 78-INCH TYPE A SPECIAL	CM15	COLORED AND STAMPED CONCRETE, BUFF 5-INCH
CG42	CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D	CP20	CONCRETE PAVEMENT 10-INCH, DOWELED
CG43	END SECTION CONCRETE CURB AND GUTTER	PV06	CONCRETE DRIVEWAY 6-INCH
CG44	CONCRETE CURB AND GUTTER 30-INCH, TYPE D	DR01	ASPHALTIC SURFACE, 5-INCH
MB02	CONCRETE PEDESTRIAN CURB 1' X 2'	SW02	SAWING ASPHALT
MB03	GRADE BEAM	SW01	SAWING CONCRETE

N

19MW+55.00 MATCH LINE

MW+58.10 53.63' LT
MW+58.18 52.64' LT
MW+63.87 49.24' LT
MW+01.58 55.63' LT
MW+72.78 40.50' LT
MW+58.35 39.25' LT
MW+58.31 36.25' LT
MW+23.02 28.50' LT
MW+57.48 22.00' LT
MW+59.24 38.74' LT
MW+59.21 33.74' LT
MW+61.29 40.50' LT
MW+08.97 40.50' LT
MW+09.59 28.50' LT
MW+59.21 24.00' LT

MB03 SW02 PV06 CM05 DR01 CG17 CP20 CG40 CG42 SW01

MIDWAY RD WB
MIDWAY RD EB
R/L MIDWAY RD WB
R/L MIDWAY RD EB

5' 6' 11' 11' 11' 11' 9' 8'

ME+12.31 14.55' LT
ME+58.63 6.77' LT
ME+04.87 6.61' LT
ME+56.21 6.00' LT
ME+56.11 1.00' LT
ME+58.63 1.00' LT
ME+04.83 1.00' LT
ME+28.12 6.43' LT
ME+58.26 28.00' RT
ME+04.33 28.00' RT
ME+19.40 27.27' RT
ME+54.64 23.90' RT
ME+04.33 36.50' RT
ME+19.05 32.26' RT
ME+54.39 29.81' RT
ME+53.89 40.04' RT
ME+93.85 28.00' RT
ME+07.97 36.50' RT
ME+43.44 36.50' RT
ME+40.55 50.05' RT
ME+10.80 45.01' RT
ME+10.29 49.83' RT

20MW 21MW 22MW 23MW 24MW 25MW
20ME 21ME 22ME 23ME 24ME 25ME

14 15 16 17 18

RADIUS POINT TABLE			
POINT	STATION	OFFSET	RADIUS
14	19ME+58.63	4.00' LT	3.00'
15	20ME+04.85	4.00' LT	3.00'
16	20ME+93.85	45.00' RT	17.00'
17	21ME+58.17	46.00' RT	18.00'
18	23ME+56.16	3.50' LT	2.50'

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN DETAIL ONEIDA ST/MIDWAY RD	SHEET 47 E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021200_PD\1517-75-83\NE_15177583__021201_PD.DWG
LAYOUT NAME - 021204-PD
PLOT DATE : 2/6/2017 7:23 AM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:40 FT

PAVEMENT DETAIL LEGEND

CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A	CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
CG10 CURB RAMP TYPE 2	CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
CG11 CURB RAMP TYPE 6	CM05 CONCRETE SIDEWALK 5-INCH
CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A	CM08 CONCRETE SIDEWALK 6-INCH
CG23 CONCRETE CURB PEDESTRIAN	CM11 COLORED AND STAMPED CONCRETE 5-INCH
CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL	CM12 COLORED CONCRETE 10-INCH
CG401 CONCRETE CURB AND GUTTER INTEGRAL TRANSITION 30-INCH CURB AND GUTTER TYPE D TO 78-INCH TYPE A SPECIAL	CM15 COLORED AND STAMPED CONCRETE, BUFF 5-INCH
CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D	CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
CG43 END SECTION CONCRETE CURB AND GUTTER	PV06 CONCRETE DRIVEWAY 6-INCH
CG44 CONCRETE CURB AND GUTTER 30-INCH, TYPE D	DR01 ASPHALTIC SURFACE, 5-INCH
MB02 CONCRETE PEDESTRIAN CURB 1' X 2'	SW02 SAWING ASPHALT
MB03 GRADE BEAM	SW01 SAWING CONCRETE

N

18VE+50.00 MATCH LINE

W VALLEY DR

STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD SHORT READIUS TERMINAL

USH 10/ONEIDA ST SB

R/L ONEIDA ST SB

USH 10/ONEIDA ST NB

R/L ONEIDA ST NB

650SB 660SB 670SB 680SB 690SB 700SB

650NB 660NB 670NB 680NB 690NB 700NB

700NB+90 MATCH LINE

ROELAND AVE

22VE+00.00 MATCH LINE

TOWER

SUBSTATION

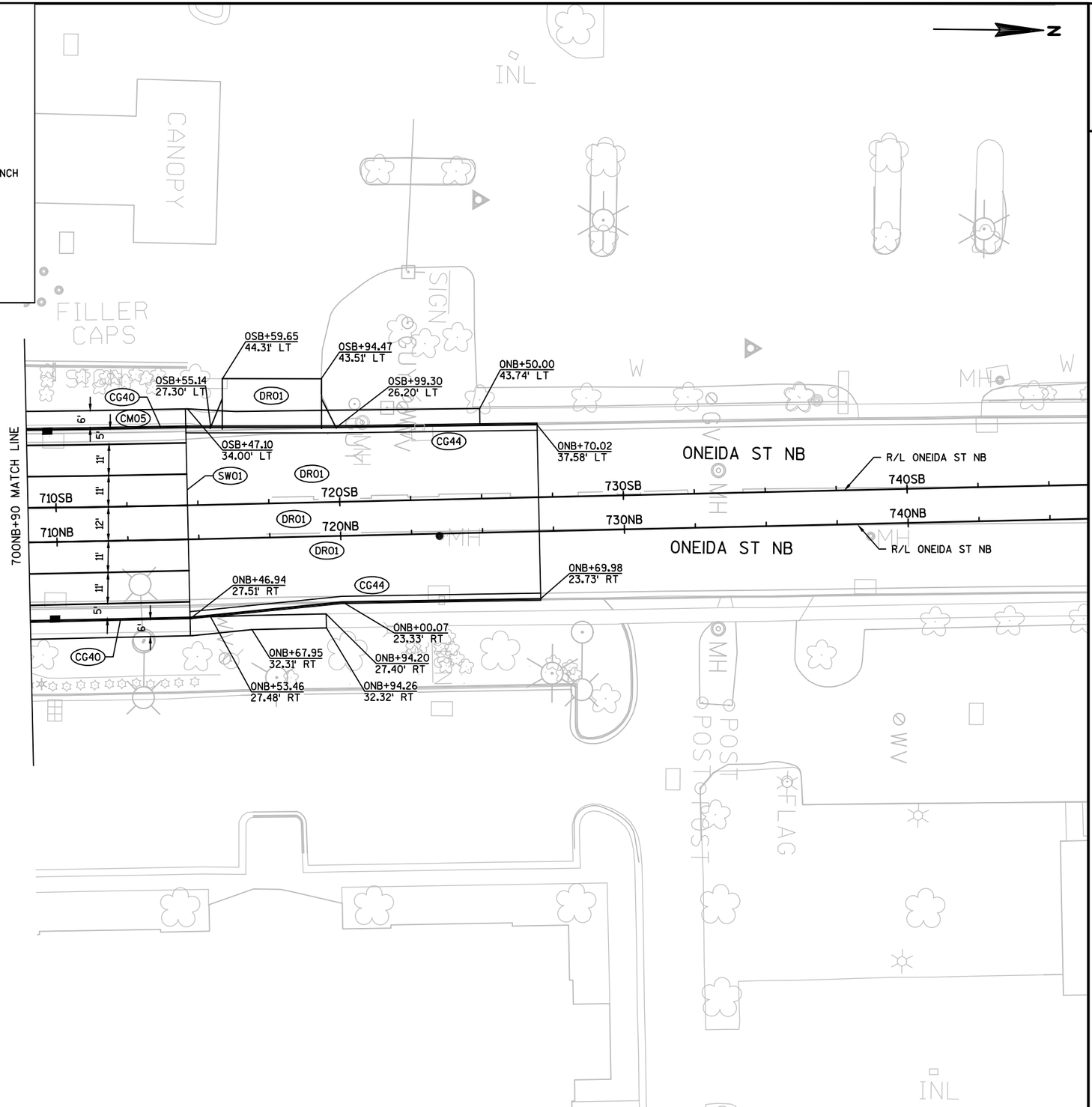
RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	DESCRIPTION
19	700SB+71.88	71.00' LT	37.00'	BACK OF SIDEWALK
20	700SB+72.02	75.50' LT	48.00'	FACE OF CURB
21	700NB+54.86	61.46' RT	27.00'	FACE OF CURB
22	700NB+54.31	62.96' RT	35.00'	BACK OF SIDEWALK
23	690NB+42.08	60.61' RT	30.00'	FACE OF CURB
24	690NB+42.07	61.10' RT	19.50'	BACK OF SIDEWALK
25	690SB+15.51	73.95' LT	45.00'	FACE OF CURB

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN DETAIL ONEIDA ST/VALLEY RD	SHEET 48 E

2

PAVEMENT DETAIL LEGEND

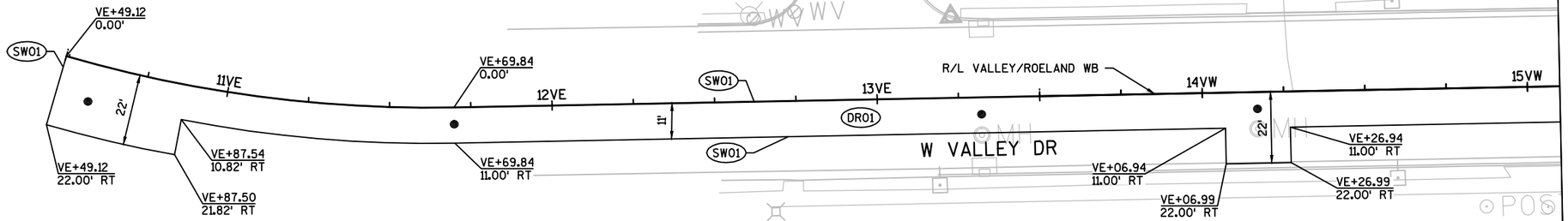
CG06	CONCRETE CURB AND GUTTER 30-INCH TYPE A	CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CG10	CURB RAMP TYPE 2	CM02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CG11	CURB RAMP TYPE 6	CM05	CONCRETE SIDEWALK 5-INCH
CG17	CONCRETE CURB AND GUTTER 18-INCH TYPE A	CM08	CONCRETE SIDEWALK 6-INCH
CG23	CONCRETE CURB PEDESTRIAN	CM11	COLORED AND STAMPED CONCRETE 5-INCH
CG40	CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL	CM12	COLORED CONCRETE 10-INCH
CG40T	CONCRETE CURB AND GUTTER INTEGRAL TRANSITION 30-INCH CURB AND GUTTER TYPE D TO 78-INCH TYPE A SPECIAL	CM15	COLORED AND STAMPED CONCRETE, BUFF 5-INCH
CG42	CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D	CP20	CONCRETE PAVEMENT 10-INCH, DOWELED
CG43	END SECTION CONCRETE CURB AND GUTTER	PV06	CONCRETE DRIVEWAY 6-INCH
CG44	CONCRETE CURB AND GUTTER 30-INCH, TYPE D	DR01	ASPHALTIC SURFACE, 5-INCH
MB02	CONCRETE PEDESTRIAN CURB 1' X 2'	SW02	SAWING ASPHALT
MB03	GRADE BEAM	SW01	SAWING CONCRETE



PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN DETAIL ONEIDA ST/VALLEY RD	SHEET 49	E

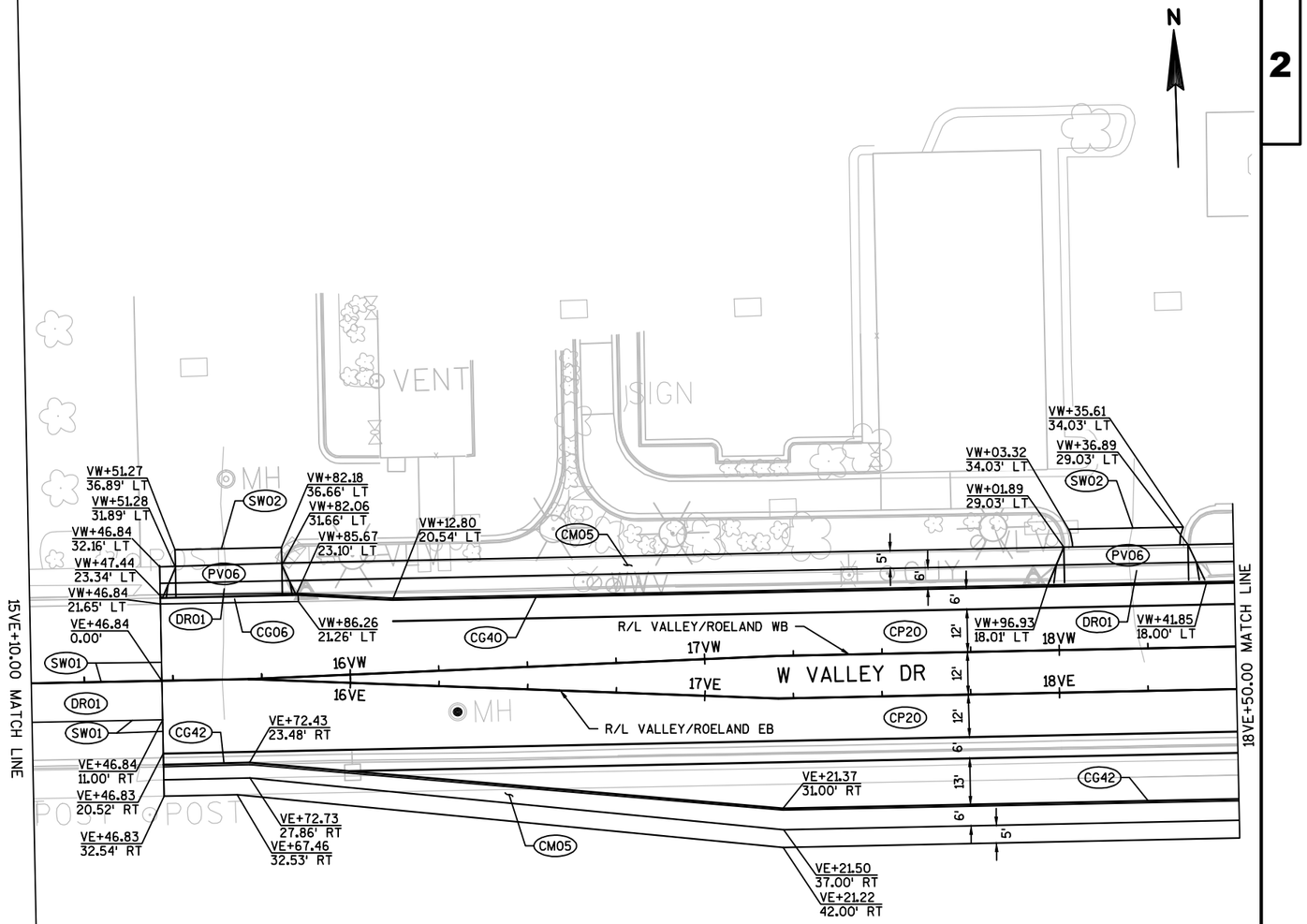
PAVEMENT DETAIL LEGEND

CG06	CONCRETE CURB AND GUTTER 30-INCH TYPE A	CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CG10	CURB RAMP TYPE 2	CM02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CG11	CURB RAMP TYPE 6	CM05	CONCRETE SIDEWALK 5-INCH
CG17	CONCRETE CURB AND GUTTER 18-INCH TYPE A	CM08	CONCRETE SIDEWALK 6-INCH
CG23	CONCRETE CURB PEDESTRIAN	CM11	COLORED AND STAMPED CONCRETE 5-INCH
CG40	CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL	CM12	COLORED CONCRETE 10-INCH
CG401	CONCRETE CURB AND GUTTER INTEGRAL TRANSITION 30-INCH CURB AND GUTTER TYPE D TO 78-INCH TYPE A SPECIAL	CM15	COLORED AND STAMPED CONCRETE, BUFF 5-INCH
CG42	CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D	CP20	CONCRETE PAVEMENT 10-INCH, DOWELED
CG43	END SECTION CONCRETE CURB AND GUTTER	PV06	CONCRETE DRIVEWAY 6-INCH
CG44	CONCRETE CURB AND GUTTER 30-INCH, TYPE D	DR01	ASPHALTIC SURFACE, 5-INCH
MB02	CONCRETE PEDESTRIAN CURB 1' X 2'	SW02	SAWING ASPHALT
MB03	GRADE BEAM	SW01	SAWING CONCRETE

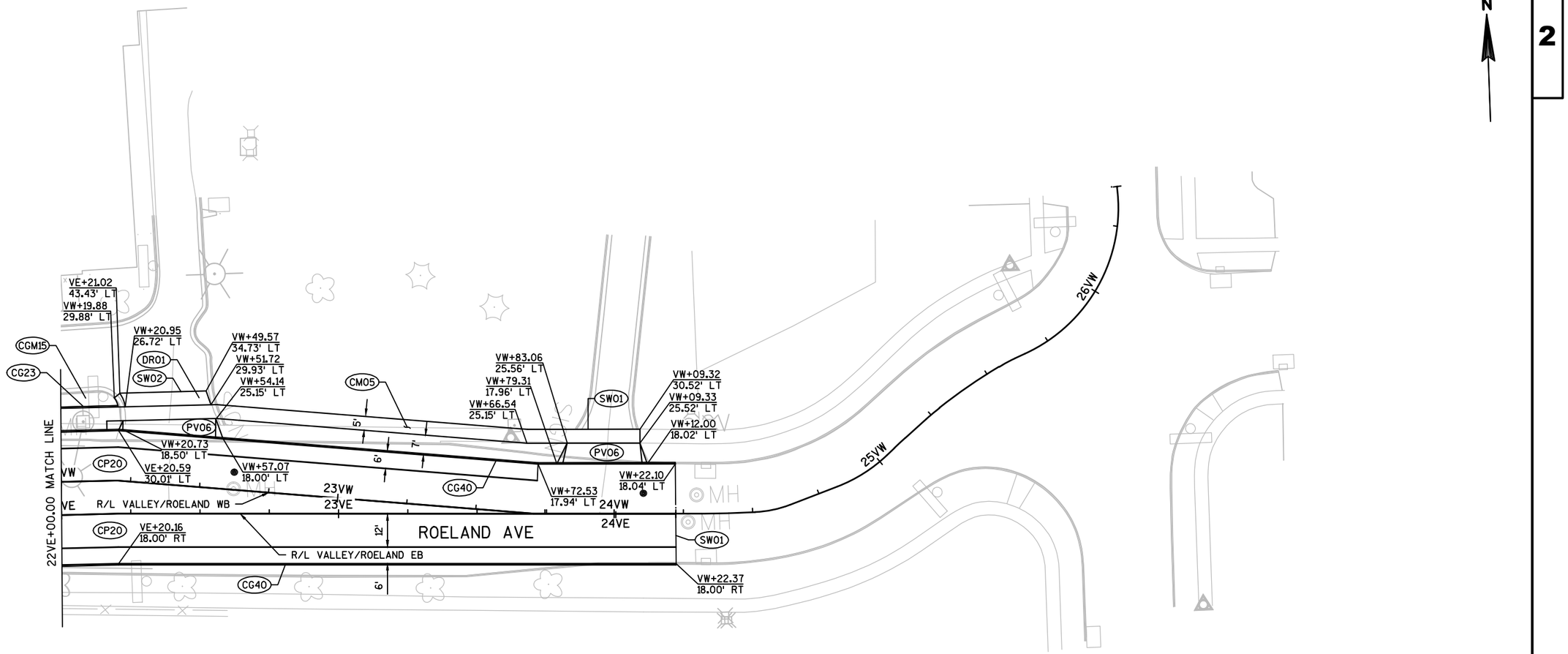


PAVEMENT DETAIL LEGEND

CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A	CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
CG10 CURB RAMP TYPE 2	CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
CG11 CURB RAMP TYPE 6	CM05 CONCRETE SIDEWALK 5-INCH
CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A	CM08 CONCRETE SIDEWALK 6-INCH
CG23 CONCRETE CURB PEDESTRIAN	CM11 COLORED AND STAMPED CONCRETE 5-INCH
CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL	CM12 COLORED CONCRETE 10-INCH
CG401 CONCRETE CURB AND GUTTER INTEGRAL TRANSITION 30-INCH CURB AND GUTTER TYPE D TO 78-INCH TYPE A SPECIAL	CM15 COLORED AND STAMPED CONCRETE, BUFF 5-INCH
CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D	CP20 CONCRETE PAVEMENT 10-INCH, DOWELED
CG43 END SECTION CONCRETE CURB AND GUTTER	PV06 CONCRETE DRIVEWAY 6-INCH
CG44 CONCRETE CURB AND GUTTER 30-INCH, TYPE D	DR01 ASPHALTIC SURFACE, 5-INCH
MB02 CONCRETE PEDESTRIAN CURB 1' X 2'	SW02 SAWING ASPHALT
MB03 GRADE BEAM	SW01 SAWING CONCRETE



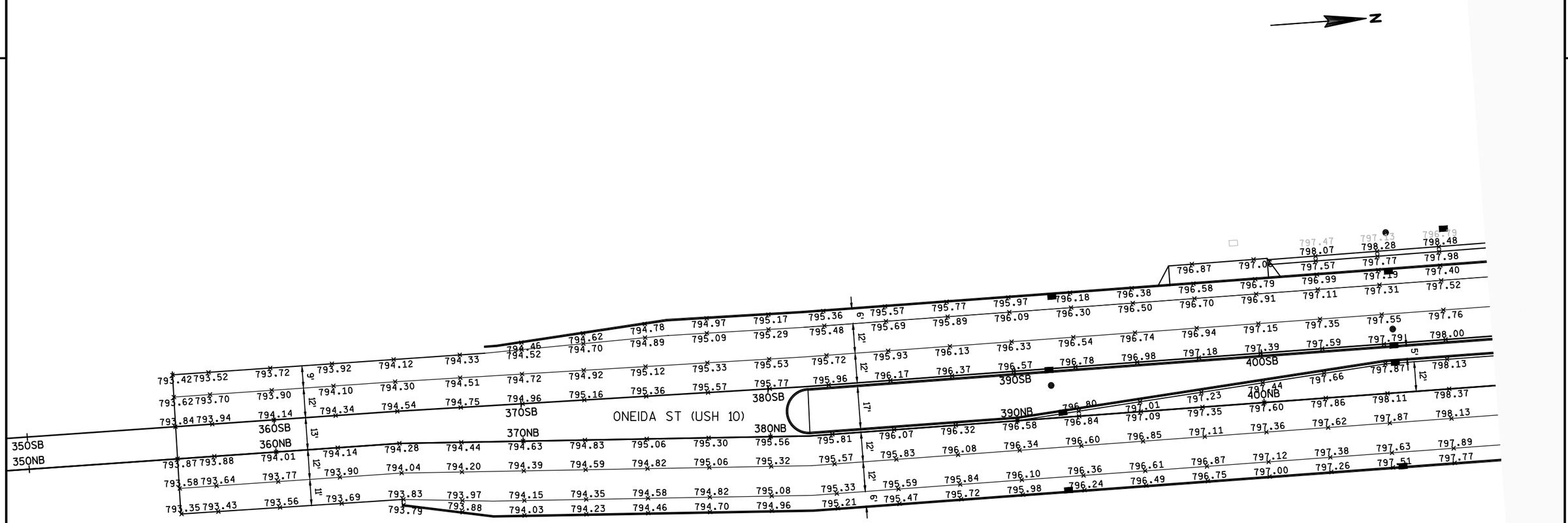
2



PAVEMENT DETAIL LEGEND

CG06	CONCRETE CURB AND GUTTER 30-INCH TYPE A	CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CG10	CURB RAMP TYPE 2	CM02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CG11	CURB RAMP TYPE 6	CM05	CONCRETE SIDEWALK 5-INCH
CG17	CONCRETE CURB AND GUTTER 18-INCH TYPE A	CM08	CONCRETE SIDEWALK 6-INCH
CG23	CONCRETE CURB PEDESTRIAN	CM11	COLORED AND STAMPED CONCRETE 5-INCH
CG40	CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL	CM12	COLORED CONCRETE 10-INCH
CG40T	CONCRETE CURB AND GUTTER INTEGRAL TRANSITION 30-INCH CURB AND GUTTER TYPE D TO 78-INCH TYPE A SPECIAL	CM15	COLORED AND STAMPED CONCRETE, BUFF 5-INCH
CG42	CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D	CP20	CONCRETE PAVEMENT 10-INCH, DOWELED
CG43	END SECTION CONCRETE CURB AND GUTTER	PVO6	CONCRETE DRIVEWAY 6-INCH
CG44	CONCRETE CURB AND GUTTER 30-INCH, TYPE D	DRO1	ASPHALTIC SURFACE, 5-INCH
MB02	CONCRETE PEDESTRIAN CURB 1' X 2'	SW02	SAWING ASPHALT
MB03	GRADE BEAM	SW01	SAWING CONCRETE

2



NOTE: FIELD VERIFY PROJECT START
ELEVATIONS WITH PROJECT ID 1500-44-71

PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	PAVEMENT GRADES: ONEIDA ST (USH 10)	SHEET 53	E

2

BACK OF CURB WALL ELEVATION

TOP OF CURB WALL ELEVATION

MIDWAY RD (CTH AP)

ONEIDA ST (USH 10)

410SB 410NB 420SB 420NB 430SB 430NB 440SB 440NB 450SB 450NB 460SB 460NB 470SB 470NB

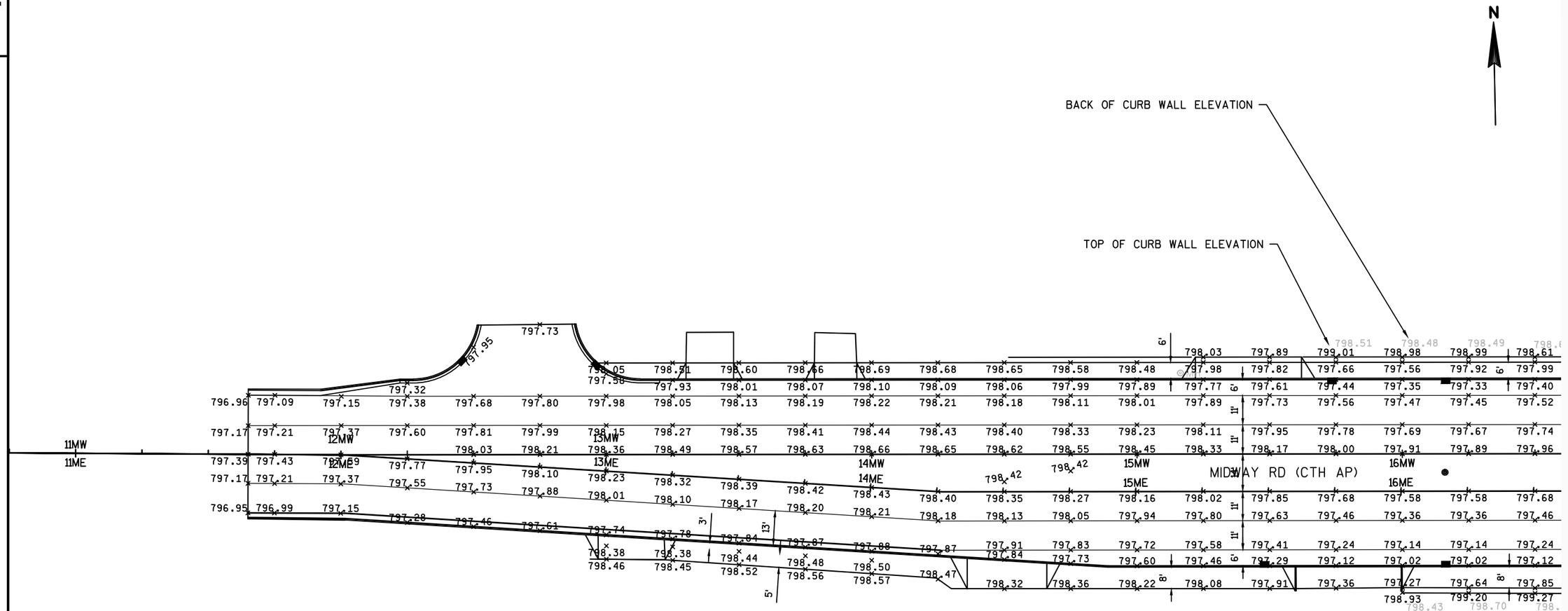
17ME 17MW 18ME 18MW 19ME 19MW

NOTE: CONSTRUCT CURB RAMPS
IN ACCORDANCE TO SDD 8b5-18b

PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	PAVEMENT GRADES: ONEIDA ST (USH 10)	SHEET 54	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021800_PG\1517-75-83\15177583_021800_PG.DWG
LAYOUT NAME - 021802-PG
PLOT DATE : 2/2/2017 11:39 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

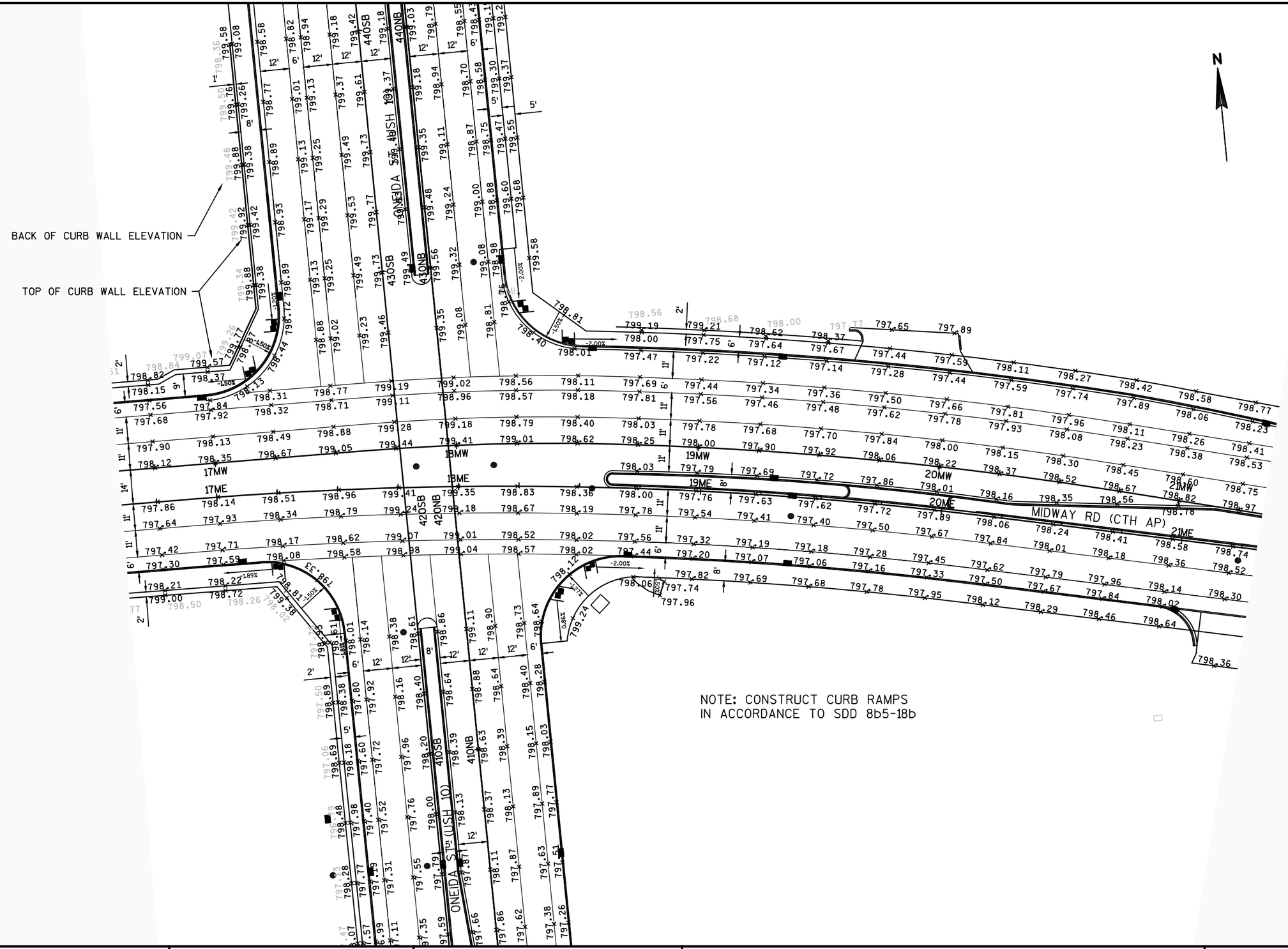
2



PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	PAVEMENT GRADES: MIDWAY RD (CTH AP)	SHEET 55	E

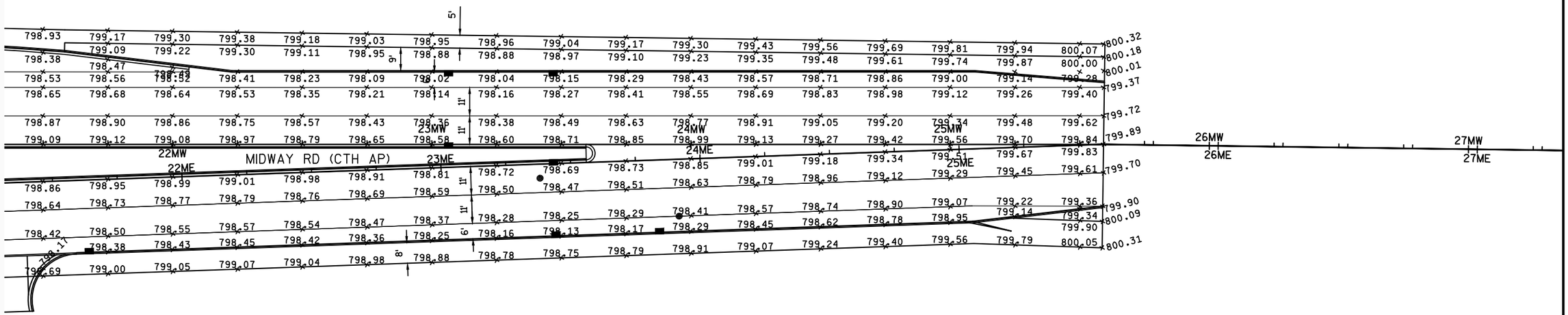
FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021800_PG\1517-75-83\15177583_021800_PG.DWG
LAYOUT NAME - 021803-PG
PLOT DATE : 2/2/2017 11:39 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	PAVEMENT GRADES: MIDWAY RD (CTH AP)	SHEET 56	E

2



PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	PAVEMENT GRADES: MIDWAY RD (CTH AP)	SHEET 57	E

2

N

630SB 640SB 650SB 660SB 670SB 680SB 690SB

630NB 640NB 650NB 660NB 670NB 680NB 690NB

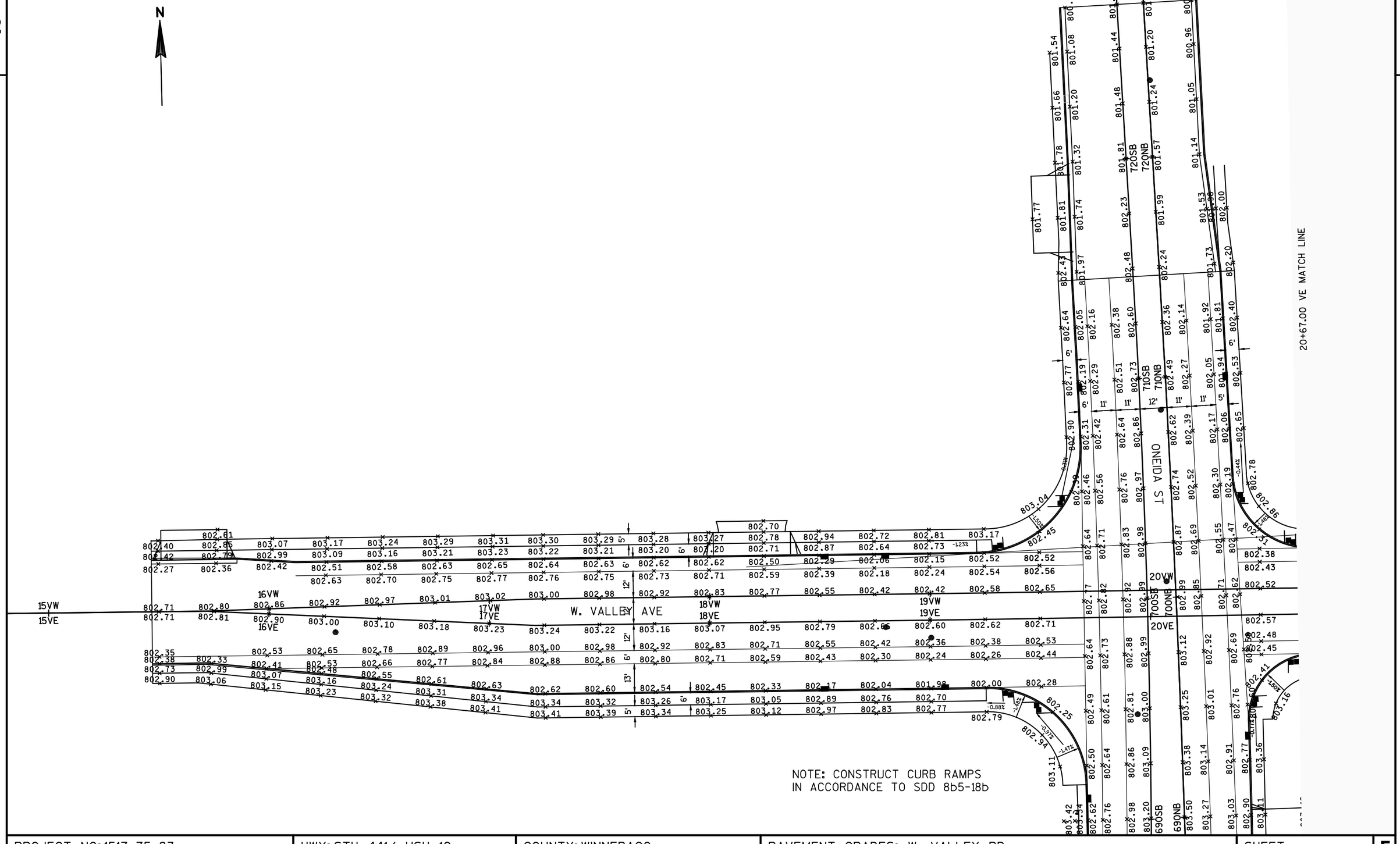
ONEIDA ST

802.82 803.37 803.10 803.25 803.38 803.49 803.41 803.46 803.63 803.62 803.59 803.52 803.42
803.06 803.02 803.18 803.31 803.41 803.33 803.38 803.56 803.55 803.51 803.44 803.34
802.80 802.46 802.59 802.69 802.77 802.82 802.84 802.83 802.79 802.72 802.62
802.42 802.58 802.71 802.81 802.89 802.94 802.96 802.95 802.91 802.85 802.76
802.65 802.80 802.93 803.04 803.11 803.16 803.18 803.17 803.13 803.07 802.98
803.57 803.07 802.88 803.03 803.16 803.26 803.33 803.38 803.40 803.39 803.35 803.29 803.20
803.42 803.30 803.25 803.38 803.50 803.61 803.69 803.74 803.76 803.74 803.69 803.61 803.50
803.01 803.14 803.26 803.37 803.45 803.50 803.52 803.50 803.45 803.38 803.27
803.01 803.31 802.77 802.90 803.02 803.13 803.21 803.26 803.28 803.26 803.22 803.14 803.03
803.64 803.43 802.65 802.78 802.92 803.03 803.11 803.16 803.18 803.16 803.12 803.04 802.90
803.78 803.54 803.22 803.34 803.49 803.60 803.67 803.72 803.74 803.72 803.67 803.61 803.51
803.29 803.42 803.56 803.67 803.75 803.80 803.81 803.80 803.75
804.14 803.49

5' 11' 11' 18' 12' 12' 6' 5' 19' 6'

PROJECT NO:1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	PAVEMENT GRADES: ONEIDA ST	SHEET 58	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\021800_PG\1517-75-83\15177583_021800_PG.DWG
LAYOUT NAME - 021806-PG
PLOT DATE : 2/2/2017 11:39 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

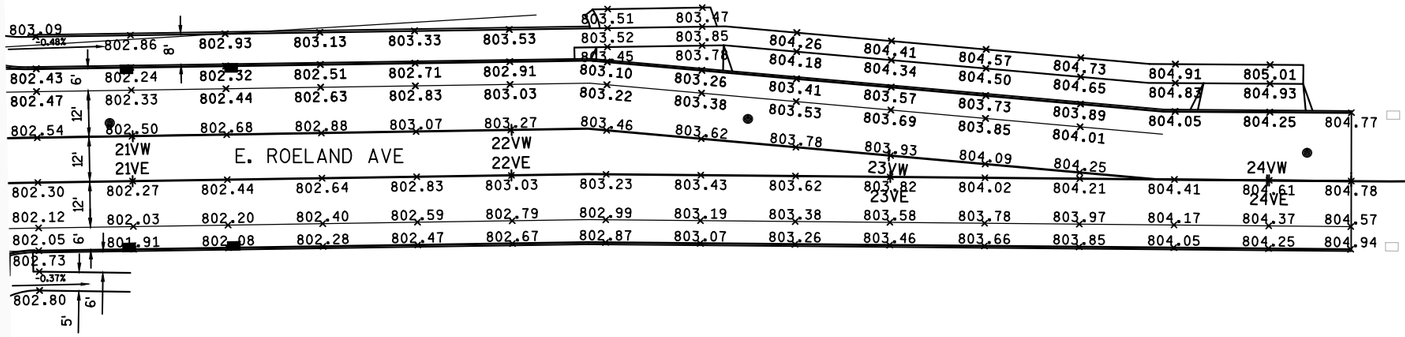


2

PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	PAVEMENT GRADES: W. VALLEY RD	SHEET 59	E

2

N



PROJECT NO:1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	PAVEMENT GRADES: E. ROELAND AVE	SHEET 60	E

2

LEGEND

EROSION MAT CLASS I, URBAN TYPE A

INLET PROTECTION
(A) TYPE A (C) TYPE C (D) TYPE D

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE C/D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE C/D AFTER THE INLET CASTINGS ARE IN PLACE.

N

MALOA STREET

SLOPE INTERCEPTS (TYP)

TLE

MIDWAY ROAD

R/L WEST MIDWAY RD

R/L EAST MIDWAY RD

12MW 13MW 14MW 15MW 16MW 17MW

13ME 14ME 15ME 16ME 17ME

(AD)

POST

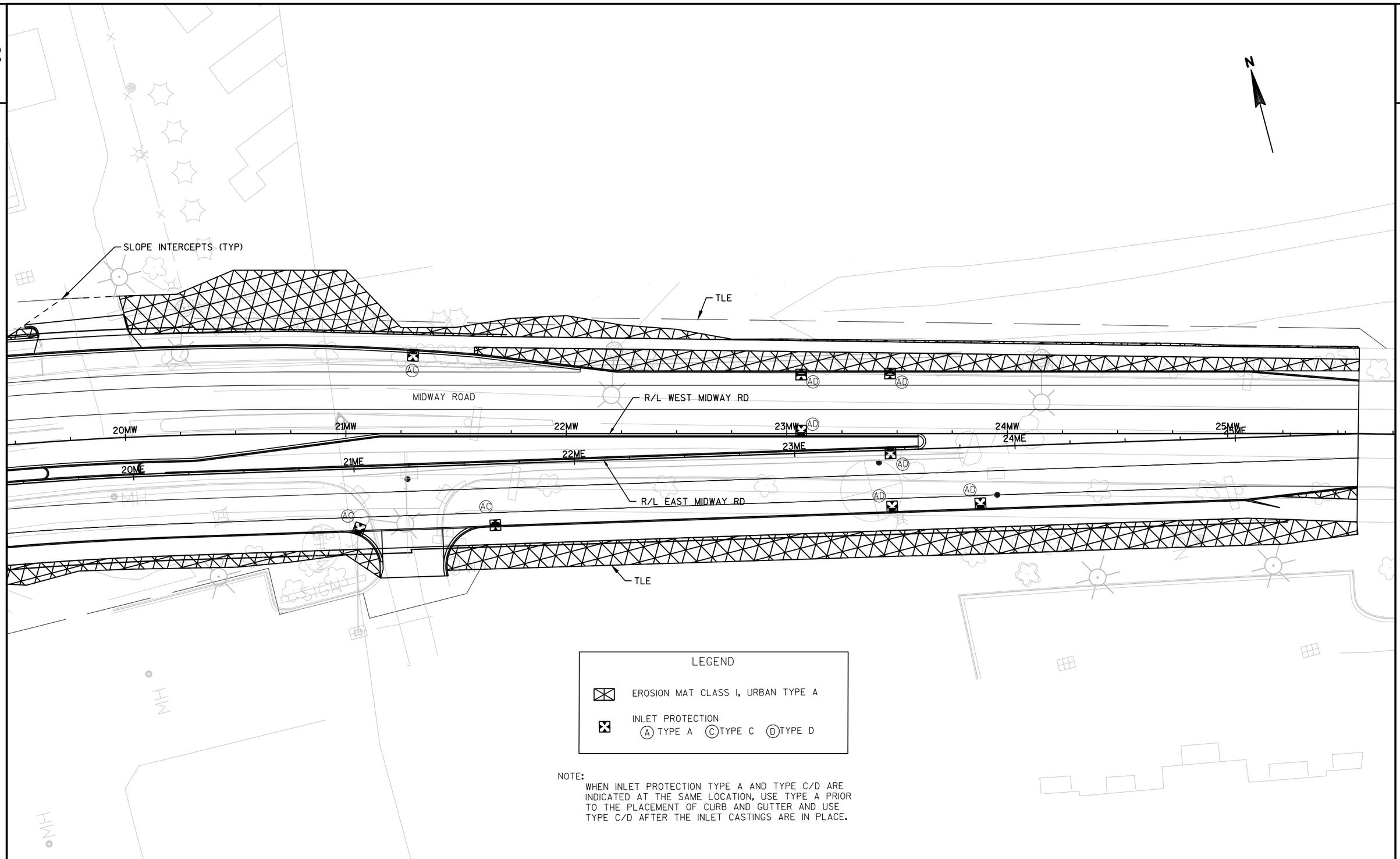
MH

GP

TLE

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	EROSION CONTROL:	SHEET 61	E

2



LEGEND

- EROSION MAT CLASS I, URBAN TYPE A
- INLET PROTECTION
  - (A) TYPE A
  - (C) TYPE C
  - (D) TYPE D

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE C/D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE C/D AFTER THE INLET CASTINGS ARE IN PLACE.

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	EROSION CONTROL:	SHEET 62	E

2

LEGEND

EROSION MAT CLASS I, URBAN TYPE A

INLET PROTECTION
(A) TYPE A (C) TYPE C (D) TYPE D

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE C/D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE C/D AFTER THE INLET CASTINGS ARE IN PLACE.

N

SLOPE INTERCEPTS (TYP)

TLE

ONEIDA STREET

R/L ONEIDA STREET SB

360SB 370SB 380SB 390SB 400SB 410SB

360NB 370NB 380NB 390NB 400NB 410NB

R/L ONEIDA STREET NB

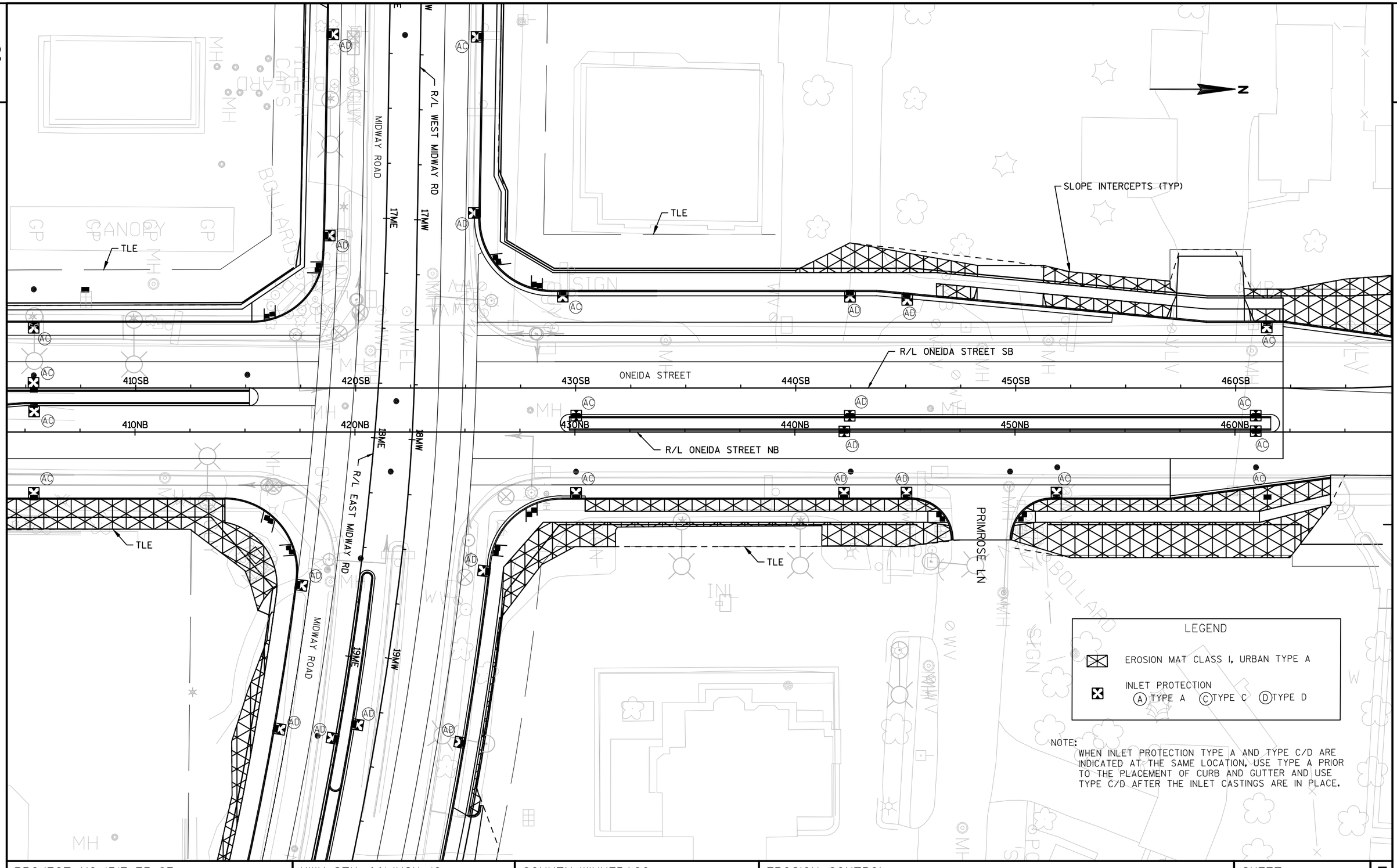
TLE

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	EROSION CONTROL:	SHEET 63	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\022000_EC\1517-75-83\15177583_EC.DWG
LAYOUT NAME - 022003_EC

PLOT DATE : 2/1/2017 5:28 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	EROSION CONTROL:	SHEET 64	E

2

2

SLOPE INTERCEPTS (TYP)

TLE

ONEIDA STREET

R/L EAST VALLEY DRIVE

W VALLEY DRIVE

19VE

19VW

CANOPY

MOBIL GAS STATION CANOPY

FILLER CAPS

N

670SB

680SB

690SB

700SB

710SB

720SB

670NB

680NB

690NB

700NB

710NB

720NB

R/L ONEIDA STREET SB

R/L ONEIDA STREET NB

TLE

TOWER

SUBSTATION

E ROELAND AVENUE

21VE

21VW

22VE

22VW

R/L WEST VALLEY DRIVE

LEGEND

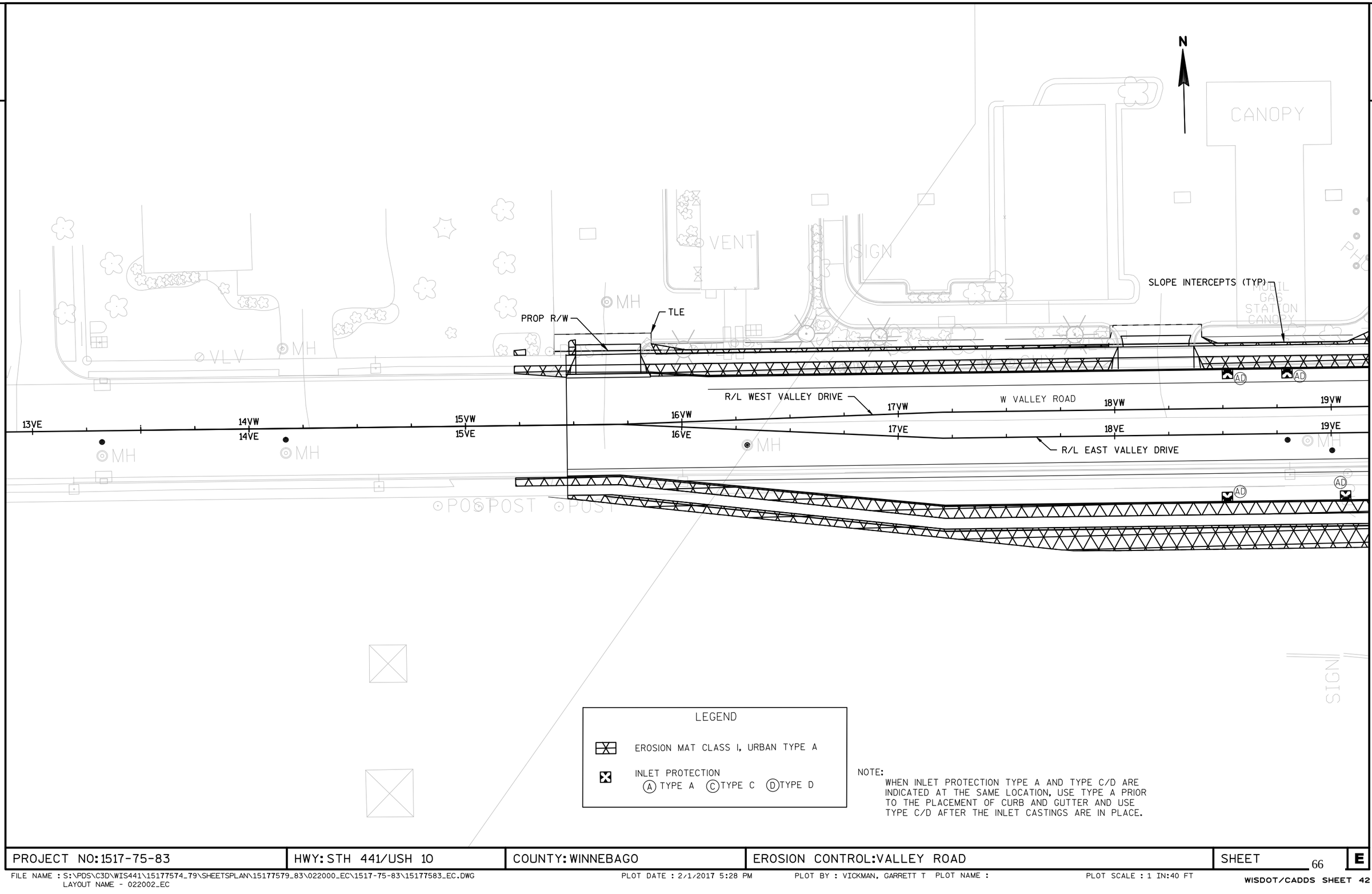
EROSION MAT CLASS I, URBAN TYPE A

INLET PROTECTION
(A) TYPE A (C) TYPE C (D) TYPE D

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE C/D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE C/D AFTER THE INLET CASTINGS ARE IN PLACE.

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	EROSION CONTROL: ONEIDA STREET	SHEET 65	E

2



LEGEND

EROSION MAT CLASS I, URBAN TYPE A

INLET PROTECTION
(A) TYPE A (C) TYPE C (D) TYPE D

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE C/D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE C/D AFTER THE INLET CASTINGS ARE IN PLACE.

PROJECT NO:1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	EROSION CONTROL:VALLEY ROAD	SHEET 66	E

2

N

SLOPE INTERCEPTS (TYP)

TLE

R/L WEST VALLEY DRIVE

21VW

22VW

23VW

23VE

24VW

24VE

25VW

26VW

21VE

22VE

E ROELAND AVENUE

R/L EAST VALLEY DRIVE

AD

MH

TOWER

LEGEND

EROSION MAT CLASS I, URBAN TYPE A

INLET PROTECTION
(A) TYPE A (C) TYPE C (D) TYPE D

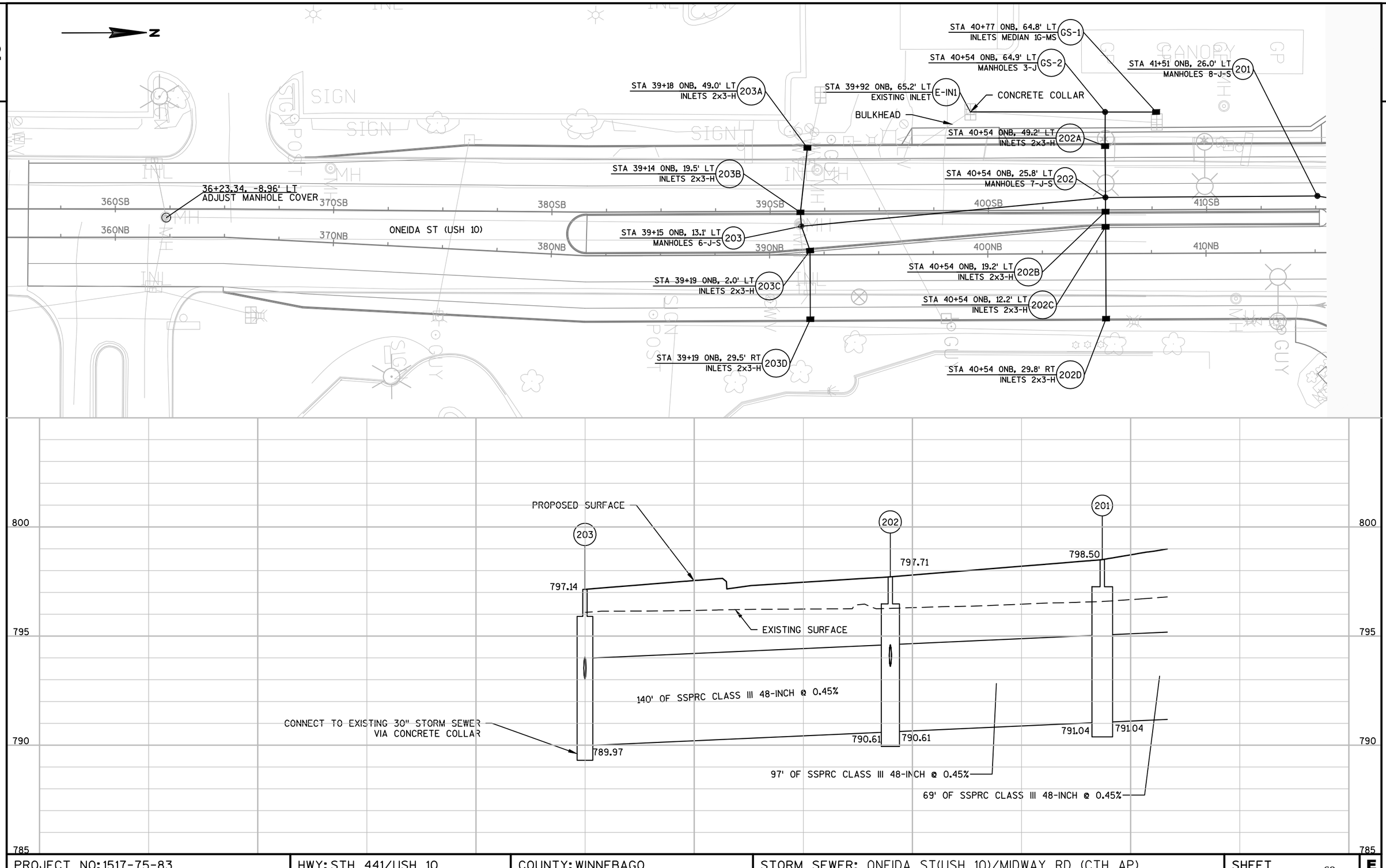
NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE C/D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE C/D AFTER THE INLET CASTINGS ARE IN PLACE.

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	EROSION CONTROL: E ROELAND AVENUE	SHEET 67	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\022000_EC\1517-75-83\15177583_EC.DWG
LAYOUT NAME - 022003_EC

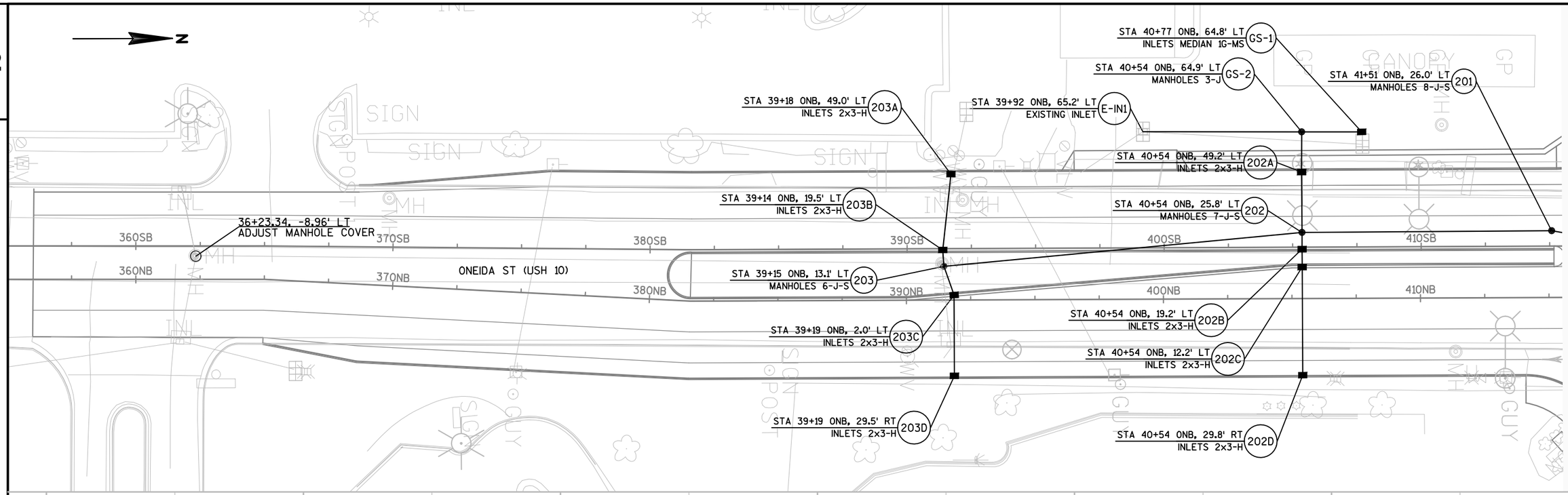
PLOT DATE : 2/1/2017 5:28 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT

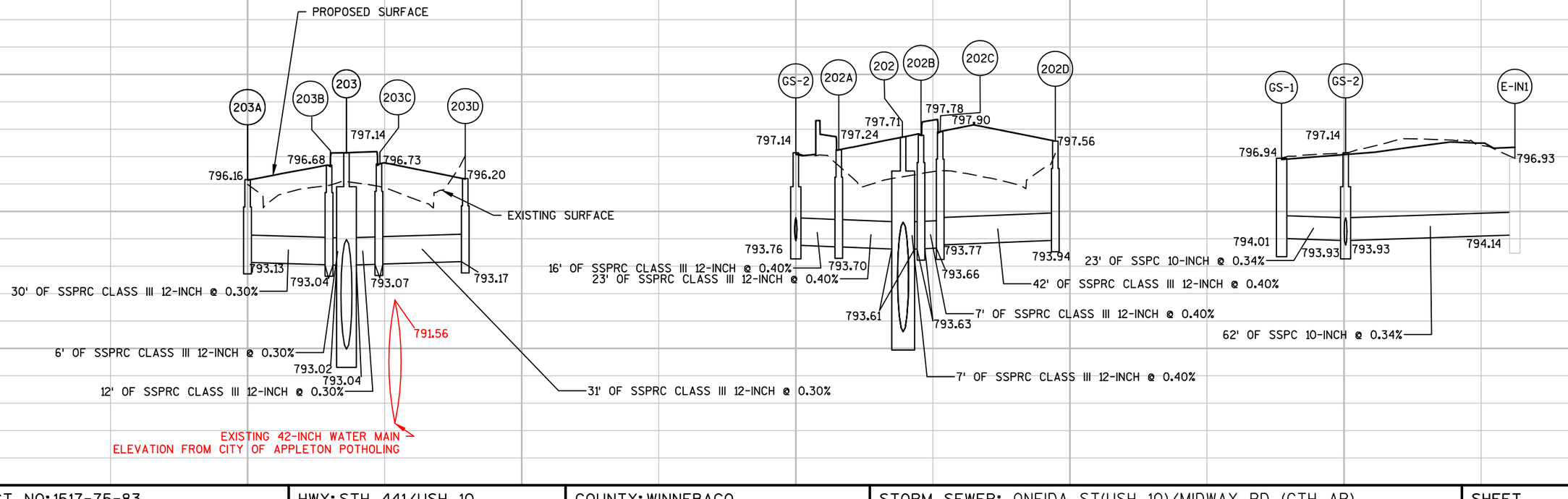
WISDOT/CADDS SHEET 42



PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	STORM SEWER: ONEIDA ST(USH 10)/MIDWAY RD (CTH AP)	SHEET 68	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\022500_SS\1517-75-83\15177583-022501-SSMIDWAY.DWG
LAYOUT NAME - 022501-SS
PLOT DATE : 2/1/2017 5:49 PM
PLOT BY : VICKMAN, GARRETT T
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	STORM SEWER: ONEIDA ST(USH 10)/MIDWAY RD (CTH AP)	SHEET 69 E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\022500_SS\1517-75-83\15177583-022501-SSMIDWAY.DWG
LAYOUT NAME - 022502-SS
PLOT DATE : 2/1/2017 5:49 PM
PLOT BY : VICKMAN, GARRETT T
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

171A STA 17+08 MW, 41.5' RT
INLETS 2x3-H-S

171D STA 16+97 MW, 27.5' LT
INLETS 2x3-H-S

MIDWAY RD (CTH AP)

149A STA 42+94 ONB, 63.5' LT
INLETS 2x3-H

STA 44+25 ONB, 63.5' LT
INLETS 2x3-H-S
148B

148A STA 44+51 ONB, 62.2' LT
INLETS 2x3-H-S

146A STA 46+15 ONB, 49.5' LT
INLETS 2x3-H

VV-1
46+91.87 ONB, -11.38' LT
CONCRETE COLLAR TO
EXISTING 18" SSPRC

420SB 430SB 440SB 450SB 460SB 470SB

420NB 430NB 440NB 450NB 460NB 470NB

200 STA 42+19 ONB, 14.0' LT
MANHOLES 8-J-S

149B STA 43+01 ONB, 7.5' LT
INLETS 2x3-H

150 STA 18+15 MW, 8.7' RT
MANHOLES 8-J-S

148C STA 44+25 ONB, 7.5' LT
INLETS 4-H-S

147 STA 44+98 ONB, 18.0' RT
MANHOLES 7-J-S
ONEIDA ST (USH 10)

148D STA 44+22 ONB, 0.5' LT
INLETS 4-H-S

146B STA 46+10 ONB, 7.5' LT
INLETS 4-H

149 STA 43+01 ONB, 18.0' RT
MANHOLES 6-J-S

148 STA 44+25 ONB, 18.0' RT
MANHOLES 8-J-S

STA 42+87 ONB, 28.0' RT
CONCRETE COLLAR
CC2

147B STA 45+19, 16.0' RT
MANHOLES 6-J-S

146C STA 46+10 ONB, 0.5' LT
INLETS 2x3-H

P149C STA 43+01 ONB, 29.5' RT
INLETS 4-H

167A STA 18+72 MW, 45.5' RT
INLETS 4-H-S

167 STA 18+56 MW, 18.5' RT
MANHOLES 8-J-S

147A STA 45+19 ONB, 29.5' RT
INLETS 4-H

146 STA 46+10 ONB, 16.0' RT
MANHOLES 6-J-S

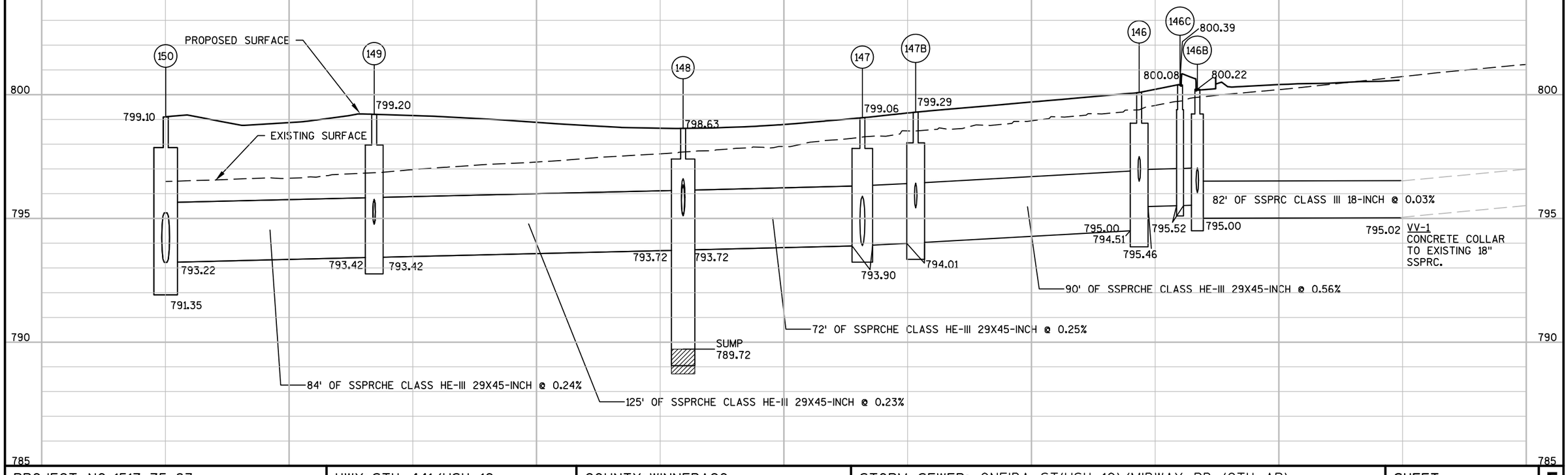
167B STA 18+56 MW, 39.5' LT
INLETS 4-H-S

148F STA 44+51, 29.5' RT
INLETS 2x3-H-S

CC3 STA 44+97 ONB, 24.6' RT
CONCRETE COLLAR

146D STA 46+15 ONB, 29.5' RT
STRUCTURE ONLY, STEEL PLATE

STA 44+22 ONB, 29.5' RT
INLETS 4-H-S
148E



PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	STORM SEWER: ONEIDA ST(USH 10)/MIDWAY RD (CTH AP)	SHEET 70	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\022500_SS\1517-75-83\15177583-022501-SSMIDWAY.DWG
LAYOUT NAME - 022503-SS
PLOT DATE : 2/1/2017 5:49 PM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

171A STA 17+08 MW, 41.5' RT
INLETS 2x3-H-S

171D STA 16+97 MW, 27.5' LT
INLETS 2x3-H-S

MIDWAY RD (CTH AP)

148A STA 44+51 ONB, 62.2' LT
INLETS 2x3-H-S

STA 44+25 ONB, 63.5' LT
INLETS 2x3-H-S 148B

149A STA 42+94 ONB, 63.5' LT
INLETS 2x3-H

146A STA 46+15 ONB, 49.5' LT
INLETS 2x3-H

VV-1
46+91.87 ONB, -11.38' LT

420SB 430SB 440SB 450SB 460SB 470SB

149B STA 43+01 ONB, 7.5' LT
INLETS 2x3-H

200 STA 42+19 ONB, 14.0' LT
MANHOLES 8-J-S

148C STA 44+25 ONB, 7.5' LT
INLETS 4-H-S

147 STA 44+98 ONB, 18.0' RT
MANHOLES 7-J-S
ONEIDA ST (USH 10)

150 STA 18+15 MW, 8.7' RT
MANHOLES 8-J-S

420NB 430NB 440NB 450NB 460NB 470NB

148D STA 44+22 ONB, 0.5' LT
INLETS 4-H-S

146B STA 46+10 ONB, 7.5' LT
INLETS 4-H

149 STA 43+01 ONB, 18.0' RT
MANHOLES 6-J-S

148 STA 44+25 ONB, 18.0' RT
MANHOLES 8-J-S

STA 42+87 ONB, 28.0' RT
CONCRETE COLLAR CC2

147B STA 45+19, 16.0' RT
MANHOLES 6-J-S

146C STA 46+10 ONB, 0.5' LT
INLETS 2x3-H

P149C STA 43+01 ONB, 29.5' RT
INLETS 4-H

167A STA 18+72 MW, 45.5' RT
INLETS 4-H-S

167 STA 18+56 MW, 18.5' RT
MANHOLES 8-J-S

147A STA 45+19 ONB, 29.5' RT
INLETS 4-H

146 STA 46+10 ONB, 16.0' RT
MANHOLES 6-J-S

167B STA 18+56 MW, 39.5' LT
INLETS 4-H-S

148F STA 44+51, 29.5' RT
INLETS 2x3-H-S

STA 44+22 ONB, 29.5' RT
INLETS 4-H-S 148E

CC3 STA 44+97 ONB, 24.6' RT
CONCRETE COLLAR

146D STA 46+15 ONB, 29.5' RT
STRUCTURE ONLY, STEEL PLATE

PROPOSED SURFACE

EXISTING SURFACE

167' OF SSPRC CLASS III 18-INCH @ 0.29%
OVERFLOW PIPE

EXISTING 42-INCH WATER MAIN
ELEVATION FROM CITY OF APPLETON POTHOLING

83' OF SSPRCHE CLASS HE-III 24X38-INCH @ 0.17%

42' OF SSPRCHE CLASS HE-III 24X38-INCH @ 0.17%

32' OF SSPRCHE CLASS HE-III 29X45-INCH @ 0.12%

56' OF SSPRC CLASS III 12-INCH @ 0.30%

26' OF SSPRC CLASS III 12-INCH @ 0.30%

12' OF SSPRC CLASS III 12-INCH @ 0.30%

14' OF SSPRC CLASS III 12-INCH @ 0.45%

26' OF SSPRC CLASS III 12-INCH
@ 0.30%

56' OF SSPRC CLASS III 12-INCH @ 0.30%

7' OF SSPRC CLASS III 15-INCH @ 0.30%

19' OF SSPRC CLASS III 18-INCH @ 0.44%

28' OF
SSPRC CLASS III 12-INCH
@ 0.30%

12' OF SSPRC CLASS III 15-INCH
@ 0.29%

SUMP
789.72

800 795 790 785

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	STORM SEWER: ONEIDA ST(USH 10)/MIDWAY RD (CTH AP)	SHEET 71 E

2

171A STA 17+08 MW, 41.5' RT
INLETS 2x3-H-S

171D STA 16+97 MW, 27.5' LT
INLETS 2x3-H-S

MIDWAY RD (CTH AP)

148A STA 44+51 ONB, 62.2' LT
INLETS 2x3-H-S

STA 44+25 ONB, 63.5' LT
INLETS 2x3-H-S
148B

149A STA 42+94 ONB, 63.5' LT
INLETS 2x3-H

146A STA 46+15 ONB, 49.5' LT
INLETS 2x3-H

VV-1
46+91.87 ONB, -11.38' LT

420SB 430SB 440SB 450SB 460SB 470SB

200 STA 42+19 ONB, 14.0' LT
MANHOLES 8-J-S

149B STA 43+01 ONB, 7.5' LT
INLETS 2x3-H

148C STA 44+25 ONB, 7.5' LT
INLETS 4-H-S

147 STA 44+98 ONB, 18.0' RT
MANHOLES 7-J-S
ONEIDA ST (USH 10)

420NB 430NB 440NB 450NB 460NB 470NB

150 STA 18+15 MW, 8.7' RT
MANHOLES 8-J-S

148D STA 44+22 ONB, 0.5' LT
INLETS 4-H-S

146B STA 46+10 ONB, 7.5' LT
INLETS 4-H

149 STA 43+01 ONB, 18.0' RT
MANHOLES 6-J-S

148 STA 44+25 ONB, 18.0' RT
MANHOLES 8-J-S

STA 42+87 ONB, 28.0' RT
CONCRETE COLLAR
CC2

147B STA 45+19, 16.0' RT
MANHOLES 6-J-S

146C STA 46+10 ONB, 0.5' LT
INLETS 2x3-H

P149C STA 43+01 ONB, 29.5' RT
INLETS 4-H

167A STA 18+72 MW, 45.5' RT
INLETS 4-H-S

167 STA 18+56 MW, 18.5' RT
MANHOLES 8-J-S

147A STA 45+19, 29.5' RT
INLETS 4-H

146 STA 46+10 ONB, 16.0' RT
MANHOLES 6-J-S

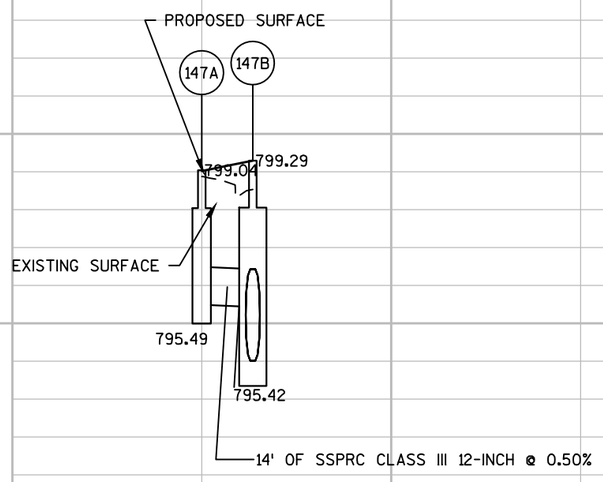
167B STA 18+56 MW, 39.5' LT
INLETS 4-H-S

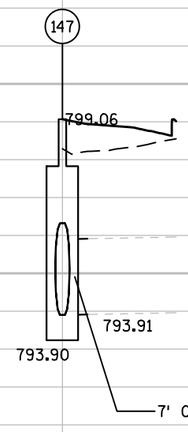
148F STA 44+51, 29.5' RT
INLETS 2x3-H-S

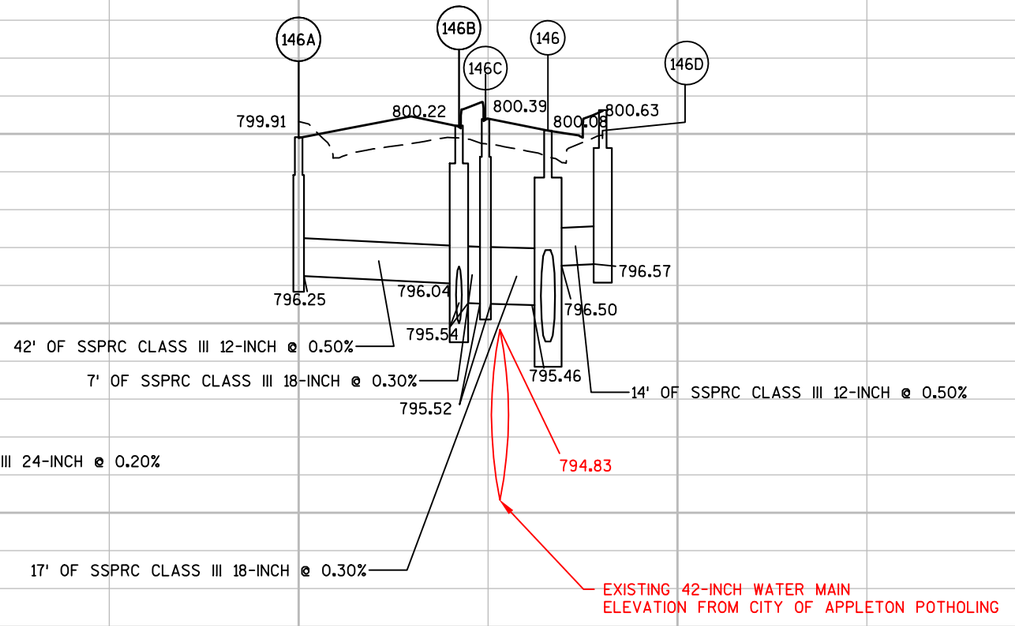
STA 44+22 ONB, 29.5' RT
INLETS 4-H-S
148E

CC3 STA 44+97 ONB, 24.6' RT
CONCRETE COLLAR

146D STA 46+15 ONB, 29.5' RT
STRUCTURE ONLY, STEEL PLATE



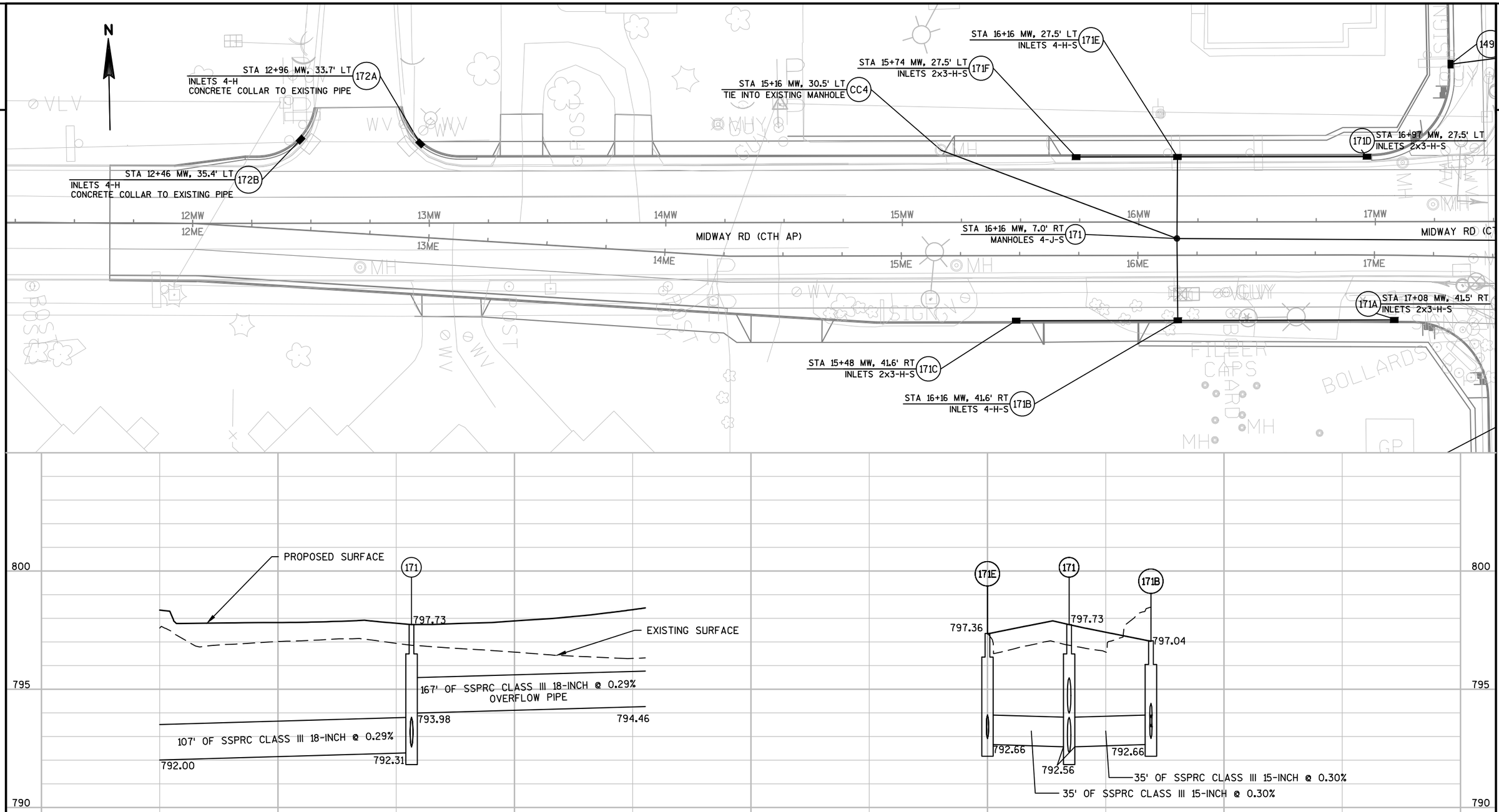




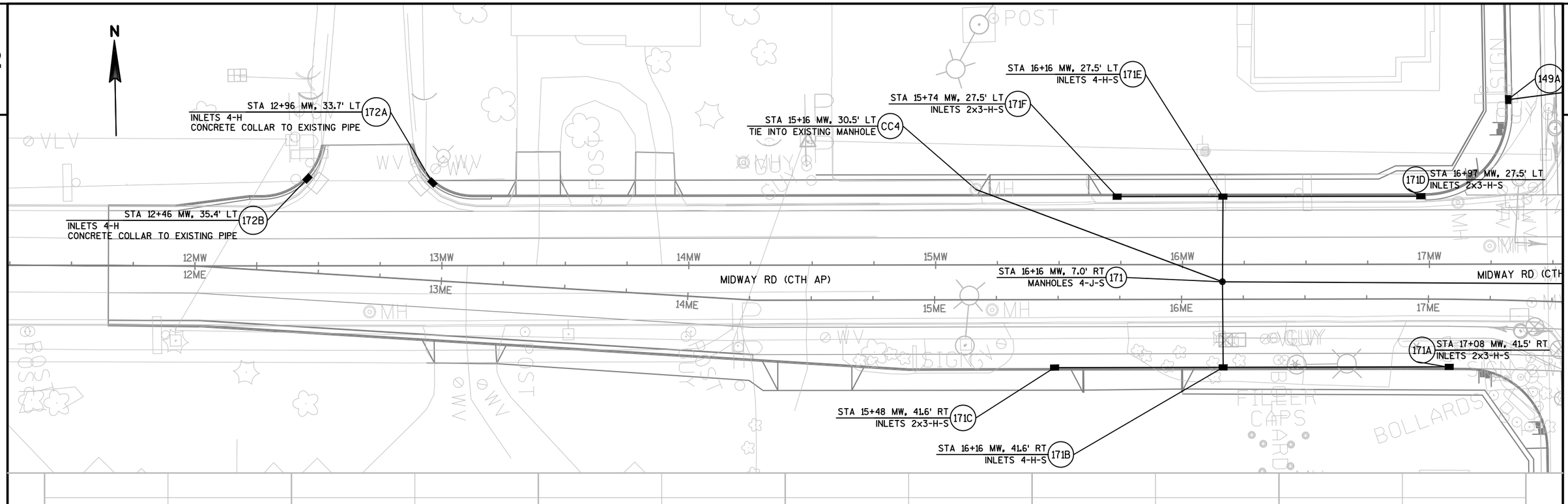
800 795 790 785

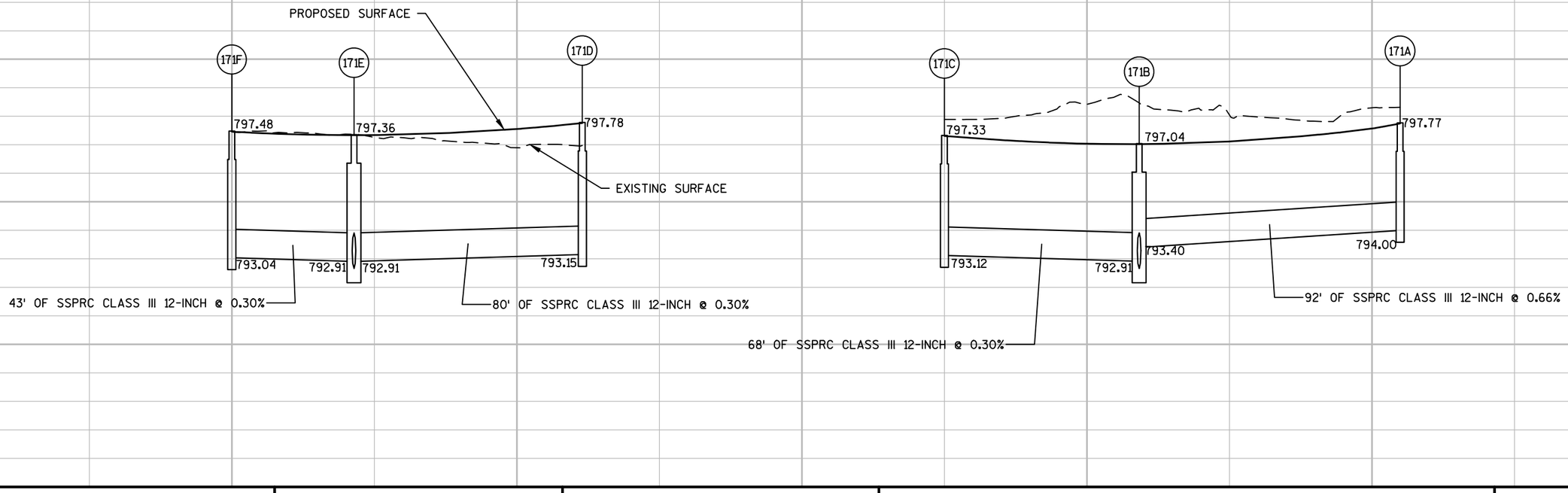
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	STORM SEWER: ONEIDA ST(USH 10)/MIDWAY RD (CTH AP)	SHEET 72	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\022500_SS\1517-75-83\15177583-022501-SSMIDWAY.DWG
LAYOUT NAME - 022505-SS
PLOT DATE : 2/1/2017 5:50 PM
PLOT BY : VICKMAN, GARRETT T
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

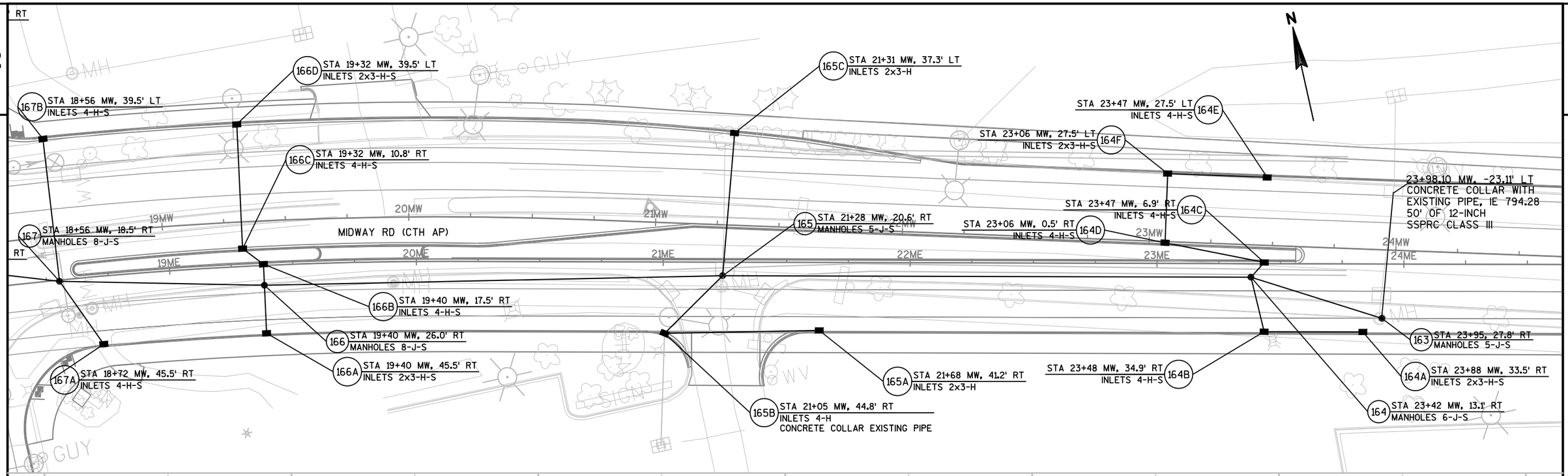


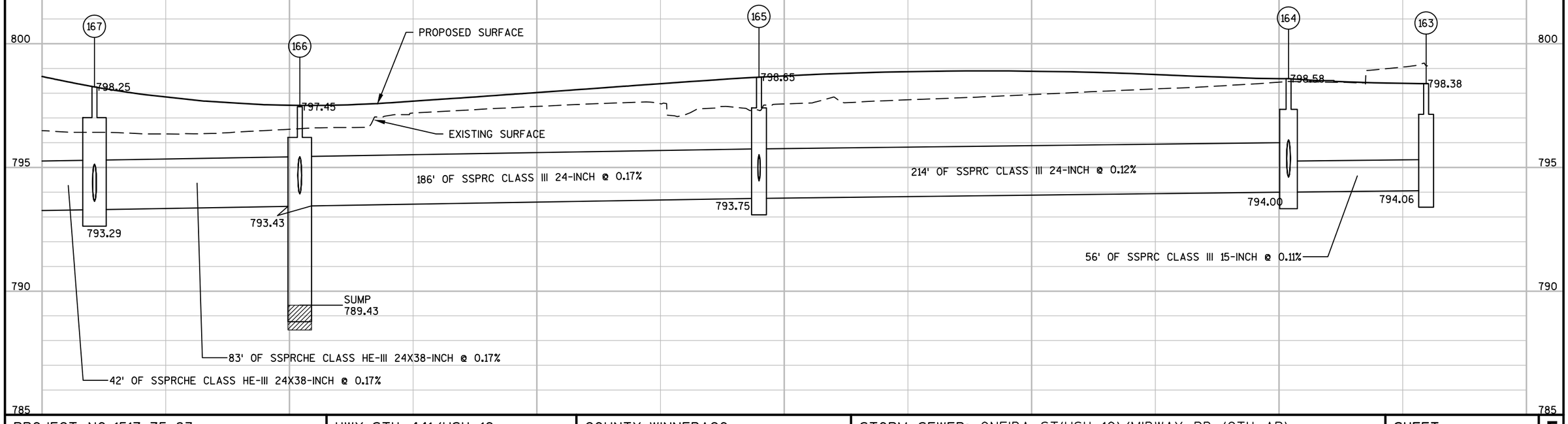
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	STORM SEWER: ONEIDA ST(USH 10)/MIDWAY RD (CTH AP)	SHEET 73	E





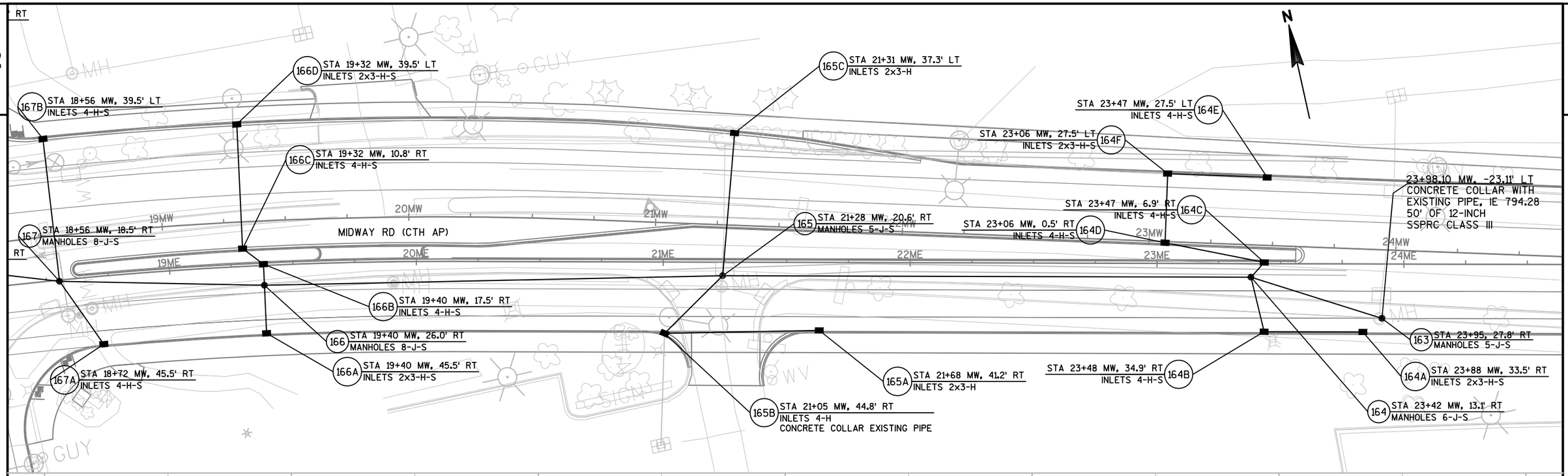
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	STORM SEWER: ONEIDA ST(USH 10)/MIDWAY RD (CTH AP)	SHEET 74	E

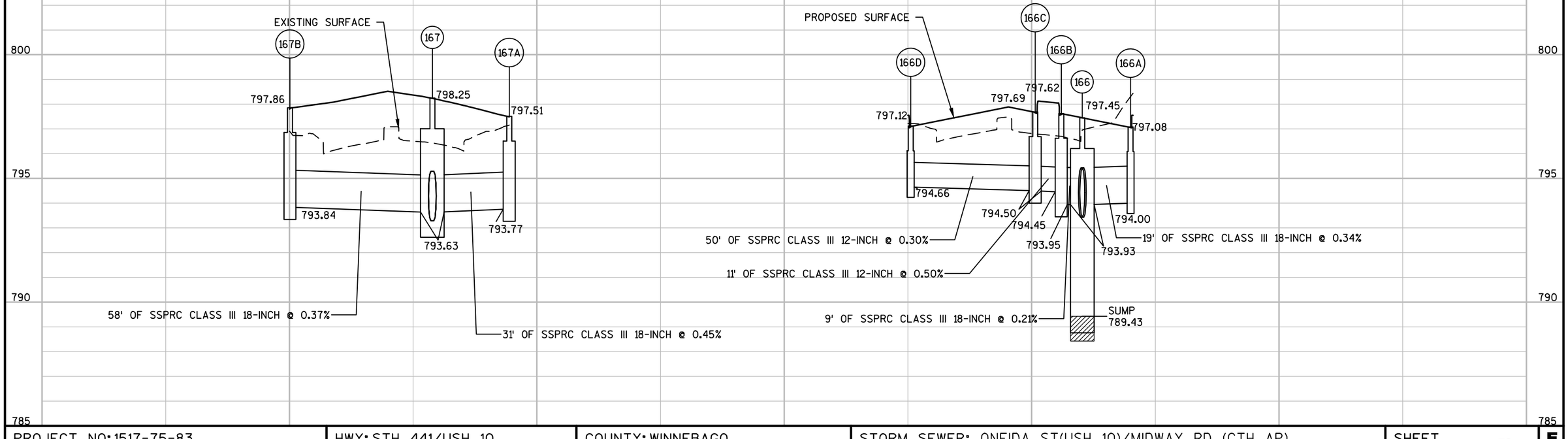




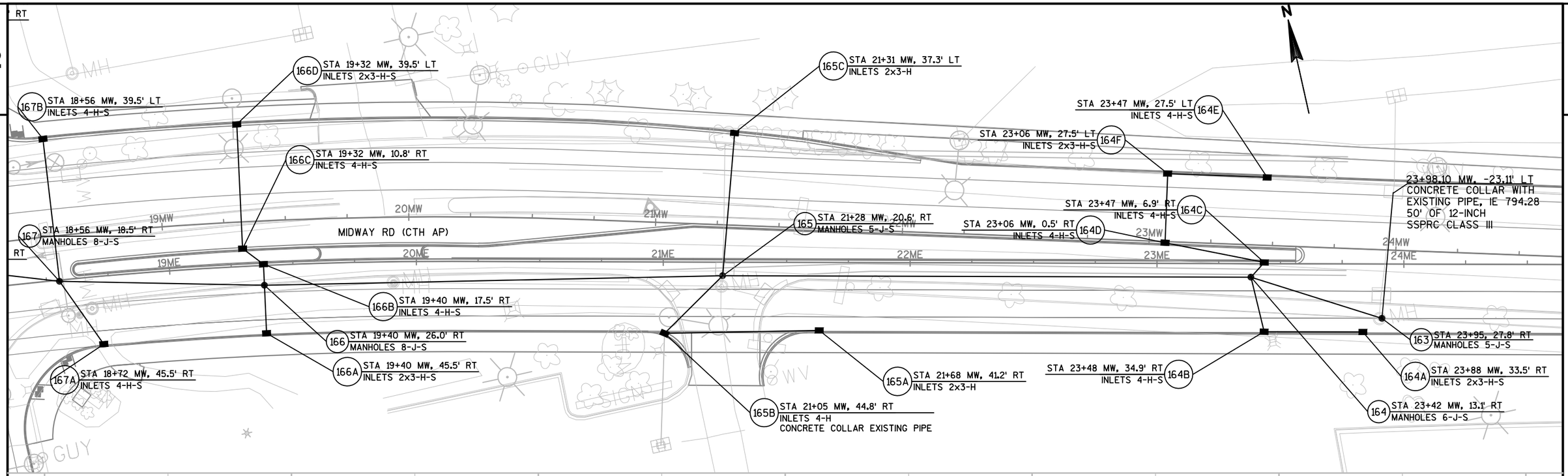
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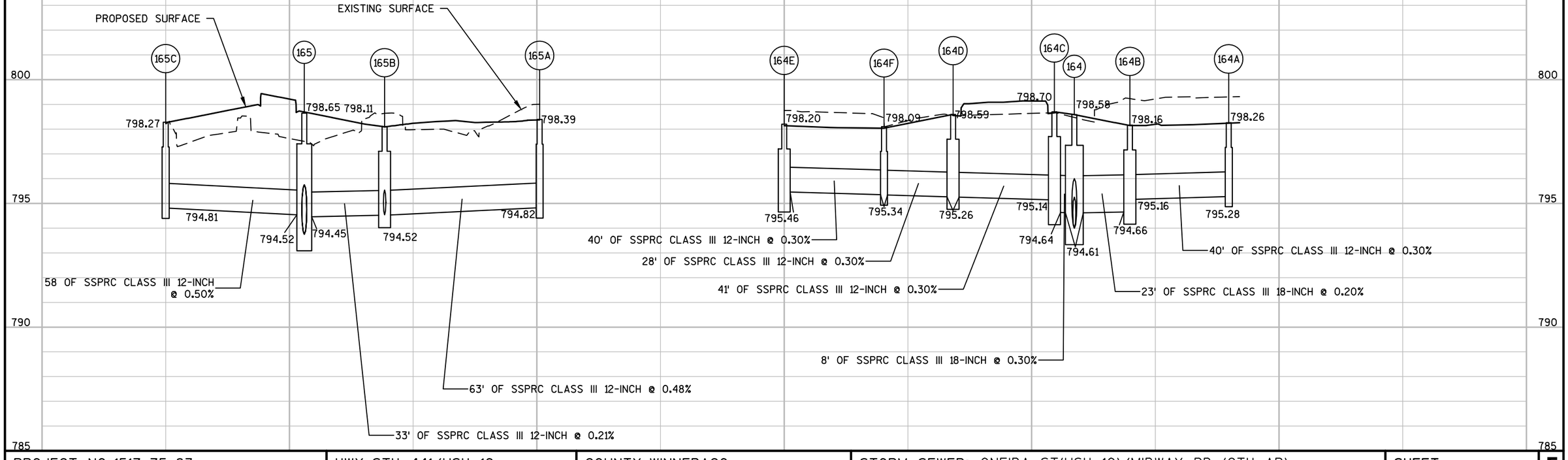
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LAYOUT NAME - 022508-SS
PLOT DATE : 2/1/2017 5:50 PM
PLOT BY : VICKMAN, GARRETT T
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





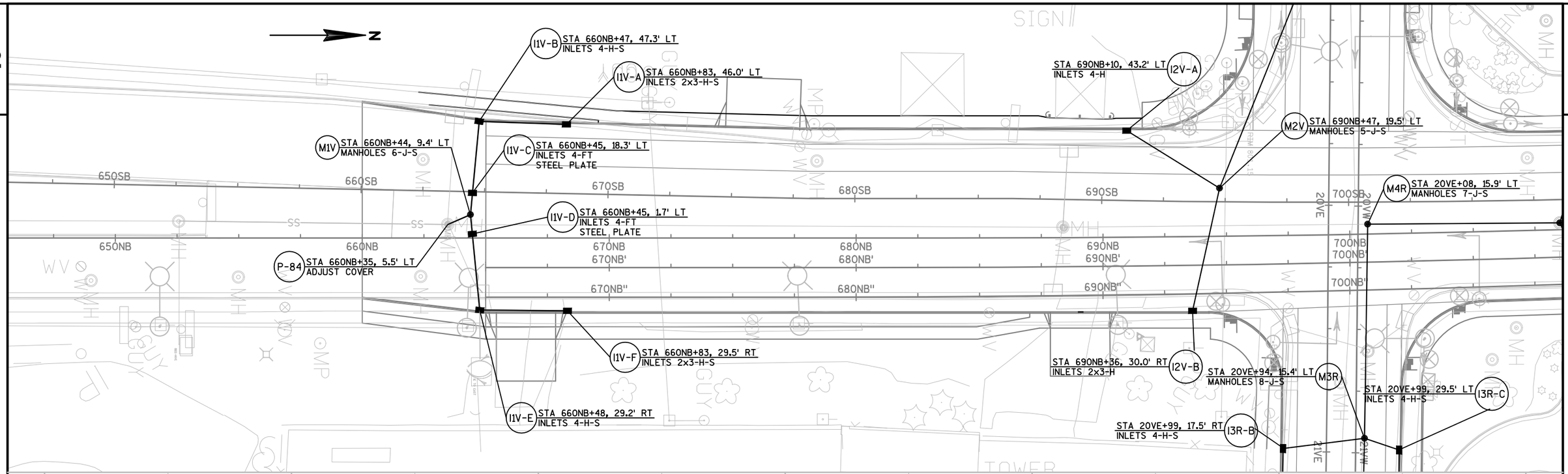
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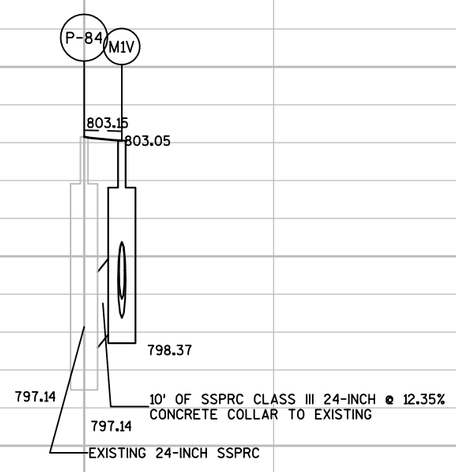


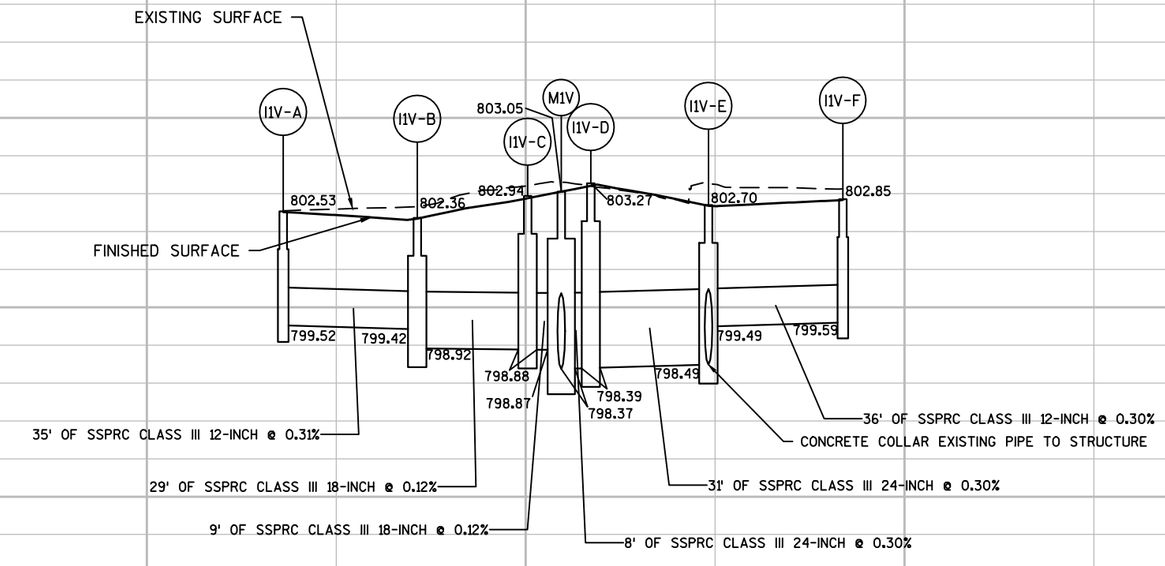


PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	STORM SEWER: ONEIDA ST(USH 10)/MIDWAY RD (CTH AP)	SHEET 77	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\022500_SS\1517-75-83\15177583-022501-SSMIDWAY.DWG
LAYOUT NAME - 022510-SS
PLOT DATE : 2/1/2017 5:51 PM
PLOT BY : VICKMAN, GARRETT T
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41







805
800
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790

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	STORM SEWER: ONEIDA ST/VALLEY RD	SHEET 78 E

2

STA 690NB+10, 43.2' LT
INLETS 4-H
I2V-A

M2V STA 690NB+47, 19.5' LT
MANHOLES 5-J-S

I5R-A STA 700NB+97, 39.1' LT
INLETS 4-H

ADJUST COVER

M4R STA 20VE+08, 15.9' LT
MANHOLES 7-J-S

M5R STA 700NB+85, 2.8' LT
MANHOLES 7-J-S

M6R STA 720NB+35, 0.9' RT
MANHOLES 6-J-S

690SB
700SB
710SB
720SB
730SB
740SB
750

690NB
690NB'
690NB"
700NB
700NB'
700NB"
710NB
710NB'
710NB"
720NB
730NB
740NB
750

20VE
21VE

STA 690NB+36, 30.0' RT
INLETS 2x3-H
I2V-B

STA 20VE+94, 15.4' LT
MANHOLES 8-J-S
M3R

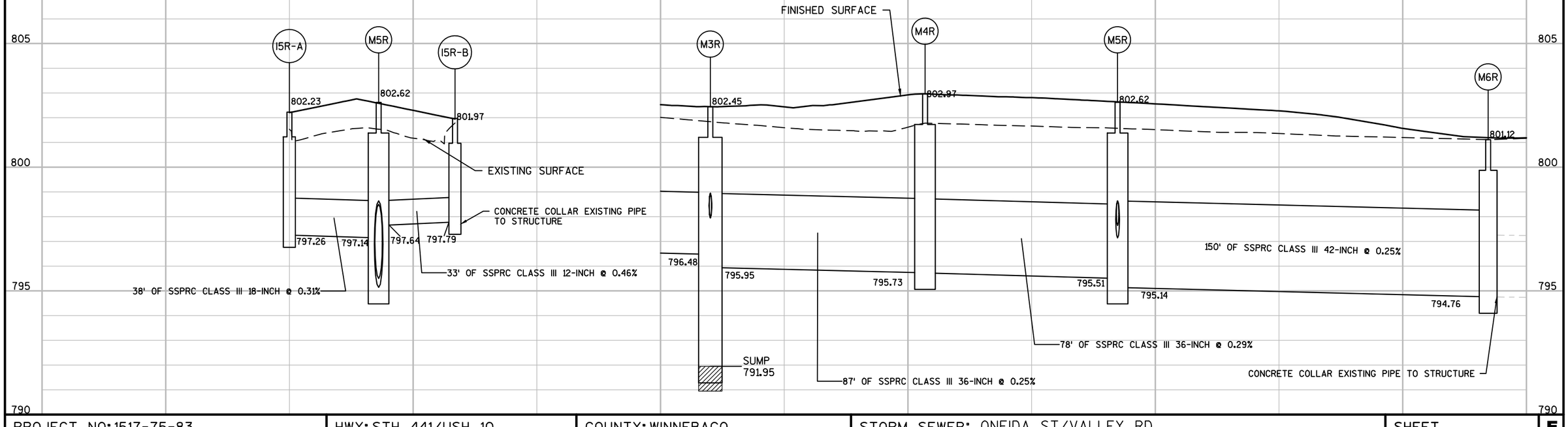
I5R-B STA 700NB+99, 27.1' RT
INLETS 4-H

ADJUST COVER

STA 20VE+99, 29.5' LT
INLETS 4-H-S
I3R-C

STA 20VE+99, 17.5' RT
INLETS 4-H-S
I3R-B

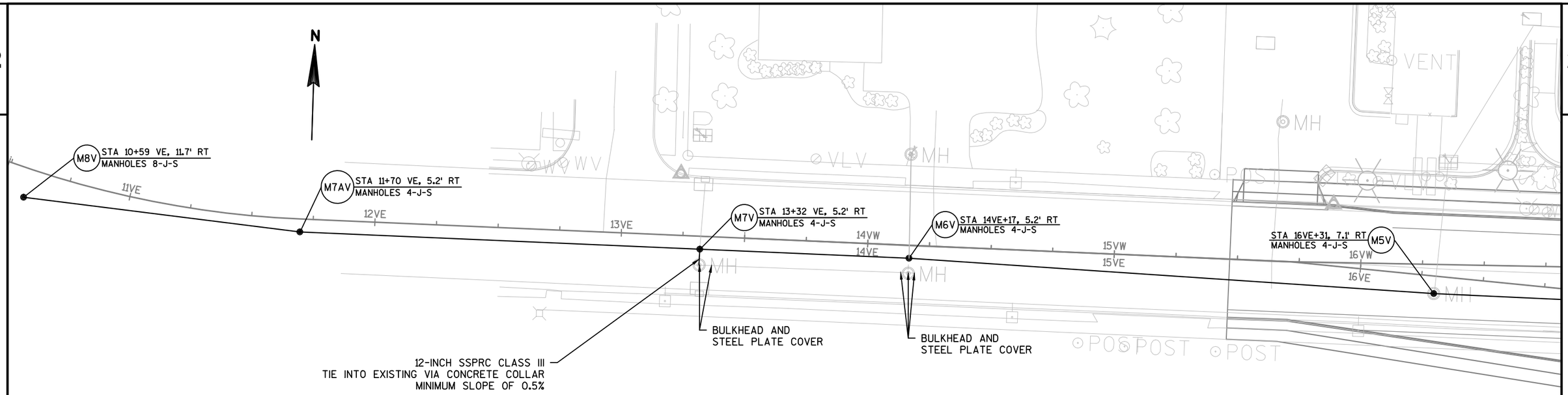
FILLER CAPS
SIGN
MH
SS
POST
W

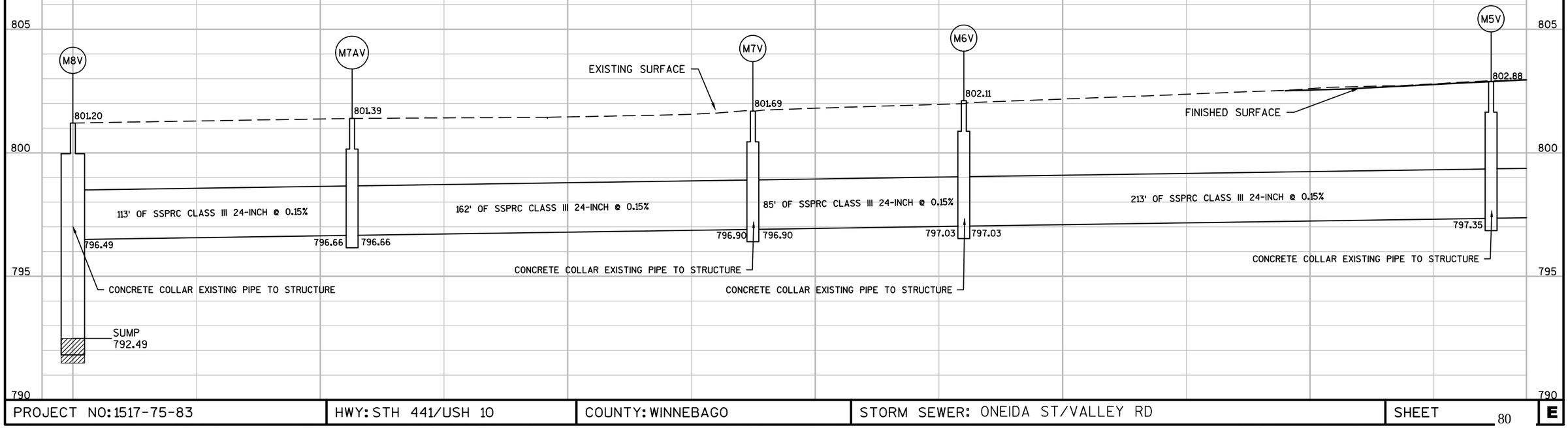


PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	STORM SEWER: ONEIDA ST/VALLEY RD	SHEET 79	E

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PLOT BY : VICKMAN, GARRETT T
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

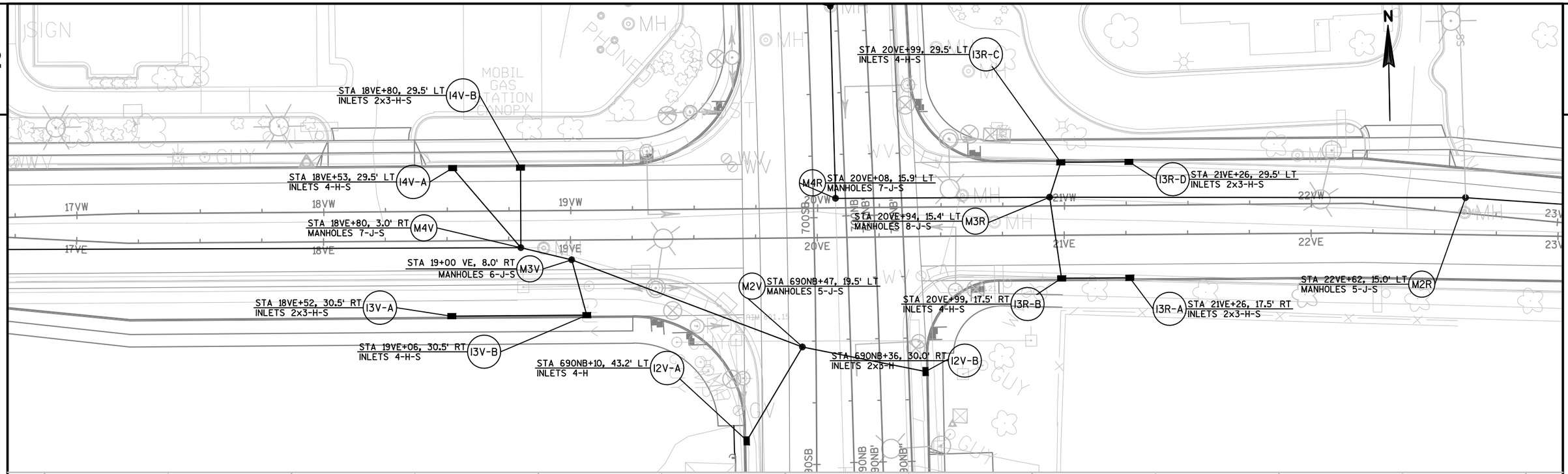
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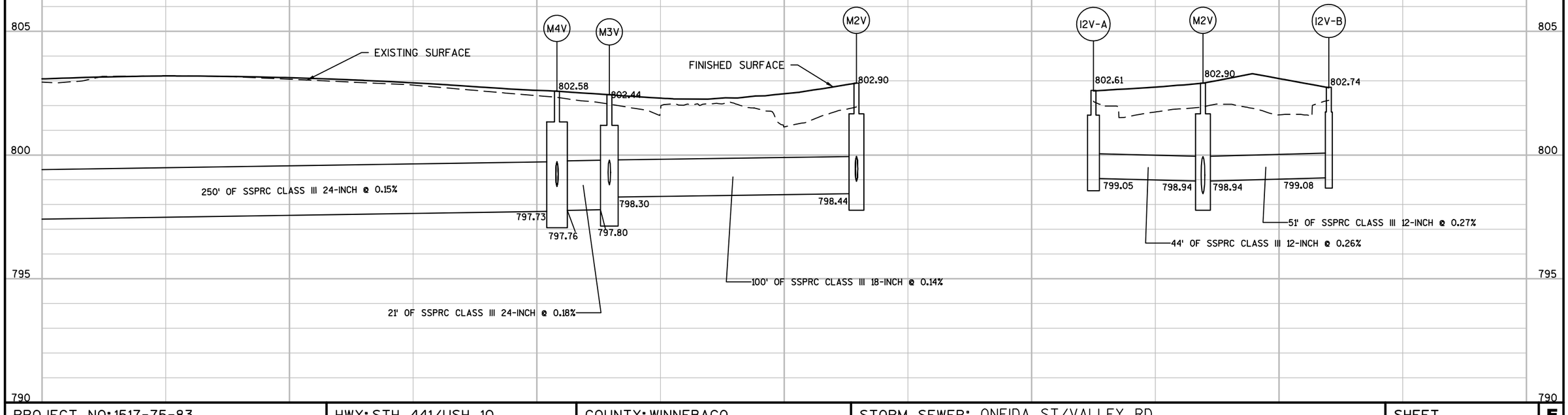




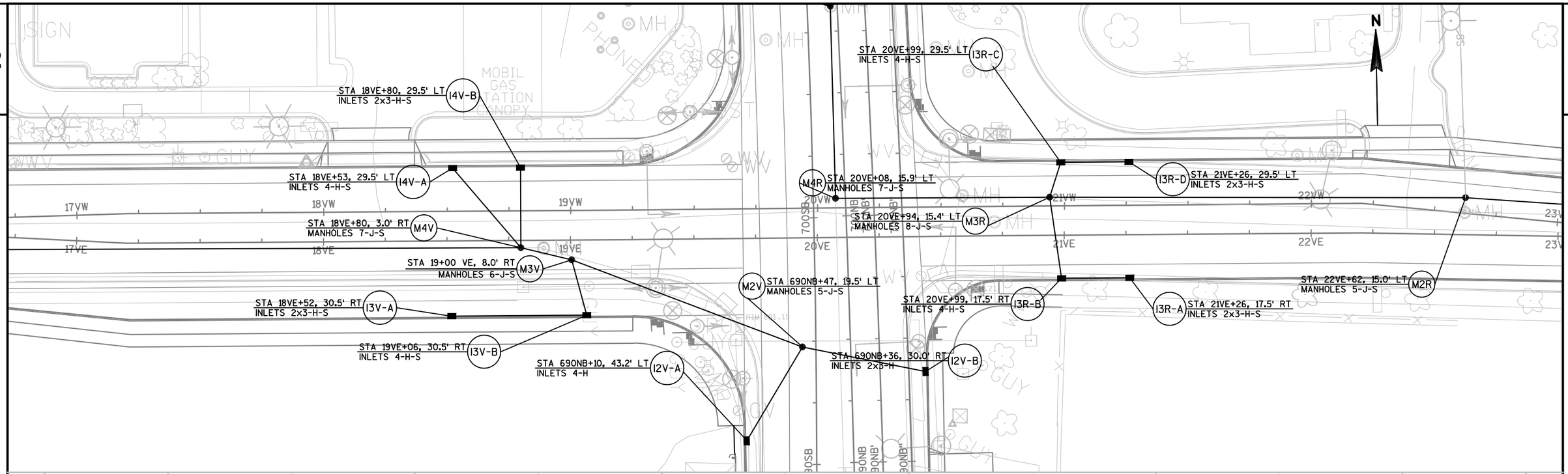
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	STORM SEWER: ONEIDA ST/VALLEY RD	SHEET 80	E

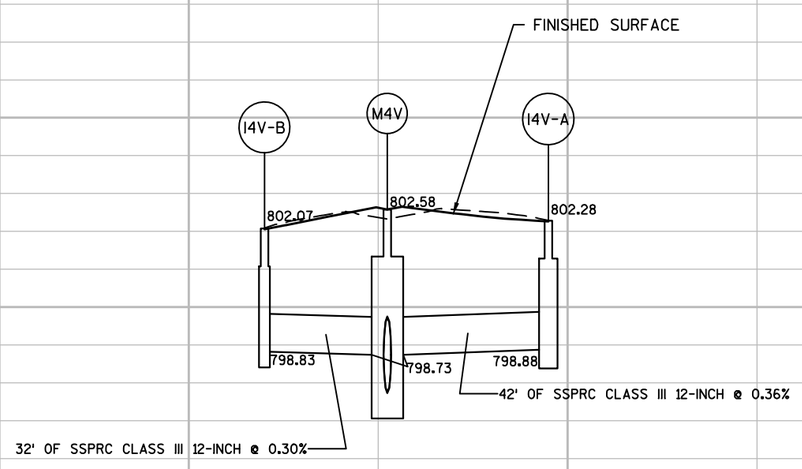
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LAYOUT NAME - 022514-SS
PLOT DATE : 2/1/2017 2:36 PM
PLOT BY : VICKMAN, GARRETT T
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

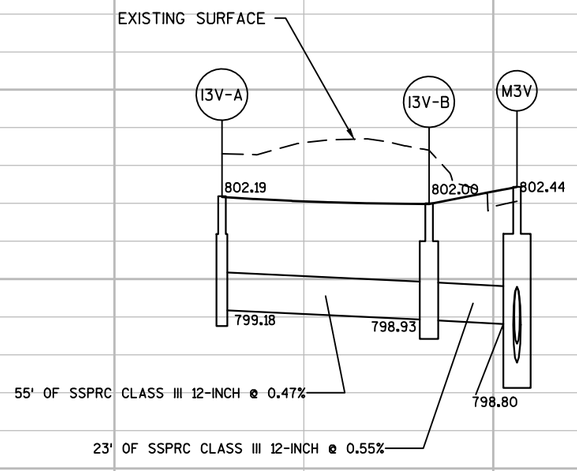


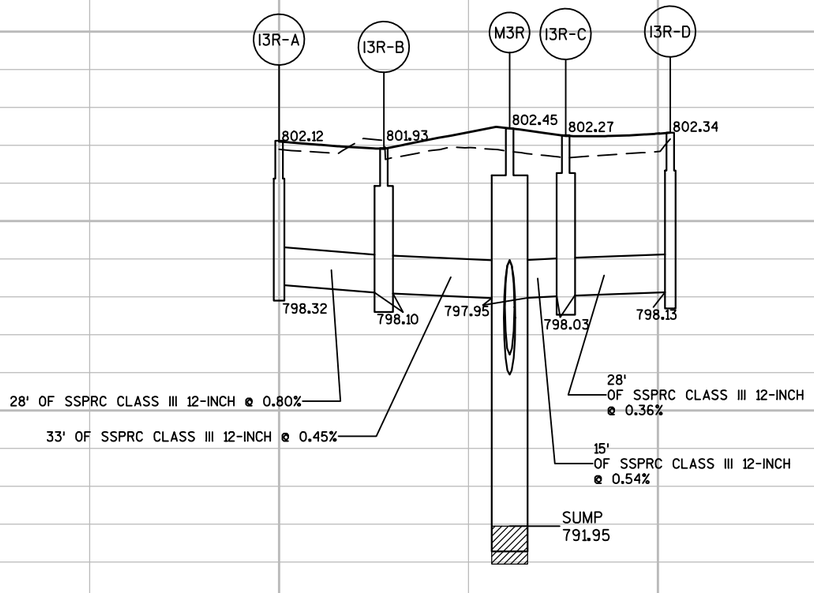


PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	STORM SEWER: ONEIDA ST/VALLEY RD	SHEET 81	E



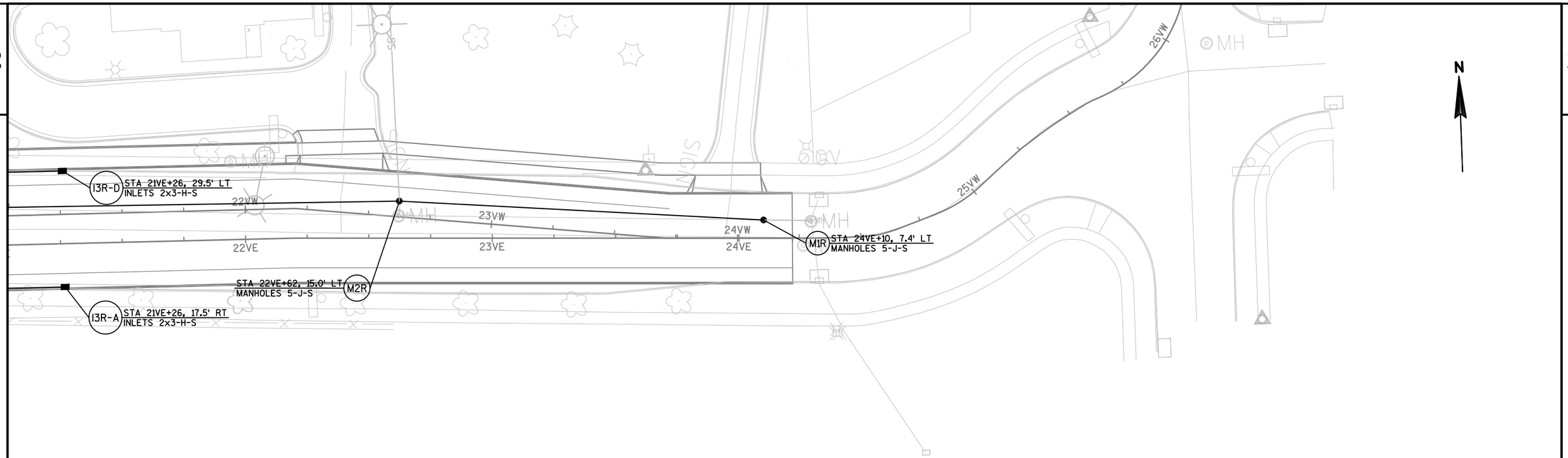


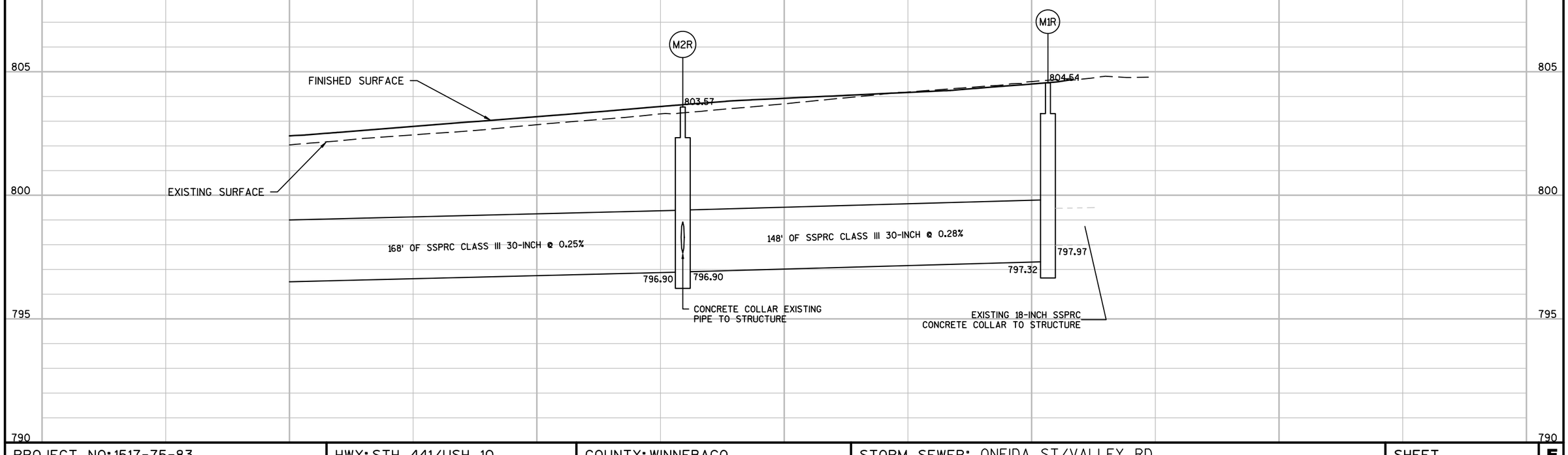




805
800
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790

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	STORM SEWER: ONEIDA ST/VALLEY RD	SHEET 82	E





PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	STORM SEWER: ONEIDA ST/VALLEY RD	SHEET 83	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\022500_SS\1517-75-83\15177583_022500_SS.DWG
LAYOUT NAME - 022517-SS
PLOT DATE : 2/1/2017 2:36 PM
PLOT BY : VICKMAN, GARRETT T
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

2

MALOA ST.

SIGNING NOTES

TYPE II SIGNS AND SUPPORTS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. SUPPORTS SHALL BE SORTED BY LENGTH AND TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS AND SUPPORTS.

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

N

15 — J13-1 24" X 45"

CTH AP/MIDWAY RD

MOUNT TO SIGNAL

CENTER LANE ONLY — R3-9B 24" X 36" — 2
SPEED LIMIT 35 — R2-1 24" X 30" — 4
EAST 10 — J4-1 24" X 36" — 6
STOP — R1-1F 36" X 36" — 7
R4-7 24" X 30" — 8
STOP — R1-1F 36" X 36" — 14

MOUNT TO SIGNAL
DO NOT ENTER — R5-1 30" X 30" — 17
MOUNT TO SIGNAL
STOP — R1-1F 36" X 36" — 18
R4-7 24" X 30" — 19
STOP — R1-1F 36" X 36" — 20
COUNTY AP — J13-1 24" X 45" — 25A
R4-7 24" X 30" — 26

USH 10/ONEIDA ST

400SB
400NB
450SB
450NB
500SB
500NB

USH 10/ONEIDA ST

1 — R4-7 24" X 30"
3 — JCT / COUNTY AP — J1-1 24" X 39"
5 — BEGIN LEFT TURN LANE — R3-20L 24" X 36"
9B — COUNTY AP — J13-1 24" X 45"
9 — STOP — R1-1F 36" X 36" MOUNT TO SIGNAL
9A — DO NOT ENTER — R5-1 30" X 30" MOUNT TO SIGNAL
10 — R4-7 24" X 30"
11 — STOP — R1-1F 36" X 36"
BEGIN LEFT TURN LANE — R3-20L 24" X 36" — 12A
12 — 10 — J13-1 24" X 45"
13 — STOP — R1-1F 36" X 36" MOUNT TO SIGNAL
13A — DO NOT ENTER — R5-1 30" X 30"
21 — WEST 10 — J4-1 24" X 36"
12B — R3-8V 72" X 30" — ONLY ONLY ONLY ONLY
21A — Appleton POPULATION 72,623 — I2-3 60" X 24"
22A — STOP — R1-1 30" X 30"
22 — SPEED LIMIT 35 — R2-1 24" X 30"

E. PRIMROSE LN.
E. MEADOWGROVE

LEGEND
- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- STEEL POSTS
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

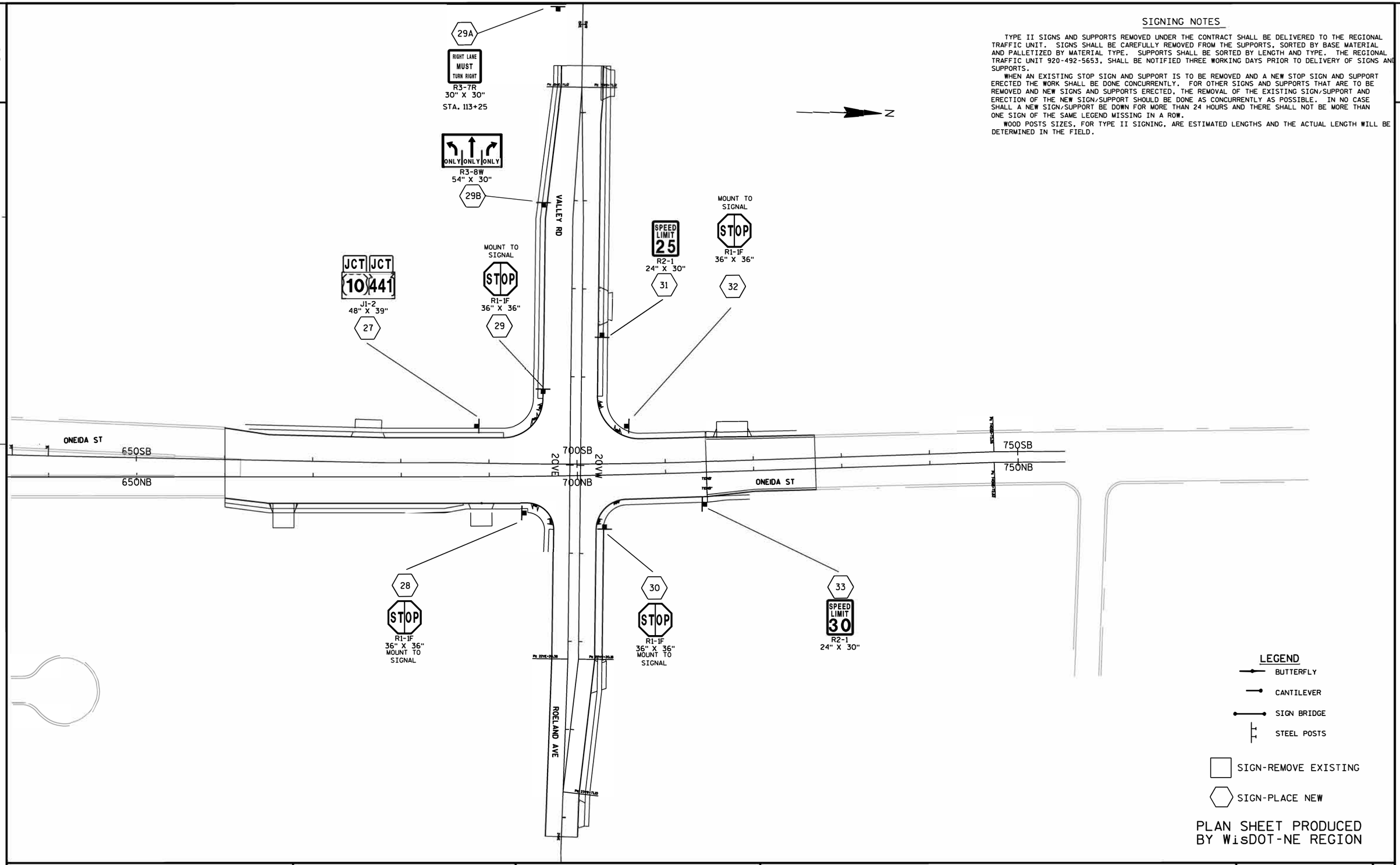
PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	PERMANENT SIGNING-TYPE II	SHEET E

SIGNING NOTES

TYPE II SIGNS AND SUPPORTS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. SUPPORTS SHALL BE SORTED BY LENGTH AND TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS AND SUPPORTS.

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.



LEGEND

- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- STEEL POSTS
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	PERMANENT SIGNING-TYPE II	SHEET E

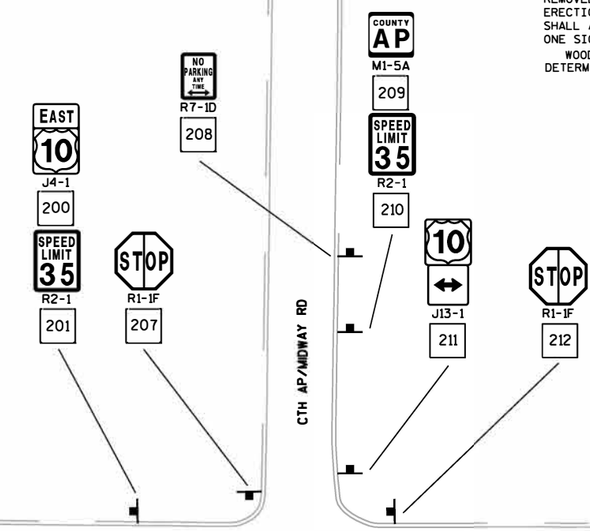
SIGNING NOTES

TYPE II SIGNS AND SUPPORTS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. SUPPORTS SHALL BE SORTED BY LENGTH AND TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS AND SUPPORTS.

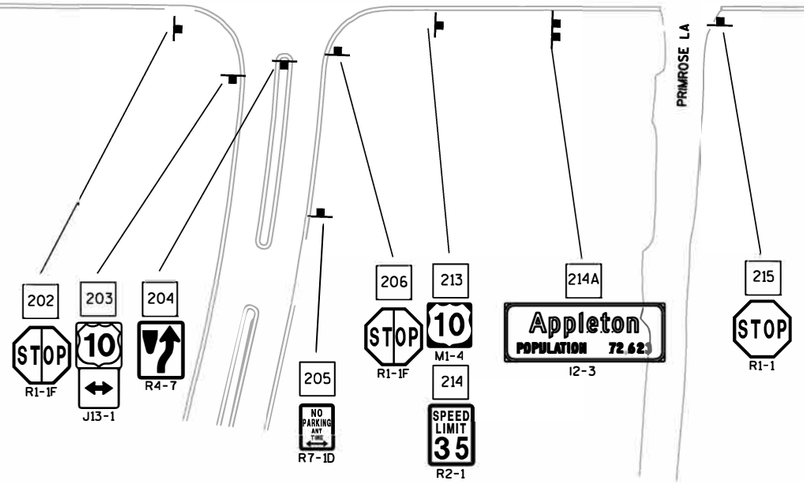
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WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

N



USH 10/ONEIDA ST



LEGEND

- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- STEEL POSTS
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	SIGN REMOVALS	SHEET E

2

2

SIGNING NOTES

TYPE II SIGNS AND SUPPORTS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. SUPPORTS SHALL BE SORTED BY LENGTH AND TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS AND SUPPORTS.

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

N

SOUTH WEST 441 10
J2-2
216

JCT JCT 10 441
J1-2
217

SPEED LIMIT 25
R2-1
219

R7-2
220

SPEED LIMIT 30
R2-1
222

R7-2
223

218
R7-2

221
SPEED LIMIT 30
R2-1

LEGEND

- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- STEEL POSTS
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	SIGN REMOVALS	SHEET E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1517-75-83 STH 441 ONEIDA INTERSECTIONS\PERMANANT SIGNING.dgn PLOT DATE : 14-DEC-2016 15:49 PLOT BY : dotets PLOT NAME : PLOT SCALE : 100:1

LIGHTING PLAN LEGEND

PROPOSED LIGHT LOCATION COMBINED WITH TRAFFIC SIGNALS
SEE TRAFFIC SIGNAL PLANS

SBXX — PROPOSED TRAFFIC SIGNAL BASE USED TO ROUTE OR SPLICE LIGHTING WIRES AT ROELAND/VALLEY INTERSECTION
SEE TRAFFIC SIGNAL PLANS

PROPOSED LIGHT POLE LOCATION; CONCRETE BASE TYPE 5 WITH TYPE 5 ALUMINUM POLE, 8-FT MAST ARM LUMINAIRE TYPE AS SHOWN ON THE PLANS

LOCATION OF PROPOSED ELECTRICAL SERVICE METER BREAKER PEDESTAL AS SHOWN ON PLANS

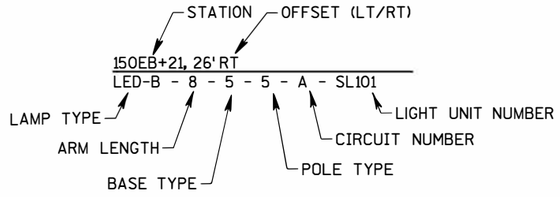
CITY OF APPLETON PROPOSED LIGHTING CONTROL CABINET. ENCLOSURE AND ALL INTERNAL COMPONENTS FURNISHED AND INSTALLED BY THE CITY OF APPLETON INSTALL ON A CONTRACTOR FURNISHED TYPE 6 CABINET BASE

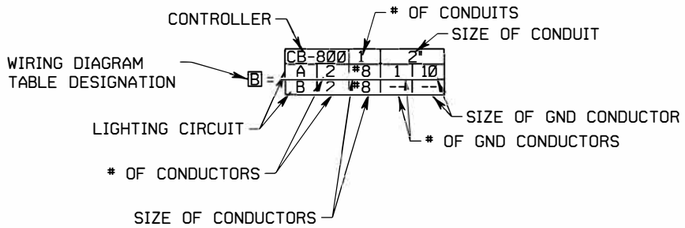
TRAFFIC SIGNAL CABINET FEEDING STREET LIGHTING AT ONEIDA STREET INTERSECTION WITH VALLEY/ROELAND CABINET IS LABELED CB-1 ON LIGHTING SHEETS

---------- CONDUIT RIGID NONMETALLIC SCHEDULE 80

24"X42" NON-CONDUCTIVE PULL BOX

V, W / LPBXX — V = STATION, W= OFFSET
LPB= LIGHTING PULL BOX, XX= PULL BOX NUMBER





DIGGERS HOTLINE

Call 811 3 Work Days Before You Dig
or Toll Free (800) 242-8511
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

LIGHTING GENERAL NOTES

1. VERIFY ALL OF THE INFORMATION SHOWN ON THE CONTRACT DRAWINGS WHICH WOULD AFFECT THE WORK UNDER THIS CONTRACT.
2. ALL NEW CONDUITS, CABLE DUCTS, DIRECT BURIAL CABLES, AND ACCESSORIES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH APPROVAL OF THE ENGINEER.
3. PERFORM THE ELECTRICAL WORK IN ACCORDANCE WITH WISDOT LATEST STANDARDS, THE SPECIAL PROVISIONS AND APPLICABLE SECTIONS OF THE WISDOT STANDARD SPECIFICATIONS (LATEST EDITION).
4. INSTALL ALL FOUNDATIONS IN ORDER FOR THE PROPOSED AND FUTURE LUMINAIRES TO BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ENGINEER.
5. INSTALL CONDUITS AT A MINIMUM 24" DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDERDRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. INCREASE DEPTH OF DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST. COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS AND THE ENGINEER.
6. ALL CONDUIT USED SHALL BE POLYVINYL CHLORIDE (PVC), SCHEDULE 80 IN CONFORMANCE WITH CITY OF APPLETON STANDARDS. MATERIALS AND CONSTRUCTION TO CONFORM TO SECTION 652 OF THE WISDOT SPECIFICATIONS.
7. CAP CONDUIT ON BOTH ENDS UNTIL CABLING IS PLACED. FUNISH AND INSTALL A MANUFACTURER APPROVED CAP FOR ALL CONDUITS. DUCT TAPE AND OTHER TAPE IS NOT ACCEPTABLE MEANS OF CONDUIT CAP. EXTEND CONDUIT ONE FOOT BEYOND THE BACK OF CURB EDGE OR TWO FEET BEYOND SHOULDER IF NO CURB.
8. FURNISH AND INSTALL CABLE PULL STRINGS OR WIRES IN ALL CONDUITS. PULL WIRES MUST BE ACCESSIBLE AND ANCHORED AT EACH CONDUIT END FOR EASY FUTURE ACCESS.
9. PITCH CONDUIT TOWARDS PULL BOXES FOR DRAINAGE. IF THE CONTRACTOR IS UNABLE TO PROVIDE A PITCH TO PULL BOXES FOR PVC CONDUIT, DRILL ONE 1/4-INCH-DIAMETER DRAIN HOLE IN THE CONDUIT AT EACH LOW POINT AND PLACE SUMPS UNDER THE DRAIN HOLES.
10. ALL POLES ON BREAKAWAY BASES SHALL BE PLACED IN THE LOCATIONS SHOWN ON THE PLANS. ALL LIGHT POLES PLACED BEHIND GUARDRAIL SHALL BE PLACED A MINIMUM OF 4-FEET BEHIND THE FACE OF GUARDRAIL.
11. LIGHTING SYMBOLS ARE ENLARGED FOR CLARITY, USE CENTER OF SYMBOL TO LOCATE EQUIPMENT IN THE FIELD.

LIGHTING PLANS PREPARED BY:

AECOM
1555 N Rivercenter Dr, Suite 214
Milwaukee, WI 53212
(414) 944-6080

(Date) (Signature)

PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	LIGHTING PLAN - TITLE SHEET	SHEET 88	E

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.

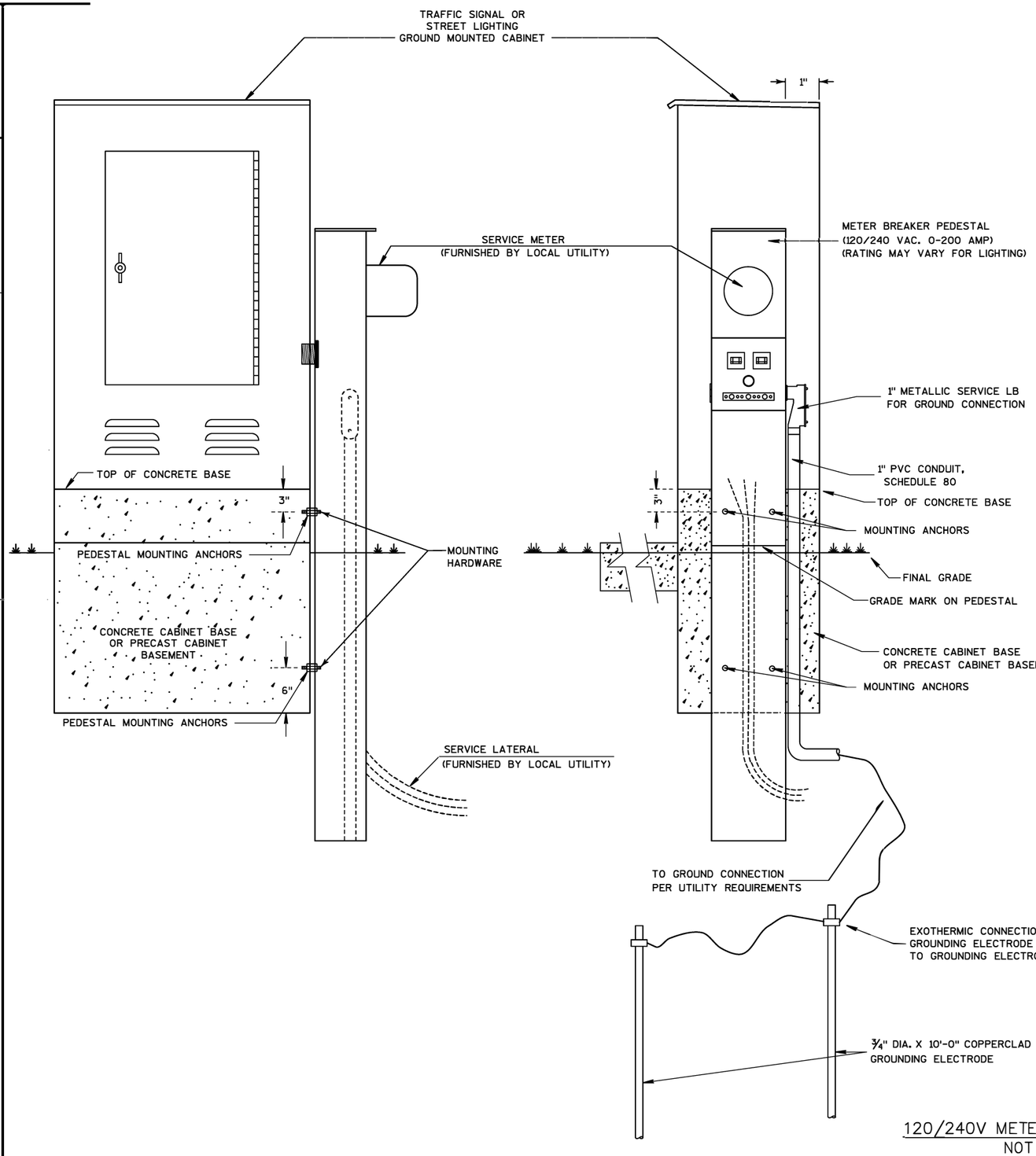
WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT OR SCHEDULE 80 PVC, NIPPLES AND/OR CONDULETS AS REQUIRED. CONDUIT LB SHALL BE OF METALLIC SERVICE ENTRANCE TYPE.

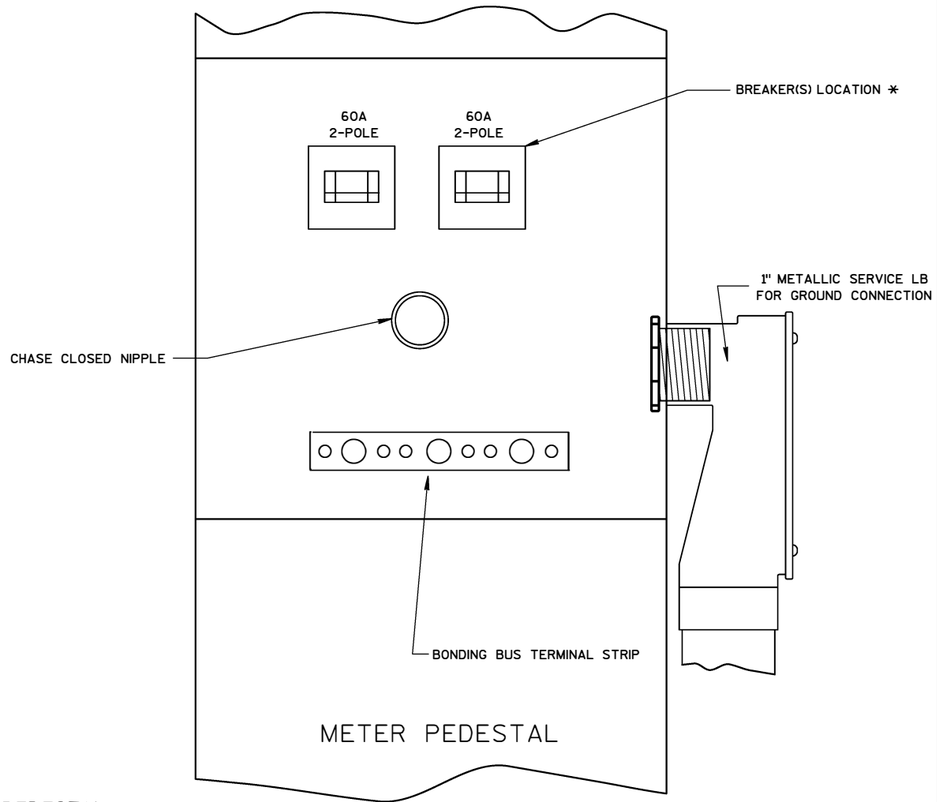
SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER NEC.

* NUMBER AND SIZE OF BREAKERS PER CITY OF APPLETON REQUIREMENTS



120/240V METER BREAKER PEDESTAL
NOT TO SCALE



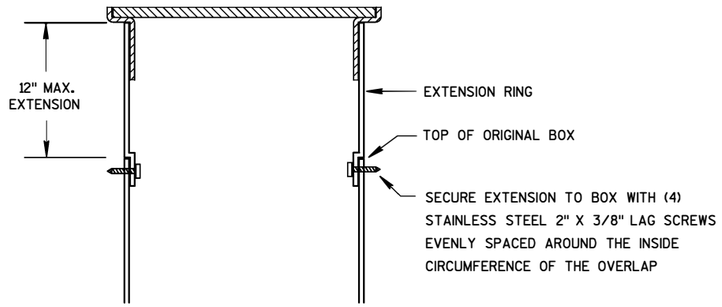
PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	LIGHTING - CONSTRUCTION DETAILS - APPLETON METER PEDESTAL	SHEET 89	E

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

NON-CONDUCTIVE PULL BOX		DIMENSION IN 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 IN POUNDS *			
COVER		50	50

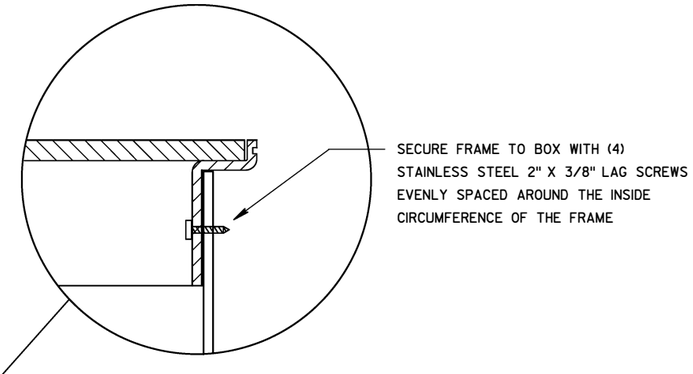
* THE ACTUAL WEIGHT OF THE COVER MAY VARY NOT TO EXCEED 100 LBS.

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

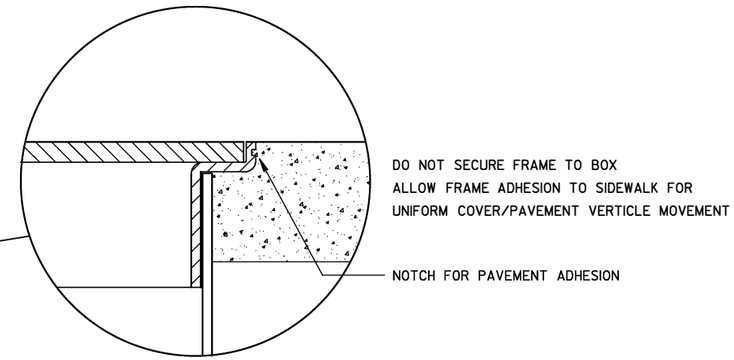


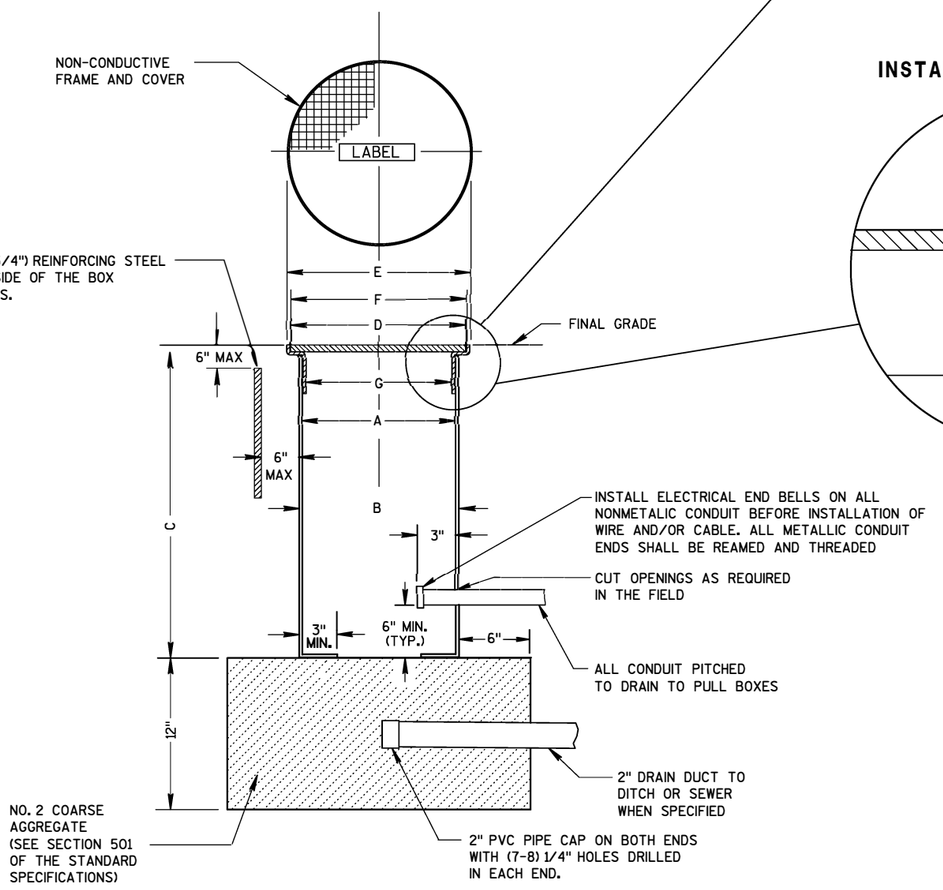
BOX EXTENSION

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK





NON-CONDUCTIVE PULL BOX

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 DICONTINUITIES 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,

NON-WISDOT SYSTEMS

●1

A - BLACK
B - RED
C - BLUE
D - BROWN
E - ORANGE
F - YELLOW
240V PHASE-PHASE

- CB 800 / WIS 441 & USH 10 @ ONEIDA STREET/ CITY OF APPLETON / WINNEBAGO COUNTY
- 120/240 VOLT / SINGLE PHASE / 100 AMP SERVICE
- METER BREAKER PEDESTAL
- CITY OF APPLETON MAINTAINED
- CIRCUIT DESCRIPTIONS:

CKT. A/B - LIGHTS ON MIDWAY ROAD EAST OF ONEIDA STREET
CKT. C/D - ONEIDA STREET LIGHTS NORTH OF MIDWAY ROAD
CKT. E/F - LIGHTS ON MIDWAY ROAD WEST OF ONEIDA STREET

●2

A - BLACK
B - RED
C - BLUE
D - BROWN
E - ORANGE
F - YELLOW
240V PHASE-PHASE

- CB 1 (TRAFFIC SIGNALS CABINET)
- ONEIDA STREET @ ROELAND/VALLEY INTERSECTION / CITY OF APPLETON / WINNEBAGO COUNTY
- 120/240 VOLT / SINGLE PHASE / 100 AMP SERVICE
- METER BREAKER PEDESTAL (INCLUDED IN TRAFFIC SIGNAL INSTALLATION)
- CITY OF APPLETON MAINTAINED
- CIRCUIT DESCRIPTIONS:

CKT. A - LIGHTS ON WB ROELAND AVE EAST OF ONEIDA STREET
CKT. B - LIGHTS ON EB ROELAND AVE EAST OF ONEIDA STREET
CKT. C - LIGHTS ON SB ONEIDA STREET NORTH OF INTERSECTION
CKT. D - LIGHTS ON WB VALLEY ROAD WEST OF ONEIDA STREET
CKT. E - LIGHTS ON NB ONEIDA STREET SOUTH OF INTERSECTION
CKT. F - LIGHTS ON EB VALLEY ROAD WEST OF ONEIDA STREET
CKT. G - LIGHTS ON SB ONEIDA STREET SOUTH OF INTERSECTION

N

SHEETS 3 & 4

ONEIDA ST

2

USH 10 WB/STH 441 SB

USH 10 EB/STH 441 NB

STH 441 SB

STH 441 NB

TOWN OF MENASHA
CITY OF MENASHA

1

ONEIDA ST (USH 10)

SHEETS 1 & 2

PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	LIGHTING PLAN OVERVIEW	SHEET 91	E

2

USH 10/STH 441 & ONEIDA STREET
CITY OF APPLETON
WINNEBAGO COUNTY

LIGHTING NO.

DESIGNER: AECOM

DATE: 02/01/2017

SHEET 1 OF 4

2

N

STUB-OUT CONDUIT & CAP FOR FUTURE USE 460SB+22, 36.5' LT SEE PROJECT 1517-75-79

LIMITS OF 1517-75-83

STUB-OUT CONDUIT & CAP FOR FUTURE USE STA. 460NB+22, 36.5' RT SEE PROJECT 1517-75-79

INTERCONNECT SEE SIGNAL PLANS

440SB+05, 51' LT
LED-C - 8 - 5 - 5 - D - SL805

450NB+11, 35' RT
LED-C - 8 - 5 - 5 - C - SL804

STA. 440SB+00, 56.8' LT
LPB804

CONNECT TO NEAREST SIGNAL PULL BOX

STA. 440NB+00, 41' RT
LPB803

20MW+29, 48' LT
LED-C - 8 - 5 - 5 - C - SL803

13MW+08, 37' LT
LED-C - 8 - 5 - 5 - E - SL810

15MW+13, 37' LT
LED-C - 8 - 5 - 5 - E - SL809

STA. 12MW+45, 41' LT
STUB-OUT CONDUIT & CAP FOR FUTURE USE

STA. 14MW+90, 37' LT
LPB809

CB-800 - NEW APPLETON LIGHTING CONTROL CABINET AND METER BREAKER PEDESTAL, 120/240V, 100A, 1-PH, 3W
LPB801
20MW+56, 56' LT

STA. 18MW+50, 47' LT
LPB802

22MW+65, 37' LT
LED-C - 8 - 5 - 5 - A - SL801

STA. 25MW+60, 35' LT
STUB-OUT CONDUIT & CAP FOR FUTURE USE

25MW+30, 33' LT
LED-C - 8 - 5 - 5 - A - SL802

STA. 14ME+05, 35' RT
STUB OUT CONDUIT & CAP FOR FUTURE USE

MIDWAY RD (CTH AP)

STA. 14ME+90, 37.5' RT
LPB808

STA. 16ME+98, 37.5' RT
LPB807

STA. 19ME+10, 37.5' RT
LPB806

STA. 20ME+48, 37.5' RT
LPB805

14ME+27.6, 35.8' RT
LED-C - 8 - 5 - 5 - F - SL808

21ME+64, 36.5' RT
LED-C - 8 - 5 - 5 - B - SL806

24ME+00, 37.5' RT
LED-C - 8 - 5 - 5 - B - SL807

STA. 25ME+54, 40' RT
STUB-OUT CONDUIT & CAP FOR FUTURE USE

℄ ONEIDA ST SB

℄ ONEIDA ST NB

ONEIDA ST (USH 10)

480SB 480NB 460SB 460NB 440SB 440NB 420SB 420NB 400SB 400NB

NOTES:

1. COORDINATE ALL WORK WITH CITY OF APPLETON, AND OTHER PLANS.
2. SEE TRAFFIC SIGNAL PLANS FOR ALL TRAFFIC SIGNAL RELATED WORK. LIGHTING ON TRAFFIC SIGNAL POLES IS DESIGNED AND MAINTAINED BY WISDOT. SEE SIGNAL PLANS FOR INTERSECTION LIGHTING.
3. INSTALL LIGHT POLE BASES IN THE LOCATIONS SHOWN. INSTALL POLE FOUNDATIONS SO THAT LIGHTING MAST ARM AND LUMINAIRE CAN BE INSTALLED IN THE ORIENTATION SHOWN ON THESE PLANS.
4. COORDINATE THE UNDERGROUND WORK WITH CITY OF APPLETON, UTILITIES & OTHERS BEFORE BEGINNING ANY LIGHTING WORK.
5. LIGHTING SYSTEM SHOWN ON THIS SHEET IS MAINTAINED BY CITY OF APPLETON AND IS INDEPENDENT FROM DDI & OTHER LIGHTING SYSTEMS.
6. INSTALL UNDERGROUND CONDUITS 6" FROM THE EDGE OF SIDEWALK CLOSEST TO LIGHT POLE BASES AS SHOWN. DEPTH OF CONDUIT IS 24" (MIN.).
7. COORDINATE SERVICE DROP LOCATION WITH ELECTRIC UTILITY. USE SEPARATE PULL BOXES, CONDUITS AND CABLES FOR SERVICE CONNECTION TO LIGHTING CABINET. FURNISH AND INSTALL ALL ELECTRICAL SERVICE RELATED MATERIALS AND EQUIPMENT INCLUDING METER BREAKER PEDESTAL, PULL BOXES, CONDUITS AND FITTINGS, AND WIRING. MAKE ALL CONNECTIONS BETWEEN CONTROL CABINETS, EXISTING EQUIPMENT AND ELECTRIC UTILITY SERVICE IN THIS CONTRACT.
8. LIGHTING CONTROL CABINET WILL BE FURNISHED AND INSTALLED BY THE CITY OF APPLETON. COORDINATE CABINET BASE SIZE AND TYPE WITH CITY OF APPLETON.
9. INSTALL BOTH CONDUITS EXITING THE CONCRETE BASE FOR ALL BASES INCLUDING THE LAST POLE BASE AT THE END OF A CIRCUIT. CAP ANY CONDUITS THAT ARE NOT BEING USED IN THIS CONTRACT.
10. FURNISH AND INSTALL LUMINAIRES WITH THE 800mA DRIVE CURRENT OPTION FOR ALL LIGHT FIXTURES SHOWN ON THIS SHEET.

PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	LIGHTING PLAN - MIDWAY ROAD AT ONEIDA STREET	SHEET E

FILE NAME : \\s1102k306\Projects\Transportation\US 10 WIS 441\CADD\sheets\15177583\023511_lp.dgn PLOT DATE : 1/25/2017 PLOT BY : jessica.lancelle PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 42

2

USH 10/STH 441 & ONEIDA STREET
CITY OF APPLETON
WINNEBAGO COUNTY

LIGHTING NO.

DESIGNER: AECOM

DATE: 02/01/2017 | SHEET 2 OF 4

A =	CB-800	1	2"		
	A	2	#8	1	#10

B =	CB-800	1	2"		
	B	2	#8	1	#10

C =	CB-800	1	2"		
	C	2	#8	1	#10

D =	CB-800	1	2"		
	D	2	#8	1	#10

E =	CB-800	1	2"		
	E	2	#8	1	#10

F =	CB-800	1	2"		
	F	2	#8	1	#10

EE =	CB-800	1	2"		
	E	4	#8	2	#10

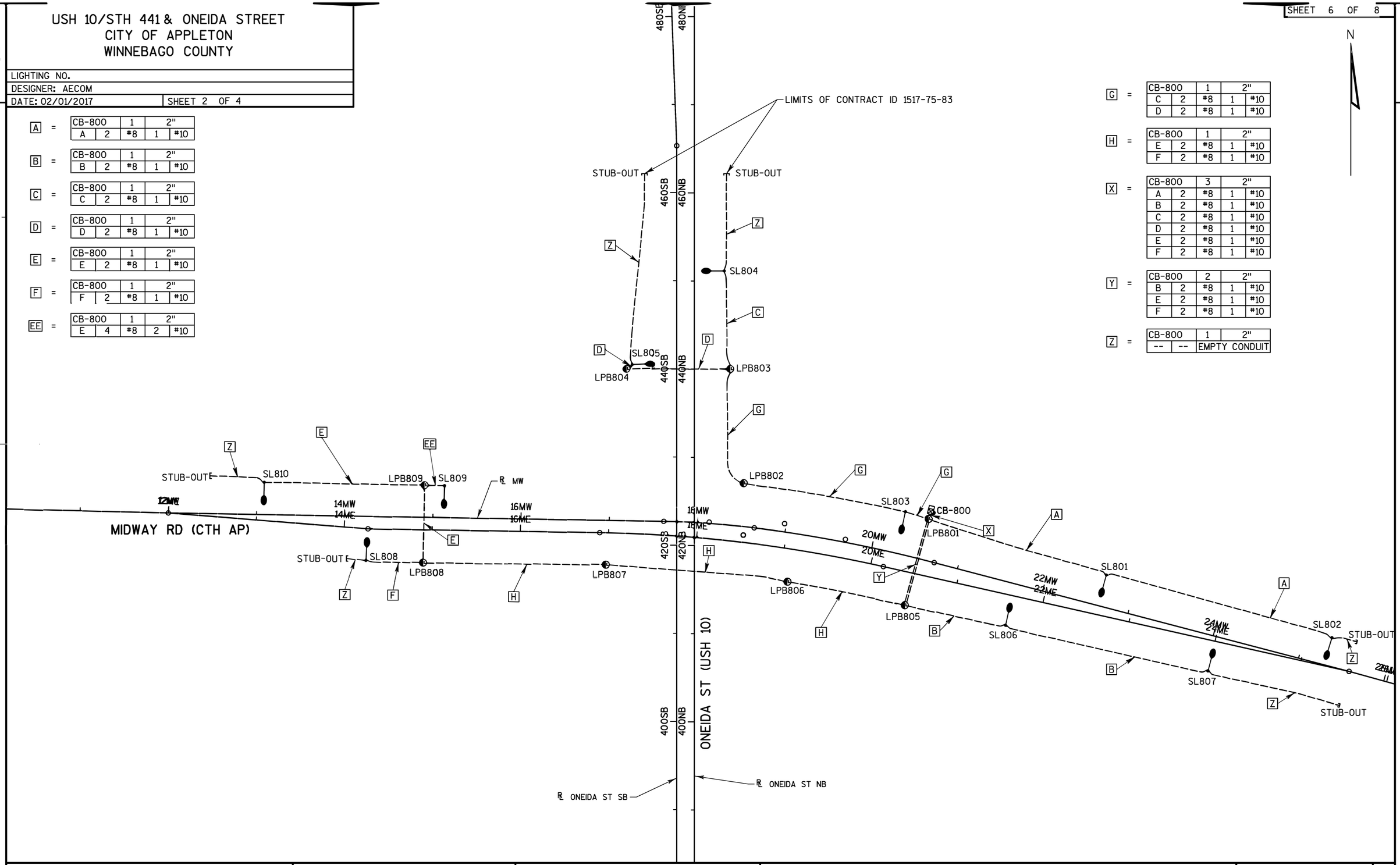
G =	CB-800	1	2"		
	C	2	#8	1	#10
	D	2	#8	1	#10

H =	CB-800	1	2"		
	E	2	#8	1	#10
	F	2	#8	1	#10

X =	CB-800	3	2"		
	A	2	#8	1	#10
	B	2	#8	1	#10
	C	2	#8	1	#10
	D	2	#8	1	#10
	E	2	#8	1	#10
	F	2	#8	1	#10

Y =	CB-800	2	2"		
	B	2	#8	1	#10
	E	2	#8	1	#10
	F	2	#8	1	#10

Z =	CB-800	1	2"
	--	--	EMPTY CONDUIT



PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	LIGHTING PLAN - CB-800 WIRING SCHEMATIC	SHEET	E

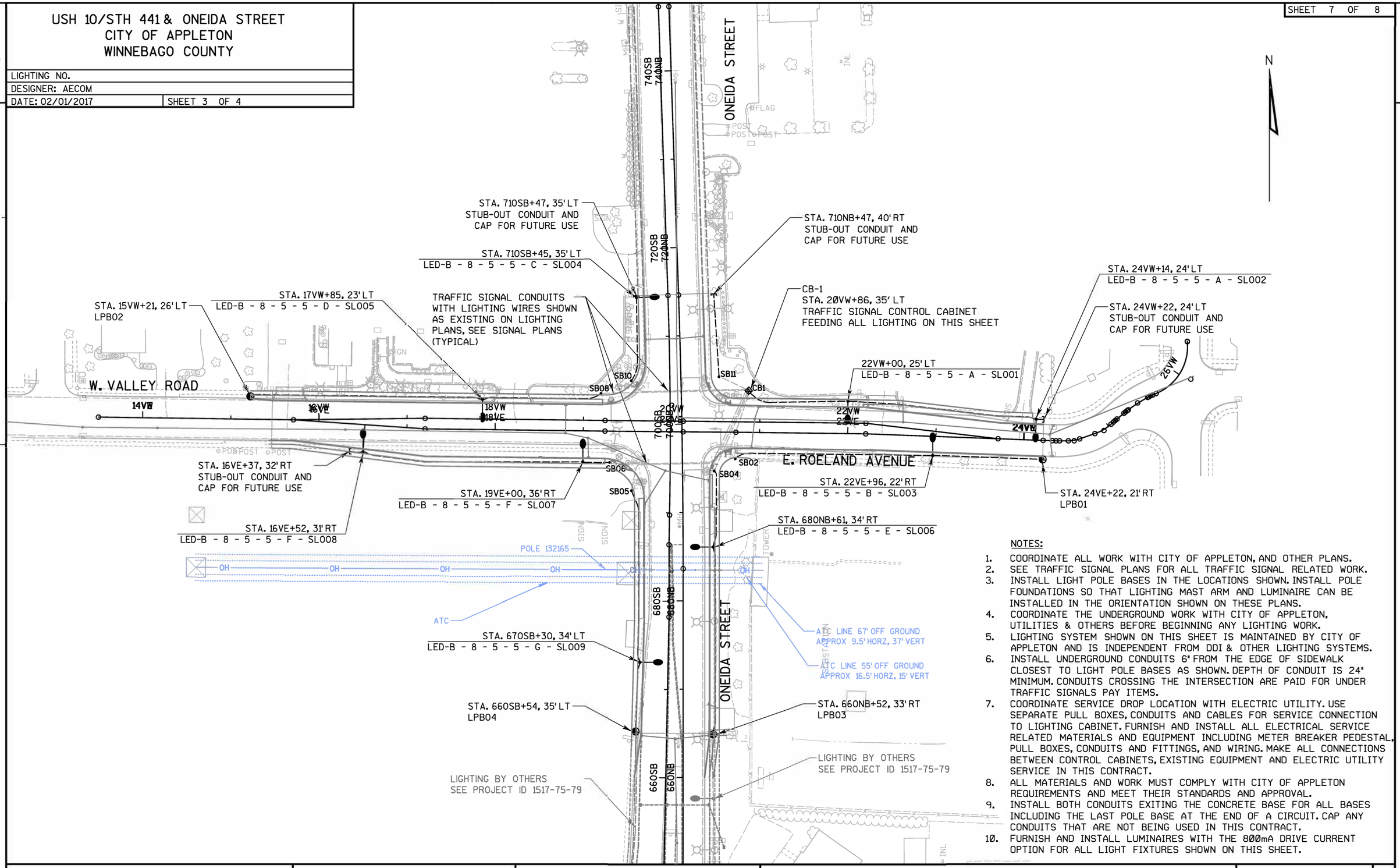
FILE NAME : \\s1102k306\Projects\Transportation\US 10 WIS 441\CADD\sheets\15177583\023512_lp.dgn PLOT DATE : 1/25/2017 PLOT BY : jessica.lancelle PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 42

2

USH 10/STH 441 & ONEIDA STREET
CITY OF APPLETON
WINNEBAGO COUNTY

LIGHTING NO.
DESIGNER: AECOM
DATE: 02/01/2017 | SHEET 3 OF 4



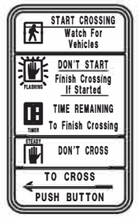
NOTES:

1. COORDINATE ALL WORK WITH CITY OF APPLETON, AND OTHER PLANS.
2. SEE TRAFFIC SIGNAL PLANS FOR ALL TRAFFIC SIGNAL RELATED WORK.
3. INSTALL LIGHT POLE BASES IN THE LOCATIONS SHOWN. INSTALL POLE FOUNDATIONS SO THAT LIGHTING MAST ARM AND LUMINAIRE CAN BE INSTALLED IN THE ORIENTATION SHOWN ON THESE PLANS.
4. COORDINATE THE UNDERGROUND WORK WITH CITY OF APPLETON, UTILITIES & OTHERS BEFORE BEGINNING ANY LIGHTING WORK.
5. LIGHTING SYSTEM SHOWN ON THIS SHEET IS MAINTAINED BY CITY OF APPLETON AND IS INDEPENDENT FROM DDI & OTHER LIGHTING SYSTEMS.
6. INSTALL UNDERGROUND CONDUITS 6' FROM THE EDGE OF SIDEWALK CLOSEST TO LIGHT POLE BASES AS SHOWN. DEPTH OF CONDUIT IS 24' MINIMUM. CONDUITS CROSSING THE INTERSECTION ARE PAID FOR UNDER TRAFFIC SIGNALS PAY ITEMS.
7. COORDINATE SERVICE DROP LOCATION WITH ELECTRIC UTILITY. USE SEPARATE PULL BOXES, CONDUITS AND CABLES FOR SERVICE CONNECTION TO LIGHTING CABINET. FURNISH AND INSTALL ALL ELECTRICAL SERVICE RELATED MATERIALS AND EQUIPMENT INCLUDING METER BREAKER PEDESTAL, PULL BOXES, CONDUITS AND FITTINGS, AND WIRING. MAKE ALL CONNECTIONS BETWEEN CONTROL CABINETS, EXISTING EQUIPMENT AND ELECTRIC UTILITY SERVICE IN THIS CONTRACT.
8. ALL MATERIALS AND WORK MUST COMPLY WITH CITY OF APPLETON REQUIREMENTS AND MEET THEIR STANDARDS AND APPROVAL.
9. INSTALL BOTH CONDUITS EXITING THE CONCRETE BASE FOR ALL BASES INCLUDING THE LAST POLE BASE AT THE END OF A CIRCUIT. CAP ANY CONDUITS THAT ARE NOT BEING USED IN THIS CONTRACT.
10. FURNISH AND INSTALL LUMINAIRES WITH THE 800mA DRIVE CURRENT OPTION FOR ALL LIGHT FIXTURES SHOWN ON THIS SHEET.

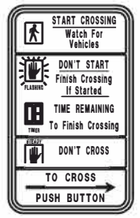
PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	LIGHTING PLAN - VALLEY ROAD AT ONEIDA STREET	SHEET E

FILE NAME : \\s1102k306\Projects\Transportation\US 10 WIS 441\CADD\sheets\15177583\023513_lp.dgn PLOT DATE : 1/25/2017 PLOT BY : jessica.lancelle PLOT NAME : PLOT SCALE : 100.0000 sf / in.
WISDOT/CADDS SHEET 42

MONOTUBE STRUCTURE NUMBERS	
SB2	S-70-0342
SB5	S-70-0341
SB8	S-08-0057
SB11	S-08-0056



Install on SB3, SB6 & SB9



Install on SB6 & SB12

NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL PEDESTRIAN PUSH BUTTONS, LOOP DETECTORS, AND CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. THEY WILL ALSO MAKE WIRING TERMINATIONS IN THE SIGNAL CABINET. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 492-5710 OR 492-5654.

GENERAL NOTES

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

CONFIGURATION WITH HEAD NUMBERS		
3-V (R Y G)	4-VLFY (R Y LFY G)	1-P
3, 4, 5	1, 2	21, 22
8, 9, 10	6, 7	23, 24
13, 14, 15	11, 12	25, 26
18, 19, 20	16, 17	27, 28

CANOPY

NOTE: SIGNAL HEADS #1, #6, #11 & #16 REQUIRE TUNNEL VISORS

NOTE: SB3, SB6, SB9 & SB12 HAVE 2 PEDESTRIAN PUSH BUTTONS EACH

CTH AP (Midway Road)

USH 10 (Oneida St)
35 MPH Posted Speed Limit

400SB

400NB

450SB

450NB

USH 10 (Oneida St)
35 MPH Posted Speed Limit

Overlap "A"

Overlap "B"

Overlap "C"

Overlap "D"

275' TO NEAR RIGHT SIGNAL

275' TO NEAR RIGHT SIGNAL

2" COMMUNICATIONS CONDUIT

4" PVC Conduit for Utility Use

1" TYP

PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11 PB12 PB13

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10 SB11 SB12

CB1

LEGEND

- PULL BOX 12" X 24"
- PULL BOX (non-conductive) 24" X 42"
- PEDESTRIAN SIGNAL W/PUSH BUTTON — B
- SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL POLE, MONOTUBE ARM — 40'
- LUMINAIRE LED "B"
- CONTROL CABINET BASE
- 3" CONDUIT (2" from PB to T1 concrete base)
- SIGNAL HEAD NUMBER / MOUNTING CONFIGURATION — 3 (R Y G) 24
- LOOP DETECTOR (in 1 " conduit) — 30' 51 3T
- LUMINAIRE (under permit to local municipality)
- LOCAL LIGHTING PULL BOX

REVISION				
Rev. No.	New TS2 Cabinet (EPAC), Add Ped Phases 4 & 6, Add Monotubes & FYA			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
3	Date	By	Date	By
	8-24-15	RJS	10-24-16	JLB
5-16-06	Add Pedestrian Phase 2 & 8			
5-2-05	Add Phases 1 & 3; Change to All Red Emergency Flash			

TRAFFIC CONTROL SIGNAL

USH 10 & CTH AP (Midway Rd)
CITY OF APPLETON
CALUMET COUNTY

SIGNAL NO. 08-0304 CONTROLLER TYPE: EPAC TS2

WISCONSIN DEPARTMENT OF TRANSPORTATION

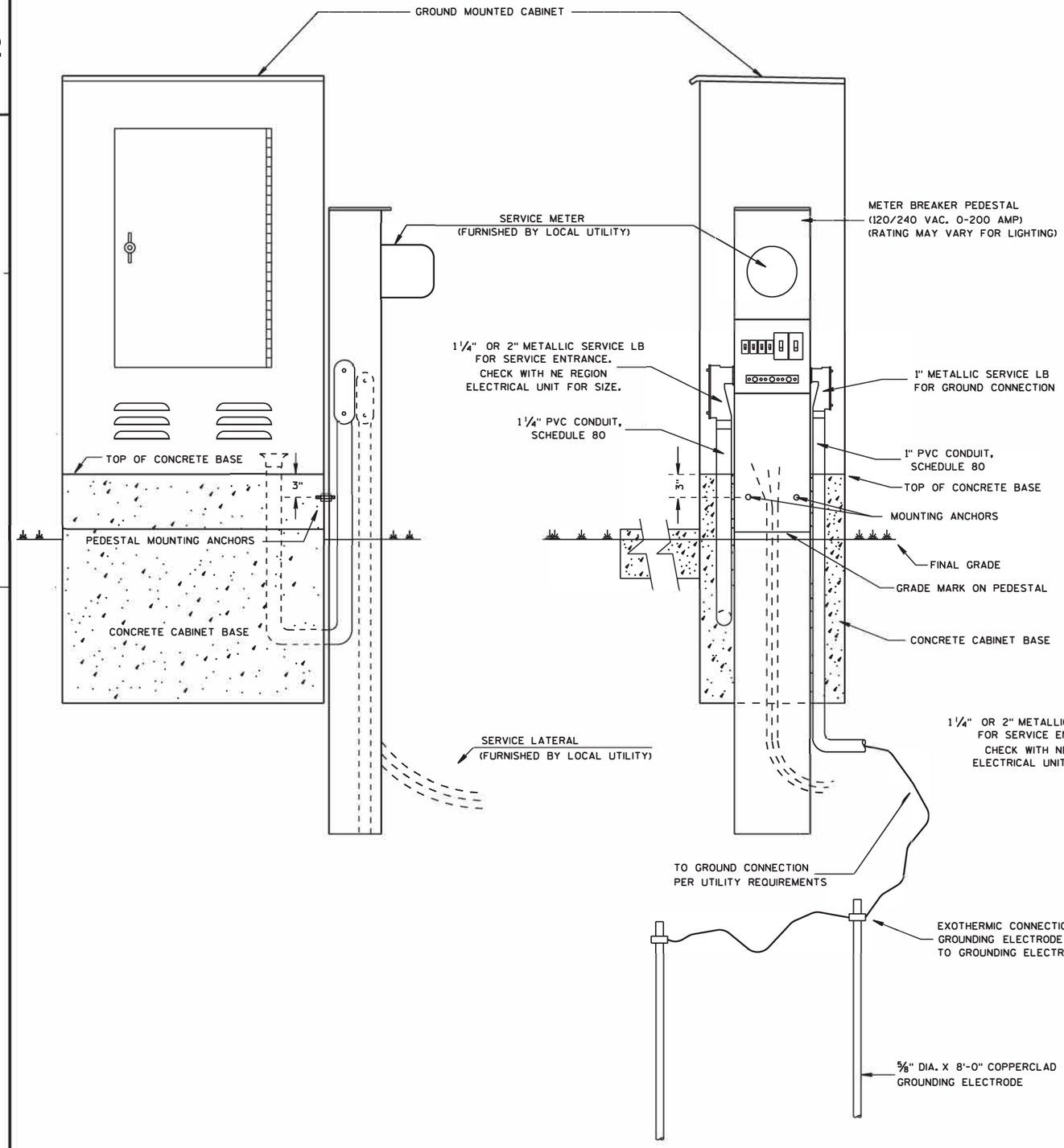
APPROVAL RECOMMENDED
Date 4-8-83 — Dale J. Borella, REGION TRAFFIC ENGINEER

APPROVED
Date 4-27-83 — H. O. Price, STATE TRAFFIC ENGINEER

REGION CONTACT: RJS
DESIGNED BY: RJS
REVISED BY: RJS

PAGE 1 OF 1

PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: CALUMET	CONSTRUCTION DETAIL - TRAFFIC SIGNAL REVISION	SHEET E



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.

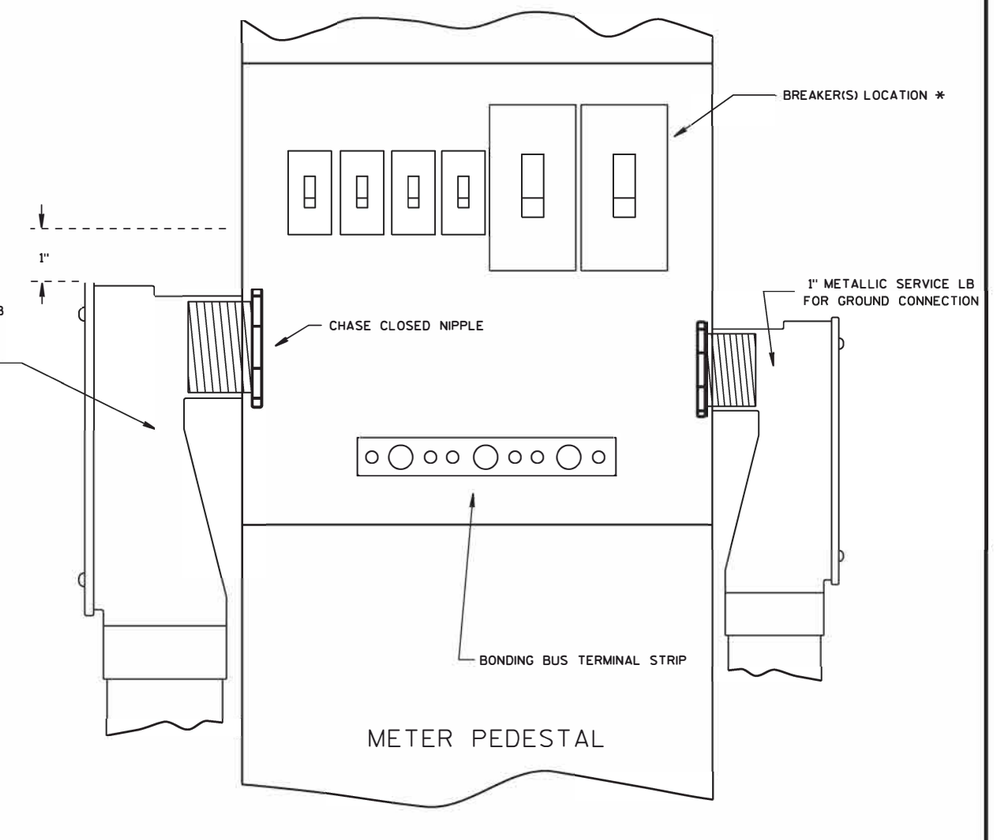
WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT OR SCHEDULE 80 PVC, NIPPLES AND/OR CONDULETS AS REQUIRED. CONDUIT LB SHALL BE OF METALLIC SERVICE ENTRANCE TYPE.

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 NEC.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.



PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: CALUMET	CONSTRUCTION DETAIL- NER METER PEDESTAL INSTALLATION	SHEET E

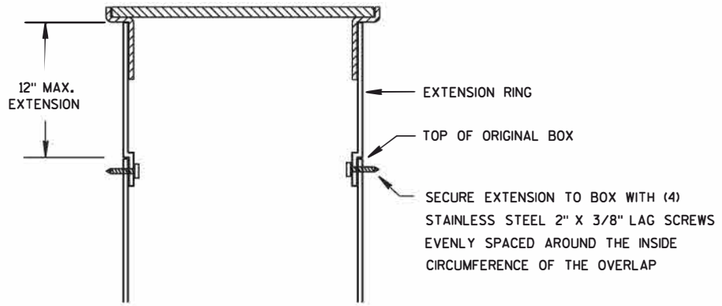
2

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
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 IN POUNDS *			
COVER		50	50

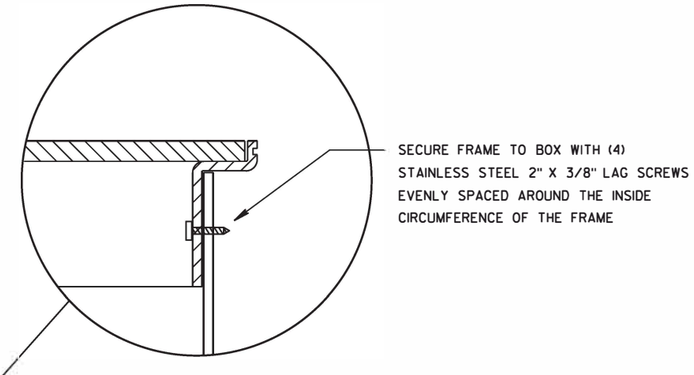
* THE ACTUAL WEIGHT OF THE COVER MAY VARY NOT TO EXCEED 100 LBS.

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

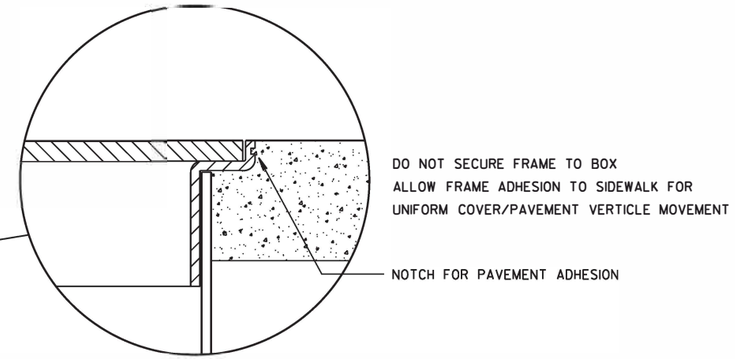


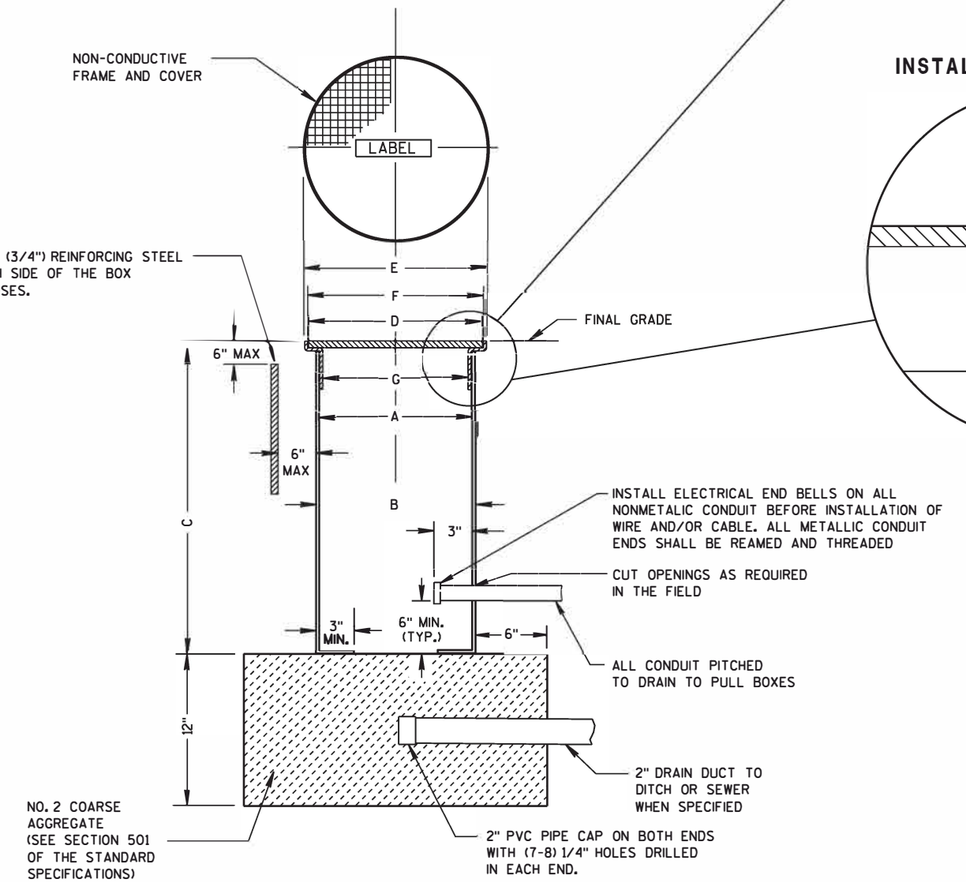
BOX EXTENSION

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK





NON-CONDUCTIVE PULL BOX

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 DICONTINUITIES 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".

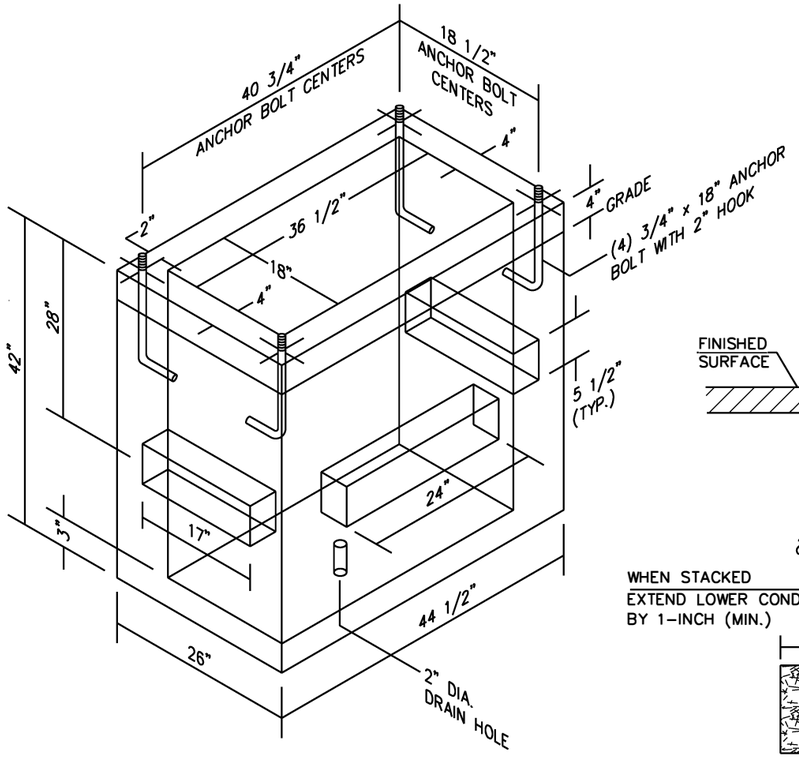
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

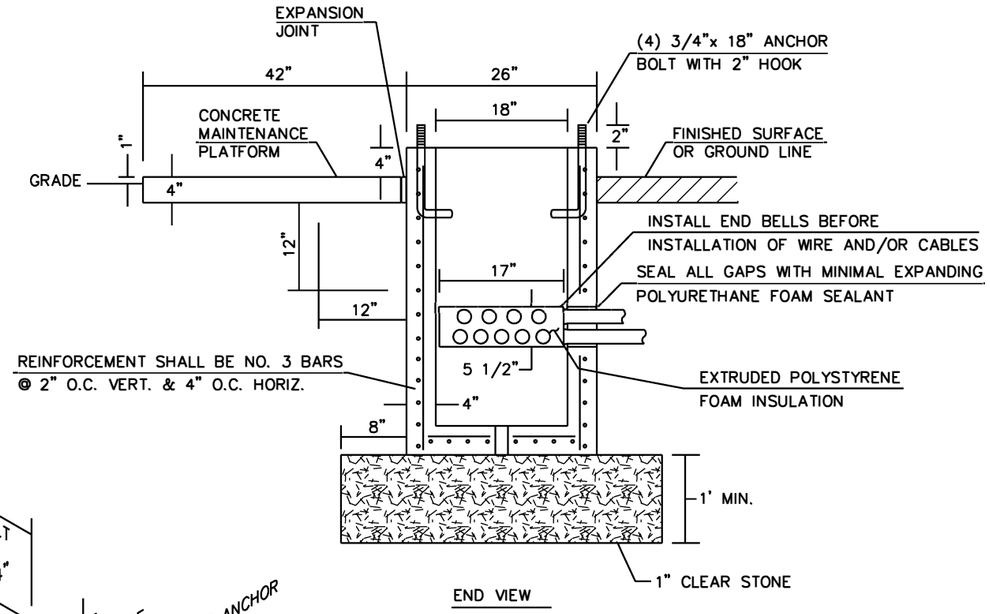
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS.

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

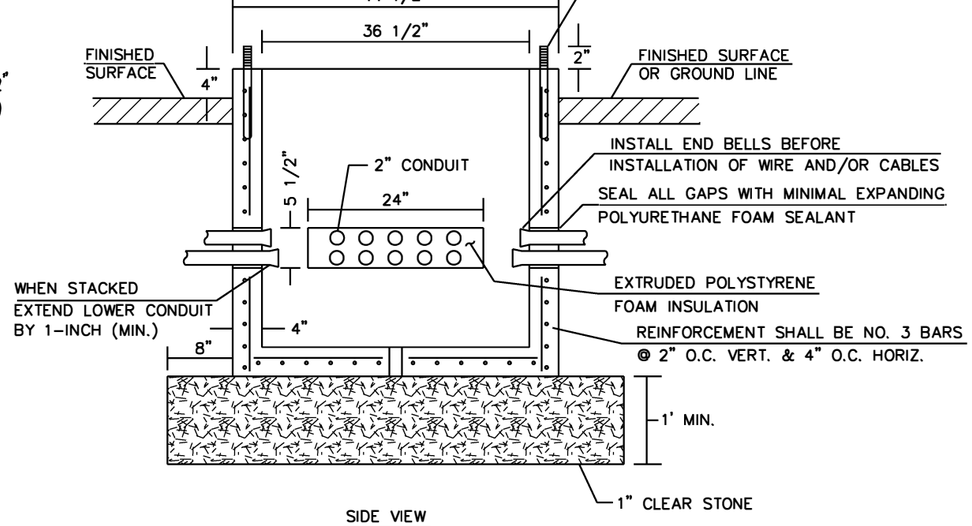
LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL OR LIGHTING SYSTEMS. "WISDOT COMMUNICATIONS" FOR COMMUNICATIONS SYSTEMS,



ISOMETRIC VIEW



END VIEW



SIDE VIEW

GENERAL NOTES

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

CONDUITS SHALL EXTEND BEYOND FACE OF CONCRETE WALL 1 INCH.

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

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

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

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

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

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

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

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

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

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

BASES
CABINET BASEMENT
(PRECAST)

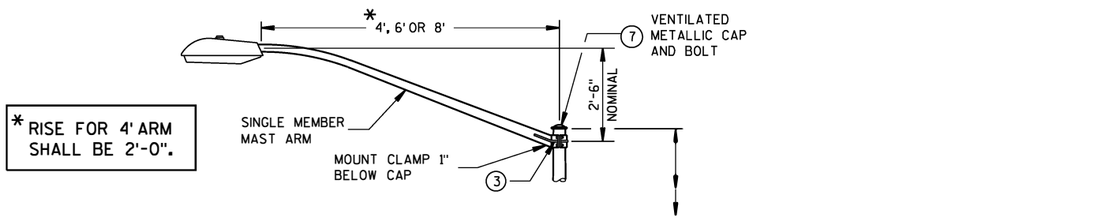
CITY OF APPLETON
TRAFFIC SECTION

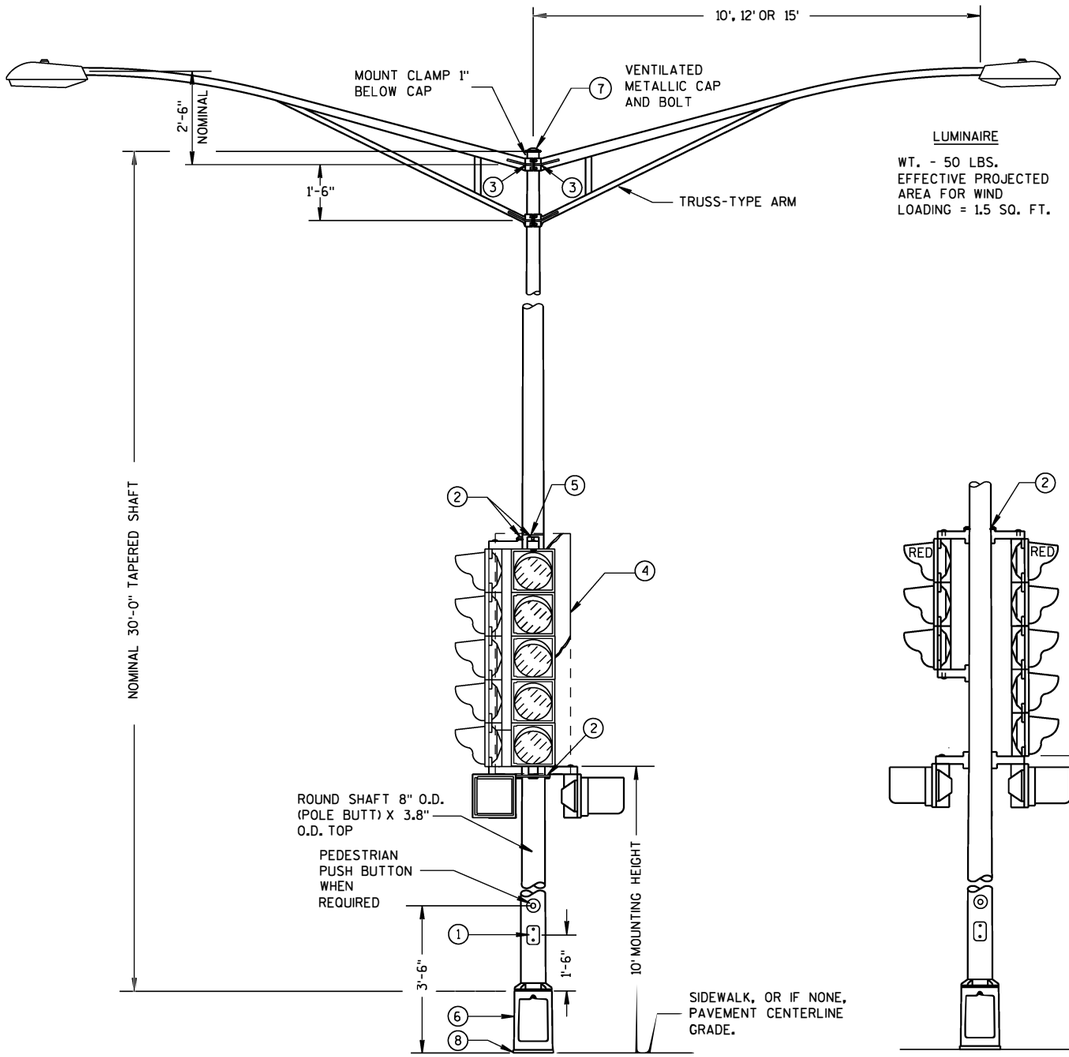
12/11/13 DATE — MICHAEL S. HARDY, PE ASSISTANT CITY TRAFFIC ENGINEER

PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	BASES CABINET BASEMENT	SHEET E

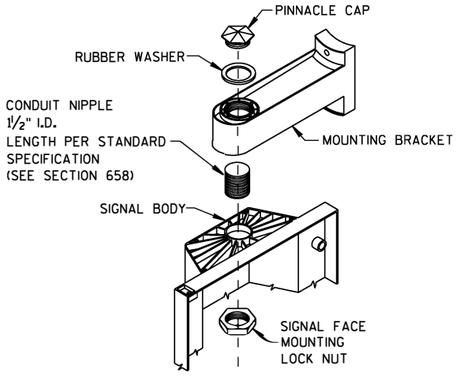
FILE NAME : \\S1102K306\Projects\Transportation\US 10 WIS 441\CADD\sheets\15177583\Traffic Signal Specials\cabinet base.dgn PLOT DATE : 11/18/2016 PLOT BY : kelly.greuel PLOT NAME : _____ PLOT SCALE :

WISDOT/CADDS SHEET 42

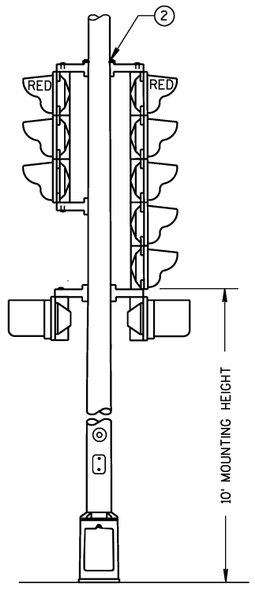




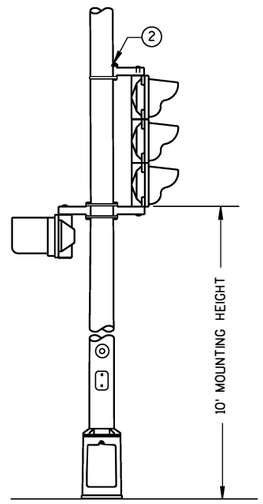
(MAXIMUM LOAD)



SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

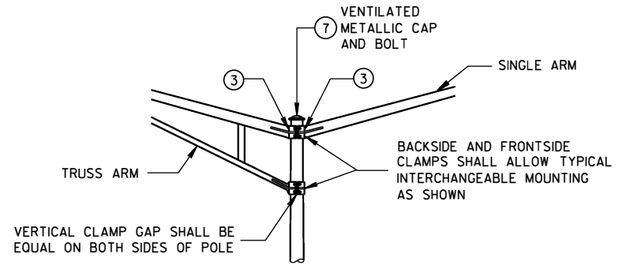
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

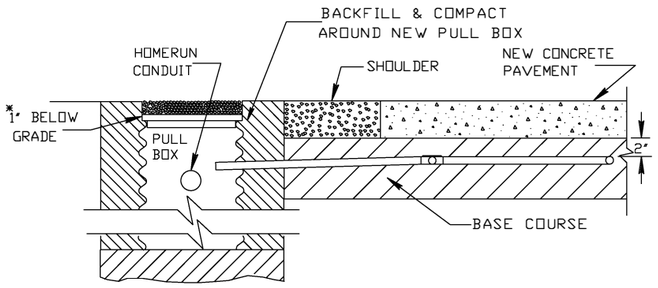


INTERCHANGEABLE MOUNTING DETAIL

TYPE 4 POLE MOUNTING CONFIGURATION
CITY OF APPLETON

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
ONEIDA STREET & W VALLEY ROAD

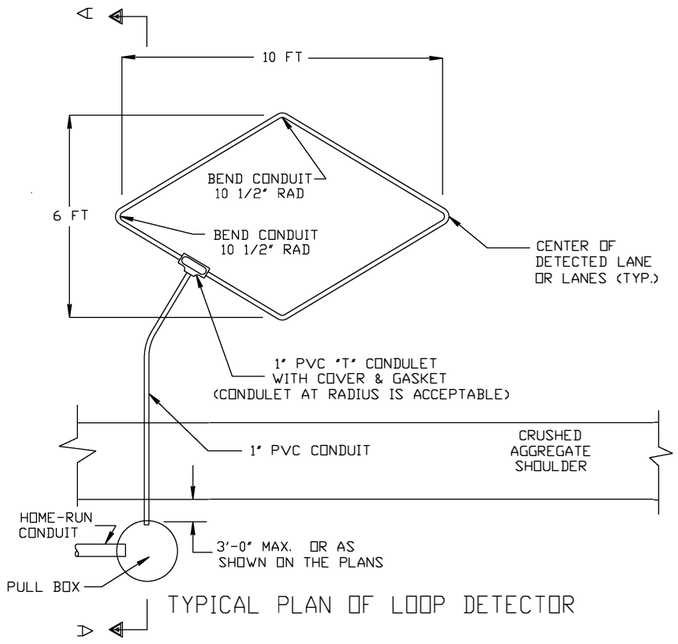
PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	POLE MOUNTING AT W VALLEY ROAD	SHEET 99 E



SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP INSTALLATION DETAIL

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



TYPICAL PLAN OF LOOP DETECTOR

GENERAL NOTES:

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

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

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

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

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

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

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

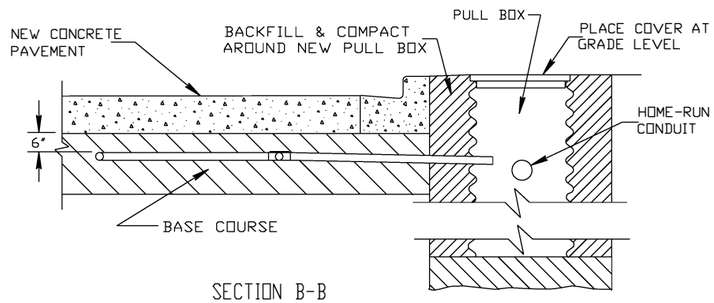
LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PROVIDED TO THE ENGINEER OR PLACED IN THE CABINET.

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

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

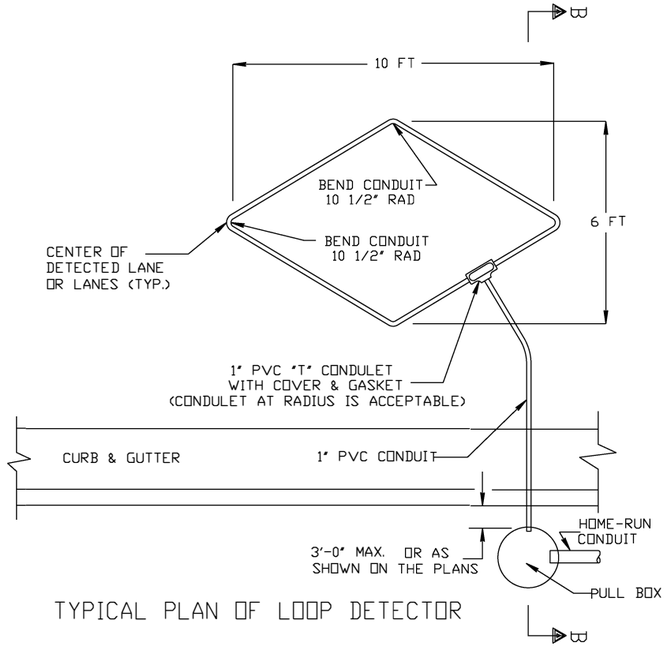
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THRU THE LOOP DETECTOR CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

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



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR PLACED
IN CRUSHED AGGREGATE BASE
(NEW CONCRETE PAVEMENT)

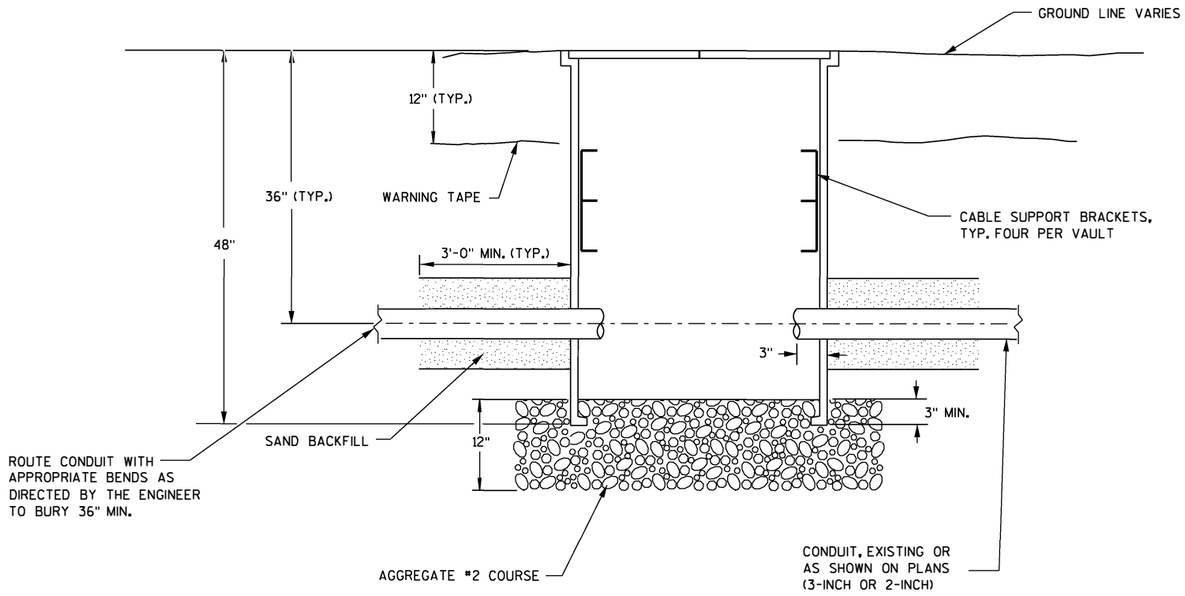
CITY OF APPLETON
TRAFFIC SECTION

11/15/06
DATE

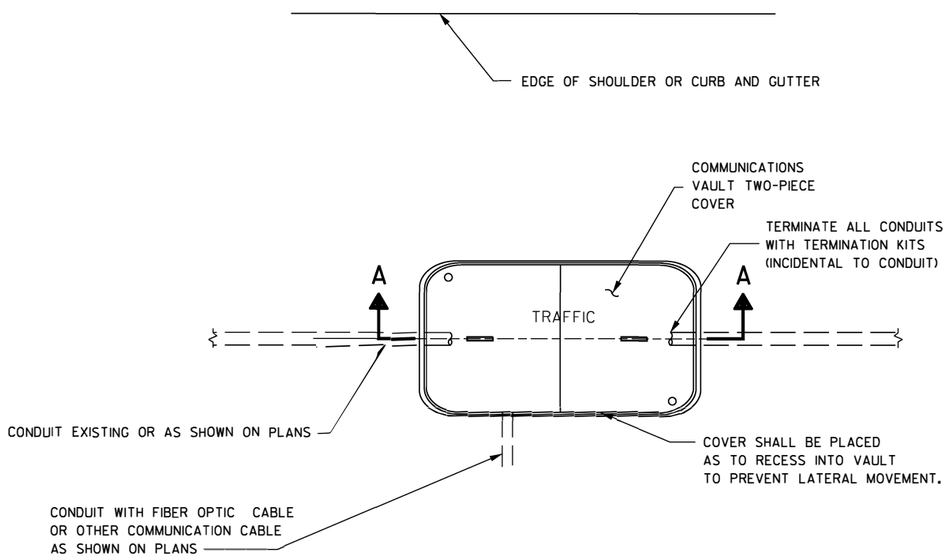
MICHAEL S. HARDY, PE
ASSISTANT CITY
TRAFFIC ENGINEER

CITY (MODIFIED STATE S.D.D. 9 F 9-3)

PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	LOOP DETECTOR DETAIL	SHEET 100 E



SECTION A-A



PLAN VIEW

GENERAL NOTES

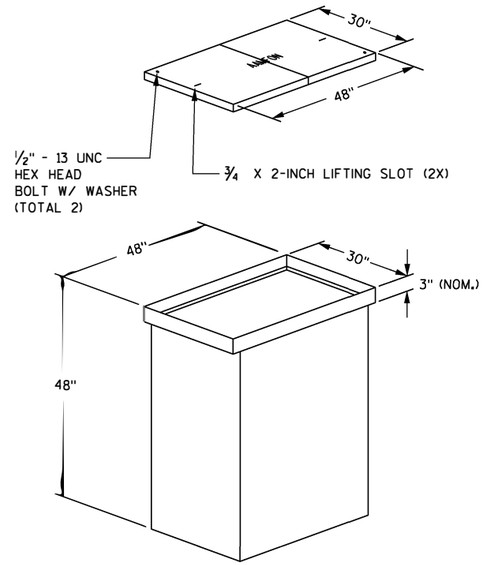
BOX SHALL HAVE AN OPEN BASE.

COVER SHALL BE DETECTABLE, AND HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.



ISOMETRIC VIEW

COMMUNICATIONS VAULT SPECIAL

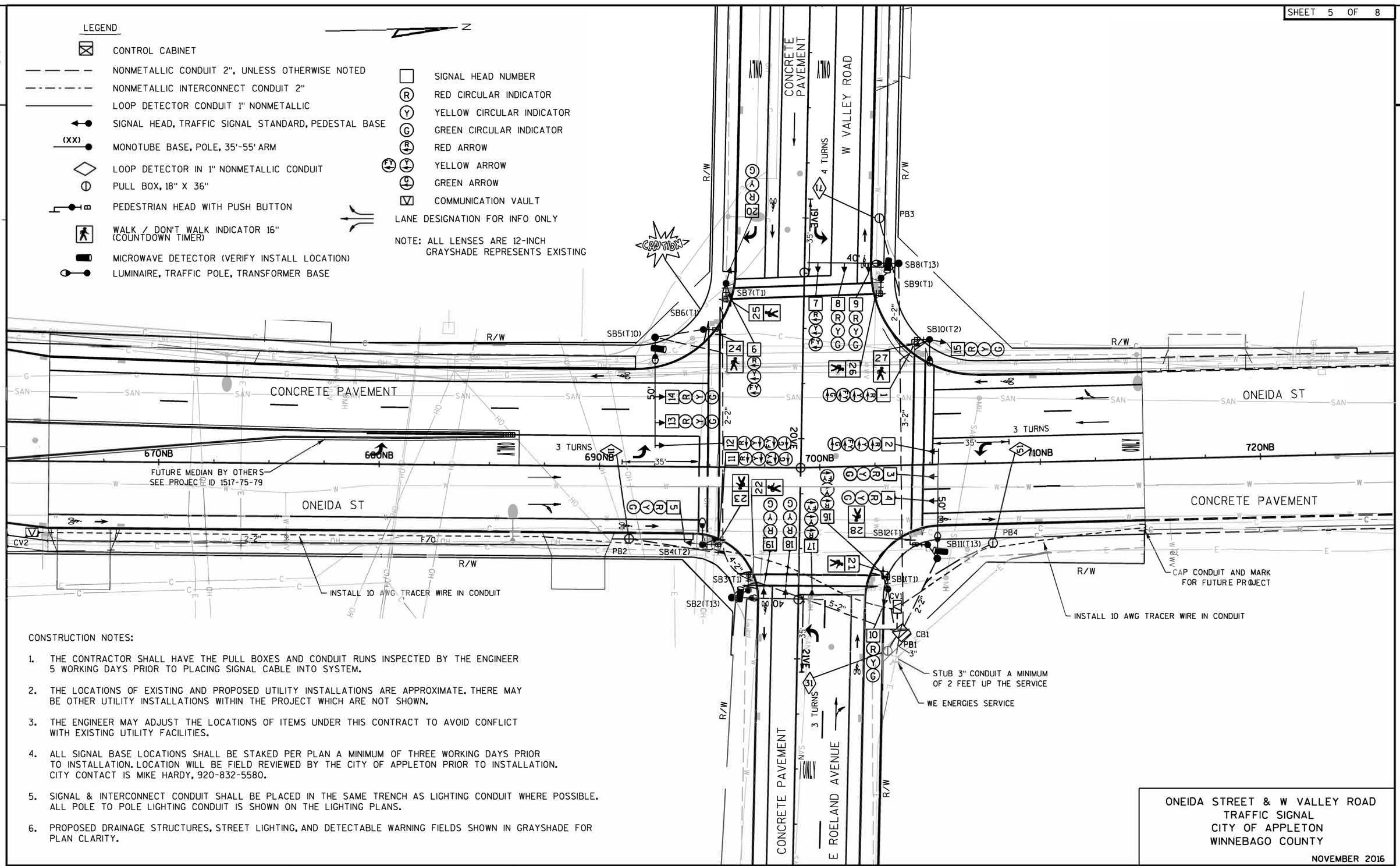
COMMUNICATION VAULT SPECIAL

PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	COMMUNICATION VAULT SPECIAL	SHEET 101	E

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT 2"
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 18" X 36"
- PEDESTRIAN HEAD WITH PUSH BUTTON
- WALK / DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- MICROWAVE DETECTOR (VERIFY INSTALL LOCATION)
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- COMMUNICATION VAULT
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



CONSTRUCTION NOTES:

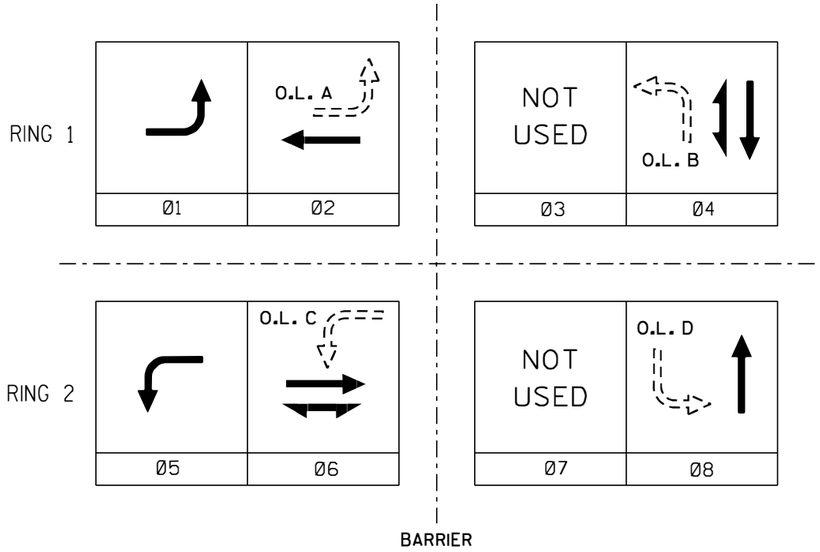
1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BY THE ENGINEER 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. ALL SIGNAL BASE LOCATIONS SHALL BE STAKED PER PLAN A MINIMUM OF THREE WORKING DAYS PRIOR TO INSTALLATION. LOCATION WILL BE FIELD REVIEWED BY THE CITY OF APPLETON PRIOR TO INSTALLATION. CITY CONTACT IS MIKE HARDY, 920-832-5580.
5. SIGNAL & INTERCONNECT CONDUIT SHALL BE PLACED IN THE SAME TRENCH AS LIGHTING CONDUIT WHERE POSSIBLE. ALL POLE TO POLE LIGHTING CONDUIT IS SHOWN ON THE LIGHTING PLANS.
6. PROPOSED DRAINAGE STRUCTURES, STREET LIGHTING, AND DETECTABLE WARNING FIELDS SHOWN IN GRAYSHADE FOR PLAN CLARITY.

ONEIDA STREET & W VALLEY ROAD
TRAFFIC SIGNAL
CITY OF APPLETON
WINNEBAGO COUNTY

NOVEMBER 2016

PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	TRAFFIC SIGNALS: ONEIDA STREET & W VALLEY ROAD	SHEET 102 E

	HEAD NUMBERS	FLASH
Ø1	1,2	R
Ø2	13,14,15	R
Ø3		
Ø4	18,19,20	R
Ø5	11,12	R
Ø6	3,4,5	R
Ø7		
Ø8	8,9,10	R
Ø2P	25,26	-
Ø4P	23,24	-
Ø6P	21,22	-
Ø8P	27,28	-
OLA	1,2	-
OLB	6,7	R
OLC	11,12	-
OLD	16,17	R



N

CONTROLLER LOGIC

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

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

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

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE CITY LIGHTING CABINET	

DETECTOR LOGIC *

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR *(S)	11	31	51	71				
ASSIGNED PHASE	1	4	5	8				
OPERATION MODE	VEH	VEH	VEH	VEH				
SWITCH								
EXTEND								
DELAY								

19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR *(S)
								ASSIGNED PHASE
								OPERATION MODE
								SWITCH
								EXTEND
								DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR *(S)								
ASSIGNED PHASE								
OPERATION MODE								
SWITCH								
EXTEND								
DELAY								

20	18	24	22	28	26	32	30	DETECTOR INPUT
								PLAN LOOP DETECTOR *(S)
								ASSIGNED PHASE
								OPERATION MODE
								SWITCH
								EXTEND
								DELAY

* MICROWAVE DETECTION NOT SHOWN IN DETECTOR LOGIC.
WORK WITH CITY OF APPLETON FOR DETECTION ZONES.

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

ONEIDA STREET & W VALLEY ROAD
TRAFFIC SIGNAL
CITY OF APPLETON
WINNEBAGO COUNTY

CONTROLLER TYPE: EPAC M62 NOVEMBER 2016

TRAFFIC SIGNAL WIRE COLOR CODE (CABINET TO POLE)

20 CONDUCTOR IMSA 20-1 CABLE

R	RED	TRAFFIC NB & WB DIRECTION
Y	ORANGE	
G	GREEN	
R-ARROW	RED	ADJACENT ARROW PHASE
Y-ARROW	ORANGE	TRAFFIC NB & WB
FY-ARROW	GREEN	
G-ARROW	BLACK/RED	
R	RED/BLACK	TRAFFIC SB & EB DIRECTION
Y	ORANGE/BLACK	
G	GREEN/BLACK	
R-ARROW	RED/BLACK	ADJACENT ARROW PHASE
Y-ARROW	ORANGE/BLACK	TRAFFIC SB & EB
FY-ARROW	GREEN/BLACK	
G-ARROW	BLACK/RED	
W	BLUE	MAIN ST PEDESTRIAN PHASE
DW	BLACK	(PHASE 2 & 6)
W	BLUE/BLACK	CROSS ST PEDESTRIAN PHASE
DW	WHITE/BLACK	(PHASE 4 & 8)
PED BUTTON	BLUE/WHITE	PED BUTTONS
PED BUTTON	BLACK/WHITE	
R	RED/WHITE	SPECIAL MOVEMENTS
Y	ORANGE/RED	(SPARE IF NOT USED)
G	GREEN/WHITE	
SPARE	BLUE/RED	
SPARE	RED/GREEN	
SPARE	WHITE/RED	
NEUTRAL	WHITE	

TAPE COLORS FOR CIRCUIT IDENTIFICATION

WHITE	N.B.
YELLOW	W.B.
ORANGE	S.B.
BLUE	E.B.
RED	PED BUTTON

TRAFFIC SIGNAL WIRE COLOR CODE (UP THE POLE)

5 CONDUCTOR IMSA 20-1 CABLE

RED	RED BALL
ORANGE	YELLOW BALL
GREEN	GREEN BALL
WHITE	NEUTRAL

7 CONDUCTOR IMSA 20-1 CABLE

RED	RED BALL
ORANGE	YELLOW BALL
GREEN	GREEN BALL
BLUE	WALK
BLACK	DON'T WALK
WHITE	NEUTRAL

5 CONDUCTOR IMSA 20-1 CABLE

RED	RED ARROW
ORANGE	YELLOW ARROW
GREEN	F-YELLOW ARROW
BLACK	GREEN ARROW
WHITE	NEUTRAL

7 CONDUCTOR IMSA 20-1 CABLE

RED	RED ARROW
ORANGE	YELLOW ARROW
GREEN	F-YELLOW ARROW
BLACK/WHITE	GREEN ARROW
BLUE	WALK
BLACK	DON'T WALK
WHITE	NEUTRAL

WIRE ASSIGNMENT TRAFFIC SIGNALS

CITY OF APPLETON
TRAFFIC SECTION

05/16/2016 — DATE

MICHAEL S. HARDY, PE
ASSISTANT CITY TRAFFIC ENGINEER

LEGEND

- CONTROL CABINET
- NONMETALLIC INTERCONNECT CONDUIT 2"
- COMMUNICATION VAULT

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
3. INTERCONNECT CONDUIT SHALL BE PLACED IN THE SAME TRENCH AS LIGHTING CONDUIT WHERE POSSIBLE. ALL POLE TO POLE LIGHTING CONDUIT IS SHOWN ON THE LIGHTING PLANS.
4. PROPOSED DRAINAGE STRUCTURES AND STREET LIGHTING SHOWN IN GRAYSHADE FOR PLAN CLARITY.

MIDWAY ROAD (CTH AP)

SEE SIGNAL PLANS FOR ONEIDA WITH MIDWAY

SEE LIGHTING PLANS

R/W

410NB 420NB 430NB 440NB 450NB 460NB

ONEIDA ST (USH 10)

INSTALL 10 AWG TRACER WIRE IN CONDUIT

2" F/O

CV3

CV4

ONEIDA ST & MIDWAY RD SIGNAL CABINET. CONNECT INTERCONNECT CONDUIT TO CABINET.

SHARED TRENCH WITH UTILITY SEE SIGNAL PLANS

SHARED TRENCH WITH LIGHTING SEE LIGHTING PLANS

BY OTHERS SEE PROJECT ID 1517-75-79

RUN CONDUIT TO CITY LIGHTING CABINET

ONEIDA STREET & MIDWAY ROAD
TRAFFIC INTERCONNECT
CITY OF APPLETON
WINNEBAGO COUNTY

NOVEMBER 2016

PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	INTERCONNECT: ONEIDA STREET & MIDWAY ROAD	SHEET E

FILE NAME : \\S1102K306\Projects\Transportation\US 10 WIS 441\CADD\sheets\15177583\024004_sp.dgn PLOT DATE : 1/20/2017 PLOT BY : kelly.greuel PLOT NAME : PLOT SCALE : 40.0000sf / in.
WISDOT/CADDS SHEET 42

2

N

USH 10 (ONEIDA ST)

350NB+60
360SB
360NB+50
370SB
380SB
380NB+17
390SB
400SB
410SB
360NB
370NB
380NB
390NB
400NB
410NB
350NB+60
360NB+50
380NB+16
360NB+87
380NB+16
370NB+60
380NB+14
410NB+47
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400NB+72
410NB+24
410NB+36

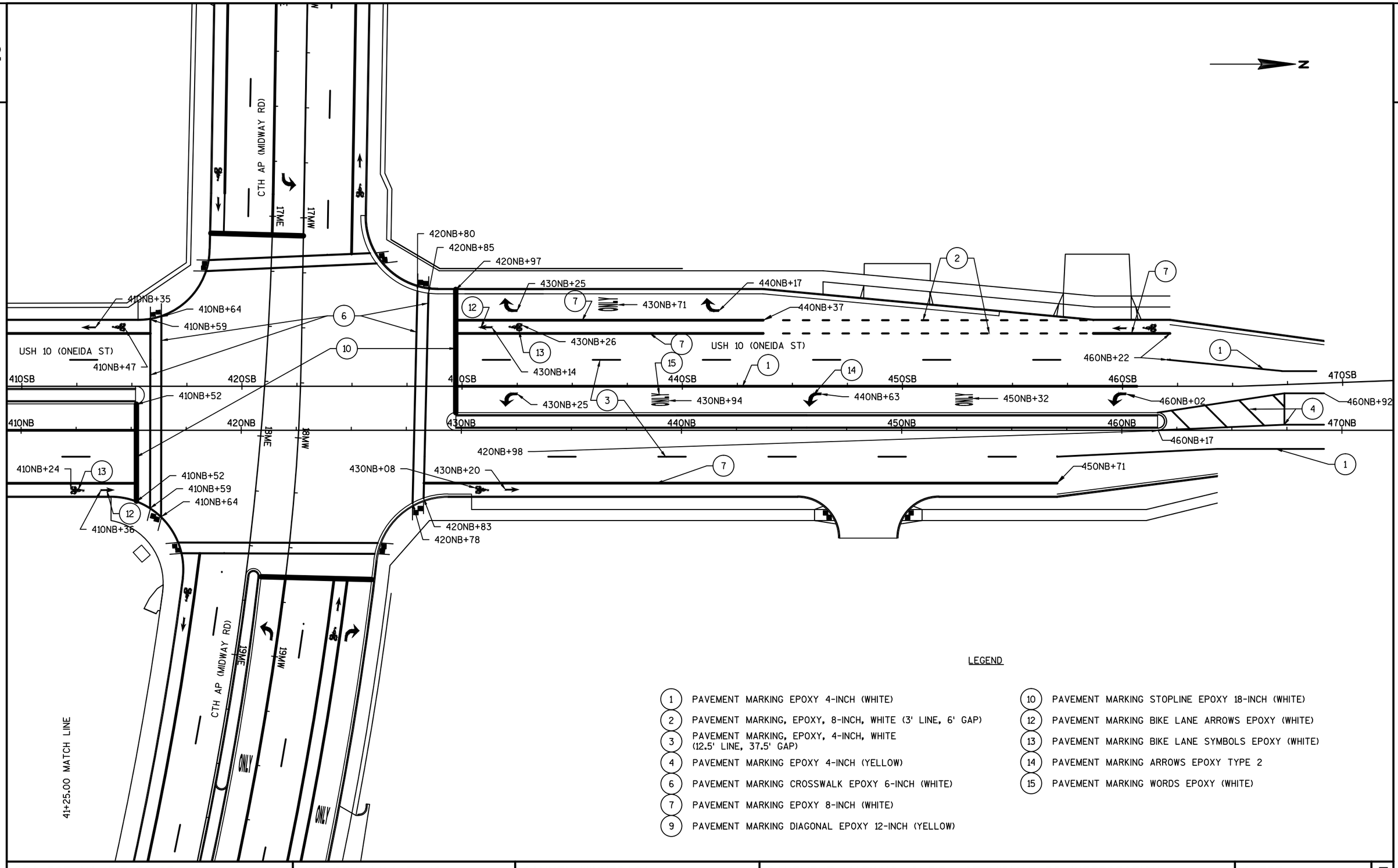
1 3 7 14

LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2	PAVEMENT MARKING, EPOXY, 8-INCH, WHITE (3' LINE, 6' GAP)
3	PAVEMENT MARKING, EPOXY, 4-INCH, WHITE (12.5' LINE, 37.5' GAP)
4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
6	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
7	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
9	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
10	PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
12	PAVEMENT MARKING BIKE LANE ARROWS EPOXY (WHITE)
13	PAVEMENT MARKING BIKE LANE SYMBOLS EPOXY (WHITE)
14	PAVEMENT MARKING ARROWS EPOXY TYPE 2
15	PAVEMENT MARKING WORDS EPOXY (WHITE)

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PAVEMENT MARKING: ONEIDA ST/MIDWAY RD INTERSECTION	SHEET 106	E

2



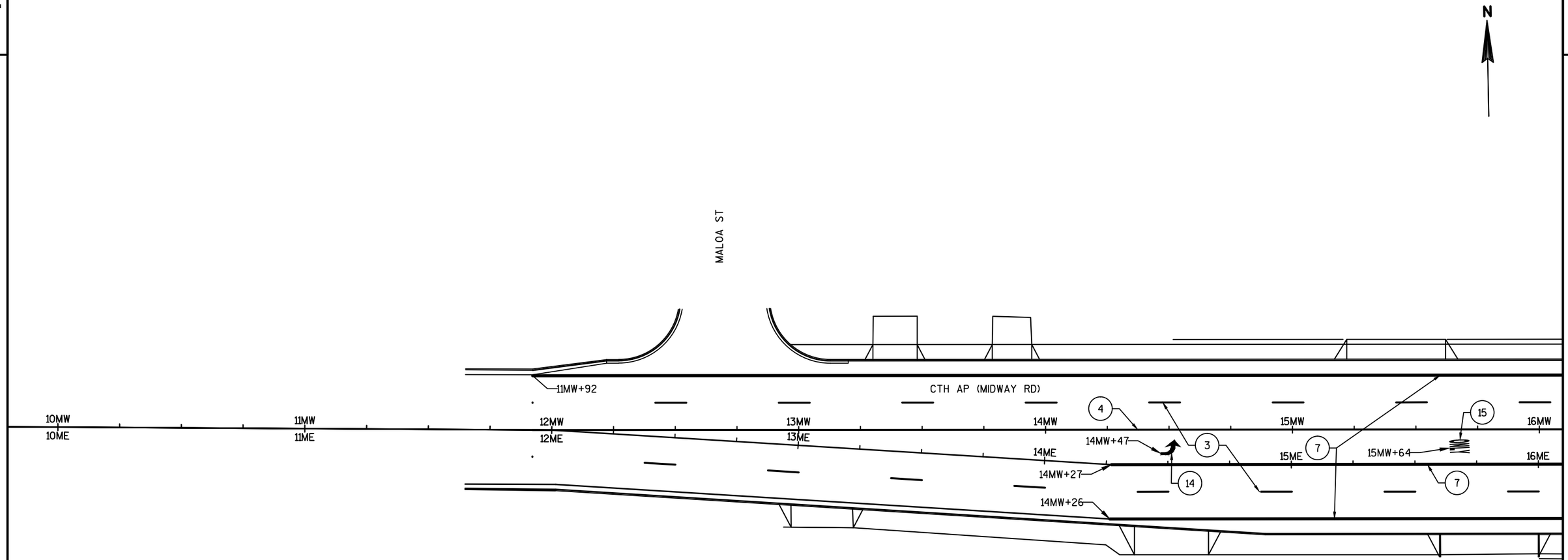
LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2	PAVEMENT MARKING, EPOXY, 8-INCH, WHITE (3' LINE, 6' GAP)
3	PAVEMENT MARKING, EPOXY, 4-INCH, WHITE (12.5' LINE, 37.5' GAP)
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13	PAVEMENT MARKING BIKE LANE SYMBOLS EPOXY (WHITE)
14	PAVEMENT MARKING ARROWS EPOXY TYPE 2
15	PAVEMENT MARKING WORDS EPOXY (WHITE)

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PAVEMENT MARKING: ONEIDA ST/MIDWAY RD INTERSECTION	SHEET 107	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\024501_PM\1517-75-83\15177583_PM.DWG
LAYOUT NAME - 024502-PM
PLOT DATE : 2/3/2017 2:17 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2	PAVEMENT MARKING, EPOXY, 8-INCH, WHITE (3' LINE, 6' GAP)
3	PAVEMENT MARKING, EPOXY, 4-INCH, WHITE (12.5' LINE, 37.5' GAP)
4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
6	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
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9	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
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13	PAVEMENT MARKING BIKE LANE SYMBOLS EPOXY (WHITE)
14	PAVEMENT MARKING ARROWS EPOXY TYPE 2
15	PAVEMENT MARKING WORDS EPOXY (WHITE)

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PAVEMENT MARKING: MIDWAY RD/ONEIDA ST INTERSECTION	SHEET 108	E

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LAYOUT NAME - 024503-PM
PLOT DATE : 2/3/2017 2:17 PM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

LEGEND

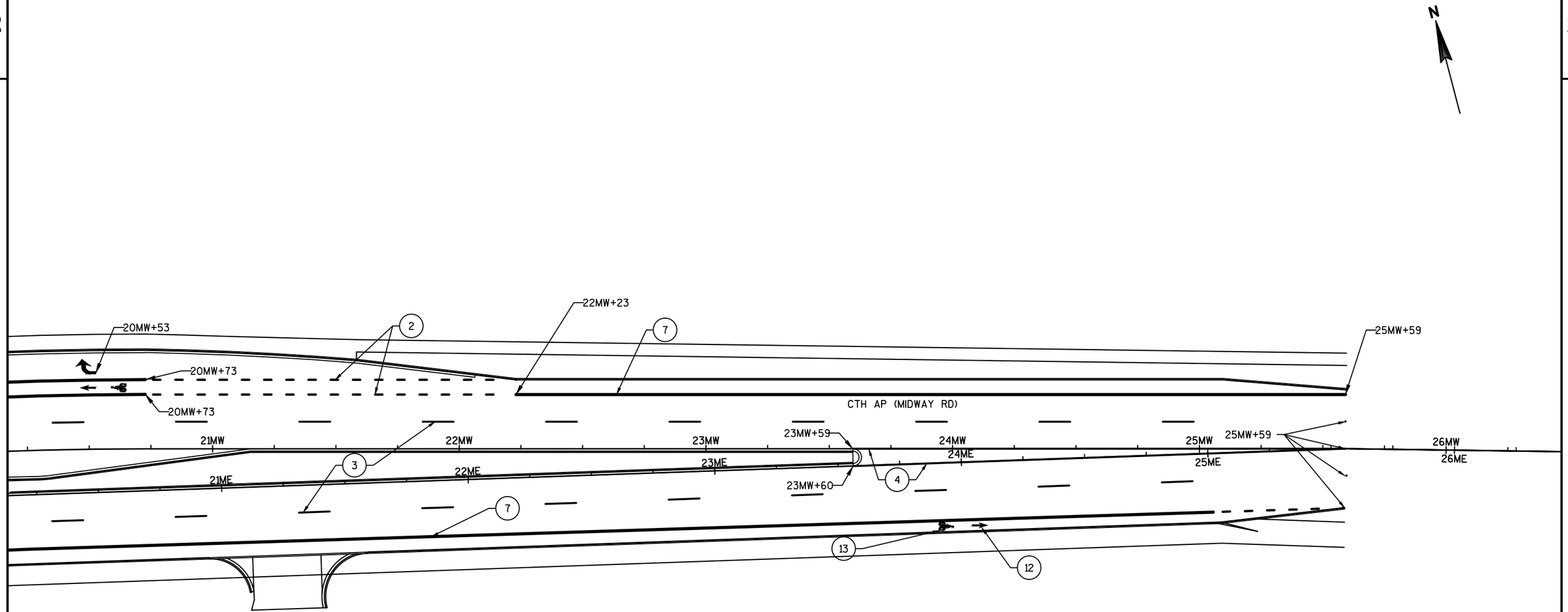
1 PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2 PAVEMENT MARKING, EPOXY, 8-INCH, WHITE (3' LINE, 6' GAP)
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13 PAVEMENT MARKING BIKE LANE SYMBOLS EPOXY (WHITE)
14 PAVEMENT MARKING ARROWS EPOXY TYPE 2
15 PAVEMENT MARKING WORDS EPOXY (WHITE)

440SB
440NB
USH 10 (ONEIDA ST)
430SB
430NB
420SB
420NB
410SB
410NB
USH 10 (ONEIDA ST)
CTH AP (MIDWAY RD)
CTH AP (MIDWAY RD)

17MW+20
17MW+15
16MW+78
16MW+90
17MW+08
17MW
16MW
16ME
17ME
15MW+64
16MW+80
16MW+80
16MW+92
17MW+08
17MW+20
17MW+25
18MW+44
18MW+49
18MW+60
18MW+89
18MW+77
18MW+89
19MW
18MW+93
19ME
18MW+65
18MW+76
18MW+88
18MW+58
18MW+53
19MW+70
19MW+54
20MW+53
20MW+13
20MW
20ME
20MW+08
20MW+73
20MW+73
21MW
21ME

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PAVEMENT MARKING: MIDWAY RD/ONEIDA ST INTERSECTION	SHEET 109	E

2

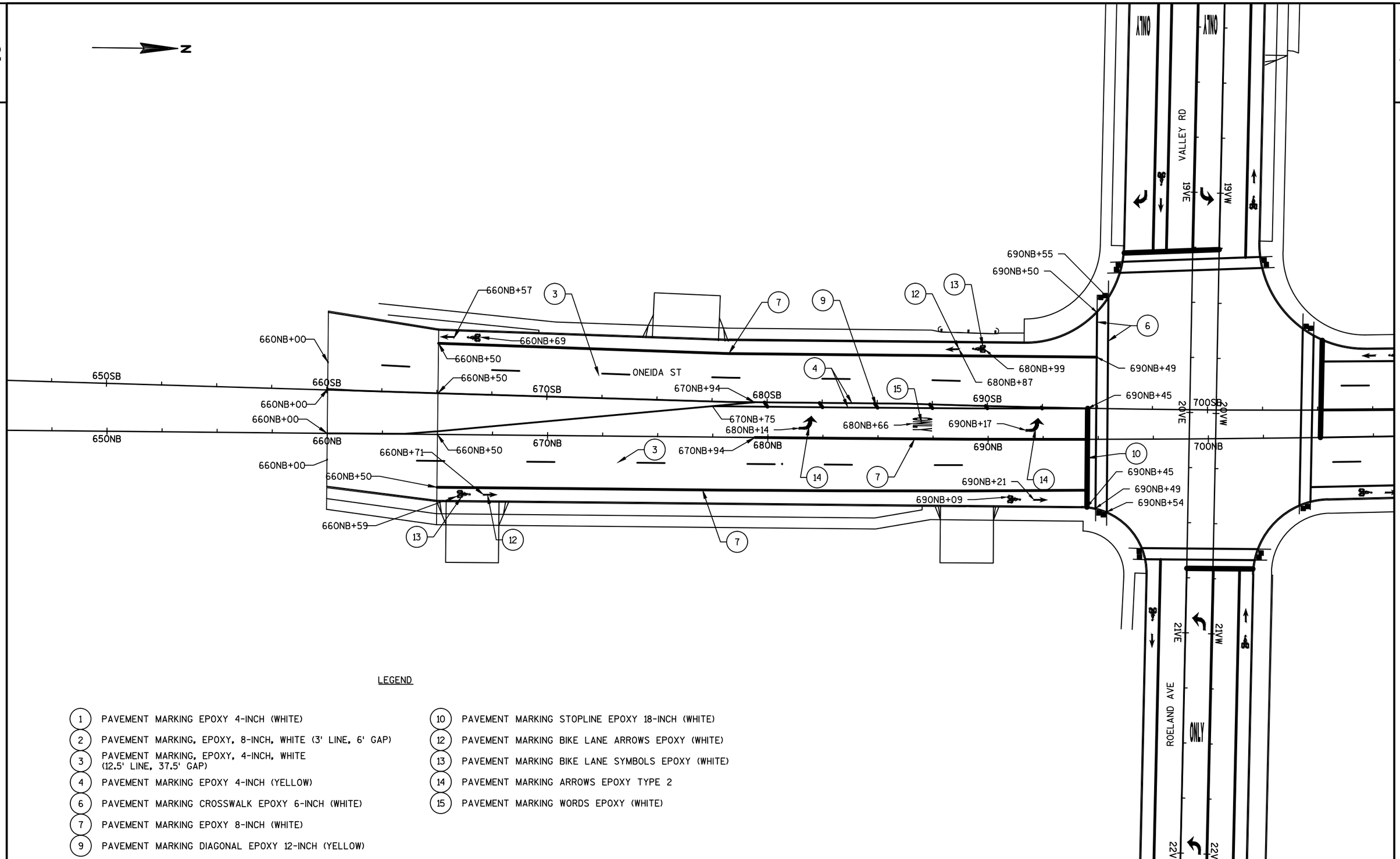


LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2	PAVEMENT MARKING, EPOXY, 8-INCH, WHITE (3' LINE, 6' GAP)
3	PAVEMENT MARKING, EPOXY, 4-INCH, WHITE (12.5' LINE, 37.5' GAP)
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15	PAVEMENT MARKING WORDS EPOXY (WHITE)

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PAVEMENT MARKING: MIDWAY RD/ONEIDA ST INTERSECTION	SHEET 110	E

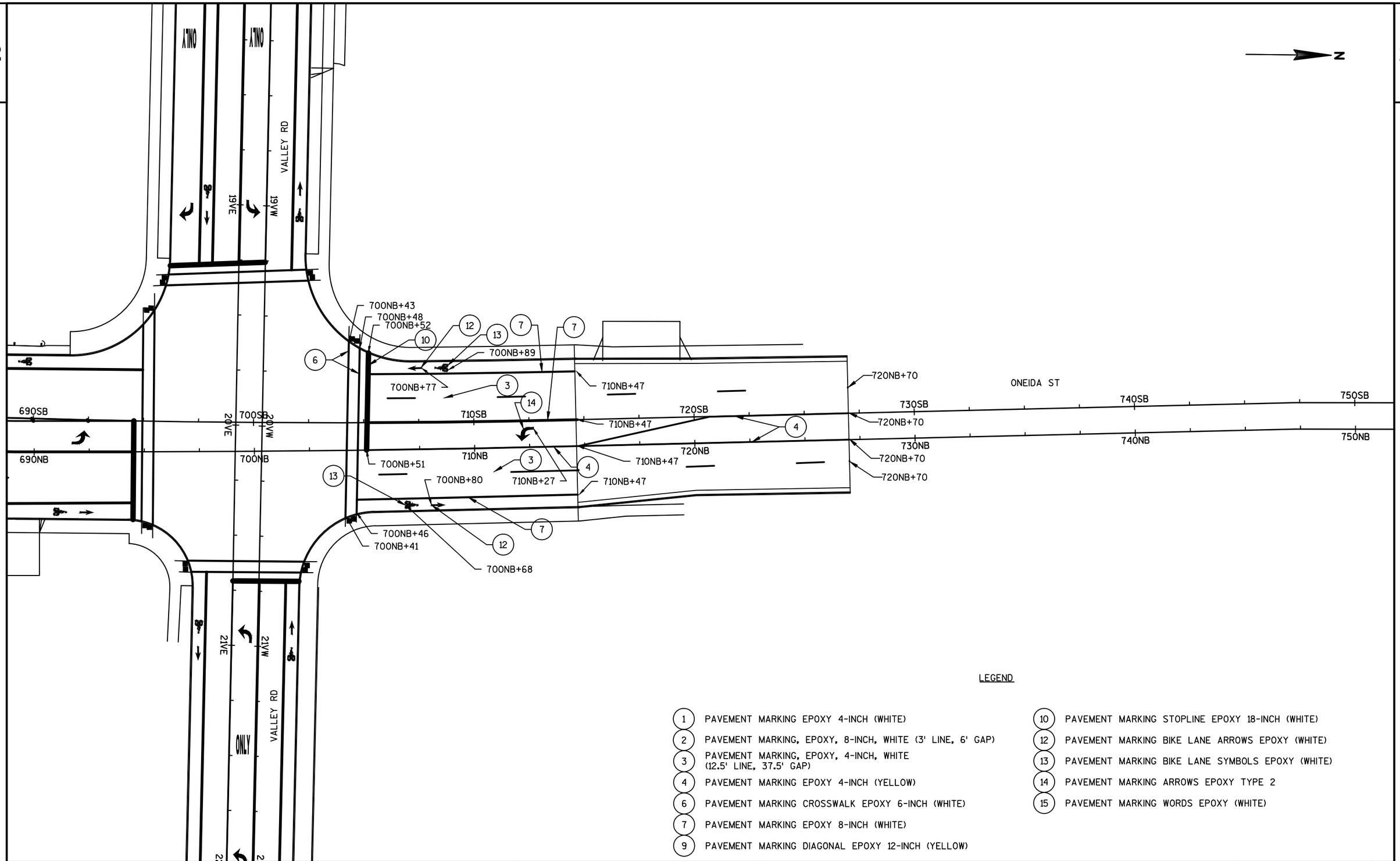
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LAYOUT NAME - 024505-PM
PLOT DATE : 2/3/2017 2:17 PM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE (3' LINE, 6' GAP)
3. PAVEMENT MARKING, EPOXY, 4-INCH, WHITE (12.5' LINE, 37.5' GAP)
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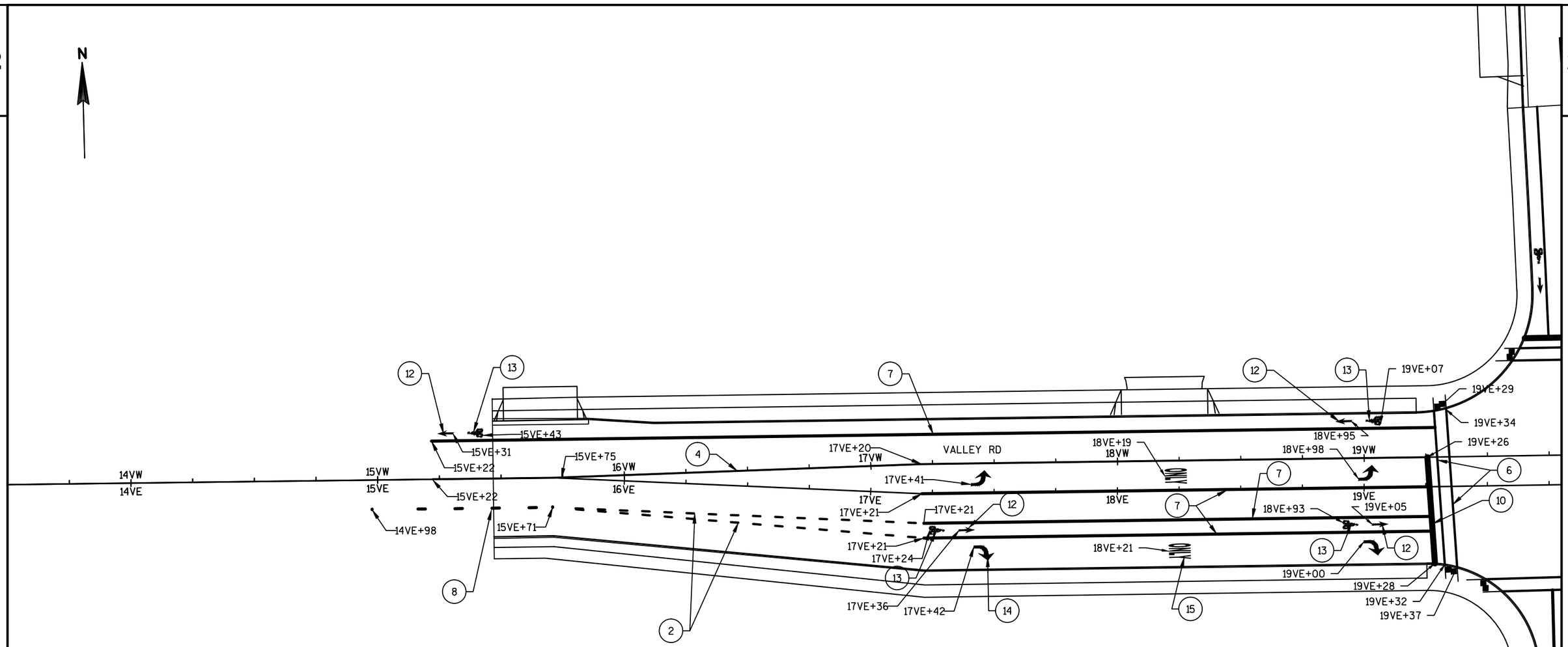
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PAVEMENT MARKING: ONEIDA ST/VALLEY RD INTERSECTION	SHEET 111	E



LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH (WHITE)	10	PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
2	PAVEMENT MARKING, EPOXY, 8-INCH, WHITE (3' LINE, 6' GAP)	12	PAVEMENT MARKING BIKE LANE ARROWS EPOXY (WHITE)
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6	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)	15	PAVEMENT MARKING WORDS EPOXY (WHITE)
7	PAVEMENT MARKING EPOXY 8-INCH (WHITE)		
9	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)		

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PAVEMENT MARKING: ONEIDA ST/VALLEY RD INTERSECTION	SHEET 112	E

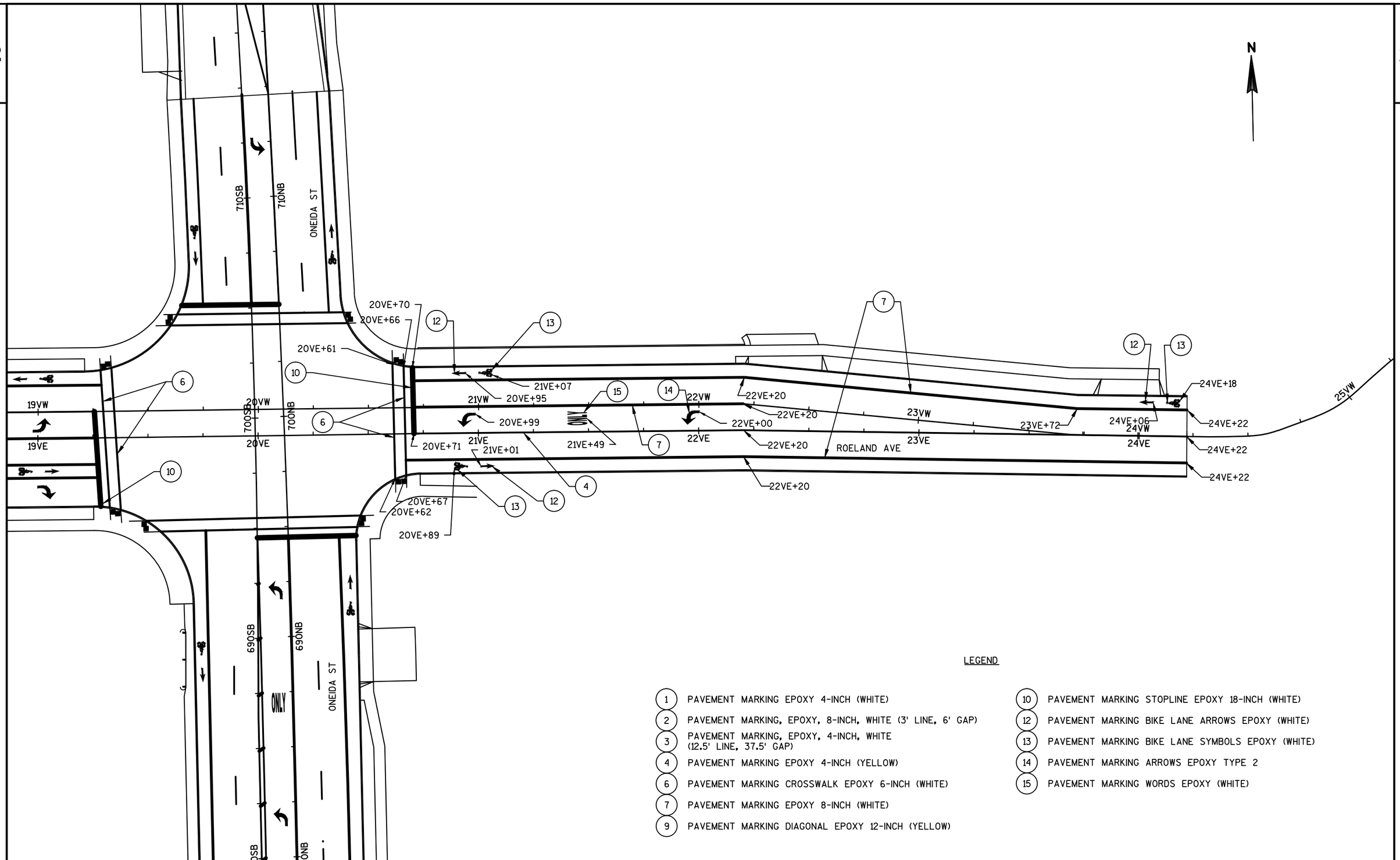


LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE (3' LINE, 6' GAP)
3. PAVEMENT MARKING, EPOXY, 4-INCH, WHITE (12.5' LINE, 37.5' GAP)
4. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
6. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
7. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
8. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE (3' LINE, 9' GAP)
9. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
10. PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
12. PAVEMENT MARKING BIKE LANE ARROWS EPOXY (WHITE)
13. PAVEMENT MARKING BIKE LANE SYMBOLS EPOXY (WHITE)
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2
15. PAVEMENT MARKING WORDS EPOXY (WHITE)

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PAVEMENT MARKING: VALLEY RD/ONEIDA ST INTERSECTION	SHEET 113	E

2



LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2	PAVEMENT MARKING, EPOXY, 8-INCH, WHITE (3' LINE, 6' GAP)
3	PAVEMENT MARKING, EPOXY, 4-INCH, WHITE (12.5' LINE, 37.5' GAP)
4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
6	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
7	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
9	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
10	PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
12	PAVEMENT MARKING BIKE LANE ARROWS EPOXY (WHITE)
13	PAVEMENT MARKING BIKE LANE SYMBOLS EPOXY (WHITE)
14	PAVEMENT MARKING ARROWS EPOXY TYPE 2
15	PAVEMENT MARKING WORDS EPOXY (WHITE)

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PAVEMENT MARKING: ROELAND AVE/ONEIDA ST INTERSECTION	SHEET 114	E

GENERAL
THE FOLLOWING NOTES SUMMARIZE THE SEQUENCE OF CONSTRUCTION STAGES. THESE NOTES HAVE BEEN DEVELOPED IN THE FOLLOWING TEXT OUTLINE BELOW:
+ OBJECTIVES
+STATUS OF PUBLIC USAGE
+REMOVAL/DEMOLITION THIS STAGE
+CONSTRUCTION CRITICAL FOR NEXT STAGE
+CONSTRUCTION AVAILABLE THIS STAGE

CONSTRUCTION STAGE 1
+OBJECTIVES
-CONSTRUCT ONEIDA STREET/USH 10, SOUTH OF MIDWAY/ONEIDA INTERSECTION TO SOUTHERN LIMITS OF PROJECT.
-CONSTRUCT EASTBOUND TRAVEL LANES OF MIDWAY ROAD/ CTH AP TO EAST AND WEST PROJECT LIMITS.
-CONSTRUCT EAST-WEST STORM SEWER TRUNK LINE.
-CONSTRUCT STORM SEWER SOUTH OF THE INTERSECTION ON ONEIDA STREET.

+STATUS OF PUBLIC USAGE
-EASTBOUND/WESTBOUND TRAFFIC ON MIDWAY ROAD/ CTH AP SHIFTED TO NORTH SIDE OF INTERSECTION, RESTRICTED TO ONE LANE, BI-DIRECTIONAL. ACCESS TO FAMILY DOLLAR, GAS STATION, AND RESIDENTIAL PROPERTIES SHALL BE MAINTAINED VIA MIDWAY ROAD EASTBOUND.
-NORTHBOUND/SOUTHBOUND ON ONEIDA STREET/USH 10 SOUTH OF THE INTERSECTION CLOSED TO THRU TRAFFIC.
-INTERSECTION OF MIDWAY ROAD (CTH AP)/ONEIDA STREET (USH 10) SHALL BE 3-WAY STOP-CONTROLLED.
-SOUTH SIDEWALK ON MIDWAY ROAD CLOSED. PEDESTRIANS EAST OF THE INTERSECTION ARE DIRECTED TO CROSS TO THE NORTH SIDEWALK AT HEMLOCK LANE.

+REMOVAL/DEMOLITION THIS STAGE
-REMOVE ALL EXISTING CONCRETE PAVEMENT WITHIN STAGE 1.
-INLET AND STORM SEWER PIPE REMOVAL

+CONSTRUCTION CRITICAL FOR NEXT STAGE
-CONSTRUCT ONEIDA STREET/USH 10, SOUTH OF MIDWAY/ONEIDA INTERSECTION TO SOUTHERN LIMITS OF PROJECT.
-CONSTRUCT EASTBOUND TRAVEL LANES OF MIDWAY ROAD/ CTH AP
-CONSTRUCT EAST-WEST STORM SEWER LINE UTILIZING NIGHT CLOSURES TO COMPLETE CONSTRUCTION OF THE 8-FT MANHOLE STRUCTURE AT THE CENTER OF THE INTERSECTION.
-CONSTRUCT STORM SEWER LINE SOUTH OF THE INTERSECTION ON ONEIDA STREET.

+CONSTRUCTION AVAILABLE THIS STAGE
-NONE

CONSTRUCTION STAGE 2
+OBJECTIVES
-CONSTRUCT TIE-INS AT THE EAST AND WEST LIMITS OF MIDWAY ROAD.

+STATUS OF PUBLIC USAGE
- EASTBOUND TRAFFIC SHIFTED TO OUTSIDE EDGE OF EASTBOUND TRAVEL WAY, RESTRICTED TO ONE LANE.

+REMOVAL/DEMOLITION THIS STAGE
-NONE

+CONSTRUCTION CRITICAL FOR NEXT STAGE
-CONSTRUCT TIE-INS AT THE EAST AND WEST LIMITS OF MIDWAY ROAD USING HES CONCRETE.

+CONSTRUCTION AVAILABLE THIS STAGE
-NONE

CONSTRUCTION STAGE 3
+OBJECTIVES
-CONSTRUCT ONEIDA STREET/USH 10, NORTH OF MIDWAY/ONEIDA INTERSECTION TO NORTHERN LIMITS OF PROJECT.
-CONSTRUCT WESTBOUND TRAVEL LANES OF MIDWAY ROAD/ CTH AP TO EAST AND WEST PROJECT LIMITS.
-CONSTRUCT STORM SEWER NORTH OF THE INTERSECTION ON ONEIDA STREET.

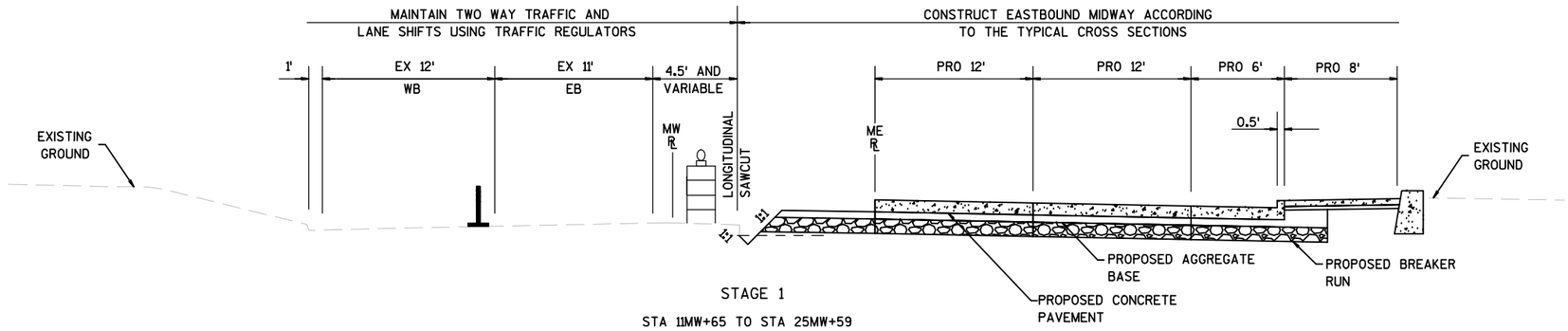
+STATUS OF PUBLIC USAGE
-EASTBOUND/WESTBOUND TRAFFIC ON MIDWAY ROAD/ CTH AP SHIFTED TO SOUTH SIDE OF INTERSECTION, RESTRICTED TO ONE LANE, BI-DIRECTIONAL. ACCESS TO HORICON BANK ARE TO BE MAINTAINED.
-NORTHBOUND/SOUTHBOUND ON ONEIDA STREET/USH 10 NORTH OF THE INTERSECTION CLOSED TO THRU TRAFFIC. ACCESS TO WENDY'S IS TO BE MAINTAINED.
-INTERSECTION OF MIDWAY ROAD (CTH AP)/ ONEIDA STREET (USH 10) SHALL BE 3-WAY STOP CONTROLLED.
-NORTH SIDEWALK ON MIDWAY ROAD CLOSED. PEDESTRIANS EAST OF THE INTERSECTION ARE DIRECTED TO CROSS TO THE SOUTH SIDEWALK AT HEMLOCK LANE.
-PROVIDE TEMPORARY PEDESTRIAN CROSSING AT EAST SIDE OF THE INTERSECTION. UTILIZE THE FINISHED CROSSWALK CONSTRUCTED IN STAGE 1, GAPPING A SECTION OF STAGE 3 CONSTRUCTION SUCH THAT THE EXISTING PAVEMENT IS PROVIDED TO COMPLETE THE PEDESTRIAN CROSSING. PROVIDE TEMPORARY ASPHALTIC SURFACE FOR PEDESTRIANS ALONG RIGHT-OF-WAY ON THE EAST SIDE OF USH 10.
-UPON COMPLETION OF STAGE 3 PAVEMENT AND SIDEWALK CONSTRUCTION AND CURE, PEDESTRIANS CAN UTILIZED THE FINISHED CROSSWALKS WHILE CONSTRUCTION REMOVES THE TEMPORARY SIDEWALK AND COMPLETES THE GAP LEFT IN FOR THE PREVIOUS PEDESTRIAN ACCOMMODATIONS PROVIDED.

+REMOVAL/DEMOLITION THIS STAGE
-REMOVE ALL EXISTING CONCRETE PAVEMENT WITHIN STAGE 3.
-INLET AND STORM SEWER PIPE REMOVAL

+CONSTRUCTION CRITICAL FOR NEXT STAGE
-CONSTRUCT ONEIDA STREET/USH 10, NORTH OF MIDWAY/ONEIDA INTERSECTION TO NORTHERN LIMITS OF PROJECT.
-CONSTRUCT WESTBOUND TRAVEL LANES OF MIDWAY ROAD/ CTH AP TO EAST AND WEST PROJECT LIMITS. CONSTRUCT DRIVEWAYS ONE -AT A TIME AT WEST LIMIT OF MIDWAY ROAD TO MAINTAIN RESIDENTIAL ACCESS.

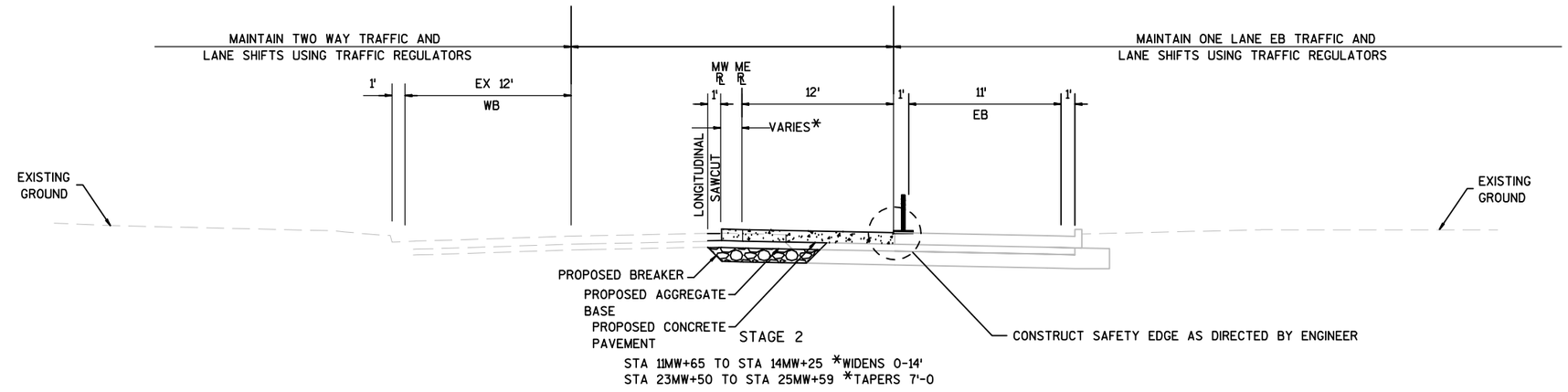
+CONSTRUCTION AVAILABLE THIS STAGE
-NONE

2



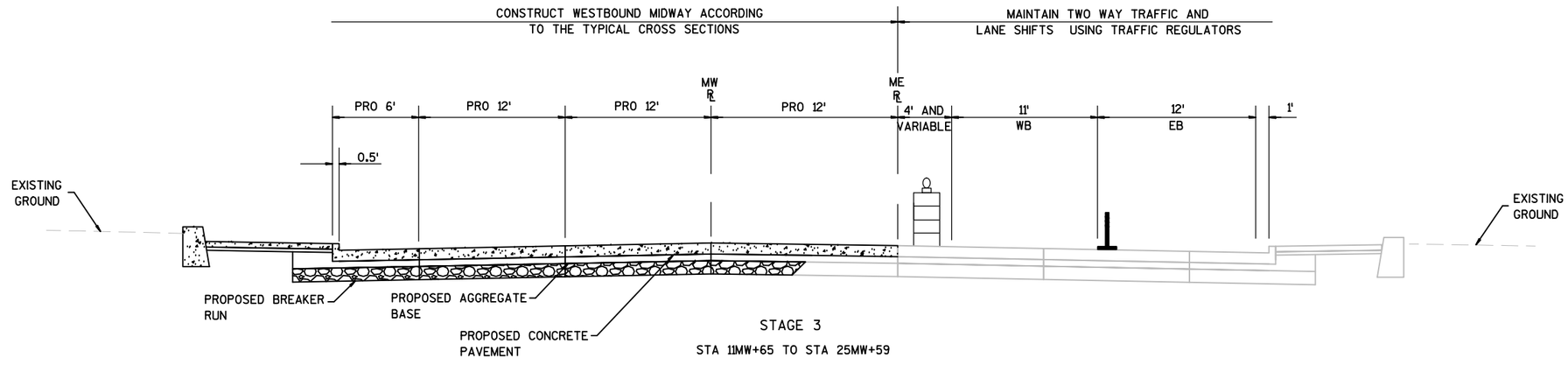
STAGE 1

STA 11MW+65 TO STA 25MW+59



STAGE 2

STA 11MW+65 TO STA 14MW+25 *WIDENS 0-14'
STA 23MW+50 TO STA 25MW+59 *TAPERS 7'-0



STAGE 3

STA 11MW+65 TO STA 25MW+59

S ONEIDA ST/MIDWAY RD

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN: STAGING TYPICAL CROSS SECTIONS	SHEET 116	E

2

CONSTRUCTION STAGE 1
+OBJECTIVES
-REMOVE EXISTING RAISED MEDIAN NORTH OF ONEIDA ST./STH 441 INTERCHANGE AND SOUTH OF PROJECT LIMITS.
-CONSTRUCT ASPHALT PAVEMENT CROSSOVER IN RAISED MEDIAN VOID.

+STATUS OF PUBLIC USAGE
-NORTHBOUND AND SOUTHBOUND TRAFFIC ON SHIFTED TO OUTSIDE EDGE OF TRAVEL WAY.

+REMOVAL/DEMOLITION THIS STAGE
-REMOVE RAISED MEDIAN NORTH OF ONEIDA ST./ STH 441 INTERCHANGE AND SOUTH OF PROJECT LIMTIS.

+CONSTRUCTION CRITICAL FOR NEXT STAGE
-CONSTRUCT HMA PAVEMENT CROSS OVER IN RAISED MEDIAN VOID.

+CONSTRUCTION AVAILABLE THIS STAGE
-NONE

CONSTRUCTION STAGE 2
+OBJECTIVES
-CONSTRUCT SOUTHBOUND TRAVEL LANES OF ONEIDA ST.
-CONSTRUCT W VALLEY RD. PAVEMENT.
-CONSTRUCT STORM SEWER LINE THAT RUNS NORTH ON ONEIDA ST., AND WEST ON W VALLEY RD.

+STATUS OF PUBLIC USAGE
-NORTHBOUND/SOUTHBOUND TRAFFIC MAINTAINED ON EAST SIDE OF ONEIDA STREET, UTILIZING CROSS OVER CONSTRUCTED IN STAGE 1, AND RESTRICTED TO ONE LANE, BI-DIRECTIONAL.
-INTERSECTION OF E ROALAND AVE./ ONEIDA ST. SHALL BE 3-WAY STOP CONTROLLED.
-W. VALLEY RD WEST OF THE INTERSECTION IS TO BE CLOSED TO THRU TRAFFIC. ACCESS TO THE CAR WASH/GAS STATION IS TO BE MAINTAINED.
-ACCESS TO INTERSECTING STREETS TO THE NORTH OF THE INTERSECTION ARE TO BE MAINTAINED.
-PEDESTRIANS ARE TO STAY ON THE EXISTING EAST SIDEWALK. SIDEWALK ON W. VALLEY ROAD TO BE CLOSED, PEDESTRIANS DETOURED AROUND CONSTRUCTION VIA S KERRY LN AND WILSON AVE.

+REMOVAL/DEMOLITION THIS STAGE
-REMOVE ALL EXISTING CONCRETE PAVEMENT WITHIN STAGE 2.
-INLET AND STORM SEWER PIPE REMOVAL

+CONSTRUCTION CRITICAL FOR NEXT STAGE
-CONSTRUCT SOUTHBOUND TRAVEL LANES OF ONEIDA ST.
-CONSTRUCT W VALLEY RD. MAINTAIN ACCESS TO CAR WASH AND GAS STATION.
-CONSTRUCT STORM SEWER LINE THAT RUNS NORTH ON ONEIDA ST. AND WEST ON VALLEY RD.

+CONSTRUCTION AVAILABLE THIS STAGE
-NONE

CONSTRUCTION STAGE 3
+OBJECTIVES
-CONSTRUCT NORTHBOUND TRAVEL LANES OF ONEIDA ST.
-CONSTRUCT E ROALAND AVE PAVEMENT.
-CONSTRUCT STORM SEWER LINE THAT RUNS WEST ON E. ROALAND AVE. AND NORTH ON ONEIDA ST.

+STATUS OF PUBLIC USAGE
-NORTHBOUND/SOUTHBOUND TRAFFIC MAINTAINED ON WEST SIDE OF ONEIDA STREET, UTILIZING CROSS OVER CONSTRUCTED IN STAGE 1, AND RESTRICTED TO ONE LANE, BI-DIRECTIONAL.
-INTERSECTION OF W. VALLEY RD./ ONEIDA ST. SHALL BE 3-WAY STOP CONTROLLED.
-E. ROALAND AVE. EAST OF THE INTERSECTION IS TO BE CLOSED TO THRU TRAFFIC. ACCESS TO COMMUNITY FIRST CREDIT UNION TO BE MAINTAINED (ENTRANCE/EXIT).
-ACCESS TO INTERSECTING STREETS TO THE NORTH OF THE INTERSECTION ARE TO BE MAINTAINED.
-EAST SIDEWALK ON ONEIDA ST. CLOSED. PEDESTRIANS ARE TO BE TEMPORARILY CROSSED TO WEST SIDEWALK AT THE STH 441/ONEIDA ST. INTERCHANGE.
-E. ROALAND AVE. SIDEWALKS CLOSED. PEDESTRIANS DETOURED TO S. JACKSON ST. AND CONNECT TO ONEIDA STREET VIA E HOOVER AVE.

+REMOVAL/DEMOLITION THIS STAGE
-REMOVE ALL EXISTING CONCRETE PAVEMENT WITHIN STAGE 3.
-INLET AND STORM SEWER PIPE REMOVAL

+CONSTRUCTION CRITICAL FOR NEXT STAGE
-CONSTRUCT NORTHBOUND TRAVEL LANES OF ONEIDA ST.
-CONSTRUCT E ROALAND AVE. MAINTAIN ACCESS TO COMMUNITY FIRST CREDIT UNION.
-CONSTRUCT STORM SEWER LINE THAT RUNS WEST ON E. ROALAND AVE AND NORTH ON ONEIDA ST.

+CONSTRUCTION AVAILABLE THIS STAGE
-CONSTRUCT HMA PAVEMENT CENTER LANE SOUTH OF INTERSECTION

CONSTRUCTION STAGE 4
+OBJECTIVES
-CONSTRUCT HMA PAVEMENT CENTER LANE SOUTH OF INTERSECTION

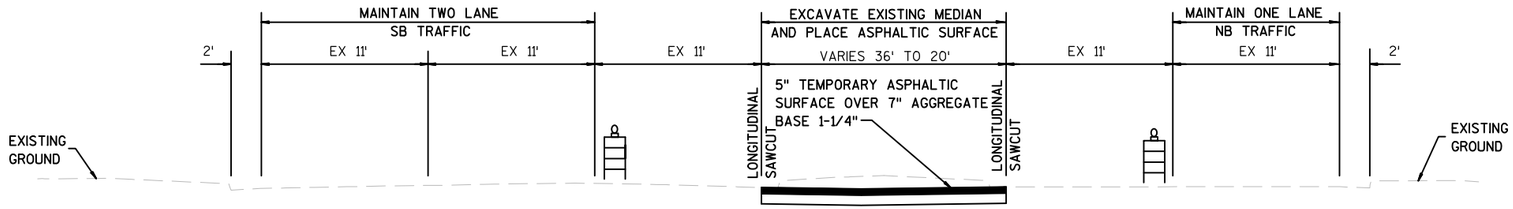
+STATUS OF PUBLIC USAGE
-NORTHBOUND AND SOUTHBOUND TRAFFIC ON SHIFTED TO OUTSIDE EDGE OF TRAVEL WAY.

+REMOVAL/DEMOLITION THIS STAGE
-NONE

+CONSTRUCTION CRITICAL FOR NEXT STAGE
-CONSTRUCT HMA PAVEMENT CENTER LANES THAT REMAIN.

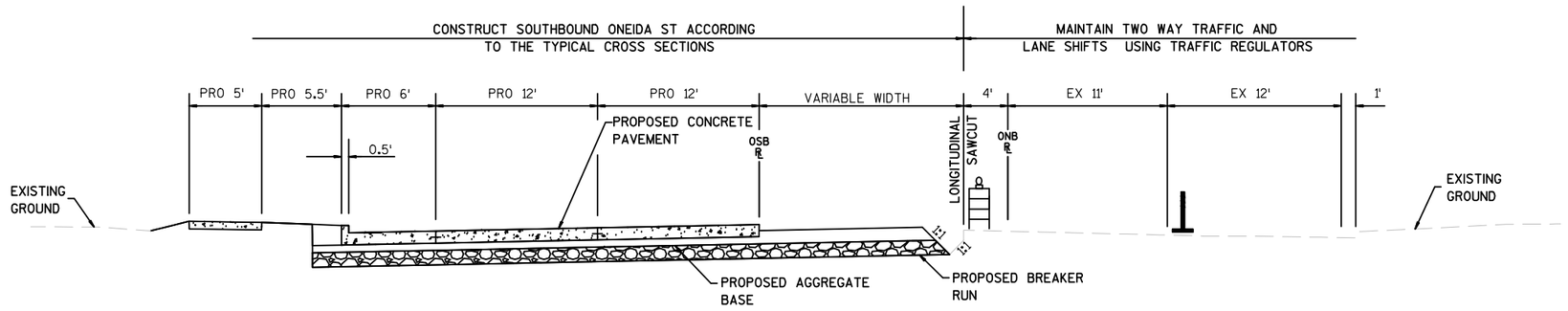
+CONSTRUCTION AVAILABLE THIS STAGE
-NONE

2

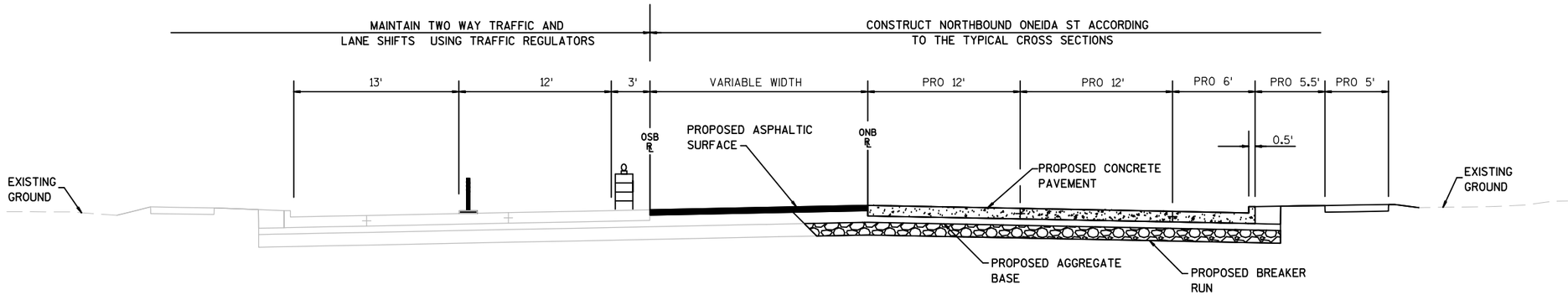


STAGE 1

STA 620NB+50 TO STA 660NB+12



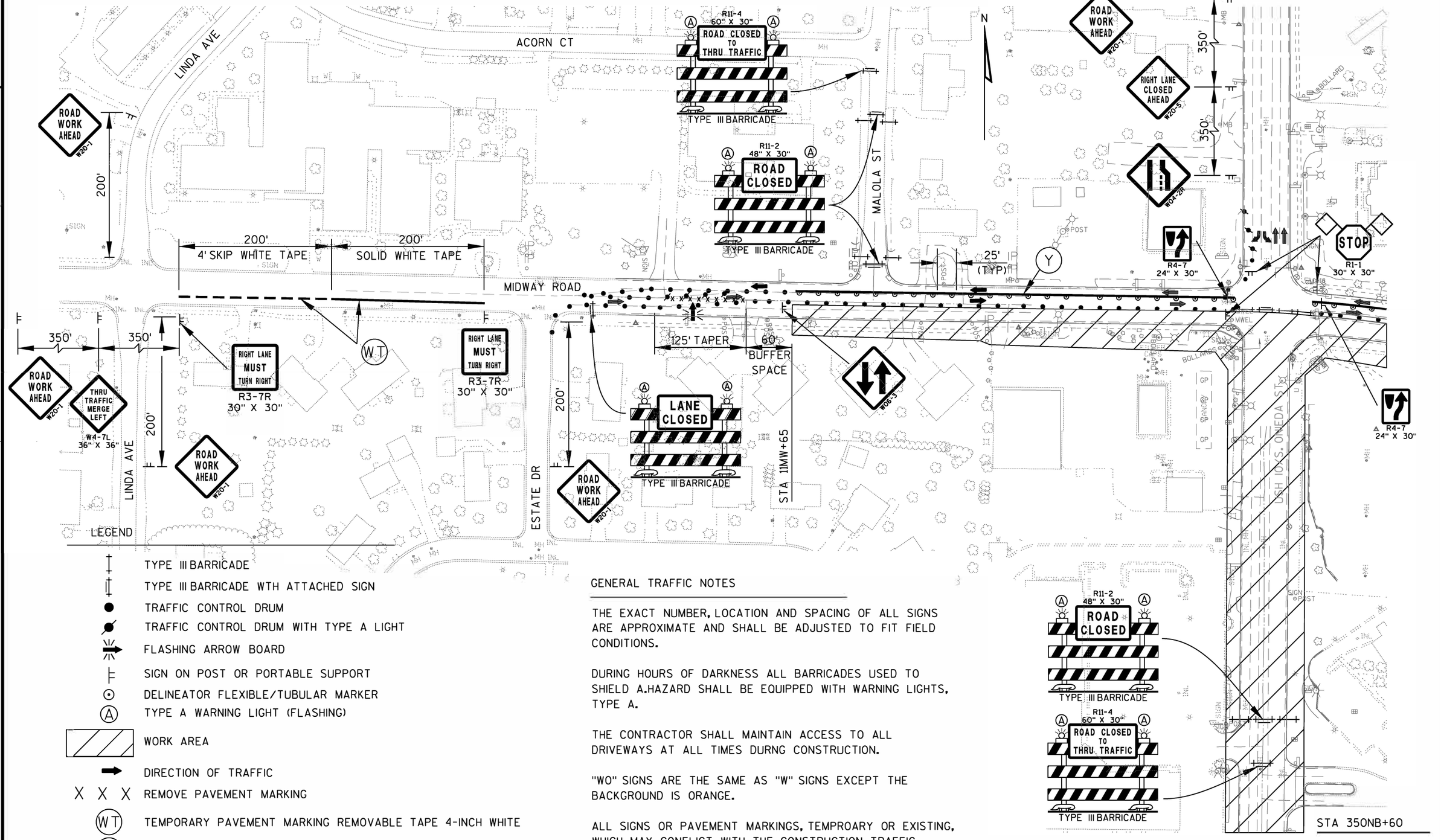
STAGE 2



STAGE 3

S ONEIDA ST/W VALLEY RD/ROELAND AVE

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN: STAGING TYPICAL CROSS SECTIONS	SHEET 118	E



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE A LIGHT
- FLASHING ARROW BOARD
- SIGN ON POST OR PORTABLE SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC
- X X X REMOVE PAVEMENT MARKING
- (WT) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)

GENERAL TRAFFIC NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A.HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURNG CONSTRUCTION.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, TEMPROARY OR EXISTING, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.

SO ONEIDA ST/MIDWAY RD
1 OF 7

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TRAFFIC CONTROL STAGE 1	SHEET E

FILE NAME : C:\Users\P\D3\441 Appleton\Oneida pk 8 151775-79\staging\Midway Oneida\FINAL STAGING PLANS\krs pw staging1A.dgn PLOT DATE : 06-FEB-2017 08:47 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 120.000000:1.000000

GENERAL TRAFFIC NOTES

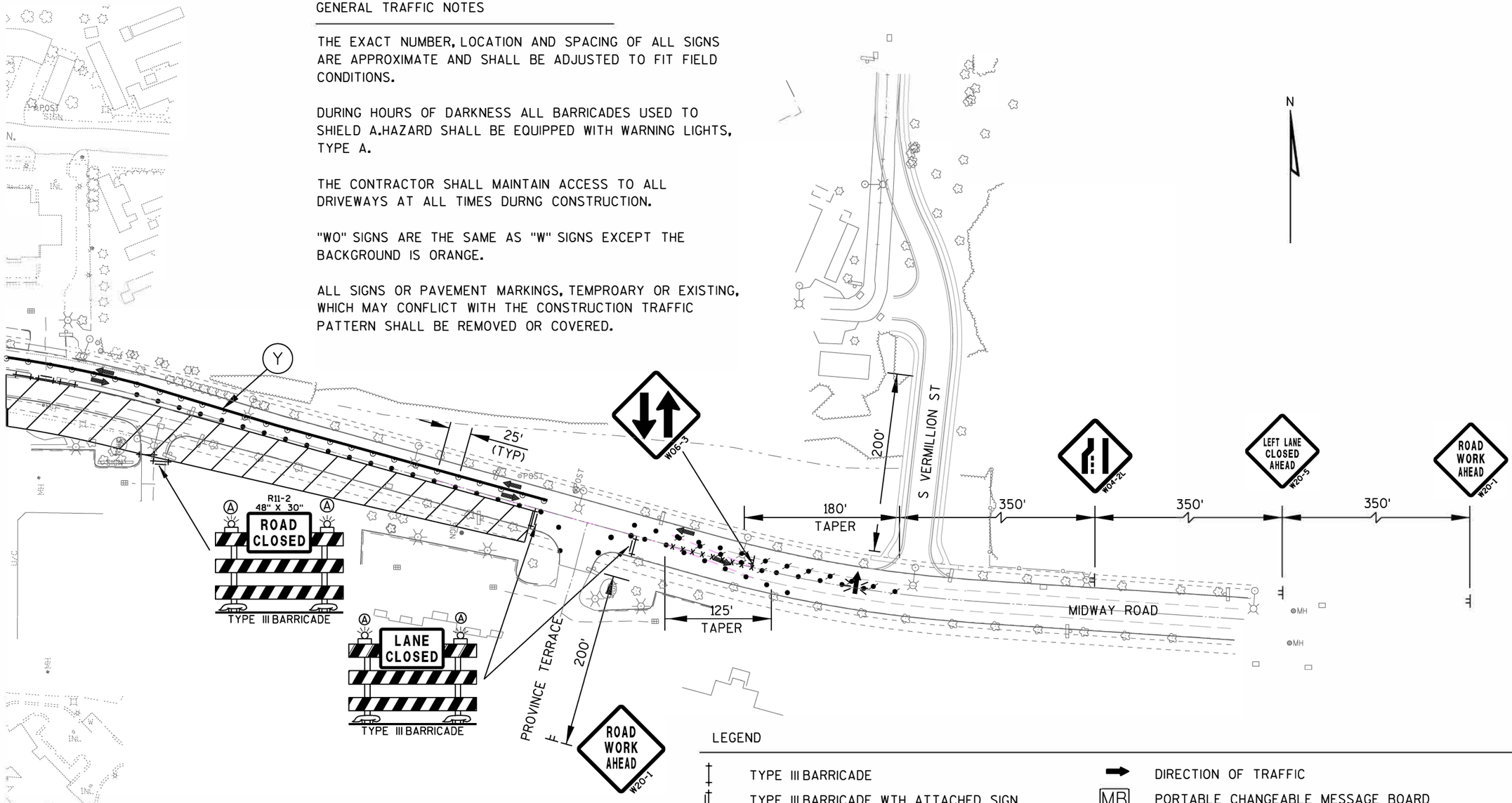
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A.HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURNG CONSTRUCTION.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, TEMPROARY OR EXISTING, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.



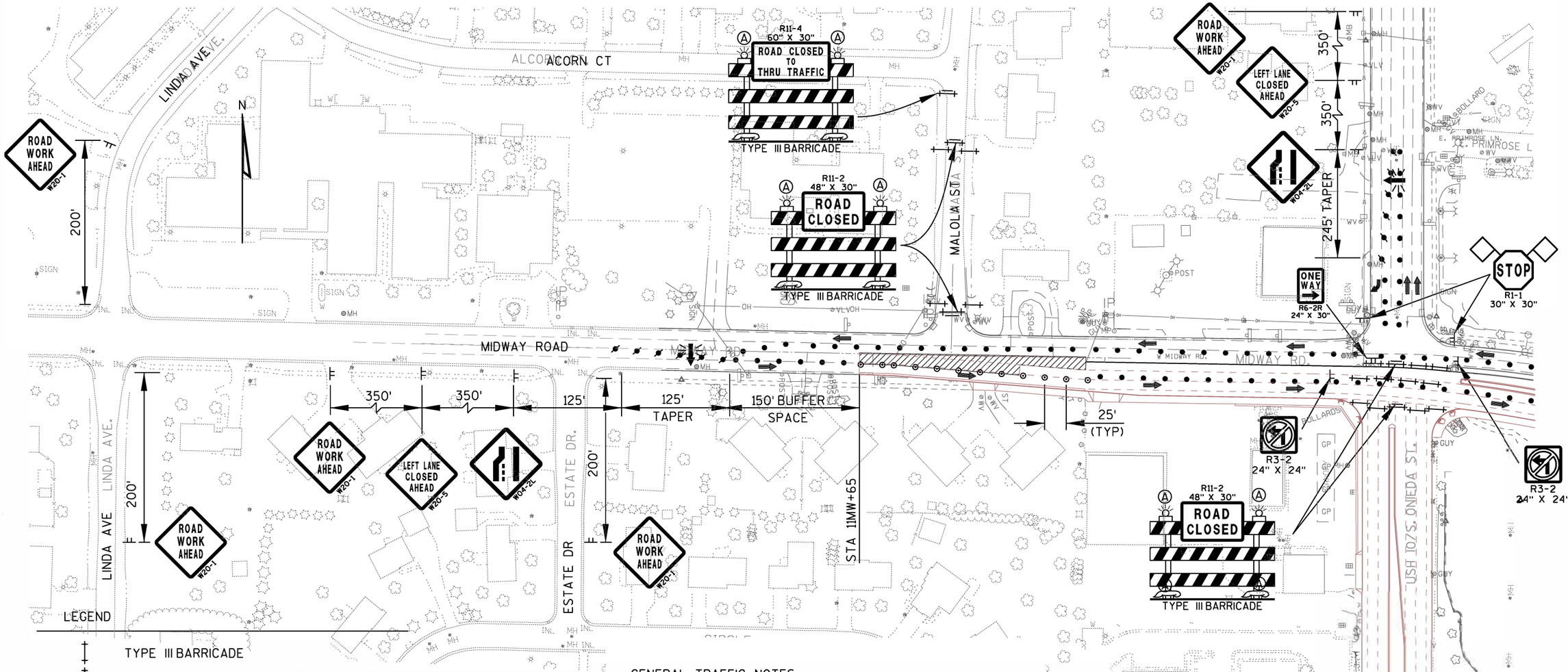
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE A LIGHT
- FLASHING ARROW BOARD
- SIGN ON POST OR PORTABLE SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- (WT) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH WHITE
- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
- X X X REMOVE PAVEMENT MARKING

SO ONEIDA ST/MIDWAY RD
2 OF 7

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TRAFFIC CONTROL STAGE 1	SHEET E

FILE NAME : C:\Users\P\D3\441 Appleton\Oneida pk 8 151775-79\staging\Midway Oneida\FINAL STAGING PLANS\krs pw staging1B.dgn PLOT DATE : 06-FEB-2017 08:48 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 120.000000:1.000000 WISDOT/CADDS SHEET 42



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE A LIGHT
- FLASHING ARROW BOARD
- SIGN ON POST OR PORTABLE SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC

GENERAL TRAFFIC NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A.HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURNG CONSTRUCTION.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, TEMPROARY OR EXISTING, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.

SO ONEIDA ST/MIDWAY RD
3 OF 7

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TRAFFIC CONTROL STAGE 2	SHEET E

FILE NAME : C:\Users\P\D3\441 Appleton\Oneida pk 8 151775-79\staging\Midway Oneida\FINAL STAGING PLANS\krs pw staging2A.dgn PLOT DATE : 06-FEB-2017 08:48 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 120.000000:1.000000

2

2

GENERAL TRAFFIC NOTES

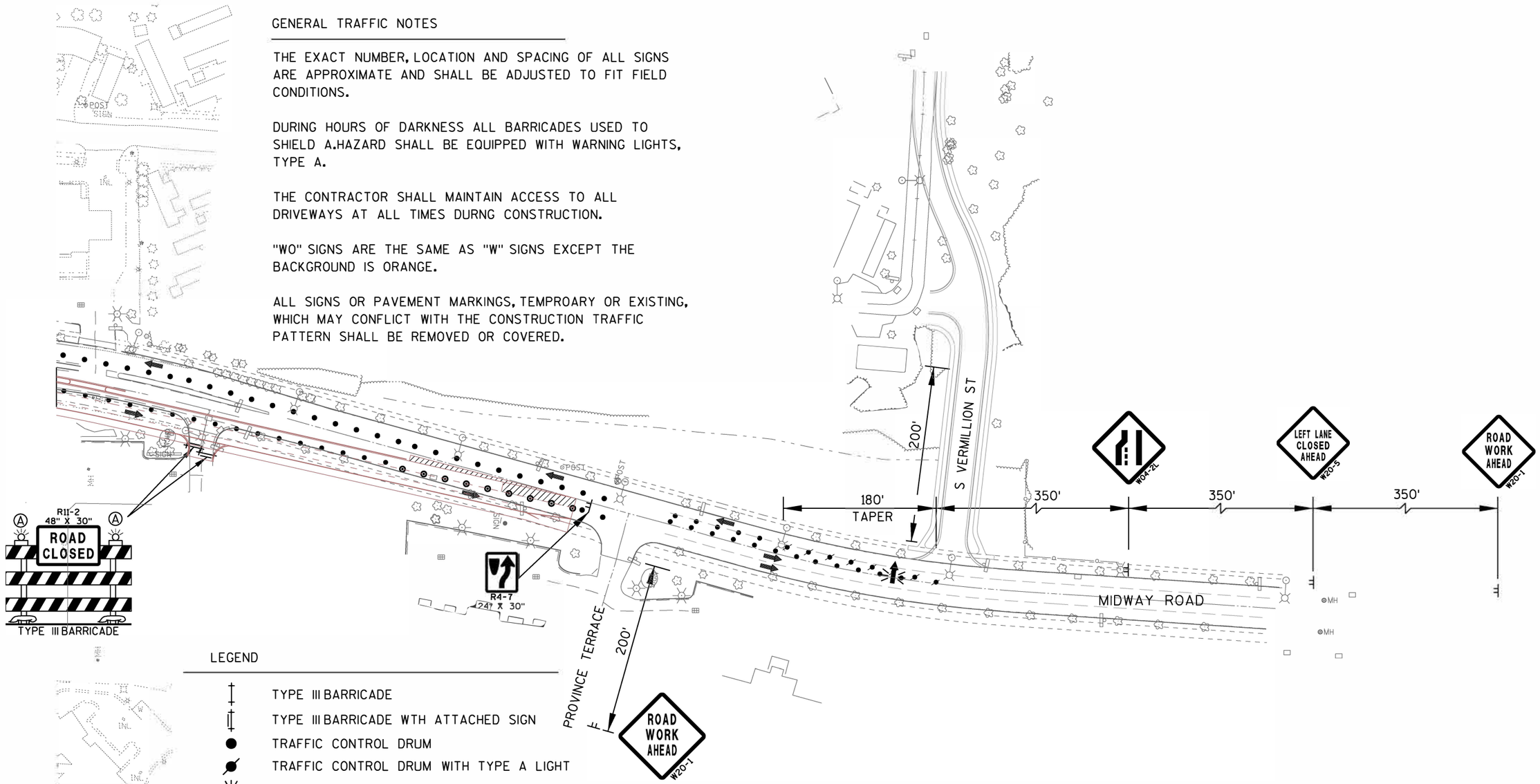
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A.HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURNG CONSTRUCTION.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, TEMPROARY OR EXISTING, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.



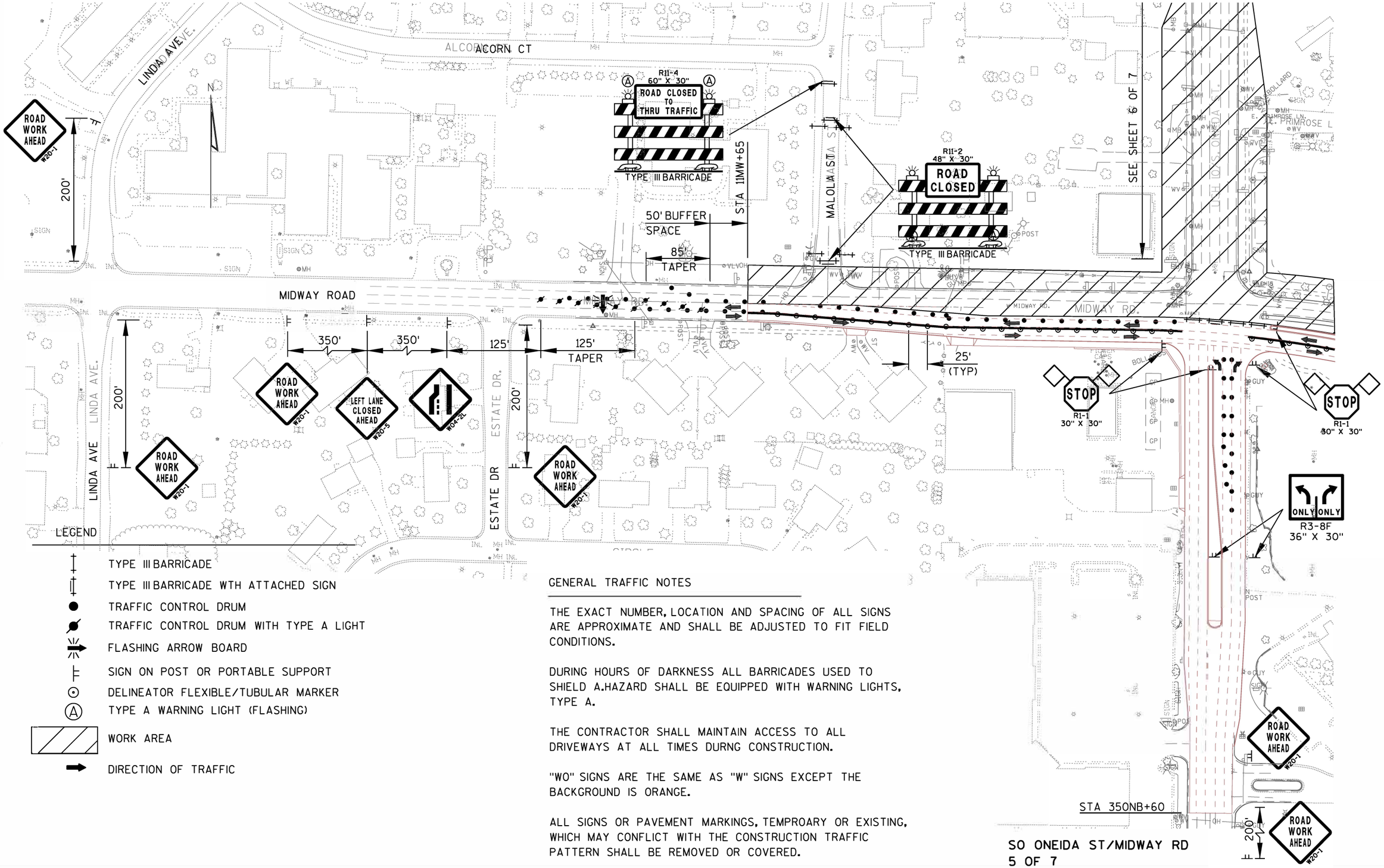
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE A LIGHT
- FLASHING ARROW BOARD
- SIGN ON POST OR PORTABLE SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC

SO ONEIDA ST/MIDWAY RD
4 OF 7

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TRAFFIC CONTROL STAGE 2	SHEET	E

FILE NAME : C:\Users\P\D3\441 Appleton\Oneida pk 8 151775-79\staging\Midway Oneida\FINAL STAGING PLANS\krs pw staging2B.dgn PLOT DATE : 06-FEB-2017 08:48 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 120.000000:1.000000 WISDOT/CADDS SHEET 42



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE A LIGHT
- FLASHING ARROW BOARD
- SIGN ON POST OR PORTABLE SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC

GENERAL TRAFFIC NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A.HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURNG CONSTRUCTION.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, TEMPROARY OR EXISTING, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TRAFFIC CONTROL STAGE 3	SHEET	E

FILE NAME : C:\Users\P\D3\441 Appleton\Oneida pk 8 151775-79\staging\Midway Oneida\FINAL STAGING PLANS\krs pw staging3A.dgn PLOT DATE : 06-FEB-2017 08:48 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 120.000000:1.000000

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE A LIGHT
- FLASHING ARROW BOARD
- SIGN ON POST OR PORTABLE SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC

GENERAL TRAFFIC NOTES

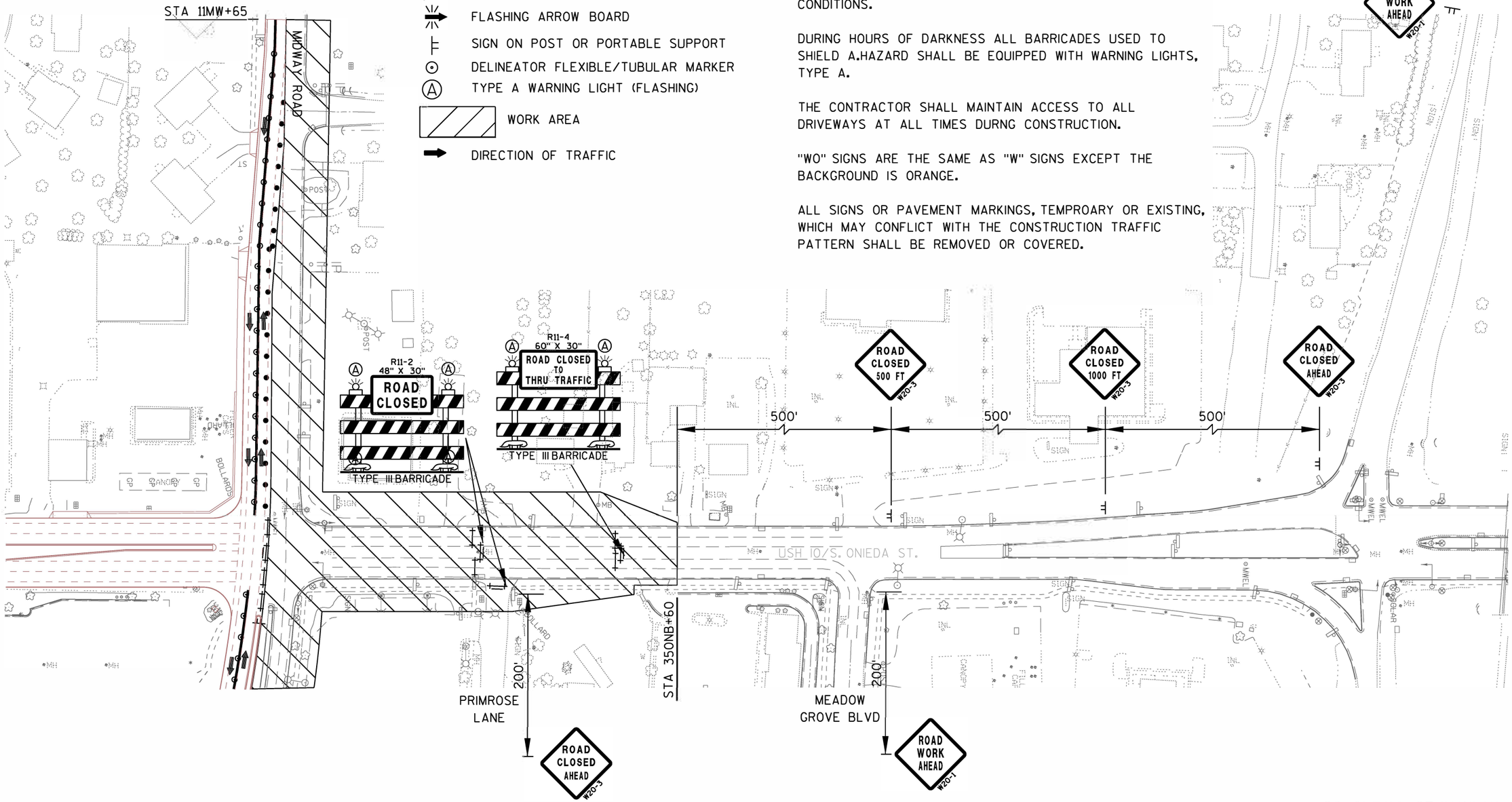
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A.HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURNG CONSTRUCTION.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, TEMPROARY OR EXISTING, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.



SO ONEIDA ST/MIDWAY RD
6 OF 7

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TRAFFIC CONTROL STAGE 3	SHEET E

FILE NAME : C:\Users\P\D3\441 Appleton\Oneida pk 8 151775-79\staging\Midway Oneida\FINAL STAGING PLANS\krs pw staging3AA.dgn PLOT DATE : 06-FEB-2017 08:48 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 120.000000:1.000000
WISDOT/CADDS SHEET 42

GENERAL TRAFFIC NOTES

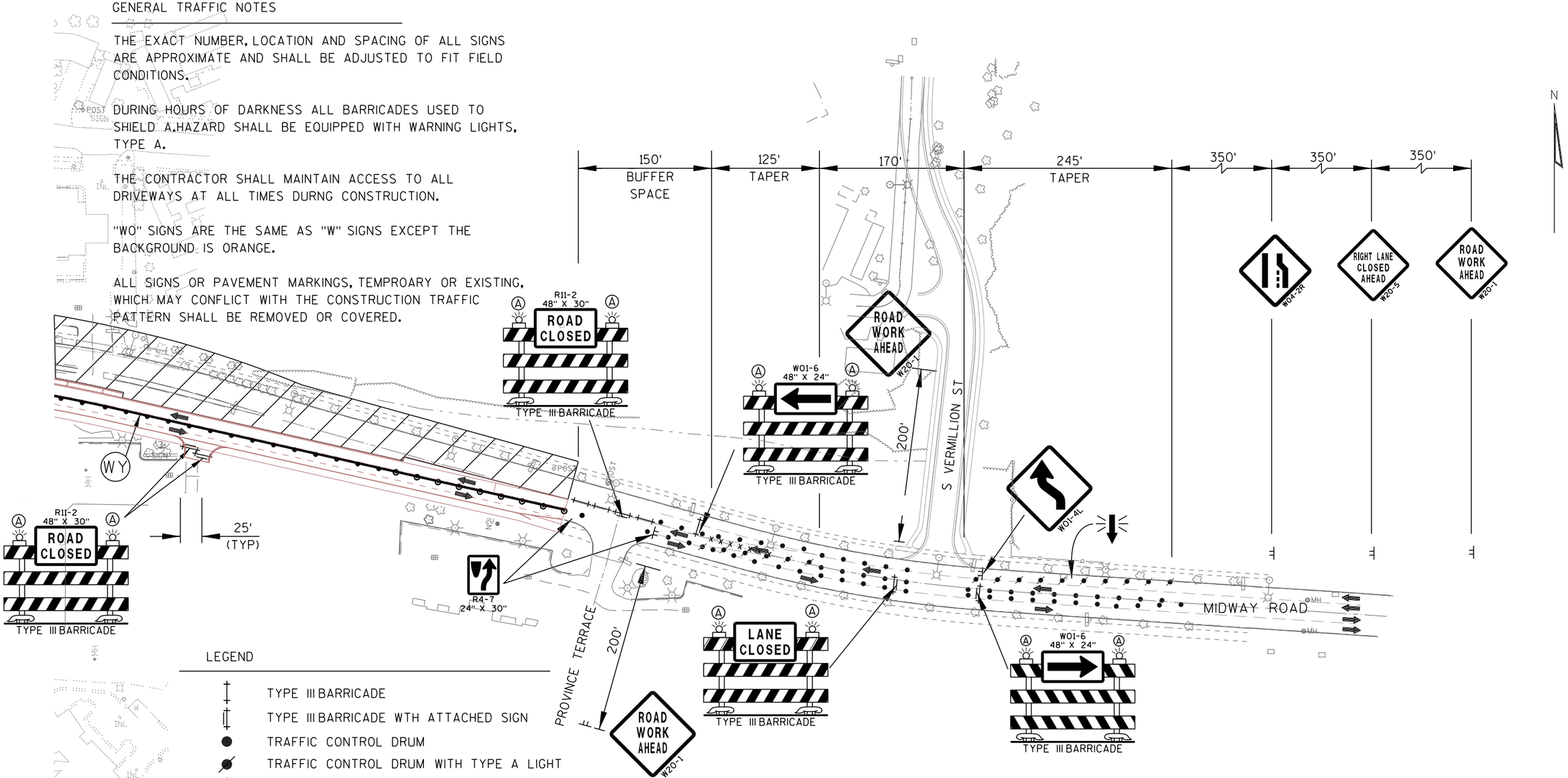
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE A LIGHT
- FLASHING ARROW BOARD
- SIGN ON POST OR PORTABLE SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- (WY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW
- DIRECTION OF TRAFFIC
- X X X REMOVE PAVEMENT MARKING

SO ONEIDA ST/MIDWAY RD
7 OF 7

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TRAFFIC CONTROL STAGE 3	SHEET 125	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE A LIGHT
- FLASHING ARROW BOARD
- SIGN ON POST OR PORTABLE SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

GENERAL TRAFFIC NOTES

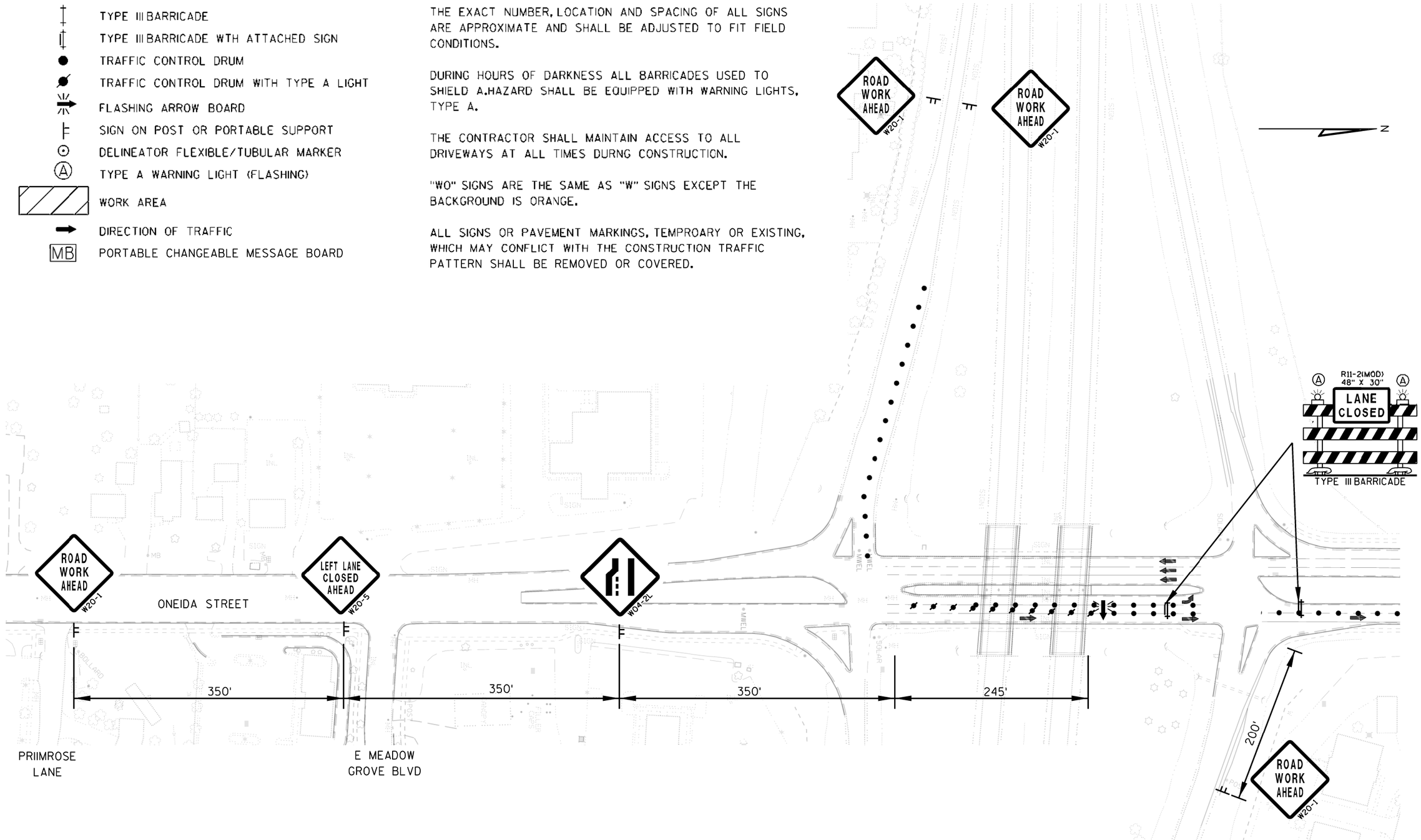
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

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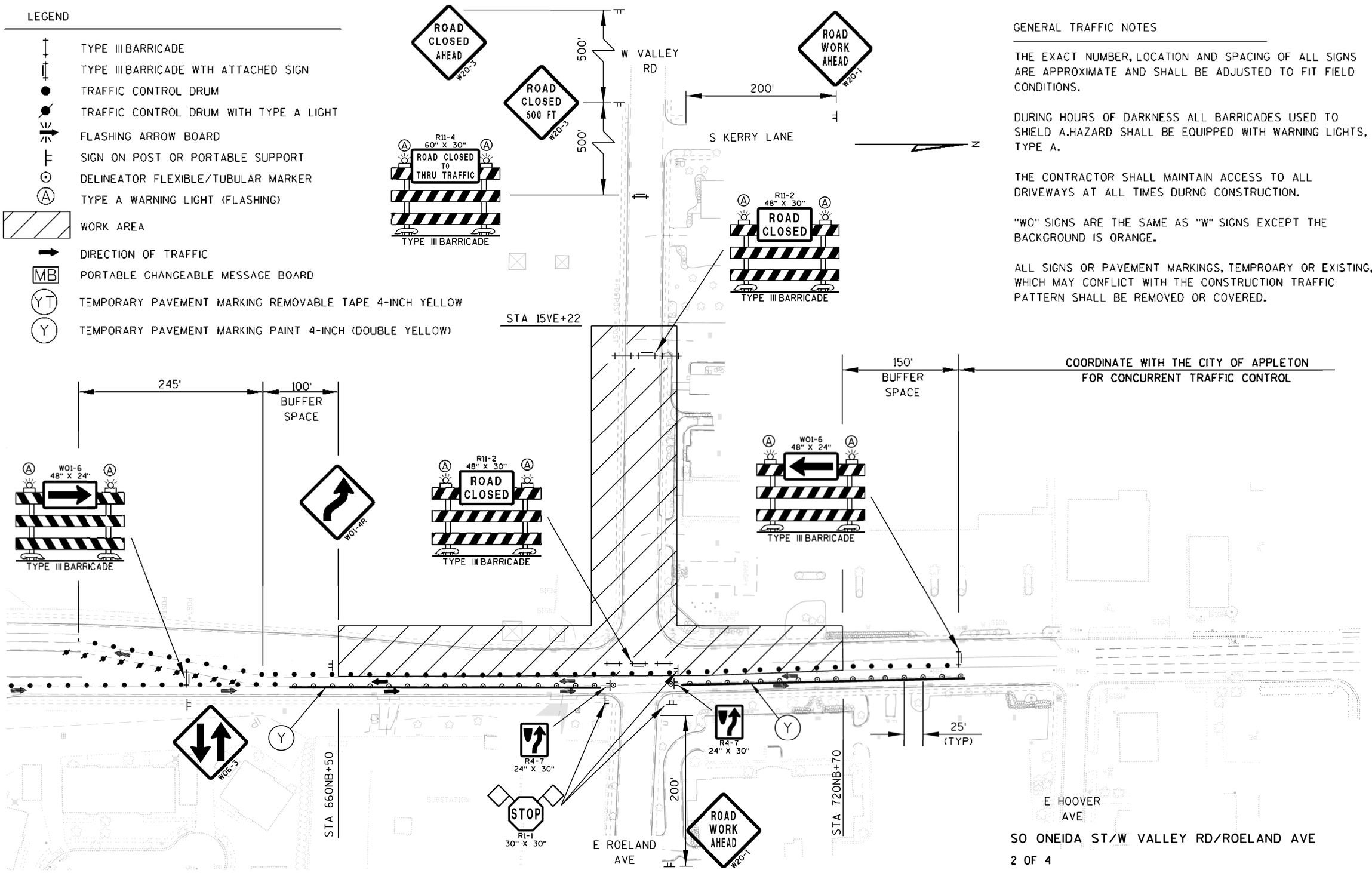
SO ONEIDA ST/W VALLEY RD/ROELAND AVE
1 OF 4

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TRAFFIC CONTROL STAGE 2	SHEET 126	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE A LIGHT
- FLASHING ARROW BOARD
- SIGN ON POST OR PORTABLE SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- (YT) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW
- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)



GENERAL TRAFFIC NOTES

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SO ONEIDA ST/W VALLEY RD/ROELAND AVE

2 OF 4

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TRAFFIC CONTROL STAGE 2	SHEET E

FILE NAME : C:\Users\P\D3\441 Appleton\Oneida pk 8 151775-79\staging\Valley Oneida\FINAL STAGING PLANS\stage 2\2-Stage2 V_0.dgn PLOT DATE : 06-FEB-2017 08:56 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 120.000000:1.000000
WISDOT/CADDS SHEET 42

2

2

N

GENERAL TRAFFIC NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIRLD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A. HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

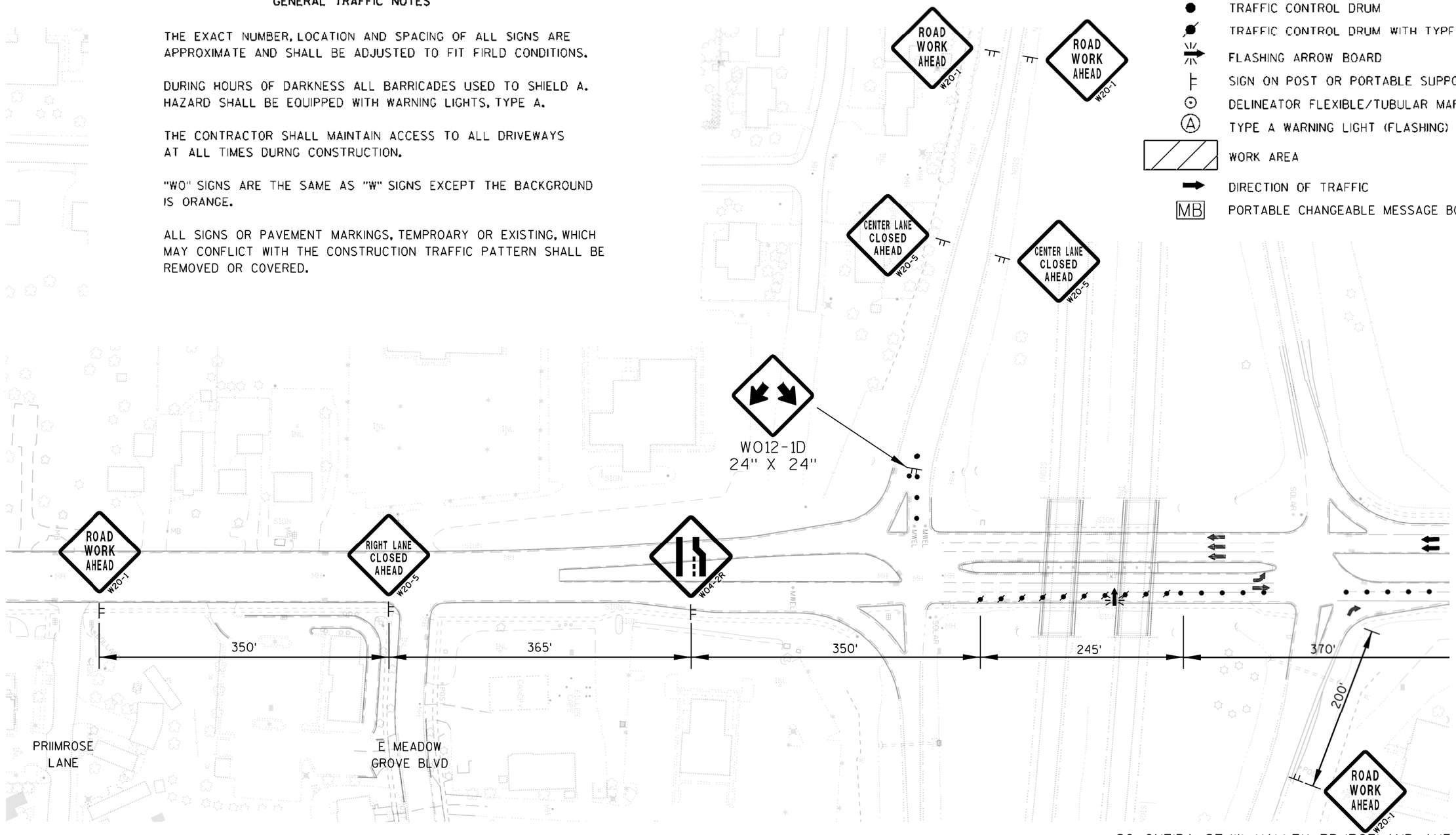
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LEGEND

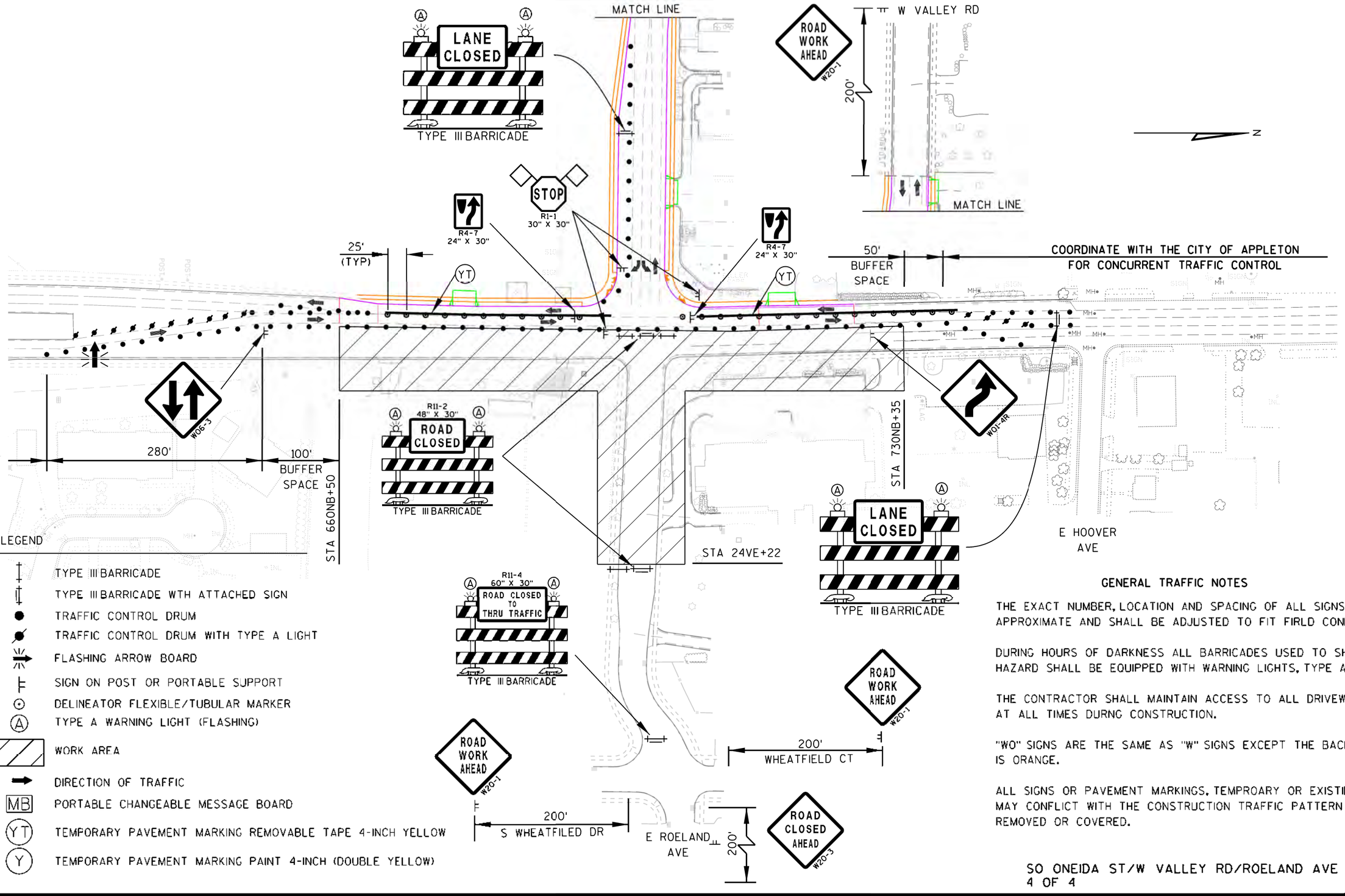
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- FLASHING ARROW BOARD
- SIGN ON POST OR PORTABLE SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD



SO ONEIDA ST/W VALLEY RD/ROELAND AVE
3 OF 4

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TRAFFIC CONTROL STAGE 3	SHEET	E

FILE NAME : C:\Users\P\D3\441 Appleton\Oneida pk 8 151775-79\staging\Valley Oneida\FINAL STAGING PLANS\stage 3\1-Stage3 V_0.dgn PLOT DATE : 06-FEB-2017 09:01 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 12C.000000:1.000000
WISDOT/CADDS SHEET 42



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE A LIGHT
- FLASHING ARROW BOARD
- SIGN ON POST OR PORTABLE SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC
- (MB) PORTABLE CHANGEABLE MESSAGE BOARD
- (YT) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW
- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)

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SO ONEIDA ST/W VALLEY RD/ROELAND AVE
4 OF 4

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	TRAFFIC CONTROL STAGE 3	SHEET 129	E

2

N

MALOA ST

ONEIDA ST (USH 10)

MIDWAY RD (CTH AP)

MEADOWGROVE BLVD

PRIMROSE LN

VERMILLION RD

S HEMLOCK LN

520SB 500SB 480SB 460SB 440SB 420SB 400SB 380SB 360SB

520NB 500NB 480NB 460NB 440NB 420NB 400NB 380NB 360NB

10MW 10ME 12MW 12ME 14MW 14ME 16MW 16ME 18MW 18ME 20MW 20ME 22MW 22ME 24MW 24ME 26MW 26ME

NO PEDESTRIAN CROSSING
R9-3
12"X18"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

MIDWAY ROAD STAGE 1
WORK ZONE

SIDEWALK CLOSED
R9-9
24"X12"

CROSS PEDESTRIANS AT
S HEMLOCK LN

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
48"X24"

LEGEND

- SIDEWALK PATHS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SAFETY FENCE

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PEDESTRIAN ACCOMMODATION PLAN: MIDWAY STAGE 1	SHEET 130	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\026000_TC\PED ACCOMODATION\15177583-MIDSTAGE1.DWG
LAYOUT NAME - 15177583-MIDSTAGE1 - 26101-TC

PLOT DATE : 1/26/2017 4:28 PM PLOT BY : MARTENS, JOHN M PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

N

MIDWAY RD (CTH AP)

MALOA ST

ONEIDA ST (USH 10)

MEADOWGROVE BLVD

PRIMROSE LN

MIDWAY ROAD STAGE 2
WORK ZONE

EXISTING ROADWAY PAVEMENT TO REMAIN

520SB 520NB 500SB 500NB 480SB 480NB 460SB 460NB 440SB 440NB 420SB 420NB 400SB 400NB 380SB 380NB 360SB 360NB

10MW 10ME 12MW 12ME 14MW 14ME 16MW 16ME 18MW 18ME 20MW 20ME 22MW 22ME 24MW 24ME 26MW 26ME

SIDEWALK CLOSED
R9-9
24"X12"

CROSS PEDESTRIANS AT
S HEMLOCK LN

VERMILLION RD

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
48"X24"

S HEMLOCK LN

MIDWAY RD (CTH AP)

LEGEND

- SIDEWALK PATHS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SAFETY FENCE

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PEDESTRIAN ACCOMMODATION PLAN: MIDWAY STAGE 2	SHEET 131	E

FILE NAME : S:\PDS\C3D\WIS441\151775574_79\SHEETSPLAN\151775579_83\026000_TC\PED ACCOMODATION\151775583-MIDSTAGE2A-02.DWG
LAYOUT NAME - 151775583-MIDSTAGE2A-02 - 26102-TC
PLOT DATE : 1/26/2017 4:29 PM PLOT BY : MARTENS, JOHN M PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

N

MIDWAY ROAD STAGE 2
WORK ZONE

TEMPORARY CURB RAMP

EXISTING ROADWAY PAVEMENT TO REMAIN

ONEIDA ST (USH 10)

440SB

440NB

420SB

420NB

MIDWAY RD (CTH AP)

16MW

16ME

18MW

18ME

20MW

20ME

LEGEND

- SIDEWALK PATHS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SAFETY FENCE

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PEDESTRIAN ACCOMMODATION PLAN: MIDWAY STAGE 2 CONT.	SHEET 132	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\026000_TC\PED ACCOMODATION\15177583-MIDSTAGE2A-03.DWG
LAYOUT NAME - 15177583-MIDSTAGE2A-03 - 26103-TC

PLOT DATE : 1/26/2017 4:29 PM PLOT BY : MARTENS, JOHN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

ROADWAY REMAINS CLOSED UNDER
MIDWAY STAGE 2

CONSTRUCTION OF COLORED CONCRETE CROSSWALK
AND CURB RAMP

ONEIDA ST (USH 10)

440SB

440NB

MIDWAY RD (CTH AP)

16MW

16ME

18MW

18ME

20MW

20ME

420SB

420NE

POST

MH

GUY

GV

FILLER CAPS

BOLLARDS

GP

CANOPY

SIGN

INL

LEGEND

- SIDEWALK PATHS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SAFETY FENCE

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PEDESTRIAN ACCOMMODATION PLAN: MIDWAY STAGE 2 CONT.	SHEET	E

FILE NAME : S:\PDS\C3D\WIS441\151775T4_79\SHEETSPLAN\151775T9_83\026000_TC\PED ACCOMODATION\151775T3-MIDSTAGE2B.DWG
LAYOUT NAME - 151775T3-MIDSTAGE2B - 26104-TC
PLOT DATE : 1/26/2017 4:29 PM PLOT BY : MARTENS, JOHN M PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

REFER TO CITY OF APPLETON
PROJECT 4984-01-74 FOR
CROSSING INFORMATION

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
48"X24"

SIDEWALK
CLOSED
R9-9
24"X12"

VALLEY ROAD STAGE 2
WORK ZONE

SIDEWALK
CLOSED
R9-9
24"X12"

12VE
VALLEY RD
14VW
16VW
18VW
18VE
ONEIDA ST
22VE
24VW
ROELAND AVE
26VW
750SB
740SB
420SB
700SB
880SB
660SB
660NB
640SB
640NB
620SB
620NB
600NB
600SB
580NB
580SB

LEGEND

- SIDEWALK PATHS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SAFETY FENCE

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PEDESTRIAN ACCOMMODATION PLAN: VALLEY STAGE 2	SHEET 134	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\026000_TC\PED ACCOMODATION\15177583-VALLSTAGE2.DWG
LAYOUT NAME - 15177583-VALLSTAGE2 - 26105-TC
PLOT DATE : 1/26/2017 4:29 PM PLOT BY : MARTENS, JOHN M PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

N

REFER TO CITY OF APPLETON PROJECT 4984-01-74
FOR DETAILS NORTH OF 1517-75-83 PROJECT LIMITS

ONEIDA ST

750SB
740SB
740NB
720SB
720NB
700SB
700NB
680SB
660SB
660NB
640SB
640NB
620SB
620NB
600NB
600SB
580NB
580SB

VALLEY RD

12VE
14VW
14VE
16VW
16VE
18VW
18VE
20VW
20VE
22VW
22VE
26VW

ROELAND AVE

SIDEWALK CLOSED
R9-9
24"X12"

VALLEY ROAD STAGE 3
WORK ZONE

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
48"X24"

LEGEND

- SIDEWALK PATHS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SAFETY FENCE

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PEDESTRIAN ACCOMMODATION PLAN: VALLEY STAGE 3	SHEET 135	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\026000_TC\PED ACCOMODATION\15177583-VALLSTAGE3-06.DWG
LAYOUT NAME - 15177583-VALLSTAGE3-06 - 26106-TC

PLOT DATE : 1/26/2017 4:30 PM PLOT BY : MARTENS, JOHN M PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

N

NOTE: TEMPORARY PEDESTRIAN SIGNALS TO BE INSTALLED BY WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH EAST REGION ELECTRICAL UNIT.

ONEIDA ST

620SB

620NB

600NB

600SB

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
48"X24"

GUY

WV

MH

INL

SIGN

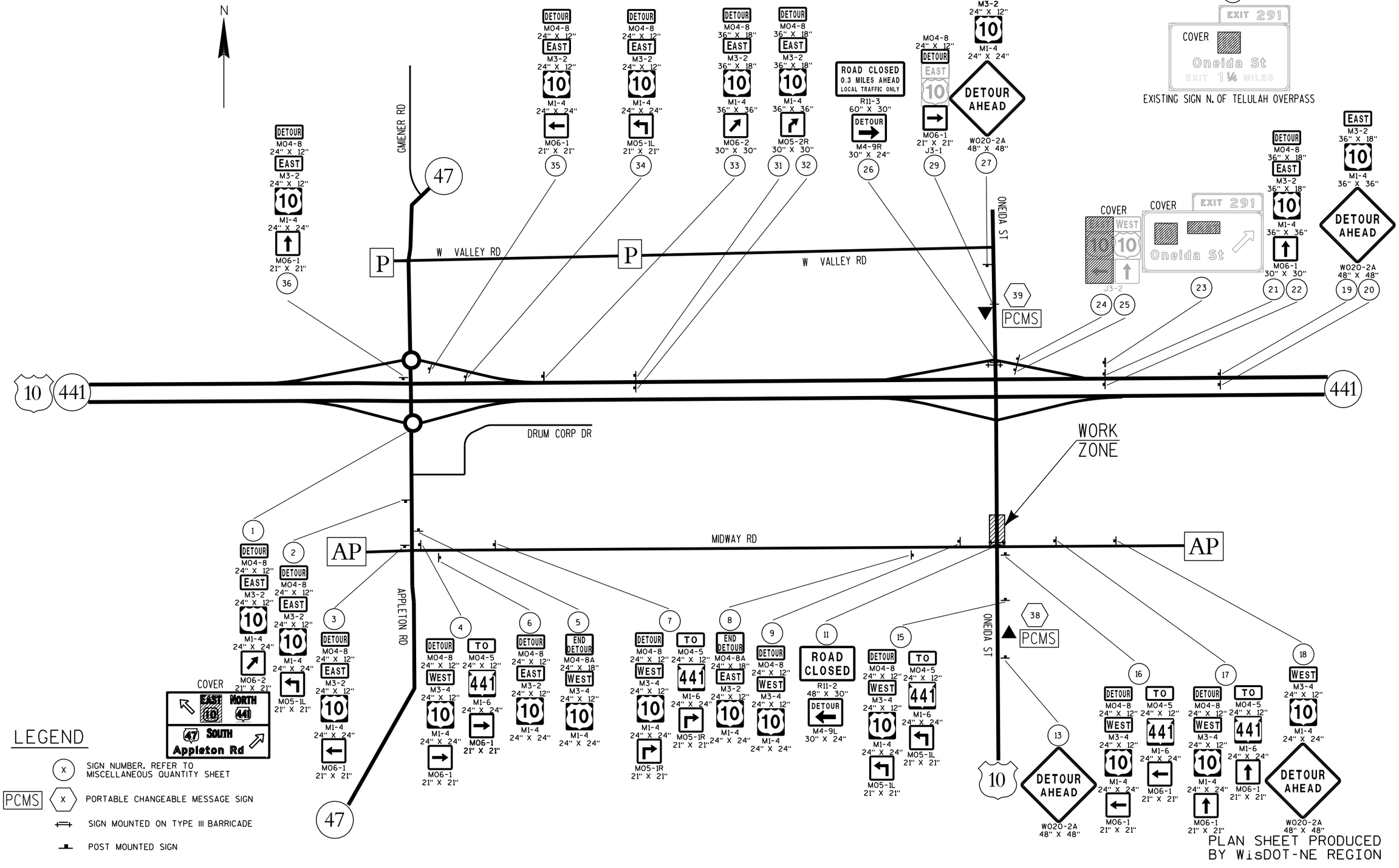
POST

SOLAR

LEGEND

- SIDEWALK PATHS OPEN TO PEDESTRIANS
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SAFETY FENCE

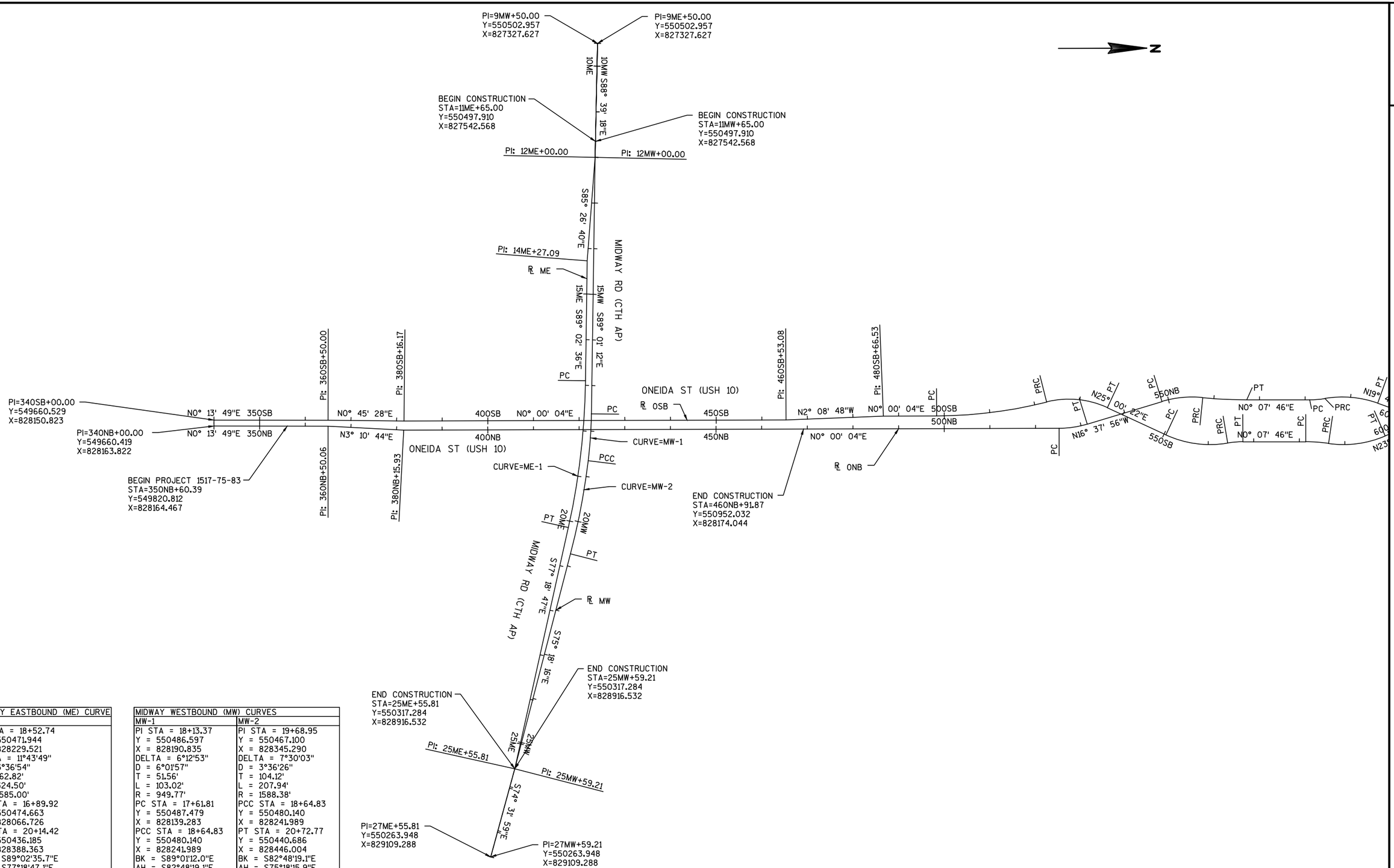
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PEDESTRIAN ACCOMMODATION PLAN: VALLEY STAGE 3 CONT.	SHEET 136 E



PROJECT NO: 1517-75-83	HWY: USH 10/STH 441	COUNTY: WINNEBAGO	DETOUR SIGNING DETAIL- STAGE 2 - MIDWAY RD/USH 10	SHEET 137	E

FILE NAME : N:\spo\traffic\A Work Zone\Detours\Winnebago County\US 10\US 10 - 1517-75-83\027001_dt.dgn PLOT DATE : 25-OCT-2016 15:36 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 300:1

WISDOT/CADDS SHEET 42

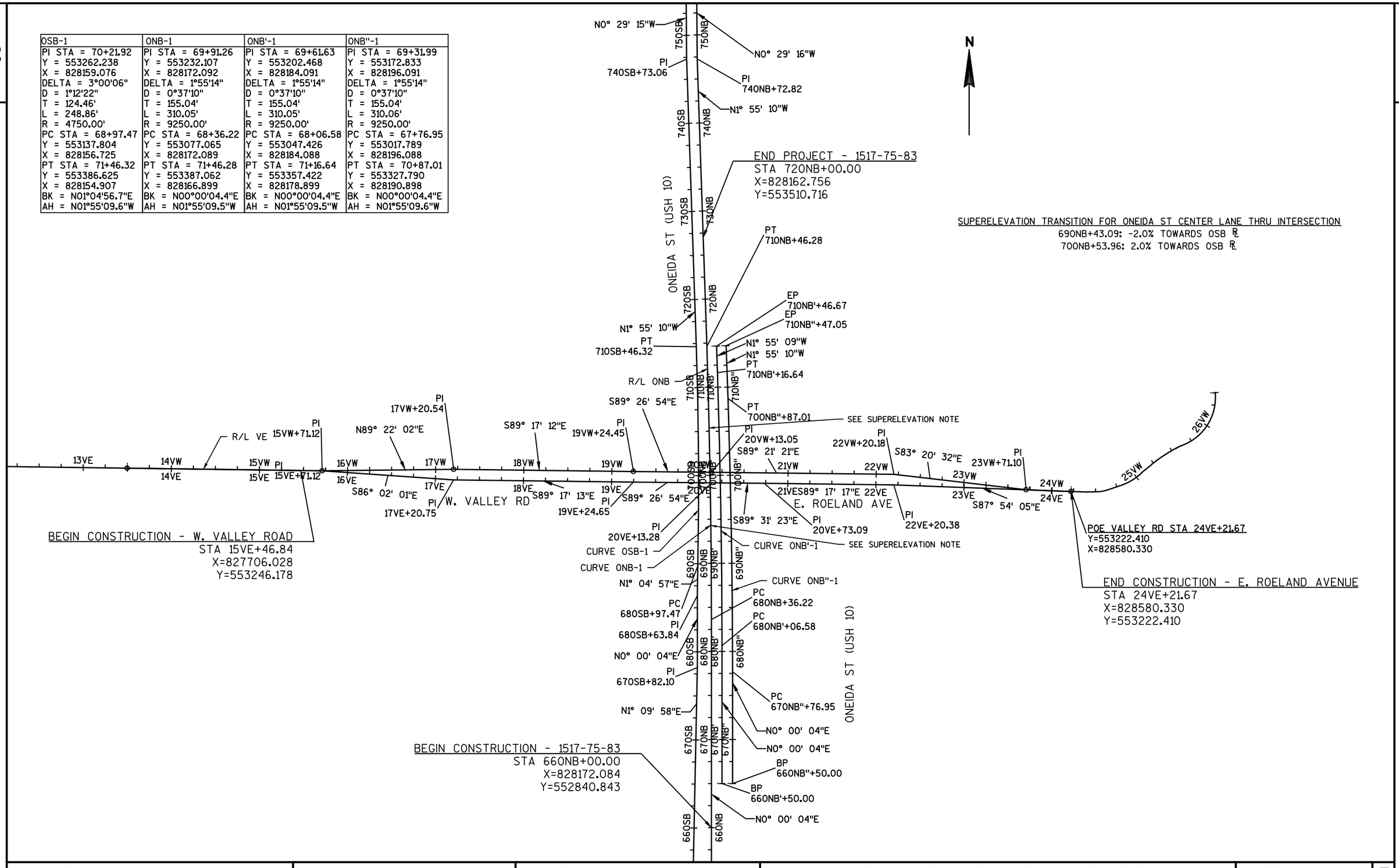


MIDWAY EASTBOUND (ME) CURVE
ME-1
PI STA = 18+52.74
Y = 550471.944
X = 828229.521
DELTA = 11°43'49"
D = 3°36'54"
T = 162.82'
L = 324.50'
R = 1585.00'
PC STA = 16+89.92
Y = 550474.663
X = 828066.726
PT STA = 20+14.42
Y = 550436.185
X = 828388.363
BK = S89°02'35.7"E
AH = S77°18'47.1"E

MIDWAY WESTBOUND (MW) CURVES	
MW-1	MW-2
PI STA = 18+13.37	PI STA = 19+68.95
Y = 550486.597	Y = 550467.100
X = 828190.835	X = 828345.290
DELTA = 6°12'53"	DELTA = 7°30'03"
D = 6°01'57"	D = 3°36'26"
T = 51.56'	T = 104.12'
L = 103.02'	L = 207.94'
R = 949.77'	R = 1588.38'
PC STA = 17+61.81	PCC STA = 18+64.83
Y = 550487.479	Y = 550480.140
X = 828139.283	X = 828241.989
PCC STA = 18+64.83	PT STA = 20+72.77
Y = 550480.140	Y = 550440.686
X = 828241.989	X = 828446.004
BK = S89°01'12.0"E	BK = S82°48'19.1"E
AH = S82°48'19.1"E	AH = S75°18'15.9"E

PROJECT NO: 1517-75-83	HWY: STH441/USH 10	COUNTY: WINNEBAGO	ALIGNMENT DETAILS: ONEIDA ST (USH10)/MIDWAY RD (CTH AP)	SHEET 138	E

OSB-1	ONB-1	ONB'-1	ONB''-1
PI STA = 70+21.92	PI STA = 69+91.26	PI STA = 69+61.63	PI STA = 69+31.99
Y = 553262.238	Y = 553232.107	Y = 553202.468	Y = 553172.833
X = 828159.076	X = 828172.092	X = 828184.091	X = 828196.091
DELTA = 3°00'06"	DELTA = 1°55'14"	DELTA = 1°55'14"	DELTA = 1°55'14"
D = 1°12'22"	D = 0°37'10"	D = 0°37'10"	D = 0°37'10"
T = 124.46'	T = 155.04'	T = 155.04'	T = 155.04'
L = 248.86'	L = 310.05'	L = 310.05'	L = 310.06'
R = 4750.00'	R = 9250.00'	R = 9250.00'	R = 9250.00'
PC STA = 68+97.47	PC STA = 68+36.22	PC STA = 68+06.58	PC STA = 67+76.95
Y = 553137.804	Y = 553077.065	Y = 553047.426	Y = 553017.789
X = 828156.725	X = 828172.089	X = 828184.088	X = 828196.088
PT STA = 71+46.32	PT STA = 71+46.28	PT STA = 71+16.64	PT STA = 70+87.01
Y = 553386.625	Y = 553387.062	Y = 553357.422	Y = 553327.790
X = 828154.907	X = 828166.899	X = 828178.899	X = 828190.898
BK = N01°04'56.7"E	BK = N00°00'04.4"E	BK = N00°00'04.4"E	BK = N00°00'04.4"E
AH = N01°55'09.6"W	AH = N01°55'09.5"W	AH = N01°55'09.5"W	AH = N01°55'09.6"W



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PROJECT NO: 1517-75-83	HWY: STH441/USH 10	COUNTY: WINNEBAGO	ALIGNMENT DETAILS: ONEIDA ST/VALLEY RD INTERSECTION	SHEET 139	E

1517-75-83

Line	Item	Item Description	Unit	Total	Qty
0010	201.0105	Clearing	STA	16.000	16.000
0020	201.0205	Grubbing	STA	16.000	16.000
0030	204.0100	Removing Pavement	SY	26,404.000	26,404.000
0040	204.0110	Removing Asphaltic Surface	SY	2,295.000	2,295.000
0050	204.0150	Removing Curb & Gutter	LF	588.000	588.000
0060	204.0155	Removing Concrete Sidewalk	SY	2,961.000	2,961.000
0070	204.0195	Removing Concrete Bases	EACH	20.000	20.000
0080	204.0210	Removing Manholes	EACH	19.000	19.000
0090	204.0220	Removing Inlets	EACH	29.000	29.000
0100	204.0245	Removing Storm Sewer (size) 01. 12-15 INCH	LF	2,209.000	2,209.000
0110	204.0245	Removing Storm Sewer (size) 02. 18-21 INCH	LF	1,237.000	1,237.000
0120	204.0245	Removing Storm Sewer (size) 03. 24-30 INCH	LF	918.000	918.000
0130	204.0250	Abandoning Manholes	EACH	1.000	1.000
0140	205.0100	Excavation Common	CY	19,677.000	19,677.000
0150	209.1100	Backfill Granular Grade 1	CY	57.000	57.000
0160	213.0100	Finishing Roadway (project) 01. 1517-75-83	EACH	1.000	1.000
0170	305.0110	Base Aggregate Dense 3/4-Inch	TON	416.000	416.000
0180	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	12,840.000	12,840.000
0190	311.0110	Breaker Run	TON	21,094.000	21,094.000
0200	415.0210	Concrete Pavement Gaps	EACH	1.000	1.000
0210	416.0160	Concrete Driveway 6-Inch	SY	160.000	160.000
0220	416.0620	Drilled Dowel Bars	EACH	174.000	174.000
0230	465.0105	Asphaltic Surface	TON	290.000	290.000
0240	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	130.000	130.000
0250	465.0125	Asphaltic Surface Temporary	TON	88.000	88.000
0260	504.0500	Concrete Masonry Retaining Walls	CY	122.000	122.000
0270	505.0400	Bar Steel Reinforcement HS Structures	LB	6,019.000	6,019.000
0280	520.8000	Concrete Collars for Pipe	EACH	27.000	27.000
0290	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	2,900.000	2,900.000
0300	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	669.000	669.000
0310	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	489.000	489.000
0320	601.0452	Concrete Curb & Gutter Integral 30-Inch Type D	LF	1,051.000	1,051.000
0330	601.0600	Concrete Curb Pedestrian	LF	148.000	148.000
0340	602.0410	Concrete Sidewalk 5-Inch	SF	32,360.000	32,360.000
0350	602.0415	Concrete Sidewalk 6-Inch	SF	2,142.000	2,142.000
0360	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	128.000	128.000
0370	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	1,599.000	1,599.000
0380	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	146.000	146.000

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Line	Item	Item Description	Unit	Total	Qty
0390	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	722.000	722.000
0400	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	1,300.000	1,300.000
0410	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	316.000	316.000
0420	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	165.000	165.000
0430	608.0342	Storm Sewer Pipe Reinforced Concrete Class III 42-Inch	LF	150.000	150.000
0440	608.0348	Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	LF	306.000	306.000
0450	608.6010	Storm Sewer Pipe Composite 10-Inch	LF	85.000	85.000
0460	610.0124	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 24x38-Inch	LF	124.000	124.000
0470	610.0129	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 29x45-Inch	LF	425.000	425.000
0480	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0490	611.0535	Manhole Covers Type J-Special	EACH	31.000	31.000
0500	611.0624	Inlet Covers Type H	EACH	24.000	24.000
0510	611.0639	Inlet Covers Type H-S	EACH	36.000	36.000
0520	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
0530	611.2003	Manholes 3-FT Diameter	EACH	1.000	1.000
0540	611.2004	Manholes 4-FT Diameter	EACH	6.000	6.000
0550	611.2005	Manholes 5-FT Diameter	EACH	4.000	4.000
0560	611.2006	Manholes 6-FT Diameter	EACH	9.000	9.000
0570	611.2007	Manholes 7-FT Diameter	EACH	5.000	5.000
0580	611.2008	Manholes 8-FT Diameter	EACH	7.000	7.000
0590	611.3004	Inlets 4-FT Diameter	EACH	30.000	30.000
0600	611.3230	Inlets 2x3-FT	EACH	32.000	32.000
0610	611.3901	Inlets Median 1 Grate	EACH	1.000	1.000
0620	611.8110	Adjusting Manhole Covers	EACH	5.000	5.000
0630	611.8115	Adjusting Inlet Covers	EACH	3.000	3.000
0640	611.8120.S	Cover Plates Temporary	EACH	3.000	3.000
0650	612.0104	Pipe Underdrain 4-Inch	LF	618.000	618.000
0660	614.0305	Steel Plate Beam Guard Class A	LF	25.000	25.000
0670	614.0390	Steel Plate Beam Guard Short Radius Terminal	EACH	2.000	2.000
0680	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1517-75-83	EACH	1.000	1.000
0690	619.1000	Mobilization	EACH	1.000	1.000
0700	620.0300	Concrete Median Sloped Nose	SF	109.000	109.000

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Line	Item	Item Description	Unit	Total	Qty
0710	624.0100	Water	MGAL	184.000	184.000
0720	625.0100	Topsoil	SY	4,187.000	4,187.000
0730	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0740	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0750	628.2006	Erosion Mat Urban Class I Type A	SY	4,187.000	4,187.000
0760	628.7005	Inlet Protection Type A	EACH	80.000	80.000
0770	628.7015	Inlet Protection Type C	EACH	32.000	32.000
0780	628.7020	Inlet Protection Type D	EACH	34.000	34.000
0790	628.7560	Tracking Pads	EACH	4.000	4.000
0800	629.0210	Fertilizer Type B	CWT	4.400	4.400
0810	630.0140	Seeding Mixture No. 40	LB	91.000	91.000
0820	630.0200	Seeding Temporary	LB	127.000	127.000
0830	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	12.000	12.000
0840	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	15.000	15.000
0850	637.2210	Signs Type II Reflective H	SF	184.250	184.250
0860	637.2215	Signs Type II Reflective H Folding	SF	87.240	87.240
0870	638.2602	Removing Signs Type II	EACH	20.000	20.000
0880	638.3000	Removing Small Sign Supports	EACH	12.000	12.000
0890	642.5201	Field Office Type C	EACH	1.000	1.000
0900	643.0200.S	Traffic Control Surveillance and Maintenance (project) 01. 1517-75-83	DAY	76.000	76.000
0910	643.0300	Traffic Control Drums	DAY	9,580.000	9,580.000
0920	643.0410	Traffic Control Barricades Type II	DAY	426.000	426.000
0930	643.0420	Traffic Control Barricades Type III	DAY	705.000	705.000
0940	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	139.000	139.000
0950	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	139.000	139.000
0960	643.0705	Traffic Control Warning Lights Type A	DAY	1,234.000	1,234.000
0970	643.0715	Traffic Control Warning Lights Type C	DAY	2,666.000	2,666.000
0980	643.0800	Traffic Control Arrow Boards	DAY	151.000	151.000
0990	643.0900	Traffic Control Signs	DAY	2,548.000	2,548.000
1000	643.0910	Traffic Control Covering Signs Type I	EACH	2.000	2.000
1010	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	4.000
1020	643.1000	Traffic Control Signs Fixed Message	SF	23.000	23.000
1030	643.1050	Traffic Control Signs PCMS	DAY	168.000	168.000
1040	643.2000	Traffic Control Detour (project) 01. 1517-75-83	EACH	1.000	1.000
1050	643.3000	Traffic Control Detour Signs	DAY	3,420.000	3,420.000
1060	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	1,922.000	1,922.000
1070	644.1601.S	Temporary Curb Ramp	EACH	6.000	6.000
1080	644.1616.S	Temporary Pedestrian Safety Fence	LF	1,000.000	1,000.000
1090	645.0111	Geotextile Type DF Schedule A	SY	206.000	206.000

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Line	Item	Item Description	Unit	Total	Qty
1100	646.0106	Pavement Marking Epoxy 4-Inch	LF	8,473.000	8,473.000
1110	646.0126	Pavement Marking Epoxy 8-Inch	LF	7,973.000	7,973.000
1120	646.0600	Removing Pavement Markings	LF	5,180.000	5,180.000
1130	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	21.000	21.000
1140	647.0206	Pavement Marking Arrows Bike Lane Epoxy	EACH	24.000	24.000
1150	647.0306	Pavement Marking Symbols Bike Lane Epoxy	EACH	24.000	24.000
1160	647.0356	Pavement Marking Words Epoxy	EACH	10.000	10.000
1170	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	354.000	354.000
1180	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	20.000	20.000
1190	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	1,271.000	1,271.000
1200	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	2,572.000	2,572.000
1210	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	3,180.000	3,180.000
1220	652.0210	Conduit Rigid Nonmetallic Schedule 40 1-Inch	LF	560.000	560.000
1230	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	110.000	110.000
1240	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,250.000	1,250.000
1250	652.0240	Conduit Rigid Nonmetallic Schedule 40 4-Inch	LF	120.000	120.000
1260	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	9,174.000	9,174.000
1270	652.0335	Conduit Rigid Nonmetallic Schedule 80 3-Inch	LF	13.000	13.000
1280	652.0800	Conduit Loop Detector	LF	920.000	920.000
1290	653.0105	Pull Boxes Steel 12x24-Inch	EACH	13.000	13.000
1300	653.0130	Pull Boxes Steel 18x36-Inch	EACH	4.000	4.000
1310	653.0905	Removing Pull Boxes	EACH	12.000	12.000
1320	654.0101	Concrete Bases Type 1	EACH	8.000	8.000
1330	654.0105	Concrete Bases Type 5	EACH	19.000	19.000
1340	654.0113	Concrete Bases Type 13	EACH	4.000	4.000
1350	654.0200	Concrete Control Cabinet Bases Type 6	EACH	1.000	1.000
1360	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000
1370	655.0230	Cable Traffic Signal 5-14 AWG	LF	2,879.000	2,879.000
1380	655.0240	Cable Traffic Signal 7-14 AWG	LF	554.000	554.000
1390	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,700.000	1,700.000
1400	655.0305	Cable Type UF 2-12 AWG Grounded	LF	1,658.000	1,658.000
1410	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	2,585.000	2,585.000
1420	655.0610	Electrical Wire Lighting 12 AWG	LF	3,636.000	3,636.000
1430	655.0615	Electrical Wire Lighting 10 AWG	LF	6,776.000	6,776.000
1440	655.0700	Loop Detector Lead In Cable	LF	2,642.000	2,642.000
1450	655.0800	Loop Detector Wire	LF	2,720.000	2,720.000
1460	656.0200	Electrical Service Meter Breaker Pedestal (location) 002. (CB-800)	LS	1.000	1.000
1470	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. CB1	LS	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
1480	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. USH 10 & CTH AP (S08-0304)	LS	1.000	1.000
1490	657.0100	Pedestal Bases	EACH	14.000	14.000
1500	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	21.000	21.000
1510	657.0315	Poles Type 4	EACH	2.000	2.000
1520	657.0322	Poles Type 5-Aluminum	EACH	19.000	19.000
1530	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	6.000	6.000
1540	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	8.000	8.000
1550	657.0614	Luminaire Arms Single Member 4-Inch Clamp 8-FT	EACH	2.000	2.000
1560	657.0615	Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT	EACH	19.000	19.000
1570	657.1360	Install Poles Type 13	EACH	8.000	8.000
1580	657.1540	Install Monotube Arms 40-FT	EACH	2.000	2.000
1590	657.1545	Install Monotube Arms 45-FT	EACH	4.000	4.000
1600	657.1550	Install Monotube Arms 50-FT	EACH	2.000	2.000
1610	657.1808	Install Luminaire Arms Steel 8-FT	EACH	4.000	4.000
1620	657.1812	Install Luminaire Arms Steel 12-FT	EACH	4.000	4.000
1630	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	12.000	12.000
1640	658.0115	Traffic Signal Face 4-12 Inch Vertical	EACH	8.000	8.000
1650	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	28.000	28.000
1660	658.0220	Backplates Signal Face 4 Section 12-Inch	EACH	12.000	12.000
1670	658.0416	Pedestrian Signal Face 16-Inch	EACH	8.000	8.000
1680	658.0500	Pedestrian Push Buttons	EACH	8.000	8.000
1690	658.0600	Led Modules 12-Inch Red Ball	EACH	24.000	24.000
1700	658.0605	Led Modules 12-Inch Yellow Ball	EACH	24.000	24.000
1710	658.0610	Led Modules 12-Inch Green Ball	EACH	24.000	24.000
1720	658.0615	Led Modules 12-Inch Red Arrow	EACH	16.000	16.000
1730	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	32.000	32.000
1740	658.0625	Led Modules 12-Inch Green Arrow	EACH	12.000	12.000
1750	658.0635	Led Modules Pedestrian Countdown Timer 16-Inch	EACH	16.000	16.000
1760	658.5069	Signal Mounting Hardware (location) 01. Oneida St & Valley Rd	LS	1.000	1.000
1770	658.5069	Signal Mounting Hardware (location) 02. USH 10 & CTH AP	LS	1.000	1.000
1780	659.1120	Luminaires Utility LED B	EACH	4.000	4.000
1790	690.0150	Sawing Asphalt	LF	1,245.000	1,245.000
1800	690.0250	Sawing Concrete	LF	4,447.000	4,447.000
1810	715.0415	Incentive Strength Concrete Pavement	DOL	7,300.000	7,300.000
1820	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
1830	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,320.000	1,320.000
1840	SPV.0035	Special 001. Roadway Embankment	CY	441.000	441.000

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Line	Item	Item Description	Unit	Total	Qty
1850	SPV.0060	Special 350. Pull Box Non-Conductive 24x42-Inch	EACH	11.000	11.000
1860	SPV.0060	Special 350. Pull Box Non-Conductive 24X42-Inch	EACH	13.000	13.000
1870	SPV.0060	Special 351. Tray Cable for Street Lighting 2-8 AWG	EACH	6,776.000	6,776.000
1880	SPV.0060	Special 352. Luminaires Utility LED B Special	EACH	15.000	15.000
1890	SPV.0060	Special 353. Luminaires Utility LED C Special	EACH	10.000	10.000
1900	SPV.0060	Special 452. Concrete Bases Type 1 Special	EACH	6.000	6.000
1910	SPV.0060	Special 453. Concrete Base Type 2 Special	EACH	2.000	2.000
1920	SPV.0060	Special 454. Concrete Bases Type 13 Special	EACH	4.000	4.000
1930	SPV.0060	Special 455. Bases Cabinet Basement	EACH	1.000	1.000
1940	SPV.0060	Special 456. Traffic Signal Face 3-12" vertical Special	EACH	16.000	16.000
1950	SPV.0060	Special 457. Traffic Signal Face 4-12" Vertical Special	EACH	4.000	4.000
1960	SPV.0060	Special 458. Pedestrian Signal Face 16-Inch Special	EACH	8.000	8.000
1970	SPV.0060	Special 459. Pedestrian Push Buttons Special	EACH	8.000	8.000
1980	SPV.0060	Special 460. Communication Vault Type 1 Special	EACH	4.000	4.000
1990	SPV.0060	Special 650. Adjusting Sanitary Manhole Covers	EACH	3.000	3.000
2000	SPV.0060	Special 651. Adjusting Water Valves	EACH	10.000	10.000
2010	SPV.0060	Special 652. Adjusting Water Curb Stops	EACH	3.000	3.000
2020	SPV.0075	Special 005. Street Sweeping	HRS	40.000	40.000
2030	SPV.0090	Special 011. Concrete Curb & Gutter Integral 78-Inch Type A	LF	4,630.000	4,630.000
2040	SPV.0090	Special 012. Concrete Curb Pedestrian Modified	LF	110.000	110.000
2050	SPV.0090	Special 461. Conduit Loop Detector Special	LF	243.000	243.000
2060	SPV.0090	Special 462. Cable Traffic Signal 20-14 AWG	LF	1,165.000	1,165.000
2070	SPV.0090	Special 463. Loop Detector Wire Special	LF	654.000	654.000
2080	SPV.0090	Special 850. Railing 36-Inch	LF	173.000	173.000
2090	SPV.0105	Special 002. Concrete Pavement Joint Layout	LS	1.000	1.000
2100	SPV.0105	Special 013. Survey Project 1517-75-83	LS	1.000	1.000
2110	SPV.0105	Special 450. Remove Traffic Signal (Oneida St and Midway Rd)	LS	1.000	1.000
2120	SPV.0105	Special 451. Remove Traffic Signals (Oneida Street & W Valley Rd)	LS	1.000	1.000
2130	SPV.0105	Special 464. Traffic Signal Contoller And Cabinet Assembly	LS	1.000	1.000
2140	SPV.0105	Special 465. Transport & Install State Furnished Microwave Vehicle Detection System	LS	1.000	1.000
2150	SPV.0120	Special 006. Water For Seeded Areas	MGAL	93.000	93.000
2160	SPV.0165	Special 007. Concrete Sidewalk 6-Inch HES	SF	1,000.000	1,000.000
2170	SPV.0180	Special 003. Modified High Performance Concrete (HPC) Pavement 10-Inch	SY	23,631.000	23,631.000
2180	SPV.0180	Special 004. Modified High Performance Concrete (HPC) Pavement HES 10-Inch	SY	640.000	640.000

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Line	Item	Item Description	Unit	Total	Qty
2190	SPV.0180	Special 008. Colored Concrete 10-Inch	SY	284.000	284.000
2200	SPV.0180	Special 009. Colored and Stamped Concrete, 5-Inch, Color 10076	SY	956.000	956.000
2210	SPV.0180	Special 010. Colored and Stamped Concrete, 5-Inch, Color 33510	SY	36.000	36.000

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CLEARING & GRUBBING

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	REMARKS
1000	14MW+50	-	16MW+50	RT	MIDWAY RD	2	2	STAGE 1
	21MW+75	-	25MW+75	RT	MIDWAY RD	4	4	STAGE 1
	19MW+75		25MW+75	LT	MIDWAY RD	6	6	STAGE 2
					MIDWAY SUBTOTALS	12	12	
	70ONB+00	-	71ONB+00	LT	ONEIDA NB	1	1	STAGE 3
	16VE+00	-	19VE+00	LT	VALLEY RD	3	3	STAGE 3
					VALLEY SUBTOTALS	4	4	
					PROJECT TOTAL	**16**	**16**	

EARTHWORK QUANTITIES

Category	Division	From / To Station	Location	Common Excavation (1) (item # 205.0100) Cut (CY) (2)	EBS (CY) (3)	Salvaged / Unusable Pavement Material (CY) (4)	Available Material (CY) (5)	Fill (CY)	Roadway Embankment (CY) (6) (item # SPV.0035.001)	Mass Ordinate + / - (7)
1000	Stage 1	11+25 to 25+59	MIDWAY RD	4,005	0	0	4,005	57	57	3,948
		35+60 to 41+44	ONEIDA ST	3,132	0	0	3,132	43	43	3,089
	Division 1 Subtotal			7,138	0	0	7,137	100	100	7,037
	Stage 3	11+25 to 25+59	MIDWAY RD	3,455	0	0	3,455	59	59	3,396
		43+03 to 46+22	ONEIDA ST	1,724	0	0	1,724	93	93	1,631
	Division 2 Subtotal			5,179	0	0	5,179	152	152	5,027
	MIDWAY 1517-75-83 Totals			12,316	0	0	12,316		**252**	12,064
				Total Common Exc	**12,316**					

Category	Division	From / To Station	Location	Common Excavation (1) (item # 205.0100) Cut (CY) (2)	EBS (CY) (3)	Salvaged / Unusable Pavement Material (CY) (4)	Available Material (CY) (5)	Fill (CY)	Roadway Embankment (CY) (6) (item # SPV.0035.001)	Mass Ordinate + / - (7)
1000	Stage 1	62+59 to 65+37	ONEIDA ST/ MEDIAN	300	0	0	300	0	0	300
	Division 1 Subtotal			300	0	0	300		0	300
	Stage 2	66+00 to 72+70	ONEIDA ST	1,918	0	0	1,918	55	55	1,863
		15+47 to 19+35	VALLEY RD	2,408	0	0	2,408	12	12	2,396
	Division 2 Subtotal			4,327	0	0	4,327	67	67	4,260
	Stage 3	66+00 to 72+70	ONEIDA ST	1,460	0	0	1,460	92	92	1,368
		20+88 to 24+20	ROELAND AVE	1,274	0	0	1,274	30	30	1,244
	Division 3 Subtotal			2,734	0	0	2,734	122	122	2,612
	VALLEY 1517-75-83 Totals			7,361	0	0	7,361		**189**	7,172
				Total Common Exc	**7,361**					

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with roadway embankment unless otherwise noted in plans.

4)

5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Roadway Embankment = (Fill+EBS Excavation)
7) The Mass Ordinate is calculated by division. A postive quantity indicates an excess of material within the Division and a negative quantity indicates a shortage of material within the

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STORM SEWER STRUCTURES REMOVAL

CATEGORY	STATION	OFFSET	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	DESCRIPTION
1000	17MW+36	21' RT	-	1	STAGE 1
	17MW+86	31' RT	1	-	STAGE 1
	18MW+52	30' RT	-	1	STAGE 1
	18MW+69	31' RT	1	-	STAGE 1
	19MW+94	27' RT	1	-	STAGE 1
	21MW+05	28' RT	-	1	STAGE 1
	21MW+28	25' RT	1	-	STAGE 1
	21MW+28	30' LT	-	1	STAGE 1
	21MW+40	28' RT	-	1	STAGE 1
	23MW+95	23' RT	-	1	STAGE 1
	23MW+95	28' RT	1	-	STAGE 1
	39ONB+16	17' RT	-	1	STAGE 1
	39ONB+16	42' LT	-	1	STAGE 1
	390NB+16	10' LT	1	-	STAGE 1
	40ONB+78	-60' LT	-	1	STAGE 1
	12MW+50	25' LT	-	1	STAGE 3
	12MW+90	25' LT	-	1	STAGE 3
	17MW+12	25' LT	1	-	STAGE 3
	17MW+34	26' LT	-	1	STAGE 3
	18MW+65	28' LT	-	1	STAGE 3
	21MW+27	34' LT	-	1	STAGE 3
	24MW+00	25' LT	-	1	STAGE 3
	42ONB+80	10' LT	1	-	STAGE 3
	42ONB+87	21' RT	-	1	STAGE 3
	42ONB+89	40' LT	-	1	STAGE 3
	44ONB+62	11' LT	1	-	STAGE 3
	44ONB+65	19' RT	-	1	STAGE 3
	44ONB+65	39' LT	-	1	STAGE 3
	MIDWAY TOTALS		9	19	

CATEGORY	STATION	OFFSET	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0250 ABANDONING MANHOLE EACH	DESCRIPTION
1000	10VE+59	-	1	-	-	STAGE 2
	13VE+32	12' RT	-	-	1	ELE: 801.68, STAGE 2
	14VE+17	11' RT	1	-	-	ELE: 801.99, STAGE 2
	16VE+31	7' RT	1	-	-	ELE: 802.86, STAGE 2
	18VE+89	3' RT	1	-	-	ELE: 802.23, STAGE 2
	19VE+29	14' RT	-	1	-	ELE: 801.67, STAGE 2
	19VE+62	26' RT	-	1	-	ELE: 801.26, STAGE 2
	20VE+48	34' LT	-	1	-	ELE: 801.63, STAGE 3
	20VE+50	13' RT	-	1	-	ELE: 801.30, STAGE 3
	20VE+59	16' LT	1	-	-	ELE: 801.54, STAGE 3
	22VE+61	9' LT	1	-	-	ELE: 803.31, STAGE 3
	66ONB+35	6' LT	1	-	-	ELE: 803.33, STAGE 2
	66ONB+40	52' LT	-	1	-	ELE: 803.11, STAGE 2
	66ONB+49	22' RT	-	1	-	ELE: 802.78, STAGE 3
	68ONB+84	4' LT	1	-	-	ELE: 802.20, STAGE 2
	68ONB+88	37' LT	-	1	-	ELE: 801.63, STAGE 2
	68ONB+90	20' RT	-	1	-	ELE. 801.66, STAGE 3
	70ONB+85	3' LT	1	-	-	ELE: 801.56, STAGE 3
	710ONB+00	37' LT	-	1	-	ELE: 801.06, STAGE 2
	71ONB+01	21' RT	-	1	-	ELE: 801.08, STAGE 3
	72ONB+35	1' RT	1	-	-	ELE: 801.12, STAGE 3
	VALLEY TOTALS		10	10	1	
	PROJECT TOTALS		**19**	**29**	**1**	

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SAWING SUMMARY

CATEGORY	STATION TO STATION	OFFSET	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
1000	35ONB+60	R/L	ONEIDA ST, STAGE 1	-	60	CONSTRUCTION LIMITS
	35ONB+60 - 36ONB+85	LT	ONEIDA ST, STAGE 1	-	128	LONGITUDINAL
	35ONB+60 - 36ONB+51	RT	ONEIDA ST, STAGE 1	-	90	LONGITUDINAL
	39ONB+65 - 40ONB+40	LT	ONEIDA ST, STAGE 1	25	-	DRIVEWAY
	40ONB+40 - 41ONB+45	LT	ONEIDA ST, STAGE 1	159	-	GAS STATION LOT
	11MW+92	RT	MIDWAY RD, STAGE 1	-	25	CONSTRUCTION LIMITS
	11MW+65 - 18MW+47	1.0' RT	MIDWAY RD, STAGE 1	-	685	LONGITUDINAL
	12MW+97 - 13MW+22	RT	MIDWAY RD, STAGE 1	25	-	DRIVEWAY
	14MW+23 17MW+31	RT	MIDWAY RD, STAGE 1	335	-	GAS STATION LOT
	18MW+47 - 25MW+59	R/L	MIDWAY RD, STAGE 1	-	712	LONGITUDINAL
	18MW+65 - 18MW+77	RT	MIDWAY RD, STAGE 1	12	-	SIDEWALK
	21MW+16 - 21MW+46	RT	MIDWAY RD, STAGE 1	32	-	DRIVEWAY
	25MW+59	R/L	MIDWAY RD, STAGE 1	-	35	CONSTRUCTION LIMITS
	11MW+65	R/L	MIDWAY RD, STAGE 3	-	25	CONSTRUCTION LIMITS
	12MW+52 - 12MW+88	LT	MIDWAY RD, STAGE 3	37	-	MALOA ST
	13MW+30 - 13MW+94	LT	MIDWAY RD, STAGE 3	33	-	DRIVEWAY
	15MW+18 - 17MW+05	LT	MIDWAY RD, STAGE 3	212	-	BJ CLANCY LOT
	19MW+58 - 20MW+01	LT	MIDWAY RD, STAGE 3	46	-	BANK DRIVEWAY
	25MW+60	R/L	MIDWAY RD, STAGE 3	-	30	CONSTRUCTION LIMITS
	42ONB+76 - 43ONB+94	LT	ONEIDA ST, STAGE 3	120	-	BJ CLANCY LOT
	44ONB+71 - 44ONB+97	RT	ONEIDA ST, STAGE 3	-	26	PRIMROSE LN
	45ONB+74 - 46ONB+03	LT	ONEIDA ST, STAGE 3	30	-	DRIVEWAY
	46ONB+92	R/L	ONEIDA ST, STAGE 3	-	62	CONSTRUC TION LIMITS
			MIDWAY TOTAL	1,066	1,878	
	62ONB+59 - 65ONB+37	RT	ONEIDA ST, STAGE 1	-	615	MEDIAN
	10VE+56 - 15VE+44	R/L	VALLEY RD, STAGE 2	-	1,075	CONSTRUCTION LIMITS & STORM SEWER TRENCH
	66ONB+00	LT	ONEIDA ST, STAGE 2	-	60	CONSTRUCTION LIMITS
	66ONB+00 - 72ONB+70	LT	ONEIDA ST, STAGE 2	-	670	LONGITUDINAL
	72ONB+70	LT	ONEIDA ST, STAGE 2	-	35	CONSTRUCTION LIMITS
	15VE+51 - 15VE+79	LT	VALLEY RD, STAGE 2	30	-	DRIVEWAY
	18VE+04 - 18VE+36	LT	VALLEY RD, STAGE 2	32	-	DRIVEWAY
	71ONB+60 - 71ONB+94	LT	ONEIDA ST, STAGE 2	35	-	DRIVEWAY
	66ONB+00	RT	ONEIDA ST, STAGE 3	-	33	CONSTRUCTION LIMITS
	72ONB+70	RT	ONEIDA ST, STAGE 3	-	33	CONSTRUCTION LIMITS
	24VE+22	R/L	ROELAND AVE, STAGE 3	-	48	CONSTRUCTION LIMITS
	66ONB+54 - 66ONB+78	RT	ONEIDA, STAGE 3	24	-	DRIVEWAY
	68ONB+78 - 69ONB+03	RT	ONEIDA, STAGE 3	24	-	DRIVEWAY
	22VE+20 - 22VE+54	LT	ROELAND AVE, STAGE 3	34	-	DRIVEWAY
			VALLEY TOTAL	179	2,569	
			PROJECT TOTAL	**1,245**	**4,447**	

REMOVING PAVEMENT

CATEGORY	FROM STATION	TO STATION	OFFSET	LOCATION	204.0100 REMOVING PAVEMENT SY	REMARKS
1000	MIDWAY STAGE 1					
	11MW+65 -	17MW+00	RT	MIDWAY RD	1,415	
	18MW+50 -	25MW+59	RT	MIDWAY RD	2,000	
	35ONB+60 -	42ONB+23	R/L	ONEIDA ST	4,930	INCLUDES INTERSECTION
	MIDWAY STAGE 1 SUBTOTAL				8,345	
	MIDWAY STAGE 3					
	11MW+65 -	17MW+00	LT	MIDWAY RD	1,587	
	18MW+49 -	25MW+59	LT	MIDWAY RD	2,760	
	42ONB+16 -	46ONB+82	R/L	ONEIDA ST	3,632	INCLUDES INTERSECTION
	MIDWAY STAGE 3 SUBTOTAL				7,979	
				MIDWAY TOTAL	16,324	
	VALLEY STAGE 2					
	10VE+49 -	19VE+20	R/L	VALLEY RD	2,740	
	66ONB+00 -	72ONB+70	R/L	ONEIDA ST	3,180	
	VALLEY STAGE 2 SUBTOTAL				5,920	
	VALLEY STAGE 3					
	20VE+78 -	24VE+22	R/L	ROELAND AVE	1,810	
	66ONB+00 -	72ONB+70	R/L	ONEIDA ST	2,350	
	VALLEY STAGE 3 SUBTOTAL				4,160	
				VALLEY TOTAL	10,080	
				PROJECT TOTAL	**26,404**	

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REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	REMARKS
1000	14MW+22	-	17MW+47	RT	MIDWAY RD/GAS STATION	855	STAGE 1
	21MW+09	-	21MW+43	RT	MIDWAY RD/PROVINCE TER	100	STAGE 1
	13MW+26		13MW+99	LT	MIDWAY RD/ DRIVEWAYS	85	STAGE 3
	15MW+19		17MW+53	LT	MIDWAY RD/ BJ CLANCY'S	700	STAGE 3
	19MW+58		20MW+05	LT	MIDWAY RD/ BANK	55	STAGE 3
	45ONB+68	-	46ONB+00	LT	ONEIDA ST/ DRIVEWAY	130	STAGE 3
					MIDWAY TOTAL	1,925	
	15VE+42	-	15VE+78	LT	W VALLEY DR	16	DRIVEWAY, STAGE 2
	18VE+05	-	18VE+35	LT	W VALLEY DR	21	DRIVEWAY, STAGE 2
	71ONB+60	-	71ONB+94	LT	ONEIDA ST	44	DRIVEWAY, STAGE 2
	22VE+24	-	22VE+56	LT	ROELAND AVE	45	DRIVEWAY, STAGE 3
	66ONB+54	-	66ONB+78	RT	ONEIDA ST	122	DRIVEWAY, STAGE 3
	68ONB+78	-	69ONB+03	RT	ONEIDA ST	122	DRIVEWAY, STAGE 3
					VALLEY TOTAL	370	
					PROJECT TOTAL	**2,295**	

REMOVING CURB AND GUTTER

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	204.0150 REMOVING CURB AND GUTTER LF	REMARKS
1000	19MW+58	-	19MW+65	LT	MIDWAY RD	14	DRIVEWAY, STAGE 3
					MIDWAY SUBTOTAL	14	
	62ONB+59	-	65ONB+37	LT	ONEIDA ST.	558	MEDIAN, STAGE 1
	18VE+02	-	18VE+03	LT	W VALLEY DR	1	DRIVEWAY, STAGE 2
	18VE+36	-	18VE+38	LT	W VALLEY DR	1	DRIVEWAY, STAGE 2
	22VE+21	-	22VE+24	LT	ROELAND AVE	6	DRIVEWAY, STAGE 3
	22VE+56	-	22VE+59	LT	ROELAND AVE	8	DRIVEWAY, STAGE 3
					VALLEY SUBTOTAL	574	
					PROJECT TOTAL	**588**	

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	REMARKS
1000	MIDWAY STAGE 1						
	12MW+94	-	17MW+56	RT	MIDWAY RD	318	
	18MW+30	-	21MW+08	RT	MIDWAY RD	313	
	21MW+45	-	25MW+59	RT	MIDWAY RD	461	
	MIDWAY STAGE 1 SUBTOTAL					1,092	
	MIDWAY STAGE 3						
	18MW+32	-	19MW+65	LT	MIDWAY RD	78	
	20MW+04	-	25MW+59	LT	MIDWAY RD	313	
	42ONB+54	-	44ONB+71	RT	ONEIDA ST	123	
	45ONB+02	-	46ONB+48	RT	ONEIDA ST	70	
	MIDWAY STAGE 3 SUBTOTAL					584	
					MIDWAY TOTAL	1,676	
	VALLEY STAGE 2						
	15VE+22.30	-	72ONB+70	LT	NW QUADRANT	330	
	15VE+22.30	-	66ONB+00	RT/LT	SW QUADRANT	385	
	VALLEY STAGE 2 SUBTOTAL						
	VALLEY STAGE 3						
	66ONB+00	-	21VE+22	RT	SE QUADRANT	245	
	72ONB+00	-	24VE+10	RT/LT	NE QUADRANT	325	
	VALLEY STAGE 3 SUBTOTAL						
					VALLEY TOTAL	1,285	
					PROJECT TOTAL	**2,961**	

REMOVING STORM SEWER PIPE SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	DESCRIPTION/REMARKS	204.0245.01 REMOVING STORM SEWER 12-15 INCH LF	204.0245.02 REMOVING STORM SEWER 18-21 INCH LF	204.0245.03 REMOVING STORM SEWER 24-30 INCH LF
1000	17MW+35.66	-	17MW+36.20	RT	STAGE 1	14	-	-
	17MW+85.29	-	17MW+85.79	RT	STAGE 1		-	25
	17MW+85.79	-	18MW+48.10	RT	STAGE 1	64	-	-
	18MW+54.50	-	18MW+68.88	RT	STAGE 1	13	-	-
	18MW+67.04	-	18MW+68.88	RT	STAGE 1	21	-	-
	18MW68.88	-	19MW+93.39	RT	STAGE 1	122	-	-
	19MW+93.39	-	21MW+27.90	RT	STAGE 1	133	-	-
	21MW+04.83	-	21MW+05.30	RT	STAGE 1	17	-	-
	21MW+04.83	-	21MW+27.90	RT	STAGE 1	23	-	-
	21MW+27.90	-	21MW+28	RT	STAGE 1	28		
	21MW+27.90	-	23MW+95.46	RT	STAGE 1	268	-	-
	23MW+94.92	-	23MW+95.46	RT	STAGE 1	5	-	-
	23MW+94.92	-	23MW+96.22	RT	STAGE 1	25	-	-
	39ONB+16.13	-	39ONB+17.73	LT	STAGE 1	7	-	-
	39ONB+16.13	-	39ONB+16.29	LT & RT	STAGE 1	62	-	-
	39ONB+16.13	-	41ONB+95.92	LT	STAGE 1	-	-	283
	39ONB+92.31	-	40ONB+77.09	LT	STAGE 1	83	-	-
	15MW+16.80	-	17MW+11.63	LT	STAGE 3	195	-	-
	17MW+34.55	-	17MW+35.66	LT & RT	STAGE 3	28	-	-
	18MW+64.76	-	18MW+67.04	LT & RT	STAGE 3	32	-	-
	21MW+27.73	-	21MW+26.62	LT & RT	STAGE 3	40	-	-
	23MW+96.22	-	23MW+98.35	LT & RT	STAGE 3	29	-	-
	42ONB+20.63	-	42ONB+80.00	LT	STAGE 3	-	-	59
	42ONB+54.21	-	42ONB+87.18	LT	STAGE 3	38	-	-
	42ONB+80.00	-	42ONB+86.41	LT & RT	STAGE 3	-	-	30
	42ONB+80.00	-	42ONB+88.57	LT	STAGE 3	30	-	-
	20ONB+86.41	-	44ONB+97.27	RT	STAGE 3	-	-	197

CATEGORY	STATION	TO	STATION	LOCATION	DESCRIPTION/REMARKS	204.0245.01 REMOVING STORM SEWER 12-15 INCH LF	204.0245.02 REMOVING STORM SEWER 18-21 INCH LF	204.0245.03 REMOVING STORM SEWER 24-30 INCH LF
1000	10VE+56	-	12VE+86	RT	UNDER EB LANES, STAGE 2	229	-	-
	15VE+44	-	16VE+31	RT	UNDER EB LANES, STAGE 2	86	-	-
	16VE+31	-	18VE+89	RT	UNDER EB LANES, STAGE 2	259	-	-
	18VE+89	-	19VE+29	RT	UNDER CURB & EB LANES, STAGE 2	40	-	-
	19VE+29	-	19VE+62	RT	UNDER EB LANES, STAGE 2	38	-	-
	20VE+47.58	-	20VE+58.76	LT	UNDER WB LANES, STAGE 3	21	-	-
	20VE+50.43	-	20VE+58.76	LT & RT	UNDER EB & WB LANES, STAGE 3	31	-	-
	20VE+58.76	-	22VE+60.99	LT	UNDER WB LANES, STAGE 3	-	203	-
	22VE+60.99	-	24VE+21.67	LT	UNDER WB LANES, STAGE 3	-	169	-
	66ONB+34.67		66ONB+40.39	LT	UNDER SB LANES, STAGE 2	47	-	-
	66ONB+34.67		66ONB+49.40	RT	UNDER NB LANES, STAGE 3	-	-	32
	65ONB+25.63	-	66ONB+34.67	R/L	UNDER MEDIAN, STAGE 2	-	-	110
	66ONB+36.67	-	68ONB+83.71	R/L	UNDER LT TURN LANE, STAGE 2	-	250	-
	68ONB+81.40	-	68ONB+83.71	LT & RT	UNDER NB LANES, STAGE 3	29	-	-
	68ONB+83.71	-	68ONB+88.47	LT	UNDER SB LANES, STAGE 2	33	-	-
	68ONB+83.71	-	70ONB+85.17	RT	UNDER LT TURN LANES, STAGE 3	-	202	-
	70ONB+66.00	-	70ONB+85.17	LT & RT	UNDER NB LANES & TERRACE, STAGE 3	-	47	-
	70ONB+85.17	-	72ONB+34.83	RT	UNDER SB LANES, STAGE 3	-	150	-
	70ONB+85.17	-	70ONB+99.81	LT	UNDER SB LANES, STAGE 2	38	-	-
	70ONB+85.17	-	71ONB+00.69	LT & RT	UNDER NB LANES, STAGE 3	29	-	-
					VALLEY TOTAL	880	1,021	142
					PROJECT TOTAL	**2,209**	**1,237**	**918**

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BACKFILL GRANULAR

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	209.1100 BACKFILL GRANULAR GRADE 1 CY	REMARKS
1000	40ONB+05	-	41ONB+49	58.5' LT	ONEIDA NB	14	GRADE BEAM
	14MW+52	-	15MW+20	35.5' LT	MIDWAY RD	7	GRADE BEAM
	15MW+63	-	17MW+22	36.5' LT	MIDWAY RD	17	GRADE BEAM
	16MW+00	-	17MW+12	52.6' RT	MIDWAY RD	9	GRADE BEAM
	18MW+65	-	19MW+64	47.5' LT	MIDWAY RD	10	GRADE BEAM
					MIDWAY TOTAL	57	

FINISHING ROADWAY (PROJECT) 1517-75-83

CATEGORY	STATION	TO	STATION	LOCATION	213.0100 EACH	REMARKS
1000	350ONB+60	-	72ONB+70	PROJECT	1	
				PROJECT TOTAL	**1**	

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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	MISCELLANEOUS QUANTITIES	SHEET: E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

AGGREGATE ITEMS

CATEGORY	STATION	OFFSET	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	REMARKS
1000	MIDWAY STAGE 1					
	11MW+65 - 25MW+59	RT	MIDWAY RD	1,943	3,584	INCLUDES INTERSECTION
	35ONB+60 - 41ONB+84	R/L	ONEIDA ST	1,794	3,439	GAP IN RAISED MEDIAN
	12MW+94 - 17MW+47	RT	MIDWAY RD	88	-	SIDEWALK
	18MW+35 - 21MW+13	RT	MIDWAY RD	59	-	SIDEWALK
	21MW+48 - 25MW+59	RT	MIDWAY RD	83	-	SIDEWALK
	MIDWAY STAGE 1 SUBTOTAL			3,967	7,023	
	MIDWAY STAGE 2					
	11MW+65 - 14MW+25	R/L	MIDWAY RD	154	276	INCLUDES INTERSECTION
	23MW+05 - 25MW+59	R/L	ONEIDA ST	60	108	
	MIDWAY STAGE 2 SUBTOTAL			214	384	
	MIDWAY STAGE 3					
	11MW+65 - 25MW+59	R/L	MIDWAY RD	1,717	3,230	INCLUDES INTERSECTION
	42ONB+60 - 46ONB+92	R/L	ONEIDA ST	1,530	2,858	
	12MW+97 - 16MW+99	LT	MIDWAY RD	61	-	SIDEWALK
	18MW+52 - 25MW+59	LT	MIDWAY RD	97	-	SIDEWALK
	42ONB+57 - 46ONB+22	LT	ONEIDA ST	66	-	SIDEWALK
	42ONB+62 - 44ONB+70	RT	ONEIDA ST	35	-	SIDEWALK
	45ONB+00 - 46ONB+48	RT	ONEIDA ST	19	-	SIDEWALK
	MIDWAY STAGE 3 SUBTOTAL			3,525	6,088	
			MIDWAY TOTAL	7,706	13,495	

CATEGORY	STATION	OFFSET	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	REMARKS
1000	VALLEY STAGE 1					
	62ONB+59 - 65ONB+37	LT	ONEIDA ST	200	540	MEDIAN ISLAND
	VALLEY STAGE 1 SUBTOTAL			200	540	
	VALLEY STAGE 2					
	10VE+56 - 15VE+44	R/L	W VALLEY RD	393	386	STORM SEWER TRENCH
	15VE+22 - 15VE+47	R/L	W VALLEY RD	44	43	WEST TIE-IN TO EXISTING
	15VE+22 - 15VE+47	RT & LT	W VALLEY RD	3	-	WEST TIE-IN TO EXISTING SIDEWALK
	15VE+47 - 20VE+09	R/L	W VALLEY RD ONEIDA ST	1,669	3,004	INCLUDES ONEIDA ST. AND INTERSECTION FROM STA 66ONB+50 -
	15VE+47 - 19VE+08	LT	W VALLEY RD	34	-	SIDEWALK
	15VE+47 - 19VE+25	RT	W VALLEY RD	35	-	SIDEWALK
	66ONB+50 69ONB+62	LT	ONEIDA ST	37	-	SIDEWALK
	72ONB+25 71ONB+46	LT	ONEIDA ST	23	-	SIDEWALK
	15VE+51 - 15VE+79	LT	W VALLEY RD	3	-	DRIVEWAY
	18VE+04 - 18VE+36	LT	W VALLEY RD	3	-	DRIVEWAY
	67ONB+48 - 67ONB+78	LT	ONEIDA ST	6	-	DRIVEWAY
	71ONB+60 - 71ONB+94	LT	ONEIDA ST	8	-	DRIVEWAY
	66ONB+00 - 69ONB+73	LT	ONEIDA ST	460	451	SOUTH TIE-IN TO EXISTING, AND ASPHALT TWTL LANE
	660NB+00 - 66ONB+50	LT	ONEIDA ST	3	-	SOUTH TIE-IN TO EXISTING SIDEWALK
	71IONB+46 - 72ONB+70	LT	ONEIDA ST	306	300	NORTH TIE-IN TO EXISTING
	71ONB+46 - 72ONB+70	LT	ONEIDA ST	11	-	NORTH TIE-IN TO EXISTING SIDEWALK
	VALLEY STAGE 2 SUBTOTAL			3,038	4,184	
	VALLEY STAGE 3					
	66ONB+00 - 66ONB+50	RT	ONEIDA ST	114	112	SOUTH TIE-IN TO EXISTING
	660NB+00 - 66ONB+50	RT	ONEIDA ST	5	-	SOUTH TIE-IN TO EXISTING SIDEWALK
	66ONB+00 - 71ONB+46	R/L	ONEIDA ST	1,391	2,504	INCLUDES ROELAND AVE AND INTERSECTION FROM STA 20VE+09 - STA 24VE+22
	66ONB+00 - 69ONB+71	RT	ONEIDA ST	36	-	SIDEWALK
	70ONB+54 - 71ONB+46	RT	ONEIDA ST	11	-	SIDEWALK
	20VE+39 - 24VE+09	LT	ROELAND AVE	46	-	SIDEWALK
	20VE+73 - 20VE+99	RT	ROELAND AVE	3	-	SIDEWALK
	66ONB+54 - 66ONB+78	RT	ONEIDA ST	8	-	DRIVEWAY
	68ONB+78 - 69ONB+03	RT	ONEIDA ST	9	-	DRIVEWAY
	22VE+20 - 22VE+54	LT	ROELAND AVE	4	-	DRIVEWAY
	71ONB+46 - 72ONB+70	RT	ONEIDA ST	264	259	NORTH TIE-IN TO EXISTING
	71ONB+46 - 71ONB+94	RT	ONEIDA ST	5	-	NORTH TIE-IN TO EXISTING SIDEWALK
	VALLEY STAGE 3 SUBTOTAL			1,896	2,875	
			VALLEY TOTAL	5,134	7,599	
			PROJECT TOTAL	**12,840**	**21,094**	

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SIDEWALK SUMMARY

CATEGORY	STATION	OFFSET	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	SPV.0180.009 COLORED AND STAMPED CONCRETE 5-INCH, COLOR 10076 SY	SPV.0180.010 COLORED AND STAMPED CONCRETE 5-INCH, COLOR 33510 SY	SPV.0165.007 CONCRETE SIDEWALK 6-INCH HES SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	REMARKS
1000	MIDWAY STAGE 1								
	12MW+94 - 17MW+47	RT	MIDWAY RD	3,546	-	-	-	-	
	14MW+33 - 14MW+63	RT	MIDWAY RD	-	-	-	400	-	DRIVEWAY
	15MW+60 - 16MW+00	RT	MIDWAY RD	-	-	-	-	400	DRIVEWAY
	18MW+35 - 21MW+13	RT	MIDWAY RD	2,365	-	-	-	-	
	18MW+63 - 19MW+63	RT	MIDWAY RD		51	-	-	-	MEDIAN
	21MW+48 - 25MW+59	RT	MIDWAY RD	3,354	-	-	-	-	
	38ONB+06 - 41ONB+56	LT	ONEIDA ST		411	-	-	-	MEDIAN
	MIDWAY STAGE 1 SUBTOTAL			9,265	461	0	400	400	
	MIDWAY STAGE 3								
	12MW+97 - 16MW+99	LT	MIDWAY RD	2,430	-	-	-	-	
	13MW+30 - 13MW+95	LT	MIDWAY RD	-	-	-	300	-	DRIVEWAY
	15MW+22 - 15MW+62	LT	MIDWAY RD	-	-	-	300	-	DRIVEWAY
	19MW+58 - 20MW+04	LT	MIDWAY RD	-	-	-	-	290	DRIVEWAY
	18MW+52 - 25MW+59	LT	MIDWAY RD	3,908	-	-	-	-	
	20MW+05 - 23MW+62	RT	MIDWAY RD		317	-	-	-	MEDIAN
	42ONB+57 - 46ONB+22	LT	ONEIDA ST	2,657	-	-	-	-	
	42ONB+62 - 44ONB+70	RT	ONEIDA ST	1,402	-	-	-	-	
	42ONB+97 - 46ONB+22	LT	ONEIDA ST		177	-	-	-	MEDIAN
	44ONB+83 45ONB+13	LT	ONEIDA ST	-	-	-	-	150	DRIVEWAY
	45ONB+74 46ONB+05	LT	ONEIDA ST	-	-	-	-	80	DRIVEWAY
	45ONB+00 - 46ONB+48	RT	ONEIDA ST	743	-	-	-	-	
	MIDWAY STAGE 3 SUBTOTAL			11,140	494	0	600	520	
			MIDWAY TOTAL	20,405	956	0	1,000	920	
	VALLEY STAGE 2								
	15VE+47 - 19VE+08	LT	W VALLEY RD	1,805	-	-	-	-	
	15VE+47 - 19VE+25	RT	W VALLEY RD	1,890	-	-	-	-	
	66ONB+50 69ONB+62	LT	ONEIDA ST	1,992	-	-	-	-	
	72ONB+25 71ONB+46	LT	ONEIDA ST	1,198	-	-	-	-	
	15VE+51 - 15VE+79	LT	W VALLEY RD	-	-	-	-	166	DRIVEWAY
	18VE+04 - 18VE+36	LT	W VALLEY RD	-	-	-	-	195	DRIVEWAY
	67ONB+48 - 67ONB+78	LT	ONEIDA ST	-	-	-	-	171	DRIVEWAY
	71ONB+60 - 71ONB+94	LT	ONEIDA ST	-	-	-	-	270	DRIVEWAY
	VALLEY STAGE 2 SUBTOTAL			6,885	0	0	0	802	
	VALLEY STAGE 3								
	66ONB+00 - 69ONB+71	RT	ONEIDA ST	1,940	-	-	-	-	
	70ONB+54 - 71ONB+46	RT	ONEIDA ST	560	-	-	-	-	
	20VE+39 - 24VE+09	LT	ROELAND AVE	2,440	-	-	-	-	
	20VE+73 - 20VE+99	RT	ROELAND AVE	130	-	36	-	-	NEAR PED CURB
	66ONB+54 - 66ONB+78	RT	ONEIDA ST	-	-	-	-	140	DRIVEWAY
	68ONB+78 - 69ONB+03	RT	ONEIDA ST	-	-	-	-	190	DRIVEWAY
	22VE+20 - 22VE+54	LT	ROELAND AVE	-	-	-	-	90	DRIVEWAY
	VALLEY STAGE 3 SUBTOTAL			5,070	0	36	0	420	
			VALLEY TOTAL	11,955	0	36	0	1,222	
			PROJECT TOTAL	**32,360**	**956**	**36**	**1,000**	**2,142**	

PAVEMENT ITEMS

CATEGORY	STATION	OFFSET	LOCATION	SPV.0180.003 MODIFIED HIGH PERFORMANCE CONCRETE (HPC) PAVEMENT 10-INCH SY	SPV.0180.004 MODIFIED HIGH PERFORMANCE CONCRETE (HPC) HES PAVEMENT 10-INCH SY	416.0160 CONCRETE DRIVEWAY 6-INCH SY	415.0210 CONCRETE PAVEMENT GAPS EACH	465.0125 ASPHALTIC SURFACE TEMPORARY TONS	465.0105 ASPHALTIC SURFACE 5-INCH TONS	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TONS	REMARKS
1000	MIDWAY STAGE 1										
	11MW+65 - 25MW+59	RT	MIDWAY RD	3,194	-	-	-	-	-	-	INCLUDES INTERSECTION
	11MW+65 - 13MW+21	RT	MIDWAY RD	-	-	-	-	64	-	-	TEMPORARY CONNECTION
	14MW+33 - 14MW+63	RT	MIDWAY RD	-	-	-	1	-	-	3	DRIVEWAY ENTRANCE
	15MW+60 - 16MW+00	RT	MIDWAY RD	-	-	-	-	-	-	4	DRIVEWAY ENTRANCE
	25MW+03 - 25MW+59	RT	MIDWAY RD	-	-	-	-	24	-	-	TEMPORARY CONNECTION
	35ONB+60 - 41ONB+84	R/L	ONEIDA ST	4,052	-	-	-	-	-	-	
	MIDWAY STAGE 1 SUBTOTAL			7,246	0	0	1	88	0	7	
	MIDWAY STAGE 2										
	11MW+65 - 14MW+25	R/L	MIDWAY RD	-	460	-	-	-	-	-	
	23MW+05 - 25MW+59	R/L	MIDWAY RD	-	180	-	-	-	-	-	
	MIDWAY STAGE 2 SUBTOTAL			0	640	0	0	0	0	0	
	MIDWAY STAGE 3										
	11MW+65 - 25MW+59	R/L	MIDWAY RD	5,070	-	-	-	-	-	-	INCLUDES INTERSECTION
	13MW+30 - 13MW+95	LT	MIDWAY RD	-	-	-	-	-	-	15	DRIVEWAY ENTRANCE
	15MW+22 - 15MW+62	LT	MIDWAY RD	-	-	-	-	-	-	4	DRIVEWAY ENTRANCE
	19MW+58 - 20MW+04	LT	MIDWAY RD	-	-	-	-	-	-	13	DRIVEWAY ENTRANCE
	42ONB+47 - 46ONB+22	R/L	ONEIDA ST	3,189	-	-	-	-	-	-	
	44ONB+83 45ONB+13	LT	ONEIDA ST	-	-	22	-	-	-	8	DRIVEWAY ENTRANCE
	45ONB+74 46ONB+05	LT	ONEIDA ST	-	-	26	-	-	-	4	DRIVEWAY ENTRANCE
	46ONB+22 - 46ONB+92	R/L	ONEIDA ST	-	-	-	-	-	165	-	NORTH TIE-IN TO EXISTING
	MIDWAY STAGE 3 SUBTOTAL			8,259	0	48	0	0	165	44	
			MIDWAY TOTAL	15,505	640	48	1	88	165	51	

CATEGORY	STATION	OFFSET	LOCATION	SPV.0180.003 MODIFIED HIGH PERFORMANCE CONCRETE (HPC) PAVEMENT 10-INCH SY	SPV.0180.004 MODIFIED HIGH PERFORMANCE CONCRETE (HPC) HES PAVEMENT 10-INCH SY	416.0160 CONCRETE DRIVEWAY 6-INCH SY	415.0210 CONCRETE PAVEMENT GAPS EACH	465.0125 ASPHALTIC SURFACE TEMPORARY TONS	465.0105 ASPHALTIC SURFACE 5-INCH TONS	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TONS	REMARKS
1000	VALLEY STAGE 1										
	62ONB+59 - 65ONB+37	LT	ONEIDA ST	-	-	-	-	-	30	-	MEDIAN ISLAND
	VALLEY STAGE 1 SUBTOTAL			0	0	0	0	0	30	0	
	VALLEY STAGE 2										
	10VE+56 - 15VE+44	R/L	W VALLEY RD	-	-	-	-	-	22	-	STORM SEWER TRENCH, 5-INCH
	15VE+22 - 15VE+47	R/L	W VALLEY RD	-	-	-	-	-	3	-	WEST TIE-IN TO EXISTING, 5-INCH
	15VE+22 - 15VE+47	RT & LT	W VALLEY RD	-	-	-	-	-	1	-	SIDEWALK, 5-INCH
	15VE+47 - 20VE+09	R/L	W VALLEY RD ONEIDA ST	4,340	-	-	-	-	-	-	INCLUDES ONEIDA ST. AND INTERSECTION FROM STA
	15VE+51 - 15VE+79	LT	W VALLEY RD	-	-	17	-	-	-	6	DRIVEWAY, 6-INCH
	18VE+04 - 18VE+36	LT	W VALLEY RD	-	-	25	-	-	-	6	DRIVEWAY, 6-INCH
	67ONB+48 - 67ONB+78	LT	ONEIDA ST	-	-	25	-	-	-	11	DRIVEWAY, 6-INCH
	71ONB+60 - 71ONB+94	LT	ONEIDA ST	-	-	-	-	-	-	15	DRIVEWAY, 6-INCH
	66ONB+00 - 66ONB+50	LT	ONEIDA ST	-	-	-	-	-	6	-	EXISTING, 5-INCH
	660ONB+00 - 66ONB+50	LT	ONEIDA ST	-	-	-	-	-	1	-	SIDEWALK, 5-INCH
	71IONB+46 - 72ONB+70	LT	ONEIDA ST	-	-	-	-	-	12	-	NORTH TIE-IN TO EXISTING, 5-INCH
	71ONB+46 - 72ONB+70	LT	ONEIDA ST	-	-	-	-	-	3	-	NORTH TIE-IN TO EXISTING SIDEWALK, 5-INCH
	VALLEY STAGE 2 SUBTOTAL			4,340	0	67	0	0	48	38	
	VALLEY STAGE 3										
	66ONB+00 - 66ONB+50	RT	ONEIDA ST	-	-	-	-	-	9	-	EXISTING, 5-INCH
	660ONB+00 - 66ONB+50	RT	ONEIDA ST	-	-	-	-	-	1	-	SIDEWALK, 5-INCH
	66ONB+50 - 69ONB+73	RT	ONEIDA ST	-	-	-	-	-	20	-	TWTL LANE, 5-INCH
	66ONB+00 - 71ONB+46	R/L	ONEIDA ST	3,786		-	-	-	-	-	INCLUDES ROELAND AVE AND INTERSECTION FROM
	66ONB+54 - 66ONB+78	RT	ONEIDA ST	-	-	25	-	-	-	16	DRIVEWAY, 6-INCH
	68ONB+78 - 69ONB+03	RT	ONEIDA ST	-	-	-	-	-	-	18	DRIVEWAY, 6-INCH
	22VE+20 - 22VE+54	LT	ROELAND AVE	-	-	20	-	-	-	7	DRIVEWAY, 6-INCH
	71ONB+46 - 72ONB+70	RT	ONEIDA ST	-	-	-	-	-	16	-	EXISTING, 5-INCH
	71ONB+46 - 71ONB+94	RT	ONEIDA ST	-	-	-	-	-	1	-	SIDEWALK, 5-INCH
	VALLEY STAGE 3 SUBTOTAL			3,786	0	45	0	0	47	41	
			VALLEY TOTAL	8,126	0	112	0	0	125	79	
			PROJECT TOTAL	**23,631**	**640**	**160**	**1**	**88**	**290**	**130**	

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COLORED CONCRETE

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0180.008 COLORED CONCRETE 10-INCH SY	REMARKS
1000	41ONB+72	-	42ONB+64	MIDWAY RD	58	SE-NE CROSSWALK
	41ONB+83	-	42ONB+64	MIDWAY RD	43	SW-NW CROSSWALK
	17MW+29	-	18MW+28	ONEIDA ST	55	NW-NE CROSSWALK
	17MW+46	-	18MW+42	ONEIDA ST	57	SW-SE CROSSWALK
				MIDWAY TOTALS	213	
	69ONB+69	-	70ONB+44	ONEIDA ST	13	SE-NE CROSSWALK
	69ONB+59	-	70ONB+26	ONEIDA ST	16	SW-NW CROSSWALK
	19VE+60	-	20VE+42	VALLEY RD	19	NW-NE CROSSWALK
	19VE+48	-	20VE+47	VALLEY RD	23	SW-SE CROSSWALK
				VALLEY TOTALS	71	
				PROJECT TOTAL	**284**	

DRILLED DOWEL BARS

CATEGORY	STATION	OFFSET	LOCATION	416.0620 DRILLED DOWEL BARS EACH	REMARKS
1000	11MW+65	RT	MIDWAY RD	11	STAGE 1
	35ONB+60	R/L	ONEIDA ST	53	STAGE 1
	25MW+59	RT	MIDWAY RD	10	STAGE 1
	11MW+92	LT	MIDWAY RD	20	STAGE 2
	25MW+59	LT	MIDWAY RD	20	STAGE 2
	11MW+65	R/L	MIDWAY RD	12	STAGE 3
	25MW+59	R/L	MIDWAY RD	10	STAGE 3
			MIDWAY TOTAL	136	
	24VE+22	R/L	ROELAND AVE	38	
			VALLEY TOTAL	38	
			PROJECT TOTAL	**174**	

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CONCRETE MASONRY RETAINING WALL

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	504.0500 CONCRETE MASONRY RETAINING WALL CY	REMARKS
1000	40ONB+05	-	41ONB+49	58.5' LT	ONEIDA NB	28	GRADE BEAM
	14MW+52	-	15MW+20	35.5' LT	MIDWAY RD	14	GRADE BEAM
	15MW+63	-	17MW+22	36.5' LT	MIDWAY RD	34	GRADE BEAM
	16MW+00	-	17MW+40	52.6' RT	MIDWAY RD	26	GRADE BEAM
	18MW+65	-	19MW+64	47.5' LT	MIDWAY RD	20	GRADE BEAM
					PROJECT TOTAL	**122**	

BAR STEEL REINFORCEMENT HS STRUCTURES

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	505.0400 BAR STEEL REINFORCEMENT HS STRUCTURES LB STRAIGHT BARS	505.0400 BAR STEEL REINFORCEMENT HS STRUCTURES LB STIRRUPS	REMARKS
1000	40ONB+05	-	41ONB+49	58.5' LT	ONEIDA NB	578	824	GRADE BEAM
	14MW+52	-	15MW+20	35.5' LT	MIDWAY RD	277	398	GRADE BEAM
	15MW+63	-	17MW+22	36.5' LT	MIDWAY RD	694	988	GRADE BEAM
	16MW+00	-	17MW+12	52.6' RT	MIDWAY RD	522	744	GRADE BEAM
	18MW+65	-	19MW+64	47.5' LT	MIDWAY RD	409	585	GRADE BEAM
					SUBTOTAL	2,480	3,539	
					PROJECT TOTAL	**6,019**		

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RAILING ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	SPV.0090.850 RAILING 36-INCH LF	REMARKS
1000	15MW+63	-	17MW+22	36.5' LT	MIDWAY RD	173	GRADE BEAM, BJ CLANCY's
					PROJECT TOTAL	**173**	

SEWER STRUCTURE

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	SIZE (FT)	RIM ELEVATION	DEPTH (FT)	520.8000 CONCRETE COLLARS FOR PIPE EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0535 MANHOLE COVERS TYPE J-S EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	REMARKS
1000	203	39ONB+15	13.1' LT	6-FT	797.138	5.917	1	-	1	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	
	203A	39ONB+18	49.0' LT	2x3-FT	796.157	2.149	1	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	203B	39ONB+14	19.5' LT	2x3-FT	796.68	2.761	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	203C	39ONB+19	2.0' LT	2x3-FT	796.73	2.784	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	203D	39ONB+19	29.5' RT	2x3-FT	796.2	2.16	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	202	40ONB+54	25.8' LT	7-FT	797.71	5.855	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	
	202A	40ONB+54	49.2' LT	2x3-FT	797.242	2.668	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	202B	40ONB+54	19.2' LT	2x3-FT	797.779	3.272	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	202C	40ONB+54	12.2' LT	2x3-FT	797.901	3.366	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	202D	40ONB+54	29.8' RT	2x3-FT	797.561	2.745	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	GS-2	40ONB+54	64.9' LT	3-FT	797.135	2.123	1	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	
	GS-1	40ONB+77	64.8' LT	1G	796.937	2.262	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	
	201	41ONB+51	26.0' LT	8-FT	798.497	6.204	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	
	200	42ONB+19	14.0' LT	8-FT	799.453	6.851	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	
	150	18ONB+15	8.7' RT	8-FT	799.1	4.629	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	
	149	43ONB+01	18.0' RT	6-FT	799.203	4.53	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	
	149A	42ONB+94	63.5' LT	2x3-FT	798.837	2.955	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	149B	43ONB+01	7.5' LT	2x3-FT	799.499	3.786	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	149C	43ONB+01	29.5' LT	4-FT	798.993	3.322	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	
	CC2	42ONB+87	28.0' RT	CONCRETE COLLAR	N/A	N/A	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
	148	44ONB+25	18.0' RT	8-FT	798.633	7.667	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	SUMP
	148A	44ONB+51	62.2' LT	2x3-FT	798.501	1.922	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	148B	44ONB+25	63.5' LT	2x3-FT	798.45	1.948	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	148C	44ONB+25	7.5' LT	4-FT	799.094	2.76	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	148D	44ONB+22	0.5' LT	4-FT	799.003	2.941	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	148E	44ONB+22	29.5' RT	4-FT	798.423	2.409	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	148F	44ONB+51	29.5' RT	2x3-FT	798.49	2.141	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	147	44ONB+98	18.0' RT	7-FT	799.063	3.916	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	
	147A	45ONB+19	29.5' RT	4-FT	799.038	2.672	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	
	147B	45ONB+19	16.0' RT	6-FT	799.291	4.034	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	
	CC3	44ONB+97	24.6' RT	CONCRETE COLLAR	N/A	N/A	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
	146	46ONB+10	16.0' RT	6-FT	800.08	4.316	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	
	146A	46ONB+15	49.5' LT	2x3-FT	799.912	2.789	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	146B	46ONB+10	7.5' LT	4-FT	800.216	3.805	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	
	MIDWAY SUBTOTALS						5	1	10	14	6	1	1	1	0	4	2	4	5	14	1	3	1	0	

TYPE	DEPTH (FT)
MANHOLE J	0.75
INLET H	0.375
INLET MS	0.167
ADJUSTMENT RINGS	0.5

1) RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE COVER FOR MANHOLES UNLESS OTHERWISE NOTED.
2) TOP OF STRUCTURE ELEVATIONS = RIM/GRATE ELEVATION
3) STRUCTURE DEPTH =RIM ELEVATION - INVERT ELEVATION - RING ADJUSTMENTS (0.5') -CASTING DEPTH.
4) ADJOINING 2 SECTIONS OF STORM SEWER PIPE JOINT TIES ARE INCIDENTAL TO REINFORCED CONCRETE PIPE, STORM SEWER.
5) CONTRACTOR SHALL VERIFY EXISITNG PIPE SIZES, MATERIALS AND INVERT ELEVATIONS WHEN CONNECTING NEW STORM SEWER INTO EXISTING PIPES PRIOR TO MANUFACTURING STRUCTURES.
6) STATION/OFFSET OF INLETS AND MANHOLES IS AT CENTER OF STRUCTURE.

SEWER STRUCTURE CONTINUED

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	SIZE (FT)	RIM ELEVATION	DEPTH (FT)	520.8000 CONCRETE COLLARS FOR PIPE EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0535 MANHOLE COVERS TYPE J-S EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	REMARKS
1000	146C	46ONB+10	0.5' LT	2x3-FT	800.39	4	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	146D	46ONB+15	29.5' RT	4-FT	799.876	2.429	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	
	VV-1	46ONB+91	11.4' LT	CONCRETE COLLAR	N/A	N/A	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	172B	12MW+46	35.4' LT	4-FT	797.388	5.153	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	
	172A	12MW+96	33.7' LT	4-FT	797.649	5.304	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	
	CC4	15MW+16	30.5' LT	CONCRETE COLLAR	N/A	N/A	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
	171	16MW+16	7.0' RT	4-FT	797.733	4.174	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	
	171A	17MW+08	41.5' RT	2x3-FT	797.769	2.894	2	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	171B	16MW+16	41.6' RT	4-FT	797.044	3.506	2	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	171C	15MW+48	41.6' RT	2x3-FT	797.33	3.337	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	171D	16MW+97	27.5' LT	2x3-FT	797.785	3.757	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	171E	16MW+16	27.5' LT	4-FT	797.36	3.823	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	171F	15MW+74	27.5' LT	2x3-FT	797.482	3.566	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	167	18MW+56	18.5' RT	8-FT	798.25	3.709	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	167A	18MW+72	45.5' RT	4-FT	797.507	2.864	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	167B	18MW+56	39.50' LT	4-FT	797.859	3.143	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	166	19MW+40	26.0' RT	8-FT	797.45	6.769	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	SUMP
	166A	19MW+40	45.5' RT	2x3-FT	797.082	2.208	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	166B	19MW+40	17.5' RT	4-FT	797.622	2.796	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	166C	19MW+32	10.8' RT	4-FT	797.693	2.314	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	166D	19MW+32	39.5' LT	2x3-FT	797.119	1.589	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	165	21MW+28	20.6' RT	5-FT	798.646	3.648	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	
	165A	21MW+68	41.2' RT	2x3-FT	798.393	2.698	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	165B	21MW+05	44.8' RT	4-FT	798.105	2.711	1	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	
	165C	21MW+31	37.3' LT	2x3-FT	798.275	2.592	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	164	23MW+42	13.1' RT	6-FT	798.581	3.331	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	
	164A	23MW+88	33.5' RT	2x3-FT	798.26	2.108	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	164B	23MW+48	34.9' RT	4-FT	798.156	2.624	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	164C	23MW+47	6.9' RT	4-FT	798.695	3.184	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	164D	23MW+06	0.5' RT	4-FT	798.591	2.457	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	164E	23MW+47	27.5' LT	4-FT	798.2	2.348	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	164F	23MW+06	27.5' LT	2x3-FT	798.09	1.867	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	163	23ONB+95	27.8' RT	6-FT	798.38	3.32	2	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	
						MIDWAY SUBTOTALS	9	0	6	6	18	0	0	1	1	2	0	1	14	11	0	1	0	1	
						MIDWAY TOTAL	14	1	16	20	24	1	1	2	1	6	2	5	19	25	1	4	1	1	

TYPE	DEPTH (FT)
MANHOLE J	0.75
INLET H	0.375
INLET MS	0.167
ADJUSTMENT RINGS	0.5

1) RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE COVER FOR MANHOLES UNLESS OTHERWISE NOTED.
2) TOP OF STRUCTURE ELEVATIONS = RIM/GRATE ELEVATION
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6) STATION/OFFSET OF INLETS AND MANHOLES IS AT CENTER OF STRUCTURE.

SEWER STRUCTURE CONTINUED

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	SIZE (FT)	RIM ELEVATION	DEPTH (FT)	520.8000 CONCRETE COLLARS FOR PIPE EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0535 MANHOLE COVERS TYPE J-S EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	REMARKS
1000	M8V	10VE+59	11.7' RT	8-FT	801.20	3.46	2	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	
	M7AV	11VE+70	5.2' RT	4-FT	801.39	3.48	1	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	
	M7V	13VE+32	5.2' RT	4-FT	801.69	3.54	1	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	
	M6V	14VE+17	5.2' RT	4-FT	802.11	3.83	1	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	
	M6R	72ONB+35	0.9' RT	6-FT	801.12	5.11	3	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	
	M5V	16VE+31	7.1' RT	4-FT	802.88	4.28	1	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	
	M5R	70ONB+85	2.8' LT	7-FT	802.62	6.23	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	
	M4V	18VE+80	3.0' RT	7-FT	802.58	3.60	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	
	M4R	20VE+08	15.9' LT	7-FT	802.97	5.99	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	
	M3V	19VE+00	8.0' RT	6-FT	802.44	3.39	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	
	M3R	20VE+94	15.4' LT	8-FT	802.45	9.25	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	SUMP
	M2V	69ONB+47	19.5' LT	5-FT	802.90	3.21	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	
	M2R	22VE+62	15.0' LT	5-FT	803.57	5.42	1	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	
	M1V	66ONB+44	9.4' LT	6-FT	803.05	3.43	1	-	1	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	
	M1R	24VE+29	7.1' LT	5-FT	804.76	6.19	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	
	I5R-B	70ONB+99	27.1' RT	4-FT	801.97	3.31	1	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	
	I5R-A	70ONB+97	39.1' LT	4-FT	802.23	4.09	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	
	I4V-B	18VE+80	29.5' LT	2X3-FT	802.07	2.38	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	I4V-A	18VE+53	29.5' LT	4-FT	802.28	2.53	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	I3V-B	19VE+06	30.5' RT	4-FT	802.00	2.20	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	I3V-A	18VE+52	30.5' RT	2X3-FT	802.19	2.13	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	I3R-D	21VE+26	29.5' LT	2X3-FT	802.34	3.33	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	I3R-C	20VE+99	29.5' LT	4-FT	802.27	3.17	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	I3R-B	20VE+99	17.5' RT	4-FT	801.93	2.94	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	I3R-A	21VE+26	17.5' RT	2X3-FT	802.12	2.93	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	I2V-B	69ONB+36	30.0' RT	2X3-FT	802.74	2.78	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	I2V-A	69ONB+10	43.2' LT	4-FT	802.61	2.69	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	
	I1V-F	66ONB+83	29.5' RT	2X3-FT	802.85	2.38	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
	I1V-E	66ONB+48	29.2' RT	4-FT	802.70	3.34	1	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	I1V-D	66ONB+45	1.7' LT	4-FT	803.27	4.38	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	
	I1V-C	66ONB+45	18.3' LT	4-FT	802.94	3.56	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	
	I1V-B	66ONB+47	47.3' LT	4-FT	802.36	2.57	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	
	I1V-A	66ONB+83	46.0' LT	2X3-FT	802.53	2.13	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	
					VALLEY TOTAL		13	0	15	4	12	0	0	4	3	3	3	2	11	7	0	1	2	2	
					PROJECT TOTALS		**27**	**1**	**31**	**24**	**36**	**1**	**1**	**6**	**4**	**9**	**5**	**7**	**30**	**32**	**1**	**5**	**3**	**3**	

TYPE	DEPTH (FT)
MANHOLE J	0.75
INLET H	0.375
INLET MS	0.167
ADJUSTMENT RINGS	0.5

1) RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE COVER FOR MANHOLES UNLESS OTHERWISE NOTED.
2) TOP OF STRUCTURE ELEVATIONS = RIM/GRATE ELEVATION
3) STRUCTURE DEPTH =RIM ELEVATION - INVERT ELEVATION - RING ADJUSTMENTS (0.5') -CASTING DEPTH.
4) ADJOINING 2 SECTIONS OF STORM SEWER PIPE JOINT TIES ARE INCIDENTAL TO REINFORCED CONCRETE PIPE, STORM SEWER.
5) CONTRACTOR SHALL VERIFY EXISITNG PIPE SIZES, MATERIALS AND INVERT ELEVATIONS WHEN CONNECTING NEW STORM SEWER INTO EXISTING PIPES PRIOR TO MANUFACTURING STRUCTURES.
6) STATION/OFFSET OF INLETS AND MANHOLES IS AT CENTER OF STRUCTURE.

3

CONCRETE CURB & GUTTER 18-INCH TYPE A

CATEGORY	STATION			OFFSET	LOCATION	601.0405 LF	REMARKS
1000	MIDWAY STAGE 1						
	18MW+65.00	-	23MW+59.60	RT	MIDWAY RD	493	MEDIAN - SOUTH SIDE
	18MW+65.00	-	20MW+28.45	RT	MIDWAY RD	180	MEDIAN - NORTH SIDE
	20MW+98.52	-	21MW+16.21	RT	MIDWAY RD	32	CVS PRIVATE ENTRANCE WEST CURB
	20MW+45.96	-	21MW+62.89	RT	MIDWAY RD	33	CVS PRIVATE ENTRANCE EAST CURB
	38ONB+16.00	-	41ONB+52.00	LT	ONEIDA ST	672	MEDIAN - BOTH SIDES
	MIDWAY STAGE 1 SUBTOTAL					1,410	
	MIDWAY STAGE 3						
	12MW+22.24	-	12MW+52.88	LT	MIDWAY RD	41	MALOA - WEST CURB
	12MW+87.20	-	13MW+20.13	LT	MIDWAY RD	43	MALOA - EAST CURB
	18MW+19.40	-	22MW+51.00	LT	MIDWAY RD	436	INCLUDES NE CORNER INTERSECTION
	20MW+28.45	-	23MW+59.60	RT	MIDWAY RD	332	MEDIAN - NORTH SIDE
	42ONB+97.50	-	46ONB+16.50	LT	ONEIDA ST	638	MEDIAN - BOTH SIDES
	MIDWAY STAGE 3 SUBTOTAL					1,490	
					PROJECT TOTAL	**2,900**	

CONCRETE CURB & GUTTER 30-INCH TYPE D

CATEGORY	STATION			OFFSET	LOCATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	REMARKS
1000	45ONB+71	-	46ONB+44	RT	ONEIDA ST	70	MIDWAY NORTH TIE-IN
	46ONB+22	-	46ONB+92	LT	ONEIDA ST	71	MIDWAY NORTH TIE-IN
	66ONB+00	-	66ONB+50	LT	ONEIDA ST	50	VALLEY SOUTH TIE-IN
	66ONB+00	-	66ONB+50	RT	ONEIDA ST	50	VALLEY SOUTH TIE-IN
	71ONB+46	-	72ONB+72	LT	ONEIDA ST	124	VALLEY NORTH TIE-IN
	71ONB+46	-	72ONB+72	RT	ONEIDA ST	124	VALLEY NORTH TIE-IN
					PROJECT TOTAL	**489**	

3

CONCRETE CURB & GUTTER 30-INCH TYPE A

CATEGORY	STATION			OFFSET	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	REMARKS
1000	MIDWAY STAGE 1						
	11MW+65.00	-	14MW+25.84	RT	MIDWAY RD	262	
	MIDWAY STAGE 1 SUBTOTAL					262	
	MIDWAY STAGE 3						
	11MW+65.00	-	12MW+22	LT	MIDWAY RD	57	
	42ONB+56.39	-	45ONB+65.58	LT	ONEIDA ST	311	INCLUDES NW CORNER INTERSECTION
	MIDWAY STAGE 3 SUBTOTAL					368	
	VALLEY STAGE 2						
	15VE+46.84	-	15VE+84.51	LT	VALLEY RD	39	
					VALLEY TOTAL	39	
					PROJECT TOTAL	**669**	

3

CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D

CATEGORY	STATION			OFFSET	LOCATION	601.0452 CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D LF	REMARKS
1000	MIDWAY STAGE 1						
	17MW+14.93	-	17MW+47.83	RT	INTERSECTION	52	SW CORNER
	18MW+34.42	-	18MW+70.13	RT	INTERSECTION	56	SE CORNER
	25MW+08.74	-	25MW+59.00	RT		50	
	36ONB+50.71	-	36ONB+87.47	RT	ONEIDA ST	37	
	36ONB+85.04	-	37ONB+58.83	LT	ONEIDA ST	75	
	MIDWAY STAGE 1 SUBTOTAL					270	
	MIDWAY STAGE 3						
	25MW+09.58	-	25MW+59.21	LT	MIDWAY RD	50	
	44ONB+52.80	-	45ONB+16.94	RT	ONEIDA ST	60	PRIMROSE INTERSECTION
	45ONB+44.42	-	45ONB+87.13	LT	ONEIDA ST	43	
	MIDWAY STAGE 3 SUBTOTAL					153	
					MIDWAY TOTAL	423	
	VALLEY STAGE 2						
	15VE+46.83	-	19VE+70.00	RT	VALLEY RD	450	INLCUDES SW CORNER
	70ONB+23.98	-	70ONB+72.04	LT	INTERSECTION	77	NW CORNER
	VALLEY STAGE 2 SUBTOTAL					527	
	VALLEY STAGE 3						
	69ONB+42.42	-	69ONB+71.87	RT	INTERSECTION	48	SE CORNER
	70ONB+19.56	-	70ONB+53.96	RT	INTERSECTION	53	NE CORNER
	VALLEY STAGE 3 SUBTOTAL					101	
					VALLEY TOTAL	628	
					PROJECT TOTAL	**1,051**	

CONCRETE CURB PEDESTRIAN

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	601.0600 CONRETE CURB PEDESTRIAN LF	REMARKS
1000	20VE+73	-	22VE+20	LT	ROELAND AVE	148	
					PROJECT TOTAL	**148**	

CONCRETE CURB PEDESTRIAN SPECIAL

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	SPV.0090.012 LF	REMARKS
1000	42ONB+90	-	44ONB+00	73.5' LT	ONEIDA ST NB	110	1' WIDE BY 1' DEEP
					PROJECT TOTAL	**110**	

3

3

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

CATEGORY	STATION	OFFSET	LOCATION	602.0515 SF	REMARKS
1000	41ONB+61	LT	ONEIDA ST	8	
	41ONB+62	RT	ONEIDA ST	8	
	42ONB+80	RT	ONEIDA ST	8	
	42ONB+82	LT	ONEIDA ST	8	
	17MW+18	LT	MIDWAY RD	8	
	17MW+23	RT	MIDWAY RD	8	
	18MW+46	RT	MIDWAY RD	8	
	18MW+56	RT	MIDWAY RD	8	
			MIDWAY TOTAL	64	
	69ONB+51	LT	ONEIDA ST	8	
	69ONB+52	RT	ONEIDA ST	8	
	70ONB+44	RT	ONEIDA ST	8	
	70ONB+46	LT	ONEIDA ST	8	
	19VE+31	LT	VALLEY RD	8	
	19VE+35	RT	VALLEY RD	8	
	20VE+64	LT	ROELAND AVE	8	
	20VE+65	RT	ROELAND AVE	8	
			VALLEY TOTAL	64	
			PROJECT TOTAL	**128**	

GEOTEXTILE FABRIC

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	645.0111 GEOTEXTILE FABRIC TYPE DF SCHEDULE A SY	REMARKS
1000	40ONB+05	-	41ONB+49	58.5' LT	ONEIDA NB	81	48	LOCATED ON BACKSIDE OF GRADE BEAM
	14MW+52	-	15MW+20	35.5' LT	MIDWAY RD	69	23	
	15MW+63	-	17MW+22	36.5' LT	MIDWAY RD	116	58	
	16MW+00	-	17MW+12	52.6' RT	MIDWAY RD	82	43	
	18MW+65	-	19MW+64	47.5' LT	MIDWAY RD	68	34	
					PROJECT TOTALS	**416**	**206**	

3

STORM SEWER PIPE

CATEGORY	STRUCTURE		INVERT ELEV.		SLOPE	PIPE CLASSIFICATION											DESCRIPTION
						CLASS III								SSPC	HE-III		
	FROM	TO	INLET	DISCHARGE		608.0312 12-INCH LF	608.0315 15-INCH LF	608.0318 18-INCH LF	608.0324 24-INCH LF	608.0330 30-INCH LF	608.0336 36-INCH LF	608.0342 42-INCH LF	608.0348 48-INCH LF	608.6008 10-INCH LF	610.0124 24X38-INCH LF	610.0129 29X45-INCH LF	
1000	203A	203B	793.13	793.04	0.30%	30	-	-	-	-	-	-	-	-	-	-	
	203B	203	793.04	793.03	0.30%	6	-	-	-	-	-	-	-	-	-	-	
	203C	203	793.07	793.04	0.30%	12	-	-	-	-	-	-	-	-	-	-	
	203D	203C	793.17	793.07	0.30%	31	-	-	-	-	-	-	-	-	-	-	
	202	203	790.61	789.97	0.45%	-	-	-	-	-	-	-	140	-	-	-	
	202A	202	793.70	793.61	0.40%	23	-	-	-	-	-	-	-	-	-	-	
	202B	202	793.63	793.61	0.40%	7	-	-	-	-	-	-	-	-	-	-	
	202C	202B	793.66	793.63	0.40%	7	-	-	-	-	-	-	-	-	-	-	
	202D	202C	793.94	793.77	0.40%	42	-	-	-	-	-	-	-	-	-	-	
	GS-2	202A	793.76	793.70	0.40%	16	-	-	-	-	-	-	-	-	-	-	
	GS-1	GS-2	794.01	793.93	0.34%	-	-	-	-	-	-	-	-	23	-	-	
	E-IN1	GS-2	794.14	793.93	0.34%	-	-	-	-	-	-	-	-	62	-	-	
	201	202	791.04	790.61	0.45%	-	-	-	-	-	-	-	97	-	-	-	
	200	201	791.35	791.04	0.45%	-	-	-	-	-	-	-	69	-	-	-	
	200	171	794.46	793.98	0.29%	-	-	167	-	-	-	-	-	-	-	-	
	150	200	793.22	793.18	0.12%	-	-	-	-	-	-	-	-	-	-	32	
	149	150	793.42	793.22	0.24%	-	-	-	-	-	-	-	-	-	-	84	
	149A	149B	795.01	794.84	0.30%	56	-	-	-	-	-	-	-	-	-	-	
	149B	149	794.84	794.76	0.30%	26	-	-	-	-	-	-	-	-	-	-	
	149C	149	794.80	794.76	0.30%	12	-	-	-	-	-	-	-	-	-	-	
	CC2	149C	794.86	794.80	0.45%	14	-	-	-	-	-	-	-	-	-	-	
	148	149	793.72	793.42	0.23%	-	-	-	-	-	-	-	-	-	-	125	
	148A	148B	795.70	795.63	0.30%	26	-	-	-	-	-	-	-	-	-	-	
	148B	148C	795.63	795.46	0.30%	56	-	-	-	-	-	-	-	-	-	-	
	148C	148D	795.46	795.44	0.30%	-	8	-	-	-	-	-	-	-	-	-	
	148D	148	795.19	795.10	0.44%	-	-	19	-	-	-	-	-	-	-	-	
	148E	148	795.14	795.10	0.29%	-	12	-	-	-	-	-	-	-	-	-	
	148F	148E	795.47	795.39	0.30%	28	-	-	-	-	-	-	-	-	-	-	
	147	148	793.90	793.72	0.25%	-	-	-	-	-	-	-	-	-	-	72	
	147B	147	794.01	793.90	0.51%	-	-	-	-	-	-	-	-	-	-	22	
	CC3	147	793.91	793.90	0.20%	-	-	-	7	-	-	-	-	-	-	-	
	146	147B	794.51	794.01	0.56%	-	-	-	-	-	-	-	-	-	-	90	
	VV-1	146B	795.02	795.00	0.03%	-	-	82	-	-	-	-	-	-	-	-	
	146A	146B	796.25	796.04	0.50%	42	-	-	-	-	-	-	-	-	-	-	
	146B	146C	795.54	795.52	0.30%	-	-	7	-	-	-	-	-	-	-	-	
				MIDWAY SUBTOTAL		434	20	275	7	0	0	0	306	85	0	425	

STORM SEWER PIPE CONTINUED

CATEGORY	STRUCTURE		INVERT ELEV.		SLOPE	PIPE CLASSIFICATION											DESCRIPTION
						CLASS III								SSPC	HE-III		
	FROM	TO	INLET	DISCHARGE		608.0312 12-INCH LF	608.0315 15-INCH LF	608.0318 18-INCH LF	608.0324 24-INCH LF	608.0330 30-INCH LF	608.0336 36-INCH LF	608.0342 42-INCH LF	608.0348 48-INCH LF	608.6008 10-INCH LF	610.0124 24X38-INCH LF	610.0129 29X45-INCH LF	
1000	146C	146	795.52	795.47	0.30%	-	-	17	-	-	-	-	-	-	-	-	
	146D	146	796.57	796.50	0.50%	14	-	-	-	-	-	-	-	-	-	-	
	147A	147B	795.49	795.42	0.50%	14	-	-	-	-	-	-	-	-	-	-	
	171	CC4	792.31	792.00	0.29%	-	-	107	-	-	-	-	-	-	-	-	
	171A	171B	794.00	793.40	0.66%	92	-	-	-	-	-	-	-	-	-	-	
	171B	171	792.66	792.56	0.30%	-	35	-	-	-	-	-	-	-	-	-	
	171C	171B	793.12	792.91	0.30%	68	-	-	-	-	-	-	-	-	-	-	
	171D	171E	793.15	792.91	0.30%	80	-	-	-	-	-	-	-	-	-	-	
	171E	171	792.66	792.56	0.30%	-	35	-	-	-	-	-	-	-	-	-	
	171F	171E	793.04	792.91	0.30%	43	-	-	-	-	-	-	-	-	-	-	
	167	150	793.29	793.22	0.17%	-	-	-	-	-	-	-	-	-	41	-	
	167A	167	793.77	793.63	0.40%	-	-	35	-	-	-	-	-	-	-	-	
	167B	167	793.84	793.63	0.40%	-	-	53	-	-	-	-	-	-	-	-	
	166A	166	794.00	793.93	0.34%	-	-	19	-	-	-	-	-	-	-	-	
	166B	166	793.95	793.93	0.21%	-	-	9	-	-	-	-	-	-	-	-	
	166	167	793.43	793.29	0.17%	-	-	-	-	-	-	-	-	-	83	-	
	166C	166B	794.50	794.45	0.50%	11	-	-	-	-	-	-	-	-	-	-	
	166D	166C	794.66	794.50	0.30%	50	-	-	-	-	-	-	-	-	-	-	
	165	166	793.75	793.43	0.17%	-	-	-	186	-	-	-	-	-	-	-	
	165A	165B	794.82	794.52	0.48%	63	-	-	-	-	-	-	-	-	-	-	
	165B	165	794.52	794.45	0.21%	33	-	-	-	-	-	-	-	-	-	-	
	165C	165	794.81	794.52	0.50%	58	-	-	-	-	-	-	-	-	-	-	
	164	165	794.00	793.75	0.12%	-	-	-	214	-	-	-	-	-	-	-	
	164A	164B	795.28	795.16	0.30%	40	-	-	-	-	-	-	-	-	-	-	
	164B	164	794.66	794.61	0.20%	-	-	23	-	-	-	-	-	-	-	-	
	164C	164	794.64	794.61	0.30%	-	-	8	-	-	-	-	-	-	-	-	
	164D	164C	795.26	795.14	0.30%	41	-	-	-	-	-	-	-	-	-	-	
	164E	164F	795.46	795.34	0.30%	40	-	-	-	-	-	-	-	-	-	-	
	164F	164D	795.34	795.26	0.30%	28	-	-	-	-	-	-	-	-	-	-	
	163	164	794.06	794.00	0.11%	-	56	-	-	-	-	-	-	-	-	-	
	EXISTING	163	794.28	794.06	0.44%	50	-	-	-	-	-	-	-	-	-	-	
				MIDWAY SUBTOTAL		725	126	271	400	0	0	0	0	0	124	0	
				MIDWAY TOTAL		1,159	146	546	407	0	0	0	306	85	124	425	

STORM SEWER PIPE CONTINUED

CATEGORY	STRUCTURE		INVERT ELEV.		SLOPE	PIPE CLASSIFICATION											DESCRIPTION
						CLASS III								SSPC	HE-III		
	FROM	TO	INLET	DISCHARGE		608.0312 12-INCH LF	608.0315 15-INCH LF	608.0318 18-INCH LF	608.0324 24-INCH LF	608.0330 30-INCH LF	608.0336 36-INCH LF	608.0342 42-INCH LF	608.0348 48-INCH LF	608.6008 10-INCH LF	610.0124 24X38-INCH LF	610.0129 29X45-INCH LF	
1000	I2V-A	M2V	799.05	798.94	0.26%	44	-	-	-	-	-	-	-	-	-	-	
	I2V-B	M2V	799.08	798.94	0.27%	51	-	-	-	-	-	-	-	-	-	-	
	I3V-B	M3V	798.93	798.80	0.55%	23	-	-	-	-	-	-	-	-	-	-	
	I4V-B	M4V	798.83	798.73	0.30%	32	-	-	-	-	-	-	-	-	-	-	
	I3R-C	M3R	798.03	797.95	0.54%	15	-	-	-	-	-	-	-	-	-	-	
	I3R-B	M3R	798.10	797.95	0.45%	33	-	-	-	-	-	-	-	-	-	-	
	I5R-B	M5R	797.79	797.64	0.46%	33	-	-	-	-	-	-	-	-	-	-	
	I1V-A	I1V-B	799.52	799.42	0.31%	35	-	-	-	-	-	-	-	-	-	-	
	I1V-F	I1V-E	799.59	799.49	0.30%	36	-	-	-	-	-	-	-	-	-	-	
	I3V-A	I3V-B	799.18	798.93	0.47%	55	-	-	-	-	-	-	-	-	-	-	
	I4V-A	M4V	798.88	798.73	0.36%	27	-	-	-	-	-	-	-	-	-	-	
	I3R-D	I3R-C	798.13	798.03	0.36%	28	-	-	-	-	-	-	-	-	-	-	
	I3R-A	I3R-B	798.32	798.10	0.80%	28	-	-	-	-	-	-	-	-	-	-	
	I5R-A	M5R	797.26	797.14	0.31%	-	-	38	-	-	-	-	-	-	-	-	
	I1V-B	I1V-C	798.92	798.88	0.12%	-	-	29	-	-	-	-	-	-	-	-	
	I1V-C	M1V	798.88	798.87	0.12%	-	-	9	-	-	-	-	-	-	-	-	
	M4V	M5V	797.73	797.35	0.15%	-	-	-	250	-	-	-	-	-	-	-	
	M5V	M6V	797.35	797.03	0.15%	-	-	-	213	-	-	-	-	-	-	-	
	M6V	M7V	797.03	796.90	0.15%	-	-	-	85	-	-	-	-	-	-	-	
	M7V	M7AV	796.90	796.66	0.15%	-	-	-	162	-	-	-	-	-	-	-	
	M7AV	M8V	796.66	796.49	0.15%	-	-	-	113	-	-	-	-	-	-	-	
	M2V	M3V	798.44	798.33	0.14%	-	-	100	-	-	-	-	-	-	-	-	
	M3V	M4V	797.80	797.73	0.18%	-	-	-	21	-	-	-	-	-	-	-	
	I1V-E	I1V-D	798.49	798.39	0.30%	-	-	-	31	-	-	-	-	-	-	-	
	I1V-D	M1V	798.39	798.37	0.30%	-	-	-	8	-	-	-	-	-	-	-	
	M1V	PP-84	798.37	797.14	12.35%	-	-	-	10	-	-	-	-	-	-	-	
	M1R	M2R	797.32	796.90	0.28%	-	-	-	-	148	-	-	-	-	-	-	
	M2R	M3R	796.90	796.48	0.25%	-	-	-	-	168	-	-	-	-	-	-	
	M3R	M4R	795.95	795.73	0.25%	-	-	-	-	-	87	-	-	-	-	-	
	M4R	M5R	795.73	795.51	0.29%	-	-	-	-	-	78	-	-	-	-	-	
	M5R	M6R	795.14	794.76	0.25%	-	-	-	-	-	-	150	-	-	-	-	
				VALLEY TOTAL		440	0	176	893	316	165	150	0	0	0	0	
				PROJECT TOTALS		**1,599**	**146**	**722**	**1,300**	**316**	**165**	**150**	**306**	**85**	**124**	**425**	

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PIPE UNDERDRAIN 4-INCH

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	612.0104 LF	REMARKS
1000	40ONB+05	-	41ONB+49	58.5' LT	ONEIDA NB	144	GRADE BEAM
	14MW+52	-	15MW+20	35.5' LT	MIDWAY RD	69	GRADE BEAM
	15MW+63	-	17MW+22	36.5' LT	MIDWAY RD	173	GRADE BEAM
	16MW+00	-	17MW+12	52.6' RT	MIDWAY RD	130	GRADE BEAM
	18MW+65	-	19MW+64	47.5' LT	MIDWAY RD	102	GRADE BEAM
					PROJECT TOTAL	**618**	

BEAM GUARD

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0390 STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL EACH	REMARKS
1000	68OSB+78	-	69OSB+03	33' LT	ONEIDA NB	25	2	
					PROJECT TOTAL	**25**	**2**	

MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 1517-75-83

CATEGORY	STATION	TO	STATION	LOCATION	618.0100 EACH	REMARKS
1000	35ONB+60	-	72ONB+70	PROJECT	1	
				PROJECT TOTAL	**1**	

MOBILIZATION

CATEGORY	STATION	TO	STATION	LOCATION	619.1000 MOBILIZATION EACH	REMARKS
1000	35ONB+60	-	72ONB+70	PROJECT	1	
				PROJECT TOTAL	**1**	

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STATION	OFFSET	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
1000	MIDWAY STAGE 1				
	18MW+65	RT	MEDIAN	11	
	19MW+61	RT	MEDIAN	10	
	20MW+08	RT	MEDIAN	10	
	38ONB+16	LT	MEDIAN	28	
	41ONB+52	LT	MEDIAN	13	
	MIDWAY STAGE 1 SUBTOTAL			72	
	MIDWAY STAGE 3				
	23MW+60	RT	MEDIAN	11	
	42ONB+98	LT	MEDIAN	13	
	46ONB+17	LT	MEDIAN	13	
	MIDWAY STAGE 3 SUBTOTAL			37	
			PROJECT TOTAL	**109**	

WATER

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	624.0100 WATER MGAL	REMARKS
1000	36ONB+60	-	46ONB+92	R/L	PROJECT	31	DUST CONTROL
	36ONB+60	-	46ONB+92	R/L	PROJECT	77	COMPACTION
					MIDWAY TOTAL	108	
	66ONB+00	-	72ONB+70	R/L	PROJECT	22	DUST CONTROL
	66ONB+00	-	72ONB+70	R/L	PROJECT	54	COMPACTION
					VALLEY TOTAL	76	
					PROJECT TOTAL	**184**	

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LANDSCAPING

CATEGORY	STATION	OFFSET	LOCATION	625.0100 TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEED MIXTURE NO. 40 LB	630.0200 SEED TEMPORARY LB	SPV.0120.006 WATER FOR SEEDED GRASS MGAL	REMARKS
	MIDWAY STAGE 1								
1000	13MW+22 - 14MW+33	RT	MIDWAY RD	69	0.10	2	2	2	
	14MW+63 - 15MW+60	RT	MIDWAY RD	20	0.10	1	1	1	
	19MW+00 - 21MW+16	RT	MIDWAY RD	222	0.20	4	6	5	
	21MW+46 - 25MW+59	RT	MIDWAY RD	183	0.20	4	5	5	
	36ONB+85 - 40ONB+00	LT	ONEIDA ST	291	0.20	6	8	7	
	36ONB+51 - 41ONB+65	RT	ONEIDA ST	626	0.40	12	17	15	
	MIDWAY STAGE 1 SUBTOTAL			1,411	1.20	29	39	35	
	MIDWAY STAGE 3								
	11MW+92 - 12MW+52	LT	MIDWAY RD	15	0.10	1	1	1	
	12MW+89 - 13MW+30	LT	MIDWAY RD	9	0.10	1	1	1	
	13MW+48 - 13MW+79	LT	MIDWAY RD	7	0.10	1	1	1	
	13MW+94 - 15MW+22	LT	MIDWAY RD	35	0.10	1	1	1	
	19MW+00 - 19MW+64	LT	MIDWAY RD	13	0.10	1	1	1	
	20MW+02 - 25MW+59	LT	MIDWAY RD	559	0.40	11	16	13	
	42ONB+62 - 44ONB+72	RT	ONEIDA ST	215	0.20	4	6	5	
	42ONB+68 - 44ONB+83	LT	ONEIDA ST	48	0.10	1	2	2	
	44ONB+98 - 460ONB+22	RT	ONEIDA ST	151	0.10	3	5	4	
	45ONB+13 - 45ONB+75	LT	ONEIDA ST	54	0.10	1	2	2	
	46ONB+04 - 46ONB+22	LT	ONEIDA ST	11	0.10	1	1	1	
	MIDWAY STAGE 3 SUBTOTAL			1,117	1.50	26	37	32	
			MIDWAY TOTAL	2,528	2.70	55	76	67	
	VALLEY STAGE 2								
	15VE+22 - 18VE+00	RE-SW LT	W VALLEY DR	146	0.10	3	4	2	
	15VE+22 - 19VE+25	RE-SW RT	W VALLEY DR	222	0.20	4	6	3	
	15VE+22 - 19VE+25	SW-SI RT	W VALLEY DR	112	0.10	3	4	2	
	15VE+22 - 18VE+00	SW-SI LT	W VALLEY DR	26	0.10	1	1	1	
	66ONB+50 - 69ONB+62	SW-SI LT	ONEIDA ST	84	0.10	2	3	1	
	66ONB+50 - 69ONB+62	RE-SW LT	ONEIDA ST	141	0.10	3	4	2	
	VALLEY STAGE 2 SUBTOTAL			731	0.70	16	22	11	
	VALLEY STAGE 3								
	22VE+55 - 24VE+09	RE-SW LT	ROELAND AVE	93	0.10	2	3	2	
	20VE+73 - 24VE+09	RE-SI RT	ROELAND AVE	283	0.20	6	8	4	
	21VE+00 - 24VE+09	SW-SI LT	ROELAND AVE	46	0.10	1	2	1	
	66ONB+50 - 69ONB+62	SW-SI RT	ONEIDA ST	17	0.10	1	1	1	
	66ONB+50 - 69ONB+62	RE-SW RT	ONEIDA ST	129	0.10	3	4	2	
	70ONB+28 - 71ONB+47	SW-TLE RT	ONEIDA ST	196	0.20	4	6	3	
	70ONB+35 - 71ONB+47	SW-TLE LT	ONEIDA ST	164	0.20	3	5	2	
	VALLEY STAGE 3 SUBTOTAL			928	1.00	20	29	15	
			VALLEY TOTAL	1,659	1.70	36	51	26	
			PROJECT TOTAL	**4,187**	**4.40**	**91**	**127**	**93**	

MOBILIZATIONS EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1905 EACH	628.1910 EACH
1000	35ONB+60	-	72ONB+70	PROJECT	6	6
				PROJECT TOTAL	**6**	**6**

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INLET PROTECTION FOR EROSION CONTROL

CATEGORY	STATION	OFFSET	STRUCTURE	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	DESCRIPTION
1000	39ONB+15	13.1' LT	203	ONEIDA ST	1	-	-	MANHOLE
	39ONB+18	49.0' LT	203A	ONEIDA ST	1	1	-	
	39ONB+14	19.5' LT	203B	ONEIDA ST	1	1	-	
	39ONB+19	2.0' LT	203C	ONEIDA ST	1	1	-	
	39ONB+19	29.5' RT	203D	ONEIDA ST	1	1	-	
	40ONB+54	25.8' LT	202	ONEIDA ST	1	-	-	MANHOLE
	40ONB+54	49.2' LT	202A	ONEIDA ST	1	1	-	
	40ONB+54	19.2' LT	202B	ONEIDA ST	1	1	-	
	40ONB+54	12.2' LT	202C	ONEIDA ST	1	1	-	
	40ONB+54	29.8' RT	202D	ONEIDA ST	1	1	-	
	40ONB+54	64.9' LT	GS-2	ONEIDA ST	1	1	-	
	40ONB+77	64.8' LT	GS-1	ONEIDA ST	1	1	-	
	41ONB+51	26.0' LT	201	ONEIDA ST	1	-	-	MANHOLE
	42ONB+19	14.0' LT	200	ONEIDA ST	1	-	-	MANHOLE
	18ONB+15	8.7' RT	150	ONEIDA ST	1	-	-	MANHOLE
	16MW+16	7.0' RT	171	MIDWAY RD	1	-	-	MANHOLE
	17MW+08	41.5' RT	171A	MIDWAY RD	1	-	1	
	16MW+16	41.6' RT	171B	MIDWAY RD	1	-	1	
	15MW+48	41.6' RT	171C	MIDWAY RD	1	-	1	
	18MW+56	13.9' RT	167	MIDWAY RD	1	-	-	MANHOLE
	18MW+72	45.5' RT	167A	MIDWAY RD	1	-	1	
	19MW+40	23.5' RT	166	MIDWAY RD	1	-	-	MANHOLE
	19MW+40	45.5' RT	166A	MIDWAY RD	1	1	-	
	19MW+40	17.5' RT	166B	MIDWAY RD	1	1	-	
	21MW+28	20.6' RT	165	MIDWAY RD	1	-	-	MANHOLE
	21MW+68	41.2' RT	165A	MIDWAY RD	1	1	-	
	21MW+05	44.8' RT	165B	MIDWAY RD	1	1	-	
	23MW+42	13.1' RT	164	MIDWAY RD	1	-	-	MANHOLE
	23MW+88	33.5' RT	164A	MIDWAY RD	1	-	1	
	23MW+48	34.9' RT	164B	MIDWAY RD	1	-	1	
	23MW+47	6.9' RT	164C	MIDWAY RD	1	-	1	
				MIDWAY SUBTOTAL	31	14	7	

INLET PROTECTION FOR EROSION CONTROL (CONTINUED)

CATEGORY	STATION	OFFSET	STRUCTURE	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	DESCRIPTION
1000	12MW+46	35.4' LT	172B	MIDWAY RD	1	1	-	
	12MW+96	33.7' LT	172A	MIDWAY RD	1	1	-	
	16MW+97	27.5' LT	171D	MIDWAY RD	1	-	1	
	16MW+16	27.5' LT	171E	MIDWAY RD	1	-	1	
	15MW+74	27.5' LT	171F	MIDWAY RD	1	-	1	
	18MW+56	39.50' LT	167B	MIDWAY RD	1	-	1	
	19MW+32	10.8' RT	166C	MIDWAY RD	1	1	-	
	19MW+32	39.5' LT	166D	MIDWAY RD	1	1	-	
	21MW+31	37.3' LT	165C	MIDWAY RD	1	1	-	
	23MW+06	0.5' RT	164D	MIDWAY RD	1	-	1	
	23MW+47	23.5' LT	164E	MIDWAY RD	1	-	1	
	23MW+06	23.5' LT	164F	MIDWAY RD	1	-	1	
	43ONB+01	18.0' RT	149	ONIEDA ST	1	-	-	MANHOLE
	42ONB+94	63.5' LT	149A	ONIEDA ST	1	1	-	
	43ONB+01	7.5' LT	149B	ONIEDA ST	1	1	-	
	43ONB+01	29.5' LT	149C	ONIEDA ST	1	1	-	
	44ONB+22	18.0' RT	148	ONIEDA ST	1	-	-	MANHOLE
	44ONB+51	62.2' LT	148A	ONIEDA ST	1	-	1	
	44ONB+25	63.5' LT	148B	ONIEDA ST	1	-	1	
	44ONB+25	7.5' LT	148C	ONIEDA ST	1	-	1	
	44ONB+22	0.5' LT	148D	ONIEDA ST	1	-	1	
	44ONB+22	29.5' RT	148E	ONIEDA ST	1	-	1	
	44ONB+51	29.5' RT	148F	ONIEDA ST	1	-	1	
	44ONB+98	18.0' RT	147	ONIEDA ST	1	-	-	MANHOLE
	45ONB+19	29.5' RT	147A	ONIEDA ST	1	1	-	
	45ONB+19	16.0' RT	147B	ONIEDA ST	1	1	-	
	46ONB+10	16.0' RT	146	ONIEDA ST	1	-	-	MANHOLE
	46ONB+15	49.5' LT	146A	ONIEDA ST	1	1	-	
	46ONB+10	7.5' LT	146B	ONIEDA ST	1	1	-	
	46ONB+10	0.5' LT	146C	ONIEDA ST	1	1	-	
	46ONB+15	29.5' RT	146D	ONIEDA ST	1	1	-	
				MIDWAY SUBTOTAL	31	14	13	
				MIDWAY TOTAL	62	28	20	

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INLET PROTECTION FOR EROSION CONTROL (CONTINUED)

CATEGORY	STATION	OFFSET	STRUCTURE	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	DESCRIPTION
1000	70ONB+99	27.1' RT	I5R-B	ONEIDA ST	1	1	-	
	70ONB+97	39.1' LT	I5R-A	ONEIDA ST	1	1	-	
	18VE+80	29.5' LT	I4V-B	VALLEY RD	1	-	1	
	18VE+53	29.5' LT	I4V-A	VALLEY RD	1	-	1	
	19VE+06	30.5' RT	I3V-B	VALLEY RD	1	-	1	
	18VE+52	30.5' RT	I3V-A	VALLEY RD	1	-	1	
	21VE+26	29.5' LT	I3R-D	ROELAND AVE	1	-	1	
	20VE+99	29.5' LT	I3R-C	ROELAND AVE	1	-	1	
	20VE+91	17.5' RT	I3R-B	ROELAND AVE	1	-	1	
	21VE+26	17.5' RT	I3R-A	ROELAND AVE	1	-	1	
	69ONB+36	30.0' RT	I2V-B	ONEIDA ST	1	1	-	
	69ONB+10	43.2' LT	I2V-A	ONEIDA ST	1	1	-	
	66ONB+83	29.5' RT	I1V-F	ONEIDA ST	1	-	1	
	66ONB+48	29.2' RT	I1V-E	ONEIDA ST	1	-	1	
	66ONB+45	1.7' LT	I1V-D	ONEIDA ST	1	-	1	
	66ONB+45	18.3' LT	I1V-C	ONEIDA ST	1	-	1	
	66ONB+47	47.3' LT	I1V-B	ONEIDA ST	1	-	1	
	66ONB+83	46.0' LT	I1V-A	ONEIDA ST	1	-	1	
				VALLEY TOTAL	18	4	14	
				PROJECT TOTAL	**80**	**32**	**34**	

EROSION MAT

CATEGORY	STATION	OFFSET	LOCATION	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	REMARKS
1000	13MW+22 - 14MW+33	RT	MIDWAY RD	69	
	14MW+63 - 15MW+60	RT	MIDWAY RD	20	
	19MW+00 - 21MW+16	RT	MIDWAY RD	222	
	21MW+46 - 25MW+59	RT	MIDWAY RD	183	
	36ONB+85 - 40ONB+00	LT	ONEIDA ST	291	
	36ONB+51 - 41ONB+65	RT	ONEIDA ST	626	
	11MW+92 - 12MW+52	LT	MIDWAY RD	15	
	12MW+89 - 13MW+30	LT	MIDWAY RD	9	
	13MW+48 - 13MW+79	LT	MIDWAY RD	7	
	13MW+94 - 15MW+22	LT	MIDWAY RD	35	
	19MW+00 - 19MW+64	LT	MIDWAY RD	13	
	20MW+02 - 25MW+59	LT	MIDWAY RD	559	
	42ONB+62 - 44ONB+72	RT	ONEIDA ST	215	
	42ONB+68 - 44ONB+83	LT	ONEIDA ST	48	
	44ONB+98 - 460NB+22	RT	ONEIDA ST	151	
	45ONB+13 - 45ONB+75	LT	ONEIDA ST	54	
	46ONB+04 - 46ONB+22	LT	ONEIDA ST	11	
			MIDWAY TOTAL	2,528	
	15VE+22 - 18VE+00	LT	W VALLEY DR	146	
	15VE+22 - 19VE+25	RT	W VALLEY DR	222	
	15VE+22 - 19VE+25	RT	W VALLEY DR	112	
	15VE+22 - 18VE+00	LT	W VALLEY DR	26	
	22VE+55 - 24VE+09	LT	ROELAND AVE	93	
	20VE+73 - 24VE+09	RT	ROELAND AVE	283	
	21VE+00 - 24VE+09	LT	ROELAND AVE	46	
	66ONB+50 - 69ONB+62	LT	ONEIDA ST	84	
	66ONB+50 - 69ONB+62	LT	ONEIDA ST	141	
	66ONB+50 - 69ONB+62	RT	ONEIDA ST	17	
	66ONB+50 - 69ONB+62	RT	ONEIDA ST	129	
	70ONB+28 - 71ONB+47	RT	ONEIDA ST	196	
	70ONB+35 - 71ONB+47	LT	ONEIDA ST	164	
			VALLEY TOTAL	1,659	
			PROJECT TOTAL	**4,187**	

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TRACKING PAD

CATEGORY	STATION	OFFSET	LOCATION	628.7560 TRACKING PAD EACH	REMARKS
1000	VARIES	0	ONB&OSB	4	UNDISTRIBUTED
			PROJECT TOTAL	**4**	

FIELD OFFICE TYPE C (PROJECT) 1517-75-83

CATEGORY	LOCATION	642.5201 EACH	REMARKS
1000	PROJECT	1	
	TOTAL	**1**	

TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE

CATEGORY	STATION	TO	STATION	LOCATION	643.0200.S DAY
1000	35ONB+60	-	72ONB+70	PROJECT	76
				PROJECT TOTAL	**76**

PEDESTRIAN ACCOMMODATION SUMMARY

CATEGORY	STATION	OFFSET	LOCATION	644.1616.S TEMPORARY PED SAFETY FENCE LF	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAYS	643.0410 TRAFFIC CONTROL BARRICADES TYPE II EACH	643.0410 TRAFFIC CONTROL BARRICADES TYPE II TOTAL	644.1410.S TEMPORARY PED. SURFACE ASPHALT SF	644.1601.S TEMPORARY CURB RAMP EACH	REMARKS
1000	MIDWAY STAGE 1	LT	MIDWAY RD	-	22	6	132	-	-	
	MIDWAY STAGE 3	RT	ONEIDA ST	1,000	20	6	120	1742	2	
			MIDWAY TOTAL	1,000			252	1,742	2	
	VALLEY STAGE 2	LT	ONEIDA ST	-	15	6	90	-	-	
	VALLEY STAGE 3	RT	ONEIDA ST	-	14	6	84	180	4	
			VALLEY TOTAL	0			174	180	4	
			PROJECT TOTALS	**1,000**			**426**	**1,922**	**6**	

TRAFFIC CONTROL DETOUR (1517-75-83)

CATEGORY	LOCATION	643.2000 EACH	REMARKS
1000	PROJECT	1	
	TOTAL	**1**	

TRAFFIC CONTROL SUMMARY

CATEGORY	STATION	DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH	643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAYS	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAYS	REMARKS
1000	MIDWAY STAGE 1	22	143	3,146	13	286	40	40	26	572	65	1,430	2	44	62	1,364	2	44	ONEIDA ST/ MIDWAY EB
	MIDWAY STAGE 2	2	60	120	4	8	-	-	8	16	20	40	4	8	12	24	2	4	MEDIAN GORE AREAS AT PROJECT LIMITS
	MIDWAY STAGE 3	20	124	2,480	5	100	40	40	10	200	24	480	2	40	23	460	2	40	ONEIDA ST/ MIDWAY WB
	MIDWAY TOTAL			5,746		394	80	80		788		1,950		92		1,848		88	
	VALLEY STAGE 1	4	60	240	4	16	-	-	8	32	20	80	4	16	12	48	2	8	MEDIAN REMOVAL AND ASPHALT PAVING
	VALLEY STAGE 2	15	122	1,830	11	165	33	33	14	210	20	300	1	15	22	330	2	30	VALLEY RD/ ONEIDA ST SB
	VALLEY STAGE 3	14	126	1,764	7	98	26	26	10	140	24	336	2	28	23	322	2	28	ROELAND AVE/ ONEIDA ST NB
	VALLEY TOTAL			3,834		279	59	59		382		716		59		700		66	
	PROJECT TOTALS			**9,580**		**673**	**139**	**139**		**1,170**		**2,666**		**151**		**2,548**		**154**	

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TRAFFIC CONTROL SUMMARY CONTINUED

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	APPROX. SERVICE PERIOD DAYS	646.0600 REMOVING PAVEMENT MARKINGS LF	649.0402 TEMPORARY PAVEMENT MARKING 4-INCH EDGE LINE YELLOW LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH EDGE LINE YELLOW LF	REMARKS
1000	MIDWAY STAGE 1									
	11MW+65	-	25MW+60	RT	ONEIDA ST	22	1000	1600	-	ONEIDA ST/ MIDWAY EB
	MIDWAY STAGE 2									
	11MW+65	-	25MW+60	R/L	ONEIDA ST	2	-	-	-	MEDIAN GORE AREAS AT PROJECT LIMITS
	MIDWAY STAGE 3									
	11MW+65	-	25MW+60	LT	ONEIDA ST	20	1600	-	1300	ONEIDA ST/ MIDWAY WB
					MIDWAY TOTAL		2,600	1,600	1,300	
	VALLEY STAGE 1									
	62ONB+59	-	65ONB+37	LT	ONEIDA ST	4	-	-	-	MEDIAN REMOVAL AND ASPHALT PAVING
	VALLEY STAGE 2									
	65ONB+37	-	72ONB+70	R/L	ONEIDA ST	15	1000	1580	-	VALLEY RD/ ONEIDA ST SB (DOUBLE YELLOW)
	VALLEY STAGE 3									
	65ONB+37	-	72ONB+70	R/L	ONEIDA ST	14	1580	-	1272	ROELAND AVE/ ONEIDA ST NB
					VALLEY TOTAL		2,580	1,580	1,272	
					PROJECT TOTALS		**5,180**	**3,180**	**2,572**	

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PAVEMENT MARKING EPOXY 4-INCH

CATEGORY	STATION			OFFSET	LOCATION	646.0106 YELLOW LF	646.0106 WHITE LF	646.0106 12.5 FT LINE WHITE LF	REMARKS
1000	13MW+21	-	17MW+08	R/L	MIDWAY RD	774	-	783	LANE LINES
	18MW+56	-	25MW+03	R/L	MIDWAY RD	-	-	1,286	LANE LINES
	35ONB+60	-	41ONB+59	R/L	ONEIDA ST	-	-	1,191	LANE LINES
	35ONB+60	-	38ONB+16	R/L	ONEIDA ST	-	256	-	EDGELINE
	35ONB+60	-	38ONB+17	LT	ONEIDA ST	-	256	-	EDGELINE
	42ONB+83	-	46ONB+22	RT	ONEIDA ST	-	-	339	LANE LINES
	42ONB+97	-	46ONB+22	LT	ONEIDA ST	-	-	325	LANE LINES
	46ONB+22	-	46ONB+92	RT	ONEIDA ST	-	70	-	NB TRANSITION
	46ONB+22	-	46ONB+92	LT	ONEIDA ST	-	70	-	SB TRANSITION
	46ONB+16	-	46ONB+92	LT	ONEIDA ST	215	-	-	MEDIAN/CENTERLINE
	11MW+65	-	13MW+21	R/L	MIDWAY RD	258	-	258	CENTERLINE
	25MW+03	-	25MW+59	R/L	MIDWAY RD	-	-	112	CENTERLINE
	23MW+60	-	25MW+59	RT	MIDWAY RD	200	-	-	CENTERLINE
					MIDWAY TOTAL	1,447	652	4,294	
	15VE+22	-	19VE+26	LT	W VALLEY DR	403	-	-	CENTERLINE
	20VE+71	-	24VE+22	R/L	ROELAND AVE	351	-	-	CENTERLINE
	66ONB+50	-	69ONB+45	RT	ONEIDA ST	-	-	295	LANE LINE
	66ONB+50	-	67ONB+94	LT	ONEIDA ST	289	-	-	MEDIAN
	70ONB+51	-	71ONB+47	R/L	ONEIDA ST	96	-	101	CENTERLINE
	66OSB+50	-	69OSB+49	LT	ONEIDA ST	-	-	299	LANE LINE
	67OSB+94	-	69OSB+45	R/L	ONEIDA ST	151	-	-	CENTERLINE
	70OSB+52	-	71OSB+47	LT	ONEIDA ST	-	-	95	LANE LINE
					VALLEY TOTAL	1,290	0	790	
					PROJECT TOTAL		**8,473**		

PAVEMENT MARKING EPOXY 8-INCH

CATEGORY	STATION			OFFSET	LOCATION	646.0126 WHITE LF	646.0126 3' LINE, 6' GAP WHITE LF	646.0126 3' LINE, 9' SKIP WHITE LF	REMARKS
1000	11MW+65	-	17MW+16	LT	MIDWAY RD	524	-	-	BIKE LANE
	14MW+27	-	17MW+08	RT	MIDWAY RD	282	-	-	
	14MW+26	-	17MW+08	RT	MIDWAY RD	282	-	-	BIKE LANE
	18MW+61	-	20MW+73	LT	MIDWAY RD	216	-	-	
	18MW+57	-	25MW+59	RT	MIDWAY RD	696	-	-	BIKE LANE
	18MW+61	-	20MW+73	LT	MIDWAY RD	214	100	-	BIKE LANE
	18MW+63	-	20MW+28	R/L	MIDWAY RD	165	-	-	
	22MW+23	-	25MW+59	RT	MIDWAY RD	336	-	-	BIKE LANE
	36ONB+87	-	41ONB+52	RT	ONEIDA ST	466	-	-	BIKE LANE
	37ONB+60	-	41ONB+59	LT	ONEIDA ST	397	-	-	BIKE LANE
	40ONB+52	-	41ONB+52	R/L	ONEIDA ST	104	-	-	
	42ONB+83	-	46ONB+22	RT	ONEIDA ST	409	-	-	BIKE LANE
	42ONB+97	-	46ONB+22	LT	ONEIDA ST	175	100	-	BIKE LANE
	42ONB+97	-	46ONB+22	LT	ONEIDA ST	325	-	-	
	42ONB+97	-	44ONB+37	LT	ONEIDA ST	140	-	-	
					MIDWAY TOTAL	4,731	200	0	
	14VE+98	-	15VE+71	LT	W VALLEY DR		-	20	
	15VE+22	-	19VE+29	LT	W VALLEY DR	407	-	-	BIKE LANE
	15VE+71	-	17VE+21	LT	W VALLEY DR	-	101	-	BIKE LANE
	17VE+21	-	19VE+26	R/L	W VALLEY DR	206	-	-	
	17VE+21	-	19VE+27	RT	W VALLEY DR	206	-	-	BIKE LANE
	17VE+21	-	19VE+27	RT	W VALLEY DR	206	-	-	
	20VE+67	-	24VE+22	RT	ROELAND AVE	355	-	-	BIKE LANE
	20VE+71	-	24VE+22	LT	ROELAND AVE	352	-	-	BIKE LANE
	20VE+71	-	22VE+20	LT	ROELAND AVE	150	-	-	
	66ONB+50	-	69ONB+45	RT	ONEIDA ST	298	-	-	BIKE LANE
	70ONB+46	-	71ONB+47	RT	ONEIDA ST	101	-	-	BIKE LANE
	66OSB+50	-	69OSB+49	LT	ONEIDA ST	299	-	-	BIKE LANE
	67ONB+94	-	69ONB+45	R/L	ONEIDA ST	151	-	-	
	70OSB+52	-	71OSB+47	LT	ONEIDA ST	95	-	-	BIKE LANE
	70OSB+51	-	71OSB+47	R/L	ONEIDA ST	96	-	-	
					VALLEY TOTAL	2,921	101	20	
					PROJECT TOTAL		**7,973**		

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PAVEMENT MARKING ARROWS EPOXY TYPE 2

CATEGORY	STATION	OFFSET	LOCATION	647.0166 PAVEMENT MARKING ARROWS EPOXY TYPE 2 EACH	REMARKS
1000	14MW+47	RT	MIDWAY RD	1	LEFT TURN LANE
	16MW+80	RT	MIDWAY RD	1	LEFT TURN LANE
	18MW+89	LT	MIDWAY RD	1	RIGHT TURN LANE
	18MW+93	RT	MIDWAY RD	1	LEFT TURN LANE
	20MW+08	RT	MIDWAY RD	1	LEFT TURN LANE
	20MW+53	LT	MIDWAY RD	1	RIGHT TURN LANE
	40ONB+72	LT	ONEIDA ST	1	LEFT TURN LANE
	40ONB+72	LT	ONEIDA ST	1	LEFT TURN LANE
	43ONB+25	LT	ONEIDA ST	1	LEFT TURN LANE
	43ONB+25	LT	ONEIDA ST	1	RIGHT TURN LANE
	44ONB+17	LT	ONEIDA ST	1	RIGHT TURN LANE
	44ONB+63	LT	ONEIDA ST	1	LEFT TURN LANE
	46ONB+02	LT	ONEIDA ST	1	LEFT TURN LANE
	MIDWAY TOTAL			12	
	17VE+42	R/L	W VALLEY DR	2	TURN LANES
	19VE+00	R/L	W VALLEY DR	2	TURN LANES
	20VE+99	LT	ROELAND AVE	1	LEFT TURN LANE
	22VE+00	LT	ROELAND AVE	1	LEFT TURN LANE
	68ONB+14	LT	ONEIDA ST	1	LEFT TURN LANE
	69ONB+17	LT	ONEIDA ST	1	LEFT TURN LANE
	71ONB+27	LT	ONEIDA ST	1	LEFT TURN LANE
	VALLEY TOTAL			9	
			PROJECT TOTAL	**21**	

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PAVEMENT MARKING ARROWS BIKE LANE PAINT EPOXY

CATEGORY	STATION	OFFSET	LOCATION	647.0206 EACH
1000	16MW+78	LT	MIDWAY RD	1
	16MW+92	RT	MIDWAY RD	1
	18MW+77	LT	MIDWAY RD	1
	18MW+88	RT	MIDWAY RD	1
	20MW+50	LT	MIDWAY RD	1
	24MW+05	RT	MIDWAY RD	1
	41ONB+35	LT	ONEIDA ST	1
	41ONB+36	RT	ONEIDA ST	1
	43ONB+14	LT	ONEIDA ST	1
	43ONB+20	RT	ONEIDA ST	1
	46ONB+00	LT	ONEIDA ST	1
			MIDWAY TOTAL	11
	15VE+31	LT	W VALLEY DR	1
	17VE+36	LT	W VALLEY DR	1
	18VE+95	LT	W VALLEY DR	1
	19VE+05	RT	W VALLEY DR	1
	20VE+95	LT	ROELAND AVE	1
	21VE+01	RT	ROELAND AVE	1
	24VE+06	LT	ROELAND AVE	1
	66ONB+71	RT	ONEIDA ST	1
	66ONB+57	LT	ONEIDA ST	1
	69ONB+21	RT	ONEIDA ST	1
	69ONB+87	LT	ONEIDA ST	1
	70ONB+80	RT	ONEIDA ST	1
	70ONB+77	LT	ONEIDA ST	1
			VALLEY TOTAL	13
			PROJECT TOTAL	**24**

PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY

CATEGORY	STATION	OFFSET	LOCATION	647.0306 EACH
1000	16MW+80	RT	MIDWAY RD	1
	16MW+90	LT	MIDWAY RD	1
	18MW+76	RT	MIDWAY RD	1
	18MW+89	LT	MIDWAY RD	1
	20MW+62	RT	MIDWAY RD	1
	23MW+93	RT	MIDWAY RD	1
	41ONB+24	RT	ONEIDA ST	1
	41ONB+47	LT	ONEIDA ST	1
	43ONB+08	RT	ONEIDA ST	1
	43ONB+26	LT	ONEIDA ST	1
	46ONB+12	LT	ONEIDA ST	1
			MIDWAY TOTAL	11
	15VE+43	LT	W VALLEY DR	1
	17VE+24	RT	W VALLEY DR	1
	18VE+93	RT	W VALLEY DR	1
	19VE+07	LT	W VALLEY DR	1
	20VE+89	RT	ROELAND AVE	1
	21VE+07	LT	ROELAND AVE	1
	24VE+18	LT	ROELAND AVE	1
	66ONB+59	RT	ONEIDA ST	1
	69ONB+09	RT	ONEIDA ST	1
	70ONB+68	RT	ONEIDA ST	1
	66ONB+69	LT	ONEIDA ST	1
	68ONB+99	LT	ONEIDA ST	1
	70ONB+89	LT	ONEIDA ST	1
			VALLEY TOTAL	13
			PROJECT TOTAL	**24**

PAVEMENT MARKING WORDS EPOXY

CATEGORY	STATION	OFFSET	LOCATION	647.0356 EACH	REMARKS
1000	15MW+64	RT	MIDWAY RD	1	"ONLY"
	19MW+54	RT	MIDWAY RD	1	"ONLY"
	19MW+70	LT	MIDWAY RD	1	"ONLY"
	43ONB+71	LT	ONEIDA ST	1	"ONLY"
	43ONB+94	LT	ONEIDA ST	1	"ONLY"
	45ONB+32	LT	ONEIDA ST	1	"ONLY"
			MIDWAY TOTAL	6	
	18VE+20	R/L	W VALLEY DR	2	"ONLY"
	21VE+49	LT	ROELAND AVE	1	"ONLY"
	68ONB+66	LT	ONEIDA ST	1	"ONLY"
			VALLEY TOTAL	4	
			PROJECT TOTAL	**10**	

PAVEMENT MARKING STOP LINE EPOXY 18-INCH

CATEGORY	STATION	OFFSET	LOCATION	647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH LF	REMARKS
1000	17MW+08	R/L-RT	MIDWAY RD	42	EB
	18MW+60	LT-RT	MIDWAY RD	50	WB
	41ONB+52	LT-RT	ONEIDA ST	44	NB
	42ONB+97	LT	ONEIDA ST	56	SB
			MIDWAY TOTAL	192	
	19VE+06	RT	W VALLEY DR	43	
	20VE+71	RT	ROELAND AVE	30	
	69ONB+45	R/L	ONEIDA ST	44	
	70OSB+51	R/L	ONEIDA ST	45	
			VALLEY TOTAL	162	
			PROJECT TOTAL	**354**	

PAVEMENT MARKING DIAGONAL EPOXY 12-INCH

CATEGORY	STATION	OFFSET	LOCATION	646.0726 YELLOW LF	REMARKS
1000	67ONB+94 - 69ONB+45	RT	ONEIDA ST	20	
			PROJECT TOTAL	**20**	

PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

CATEGORY	STATION	OFFSET	LOCATION	647.0766 PAVEMENT MARKING CROSSWALK EPOXY LF	REMARKS
1000	17MW+17	R/L	MIDWAY RD	155	WEST LEG OF INTERSECTION
	18MW+53	R/L	MIDWAY RD	178	EAST LEG OF INTERSECTION
	41ONB+59	R/L	ONEIDA ST	177	SOUTH LEG OF INTERSECTION
	42ONB+84	R/L	ONEIDA ST	194	NORTH LEG OF INTERSECTION
			MIDWAY TOTAL	704	
	19VE+29	R/L	W VALLEY DR	126	WEST LEG OF INTERSECTION
	20VE+61	R/L	ROELAND AVE	101	EAST LEG OF INTERSECTION
	69ONB+49	R/L	ONEIDA ST	186	SOUTH LEG OF INTERSECTION
	70OSB+44	R/L	ONEIDA ST	154	NORTH LEG OF INTERSECTION
			VALLEY TOTAL	567	
			PROJECT TOTAL	**1,271**	

CONCRETE CURB & GUTTER INTEGRAL 78-INCH TYPE A SPECIAL

CATEGORY	STATION	OFFSET	LOCATION	SPV.0090.011 LF	REMARKS
1000	14MW+25.84 - 17MW+14.93	RT	MIDWAY RD	290	
	18MW+70.13 - 25MW+08.74	RT	MIDWAY RD	829	
	36ONB+87.47 - 41ONB+40.90	RT	ONEIDA ST	455	
	37ONB+58.83 - 41ONB+53.13	LT	ONEIDA ST	392	
	13MW+20.13 - 16MW+98.51	LT	MIDWAY RD	379	
	22MW+22.99 - 25MW+09.58	LT	MIDWAY RD	287	
	43ONB+04.67 - 45ONB+70.59	RT	ONEIDA ST	202	
	45ONB+87.13 - 46ONB+21.88	LT	ONEIDA ST	35	
			MIDWAY TOTAL	2,869	
	15VE+84.41 - 19VE+21.54	LT	W VALLEY DR	336	
	20VE+72.97 - 24VE+21.53	LT	ROELAND AVE	350	
	20VE+73.88 - 24VE+21.53	RT	ROELAND AVE	348	
	66ONB+50.00 - 69ONB+16.50	LT	ONEIDA ST	266	
	66ONB+50.00 - 69ONB+42.42	RT	ONEIDA ST	293	
	70ONB+53.96 - 71ONB+46.28	RT	ONEIDA ST	93	
	70ONB+72.04 - 71ONB+46.28	LT	ONEIDA ST	75	
			VALLEY TOTAL	1,761	
			PROJECT TOTAL	**4,630**	

STREET SWEEPING

CATEGORY	LOCATION	SPV.0075.005 STREET SWEEPING HRS
1000	PROJECT 1517-75-83	40
	PROJECT TOTAL	**40**

CONCRETE PAVEMENT JOINT LAYOUT

CATEGORY	LOCATION	SPV.0105.002 1517-75-83 LS
1000	PROJECT 1517-75-83	1
	PROJECT TOTAL	**1**

SURVEY PROJECT

CATEGORY	LOCATION	SPV.0105.013 SURVEY PROJECT 1517-75-83 LS
1000	PROJECT 1517-75-83	1
	PROJECT TOTAL	**1**

ADJUSTING SANITARY AND WATER VALVE ADJUSTMENTS

CATEGORY	LOCATION	SPV.0060.650 ADJUSTING SANITARY MANHOLE COVERS EACH	SPV.0060.651 ADJUSTING WATER VALVES EACH	SPV.0060.652 ADJUSTING WATER CURB STOPS EACH
1700	PROJECT 1517-75-83	3	10	3
	PROJECT TOTAL	**3**	**10**	**3**

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ERECTION OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	637.2215 SIGNS TYPE II FOLDING REFLECTIVE H S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	REMARKS
1	USH 10/ONEIDA ST, S. OF CTH AP	R4-7	24" X 30"	5.00	---	1	---	
2	"	R3-9B	24" X 36"	6.00	---	1	---	
3	"	J1-1	24" X 39"	6.50	---	---	1	JCT CTH AP
4	"	R2-1	24" X 30"	5.00	---	1		35 MPH
5	"	R3-20L	24" X 36"	6.00	---	---	1	
6	"	J4-1	24" X 36"	6.00	---	---	1	EAST USH 10
7	"	R1-1F	36" X 36"	---	7.46	---	1	
8	"	R4-7	24" X 30"	5.00	---	---	---	MOUNT ON BACK OF SIGN #7
9	"	R1-1F	36" X 36"	---	7.46	---	---	MOUNT TO TRAFFIC SIGNAL
9A	"	R5-1	30" X 30"	6.25	---	---	---	MOUNT TO TRAFFIC SIGNAL
10	CTH AP/MIDWAY RD, E. OF USH 10	R4-7	24" X 30"	5.00	---	1	---	
11	"	R1-1F	36" X 36"	---	7.46	---	---	MOUNT ON BACK OF SIGN #10
12	"	J13-1	24" X 45"	7.50	---	---	1	USH 10, SEE PLAN SHEET
12A	"	R3-20L	24" X 36"	6.00	---	---	1	
12B	"	R3-8V	72" X 30"	15.00	---	---	2	
13	"	R1-1F	36" X 36"	---	7.46	---	---	MOUNT TO TRAFFIC SIGNAL
13A		R5-1	30" X 30"	6.25	---	---	---	MOUNT TO TRAFFIC SIGNAL
14	CTH AP/MIDWAY RD, W. OF USH 10	R1-1F	36" X 36"	---	7.46	---	---	MOUNT TO TRAFFIC SIGNAL
15	"	J13-1	24" X 45"	7.50	---	---	1	USH 10, SEE PLAN SHEET
16	VACANT	---	---	---	---	---	---	
17	USH 10/ONEIDA ST, N. OF CTH AP	R5-1	30" X 30"	6.25	---	---	---	MOUNT TO TRAFFIC SIGNAL
18	"	R1-1F	36" X 36"	---	7.46	---	---	MOUNT TO TRAFFIC SIGNAL
19	"	R4-7	24" X 30"	5.00	---	---	1	
20	"	R1-1F	36" X 36"	---	7.46	---	---	MOUNT ON BACK OF SIGN #19
21	"	J4-1	24" X 36"	6.00	---	---	1	WEST USH 10
21A	"	I2-3	60" X 24"	10.00	---	---	2	SEE SIGN DETAIL
22	"	R2-1	24" X 30"	5.00	---	1	---	35 MPH
23	"	R1-1	30" X 30"	---	5.18	1	---	
24	USH 10/ONEIDA ST, N. OF CTH AP	I2-3	66" X 24"	11.00	---	2	---	APPLETON POPULATION, SEE DETAIL SHEET
25	"	J13-1	24" X 45"	7.50	---	---	1	CTH AP, SEE PLAN SHEET
26	"	R4-7	24" X 30"	5.00	---	1	---	
27	USH 10/ONEIDA ST, S. OF VALLEY RD	J1-2	48" X 39"	13.00	---	---	1	JCT USH 10, JCT STH 441
28	"	R1-1F	36" X 36"	---	7.46	---	---	MOUNT TO TRAFFIC SIGNAL
29	VALLEY RD	R1-1F	36" X 36"	---	7.46	---	---	MOUNT TO TRAFFIC SIGNAL
29A	"	R3-7R	30" X 30"	6.25	---	1	---	STATION 113+75
29B	"	R3-8W	54" X 30"	11.25	---	1	---	
30	ROLANDAVE	R1-1F	36" X 36"	---	7.46	---	---	MOUNT TO TRAFFIC SIGNAL
31	VALLEY RD	R2-1	24" X 30"	5.00	---	1	---	25 MPH
32	ONEIDA ST, N. OF VALLEY RD	R1-1F	36" X 36"	---	7.46	---	---	MOUNT TO TRAFFIC SIGNAL
	TOTALS			**184.25**	**87.24**	**12**	**15**	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

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REMOVAL OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	638.2602 REMOVING TYPE II SIGNS EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
200	USH 10, S. OF CTH AP	J4-1	1	1	
201	"	R2-1	---	---	PART OF REMOVAL FOR SIGN #200
202	"	R1-1F	1	---	MOUNTED TO TRAFFIC SIGNAL
203	CTH AP, E. OF USH 10	J13-1	1	---	MOUNTED TO TRAFFIC SIGNAL
204	"	R4-7	1	1	
205	"	R7-1D	1	1	
206	"	R1-1F	1	---	MOUNTED TO TRAFFIC SIGNAL
207	CTH AP, W. OF USH 10	R1-1F	1	---	MOUNTED TO TRAFFIC SIGNAL
208	"	R7-1D	1	1	
209	"	M1-5A	1	1	
210	"	R2-1	---	---	PART OF REMOVAL FOR SIGN #209
211	"	J13-1	1	---	MOUNTED TO TRAFFIC SIGNAL
212	USH 10, N. OF CTH AP	R1-1F	1	---	MOUNTED TO TRAFFIC SIGNAL
213	"	M1-4	1	1	
214	"	R2-1	---	---	PART OF REMOVAL FOR SIGN #213
214A	"	I2-3	1	2	APPLETON POPULATION
215	PRIMROSE LA	R1-1	1	1	
216	ONEIDA ST, S. OF VALLEY RD/ROELAND AVE	J2-2	1	1	
217	"	J1-2	1	1	
218	VALLEY RD	R2-1	1	---	MOUNTED TO POWER POLE
219	"	R7-2	---	---	MOUNTED TO POWER POLE, PART OF REMOVAL FOR SIGN #288
220	ROELAND AVE	R7-2	1	1	
221	ONEIDA ST, N. OF VALLEY RD/ROELAND AVE	R2-1	1	---	MOUNTED TO POWER POLE
222	"	R2-1	1	---	MOUNTED TO POWER POLE
223	"	R7-2	---	---	MOUNTED TO POWER POLE, PART OF REMOVAL FOR SIGN #292
	TOTALS		**20**	**12**	

PLAN SHEET PRODUCED
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TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 30 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE S.F.	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 47 ROUNDABOUT, PLACE ABOVE EXISTING SPLITTER ISLAND SIGN	MO 4-8	24"X12"	1	30	30								
	"	M 3-2	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
	"	MO 6-2	21"X21"	1	30	30								TILT RIGHT
	"										1		1	COVER "EAST 10"
2	STH 47, PLACE 400' N. OF CTH AP INTERSECTION	MO 4-8	24"X12"	1	30	30								
	"	M 3-2	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
	"	MO 5-1L	21"X21"	1	30	30								
3	STH 47, PLACE 150' N. OF CTH AP INTERSECTION	MO 4-8	24"X12"	1	30	30								
	"	M 3-2	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
	"	MO 6-1	21"X21"	1	30	30								LEFT
4	CTH AP, PLACE 250' E. OF STH 47 INTERSECTION	MO 4-8	24"X12"	1	30	30								
	"	M 3-4	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
	"	MO 6-1	21"X21"	1	30	30								RIGHT
	"	MO 4-5	24"X12"	1	30	30								
	"	M 1-6	24"X24"	1	30	30								441
	"	MO 6-1	21"X21"	1	30	30								RIGHT
5	STH 47, PLACE 50' N. OF CTH AP INTERSECTION	MO 4-8A	24"X18"	1	30	30								
	"	M 3-4	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
6	CTH AP, PLACE 50' E. OF STH 47 INTERSECTION	MO 4-8	24"X12"	1	30	30								
	"	M 3-2	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
7	CTH AP, PLACE 750' E. OF STH 47 INTERSECTION	MO 4-8	24"X12"	1	30	30								
	"	M 3-4	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
	"	MO 5-1R	21"X21"	1	30	30								
	"	MO 4-5	24"X12"	1	30	30								
	"	M 1-6	24"X24"	1	30	30								441
	"	MO 5-1R	21"X21"	1	30	30								
8	CTH AP, PLACE 1000' W. OF US 10 INTERSECTION	MO 4-8A	24"X18"	1	30	30								
	"	M 3-2	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
9	CTH AP, PLACE 50' W. OF US 10 INTERSECTION	MO 4-8	24"X12"	1	30	30								
	"	M 3-4	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
10	CTH AP, AT US 10 INTERSECTION, MODIFY EXISTING J13-1 ON TRAFFIC SIGNAL AS SHOWN	MO 6-6	21"X21"	1	30	30								
11	US 10, PLACE IN ROADWAY NORTH SIDE OF CTH AP INTERSECTION	R 11-2	60"X30"	1	30	30	30	60						
	"	M 4-9L	30"X24"	1	30	30								
	PAGE SUBTOTALS			41		1,230	30	60	0	0		0	1	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

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TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 30 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE S.F.	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
12	US 10, N. OF CTH AP INTERSECTION, COVER EXISTING J4-1 SIGN										1		1	COVER "EAST US 10"
13	US 10, PLACE 1300' S. OF CTH AP INTERSECTION	WO 20-2A	48"X48"	1	30	30								
14	US 10, PLACE 1000' S. OF CTH AP INTERSECTION	FMS	90"X36"	1	30				22.5					
15	US 10, PLACE 700' S. OF CTH AP INTERSECTION	MO 4-8	24"X12"	1	30	30								
	"	M 3-4	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
	"	MO 5-1L	21"X21"	1	30	30								
	"	MO 4-5	24"X12"	1	30	30								
	"	M 3-3	24"X12"	1	30	30								
	"	M 1-6	24"X24"	1	30	30								441
	"	MO 5-1L	21"X21"	1	30	30								
16	US 10, PLACE 200' S. OF CTH AP INTERSECTION	MO 4-8	24"X12"	1	30	30								
	"	M 3-4	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
	"	MO 6-1	21"X21"	1	30	30								LEFT
	"	MO 4-5	24"X12"	1	30	30								
	"	M 3-3	24"X12"	1	30	30								
	"	M 1-6	24"X24"	1	30	30								441
	"	MO 6-1	21"X21"	1	30	30								LEFT
17	CTH AP, PLACE 400' E. OF US 10 INTERSECTION	MO 4-8	24"X12"	1	30	30								
	"	M 3-4	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
	"	MO 6-1	21"X21"	1	30	30								AHEAD
	"	MO 4-5	24"X12"	1	30	30								
	"	M 3-3	24"X12"	1	30	30								
	"	M 1-6	24"X24"	1	30	30								441
	"	MO 6-1	21"X21"	1	30	30								AHEAD
18	CTH AP, PLACE 1000' E. OF US 10 INTERSECTION	M 3-4	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
	"	WO 20-2A	48"X48"	1	30	30								
19	STH 441, E. OF US 10, PLACE 1000' E. OF US 10 OFF-RAMP ON RIGHT SHOULDER	M 3-2	36"X18"	1	30	30								
	"	M 1-4	36"X36"	1	30	30								10
	"	WO 20-2A	48"X48"	1	30	30								
20	STH 441, E. OF US 10, PLACE 1000' E. OF US 10 OFF-RAMP IN MEDIAN	M 3-2	36"X18"	1	30	30								
	"	M 1-4	36"X36"	1	30	30								10
	"	WO 20-2A	48"X48"	1	30	30								
21	STH 441, E. OF US 10, PLACE ADJACENT TO EXISTING TYPE I GROUND MOUNT EXIT SIGN	MO 4-8	36"X18"	1	30	30								
	"	M 3-2	36"X18"	1	30	30								
	"	M 1-4	36"X36"	1	30	30								10
	"	MO 6-1	30"X30"	1	30	30								AHEAD
22	STH 441, E. OF US 10, PLACE ACROSS FROM SIGN #27 IN MEDIAN	MO 4-8	36"X18"	1	30	30								
	"	M 3-2	36"X18"	1	30	30								
	"	M 1-4	36"X36"	1	30	30								10
	"	MO 6-1	30"X30"	1	30	30								AHEAD
23	STH 441, E. OF US 10, COVER EXISTING GROUND MOUNT TYPE I SIGN AS SHOWN										1	1		COVER "US 10 EAST"
24	STH 441 SB OFF-RAMP TO US 10, COVER EXISTING TYPE II SIGN AS SHOWN										1		1	COVER "US 10 EAST"
25	STH 441 SB OFF-RAMP TO US 10, COVER EXISTING TYPE II SIGN AS SHOWN										1		1	COVER "US 10 EAST"
26	US 10, AT STH 441 SB OFF-RAMP INTERSECTION, PLACE ON SOUTH LEG OF INTERSECTION	R 11-2	48"X30"	1	30	30	2	4						0.3 MILES AHEAD
	"	M 4-9R	30"X24"	1	30	30								
	PAGE SUBTOTALS			45		1,320	2	4	22.5	0		1	3	

3

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3

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 30 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE S.F.	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
27	ONEIDA ST, S. OF VALLEY RD, PLACE 875' N. OF STH 441 RAMP INTERSECTION ON RIGHT SIDE	M 3-2	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
	"	WO 20-2A	48"X48"	1	30	30								
28	VACANT													
29	ONEIDA ST, S. OF VALLEY RD, MODIFY EXISTING TYPE II SIGN AS SHOWN	MO 4-8	24"X12"	1	30	30								
	"	MO 6-1	21"X21"	1	30	30								RIGHT
30	VACANT													
31	US 10/STH 441, E. OF STH 47, PLACE 700' E. OF STH 47 EXIT RAMP ON RIGHT SHOULDER	MO 4-8	36"X18"	1	30	30								
	"	M 3-2	36"X18"	1	30	30								
	"	M 1-4	36"X36"	1	30	30								10
	"	MO 5-2R	30"X30"	1	30	30								
32	US 10/STH 441, E. OF STH 47, PLACE 700' E. OF STH 47 EXIT RAMP IN MEDIAN	MO 4-8	36"X18"	1	30	30								
	"	M 3-2	36"X18"	1	30	30								
	"	M 1-4	36"X36"	1	30	30								441
	"	MO 5-2R	30"X30"	1	30	30								
33	US 10/STH 441, E. OF STH 47, PLACE ADJACENT TO EXISTING TYPE I EXIT SIGN	MO 4-8	36"X18"	1	30	30								
	"	M 3-2	36"X18"	1	30	30								
	"	M 1-4	36"X36"	1	30	30								10
	"	MO 6-2	30"X30"	1	30	30								TILT RIGHT
34	US 10/STH 441 OFF-RAMP TO STH 47, PLACE 750' PRIOR TO ROUNDABOUT ON LEFT SIDE	MO 4-8	24"X12"	1	30	30								
	"	M 3-1	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
	"	MO 5-1L	21"X21"	1	30	30								
35	US 10/STH 441 OFF-RAMP TO STH 47, PLACE 100' E. OF S-70-233 SIGN BRIDGE ON LEFT SIDE	MO 4-8	24"X12"	1	30	30								
	"	M 3-2	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
	"	MO 6-1	21"X21"	1	30	30								LEFT
36	STH 47, JUST N. OF US 10/STH 441, PLACE IN TERRACE NEAR S-70-232	MO 4-8	24"X12"	1	30	30								
	"	M 3-2	24"X12"	1	30	30								
	"	M 1-4	24"X24"	1	30	30								10
	"	MO 6-1	21"X21"	1	30	30								AHEAD
37	STH 441, E. OF US 10, PLACE ON EXISTING TYPE I SIGN AS SHOWN										1	1		COVER "US 10"
38	US 10, PLACE 1000' S. OF CTH AP, FIELD DETERMINED	PCMS								7				
39	ONEIDA ST, PLACE IN MEDIAN N. OF US 10 WB OFF-RAMP INTERSECTION, FIELD DETERMINED	PCMS								7				
	PAGE SUBTOTALS			29		870	0	0	0	14		1	0	
	PROJECT TOTALS			**115**		**3,420**	**32**	**64**	**23**	**14**		**2**	**4**	

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POLES, ARMS, & LUMINAIRES

ghting - Contract 1517-75-83

SYSTEM	BASE	STATION	654.0105 CONCRETE BASES TYPE 5	657.0255 TRANSFORMERS BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	657.0322 POLES TYPE 5-ALUMINUM	657.0615 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT	SPV.0060.352 LUMINAIRES UTILITY LED B SPECIAL	SPV.0060.353 LUMINAIRES UTILITY LED C SPECIAL
			EACH	EACH	EACH	EACH	EACH	EACH
ONEIDA AT MIDWAY	SL801	STA 22+65	1	1	1	1	-	1
INTERSECTION	SL802	STA 25+30	1	1	1	1	-	1
	SL803	STA 20+29	1	1	1	1	-	1
	SL804	STA 45+11	1	1	1	1	-	1
	SL805	STA 44+05	1	1	1	1	-	1
	SL806	STA 21+64	1	1	1	1	-	1
	SL807	STA 24+00	1	1	1	1	-	1
	SL808	STA 14+27	1	1	1	1	-	1
	SL809	STA 15+13	1	1	1	1	-	1
	SL810	STA 13+08	1	1	1	1	-	1
VALLEY/ROELAND	SL001	STA 22+00	1	1	1	1	1	-
AT ONEIDA	SL002	STA 24+14	1	1	1	1	1	-
INTERSECTION	SL003	STA 22+96	1	1	1	1	1	-
	SL004	STA 71+45	1	1	1	1	1	-
	SL005	STA 17+85	1	1	1	1	1	-
	SL006	STA 68+61	1	1	1	1	1	-
	SL007	STA 19+00	1	1	1	1	1	-
	SL008	STA 16+52	1	1	1	1	1	-
	SL009	STA 67+30	1	1	1	1	1	-
			19	**19**	**19**	**19**	**9**	**10**

PULL BOXES

WIS 441 Lighting - Contract 1517-75-83

SYSTEM	CATEGORY	DESCRIPTION	STATION	OFFSET		SPV.0060.350 PULL BOX NON-CONDUCTIVE 24X42-INCH
						EACH
	1110					
		LPB801	STA 20+56	56.00	LT	1
ONEIDA AT MIDWAY		LPB802	STA 18+50	47.00	LT	1
INTERSECTION		LPB803	STA 44+00	41.00	RT	1
		LPB804	STA 44+00	56.80	LT	1
		LPB805	STA 20+48	37.50	RT	1
		LPB806	STA 19+10	37.50	RT	1
		LPB807	STA 16+98	37.50	RT	1
		LPB808	STA 14+90	37.50	RT	1
		LPB809	STA 14+90	37.00	LT	1
		LPB01	STA 24+22	21.00	RT	1
VALLEY/ROELAND AT		LPB02	STA 15+21	26.00	LT	1
ONEIDA		LPB03	STA 66+52	33.00	RT	1
		LPB04	STA 66+54	35.00	LT	1
PROJECT TOTAL						**13**

LIGHTING CABINETS, BASES & SERVICE PEDESTALS

WIS 441 Lighting - Contract 1517-75-83

CATEGORY	STATION	OFFSET		654.0200.001 CONCRETE CONTROL CABINET BASES TYPE 6	656.0200.002 ELECTRICAL SERVICE METER BREAKER PEDESTAL (CB-800)
				EACH	LS
1110	STA 20+56	56.00	LT	1	1
	PROJECT TOTAL			**1**	**1**

ALL ITEMS ARE CATEGORY **1000** UNLESS OTHERWISE SPECIFIED.

WIRING

WIS 441 Lighting - Contract 1517-75-83

CATEGORY	SYSTEM	CB/POLE/PB	FROM	CB/POLE/PB	TO	# OF CONDUITS	# OF PHASE CONDUCTORS	# OF GROUND CONDUCTORS	EXISTING CONDUIT INSTALLED BY OTHERS	652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF POLE WIRE	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF GROUND WIRE	SPV.0060.351 TRAY CABLE, 2-8 AWG LF PHASE WIRE
1110	MIDWAY AT ONEIDA INTERSECTION	CB-800	STA 20+56	LPB801	STA 20+56	1	2	1		8	-	24	24
		LPB801	STA 20+56	SL801	STA 22+65	1	2	1		265	120	281	281
		SL801	STA 22+65	SL802	STA 25+30	1	2	1		265	120	281	281
		SL802	STA 25+30	STUB-OUT	STA 25+60	1	-	-		30	-	-	-
		CB-800	STA 20+56	LPB801	STA 20+56	1	2	1	8	EX	-	24	24
		LPB801	STA 20+56	LPB805	STA 20+48	1	2	1		102	-	118	118
		LPB805	STA 20+48	SL806	STA 21+64	1	2	1		116	120	132	132
		SL806	STA 21+64	SL807	STA 24+00	1	2	1		236	120	252	252
		SL807	STA 24+00	STUB-OUT	STA 25+54	1	-	-		154	-	-	-
		CB-800	STA 20+56	LPB801	STA 20+56	1	4	2		8	-	48	48
		LPB801	STA 20+56	SL803	STA 20+29	1	4	2		27	120	86	86
		SL803	STA 20+29	LPB802	STA 18+50	1	4	2		179	-	390	390
		LPB802	STA 18+50	LPB803	STA 44+00	1	4	2		138	-	308	308
		LPB803	STA 44+00	SL804	STA 45+11	1	2	2		111	120	254	254
		SL804	STA 45+11	STUB-OUT	STA 46+22	1	-	-		111	-	-	-
		LPB803	STA 44+00	LPB804	STA 44+00	1	2	1		115	-	131	131
		LPB804	STA 44+00	SL805	STA 44+05	1	2	1		5	120	21	21
		SL805	STA 44+05	STUB-OUT	STA 46+22	1	-	-		217	-	-	-
		CB-800	STA 20+56	LPB801	STA 20+56	1	2	1		8	-	24	24
		LPB801	STA 20+56	LPB805	STA 20+48	1	2	1		102	-	118	118
		LPB805	STA 20+48	LPB806	STA 19+10	1	2	1		138	-	154	154
		LPB806	STA 19+10	LPB807	STA 16+98	1	2	1		212	-	228	228
		LPB807	STA 16+98	LPB808	STA 14+90	1	2	1		208	-	224	224
		LPB808	STA 14+90	LPB809	STA 14+90	1	2	1		90	-	106	106
		LPB809	STA 14+90	SL809	STA 15+13	1	4	2		23	120	78	78
		LPB809	STA 14+90	SL810	STA 13+08	1	2	1		182	120	198	198
		SL810	STA 13+08	STUB-OUT	STA 12+45	1	-	-		63	-	-	-
		CB-800	STA 20+56	LPB801	STA 20+56	1	2	1	8	EX	-	24	24
		LPB801	STA 20+56	LPB805	STA 20+48	1	2	1		102	-	118	118
		LPB805	STA 20+48	LPB806	STA 19+10	1	2	1	138	-	-	154	154
		LPB806	STA 19+10	LPB807	STA 16+98	1	2	1	212	-	-	228	228
		LPB807	STA 16+98	LPB808	STA 14+90	1	2	1	208	-	-	224	224
		LPB808	STA 14+90	SL808	STA 14+28	1	2	1		62	120	78	78
		SL808	STA 14+28	STUB-OUT	STA 14+05	1	-	-		23	-	-	-
1110	VALLEY/ROELAND AT ONEIDA	CB-1	STA 20+86	SL001	STA 22+00	1	2	1		114	120	130	130
		SL001	STA 22+00	SL002	STA 24+14	1	2	1		214	120	230	230
		SL002	STA 24+14	STUB-OUT	STA 24+22	1	-	-		10	-	-	-
		CB-1	STA 20+86	SB02	STA 20+73	1	2	1	78	-	-	94	94
		SB02	STA 20+73	SL003	STA 22+96	1	2	1	-	223	120	239	239
		SL003	STA 22+96	LPB001	STA 24+22	1	-	-		126	-	-	-
1110	VALLEY/ROELAND	CB-1	STA 20+86	SB11	STA 70+53	1	-	-	37	-	-	-	-
		SB11	STA 70+53	STUB-OUT	STA 71+47	1	-	-		94	-	-	-
		CB-1	STA 20+86	SB10	STA 70+50	1	2	1	137	-	-	153	153
		SB10	STA 70+50	SL004	STA 71+45	1	2	1		95	120	111	111
		SL004	STA 71+45	STUB-OUT	STA 71+47	1	-	-		2	-	-	-
		CB-1	STA 20+86	SB08	STA 19+19	1	2	1	167	-	-	183	183
		SB08	STA 19+19	SL005	STA 17+85	1	2	1		134	120	150	150
		SL005	STA 17+85	LPB02	STA 15+21	1	-	-		264	-	-	-
		CB-1	STA 20+86	SB04	STA 69+47	1	2	1	98	-	-	114	114
		SB04	STA 69+47	SL006	STA 68+61	1	2	1	-	86	120	102	102
		SL006	STA 68+61	LPB03	STA 66+52	1	-	-		209	-	-	-
		CB-1	STA 20+86	SB05	STA 69+24	1	2	1	206	-	-	222	222
		SB05	STA 69+24	SL009	STA 67+30	1	2	1	-	194	120	210	210
		SL009	STA 67+30	LPB04	STA 66+54	1	-	-		76	-	-	-
		CB-1	STA 20+86	SB06	STA 19+30	1	2	1	206	-	-	222	222
		SB06	STA 19+30	SL007	STA 19+00	1	2	1	-	30	120	46	46
		SL007	STA 19+00	SL008	STA 16+52	1	2	1		248	120	264	264
		SL008	STA 16+52	STUB-OUT	STA 16+37	1	-	-		15	-	-	-
PROJECT TOTAL										5434	2280	6776	6776

ALL ITEMS ARE CATEGORY **1000** UNLESS OTHERWISE SPECIFIED.

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Conduit Rigid Nonmetallic Schedule 40

Location USH 10 & CTH AP (S08-0304)		652.0210 1-Inch	652.0225 2-Inch	652.0235 3-Inch	652.0240 4-Inch
FROM	TO	LF	LF	LF	LF
CB1	PB1	-	-	10	-
CB1	PB1	-	-	10	-
PB1	PB12	290	-	-	-
PB1	SB1	-	10	-	-
PB1	PB2	-	-	60	-
PB1	PB2	-	-	60	-
PB2	PB3	-	-	40	-
PB2	PB3	-	-	40	-
PB3	SB2	-	-	10	-
PB3	SB3	-	30	-	-
PB3	PB4	-	-	50	-
PB3	PB4	-	-	50	-
PB4	SB4	-	10		-
PB4	PB5	-	-	90	-
PB4	PB5	-	-	90	-
PB5	SB5	-	-	20	-
PB5	SB6	-	20	-	-
PB5	PB6	-	-	50	-
PB5	PB6	-	-	50	-
PB6	SB7	-	10	-	-
PB6	PB13	270	-	-	-
PB6	PB7	-	-	70	-
PB6	PB7	-	-	70	-
PB7	PB8	-	-	40	-
PB7	PB8	-	-	40	-
PB8	SB8	-	-	10	-
PB8	PB9	-	-	70	-
PB8	PB9	-	-	70	-
PB9	SB9	-	20	-	-
PB9	SB10	-	5	-	-
PB9	PB10	-	-	60	-
PB9	PB10	-	-	60	-
PB10	PB11	-	-	50	-
PB10	PB11	-	-	50	-
PB11	SB11	-	-	10	-
PB11	CB1	-	-	10	-
PB11	CB1	-	-	10	-
CB1	SB12	-	5	-	-
For Utility Use		-	-	-	120
	PROJECT TOTALS	**560**	**110**	**1,250**	**120**

Pull Boxes

LOCATION	Steel 653.0105 12x24-Inch EACH	Non-Conductive SPV.0060.350 24x42-Inch EACH
USH 10 & CTH AP (S08-0304)	13	11
PROJECT TOTALS	**13**	**11**

Concrete Bases

LOCATION	654.0101 Type 1 EACH	654.0113 Type 13 EACH	Control Cabinet 654.0217 Type 9 Special EACH
USH 10 & CTH AP (S08-0304)	8	4	1
PROJECT TOTALS TOTALS	**8**	**4**	**1**

Removing Concrete Bases

LOCATION	204.0195 EACH
USH 10 & CTH AP (S08-0304)	9
PROJECT TOTALS	**9**

Electric Service Meter Breaker Pedestal

LOCATION	656.0200 LS
USH 10 & CTH AP (S08-0304)	1
PROJECT TOTALS	**1**

ALL ITEMS ON THIS SHEET ARE CATEGORY 1310

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TRAFFIC SIGNALS

LOCATION	657.0100 Pedestal Bases EACH	657.0425 Traffic Signal Standard Aluminum 15-FT EACH	657.0430 Traffic Signal Standard Aluminum 10-FT EACH	657.1360 Install Poles Type 13 EACH	657.1545 Install Monotube Arms 45-FT EACH	658.0110 Traffic Signal Face 3-12 Inch Vertical EACH
USH 10 & CTH AP (S08-0304)	8	4	4	4	4	12
PROJECT TOTALS	**8**	**4**	**4**	**4**	**4**	**12**

TRAFFIC SIGNALS

LOCATION	658.0115 Traffic Signal Face 4-12 Inch Vertical EACH	658.0416 Pedestrain Signal Face 16-Inch EACH	658.0500 Pedestrian Push Buttons EACH	658.0600 LED Modules 12-Inch Red Ball EACH	658.0605 LED Modules 12-Inch Yellow Ball EACH	658.0610 LED Modules 12-Inch Green Ball EACH
USH 10 & CTH AP (S08-0304)	8	8	8	12	12	12
PROJECT TOTALS	**8**	**8**	**8**	**12**	**12**	**12**

TRAFFIC SIGNALS

LOCATION	658.0615 LED Modules 12-Inch Red Arrow EACH	658.0620 LED Modules 12-Inch Yellow Arrow EACH	658.0625 LED Modules 12-Inch Green Arrow EACH	658.0635 LED Modules Pedestrian Countdown Timer 16-Inch EACH	658.5069 Signal Mounting Hardware (USH 10 & CTH AP) LS	SPV.0105.450 Remove Traffic Signal (Oneida St & Midway Rd) LS
USH 10 & CTH AP (S08-0304)	8	16	8	8	1	1
PROJECT TOTALS	**8**	**16**	**8**	**8**	**1**	**1**

ALL ITEMS ON THIS SHEET ARE CATEGORY 1310

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Loop Detectors

LOCATION	LOOP NO. __	# OF TURNS	652.0800 Conduit LF	655.0700 Lead In Cable LF ___	655.0800 Wire LF
USH 10 & CTH AP (S08-0304)	11	2	85	90	180
	21	4	75	600	260
	31	2	85	80	180
	41	3	90	180	270
	42	3	85	180	290
	51	3	85	250	250
	61	3	75	300	210
	71	4	85	180	310
	81	3	90	140	270
	82	3	90	140	300
	83	2	75	80	200
		PROJECT TOTALS	**920**	**2,220**	**2,720**

Electrical Wire Traffic Signals 10 AWG

LOCATION USH 10 & CTH AP (S08-0304)		655.0515 (Equipment Grounding Conductor) (Green) LF
FROM	TO	
CB1	SB1	60
SB1	SB2	170
SB2	SB3	70
SB3	SB4	130
SB4	SB5	160
SB5	SB6	70
SB6	SB7	120
SB7	SB8	180
SB8	SB9	140
SB9	SB10	60
SB10	SB11	180
SB11	CB1	60
CB1	SB12	20
	PROJECT TOTAL	**1,420**

TRAFFIC SIGNAL CABLE

USH 10 & CTH AP (S08-0304) From CB1 to	655.0230 5-14 AWG LF	655.0260 12-14 AWG LF	HEAD NO.	655.0230 Base to Head 5-14 AWG LF	655.0240 Base to Head 7-14 AWG LF	658.0215 Backplates Signal Face 3 Section 12-Inch EACH	658.0220 Backplates Signal Face 4 Section 12-Inch EACH
SB1	-	60	1	-	20	-	1
	-	-	10	20	-	1	-
SB2	-	180	2	-	70	-	1
	-	-	3	60	-	1	-
	-	-	4	50	-	1	-
SB3	190	-	22	15	-	-	-
SB3	190	-	23	15	-	-	-
SB4	-	230	15	20	-	1	-
	-		16	-	20	-	1
SB5	-	340	17	-	70	-	1
	-	-	18	60	-	1	-
	-	-	19	50	-	1	-
SB6	340	-	21	15	-	-	-
SB6	340	-	28	15	-	-	-
SB7	-	390	5	20	-	1	-
	-	-	6	-	20	-	1
SB8	-	260	7	-	70	-	1
	-	-	8	60	-	1	-
	-	-	9	50	-	1	-
SB9	190	-	26	15	-	-	-
SB9	190	-	27	15	-	-	-
SB10	-	180	11	-	20	-	1
	-	-	20	20	-	1	-
SB11	-	60	12	-	70	-	1
	-	-	13	60	-	1	-
	-	-	14	50	-	1	-
SB12	20	-	24	15	-	-	-
SB12	20	-	25	15	-	-	-
Sub Total	1,480	1,700		640	360	12	8
PROJECT TOTALS	**2,120**	**1,700**			**360**	**12**	**8**

Signal Indication		Conductor Color
Red	=	Red
Yellow	=	Orange
Green	=	Green
Red Arrow	=	Red w/Black Tracer
Yellow Arrow	=	Black w/White
Yellow Flashing Arrow	=	White w/Black
Green Arrow	=	Blue w/Black

PEDS

Walk	=	Green
Don't Walk	=	Red
Button	=	Black & Orange

ALL ITEMS ON THIS SHEET ARE CATEGORY 1310

NOTE: Lead-in Cable shall be pulled in separately from other cables/wires and enter the Control Cabinet in a separate conduit if provided.

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3

Lighting Summary

LOCATION	657.1812 Install Luminaire Arms Steel 12-FT EACH	659.1120 Luminaires Utility LED-B EACH
USH 10 & CTH AP (S08-0304)	4	4
PROJECT TOTALS	**4**	**4**

Signal Lighting Cable

LOCATION USH 10 & CTH AP (S08-0304)		655.0305 Type UF 2-12 AWG Grounded
FROM	TO	LF
CB1	SB2	180
CB1	SB5	340
CB1	SB8	260
CB1	SB11	60
	PROJECT TOTAL	**840**

Electrical Wire Lighting 12 AWG

LOCATION USH 10 & CTH AP (S08-0304) 120 Volt System		655.0610
FROM	TO	LF
SB2	Luminaire	150
SB5	Luminaire	150
SB8	Luminaire	150
SB11	Luminaire	150
	PROJECT TOTAL	**600**

ALL ITEMS ON THIS SHEET ARE CATEGORY 1310

CONDUIT

LOC.	TO LOC.	* 652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH L.F.	652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH L.F.
CB1	SB1	20	
CB1	SB2	83	
SB2	SB3	8	
CB1	SB4	100	
CB1	SB5	211	
SB5	SB6	22	
CB1	SB7	212	
CB1	SB8	168	
SB8	SB9	11	
CB1	SB10	141	
CB1	SB11	37	
SB11	SB12	8	
CB1	PB1	11	
CB1	PB2	132	
CB1	PB3	190	
CB1	PB4	60	
CB1	CV1	22	
CV1	CV2	798	
CV1	71'ONB'+47,31' RT	246	
CB1	UTILITY POLE		13
MIDWAY SIGNAL CABINET	CV3	130	
CV3	CV4	670	
CV3	CB-800	460	
	TOTAL	3740	13

PULL BOXES

PULL BOX NO.	** LOCATION	653.0130 PULL BOXES STEEL 18x36-INCH EACH
PB1	20'VE'+95, 29' LT	1
PB2	69'ONB'+14,33' RT	1
PB3	18'VE'+99, 21' LT	1
PB4	70'ONB'+78, 36' RT	1
	TOTAL	4

REMOVING PULL BOXES

PULL BOX NO.	LOCATION	653.0905 REMOVING PULL BOXES EACH
PB1	700'ONB'+31, 51' RT	1
PB2	21'VE'+94,32' LT	1
PB3	69'ONB'+68, 51' RT	1
PB4	69'ONB'+45, 26' RT	1
PB5	68'ONB'+60, 26' RT	1
PB6	69'ONB'+35, 48' LT	1
PB7	69'ONB'+64, 72' LT	1
PB8	18'VE'+12, 18' RT	1
PB9	70'ONB'+43, 71' LT	1
PB10	70'ONB'+66, 50' LT	1
PB11	72'ONB'+9, 40' LT	1
PB12	70'ONB'+44, 25' RT	1
	TOTAL	12

CONCRETE BASES

SIGNAL BASE NO.	** LOCATION	SPV.0060.452 CONCRETE BASES TYPE 1 SPECIAL EACH	SPV.0060.453 CONCRETE BASE TYPE 2 SPECIAL EACH	SPV.0060.454 CONCRETE BASES TYPE 13 SPECIAL EACH	SPV.0060.455 BASES, CABINET BASEMENT EACH
CB1	70'ONB'+35, 75' RT				1
SB1	70'ONB'+29, 56' RT	1			
SB2	69'ONB'+61, 59' RT			1	
SB3	69'ONB'+68, 56' RT	1			
SB4	69'ONB'+46, 36' RT		1		
SB5	69'ONB'+25, 59' LT			1	
SB6	69'ONB'+46, 62' LT	1			
SB7	69'ONB'+54,83' LT	1			
SB8	70'ONB'+38,92' LT			1	
SB9	70'ONB'+30,85' LT	1			
SB10	700'ONB'+50, 56' LT		1		
SB11	700'ONB'+53, 45' RT			1	
SB12	700'ONB'+48, 37' RT	1			
	TOTAL	6	2	4	1

REMOVING CONCRETE BASES

SIGNAL BASE NO.	LOCATION	204.0195 REMOVING CONCRETE BASES EACH
CB1	70'ONB'+30, 62' RT	1
SB1	70'ONB'+29, 43' RT	1
SB2	69'ONB'+68, 43' RT	1
SB3	69'ONB'+48, 27' RT	1
SB4	69'ONB'+35, 45' LT	1
SB5	69'ONB'+57, 63' LT	1
SB6	69'ONB'+74, 78' LT	1
SB7	70'ONB'+30, 79' LT	1
SB8	70'ONB'+44, 62' LT	1
SB9	70'ONB'+66, 43' LT	1
SB10	70'ONB'+52, 27' RT	1
	TOTAL	11

TRAFFIC SIGNAL CONTROLLER AND CABINET

CABINET NO.	** LOCATION	SPV.0105.464 TRAFFIC CONTROLLER AND CABINET ASSEMBLY L.S.
CB1	70'ONB'+35, 75' RT	1
	TOTAL	1

LEGEND

*** ADDITIONAL ITEMS FOR QUANTITIES LISTED ELSEWHERE**

**** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD**

ALL ITEMS ON THIS SHEET ARE CATEGORY 1310

ONEIDA STREET & W VALLEY ROAD
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TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE

LOC.	TO LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	SPV.0090.462 CABLE TRAFFIC SIGNAL 20-14 AWG L.F.	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 * ELECTRICAL WIRE LIGHTING 12 AWG L.F.
CB1	SB1			33		33	
CB1	SB2			96	96	96	
SB2	SB3			18		18	
CB1	SB4			113	113	113	
CB1	SB5			224	224	224	
SB5	SB6			32		32	
CB1	SB7			225		225	
CB1	SB8			181	181	181	
SB8	SB9			21		21	
CB1	SB10			154	154	154	
CB1	SB11			50	50	50	
SB11	SB12			18		18	
SB1	HEAD 10	21					
SB1	HEAD 16	21					
SB1	HEAD 21	15					
SB2	HEAD 17	60					
SB2	HEAD 18	49					
SB2	HEAD 19	39					
SB2	LUMINAIRE						126
SB3	HEAD 22	15					
SB4	HEAD 5	21					
SB4	HEAD 11		22				
SB4	HEAD 23	15					
SB4	LUMINAIRE						126
SB5	HEAD 12		75				
SB5	HEAD 13	64					
SB5	HEAD 14	52					
SB5	LUMINAIRE						126
SB6	HEAD 24	15					
SB7	HEAD 6	21					
SB7	HEAD 20	21					
SB7	HEAD 25	15					
SB8	HEAD 7	62					
SB8	HEAD 8	50					
SB8	HEAD 9	39					
SB8	LUMINAIRE						126
SB9	HEAD 26	15					
SB10	HEAD 1		22				
SB10	HEAD 15	21					
SB10	LUMINAIRE						126
SB11	HEAD 2		75				
SB11	HEAD 3	62					
SB11	HEAD 4	51					
SB11	LUMINAIRE						126
SB12	HEAD 28	15					
	TOTAL	759	194	1165	818	1165	756

CITY INSTALLED ITEMS (For Information Only)

LOCATION	*** INSTALL TRAFFIC SIGNAL CONTROLLER AND CABINET L.S.	*** FURNISH & INSTALL EMERGENCY VEHICLE PREEMPTION (EVP) L.S.
ONEIDA STREET & W VALLEY ROAD	1	1
TOTAL	1	1

REMOVE TRAFFIC SIGNALS

** LOCATION	SPV.0105.451 REMOVE TRAFFIC SIGNALS L.S.
ONEIDA STREET & W VALLEY ROAD	1
TOTAL	1

VAULTS

COMM. VAULT NO.	** LOCATION	SPV.0060.460 COMMUNICATION VAULT TYPE 1 SPECIAL EACH
CV1	70 'ONB' +33, 65' RT	1
CV2	66 'ONB' +43, 32' RT	1
CV3	42 'ONB' +85, 48' RT	1
CV4	46 'ONB' +27, 33' RT	1
	TOTAL	4

MICROWAVE DETECTION

** LOCATION	SPV.0105.465 TRANSPORT & INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION SYSTEM L.S.
ONEIDA STREET & W VALLEY ROAD	1
TOTAL	1

SIGNAL MOUNTING HARDWARE

** LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE L.S.
ONEIDA STREET & W VALLEY ROAD	1
TOTAL	1

LEGEND

* ADDITIONAL ITEMS FOR QUANTITIES LISTED ELSEWHERE

** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

*** BY OTHERS, FOR INFORMATION ONLY

ALL ITEMS ON THIS SHEET ARE CATEGORY 1310

ONEIDA STREET & W VALLEY ROAD
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TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	** LOCATION	SIZE (FT) X (FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	SPV.0090.461 CONDUIT LOOP DETECTOR SPECIAL L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	SPV.0090.463 LOOP DETECTOR WIRE SPECIAL L.F.
11	PB2	69'ONB'+14,33' RT	6 X 6	3	CONRETE	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)	63	140	162
31	PB1	21 'VE' +06, 06' LT	6 X 6	3	CONCRETE	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)	61	19	158
51	PB4	70'ONB'+78, 36' RT	6 X 6	3	CONCRETE	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)	66	68	168
71	PB3	18 'VE' +91, 06' LT	6 X 6	4	CONCRETE	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)	53	195	166
						TOTAL	243	422	654

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TRAFFIC SIGNAL EQUIPMENT *

SIG. BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0315 POLES TYPE 4 EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0614 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT EACH	657.1360 INSTALL POLES TYPE 13 EACH	657.1540 INSTALL MONOTUBE ARMS 40-FT EACH	657.1550 INSTALL MONOTUBE ARMS 50-FT EACH	657.1808 INSTALL LUMINAIRE ARMS STEEL 8-FT EACH	SPV.0060.459 PEDESTRIAN PUSH BUTTONS SPECIAL EACH	SPV.0060.352 * LUMINAIRES UTILITY LED B SPECIAL EACH
SB1	1			1							1	
SB2							1	1		1		1
SB3	1				1						1	
SB4		1	1			1					1	1
SB5							1		1	1		1
SB6	1				1						1	
SB7	1			1							1	
SB8							1	1		1		1
SB9	1				1						1	
SB10		1	1			1					1	1
SB11							1		1	1		1
SB12	1				1						1	
TOTAL	6	2	2	2	4	2	4	2	2	4	8	6

ELECTRICAL SERVICE METER BREAKER PEDESTAL

CABINET NO.	** LOCATION	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL L.S.
CB1	70'ONB'+35, 75' RT	1
	TOTAL	1

LEGEND

*** ADDITIONAL ITEMS FOR QUANTITIES LISTED ELSEWHERE**

**** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD**

ALL ITEMS ON THIS SHEET ARE CATEGORY 1310

ONEIDA STREET & W VALLEY ROAD
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TRAFFIC SIGNAL FACES

SIG. HEAD NO.	SIG. BASE NO.	SPV.0060.456 TRAFFIC SIGNAL FACE 3-12" VERTICAL SPECIAL EACH	SPV.0060.457 TRAFFIC SIGNAL FACE 4-12" VERTICAL SPECIAL EACH	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH EACH	SPV.0060.458 PEDESTRIAN SIGNAL FACE 16-INCH SPECIAL EACH	658.0600 LED MODULES 12-INCH RED BALL EACH	658.0605 LED MODULES 12-INCH YELLOW BALL EACH	658.0610 LED MODULES 12-INCH GREEN BALL EACH	658.0615 LED MODULES 12-INCH RED ARROW EACH	658.062 LED MODULES 12-INCH YELLOW ARROW EACH	658.0625 LED MODULES 12-INCH GREEN ARROW EACH	658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
1	SB10		1		1					1	2	1	
2	SB11		1		1					1	2	1	
3	SB11	1		1			1	1	1				
4	SB11	1		1			1	1	1				
5	SB4	1		1			1	1	1				
6	SB7	1		1						1	2		
7	SB8	1		1						1	2		
8	SB8	1		1			1	1	1				
9	SB8	1		1			1	1	1				
10	SB1	1		1			1	1	1				
11	SB4		1		1					1	2	1	
12	SB5		1		1					1	2	1	
13	SB5	1		1			1	1	1				
14	SB5	1		1			1	1	1				
15	SB10	1		1			1	1	1				
16	SB1	1		1						1	2		
17	SB2	1		1						1	2		
18	SB2	1		1			1	1	1				
19	SB2	1		1			1	1	1				
20	SB7	1		1			1	1	1				
21	SB1					1							1
22	SB3					1							1
23	SB4					1							1
24	SB6					1							1
25	SB7					1							1
26	SB9					1							1
27	SB10					1							1
28	SB12					1							1
TOTAL		16	4	16	4	8	12	12	12	8	16	4	8

LEGEND

* ADDITIONAL ITEMS FOR QUANTITIES LISTED ELSEWHERE

** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 1310

ONEIDA STREET & W VALLEY ROAD
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TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.23 AMENDMENT NO. 2

ADDS UTILITY NUMBER 625 TO TPP 1517-07-23 RECORDED AS DOCUMENT 1658949.

USH 10 / STH 441, CTH CB - S. ONEIDA ST.

PART OF LOT 1 OF CSM 2713, LOTS 1 AND 2 OF CSM 4205, PARCEL A OF CSM 46 AND LANDS IN THE SE 1/4 OF THE NE 1/4 AND LOT 1 AND OUTLOT 1 OF CSM 2933 AND LANDS IN THE NE 1/4 OF THE SE 1/4 OF SECTION 1, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF APPLETON, WINNEBAGO COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 WINNEBAGO COUNTY

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 SUBSECTIONS 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.

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	*OWNER	INTEREST REQUIRED
500	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
503	AT&T WISCONSIN	RELEASE OF RIGHTS
505	TOWN OF MENASHA - SANITARY SEWER	RELEASE OF RIGHTS
509	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS
524	US SIGNAL	RELEASE OF RIGHTS
605	TOWN OF MENASHA - SANITARY SEWER	UTILITY AGREEMENT
622	TOWN OF MENASHA - WATER	UTILITY AGREEMENT
625	CITY OF APPLETON - SANITARY SEWER	UTILITY AGREEMENT

STATION OFFSET TABLE USH 10/STH 441

POINT	STATION	OFFSET		X	Y
DB802	328+43.13	173.15	R	826843.667	551820.064
DB804	328+40.35	0		826842.987	551993.238
DB805	341+58.07	0		828160.065	551959.615
DB826	335+21.91	0		827524.496	551984.971
DB999	328+31.12	575.21	L	826840.729	552568.516
PRW1948	329+10.91	575.04	L	826920.514	552567.375
PRW1949	329+14.71	261.65	L	826920.516	552253.964
PRW1976	332+93.16	248.53	L	827298.775	552236.256
PRW1977	340+13.85	419.77	L	828039.210	552387.588
TLE2205	329+14.59	271.66	L	826920.516	552263.975
TLE2206	332+92.26	258.57	L	827297.996	552246.303
TLE2207	340+06.43	428.09	L	828031.985	552396.319
ERW7190	334+52.24	175.03	R	827452.709	551810.797

STATION OFFSET TABLE S. ONEIDA STREET

POINT	STATION	OFFSET		X	Y
DB805	76+31.71	0		828160.065	551959.615
DB821	91+56.60	0		828157.094	553484.488
DB822	89+12.62	0		828159.165	553240.521
DB861	94+56.69	0		828154.545	553784.568
PRW1850	80+96.57	88.34	L	828071.736	552424.476
PRW1851	83+00.40	63.99	L	828096.085	552628.310
PRW1852	86+96.79	43.01	L	828117.083	553024.692
PRW1853	88+29.54	44.00	L	828115.869	553157.073
PRW1860	89+99.83	41.53	L	828116.900	553327.380
PRW1861	91+56.54	41.55	L	828115.548	553484.085
PRW1862	91+56.59	38.86	L	828118.240	553484.158
PRW2202	81+27.54	71.16	L	828088.919	552555.451
PRW2204	85+46.98	47.16	L	828112.928	552874.883
TLE1877	88+25.49	54.00	L	828105.904	553152.938
TLE2208	81+03.43	97.26	L	828062.816	552431.339
TLE2209	82+28.34	81.13	L	828078.950	552556.248
TLE2210	83+01.21	73.96	L	828086.116	552629.118
TLE2211	85+47.54	57.14	L	828102.940	552875.449
TLE2212	86+55.82	54.14	L	828105.943	552983.729
TLE2213	86+56.32	68.40	L	828091.686	552984.225
TLE2214	86+96.29	67.01	L	828093.078	553024.201
TLE2215	86+95.81	53.07	L	828107.019	553023.715
TLE2216	89+94.69	46.53	L	828111.944	553322.194
TLE2217	90+65.93	46.54	L	828111.330	553393.434
TLE2218	90+65.93	52.72	L	828105.149	553393.381
TLE2219	91+10.93	52.72	L	828104.761	553438.379
TLE2220	91+10.93	46.54	L	828110.942	553438.433
TLE2221	91+56.54	46.55	L	828110.548	553484.042

STATION OFFSET TABLE W. VALLEY ROAD

POINT	STATION	OFFSET		X	Y
DB822	20+00.01	0		828159.165	553240.521
DB823	13+26.84	0		827486.051	553248.901
PRW1854	19+24.93	51.50	R	828083.451	553189.960
PRW1855	17+20.93	51.50	R	827879.465	553192.499
PRW1856	15+64.02	33.16	R	827722.799	553212.790
PRW1857	15+41.43	32.87	L	827701.030	553279.101
PRW1858	15+41.43	34.00	L	827701.046	553280.227
PRW1859	19+07.54	33.62	L	828067.123	553275.290
TLE1882	19+20.82	61.50	R	828079.216	553180.012
TLE1884	17+80.65	61.50	R	827939.059	553181.756
TLE1885	15+37.83	33.12	R	827696.613	553213.156
TLE1886	15+41.44	41.90	L	827701.153	553288.127
TLE1887	15+86.32	41.90	L	827746.031	553287.568
TLE1888	17+98.27	36.74	L	827957.905	553279.770
TLE1889	17+98.27	42.53	L	827957.977	553285.555
TLE1892	18+40.56	42.53	L	828000.264	553285.028
TLE1893	18+40.56	36.69	L	828000.191	553279.197
TLE1894	19+10.33	36.62	L	828029.953	553278.252
TLE1912	15+86.31	36.97	L	827745.964	553282.642

COURSE TABLE USH 10/STH 441 REFERENCE LINE

POINT TO POINT		BEARING	DISTANCE
2017039	DB805	N00°00'04"E	1474.78
DB805	DB826	N87°42'55"W	636.08
DB826	DB805	S87°42'55"E	636.08
DB805	2017039	S00°00'04"W	1474.78

COURSE TABLE W. VALLEY ROAD REFERENCE LINE

POINT TO POINT		BEARING	DISTANCE
2017026	DB823	N80°07'58"W	684.16
DB823	DB822	S89°17'12"E	673.17
DB822	2017026	S00°29'11"E	108.87

COURSE TABLE NEW RIGHT OF WAY

POINT TO POINT		BEARING	DISTANCE
2017026	DB805	S0°00'04"W	1172.04
DB805	ERW7190	S78°07'09"W	722.84
ERW7190	DB802	N89°07'42"W	609.11
DB802	DB999	N0°13'30"W	748.46
DB999	PRW1948	S89°10'51"E	79.79
PRW1948	PRW1949	S0°00'01"E	313.41
PRW1949	PRW1976	S87°19'11"E	378.67
PRW1976	PRW1977	N78°26'56"E	755.74
PRW1977	PRW1850	N41°24'17"E	49.18
PRW1850	PRW2202	CURVE 2	
PRW2202	PRW1851	N5°37'03"E	73.21
PRW1851	PRW2204	N3°54'28"E	247.15
PRW2204	PRW1852	N1°35'19"E	149.87
PRW1852	PRW1853	N0°31'31"W	132.39
PRW1853	PRW1854	N44°35'19"W	46.18
PRW1854	PRW1855	N89°17'12"W	204.00
PRW1855	PRW1856	N82°37'14"W	157.97
PRW1856	PRW1857	N18°10'27"W	69.79
PRW1857	PRW1858	N0°46'35"E	1.13
PRW1858	PRW1859	S89°13'38"E	366.11
PRW1859	PRW1860	N43°41'57"E	72.05
PRW1860	PRW1861	N0°29'39"W	156.71
PRW1861	PRW1862	N88°27'24"E	2.69
PRW1862	DB829	N89°30'49"E	38.86
DB829	2017026	S0°29'11"E	352.84

CONVENTIONAL ABBREVIATIONS

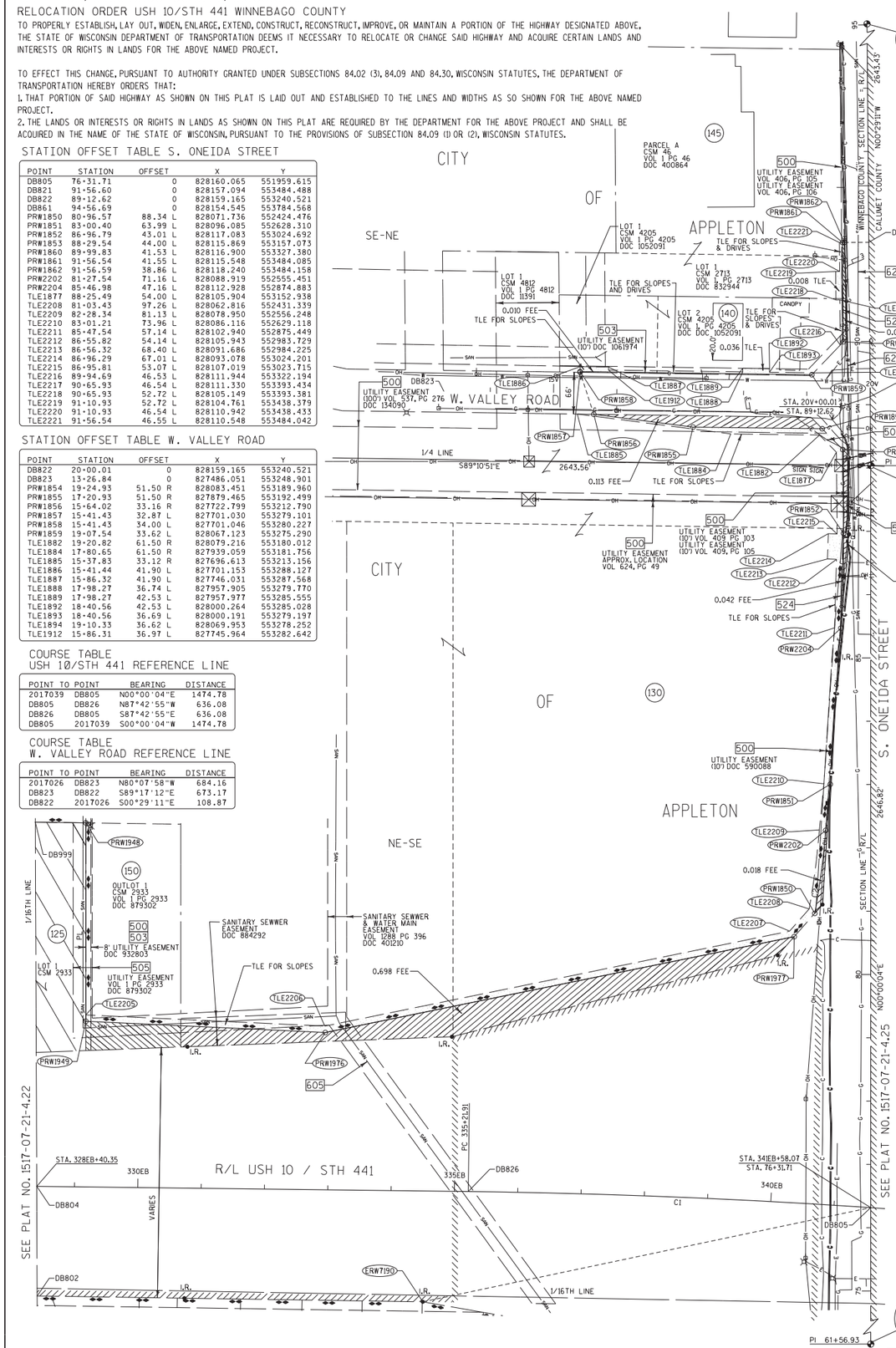
ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	VOL
EASEMENT	EASE.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

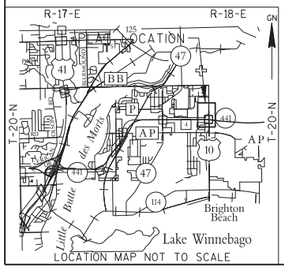
CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	⊔ (3/4" IRON REBAR UNLESS NOTED)	PROPOSED R/W LINE	
	○ =(SET)	EXISTING H.E. LINE	
R/W MONUMENT		PROPERTY LINE	
R/W STANDARD	△ =(SET)	LOT & TIE LINES	
SIGN	ISIGN	SLOPE INTERCEPTS	
SECTION CORNER MONUMENT	◉	CORPORATE LIMITS	
SECTION CORNER SYMBOL	(1/4) (SEC) (1/4)	ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (WIDTH VARIES)		ACCESS RESTRICTED (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	PRW1000	QUARTER LINE	
PARCEL NUMBER	102	SIXTEENTH LINE	
UTILITY NUMBER	92	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

WATER	W		
GAS	G		
COMMUNICATION	C		
ELECTRIC OVERHEAD	OH		
ELECTRIC UNDERGROUND	E		
FIBER OPTIC	FO		
SANITARY SEWER	SAN		
STORM SEWER	SS		
	NON-COMPENSABLE	COMPENSABLE	
POWER POLE			
TELEPHONE POLE			
TELEPHONE PEDESTAL			
ELECTRIC TOWER			





CURVE TABLE

CURVE	CH DISTANCE	CH BEARING	RADIUS	ARC LENGTH	PI COORDINATES
C1	636.08'	S87°42'55"E	11464.00'	636.16'	X 827842.632 Y 551981.112
C2	132.10'	N7°28'26"E	1306.00'	132.15'	X 828083.643 Y 552489.528

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	NEW R/W ACRES	P.L.E. ACRES	T.L.E. ACRES
125	MURPHY ET. AL.	FEE	0.657	-	-
130	MILLS PROPERTIES, INC.	FEE/TLE	0.871	-	0.481
-	-	-	-	-	-
140	VAN ZEELAND OIL COMPANY	FEE/TLE	0.017	-	0.044
145	H&S INVESTMENT GROUP, LLC	FEE/TLE	0.007	-	0.016
150	CITY OF APPLETON	FEE/TLE	0.138	-	0.035

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WINNEBAGO COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT: 4685-04-00. STH 441 IN WINNEBAGO COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

KAPUR & ASSOCIATES, INC. CONSULTING ENGINEERS MILWAUKEE, WISCONSIN 414.351.6668

I, GARY R. SPLINTER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.23 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE 12/19/16
GARY R. SPLINTER, P.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE 12/19/16
PRINT CURT VAN EREM

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.23
AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT 10:30 O'CLOCK ON 12/29/2016 AS DOCUMENT # 1730758 AND FILED IN File 1 of TPP's pg 283
SIGNATURE OF REGISTER OF DEEDS
DEPUTY
1730758

4.23
PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : sseitz
PLOT DATE : 12/16/2016
FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040423_RP_amd2.dgn
APPRAISAL PLAT DATE :

4

TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.23 AMENDMENT NO. 1

AMENDS PARCELS 130, 140, 145, 150 AND ELIMINATES PARCEL 135 OF TPP 1517-07-23 RECORDED AS DOCUMENT 1658949.

USH 10 / STH 441, CTH CB - S. ONEIDA ST.

PART OF LOT 1 OF CSM 2713, LOTS 1 AND 2 OF CSM 4205, PARCEL A OF CSM 46 AND LANDS IN THE SE 1/4 OF THE NE 1/4 AND LOT 1 AND OUTLOT 1 OF CSM 2933 AND LANDS IN THE NE 1/4 OF THE SE 1/4 OF SECTION 1, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF APPLETON, WINNEBAGO COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 WINNEBAGO COUNTY

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 SUBSECTIONS 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.

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	*OWNER	INTEREST REQUIRED
500	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
503	AT&T WISCONSIN	RELEASE OF RIGHTS
505	TOWN OF MENASHA - SANITARY SEWER	RELEASE OF RIGHTS
509	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS
524	US SIGNAL	RELEASE OF RIGHTS
605	TOWN OF MENASHA - SANITARY SEWER	UTILITY AGREEMENT
622	TOWN OF MENASHA - WATER	UTILITY AGREEMENT

STATION OFFSET TABLE USH 10/STH 441

POINT	STATION	OFFSET		X	Y
DB802	328+43.13	173.15	R	826843.667	551820.064
DB804	328+40.35	0		826842.987	551993.238
DB805	341+58.07	0		828160.065	551959.615
DB826	335+21.91	0		827524.496	551984.971
DB999	328+31.12	575.21	L	826840.729	552568.516
PRW1948	329+10.91	575.04	L	826920.514	552567.375
PRW1949	329+14.71	261.65	L	826920.516	552253.964
PRW1976	332+93.16	248.53	L	827298.775	552236.256
PRW1977	340+13.85	419.77	L	828039.210	552387.588
TLE2205	329+14.59	271.66	L	826920.516	552263.975
TLE2206	332+92.26	258.57	L	827297.996	552246.303
TLE2207	340+06.43	428.09	L	828031.985	552396.319
ERW7190	334+52.24	175.03	R	827452.709	551810.797

STATION OFFSET TABLE S. ONEIDA STREET

POINT	STATION	OFFSET		X	Y
DB805	76+31.71	0		828160.065	551959.615
DB821	91+56.60	0		828157.094	553484.488
DB822	89+12.62	0		828159.165	553240.521
DB861	94+56.69	0		828154.545	553784.568
PRW1850	80+96.57	88.34	L	828071.736	552424.476
PRW1851	83+00.40	63.99	L	828096.085	552628.310
PRW1852	86+96.79	43.01	L	828117.083	553024.692
PRW1853	88+29.54	44.00	L	828115.869	553157.073
PRW1860	89+99.83	41.53	L	828116.900	553327.380
PRW1861	91+56.54	41.55	L	828115.548	553484.085
PRW1862	91+56.59	38.86	L	828118.240	553484.158
PRW2202	81+27.54	71.16	L	828088.919	552555.451
PRW2204	85+46.98	47.16	L	828112.928	552874.883
TLE1877	88+25.49	54.00	L	828105.904	553152.938
TLE2208	81+03.43	97.26	L	828062.816	552431.339
TLE2209	82+28.34	81.13	L	828078.950	552556.248
TLE2210	83+01.21	73.96	L	828086.116	552629.118
TLE2211	85+47.54	57.14	L	828102.940	552875.449
TLE2212	86+55.82	54.14	L	828105.943	552983.729
TLE2213	86+56.32	68.40	L	828091.686	552984.225
TLE2214	86+96.29	67.01	L	828093.078	553024.201
TLE2215	86+95.81	53.07	L	828107.019	553023.715
TLE2216	89+94.69	46.53	L	828111.944	553322.194
TLE2217	90+65.93	46.54	L	828111.330	553393.434
TLE2218	90+65.93	52.72	L	828105.149	553393.381
TLE2219	91+10.93	52.72	L	828104.761	553438.379
TLE2220	91+10.93	46.54	L	828110.942	553438.433
TLE2221	91+56.54	46.55	L	828110.548	553484.042

STATION OFFSET TABLE W. VALLEY ROAD

POINT	STATION	OFFSET		X	Y
DB822	20+00.01	0		828159.165	553240.521
DB823	13+26.84	0		827486.051	553248.901
PRW1854	19+24.93	51.50	R	828083.451	553189.960
PRW1855	17+20.93	51.50	R	827879.465	553192.499
PRW1856	15+64.02	33.16	R	827722.799	553212.790
PRW1857	15+41.43	32.87	L	827701.030	553279.101
PRW1858	15+41.43	34.00	L	827701.046	553280.227
PRW1859	19+07.54	33.62	L	828067.123	553275.290
TLE1882	19+20.82	61.50	R	828079.216	553180.012
TLE1884	17+80.65	61.50	R	827939.059	553181.756
TLE1885	15+37.83	33.12	R	827696.613	553213.156
TLE1886	15+41.44	41.90	L	827701.153	553288.127
TLE1887	15+86.32	41.90	L	827746.031	553287.568
TLE1888	17+98.27	36.74	L	827957.905	553279.770
TLE1889	17+98.27	42.53	L	827957.977	553285.555
TLE1892	18+40.56	42.53	L	828000.264	553285.028
TLE1893	18+40.56	36.69	L	828000.191	553279.197
TLE1894	19+10.33	36.62	L	828069.953	553278.252
TLE1912	15+86.31	36.97	L	827745.964	553282.642

COURSE TABLE USH 10/STH 441 REFERENCE LINE

POINT TO POINT		BEARING	DISTANCE
2017039	DB805	N00°00'04"E	1474.78
DB805	DB826	N87°42'55"W	636.08
DB826	DB805	S87°42'55"E	636.08
DB805	2017039	S00°00'04"W	1474.78

COURSE TABLE W. VALLEY ROAD REFERENCE LINE

POINT TO POINT		BEARING	DISTANCE
2017026	DB823	N80°07'58"W	684.16
DB823	DB822	S89°17'12"E	673.17
DB822	2017026	S00°29'11"E	108.87

COURSE TABLE NEW RIGHT OF WAY

POINT TO POINT		BEARING	DISTANCE
2017026	DB805	S0°00'04"W	1172.04
DB805	ERW7190	S78°07'09"W	722.84
ERW7190	DB802	N89°07'42"W	609.11
DB802	DB999	N0°13'30"W	748.46
DB999	PRW1948	S89°11'51"E	79.79
PRW1948	PRW1949	S0°00'01"E	313.41
PRW1949	PRW1976	S87°19'11"E	378.67
PRW1976	PRW1977	N78°26'56"E	755.74
PRW1977	PRW1850	N41°24'17"E	49.18
PRW1850	PRW2202	CURVE 2	
PRW2202	PRW1851	N5°37'03"E	73.21
PRW1851	PRW2204	N3°54'28"E	247.15
PRW2204	PRW1852	N1°35'19"E	149.87
PRW1852	PRW1853	N0°31'31"W	132.39
PRW1853	PRW1854	N44°35'19"W	46.18
PRW1854	PRW1855	N89°17'12"W	204.00
PRW1855	PRW1856	N82°37'14"W	157.97
PRW1856	PRW1857	N18°10'27"W	69.79
PRW1857	PRW1858	N0°46'35"E	1.13
PRW1858	PRW1859	S89°13'38"E	366.11
PRW1859	PRW1860	N43°41'57"E	72.05
PRW1860	PRW1861	N0°29'39"W	156.71
PRW1861	PRW1862	N88°27'24"E	2.69
PRW1862	DB829	N89°30'49"E	38.86
DB829	2017026	S0°29'11"E	352.84

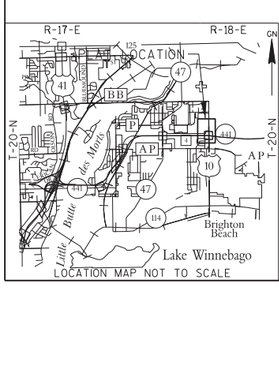
CURVE TABLE

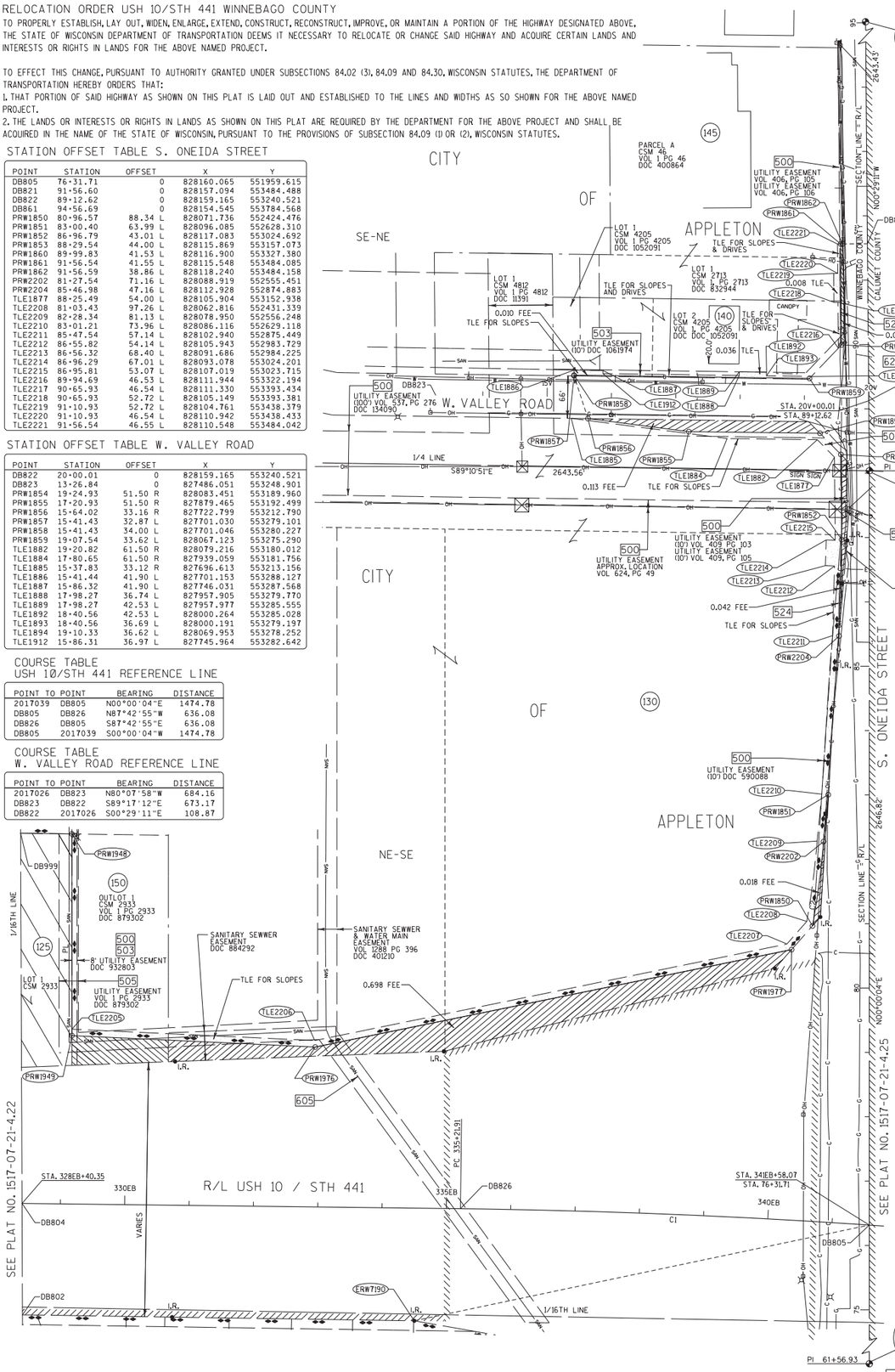
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CONVENTIONAL ABBREVIATIONS

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

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN — LS (3/4" IRON REBAR UNLESS NOTED)
R/W MONUMENT — ○ •(SET)
R/W STANDARD — △ •(SET)
SIGN — ISIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL — 1/4 1/4 1/4 1/4
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT — PRW1000
PARCEL NUMBER — 102
UTILITY NUMBER — 92
SIGN NUMBER (OFF PREMISE) — 21
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
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ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL UTILITY SYMBOLS

WATER — W
GAS — G
COMMUNICATION — C
ELECTRIC OVERHEAD — OH
ELECTRIC UNDERGROUND — E
FIBER OPTIC — FO
SANITARY SEWER — SAN
STORM SEWER — SS
NON-COMPENSABLE COMPENSABLE
POWER POLE
TELEPHONE POLE
TELEPHONE PEDESTAL
ELECTRIC TOWER

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KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.23 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE 08/27/15
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE 08/27/15
PRINT CURT VAN EREM

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.23
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN, AT 1:47 PM ON Sept. 2, 2015 AS DOCUMENT # 1696320 AND FILED IN File 1 of TPP Plats Pg. 259

Julie Pagel
SIGNATURE OF REGISTER OF DEEDS

1696320

4

PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : gsplinter
PLOT DATE : 8/27/2015
FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040423_RP.dgn
APPRAISAL PLAT DATE :
4.23

SEE AMENDMEN 195

4

TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.23

USH 10 / STH 441, CTH CB - S. ONEIDA ST.

PART OF LOT 1 OF CSM 2713, LOTS 1 AND 2 OF CSM 4205, LOT 1 OF CSM 4812, PARCEL A OF CSM 46 AND LANDS IN THE SE 1/4 OF THE NE 1/4 AND LOT 1 AND OUTLOT 1 OF CSM 2933 AND LANDS IN THE NE 1/4 OF THE SE 1/4 OF SECTION 1, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF APPLETON, WINNEBAGO COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 WINNEBAGO COUNTY

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 SUBSECTIONS 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.

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	*OWNER	INTEREST REQUIRED
500	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
503	AT&T WISCONSIN	RELEASE OF RIGHTS
505	TOWN OF MENASHA - SANITARY SEWER	RELEASE OF RIGHTS
509	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS
518	MENASHA UTILITIES - ELECTRIC	RELEASE OF RIGHTS
524	US SIGNAL	RELEASE OF RIGHTS
605	TOWN OF MENASHA - SANITARY SEWER	UTILITY AGREEMENT
622	TOWN OF MENASHA - WATER	UTILITY AGREEMENT

518 VACATED BY DOC # 1670569

STATION OFFSET TABLE USH 10/STH 441

POINT	STATION	OFFSET		X	Y
DB802	328+43.13	173.15	R	826843.667	551820.064
DB804	328+40.35	0		826842.987	551993.238
DB805	341+58.07	0		828160.065	551959.615
DB826	335+21.91	0		827524.496	551984.971
DB999	328+31.12	575.21	L	826840.729	552568.516
PRW1948	329+10.91	575.04	L	826920.514	552567.375
PRW1949	329+15.28	215.36	L	826920.516	552207.675
TLE1950	330+60.93	574.71	L	827070.514	552565.231
TLE1951	330+65.20	222.87	L	827070.516	552213.361
PRW1976	333+65.10	237.88	L	827370.583	552224.737
PRW1977	335+82.40	268.27	L	827589.642	552252.307
ERW7190	334+52.24	175.03	R	827452.709	551810.797
ERW7200	339+90.35	388.97	L	828013.251	552358.149

STATION OFFSET TABLE S. ONEIDA STREET

POINT	STATION	OFFSET		X	Y
DB805	76+31.709	0		828160.065	551959.615
DB821	94+12.415	0		828154.921	553740.299
DB822	89+12.620	0		828159.165	553240.521
DB861	94+56.686	0		828154.545	553784.568
PRW1850	80+88.591	95.37	L	828064.701	552416.498
PRW1851	82+60.580	66.54	L	828093.543	552588.487
PRW1852	84+57.021	54.00	L	828106.083	552784.928
PRW1853	88+39.545	53.7	L	828106.091	553166.993
PRW1860	89+79.799	61.00	L	828097.597	553307.180
PRW1861	91+91.263	61.00	L	828095.801	553518.637
PRW1862	94+12.415	43.34	L	828111.585	553739.931
TLE1877	83+91.326	80.96	L	828079.119	552719.233
TLE1882	88+45.000	80.00	L	828079.742	553172.225
TLE1888	89+90.000	70.00	L	828088.511	553317.305
TLE1889	90+68.622	80.00	L	828077.844	553395.839
TLE1892	92+75.000	70.00	L	828086.091	553602.294
TLE1893	92+90.000	80.00	L	828075.964	553617.209
TLE1894	94+62.121	70.00	L	828084.502	553789.408

STATION OFFSET TABLE W. VALLEY ROAD

POINT	STATION	OFFSET		X	Y
DB822	20+00.01	0		828159.165	553240.521
DB823	13+26.84	0		827486.051	553248.901
PRW1854	19+21.90	48.50	R	828080.457	553192.998
PRW1855	16+28.80	48.50	R	827787.386	553196.646
PRW1856	14+34.58	32.96	R	827593.366	553214.601
PRW1857	14+34.68	33.04	L	827594.289	553280.594
PRW1858	14+63.91	34.50	L	827623.536	553281.692
PRW1859	19+08.36	34.50	L	828067.954	553276.160
TLE1884	15+60.00	70.00	R	827718.321	553176.004
TLE1885	13+80.41	32.88	R	827539.206	553215.359
TLE1886	14+65.00	50.00	L	827624.822	553297.177
TLE1887	19+03.93	50.38	L	828063.724	553292.093

COURSE TABLE USH 10/STH 441 REFERENCE LINE

POINT TO POINT		BEARING	DISTANCE
2017039	DB805	N00°00'04"E	1474.78
DB805	DB826	N87°42'55"W	636.08
DB826	DB805	S87°42'55"E	636.08
DB805	2017039	S00°00'04"W	1474.78

COURSE TABLE W. VALLEY ROAD REFERENCE LINE

POINT TO POINT		BEARING	DISTANCE
2017026	DB823	N80°07'58"W	684.16
DB823	DB822	S89°17'12"E	673.17
DB822	2017026	S00°29'11"E	108.87

COURSE TABLE NEW RIGHT OF WAY

POINT TO POINT		BEARING	DISTANCE
2017026	DB805	S0°00'04"W	1172.04
DB805	ERW7190	S78°07'09"W	722.84
ERW7190	DB802	N89°07'42"W	609.11
DB802	DB999	N0°13'30"W	748.46
DB999	PRW1948	S89°10'51"E	79.79
PRW1948	PRW1949	S0°00'01"E	359.70
PRW1949	PRW1976	N87°49'44"E	450.39
PRW1976	PRW1977	N82°49'36"E	220.79
PRW1977	ERW7200	N75°58'17"E	436.63
ERW7200	PRW1850	N41°24'17"E	77.79
PRW1850	PRW1851	N9°31'10"E	174.39
PRW1851	PRW1852	N3°39'09"E	196.84
PRW1852	PRW1853	N0°00'04"E	382.07
PRW1853	PRW1854	N44°35'19"W	36.51
PRW1854	PRW1855	N89°17'12"W	293.09
PRW1855	PRW1856	N84°42'46"W	194.85
PRW1856	PRW1857	N0°48'06"E	66.00
PRW1857	PRW1858	N87°51'01"E	29.27
PRW1858	PRW1859	S89°17'12"E	444.45
PRW1859	PRW1860	N43°41'57"E	42.91
PRW1860	PRW1861	N0°29'11"W	211.46
PRW1861	PRW1862	N47°04'47"E	221.86
PRW1862	DB821	N89°30'49"E	43.34
DB821	2017026	S0°29'11"E	608.66

CONVENTIONAL ABBREVIATIONS

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

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (3/4" IRON REBAR UNLESS NOTED)
R/W MONUMENT ●(SET)
R/W STANDARD ▲(SET)
SIGN ISIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT PRW1000
PARCEL NUMBER 103
UTILITY NUMBER 92
SIGN NUMBER (OFF PREMISE) 21
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL UTILITY SYMBOLS

	NON COMPENSABLE	COMPENSABLE
WATER	W	
GAS	G	
COMMUNICATION	C	
ELECTRIC OVERHEAD	OH	
ELECTRIC UNDERGROUND	E	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WINNEBAGO COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: TRANSPORTATION PROJECT PLAT NO. 1517-07-00-4.14, DOCUMENT NO. 1590519, FILED IN FILE 1, TPP PG 204.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT: 4685-04-00.
STH 441 IN WINNEBAGO COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

CURVE TABLE

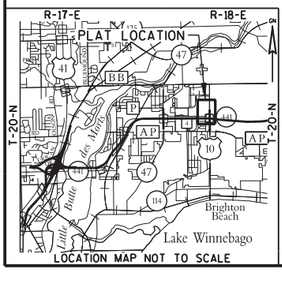
CURVE	CH DISTANCE	CH BEARING	RADIUS	ARC LENGTH	PI COORDINATES
C1	636.08'	S87°42'55"E	11464.00'	636.16'	X 827842.632' Y 551981.112

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	NEW R/W ACRES	P.L.E. ACRES	T.L.E. ACRES
125	MURPHY ET. AL.	FEE	0.657	-	-
130	WILLS PROPERTIES. INC.	FEE/TLE	0.303	-	0.626
135	LAUNCHPOINT LLC	FEE/TLE	0.002	-	0.021
140	VAN ZEELAND OIL COMPANY	FEE/TLE	0.059	-	0.182
145	THEO UTSCHIG & SONS INC.	FEE/TLE	0.119	-	0.191
150	CITY OF APPLETON	TLE	-	-	1.225

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

ACCIDENTALLY VACATED BY DOC # 1075552 CORRECTED BY AFFIDAVIT DOC # 1676569



I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.23 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE 01/27/14
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE 02/26/14
PRINT CURT VAN EREM

KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.23
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT 7:30 ON March 4, 2014 AS DOCUMENT # 1658949 AND FILED IN File 1, TPP 245

SIGNATURE OF REGISTER OF DEEDS

1658949

SEE PLAT NO. 1517-07-21-4.22
SEE PLAT NO. 1517-07-21-4.25
SEE PLAT NO. 1517-07-21-4.24

4.23
PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : g_splinter
PLOT DATE : 2/6/2014
FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040423_RP.dgn
APPRAISAL PLAT DATE :

4

TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.24 AMENDMENT NO. 3

USH 10 / STH 441, CTH CB - S. ONEIDA ST.

AMENDS PARCEL NUMBER 154 OF TPP 1517-07-21-4.24 AMENDMENT NO. 1, RECORDED AS DOCUMENT 1699708.

PART OF LOTS 1 OF CHATEAU ESTATES AND LANDS IN THE NE 1/4 OF THE NE 1/4 OF SECTION 12, AND LOTS 1 AND 2 OF CSM 3676, LOT 82 OF OAK RIDGE GARDENS, LOT 1 OF CSM 808 AND LANDS IN THE SE 1/4 OF THE SE 1/4 OF SECTION 1, ALL IN TOWNSHIP 20 NORTH, RANGE 17 EAST, TOWN OF MENASHA AND LANDS IN THE NE 1/4 OF THE NE 1/4 OF SECTION 12 AND LANDS IN THE SE 1/4 OF THE SE 1/4 OF SECTION 1, ALL IN TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF MENASHA, ALL IN WINNEBAGO COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 WINNEBAGO COUNTY

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 SUBSECTIONS 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.

STATION OFFSET TABLE MIDWAY ROAD

POINT	STATION	OFFSET		X	Y
DB814	17-82.67		0	550491.784	828160.034
DB854	10-00.00		0	550502.198	827377.622
DB855	13-20.68		0	550495.085	827698.225
DB856	15-02.48		0	550499.554	827879.970
DB857	17-11.74		0	550494.912	828089.182
PRW1765	17-22.25	60.47	R	550434.203	828097.945
PRW1766	14-20.68	56.74	R	550440.823	827799.587
PRW1767	12-10.57	33.0	L	550530.519	827588.874
PRW1768	12-42.55	48.66	L	550545.464	827621.189
PRW1769	14-53.42	32.83	L	550531.168	827830.117
PRW1770	16-78.31	30.50	L	550526.146	828056.427
PRW1771	16-86.83	34.50	L	550529.956	828065.036
TLE1783	17-08.61	72.94	R	550422.060	828084.431
TLE1785	14-20.33	66.94	R	550430.619	827799.487
TLE1786	14-20.60	58.94	R	550438.618	827799.565
TLE1787	14-05.62	58.32	R	550438.869	827784.567
TLE1788	14-05.76	54.04	R	550443.156	827784.609
TLE1791	14-53.67	42.93	L	550541.269	827830.117
TLE1792	15-16.99	40.93	L	550540.154	827895.378
TLE1793	15-16.94	49.93	L	550549.153	827895.532
PLE1813	16-00.44	60.50	R	550436.896	827976.557
TLE1840	15-60.55	69.95	R	550428.331	827936.472
TLE1873	16-00.60	73.53	R	550423.863	827976.430
PLE2265	16-03.22	284.50	R	550212.890	827974.370
PLE2266	15-63.21	284.50	R	550213.777	827934.377
PLE2267	15-60.43	60.50	R	550437.784	827936.564
PRW2269	17-08.80	34.50	L	550529.469	828087.003
ERW8138	14-20.75	54.74	R	550442.823	827799.607
ERW8139	13-02.55	50.00	L	550545.475	827681.204
ERW8140	14-53.69	43.83	L	550542.170	827830.117

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	*OWNER	INTEREST REQUIRED
500	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
501	WE ENERGIES - GAS	RELEASE OF RIGHTS
503	AT&T WISCONSIN	RELEASE OF RIGHTS
505	TOWN OF MENASHA - SANITARY SEWER	RELEASE OF RIGHTS
518	MENASHA UTILITIES - ELECTRIC	RELEASE OF RIGHTS
522	TOWN OF MENASHA - WATER	RELEASE OF RIGHTS
605	TOWN OF MENASHA - SANITARY SEWER	UTILITY AGREEMENT
614	CITY OF APPLETON - WATER	UTILITY AGREEMENT
618	MENASHA UTILITIES - ELECTRIC	UTILITY AGREEMENT
622	TOWN OF MENASHA - WATER	UTILITY AGREEMENT

COURSE TABLE NEW RIGHT OF WAY

POINT TO POINT		BEARING	DISTANCE
2017039	DB861	S0°33'34"W	482.65
DB861	PRW1763	N89°30'19"W	39.07
PRW1763	PRW1764	N0°09'23"W	406.30
PRW1764	PRW1765	N34°09'20"W	30.64
PRW1765	PRW1766	N88°43'44"W	298.43
PRW1766	PRW1767	N66°56'30"W	229.01
PRW1767	PRW1768	N65°10'49"E	35.60
PRW1768	ERW8139	S89°59'25"E	60.01
ERW8139	PRW8140	S88°43'44"E	148.95
ERW8140	PRW1769	S0°00'03"W	11.00
PRW1769	PRW1770	S88°43'44"E	226.37
PRW1770	PRW1771	N66°07'44"E	9.41
PRW1771	PRW2269	S88°43'44"E	21.97
PRW2269	PRW2270	N30°35'46"E	24.62
PRW2270	PRW1772	N0°00'04"E	163.16
PRW1772	PRW1773	N5°19'52"E	134.57
PRW1773	PRW1774	N1°38'40"W	278.58
PRW1774	PRW1775	N0°00'04"E	108.29
PRW1775	PRW1848	CURVE C3	
PRW1848	PRW1847	N13°01'23"W	78.78
PRW1847	PRW2271	CURVE C2	
PRW2271	ERW7193	CURVE C1	
ERW7193	DB858	S89°59'56"E	87.51
DB858	2017039	S0°00'04"W	1088.11

COURSE TABLE MIDWAY ROAD REFERENCE LINE

POINT TO POINT		BEARING	DISTANCE
2017038	DB854	S88°43'44"E	1840.52
DB854	DB855	S88°43'44"E	320.68
DB855	DB856	N88°35'29"E	181.80
DB856	DB857	S88°43'44"E	209.26
DB857	DB814	CURVE C4	

STATION OFFSET TABLE ONEIDA STREET/USH 10

POINT	STATION	OFFSET		X	Y
ERW814	61-63.88		0	550491.784	828160.034
ERW858	72-45.04		0	551572.946	828160.057
ERW861	56-74.28		0	550002.207	828155.322
PRW1762	56-74.24	33.00	L	550002.492	828122.323
PRW1763	56-74.23	39.07	L	550002.544	828116.257
PRW1764	60-80.51	44.14	L	550408.846	828115.148
PRW1772	63-85.91	60.50	L	550713.820	828099.539
PRW1773	65-19.90	48.00	L	550847.809	828112.042
PRW1774	67-98.37	56.00	L	551126.272	828104.048
PRW1775	69-06.65	56.00	L	551234.561	828104.050
TLE1776	56-16.26	33.00	L	549944.515	828121.757
TLE1777	56-16.20	38.41	L	549944.507	828116.344
TLE1778	56-71.23	39.03	L	549999.544	828116.262
TLE1779	56-71.23	44.03	L	549999.587	828111.262
TLE1780	58-74.47	44.63	L	550202.820	828112.645
TLE1781	58-74.62	56.82	L	550203.090	828100.457
TLE1782	60-70.39	59.03	L	550398.873	828100.163
TLE1789	68-73.65	86.00	L	551201.553	828074.049
TLE1790	69-14.87	86.00	L	551242.780	828074.050
TLE1794	62-18.02	75.91	L	550545.930	828084.122
TLE1796	63-23.66	75.91	L	550651.563	828084.125
TLE1797	64-55.31	59.05	L	550783.221	828100.993
TLE1798	65-02.78	54.62	L	550830.684	828105.422
TLE1799	65-02.78	69.00	L	550830.684	828091.041
TLE1800	65-39.54	69.00	L	550867.444	828091.042
TLE1801	65-39.54	51.00	L	550867.443	828109.042
TLE1802	65-87.18	56.08	L	550915.083	828103.958
TLE1803	66-23.41	57.44	L	550951.313	828102.600
TLE1804	66-32.54	90.55	L	550960.447	828069.493
TLE1805	66-47.85	91.13	L	550975.757	828068.919
TLE1806	66-52.03	56.52	L	550979.933	828103.529
TLE1807	66-82.40	56.65	L	551010.302	828103.391
TLE1817	71-38.87	110.4	L	551466.776	828049.654
TLE1828	66-82.20	61.96	L	551010.103	828098.087
TLE1829	67-42.82	64.23	L	551070.724	828095.815
TLE1835	67-43.41	91.00	L	551071.319	828069.046
TLE1836	69-89.75	92.39	L	551317.654	828067.665
PRW1847	71-49.05	92.66	L	551476.956	828067.393
PRW1848	70-72.30	74.91	L	551400.202	828085.146
TLE2020	68-70.65	91.00	L	551198.553	828069.049
TLE2243	72-47.52	125.03	L	551575.430	828035.030
TLE2245	72-76.46	311.13	L	551604.370	827848.930
TLE2246	72-36.73	311.75	L	551564.638	827848.308
TLE2247	72-35.99	264.75	L	551563.903	827895.302
TLE2248	72-72.75	264.18	L	551600.665	827895.877
PRW2270	62-22.76	60.50	L	550550.663	828099.535
PRW2271	72-45.36	95.84	L	551573.267	828064.218
ERW7193	72-45.04	87.51	L	551572.948	828072.547

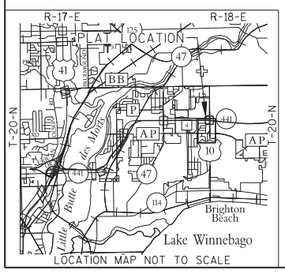
CURVE TABLE

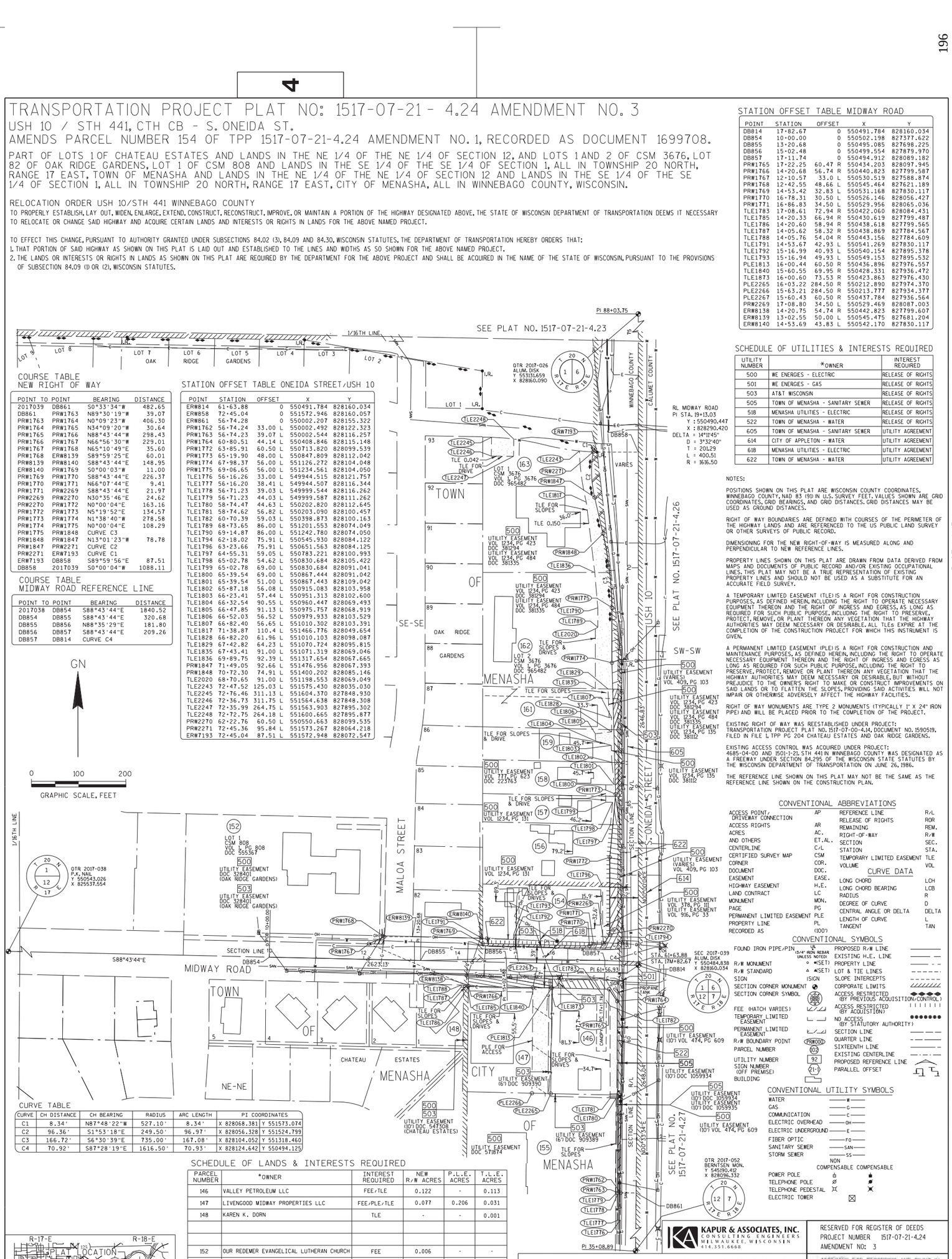
CURVE	CH DISTANCE	CH BEARING	RADIUS	ARC LENGTH	PI COORDINATES
C1	8.34'	N87°48'22"W	527.10'	8.34'	X 828068.381 Y 551573.074
C2	96.36'	S1°53'18"E	249.50'	96.97'	X 828056.328 Y 551524.799
C3	166.72'	S6°30'39"E	735.00'	167.08'	X 828104.052 Y 551318.460
C4	70.92'	S87°28'19"E	1616.50'	70.93'	X 828124.642 Y 550494.125

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	NEW R/W ACRES	P.L.E. ACRES	T.L.E. ACRES
146	VALLEY PETROLEUM LLC	FEE/TLE	0.122	-	0.113
147	LIVENGOOD MIDWAY PROPERTIES LLC	FEE/PLE/TLE	0.077	0.206	0.031
148	KAREN K. DORN	TLE	-	-	0.001
152	OUR REDEMER EVANGELICAL LUTHERAN CHURCH	FEE	0.006	-	-
154	ROBERT A. & DEBORAH M. JOHN	FEE/TLE ACCESS RIGHTS	0.119	-	0.140
155	HAVAN INVESTMENTS	FEE/TLE	0.035	-	0.029
156	KANGAS ET AL.	FEE ACCESS RIGHTS	0.071	-	-
157	DANIEL L. DAILEY	FEE/TLE	0.022	-	0.011
158	STEPHEN & JODI L. SACKETT	FEE/TLE	0.023	-	0.016
159	RANDALL J. HESS	FEE/TLE	0.025	-	0.027
161	MERLE R. & MARY E. WEIHING	FEE/TLE	0.035	-	0.016
162	MATT & LINDA GAMEDINGER	FEE/TLE	0.070	-	0.188
163	BOB COMPANY	FEE/TLE	0.064	-	0.192

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.





NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WINNEBAGO COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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, 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.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE 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, 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.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: TRANSPORTATION PROJECT PLAT NO. 1517-07-00-4.14, DOCUMENT NO. 1590519. FILED IN FILE 1, TPP PG 204 CHATEAU ESTATES AND OAK RIDGE GARDENS.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT: 4685-04-00 AND 1501-1-21, STH 441 IN WINNEBAGO COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

CONVENTIONAL ABBREVIATIONS

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

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (1"-4" IRON REBAR UNLESS NOTED)
R/W MONUMENT ●(SET)
R/W STANDARD ▲(SET)
SIGN ISIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT PKNOOD
PARCEL NUMBER 100
UTILITY NUMBER 92
SIGN NUMBER (OFF PREMISE) 21-0
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL UTILITY SYMBOLS

WATER —W—
GAS —G—
COMMUNICATION —C—
ELECTRIC OVERHEAD —OH—
ELECTRIC UNDERGROUND —E—
FIBER OPTIC —FO—
SANITARY SEWER —SAN—
STORM SEWER —SS—
NON COMPENSABLE COMPENSABLE
POWER POLE
TELEPHONE POLE
TELEPHONE PEDESTAL
ELECTRIC TOWER

I, GARY R. SPLINTER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.24 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE 4/12/2016
GARY R. SPLINTER, P.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE 4/12/2016
PRINT CURT VAN EREM

KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.24
AMENDMENT NO: 3

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT 2:11PM ON April 18, 2016 AS DOCUMENT # 1711104 AND FILED IN 1 of TPP'S pg 274
DEPUTY
SIGNATURE OF REGISTER OF DEEDS

1711104

4.24
PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : sseitz
PLOT DATE : 4/11/2016
FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040424_RP.dgn
APPRAISAL PLAT DATE :

VACATED BY DOC # 1710911

4

TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.24 AMENDMENT NO. 2

USH 10 / STH 441, CTH CB - S. ONEIDA ST.

AMENDS PARCEL NUMBER 154 OF TPP 1517-07-21-4.24 AMENDMENT NO. 1, RECORDED AS DOCUMENT 1699708.

ADDS UTILITY NUMBERS 501, 518, 522, 605 AND 618, AMENDS PARCELS 146, 147, 148, 152, 154, 155, 156, 157, 158, 159, 161, 162 AND 163, AND ELIMINATES PARCELS 149, 151 AND 153 AND UTILITY NUMBERS 502 AND 519 OF TPP 1517-07-21-4.24, RECORDED AS DOCUMENT 1658950.

PART OF LOTS 1 OF CHATEAU ESTATES AND LANDS IN THE NE 1/4 OF THE NE 1/4 OF SECTION 12, AND LOTS 1 AND 2 OF CSM 3676, LOT 82 OF OAK RIDGE GARDENS, LOT 1 OF CSM 808 AND LANDS IN THE SE 1/4 OF THE SE 1/4 OF SECTION 1, ALL IN TOWNSHIP 20 NORTH, RANGE 17 EAST, TOWN OF MENASHA AND LANDS IN THE NE 1/4 OF THE NE 1/4 OF SECTION 12 AND LANDS IN THE SE 1/4 OF THE SE 1/4 OF SECTION 1, ALL IN TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF MENASHA, ALL IN WINNEBAGO COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 WINNEBAGO COUNTY

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 SUBSECTIONS 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.

STATION OFFSET TABLE MIDWAY ROAD

POINT	STATION	OFFSET		X	Y
DB814	17+82.67	0		550491.784	828160.034
DB854	10+00.00	0		550502.198	827377.622
DB855	13+20.68	0		550495.085	827698.225
DB856	15+02.48	0		550499.554	827879.970
DB857	17+11.74	0		550494.912	828089.182
PRW1765	17+22.25	60.47	R	550434.203	828097.945
PRW1766	14+20.68	56.74	R	550440.823	827799.587
PRW1767	12+10.57	33.0	L	550530.519	827588.874
PRW1768	12+42.55	48.66	L	550545.464	827621.189
PRW1769	14+53.42	32.83	L	550531.168	827830.117
PRW1770	16+78.31	30.50	L	550526.146	828056.427
PRW1771	16+86.83	34.50	L	550529.956	828065.036
TLE1783	17+08.61	72.94	R	550422.060	828084.431
TLE1785	14+20.33	66.94	R	550430.619	827799.487
TLE1786	14+20.60	58.94	R	550438.618	827799.565
TLE1787	14+05.62	58.32	R	550438.869	827784.567
TLE1788	14+05.76	54.04	R	550443.156	827784.609
TLE1791	14+53.67	42.93	L	550541.269	827830.117
TLE1792	15+16.99	40.93	L	550540.154	827895.378
TLE1793	15+16.94	49.93	L	550549.153	827895.532
PLE1813	16+00.44	60.50	R	550436.896	827976.557
TLE1840	15+60.55	69.95	R	550428.331	827936.472
TLE1873	16+00.60	73.53	R	550423.863	827976.430
PLE2265	16+03.22	284.50	R	550212.890	827974.370
PLE2266	15+63.21	284.50	R	550213.777	827934.377
PLE2267	15+60.43	60.50	R	550437.784	827936.564
PRW2269	17+08.80	34.50	L	550529.469	828087.003
ERW8138	14+20.75	54.74	R	550442.823	827799.607
ERW8139	13+02.55	50.00	L	550545.475	827681.204
ERW8140	14+53.69	43.83	L	550542.170	827830.117

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	*OWNER	INTEREST REQUIRED
500	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
501	WE ENERGIES - GAS	RELEASE OF RIGHTS
503	AT&T WISCONSIN	RELEASE OF RIGHTS
505	TOWN OF MENASHA - SANITARY SEWER	RELEASE OF RIGHTS
518	MENASHA UTILITIES - ELECTRIC	RELEASE OF RIGHTS
522	TOWN OF MENASHA - WATER	RELEASE OF RIGHTS
605	TOWN OF MENASHA - SANITARY SEWER	UTILITY AGREEMENT
614	CITY OF APPLETON - WATER	UTILITY AGREEMENT
618	MENASHA UTILITIES - ELECTRIC	UTILITY AGREEMENT
622	TOWN OF MENASHA - WATER	UTILITY AGREEMENT

COURSE TABLE NEW RIGHT OF WAY

POINT TO POINT		BEARING	DISTANCE
2017039	DB861	S0°33'34"W	482.65
DB861	PRW1763	N89°30'19"W	39.07
PRW1763	PRW1764	N0°09'23"W	406.30
PRW1764	PRW1765	N34°09'20"W	30.64
PRW1765	PRW1766	N88°43'44"W	298.43
PRW1766	PRW1767	N66°56'30"W	229.01
PRW1767	PRW1768	N65°10'49"E	35.60
PRW1768	ERW8139	S89°59'25"E	60.01
ERW8139	ERW8140	S88°43'44"E	148.95
ERW8140	PRW1769	S0°00'03"W	11.00
PRW1769	PRW1770	S88°43'44"E	226.37
PRW1770	PRW1771	N66°07'44"E	9.41
PRW1771	PRW2269	S88°43'44"E	21.97
PRW2269	PRW2270	N30°35'46"E	24.62
PRW2270	PRW1772	N0°00'04"E	163.16
PRW1772	PRW1773	N5°19'52"E	134.57
PRW1773	PRW1774	N1°38'40"W	278.58
PRW1774	PRW1775	N0°00'04"E	108.29
PRW1775	PRW1848	CURVE C3	
PRW1848	PRW1847	N13°01'23"W	78.78
PRW1847	PRW2271	CURVE C2	
PRW2271	ERW7193	CURVE C1	
ERW7193	DB858	S89°59'56"E	87.51
DB858	2017039	S0°00'04"W	1088.11

COURSE TABLE MIDWAY ROAD REFERENCE LINE

POINT TO POINT		BEARING	DISTANCE
2017038	DB854	S88°43'44"E	1840.52
DB854	DB855	S88°43'44"E	320.68
DB855	DB856	N88°35'29"E	181.80
DB856	DB857	S88°43'44"E	209.26
DB857	DB814	CURVE C4	

STATION OFFSET TABLE ONEIDA STREET/USH 10

POINT	STATION	OFFSET		X	Y
ERW814	61-63.88	0		550491.784	828160.034
ERW858	72-45.04	0		551572.946	828160.057
ERW861	56-74.28	0		550002.207	828155.322
PRW1762	56-74.24	33.00	L	550002.492	828122.323
PRW1763	56-74.23	39.07	L	550002.544	828116.257
PRW1764	60-80.51	44.14	L	550408.846	828115.148
PRW1772	63-85.91	60.50	L	550713.820	828099.539
PRW1773	65-19.90	48.00	L	550847.809	828112.042
PRW1774	67-98.37	56.00	L	551126.272	828104.048
PRW1775	69-06.65	56.00	L	551234.561	828104.050
TLE1776	56-16.26	33.00	L	549944.515	828121.757
TLE1777	56-16.20	38.41	L	549944.507	828116.344
TLE1778	56-71.23	39.03	L	549999.544	828116.262
TLE1779	56-71.23	44.03	L	549999.587	828111.262
TLE1780	58-74.47	44.63	L	550202.820	828112.645
TLE1781	58-74.62	56.82	L	550203.090	828100.457
TLE1782	60-70.39	59.03	L	550398.873	828100.163
TLE1789	68-73.65	86.00	L	551201.553	828074.049
TLE1790	69-14.87	86.00	L	551242.780	828074.050
TLE1794	62-18.02	75.91	L	550545.930	828084.122
TLE1796	63-23.66	75.91	L	550651.563	828084.125
TLE1797	64-55.31	59.05	L	550783.221	828100.993
TLE1798	65-02.78	54.62	L	550830.684	828105.422
TLE1799	65-02.78	69.00	L	550830.684	828091.041
TLE1800	65-39.54	69.00	L	550867.444	828091.042
TLE1801	65-39.54	51.00	L	550867.443	828109.042
TLE1802	65-87.18	56.08	L	550915.083	828103.958
TLE1803	66-23.41	57.44	L	550951.313	828102.600
TLE1804	66-32.54	90.55	L	550960.447	828069.493
TLE1805	66-47.85	91.13	L	550975.757	828068.919
TLE1806	66-52.03	56.52	L	550979.933	828103.529
TLE1807	66-82.40	56.65	L	551010.302	828103.391
TLE1817	71-38.87	110.4	L	551466.776	828049.654
TLE1828	66-82.20	61.96	L	551010.103	828098.087
TLE1829	67-42.82	64.23	L	551070.724	828095.815
TLE1835	67-43.41	91.00	L	551071.319	828069.046
TLE1836	69-89.75	92.39	L	551317.654	828067.665
PRW1847	71-49.05	92.66	L	551476.956	828067.393
PRW1848	70-72.30	74.91	L	551400.202	828085.146
TLE2020	68-70.65	91.00	L	551198.553	828069.049
TLE2243	72-47.52	125.03	L	551575.430	828035.030
TLE2245	72-76.46	311.13	L	551604.370	827848.930
TLE2246	72-36.73	311.75	L	551564.638	827848.308
TLE2247	72-35.99	264.75	L	551563.903	827895.302
TLE2248	72-72.75	264.18	L	551600.665	827895.877
PRW2270	62-22.76	60.50	L	550550.663	828099.535
PRW2271	72-45.36	95.84	L	551573.267	828064.218
ERW7193	72-45.04	87.51	L	551572.948	828072.547

CURVE TABLE

CURVE	CH DISTANCE	CH BEARING	RADIUS	ARC LENGTH	PI COORDINATES
C1	8.34'	N87°48'22"W	527.10'	8.34'	X 828068.381 Y 551573.074
C2	96.36'	S1°53'18"E	249.50'	96.97'	X 828056.328 Y 551524.799
C3	166.72'	S6°30'39"E	735.00'	167.08'	X 828104.052 Y 551318.460
C4	70.92'	S87°28'19"E	1616.50'	70.93'	X 828124.642 Y 550494.125

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	NEW R/W ACRES	P.L.E. ACRES	T.L.E. ACRES
146	VALLEY PETROLEUM LLC	FEE/TLE	0.122	-	0.113
147	LIVENGOOD MIDWAY PROPERTIES LLC	FEE/PLE/TLE	0.077	0.206	0.031
148	KAREN K. DORN	TLE	-	-	0.001
152	OUR REDEMER EVANGELICAL LUTHERAN CHURCH	FEE	0.006	-	-
154	ROBERT A. & DEBORAH M. JOHN	FEE/TLE ACCESS RIGHTS	0.119	-	0.140
155	HAVAN INVESTMENTS	FEE/TLE	0.035	-	0.029
156	KANGAS ET AL.	FEE ACCESS RIGHTS	0.071	-	-
157	DANIEL L. DAILEY	FEE/TLE	0.022	-	0.011
158	STEPHEN & JODI L. SACKETT	FEE/TLE	0.023	-	0.016
159	RANDALL J. HESS	FEE/TLE	0.025	-	0.027
161	MERLE R. & MARY E. WEIHING	FEE/TLE	0.035	-	0.016
162	MATT & LINDA GAMEDINGER	FEE/TLE	0.070	-	0.188
163	BOB COMPANY	FEE/TLE	0.064	-	0.192

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

SEE PLAT NO. 1517-07-21-4.23

SEE PLAT NO. 1517-07-21-4.26

SEE PLAT NO. 1517-07-21-4.27

RL MIDWAY ROAD
PI STA. 19+13.03
Y : 550490.447
X : 828290.420
DELTA = 14°11'45"
D = 3°32'40"
T = 210.89
L = 400.51
R = 1616.50

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WINNEBAGO COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE 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, 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.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: TRANSPORTATION PROJECT PLAT NO. 1517-07-00-4.14, DOCUMENT NO. 1590519, FILED IN FILE 1, TPP PG 204 CHATEAU ESTATES AND OAK RIDGE GARDENS.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT: 4685-04-00 AND 1501-1-21, STH 441 IN WINNEBAGO COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

CONVENTIONAL ABBREVIATIONS

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

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	⅝" (5/8") IRON REBAR UNLESS NOTED	PROPOSED R/W LINE	
R/W MONUMENT	●(SET)	EXISTING H.E. LINE	
R/W STANDARD	▲(SET)	PROPERTY LINE	
SIGN	ISIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
SECTION CORNER SYMBOL		CORPORATE LIMITS	
		ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	(PKNAIL)	QUARTER LINE	
PARCEL NUMBER	69	SIXTEENTH LINE	
UTILITY NUMBER	92	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21-9	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

WATER	—W—	
GAS	—G—	
COMMUNICATION	—C—	
ELECTRIC OVERHEAD	—OH—	
ELECTRIC UNDERGROUND	—E—	
FIBER OPTIC	—FO—	
SANITARY SEWER	—SAN—	
STORM SEWER	—SS—	
	NON COMPENSABLE	COMPENSABLE
POWER POLE	○	●
TELEPHONE POLE	⊘	⊗
TELEPHONE PEDESTAL	⌘	✕
ELECTRIC TOWER	⊠	

GRAPHIC SCALE, FEET
0 100 200

LOCATION MAP NOT TO SCALE

VACATED

I, GARY R. SPLINTER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.24 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE 3/23/2016
GARY R. SPLINTER, P.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE 4/4/2016
PRINT CURT VAN EREM

KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.24
AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT 10:32 AM ON 4/08/2016 AS DOCUMENT # 1710477 AND FILED IN File Lof TPP on Pg. 273

SIGNATURE OF REGISTER OF DEEDS

1710477

4.24

PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : sseitz
PLOT DATE : 3/23/2016
FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040424_RP.dgn
APPRAISAL PLAT DATE :

4

TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.24 AMENDMENT NO. 1

USH 10 / STH 441, CTH CB - S. ONEIDA ST.

ADDS UTILITY NUMBERS 501, 518, 522, 605 AND 618, AMENDS PARCELS 146, 147, 148, 152, 154, 155, 156, 157, 158, 159, 161, 162 AND 163, AND ELIMINATES PARCELS 149, 151 AND 153 AND UTILITY NUMBERS 502 AND 519 OF TPP 1517-07-21-4.24, RECORDED AS DOCUMENT 1658950.

PART OF LOTS 1 OF CHATEAU ESTATES AND LANDS IN THE NE 1/4 OF THE NE 1/4 OF SECTION 12, AND LOTS 1 AND 2 OF CSM 3676, LOT 82 OF OAK RIDGE GARDENS, LOT 1 OF CSM 808 AND LANDS IN THE SE 1/4 OF THE SE 1/4 OF SECTION 1, ALL IN TOWNSHIP 20 NORTH, RANGE 17 EAST, TOWN OF MENASHA AND LANDS IN THE NE 1/4 OF THE NE 1/4 OF SECTION 12 AND LANDS IN THE SE 1/4 OF THE SE 1/4 OF SECTION 1, ALL IN TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF MENASHA, ALL IN WINNEBAGO COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 WINNEBAGO COUNTY

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 SUBSECTIONS 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.

STATION OFFSET TABLE MIDWAY ROAD

POINT	STATION	OFFSET		X	Y
DB814	17-82.67	0		550491.784	828160.034
DB854	10-00.00	0		550502.198	827377.622
DB855	13-20.68	0		550495.085	827698.225
DB856	15-02.48	0		550499.554	827879.970
DB857	17-11.74	0		550494.912	828089.182
PRW1765	17-22.25	60.47	R	550434.203	828097.945
PRW1766	14-20.68	56.74	R	550440.823	827799.587
PRW1767	12-10.57	33.0	L	550530.519	827588.874
PRW1768	12-42.55	48.66	L	550545.464	827621.189
PRW1769	14-53.42	32.83	L	550531.168	827830.117
PRW1770	16-78.31	30.50	L	550526.146	828056.427
PRW1771	16-86.83	34.50	L	550529.956	828065.036
TLE1783	17-08.61	72.94	R	550422.060	828084.431
TLE1785	14-20.33	66.94	R	550430.619	827799.487
TLE1786	14-20.60	58.94	R	550438.618	827799.565
TLE1787	14-05.62	58.32	R	550438.869	827784.567
TLE1788	14-05.76	54.04	R	550443.156	827784.609
TLE1791	14-53.67	42.93	L	550541.269	827830.117
TLE1792	15-16.99	40.93	L	550540.154	827895.378
TLE1793	15-16.94	49.93	L	550549.153	827895.532
PLE1813	16-00.44	60.50	R	550436.896	827976.557
TLE1840	15-60.55	69.95	R	550428.331	827936.472
TLE1873	16-00.60	73.53	R	550423.863	827976.430
PLE2265	16-03.22	284.50	R	550212.890	827974.370
PLE2266	15-63.21	284.50	R	550213.777	827934.377
PLE2267	15-60.43	60.50	R	550437.784	827936.564
PRW2269	17-08.80	34.50	L	550529.469	828087.003
ERW8138	14-20.75	54.74	R	550442.823	827799.607
ERW8139	13-02.55	50.00	L	550545.475	827681.204
ERW8140	14-53.69	43.83	L	550542.170	827830.117

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	*OWNER	INTEREST REQUIRED
500	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
501	WE ENERGIES - GAS	RELEASE OF RIGHTS
503	AT&T WISCONSIN	RELEASE OF RIGHTS
505	TOWN OF MENASHA - SANITARY SEWER	RELEASE OF RIGHTS
518	MENASHA UTILITIES - ELECTRIC	RELEASE OF RIGHTS
522	TOWN OF MENASHA - WATER	RELEASE OF RIGHTS
605	TOWN OF MENASHA - SANITARY SEWER	UTILITY AGREEMENT
614	CITY OF APPLETON - WATER	UTILITY AGREEMENT
618	MENASHA UTILITIES - ELECTRIC	UTILITY AGREEMENT
622	TOWN OF MENASHA - WATER	UTILITY AGREEMENT

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COURSE TABLE NEW RIGHT OF WAY

POINT TO POINT		BEARING	DISTANCE
2017039	DB861	S0°33'34"W	482.65
DB861	PRW1763	N89°30'19"W	39.07
PRW1763	PRW1764	N0°09'23"W	406.30
PRW1764	PRW1765	N34°09'20"W	30.64
PRW1765	PRW1766	N88°43'44"W	298.43
PRW1766	PRW1767	N66°56'30"W	229.01
PRW1767	PRW1768	N65°10'49"E	35.60
PRW1768	ERW8139	S89°59'25"E	60.01
PRW8139	PRW8140	S88°43'44"E	148.95
ERW8140	PRW1769	S0°00'03"W	11.00
PRW1769	PRW1770	S88°43'44"E	226.37
PRW1770	PRW1771	N66°07'44"E	9.41
PRW1771	PRW2269	S88°43'44"E	21.97
PRW2269	PRW2270	N30°35'46"E	24.62
PRW2270	PRW1772	N0°00'04"E	163.16
PRW1772	PRW1773	N5°19'52"E	134.57
PRW1773	PRW1774	N1°38'40"W	278.58
PRW1774	PRW1775	N0°00'04"E	108.29
PRW1775	PRW1848	CURVE C3	
PRW1848	PRW1847	N13°01'23"W	78.78
PRW1847	PRW2271	CURVE C2	
PRW2271	ERW7193	CURVE C1	
ERW7193	DB858	S89°59'56"E	87.51
DB858	2017039	S0°00'04"W	1088.11

COURSE TABLE MIDWAY ROAD REFERENCE LINE

POINT TO POINT		BEARING	DISTANCE
2017038	DB854	S88°43'44"E	1840.52
DB854	DB855	S88°43'44"E	320.68
DB855	DB856	N88°35'29"E	181.80
DB856	DB857	S88°43'44"E	209.26
DB857	DB814	CURVE C4	

STATION OFFSET TABLE ONEIDA STREET/USH 10

POINT	STATION	OFFSET		X	Y
ERW814	61-63.88	0		550491.784	828160.034
ERW858	72-45.04	0		551572.946	828160.057
ERW861	56-74.28	0		550002.207	828155.322
PRW1762	56-74.24	33.00	L	550002.492	828122.323
PRW1763	56-74.23	39.07	L	550002.544	828116.257
PRW1764	60-80.51	44.14	L	550408.846	828115.148
PRW1772	63-85.91	60.50	L	550713.820	828099.539
PRW1773	65-19.90	48.00	L	550847.809	828112.042
PRW1774	67-98.37	56.00	L	551126.272	828104.048
PRW1775	69-06.65	56.00	L	551234.561	828104.050
TLE1776	56-16.26	33.00	L	549944.515	828121.757
TLE1777	56-16.20	38.41	L	549944.507	828116.344
TLE1778	56-71.23	39.03	L	549999.544	828116.262
TLE1779	56-71.23	44.03	L	549999.587	828111.262
TLE1780	58-74.47	44.63	L	550202.820	828112.645
TLE1781	58-74.62	56.82	L	550203.090	828100.457
TLE1782	60-70.39	59.03	L	550398.873	828100.163
TLE1789	68-73.65	86.00	L	551201.553	828074.049
TLE1790	69-14.87	86.00	L	551242.780	828074.050
TLE1794	62-18.02	75.91	L	550545.930	828084.122
TLE1796	63-23.66	75.91	L	550651.563	828084.125
TLE1797	64-55.31	59.05	L	550783.221	828100.993
TLE1798	65-02.78	54.62	L	550830.684	828105.422
TLE1799	65-02.78	69.00	L	550830.684	828091.041
TLE1800	65-39.54	69.00	L	550867.444	828091.042
TLE1801	65-39.54	51.00	L	550867.443	828109.042
TLE1802	65-87.18	56.08	L	550915.083	828103.958
TLE1803	66-23.41	57.44	L	550951.313	828102.600
TLE1804	66-32.54	90.55	L	550960.447	828069.493
TLE1805	66-47.85	91.13	L	550975.757	828068.919
TLE1806	66-52.03	56.52	L	550979.933	828103.529
TLE1807	66-82.40	56.65	L	551010.302	828103.391
TLE1817	71-38.87	110.4	L	551466.776	828049.654
TLE1828	66-82.20	61.96	L	551010.103	828098.087
TLE1829	67-42.82	64.23	L	551070.724	828095.815
TLE1835	67-43.41	91.00	L	551071.319	828069.046
TLE1836	69-89.75	92.39	L	551317.654	828067.665
PRW1847	71-49.05	92.66	L	551476.956	828067.393
PRW1848	70-72.30	74.91	L	551400.202	828085.146
TLE2020	68-70.65	91.00	L	551198.553	828069.049
TLE2243	72-47.52	125.03	L	551575.430	828035.030
TLE2245	72-76.46	311.13	L	551604.370	827848.930
TLE2246	72-36.73	311.75	L	551564.638	827848.308
TLE2247	72-35.99	264.75	L	551563.903	827895.302
TLE2248	72-72.75	264.18	L	551600.665	827895.877
PRW2270	62-22.76	60.50	L	550550.663	828099.535
PRW2271	72-45.36	95.84	L	551573.267	828064.218
ERW7193	72-45.04	87.51	L	551572.948	828072.547

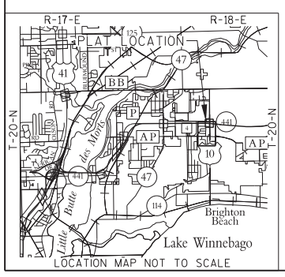
CURVE TABLE

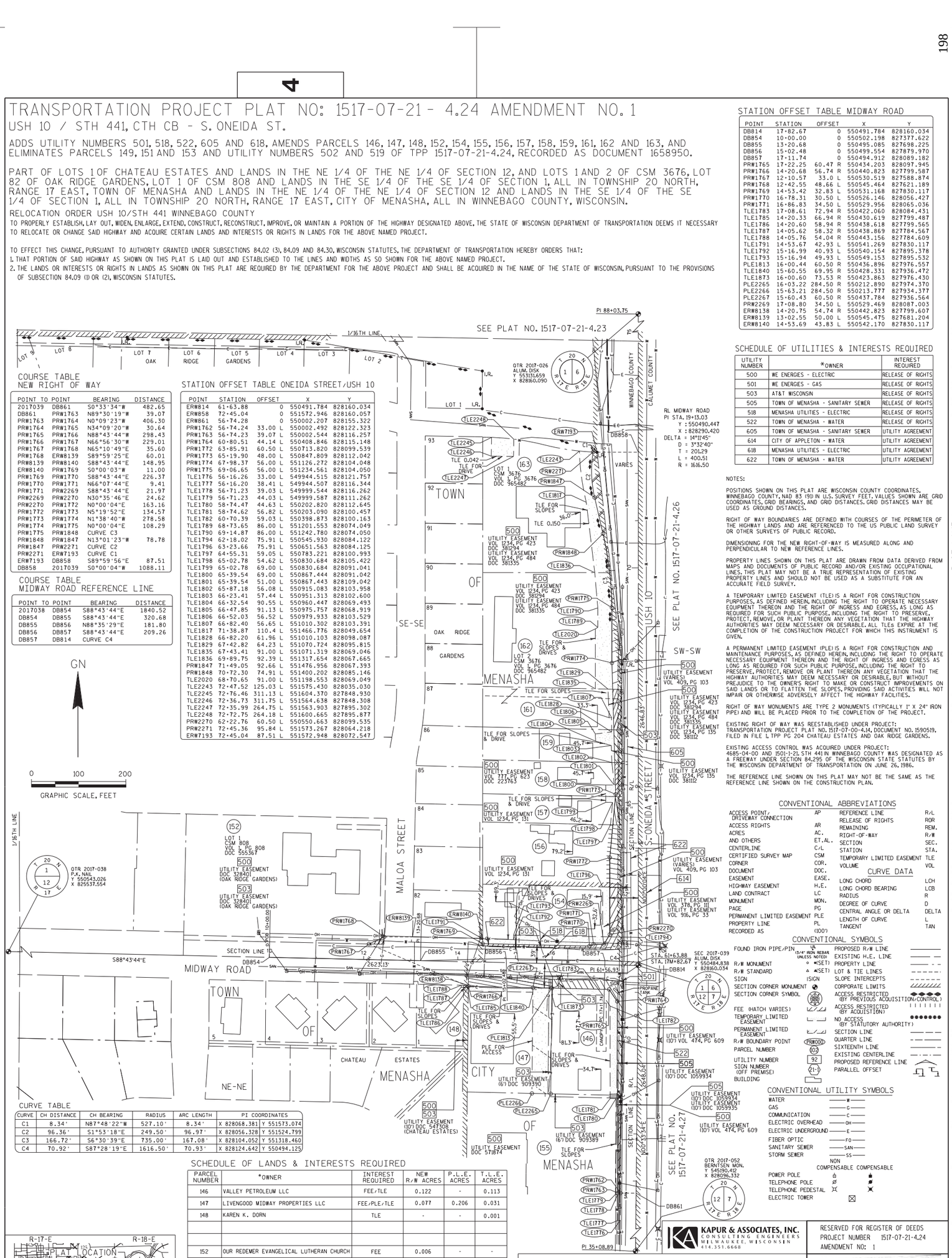
CURVE	CH DISTANCE	CH BEARING	RADIUS	ARC LENGTH	PI COORDINATES
C1	8.34'	N87°48'22"W	527.10'	8.34'	X 828068.381 Y 551573.074
C2	96.36'	S1°53'18"E	249.50'	96.97'	X 828056.328 Y 551524.799
C3	166.72'	S6°30'39"E	735.00'	167.08'	X 828104.052 Y 551318.460
C4	70.92'	S87°28'19"E	1616.50'	70.93'	X 828124.642 Y 550494.125

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	NEW R/W ACRES	P.L.E. ACRES	T.L.E. ACRES
146	VALLEY PETROLEUM LLC	FEE/TLE	0.122	-	0.113
147	LIVENGOOD MIDWAY PROPERTIES LLC	FEE/PLE/TLE	0.077	0.206	0.031
148	KAREN K. DORN	TLE	-	-	0.001
152	OUR REDEMER EVANGELICAL LUTHERAN CHURCH	FEE	0.006	-	-
154	ROBERT A. & DEBORAH M. JOHN	FEE/TLE	0.119	-	0.140
155	HAVAN INVESTMENTS	FEE/TLE	0.035	-	0.029
156	KANGAS ET AL.	FEE ACCESS RIGHTS	0.071	-	-
157	DANIEL L. DAILEY	FEE/TLE	0.022	-	0.011
158	STEPHEN & JODI L. SACKETT	FEE/TLE	0.023	-	0.016
159	RANDALL J. HESS	FEE/TLE	0.025	-	0.027
161	MERLE R. & MARY E. WEIHING	FEE/TLE	0.035	-	0.016
162	MATT & LINDA GAMEDINGER	FEE/TLE	0.070	-	0.188
163	BOB COMPANY	FEE/TLE	0.064	-	0.192

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.





KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.24 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE 10/12/15

GARY R. SPLINTER, P.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE 10/12/15

PRINT CURT VAN EREM

RESERVED FOR REGISTER OF DEEDS

PROJECT NUMBER 1517-07-21-4.24

AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT 12:57PM ON 10/19/2015 AS DOCUMENT # 1699708 AND FILED IN File 1, TPP's p. 266

SIGNATURE OF REGISTER OF DEEDS

1699708

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET. AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	VOL
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	PG		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	⊙	PROPOSED R/W LINE	
	1"-4" IRON REBAR UNLESS NOTED	EXISTING H.E. LINE	
R/W MONUMENT	● =(SET)	PROPERTY LINE	
R/W STANDARD	▲ =(SET)	LOT & TIE LINES	
SIGN	ISIGN	SLOPE INTERCEPTS	
SECTION CORNER MONUMENT		CORPORATE LIMITS	
SECTION CORNER SYMBOL		ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	(PKNAIL)	QUARTER LINE	
PARCEL NUMBER	69	SIXTEENTH LINE	
UTILITY NUMBER	92	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21-9	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

WATER	—W—	
GAS	—G—	
COMMUNICATION	—C—	
ELECTRIC OVERHEAD	—OH—	
ELECTRIC UNDERGROUND	—E—	
FIBER OPTIC	—FO—	
SANITARY SEWER	—SAN—	
STORM SEWER	—SS—	
	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : sseitz
PLOT DATE : 10/12/2015
FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040424_RP.dgn
APPRAISAL PLAT DATE :
4.24

TRANSPORTATION PROJECT PLAT NO: 1517-07-21- 4.24

USH 10 / STH 441, CTH CB - S. ONEIDA ST.

PART OF LOTS 1, 2 AND 3 OF CHATEAU ESTATES AND LANDS IN THE NE 1/4 OF THE NE 1/4 OF SECTION 12, AND LOTS 1 AND 2 OF CSM 3676, LOT 82 OF OAK RIDGE GARDENS, LOT 1 OF CSM 808 AND LANDS IN THE SE 1/4 OF THE SE 1/4 OF SECTION 1, ALL IN TOWNSHIP 20 NORTH, RANGE 17 EAST, TOWN OF MENASHA AND LANDS IN THE NE 1/4 OF THE NE 1/4 OF SECTION 12 AND LANDS IN THE SE 1/4 OF THE SE 1/4 OF SECTION 1, ALL IN TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF MENASHA, ALL IN WINNEBAGO COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 WINNEBAGO COUNTY

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 SUBSECTIONS 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.

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	*OWNER	INTEREST REQUIRED
500	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
502	TIME WARNER	RELEASE OF RIGHTS
503	AT&T WISCONSIN	RELEASE OF RIGHTS
505	TOWN OF MENASHA - SANITARY SEWER	RELEASE OF RIGHTS
519	MENASHA UTILITIES - WATER	RELEASE OF RIGHTS
614	CITY OF APPLETON - WATER	UTILITY AGREEMENT
622	TOWN OF MENASHA - WATER	UTILITY AGREEMENT

COURSE TABLE MIDWAY ROAD REFERENCE LINE

POINT TO POINT		BEARING	DISTANCE
2017038	DB854	S88°43'44"E	1840.52
DB854	DB855	S88°43'44"E	320.68
DB855	DB856	N88°35'29"E	181.80
DB856	DB857	S88°43'44"E	209.26
DB857	DB814	CURVE C2	

STATION OFFSET TABLE ONEIDA STREET/USH 10

POINT	STATION	OFFSET		X	Y
DB814	61+63.88		0	828160.034	550491.784
DB858	72+45.04		0	828160.057	551572.946
DB859	57+40.47		0	828155.968	550068.391
PRW1762	57+40.47	33.00	L	828122.970	550068.713
PRW1763	58+16.17	44.16	L	828112.544	550144.526
PRW1764	60+89.03	47.24	L	828112.135	550417.405
PRW1771	62+30.75	62.00	L	828098.036	550558.653
PRW1772	63+69.84	62.00	L	828098.039	550697.742
PRW1773	65+19.90	48.00	L	828112.042	550847.809
PRW1774	67+98.36	56.00	L	828104.048	551126.272
PRW1775	69+15.43	56.00	L	828104.050	551243.338
TLE1776	57+09.94	33.00	L	828122.672	550038.189
TLE1777	57+09.66	57.97	L	828097.704	550038.151
TLE1778	58+42.76	59.47	L	828097.504	550171.263
TLE1779	58+55.85	69.61	L	828087.485	550184.447
TLE1780	59+30.48	65.45	L	828092.373	550259.038
TLE1781	59+53.65	55.71	L	828102.338	550282.109
TLE1782	60+93.09	57.28	L	828102.129	550421.559
TLE1795	62+33.36	75.00	L	828085.036	550561.266
TLE1796	63+23.59	75.00	L	828085.038	550651.502
TLE1797	64+55.47	69.53	L	828090.510	550783.381
TLE1798	64+94.99	84.96	L	828075.086	550822.894
TLE1799	65+38.91	84.96	L	828075.086	550866.817
TLE1800	65+73.88	63.01	L	828097.037	550901.784
TLE1801	66+31.77	83.66	L	828076.387	550959.673
TLE1802	66+45.76	84.18	L	828075.862	550973.663
TLE1803	66+98.05	63.12	L	828096.923	551025.958
TLE1804	67+39.00	84.31	L	828075.739	551066.908
TLE1805	68+76.53	97.44	L	828062.609	551204.437
TLE1806	70+34.05	79.87	L	828080.179	551361.957
TLE1807	72+82.23	110.21	L	828049.843	551510.133
PRW1847	72+46.28	110.97	L	828049.090	551574.184
PRW1848	71+54.69	94.49	L	828065.562	551482.599
PRW1849	70+24.85	64.18	1	828095.877	551352.755
ERW7193	72+45.04	87.51	L	828072.547	551572.948

STATION OFFSET TABLE MIDWAY ROAD

POINT	STATION	OFFSET		X	Y
DB814	17+82.67	0		828160.034	550491.784
DB854	10+00.00	0		827377.622	550502.198
DB855	13+20.68	0		827698.225	550495.085
DB856	15+02.48	0		827879.970	550499.554
DB857	17+11.74	0		828089.182	550494.912
PRW1765	17+14.51	55.50	R	828090.623	550439.366
PRW1766	14+20.85	51.74	R	827799.636	550445.823
PRW1767	11+81.06	33.00	L	827559.373	550531.174
PRW1768	12+42.55	50.00	L	827621.219	550546.806
PRW1769	14+53.77	46.83	L	827830.117	550545.171
PRW1770	16+95.07	44.50	L	828073.503	550539.771
TLE1783	17+05.00	65.50	R	828080.986	550429.578
TLE1785	16+00.68	80.50	R	827976.362	550416.896
TLE1786	14+03.84	75.97	R	827783.225	550421.181
TLE1787	11+81.57	67.00	R	827557.665	550431.187
TLE1788	11+81.57	50.00	R	827558.042	550448.183
TLE1789	11+09.48	55.00	L	827488.294	550554.756
TLE1790	12+42.55	55.00	L	827621.449	550557.178
TLE1791	13+02.55	82.74	L	827681.930	550578.209
TLE1792	13+98.47	83.50	L	827773.940	550580.472
TLE1793	14+24.06	63.24	L	827800.017	550560.843
TLE1794	16+97.75	59.50	L	828076.515	550554.708
TLE1873	16+25.00	70.00	R	828000.906	550426.854
TLE2020	11+09.48	55.00	L	827487.806	550532.762
ERW8138	14+20.75	54.74	R	827799.607	550442.823
ERW8139	13+02.55	50.00	L	827681.204	550545.475
ERW8140	14+53.69	43.83	L	827830.117	550542.170

COURSE TABLE NEW RIGHT OF WAY

POINT TO POINT		BEARING	DISTANCE
2017052	DB859	N0°33'34"E	2231.58
DB859	PRW1762	N89°26'26"W	33.00
PRW1762	PRW1763	N7°49'47"W	76.53
PRW1763	PRW1764	N0°05'09"W	272.88
PRW1764	PRW1765	N44°24'27"W	30.74
PRW1765	PRW1766	N88°43'44"W	291.06
PRW1766	ERW8138	S0°33'33"W	3.00
ERW8138	TLE1788	N88°43'44"W	241.62
TLE1788	PRW1767	N0°55'07"E	83.00
PRW1767	PRW1768	N75°48'55"E	63.79
PRW1768	ERW8139	S88°43'44"E	60.00
ERW8139	ERW8140	S88°43'44"E	148.95
ERW8140	PRW1769	N0°00'03"E	3.00
PRW1769	PRW1770	S88°43'44"E	243.45
PRW1770	PRW1771	N52°24'58"E	30.96
PRW1771	PRW1772	N0°00'04"E	139.09
PRW1772	PRW1773	N5°19'51"E	150.72
PRW1773	PRW1774	N1°38'40"W	278.58
PRW1774	PRW1849	N2°03'58"W	226.63
PRW1849	PRW1848	N13°08'30"W	133.34
PRW1848	PRW1847	N10°11'44"W	93.06
PRW1847	ERW7193	Curve C1	
ERW7193	DB858	S89°59'56"E	87.51
DB858	2017039	S0°00'04"W	1088.11
2017039	DB859	S0°33'34"W	416.47

CURVE TABLE

CURVE	CH DISTANCE	CH BEARING	RADIUS	ARC LENGTH	PI COORDINATES
C1	23.49'	S86°58'57"E	527.10'	23.49'	X 828060.805 Y 551573.305
C2	70.92'	S87°28'19"E	1616.50'	70.93'	X 828124.642 Y 550494.125

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WINNEBAGO COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: TRANSPORTATION PROJECT PLAT NO. 1517-07-00-4.14, DOCUMENT NO. 1590519, FILED IN FILE 1, TPP PG 204 CHATEAU ESTATES AND OAK RIDGE GARDENS.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT: 4685-04-00 AND 1501-1-2L.
STH 441 IN WINNEBAGO COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

CONVENTIONAL ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	VOL
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	PG		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(000')		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (1/4" IRON REBAR UNLESS NOTED)
R/W MONUMENT ● =(SET)
R/W STANDARD ▲ =(SET)
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT (PRW000)
PARCEL NUMBER (02)
UTILITY NUMBER (92)
SIGN NUMBER (OFF PREMISE) (21)
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SIGN
SLOPE INTERCEPTS
CORPORATE LIMITS
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

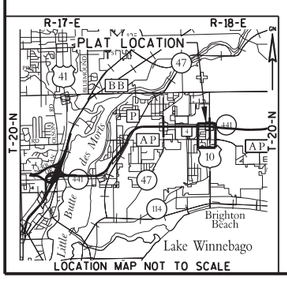
CONVENTIONAL UTILITY SYMBOLS

WATER	—W—	
GAS	—G—	
COMMUNICATION	—C—	
ELECTRIC OVERHEAD	—OH—	
ELECTRIC UNDERGROUND	—E—	
FIBER OPTIC	—FO—	
SANITARY SEWER	—SAN—	
STORM SEWER	—SS—	
	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	NEW R/W ACRES	P.L.E. ACRES	T.L.E. ACRES
146	VALLEY PETROLEUM LLC	FEE/TLE	0.123	-	0.107
147	LIVENGOOD MIDWAY PROPERTIES LLC	FEE/TLE	0.057	-	0.102
148	KAREN K. DORN	TLE	-	-	0.053
149	BRUCE VAN DE HEY & JAQUELINE R. ZONDAG	TLE	-	-	0.043
151	MARK J. & JENNIFER M. McGINNIS	TLE	-	-	0.013
152	OUR REDEMER EVANGELICAL LUTHERAN CHURCH	FEE/TLE	0.012	-	0.055
153	CARL H. & LINDA C. TOBEY	TLE	-	-	0.103
154	ROBERT A. & DEBORAH M. JOHN	FEE/TLE	0.209	-	0.116
155	HAVAN INVESTMENTS	FEE/TLE	0.027	-	0.082
156	KANGAS ET AL.	FEE/TLE ACCESS RIGHTS	0.073	-	0.039
157	DANIEL L. DAILEY	FEE/TLE	0.022	-	0.039
158	STEPHEN & JODI L. SACKETT	FEE/TLE	0.023	-	0.045
159	RANDALL J. HESS	FEE/TLE	0.025	-	0.044
161	MERLE R. & MARY E. WEIHING	FEE/TLE	0.035	-	0.039
162	MATT & LINDA GAMEDINGER	FEE/TLE	0.072	-	0.195
163	BDB COMPANY	FEE/TLE	0.075	-	0.067

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



LOCATION MAP NOT TO SCALE

KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.24 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE 01/27/14
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE 02/26/14
PRINT CURT VAN EREM

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.24
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT 7:36A ON March 4, 2014 AS DOCUMENT # 1658950 AND FILED IN File 1 TPP 246

Julie Pagel
SIGNATURE OF REGISTER OF DEEDS

1658950

PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : g_splinter
PLOT DATE : 2/6/2014
FILE NAME : S:\DOT\DOT_NE\120012-Trl County Freeway\Plat\Plots\040424_RP.dgn
APPRAISAL PLAT DATE :

TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.25 AMENDMENT NO. 2

ADDS UTILITY NUMBER 625 AND AMENDS PARCEL 182 AND ELIMINATES PARCELS 168, 169, 170, 171, 172, 172, 173, 174, 175, 176, 177, 178, 179 AND 181 OF TPP 1517-07-21-4.25 RECORDED AS DOCUMENT 494460.

STH 441, SOUTH ONEIDA STREET (USH 10) - EAST CALUMET STREET (CTH KK)

PART OF LOTS 172 AND 173 OF THE SECOND ADDITION TO VAN'S ACRES, LOT 109 OF THE FIRST ADDITION TO VAN'S ACRES, LOTS 1, 2 AND 3 OF CSM 1366 AND LANDS IN THE NW 1/4 OF THE SW 1/4 AND LOT 1 OF CSM 974, LOT 1 OF CSM 1566 AND LANDS IN THE SW 1/4 OF THE NW 1/4 ALL IN SECTION 6, TOWNSHIP 20 NORTH, RANGE 18 EAST, CITY OF APPLETON, CALUMET COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 WINNEBAGO COUNTY

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 SUBSECTIONS 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.

CURVE TABLE

CURVE	CH DISTANCE	CH BEARING	RADIUS	ARC LENGTH	PI COORDINATES
C1	627.04'	S64°53'30"E	1146.00'	627.12'	X 828472.386 Y 551938.422

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	*OWNER	INTEREST REQUIRED
500	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
503	AT&T WISCONSIN	RELEASE OF RIGHTS
510	APPLETON AREA SCHOOL DISTRICT	RELEASE OF RIGHTS
614	CITY OF APPLETON - WATER	UTILITY AGREEMENT
625	CITY OF APPLETON - SANITARY SEWER	UTILITY AGREEMENT

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	NEW R/W ACRES	P.L.E. ACRES	T.L.E. ACRES
164	APPLETON AREA CREDIT UNION	FEE/TLE	0.049	—	0.037
166	WISCONSIN ELECTRIC POWER COMPANY	FEE/TLE	0.046	—	0.188
167	MITCHELL AVENUE APARTMENTS, LLC	FEE/TLE	0.002	—	0.076
182	CHARLES H. ZITTLOW	PLE		0.083	

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

STATION OFFSET TABLE STH 441

POINT	STATION	OFFSET		X	Y
DB805	341+58.07		0	828160.065	551959.615
DB806	347+85.19		0	828784.281	551900.152
DB807	355+41.22		0	829534.660	551807.902
DB812	341+68.43	151.02	R	828160.062	551808.249
DB860	355+50.59	77.18	R	829534.542	551730.155
TLE1981	345+94.09	393.70	L	828626.455	552223.893
TLE1982	345+92.59	293.82	L	828623.876	552214.228
PLE2510	354+41.98	151.88	L	829454.697	551970.755
PLE2511	354+93.48	211.99	L	829513.149	552024.129
PLE2512	355+15.11	209.62	L	829534.983	552019.061
ERW8014	343+24.96	347.08	L	828354.375	552293.030
ERW8015	355+24.42	138.34	L	829534.874	551947.259

STATION OFFSET TABLE S. ONEIDA STREET

POINT	STATION	OFFSET		X	Y
DB805	76+31.71		0	828160.065	551959.615
DB866	90+60.47		0	828157.910	553388.369
PRW1864	90+60.12	40.88	R	828198.793	553388.368
PRW1865	90+59.99	56.18	R	828214.095	553388.368
PRW1866	89+88.36	55.57	R	828214.094	553316.727
PRW1867	89+41.52	100.69	R	828259.610	553270.273
PRW1868	89+38.24	257.39	R	828416.329	553268.322
PRW1869	89+24.24	369.06	R	828528.115	553255.274
PRW1870	88+73.34	75.11	R	828237.606	553201.908
PRW1871	88+50.32	54.40	R	828214.091	553178.684
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TLE1895	90+59.95	61.18	R	828219.095	553388.368
TLE1899	89+83.21	60.53	R	828219.094	553311.624
TLE1903	88+67.39	97.60	R	828257.050	553196.120
TLE1904	88+68.46	75.55	R	828235.091	553197.006
TLE1907	84+74.76	75.00	R	828235.083	552802.664
TLE1908	84+75.13	67.00	R	828227.083	552803.033
TLE1909	84+27.94	67.00	R	828227.082	552755.842
TLE2223	89+44.29	98.03	R	828256.921	553273.018
TLE2224	89+41.85	214.42	R	828373.329	553271.569
TLE2225	89+44.62	214.48	R	828373.363	553274.337
TLE2226	89+43.67	259.81	R	828418.707	553273.774
TLE2227	89+40.96	259.75	R	828416.674	553271.069
TLE2228	89+30.84	340.50	R	828499.496	553261.635
TLE2229	89+25.74	431.77	R	828590.808	553257.310
PRW2231	88+72.38	97.75	R	828257.252	553201.116
PRW2232	88+73.38	97.77	R	828257.264	553202.116
TLE2233	84+27.94	58.44	R	828218.517	552755.842
PRW2234	84+52.94	56.94	R	828217.018	552780.842
PRW2235	84+52.94	62.00	R	828222.083	552780.842
PRW2236	84+32.94	62.00	R	828222.082	552760.842
PRW2237	84+32.94	58.14	R	828218.218	552760.842
ERW8012	84+95.75	54.37	R	828214.450	552823.658
ERW8013	80+70.13	79.90	R	828239.977	552398.033
2017026	88+03.75	0		828160.090	553131.659

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	REL.
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET. AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	VOL.
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	PG.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	P.L.		
RECORDED AS	(DOC#)		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	PROPOSED R/W LINE
(3/4" IRON REBAR UNLESS NOTED)	EXISTING R.E. LINE
R/W MONUMENT	PROPERTY LINE
R/W STANDARD	LOT & TIE LINES
SIGN	SLOPE INTERCEPTS
SECTION CORNER MONUMENT	CORPORATE LIMITS
SECTION CORNER SYMBOL	ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
FEE (HATCH VARIES)	ACCESS RESTRICTED (BY ACQUISITION)
TEMPORARY LIMITED EASEMENT	NO ACCESS (BY STATUTORY AUTHORITY)
PERMANENT LIMITED EASEMENT	SECTION LINE
R/W BOUNDARY POINT	QUARTER LINE
PARCEL NUMBER	SIXTEENTH LINE
UTILITY NUMBER	EXISTING CENTERLINE
SIGN NUMBER (OFF PREMISE)	PROPOSED REFERENCE LINE
BUILDING	PARALLEL OFFSET

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
COMMUNICATION	C
ELECTRIC OVERHEAD	E
ELECTRIC UNDERGROUND	E
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
	NON COMPENSABLE / COMPENSABLE
POWER POLE	
TELEPHONE POLE	
TELEPHONE PEDESTAL	
ELECTRIC TOWER	

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, CALUMET COUNTY, NAD 83 (1991) U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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 ADVISABLE 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 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 OWNERS 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.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: TRANSPORTATION PROJECT PLAT NO: 1517-07-00-4.35, DOCUMENT NO. 471019, VOL. D, PG 61.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT: 4685-03-00. STH 441 IN CALUMET COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

COURSE TABLE
NEW RIGHT OF WAY

POINT TO POINT		BEARING	DISTANCE
2017026	DB866	N0°29'12"W	256.72
DB866	PRW1865	S89°59'56"E	56.19
PRW1865	PRW1866	S0°00'04"W	71.64
PRW1866	PRW1867	S44°24'58"E	65.04
PRW1867	PRW1868	S89°17'12"E	156.73
PRW1868	PRW1869	S83°20'32"E	112.55
PRW1869	PRW2232	S78°53'46"W	276.02
PRW2232	PRW2231	S0°42'48"W	1.00
PRW2231	PRW1870	N87°41'26"W	19.66
PRW1870	PRW1871	S45°21'26"W	33.05
PRW1871	PRW1872	S0°00'04"W	340.15
PRW1872	ERW8012	S1°24'41"E	14.88
ERW8012	PRW2234	S3°25'57"E	42.89
PRW2234	PRW2235	S89°59'56"E	5.06
PRW2235	PRW2236	S0°00'04"W	20.00
PRW2236	PRW2237	N89°59'57"W	3.86
PRW2237	ERW8013	S3°25'56"E	363.46
ERW8013	ERW8014	S47°36'05"E	155.72
ERW8014	ERW8015	S73°40'00"E	1229.52
ERW8015	DB860	S0°05'16"W	217.10
DB860	DB812	N86°44'53"W	1376.70
DB812	2017026	N0°00'04"E	1325.41

USH 10/STH 441
PI STA. 341+54.29
Y = 551977.302
X = 828150.727
DELTA = 6°18'40"
D = 0°29'59"
T = 632.28
L = 1263.28
R = 11464.00

COURSE TABLE
USH 10/STH 441 REFERENCE LINE

POINT TO POINT		BEARING	DISTANCE
2017039	DB805	N00°00'04"E	1474.78
DB805	DB806	CURVE C1	
DB806	DB807	S82°59'29"E	756.03

KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6660

I, GARY R. SPLINTER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21-4.25 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 12/19/16
GARY R. SPLINTER, P.L.S. S-2239

WISCONSIN GARY R SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE 12/19/16
PRINT CURT VAN EREM

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.25
AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CALUMET COUNTY, WISCONSIN AT
DOCUMENT # 519208

TAMARA ALTEN
REGISTER OF DEEDS
CALUMET COUNTY, WI
12/28/2016 1:22 PM
VOL: D PAGE: 103
RECORDING FEE: 25.00

R/L USH-10/STH-441
PI STA. 341+54.29
Y = 551977.302
X = 828150.727
DELTA = 6°18'40"
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L = 1263.28
R = 11464.00

LOCATION MAP NOT TO SCALE

FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\04\0425_RP.dgn
APPRAISAL PLAT DATE :
PLOT DATE : 12/16/2016
PLOT BY : sseitz
PLOT NAME :
PLOT SCALE : 1:100.001
4.25

TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.25 AMENDMENT NO. 1

AMENDS PARCELS 164, 166 AND 167 AND ELIMINATES UTILITY NUMBERS 508 AND 509 OF TPP 1517-07-21-4.25 RECORDED AS DOCUMENT 494460.

STH 441, SOUTH ONEIDA STREET (USH 10) - EAST CALUMET STREET (CTH KK)

PART OF LOTS 172, 173, 174, 175, 176 AND 177 OF THE SECOND ADDITION TO VAN'S ACRES, LOTS 109, 110, 111, 112, 113, 114, 115, 116, 117 AND 118 OF THE FIRST ADDITION TO VAN'S ACRES, LOTS 1, 2 AND 3 OF CSM 1366 AND LANDS IN THE NW 1/4 OF THE SW 1/4 AND LOT 1 OF CSM 974, LOT 1 OF CSM 1566 AND LANDS IN THE SW 1/4 OF THE NW 1/4 ALL IN SECTION 6, TOWNSHIP 20 NORTH, RANGE 18 EAST, CITY OF APPLETON, CALUMET COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 WINNEBAGO COUNTY

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167	MITCHELL AVENUE APARTMENTS, LLC	FEE/TLE	0.002	-	0.076
168	CRAIG JOHNSON ET AL.	FEE/TLE	0.002	-	0.014
169	ROBERT T. MICOLICHEX	FEE/TLE	0.011	-	0.017
170	RICHARD L. & ANGEL A. HOWE	TLE	-	-	0.017
171	DAVID HOULE	FEE/TLE	0.013	-	0.014
172	BRAULIO MORENO	FEE/TLE	0.016	-	0.015
173	GREGORY M. & JODY L. BERVEN	FEE/TLE	0.017	-	0.014
174	GARY L. & SUSAN M. GREENMAN	FEE/TLE	0.018	-	0.014
175	GUADALUPE & MARGARITA R. AGUILAR	TLE	-	-	0.014
176	DAVID V. & KATHLEEN B. SELIG	FEE/TLE	0.021	-	0.015
177	MARY J. GOSSETT	FEE/TLE	0.021	-	0.014
178	MARY A. SCHMIDT	FEE/TLE	0.020	-	0.014
179	RYAN T. WETTENGEL	FEE/TLE	0.022	-	0.015
181	RICHARD E. & STACY L. BENGEL	FEE/TLE	0.021	-	0.014
182	CHARLES H. ZITTLOW	FEE/TLE	0.037	-	0.025

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

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DB860	355+50.59	77.18	R	829534.542	551730.155
PRW1537	347+35.62	268.16	L	828766.645	552172.389
PRW1538	348+65.61	256.00	L	828895.341	552144.428
PRW1539	355+22.63	153.13	L	829534.896	551962.156
TLE1543	347+36.90	278.08	L	828769.114	552182.086
TLE1563	351+79.75	219.98	L	829202.731	552070.347
TLE1596	355+21.37	163.47	L	829534.912	551972.573
TLE1978	343+07.50	361.00	L	828338.169	552308.375
PRW1979	351+78.20	210.10	L	829199.992	552060.729
TLE1980	348+66.80	265.94	L	828897.729	552154.143
ERW8014	343+24.96	347.08	L	828354.975	552293.030

STATION OFFSET TABLE S. ONEIDA STREET

POINT	STATION	OFFSET	X	Y
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PRW2235	84+52.94	62.00 R	828222.083	552780.842
PRW2236	84+32.94	62.00 R	828222.082	552760.842
PRW2237	84+32.94	58.14 R	828218.218	552760.842
ERW8012	84+95.75	54.37 R	828214.450	552823.658
ERW8013	80+70.13	79.90 R	828239.977	552398.033
2017026	88+03.75	0	828160.090	553131.659

CONVENTIONAL ABBREVIATIONS

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

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	3/4" IRON REBAR UNLESS NOTED	PROPOSED R/W LINE	
R/W MONUMENT	▲ =SET)	EXISTING H.E. LINE	
R/W STANDARD	▲ =SET)	PROPERTY LINE	
SIGN	ISIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
SECTION CORNER SYMBOL		CORPORATE LIMITS	
		ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	PRW000	QUARTER LINE	
PARCEL NUMBER	92	SIXTEENTH LINE	
UTILITY NUMBER	92	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

WATER	W	
GAS	G	
COMMUNICATION		
ELECTRIC OVERHEAD	OH	
ELECTRIC UNDERGROUND	E	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, CALUMET COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: TRANSPORTATION PROJECT PLAT NO. 1517-07-00-4.15, DOCUMENT NO. 471019, VOL D, PG 61.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT: 4685-03-00.
STH 441 IN CALUMET COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

COURSE TABLE
NEW RIGHT OF WAY

POINT TO POINT		BEARING	DISTANCE
2017026	DB866	N0°29'11"W	256.72
DB866	PRW1865	S89°59'56"E	56.19
PRW1865	PRW1866	S0°00'04"W	71.64
PRW1866	PRW1867	S44°24'58"E	65.04
PRW1867	PRW1868	S89°17'12"E	156.73
PRW1868	PRW1869	S83°20'32"E	112.55
PRW1869	PRW2232	S78°53'46"W	276.02
PRW2232	PRW2231	S0°42'48"W	1.00
PRW2231	PRW1870	N87°41'26"W	19.66
PRW1870	PRW1871	S45°21'26"W	33.05
PRW1871	PRW1872	S0°00'04"W	340.15
PRW1872	ERW8012	S1°24'41"E	14.88
ERW8012	PRW2234	S3°25'57"E	42.89
PRW2234	PRW2235	S89°59'56"E	5.06
PRW2235	PRW2236	S0°00'04"W	20.00
PRW2236	PRW2237	N89°59'56"W	3.86
PRW2237	ERW8013	S3°25'56"E	363.46
ERW8013	ERW8014	S47°36'05"E	155.72
ERW8014	PRW1537	S73°40'00"E	428.98
PRW1537	PRW1538	S77°44'31"E	131.70
PRW1538	PRW1979	S74°38'16"E	315.94
PRW1979	PRW1539	S73°35'57"E	349.11
PRW1539	DB860	S0°05'15"W	232.00
DB860	DB812	N86°44'53"W	1376.70
DB812	2017026	N0°00'04"E	1323.41

RL USH-10/STH-441
PI STA. 341+54.19
Y : 551977.302
X : 828156.727
DELTA = 6°18'49"
D = 0°29'59"
T = 632.28
L = 1263.28
R = 11464.00

COURSE TABLE
USH 10/STH 441 REFERENCE LINE

POINT TO POINT		BEARING	DISTANCE
2017039	DB805	N0°00'04"E	1474.78
DB805	DB806	CURVE C1	
DB806	DB807	S82°59'29"E	756.03

KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21-4.25 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE 08/27/15
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE 08/27/15
PRINT CURT VAN EREM

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.25
AMENDMENT NO: 1

DOCUMENT # 507419
TAMARA ALTEN
REGISTER OF DEEDS
CALUMET COUNTY, WI
RECEIVED FOR RECORD
09/02/2015 3:16 PM
VOL: D PAGE: 88
Tamara Alten

LOCATION MAP NOT TO SCALE

SEE PLAT NO. 1517-07-21-4.26

SEE PLAT NO. 1517-07-21-4.23

SEE PLAT NO. 1517-07-21-4.28

4.25

PLOT SCALE : 1:100.001

PLOT NAME :

PLOT BY : gsplinter

PLOT DATE : 8/27/2015

FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040425_RP.dgn

APPRAISAL PLAT DATE :

SEE AMENDMEN 202

4

TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.25

STH 441, SOUTH ONEIDA STREET (USH 10) - EAST CALUMET STREET (CTH KK)
PART OF LOTS 172, 173, 174, 175, 176 AND 177 OF THE SECOND ADDITION TO VAN'S ACRES, LOTS 109, 110, 111, 112, 113, 114, 115, 116, 117 AND 118 OF THE FIRST ADDITION TO VAN'S ACRES, LOTS 1, 2 AND 3 OF CSM 1366 AND LANDS IN THE NW 1/4 OF THE SW 1/4 AND LOT 1 OF CSM 974, LOT 1 OF CSM 1566 AND LANDS IN THE SW 1/4 OF THE NW 1/4 ALL IN SECTION 6, TOWNSHIP 20 NORTH, RANGE 18 EAST, CITY OF APPLETON, CALUMET COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 WINNEBAGO COUNTY

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 SUBSECTIONS 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.

COURSE TABLE
NEW RIGHT OF WAY

POINT TO POINT		BEARING	DISTANCE
2017026	DB861	N00°29'11"W	652.93
DB861	PRW1863	N89°30'49"E	34.00
PRW1863	PRW1864	S10°18'14"E	55.01
PRW1864	PRW1865	S03°14'39"E	219.66
PRW1865	PRW1866	S00°29'39"E	193.06
PRW1866	PRW1867	S44°24'58"E	65.64
PRW1867	PRW1868	S87°15'18"E	242.91
PRW1868	PRW1869	S85°11'39"E	90.10
PRW1869	PRW1870	S81°22'27"W	335.29
PRW1870	PRW1871	S69°20'50"W	48.36
PRW1871	PRW1872	S00°00'04"W	346.43
PRW1872	ERW8012	S01°24'41"E	14.88
ERW8012	ERW8013	S03°25'56"E	426.39
ERW8013	ERW8014	S47°36'05"E	155.72
ERW8014	PRW1537	S73°40'00"E	428.98
PRW1537	PRW1538	S77°44'31"E	131.70
PRW1538	PRW1979	S74°38'16"E	315.94
PRW1979	PRW1539	S73°35'57"E	349.11
PRW1539	DB860	S0°05'15"W	232.00
DB860	DB812	N86°44'53"W	1376.70
DB812	2017026	N0°00'04"E	1323.41

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	NEW R/W ACRES	P.L.E. ACRES	T.L.E. ACRES
164	APPLETON AREA CREDIT UNION	FEE/TLE	0.149	-	0.305
166	WISCONSIN ELECTRIC POWER COMPANY	FEE/TLE	0.048	-	0.192
167	MITCHELL AVENUE APARTMENTS, LLC	TLE	-	-	0.115
168	CRAIG JOHNSON ET AL.	FEE/TLE	0.002	-	0.014
169	ROBERT T. MICOLICHEX	FEE/TLE	0.011	-	0.017
170	RICHARD L. & ANGEL A. HOWE	TLE	-	-	0.017
171	DAVID HOULE	FEE/TLE	0.013	-	0.014
172	BRAULIO MORENO	FEE/TLE	0.016	-	0.015
173	GREGORY M. & JODY L. BERVEN	FEE/TLE	0.017	-	0.014
174	GARY L. & SUSAN M. GREENMAN	FEE/TLE	0.018	-	0.014
175	GUADALUPE & MARGARITA R. AGUILAR	TLE	-	-	0.014
176	DAVID V. & KATHLEEN B. SELIG	FEE/TLE	0.021	-	0.015
177	MARY J. GOSSETT	FEE/TLE	0.021	-	0.014
178	MARY A. SCHMIDT	FEE/TLE	0.020	-	0.014
179	RYAN T. WETTENGEL	FEE/TLE	0.022	-	0.015
181	RICHARD E. & STACY L. BENGEL	FEE/TLE	0.021	-	0.014
182	CHARLES H. ZITTLOW	FEE/TLE	0.037	-	0.025

164 ACCIDENTALLY VACATED BY DOC # 500512 CORRECTED BY AFFIDAVIT DOC # 500404

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	*OWNER	INTEREST REQUIRED
500	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
503	AT&T WISCONSIN	RELEASE OF RIGHTS
509	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS
508	AT&T LEGACY	RELEASE OF RIGHTS
510	APPLETON AREA SCHOOL DISTRICT	RELEASE OF RIGHTS
518	MENASHA UTILITIES - ELECTRIC	RELEASE OF RIGHTS
614	CITY OF APPLETON - WATER	UTILITY AGREEMENT

518 VACATED BY DOC # 500404

STATION OFFSET TABLE S. ONEIDA STREET

POINT	STATION	OFFSET		X	Y
DB805	76+31.71	0		828160.065	551959.615
DB861	94+56.69	0		828154.545	553784.568
PRW1863	94+56.69	34.00	R	828188.544	553784.857
PRW1864	94+02.48	43.38	R	828198.385	553730.730
PRW1865	91+83.08	53.95	R	828210.816	553511.427
PRW1866	89+90.02	53.97	R	828212.481	553318.373
PRW1867	89+51.21	91.35	R	828250.188	553279.889
PRW1868	89+41.80	258.00	R	828416.904	553271.896
PRW1869	89+20.74	431.76	R	828590.838	553252.303
PRW1870	88+73.27	99.85	R	828259.345	553202.017
PRW1871	88+56.59	54.45	R	828214.091	553184.960
PRW1872	85+10.63	54.00	R	828214.084	552838.530
TLE1895	94+33.61	60.00	R	828214.739	553762.002
TLE1899	92+00.00	70.00	R	828226.723	553528.486
TLE1900	89+85.00	70.00	R	828228.548	553313.494
TLE1901	89+55.00	115.00	R	828273.801	553283.877
TLE1902	89+27.48	431.77	R	828590.797	553259.048
TLE1903	88+72.81	107.98	R	828267.484	553201.630
TLE1904	88+58.09	75.00	R	828234.626	553186.634
TLE1907	85+22.50	77.40	R	828237.481	552850.402
TLE1908	84+58.00	61.64	R	828221.724	552785.901
TLE1909	80+65.29	85.20	R	828245.278	552393.195
ERW8012	84+95.75	54.37	R	828214.450	552823.658
ERW8013	80+70.13	79.90	R	828239.977	552398.033
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RECORDED AS	(100')	TANGENT	TAN

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PERMANENT LIMITED EASEMENT
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UTILITY NUMBER 92
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ELECTRIC UNDERGROUND	E		
FIBER OPTIC	FO		
SANITARY SEWER	SAN		
STORM SEWER	SS		
POWER POLE		○	●
TELEPHONE POLE		⊗	⊗
TELEPHONE PEDESTAL		✕	✕
ELECTRIC TOWER		⊠	

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COURSE TABLE
USH 10/STH 441 REFERENCE LINE

POINT TO POINT		BEARING	DISTANCE
2017039	DB805	N00°00'04"E	1474.78
DB805	DB806	CURVE C1	
DB806	DB807	S82°59'29"E	756.03

CURVE TABLE

CURVE	CH DISTANCE	CH BEARING	RADIUS	ARC LENGTH	PI COORDINATES
C1	627.04'	S84°33'30"E	11464.00'	627.12'	X 828472.986 Y 551938.422

STATION OFFSET TABLE STH 441

POINT	STATION	OFFSET		X	Y
DB805	341+58.07	0		828160.065	551959.615
DB806	347+85.19	0		828784.281	551900.152
DB807	355+41.22	0		829534.660	551807.902
DB812	341+68.43	151.02	R	828160.062	551808.249
DB860	355+50.59	77.18	R	829534.542	551730.155
PRW1537	347+35.62	268.16	L	828766.645	552172.389
PRW1538	348+65.61	256.00	L	828895.341	552144.428
PRW1539	355+22.63	153.13	L	829534.896	551962.156
TLE1543	347+36.90	278.08	L	828769.114	552182.086
TLE1563	351+79.75	219.98	L	829202.731	552070.347
TLE1596	355+21.37	163.47	L	829534.912	551972.573
TLE1978	343+07.50	361.00	L	828338.169	552308.375
PRW1979	351+78.20	210.10	L	829199.992	552060.729
TLE1980	348+66.80	265.94	L	828897.729	552154.143
ERW8014	343+24.96	347.08	L	828354.975	552293.030

RL USH-10/STH-441
PI STA. 341+54.19
Y : 551971.302
X : 828156.727
DELTA = 6°18'49"
D = 0°29'59"
T = 632.28
L = 1263.28
R = 11464.00

KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21-4.25 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE 01/27/14
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE 02/26/14
PRINT CURT VAN EREM

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.25
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CALUMET COUNTY, WISCONSIN AT

DOCUMENT # 494460
TAMARA ALTEN
REGISTER OF DEEDS
CALUMET COUNTY, WI
RECEIVED FOR RECORD
03/03/2014 1:06 PM
VOL: D PAGE: 75
Tamara Alten

R-17-E R-18-E T-20-N
PLAT LOCATION
LOCATION MAP NOT TO SCALE
Brighton Beach
Lake Winnebago

PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : g_splinter
PLOT DATE : 2/6/2014
FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040425_RP.dgn
APPRAISAL PLAT DATE :
4.25

4

4.27

TRANSPORTATION PROJECT PLAT NO: 1517-07-21- 4.27 AMENDMENT NO: 3

AMENDS PARCEL 304 OF TPP 1517-07-21-4.27 AMENDMENT NO. 2, RECORDED AS DOCUMENT 508562.

STH 441, SOUTH ONEIDA STREET (USH 10) - EAST CALUMET STREET (CTH KK)

PART OF LOTS 1, 2, AND 3 OF CSM 2989 AND LOT 1 OF CSM 1939 LOCATED IN THE NW 1/4 OF THE NW 1/4 OF SECTION 7, CITY OF MENASHA; AND PART OF LOT 2 OF CSM 1813, LOT 1 OF CSM 1610 AND LANDS LOCATED IN THE SW 1/4 OF THE SW 1/4 OF SECTION 6, AND LANDS LOCATED IN THE NW 1/4 OF THE NW 1/4 OF SECTION 7, CITY OF APPLETON; ALL IN TOWNSHIP 20 NORTH, RANGE 18 EAST, CALUMET COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 CALUMET COUNTY

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 SUBSECTIONS 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.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, CALUMET COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

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SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	*OWNER	INTEREST REQUIRED
500	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
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502	TIME WARNER	RELEASE OF RIGHTS
503	AT&T WISCONSIN	RELEASE OF RIGHTS
605	TOWN OF MENASHA - SANITARY SEWER	UTILITY AGREEMENT
614	CITY OF APPLETON - WATER	UTILITY AGREEMENT

COURSE TABLE MIDWAY ROAD REFERENCE LINE

POINT TO POINT	BEARING	DISTANCE
2017039 DB814	N00°00'00"E	6.95
DB814 DB815	CURVE C1	
DB815 DB816	S74°31'59"E	658.72
DB816 DB817	CURVE C2	
DB817 DB818	S86°22'43"E	214.75

RL MIDWAY ROAD
PI STA. 19+13.03
Y : 550490.447
X : 828290.420
DELTA = 14°11'45"
D = 3°32'40"
T = 201.29
L = 400.51
R = 1616.50

RL MIDWAY ROAD
PI STA. 29+26.59
Y : 550219.598
X : 829269.256
DELTA = 11°50'44"
D = 3°49'11"
T = 155.61
L = 310.12
R = 1500.00

COURSE TABLE NEW RIGHT OF WAY

POINT TO POINT	BEARING	DISTANCE
2017052 DB811	N0°33'34"E	2057.41
DB811 2017039	N0°33'34"E	590.63
2017039 DB853	N0°00'04"E	446.58
DB853 PRW1735	S86°14'36"E	56.12
PRW1735 PRW2407	S0°00'04"W	29.46
PRW2407 PRW2279	S89°59'56"E	9.00
PRW2279 PRW2278	S0°00'04"W	28.00
PRW2278 PRW2277	S89°59'56"W	9.00
PRW2277 PRW1687	S0°00'04"W	94.84
PRW1687 PRW1688	S0°00'04"W	59.86
PRW1688 PRW1689	S0°00'04"W	162.32
PRW1689 PRW1690	S51°09'09"E	39.67
PRW1690 PRW1691	CURVE C4	
PRW1691 PRW8132	N67°01'19"E	18.17
PRW8132 PRW1692	CURVE C6	
PRW1692 PRW1693	S66°07'46"E	56.20
PRW1693 PRW1694	S73°22'58"E	287.59
PRW1694 ERW7419	S74°28'57"E	278.00
ERW7419 PRW2150	CURVE C9	
PRW2150 PRW2151	N53°58'47"E	29.26
PRW2151 PRW2152	N6°26'39"E	219.17
PRW2152 PRW2153	N60°26'31"W	9.06
PRW2153 PRW2054	N41°38'44"W	3.96
PRW2054 PRW2275	N3°26'24"E	350.01
PRW2275 PRW2155	S12°15'32"E	15.34
PRW2155 PRW2156	S2°59'26"W	64.35
PRW2156 PRW2157	CURVE C7	
PRW2157 PRW2158	S26°30'22"E	5.00
PRW2158 PRW2159	CURVE C8	
PRW2159 PRW2160	S24°53'19"E	22.48
PRW2160 PRW2161	S1°54'27"W	157.48
PRW2161 PRW2162	S10°43'04"W	71.96
PRW2162 PRW2163	S33°29'56"E	28.32
PRW2163 PRW1696	N86°13'54"W	532.72
PRW1696 PRW1697	N77°06'10"W	368.07
PRW1697 PRW1695	N78°33'58"W	58.74
PRW1695 PRW1698	N77°06'10"W	74.82
PRW1698 PRW1699	CURVE C3	
PRW1699 PRW1700	S48°41'02"W	42.52
PRW1700 PRW1701	S0°09'23"E	286.60
PRW1701 PRW1702	S2°55'21"W	214.66
PRW1702 DB811	N89°26'26"W	48.26

STATION OFFSET TABLE S. ONEIDA STREET/USH 10

POINT	STATION	OFFSET	X	Y
DB811	55+66.30	0	828154.268	549894.238
DB853	66+03.51	0	828160.044	550931.421
PRW1687	64+47.55	56.00 R	828216.040	550775.450
PRW1688	63+87.69	56.00 R	828216.039	550715.593
PRW1689	62+25.37	56.00 R	828216.035	550553.269
PRW1700	60+67.36	53.53 R	828227.687	550394.749
PRW1701	57+80.78	57.11 R	828213.469	550108.149
PRW1702	55+66.30	48.26 R	828202.525	549893.767
TLE1715	65+86.63	71.00 R	828231.043	550914.535
TLE1716	64+46.62	71.00 R	828231.040	550774.521
TLE1717	63+87.09	66.00 R	828226.039	550714.997
TLE1718	62+23.73	66.00 R	828226.035	550551.635
TLE1728	60+58.45	59.11 R	828218.183	550385.787
TLE1729	57+88.18	62.18 R	828218.608	550115.499
TLE1730	55+60.82	56.53 R	828210.740	549888.202
TLE1731	55+60.81	48.27 R	828202.477	549888.274
PRW1735	65+99.84	56.00 R	828216.043	550927.744
TLE1736	65+98.44	77.39 R	828237.431	550926.339
PRW2277	65+42.38	56.00 R	828225.042	550870.286
PRW2278	65+42.38	65.00 R	828225.042	550870.286
PRW2279	65+70.38	65.00 R	828225.043	550898.286
PRW2407	65+70.38	56.00 R	828216.043	550898.286

CURVE TABLE

CURVE	CH DISTANCE	CH BEARING	RADIUS	ARC LENGTH	PI COORDINATES
C1	329.02'	S80°22'26"E	1616.50'	329.59'	X 828325.040 Y 550480.867
C2	309.57'	S80°27'21"E	1500.00'	310.12'	X 829269.256 Y 550219.598
C3	143.10'	N79°45'17"W	1546.50'	143.15'	X 828315.622 Y 550413.356
C4	166.28'	S80°05'33"E	1327.50'	166.38'	X 828329.723 Y 550519.223
C6	108.13'	S75°12'12"E	1670.50'	108.15'	X 828480.177 Y 550494.759
C7	141.03'	S11°45'28"E	277.00'	142.60'	X 829334.754 Y 550706.151
C8	116.47'	S15°04'52"E	294.00'	117.25'	X 829396.046 Y 550583.252
C9	156.68'	S77°39'49"E	1411.79'	156.76'	X 829202.449 Y 550278.906

STATION OFFSET TABLE MIDWAY ROAD

POINT	STATION	OFFSET	X	Y
DB814	17+82.67	0	550491.784	828160.034
DB815	21+12.26	0	550436.767	828484.418
DB816	27+70.98	0	550261.098	829119.278
DB817	30+81.09	0	550209.769	829424.559
DB818	32+95.84	0	550196.205	829638.880
PRW1690	18+64.74	44.40 L	550528.389	828246.928
PRW1691	20+26.69	43.40 L	550499.779	828410.724
PRW1692	21+46.79	53.64 L	550479.258	828532.004
PRW1693	22+02.39	45.43 L	550456.514	828583.400
PRW1694	24+89.93	39.66 L	550374.270	828858.984
PRW1695	21+01.72	60.98 R	550380.669	828458.372
PRW1696	25+28.41	40.38 R	550286.871	828874.733
PRW1697	21+60.71	56.88 R	550369.025	828515.945
PRW1698	20+23.94	62.05 R	550397.369	828385.443
PRW1699	18+75.15	60.68 R	550422.821	828244.623
TLE1719	18+51.04	59.29 L	550544.776	828234.552
TLE1720	20+30.22	58.34 L	550513.571	828417.514
TLE1721	21+47.10	68.64 L	550493.629	828536.302
TLE1722	22+02.69	60.43 L	550470.888	828587.690
TLE1723	25+33.59	53.78 L	550376.240	828904.834
TLE1724	25+34.12	39.62 L	550362.446	828901.569
TLE1725	21+10.15	78.34 R	550361.801	828461.593
TLE1727	20+65.15	66.96 R	550383.637	828422.872
TLE1753	20+70.15	87.94 R	550362.127	828422.459
PRW2054	29+25.753	285.22 L	550508.844	829317.658
PRW2150	29+28.852	39.89 L	550266.422	829279.910
PRW2151	29+50.238	60.59 L	550283.626	829303.573
PRW2152	29+40.011	279.58 L	550501.414	829328.171
PRW2153	29+29.559	282.73 L	550505.882	829320.292
PRW2154	28+68.781	622.68 L	550847.777	829340.928
PRW2155	28+72.000	618.43 L	550843.231	829341.916
PRW2156	28+87.300	554.76 L	550778.971	829338.559
PRW2157	29+63.417	423.34 L	550640.896	829367.298
PRW2158	29+67.360	419.22 L	550636.421	829369.529
PRW2159	30+24.906	311.17 L	550523.959	829399.834
PRW2160	30+39.136	291.78 L	550503.567	829409.295
PRW2161	30+49.145	134.53 L	550346.178	829404.053
PRW2162	30+41.455	62.93 L	550275.474	829390.671
PRW2163	30+59.630	40.70 L	550251.858	829406.301
TLE2164	28+30.050	501.76 L	550734.954	829291.177
TLE2165	28+26.912	501.30 L	550734.984	829289.038
TLE2166	28+04.474	580.22 L	550815.049	829293.871
TLE2167	28+82.406	623.55 L	550847.050	829348.907
TLE2168	29+24.402	497.64 L	550718.470	829352.029
TLE2169	30+08.894	395.57 L	550609.180	829396.593
TLE2250	21+13.282	89.65 R	550350.087	828461.495
TLE2251	21+57.113	77.88 R	550349.743	828506.877
TLE2252	21+63.088	66.78 R	550358.847	828515.596
TLE2253	25+29.498	50.34 R	550276.981	828873.122
TLE2254	25+60.559	45.50 R	550273.364	828904.350
TLE2255	25+60.587	40.40 R	550278.263	828905.734
PRW2275	28+61.270	632.43 L	550858.219	829338.659
ERW7419	27+67.925	39.41 L	550299.896	829126.849
PRW8132	20+41.019	54.00 L	550506.875	828427.456
TLE8136	20+37.448	69.00 L	550522.324	828427.185

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	VOL
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	PG		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	(3/4" IRON REBAR UNLESS NOTED)
R/W MONUMENT	● =(SET)
R/W STANDARD	▲ =(SET)
SIGN	ISIGN
SECTION CORNER MONUMENT	
SECTION CORNER SYMBOL	
FEE (HATCH VARIES)	
TEMPORARY LIMITED EASEMENT	
PERMANENT LIMITED EASEMENT	
R/W BOUNDARY POINT	PRW000
PARCEL NUMBER	105
UTILITY NUMBER	92
SIGN NUMBER (OFF PREMISE)	21-D
BUILDING	
PROPOSED R/W LINE	
EXISTING H.E. LINE	
PROPERTY LINE	
LOT & TIE LINES	
SLOPE INTERCEPTS	
CORPORATE LIMITS	
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION-CONTROL)	
ACCESS RESTRICTED (BY ACQUISITION)	
NO ACCESS (BY STATUTORY AUTHORITY)	
SECTION LINE	
QUARTER LINE	
SIXTEENTH LINE	
EXISTING CENTERLINE	
PROPOSED REFERENCE LINE	
PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
COMMUNICATION	C
ELECTRIC OVERHEAD	OH
ELECTRIC UNDERGROUND	E
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
NON COMPENSABLE	
COMPENSABLE	
POWER POLE	
TELEPHONE POLE	
TELEPHONE PEDESTAL	
ELECTRIC TOWER	

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	NEW R/W ACRES	P.L.E. ACRES	T.L.E. ACRES
199	LAKEVIEW CREDIT UNION	FEE/TLE	0.024	-	0.035
201	SCP 2009-C32-082 LLC	FEE/TLE	0.182	-	0.180
202	BFT INVESTMENTS, LLP	FEE/TLE	0.068	-	0.058
203	STONEWOOD, LLC	FEE/TLE	0.016	-	0.045
204	MOORE ENTERPRISES INCORPORATED	FEE/TLE	0.524	-	0.219
205	CITY OF APPLETON	FEE/TLE	0.336	-	0.103
206	AMS MANAGEMENT, LLC	FEE	0.003	-	-
207	HORICON STATE BANK	FEE/TLE	0.077	-	0.102
304	MOORE ENTERPRISES INCORPORATED	FEE	0.029	-	-

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

R-17-E R-18-E
PLAT LOCATION
T-20-N
LOCATION MAP NOT TO SCALE

GN
0 100 200
GRAPHIC SCALE, FEET

KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.27 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
GARY R. SPLINTER
S-2239
OAK CREEK, WI
LAND SURVEYOR

SIGNATURE _____ DATE 5/25/2016
GARY R. SPLINTER, P.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE 5/26/2016
PRINT CURT VAN EREM

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21 -4.27
AMENDMENT NO: 3

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CALUMET COUNTY, WISCONSIN AT

DOCUMENT # 513537

TAMARA ALTEN
REGISTER OF DEEDS
CALUMET COUNTY, WI
06/01/2016 3:54 PM
VOL: D PAGE: 97
RECORDING FEE: 25.00

Tamara Alten

PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : gsplinter
PLOT DATE : 5/25/2016
FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040427_RP.dgn
APPRAISAL PLAT DATE :

4

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TRANSPORTATION PROJECT PLAT NO: 1517-07-21- 4.27 AMENDMENT NO: 2

AMENDS PARCELS 199, 201, 202, 203, 206, AND 207, ADDS PARCEL 304 AND ELIMINATES UTILITY NUMBER 514 OF TPP 1517-07-21-4.27, RECORDED AS DOCUMENT 496936.

STH 441, SOUTH ONEIDA STREET (USH 10) - EAST CALUMET STREET (CTH KK)

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TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

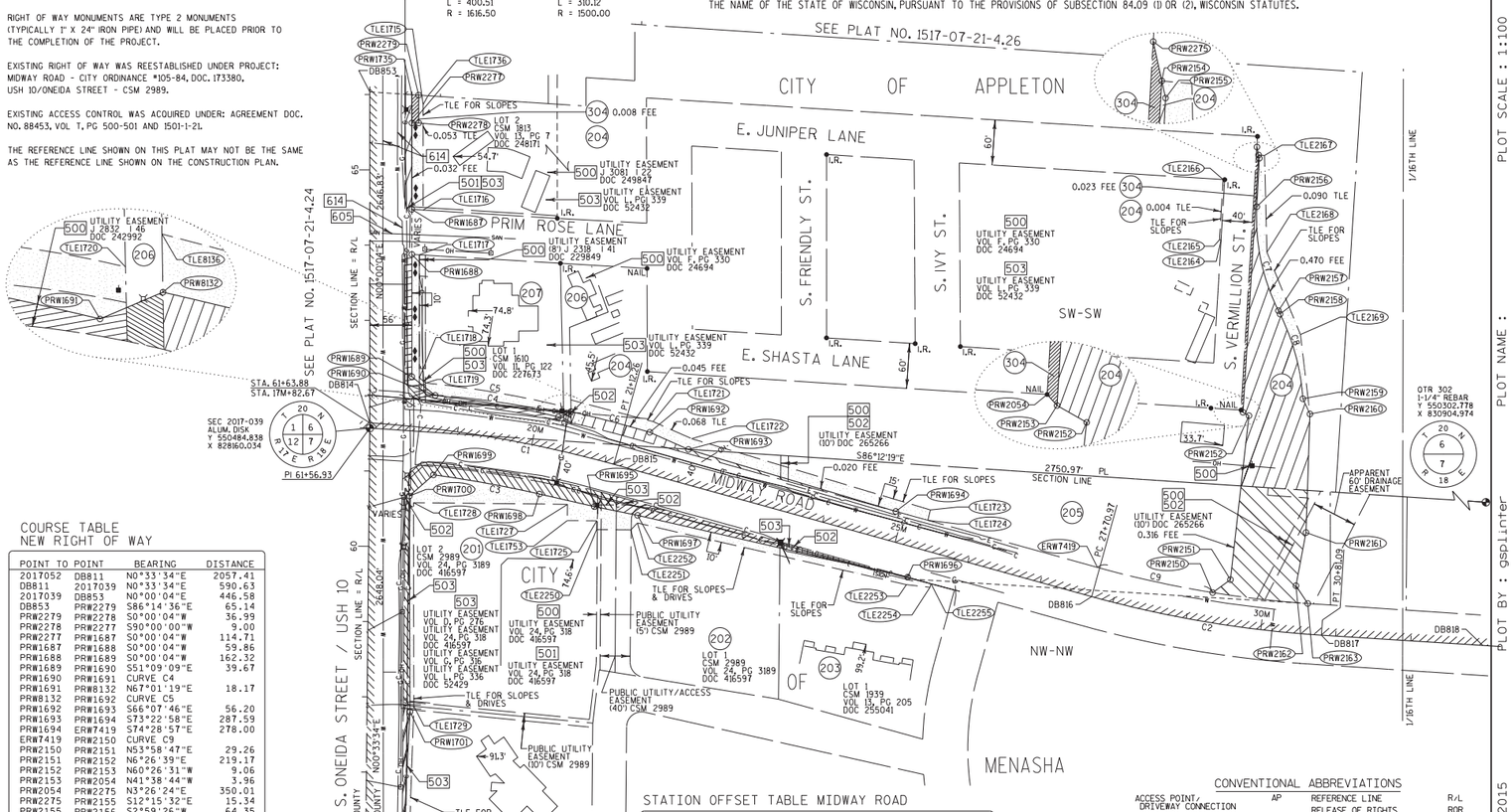
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

COURSE TABLE
MIDWAY ROAD REFERENCE LINE

POINT TO POINT	BEARING	DISTANCE
2017039 DB814	N00°00'00"E	6.95
DB814 DB815	CURVE C1	
DB815 DB816	S74°31'59"E	658.72
DB816 DB817	CURVE C2	
DB817 DB818	S86°22'43"E	214.75

RL MIDWAY ROAD
PI STA. 19+13.03
Y : 550490.447
X : 828290.420
DELTA = 14°11'45"
D = 3°32'40"
T = 201.29
L = 400.51
R = 1616.50

RL MIDWAY ROAD
PI STA. 29+26.59
Y : 550219.598
X : 829269.256
DELTA = 11°50'44"
D = 3°49'11"
T = 155.61
L = 310.12
R = 1500.00



COURSE TABLE
NEW RIGHT OF WAY

POINT TO POINT	BEARING	DISTANCE
2017052 DB811	N0°33'34"E	2057.41
DB811 2017039	N0°33'34"E	590.63
2017039 DB853	N0°00'04"E	446.58
DB853 PRW2279	S86°14'36"E	65.14
PRW2279 PRW2278	S0°00'04"W	36.99
PRW2278 PRW2277	S90°00'00"W	9.00
PRW2277 PRW1687	S0°00'04"W	114.71
PRW1687 PRW1688	S0°00'04"W	59.86
PRW1688 PRW1689	S0°00'04"W	162.32
PRW1689 PRW1690	S51°09'09"E	39.67
PRW1690 PRW1691	CURVE C4	
PRW1691 PRW8132	N67°01'19"E	18.17
PRW8132 PRW1692	CURVE C5	
PRW1692 PRW1693	S66°07'46"E	56.20
PRW1693 PRW1694	S73°22'58"E	287.59
PRW1694 ERW7419	S74°28'57"E	278.00
ERW7419 PRW2150	CURVE C9	
PRW2150 PRW2151	N53°58'47"E	29.26
PRW2151 PRW2152	N6°26'39"E	219.17
PRW2152 PRW2153	N60°26'31"W	9.06
PRW2153 PRW2054	N41°38'44"W	3.96
PRW2054 PRW2275	N3°26'24"E	350.01
PRW2275 PRW2155	S12°15'32"E	15.34
PRW2155 PRW2156	S2°59'26"W	64.35
PRW2156 PRW2157	CURVE C7	
PRW2157 PRW2158	S26°30'22"E	5.00
PRW2158 PRW2159	CURVE C8	
PRW2159 PRW2160	S24°53'19"E	22.48
PRW2160 PRW2161	S1°54'27"W	157.48
PRW2161 PRW2162	S10°43'04"W	71.96
PRW2162 PRW2163	S33°29'56"E	28.32
PRW2163 PRW1696	N86°13'54"W	532.72
PRW1696 PRW1697	N77°06'10"W	368.07
PRW1697 PRW1695	N78°33'58"W	58.74
PRW1695 PRW1698	N77°06'10"W	74.82
PRW1698 PRW1699	CURVE C3	
PRW1699 PRW1700	S48°41'02"W	42.52
PRW1700 PRW1701	S0°09'23"E	286.60
PRW1701 PRW1702	S2°55'21"W	214.66
PRW1702 DB811	N89°26'26"W	48.26

STATION OFFSET TABLE S. ONEIDA STREET/USH 10

POINT	STATION	OFFSET		X	Y
DB811	55+66.30	0		828154.268	549894.238
DB853	66+03.51	0		828160.044	550931.421
PRW1687	64+47.55	56.00	R	828216.040	550775.450
PRW1688	63+87.69	56.00	R	828216.039	550715.593
PRW1689	62+25.37	56.00	R	828216.035	550553.269
PRW1700	60+67.36	53.53	R	828227.687	550394.749
PRW1701	57+80.78	57.11	R	828213.469	550108.149
PRW1702	55+66.30	48.26	R	828202.525	549893.767
TLE1715	65+86.63	71.00	R	828231.043	550914.535
TLE1716	64+46.62	71.00	R	828231.040	550774.521
TLE1717	63+87.09	66.00	R	828226.039	550714.997
TLE1718	62+23.73	66.00	R	828226.035	550551.635
TLE1728	60+58.45	59.11	R	828218.183	550385.787
TLE1729	57+88.18	62.18	R	828218.608	550115.499
TLE1730	55+60.82	56.53	R	828210.740	549888.202
TLE1731	55+60.81	48.27	R	828202.477	549888.274
PRW1735	65+99.84	56.00	R	828216.043	550927.744
TLE1736	65+98.44	77.39	R	828237.431	550926.339
PRW2277	65+62.26	56.00	R	828216.043	550890.161
PRW2278	65+62.26	65.00	R	828225.043	550890.161
PRW2279	65+99.25	65.00	R	828225.043	550927.153

CURVE TABLE

CURVE	CH DISTANCE	CH BEARING	RADIUS	ARC LENGTH	PI COORDINATES
C1	329.02'	S80°22'26"E	1616.50'	329.59'	X 828325.040 Y 550480.867
C2	309.57'	S80°27'21"E	1500.00'	310.12'	X 829269.256 Y 550219.598
C3	143.10'	N79°45'17"W	1546.50'	143.15'	X 828315.622 Y 550413.356
C4	166.28'	S80°05'33"E	1327.50'	166.38'	X 828329.723 Y 550519.223
C6	108.13'	S75°12'12"E	1670.50'	108.15'	X 828480.177 Y 550494.759
C7	141.03'	S11°45'28"E	277.00'	142.60'	X 829334.754 Y 550706.151
C8	116.47'	S15°04'52"E	294.00'	117.25'	X 829396.046 Y 550583.252
C9	156.68'	S77°39'49"E	1411.79'	156.76'	X 829202.449 Y 550278.906

STATION OFFSET TABLE MIDWAY ROAD

POINT	STATION	OFFSET		X	Y
DB814	17+82.67	0		550491.784	828160.034
DB815	21+12.26	0		550436.767	828484.418
DB816	27+70.98	0		550261.098	829119.278
DB817	30+81.09	0		550209.769	829424.559
DB818	32+95.84	0		550196.205	829638.080
PRW1690	18+64.74	44.40	L	550528.389	828246.928
PRW1691	20+26.69	43.40	L	550499.779	828410.724
PRW1692	21+46.79	53.64	L	550479.258	828532.004
PRW1693	22+02.39	45.43	L	550456.514	828583.400
PRW1694	24+89.93	39.66	L	550374.270	828858.984
PRW1695	21+01.72	60.98	R	550380.669	828458.372
PRW1696	25+28.41	40.38	R	550286.871	828874.733
PRW1697	21+60.71	56.88	R	550369.025	828515.945
PRW1698	20+23.94	62.05	R	550397.369	828385.443
PRW1699	18+75.15	60.68	R	550422.821	828244.623
TLE1719	18+51.04	59.29	L	550544.776	828234.552
TLE1720	20+30.22	58.34	L	550513.571	828417.514
TLE1721	21+47.10	68.64	L	550493.629	828536.302
TLE1722	22+02.69	60.43	L	550470.888	828587.690
TLE1723	25+33.59	53.78	L	550376.240	828904.834
TLE1724	25+34.12	39.62	L	550362.446	828901.569
TLE1725	21+10.15	78.34	R	550361.801	828461.593
TLE1727	20+65.15	66.96	R	550383.637	828422.872
TLE1753	20+70.15	87.94	R	550362.127	828422.459
PRW2054	29+25.753	285.22	L	550508.844	829317.658
PRW2150	29+28.852	39.89	L	550266.422	829279.910
PRW2151	29+50.238	60.59	L	550283.626	829303.573
PRW2152	29+40.011	279.58	L	550501.414	829328.171
PRW2153	29+29.559	282.73	L	550505.882	829320.292
PRW2154	28+68.781	622.68	L	550847.777	829340.928
PRW2155	28+72.000	618.43	L	550843.231	829341.916
PRW2156	28+87.300	554.76	L	550778.971	829338.559
PRW2157	29+63.417	423.34	L	550640.896	829367.298
PRW2158	29+67.360	419.22	L	550636.421	829369.529
PRW2159	30+24.906	311.17	L	550525.959	829399.834
PRW2160	30+39.136	291.78	L	550503.567	829409.295
PRW2161	30+49.145	134.53	L	550346.178	829404.053
PRW2162	30+41.455	62.93	L	550275.474	829390.671
PRW2163	30+59.630	40.70	L	550251.858	829406.301
TLE2164	28+30.050	501.76	L	550734.954	829291.177
TLE2165	28+26.912	501.30	L	550734.984	829289.038
TLE2166	28+04.474	580.22	L	550815.049	829293.871
TLE2167	28+82.406	623.55	L	550847.050	829348.907
TLE2168	29+24.402	497.64	L	550718.470	829352.029
TLE2169	30+08.894	395.57	L	550609.180	829396.593
TLE2250	21+13.282	89.65	R	550350.087	828461.495
TLE2251	21+57.113	77.88	R	550349.743	828506.877
TLE2252	21+63.088	66.78	R	550358.847	828515.596
TLE2253	25+29.498	50.34	R	550276.981	828873.122
TLE2254	25+60.559	45.50	R	550273.364	828904.350
TLE2255	25+60.587	40.40	R	550278.263	828905.734
PRW2275	28+61.270	632.43	L	550858.219	829338.659
ERW7419	27+67.925	39.41	L	550299.896	829126.849
PRW8132	20+41.019	54.00	L	550506.875	828427.456
TLE8136	20+37.448	69.00	L	550522.324	828427.185

CONVENTIONAL ABBREVIATIONS

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

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	(3/4" IRON REBAR UNLESS NOTED)	PROPOSED R/W LINE	
R/W MONUMENT	○ =(SET)	EXISTING H.E. LINE	
R/W STANDARD	△ =(SET)	PROPERTY LINE	
SIGN	ISIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
SECTION CORNER SYMBOL		CORPORATE LIMITS	
		ACCESS RESTRICTED (BY PREVIOUS ACQUISITION-CONTROL)	
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	PRW000	QUARTER LINE	
PARCEL NUMBER	101	SIXTEENTH LINE	
UTILITY NUMBER	92	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21-5	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

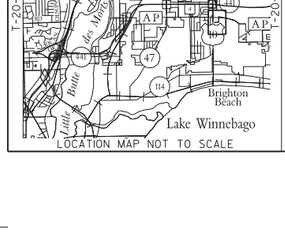
WATER	W	
GAS	G	
COMMUNICATION	C	
ELECTRIC OVERHEAD	OH	
ELECTRIC UNDERGROUND	E	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

GN

0 100 200

GRAPHIC SCALE, FEET

R-17-E R-18-E



LOCATION MAP NOT TO SCALE

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	NEW R/W ACRES	P.L.E. ACRES	T.L.E. ACRES
199	LAKEVIEW CREDIT UNION	FEE/TLE	0.024	-	0.035
201	SCP 2009-C32-082 LLC	FEE/TLE	0.182	-	0.180
202	BFT INVESTMENTS, LLP	FEE/TLE	0.068	-	0.058
203	STONEWOOD, LLC	FEE/TLE	0.016	-	0.045
204	MOORE ENTERPRISES INCORPORATED	FEE/TLE	0.524	-	0.219
205	CITY OF APPLETON	FEE/TLE	0.336	-	0.103
206	AMS MANAGEMENT, LLC	FEE	0.003	-	-
207	HORICON STATE BANK	FEE/TLE	0.077	-	0.102
304	MOORE ENTERPRISES INCORPORATED	FEE/TLE	0.031	-	-

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.27 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
GARY R. SPLINTER
S-2239
OAK CREEK, WI
LAND SURVEYOR

SIGNATURE _____ DATE 10/01/15
GARY R. SPLINTER, P.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE 10/12/15
PRINT CURT VAN EREM

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21 -4.27
AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CALUMET COUNTY, WISCONSIN AT
DOCUMENT # 508562

TAMARA ALTEN
REGISTER OF DEEDS
CALUMET COUNTY, WI

RECEIVED FOR RECORD
10/19/2015 9:01 AM
VOL: D PAGE: 90

Tamara Alten

4

PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : gsplinter
PLOT DATE : 9/16/2015
FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040427_RP.dgn
APPRAISAL PLAT DATE :

4

TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.27 AMENDMENT NO: 1

AMENDS PARCEL 204 OF TPP 1517-07-21-4.27, RECORDED AS DOCUMENT 496936.

STH 441, SOUTH ONEIDA STREET (USH 10) - EAST CALUMET STREET (CTH KK)

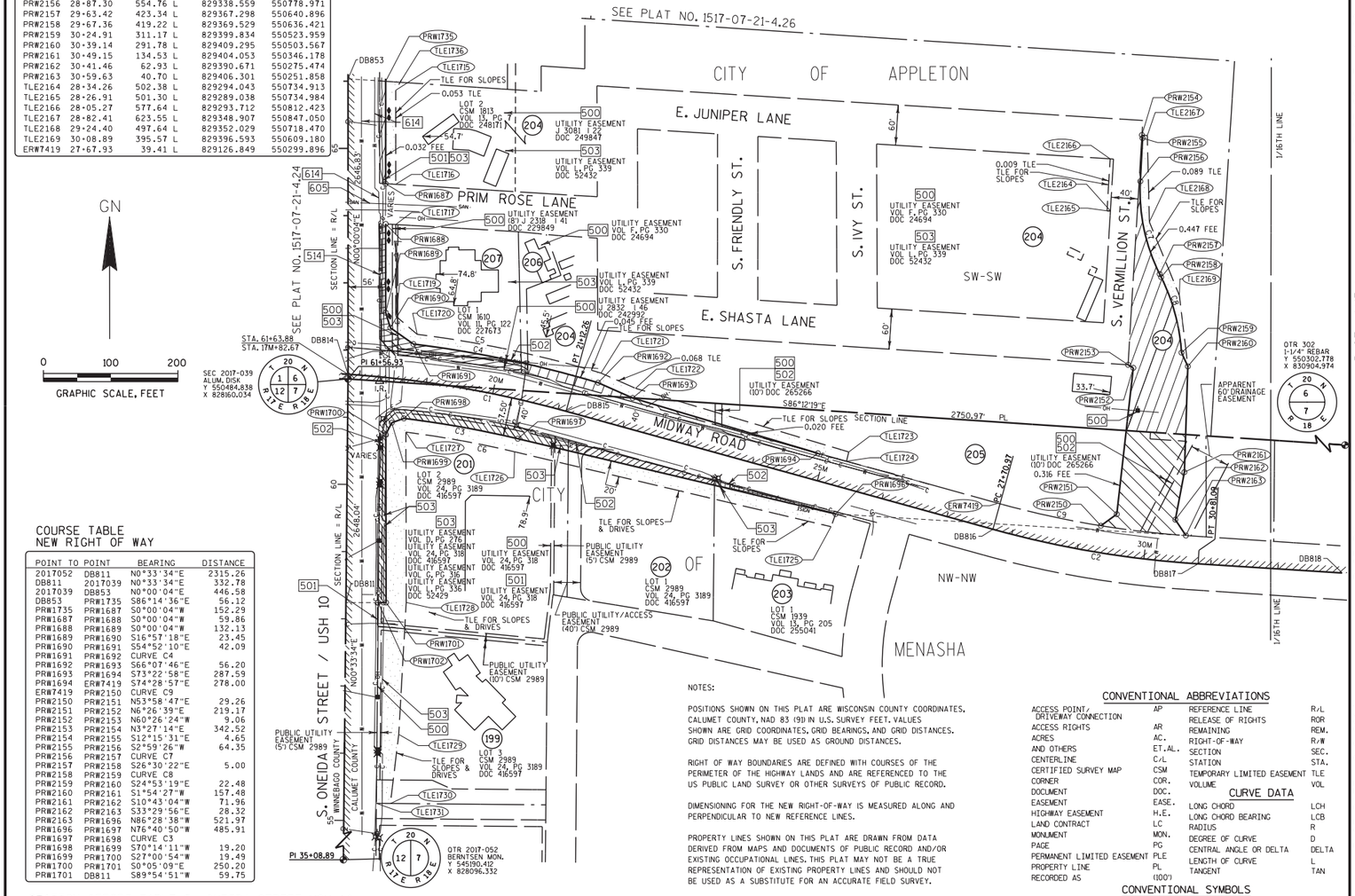
PART OF LOTS 1, 2, AND 3 OF CSM 2989 AND LOT 1 OF CSM 1939 LOCATED IN THE NW 1/4 OF THE NW 1/4 OF SECTION 7, CITY OF MENASHA; AND PART OF LOT 2 OF CSM 1813, LOT 1 OF CSM 1610 AND LANDS LOCATED IN THE SW 1/4 OF THE SW 1/4 OF SECTION 6, AND LANDS LOCATED IN THE NW 1/4 OF THE NW 1/4 OF SECTION 7, CITY OF APPLETON; ALL IN TOWNSHIP 20 NORTH, RANGE 18 EAST, CALUMET COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 CALUMET COUNTY

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 SUBSECTIONS 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.



STATION OFFSET TABLE MIDWAY ROAD

POINT	STATION	OFFSET		X	Y
DB814	17+82.67	0		828160.034	550491.784
DB815	21+12.26	0		828484.418	550436.767
DB816	27+70.97	0		829119.278	550261.098
DB817	30+81.09	0		829424.559	550209.769
DB818	32+95.84	0		829638.880	550196.205
PRW1691	18+73.76	54.00	L	828257.297	550536.810
PRW1692	21+46.79	53.64	L	828532.004	550479.258
PRW1693	22+02.39	45.43	L	828583.400	550456.514
PRW1694	24+89.93	39.66	L	828858.984	550374.270
PRW1696	25+39.40	40.39	R	828885.321	550283.931
PRW1697	20+51.67	57.50	R	828412.486	550395.874
PRW1698	18+73.13	57.50	R	828243.079	550426.219
TLE1720	18+77.37	69.00	L	828262.864	550551.234
TLE1721	21+47.10	68.64	L	828536.302	550493.629
TLE1722	22+02.69	60.43	L	828587.690	550470.888
TLE1723	25+33.59	53.78	L	828904.834	550376.240
TLE1724	25+34.12	39.62	L	828901.569	550362.446
TLE1725	25+37.87	60.46	R	828878.497	550264.994
TLE1726	20+51.67	77.50	R	828407.878	550376.412
TLE1727	18+78.96	77.50	R	828246.153	550405.682
PRW2150	29+28.85	39.89	L	829279.910	550266.422
PRW2151	29+50.24	60.59	L	829303.573	550283.626
PRW2152	29+40.01	279.58	L	829328.171	550501.414
PRW2153	29+29.56	282.73	L	829320.292	550505.882
PRW2154	28+68.78	622.68	L	829340.928	550847.777
PRW2155	28+72.00	618.43	L	829341.916	550843.231
PRW2156	28+87.30	554.76	L	829338.559	550778.971
PRW2157	29+63.42	423.34	L	829367.298	550640.896
PRW2158	29+67.36	419.22	L	829369.529	550636.421
PRW2159	30+24.91	311.17	L	829399.834	550523.959
PRW2160	30+39.14	291.78	L	829409.295	550503.567
PRW2161	30+49.15	134.53	L	829404.053	550346.178
PRW2162	30+41.46	62.93	L	829390.471	550287.474
PRW2163	30+59.63	40.70	L	829406.301	550251.858
TLE2164	28+34.26	502.38	L	829294.043	550734.913
TLE2165	28+26.91	501.30	L	829289.038	550734.984
TLE2166	28+05.27	577.64	L	829293.712	550812.423
TLE2167	28+82.41	623.55	L	829348.907	550847.050
TLE2168	29+24.40	497.64	L	829352.029	550718.470
TLE2169	30+08.89	395.57	L	829396.593	550609.180
ERW7419	27+67.93	39.41	L	829126.849	550299.896

COURSE TABLE NEW RIGHT OF WAY

POINT TO POINT		BEARING	DISTANCE
2017052	DB811	N0°33'34"E	2315.26
DB811	2017039	N0°33'34"E	332.78
2017039	DB853	N0°00'04"E	446.58
DB853	PRW1735	S86°14'36"E	56.12
PRW1735	PRW1687	S0°00'04"W	152.29
PRW1687	PRW1688	S0°00'04"W	59.86
PRW1688	PRW1689	S0°00'04"W	132.13
PRW1689	PRW1690	S16°57'18"E	23.45
PRW1690	PRW1691	S54°52'10"E	42.09
PRW1691	PRW1692	CURVE C4	
PRW1692	PRW1693	S66°07'46"E	56.20
PRW1693	PRW1694	S73°22'58"E	287.59
PRW1694	ERW7419	S74°28'57"E	278.00
ERW7419	PRW2150	CURVE C9	
PRW2150	PRW2151	N53°58'47"E	29.26
PRW2151	PRW2152	N6°26'39"E	219.17
PRW2152	PRW2153	N60°26'24"W	9.06
PRW2153	PRW2154	N3°27'14"E	342.52
PRW2154	PRW2155	S12°15'31"E	4.65
PRW2155	PRW2156	S2°59'26"W	64.35
PRW2156	PRW2157	CURVE C7	
PRW2157	PRW2158	S26°30'22"E	5.00
PRW2158	PRW2159	CURVE C8	
PRW2159	PRW2160	S24°53'19"E	22.48
PRW2160	PRW2161	S1°54'27"W	157.48
PRW2161	PRW2162	S10°43'04"W	71.96
PRW2162	PRW2163	S33°29'56"E	28.32
PRW2163	PRW1696	N82°28'38"W	521.97
PRW1696	PRW1697	N76°40'50"W	485.91
PRW1697	PRW1698	CURVE C3	
PRW1698	PRW1699	S70°14'11"W	19.20
PRW1699	PRW1700	S27°00'54"W	19.49
PRW1700	PRW1701	S0°05'09"E	250.20
PRW1701	DB811	S89°54'51"W	59.75

STATION OFFSET TABLE S. ONEIDA STREET/USH 10

POINT	STATION	OFFSET		X	Y
DB811	58+24.15	0		828156.785	550152.075
DB853	66+03.52	0		828160.044	550931.421
PRW1687	64+47.55	56.00	R	828216.040	550775.490
PRW1688	63+87.69	56.00	R	828216.039	550715.593
PRW1689	62+55.55	56.00	R	828216.036	550583.460
PRW1690	62+33.13	62.84	R	828222.874	550561.031
PRW1699	60+92.46	65.61	R	828225.012	550419.727
PRW1700	60+75.01	56.93	R	828216.158	550402.361
PRW1701	58+24.83	59.74	R	828216.533	550152.165
PRW1702	58+24.69	47.97	R	828204.762	550152.147
TLE1715	65+86.63	71.00	R	828231.043	550914.535
TLE1716	64+46.62	71.00	R	828231.040	550774.521
TLE1717	63+86.80	71.00	R	828231.039	550714.699
TLE1719	62+50.62	71.00	R	828231.036	550578.523
TLE1728	58+25.16	89.74	R	828246.533	550152.210
TLE1729	56+28.84	80.53	R	828235.406	549955.980
TLE1730	55+25.83	69.20	R	828223.074	549853.094
TLE1731	55+25.81	48.30	R	828202.175	549853.275
PRW1735	65+99.84	56.00	R	828216.043	550927.744
TLE1736	65+98.44	77.39	R	828237.431	550926.339
2017039	61+56.93	0		828160.034	550484.838

CURVE TABLE

CURVE	CH DISTANCE	CH BEARING	RADIUS	ARC LENGTH	PI COORDINATES
C1	329.02'	S80°22'26"E	1616.50'	329.59'	X 828325.040 Y 550480.867
C2	309.57'	S80°27'21"E	1500.00'	310.12'	X 829269.256 Y 550219.598
C3	172.10'	N79°50'41"W	1559.00'	172.19'	X 828328.621 Y 550415.729
C4	280.67'	S78°10'03"E	1670.50'	281.00'	X 828397.077 Y 550519.614
C5	279.44'	S78°06'13"E	1685.50'	279.76'	X 828401.98 Y 550533.80
C6	164.35'	N79°44'29"E	1539.00'	164.43'	X 828327.798 Y 550395.371
C7	141.03'	S11°45'28"E	277.00'	142.60'	X 829334.754 Y 550706.151
C8	116.47'	S15°04'52"E	294.00'	117.25'	X 829396.046 Y 550583.252
C9	156.68'	S77°39'49"E	1411.79'	156.76'	X 829202.449 Y 550278.906

COURSE TABLE MIDWAY ROAD REFERENCE LINE

POINT TO POINT		BEARING	DISTANCE
2017039	DB814	N00°00'00"E	6.95
DB814	DB815	CURVE C1	
DB815	DB816	S74°31'59"E	658.72
DB816	DB817	CURVE C2	
DB817	DB818	S86°22'43"E	214.75

RL MIDWAY ROAD
PI STA. 19+13.03
Y : 550490.447
X : 828290.420
DELTA = 14°11'45"
D = 3°32'40"
T = 201.29
L = 400.51
R = 1616.50

RL MIDWAY ROAD
PI STA. 29+26.59
Y : 550219.598
X : 829269.256
DELTA = 11°50'44"
D = 3°49'11"
T = 155.61
L = 310.12
R = 1500.00

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	*OWNER	INTEREST REQUIRED
500	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
501	WE ENERGIES - GAS	RELEASE OF RIGHTS
502	TIME WARNER	RELEASE OF RIGHTS
503	AT&T WISCONSIN	RELEASE OF RIGHTS
514	CITY OF APPLETON - WATER	RELEASE OF RIGHTS
605	TOWN OF MENASHA - SANITARY SEWER	UTILITY AGREEMENT
614	CITY OF APPLETON - STREET	UTILITY AGREEMENT

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	NEW R/W ACRES	P.L.E. ACRES	T.L.E. ACRES
199	LAKEVIEW CREDIT UNION	TLE	-	-	0.195
201	SCP 2009-C32-082 LLC	FEE/TLE	0.165	-	0.332
202	BFT INVESTMENTS, LLP	FEE/TLE	0.059	-	0.103
203	STONEWOOD, LLC	FEE/TLE	0.015	-	0.083
204	MOORE ENTERPRISES INCORPORATED	FEE/TLE	0.524	-	0.219
205	CITY OF APPLETON	FEE/TLE	0.336	-	0.103
206	AMS MANAGEMENT, LLC	FEE/TLE	0.003	-	0.003
207	HORICON STATE BANK	FEE/TLE	0.127	-	0.121

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, CALUMET COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: MIDWAY ROAD - CITY ORDINANCE *105-84, DOC. 173380. USH 10/ONEIDA STREET - CSM 2989.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER: AGREEMENT DOC. NO. 88453, VOL. 7, PG 500-501 AND 1501-1-21.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

CONVENTIONAL ABBREVIATIONS

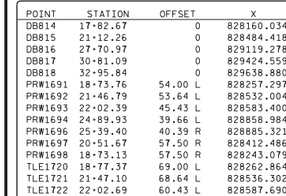
ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	VOL
EASEMENT	EASE.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

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN — 1/4 OR 3/4" IRON REBAR UNLESS NOTED
R/W MONUMENT — ●(SET)
R/W STANDARD — ▲(SET)
SIGN — ↑SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT — PRW000
PARCEL NUMBER — 00
UTILITY NUMBER — 92
SIGN NUMBER (OFF PREMISE) — 21
BUILDING

CONVENTIONAL UTILITY SYMBOLS

WATER — W
GAS — G
COMMUNICATION — C
ELECTRIC OVERHEAD — OH
ELECTRIC UNDERGROUND — E
FIBER OPTIC — FO
SANITARY SEWER — SAN
STORM SEWER — SS
NON COMPENSABLE COMPENSABLE
POWER POLE
TELEPHONE POLE
TELEPHONE PEDESTAL
ELECTRIC TOWER



KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.27 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE Sept. 2, 2014
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE 9-2-2014
PRINT CURT VAN EREM

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21 -4.27
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CALUMET COUNTY, WISCONSIN AT

DOCUMENT # 498698

TAMARA ALTEN
REGISTER OF DEEDS
CALUMET COUNTY, WI

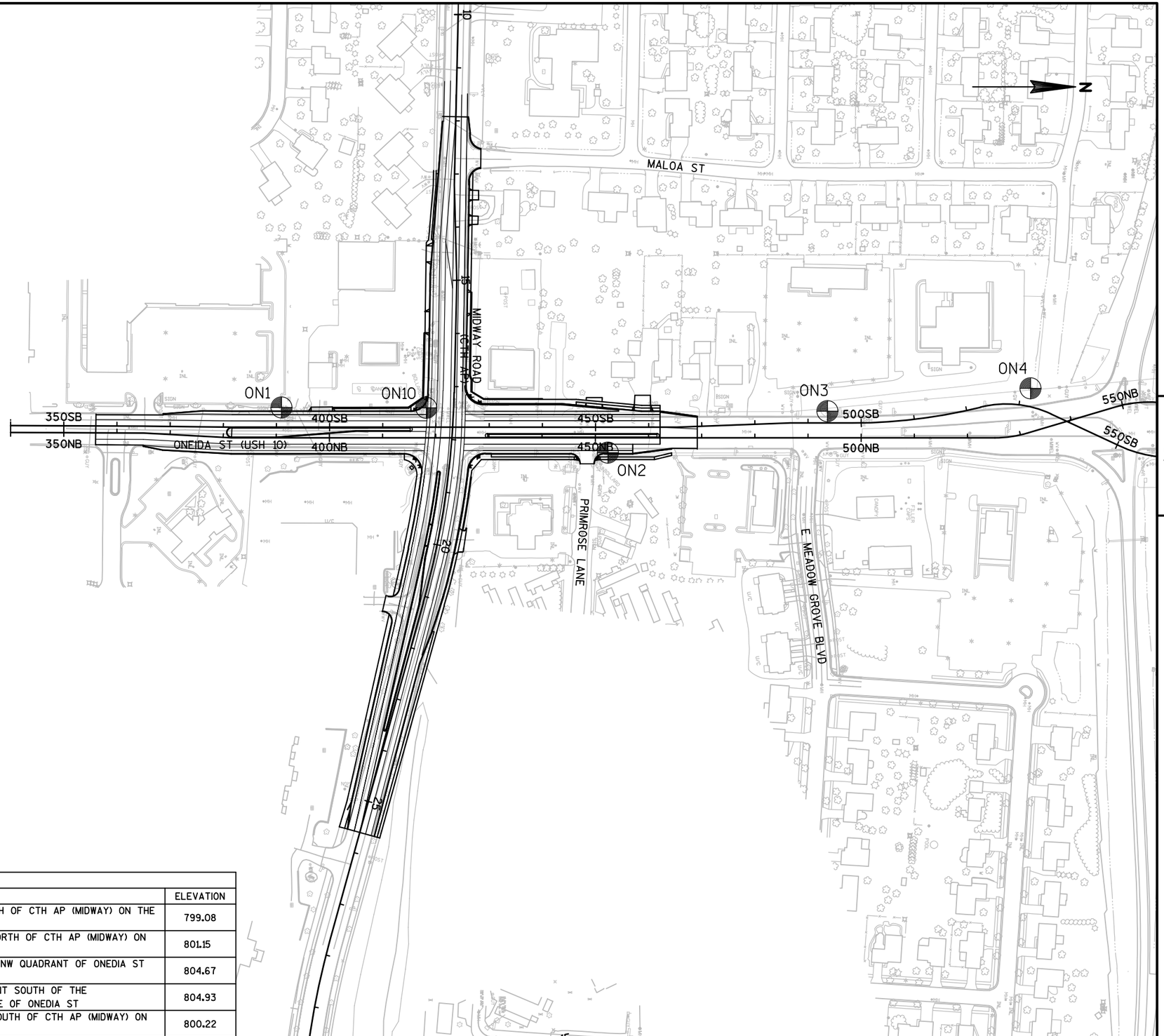
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VOL: D PAGE: 81

Tamara Alten

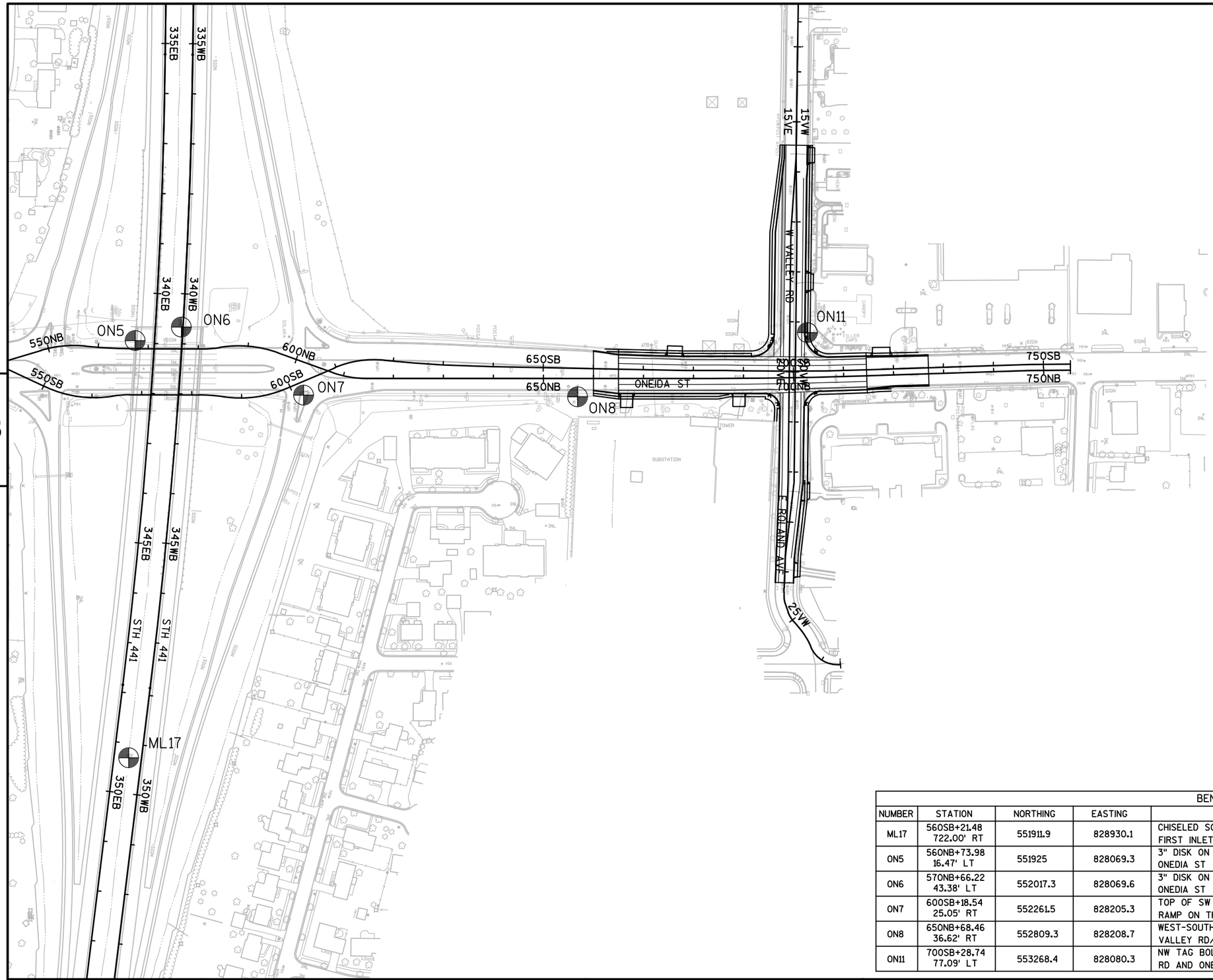
4.27

PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : gsplinter
PLOT DATE : 9/2/2014
FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040427_RP.dgn
APPRAISAL PLAT DATE :

4



BENCHMARKS					
NUMBER	STATION	NORTHING	EASTING	DESCRIPTION	ELEVATION
ON1	390SB+09.49 37.03' LT	550170	828117	SW TAG BOLT ON SECOND HYDRANT SOUTH OF CTH AP (MIDWAY) ON THE WEST SIDE OF ONEIDA ST	799.08
ON2	450NB+23.84 27.96' RT	550784	828202	NE TAG BOLT ON FIRST FIRE HYDRANT NORTH OF CTH AP (MIDWAY) ON THE EAST SIDE OF ONEIDA ST	801.15
ON3	490SB+36.64 22.05' LT	551197	828124	SW TAG BOLT ON FIRE HYDRANT AT THE NW QUADRANT OF ONEDIA ST AND EAST MEADOW GROVE BLVD	804.67
ON4	530SB+15.14 34.00' LT	551579	828081	NW TAG BOLT ON THE FIRST FIRE HYDRANT SOUTH OF THE STH 441 EB OFF RAMP ON THE WEST SIDE OF ONEDIA ST	804.93
ON10	410SB+81.69 36.33' LT	550442.2	828117.7	SW TAG BOLT ON FIRST FIRE HYDRANT SOUTH OF CTH AP (MIDWAY) ON THE WEST SIDE OF ONEDIA ST	800.22

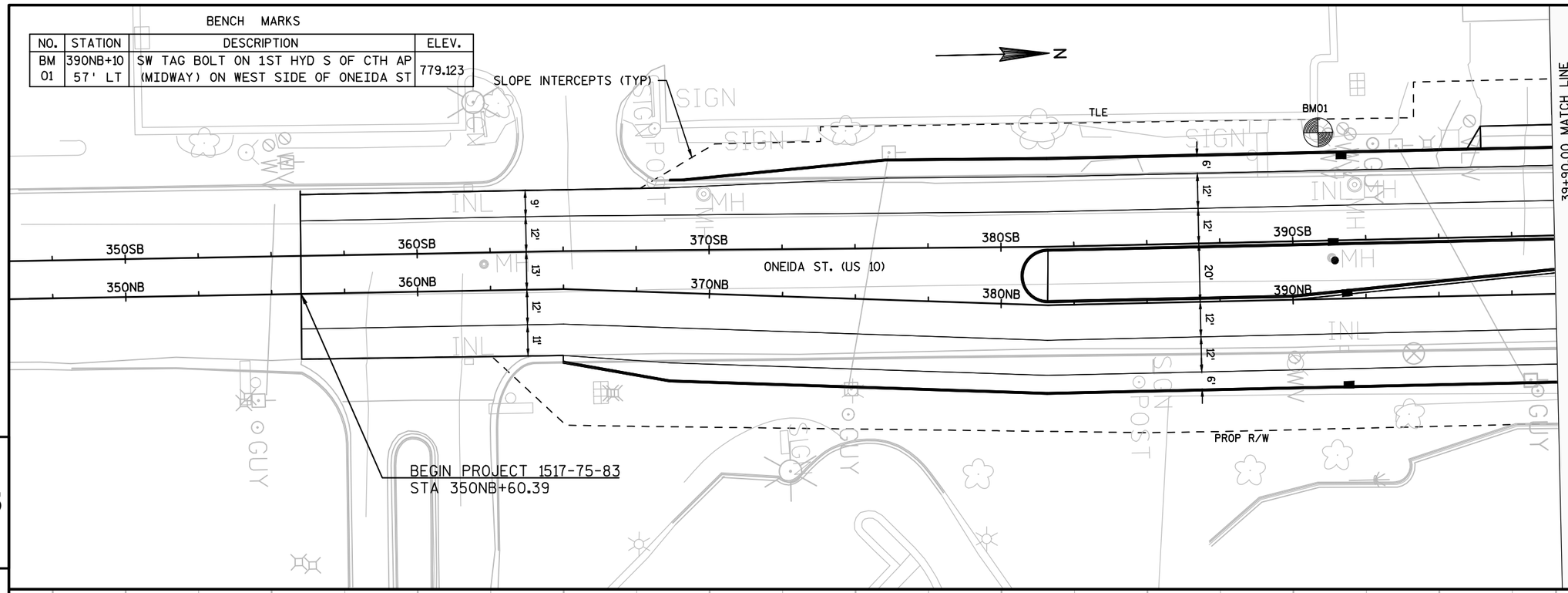


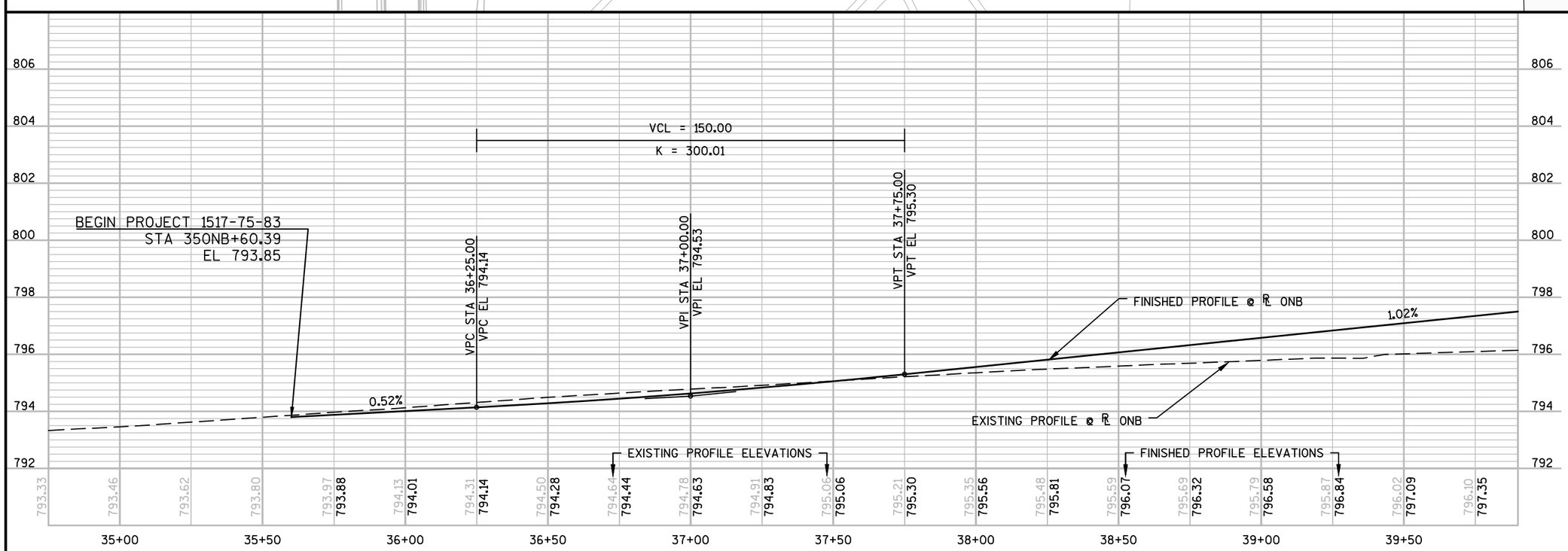
BENCHMARKS					
NUMBER	STATION	NORTHING	EASTING	DESCRIPTION	ELEVATION
ML17	560SB+21.48 722.00' RT	551911.9	828930.1	CHISELED SQUARE TOP OF NE CORNER OF INLET IN MEDIAN 441 FIRST INLET EAST OF ONEDIA ST	815.83
ON5	560NB+73.98 16.47' LT	551925	828069.3	3" DISK ON TOP OF SW WINGWALL ON STH 441 EB BRIDGE OVER ONEDIA ST	822.03
ON6	570NB+66.22 43.38' LT	552017.3	828069.6	3" DISK ON TOP OF SW WINGWALL ON STH 441 WB BRIDGE OVER ONEDIA ST	822.29
ON7	600SB+18.54 25.05' RT	552261.5	828205.3	TOP OF SW BOLT ON TRAFFIC SIGNAL IN MEDIAN OF STH 441 WB RAMP ON THE EAST SIDE OF ONEDIA ST	805.21
ON8	650NB+68.46 36.62' RT	552809.3	828208.7	WEST-SOUTHWEST FLANGE BOLT ON SECOND FIRE HYDRANT SOUTH OF VALLEY RD/ROELAND ON EAST SIDE OF ONEIDA ST	805.47
ON11	700SB+28.74 77.09' LT	553268.4	828080.3	NW TAG BOLT OF FIRE HYDRANT AT THE NW QUADRANT OF VALLEY RD AND ONEDIA ST	803.81

PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	BENCHMARKS	SHEET 207	E

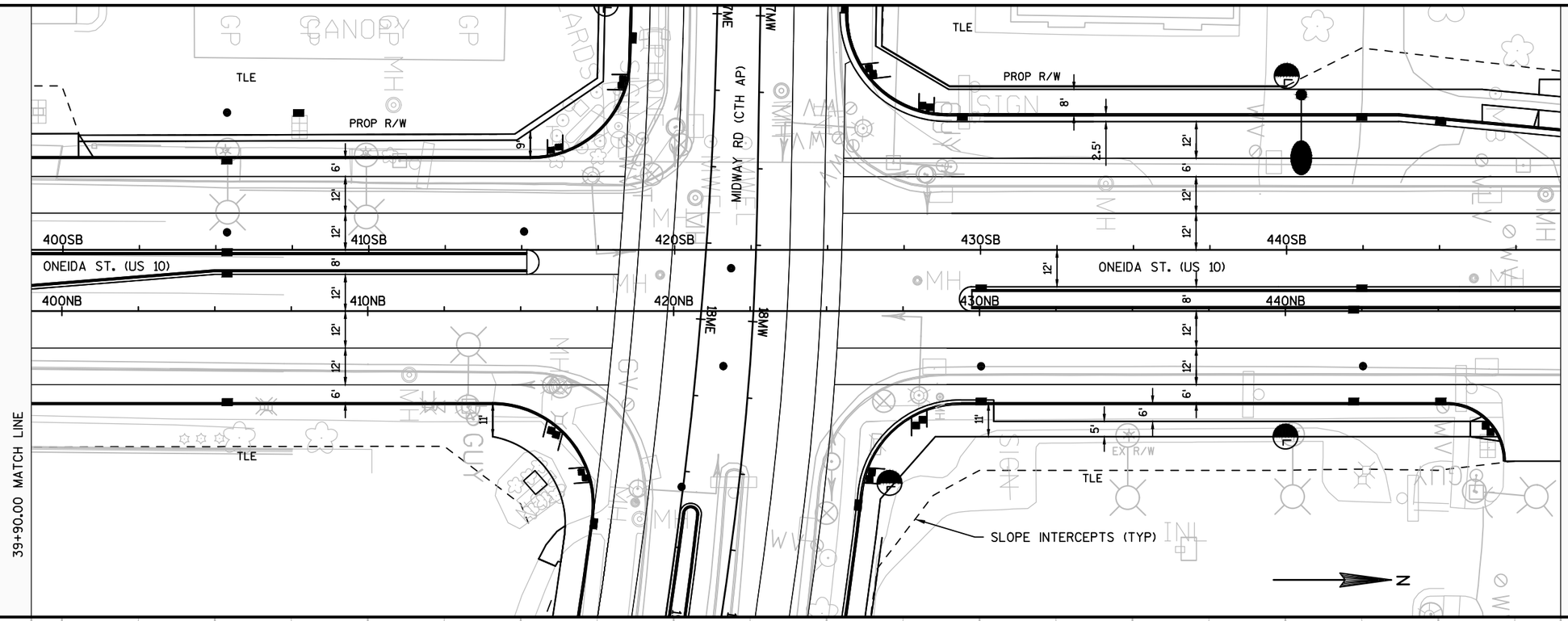
BENCH MARKS

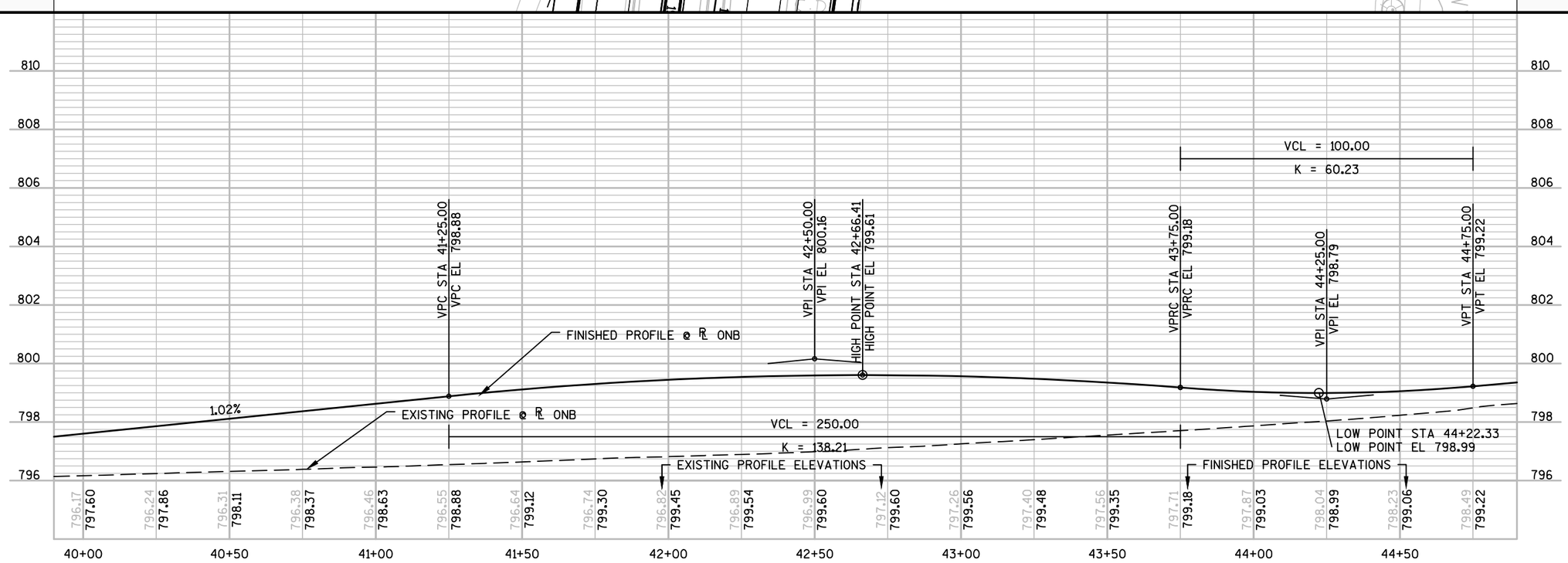
NO.	STATION	DESCRIPTION	ELEV.
BM 01	390NB+10 57' LT	SW TAG BOLT ON 1ST HYD S OF CTH AP (MIDWAY) ON WEST SIDE OF ONEIDA ST	779.123





PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: ONEIDA STREET NB AT MIDWAY ROAD	SHEET 208 E

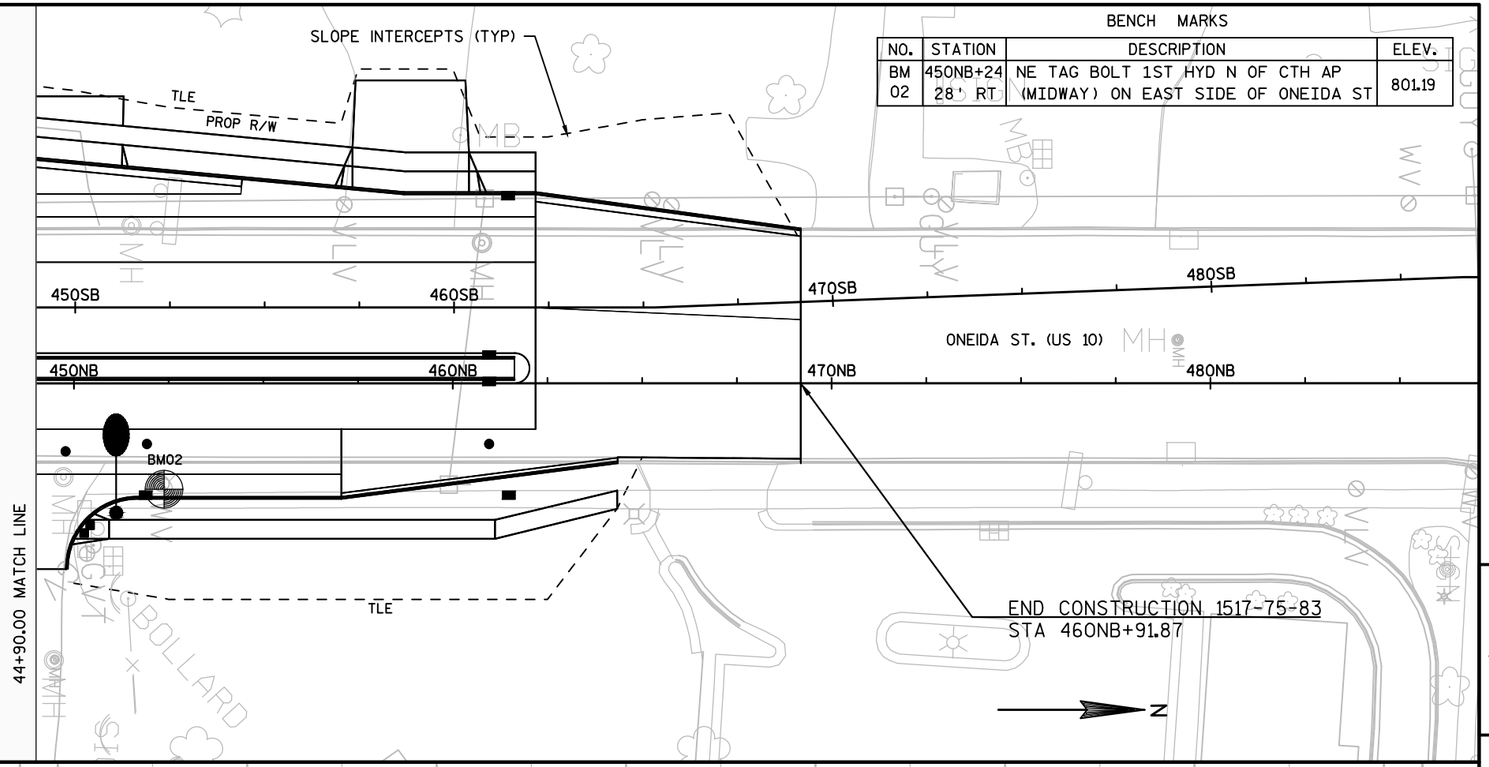


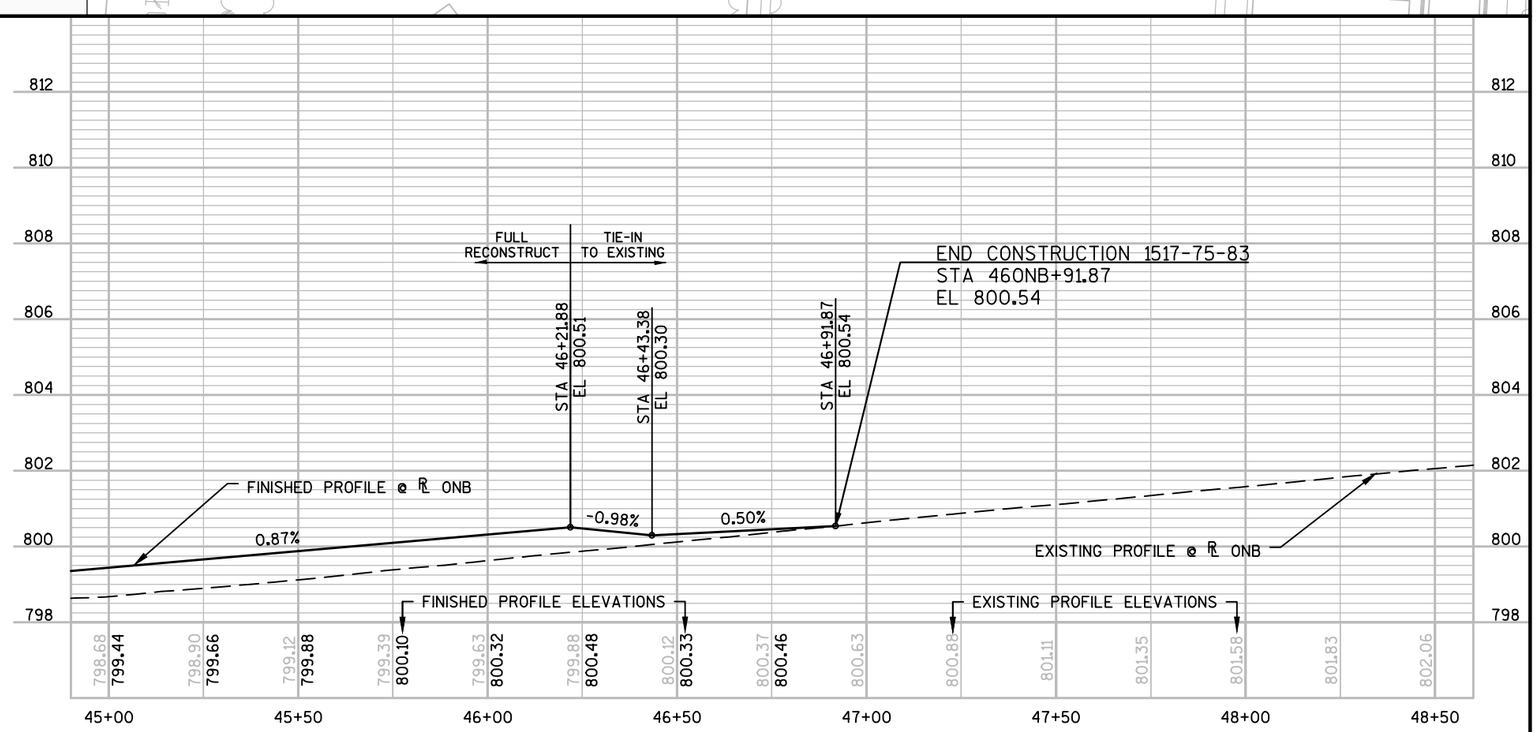


PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: ONEIDA STREET NB AT MIDWAY ROAD	SHEET 209 E

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM 02	450NB+24 28' RT	NE TAG BOLT 1ST HYD N OF CTH AP (MIDWAY) ON EAST SIDE OF ONEIDA ST	801.19

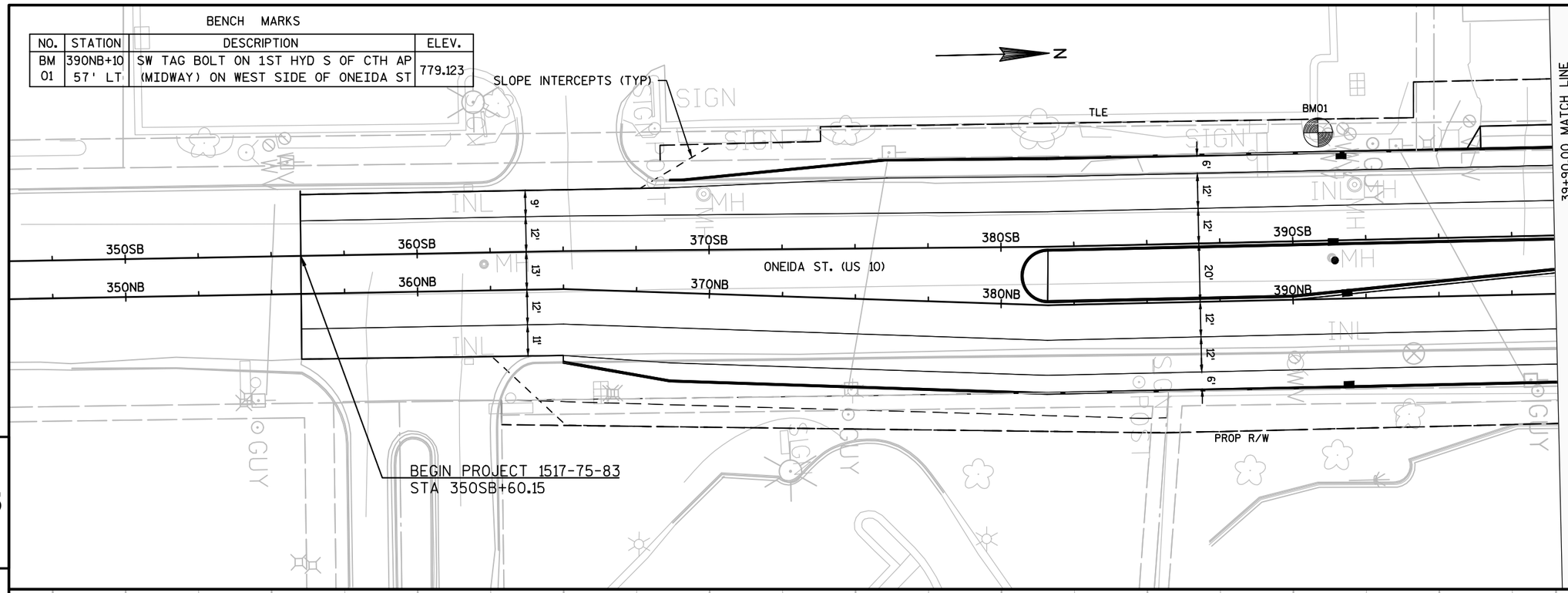


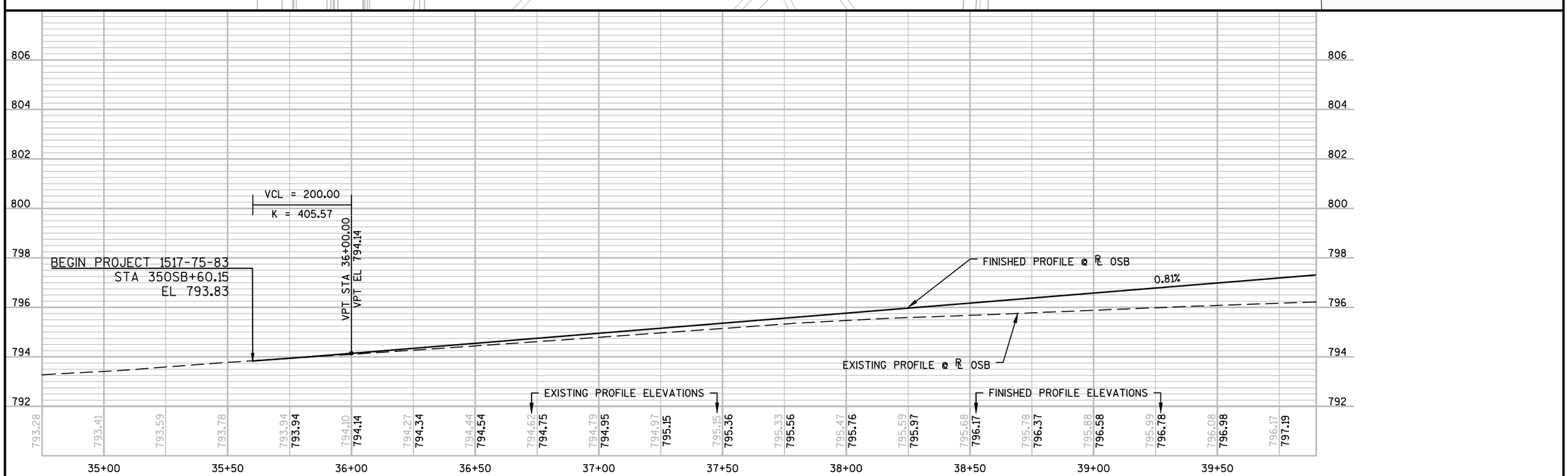


PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: ONEIDA STREET NB AT MIDWAY ROAD	SHEET 210	E

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM 01	390NB+10 57' LT	SW TAG BOLT ON 1ST HYD S OF CTH AP (MIDWAY) ON WEST SIDE OF ONEIDA ST	779.123



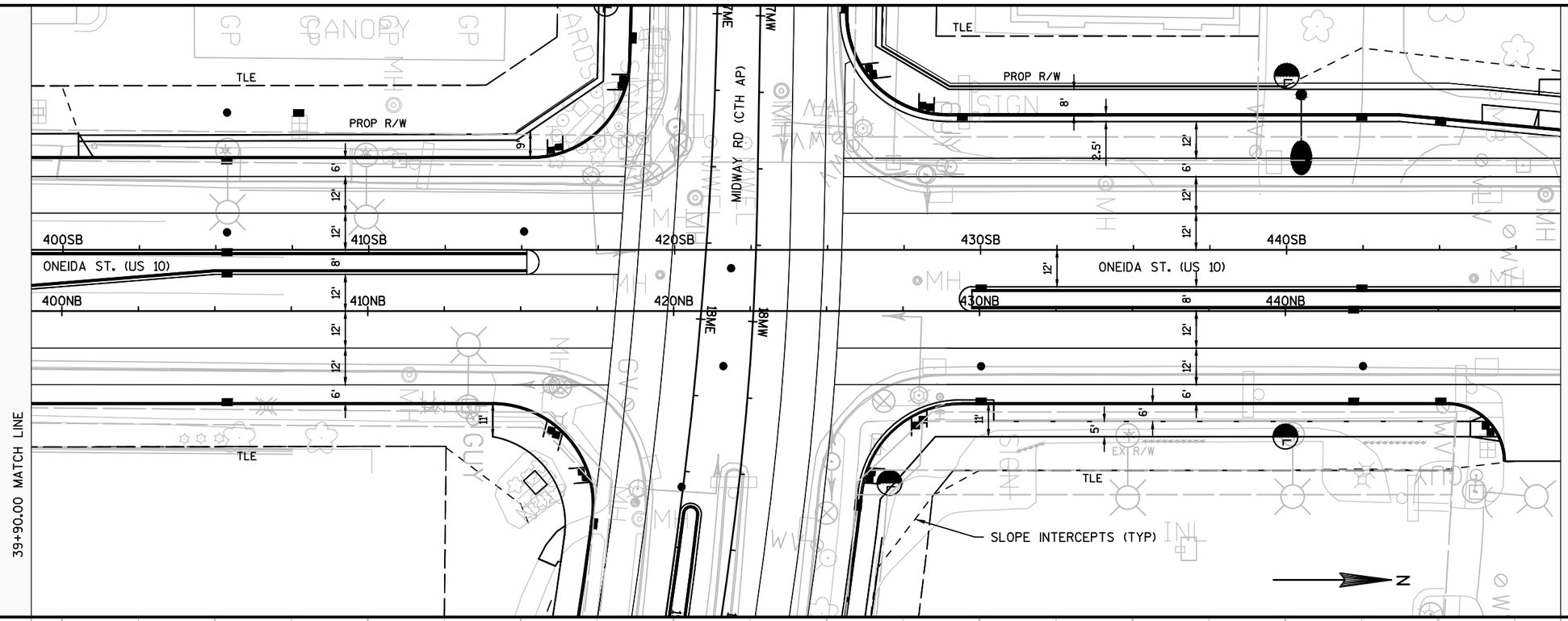


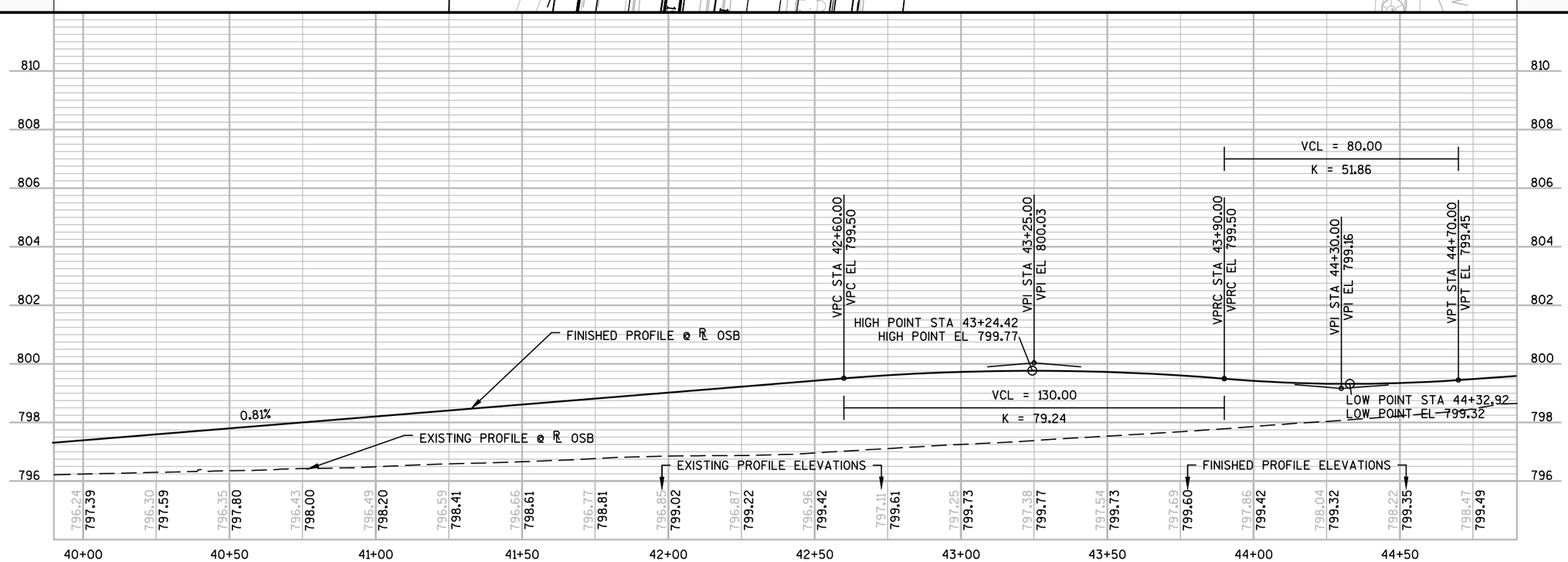
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: ONEIDA STREET SB AT MIDWAY ROAD	SHEET 211 E

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LAYOUT NAME - 050104-PP

PLOT DATE : 2/1/2017 1:06 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

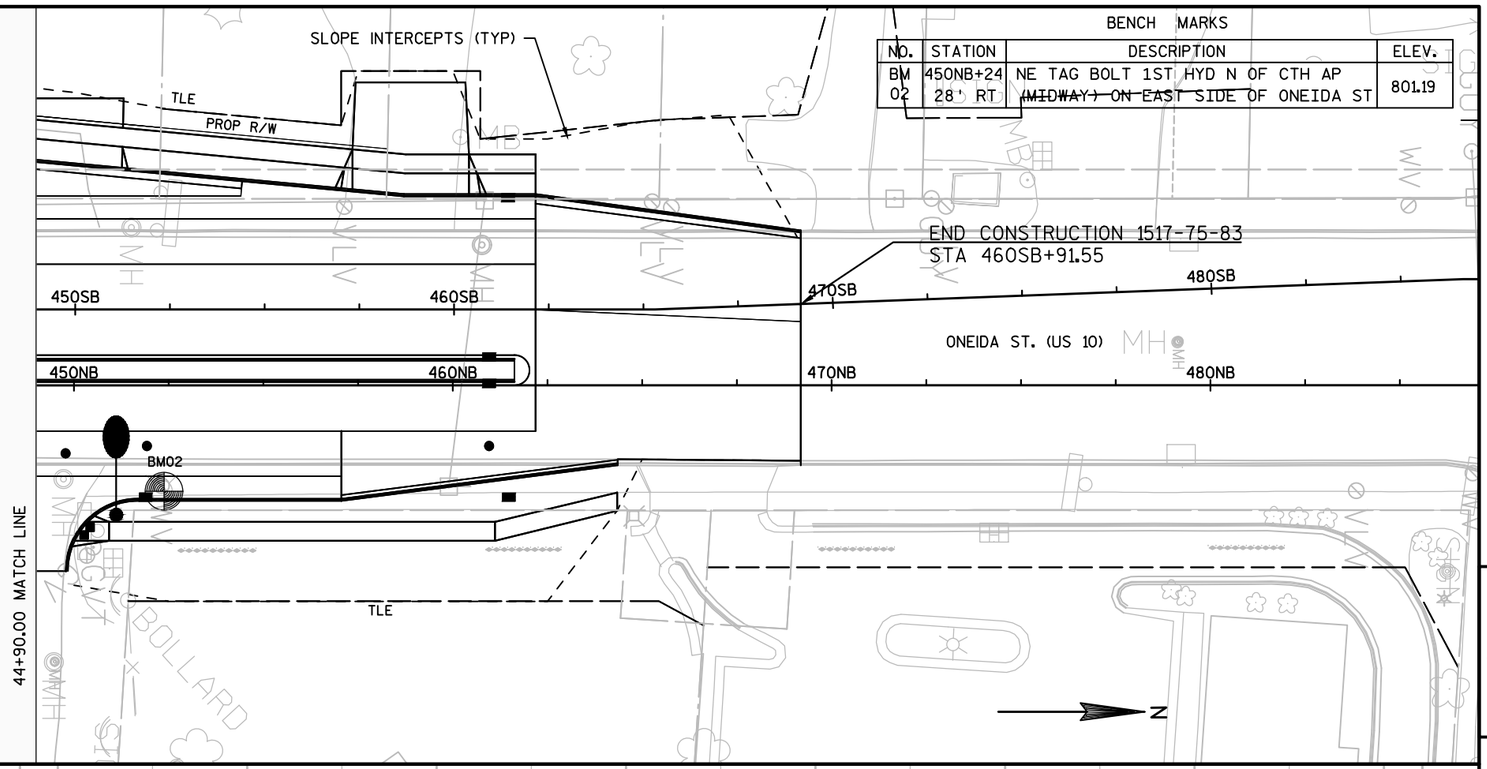


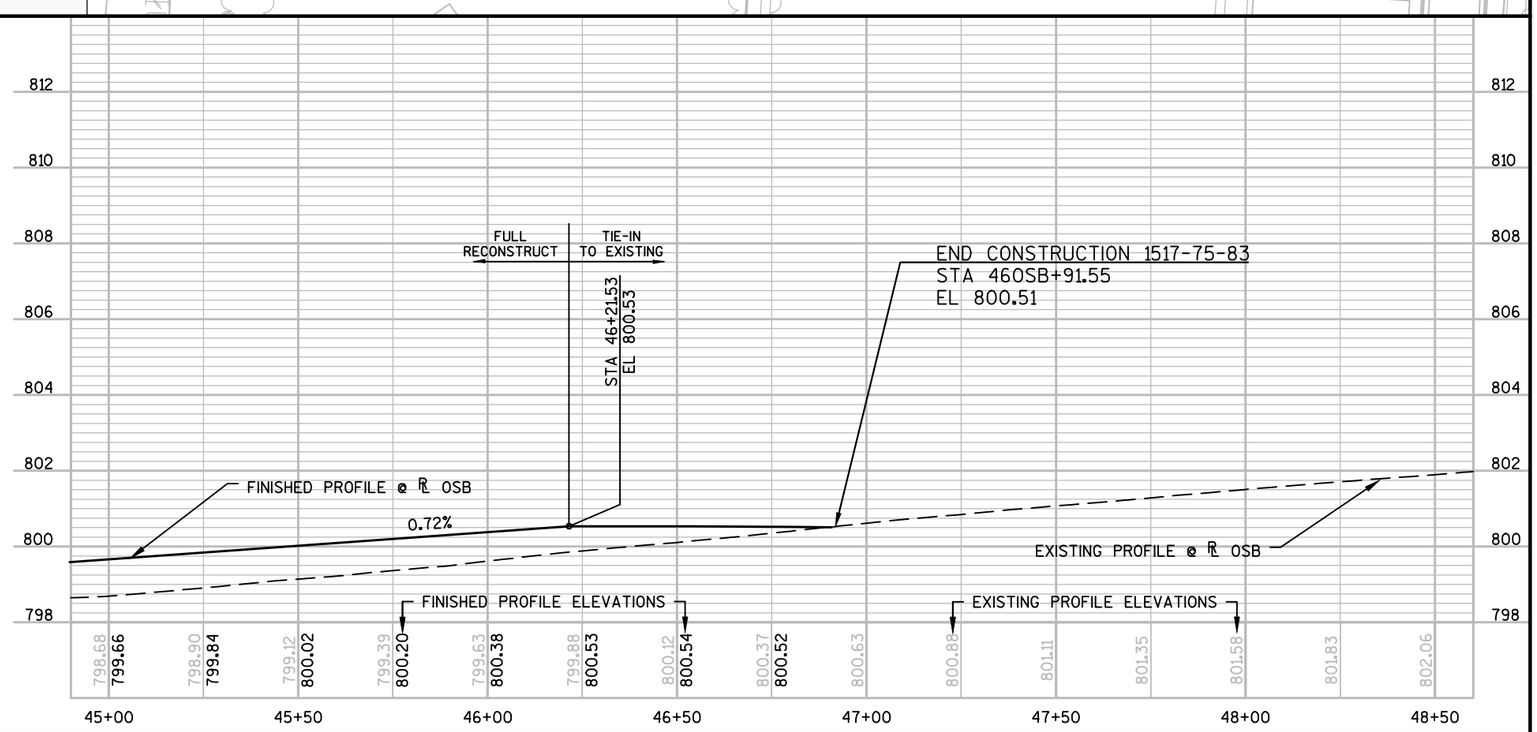


PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: ONEIDA STREET SB AT MIDWAY ROAD	SHEET 212 E

BENCH MARKS

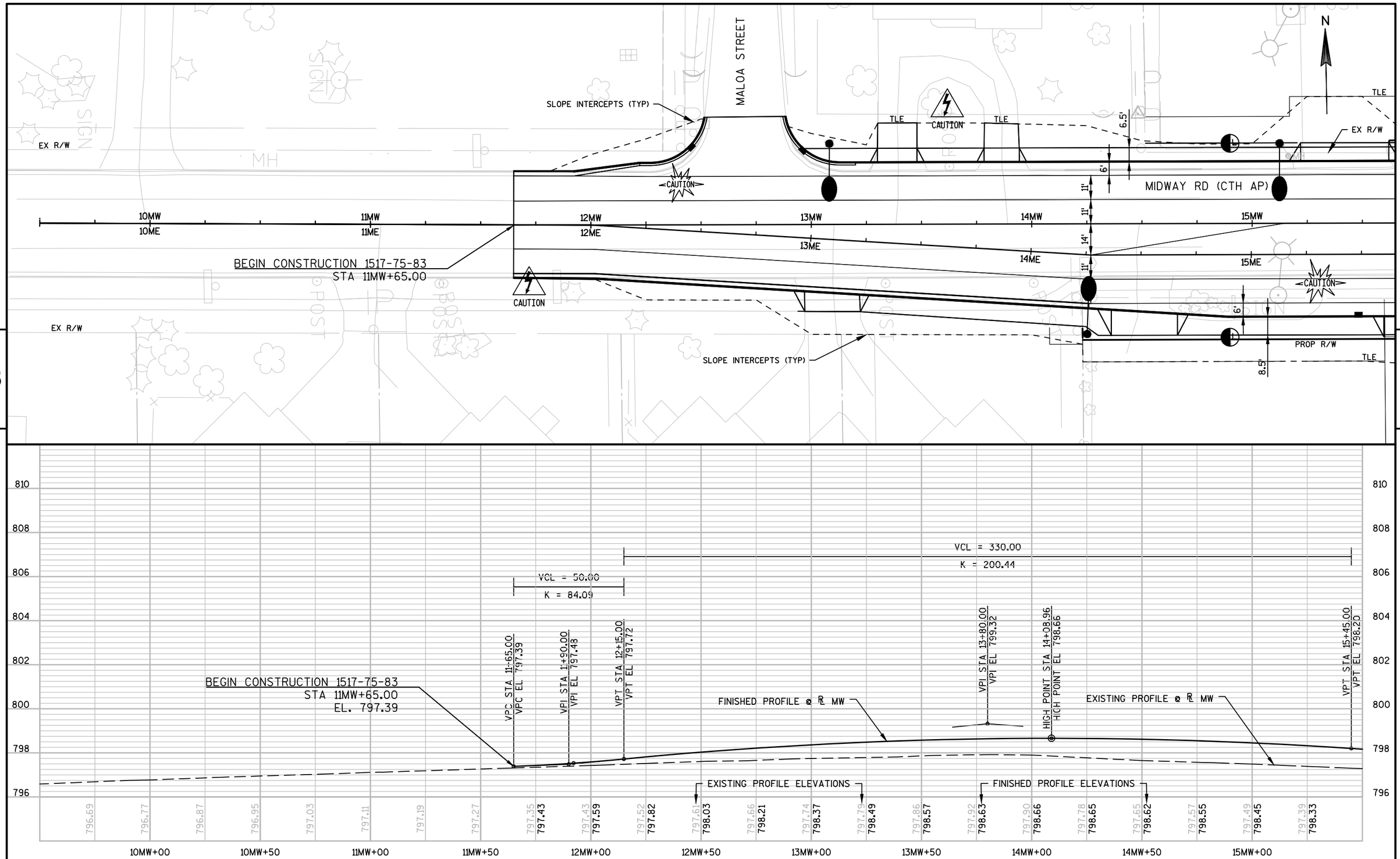
NO.	STATION	DESCRIPTION	ELEV.
BM 02	450NB+24 28' RT	NE TAG BOLT 1ST HYD N OF CTH AP (MIDWAY) ON EAST SIDE OF ONEIDA ST	801.19





PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: ONEIDA STREET SB AT MIDWAY ROAD	SHEET 213	E

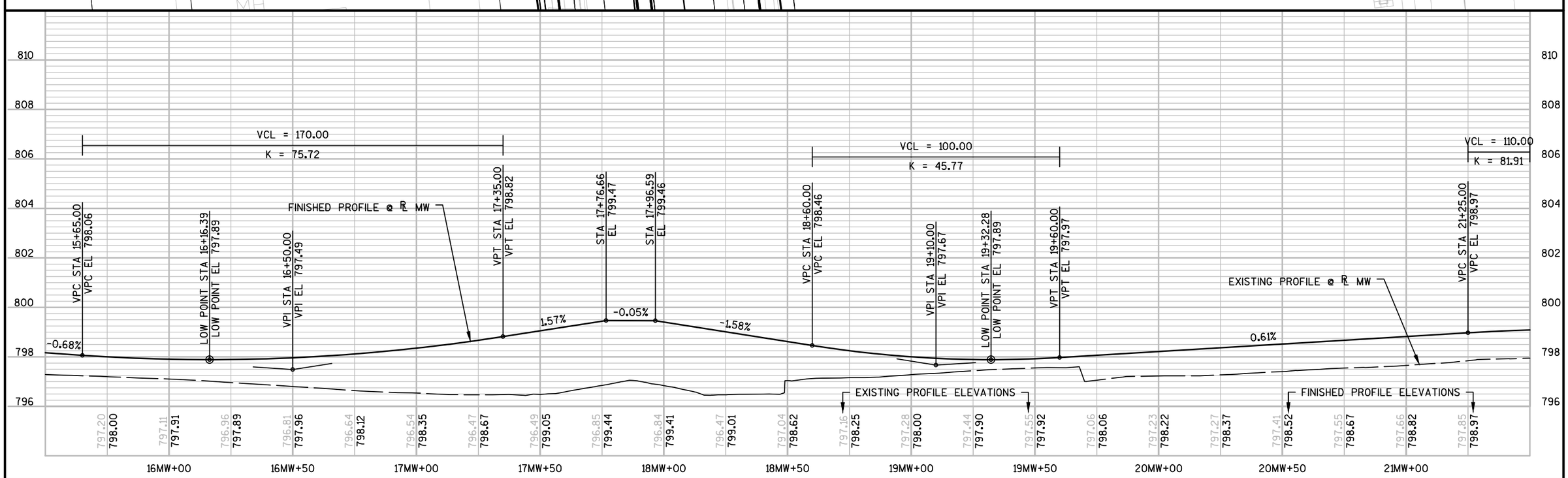
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PLOT DATE : 2/1/2017 1:07 PM
PLOT BY : VICKMAN, GARRETT T
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: MIDWAY ROAD (CTH AP) WESTBOUND	SHEET 214	E

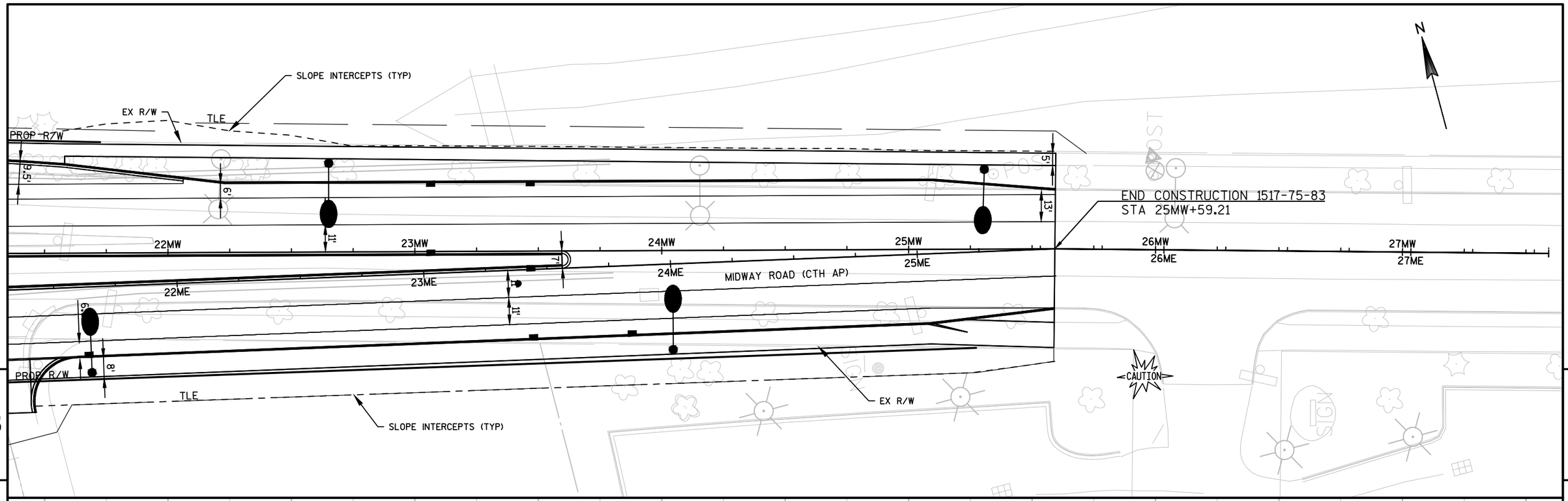
FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\050100_PP\1517-75-83\15177583_MIDWAY_050100_PP.DWG
LAYOUT NAME - 050107-PP
PLOT DATE : 2/1/2017 1:19 PM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

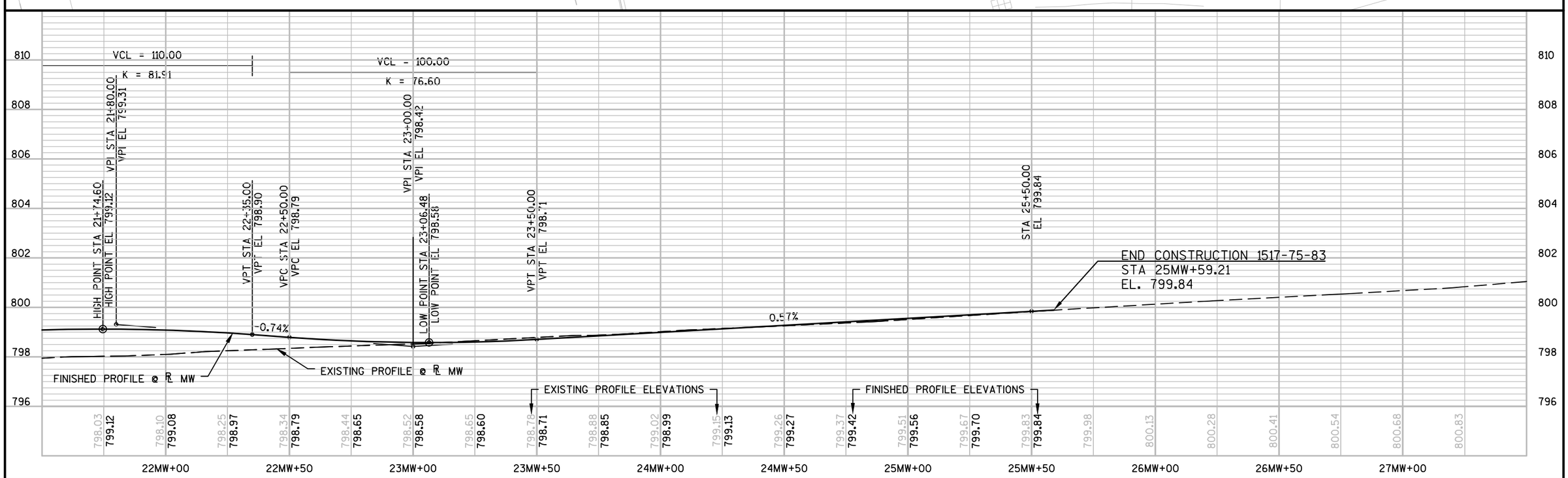




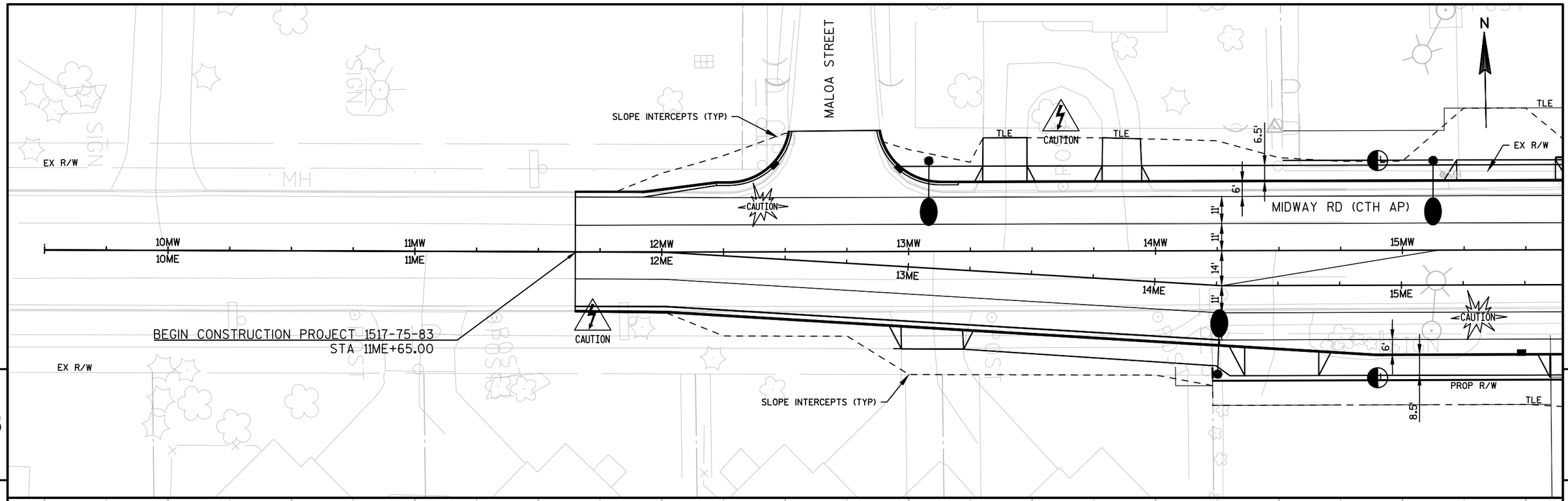
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: MIDWAY ROAD (CTH AP) WESTBOUND	SHEET 215 E

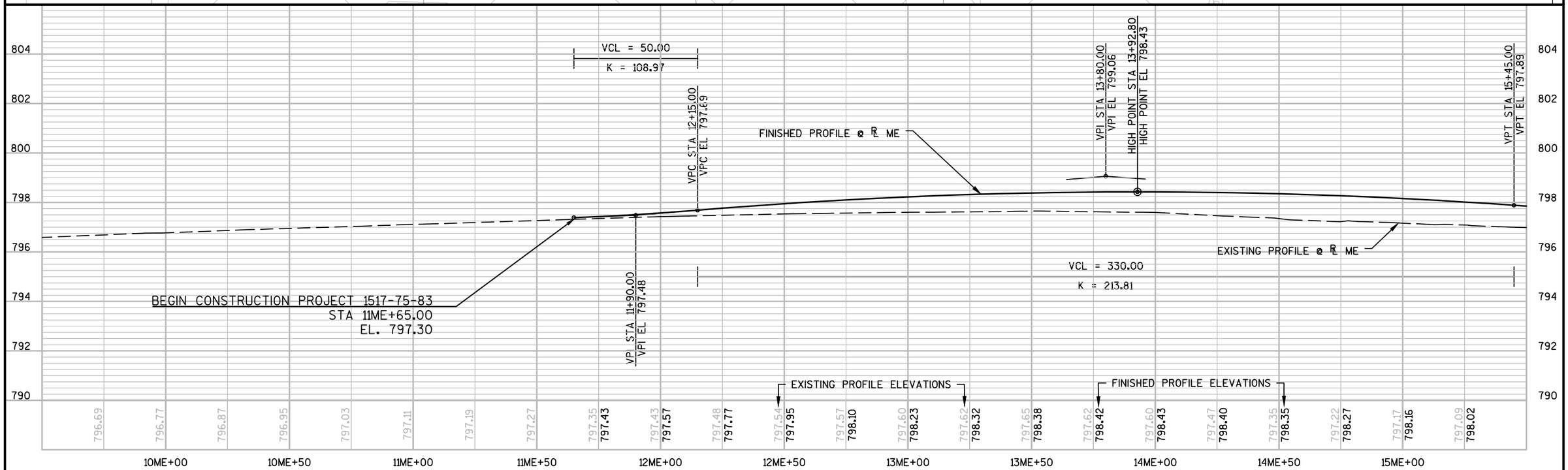
FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\050100_PP\1517-75-83\15177583_MIDWAY_050100_PP.DWG
LAYOUT NAME - 050108-PP
PLOT DATE : 2/1/2017 1:19 PM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: MIDWAY ROAD (CTH AP) WESTBOUND	SHEET 216	E

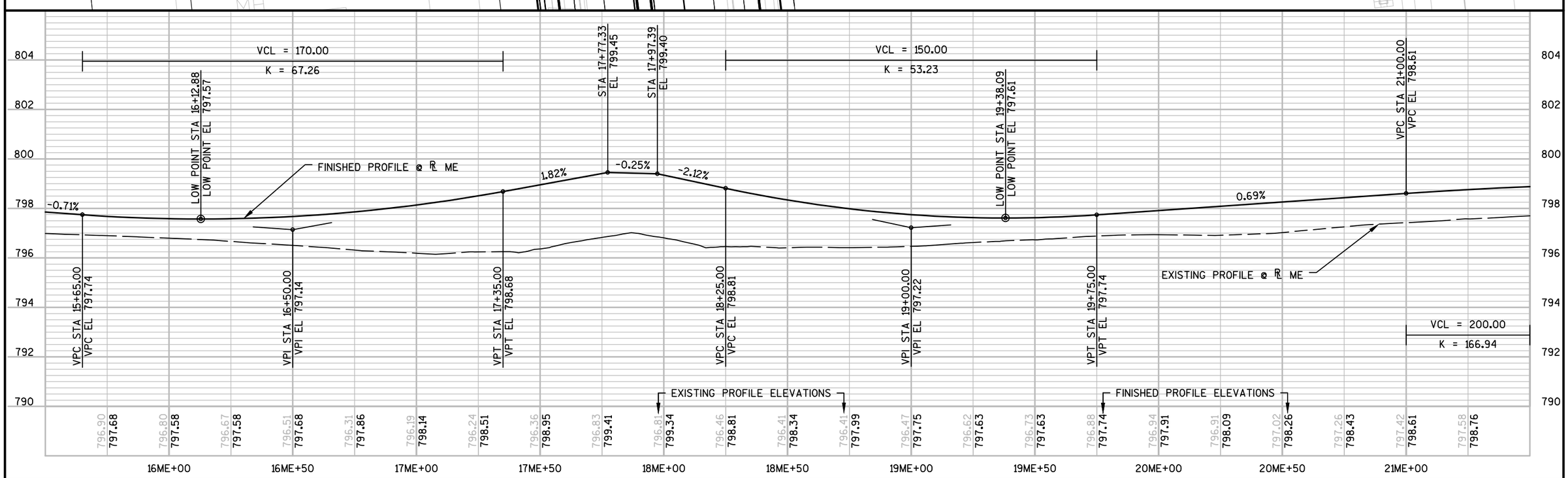




PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: MIDWAY ROAD (CTH AP) EASTBOUND	SHEET 217	E

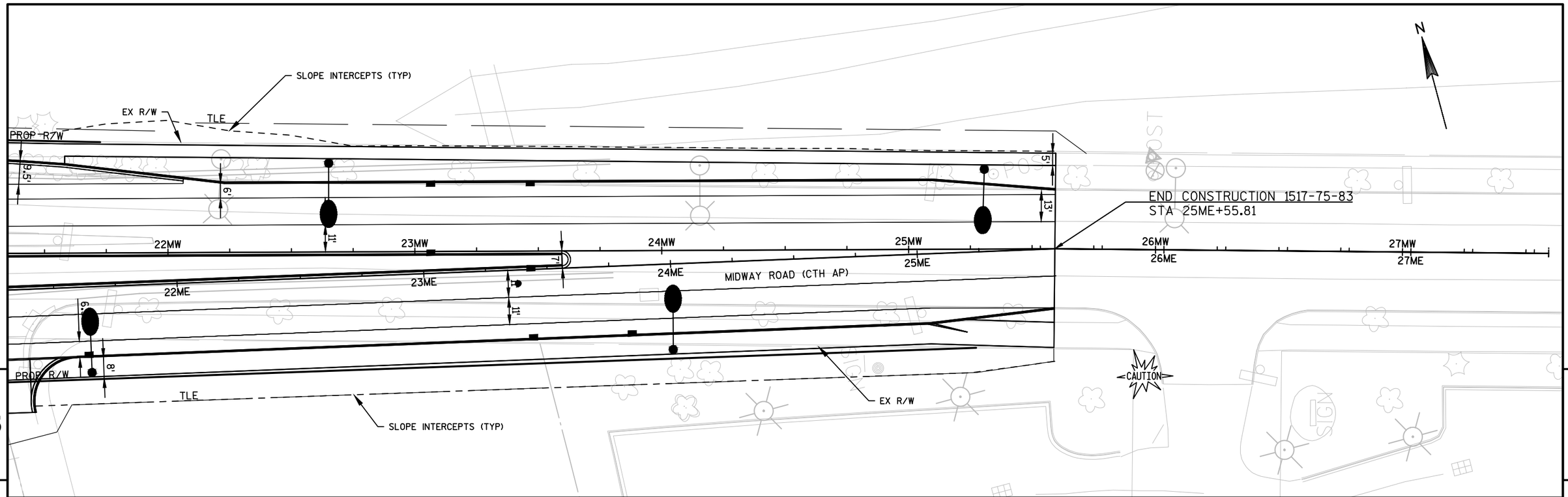
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LAYOUT NAME - 050110-PP
PLOT DATE : 2/1/2017 1:20 PM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

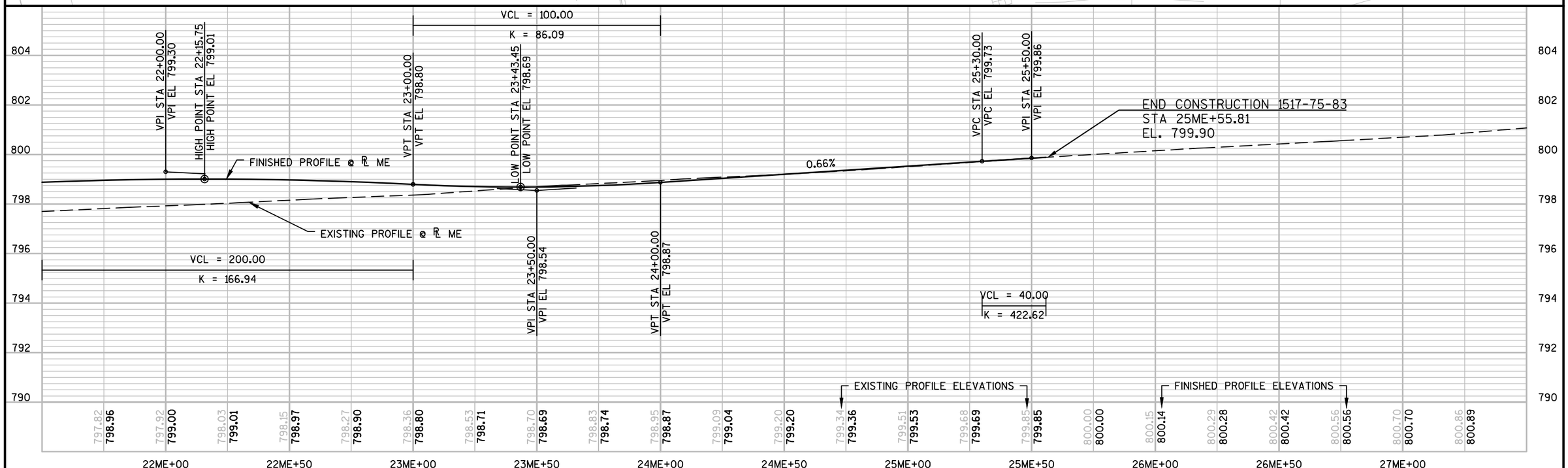




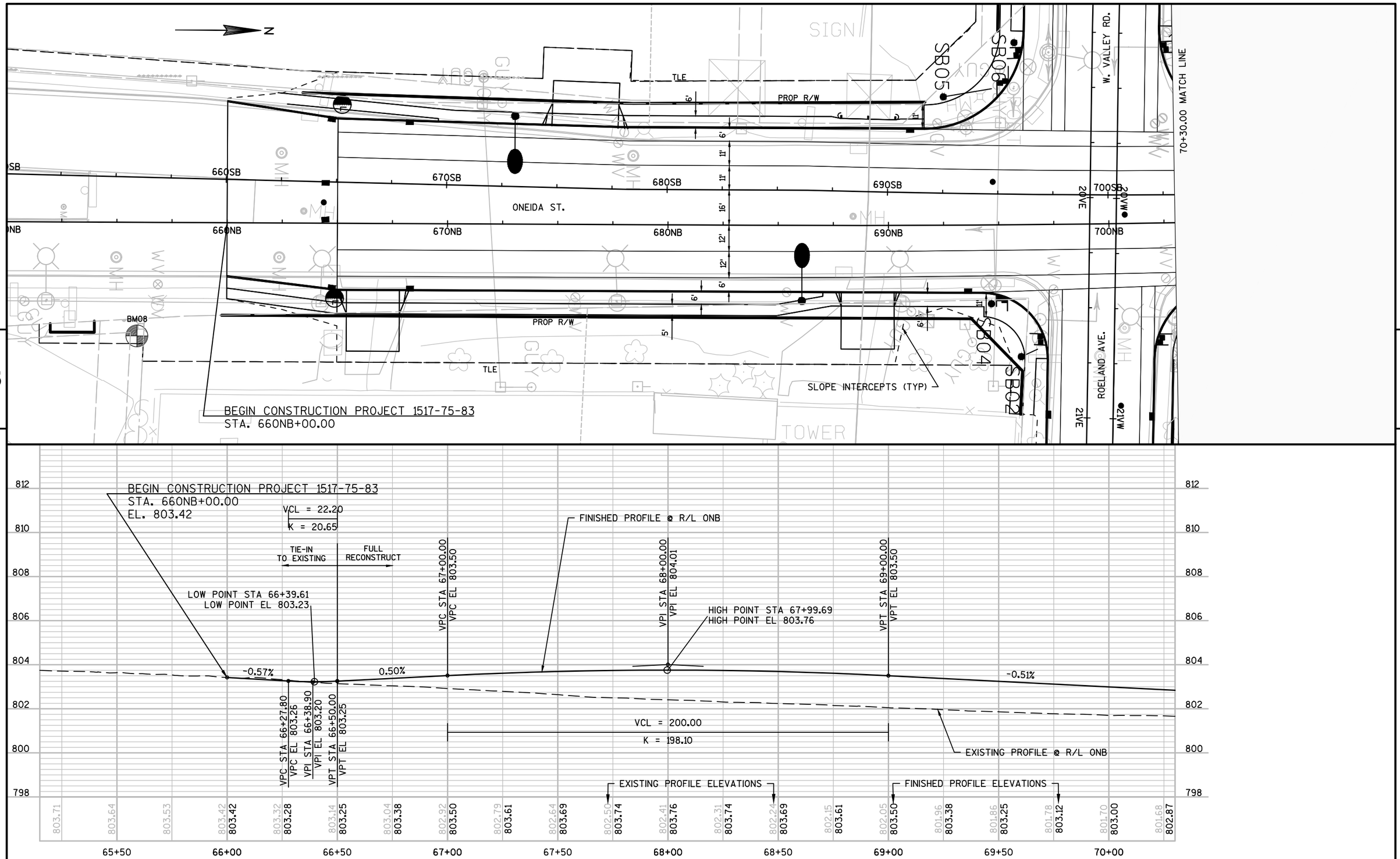
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: MIDWAY ROAD (CTH AP) EASTBOUND	SHEET 218	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\050100_PP\1517-75-83\15177583_MIDWAY_050100_PP.DWG
LAYOUT NAME - 050111-PP
PLOT DATE : 2/1/2017 1:21 PM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44





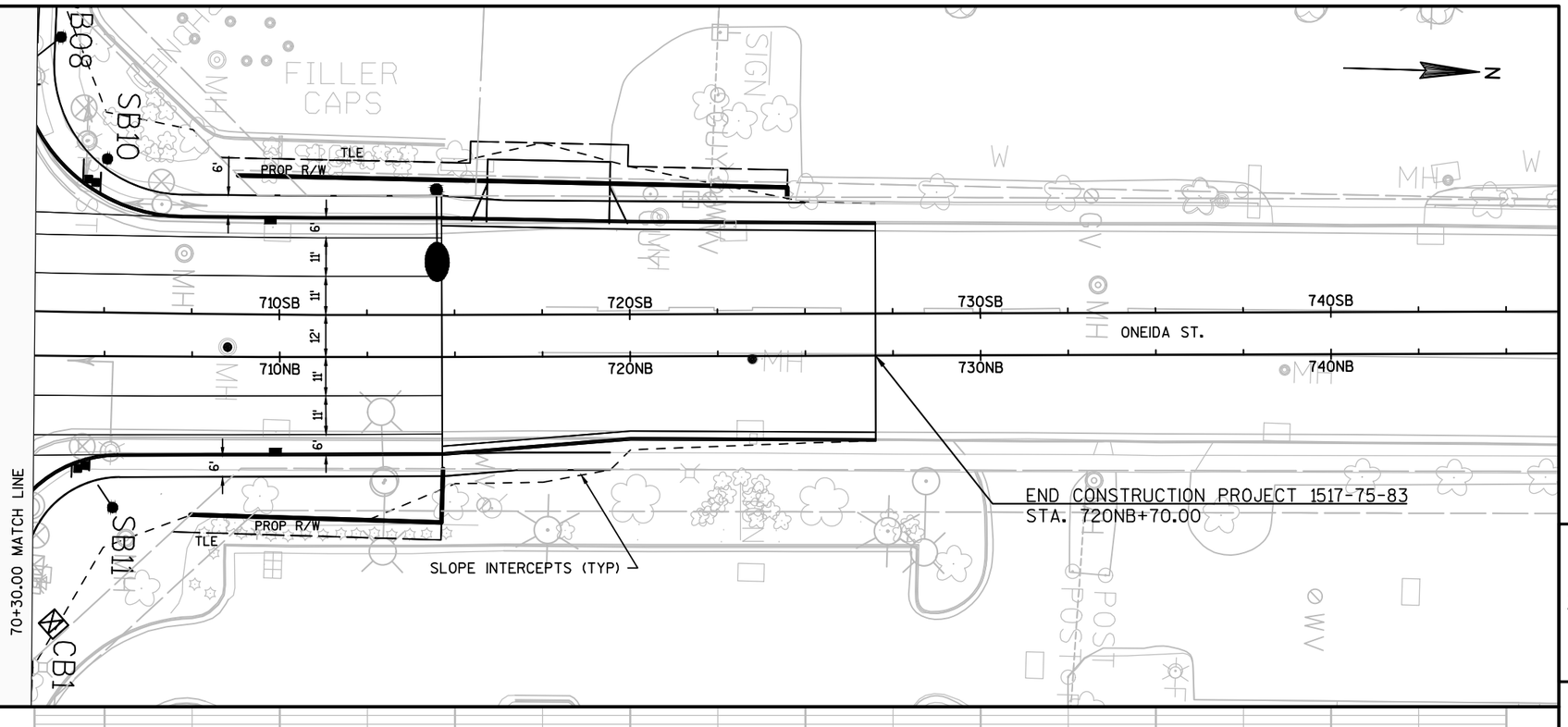
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: MIDWAY ROAD (CTH AP) EASTBOUND	SHEET 219	E

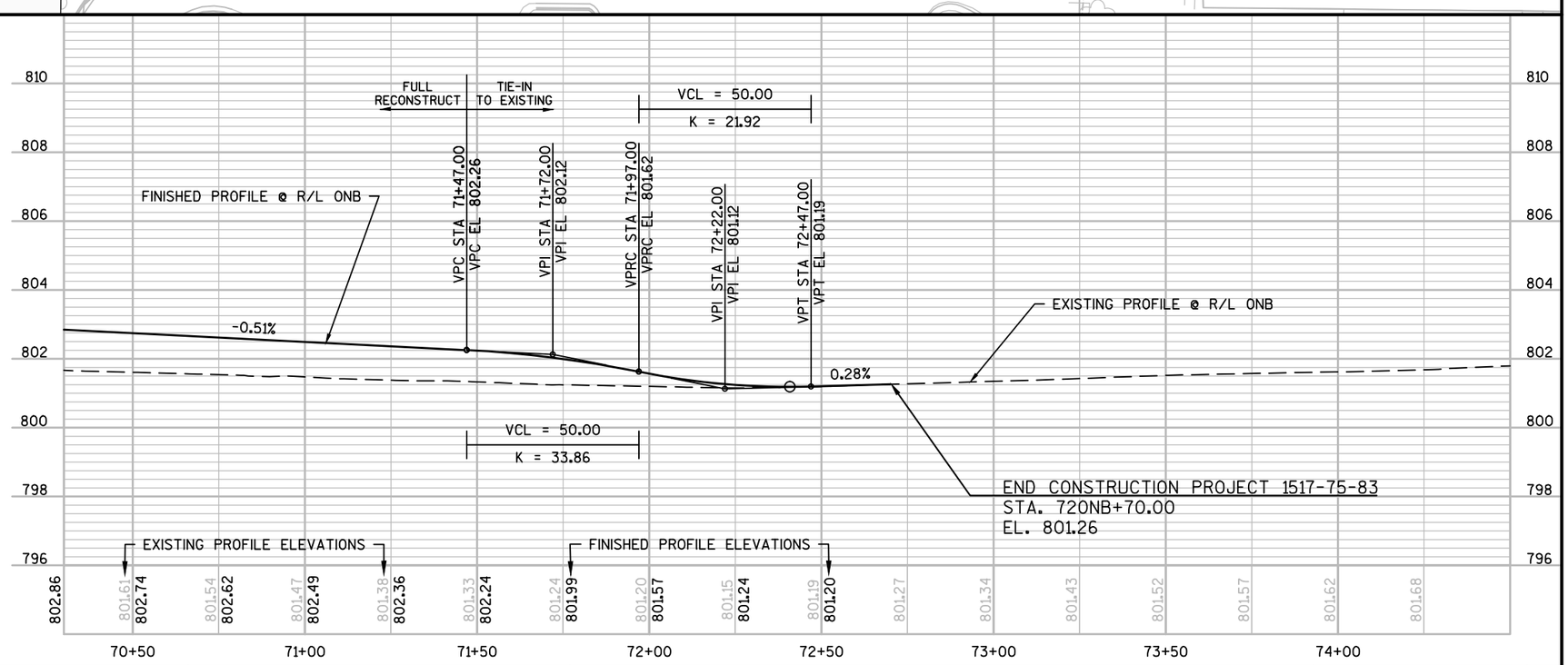


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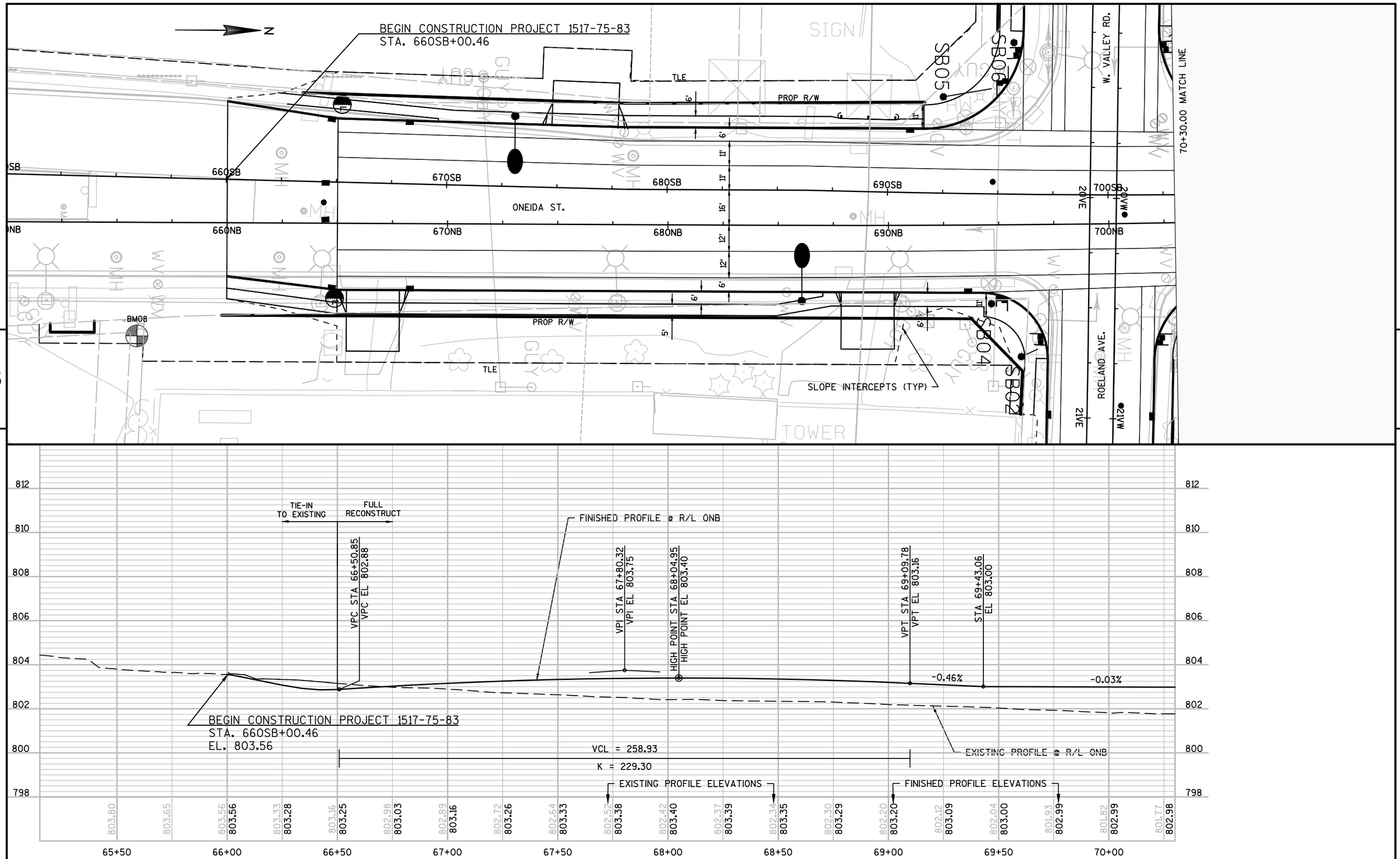
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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: ONEIDA STREET NB AT W. VALLEY RD.	SHEET 220 E

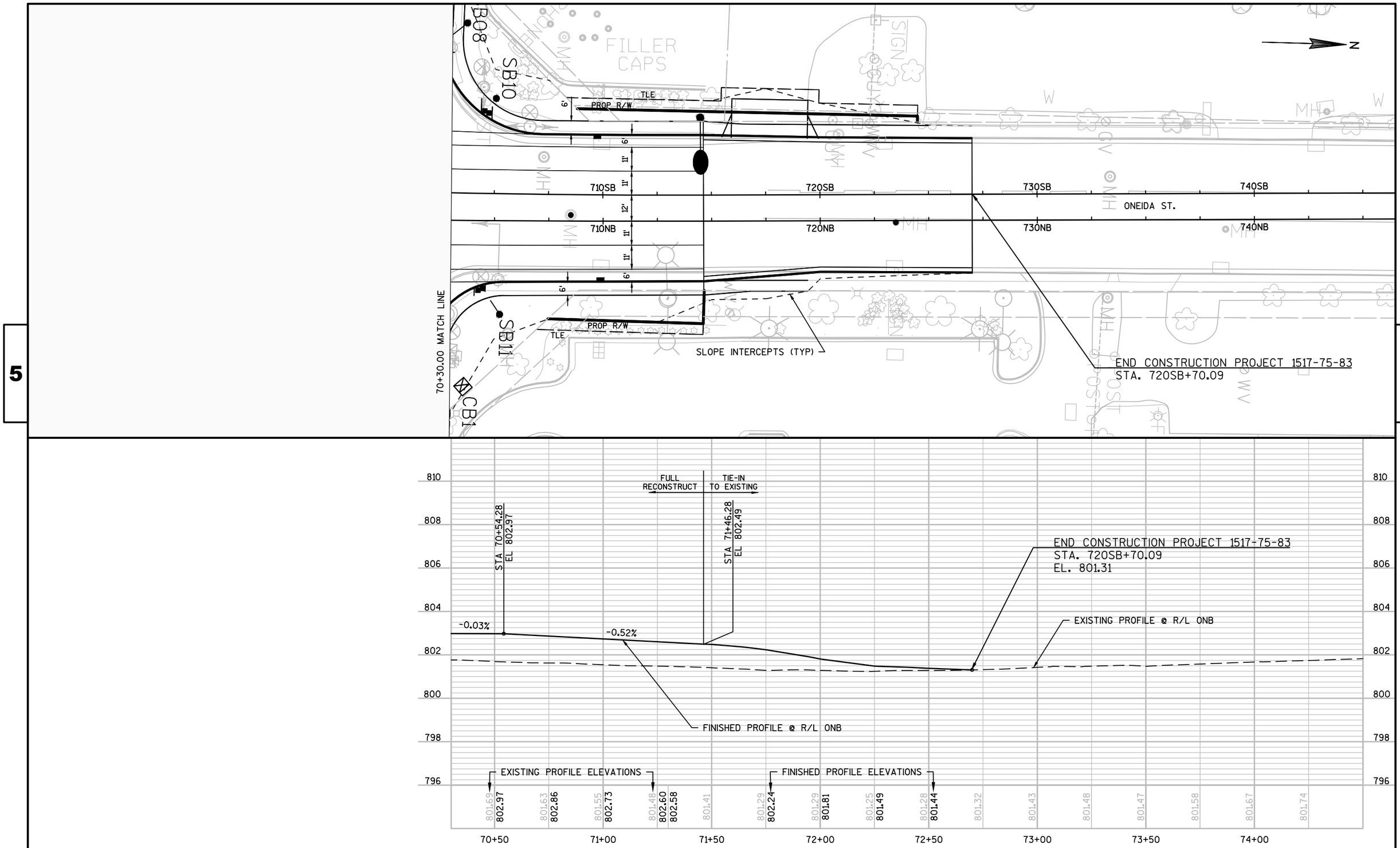




PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: ONEIDA STREET NB AT W. VALLEY RD.	SHEET 221	E

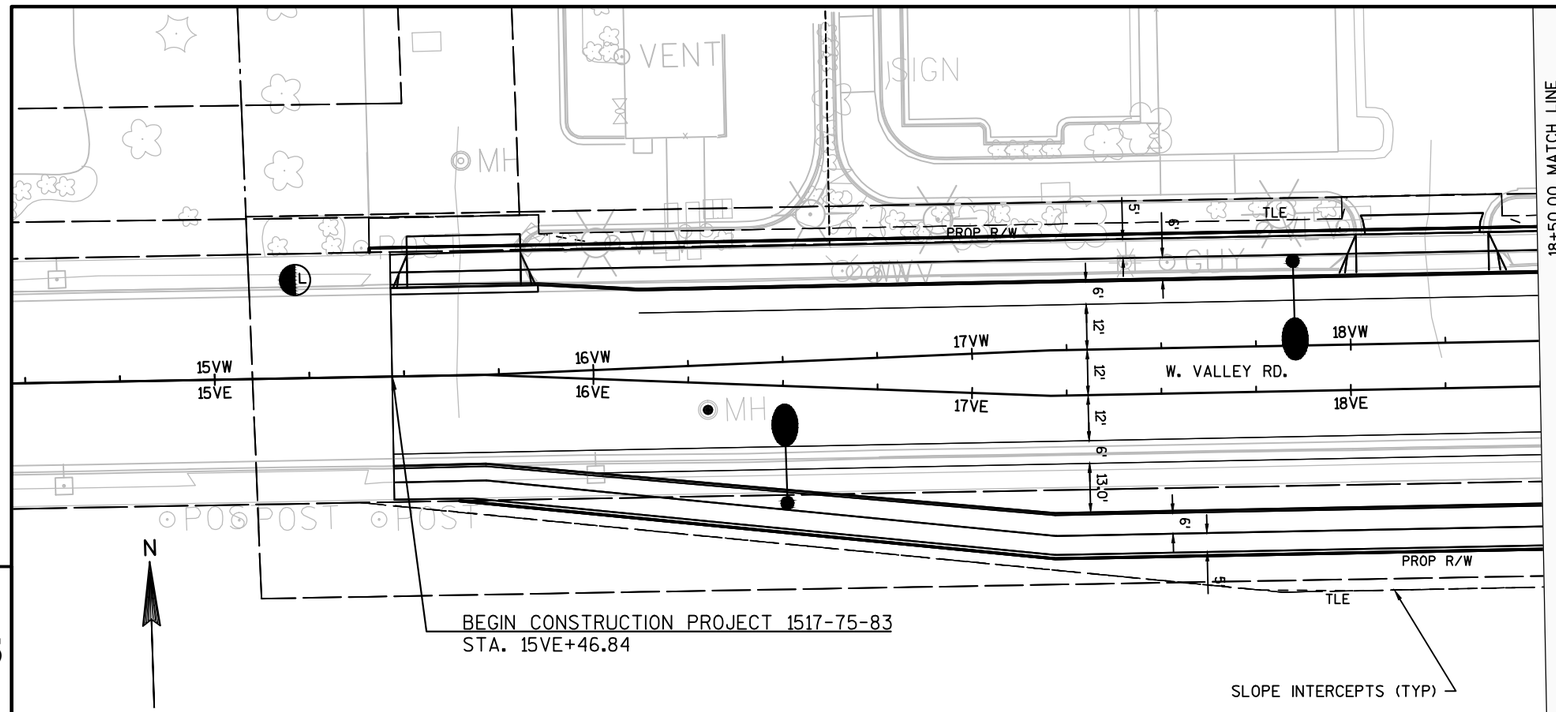


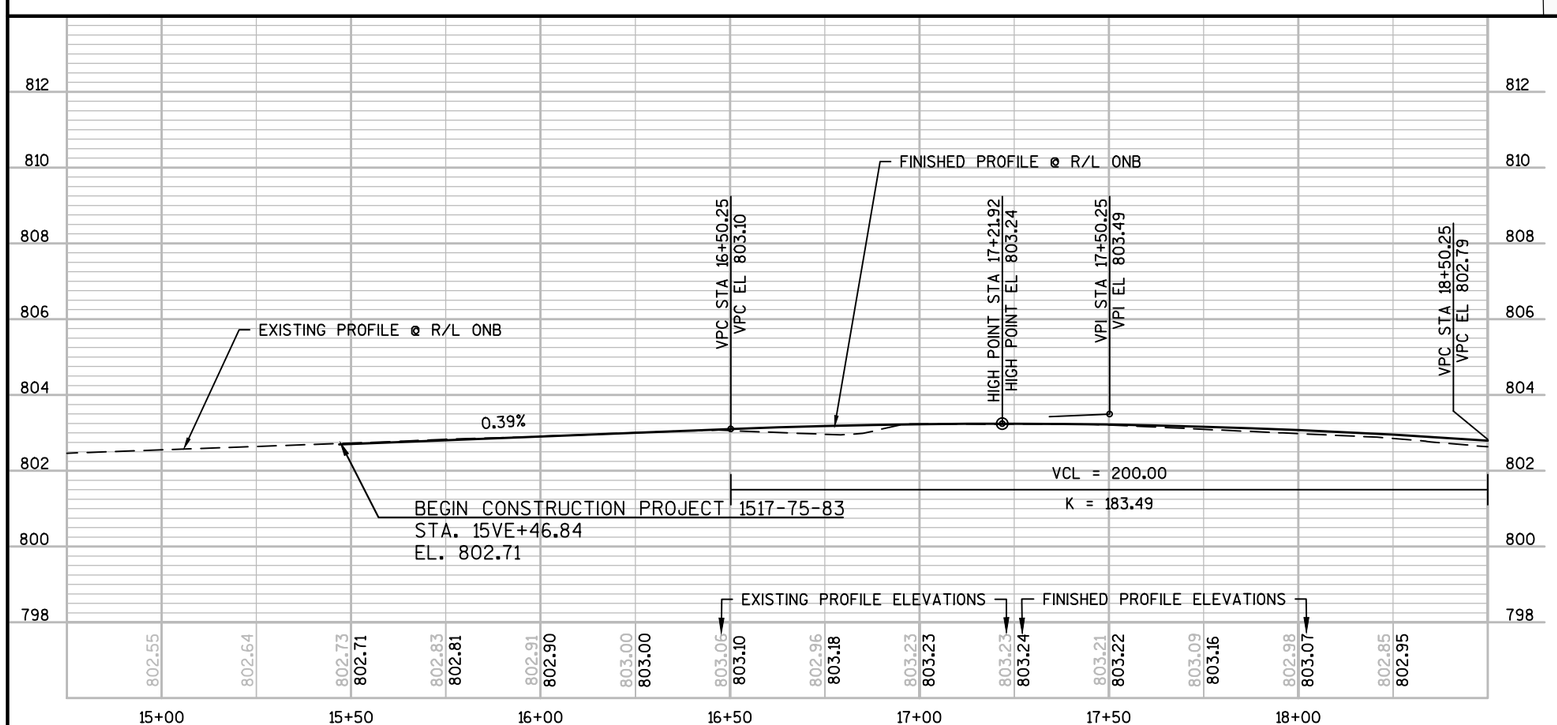
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: ONEIDA STREET SB AT W. VALLEY RD.	SHEET 222 E



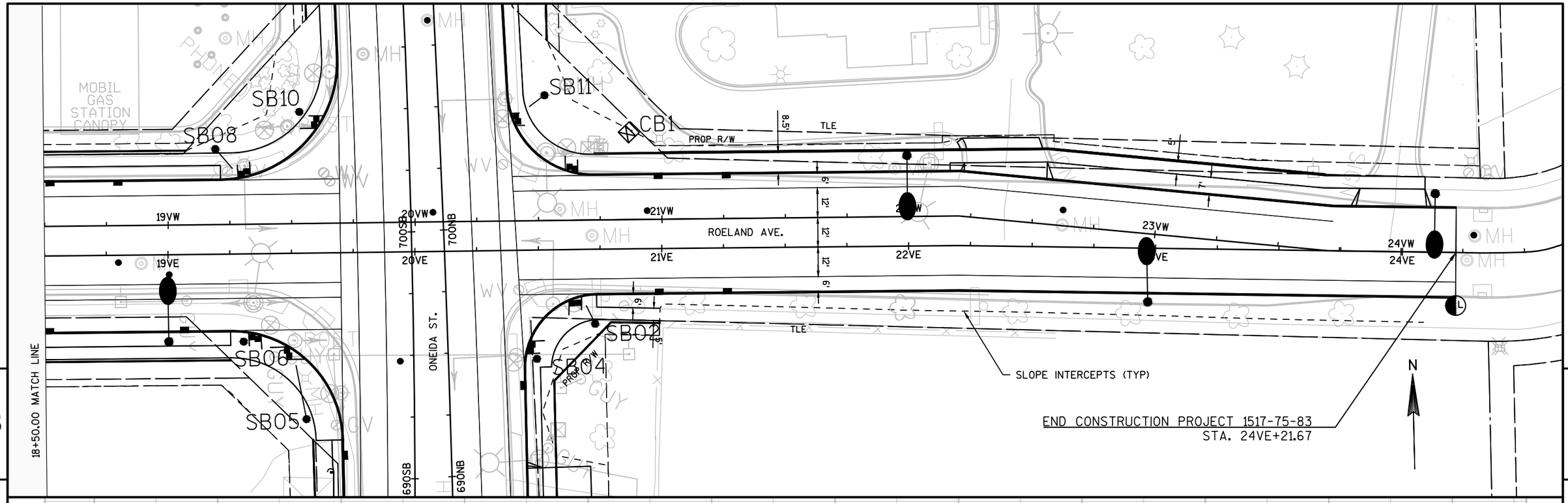
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: ONEIDA STREET SB AT W. VALLEY RD.	SHEET 223	E

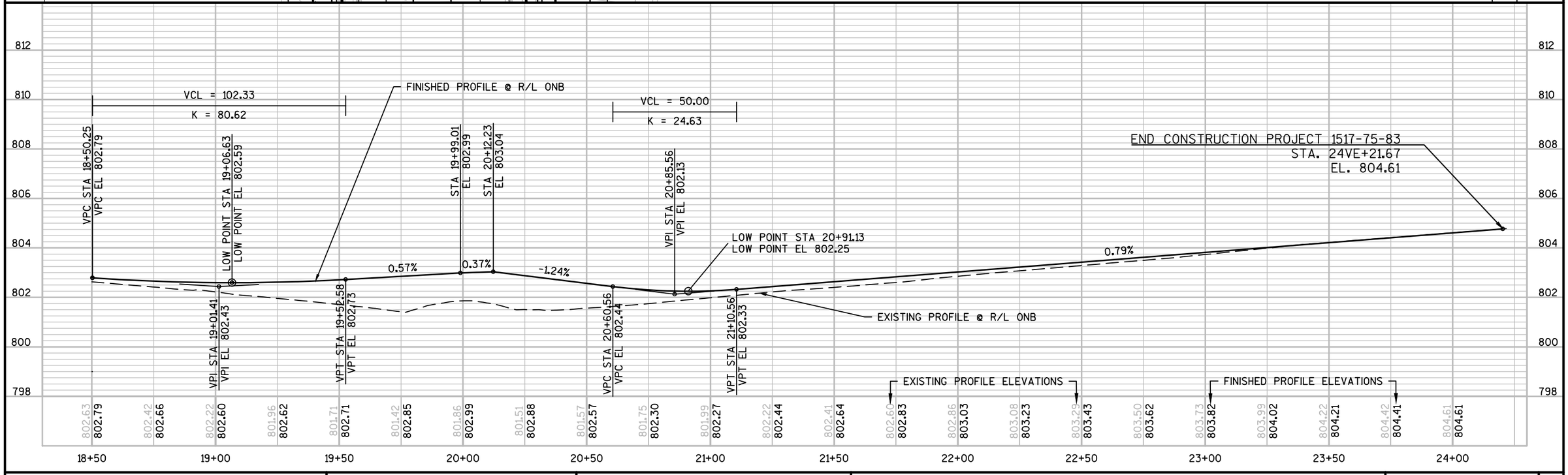
FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\050100_PP\1517-75-83\15177583_050100_PPV_ONEIDASB.DWG
LAYOUT NAME - 050116-PP
PLOT DATE : 2/1/2017 1:34 PM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:40 FT





PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: W VALLEY DRIVE & E ROELAND AVENUE	SHEET 224	E





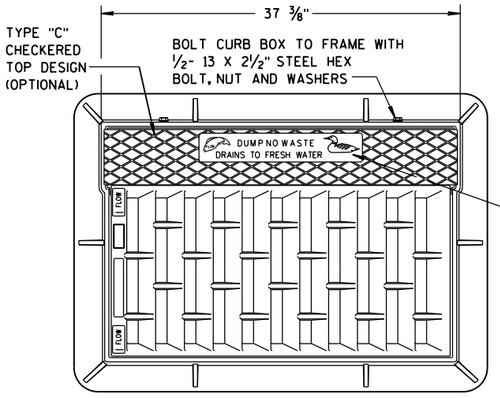
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	PLAN AND PROFILE: W VALLEY DRIVE & E ROELAND AVENUE	SHEET 225	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\050100_PP\1517-75-83\15177583_050100_PPV_VE.DWG
LAYOUT NAME - 050118-PP
PLOT DATE : 2/1/2017 1:40 PM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

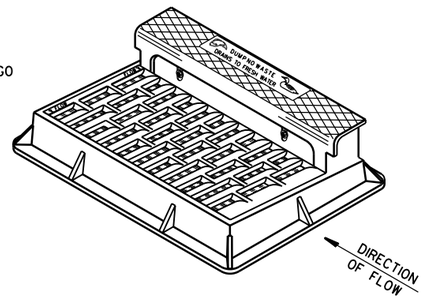
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-18A	CURB RAMPS TYPES 1 AND 1-A
08D05-18B	CURB RAMPS TYPES 2 AND 3
08D05-18C	CURB RAMPS TYPES 4A AND 4A1
08D05-18D	CURB RAMPS TYPE 4B AND 4B1
08D05-18E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-09	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-10	CONCRETE CONTROL CABINET BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C12-08A	CONCRETE BASE TYPE 13
09C12-08B	CONCRETE BASE TYPE 13
09C13-02	CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09D03-02	POST MOUNTED CONTROLLER SERVICE INSTALLATION
09E01-14C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-05	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-08D	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-08E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F09-04	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)
11B02-02	CONCRETE MEDIAN NOSE
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C18-04A	CONCRETE PAVEMENT JOINTING
13C18-04B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-04C	CONCRETE PAVEMENT JOINT TIES
13C18-04D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
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
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-13A	PAVEMENT MARKING SYMBOLS
15C07-13B	PAVEMENT MARKING WORDS
15C07-13C	PAVEMENT MARKING ARROWS
15C07-13E	PAVEMENT MARKING FOR BIKE LANES
15C08-17A	LONGITUDINAL MARKING (MAINLINE)
15C11-06	FLEXIBLE TUBULAR MARKER POST
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-03	MEDIAN ISLAND MARKING
15C29-04A	BICYCLE LANE MARKING
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-01A	PAVEMENT MARKING (INTERSECTIONS)
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D30-03A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-03B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D32-04	TRAFFIC CONTROL, ONE LANE ROAD STOP CONDITION

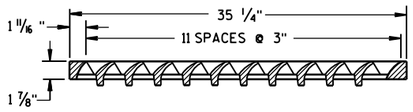
6

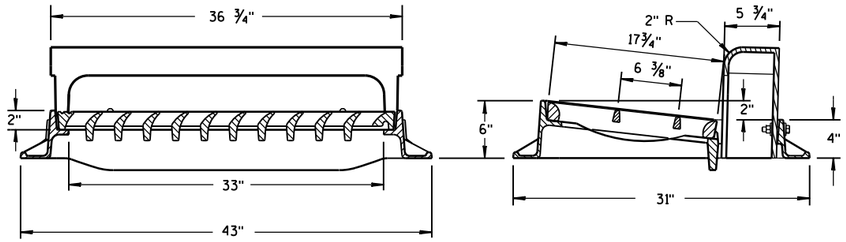


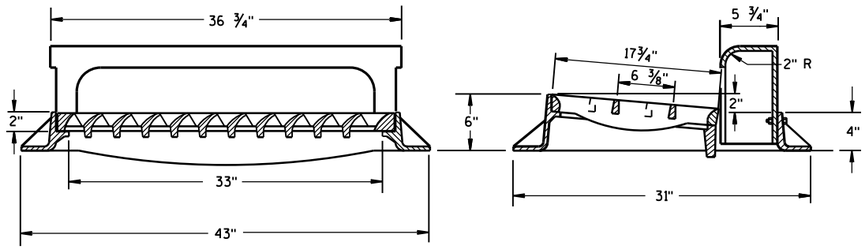
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

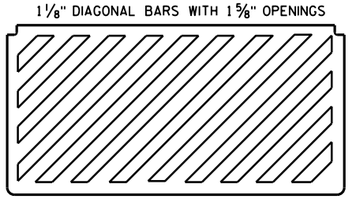






TYPE "H"

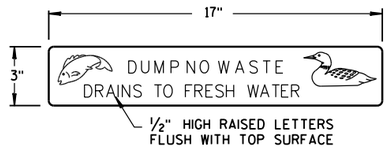
NOTE: EITHER CASTING IS ACCEPTABLE



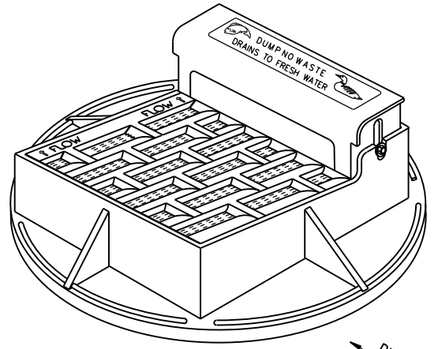
SPECIAL GRATE FOR TYPE "H" COVER

(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"

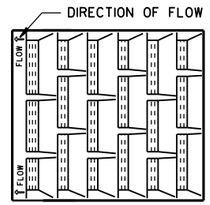
NOTE:
GRATE IS REVERSIBLE.

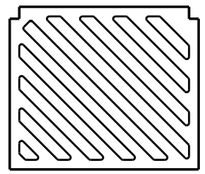
GENERAL NOTES

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.

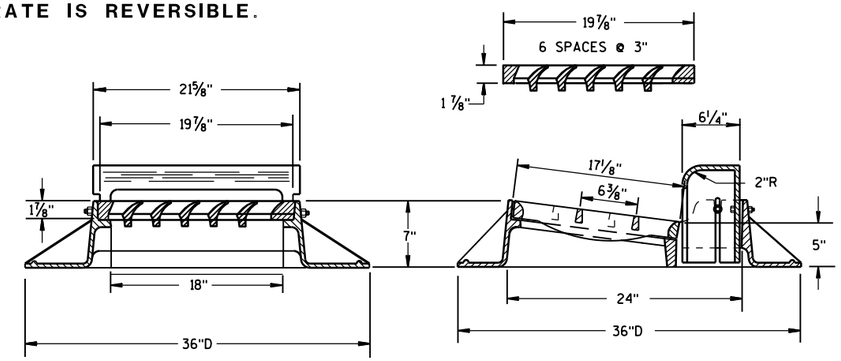




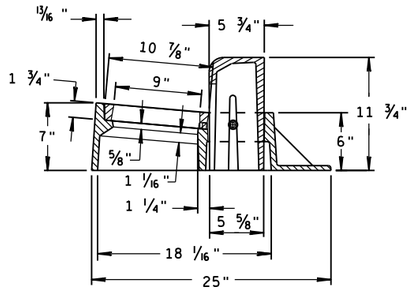
SPECIAL GRATE FOR TYPE "A" COVER

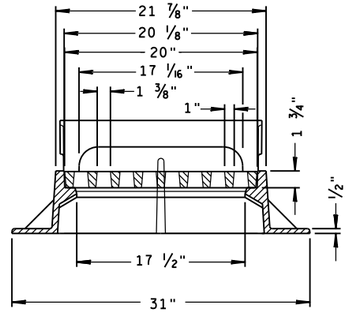
(MEASURES 19 3/4" X 17" X 1 7/8")

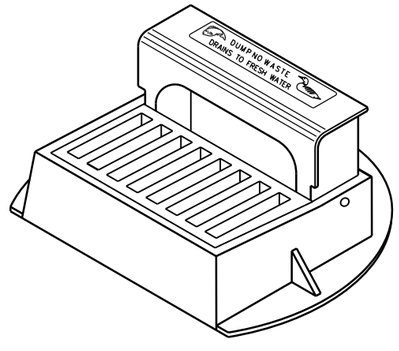
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

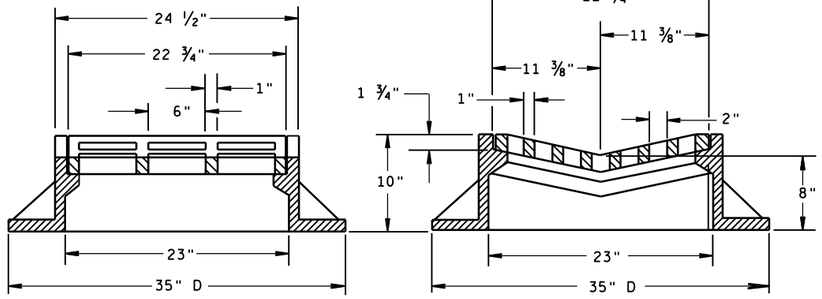
INLET COVERS
TYPE A, H, A-S, H-S & Z

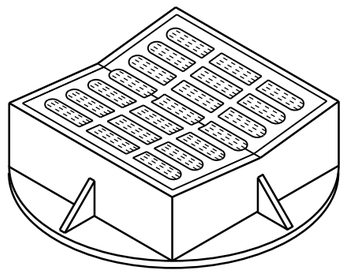
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

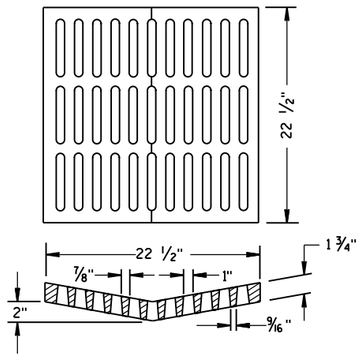
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S.D.D. 8 A 5-19a



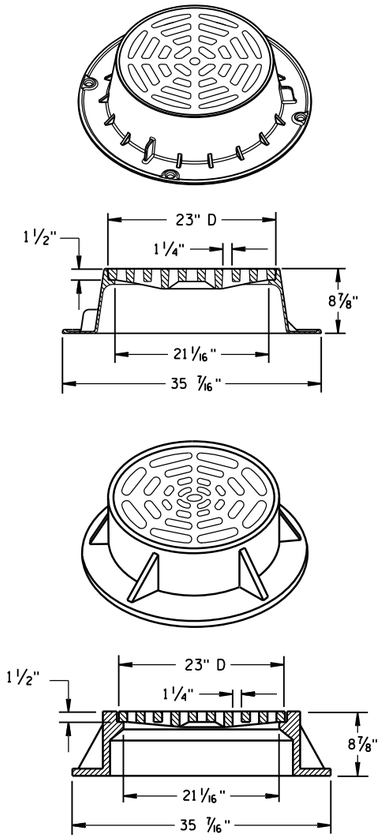


TYPE "B"



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"

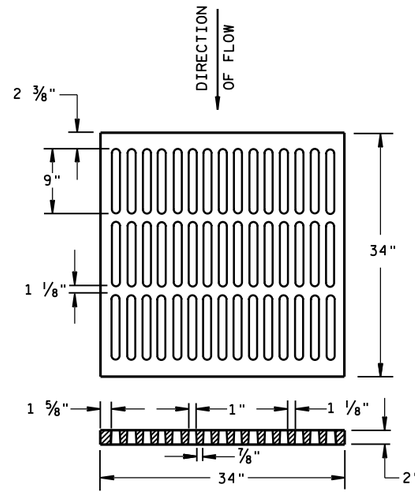
NOTE: EITHER CASTING IS ACCEPTABLE

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.

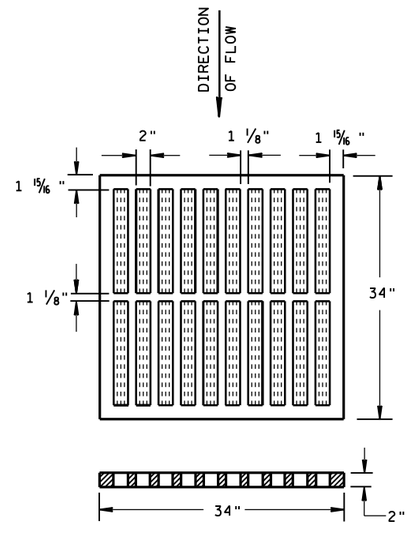
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



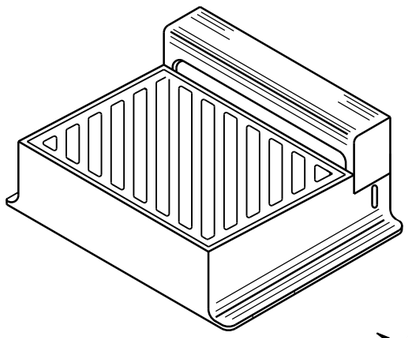
ALTERNATIVE TYPE "MS"

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

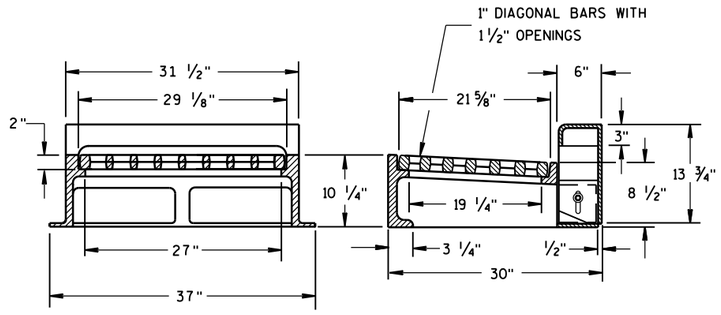


TYPE "MS"

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"

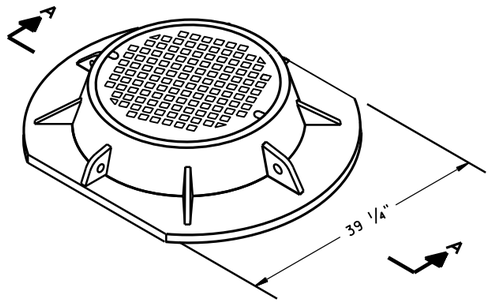
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

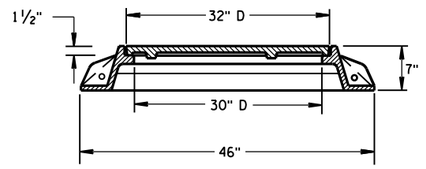
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

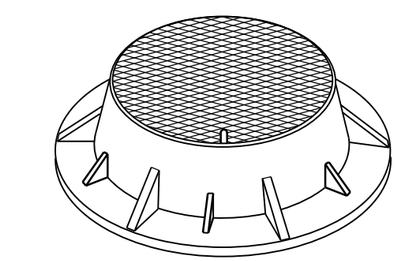
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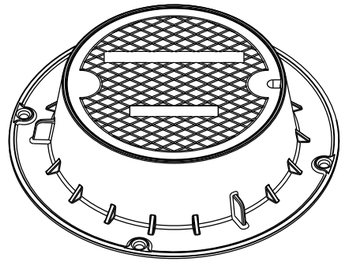
S.D.D. 8 A 5-19b

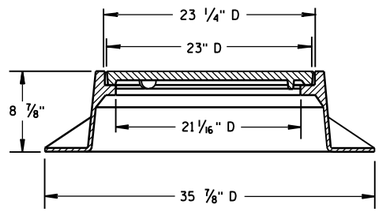


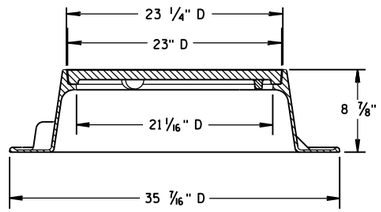


SECTION A-A
TYPE "K"









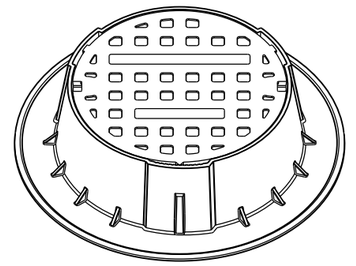
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

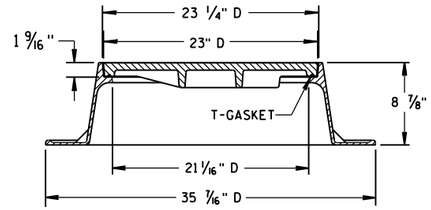
GENERAL NOTES

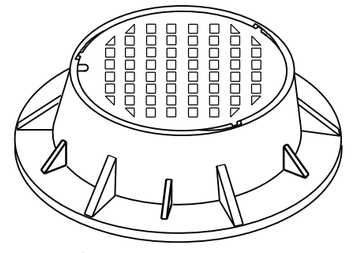
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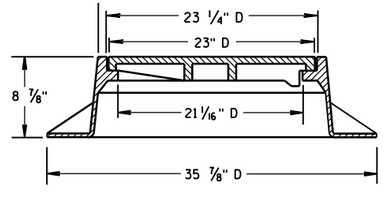
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

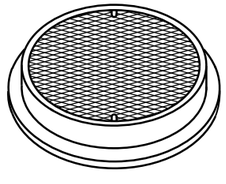


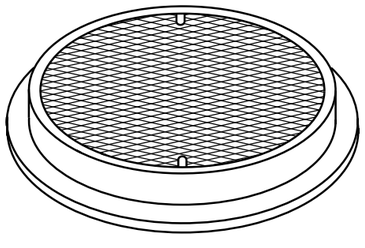


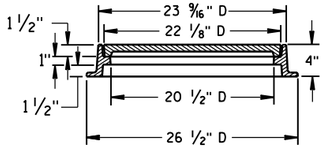




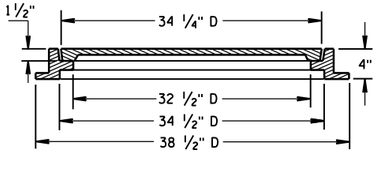
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



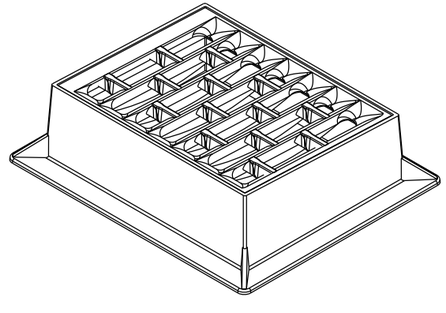


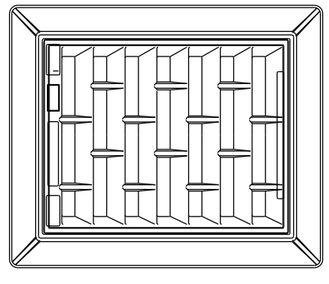


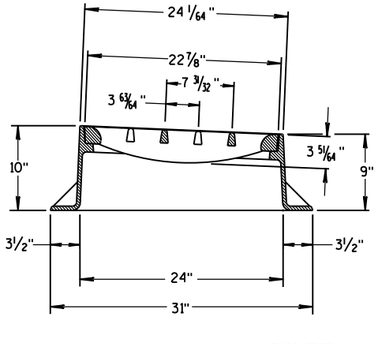
TYPE "L"

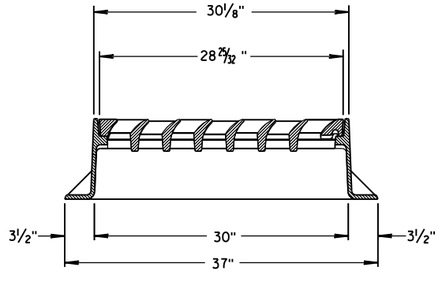


TYPE "M"









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

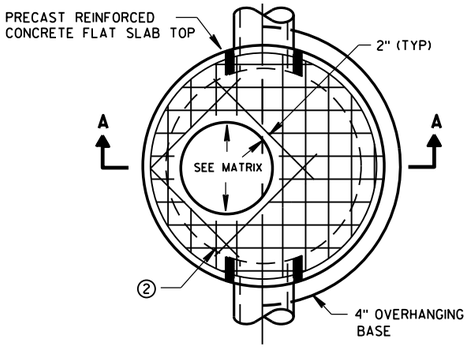
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

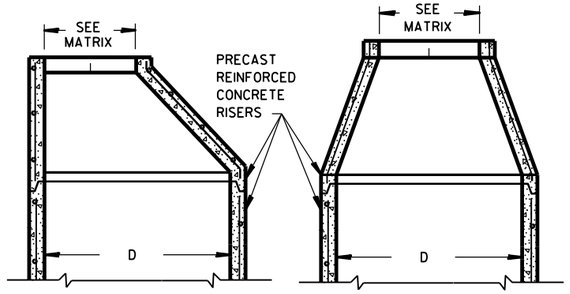
S.D.D. 8 A 5-19d

6

S.D.D. 8 A 5-19d

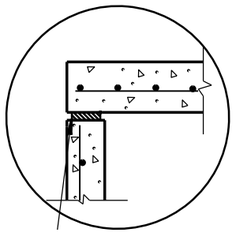


PLAN VIEW CIRCULAR OPENING

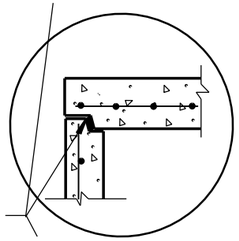


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

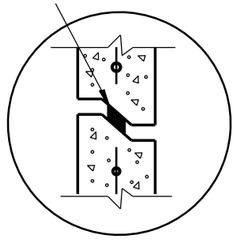


TOP WITH PLAIN END JOINT



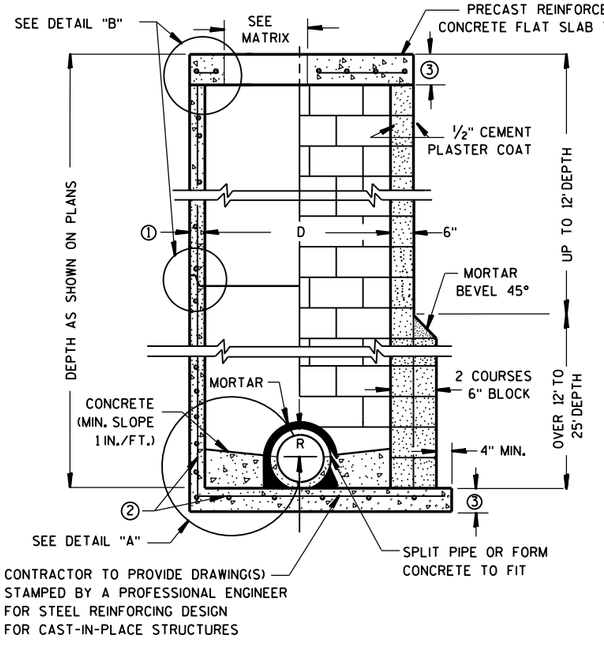
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



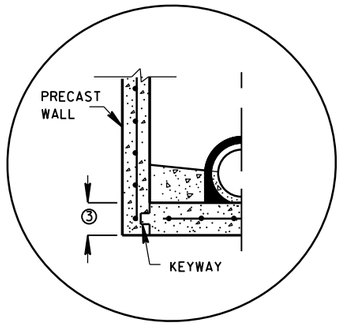
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

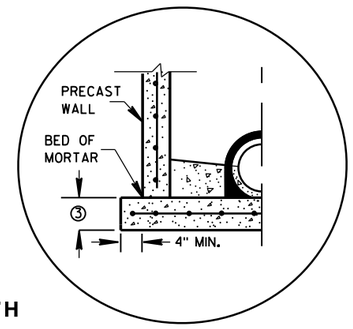


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

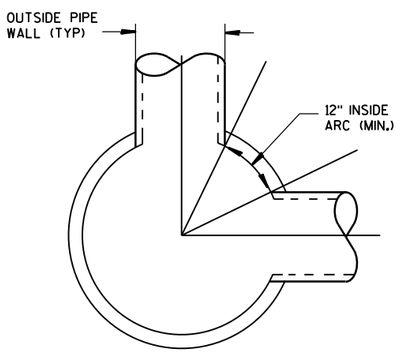


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

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

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

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

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

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

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

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

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

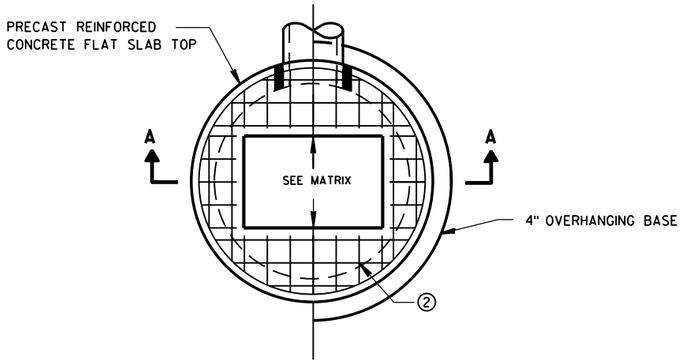
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

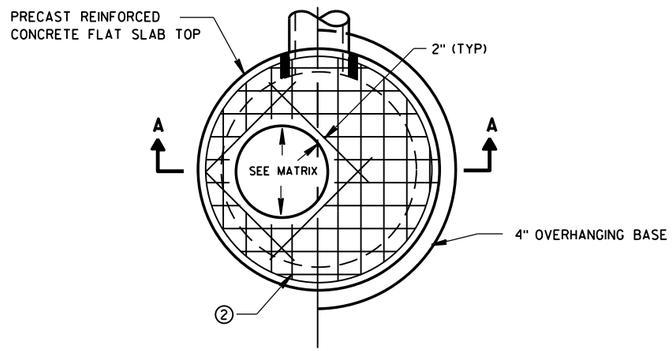
Sept., 2016
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV 230

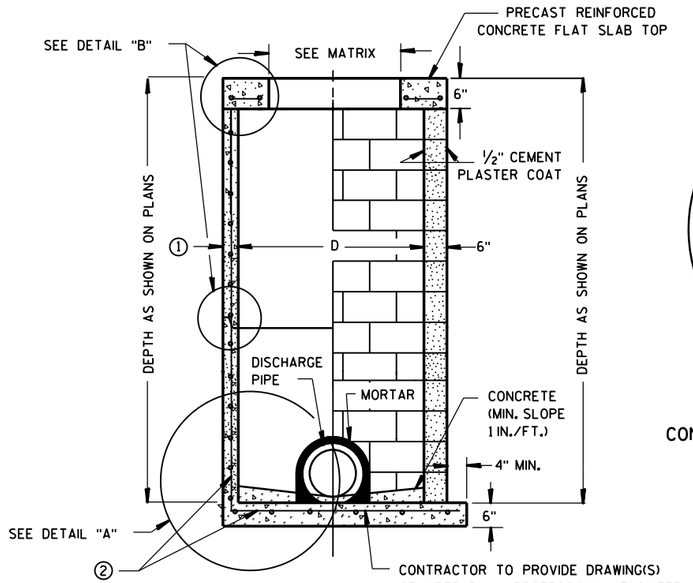
FHWA



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

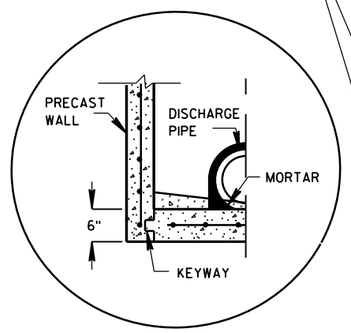


SECTION A-A

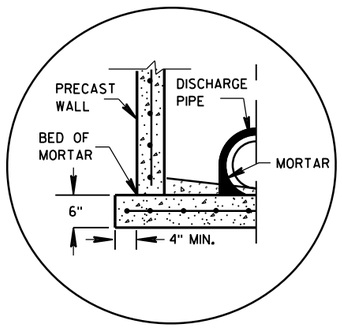
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

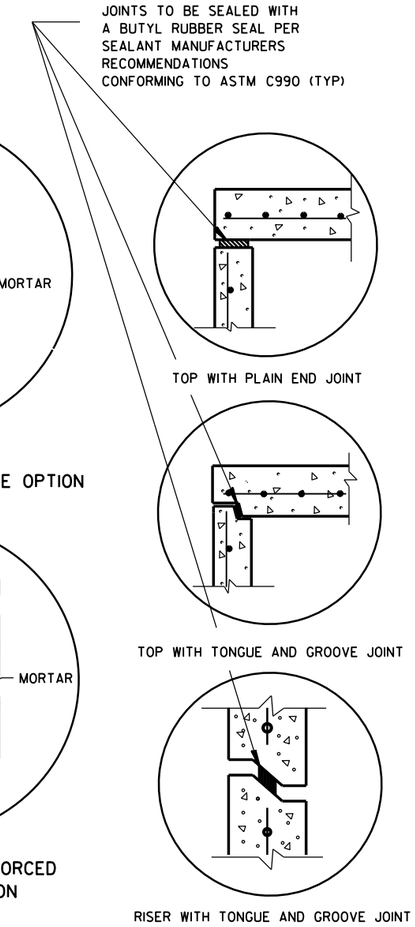


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST 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 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 FOUNDATION 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.

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.

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.

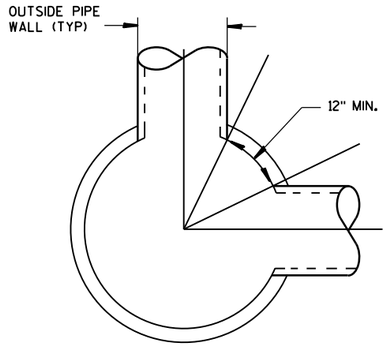
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

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

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

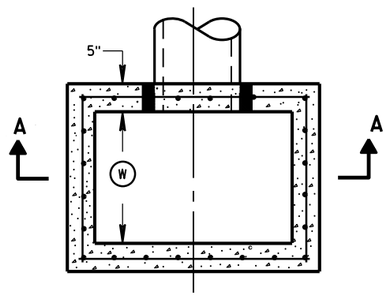
STATE OF WISCONSIN
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Sept.. 2016 — DATE
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FHWA

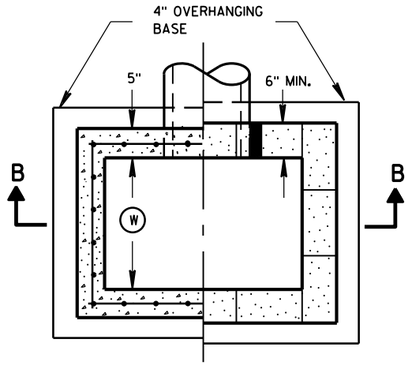
INLETS 3-FT AND 4-FT DIAMETER

6

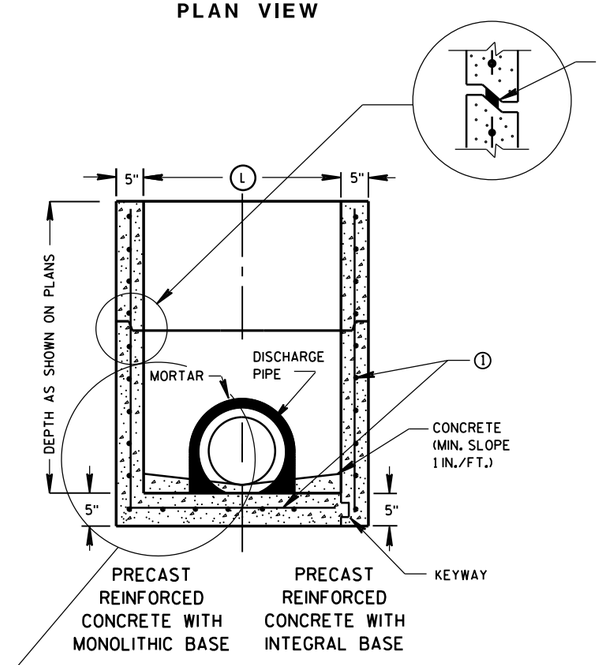
S.D.D. 8 C 6-2



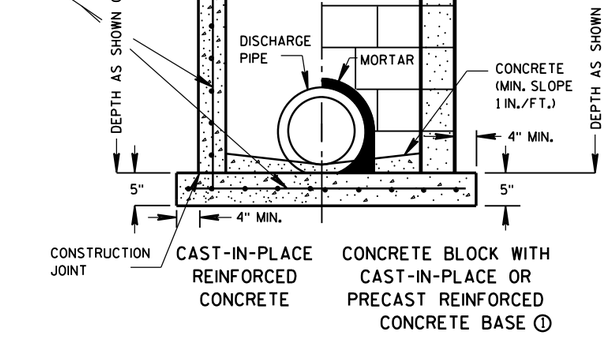
PLAN VIEW



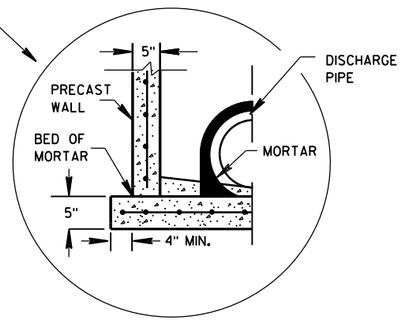
PLAN VIEW



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 FOUNDATION 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.

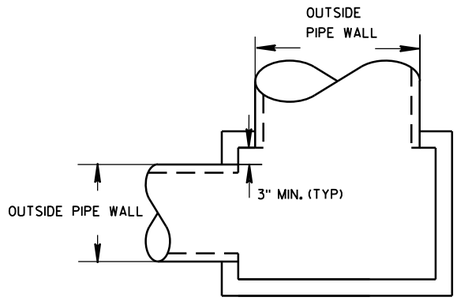
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

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

STATE OF WISCONSIN
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Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
UNIT SUPERVIS
FHWA

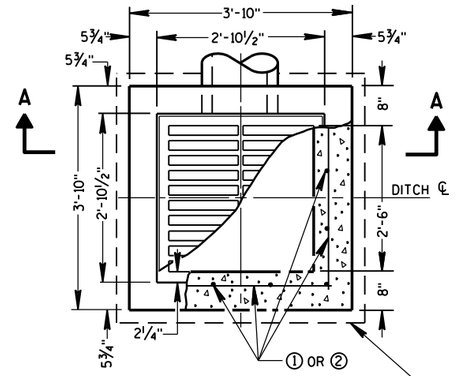
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

6

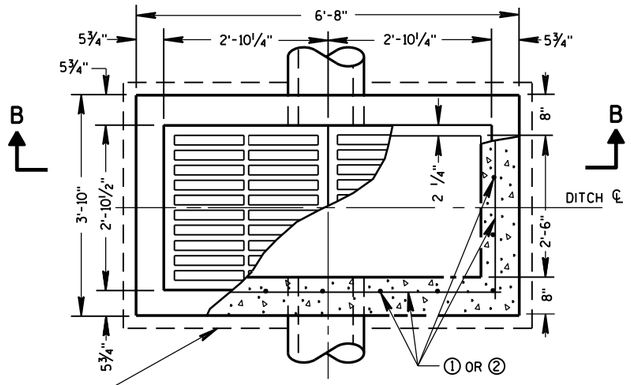
S.D.D. 8 C 7-2

6

S.D.D. 8 C 7-2

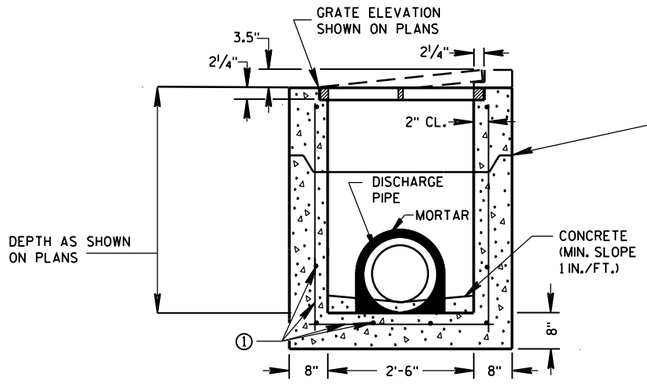


PLAN VIEW

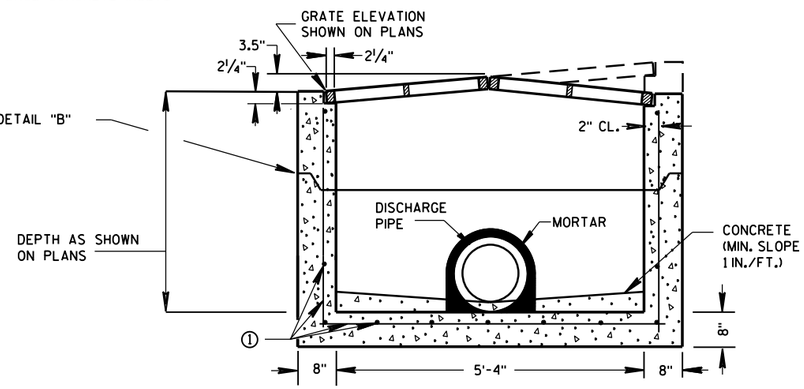


PLAN VIEW

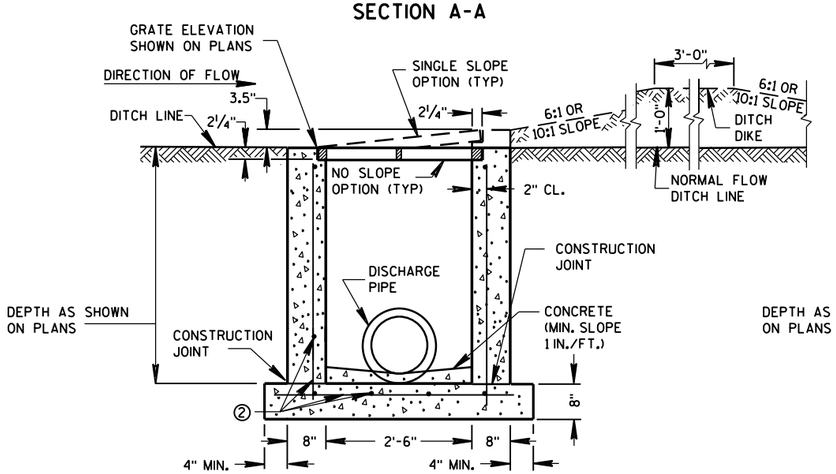
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



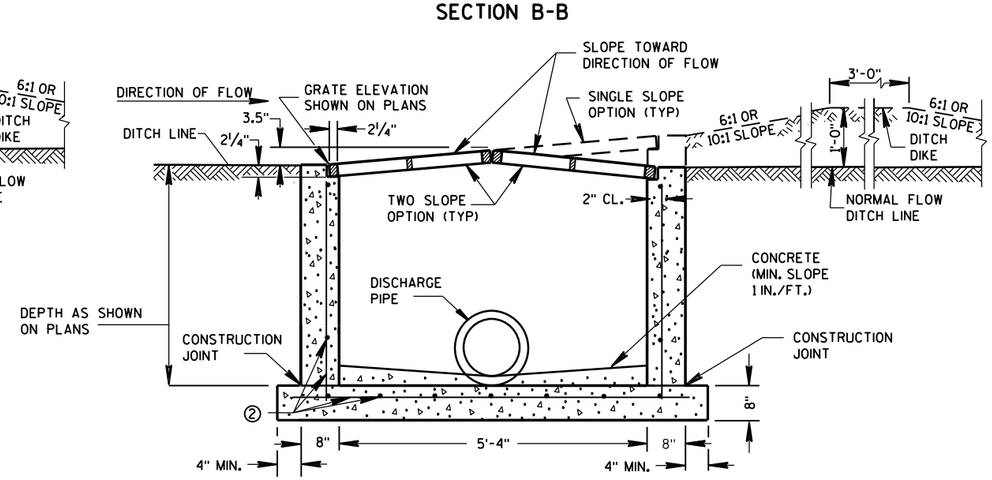
PRECAST REINFORCED CONCRETE SECTION A-A



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.

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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.

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

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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.

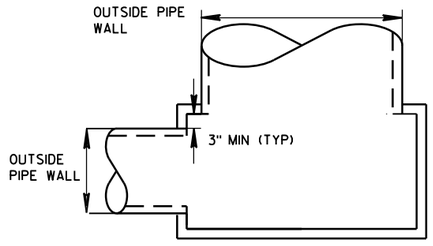
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

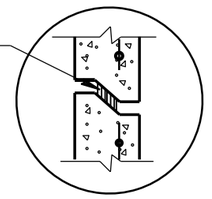
PIPE MATRIX

	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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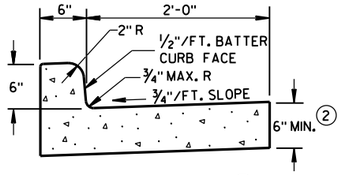
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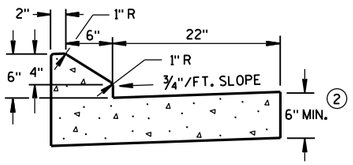
S.D.D. 8 C 8-2

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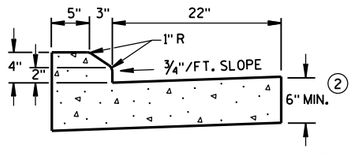
S.D.D. 8 C 8-2



TYPES A & D ①

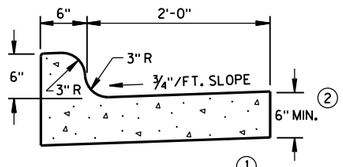


6" SLOPED CURB TYPES G & J ①

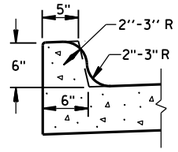


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

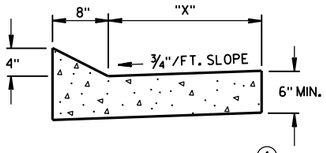


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

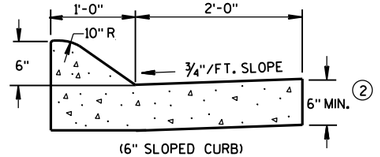
CONCRETE CURB & GUTTER 30"



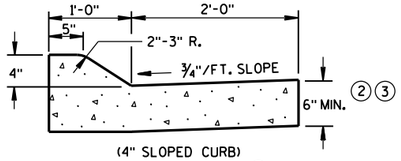
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

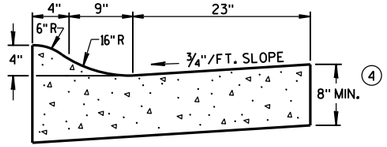


(6" SLOPED CURB)



(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.

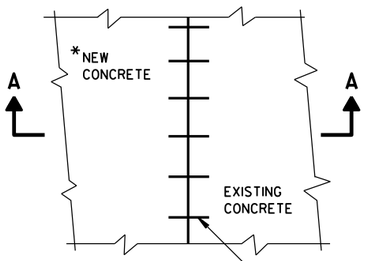
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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.

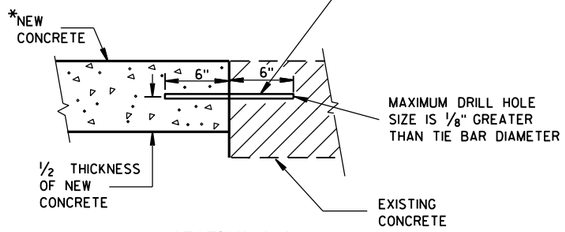
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



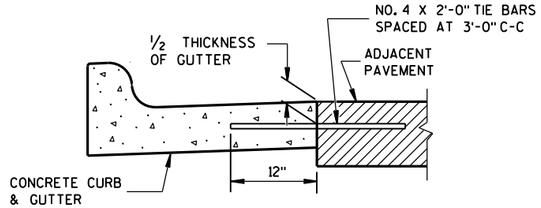
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

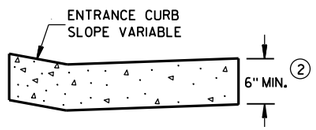


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

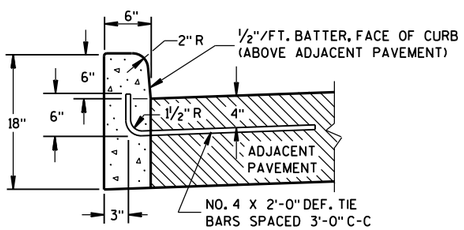


TYPICAL TIE BAR LOCATION ①

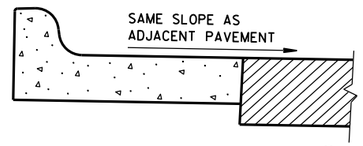


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

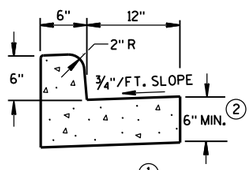


① TYPES A & D



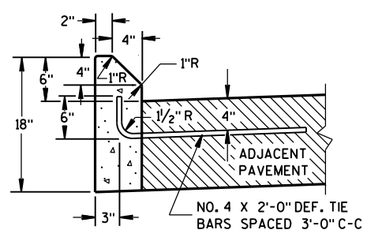
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



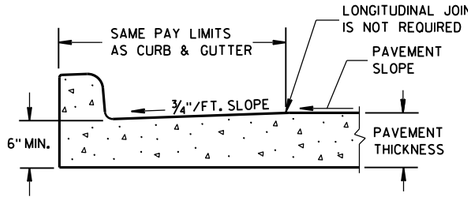
① TYPES A & D

CONCRETE CURB & GUTTER 18"

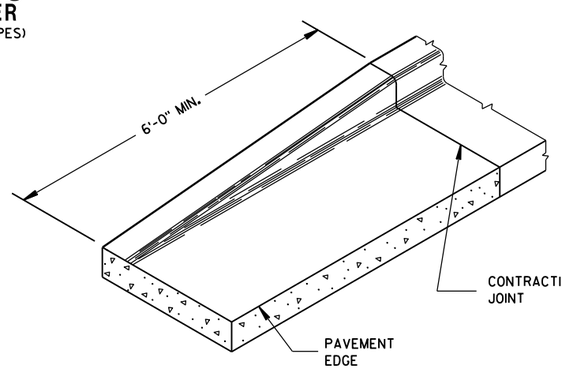


① TYPES G & J

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

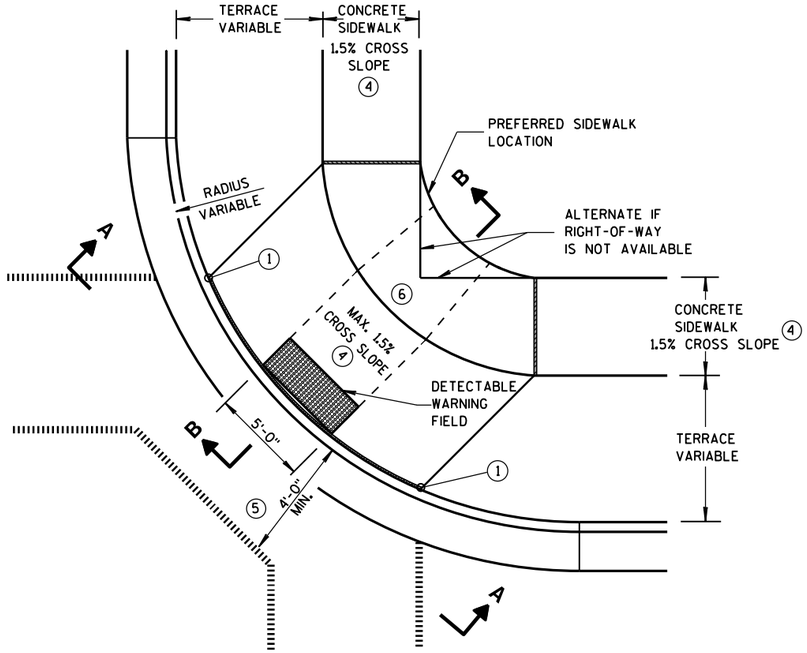
June, 2016 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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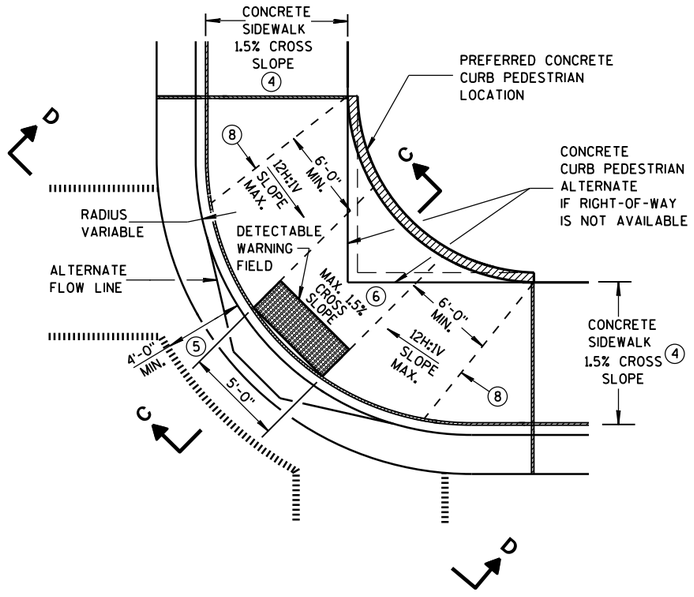
S.D.D. 8 D 1-19



PLAN VIEW

TYPE 1 RAMP

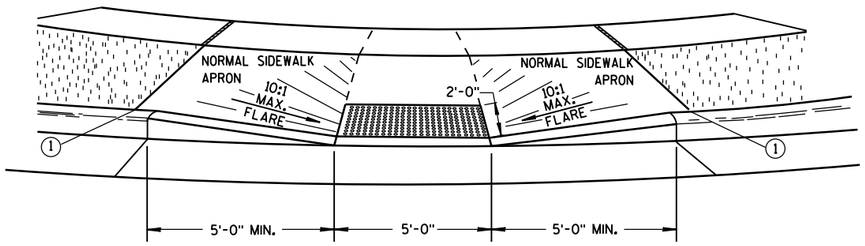
(CENTER OF CORNER RADIUS)



PLAN VIEW

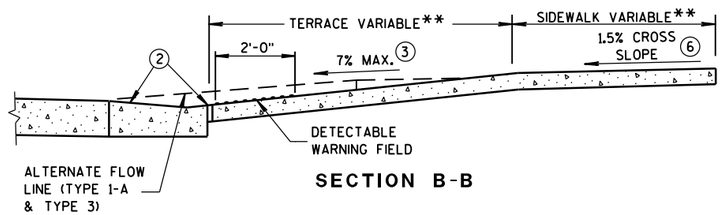
TYPE 1-A RAMP

(NO TERRACE)

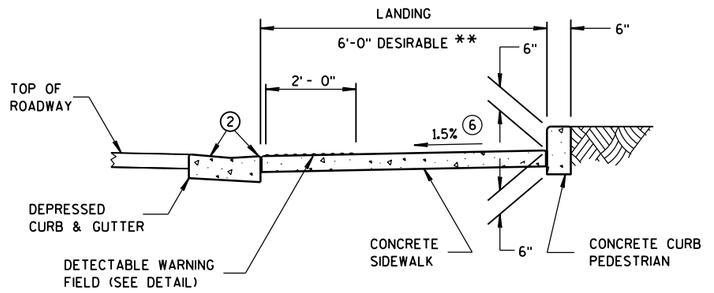


VIEW A-A

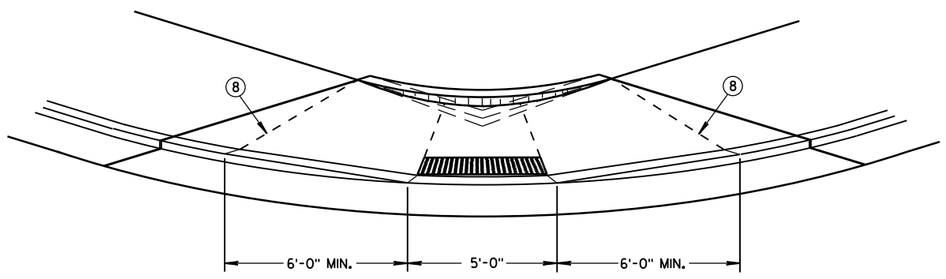
** WIDTH SHOWN ELSEWHERE IN THE PLANS



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.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

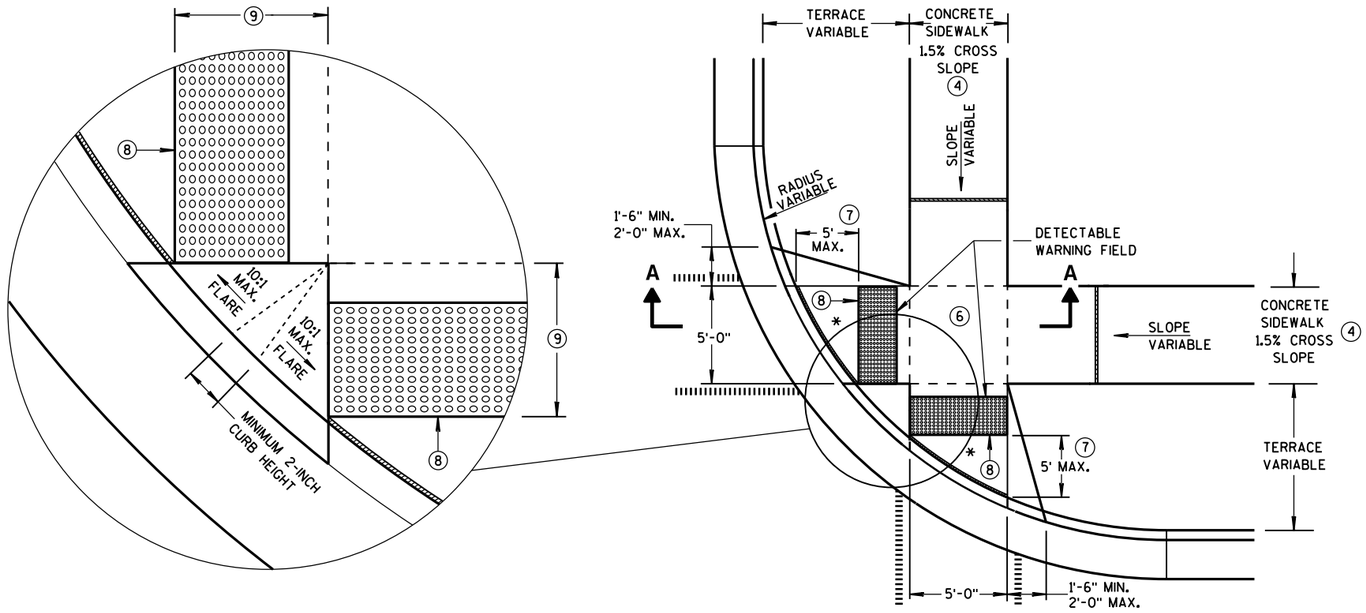
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 5-18a

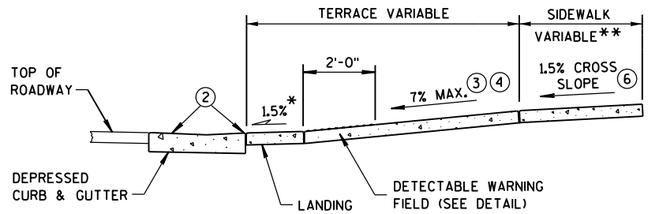


PLAN VIEW

TYPE 2 RAMP

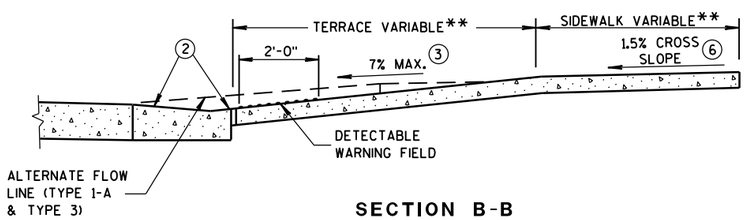
(ON LINE WITH SIDEWALK)

* 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.

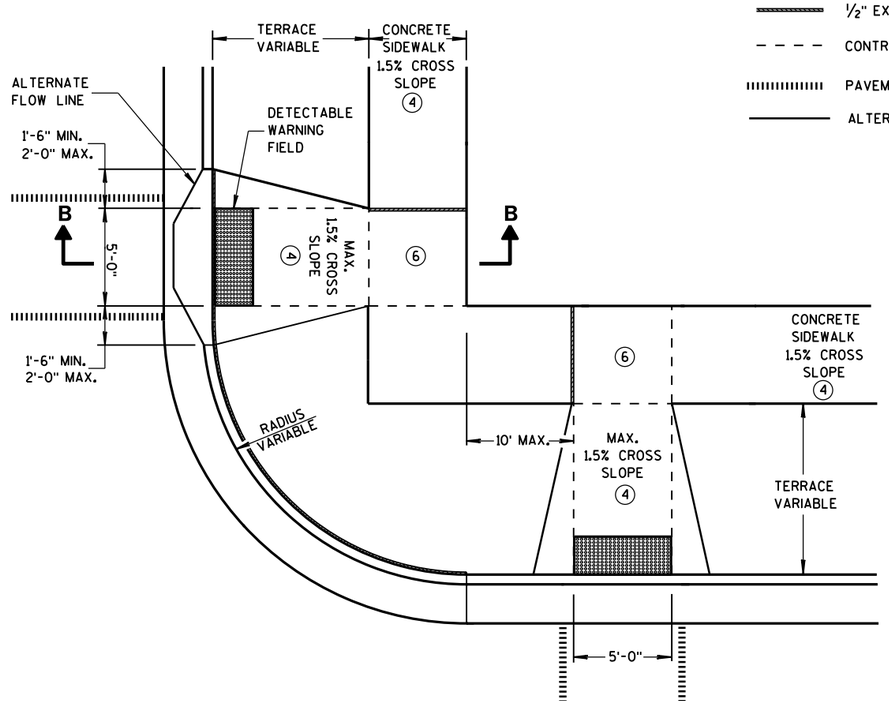
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION 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

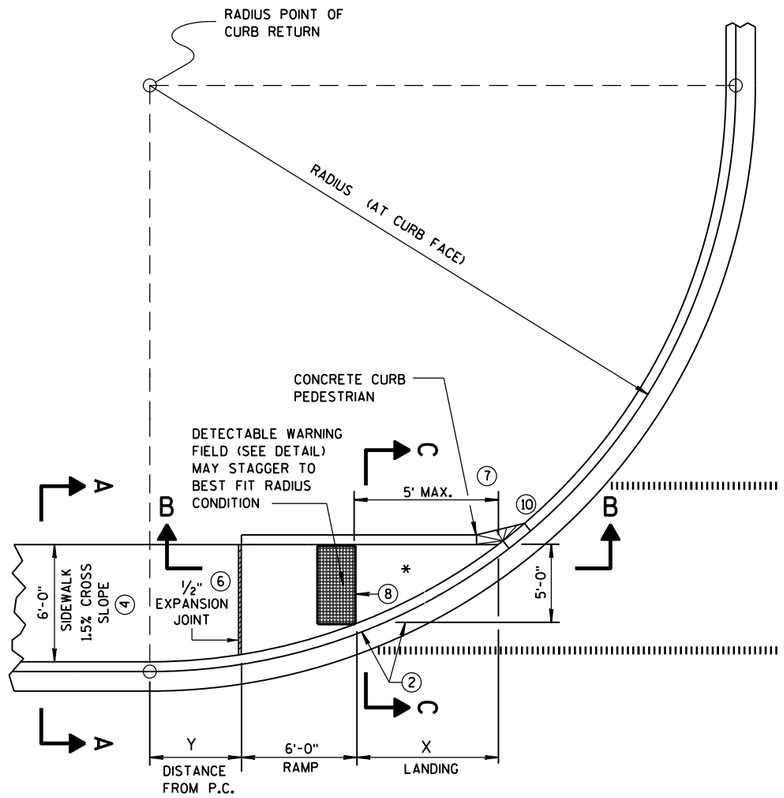
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

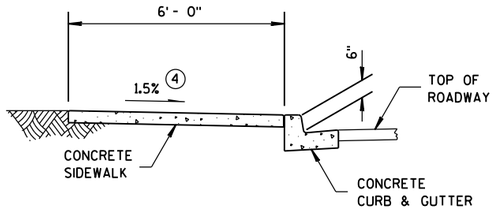
S.D.D. 8 D 5-18b



CURB RAMP TYPE 4A
PLAN VIEW

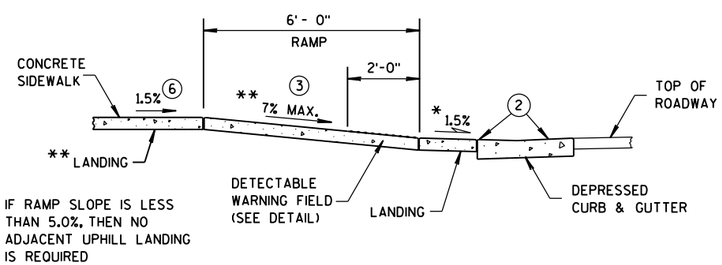
RADIUS (AT CURB FACE)	X	Y
20 FEET	7'-11"	0'-2"
30 FEET	10'-2¾"	1'-7½"
40 FEET	12'-1¼"	2'-10"
50 FEET	13'-8¾"	3'-10¾"
60 FEET	15'-2"	4'-10¼"

INTERMEDIATE RADII CAN BE INTERPOLATED



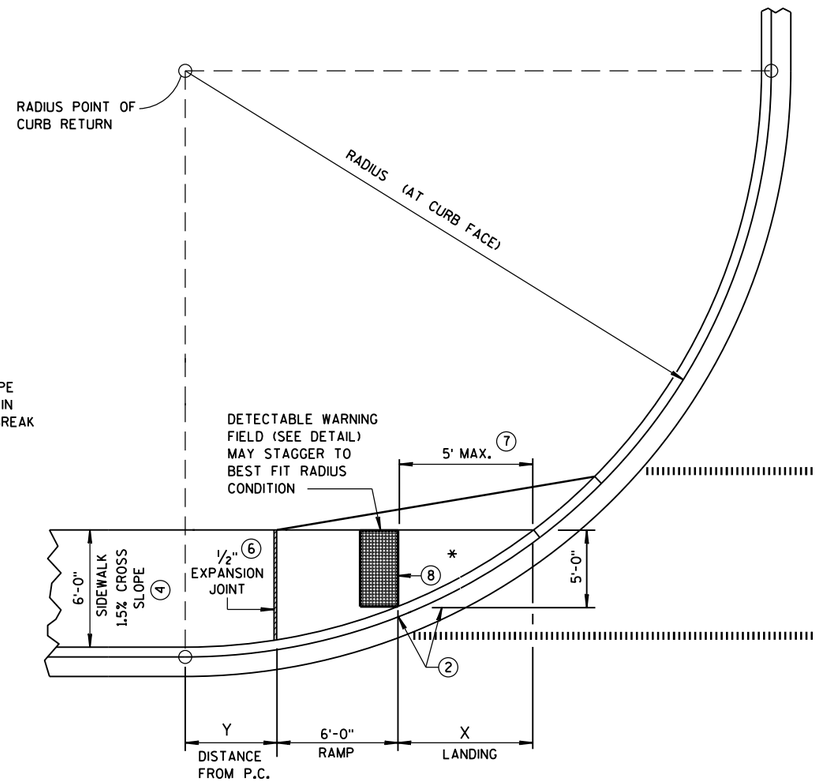
SECTION A-A FOR TYPE 4A

SECTION C-C FOR TYPE 4A



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 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.

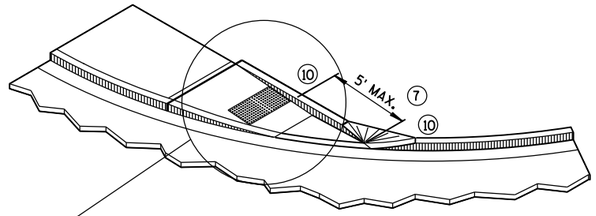
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

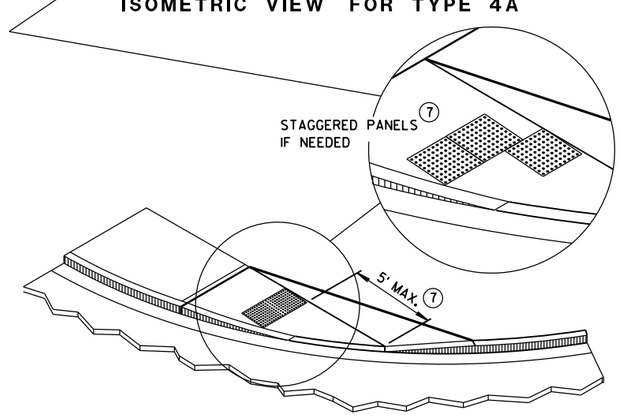
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION 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

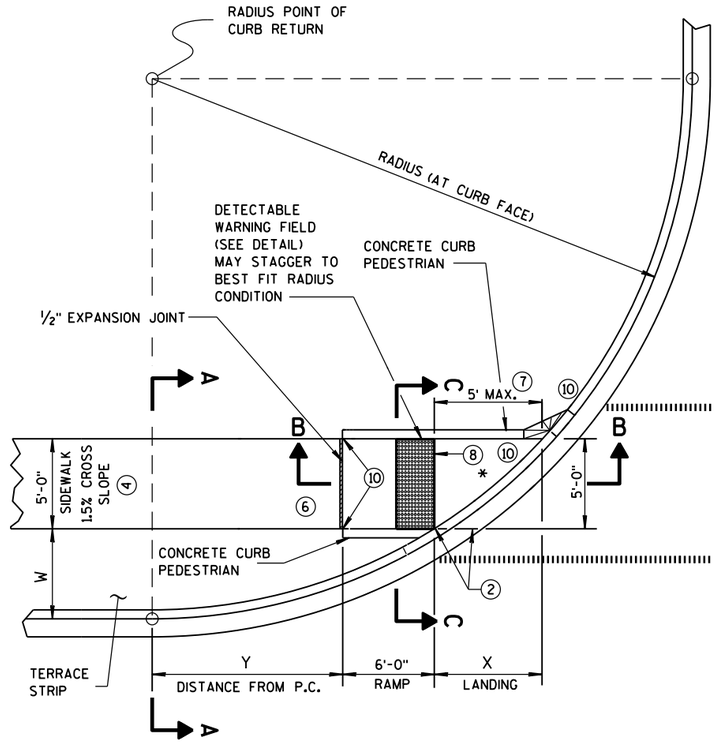
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

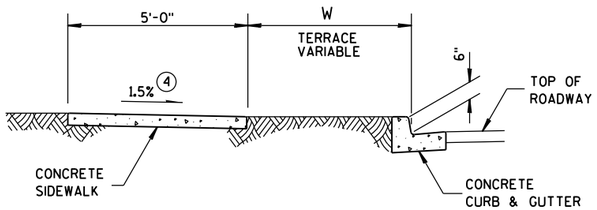
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

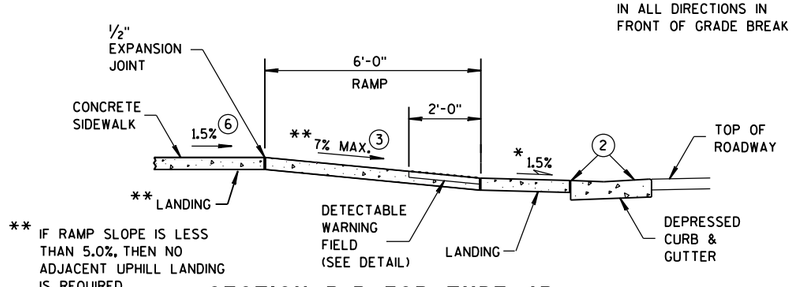
S.D.D. 8 D 5-18c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



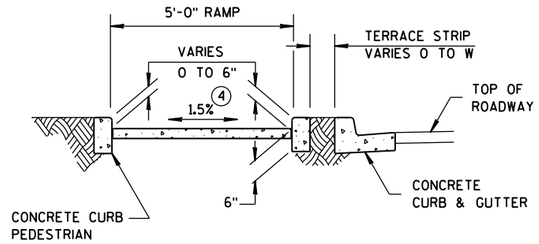
SECTION B-B FOR TYPE 4B

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.

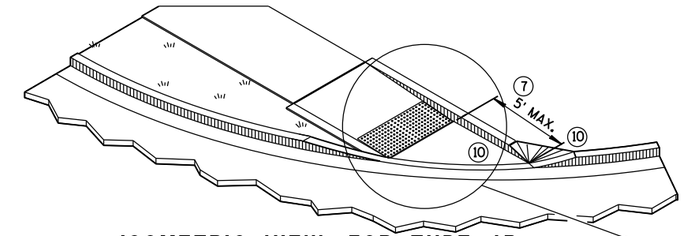
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

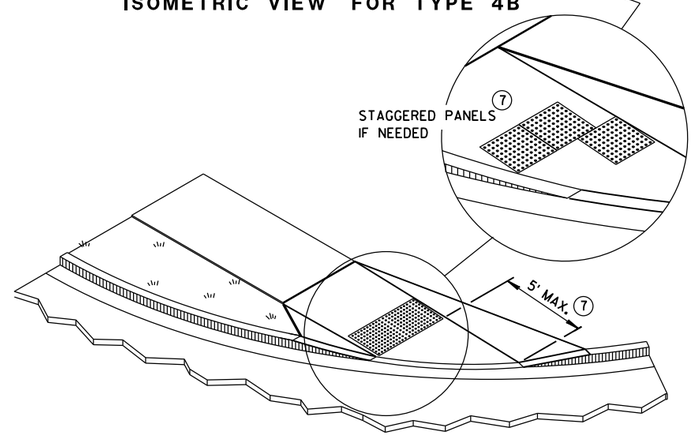
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

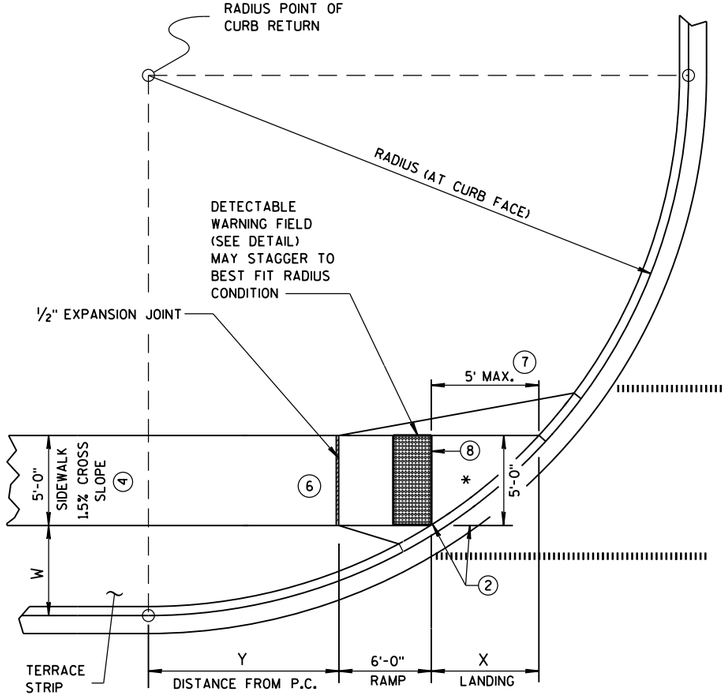
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



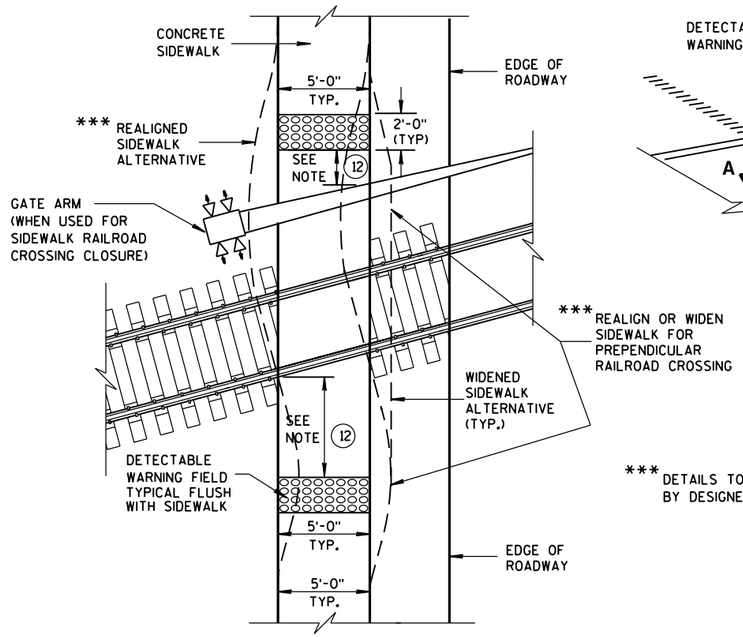
CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

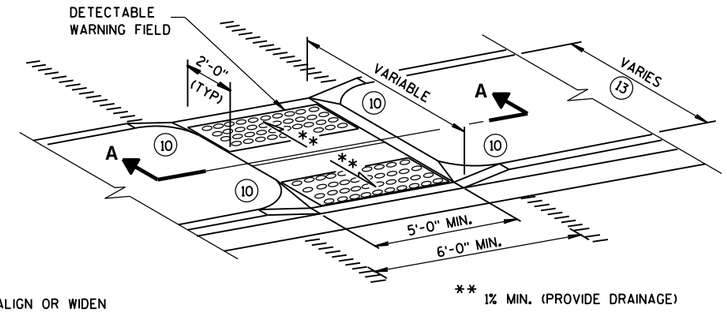
6

S.D.D. 8 D 5-18d



*** DETAILS TO BE DETERMINED BY DESIGNER

TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

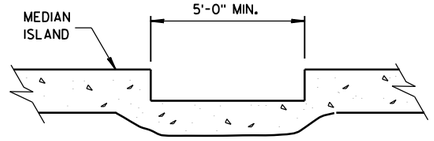
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

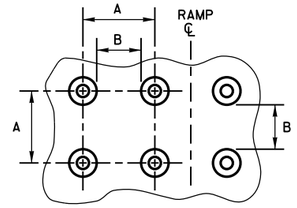
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



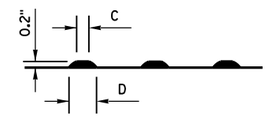
SECTION A-A

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

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

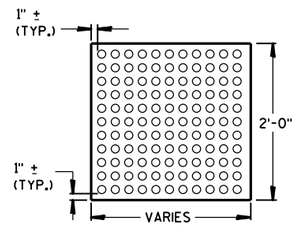


PLAN VIEW

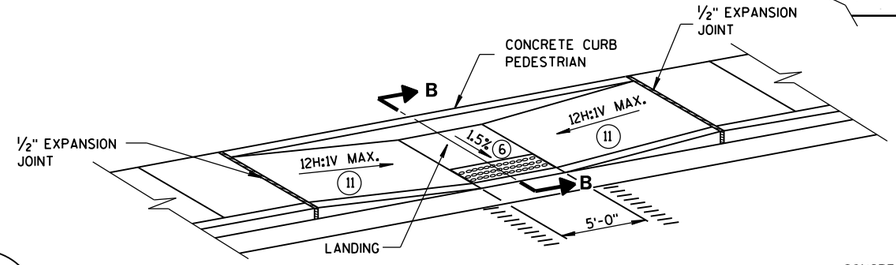


ELEVATION VIEW

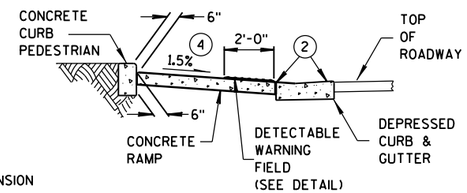
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



PLAN VIEW
DETECTABLE WARNING FIELD (TYPICAL)

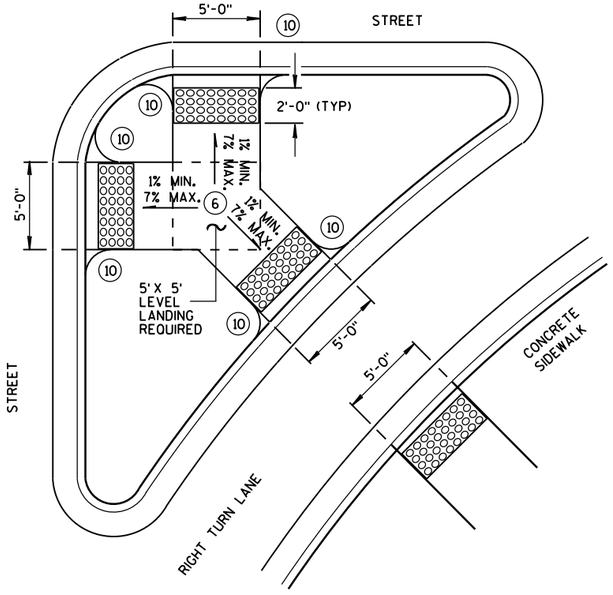


MID-BLOCK CROSSING
TYPE 7A

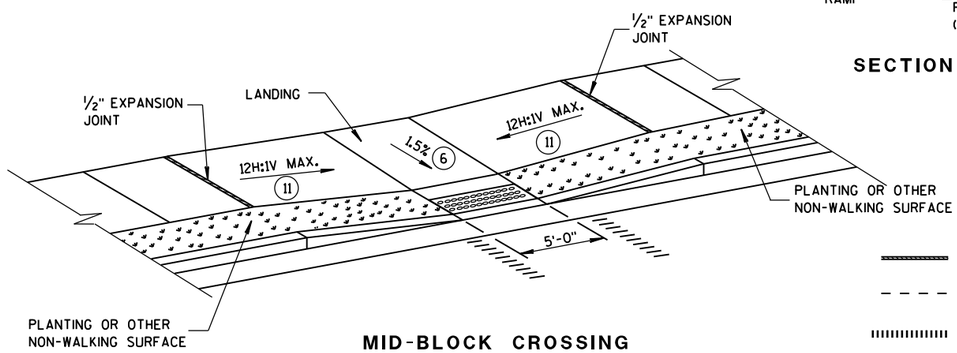


SECTION B-B

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



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

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

CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV

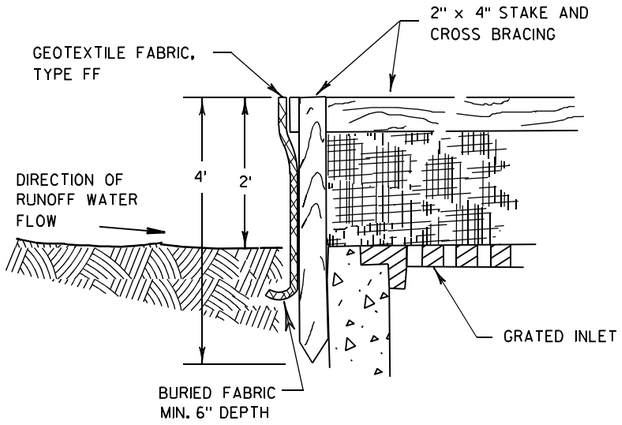
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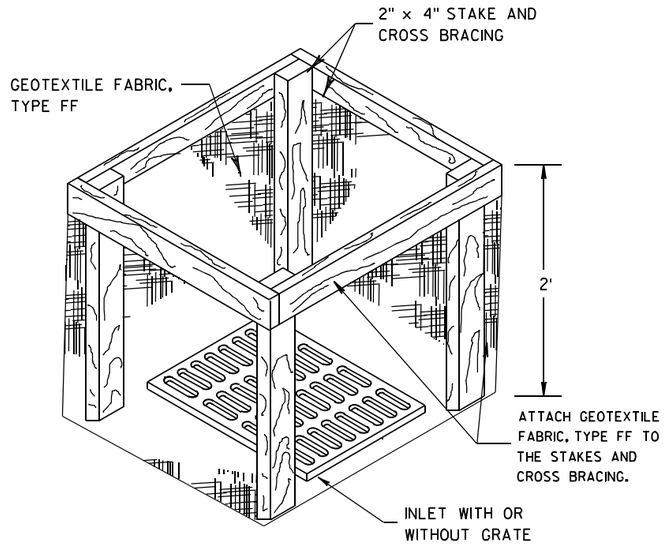
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S.D.D. 8 D 5-18e

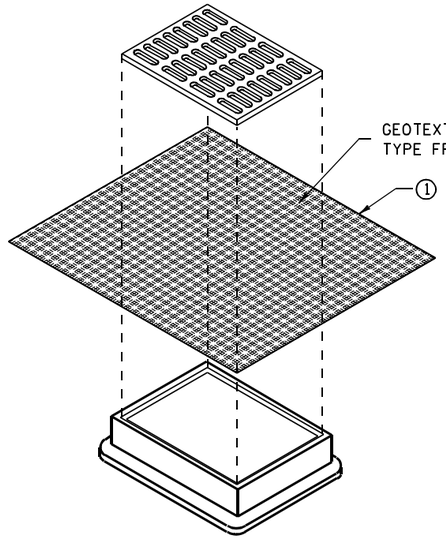
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S.D.D. 8 D 5-18e



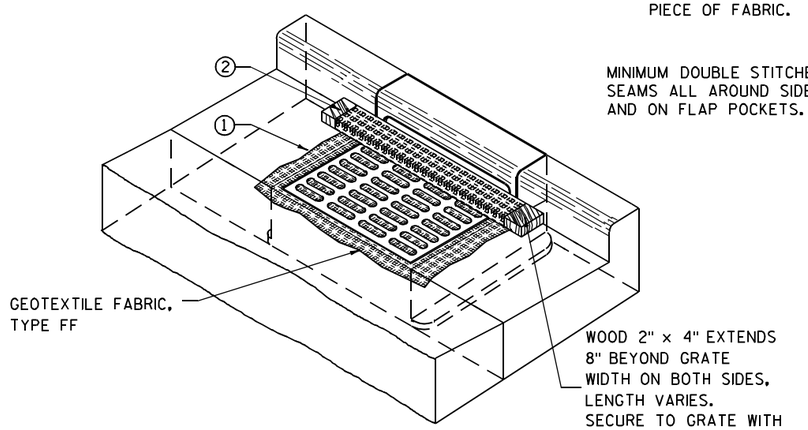


INLET PROTECTION, TYPE A

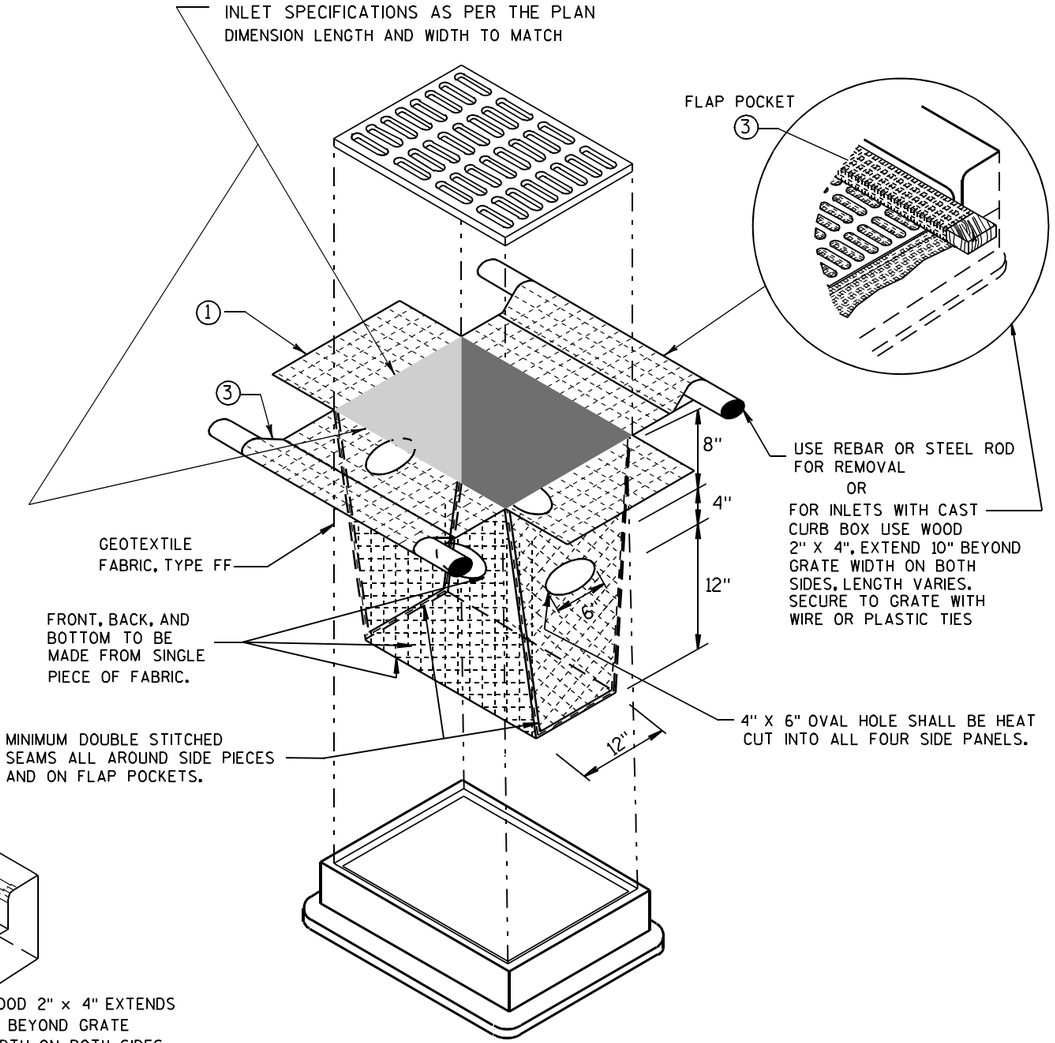


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

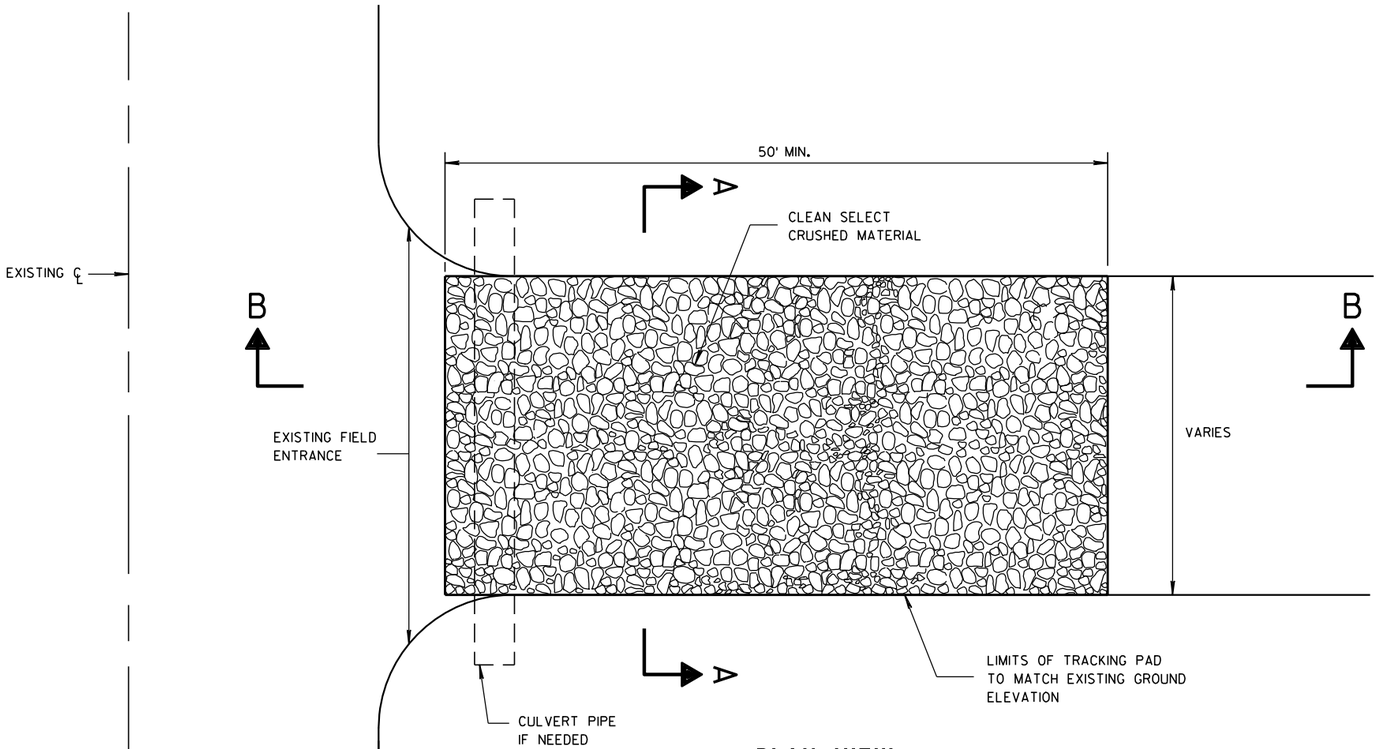
FHWA

6

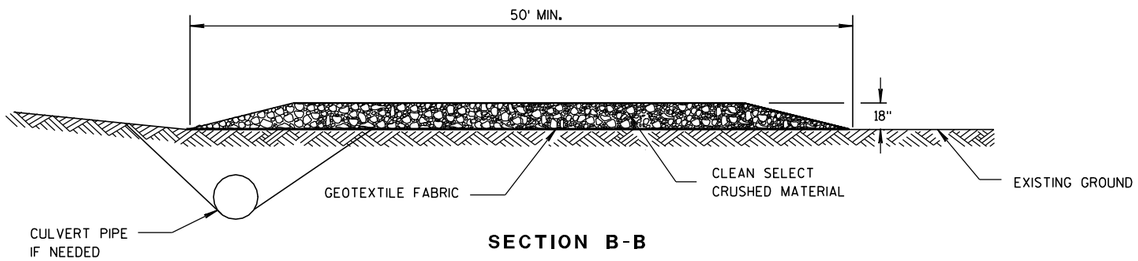
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW



SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

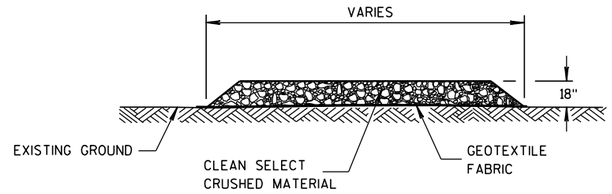
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

6

S.D.D. 8 E 14-1

TRACKING PAD

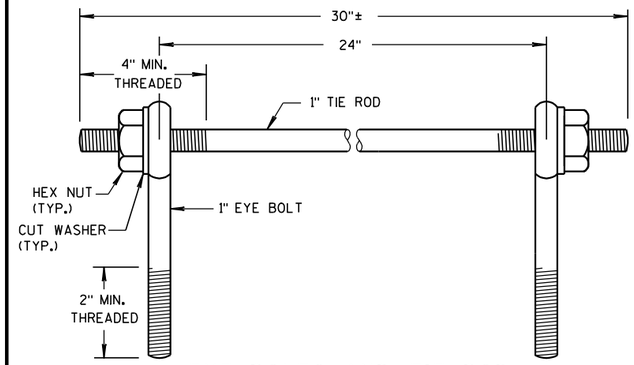
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
FHWA

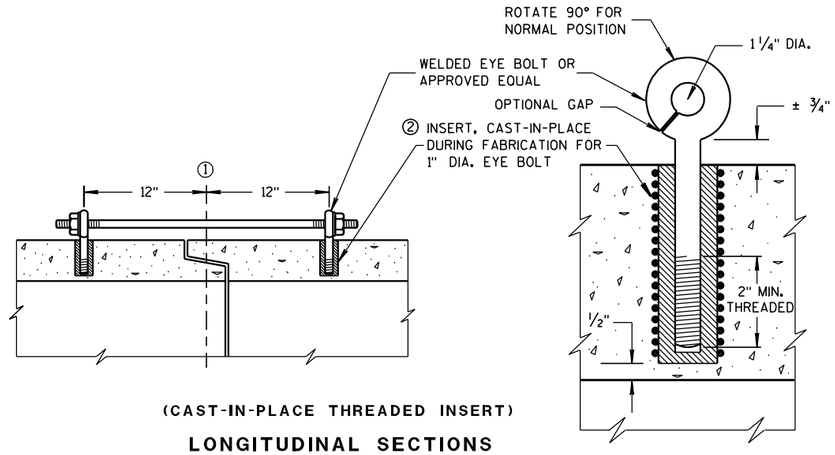
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S.D.D. 8 E 14-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

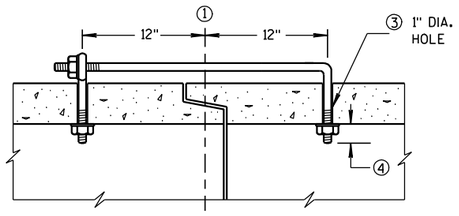
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

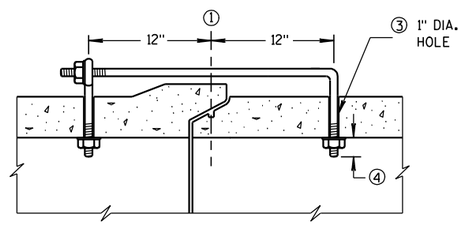
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

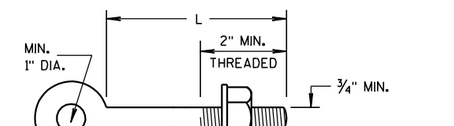


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

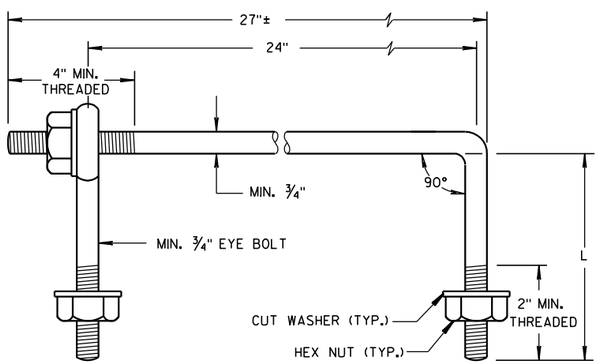
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

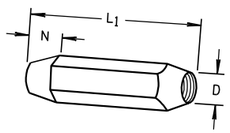
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

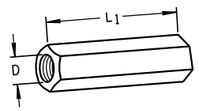
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



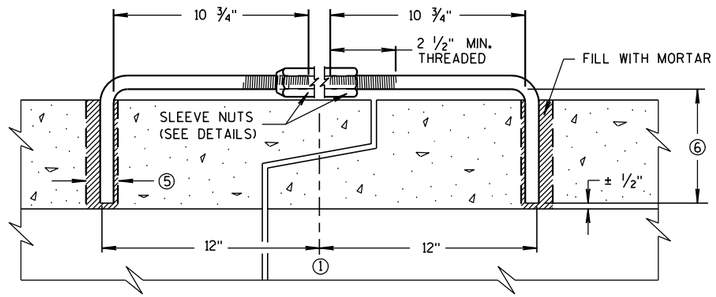
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PLAIN

RIGHT AND LEFT THREADS

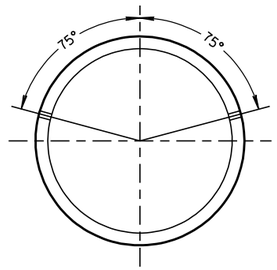
SLEEVE NUTS



LONGITUDINAL SECTION

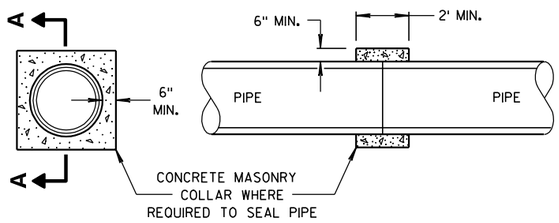
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

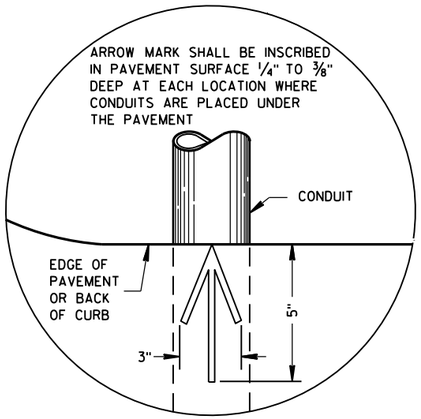
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
242
FHWA

6

S.D.D. 8 F 4-7

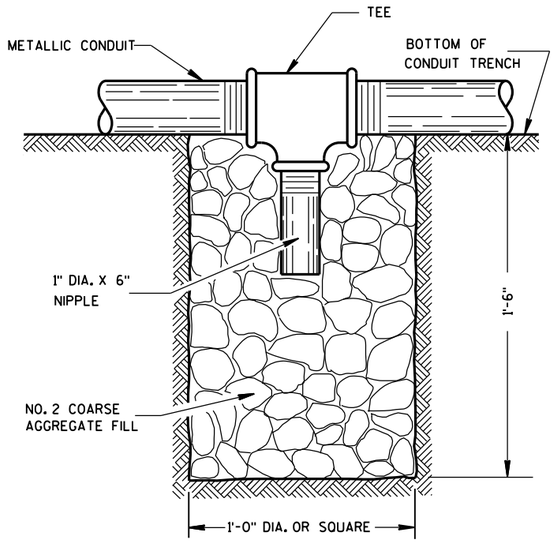
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S.D.D. 8 F 4-7



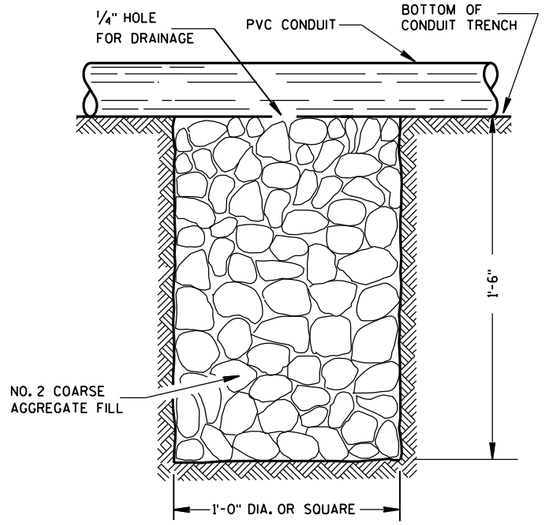
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

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

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

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

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

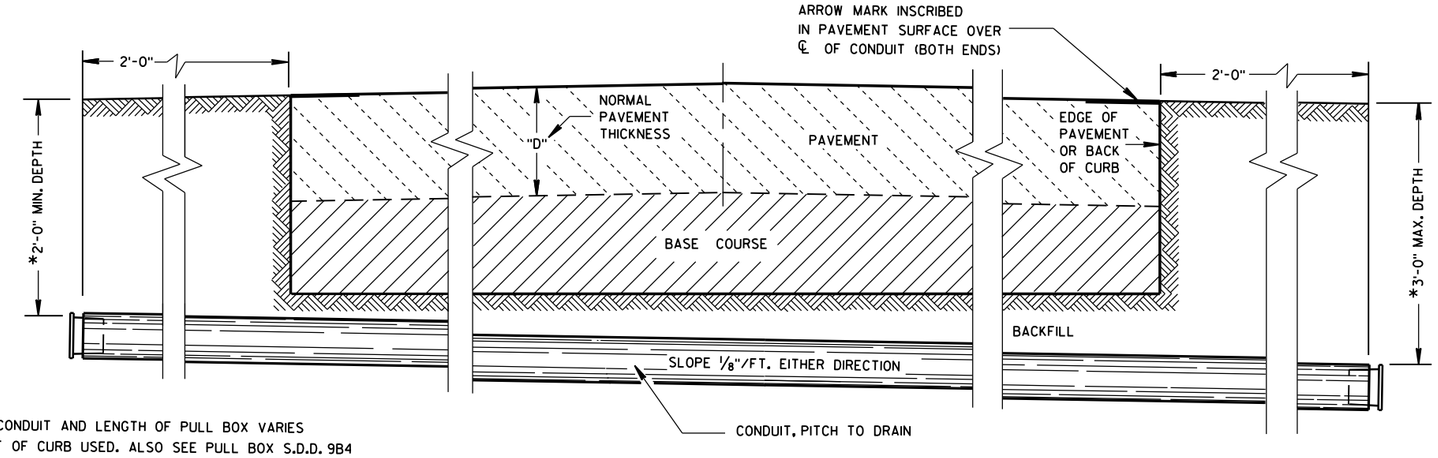
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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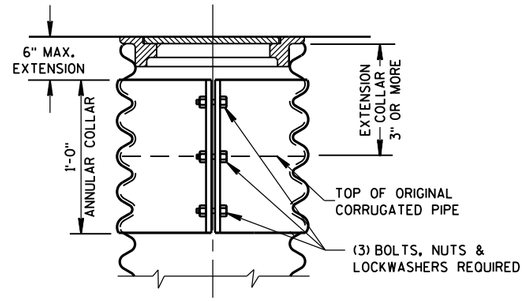
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

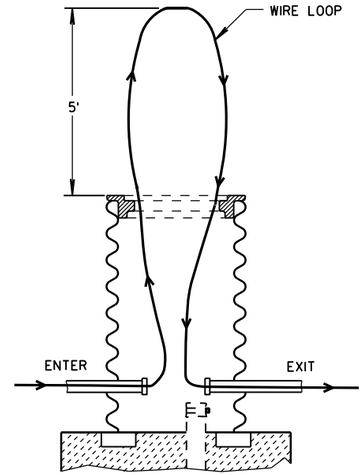
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

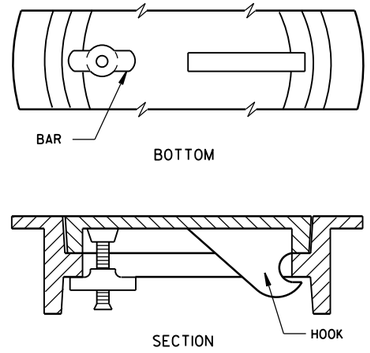
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

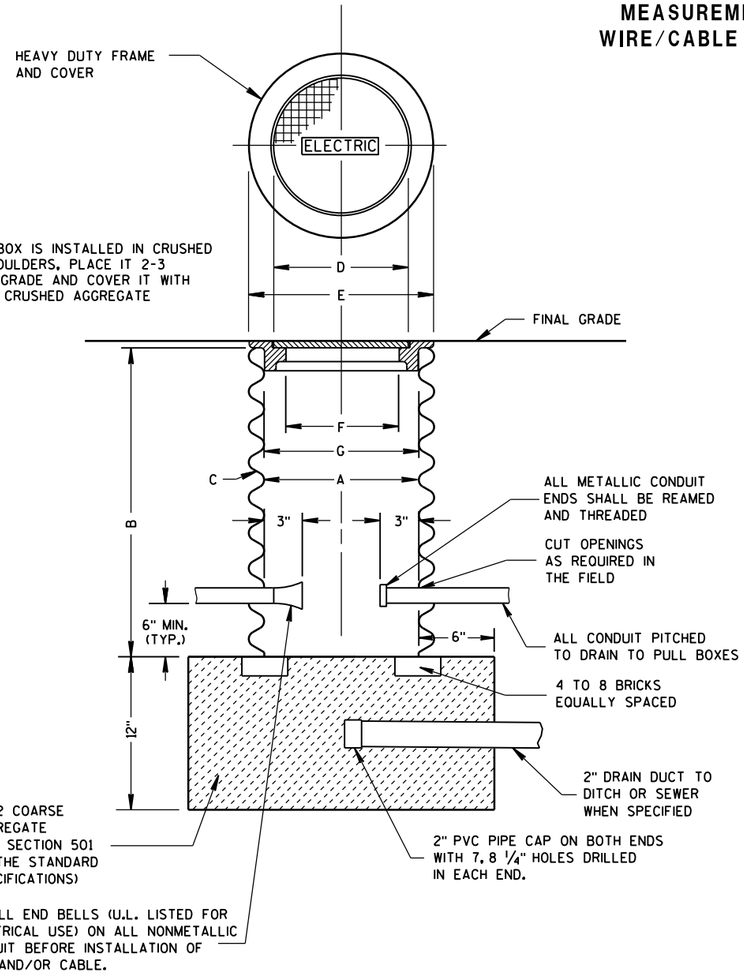


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



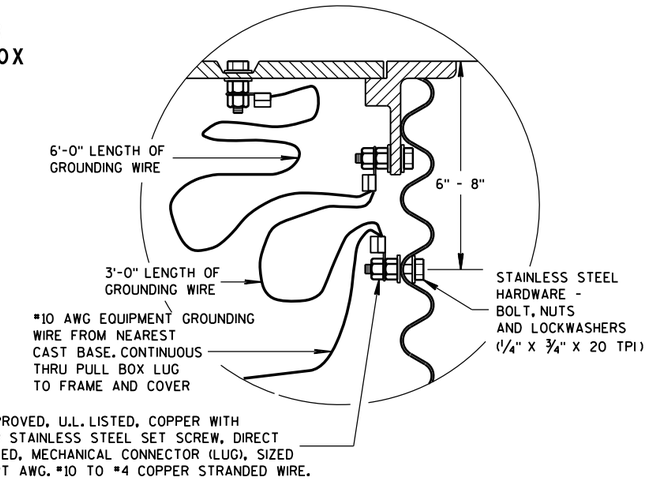
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

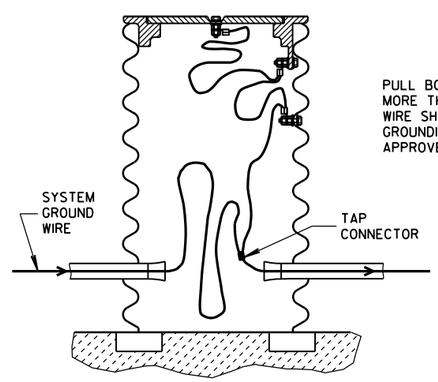


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

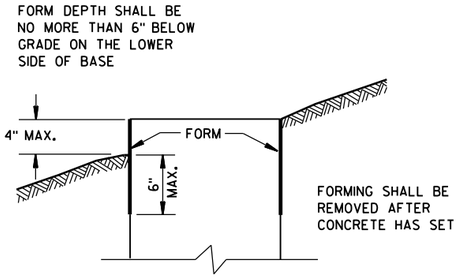
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

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

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

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

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

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

GENERAL NOTES (CONTINUED)

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

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

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

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

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

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

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

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

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

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

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

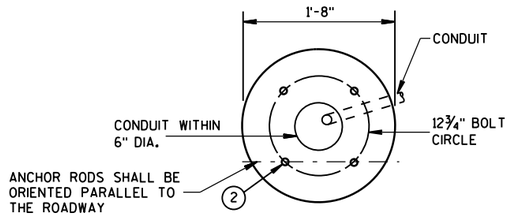
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

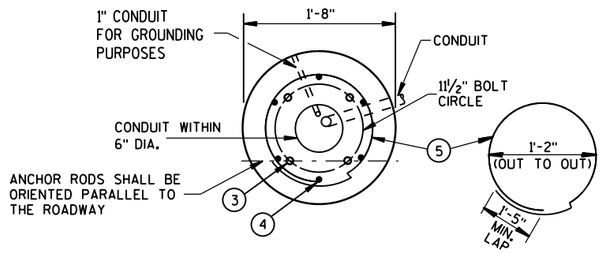
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

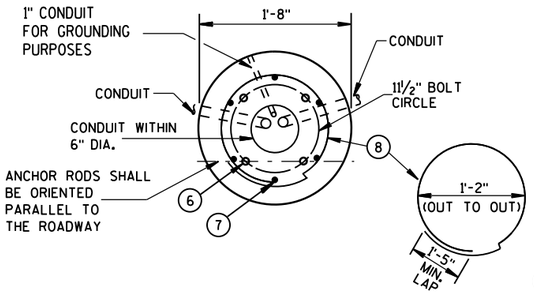
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

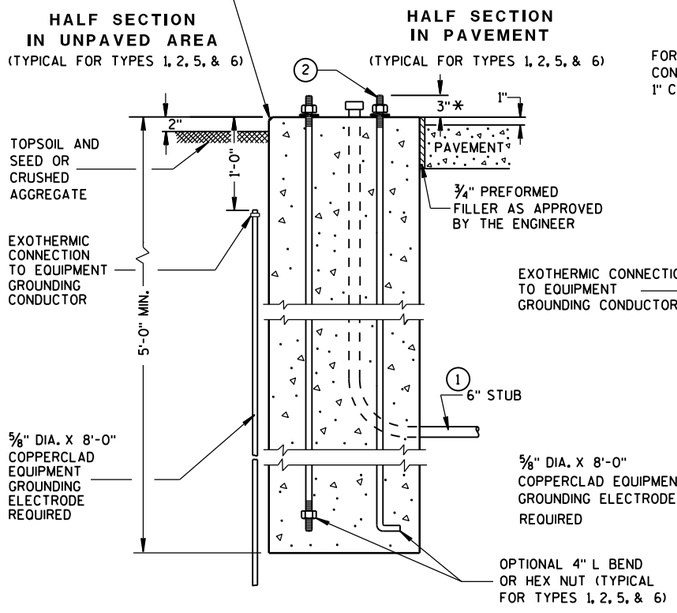


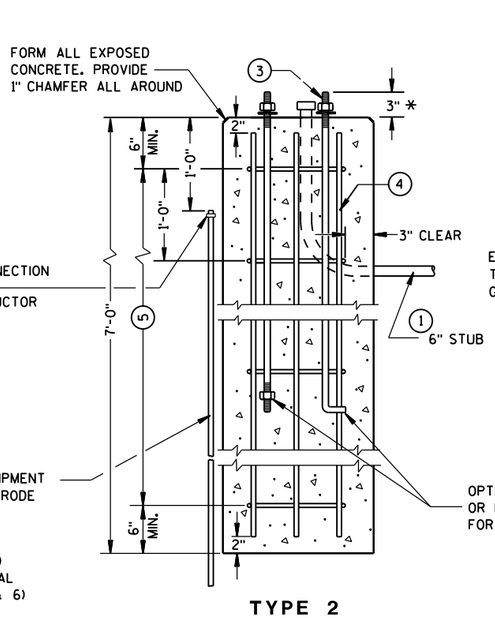




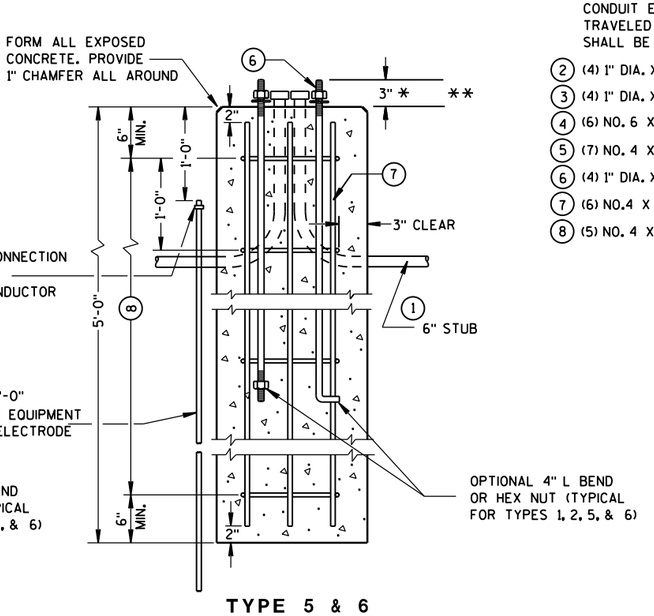
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)





TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 2-7

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

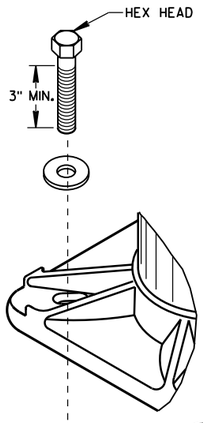
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

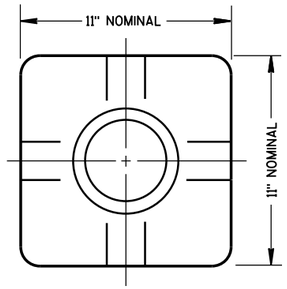
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

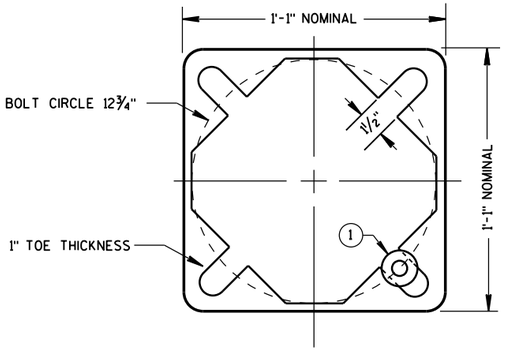
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

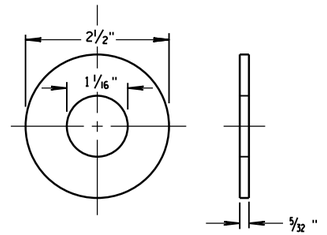




TOP VIEW
(PEDESTAL BASE)

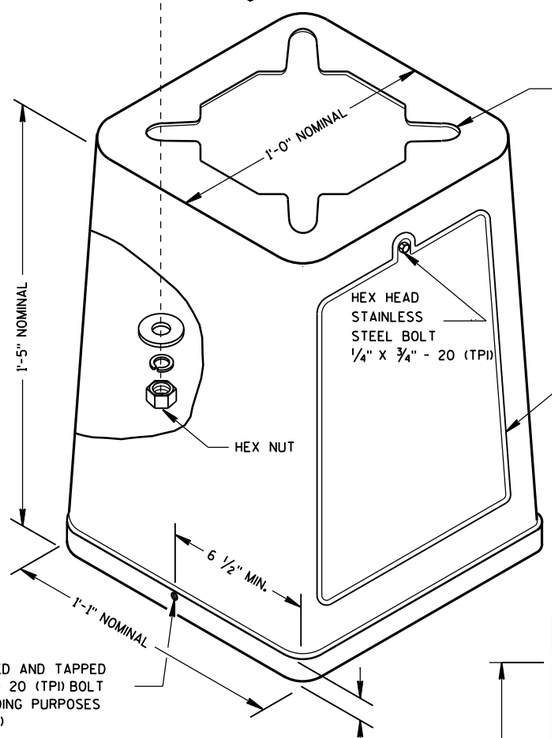


BOTTOM VIEW
(PEDESTAL BASE)

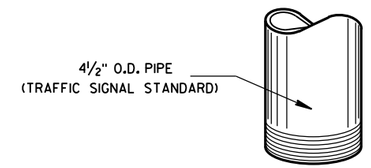


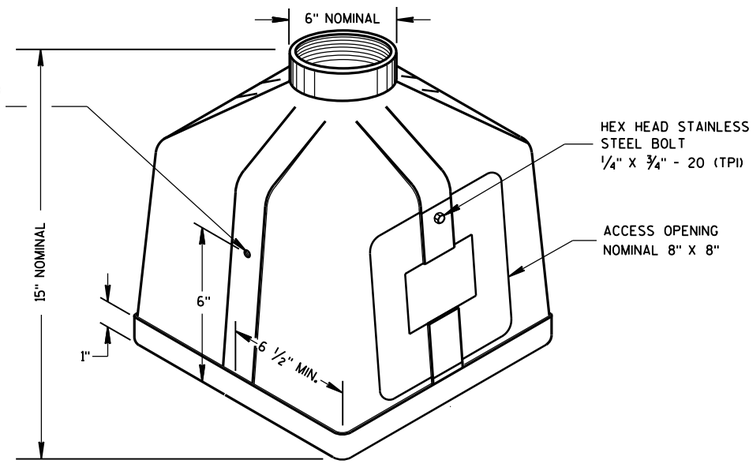
ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)



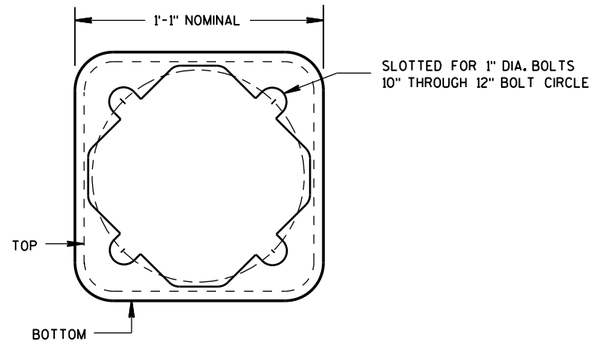
ISOMETRIC VIEW



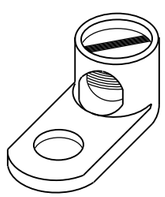


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

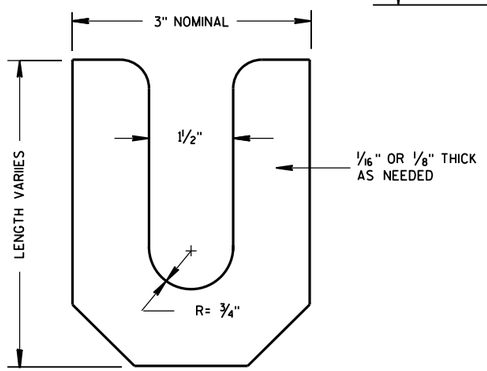


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
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FHWA

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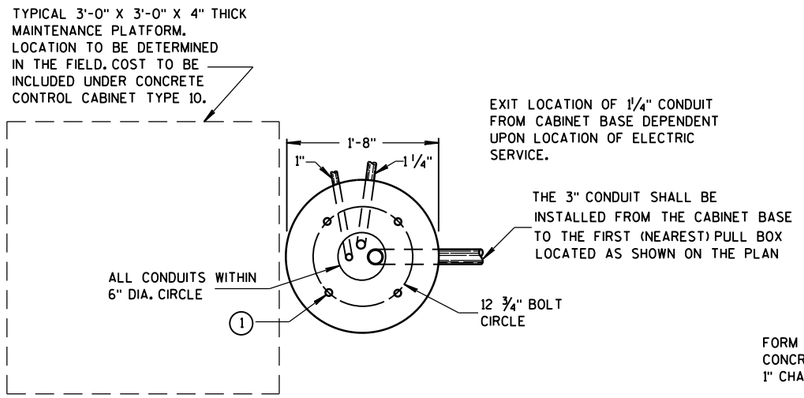
S.D.D. 9 C 3-4

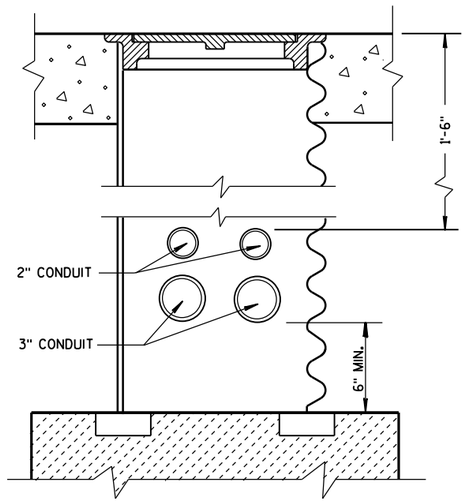
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S.D.D. 9 C 3-4

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

* INCLUDES MAINTENANCE PLATFORM.





CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND 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.

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.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

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

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

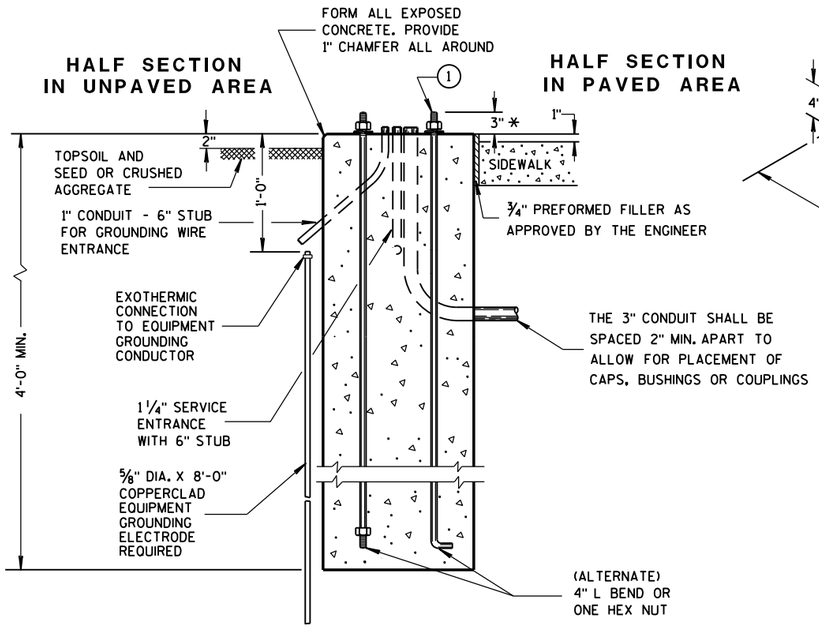
STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

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

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6". ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

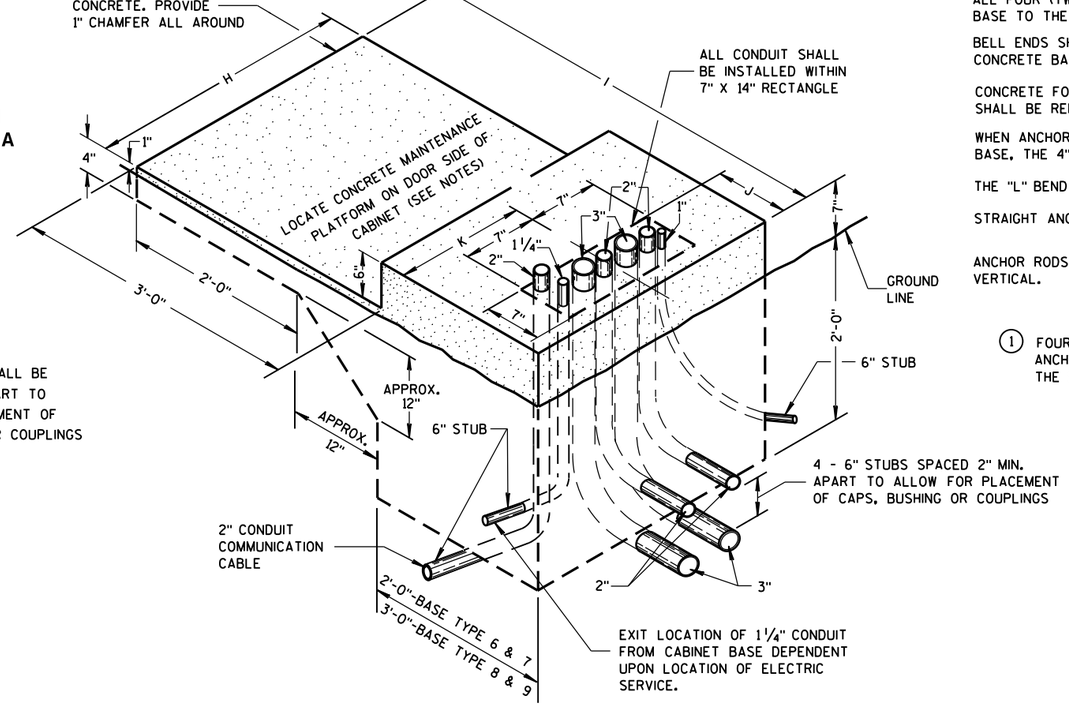
HALF SECTION IN UNPAVED AREA

HALF SECTION IN PAVED AREA



TYPE 10

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.



TYPE 6,7,8 AND 9
(ISOMETRIC VIEW)

CONCRETE CONTROL CABINET BASES

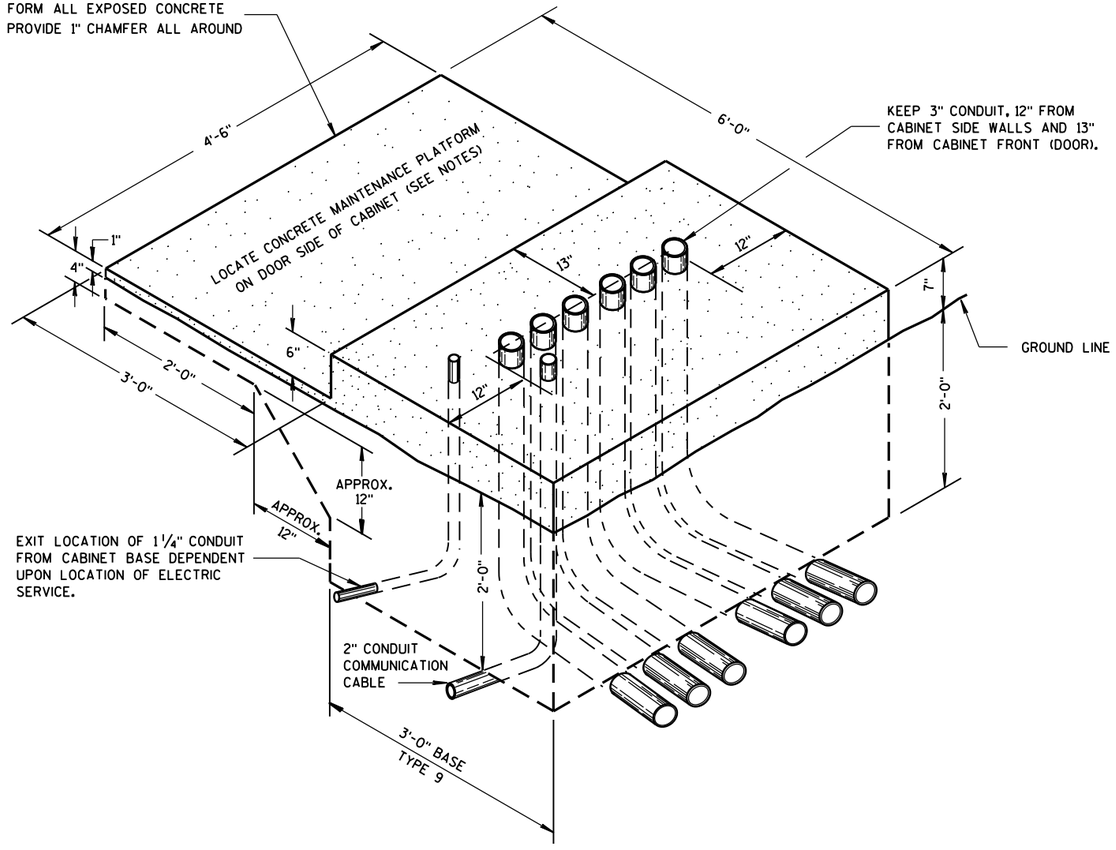
CONCRETE CONTROL CABINET BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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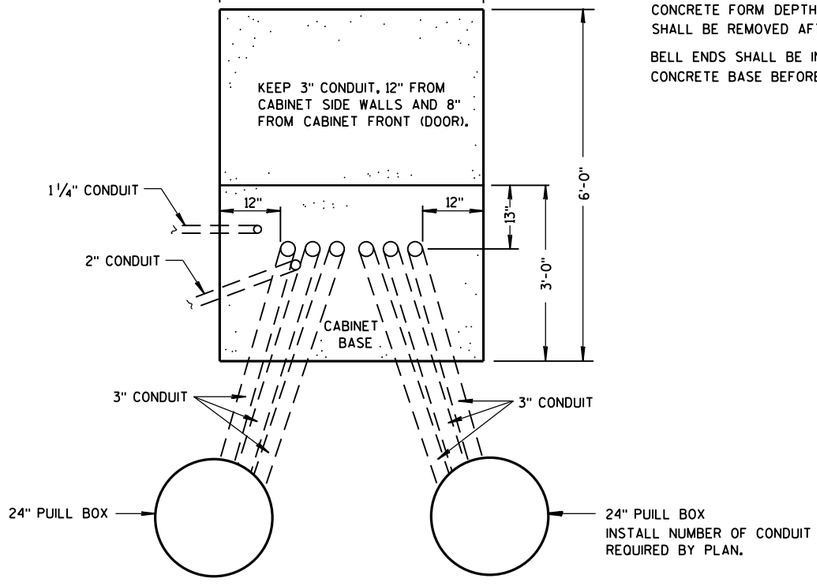
S.D.D. 9 C 5-10



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

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

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

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

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

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

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

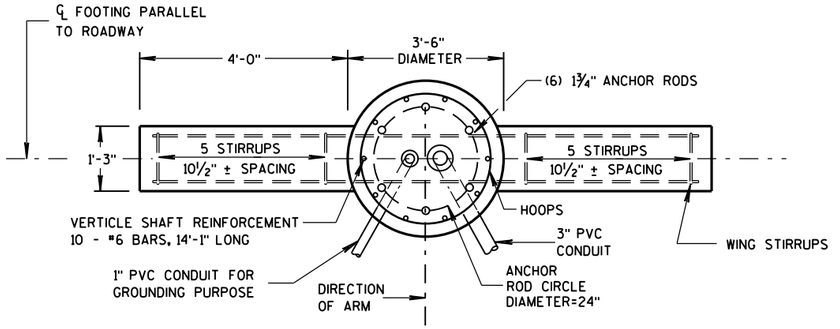
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

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

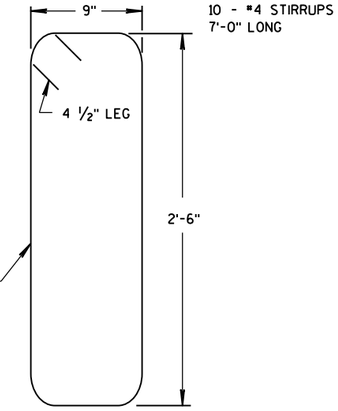
CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

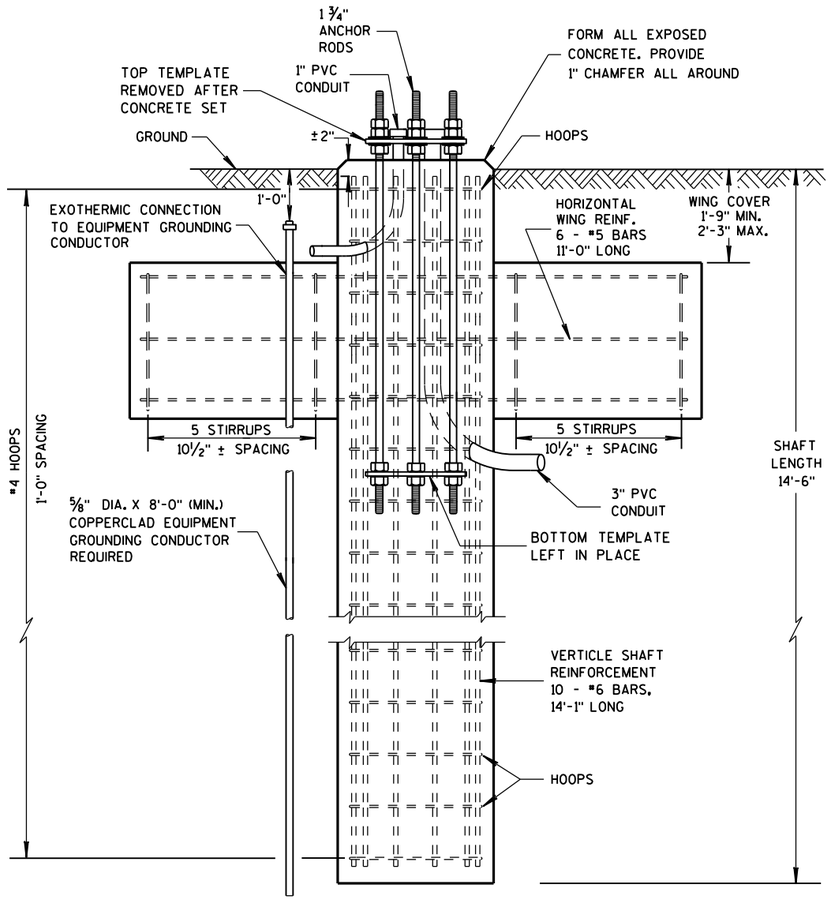
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA



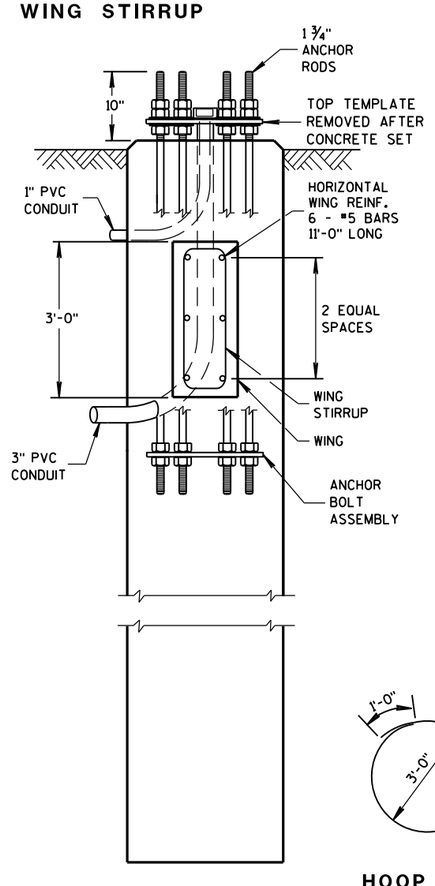
PLAN VIEW



WING STIRRUP

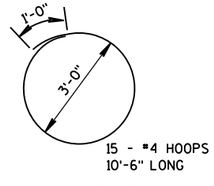


ELEVATION VIEW



SIDE VIEW

DOES NOT SHOW HOOPS OR VERTICAL SHAFT REINFORCEMENT



15 - #4 HOOPS 10'-6" LONG

HOOP DETAIL

GENERAL NOTES

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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

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

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

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

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

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

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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

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

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

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

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

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

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

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

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 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATIONS	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 POLES)

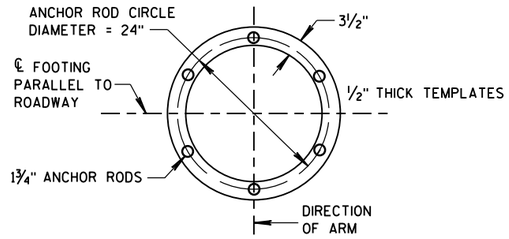
CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 433 LBS.

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

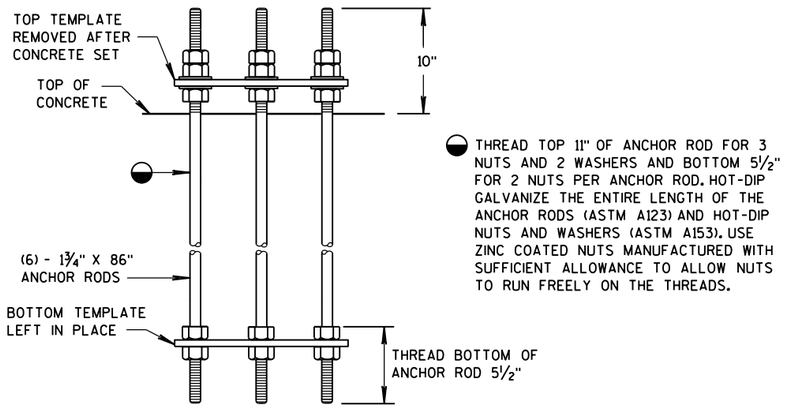
CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 9 C 12-8a

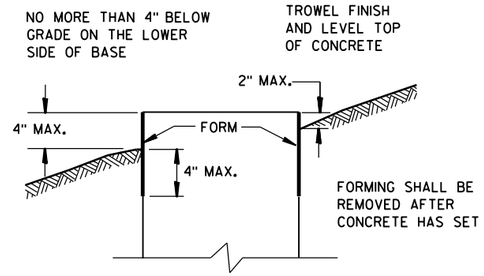


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

6

6

S.D.D. 9 C 12-8b

S.D.D. 9 C 12-8b

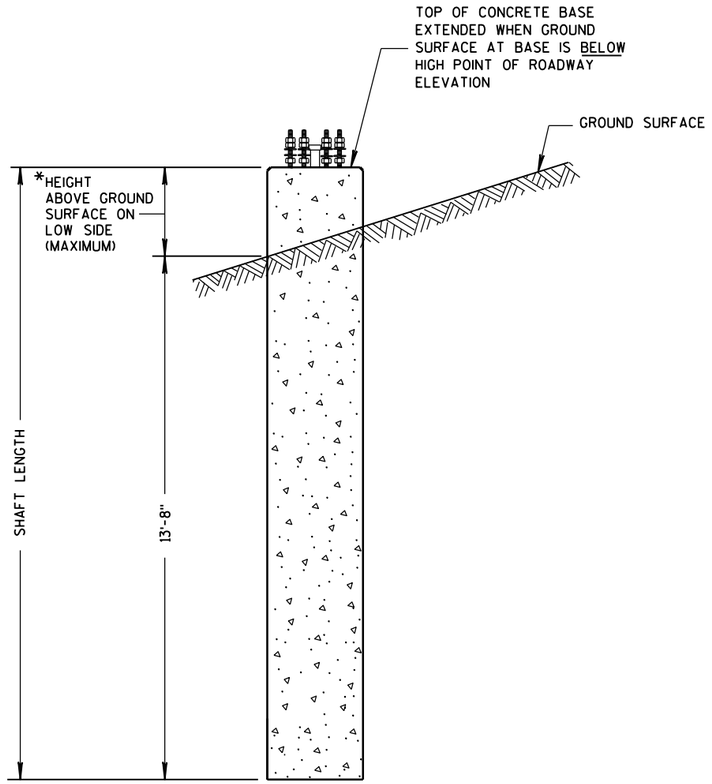
CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

REINFORCEMENT AND CONCRETE QUANTITIES
ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

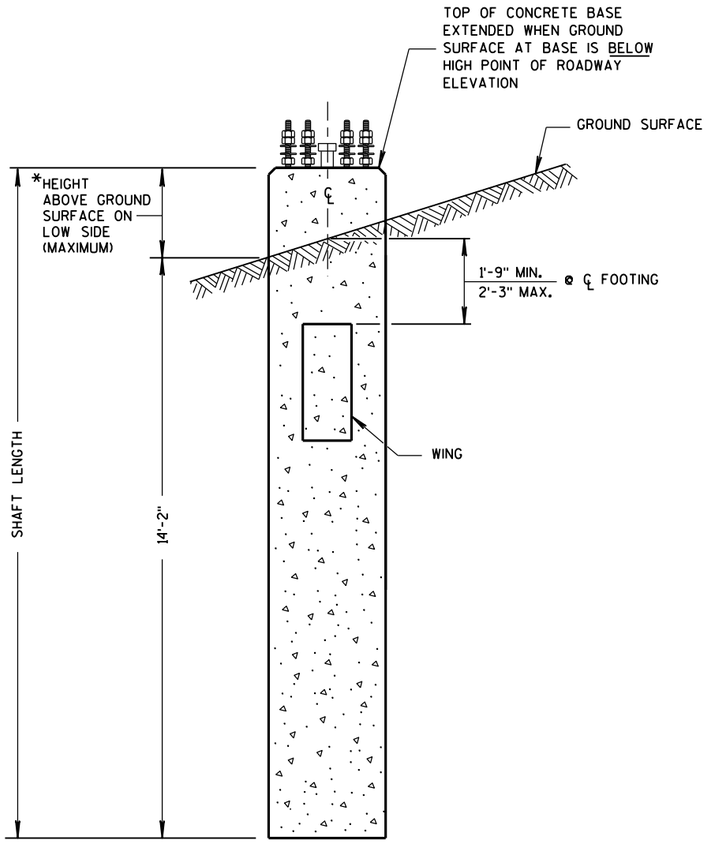
HEIGHT INCREASE REQUIRED	* HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	C.Y. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL BAR STEEL
>0" TO 6"	10"	14'-6"	14'-1"	16	2.6	78	127
>6" TO 1'-0"	1'-4"	15'-0"	14'-7"	16	2.7	78	131
>1'-0" TO 1'-6"	1'-10"	15'-6"	15'-1"	17	2.8	83	136
>1'-6" TO 2'-0"	2'-4"	16'-0"	15'-7"	17	2.9	83	141



CONCRETE BASE TYPE 10 (EXTENDED)

REINFORCEMENT AND CONCRETE QUANTITIES
ADJUSTED FOR EXTENDED TYPE 13 CONCRETE BASE

HEIGHT INCREASE REQUIRED	* HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	C.Y. OF CONCRETE	LBS. OF H.S. BAR STEEL
>0" TO 6"	10"	15'-0"	14'-7"	16	6.5	447
>6" TO 1'-0"	1'-4"	15'-6"	15'-1"	16	6.6	454
>1'-0" TO 1'-6"	1'-10"	16'-0"	15'-7"	17	6.8	469
>1'-6" TO 2'-0"	2'-4"	16'-6"	16'-1"	17	7.0	476



CONCRETE BASE TYPE 13 (EXTENDED)

CONCRETE BASE
TYPE 10 & TYPE 13 EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

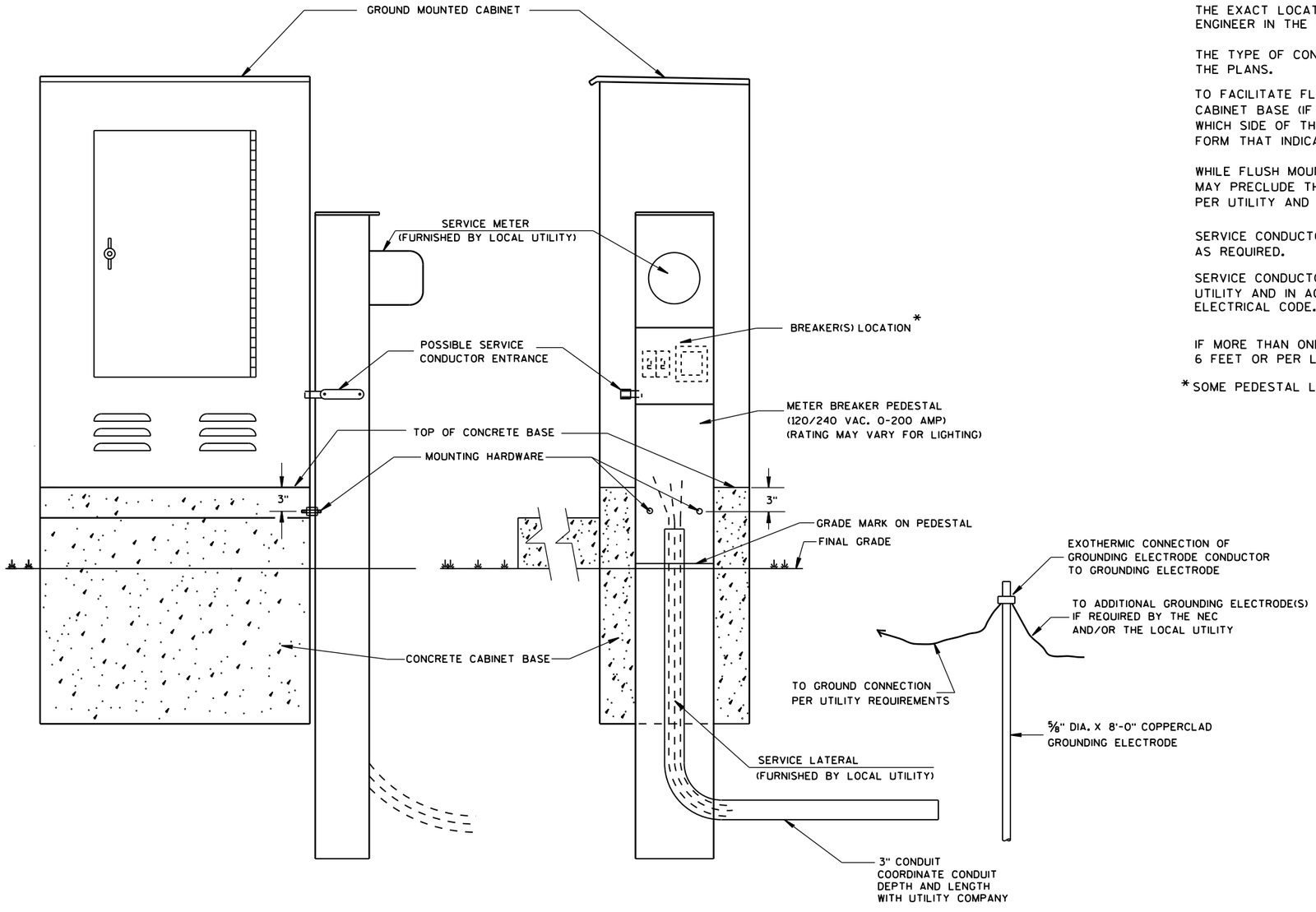
APPROVED
11-26-2013 DATE
/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA

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S.D.D. 9 C 13-2

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S.D.D. 9 C 13-2



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.

6

S.D.D. 9 D 1-5

6

S.D.D. 9 D 1-5

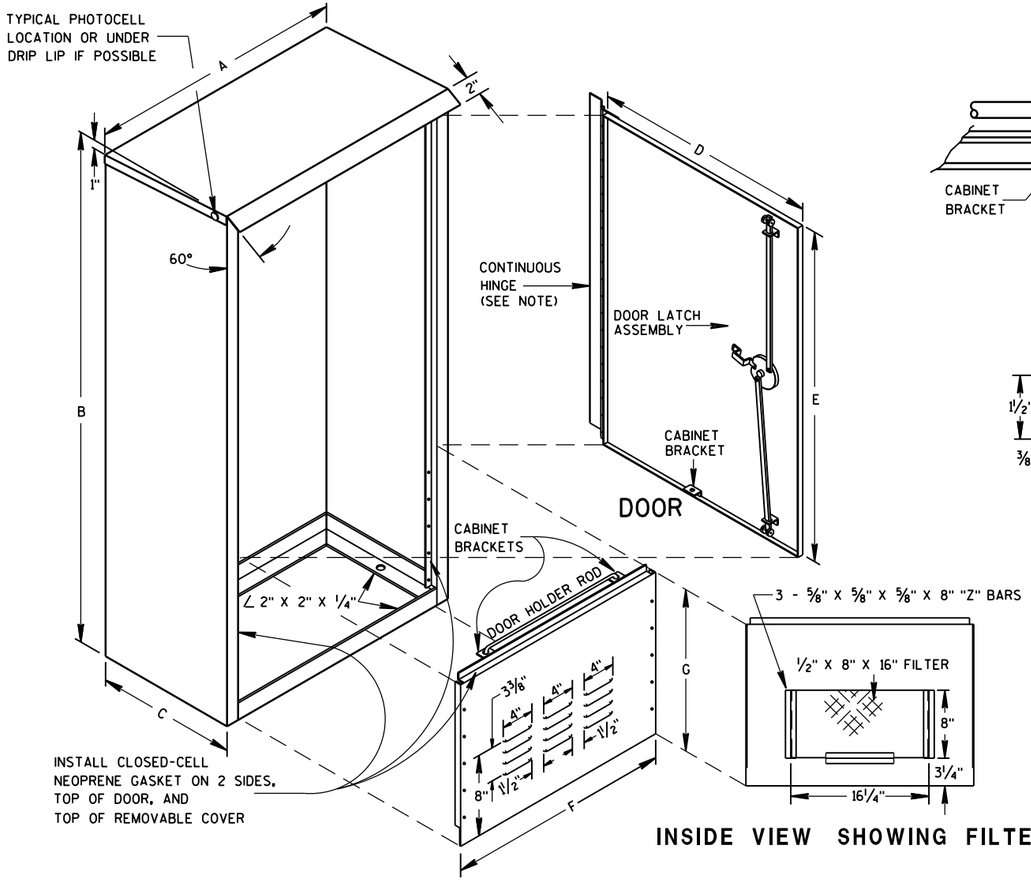
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

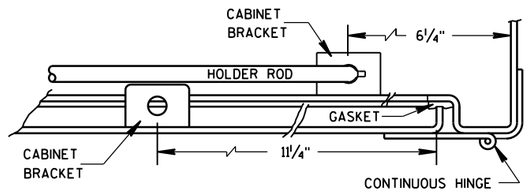
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

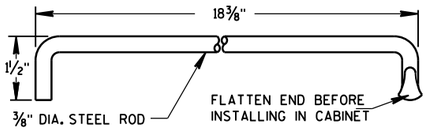


REMOVABLE COVER

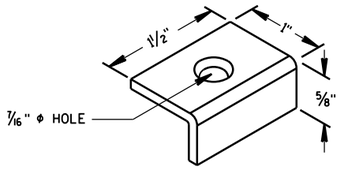
INSIDE VIEW SHOWING FILTER



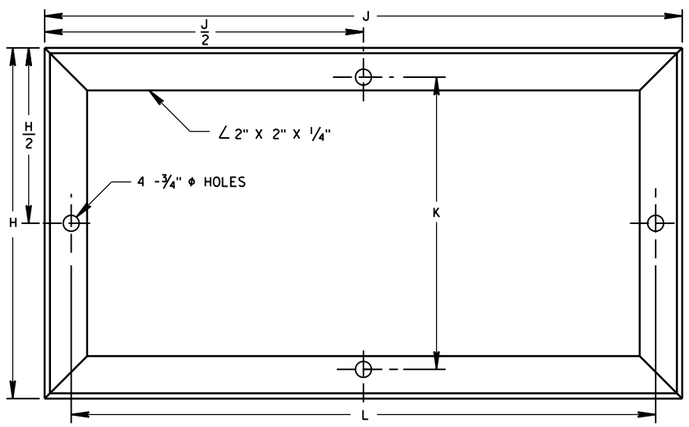
HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

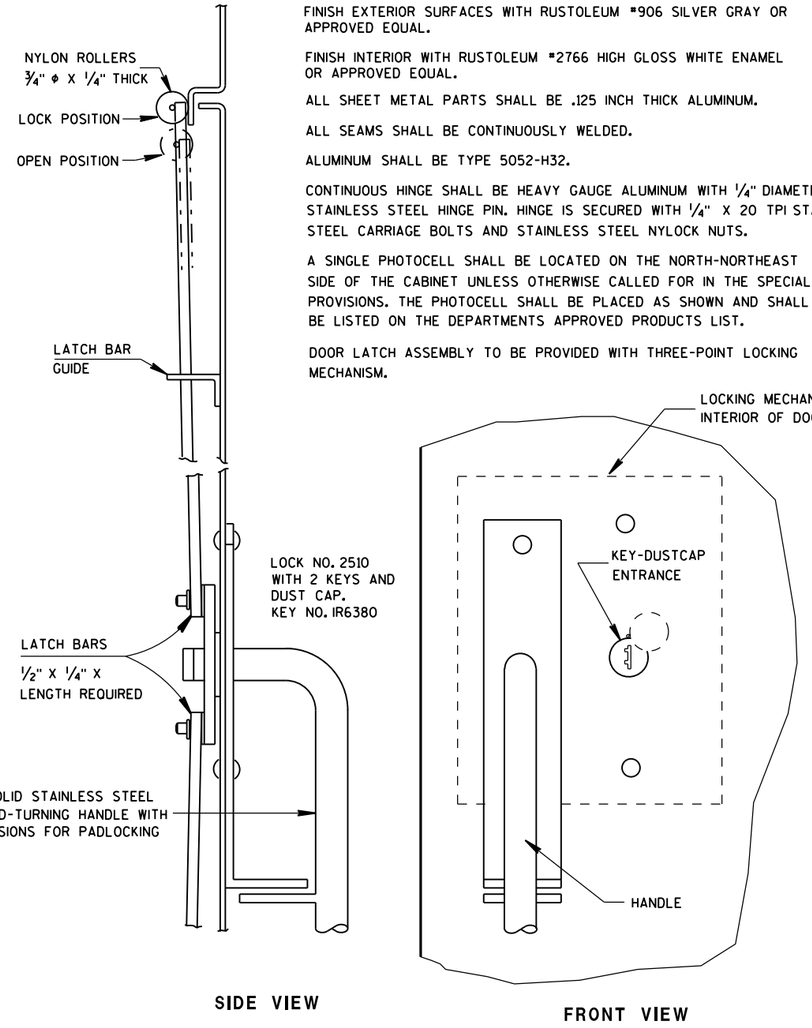
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

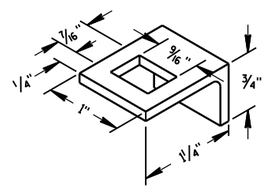
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



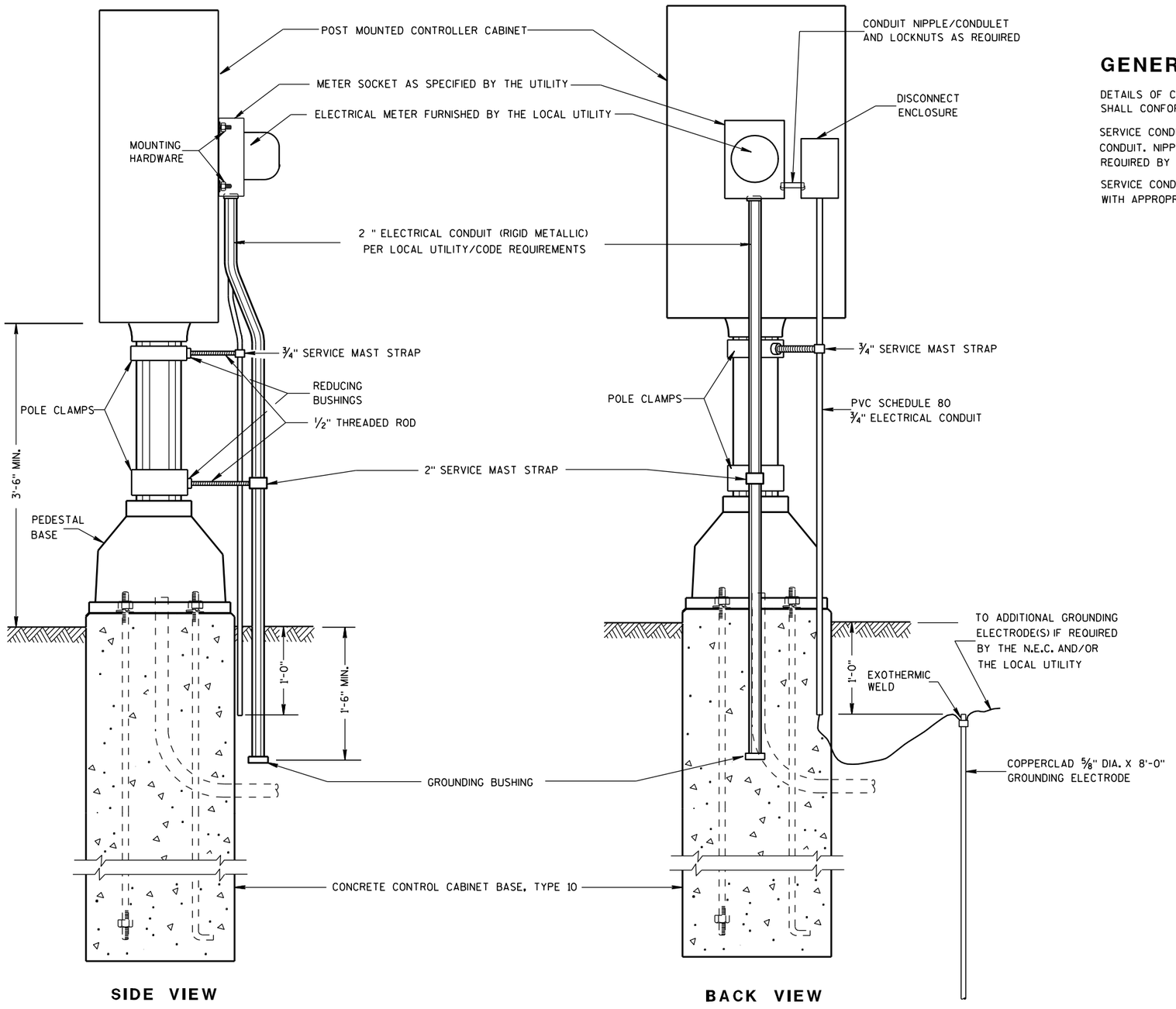
LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 253
FHWA

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S.D.D. 9 D 2-3



POST MOUNTED CONTROLLER SERVICE INSTALLATION

GENERAL NOTES

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

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID STEEL OR SCHEDULE 80 PVC ELECTRICAL CONDUIT. NIPPLES AND/OR CONDULETS, WITH LOCK NUTS AND GROUNDING BUSHINGS AS REQUIRED BY THE N.E.C. OR THE LOCAL UTILITY.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AS REQUIRED AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED ELECTRICAL CODE.

POST MOUNTED CONTROLLER SERVICE INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

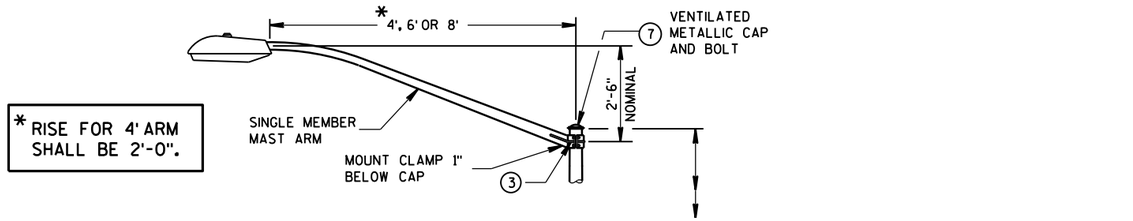
APPROVED

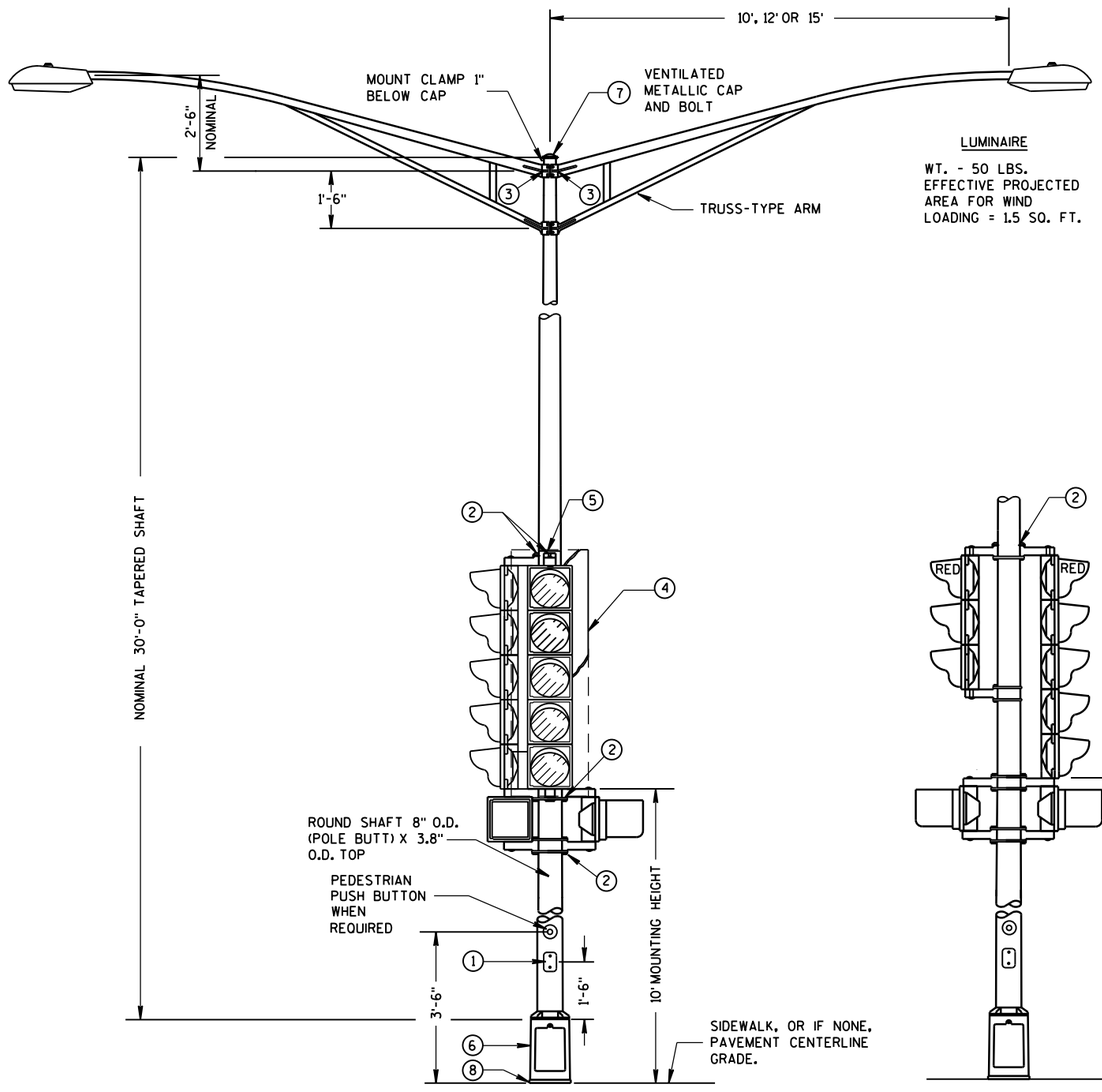
3/24/2003
DATE

/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI 254 HWYS

FHWA

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S.D.D. 9 D 3-2

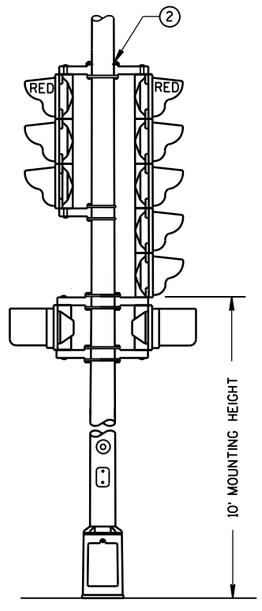




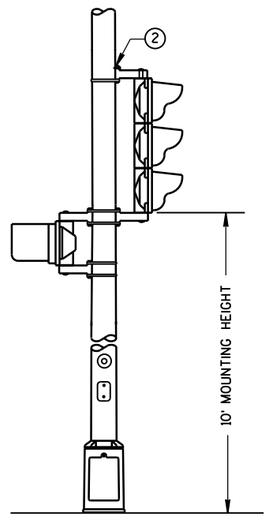
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

(MAXIMUM LOAD)

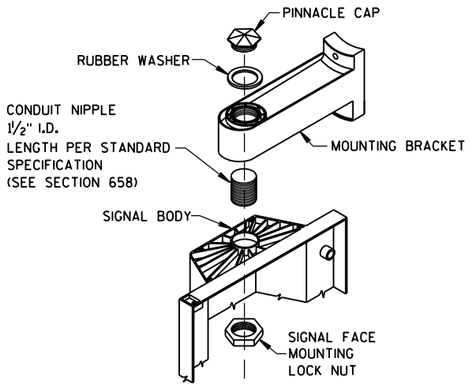


TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 4 POLE MOUNTING CONFIGURATION



SIGNAL FACE MOUNTING DETAIL
(BANDED)

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

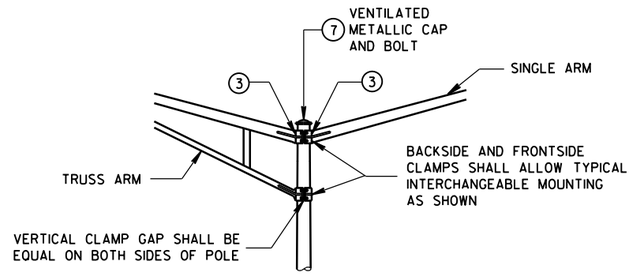
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



INTERCHANGEABLE MOUNTING DETAIL

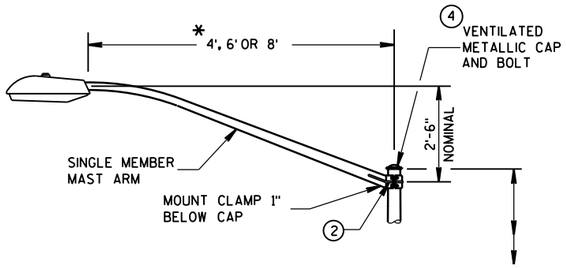
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

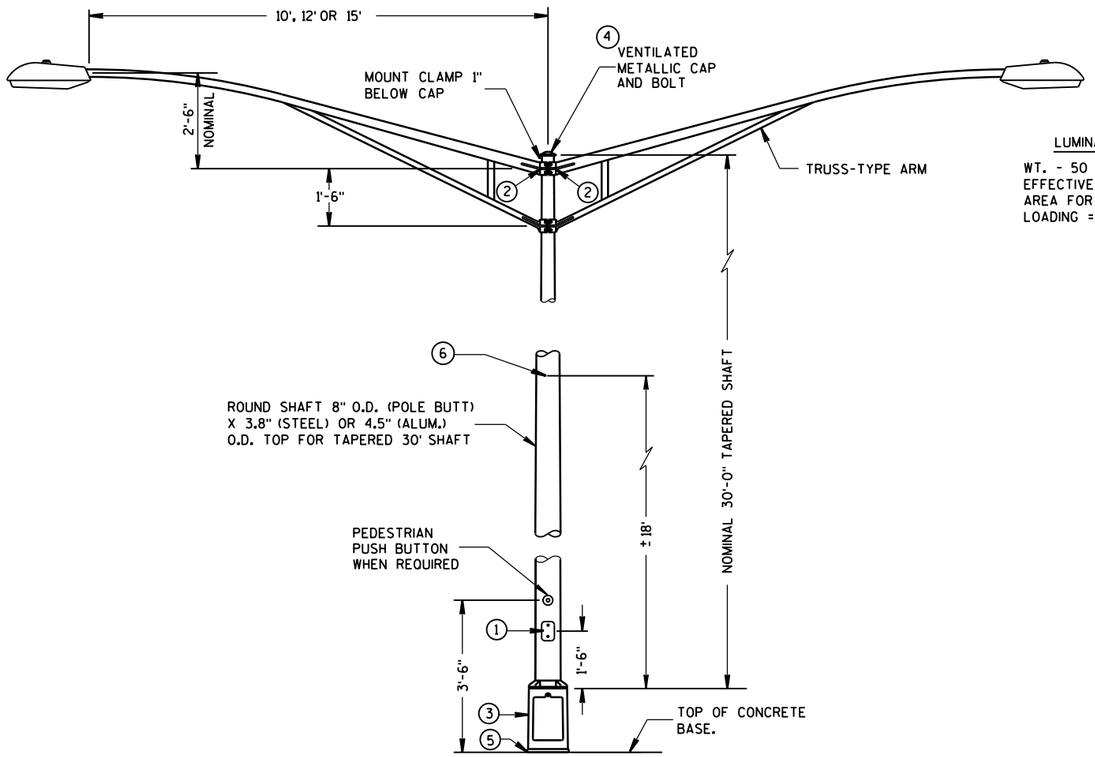
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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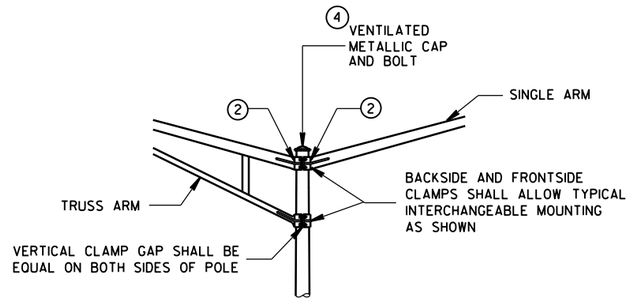
S.D.D. 9 E 1-14c

*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

6

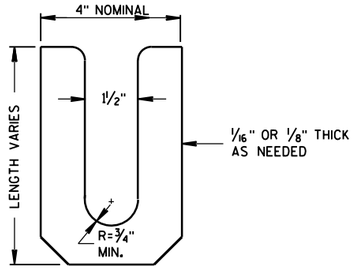
S.D.D. 9 E 1-14d

POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

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DEPARTMENT OF TRANSPOI

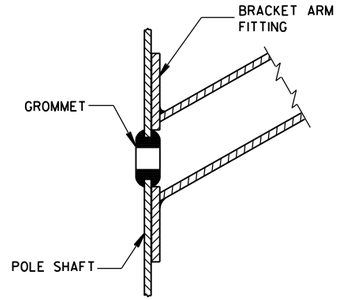
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S.D.D. 9 E 1-14d

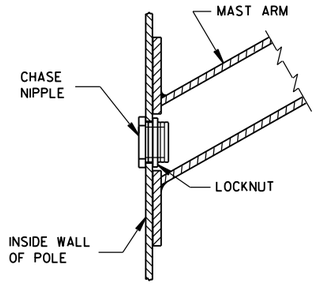


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

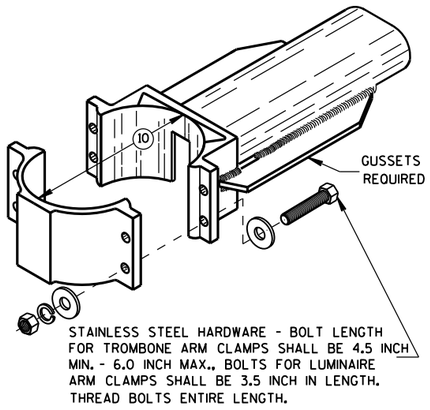
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

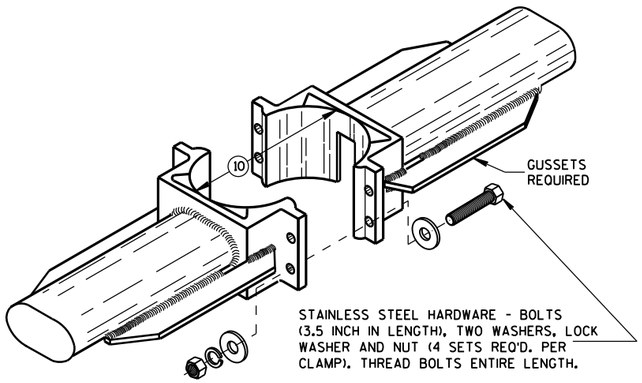
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

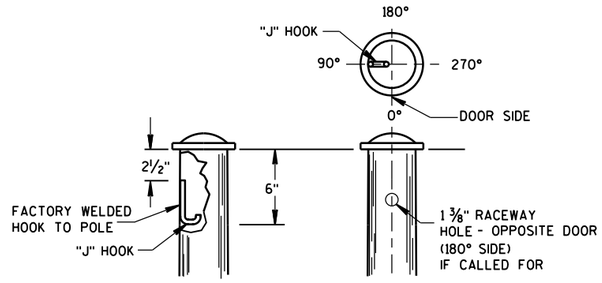
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



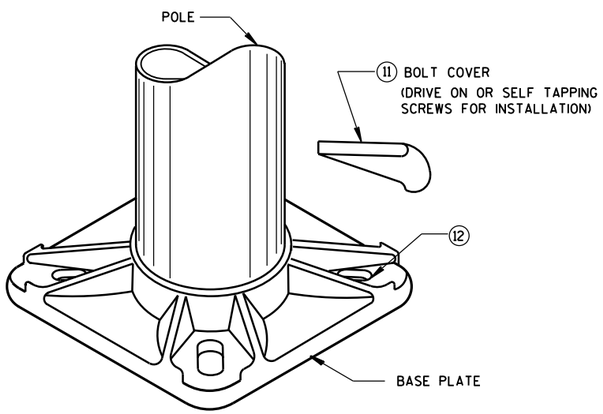
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



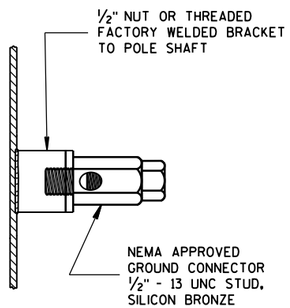
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

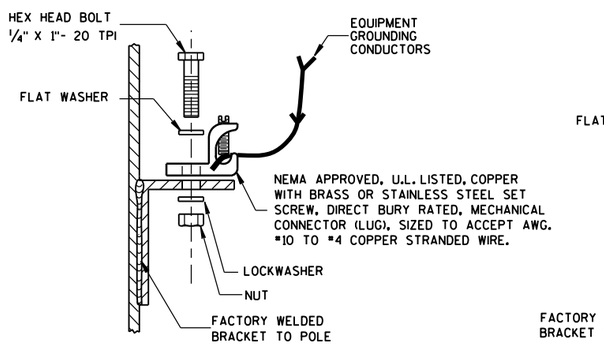


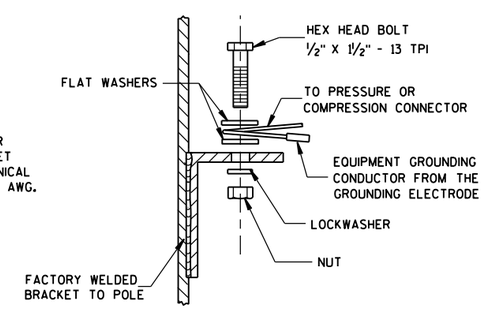
TYPICAL "J" HOOK LOCATION



BASE PLATE







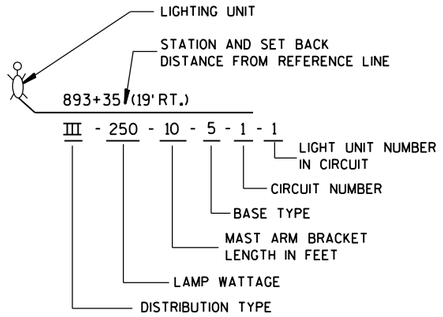
TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

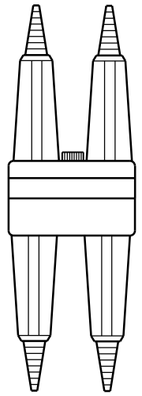
HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

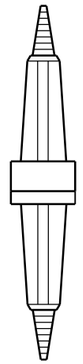
APPROVED
Feb. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
257
FHWA



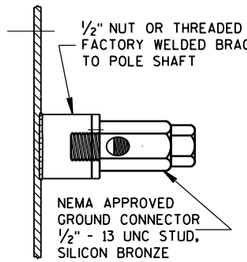
LIGHTING UNIT CODE
(TYPICAL)

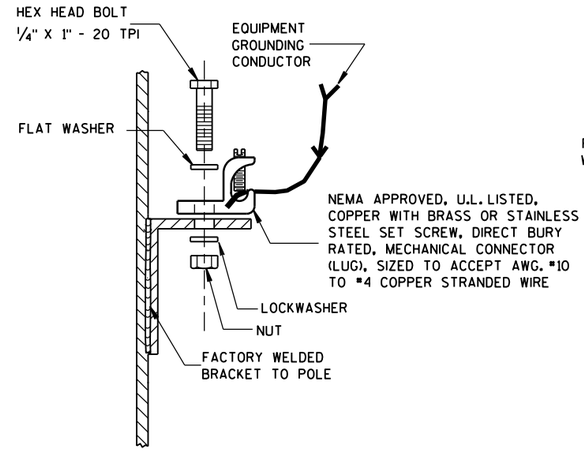


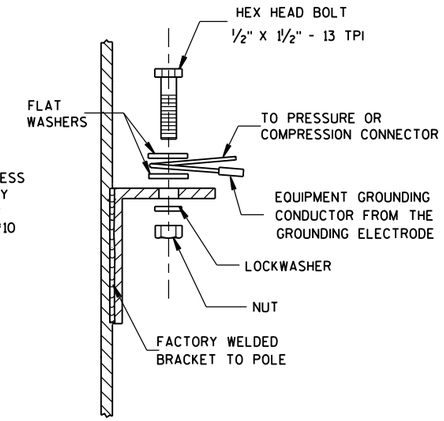
DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



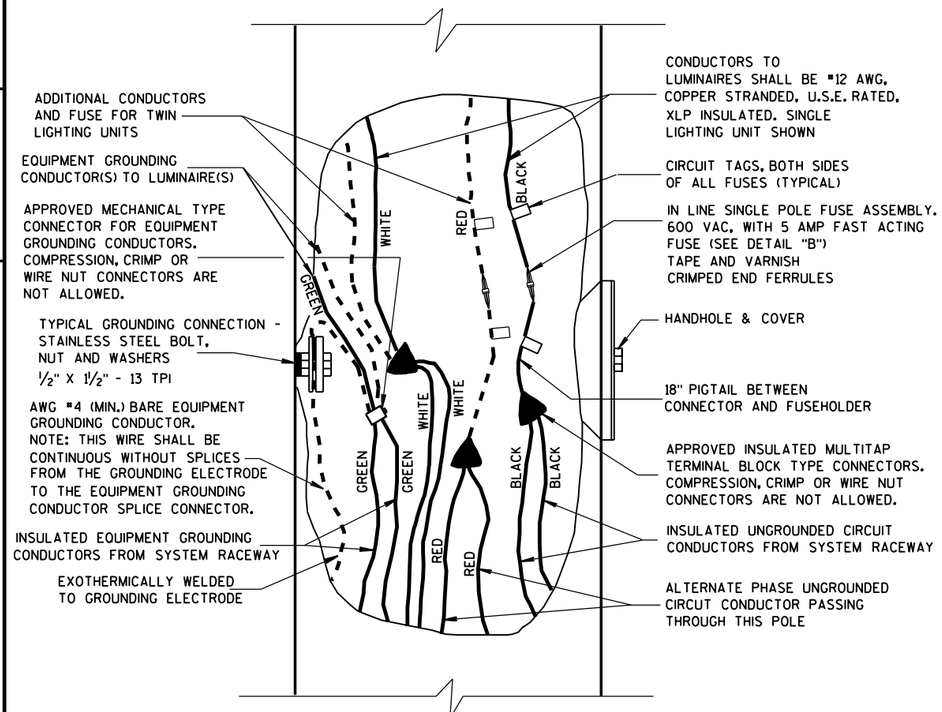
DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



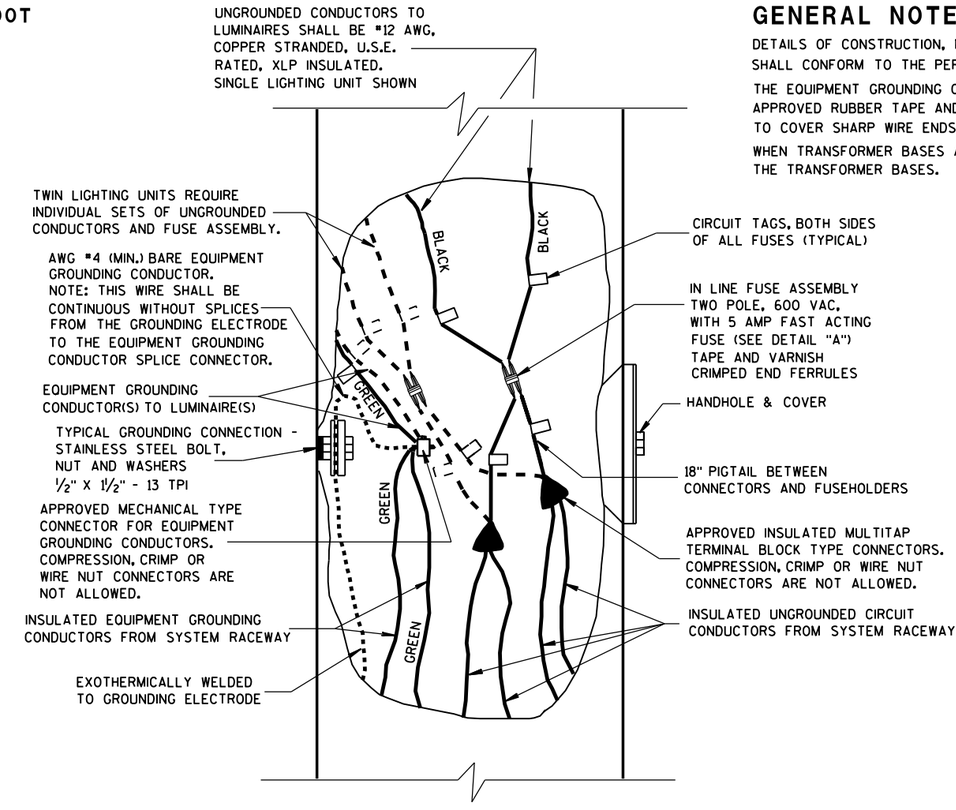




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

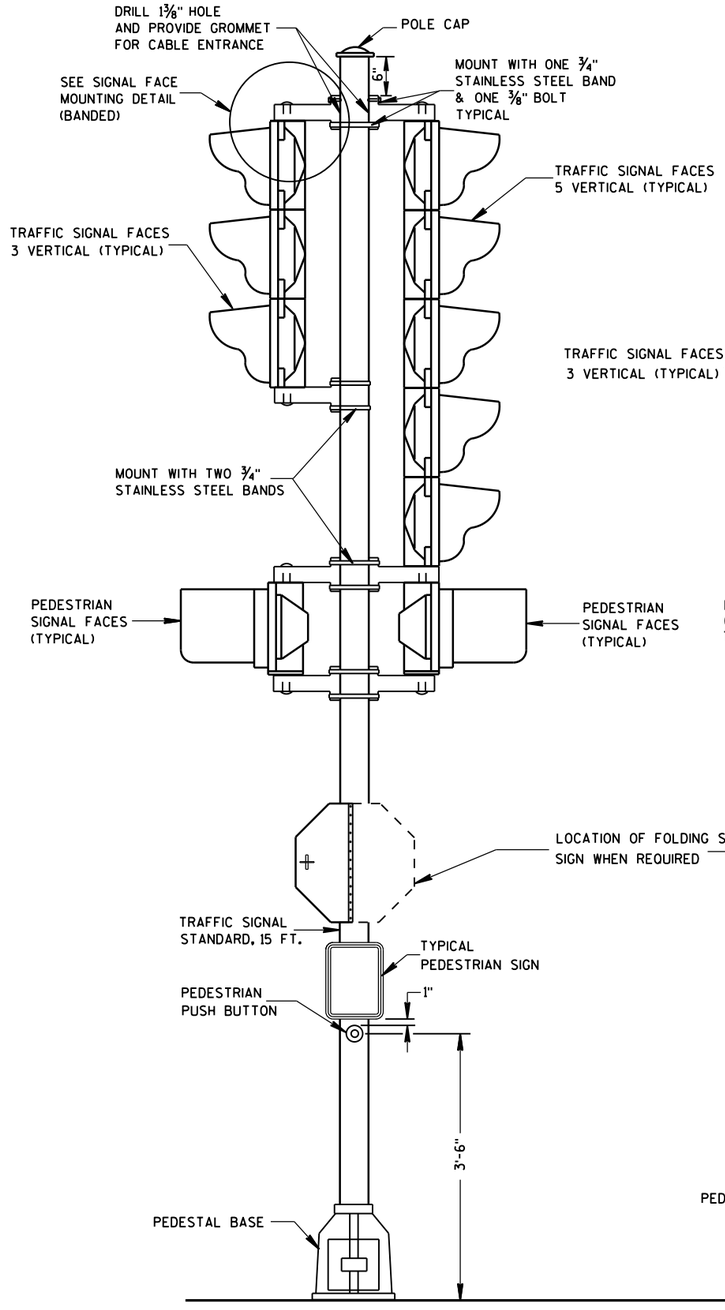
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

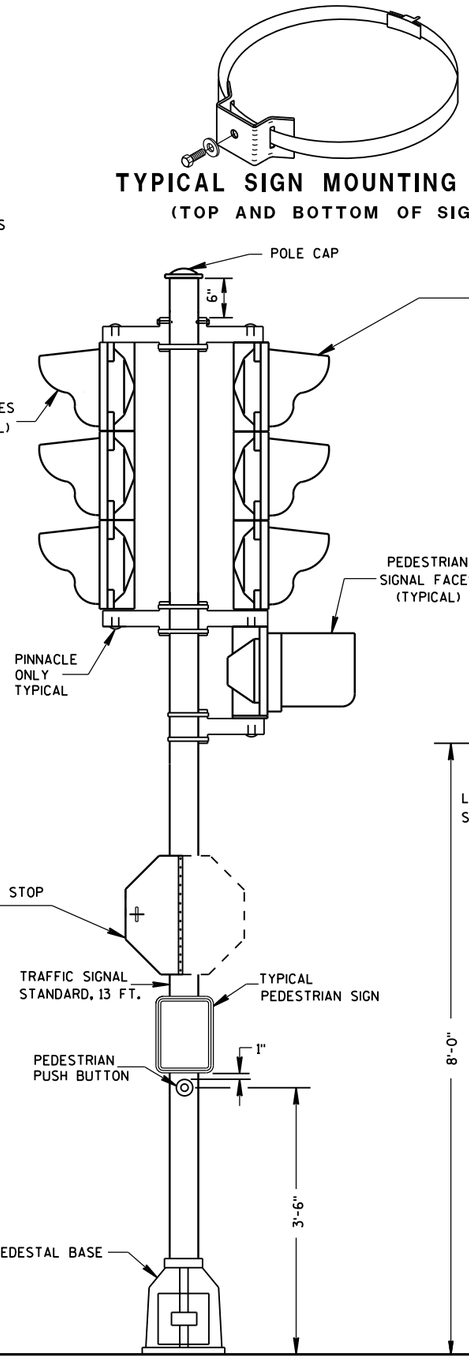
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 E 3-5

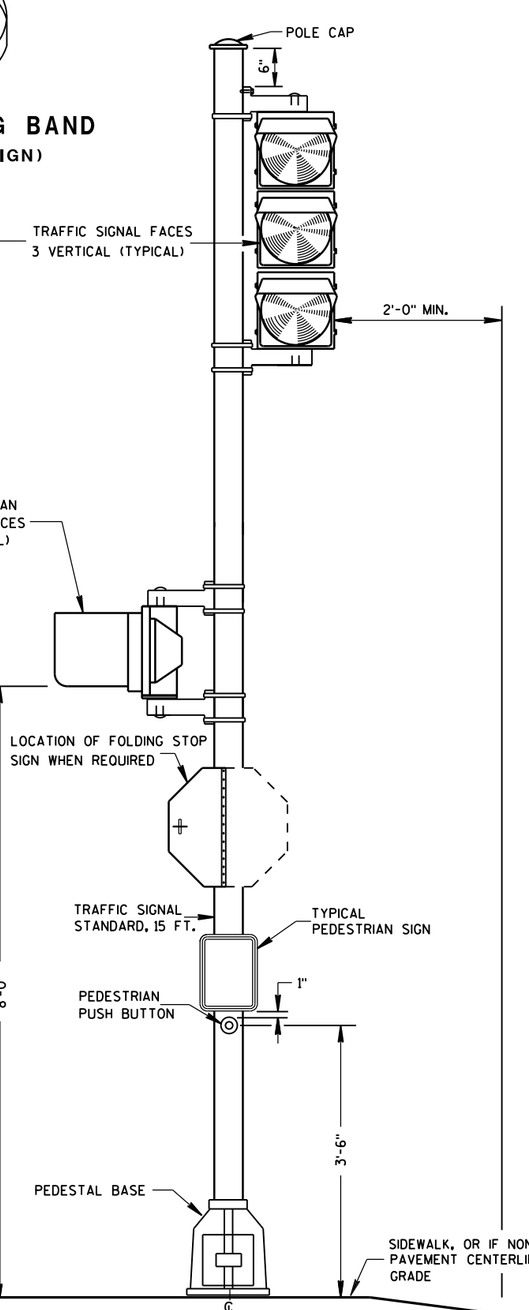


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

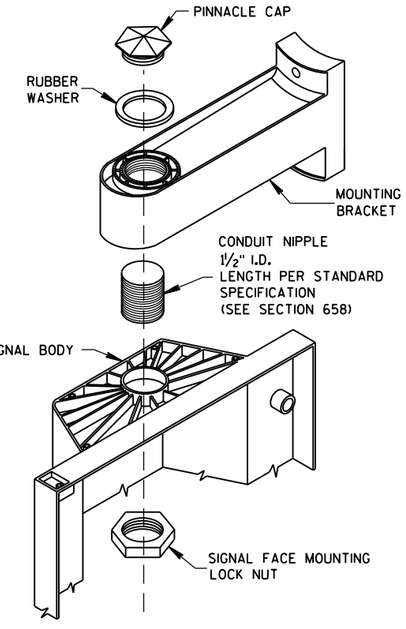
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

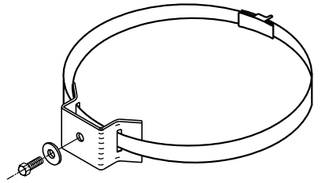
TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

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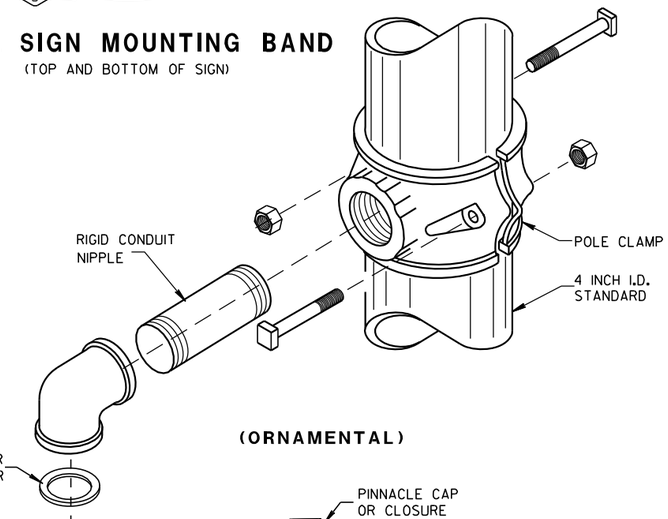
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2/28/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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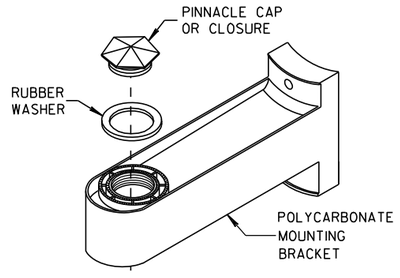
S.D.D. 9 E 6-5



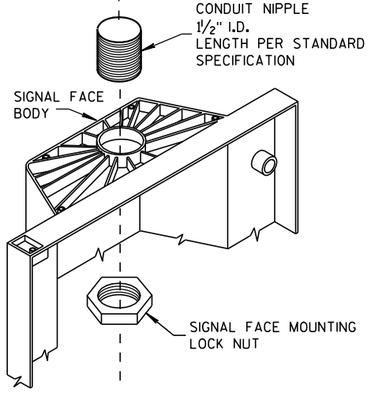
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



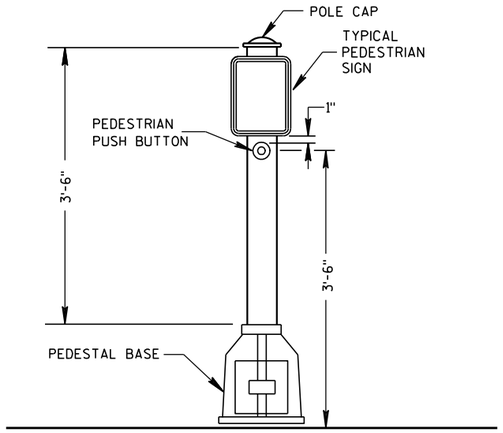
(ORNAMENTAL)



(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

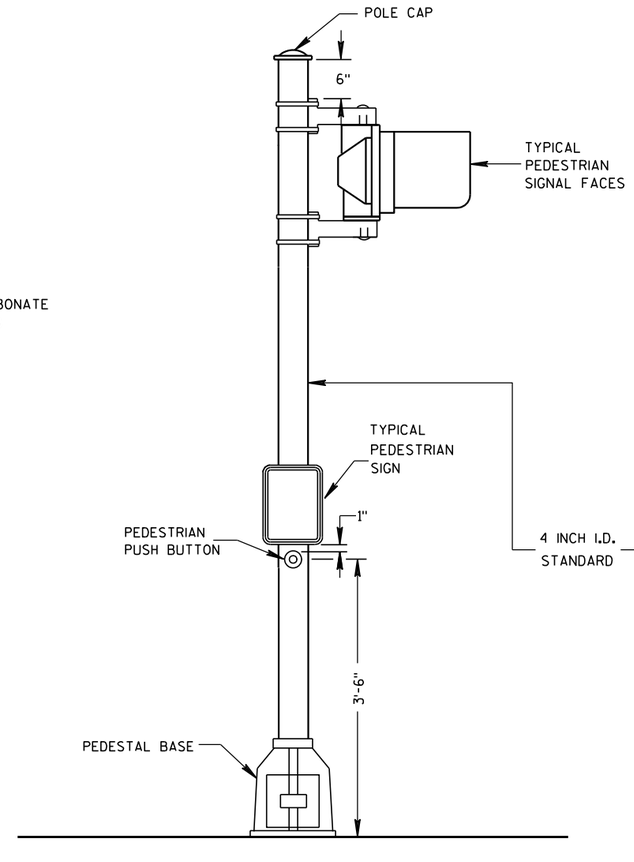
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

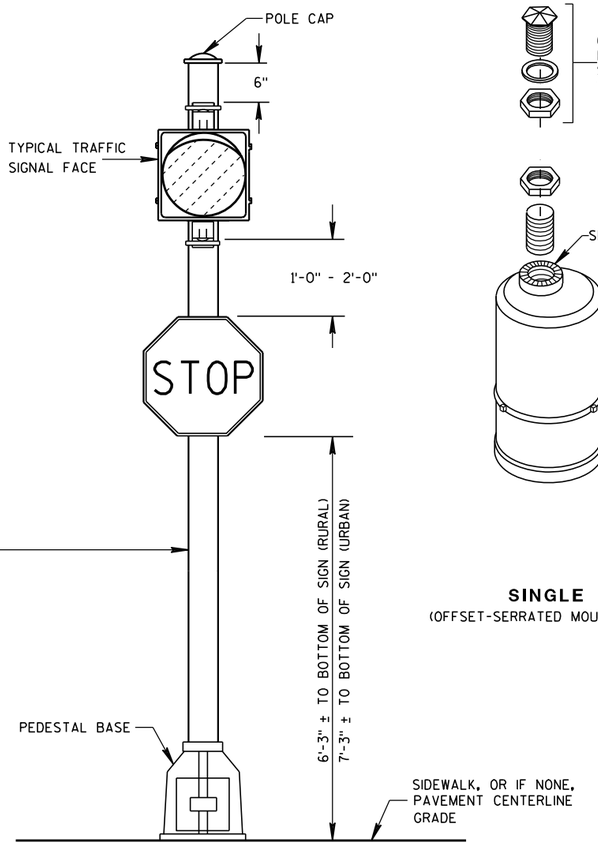
MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

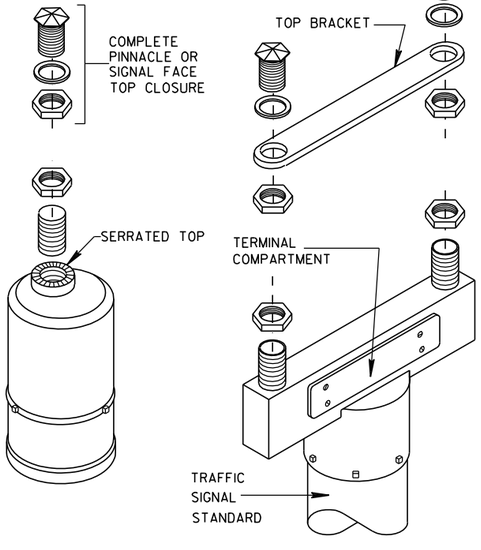
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)



STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

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5/11/10
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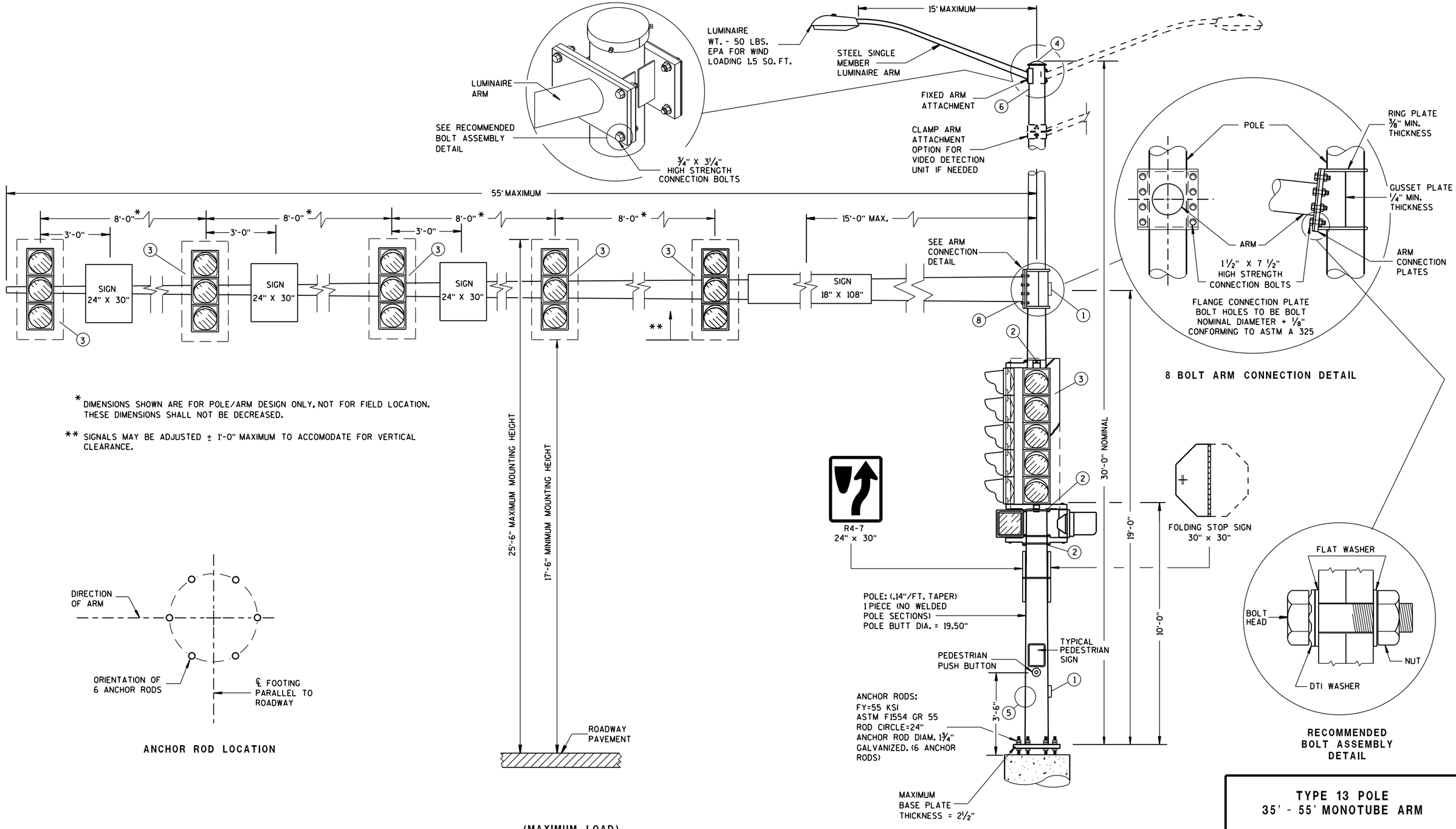
HWYS

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* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

8 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 13 POLE 35'- 55' MONOTUBE ARM

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

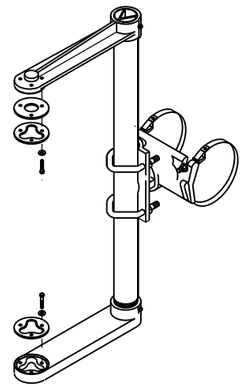
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

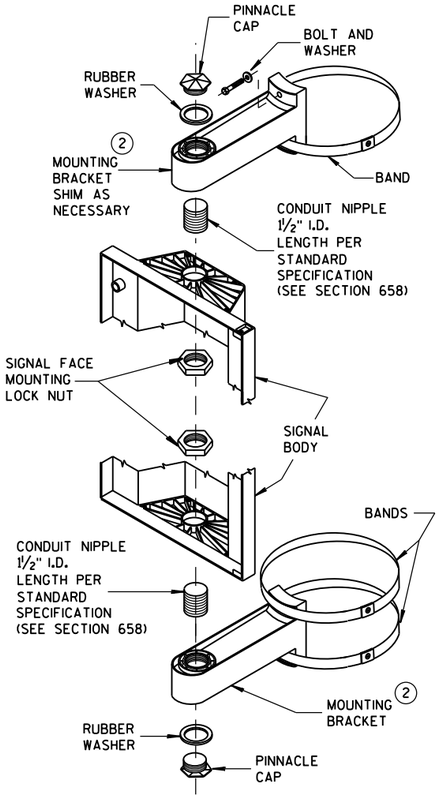
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

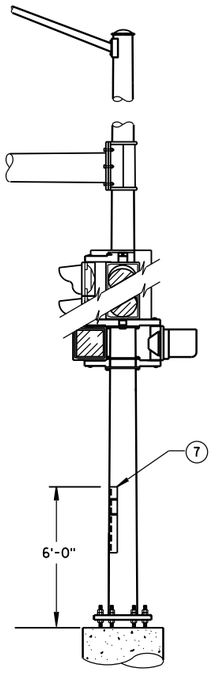


SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

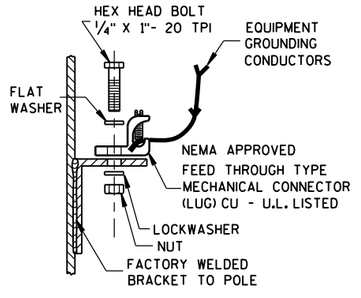
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE
VERTICAL MOUNTING DETAIL

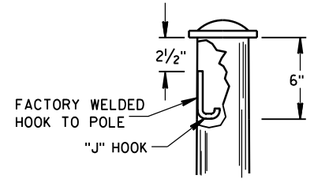


STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

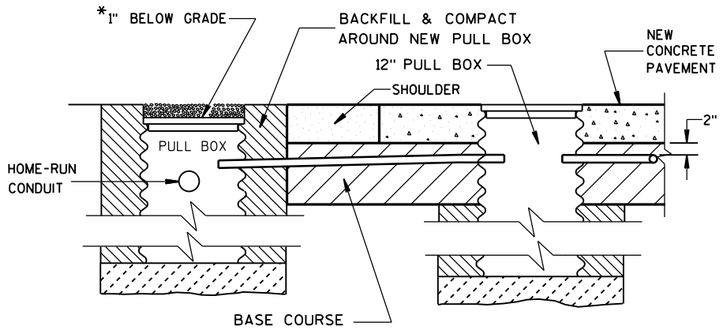
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL

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SECTION A-A

NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS

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

GENERAL NOTES

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

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

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

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

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

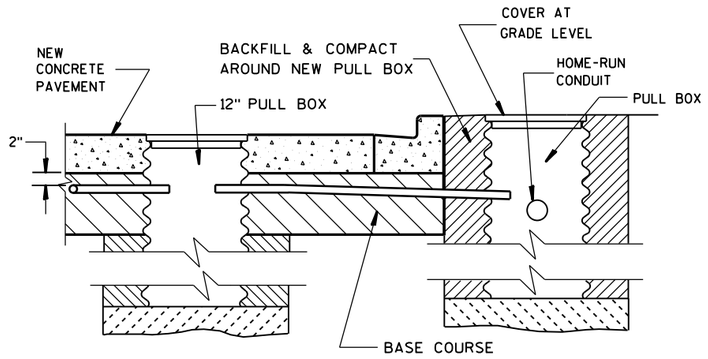
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

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

PROTECTION OF THE CONDUIT, CONDULET AND PULL BOX SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE NEW CONCRETE PAVEMENT IS PLACED.

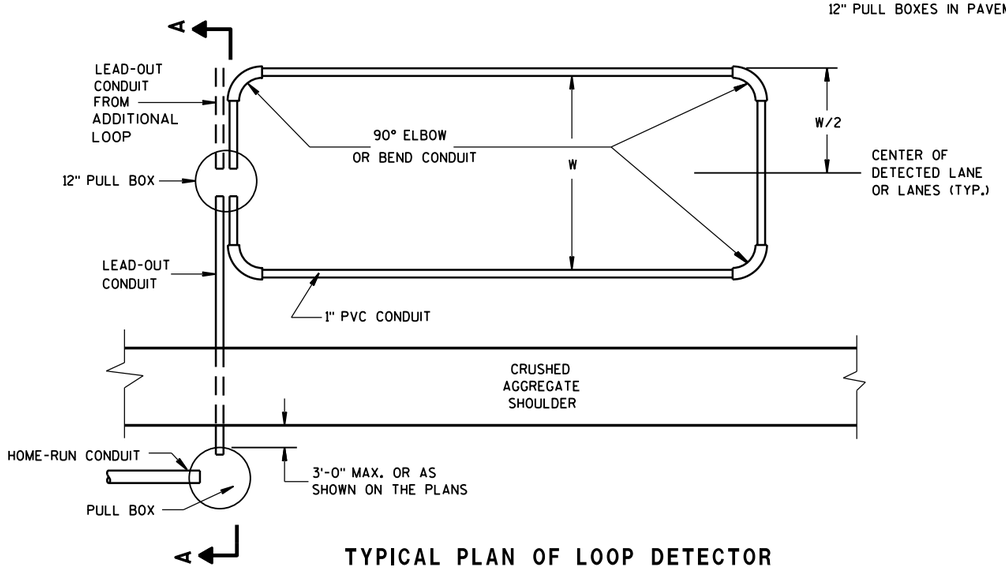
12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.



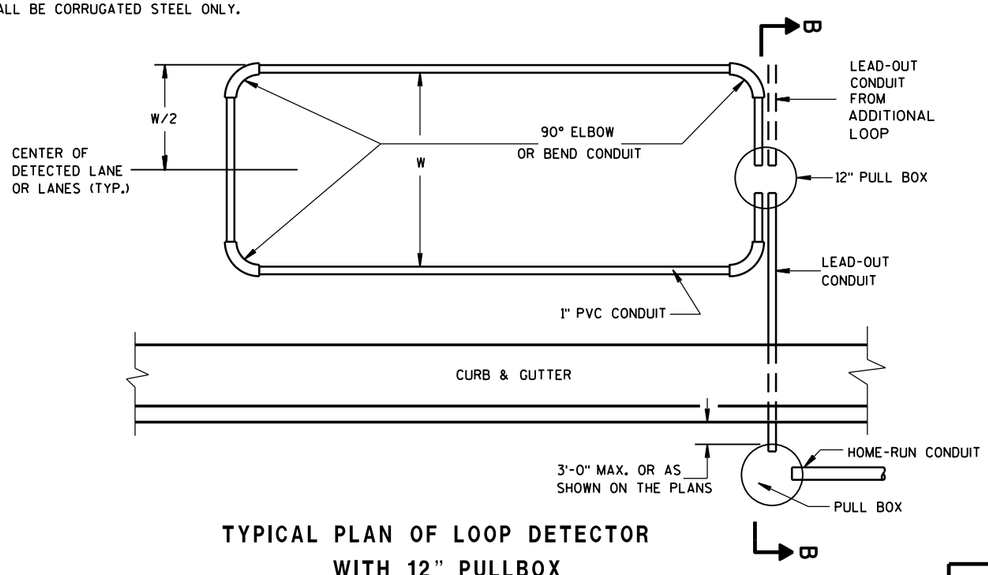
SECTION B-B

CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept. 2014 — DATE

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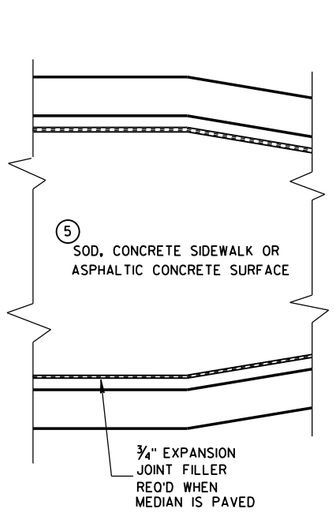
FHWA

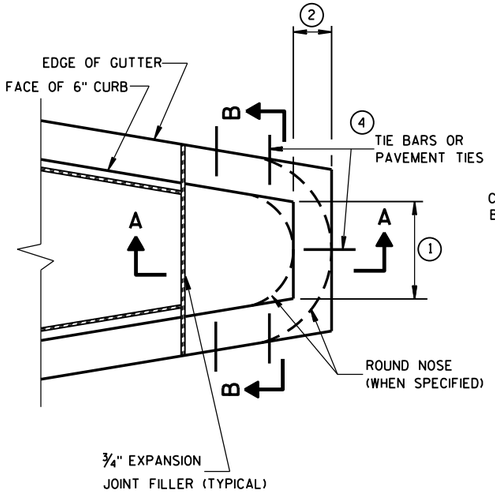
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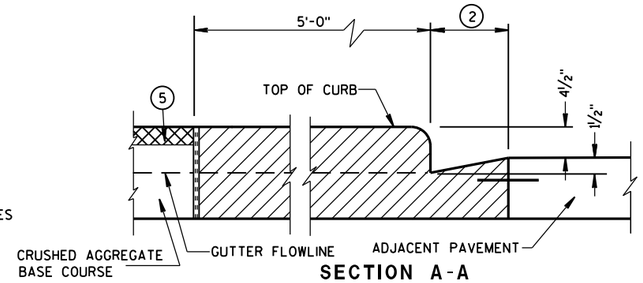
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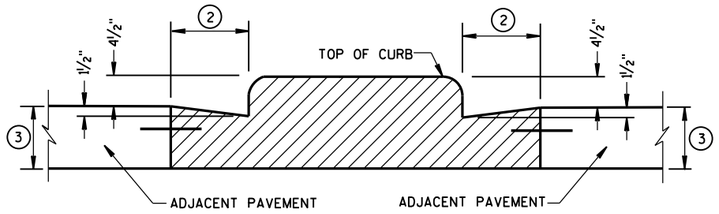
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SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

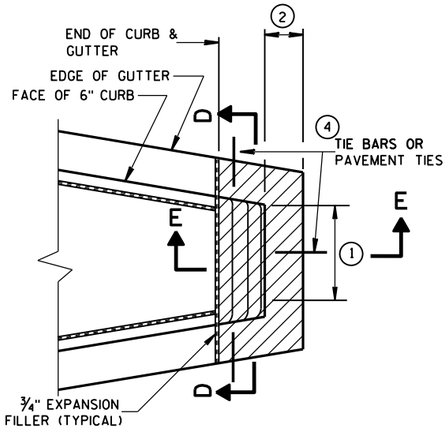
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

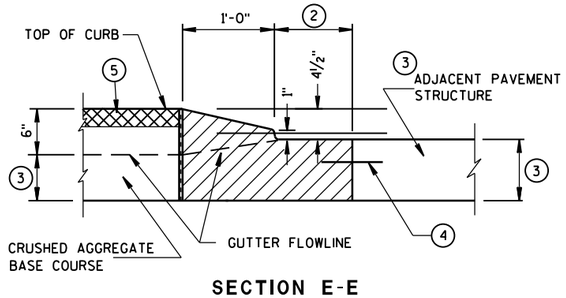
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

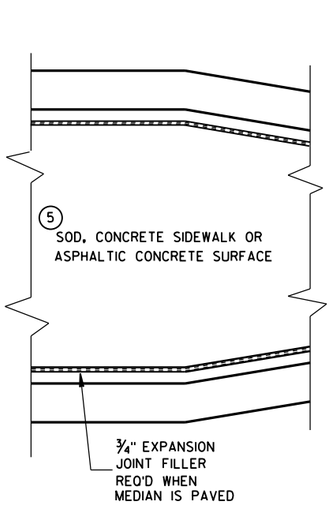
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

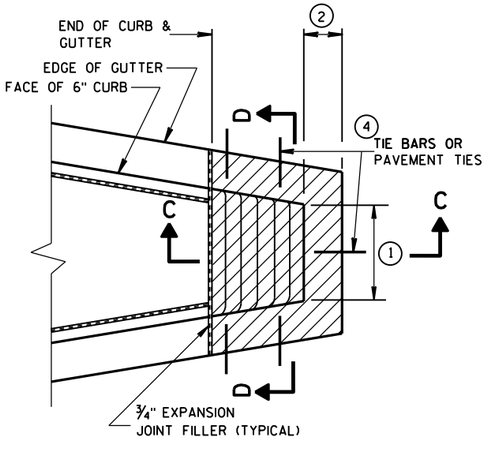


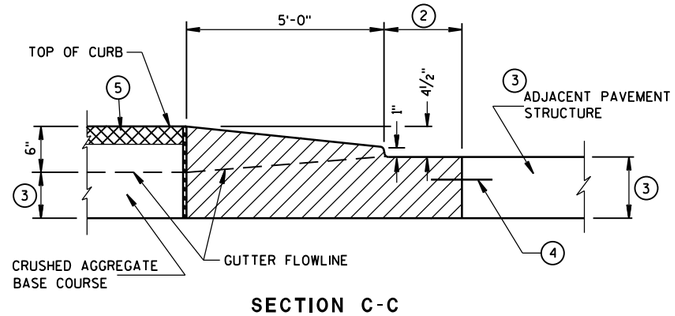


SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

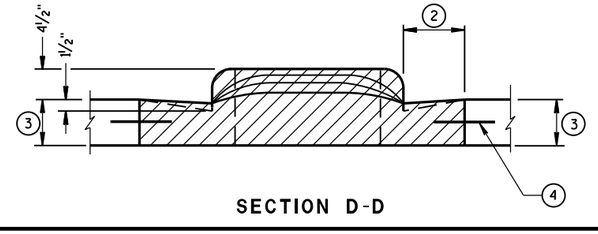






SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER

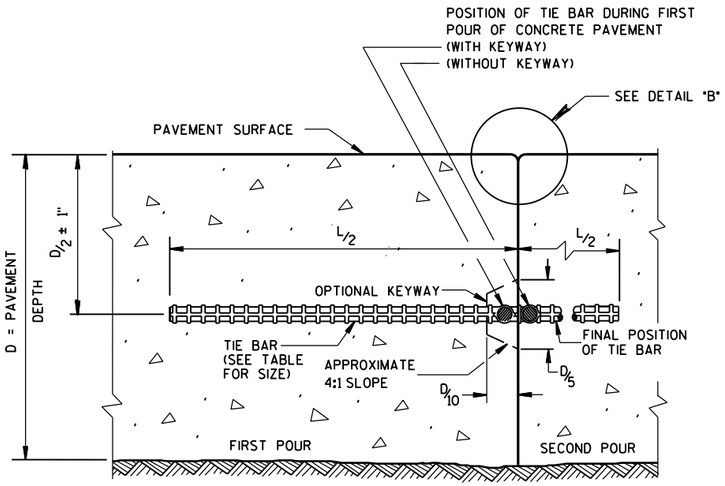
FHWA

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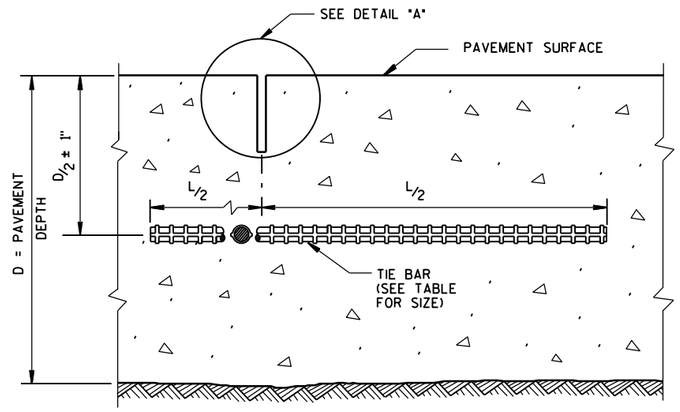
S.D.D. 11 B 2-2

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S.D.D. 11 B 2-2



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

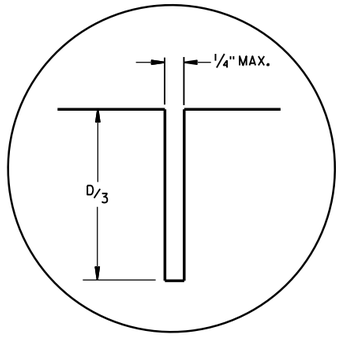
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

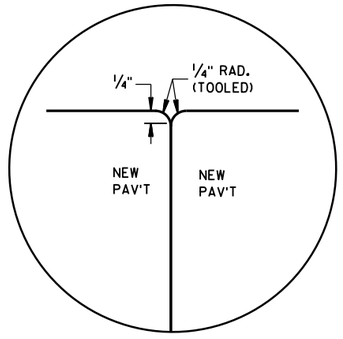
PLAN VIEW

SECTION A-A

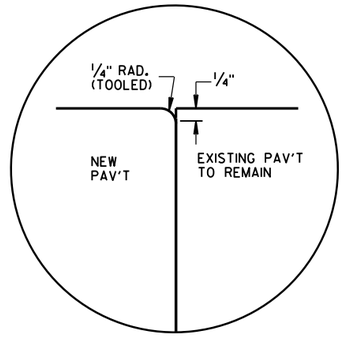
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



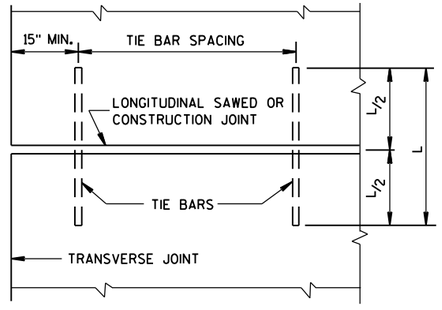
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

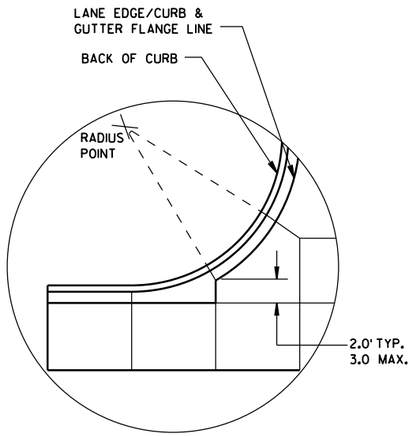
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

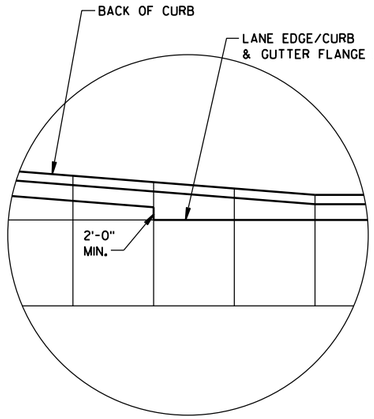
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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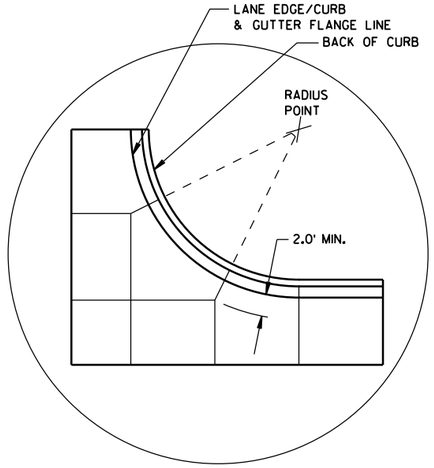
S.D.D. 13 C 1-18



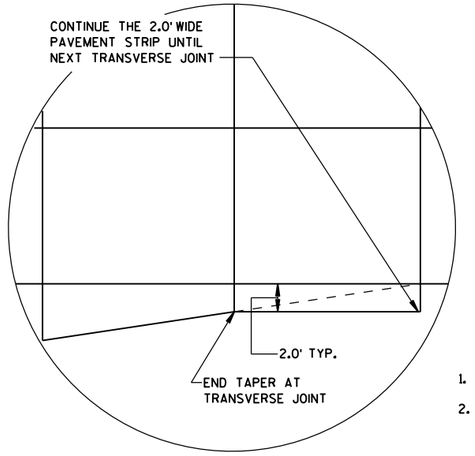
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

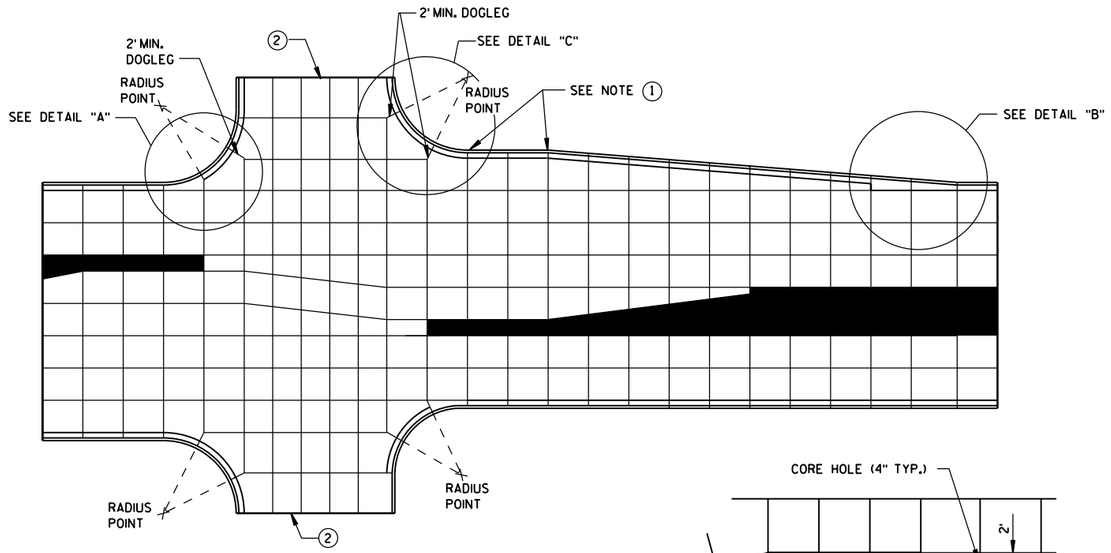
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

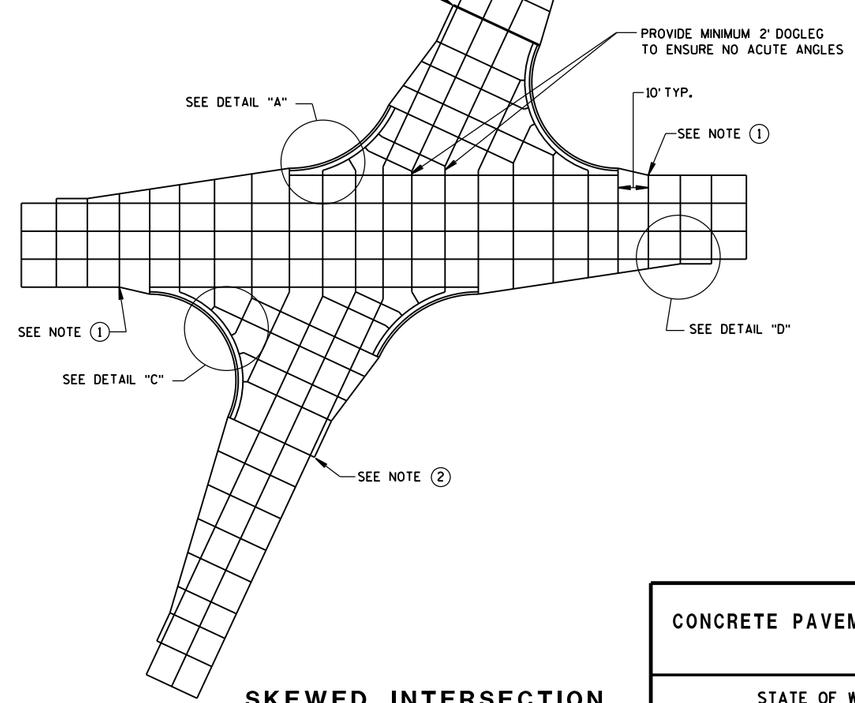
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



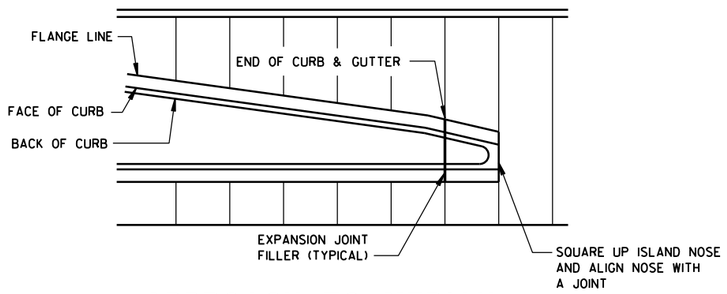
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

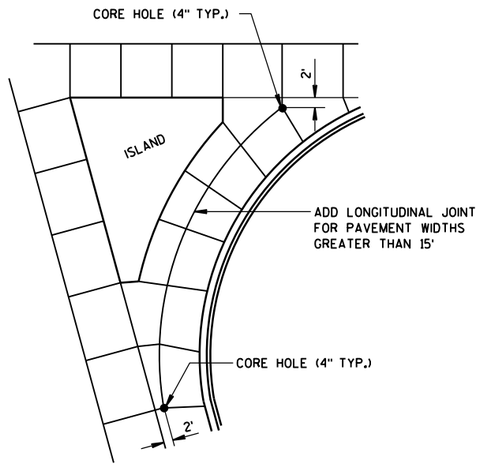
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 266

6

S.D.D. 13 C 18-4a

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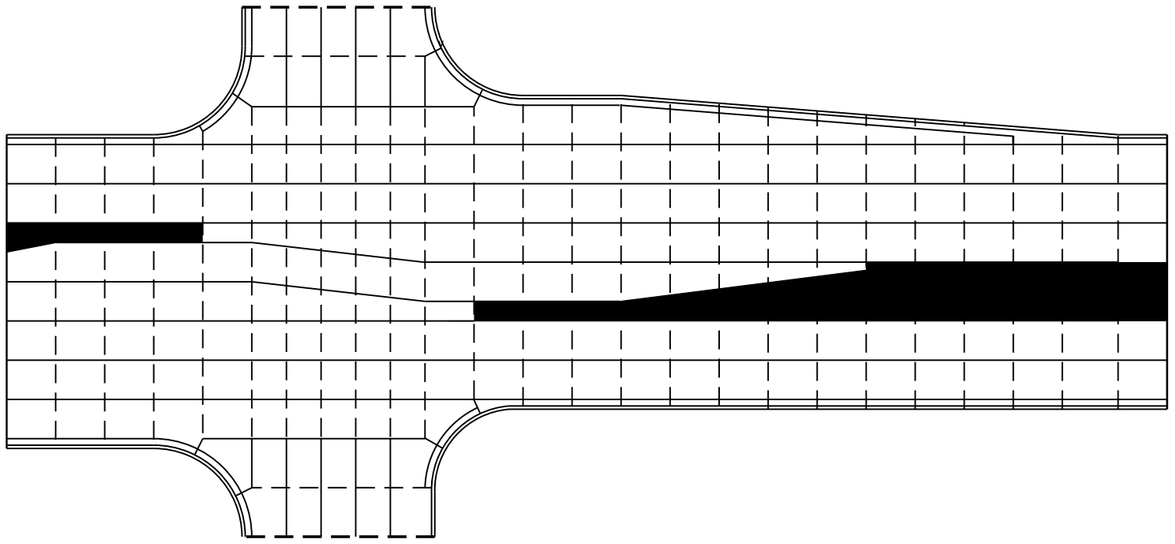
S.D.D. 13 C 18-4a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

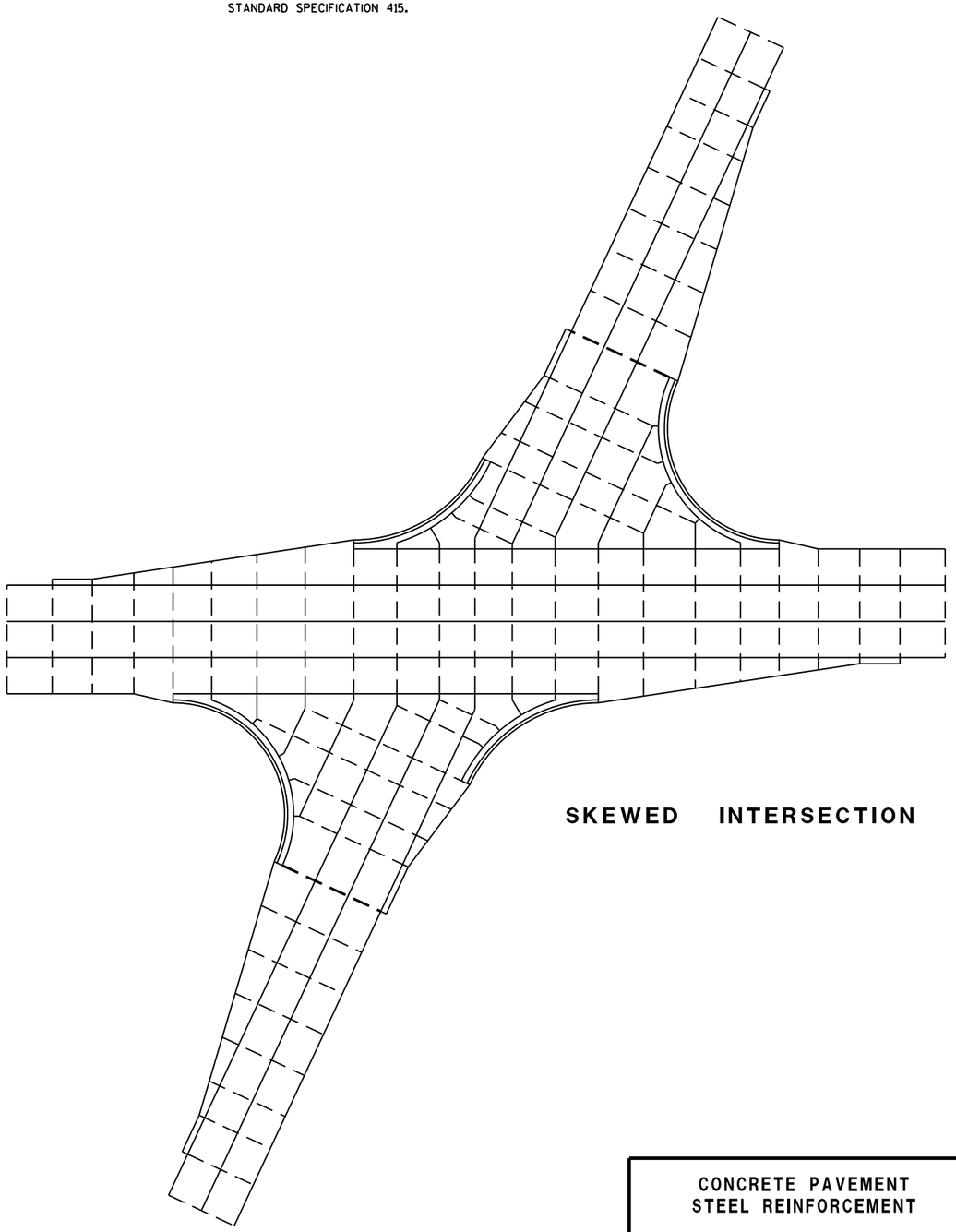
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

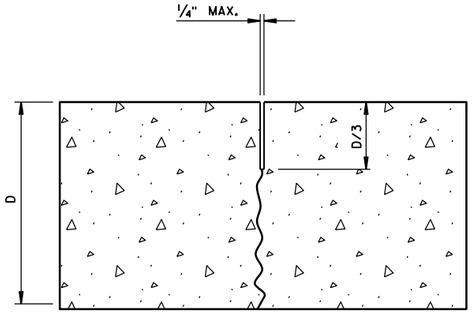
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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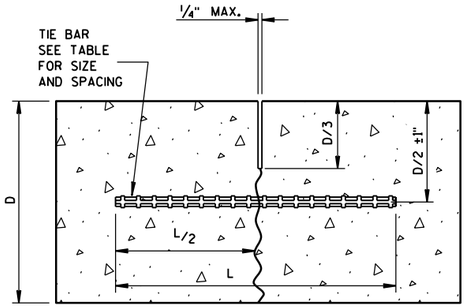
S.D.D. 13 C 18-4b

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S.D.D. 13 C 18-4b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

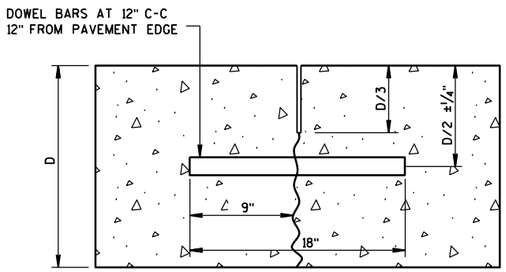
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

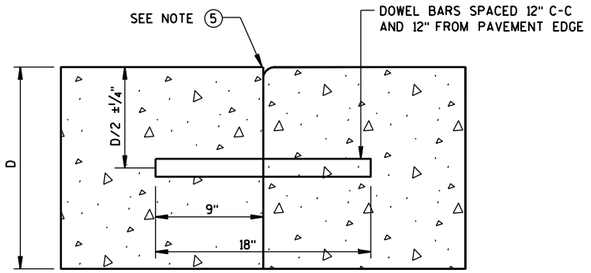
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



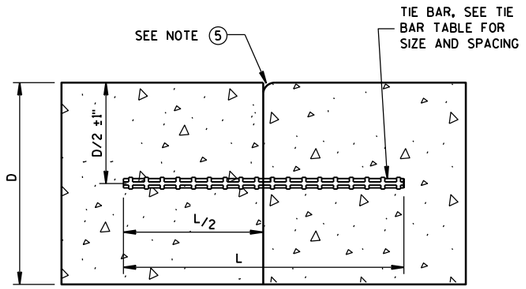
DOWELED-TRANSVERSE

CONTRACTION JOINTS

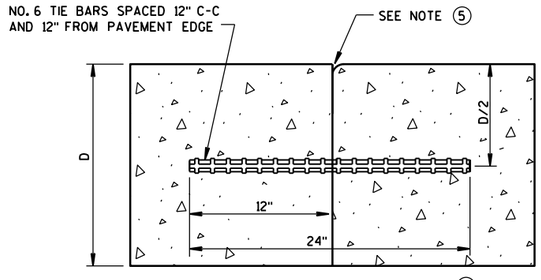
SEE NOTE (2)



DOWELED TRANSVERSE (3)

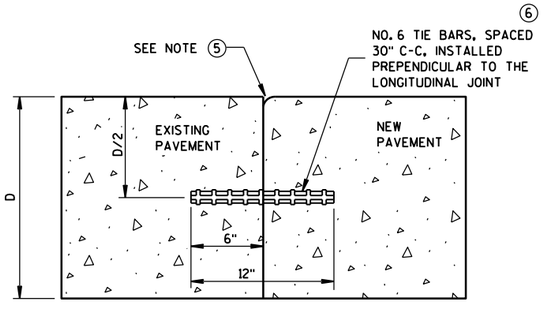


TIED LONGITUDINAL



TIED TRANSVERSE (3)

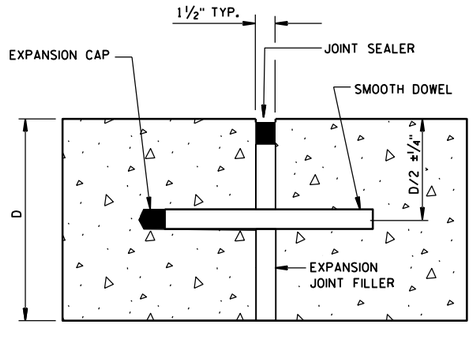
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

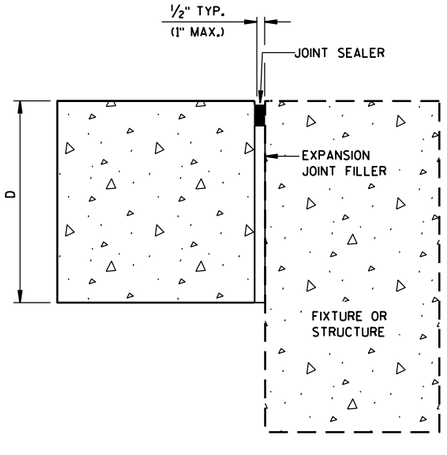
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

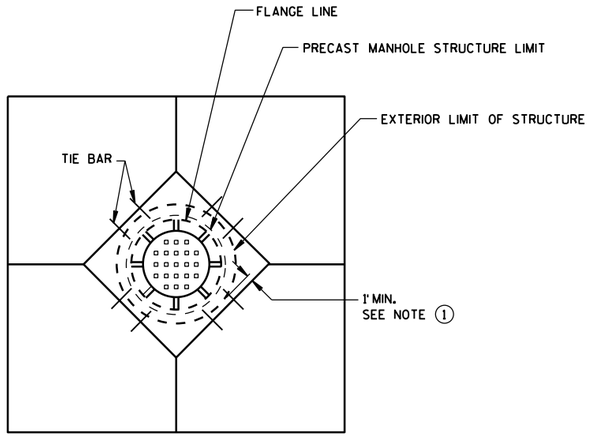
EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

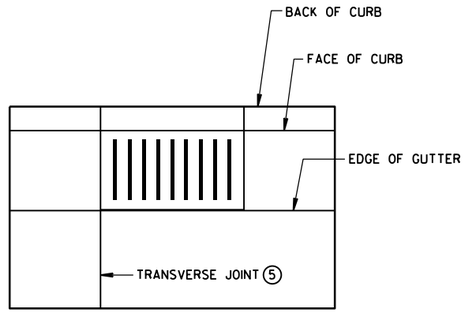
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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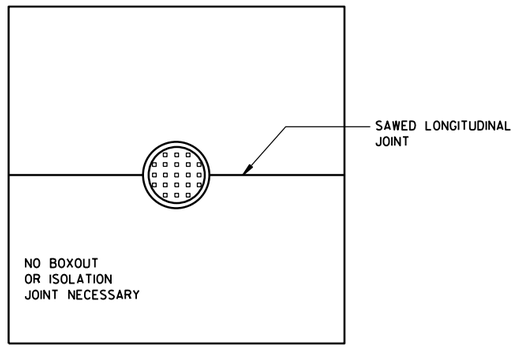
S.D.D. 13 C 18-4c



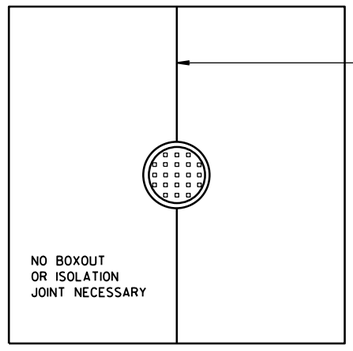
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



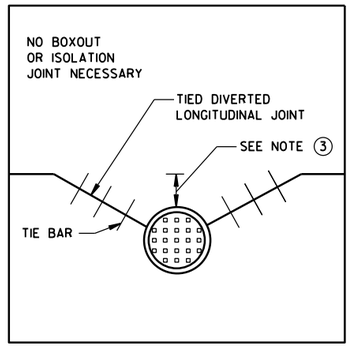
INLET WITH TRANSVERSE JOINT



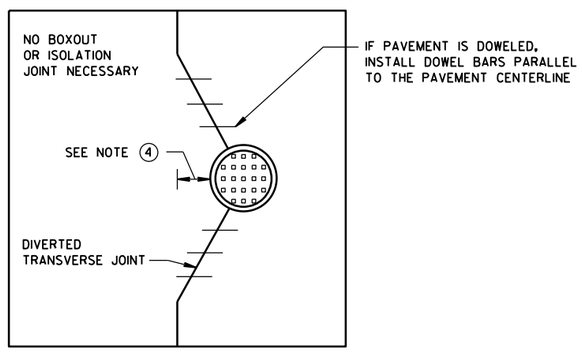
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPEF
FHWA

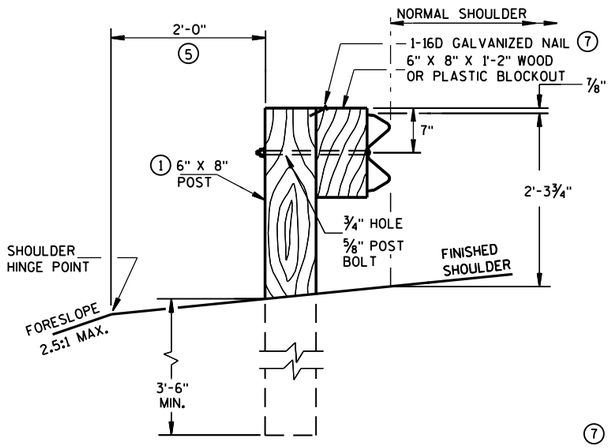
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S.D.D. 13 C 18-4d

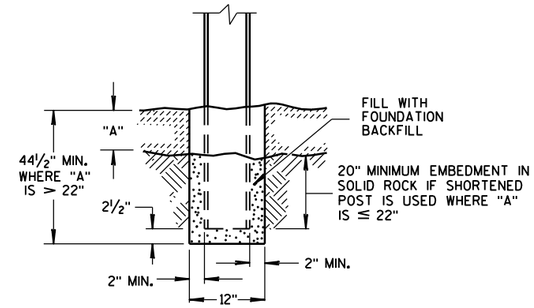
GENERAL NOTES

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.

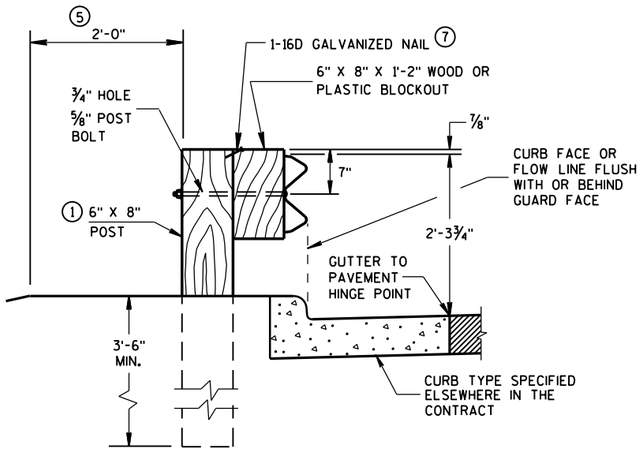
INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



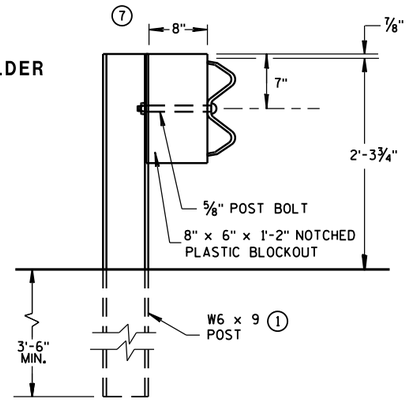
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



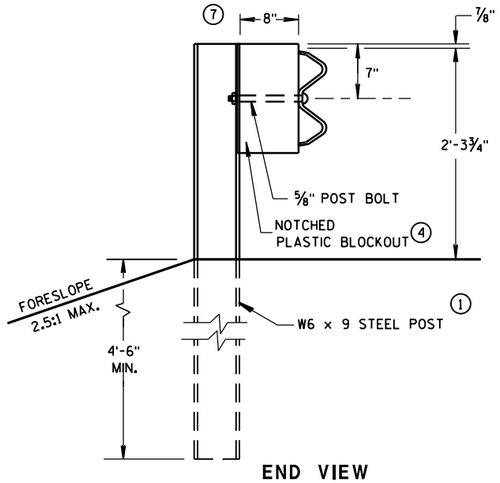
END VIEW
SETTING STEEL OR WOOD POST IN ROCK ⑥



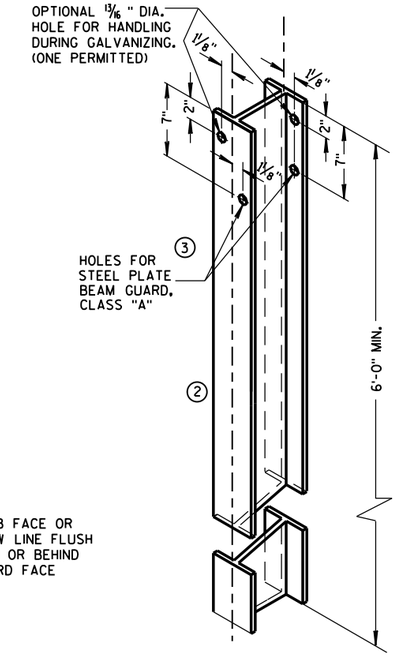
END VIEW
LOCATED ALONG A CURBED ROADWAY



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION

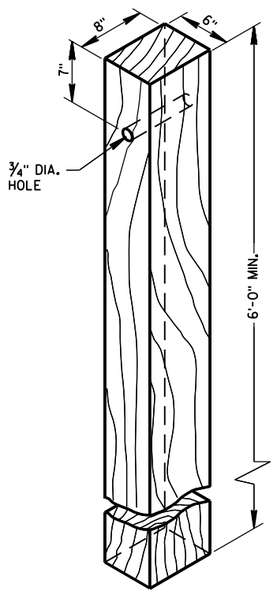


END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)

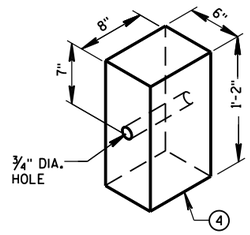


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) ①

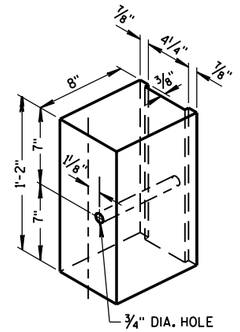
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



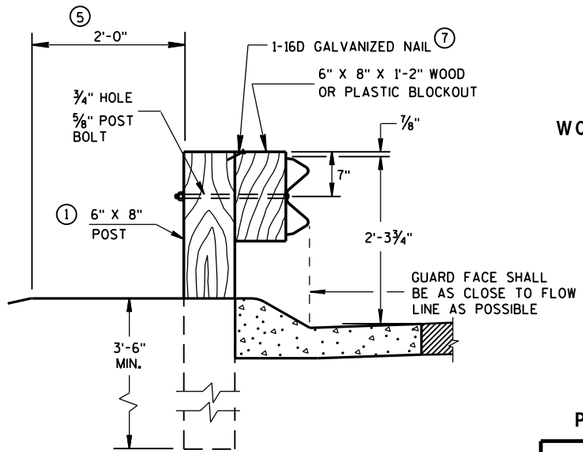
WOOD POST
(6"X8") NOMINAL



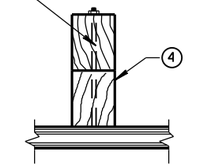
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



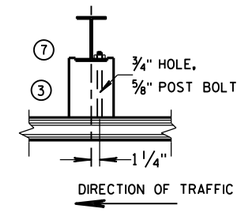
TYPICAL NOTCHED ①
PLASTIC BLOCKOUT
FOR STEEL POSTS



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 270

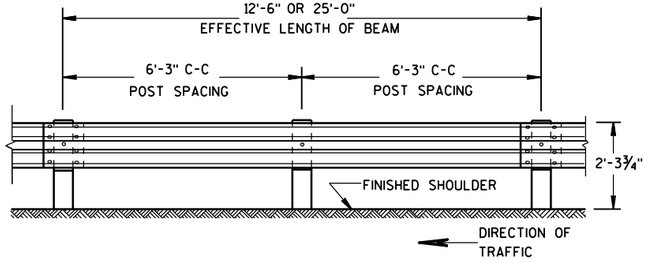
TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

6

S.D.D. 14 B 15-9a

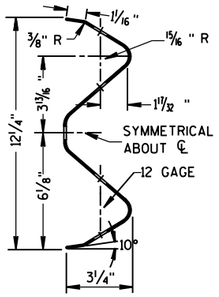
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S.D.D. 14 B 15-9a

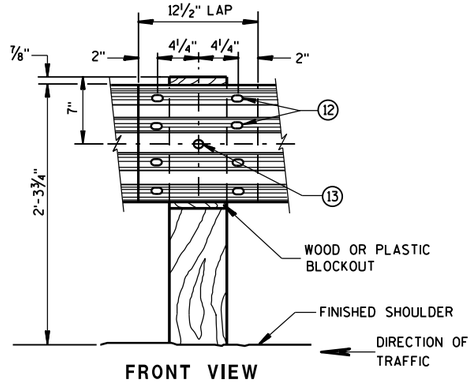


FRONT VIEW

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.

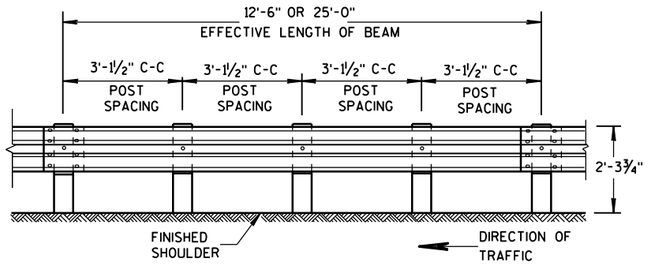
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

(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.

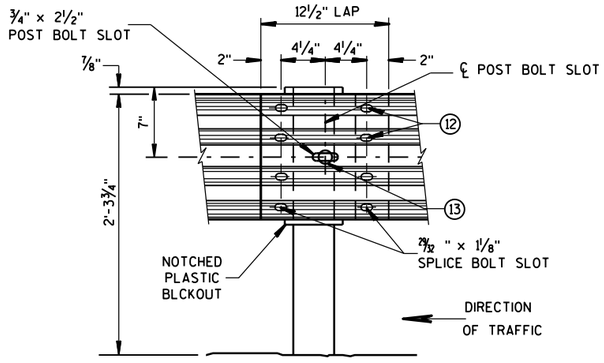
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

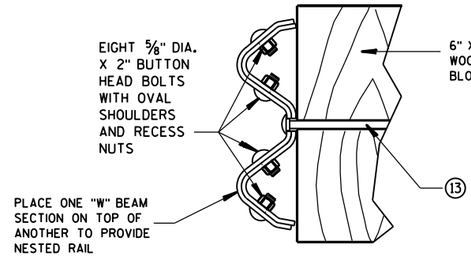
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

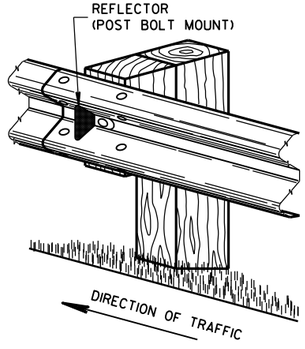


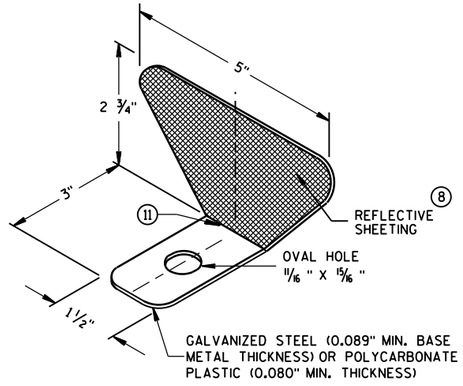
NESTED W BEAM (NW)

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

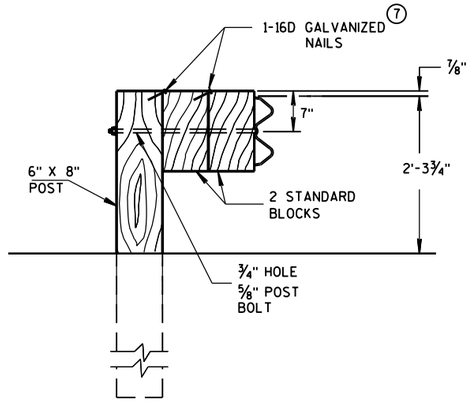
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 271

6

S.D.D. 14 B 15-9b

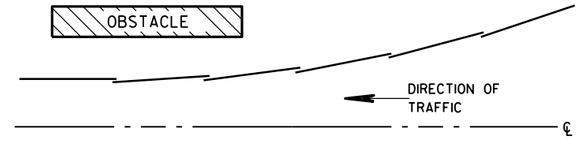
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S.D.D. 14 B 15-9b

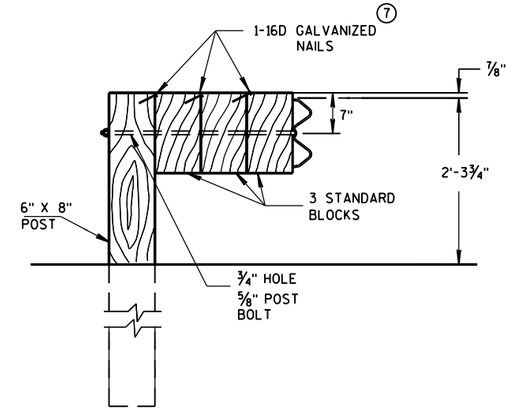


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

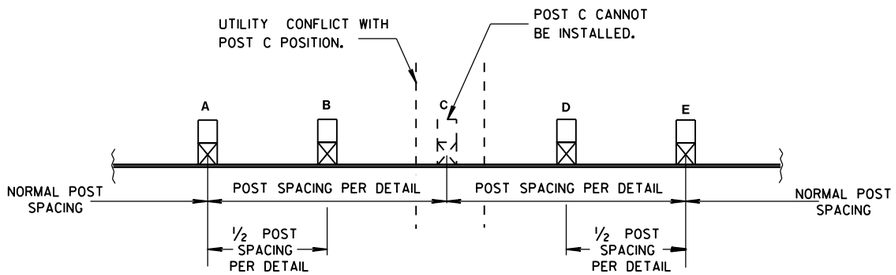


PLAN VIEW
BEAM LAPPING DETAIL



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

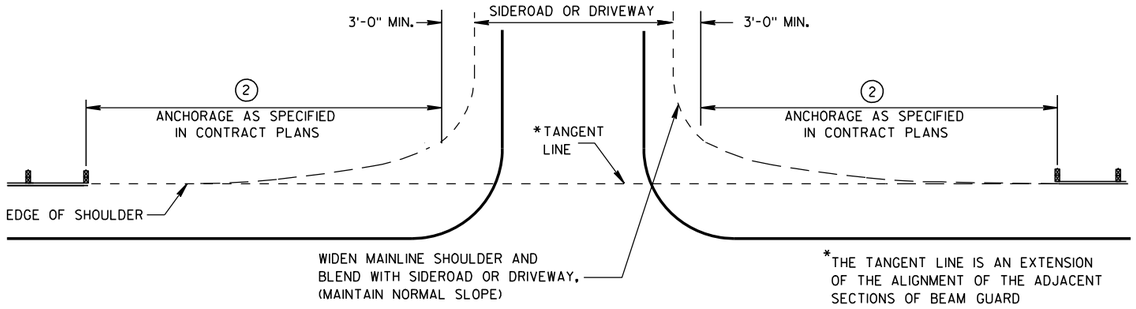
FHWA

6

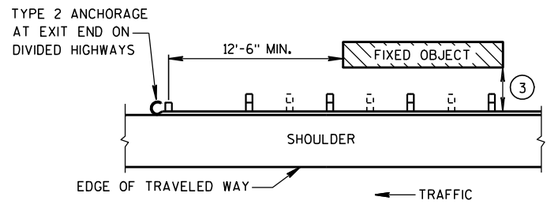
S.D.D. 14 B 15-9c

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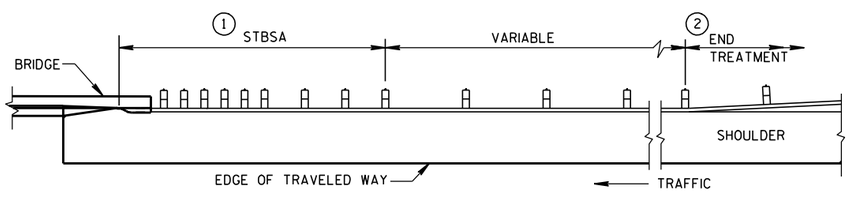
S.D.D. 14 B 15-9c



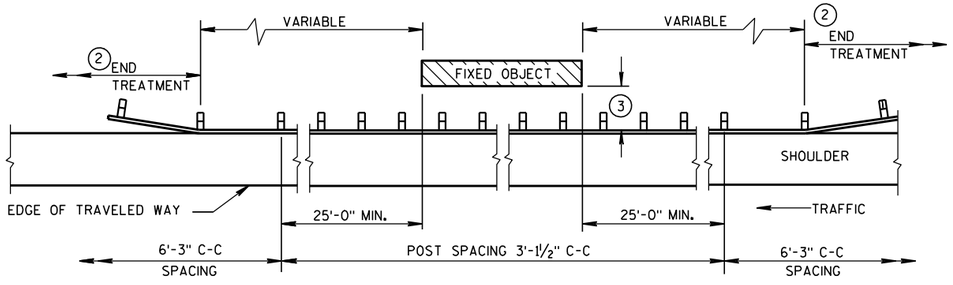
BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

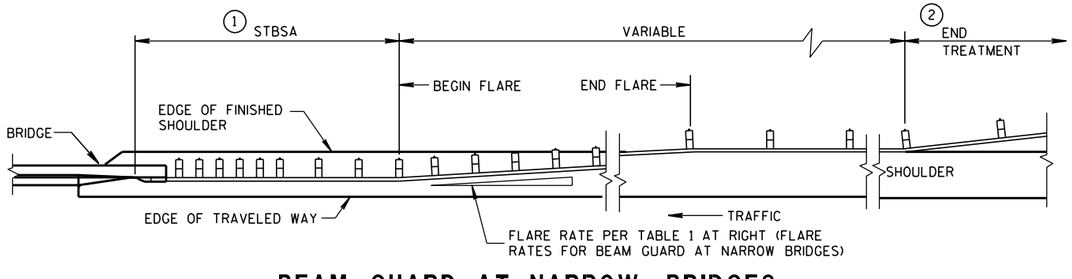


BEAM GUARD AT FULL WIDTH BRIDGES



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

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)

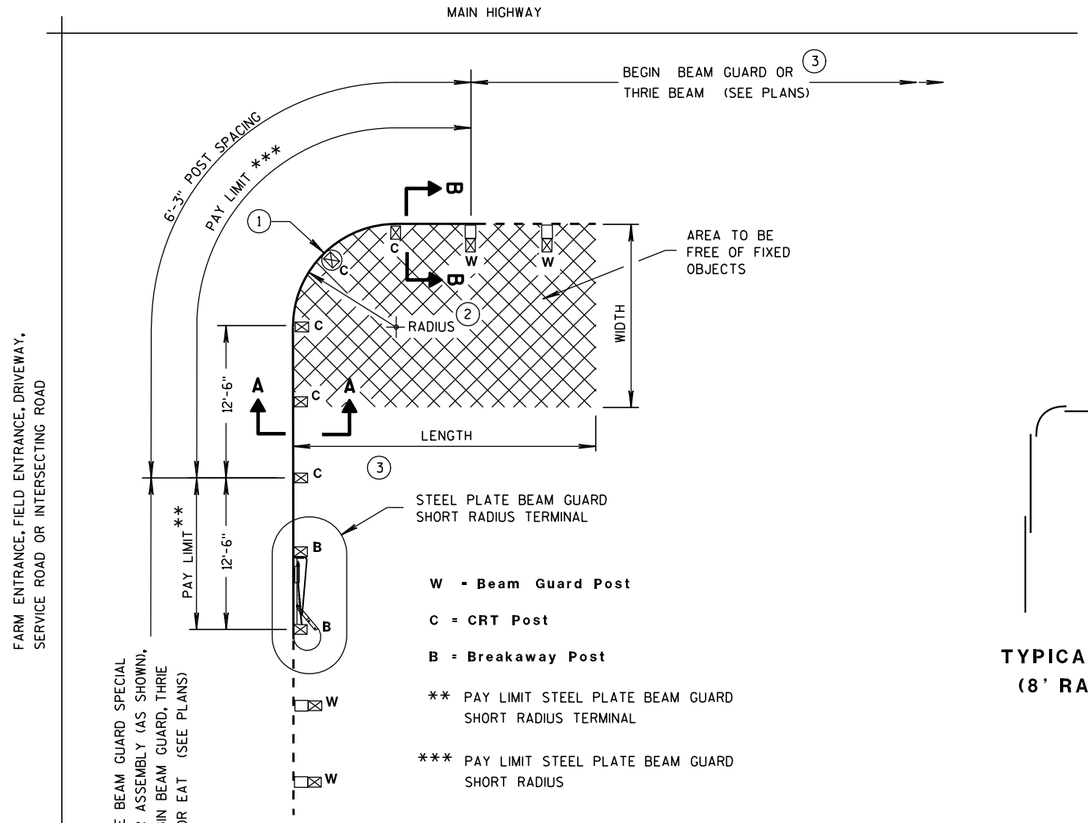
MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

STEEL PLATE BEAM GUARD CLASS "A" AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS

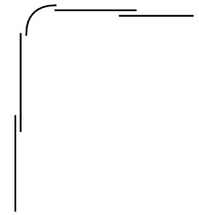
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

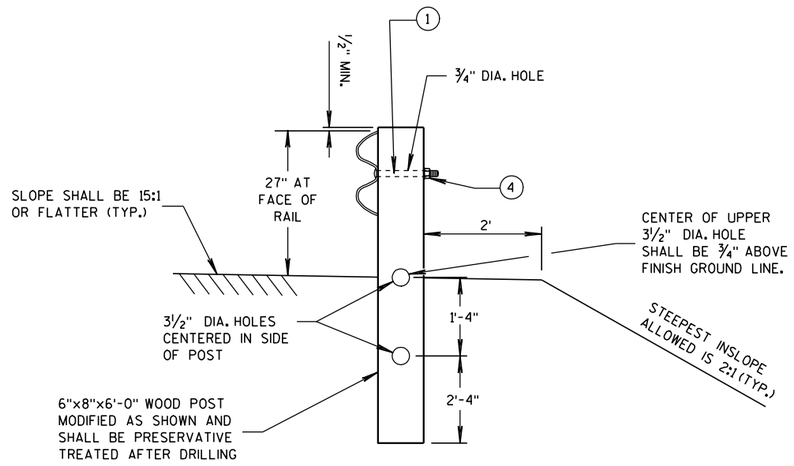
(2) RADIUS FROM 8' - 36'. SEE PLAN.

(3) HEIGHT TRANSITION MAY BE REQUIRED. SEE PLAN OR PROJECT ENGINEER.

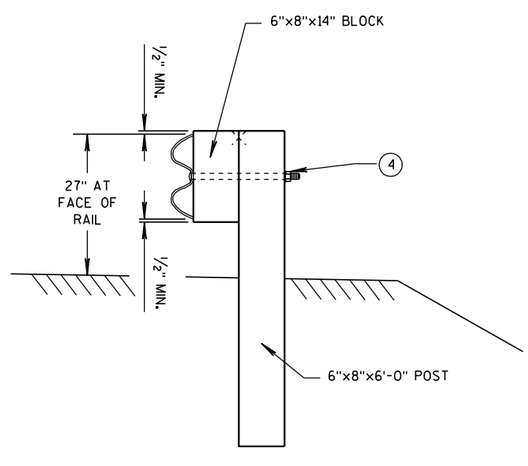
(4) 5/8" ø X 1'-6" BUTTON HEAD BOLT AND RECESS NUT WITH ROUND WASHER UNDER NUT.

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

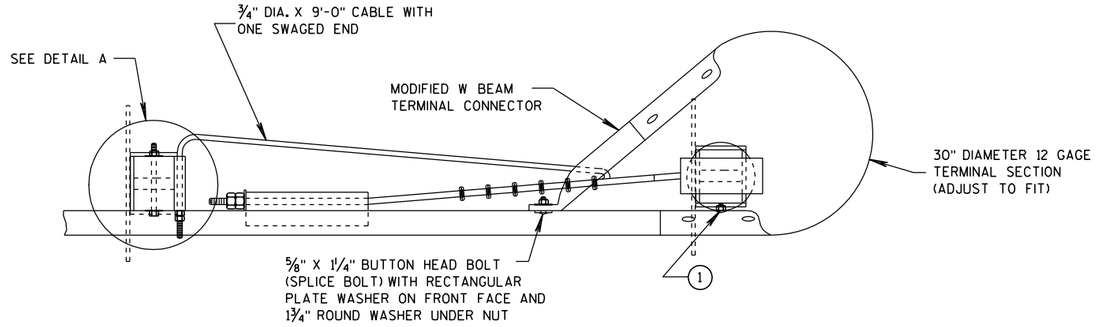
STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	274

6

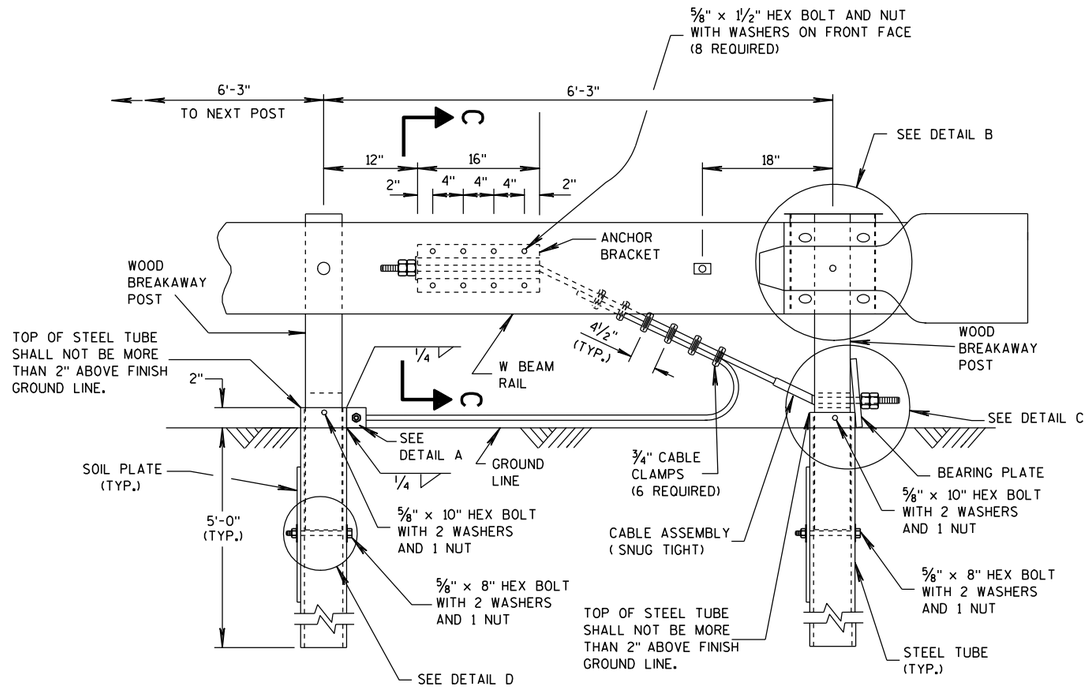
S.D.D. 14 B 27-1a

6

S.D.D. 14 B 27-1a



PLAN VIEW



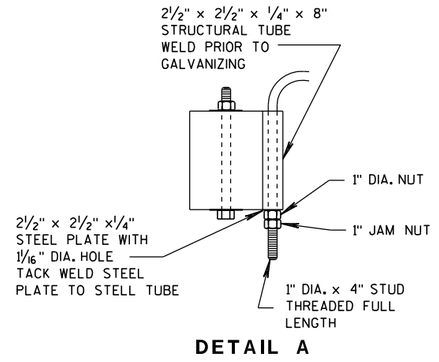
ELEVATION VIEW

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

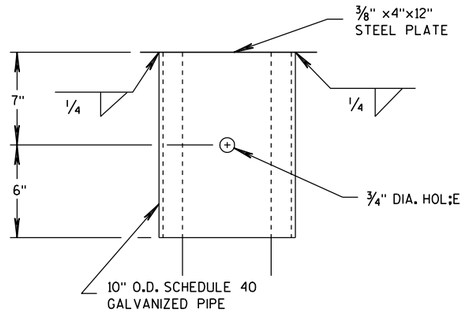
GENERAL NOTES

(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

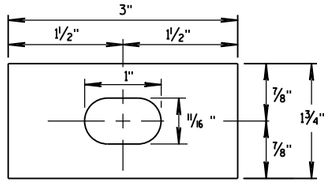
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

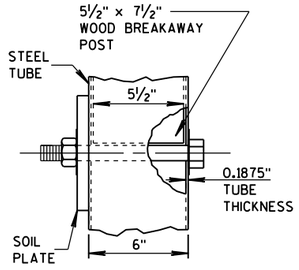
S.D.D. 14 B 27-1b

6

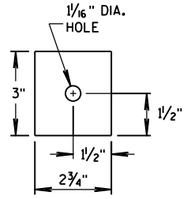
S.D.D. 14 B 27-1b



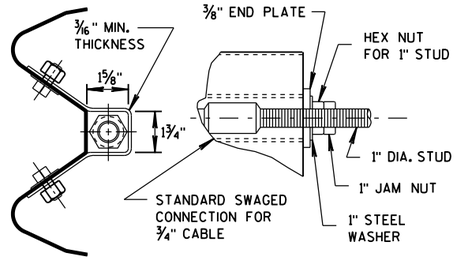
RECTANGULAR PLATE WASHER



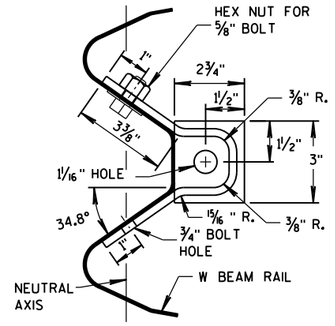
DETAIL D



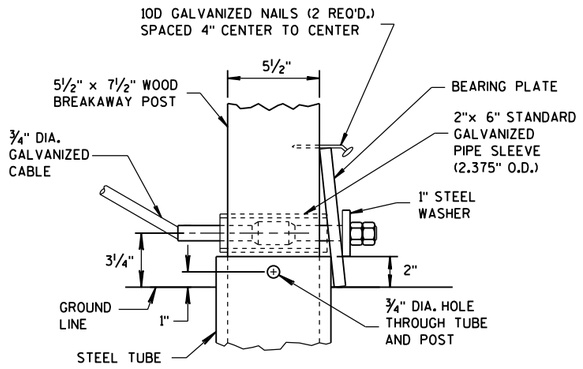
END PLATE



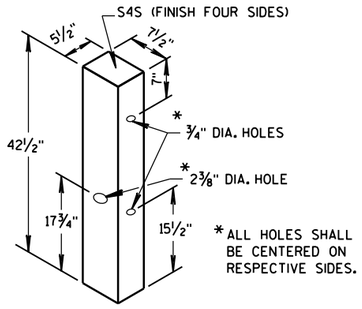
SECTION C-C
(END PLATE REMOVED)



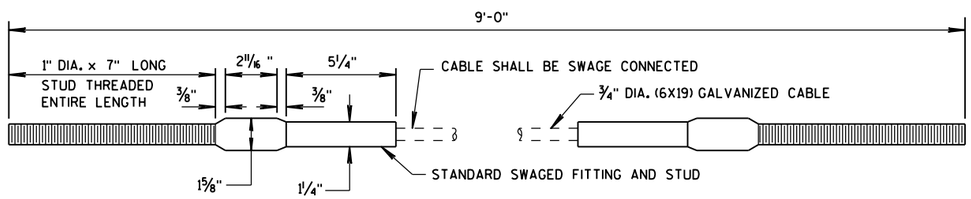
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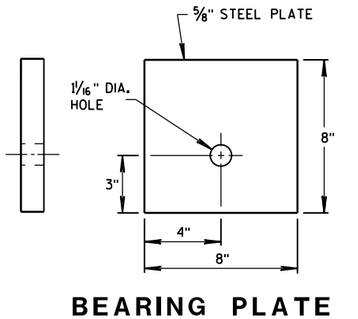
DETAIL C



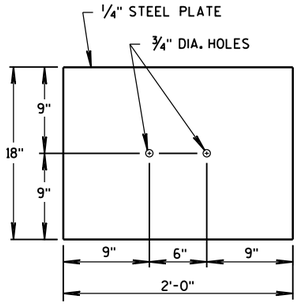
WOOD BREAKAWAY POST



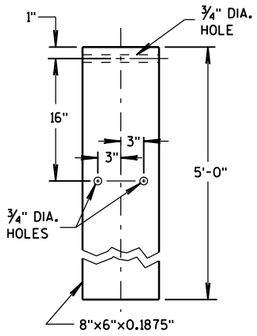
CABLE ASSEMBLY



BEARING PLATE



SOIL PLATE



STEEL TUBE

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

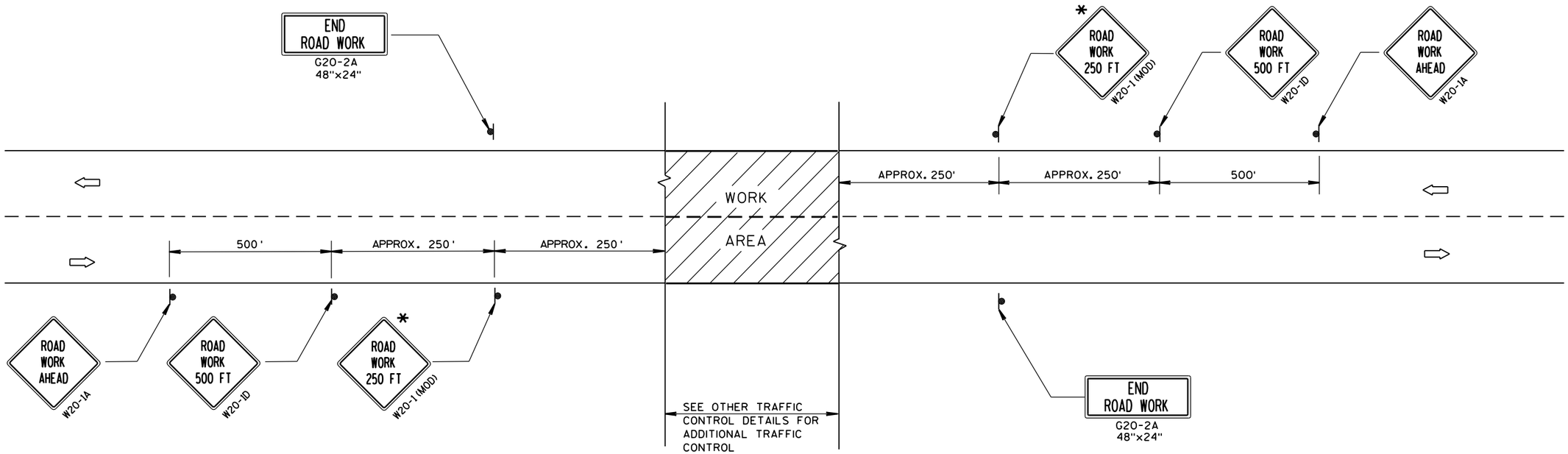
APPROVED
12/18/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

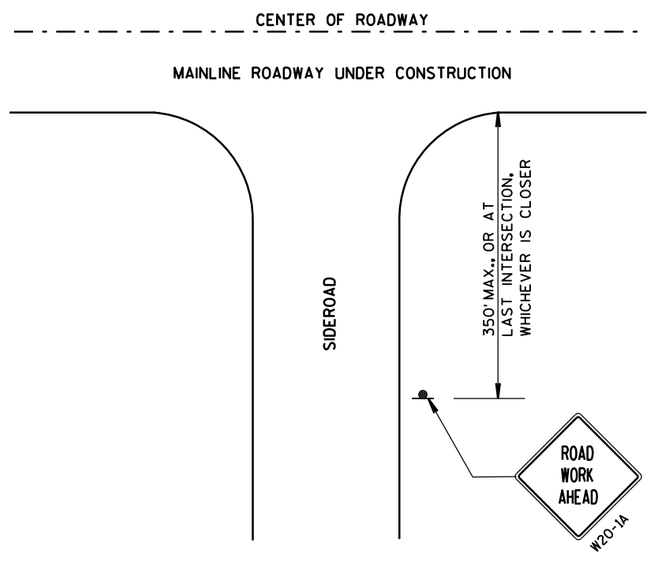
S.D.D. 14 B 27-1c

6

S.D.D. 14 B 27-1c



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

277

6

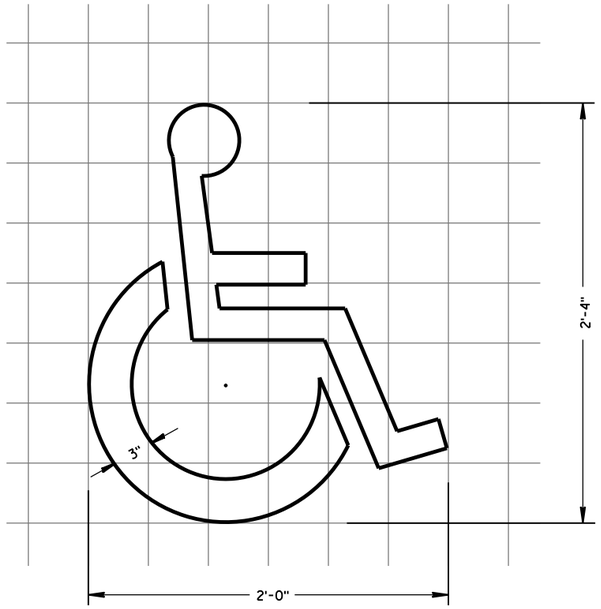
S.D.D. 15 C 5-3

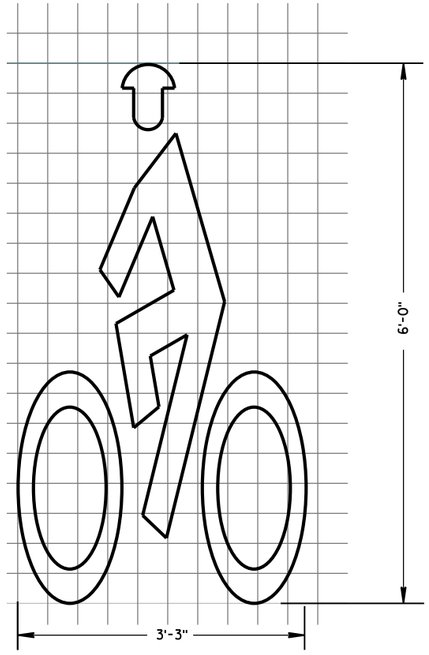
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S.D.D. 15 C 5-3

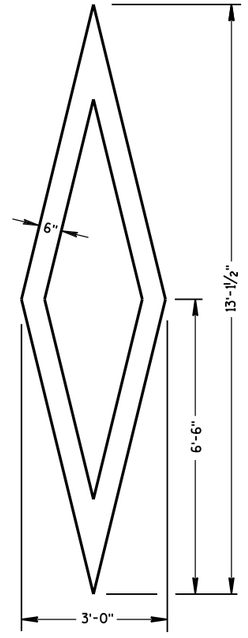
GENERAL NOTES

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





BIKE CROSSING SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

S.D.D. 15 C 7-13a

S.D.D. 15 C 7-13a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

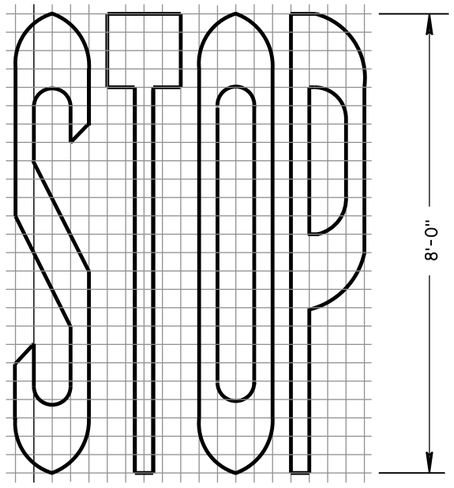
APPROVED

4/18/16	/S/ Matthew R. Rauch
DATE	STATE SIGNING AND MARK EER

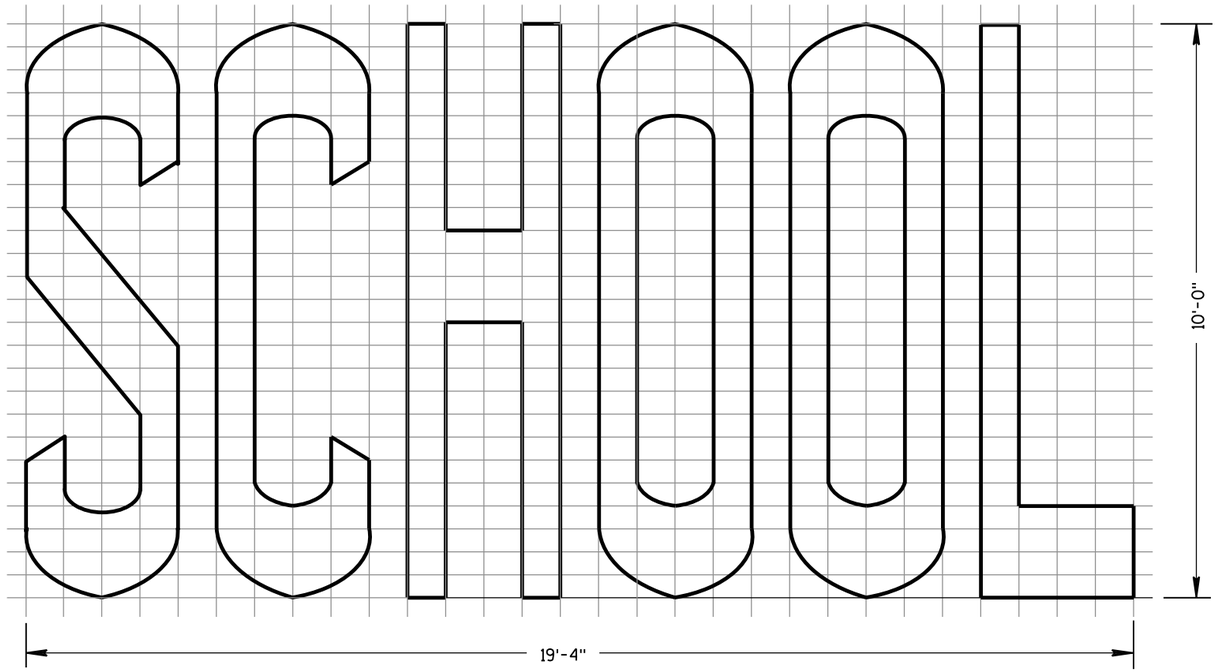
FHWA

GENERAL NOTES

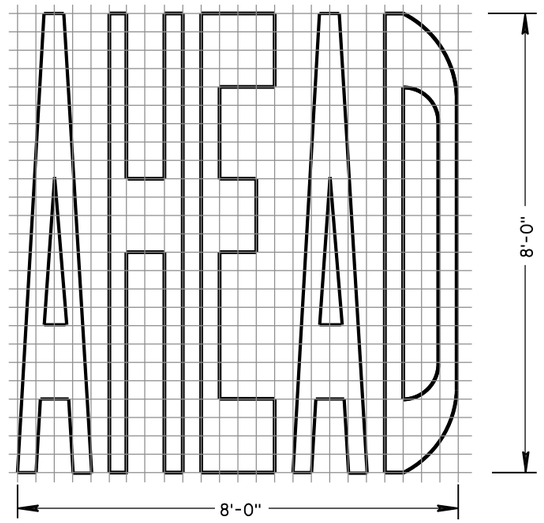
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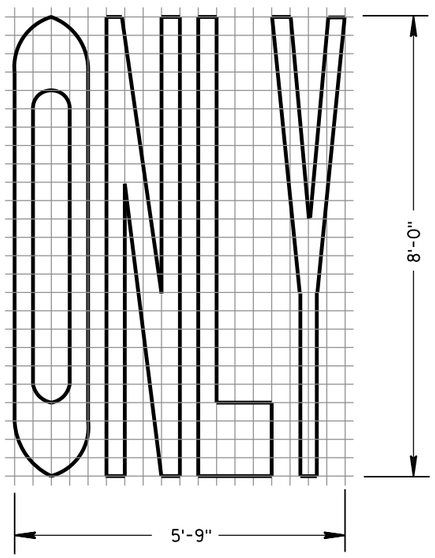


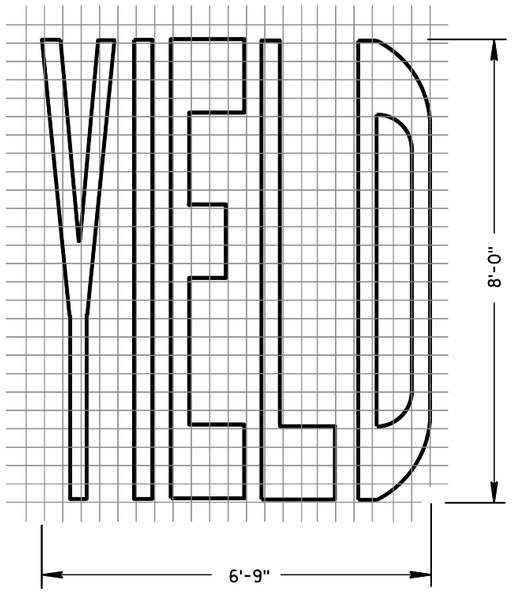


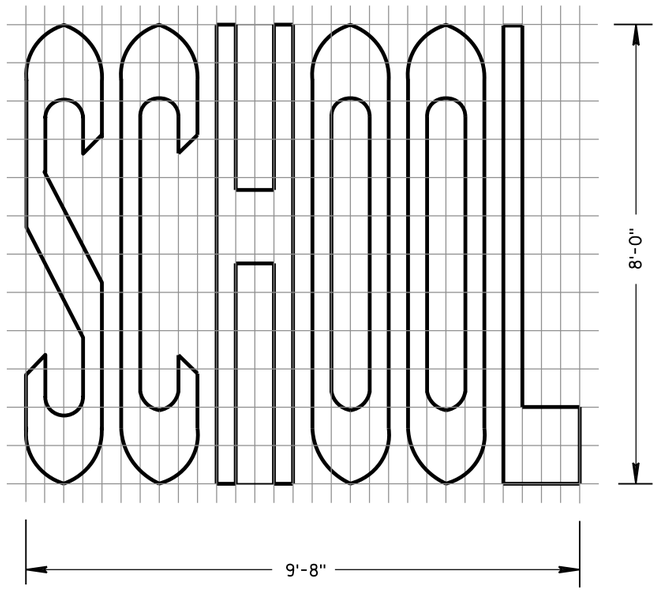


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-16	/S/ Matthew R. Rauch	
DATE	STATE SIGNING AND MARK	EER

FHWA

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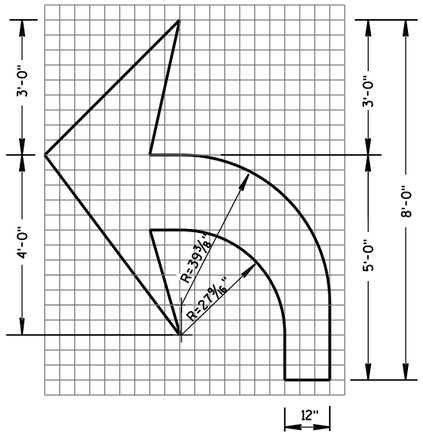
S.D.D. 15 C 7-13b

6

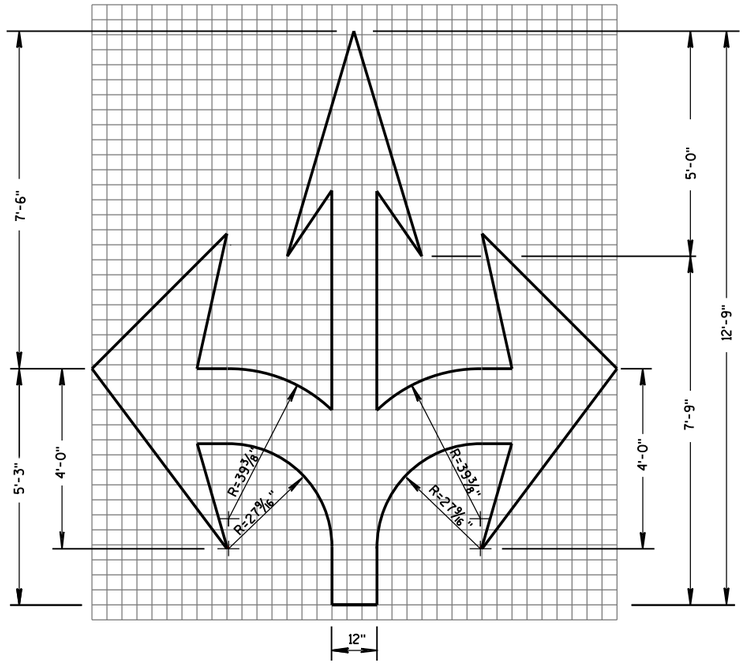
S.D.D. 15 C 7-13b

GENERAL NOTES

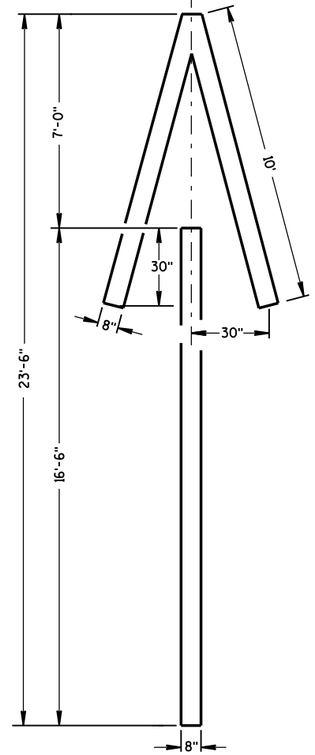
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



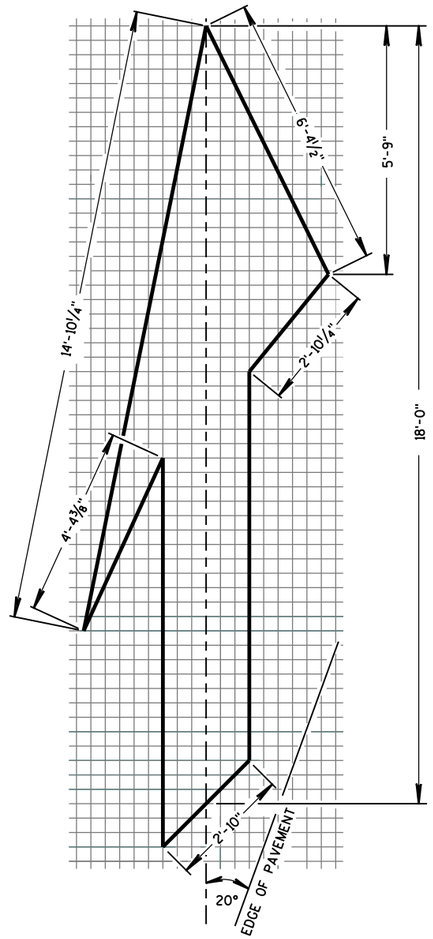
TYPE 2



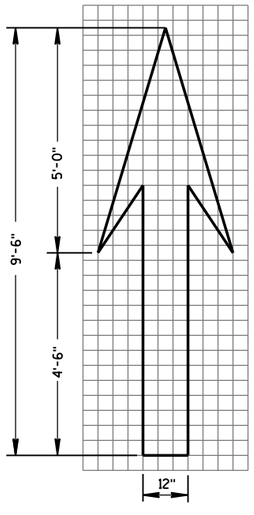
TYPE 6



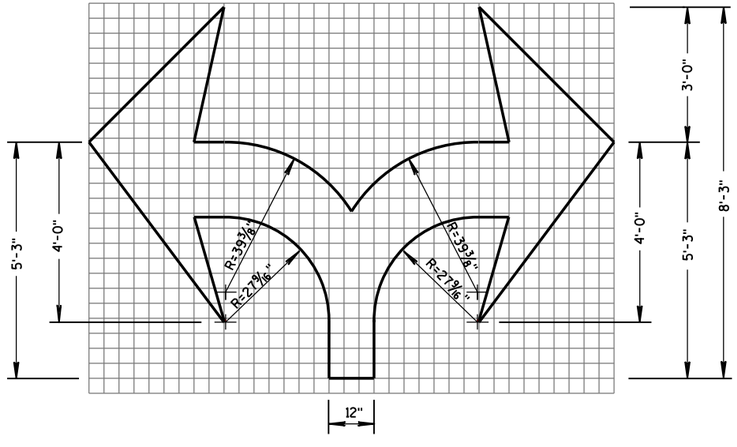
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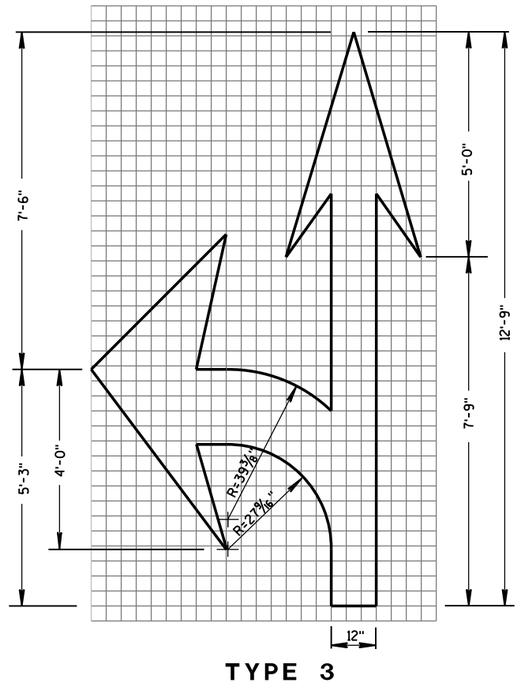
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

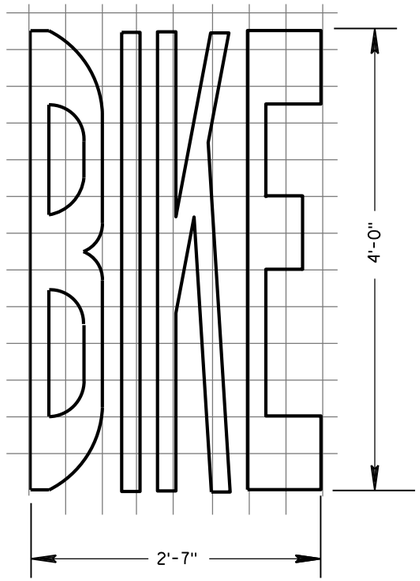
APPROVED
4-18-16 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER
FHWA

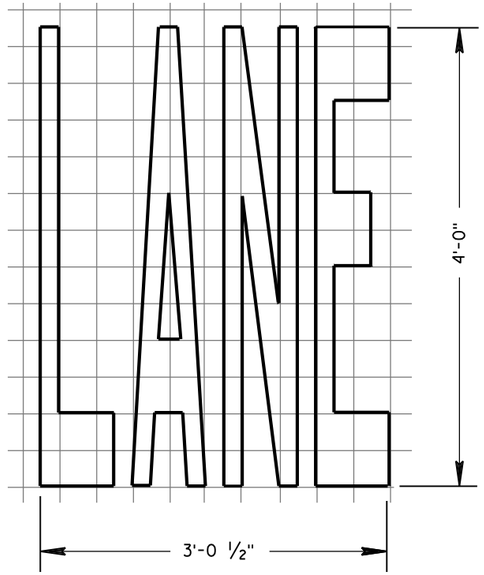
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S.D.D. 15 C 7-13c

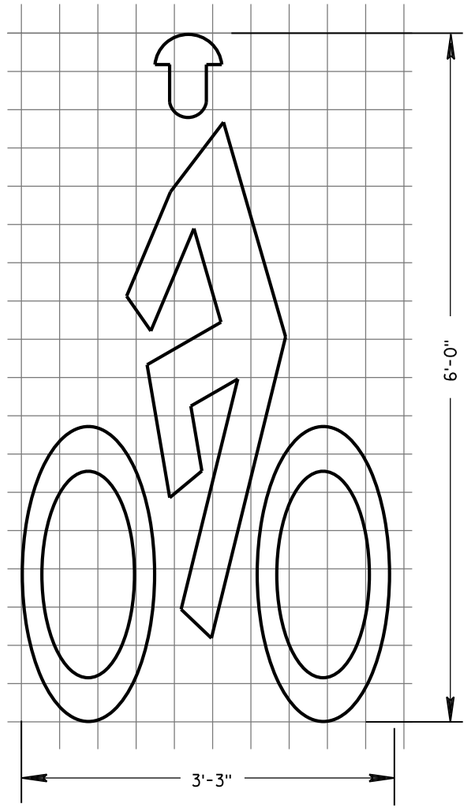
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S.D.D. 15 C 7-13c

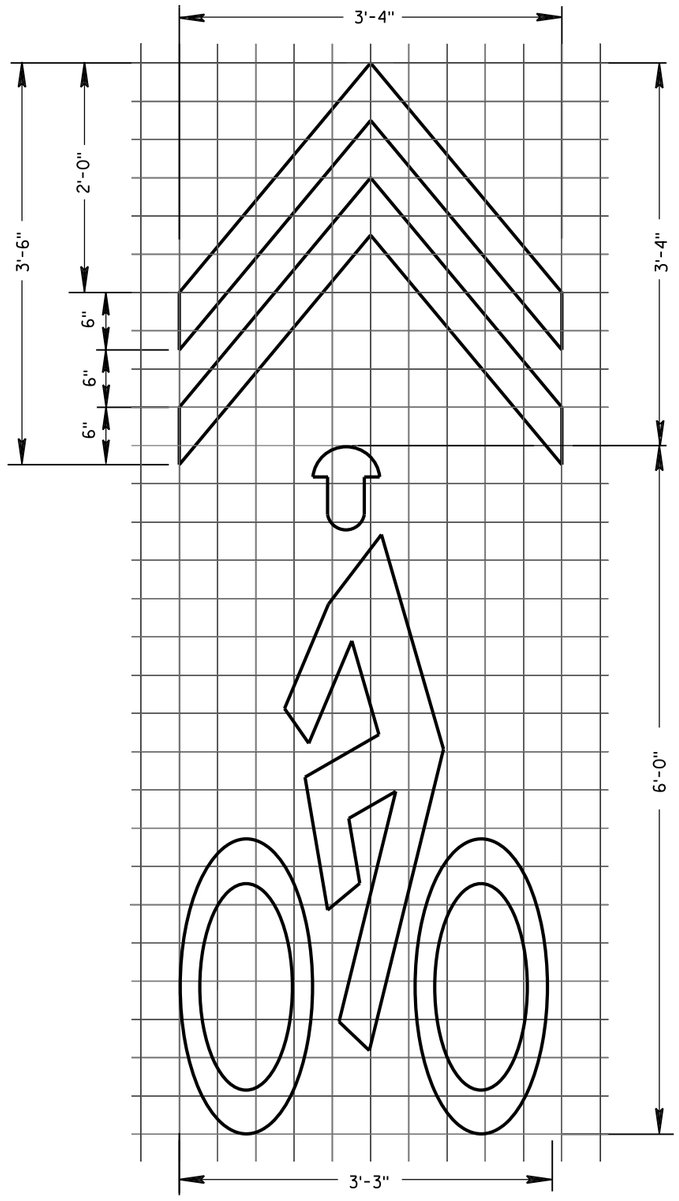




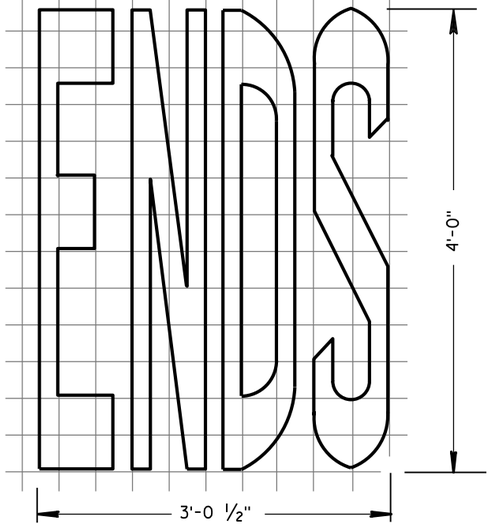
BIKE LANE WORDS



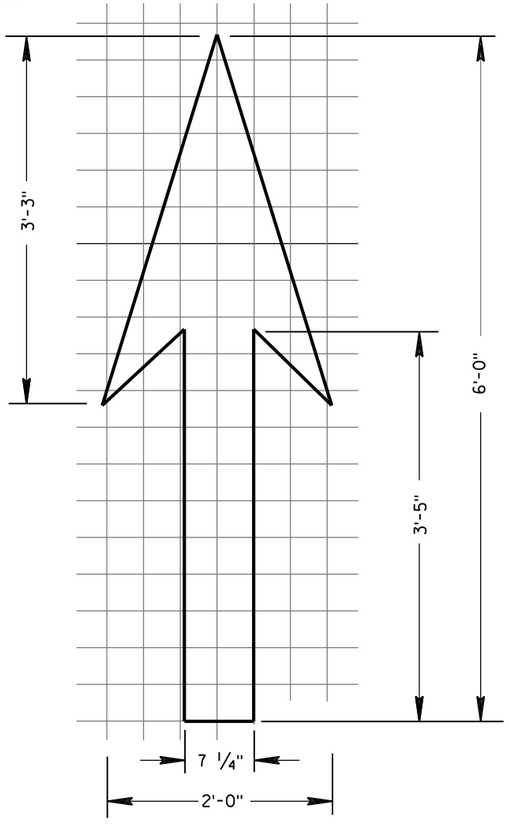
BIKE LANE SYMBOL



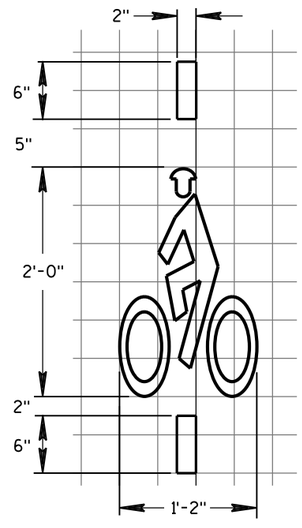
BIKE SYMBOL FOR SHARED LANE



BIKE LANE WORDS



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

GENERAL NOTES

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

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARK ENGINEER

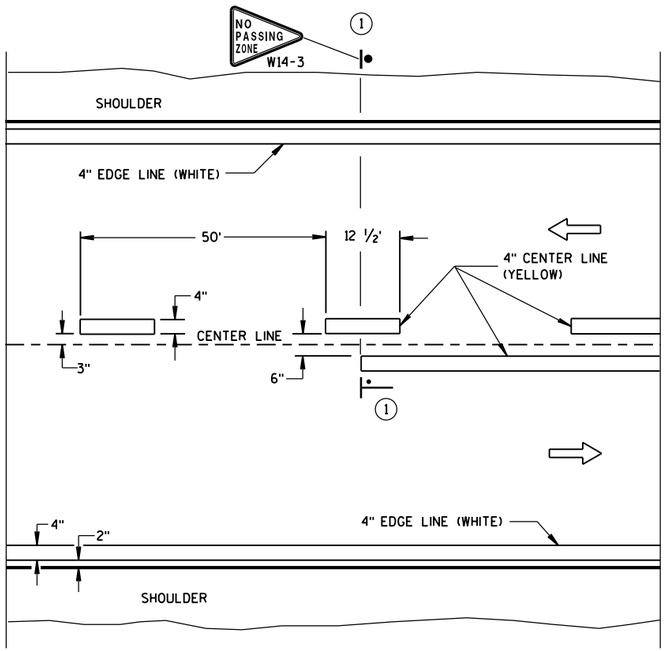
FHWA

6

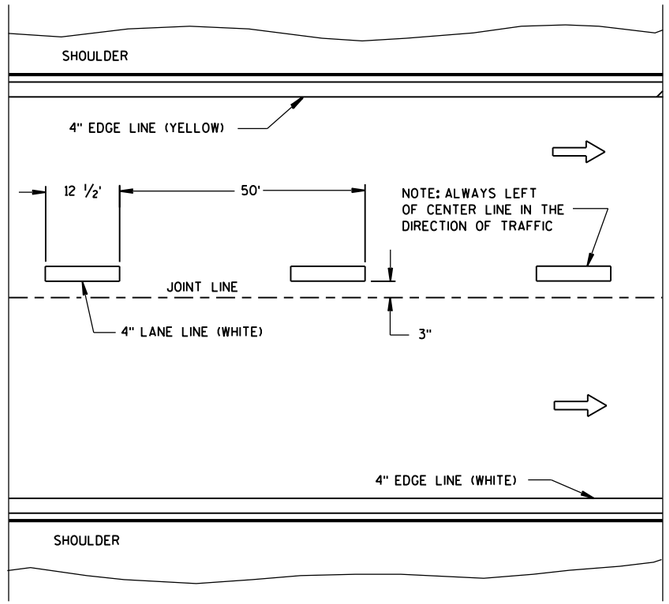
S.D.D. 15 C 7-13e

6

S.D.D. 15 C 7-13e



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

(1) NO PASSING ZONE W14-3 SIGN SHALL BE LOCATED WITHIN 50 FEET OF THE "T" MARKING.

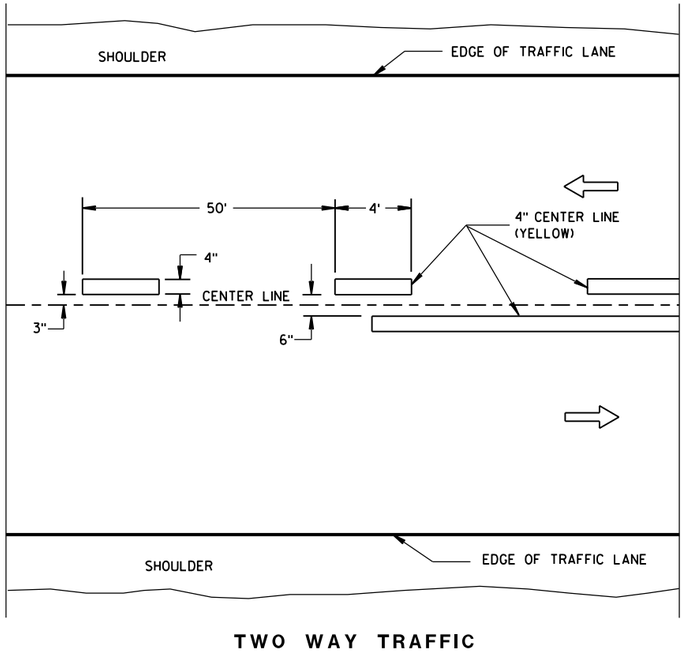
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

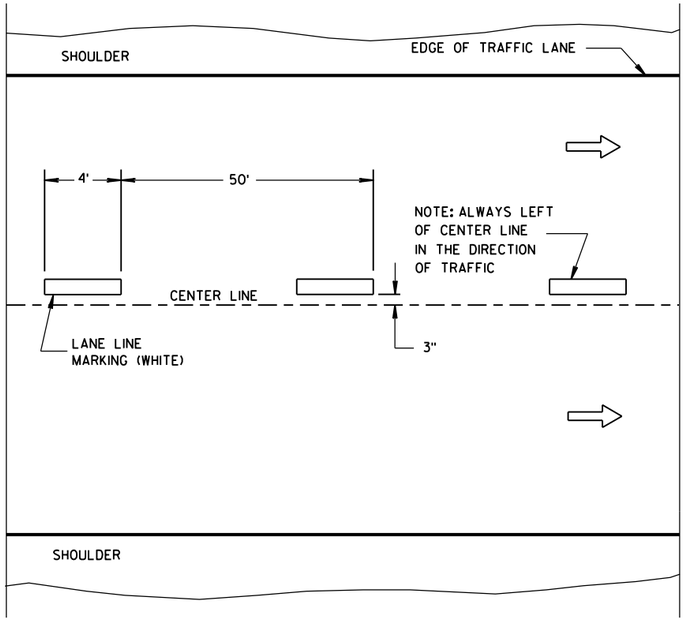
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

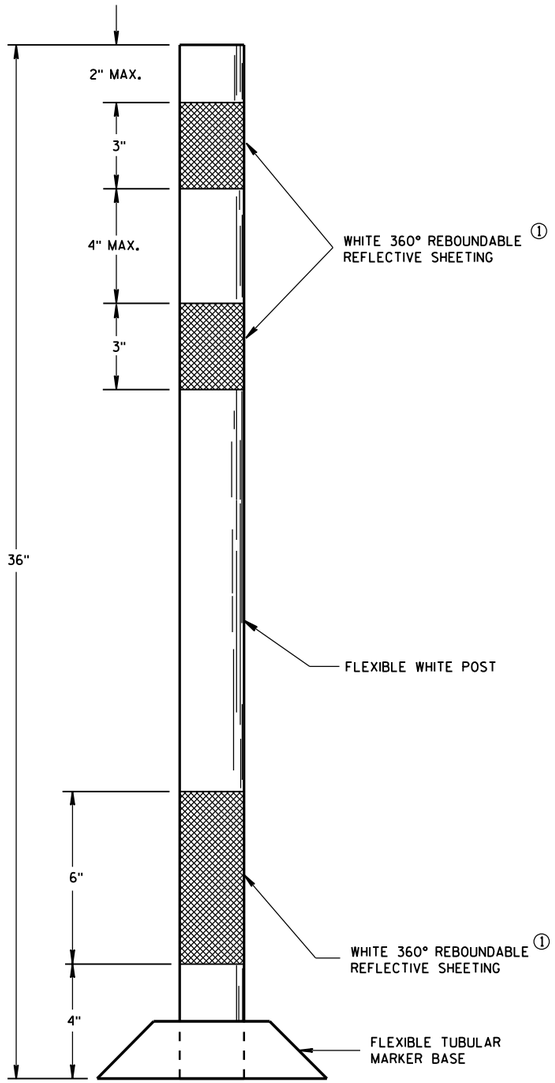
LONGITUDINAL MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept., 2016	/S/ Matthew R. Rauch
DATE	STATE SIGNING AND MAR[illegible]INEER
FHWA	

6

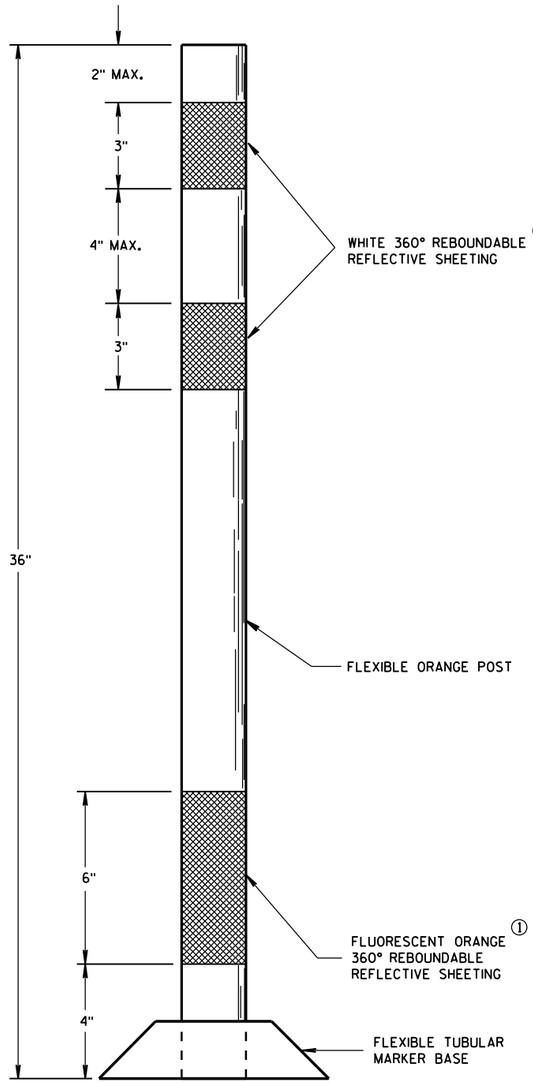
S.D.D. 15 C 8-17a

6

S.D.D. 15 C 8-17a



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-2015
DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON
SAFETY ENGINE

6

S.D.D. 15 C 11-6

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

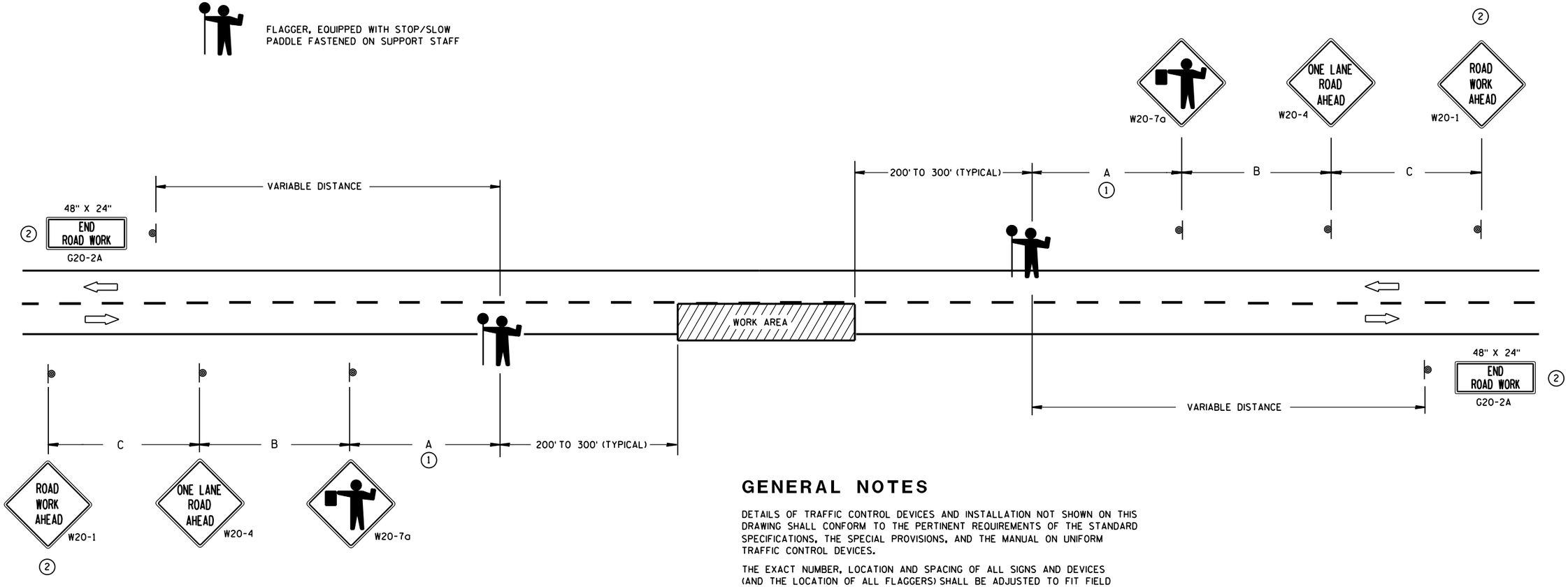
SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

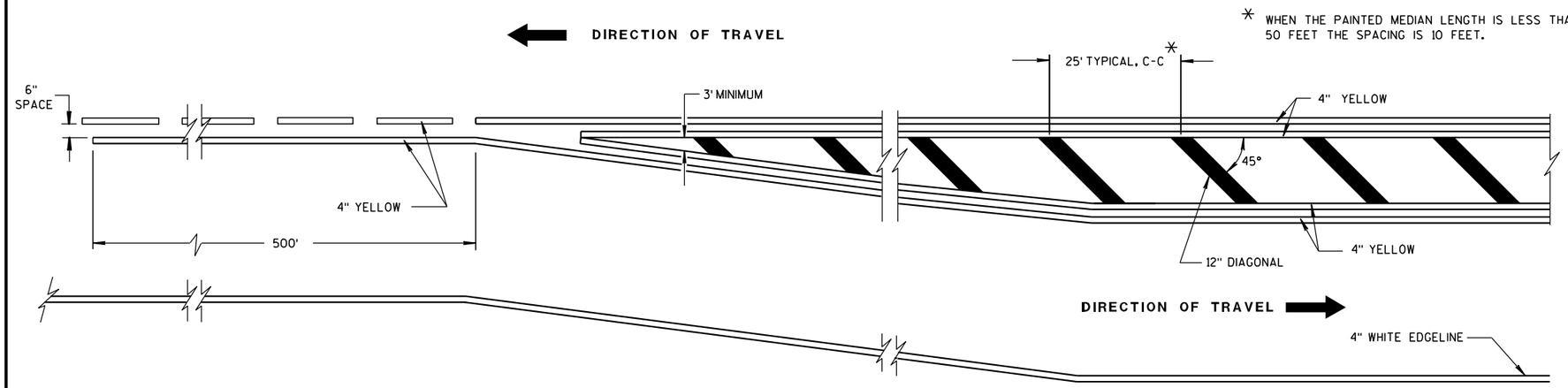
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 C 12-4

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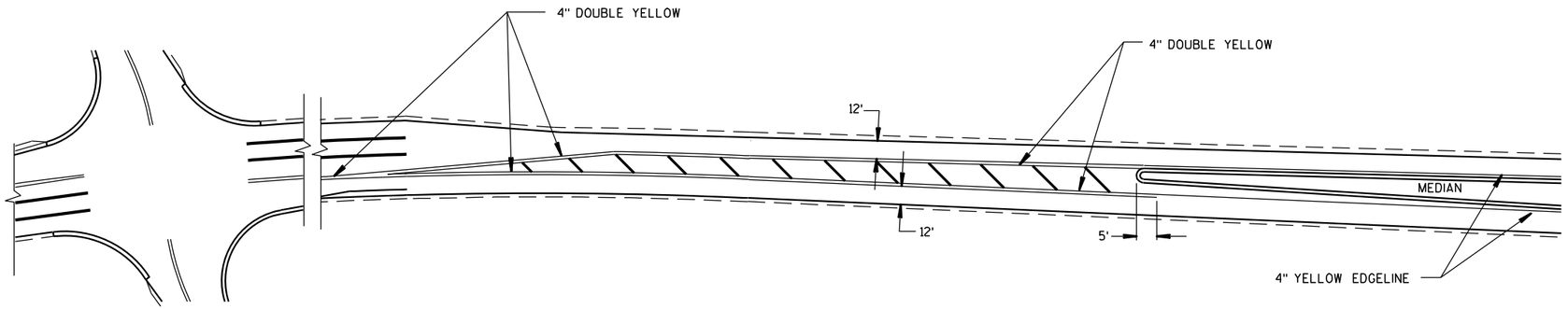
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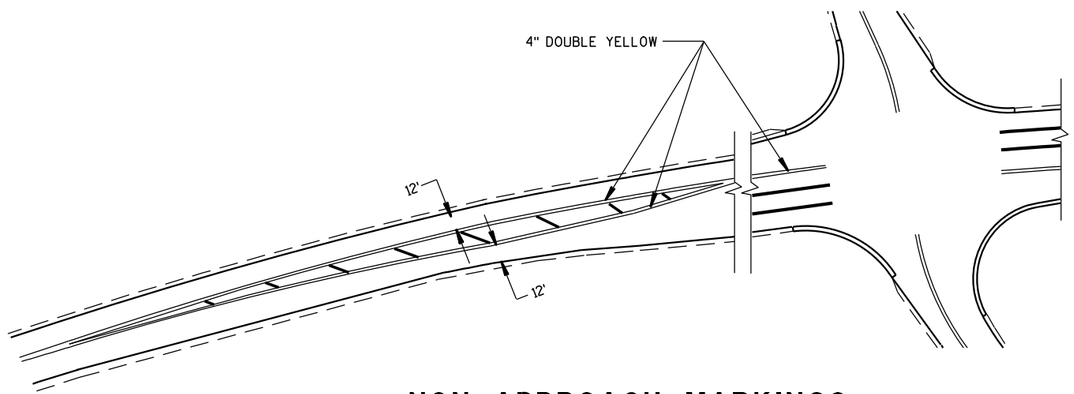
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

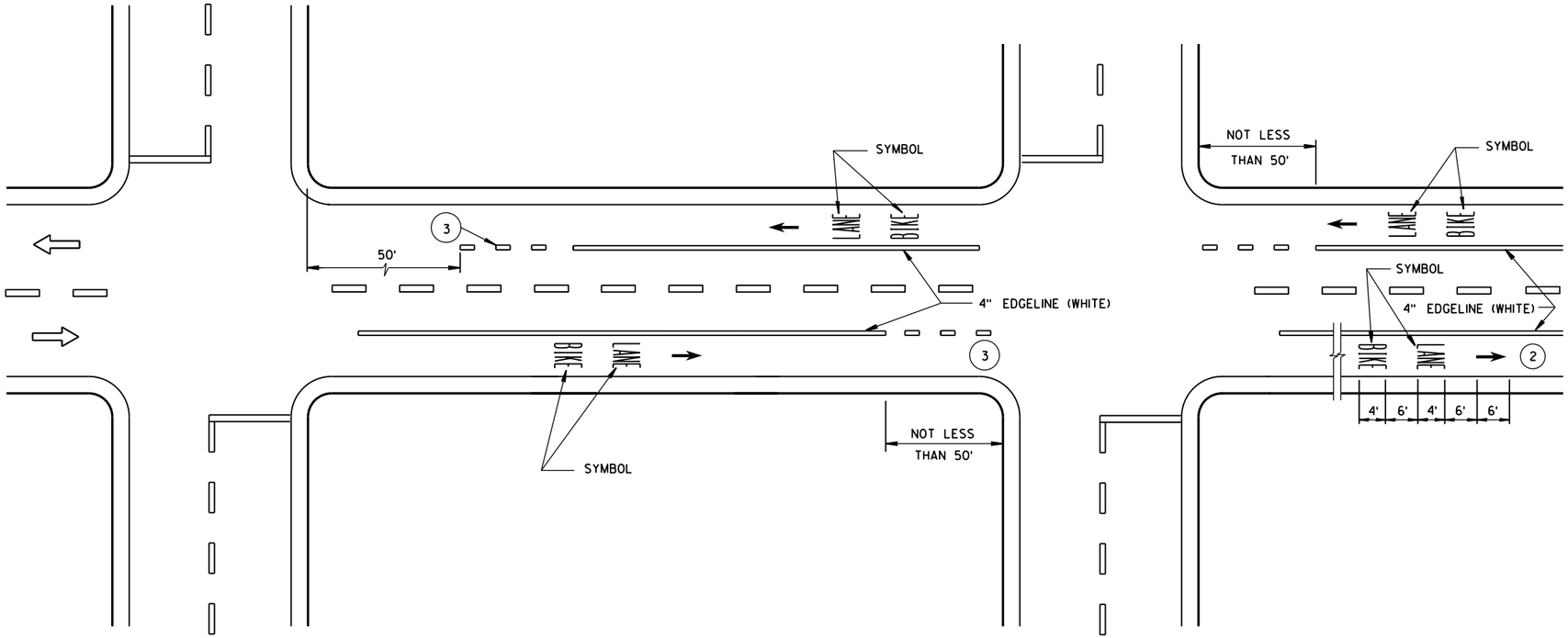
MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER 285 IGN
FHWA	

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S.D.D. 15 C 18-3

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S.D.D. 15 C 18-3

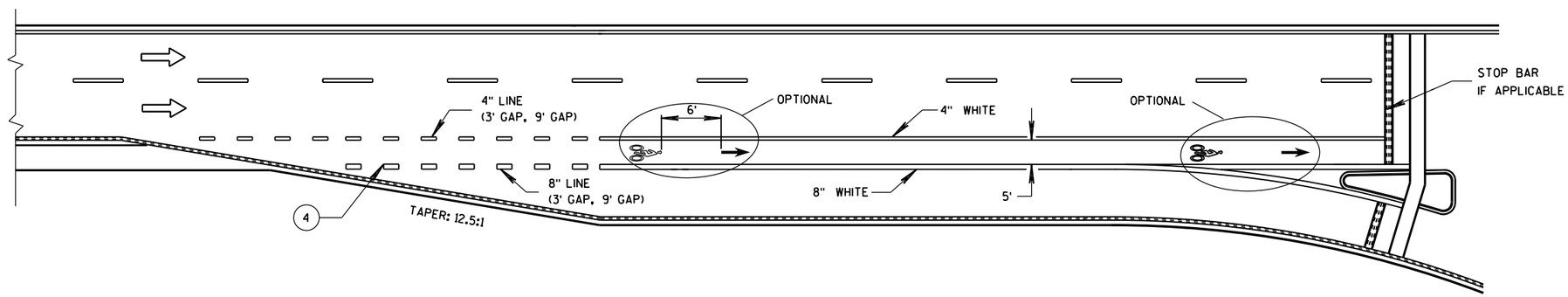


GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3'LINE, 9'GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.

DIRECTION OF TRAVEL

DESIGNATED BICYCLE LANE
NO PARKING



BIKE LANE - 4-LANE DIVIDED WITH RIGHT TURN LANE

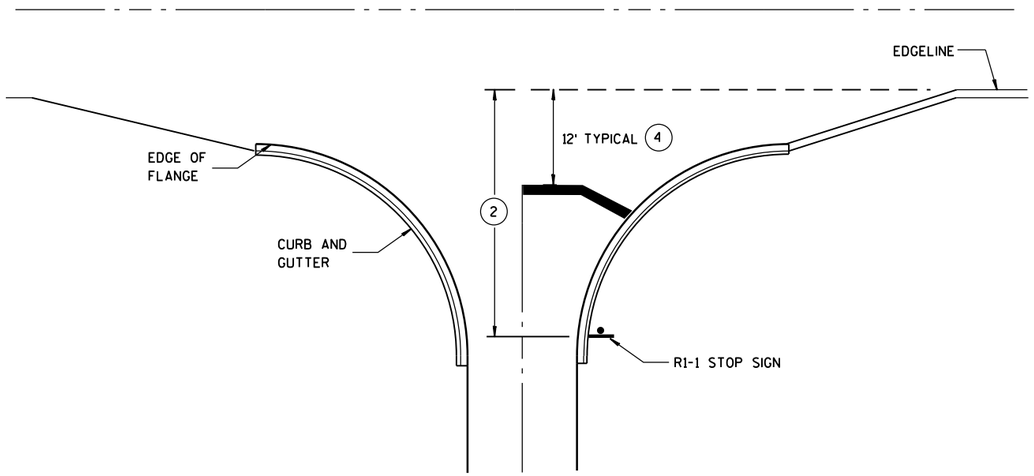
BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

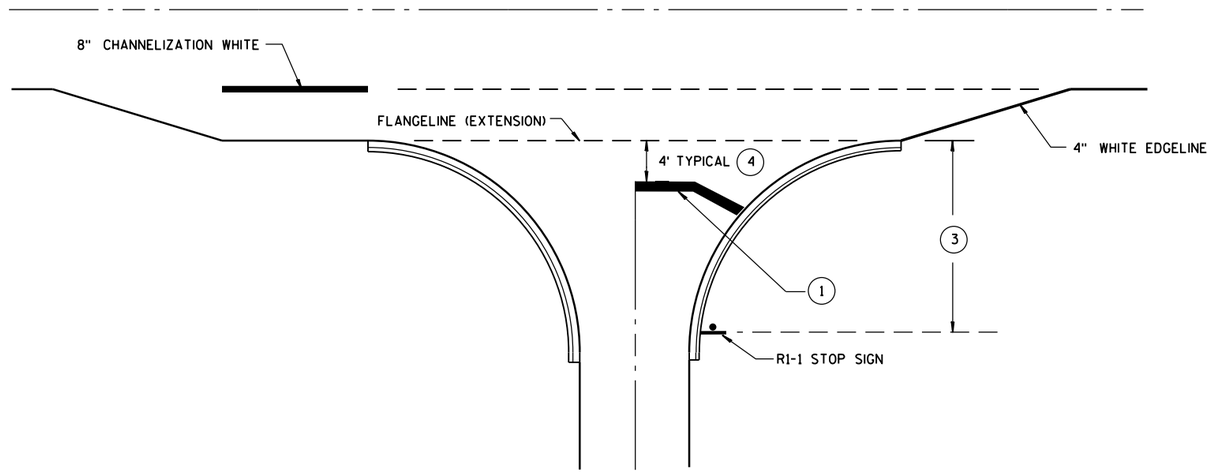
APPROVED
4-18-2016 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR NEER
FHWA

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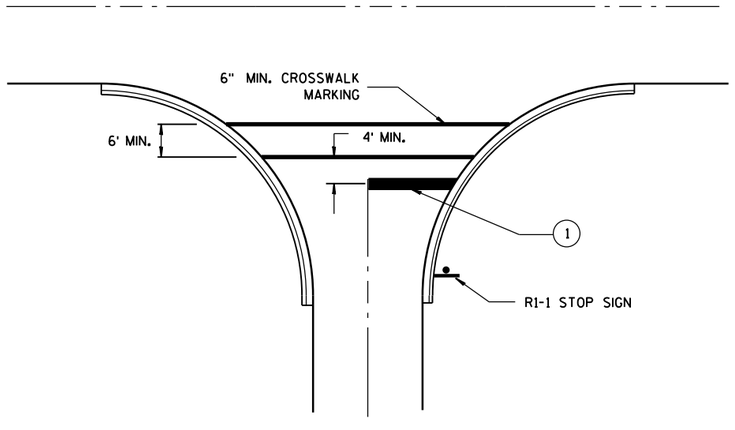
S.D.D. 15 C 29-4a



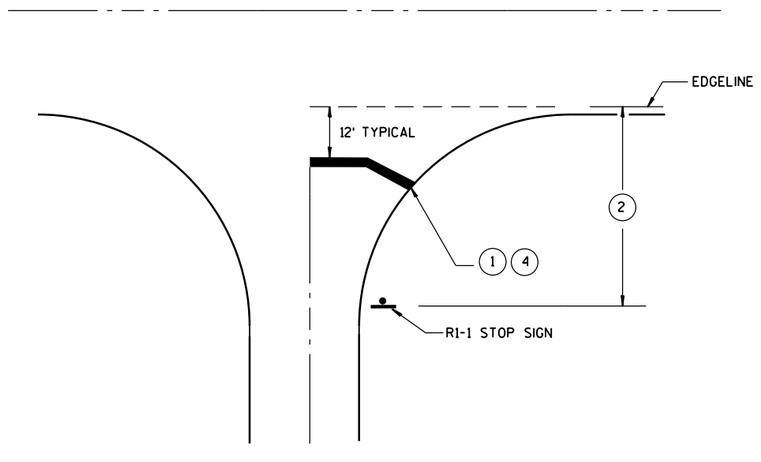
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

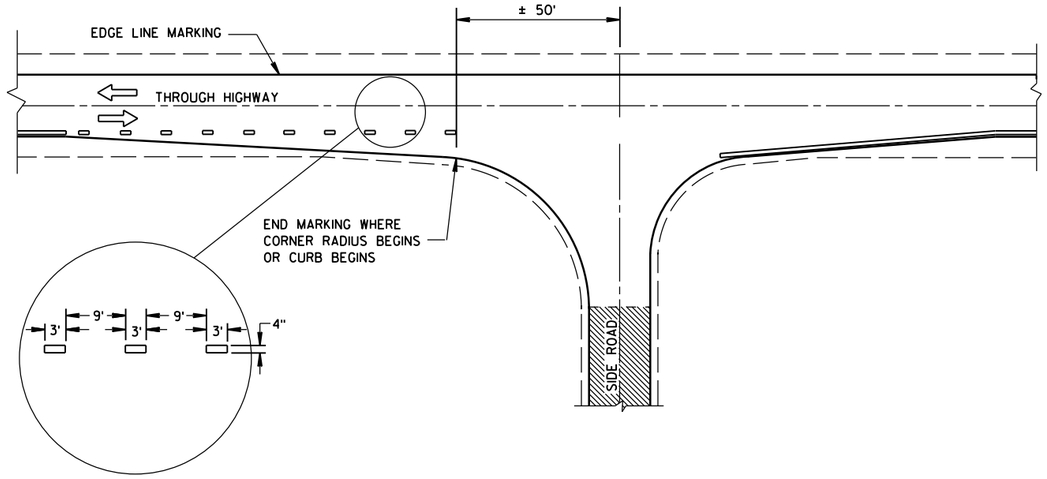
4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR 287 NEER

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S.D.D. 15 C 33-2



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

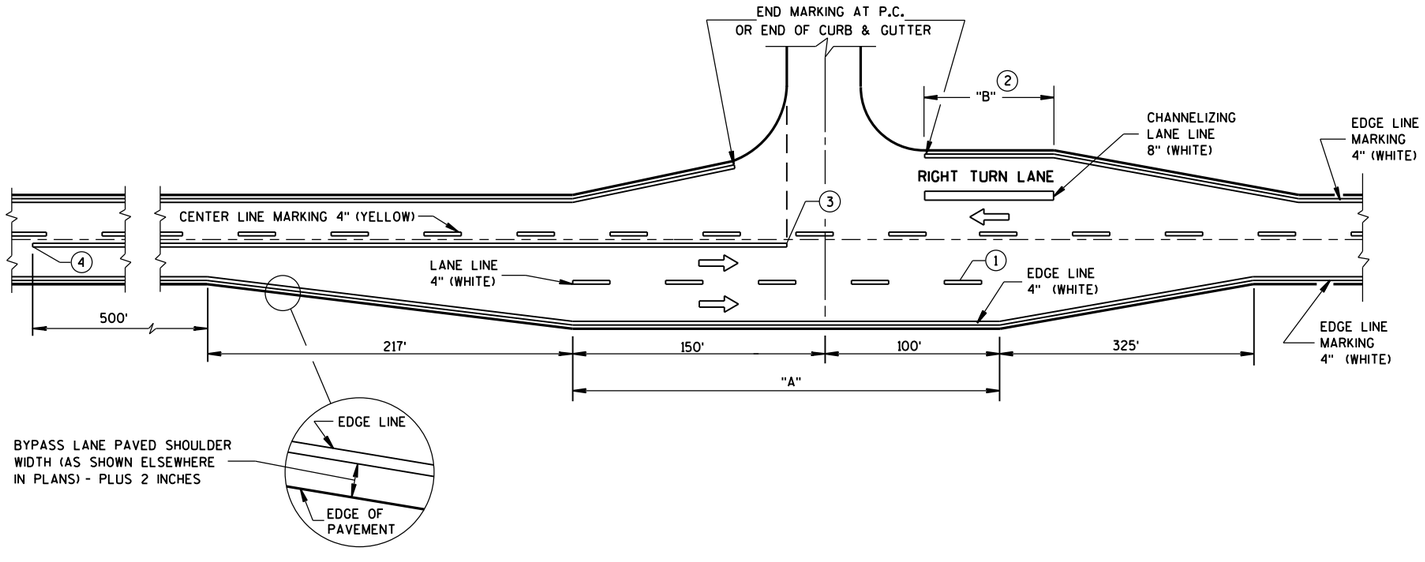
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(4) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS

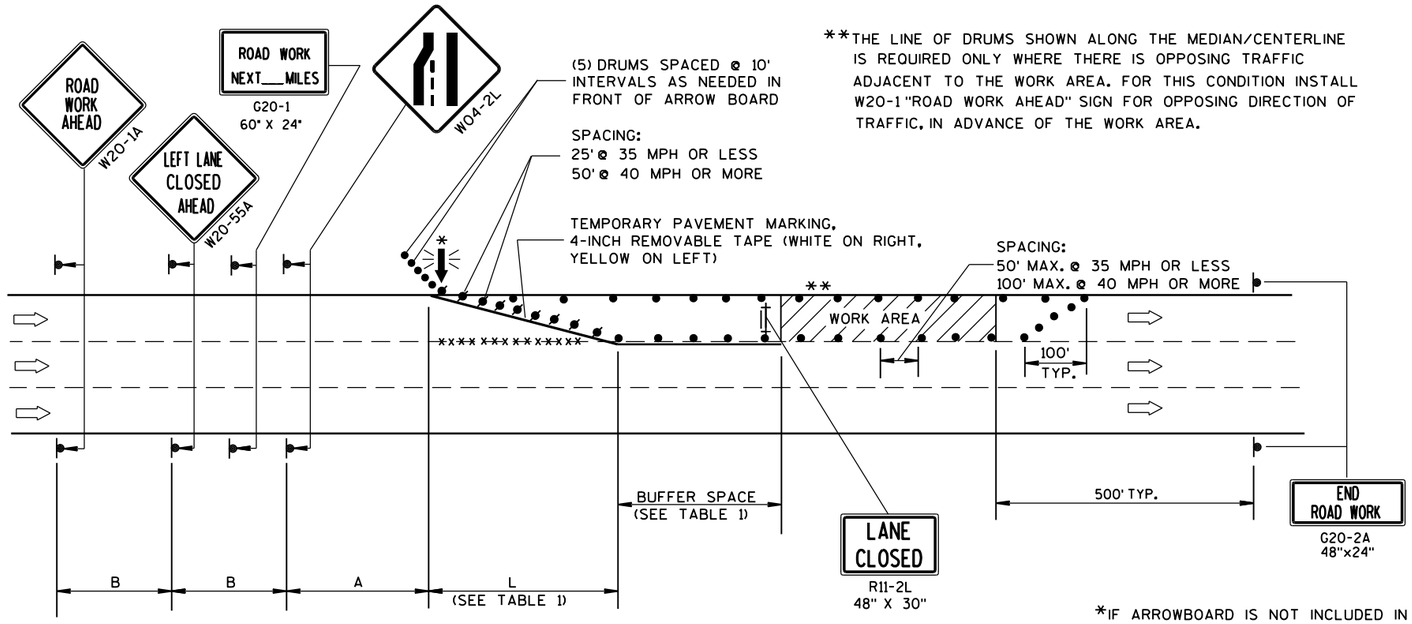
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 C 35-1a



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

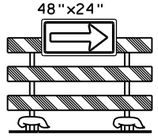


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

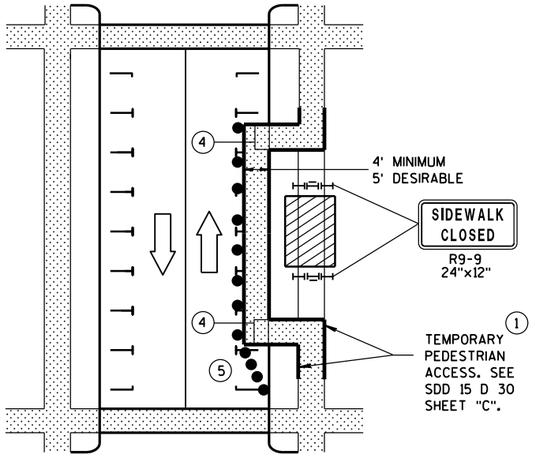
APPROVED
June 2016 — DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER — IC

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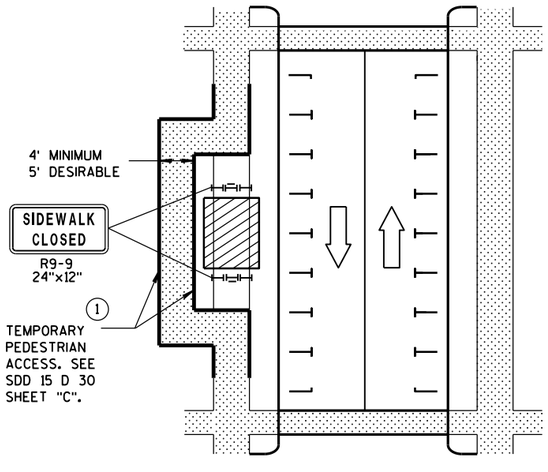
S.D.D. 15 D 20-4

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

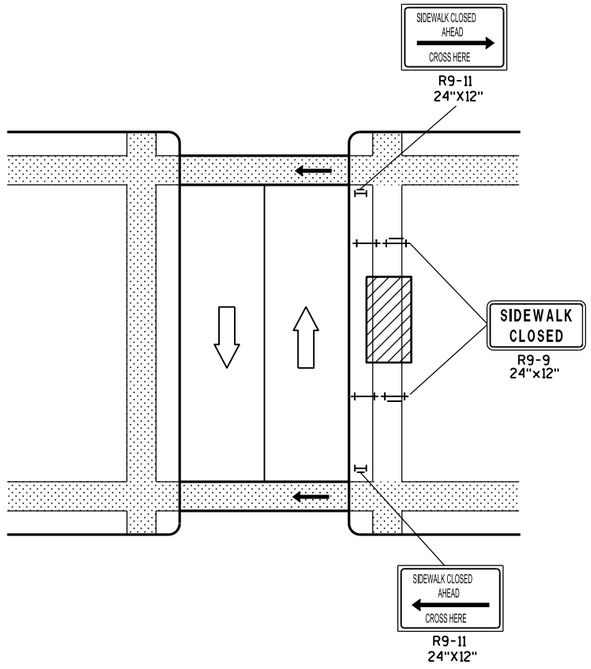


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

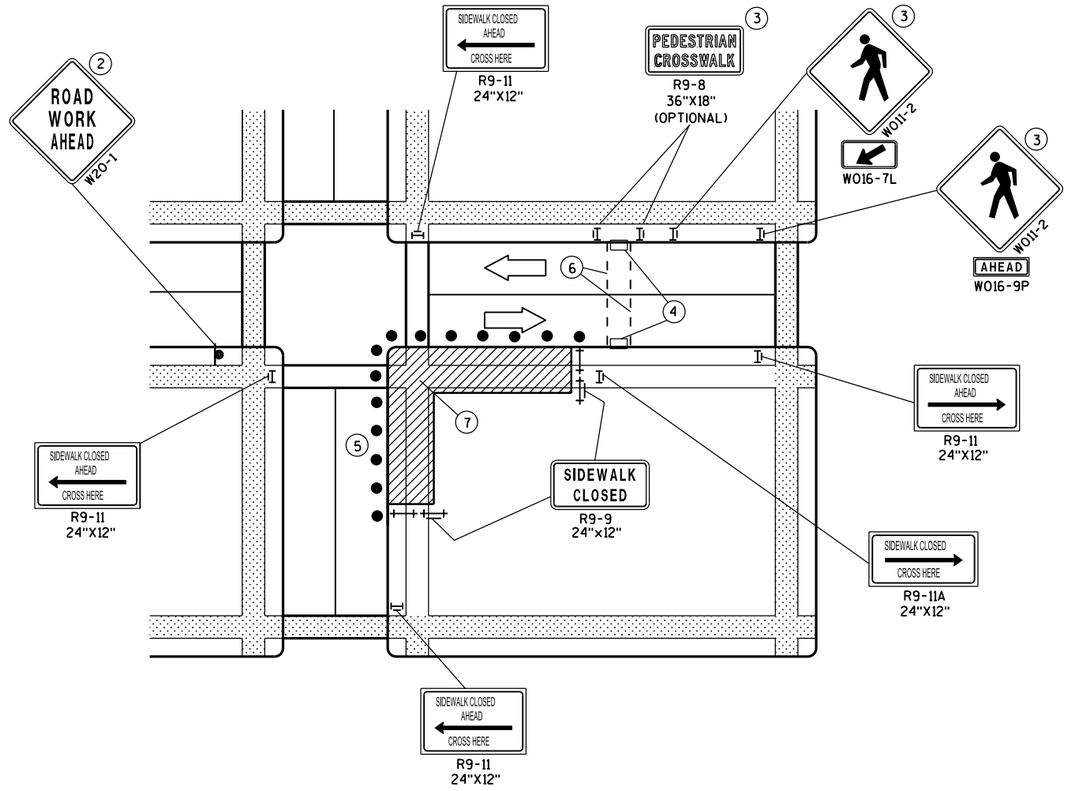
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

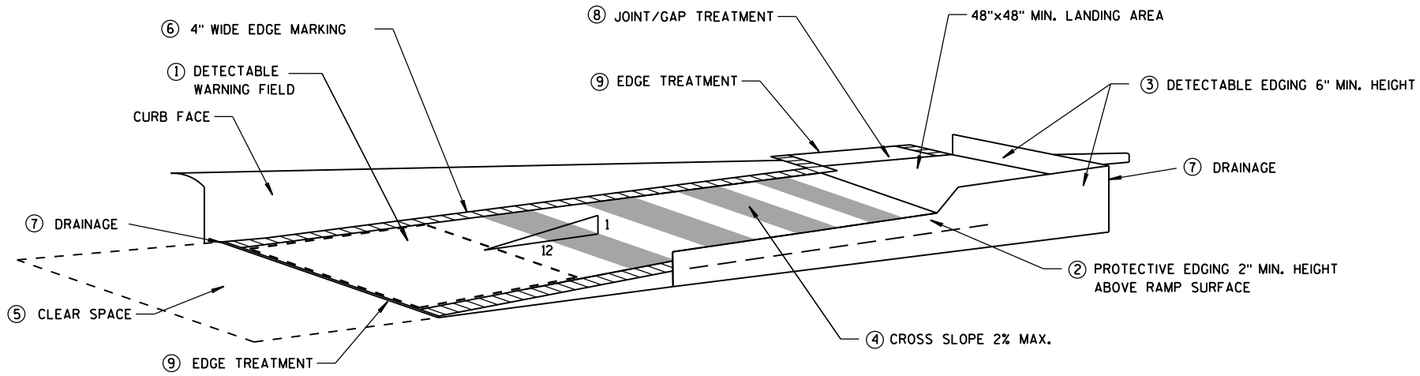
- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 30-3a



TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

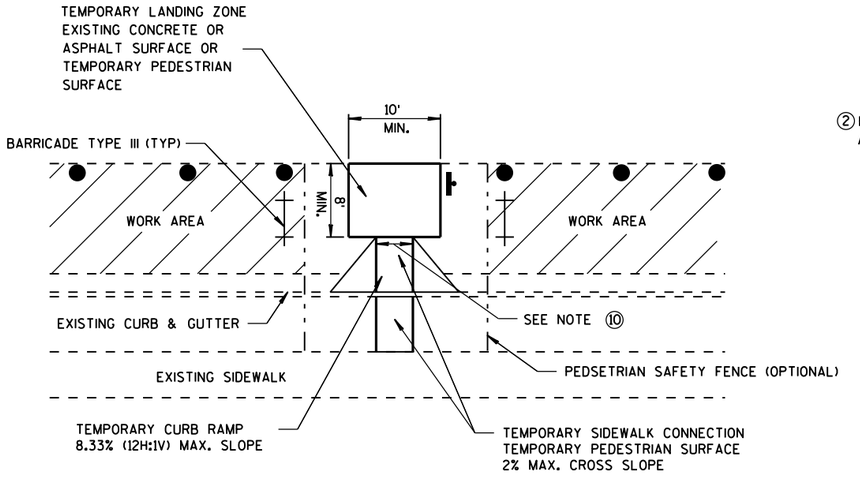
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

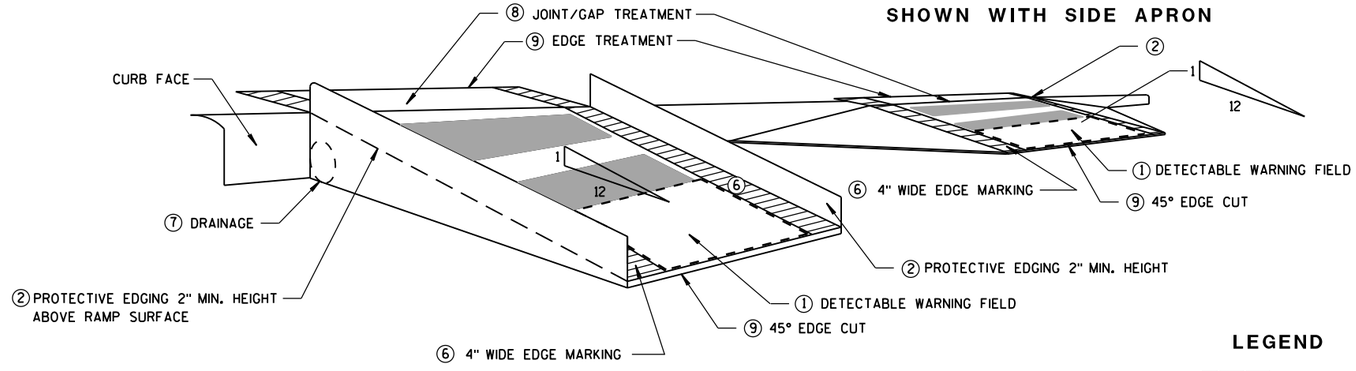
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

SHOWN WITH SIDE APRON

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

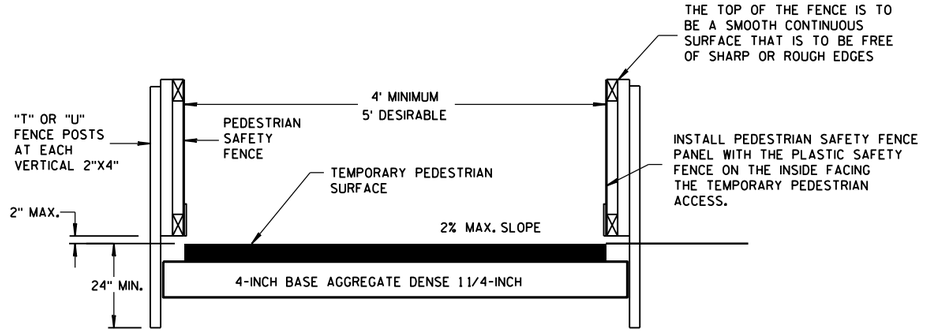
FHWA

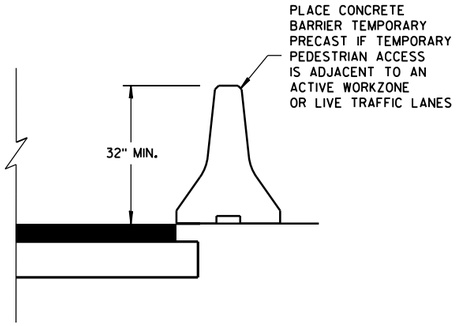
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S.D.D. 15 D 30-3b

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S.D.D. 15 D 30-3b

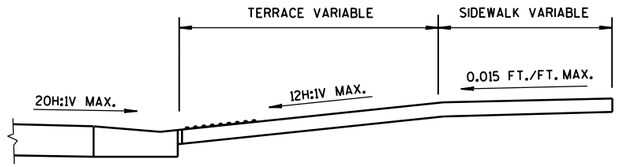




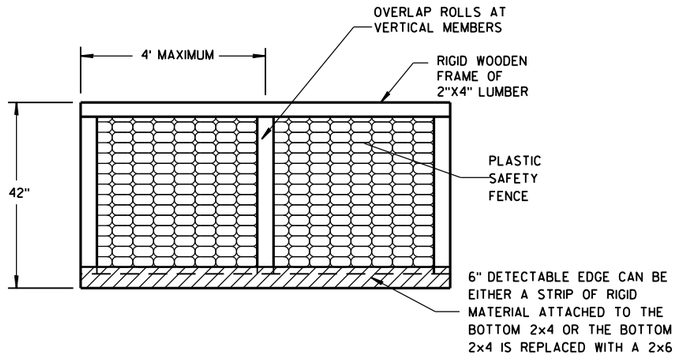
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

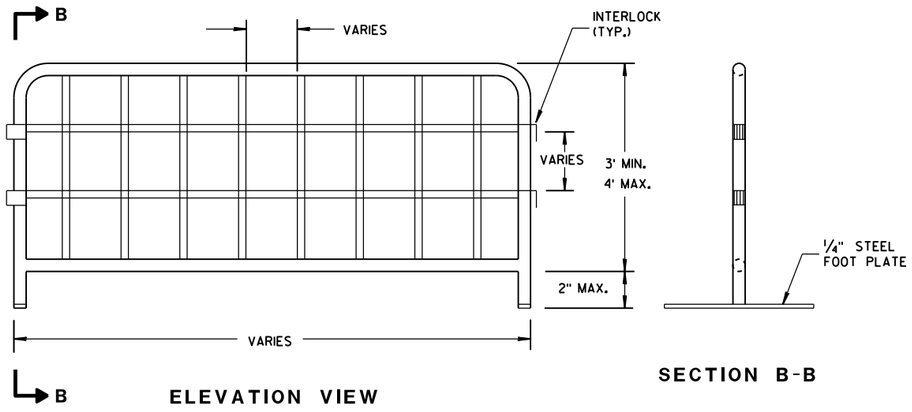
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



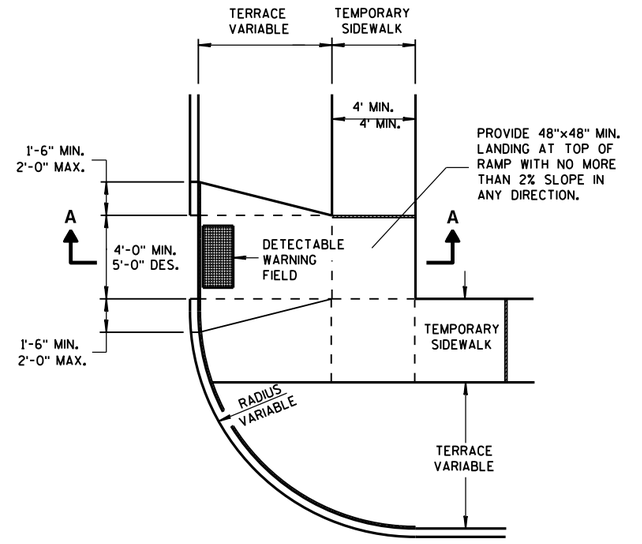
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

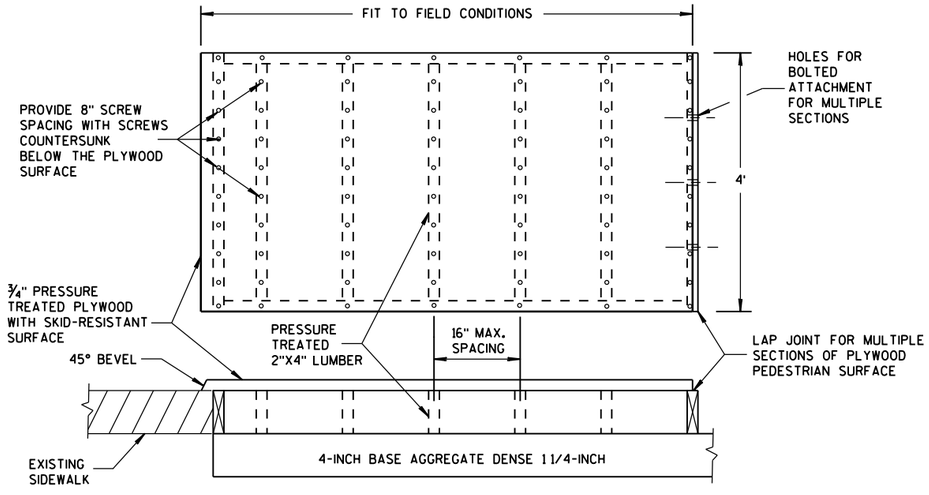
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



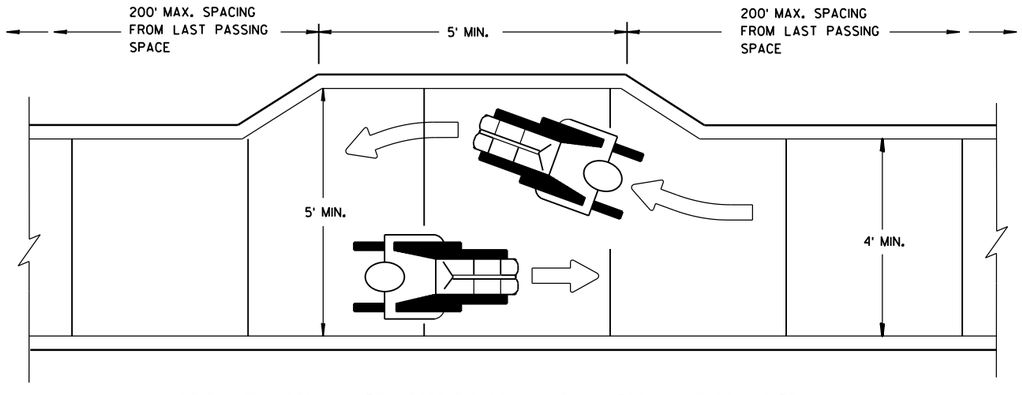
PLAN VIEW

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

6

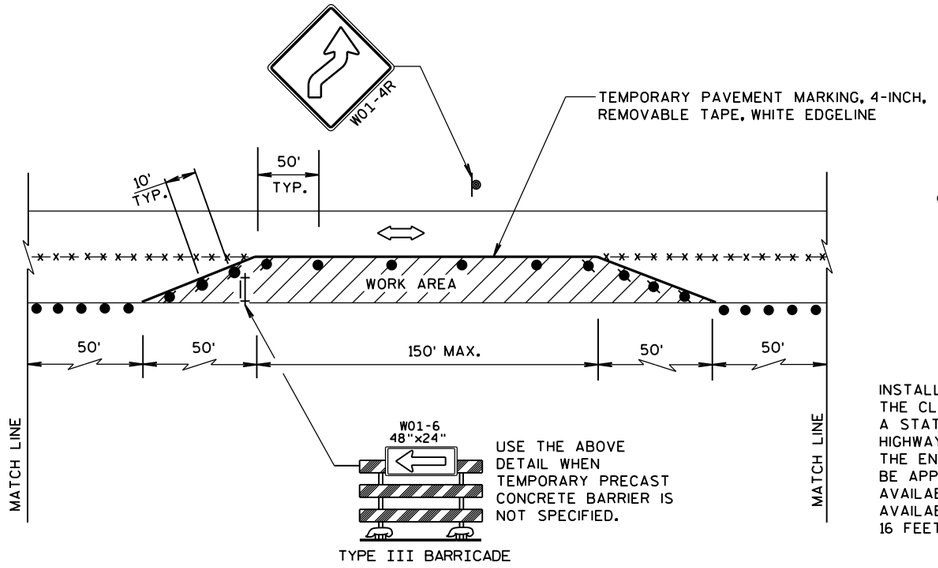
S.D.D. 15 D 30-3c

6

S.D.D. 15 D 30-3c

LEGEND

- SIGN ON PERMANENT SUPPORT
- REMOVING PAVEMENT MARKING
- TYPE III BARRICADE WITH ATTACHED SIGN
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGS, 16" x 16" MIN., (ORANGE)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- ASPHALTIC PAVEMENT WIDENING
- DIRECTION OF TRAFFIC



TYPE III BARRICADE



W057-52
36"x24"

INSTALL ON EACH APPROACH AT THE CLOSEST INTERSECTION WITH A STATE OR COUNTY TRUNK HIGHWAY, OR AS DIRECTED BY THE ENGINEER. WIDTH ON SIGN TO BE APPROX. 1-FOOT LESS THAN AVAILABLE WIDTH. (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET.)

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

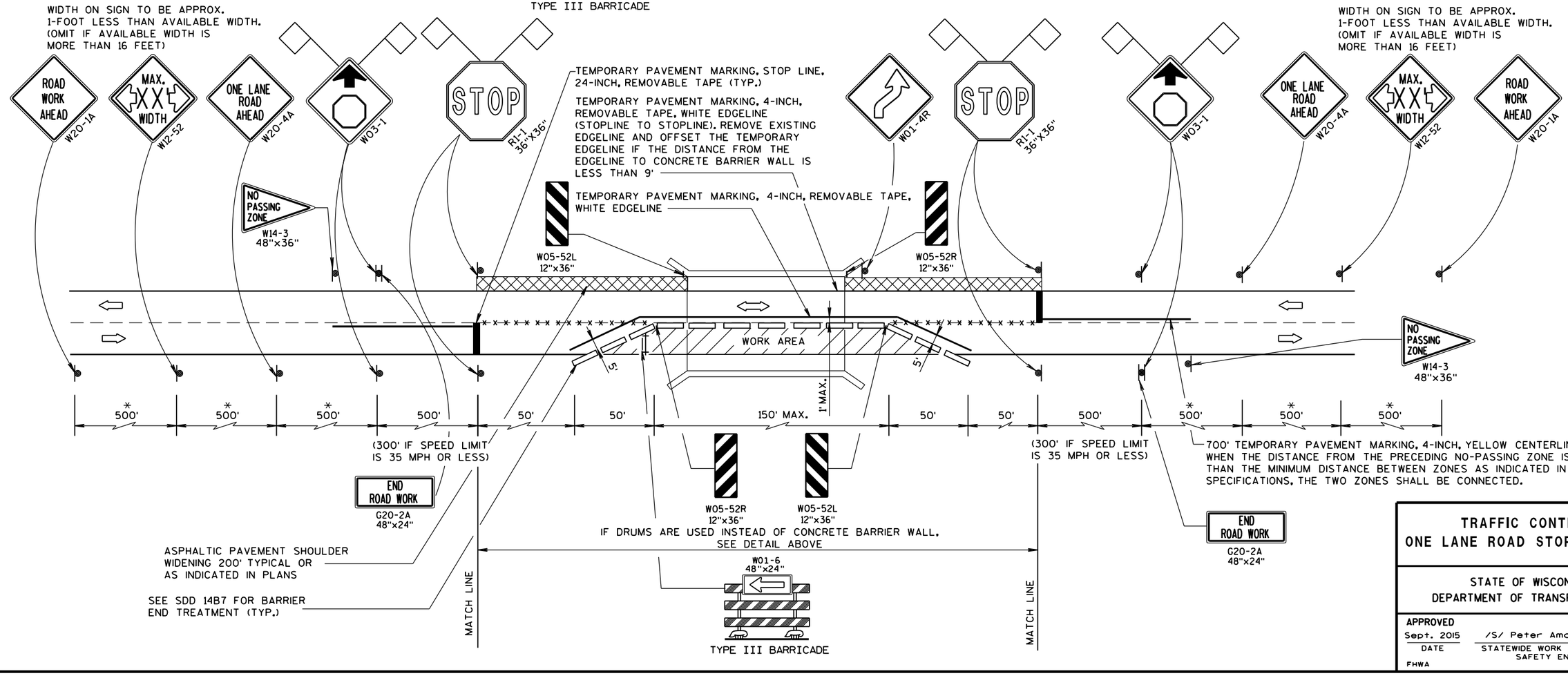
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

PLACE TEMPORARY PAVEMENT MARKING EDGELINE AND CENTERLINE, AND REMOVE EXISTING PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS OR AS NOTED ON DETAIL.

* 500-FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350-FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200-FOOT TYPICAL SPACING.

WIDTH ON SIGN TO BE APPROX. 1-FOOT LESS THAN AVAILABLE WIDTH. (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET)



TYPE III BARRICADE

TRAFFIC CONTROL, ONE LANE ROAD STOP CONDITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

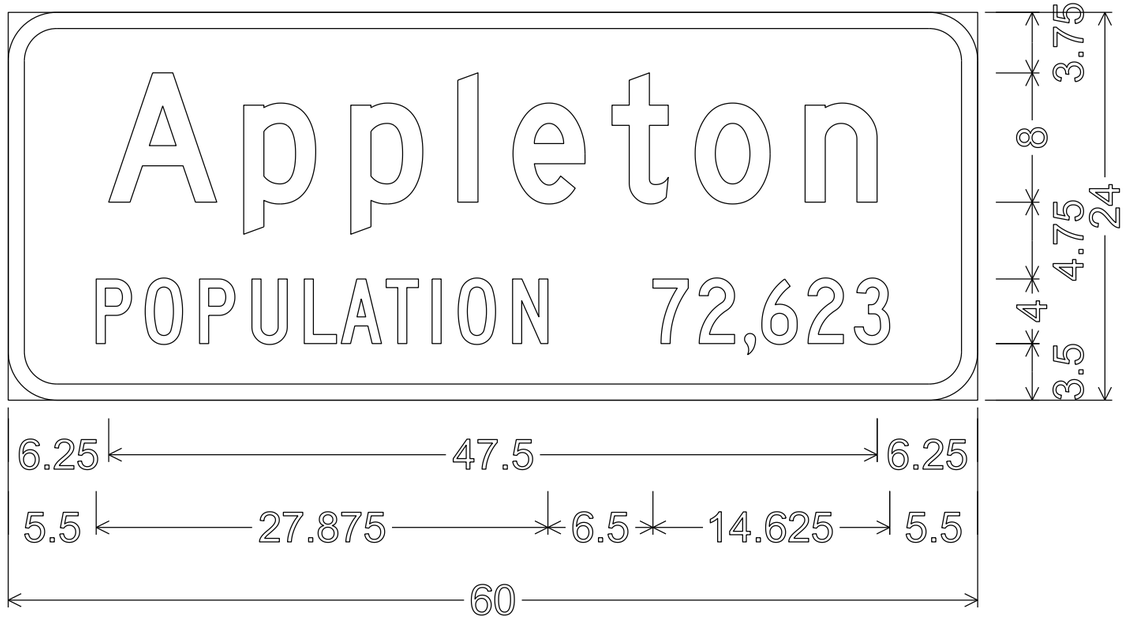
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

S.D.D. 15 D 32-4

S.D.D. 15 D 32-4

NOTES

1. All Sign Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



I2-3;
3.000" Radius, 1.000" Border,
"Appleton" D; "POPULATION" C ; "72,623" C

7

7

PROJECT NO: 1517-75-83	HWY: USH 10	COUNTY: WINNEBAGO	PERMANENT SIGNING	SHEET NO:	E

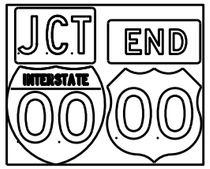
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WISDOT/CADDS

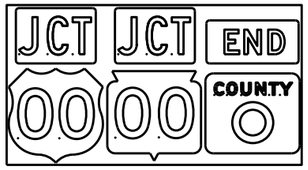
TYPICAL ASSEMBLIES



J1-1



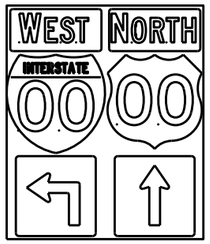
J1-2



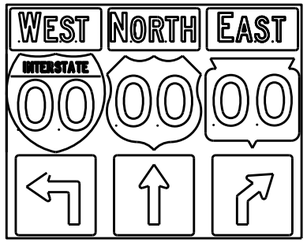
J1-3



J2-1



J2-2

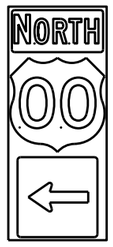


J2-3

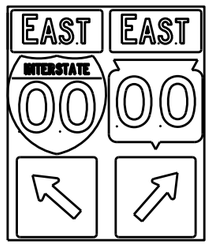


JV

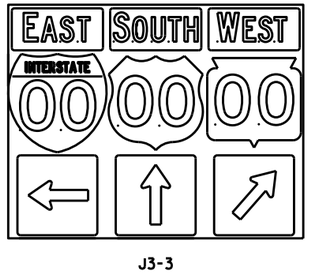
(Typical Vertical J-Assembly
See Note 10 and 11)



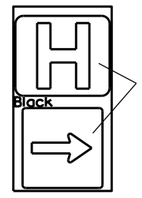
J3-1



J3-2



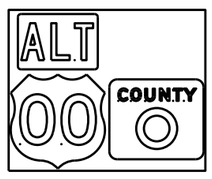
J3-3



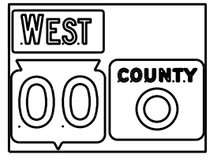
JH-1



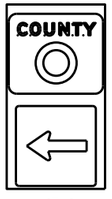
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

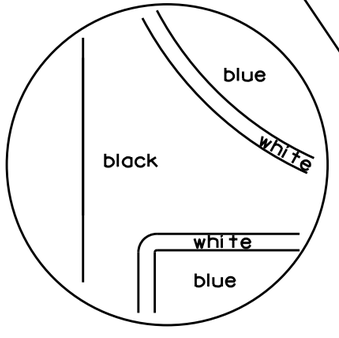


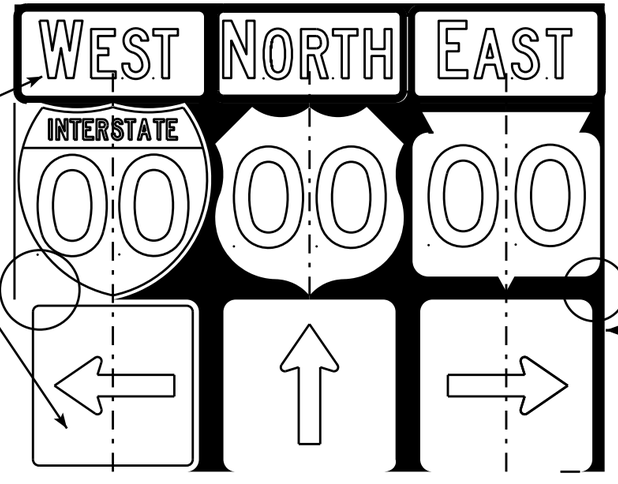
J23-1

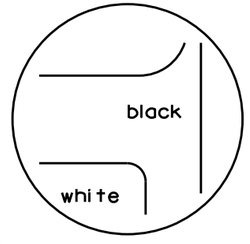


J22-1

[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

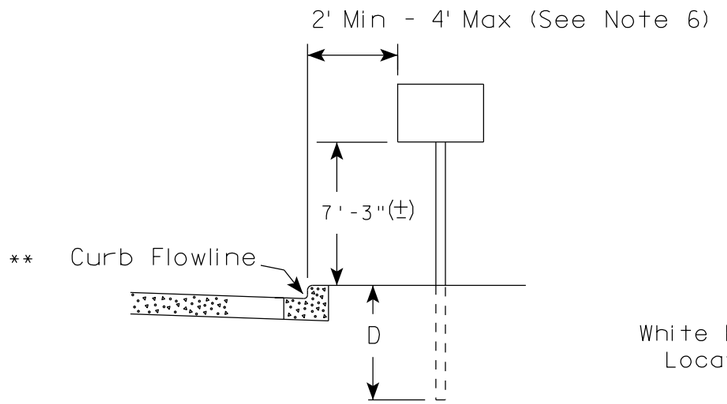
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

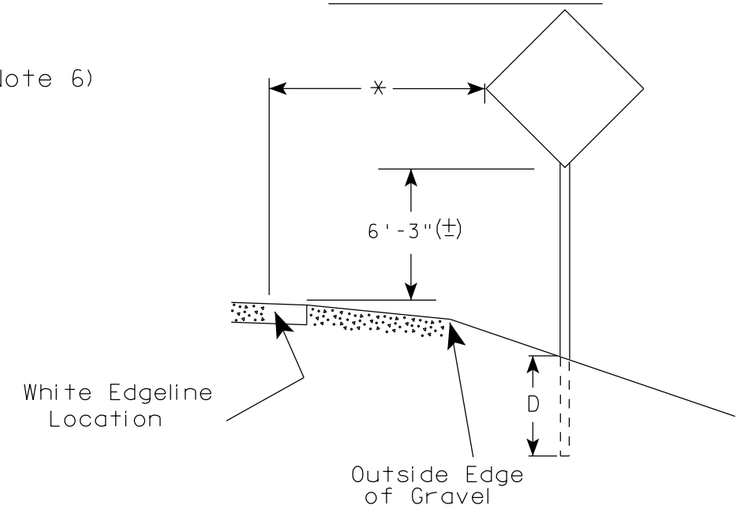
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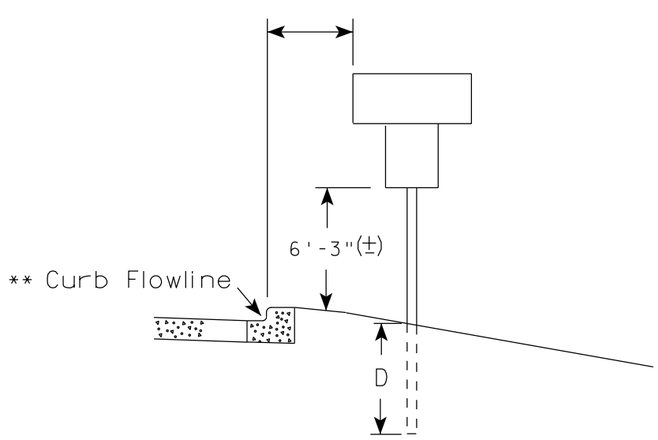
WISDOT/CADDS SHEET 42

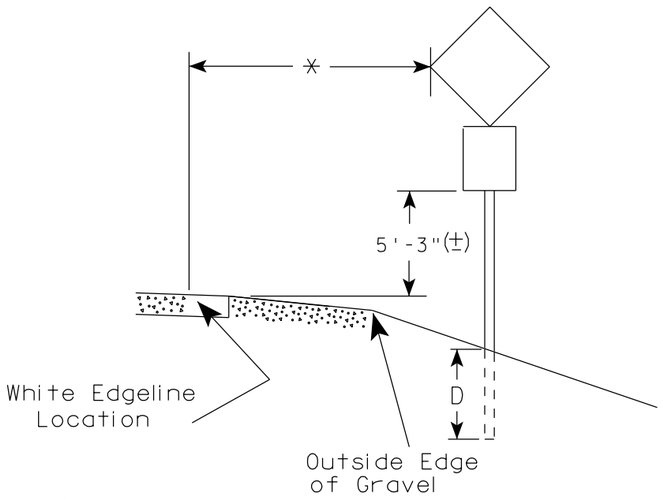
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

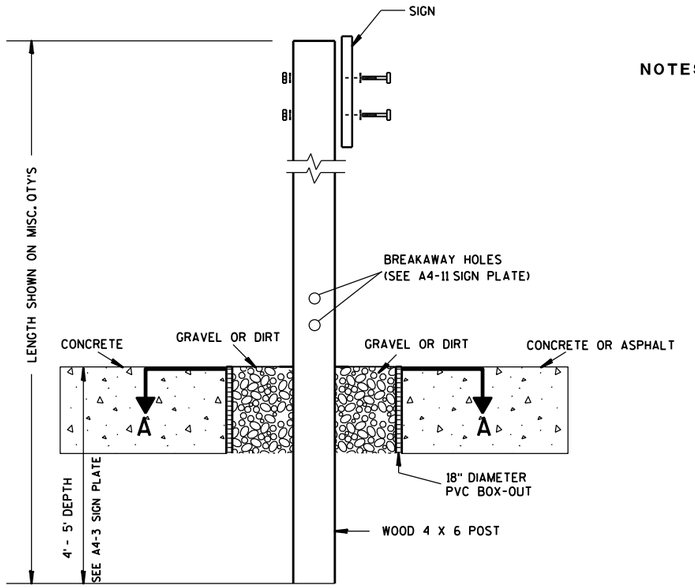
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

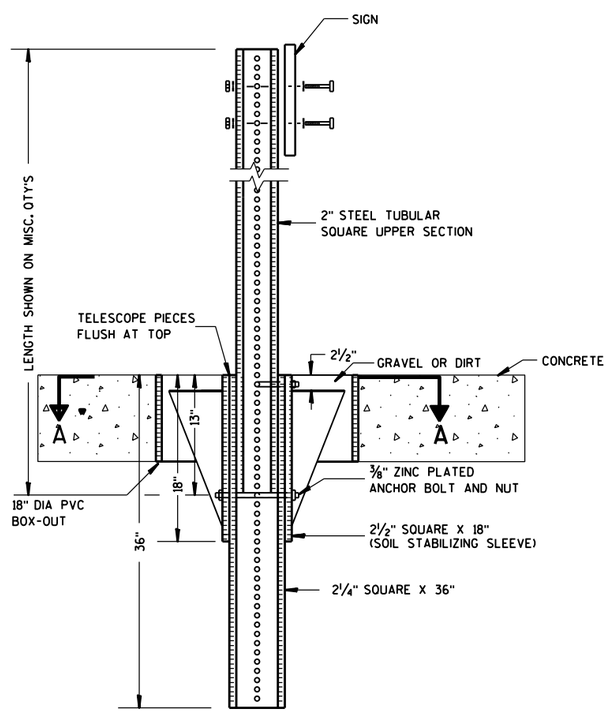
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

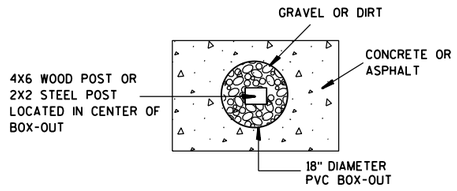
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

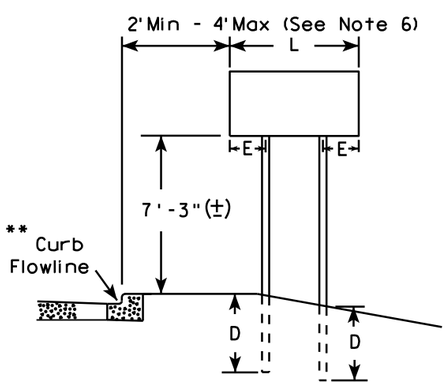
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

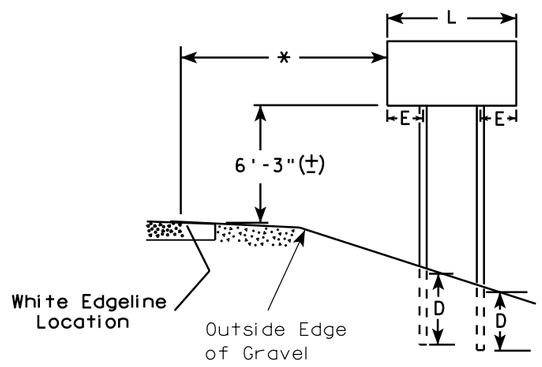
DATE 1/27/14 PLATE NO. A4-3B.1

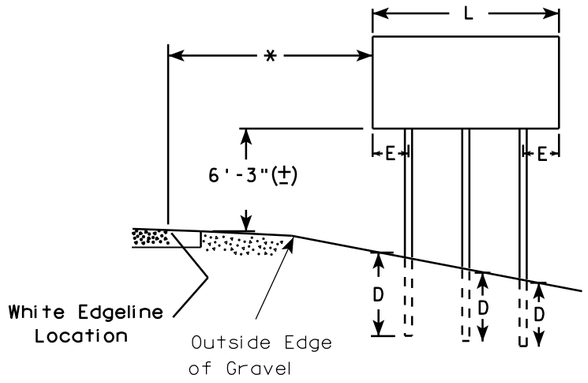
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

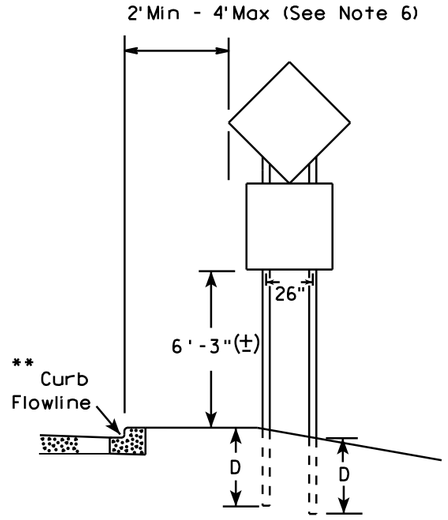
URBAN AREA



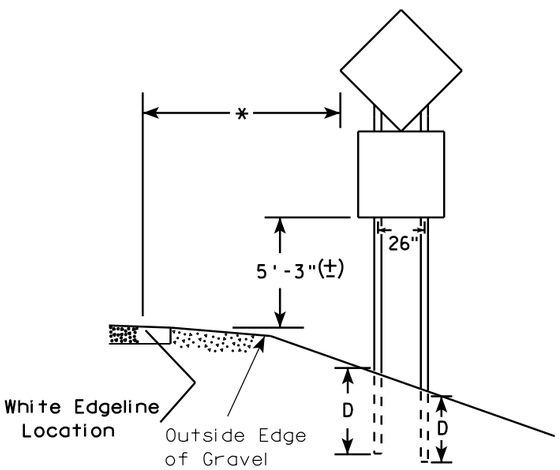
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

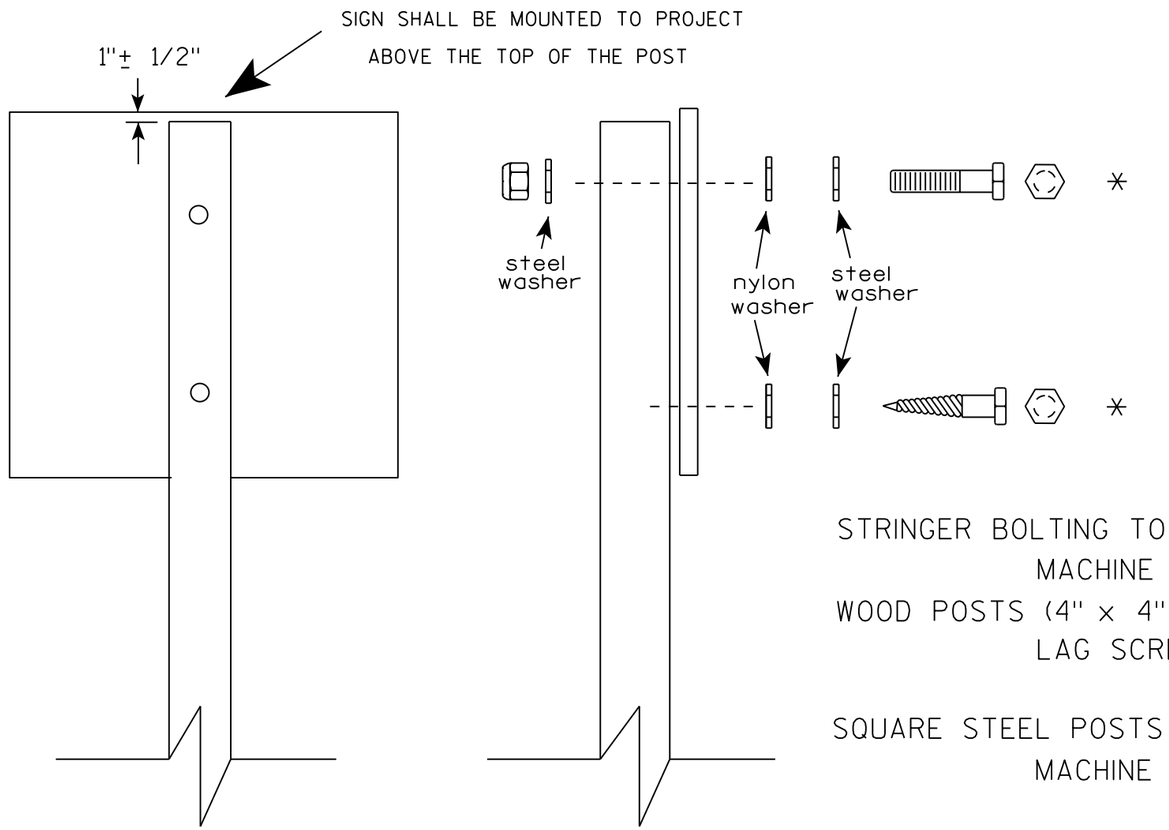
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 23-JUL-2015 15:23 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000 WISDOT/CADDS SHEET 42



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

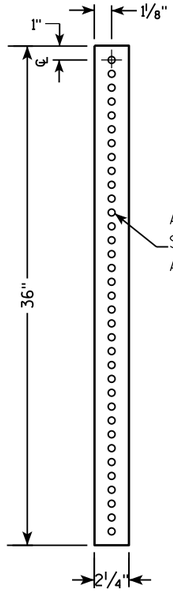
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

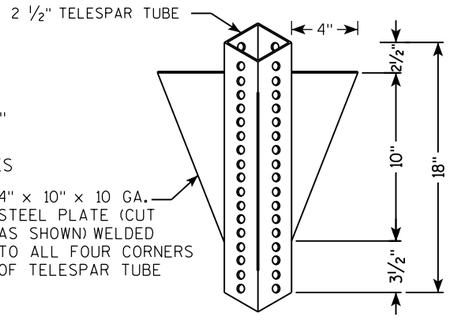
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

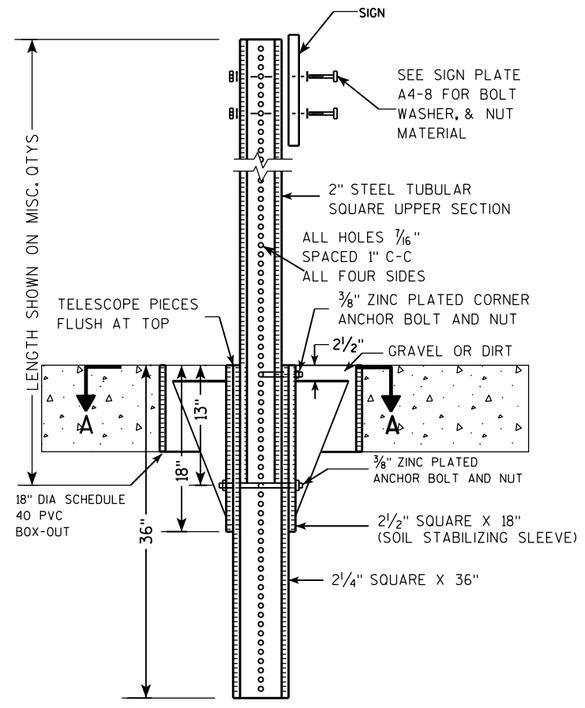
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



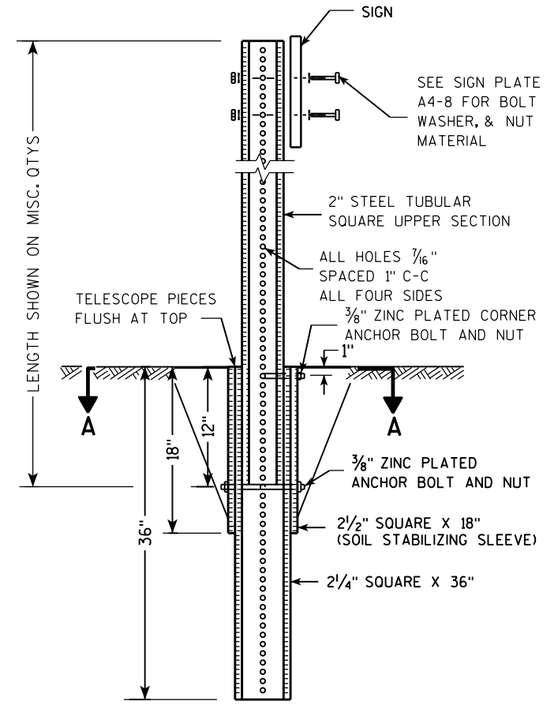
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

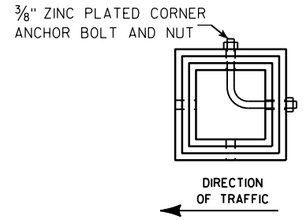


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

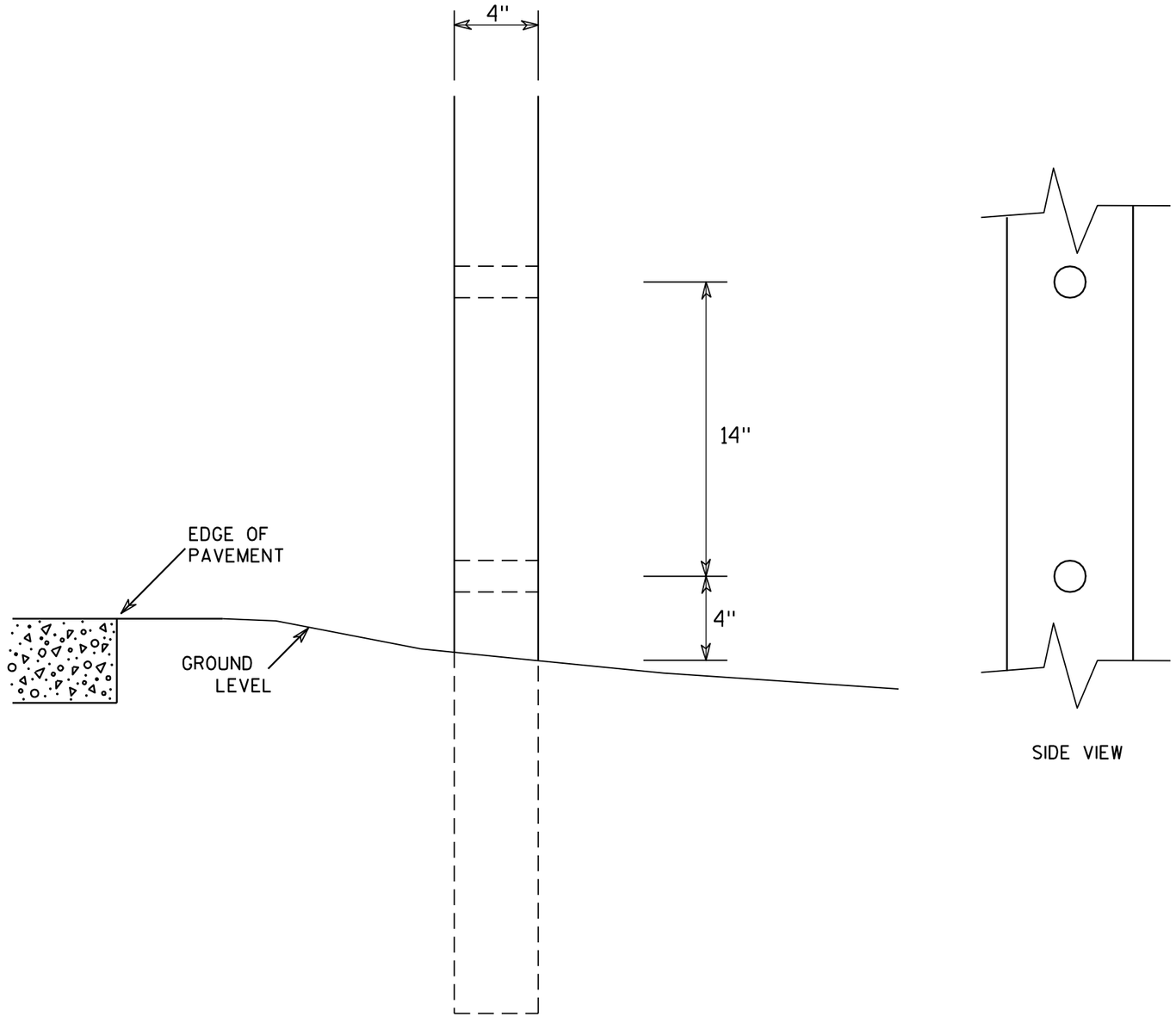
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 300 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

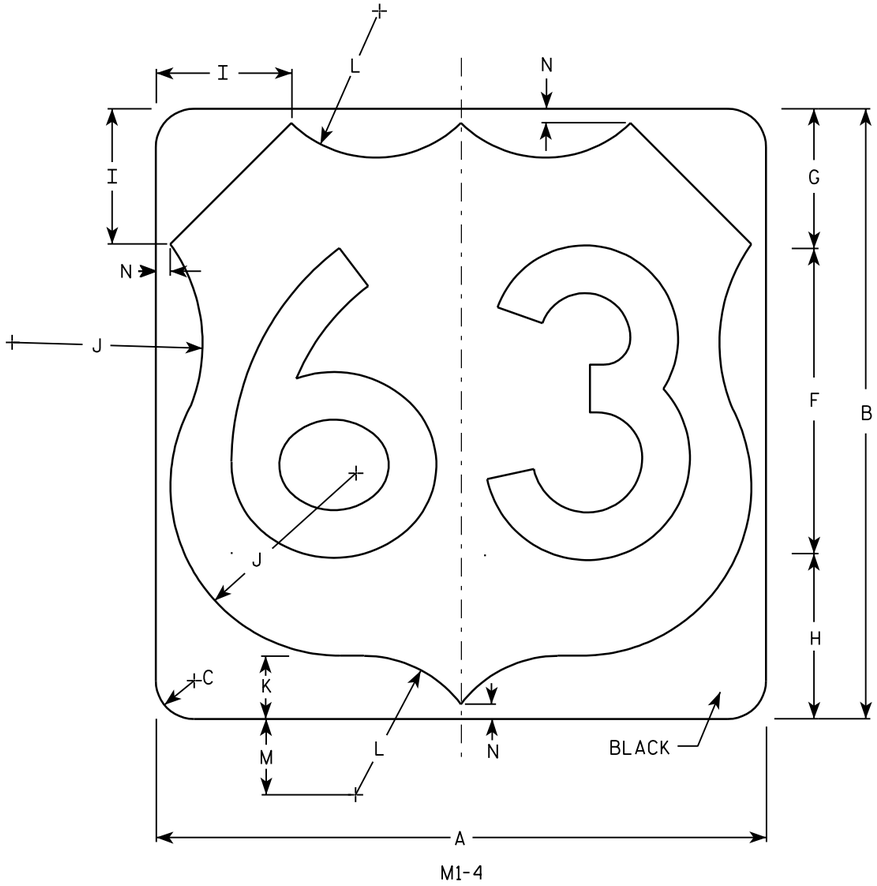
APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

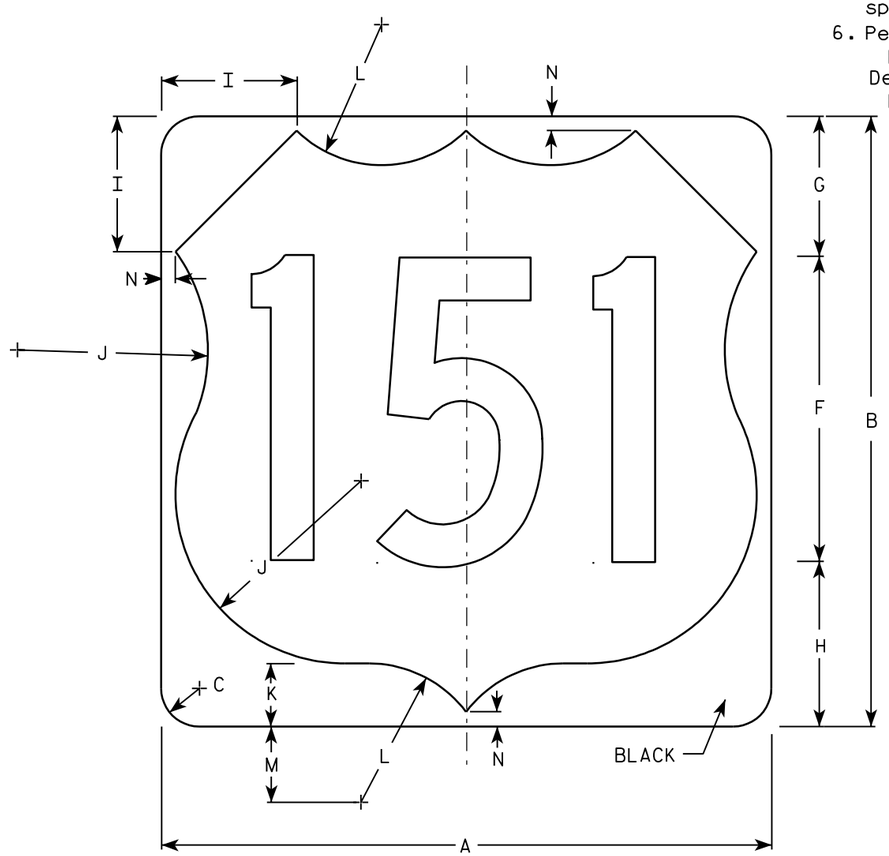
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 301	E

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 numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

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	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

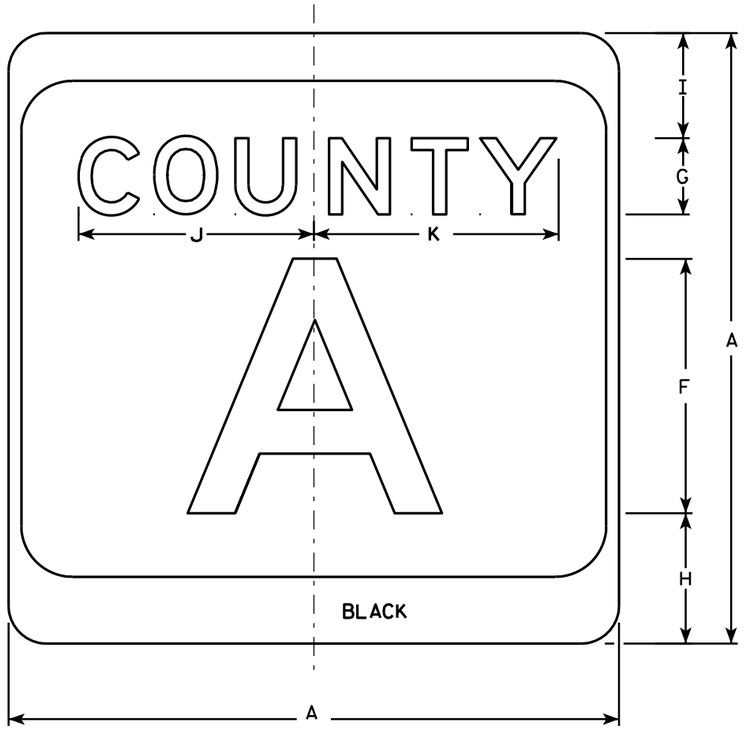
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

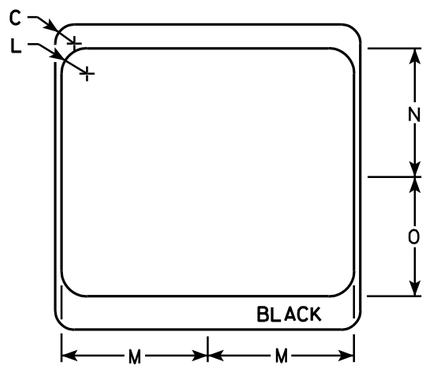
APPROVED Matthew R Rauch
for State Traffic Engineer

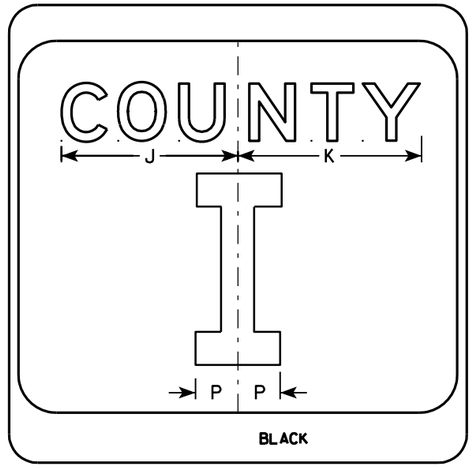
DATE 08/25/05 PLATE NO. M1-4.9

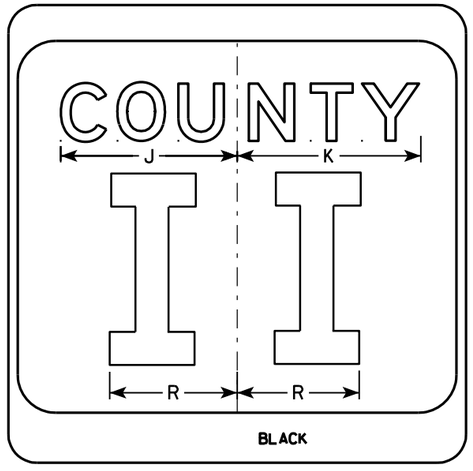
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 302 | E



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

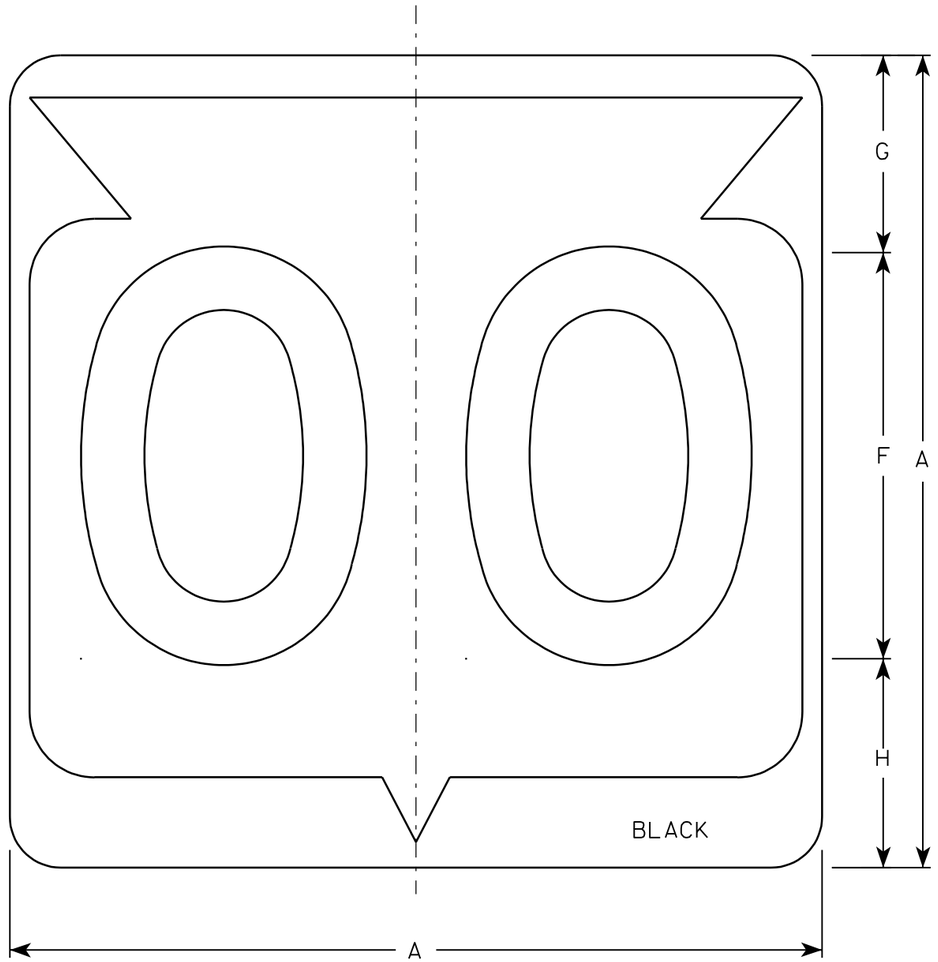
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

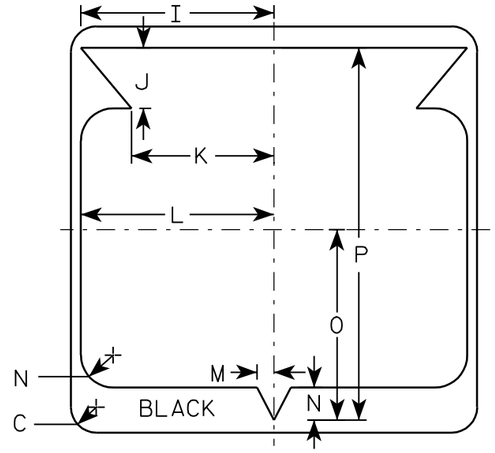
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 303 | E



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

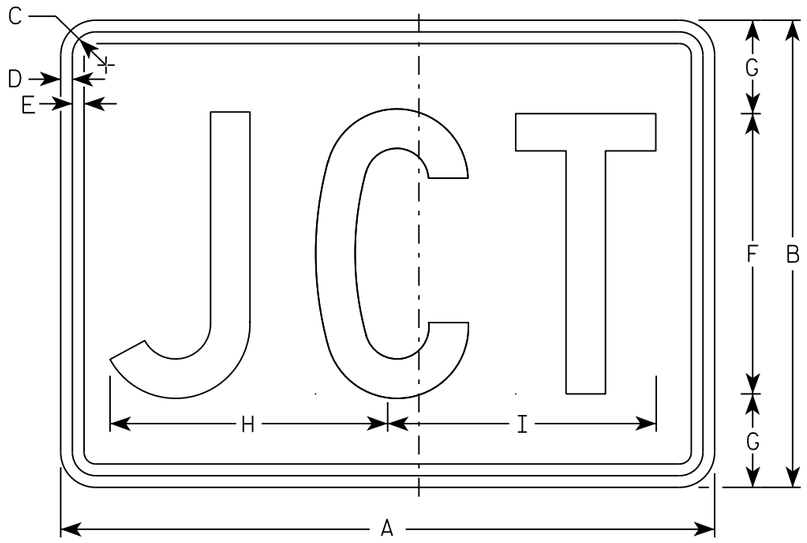
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

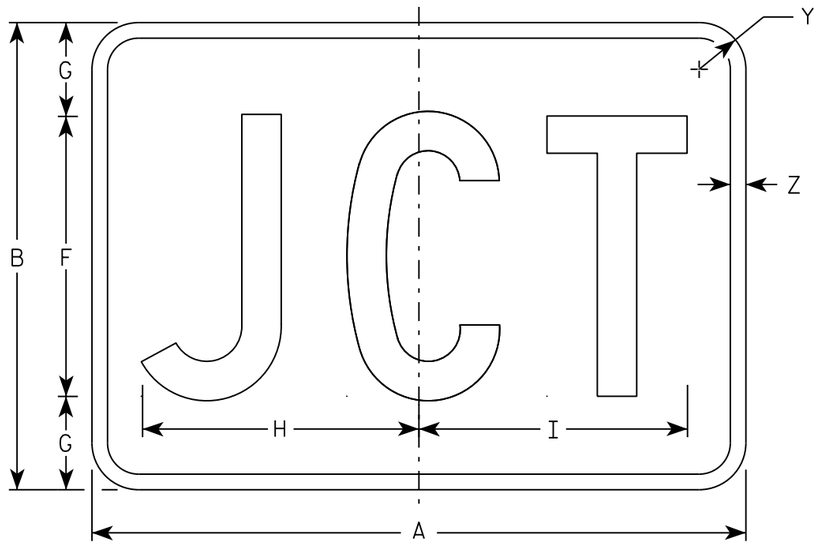
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 304	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

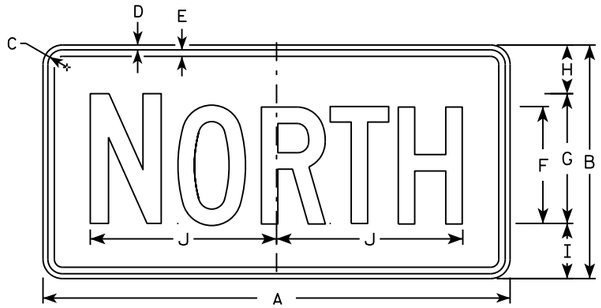
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

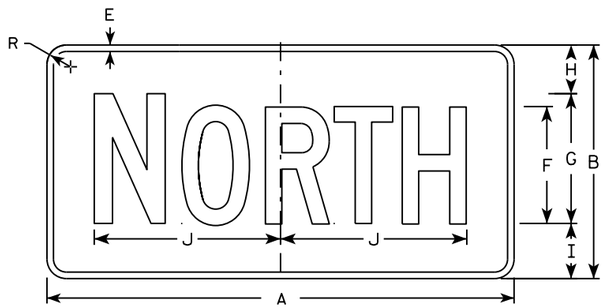
DATE 10/15/15 PLATE 305 12-1.12

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



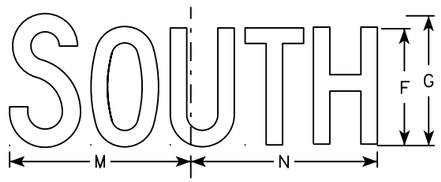
MB3-1
MK3-1
MN3-1



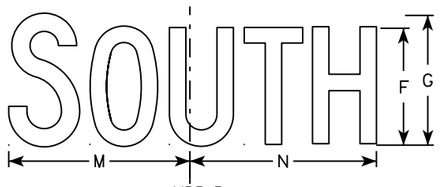
M3-2
MM3-2
MP3-2



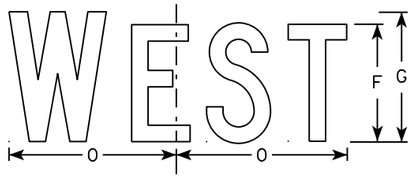
MB3-2
MK3-2
MN3-2



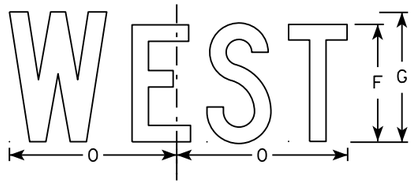
M3-3
MM3-3
MP3-3



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

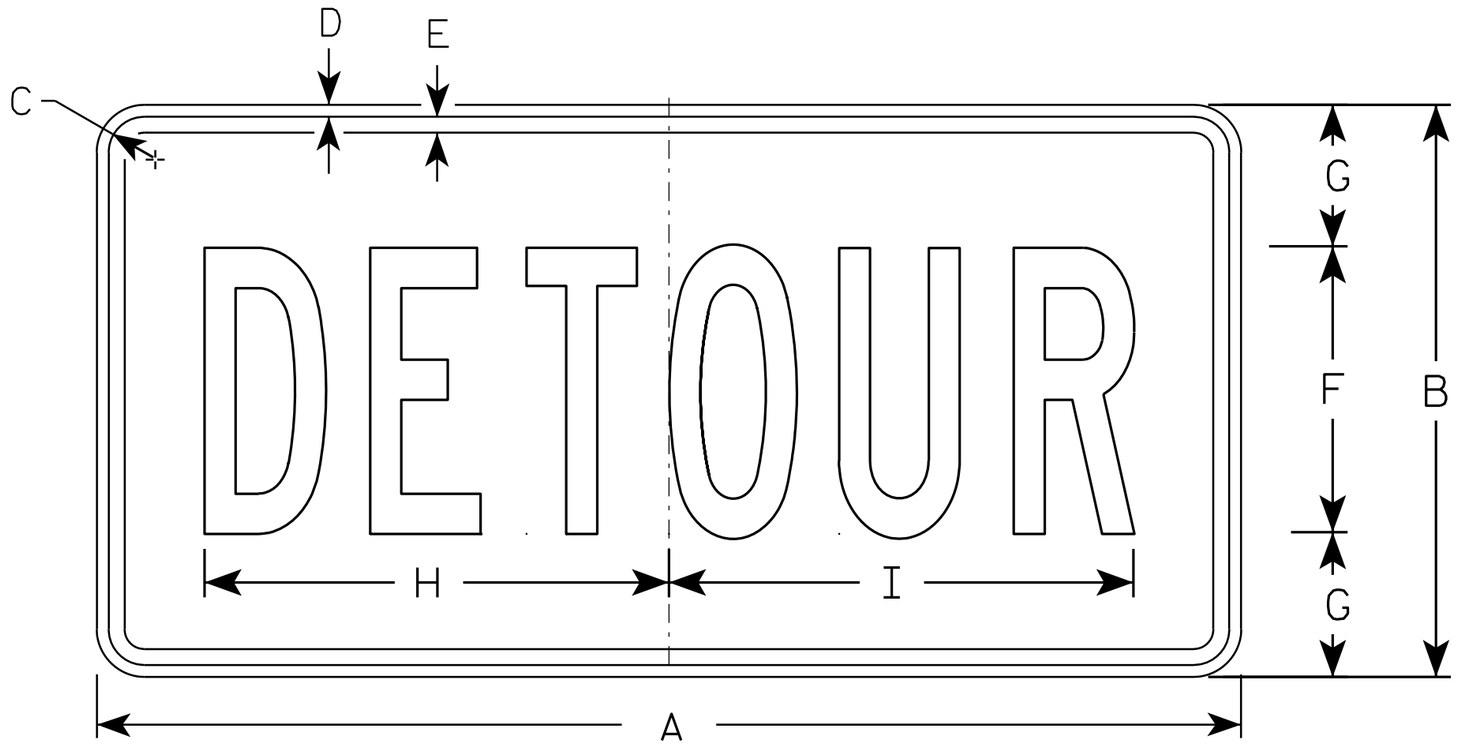
WISCONSIN DEPT OF TRANSPORTATION

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																											

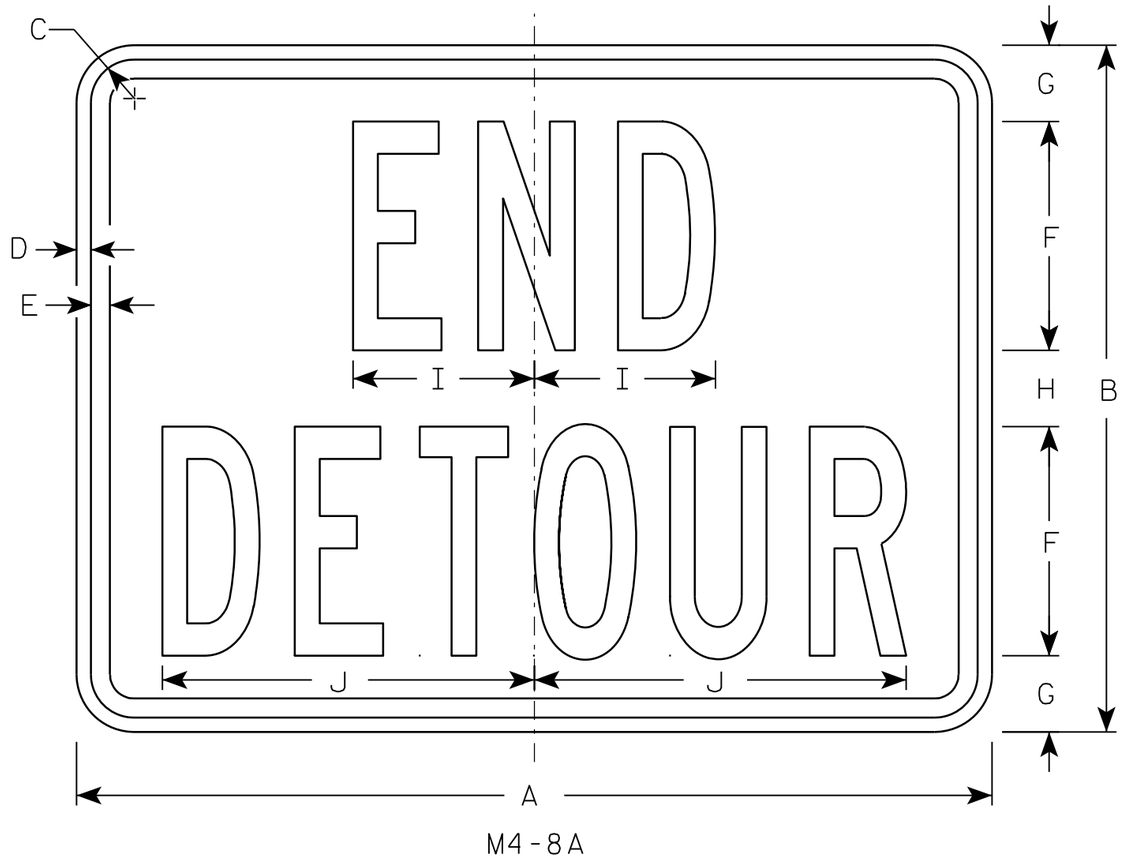
STANDARD SIGN
M4-8

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: 307	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																											

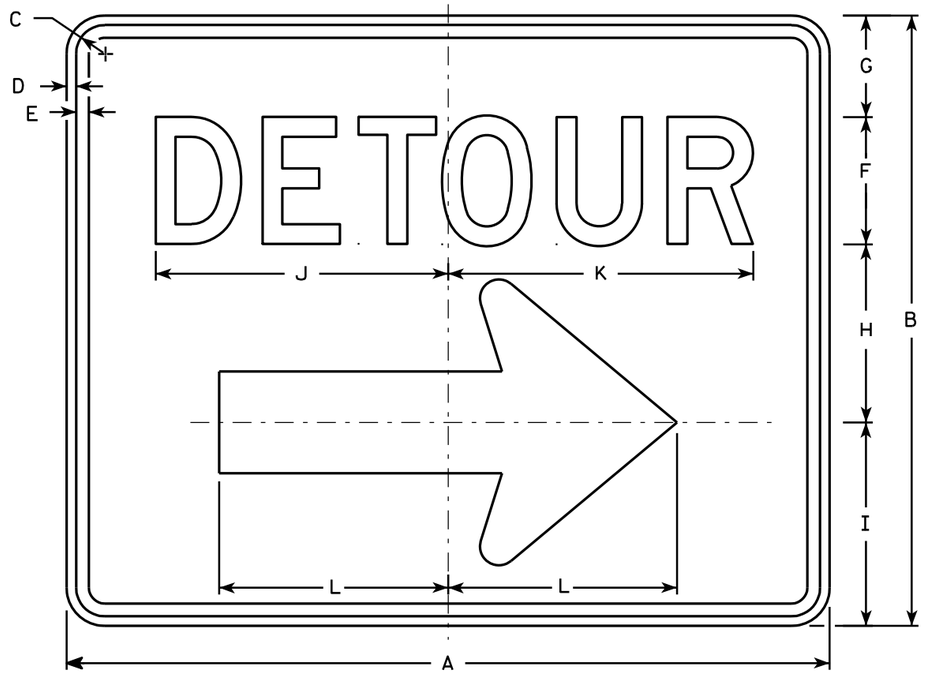
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

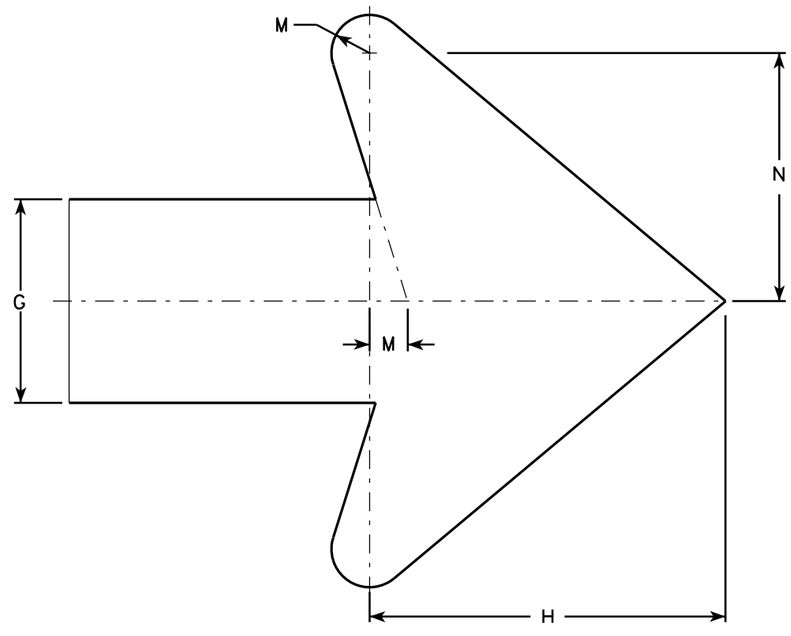
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 308	E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

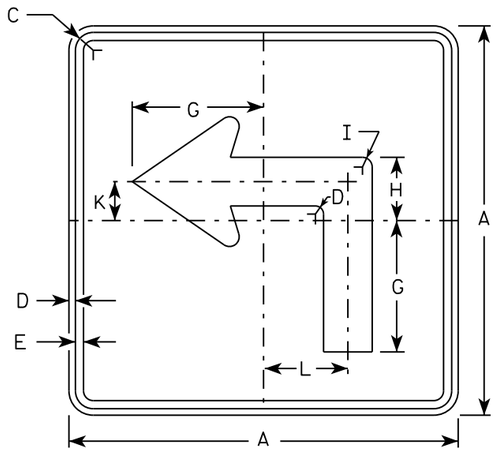
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

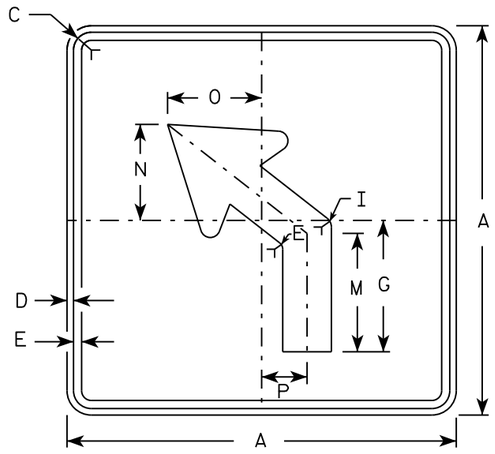
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

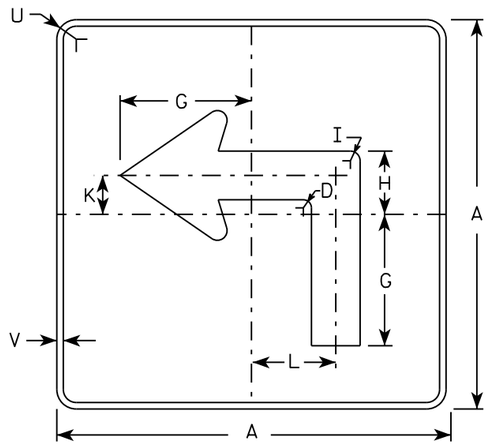
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 309 | E



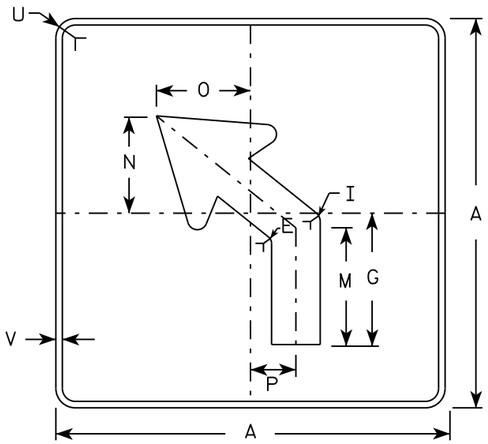
M5-1L
MM5-1L
MO5-1L
MP5-1L



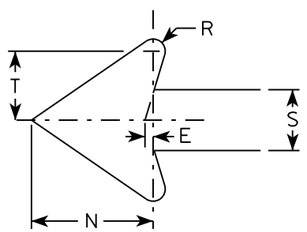
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

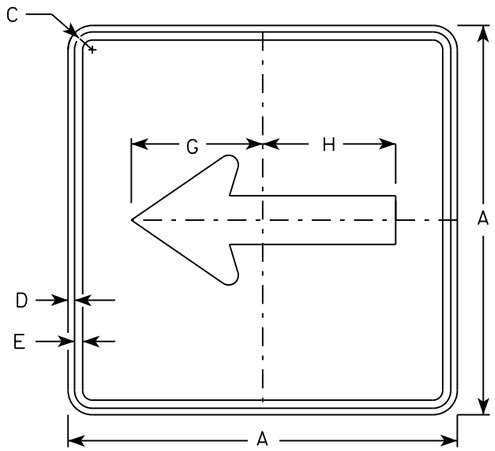
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

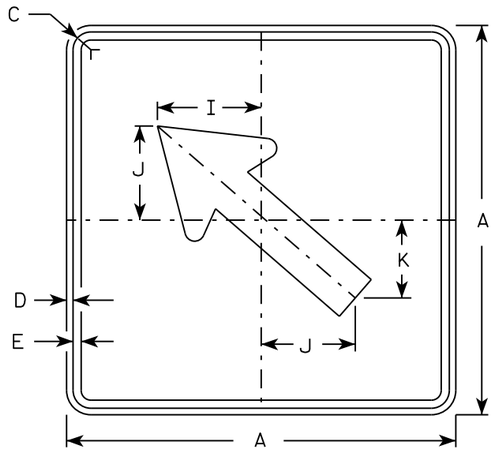
DATE 10/15/15 PLATE NO. M5-1.13

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



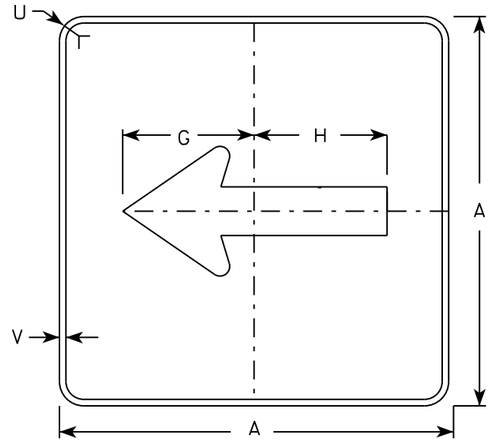
M6-1
MM6-1
MO6-1
MP6-1



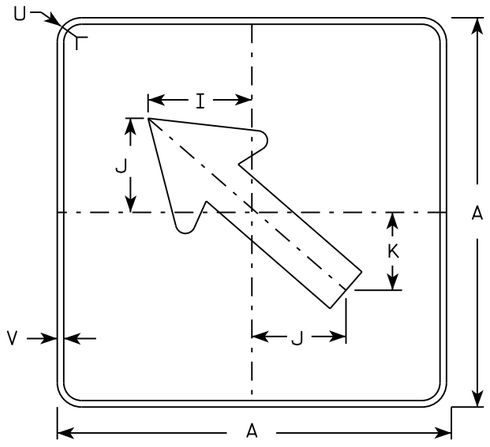
M6-2
MM6-2
MO6-2
MP6-2

NOTES

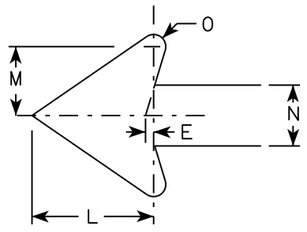
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

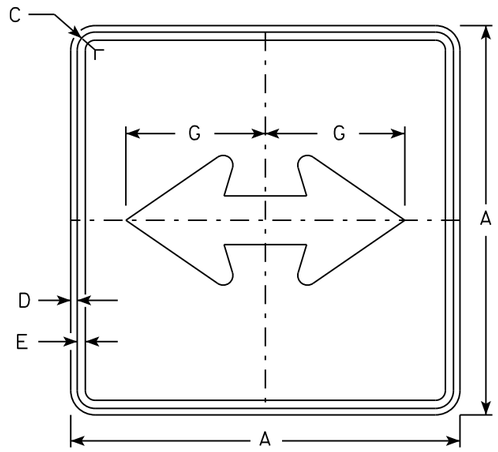
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

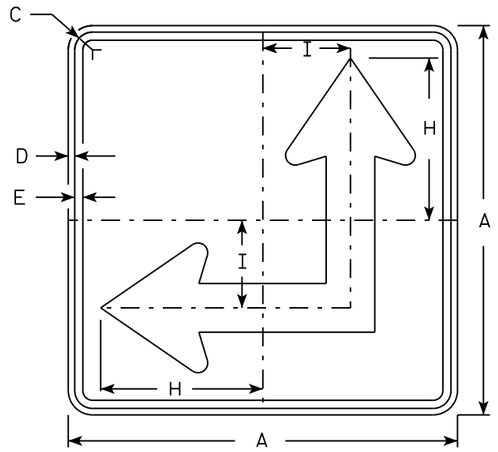
DATE 10/15/15 PLATE 311 M6-1.15

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



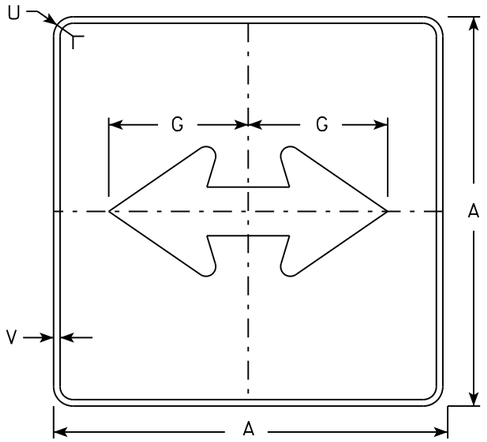
M6-4
MM6-4
MO6-4
MP6-4



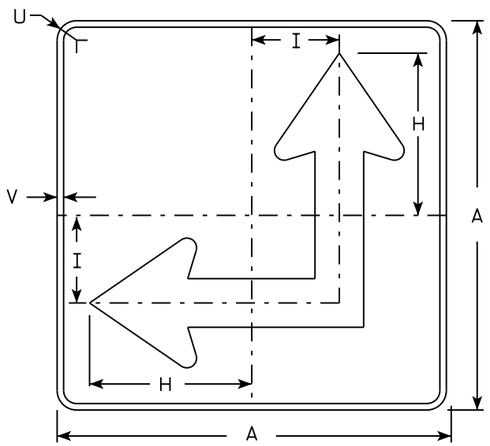
M6-6
MM6-6
MO6-6
MP6-6

NOTES

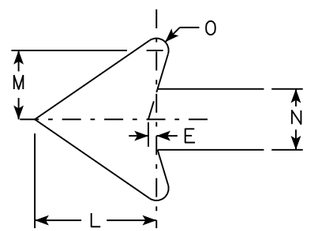
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - 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

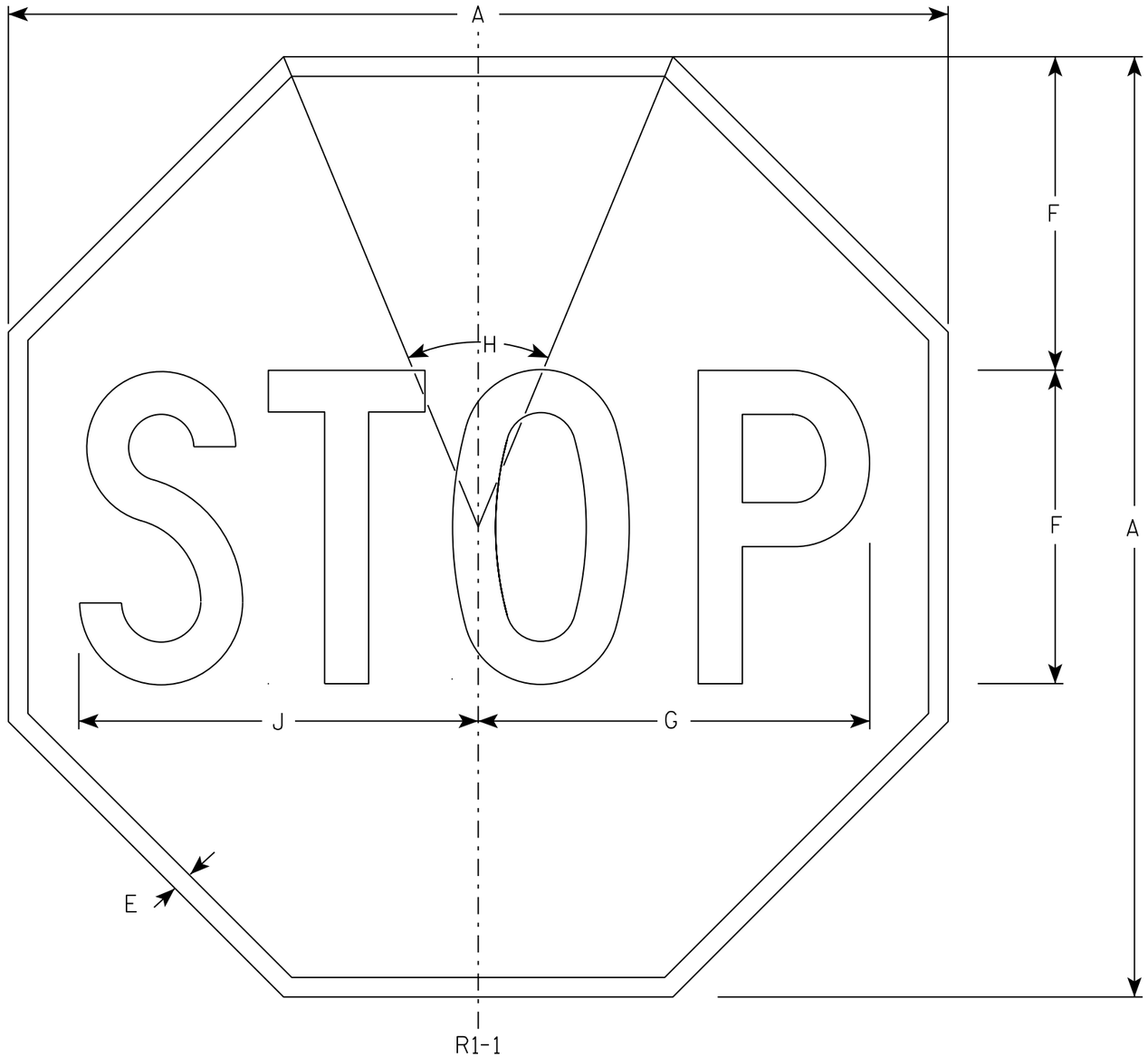
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 312 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



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

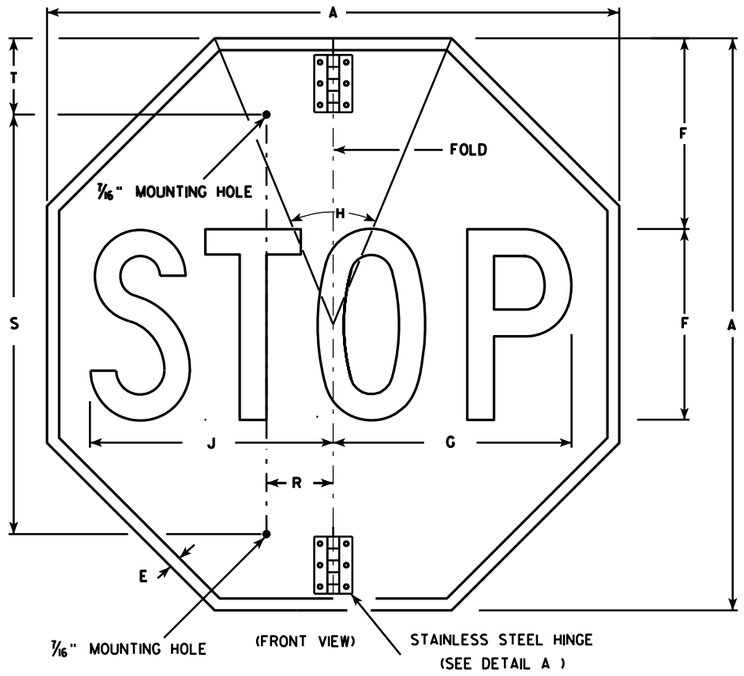
WISCONSIN DEPT OF TRANSPORTATION

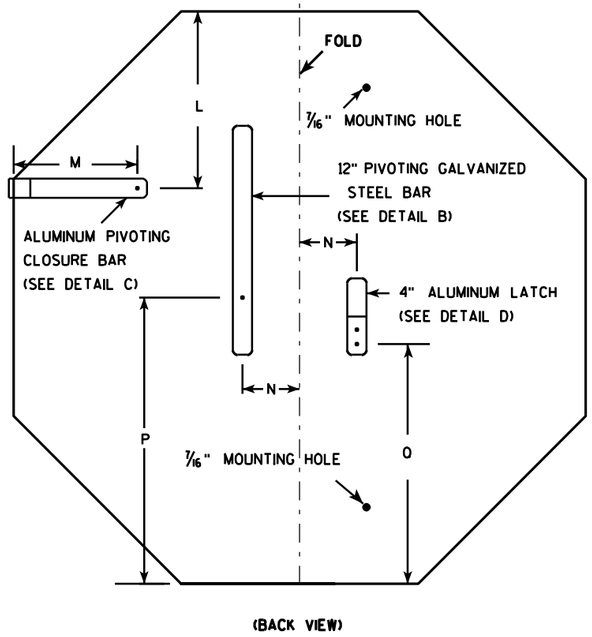
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

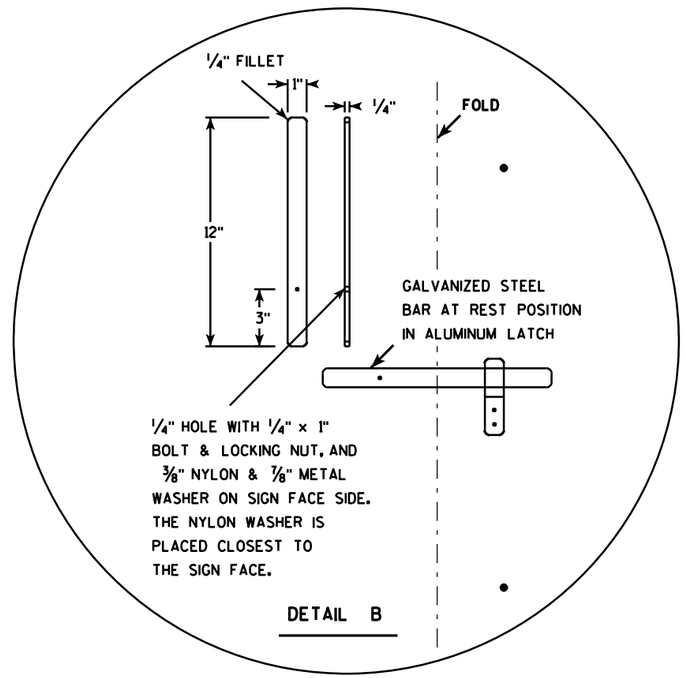
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



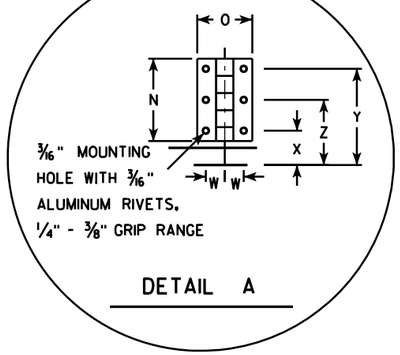


NOTES

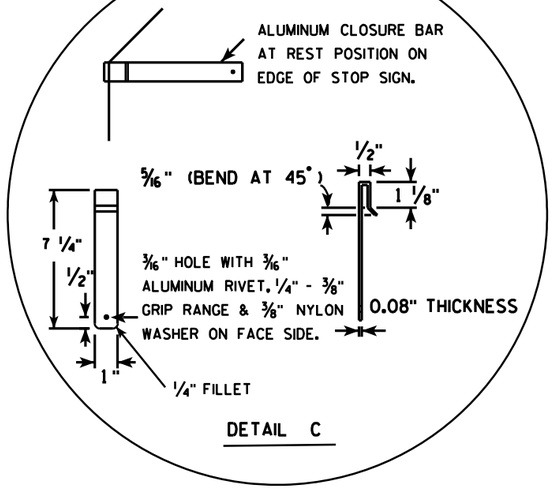
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



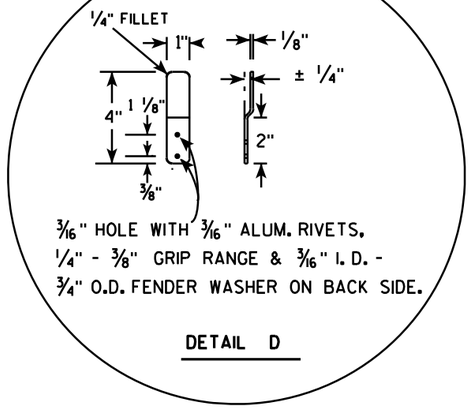
DETAIL B



DETAIL A



DETAIL C



DETAIL D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

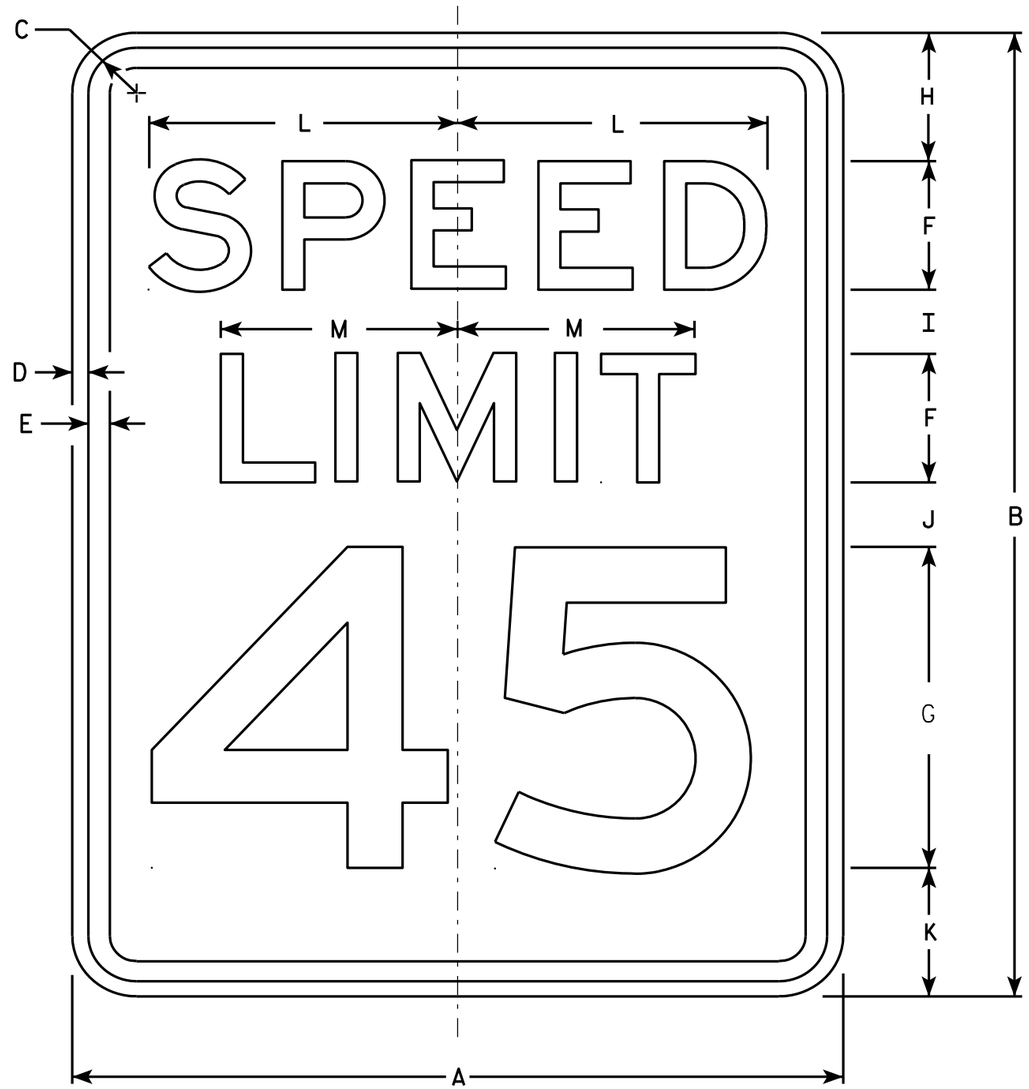
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 314 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11F.DGN PLOT DATE : 02-DEC-2010 15:26 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

WISDOT/CADDS SHEET 42



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

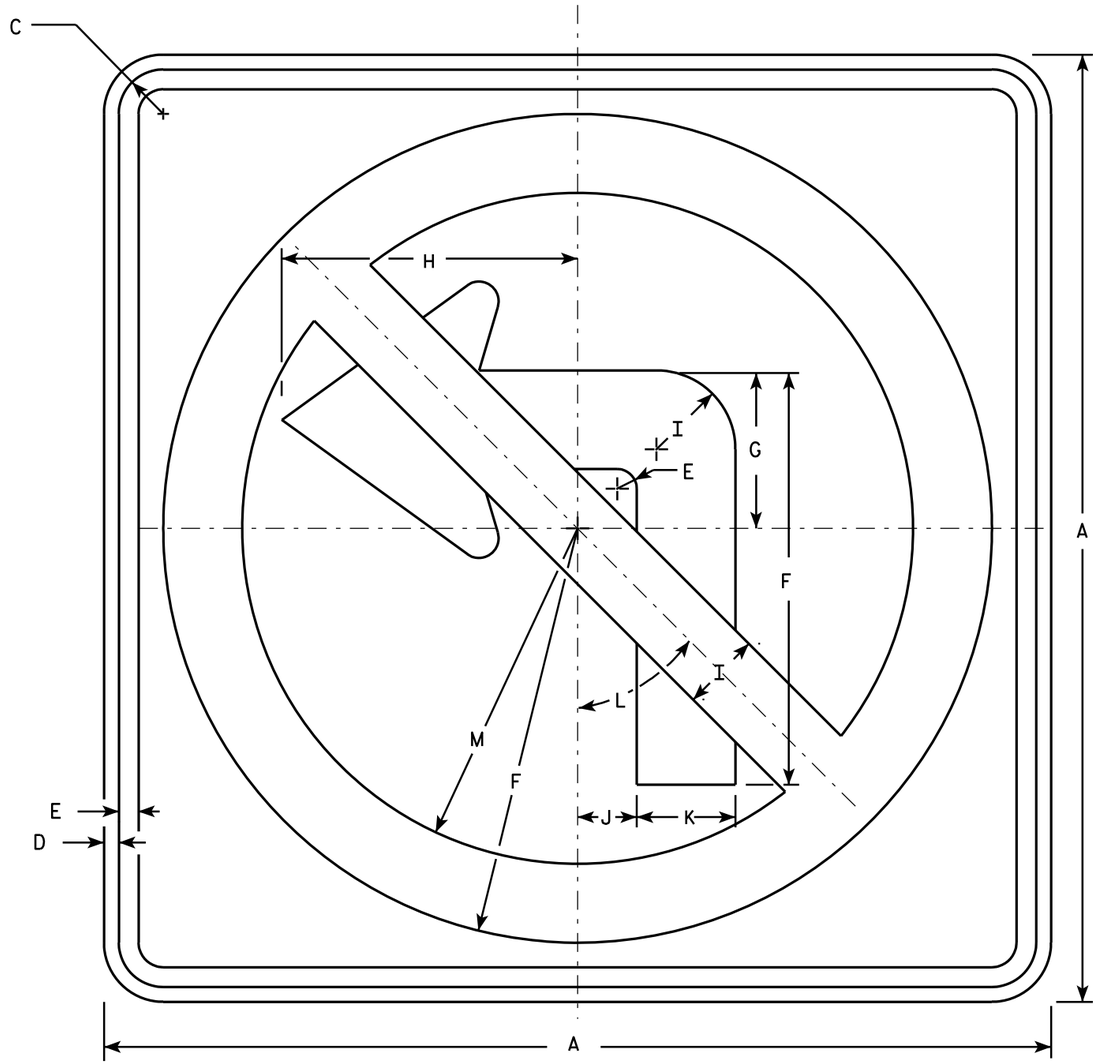
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

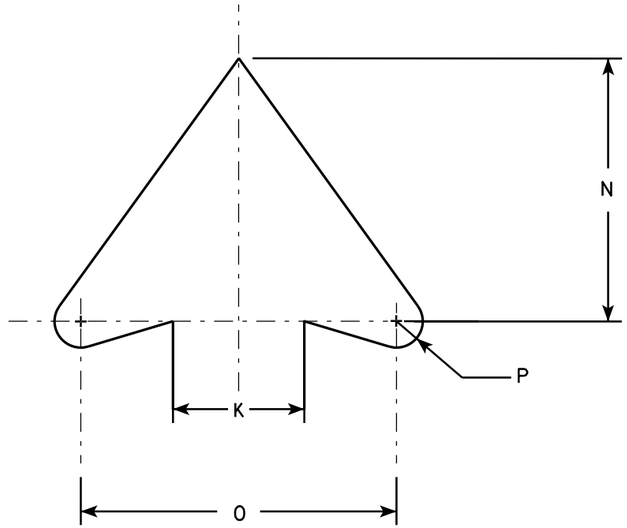
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 315 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

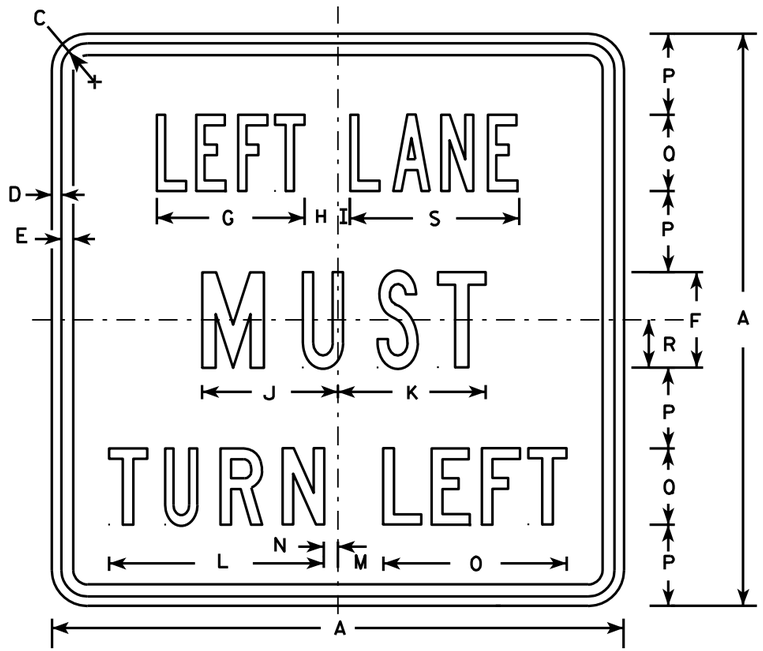
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

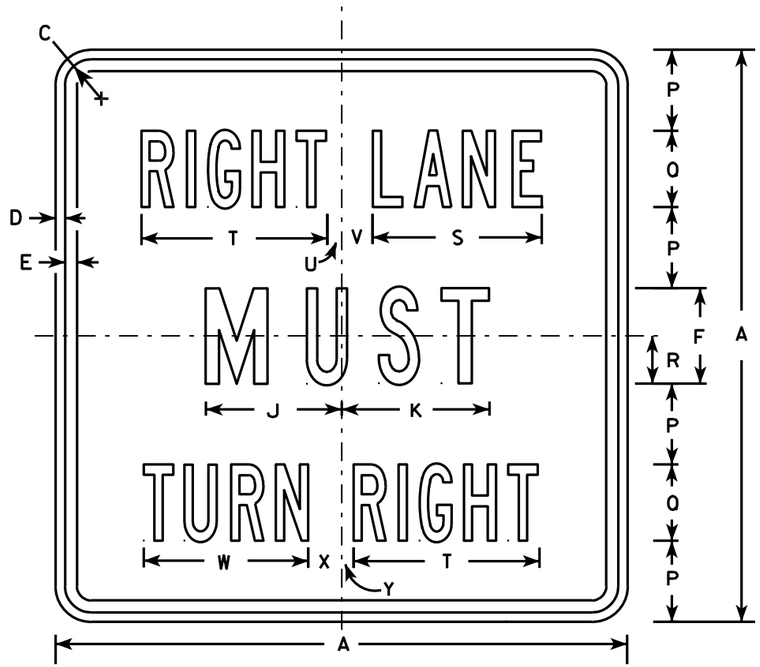
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 316 | E



R3-7L



R3-7R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

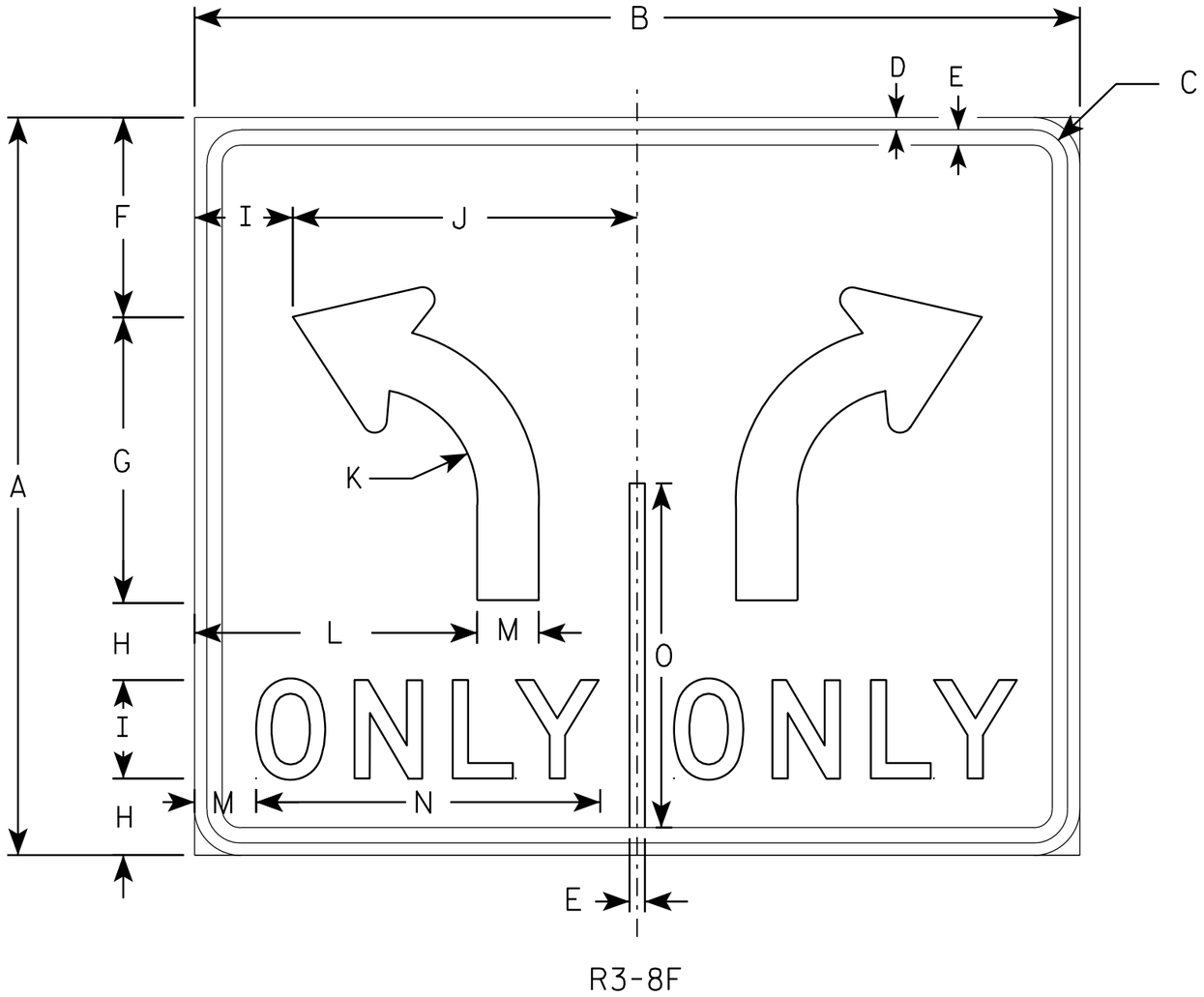
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

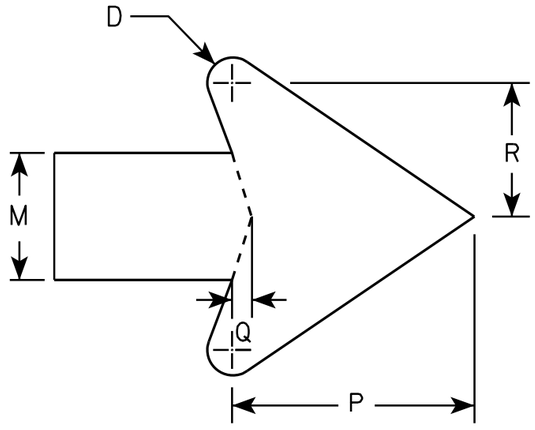
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 317 | E



R3-8F

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8									7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8									7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4									18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4									18.0

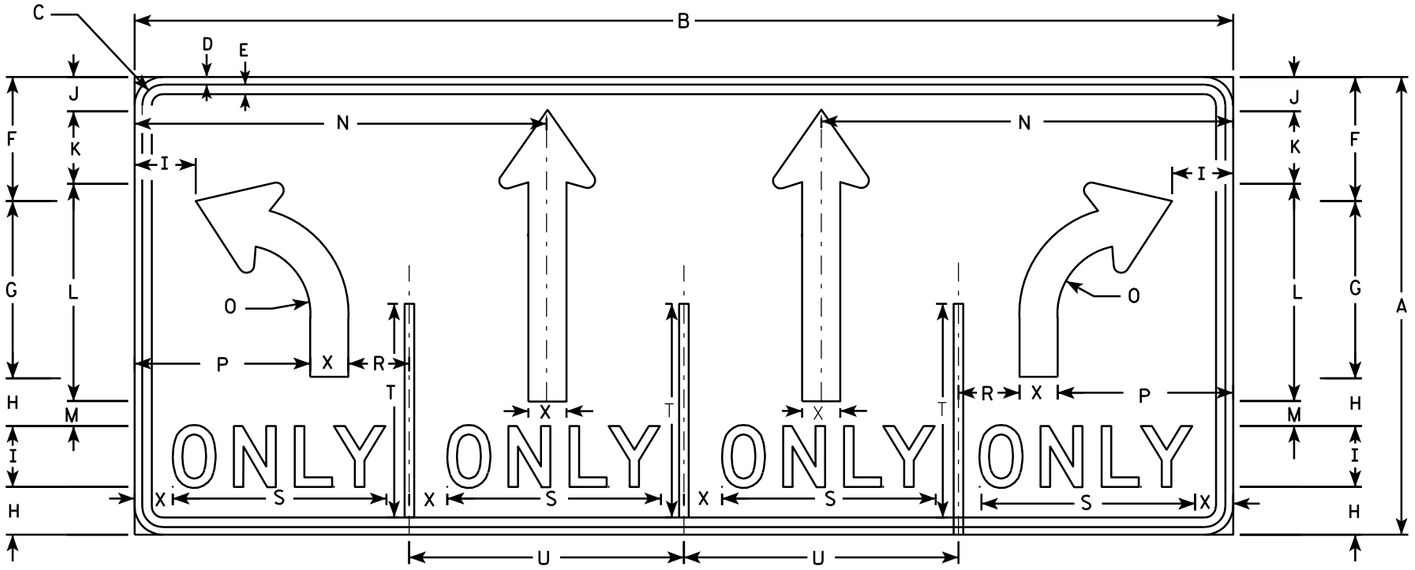
STANDARD SIGN
R3-8F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8F.2

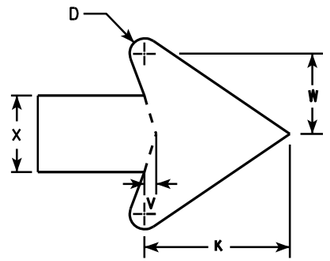
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 318 | E



R3-8V

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	72	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	27	4 1/2	11 1/2		4	14	14	18	3/8	2 5/8	2 1/2			15.0
2M	30	72	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	27	4 1/2	11 1/2		4	14	14	18	3/8	2 5/8	2 1/2			15.0
3																											
4	48	108	2 1/4	3/4	1	14 3/8	17 1/4	5 3/8	6	5 3/8	7 1/8	21 1/2	3	40 1/2	7 1/4	17 1/4		6	20 5/8	22 3/8	27	5/8	4	3 3/4			36.0
5	48	108	2 1/4	3/4	1	14 3/8	17 1/4	5 3/8	6	5 3/8	7 1/8	21 1/2	3	40 1/2	7 1/4	17 1/4		6	20 5/8	22 3/8	27	5/8	4	3 3/4			36.0

STANDARD SIGN
R3-8V

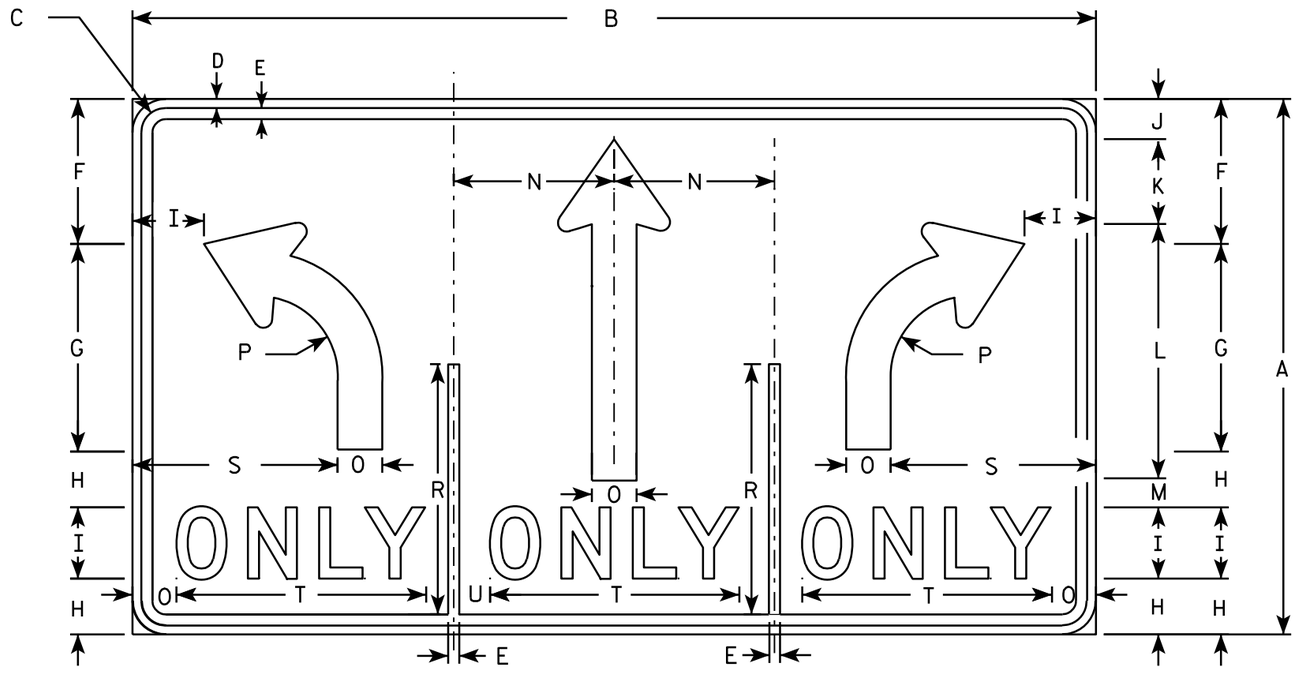
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/18/11 PLATE NO. R3-8V.3

PROJECT NO:

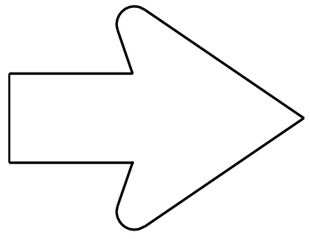
SHEET NO: 319 E



R3-8W

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SEE R3-8 FOR ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
3																											
4	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 3/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0
5	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 7/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0

STANDARD SIGN
R3-8W

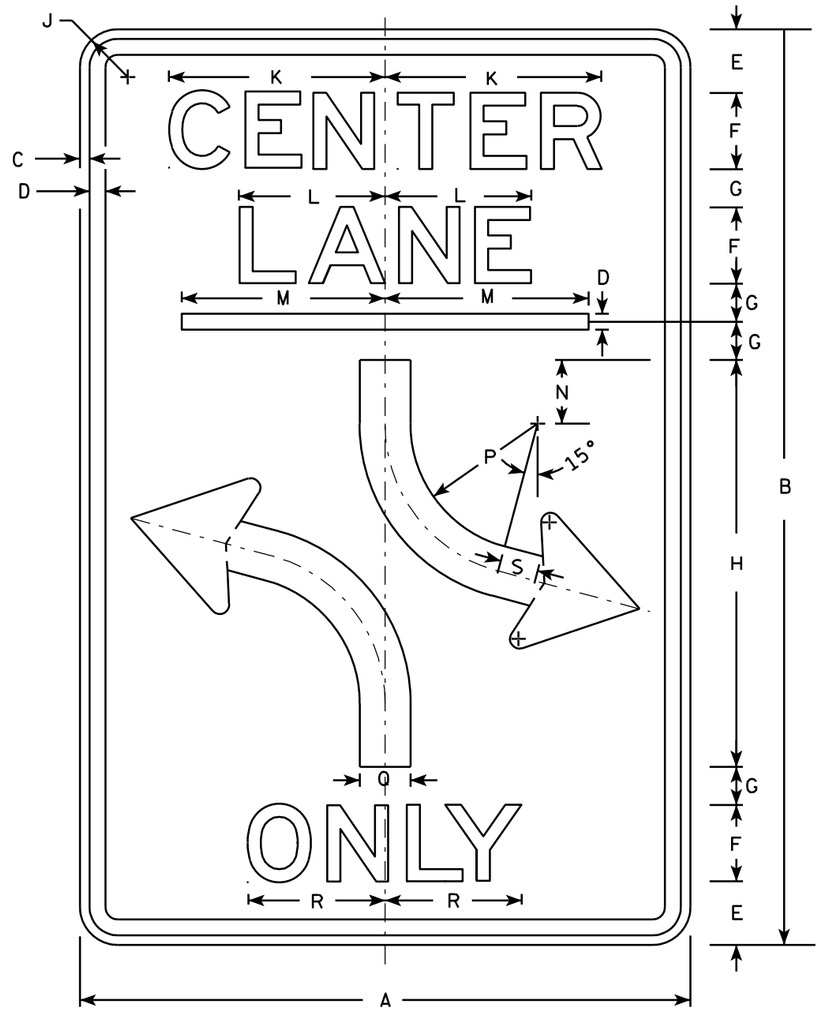
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8W.4

PROJECT NO:

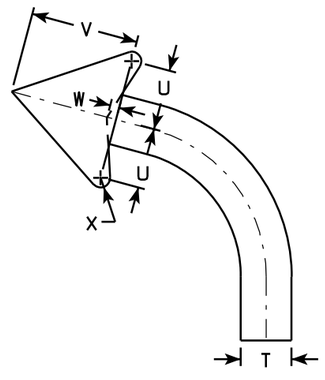
SHEET NO: 320 E



R3-9B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
2M	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
3	36	48	5/8	7/8	3 1/2	5	1 1/2	20		2 1/4	14 1/8	9 1/2	12	3		4	3	9 7/8	2		3 1/2	6 1/8	1/2				12.0
4																											
5																											

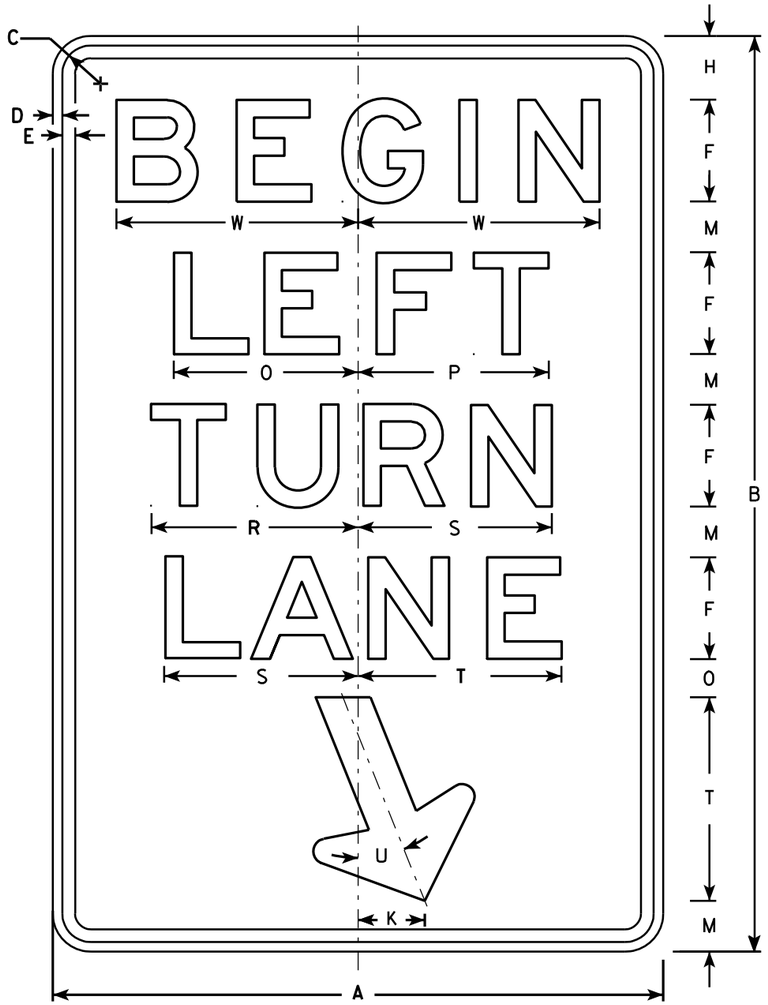
STANDARD SIGN
R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9B.5

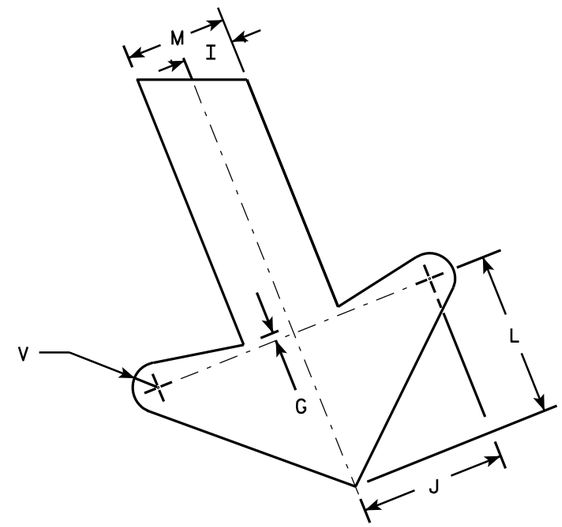
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 321 | E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

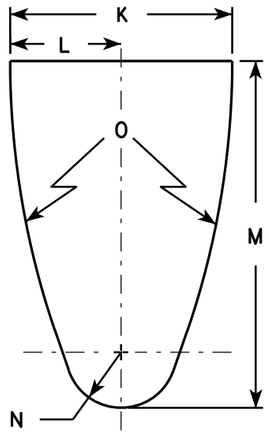
STANDARD SIGN
R3-20L

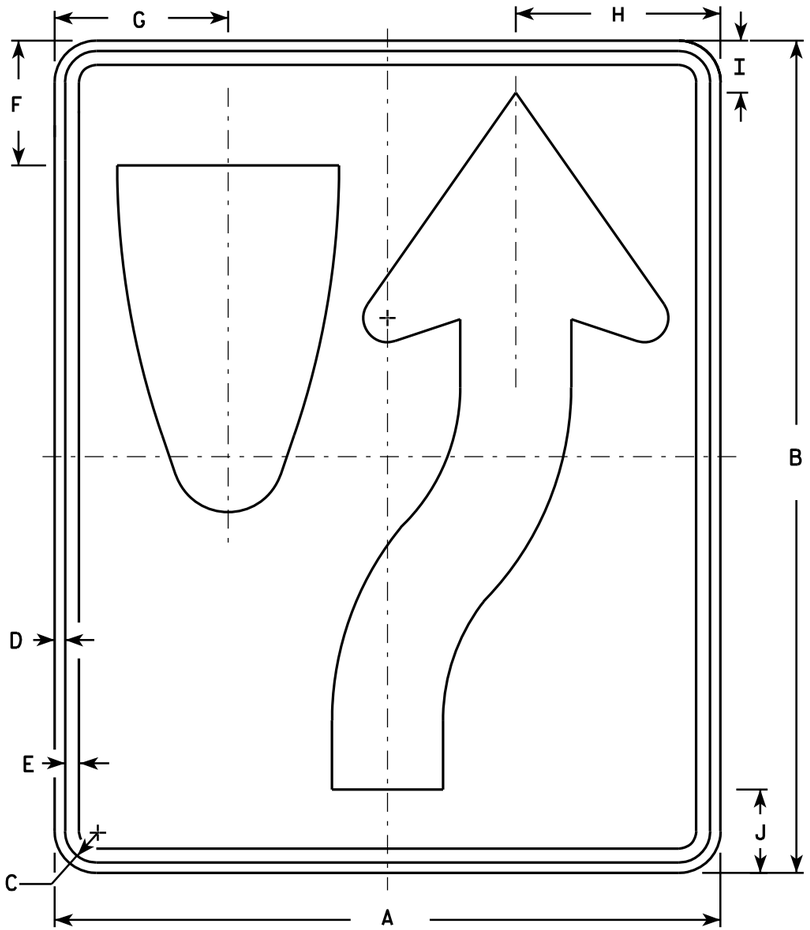
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 322 | E

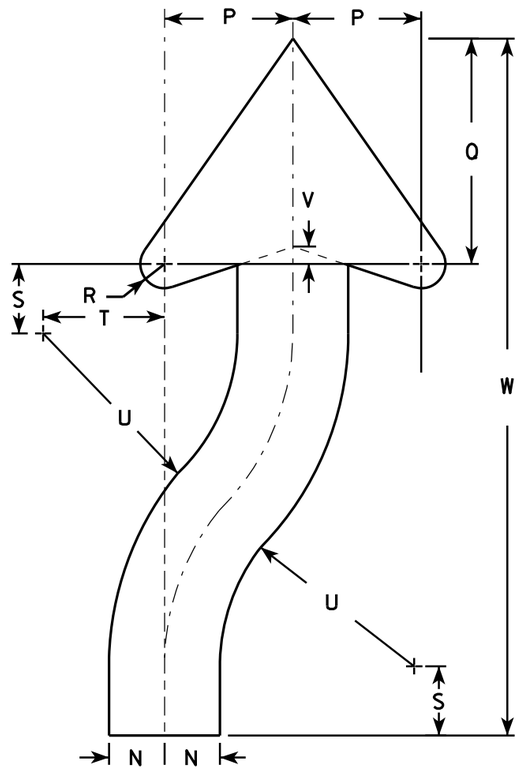




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

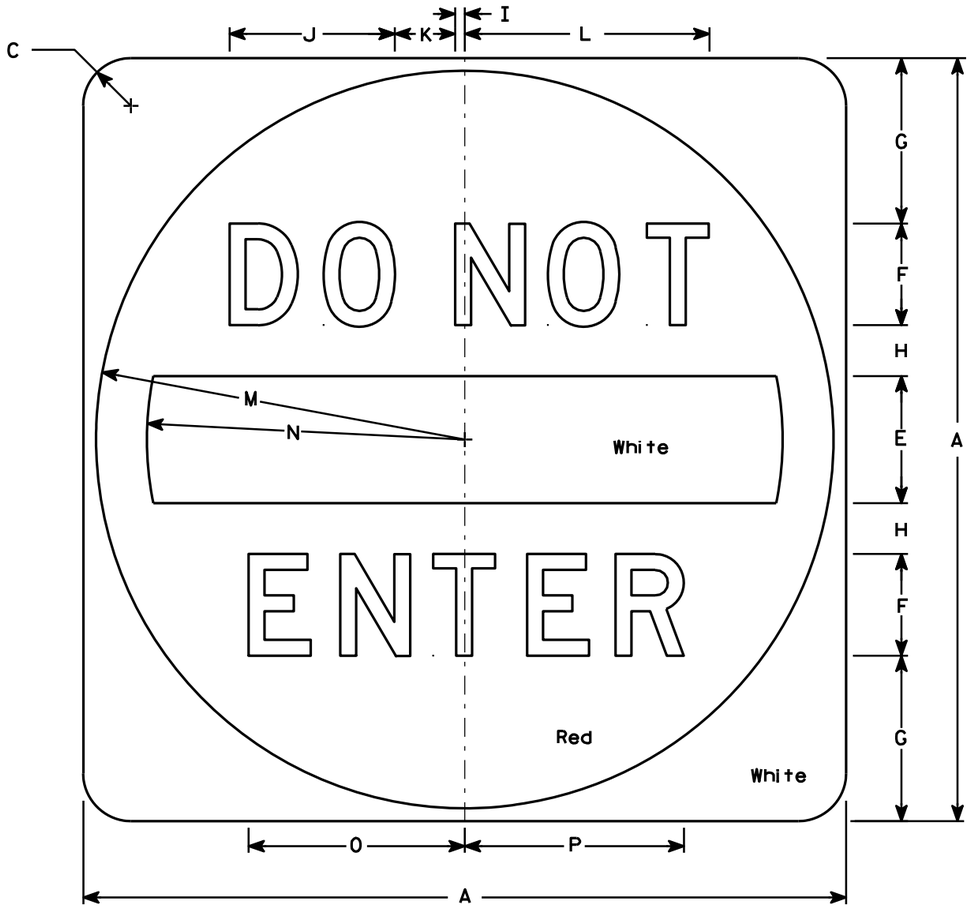
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 323	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

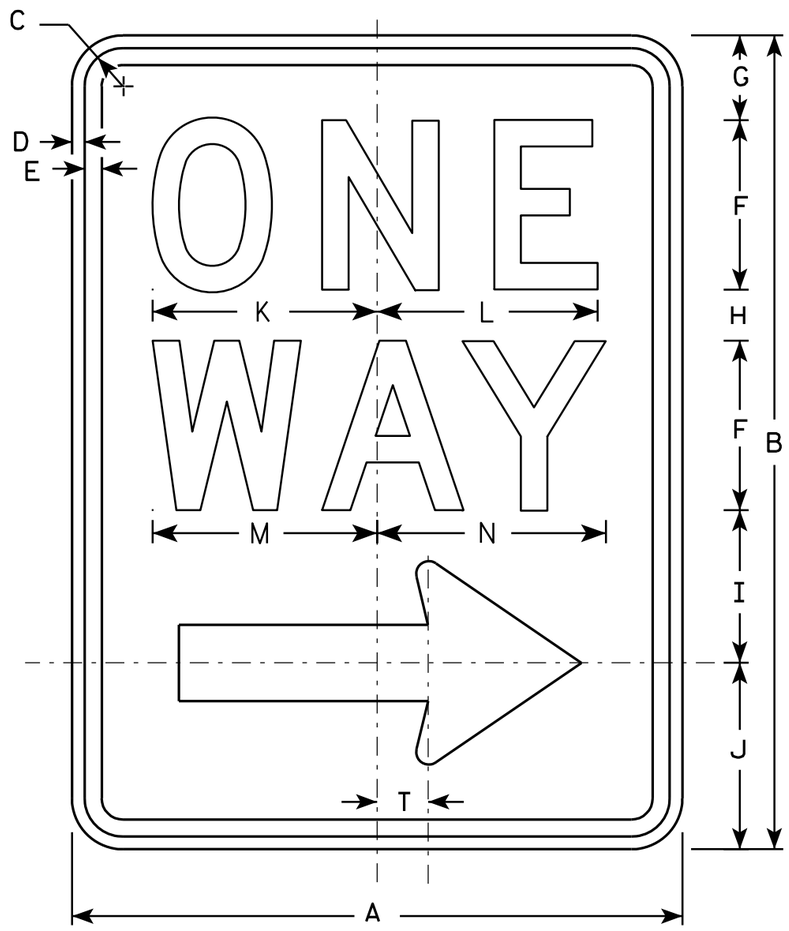
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

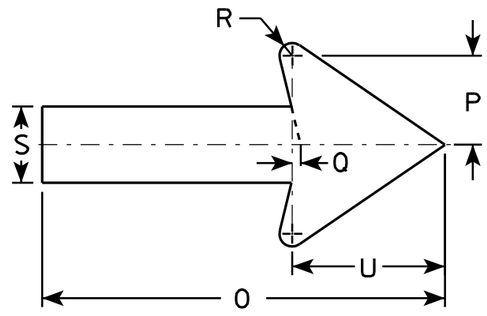
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 324 | E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 325	E



R9-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 & 3 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																											
2S	12	18	1 1/8	3/8	3/8	3	2	2 1/4	3 1/2	4 7/8																	1.5
2M	12	18	1 1/8	3/8	3/8	3	2	2 1/4	3 1/2	4 7/8																	1.5
3																											
4																											
5																											

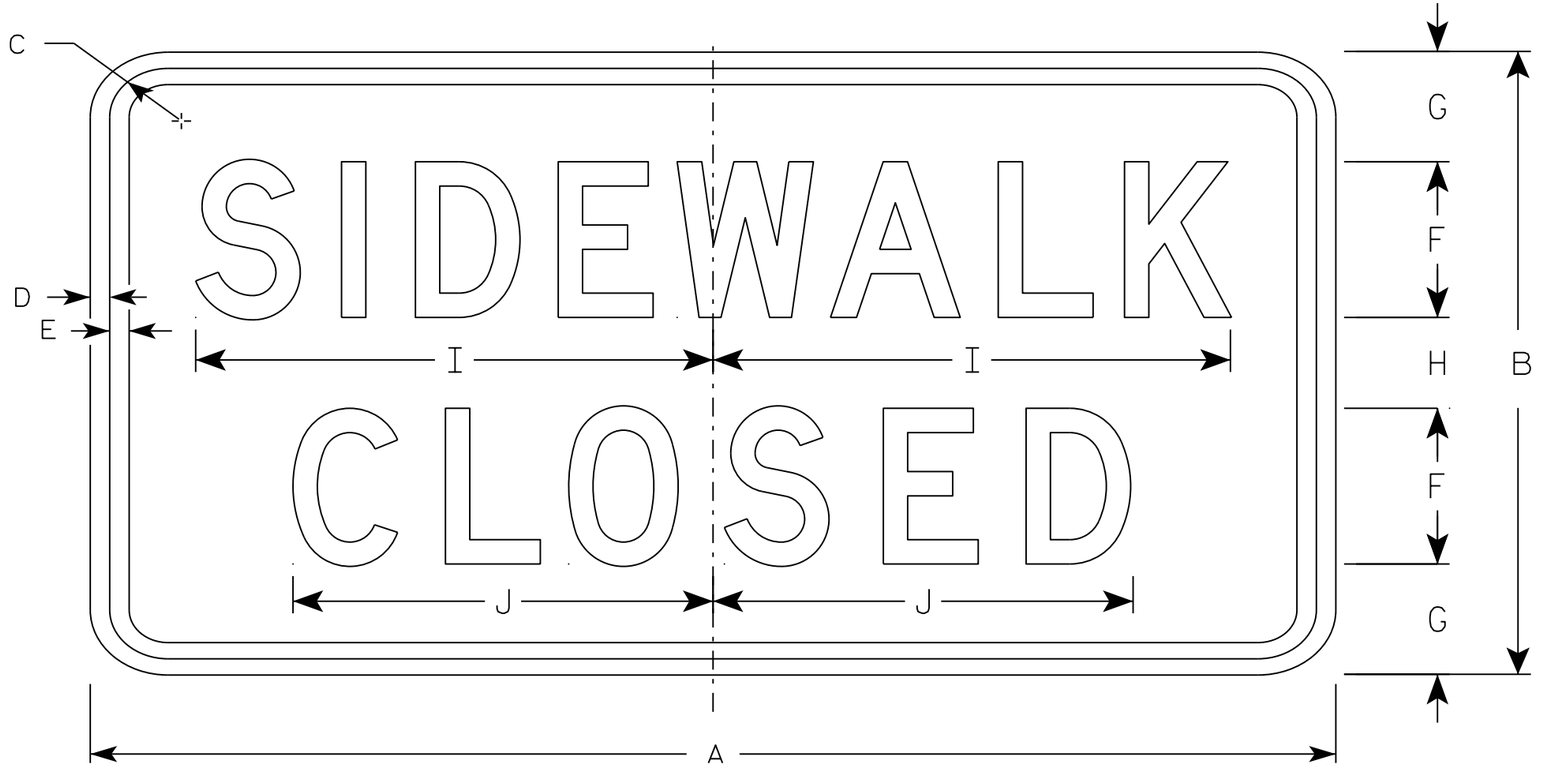
STANDARD SIGN
R9-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2011 PLATE NO. R9-3.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 326	E



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

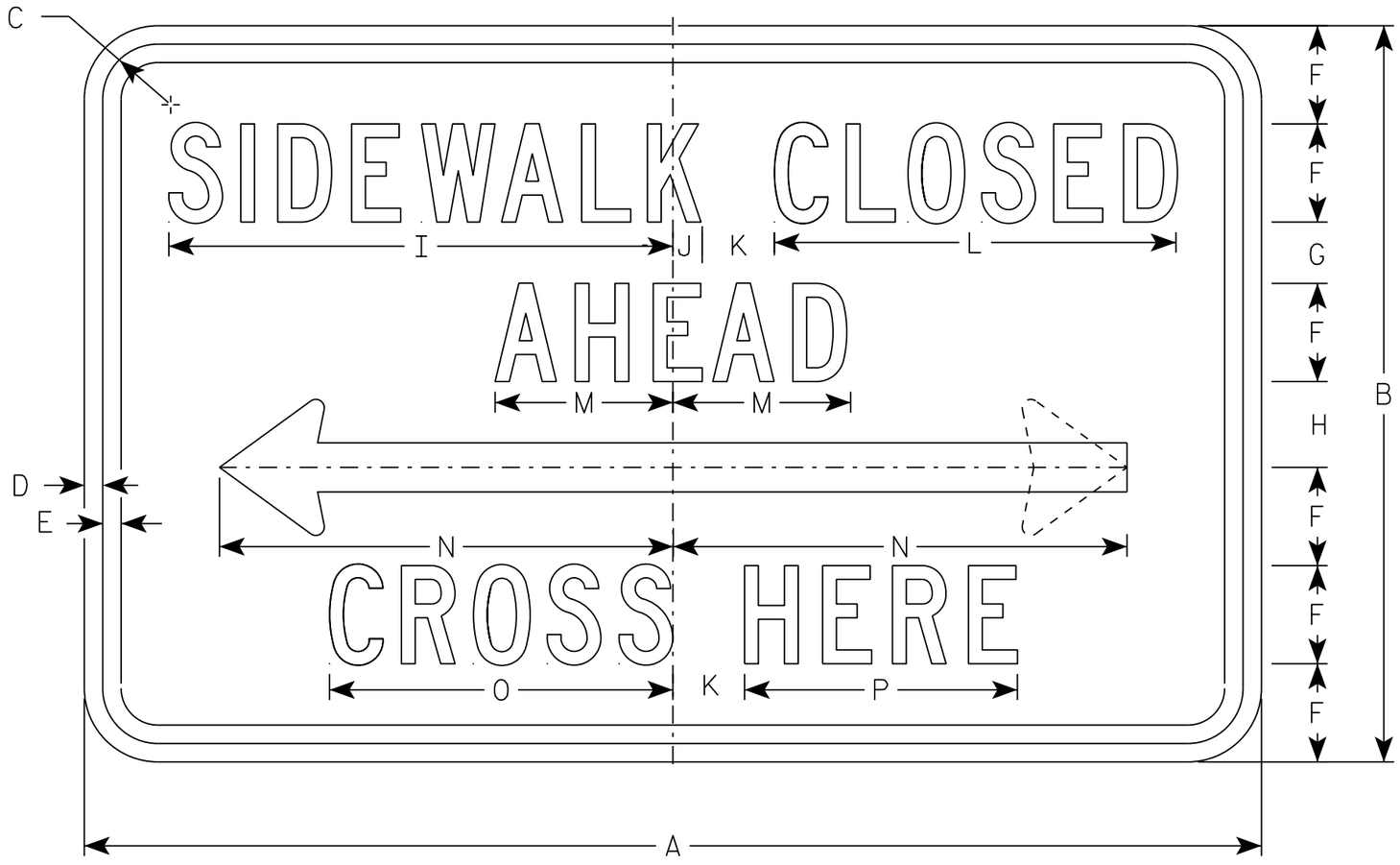
DATE 8/11/16 PLATE 327 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

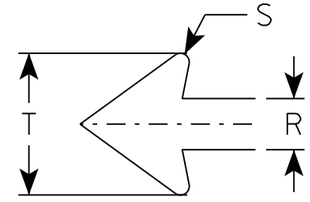
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.



R9-11



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

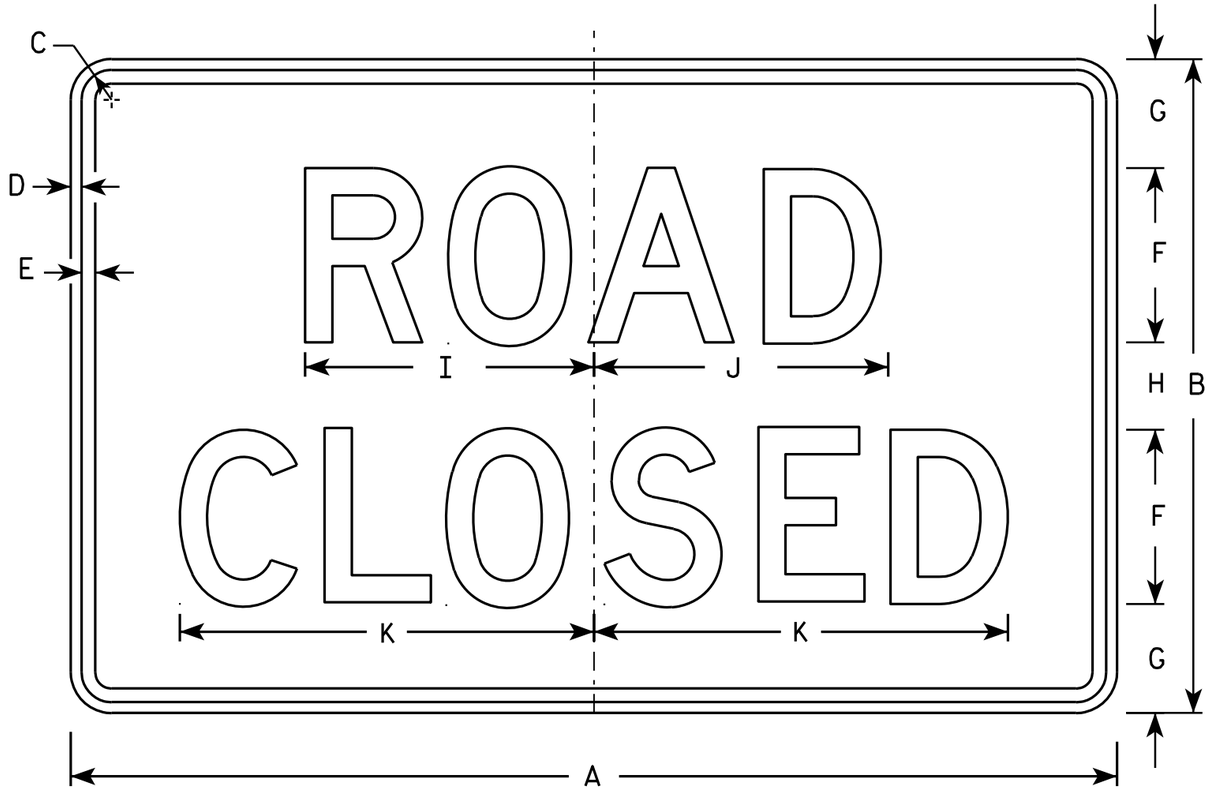
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R9-11.3

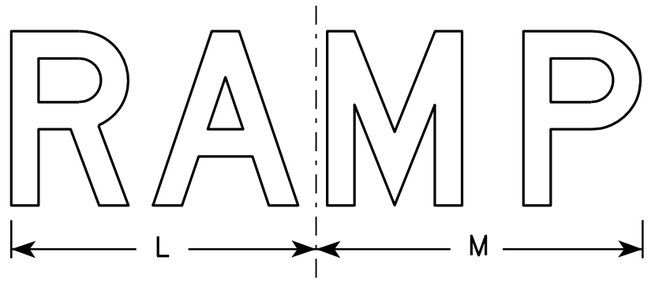
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 328	E



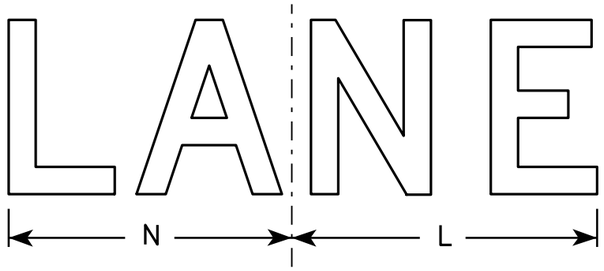
R11-2

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

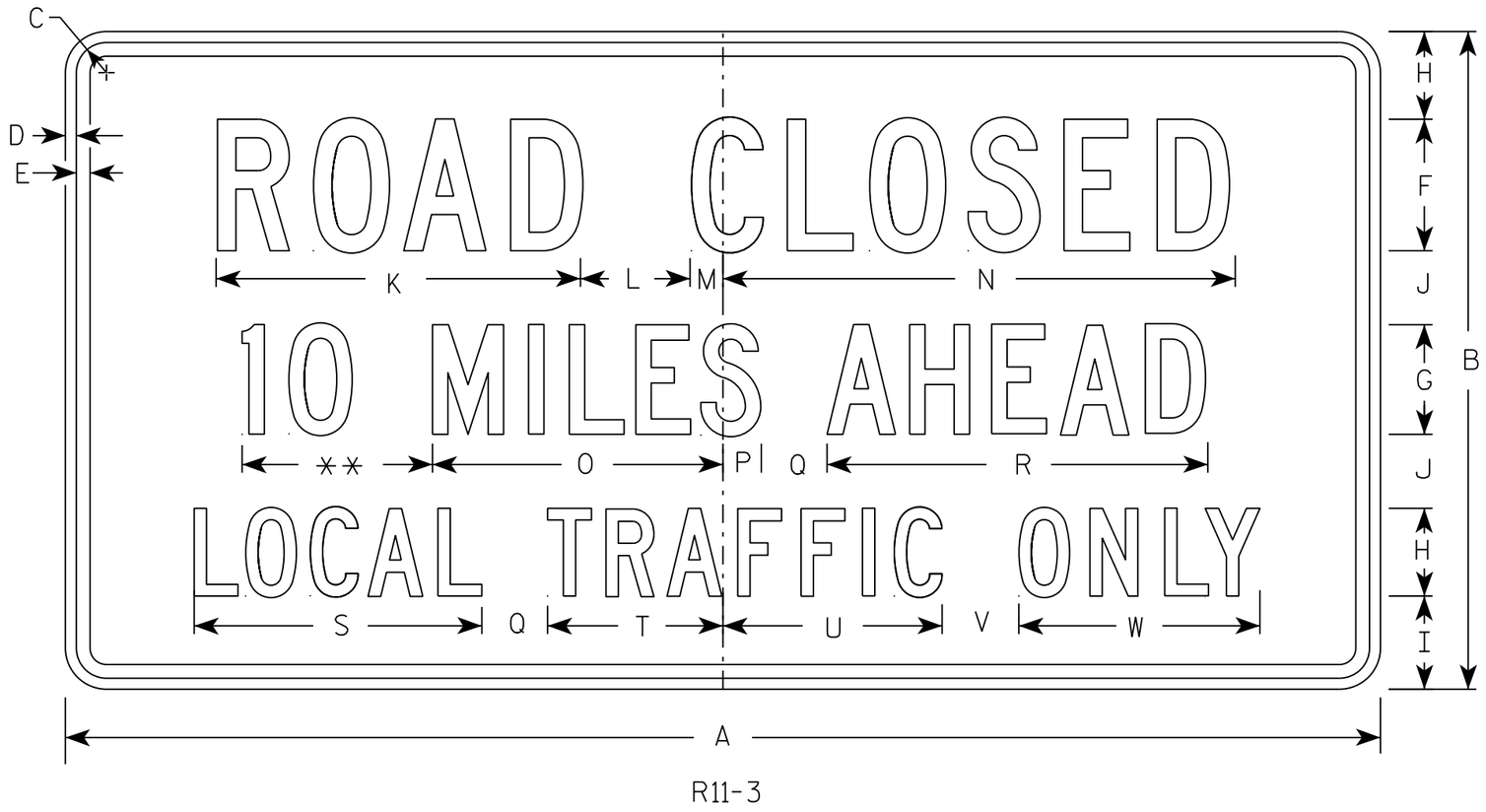
STANDARD SIGN
R11-2

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: 329 | 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

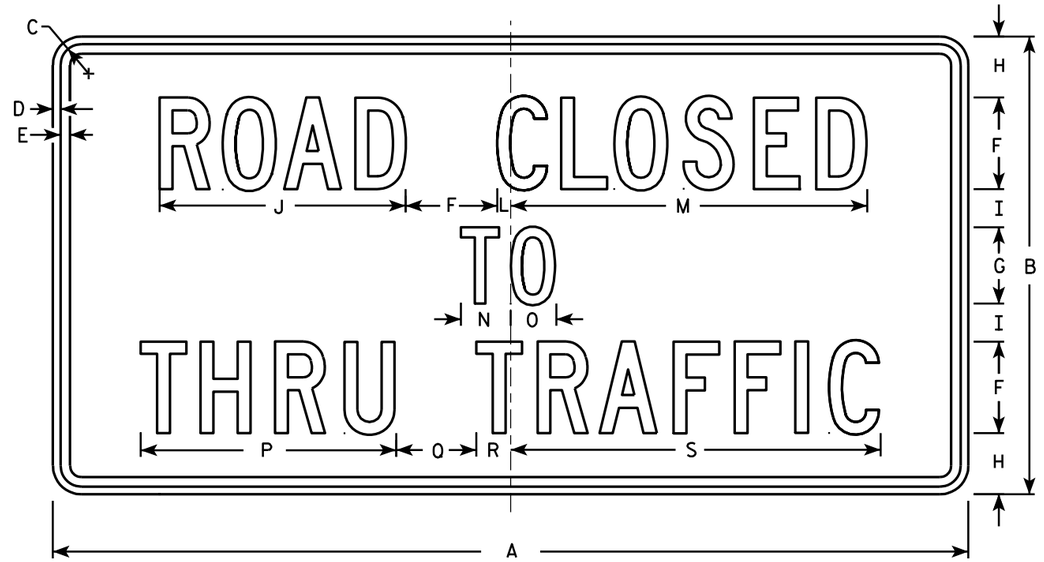
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO. R11-3.7

330

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



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

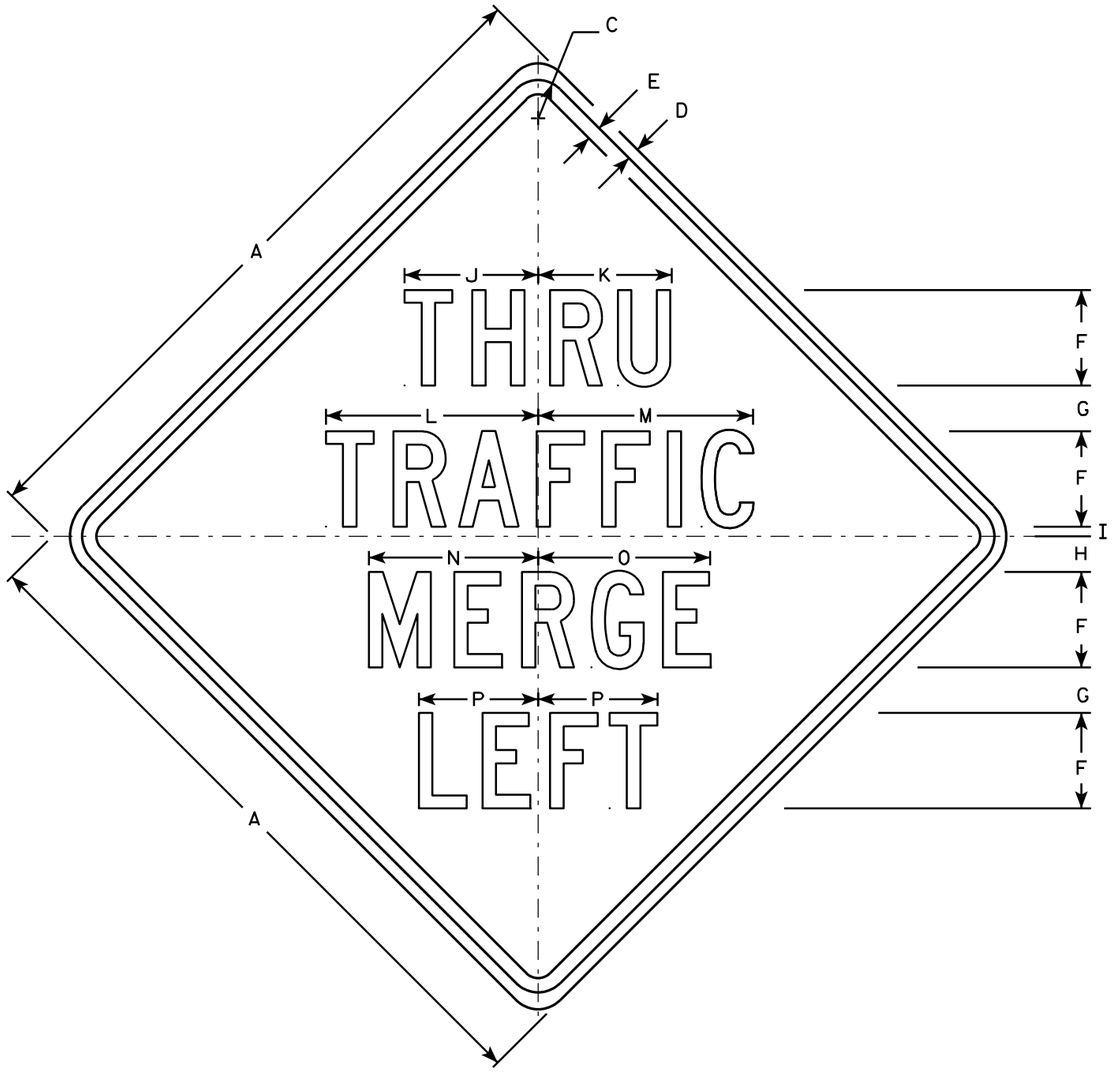
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

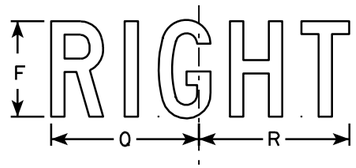
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 331 | E



W4-7L



W4-7R

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	5	2 3/8	1 7/8	1/2	7	7	11 1/8	11 1/4	8 7/8	9	6 1/4	7 3/4	7 7/8									9.0
2M	36		1 5/8	5/8	3/4	5	2 3/8	1 7/8	1/2	7	7	11 1/8	11 1/4	8 7/8	9	6 1/4	7 3/4	7 7/8									9.0
3	48		2 1/4	3/4	1	6	3	2 1/4	3/4	8 3/8	8 1/2	13 3/8	13 1/2	10 3/4	10 3/4	7 1/2	9 3/8	9 3/8									16.0
4	48		2 1/4	3/4	1	6	3	2 1/4	3/4	8 3/8	8 1/2	13 3/8	13 1/2	10 3/4	10 3/4	7 1/2	9 3/8	9 3/8									16.0
5	48		2 1/4	3/4	1	6	3	2 1/4	3/4	8 3/8	8 1/2	13 3/8	13 1/2	10 3/4	10 3/4	7 1/2	9 3/8	9 3/8									16.0

STANDARD SIGN
W4-7L&R

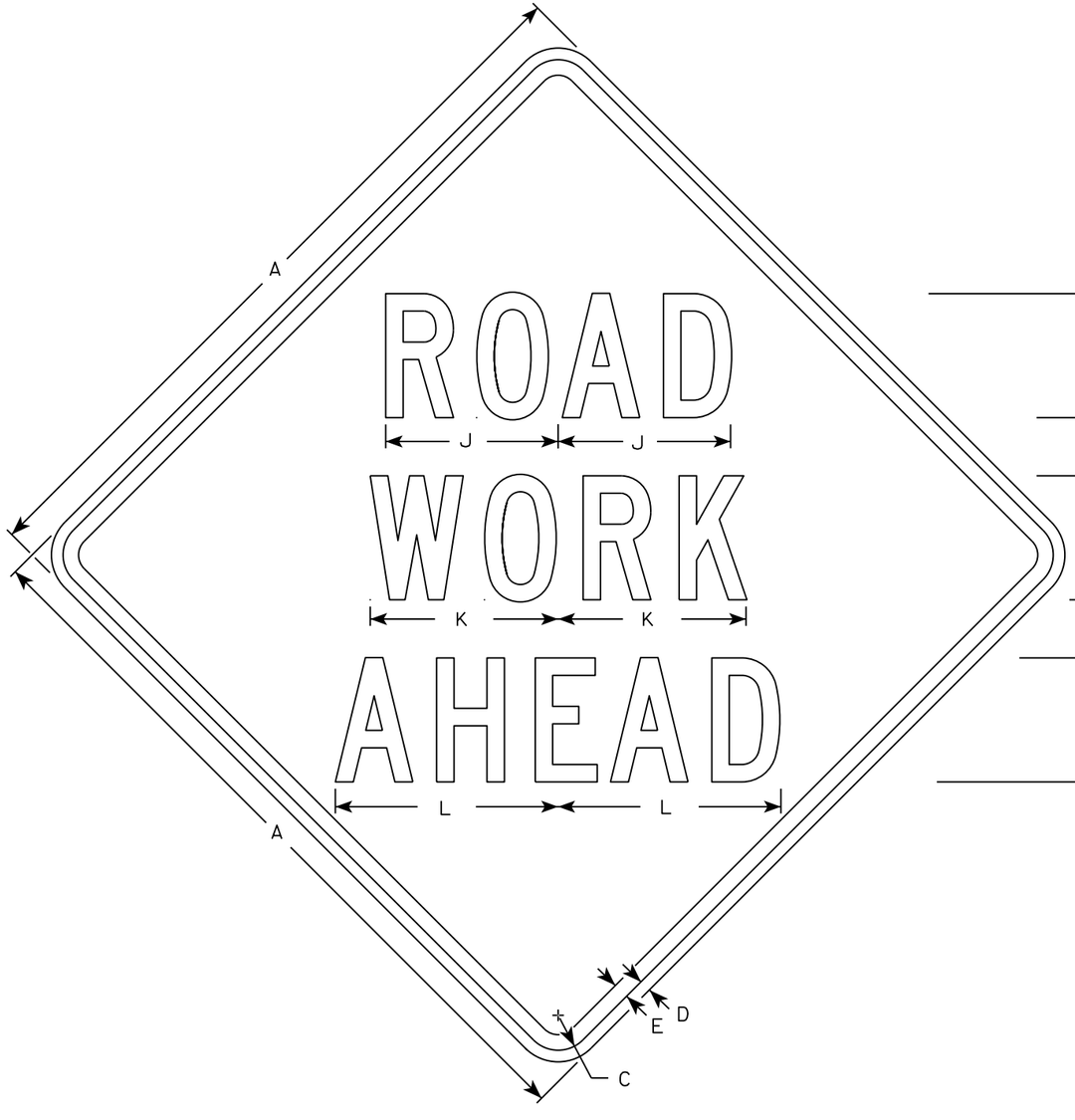
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

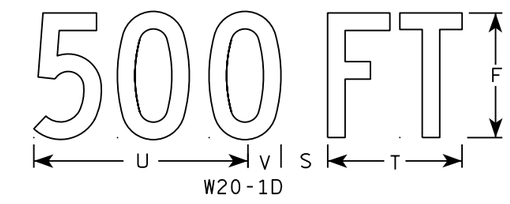
DATE 6/17/13 PLATE NO W4-7L&R.3

PROJECT NO:

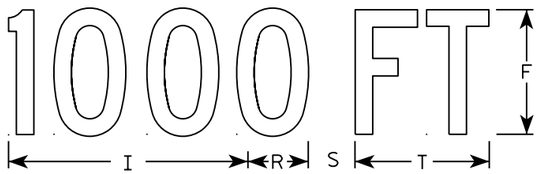
SHEET NO: 332 E



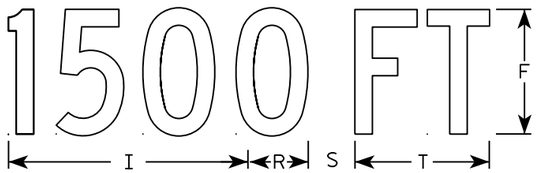
W20-1A



W20-1D



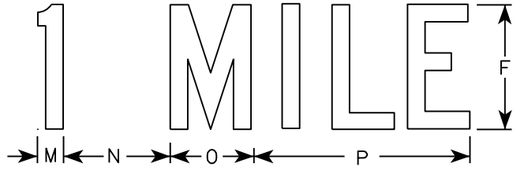
W20-1C



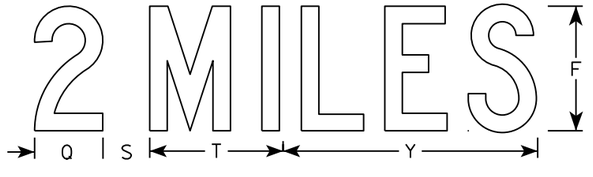
W20-1B



W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

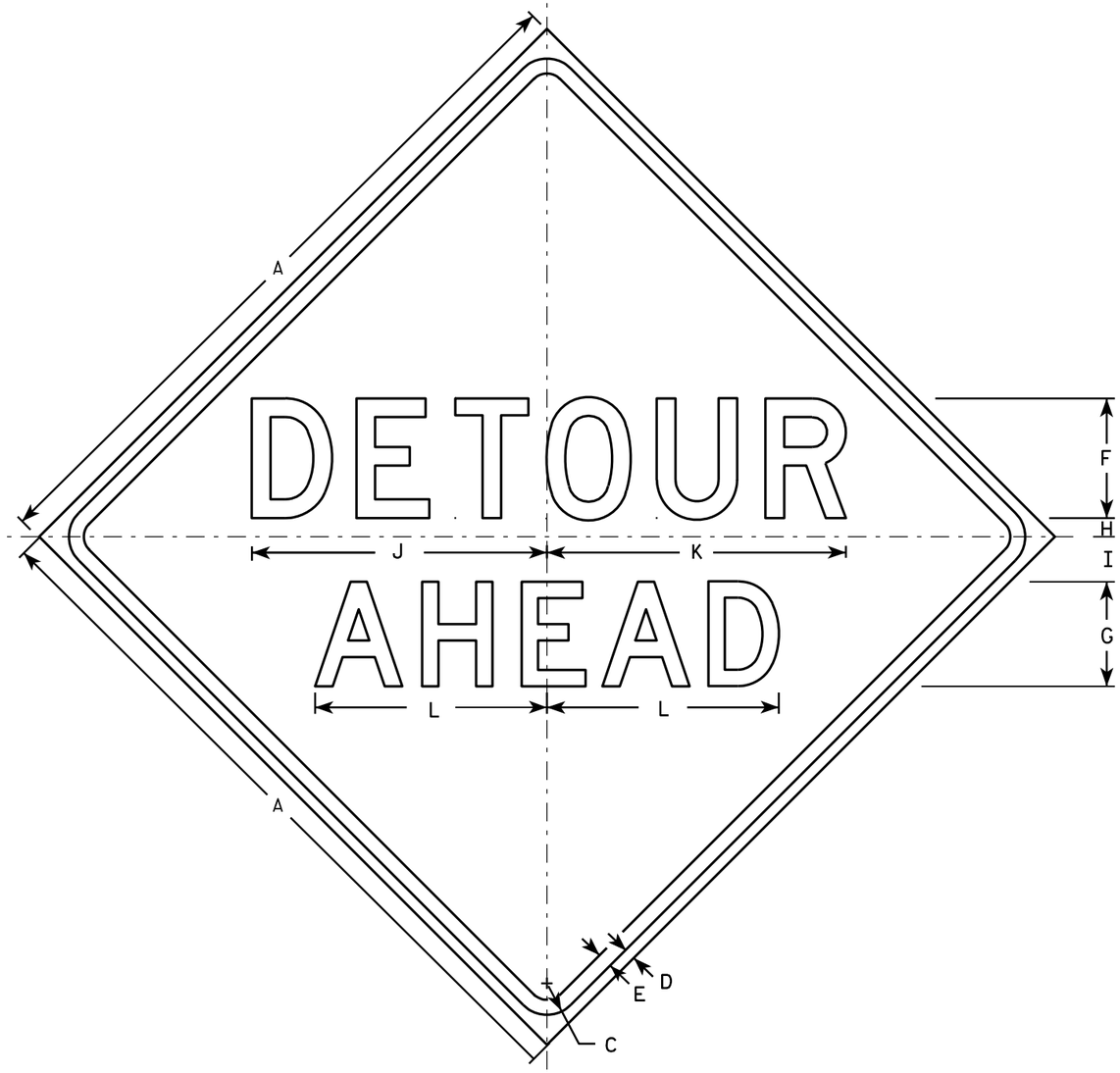
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

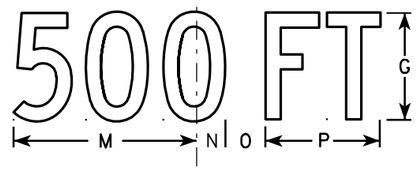
PROJECT NO:

SHEET NO: E

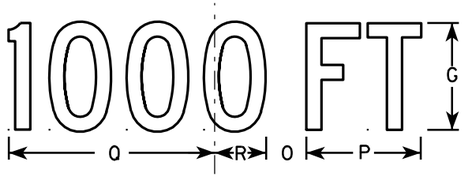
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



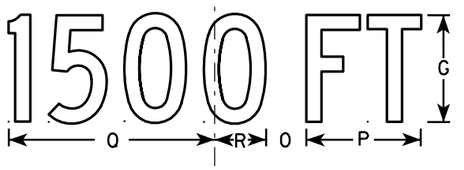
W20-2A



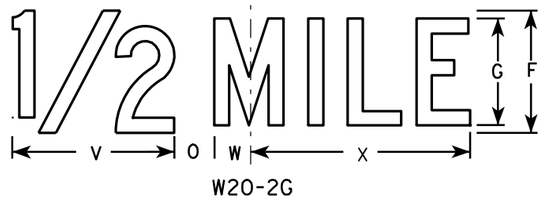
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	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

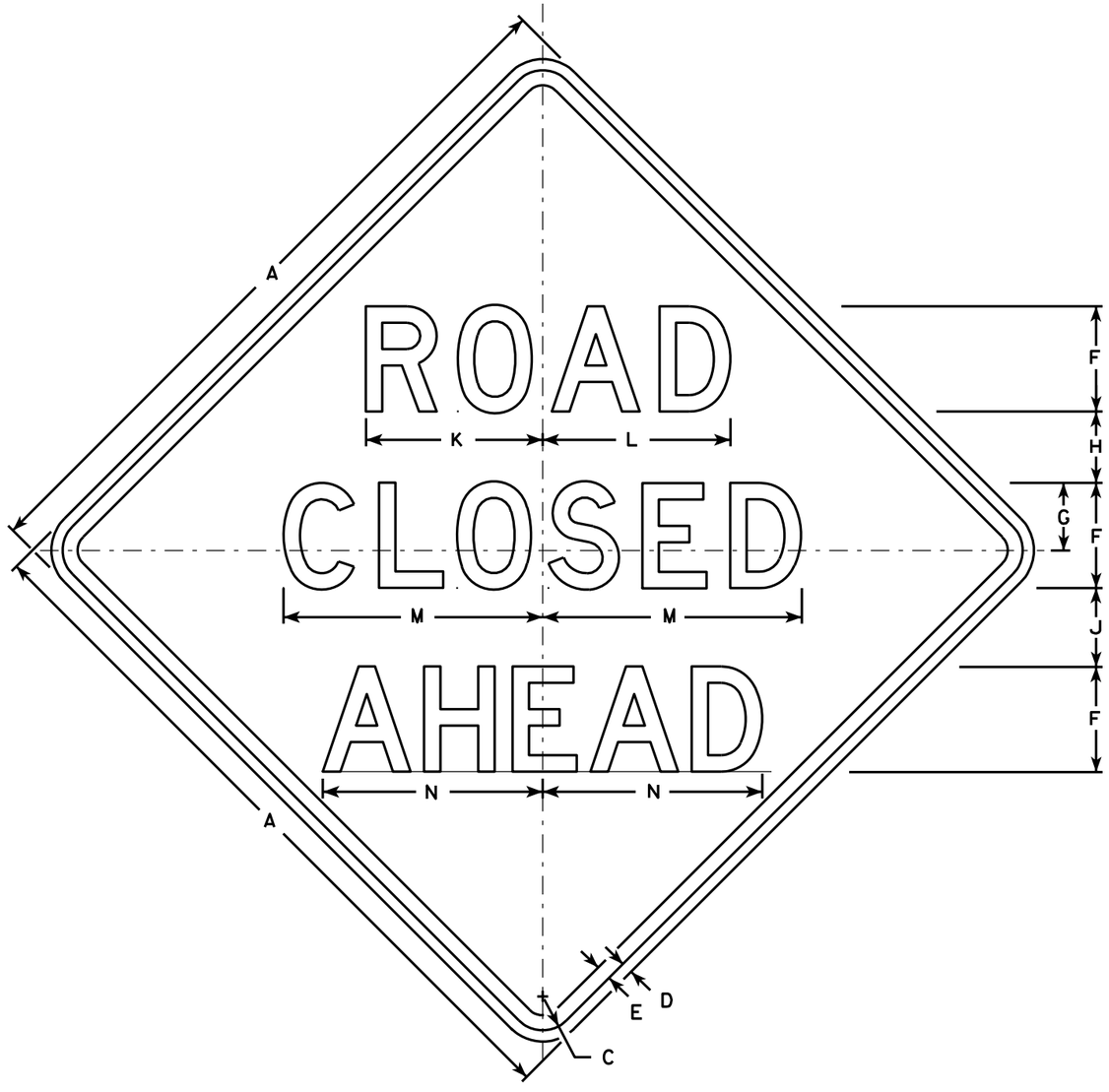
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

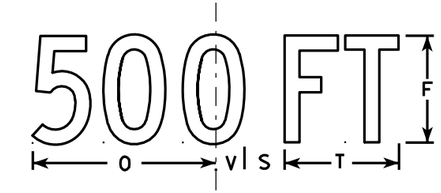
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

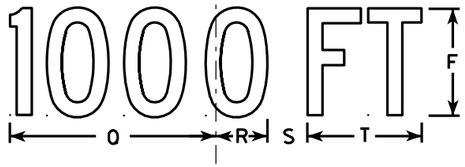
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 334 | E



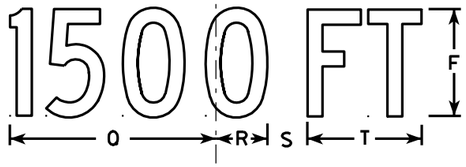
W20-3A



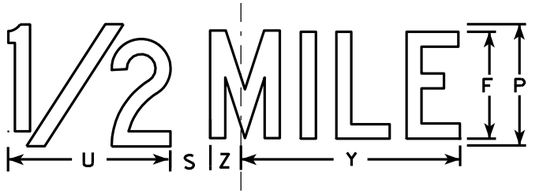
W20-3D



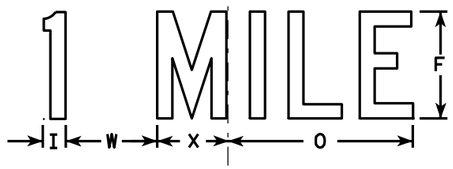
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

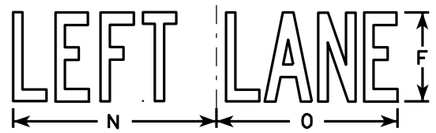
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

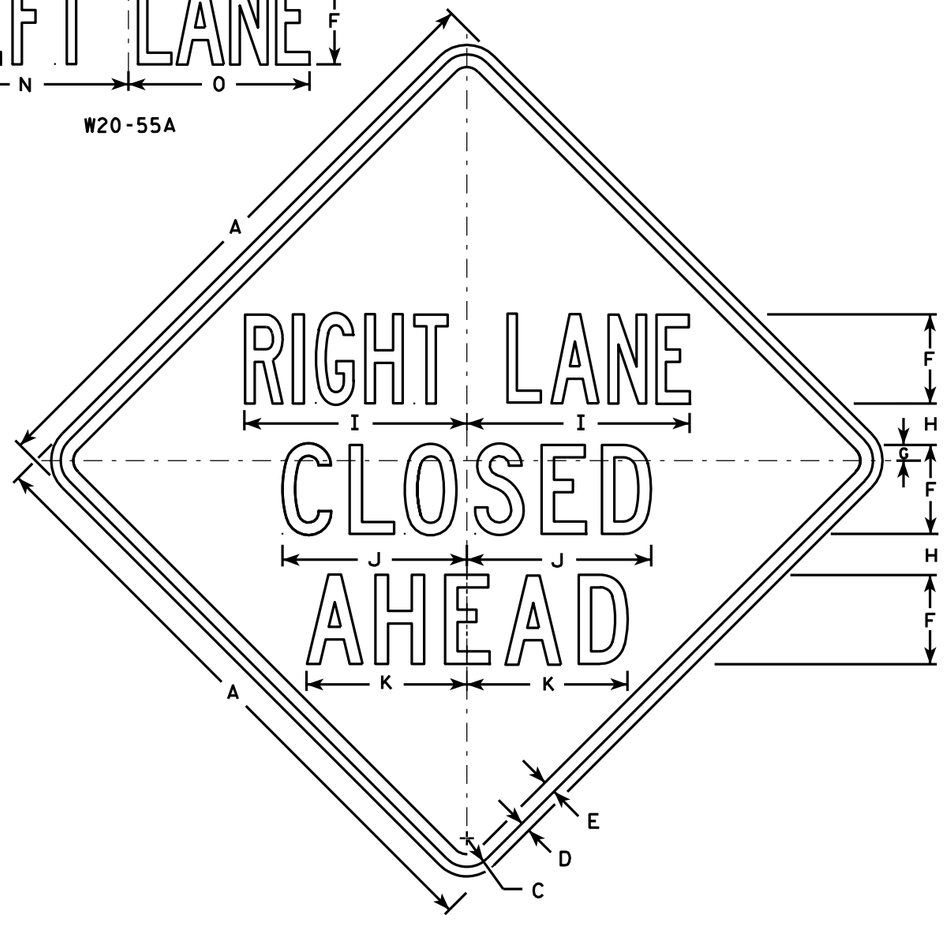
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 335 | E



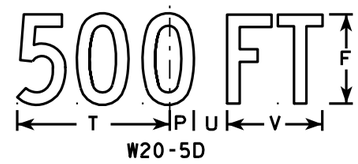
W20-56A



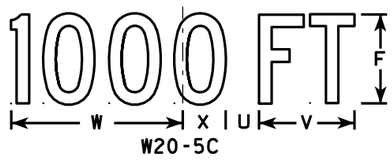
W20-55A



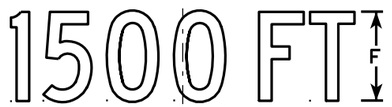
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

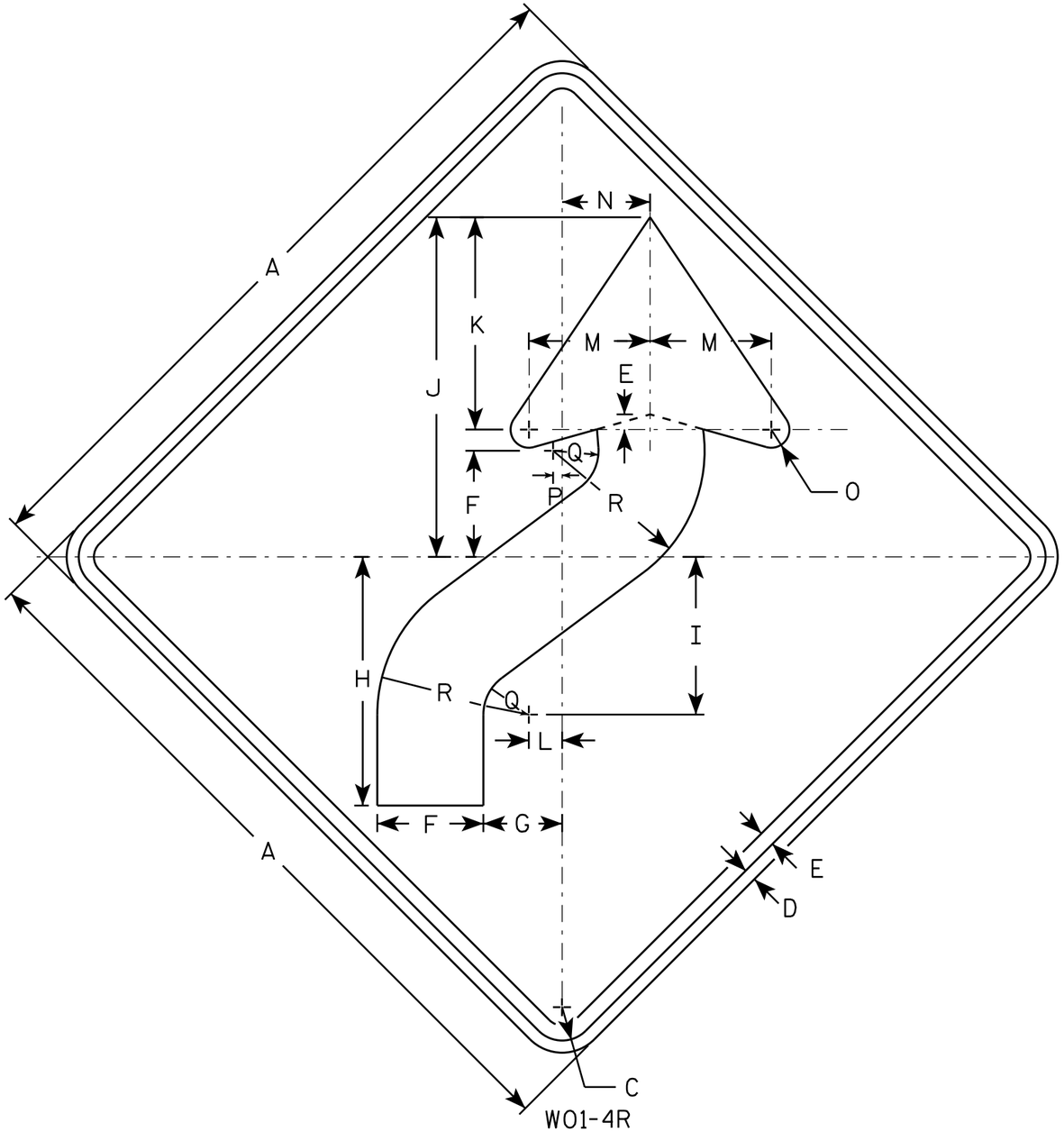
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 336	E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R 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	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

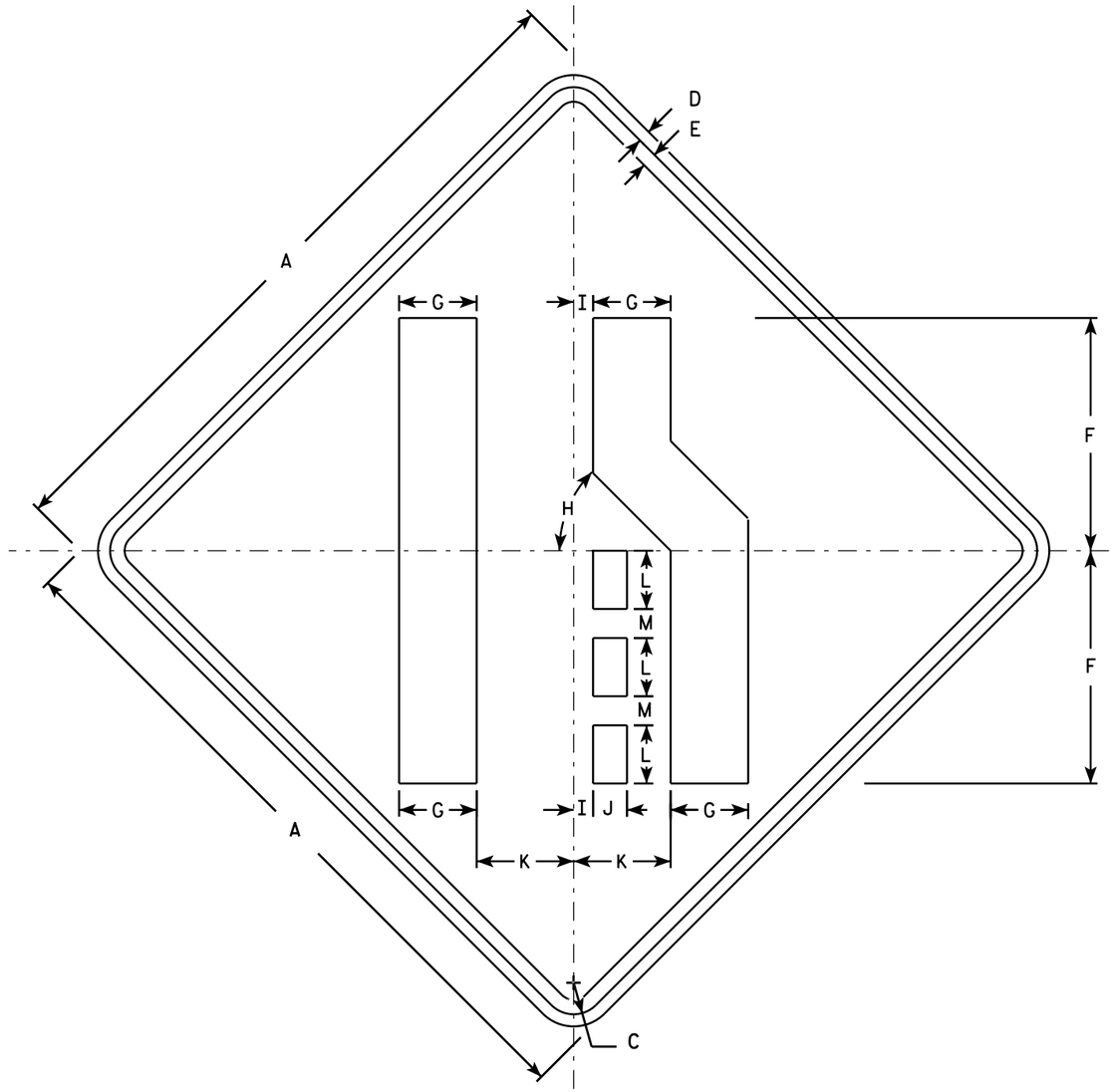
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

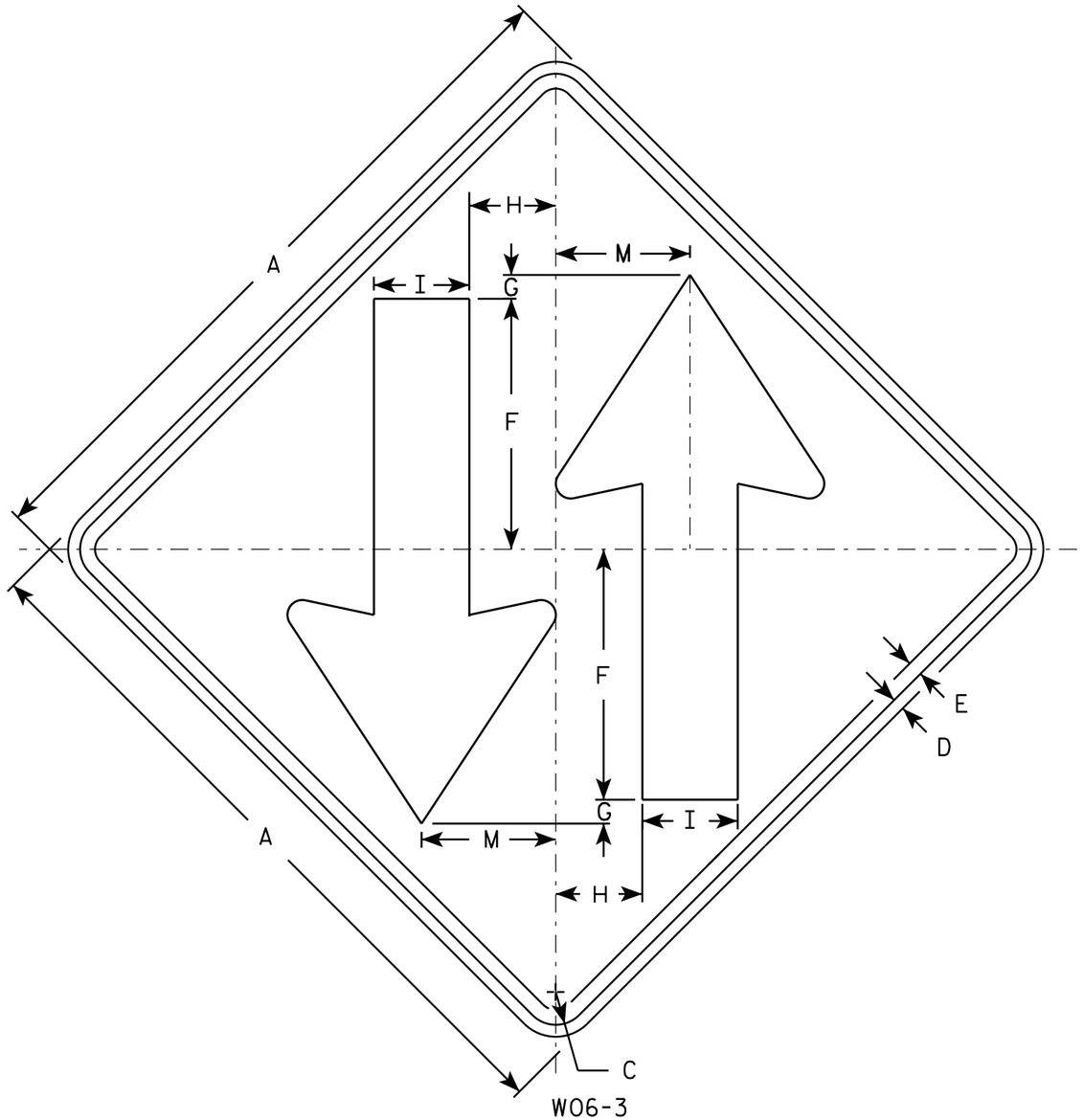
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 338 W04-2.1

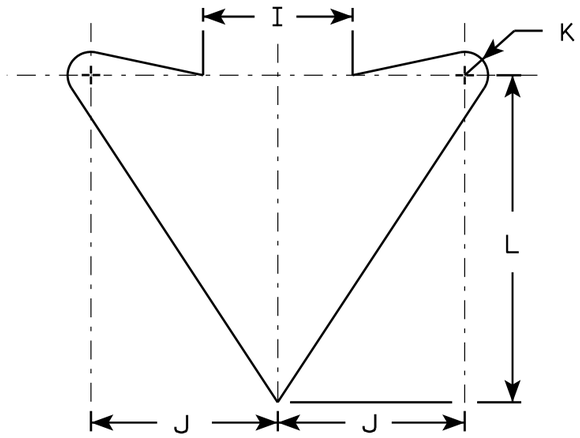
PROJECT NO: | SHEET NO: E



W06-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

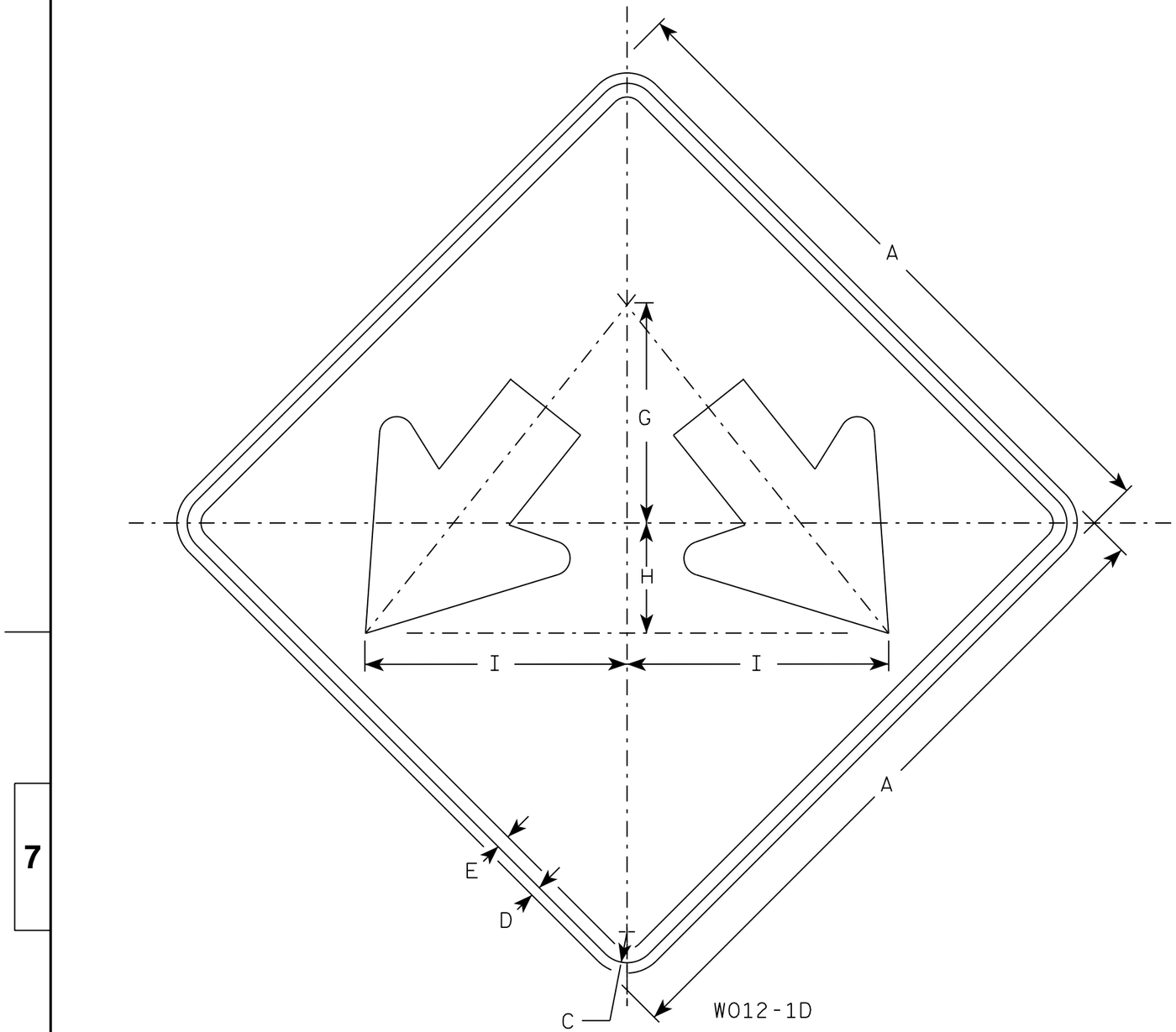
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 339 W06-3.1

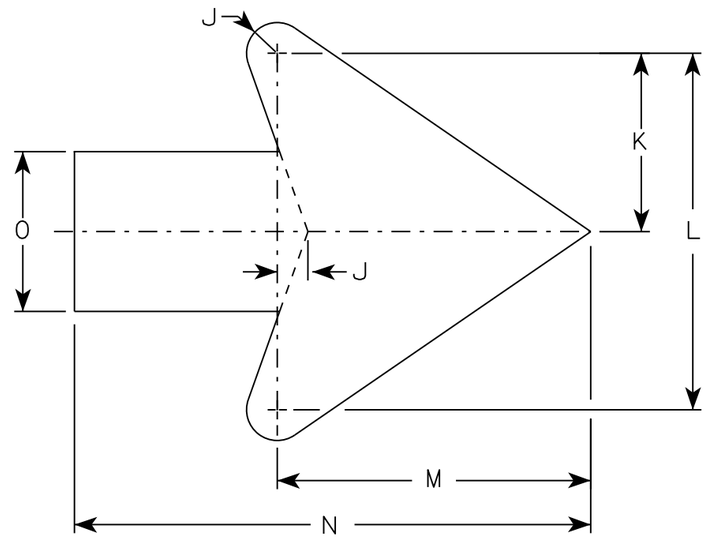
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W012-1D

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0

STANDARD SIGN
W012-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO W012-1D.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CADfiles\Projects\tr_stdplate\W0121D.DGN PLOT DATE : 11-AUG-2016 11:28 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.621375:1.000000

PROJECT ID 1517-75-83
ONEIDA ST / MIDWAY RD STAGE 1 (MIDWAY RD)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Fill	Cut	FILL	
11+25	1125		44.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11+50	1150	25	45.0	0.0	0.0	41.3	0.0	0.0	41.3	0.0	41.3
11+75	1175	25	46.7	0.0	0.0	42.5	0.0	0.0	83.8	0.0	83.8
12+00	1200	25	50.1	0.0	0.0	44.8	0.0	0.0	128.6	0.0	128.6
12+25	1225	25	59.2	0.0	0.0	50.6	0.0	0.0	179.2	0.0	179.2
12+50	1250	25	65.2	0.0	0.0	57.6	0.0	0.0	236.8	0.0	236.8
12+75	1275	25	68.8	0.0	0.0	62.0	0.0	0.0	298.8	0.0	298.8
13+00	1300	25	56.8	0.0	1.6	58.2	0.0	0.7	357.0	0.8	356.2
13+25	1325	25	59.2	0.0	1.0	53.7	0.0	1.2	410.7	2.0	408.7
13+50	1350	25	63.1	0.0	1.1	56.6	0.0	1.0	467.3	3.0	464.3
13+75	1375	25	63.3	0.0	3.0	58.5	0.0	1.9	525.8	4.8	521.0
14+00	1400	25	63.6	0.0	5.3	58.8	0.0	3.8	584.6	8.6	575.9
14+25	1425	25	68.7	0.0	0.8	61.3	0.0	2.8	645.9	11.4	634.4
14+50	1450	25	75.1	0.0	0.0	66.6	0.0	0.3	712.4	11.8	700.6
14+75	1475	25	86.6	0.0	0.0	74.8	0.0	0.0	787.2	11.8	775.4
15+00	1500	25	90.2	0.0	0.0	81.8	0.0	0.0	869.0	11.8	857.3
15+25	1525	25	85.3	0.0	0.0	81.2	0.0	0.0	950.3	11.8	938.5
15+50	1550	25	88.6	0.0	0.0	80.5	0.0	0.0	1,030.8	11.8	1,019.0
15+75	1575	25	101.8	0.0	0.0	88.2	0.0	0.0	1,119.0	11.8	1,107.2
16+00	1600	25	115.6	0.0	0.0	100.6	0.0	0.0	1,219.6	11.8	1,207.8
16+25	1625	25	105.4	0.0	0.0	102.3	0.0	0.0	1,321.9	11.8	1,310.1
16+50	1650	25	90.0	0.0	0.0	90.5	0.0	0.0	1,412.4	11.8	1,400.6
16+75	1675	25	71.8	0.0	0.0	74.9	0.0	0.0	1,487.2	11.8	1,475.4
17+00	1700	25	67.3	0.0	0.0	64.4	0.0	0.0	1,551.6	11.8	1,539.8
17+25	1725	25	43.2	0.0	1.8	51.1	0.0	0.8	1,602.7	12.6	1,590.1
17+50	1750	25	45.3	0.0	8.2	41.0	0.0	4.6	1,643.7	17.3	1,626.4
17+75	1775	25	8.5	0.0	5.8	24.9	0.0	6.5	1,668.6	23.7	1,644.9
18+00	1800	25	1.0	0.0	6.5	4.4	0.0	5.7	1,673.0	29.4	1,643.6
18+25	1825	25	4.2	0.0	2.0	2.4	0.0	3.9	1,675.4	33.3	1,642.0
18+50	1850	25	35.4	0.0	11.5	18.3	0.0	6.3	1,693.7	39.6	1,654.1
18+75	1875	25	50.7	0.0	2.4	39.8	0.0	6.5	1,733.5	46.1	1,687.4
19+00	1900	25	71.2	0.0	0.0	56.4	0.0	1.1	1,790.0	47.2	1,742.8
19+25	1925	25	98.4	0.0	0.0	78.5	0.0	0.0	1,868.5	47.2	1,821.3
19+50	1950	25	117.3	0.0	0.0	99.9	0.0	0.0	1,968.3	47.2	1,921.2
19+75	1975	25	111.1	0.0	1.1	105.7	0.0	0.5	2,074.1	47.7	2,026.4
20+00	2000	25	102.5	0.0	0.0	98.9	0.0	0.5	2,173.0	48.3	2,124.7
20+25	2025	25	100.6	0.0	0.0	94.0	0.0	0.0	2,267.0	48.3	2,218.7
20+50	2050	25	100.5	0.0	0.0	93.1	0.0	0.0	2,360.1	48.3	2,311.8
20+75	2075	25	94.5	0.0	0.0	90.3	0.0	0.0	2,450.4	48.3	2,402.1
21+00	2100	25	93.6	0.0	0.0	87.1	0.0	0.0	2,537.4	48.3	2,489.2
21+25	2125	25	96.9	0.0	0.0	88.2	0.0	0.0	2,625.6	48.3	2,577.3
21+50	2150	25	97.9	0.0	0.0	90.2	0.0	0.0	2,715.8	48.3	2,667.5
21+75	2175	25	82.5	0.0	0.0	83.5	0.0	0.0	2,799.3	48.3	2,751.1
22+00	2200	25	78.0	0.0	0.0	74.3	0.0	0.0	2,873.6	48.3	2,825.4
22+25	2225	25	75.3	0.0	0.1	70.9	0.0	0.1	2,944.5	48.3	2,896.2
22+50	2250	25	75.9	0.0	0.8	70.0	0.0	0.4	3,014.5	48.7	2,965.8
22+75	2275	25	76.5	0.0	3.2	70.5	0.0	1.8	3,085.0	50.6	3,034.5
23+00	2300	25	80.2	0.0	4.4	72.6	0.0	3.5	3,157.6	54.1	3,103.5
23+25	2325	25	88.3	0.0	1.2	78.0	0.0	2.6	3,235.6	56.6	3,179.0
23+50	2350	25	97.5	0.0	0.2	86.0	0.0	0.7	3,321.6	57.3	3,264.3
23+75	2375	25	99.2	0.0	0.0	91.1	0.0	0.1	3,412.7	57.4	3,355.3
24+00	2400	25	95.6	0.0	0.0	90.2	0.0	0.0	3,502.8	57.4	3,445.4
24+25	2425	25	94.9	0.0	0.0	88.2	0.0	0.0	3,591.0	57.4	3,533.6
24+50	2450	25	90.4	0.0	0.0	85.8	0.0	0.0	3,676.8	57.4	3,619.4
24+75	2475	25	87.0	0.0	0.0	82.1	0.0	0.0	3,759.0	57.4	3,701.6
25+00	2500	25	86.1	0.0	0.0	80.1	0.0	0.0	3,839.1	57.4	3,781.7
25+25	2525	25	84.7	0.0	0.0	79.0	0.0	0.0	3,918.1	57.4	3,860.7
25+50	2550	25	75.8	0.0	0.0	74.3	0.0	0.0	3,992.4	57.4	3,935.0
25+59	2559	9	0.0	0.0	0.0	12.9	0.0	0.0	4,005.3	57.4	3,947.9
					Column Totals	4,005.3	0.0	57.4			

PROJECT ID 1517-75-83

ONEIDA ST/MIDWAY RD STAGE 1 (ONIEDA ST)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	FILL	
35+60	3560		132.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35+75	3575	15	134.1	0.0	0.0	72.2	0.0	0.0	72.2	0.0	72.2
36+00	3600	25	134.0	0.0	0.0	124.1	0.0	0.0	196.3	0.0	196.3
36+25	3625	25	135.2	0.0	0.0	124.6	0.0	0.0	321.0	0.0	321.0
36+50	3650	25	145.3	0.0	2.7	129.9	0.0	1.2	450.9	1.2	449.6
36+75	3675	25	159.6	0.0	2.7	141.2	0.0	2.5	592.0	3.7	588.3
37+00	3700	25	192.5	0.0	0.4	163.0	0.0	1.4	755.0	5.1	749.9
37+25	3725	25	202.5	0.0	0.0	182.9	0.0	0.2	937.9	5.3	932.6
37+50	3750	25	209.9	0.0	0.1	190.9	0.0	0.0	1,128.8	5.4	1,123.4
37+75	3775	25	215.3	0.0	0.0	196.8	0.0	0.0	1,325.7	5.4	1,320.2
38+00	3800	25	206.6	0.0	0.0	195.3	0.0	0.0	1,520.9	5.4	1,515.5
38+25	3825	25	196.5	0.0	0.0	186.6	0.0	0.0	1,707.5	5.4	1,702.1
38+50	3850	25	177.6	0.0	1.3	173.2	0.0	0.6	1,880.7	6.1	1,874.7
38+75	3875	25	165.9	0.0	0.9	159.0	0.0	1.0	2,039.7	7.1	2,032.7
39+00	3900	25	160.5	0.0	0.8	151.1	0.0	0.8	2,190.9	7.8	2,183.0
39+25	3925	25	153.8	0.0	3.5	145.5	0.0	2.0	2,336.4	9.8	2,326.5
39+50	3950	25	153.3	0.0	2.0	142.2	0.0	2.5	2,478.5	12.3	2,466.2
39+75	3975	25	136.6	0.0	1.2	134.2	0.0	1.5	2,612.7	13.8	2,598.9
40+00	4000	25	118.3	0.0	1.7	118.0	0.0	1.4	2,730.8	15.2	2,715.6
40+25	4025	25	102.2	0.0	0.1	102.1	0.0	0.9	2,832.9	16.0	2,816.9
40+50	4050	25	86.8	0.0	2.9	87.5	1.0	1.4	2,920.4	17.4	2,902.0
40+75	4075	25	70.1	0.0	4.9	72.6	2.0	3.6	2,993.0	21.1	2,969.0
41+00	4100	25	58.8	0.0	5.2	59.6	3.0	4.7	3,052.7	25.7	3,021.0
41+25	4125	25	46.3	0.0	9.5	48.6	4.0	6.8	3,101.3	32.5	3,058.8
41+44	4144	19	38.8	0.0	19.1	30.5	5.0	10.2	3,131.8	42.7	3,074.1
					Column Totals	3,131.8	15.0	42.7			

PROJECT ID 1517-75-83
ONEIDA ST/MIDWAY RD STAGE 3 (MIDWAY RD)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	FILL	
11+25	1125		55.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11+50	1150	25	53.7	0.0	0.0	50.3	0.0	0.0	50.3	0.0	50.3
11+75	1175	25	56.4	0.0	0.0	50.9	0.0	0.0	101.2	0.0	101.2
12+00	1200	25	80.9	0.0	0.0	63.5	0.0	0.0	164.8	0.0	164.7
12+25	1225	25	98.2	0.0	0.0	82.9	0.0	0.0	247.7	0.0	247.6
12+50	1250	25	102.4	0.0	0.0	92.9	0.0	0.0	340.5	0.0	340.5
12+75	1275	25	94.7	0.0	0.0	91.3	0.0	0.0	431.8	0.0	431.8
13+00	1300	25	97.1	0.0	0.0	88.8	0.0	0.0	520.6	0.0	520.6
13+25	1325	25	75.6	0.0	0.0	80.0	0.0	0.0	600.5	0.0	600.5
13+50	1350	25	63.7	0.0	1.1	64.5	0.0	0.5	665.0	0.5	664.5
13+75	1375	25	60.3	0.0	0.4	57.4	0.0	0.7	722.4	1.2	721.2
14+00	1400	25	54.2	0.0	1.1	53.0	0.0	0.7	775.4	1.9	773.5
14+25	1425	25	49.2	0.0	1.7	47.8	0.0	1.3	823.2	3.2	820.0
14+50	1450	25	48.2	0.0	0.5	45.1	0.0	1.0	868.3	4.2	864.1
14+75	1475	25	54.0	0.0	0.0	47.3	0.0	0.2	915.6	4.4	911.2
15+00	1500	25	55.2	0.0	0.0	50.6	0.0	0.0	966.1	4.4	961.7
15+25	1525	25	47.6	0.0	0.1	47.6	0.0	0.0	1,013.7	4.4	1,009.3
15+50	1550	25	51.2	0.0	0.1	45.7	0.0	0.1	1,059.4	4.5	1,054.9
15+75	1575	25	62.7	0.0	0.0	52.7	0.0	0.1	1,112.1	4.6	1,107.6
16+00	1600	25	62.5	0.0	0.0	57.9	0.0	0.0	1,170.0	4.6	1,165.5
16+25	1625	25	57.1	0.0	0.0	55.3	0.0	0.0	1,225.4	4.6	1,220.8
16+50	1650	25	50.2	0.0	0.0	49.7	0.0	0.0	1,275.1	4.6	1,270.5
16+75	1675	25	39.6	0.0	0.0	41.6	0.0	0.0	1,316.6	4.6	1,312.1
17+00	1700	25	33.5	0.0	0.0	33.8	0.0	0.0	1,350.4	4.6	1,345.9
17+25	1725	25	66.0	0.0	0.2	46.0	0.0	0.1	1,396.5	4.6	1,391.8
17+50	1750	25	26.0	0.0	4.1	42.6	0.0	2.0	1,439.0	6.6	1,432.4
17+75	1775	25	2.5	0.0	4.9	13.2	0.0	4.2	1,452.2	10.8	1,441.4
18+00	1800	25	8.0	0.0	1.8	4.9	0.0	3.1	1,457.1	13.9	1,443.2
18+25	1825	25	15.8	0.0	19.1	11.0	0.0	9.7	1,468.1	23.6	1,444.6
18+50	1850	25	32.0	0.0	0.7	22.2	0.0	9.2	1,490.3	32.7	1,457.6
18+75	1875	25	58.6	0.0	0.0	41.9	0.0	0.3	1,532.2	33.0	1,499.2
19+00	1900	25	79.3	0.0	0.0	63.8	0.0	0.0	1,596.1	33.0	1,563.0
19+25	1925	25	92.3	0.0	0.0	79.5	0.0	0.0	1,675.5	33.0	1,642.5
19+50	1950	25	96.8	0.0	0.0	87.6	0.0	0.0	1,763.1	33.0	1,730.0
19+75	1975	25	87.8	0.0	0.1	85.5	0.0	0.0	1,848.5	33.1	1,815.4
20+00	2000	25	84.7	0.0	0.3	79.9	0.0	0.2	1,928.4	33.3	1,895.1
20+25	2025	25	81.6	0.0	0.3	77.0	0.0	0.3	2,005.4	33.6	1,971.8
20+50	2050	25	80.9	0.0	0.2	75.2	0.0	0.2	2,080.6	33.7	2,046.8
20+75	2075	25	78.2	0.0	0.1	73.6	0.0	0.1	2,154.2	33.9	2,120.3
21+00	2100	25	74.9	0.0	0.5	70.9	0.0	0.3	2,225.1	34.2	2,190.9
21+25	2125	25	72.5	0.0	0.9	68.3	0.0	0.7	2,293.3	34.8	2,258.5
21+50	2150	25	68.6	0.0	1.0	65.3	0.0	0.9	2,358.7	35.7	2,322.9
21+75	2175	25	64.5	0.0	2.8	61.6	0.0	1.8	2,420.3	37.5	2,382.8
22+00	2200	25	62.9	0.0	4.4	59.0	0.0	3.3	2,479.3	40.8	2,438.4
22+25	2225	25	64.5	0.0	5.6	59.0	0.0	4.6	2,538.2	45.4	2,492.8
22+50	2250	25	66.8	0.0	6.5	60.8	0.0	5.6	2,599.0	51.0	2,548.1
22+75	2275	25	73.3	0.0	2.3	64.9	0.0	4.1	2,663.9	55.0	2,608.9
23+00	2300	25	78.8	0.0	0.9	70.4	0.0	1.5	2,734.3	56.5	2,677.8
23+25	2325	25	84.1	0.0	0.2	75.4	0.0	0.5	2,809.8	57.0	2,752.7
23+50	2350	25	85.1	0.0	0.1	78.3	0.0	0.1	2,888.1	57.2	2,830.9
23+75	2375	25	83.2	0.0	0.0	77.9	0.0	0.1	2,966.0	57.2	2,908.8
24+00	2400	25	81.3	0.0	0.1	76.1	0.0	0.0	3,042.2	57.3	2,984.9
24+25	2425	25	78.6	0.0	0.1	74.0	0.0	0.1	3,116.2	57.3	3,058.8
24+50	2450	25	75.0	0.0	0.3	71.1	0.0	0.2	3,187.3	57.5	3,129.8
24+75	2475	25	71.9	0.0	0.6	68.0	0.0	0.4	3,255.3	58.0	3,197.3
25+00	2500	25	69.7	0.0	0.4	65.5	0.0	0.5	3,320.8	58.5	3,262.4
25+25	2525	25	65.0	0.0	0.5	62.4	0.0	0.4	3,383.2	58.9	3,324.3
25+50	2550	25	65.4	0.0	0.0	60.4	0.0	0.2	3,443.6	59.1	3,384.5
25+59	2559	9	0.0	0.0	0.0	11.2	0.0	0.0	3,454.7	59.1	3,395.6
					Column Totals	3,454.7	0.0	59.1			

PROJECT ID 1517-75-83

ONEIDA ST/MIDWAY RD STAGE 3 (ONEIDA ST)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	FILL	
43+03	4303		67.5	0.0	18.6	0.0	0.0	0.0	0.0	0.0	0.0
43+25	4325	22	78.4	0.0	13.7	59.6	0.0	13.2	59.6	13.2	46.4
43+50	4350	25	96.9	0.0	10.9	81.2	0.0	11.4	140.8	24.6	116.2
43+75	4375	25	117.1	0.0	6.0	99.1	0.0	7.8	239.9	32.4	207.5
44+00	4400	25	128.2	0.0	4.9	113.6	0.0	5.0	353.4	37.5	316.0
44+25	4425	25	150.9	0.0	3.9	129.2	0.0	4.1	482.6	41.5	441.1
44+50	4450	25	165.8	0.0	4.1	146.6	0.0	3.7	629.3	45.2	584.0
44+75	4475	25	195.6	0.0	1.8	167.3	0.0	2.7	796.6	47.9	748.6
45+00	4500	25	182.0	0.0	1.9	174.8	0.0	1.7	971.4	49.6	921.7
45+25	4525	25	168.4	0.0	10.3	162.2	0.0	5.7	1,133.6	55.3	1,078.3
45+50	4550	25	173.2	0.0	9.3	158.1	0.0	9.1	1,291.7	64.4	1,227.3
45+75	4575	25	157.9	0.0	11.9	153.3	0.0	9.8	1,445.0	74.2	1,370.8
46+00	4600	25	159.2	0.0	12.2	146.8	0.0	11.2	1,591.8	85.3	1,506.5
46+22	4622	22	167.1	0.0	6.7	132.2	0.0	7.6	1,724.0	93.0	1,631.1
					Column Totals	1724.0	0.0	93.0			

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PROJECT NO: 1517-75-83	HWY: STH 441, USH 10	COUNTY: WINNEBAGO	EARTHWORK	SHEET: E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

PROJECT ID 1517-75-83
ONEIDA ST/VALLEY RD STAGE 2 (ONEIDA ST)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	FILL	
66+00	6600		124.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
66+25	6625	25	130.6	0.0	0.0	118.1	0.0	0.0	118.1	0.0	118.1
66+50	6650	25	129.0	0.0	0.1	120.1	0.0	0.1	238.2	0.1	238.2
66+75	6675	25	111.8	0.0	0.0	111.5	0.0	0.1	349.7	0.1	349.6
67+00	6700	25	99.4	0.0	0.7	97.8	0.0	0.3	447.5	0.4	447.0
67+25	6725	25	84.4	0.0	3.3	85.1	0.0	1.8	532.6	2.3	530.3
67+50	6750	25	75.2	0.0	5.4	73.9	0.0	4.0	606.4	6.3	600.2
67+75	6775	25	68.9	0.0	7.1	66.7	0.0	5.8	673.1	12.1	661.1
68+00	6800	25	63.9	0.0	6.3	61.5	0.0	6.2	734.6	18.3	716.3
68+25	6825	25	63.5	0.0	0.4	59.0	0.0	3.1	793.6	21.4	772.2
68+50	6850	25	62.5	0.0	1.6	58.4	0.0	0.9	852.0	22.3	829.7
68+75	6875	25	61.1	0.0	1.7	57.2	0.0	1.5	909.2	23.8	885.4
69+00	6900	25	63.9	0.0	0.0	57.9	0.0	0.8	967.1	24.6	942.5
69+25	6925	25	67.5	0.0	0.4	60.8	0.0	0.2	1,027.9	24.8	1,003.1
69+50	6950	25	101.5	0.0	0.0	78.2	0.0	0.2	1,106.2	24.9	1,081.2
69+75	6975	25	92.7	0.0	0.0	89.9	0.0	0.0	1,196.1	24.9	1,171.1
70+00	7000	25	85.3	0.0	0.0	82.4	0.0	0.0	1,278.4	24.9	1,253.5
70+25	7025	25	83.2	0.0	0.0	78.0	0.0	0.0	1,356.5	24.9	1,331.5
70+50	7050	25	51.0	0.0	12.3	62.1	0.0	5.7	1,418.6	30.6	1,388.0
70+75	7075	25	45.3	0.0	9.4	44.6	0.0	10.1	1,463.2	40.7	1,422.5
71+00	7100	25	47.9	0.0	6.2	43.2	0.0	7.2	1,506.4	47.9	1,458.5
71+25	7125	25	51.2	0.0	3.8	45.9	0.0	4.6	1,552.3	52.5	1,499.7
71+50	7150	25	55.6	0.0	0.0	49.5	0.0	1.7	1,601.7	54.3	1,547.5
71+75	7175	25	56.4	0.0	0.6	51.9	0.0	0.3	1,653.6	54.6	1,599.1
72+00	7200	25	70.6	0.0	0.0	58.8	0.0	0.3	1,712.4	54.8	1,657.6
72+25	7225	25	78.7	0.0	0.0	69.1	0.0	0.0	1,781.6	54.8	1,726.7
72+50	7250	25	82.5	0.0	0.0	74.6	0.0	0.0	1,856.2	54.8	1,801.4
72+70	7270	20	85.1	0.0	0.0	62.1	0.0	0.0	1,918.3	54.8	1,863.4
					Column Totals	1,918.3	0.0	54.8			

PROJECT ID 1517-75-83
ONEIDA ST/VALLEY RD STAGE 2 (VALLEY RD)

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	FILL	
15+47	1547		130.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
15+50	1550	3	130.2	0.0	0.2	15.2	0.0	0.0	15.2	0.0	15.2
15+75	1575	25	131.2	0.0	1.7	121.0	0.0	0.9	136.3	0.9	135.4
16+00	1600	25	136.9	0.0	1.0	124.1	0.0	1.3	260.4	2.2	258.2
16+25	1625	25	143.5	0.0	1.4	129.8	0.0	1.1	390.2	3.3	386.9
16+50	1650	25	152.5	0.0	0.1	137.1	0.0	0.7	527.3	4.0	523.3
16+75	1675	25	158.8	0.0	0.4	144.1	0.0	0.3	671.4	4.3	667.1
17+00	1700	25	179.3	0.0	0.1	156.5	0.0	0.2	827.9	4.5	823.4
17+25	1725	25	185.4	0.0	0.6	168.9	0.0	0.3	996.7	4.8	991.9
17+50	1750	25	186.2	0.0	0.2	172.0	0.0	0.4	1,168.8	5.2	1,163.6
17+75	1775	25	182.7	0.0	0.1	170.8	0.0	0.1	1,339.5	5.3	1,334.2
18+00	1800	25	187.6	0.0	0.1	171.4	0.0	0.1	1,510.9	5.4	1,505.5
18+25	1825	25	188.4	0.0	0.0	174.0	0.0	0.0	1,685.0	5.4	1,679.5
18+50	1850	25	185.3	0.0	0.2	173.0	0.0	0.1	1,858.0	5.6	1,852.4
18+75	1875	25	189.6	0.0	0.4	173.6	0.0	0.3	2,031.5	5.8	2,025.7
19+00	1900	25	180.6	0.0	1.3	171.4	0.0	0.8	2,202.9	6.6	2,196.3
19+25	1925	25	145.1	0.0	5.3	150.8	0.0	3.0	2,353.7	9.6	2,344.1
19+35	1935	10	142.3	0.0	7.4	54.8	0.0	2.4	2,408.5	12.0	2,396.4
					Column Totals	2,408.5	0.0	12.0			

PROJECT ID 1517-75-83

ONEIDA ST/ROELAND AVE STAGE 3 (ONEIDA ST)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut	Cumulative Vol (CY) FILL	Mass Ordinate
66+00	6600		74.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
66+25	6625	25	88.5	0.0	0.0	75.4	0.0	0.0	75.4	0.0	75.4
66+50	6650	25	91.7	0.0	5.7	83.4	0.0	2.6	158.8	2.6	156.2
66+75	6675	25	82.4	0.0	0.0	80.6	0.0	2.6	239.4	5.3	234.1
67+00	6700	25	70.9	0.0	1.7	71.0	0.0	0.8	310.3	6.0	304.3
67+25	6725	25	61.6	0.0	4.0	61.3	0.0	2.6	371.7	8.6	363.0
67+50	6750	25	52.7	0.0	6.7	52.9	0.0	4.9	424.5	13.6	411.0
67+75	6775	25	47.3	0.0	8.1	46.3	0.0	6.9	470.8	20.4	450.4
68+00	6800	25	43.9	0.0	11.1	42.2	0.0	8.9	513.1	29.3	483.8
68+25	6825	25	41.2	0.0	11.4	39.4	0.0	10.4	552.5	39.7	512.8
68+50	6850	25	39.3	0.0	13.9	37.3	0.0	11.7	589.7	51.3	538.4
68+75	6875	25	38.2	0.0	14.2	35.9	0.0	13.0	625.6	64.3	561.3
69+00	6900	25	38.8	0.0	6.9	35.7	0.0	9.8	661.3	74.1	587.2
69+25	6925	25	42.3	0.0	1.7	37.5	0.0	4.0	698.8	78.1	620.7
69+50	6950	25	54.3	0.0	0.0	44.7	0.0	0.8	743.5	78.9	664.6
69+75	6975	25	102.6	0.0	0.0	72.6	0.0	0.0	816.1	78.9	737.3
70+00	7000	25	103.1	0.0	0.0	95.2	0.0	0.0	911.4	78.9	832.5
70+25	7025	25	68.3	0.0	5.6	79.3	0.0	2.6	990.7	81.5	909.2
70+50	7050	25	46.4	0.0	4.5	53.1	0.0	4.7	1,043.8	86.1	957.7
70+75	7075	25	48.6	0.0	2.4	44.0	0.0	3.2	1,087.8	89.3	998.4
71+00	7100	25	48.8	0.0	0.7	45.1	0.0	1.4	1,132.9	90.7	1,042.1
71+25	7125	25	52.6	0.0	0.7	47.0	0.0	0.6	1,179.8	91.4	1,088.5
71+50	7150	25	54.0	0.0	0.0	49.4	0.0	0.3	1,229.2	91.7	1,137.5
71+75	7175	25	55.5	0.0	0.3	50.7	0.0	0.1	1,279.9	91.8	1,188.0
72+00	7200	25	54.9	0.0	0.0	51.1	0.0	0.1	1,330.9	92.0	1,239.0
72+25	7225	25	58.7	0.0	0.0	52.6	0.0	0.0	1,383.5	92.0	1,291.6
72+50	7250	25	58.9	0.0	0.0	54.5	0.0	0.0	1,438.0	92.0	1,346.0
72+70	7270	20	0.0	0.0	0.0	21.8	0.0	0.0	1,459.8	92.0	1,367.8
					Column Totals	1,459.8	0.0	92.0			

PROJECT ID 1517-75-83

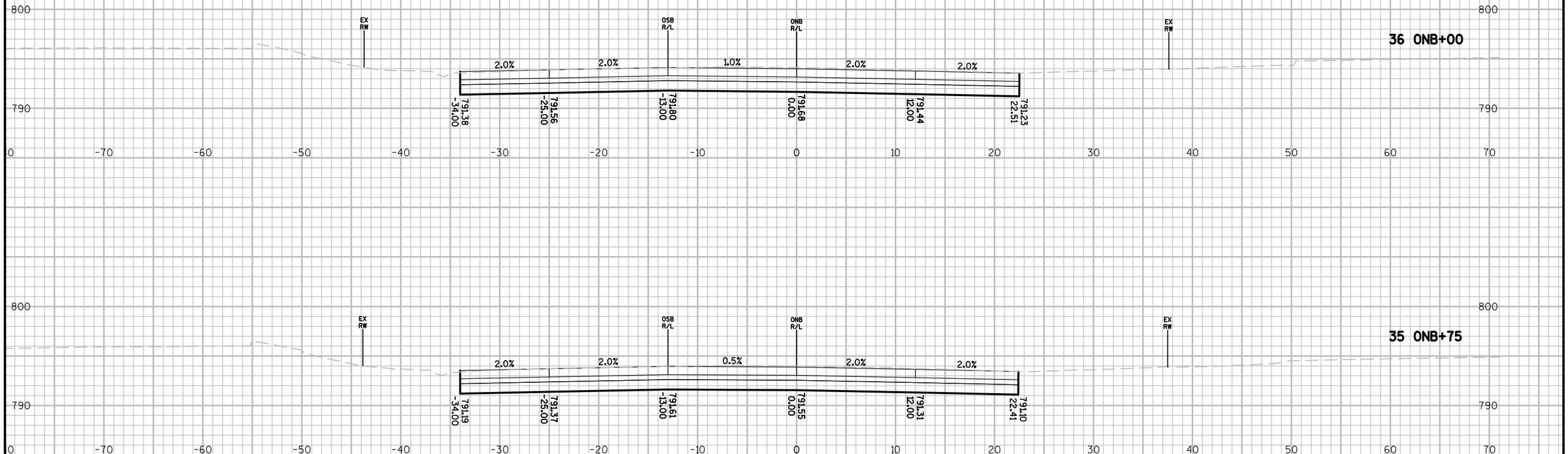
ONEIDA ST/ROELAND AVE STAGE 3 (ROELAND AVE)

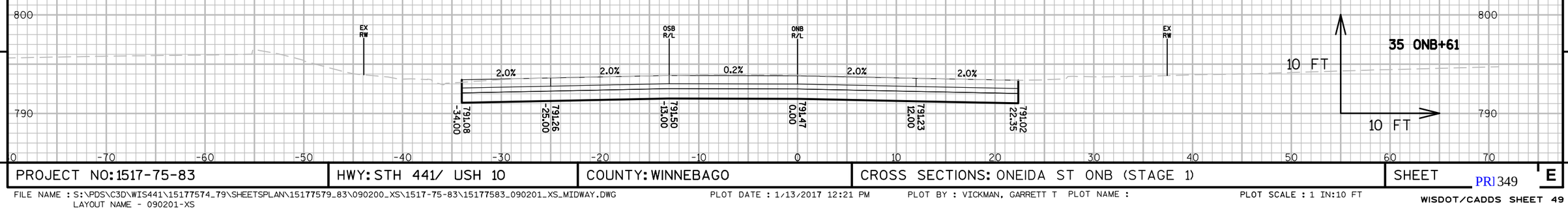
STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	FILL	
20+88	2088		101.4	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0
21+00	2100	12	107.2	0.0	0.9	46.1	0.0	0.6	46.1	0.6	45.5
21+25	2125	25	106.1	0.0	0.6	98.8	0.0	0.7	144.9	1.3	143.6
21+50	2150	25	106.9	0.0	1.0	98.6	0.0	0.7	243.5	2.0	241.5
21+75	2175	25	108.1	0.0	1.6	99.5	0.0	1.2	343.0	3.2	339.8
22+00	2200	25	110.6	0.0	2.2	101.2	0.0	1.8	444.3	5.0	439.3
22+25	2225	25	106.7	0.0	3.6	100.6	0.0	2.7	544.8	7.6	537.2
22+50	2250	25	103.5	0.0	6.1	97.3	0.0	4.5	642.1	12.1	630.0
22+75	2275	25	103.6	0.0	4.7	95.8	0.0	5.0	738.0	17.1	720.8
23+00	2300	25	102.1	0.0	3.6	95.2	0.0	3.8	833.2	21.0	812.2
23+25	2325	25	101.1	0.0	3.6	94.1	0.0	3.3	927.3	24.3	903.0
23+50	2350	25	99.8	0.0	3.2	93.0	0.0	3.1	1,020.3	27.4	992.9
23+75	2375	25	96.1	0.0	1.0	90.7	0.0	1.9	1,111.0	29.3	1,081.7
24+00	2400	25	97.5	0.0	0.5	89.6	0.0	0.7	1,200.6	29.9	1,170.6
24+20	2420	20	101.9	0.0	0.0	73.8	0.0	0.2	1,274.4	30.1	1,244.3
					Column Totals	1,274.4	0.0	30.1			

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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	EARTHWORK	SHEET: E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1





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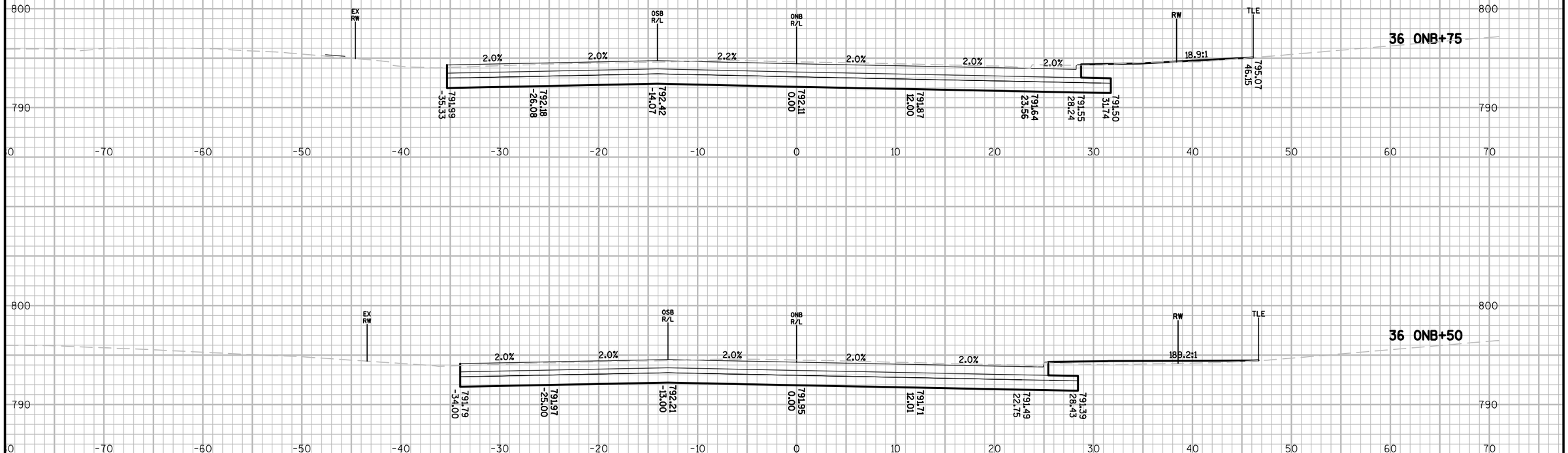
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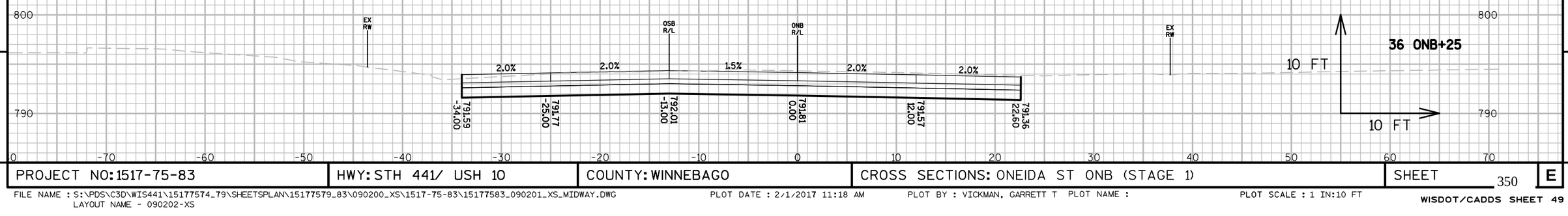
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PRI 349

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PLOT DATE : 1/13/2017 12:21 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT



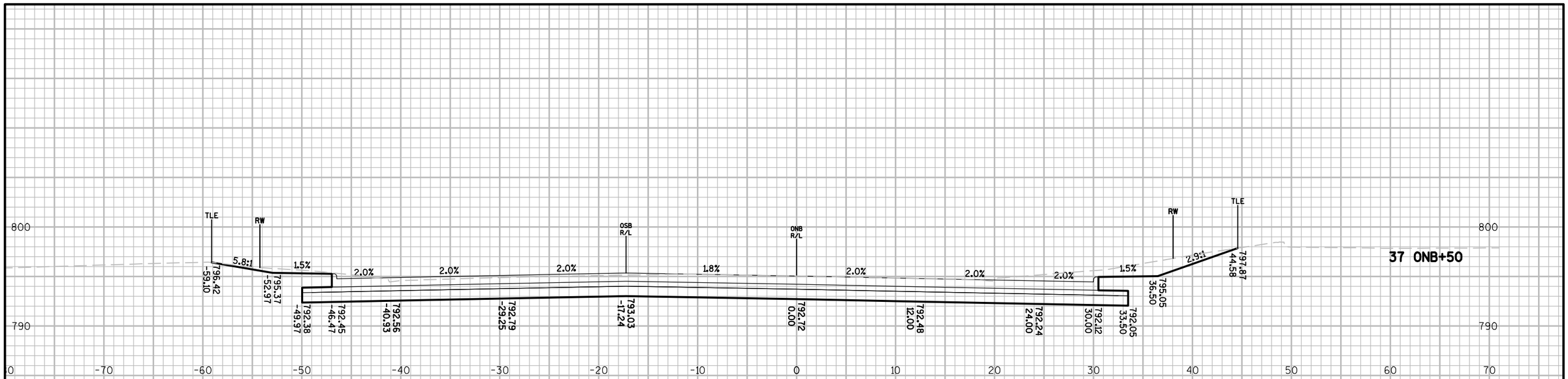


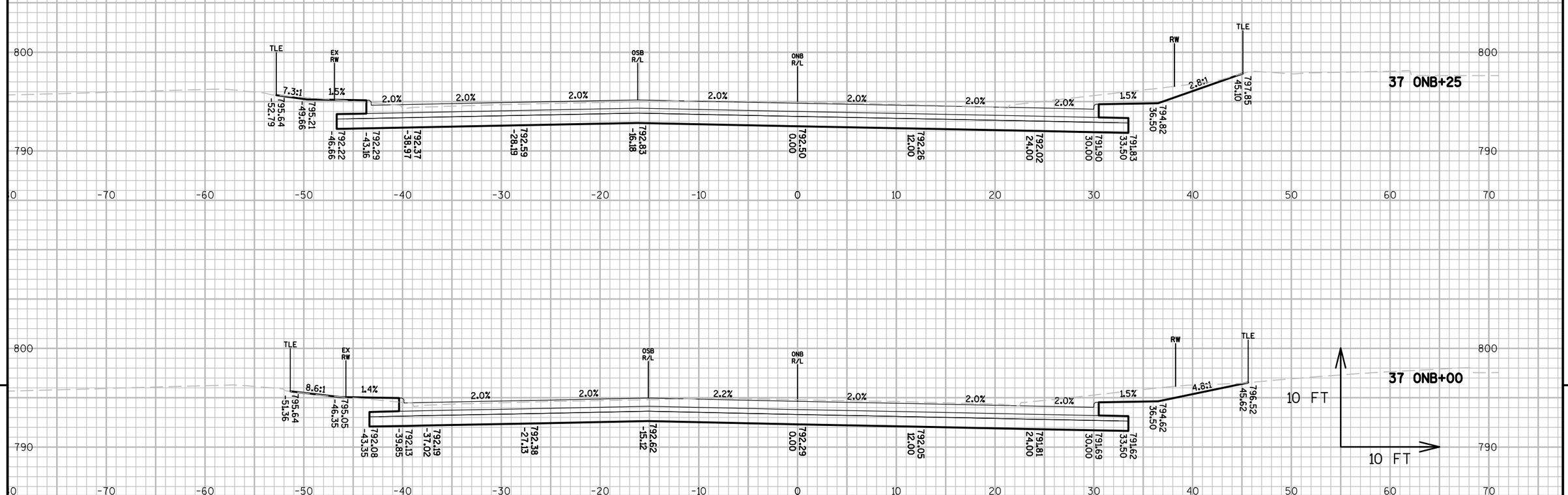
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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 1)	SHEET 350	E

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PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49





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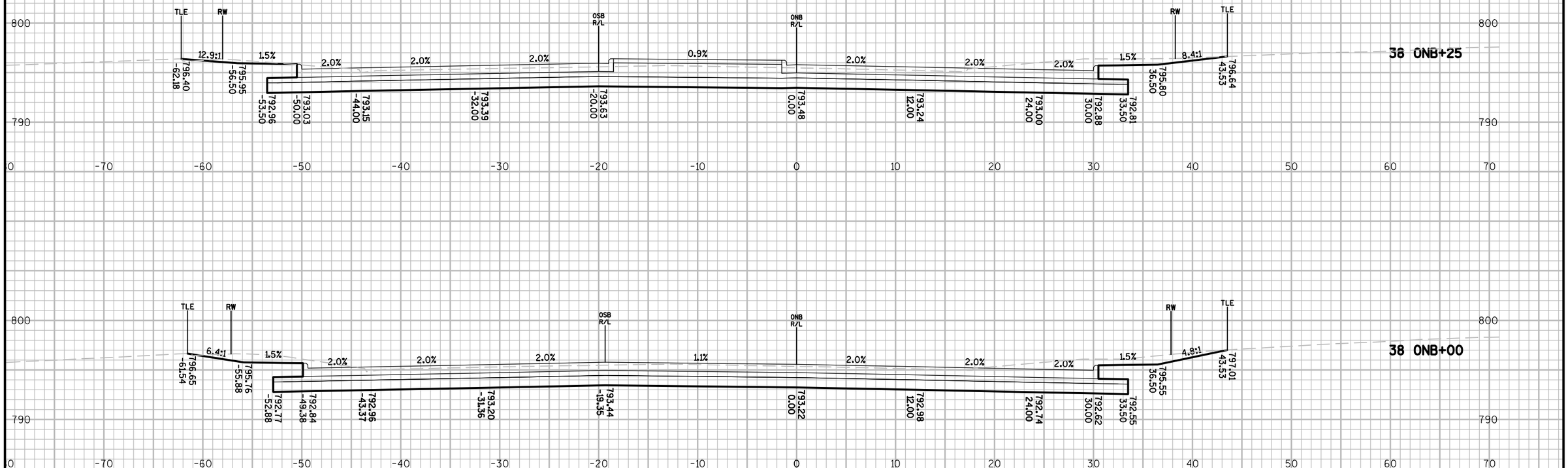
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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 1)	SHEET 351	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090203-XS

PLOT DATE : 2/1/2017 11:19 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

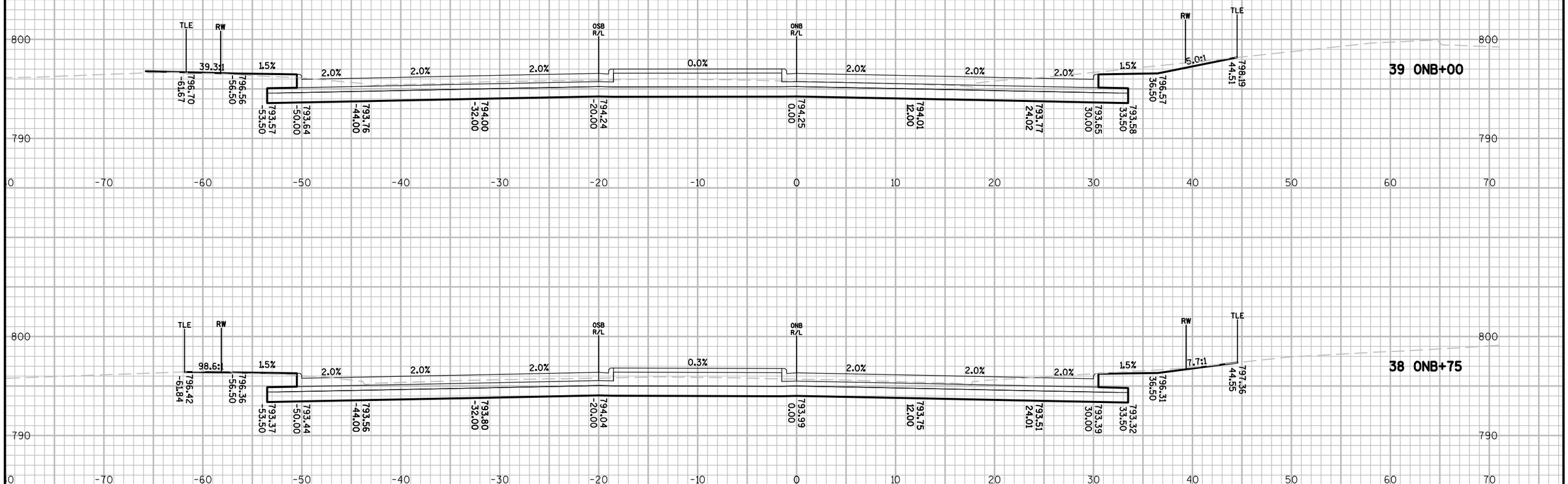
WISDOT/CADDS SHEET 49

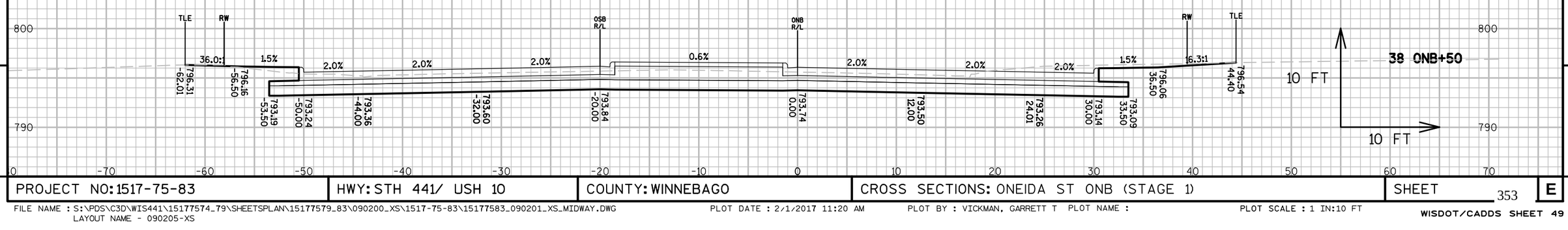


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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 1)	SHEET 352	E

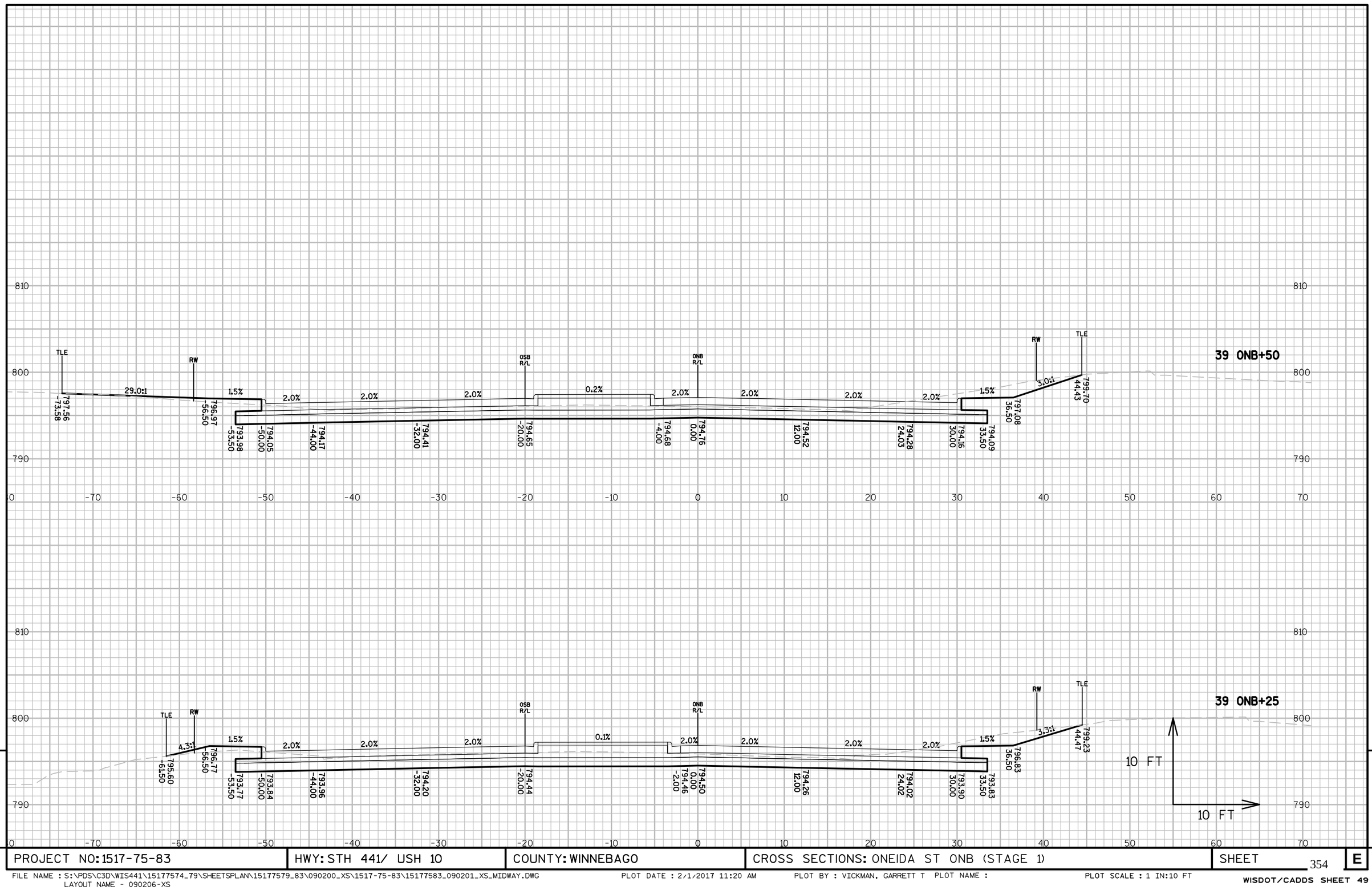




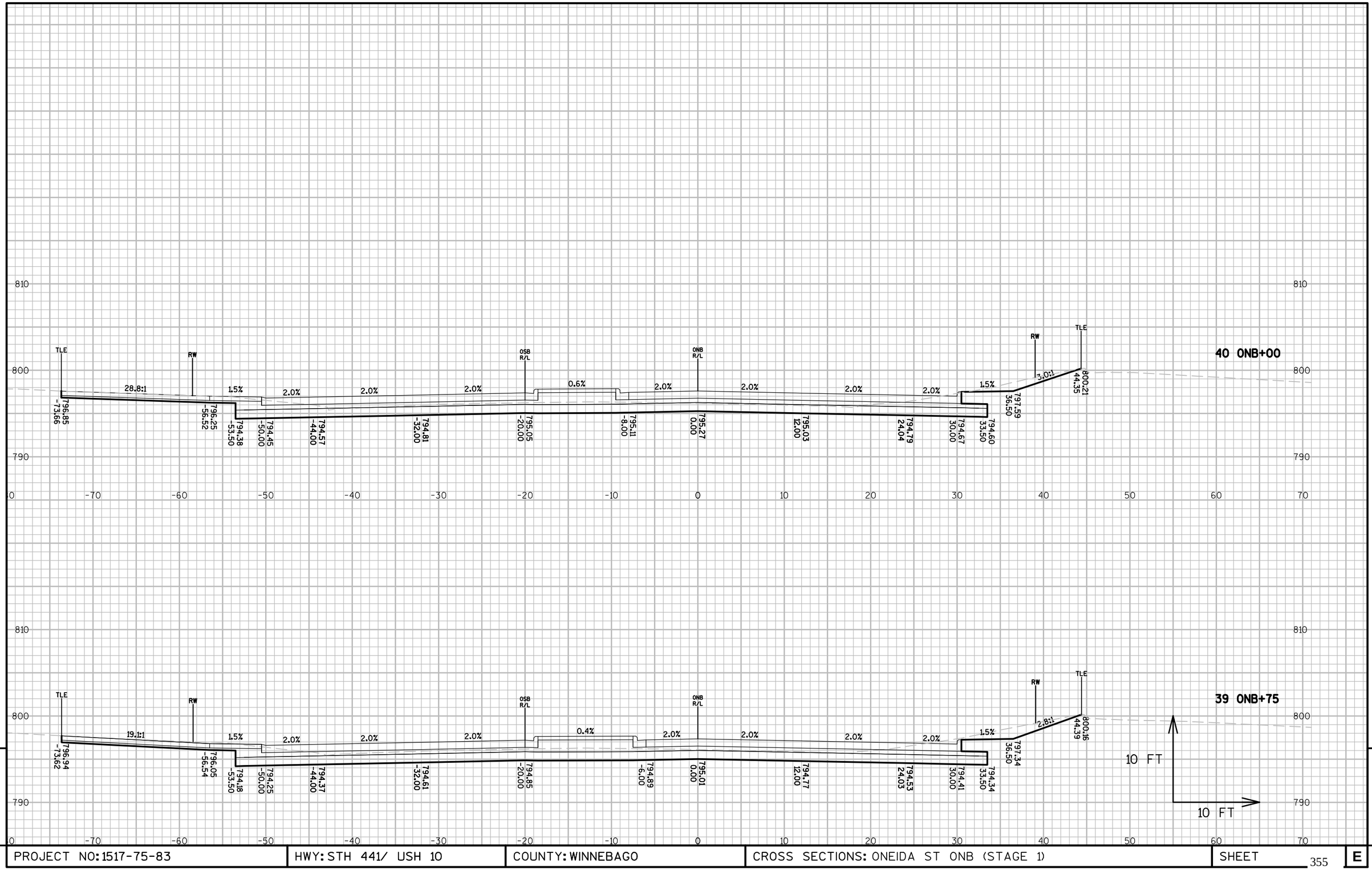
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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 1)	SHEET 353	E



PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 1)	SHEET 354	E



9

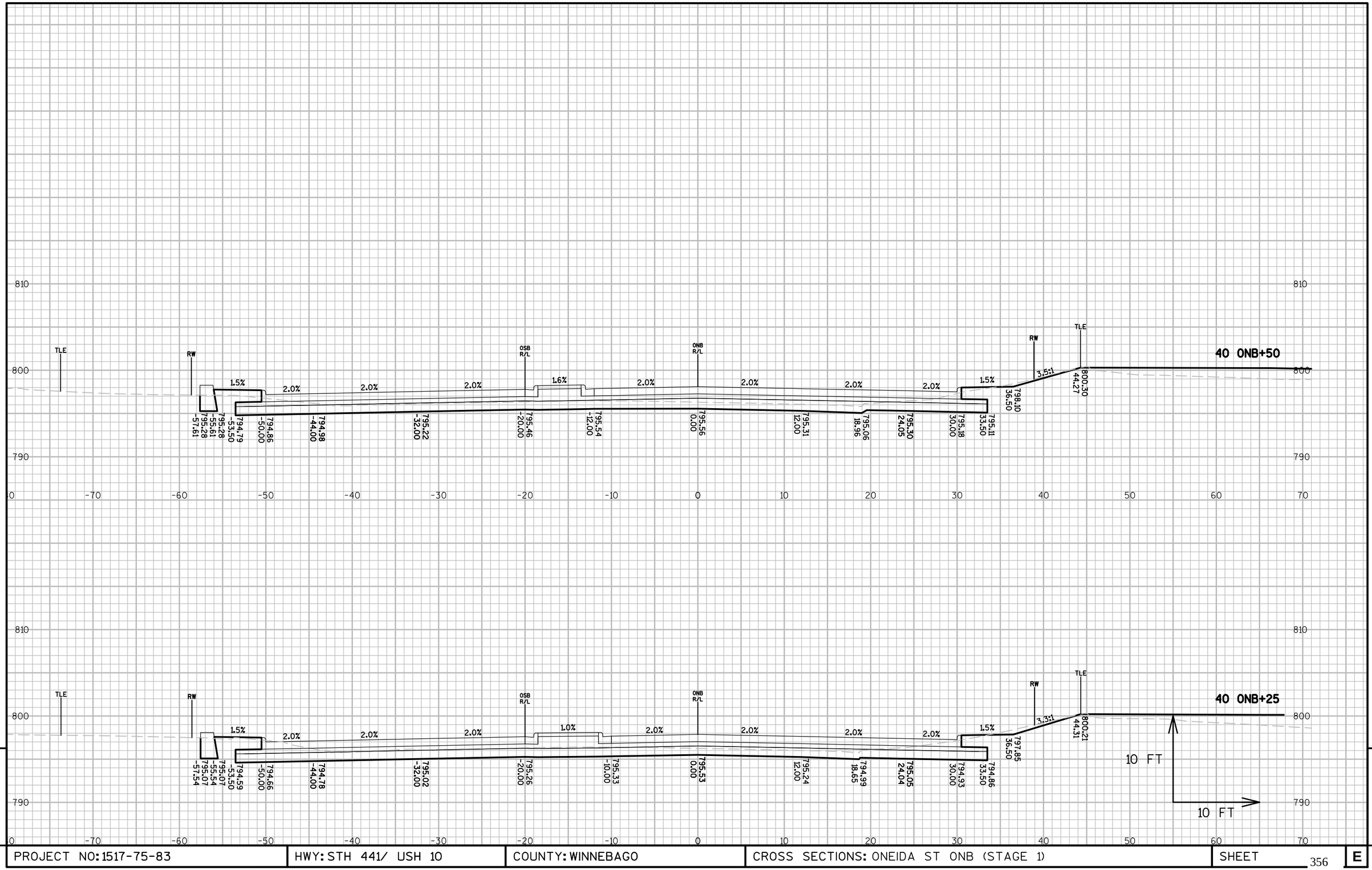
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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 1)	SHEET 355	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090207-XS

PLOT DATE : 2/1/2017 11:20 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

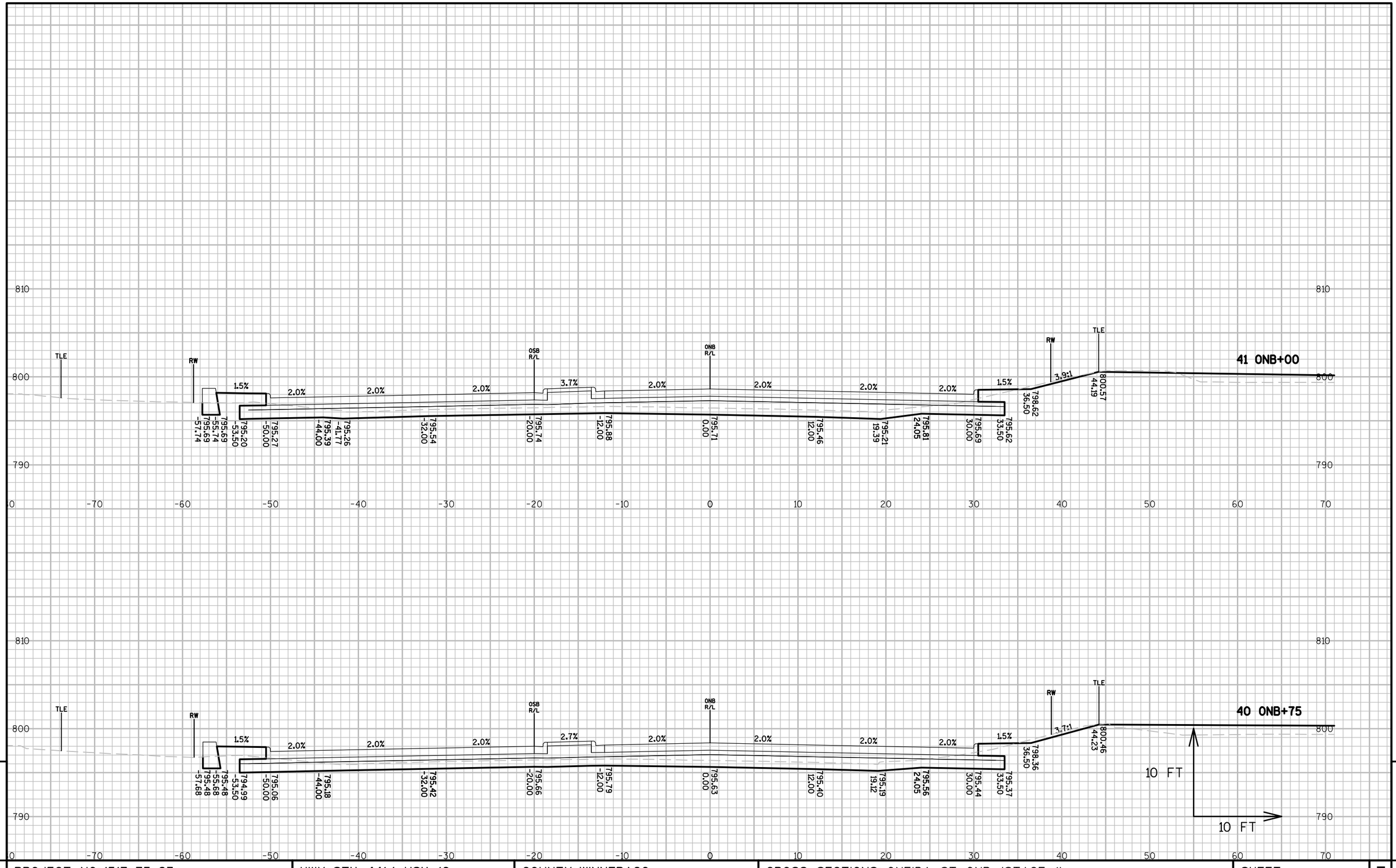


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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 1)	SHEET 356	E

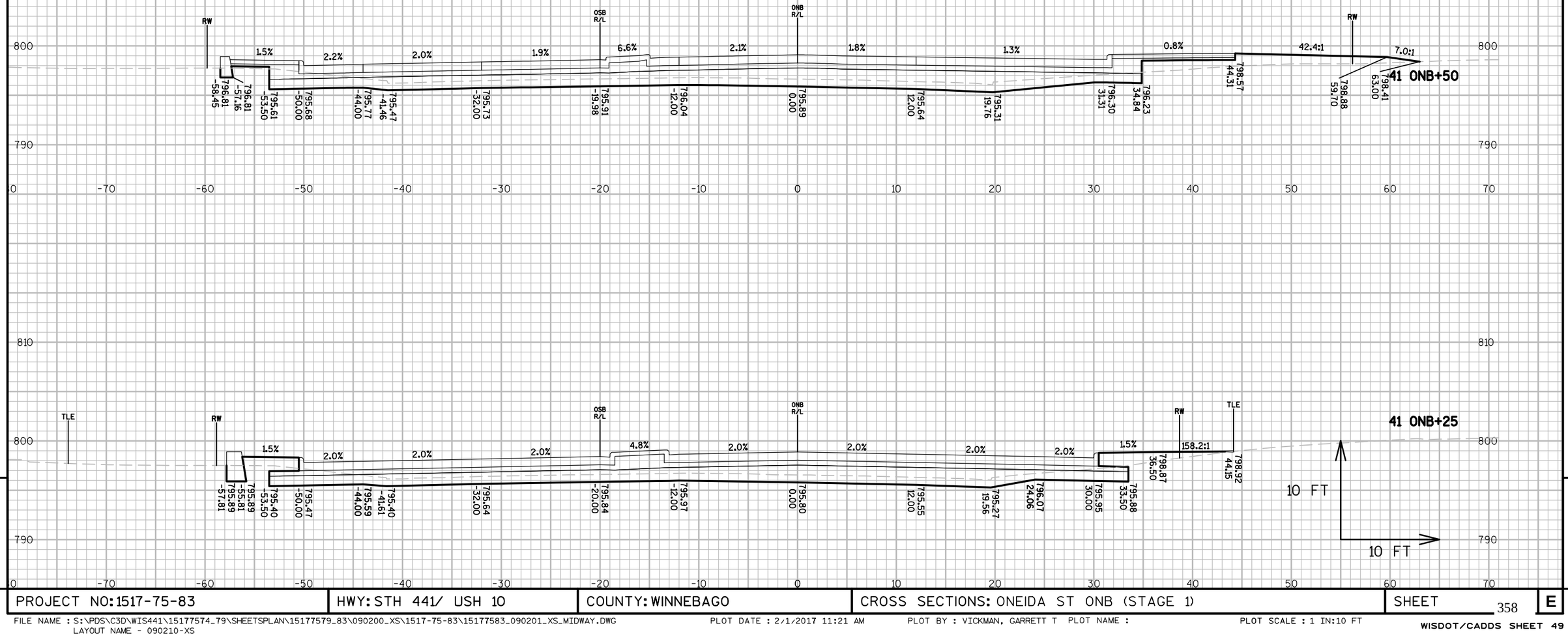
FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090208-XS
PLOT DATE : 2/1/2017 11:21 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



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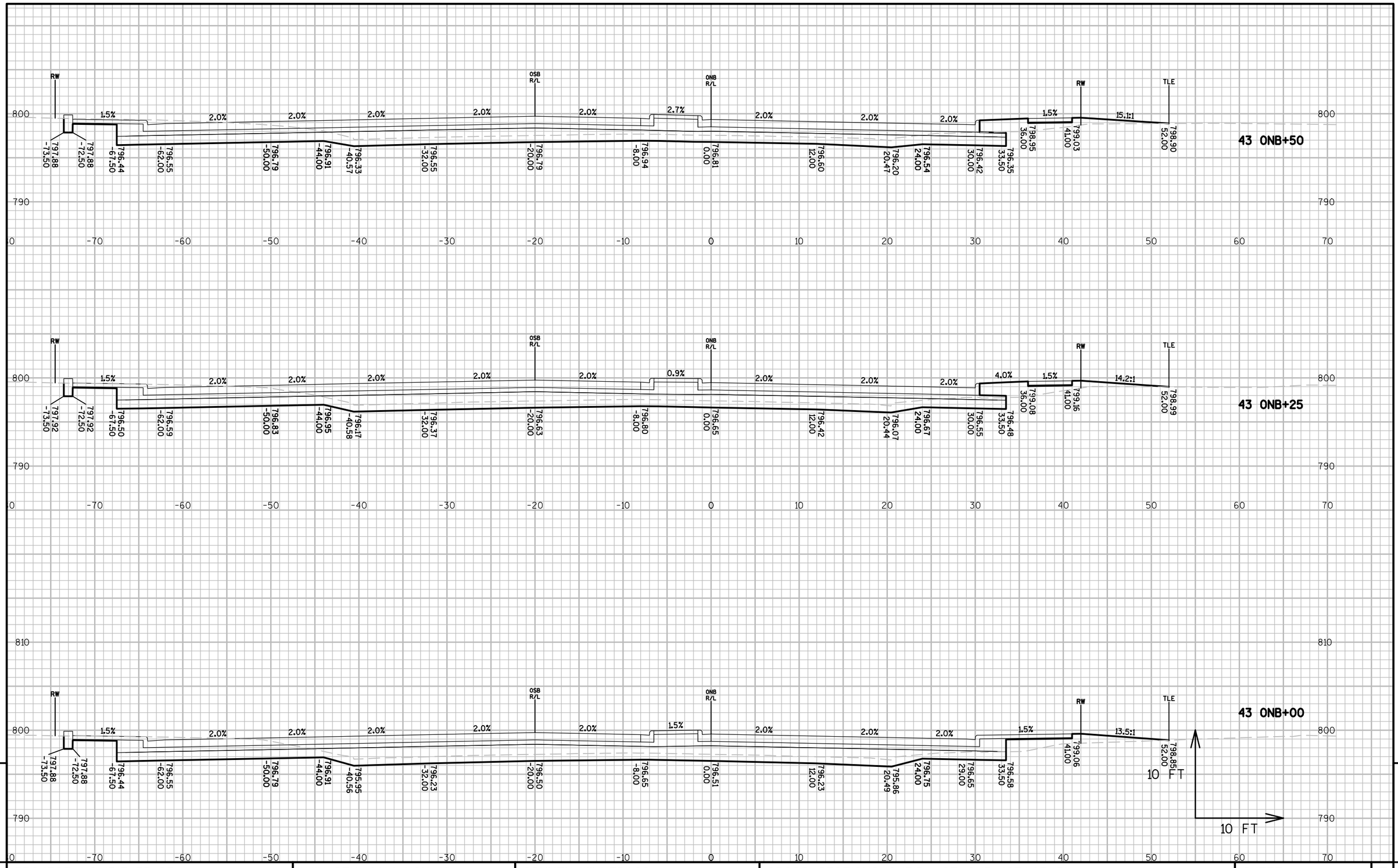
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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 1)	SHEET 357	E



PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 1)	SHEET 358	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090210-XS
PLOT DATE : 2/1/2017 11:21 AM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:10 FT



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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 3)	SHEET 359	E

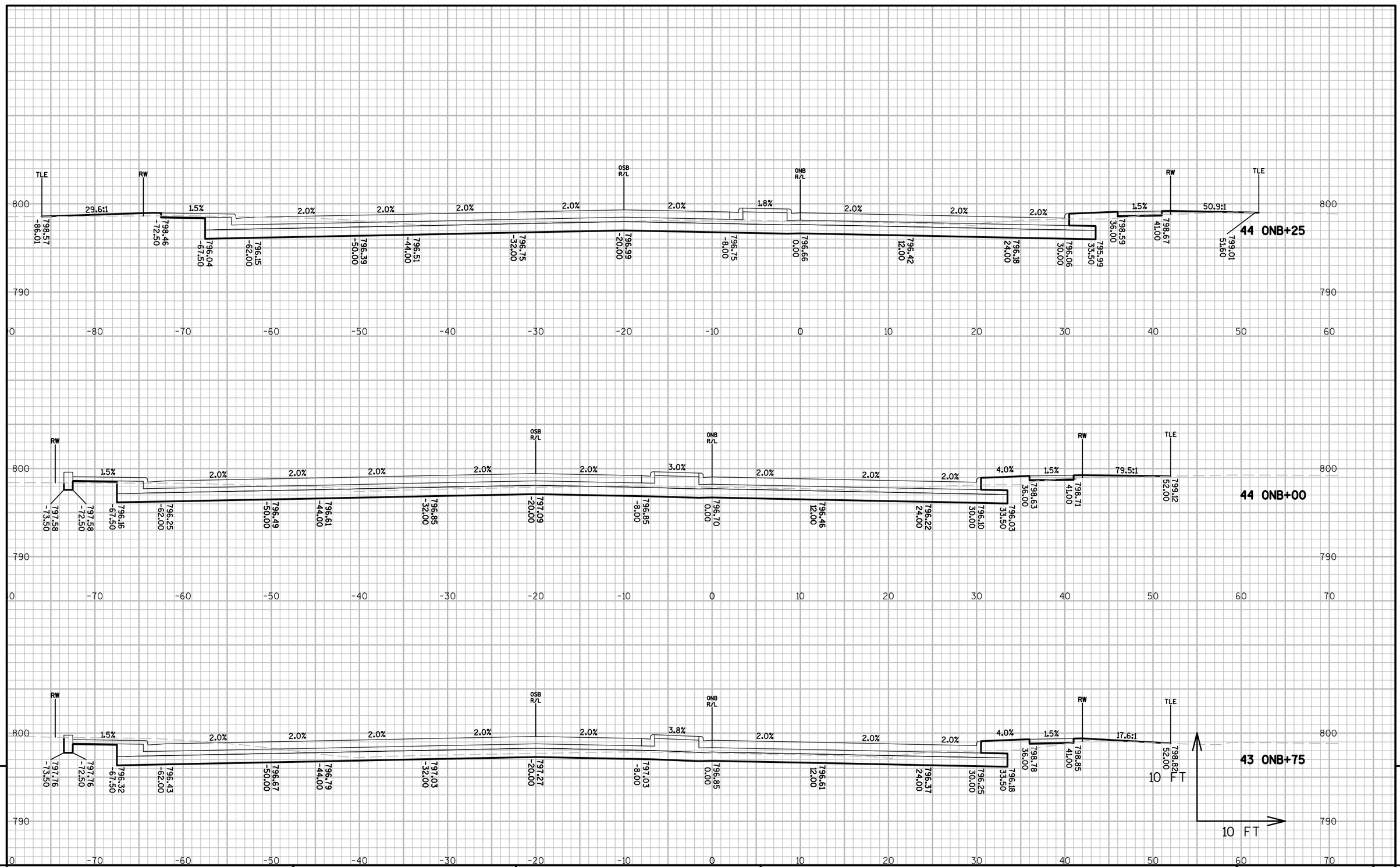
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LAYOUT NAME - 090211-XS

PLOT DATE : 2/1/2017 11:21 AM

PLOT BY : VICKMAN, GARRETT T PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



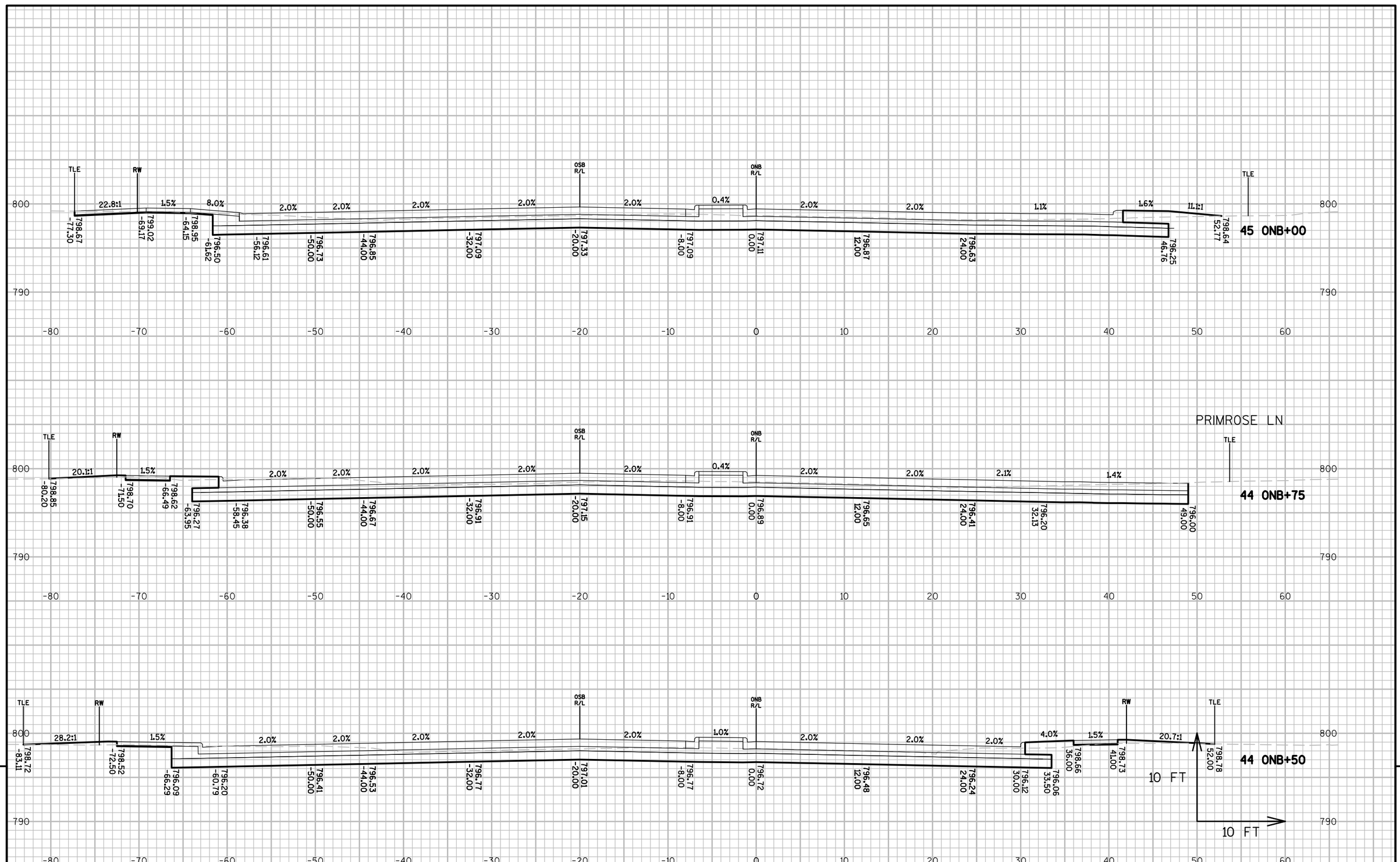
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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 3)	SHEET 360	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090212-XS

PLOT DATE : 2/1/2017 11:22 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

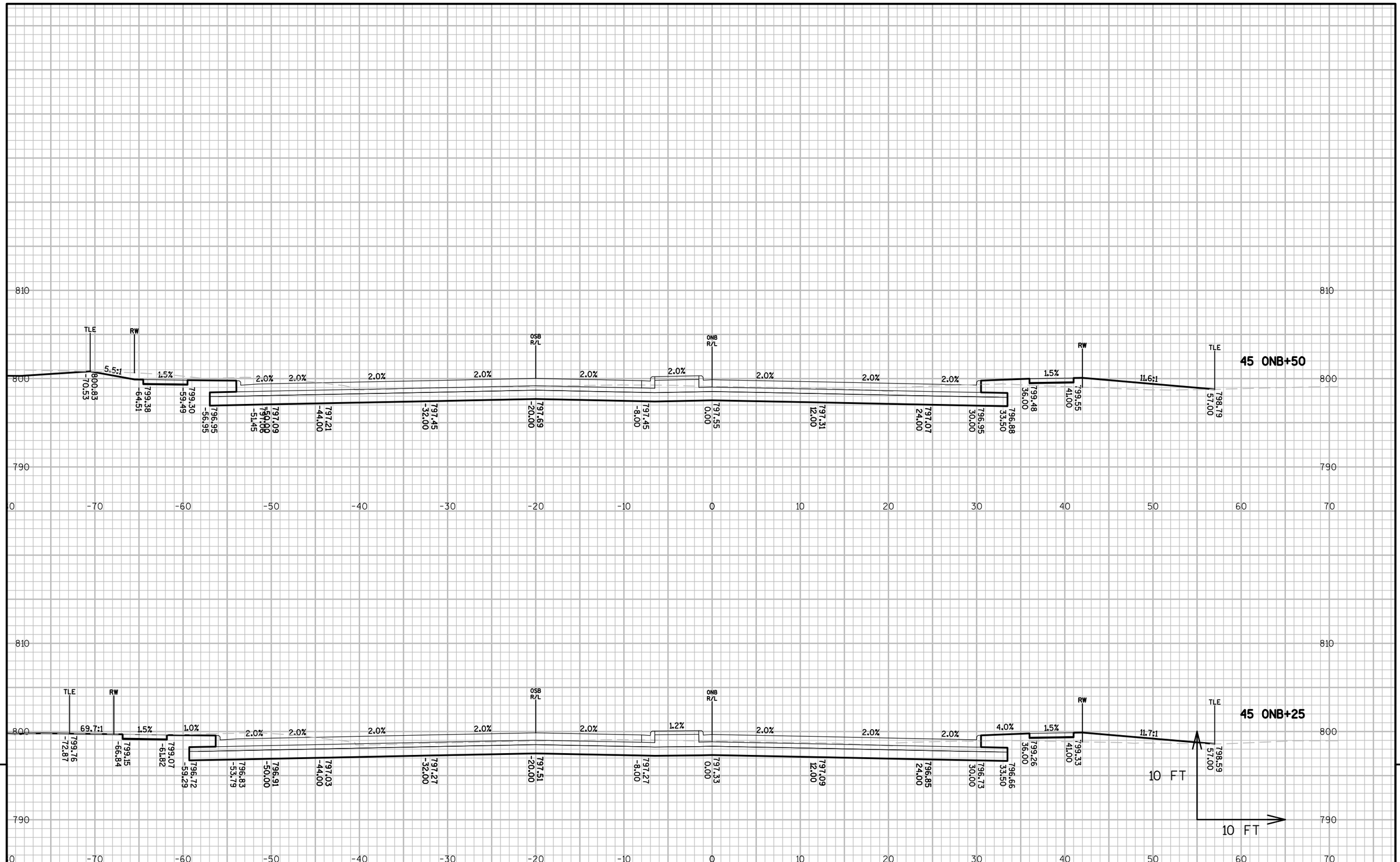


PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 3)	SHEET 361	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090213-XS

PLOT DATE : 2/1/2017 11:22 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

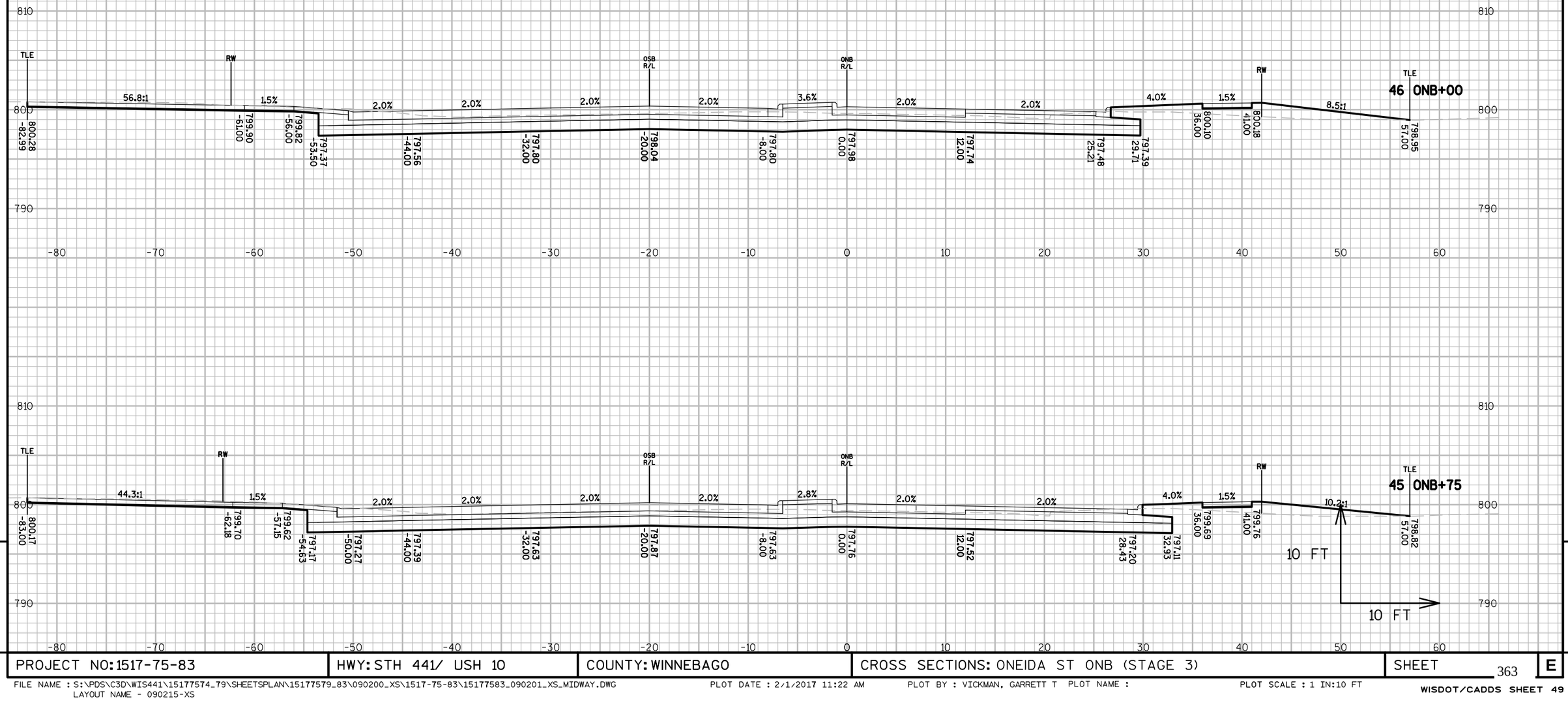


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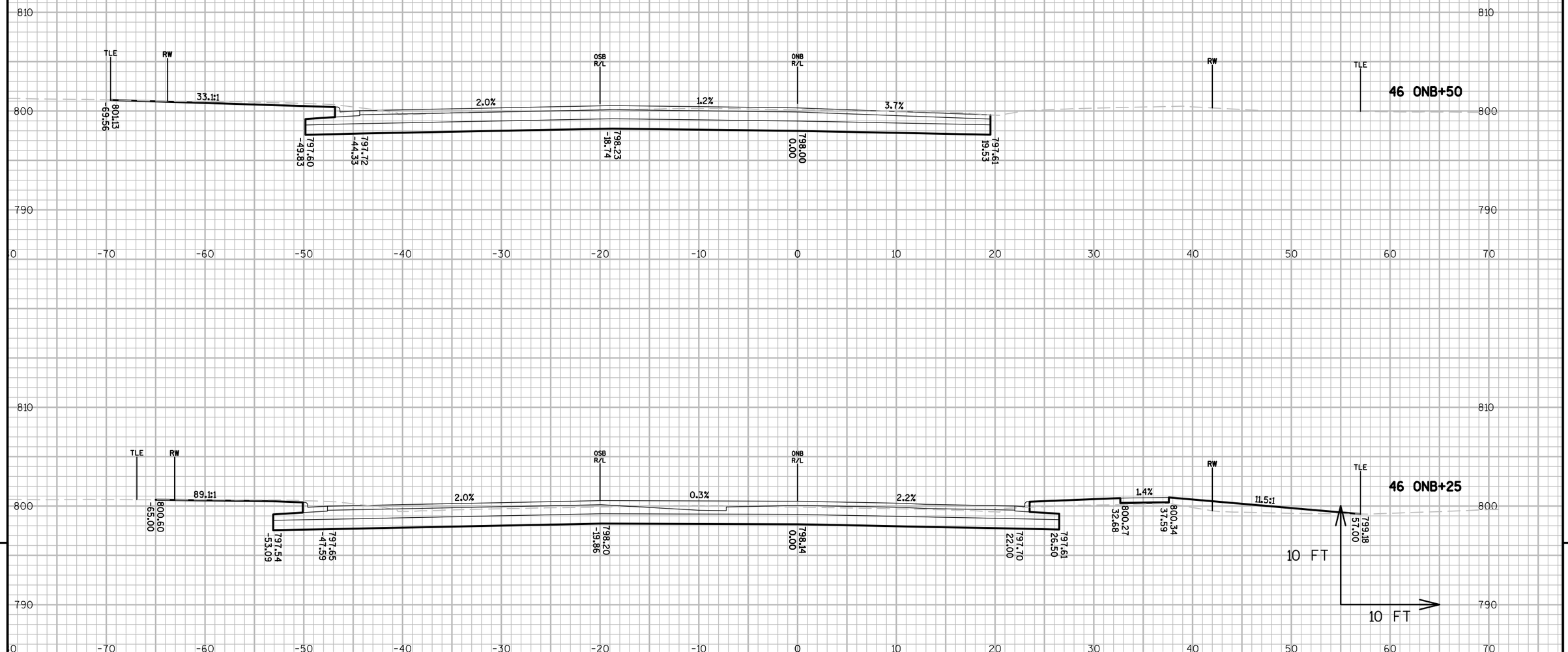
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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 3)	SHEET 362	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090214-XS
PLOT DATE : 2/1/2017 11:22 AM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 3)	SHEET 363	E



9

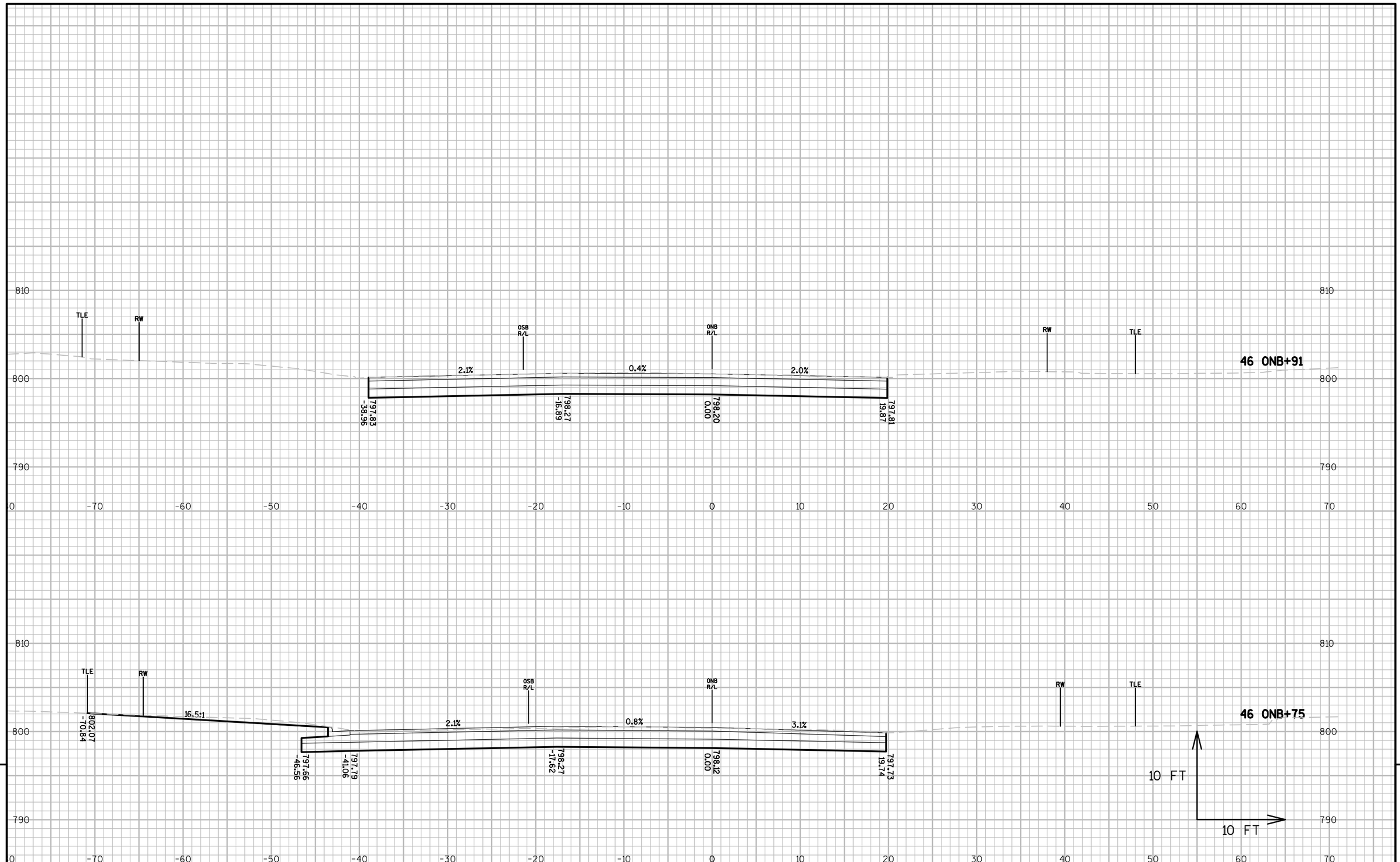
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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 3)	SHEET 364	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090216-XS

PLOT DATE : 2/1/2017 11:23 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

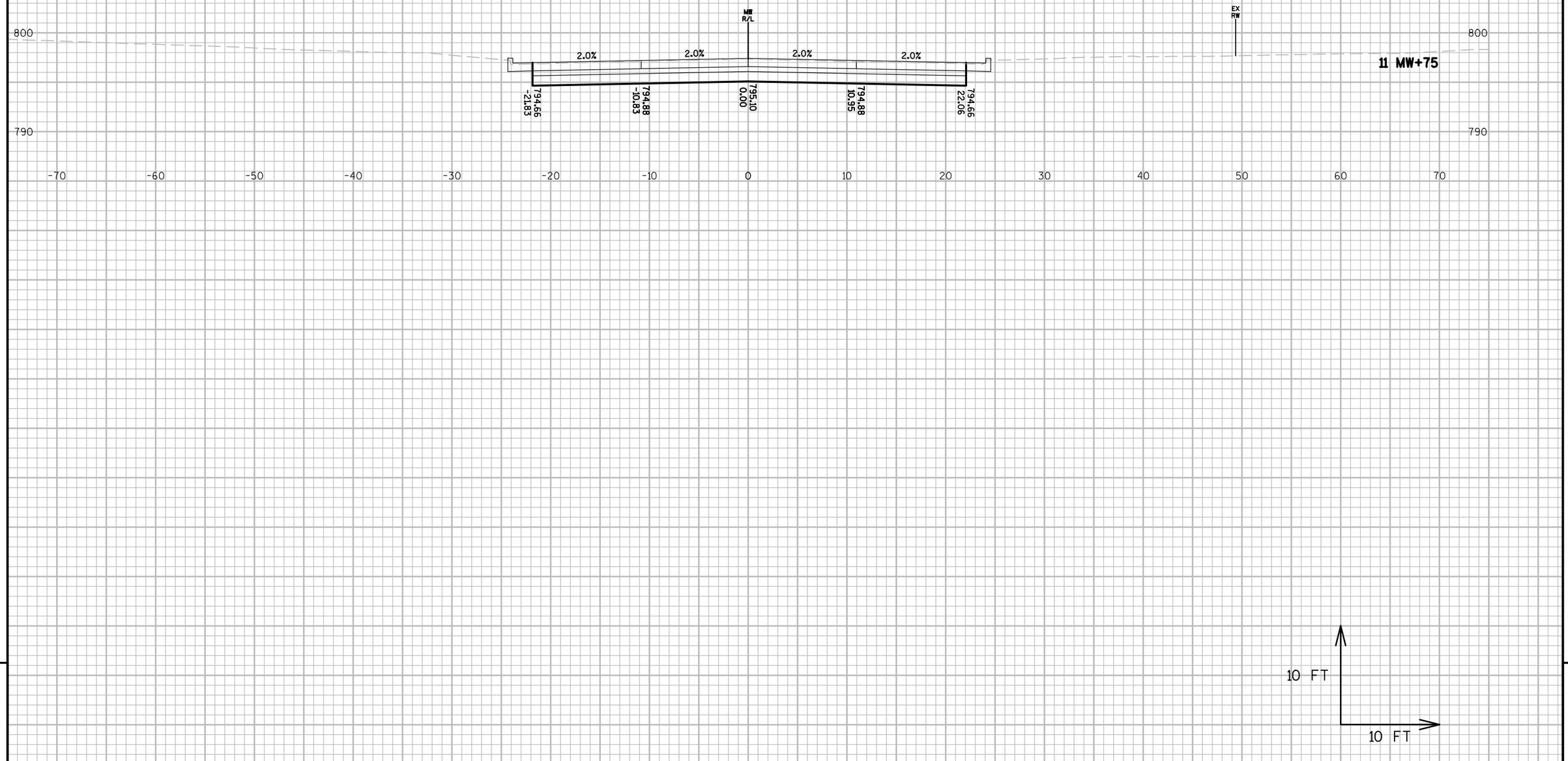
WISDOT/CADDS SHEET 49



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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: ONEIDA ST ONB (STAGE 3)	SHEET 365	E



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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 366	E

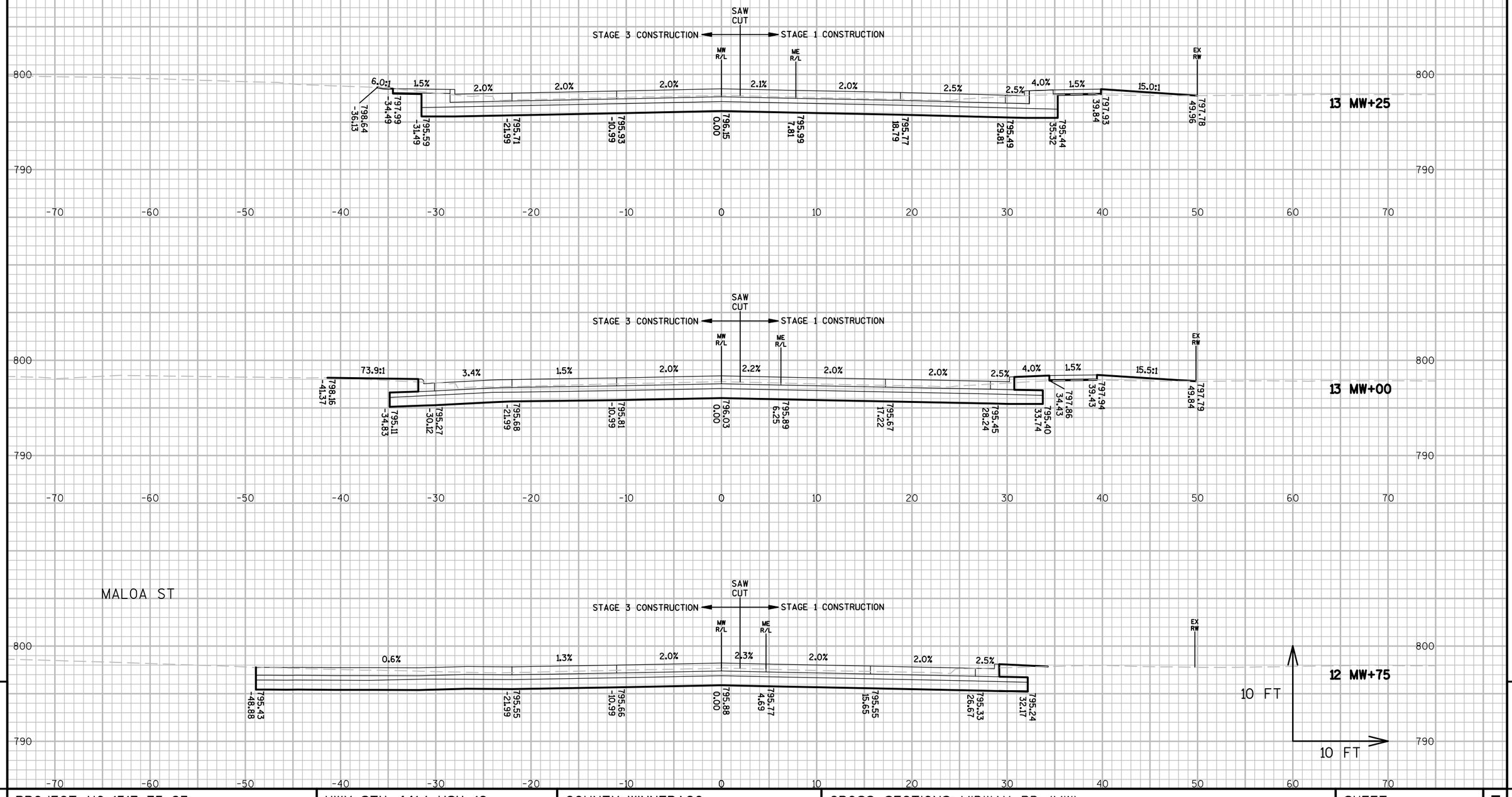
FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090218-XS

PLOT DATE : 2/1/2017 11:23 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

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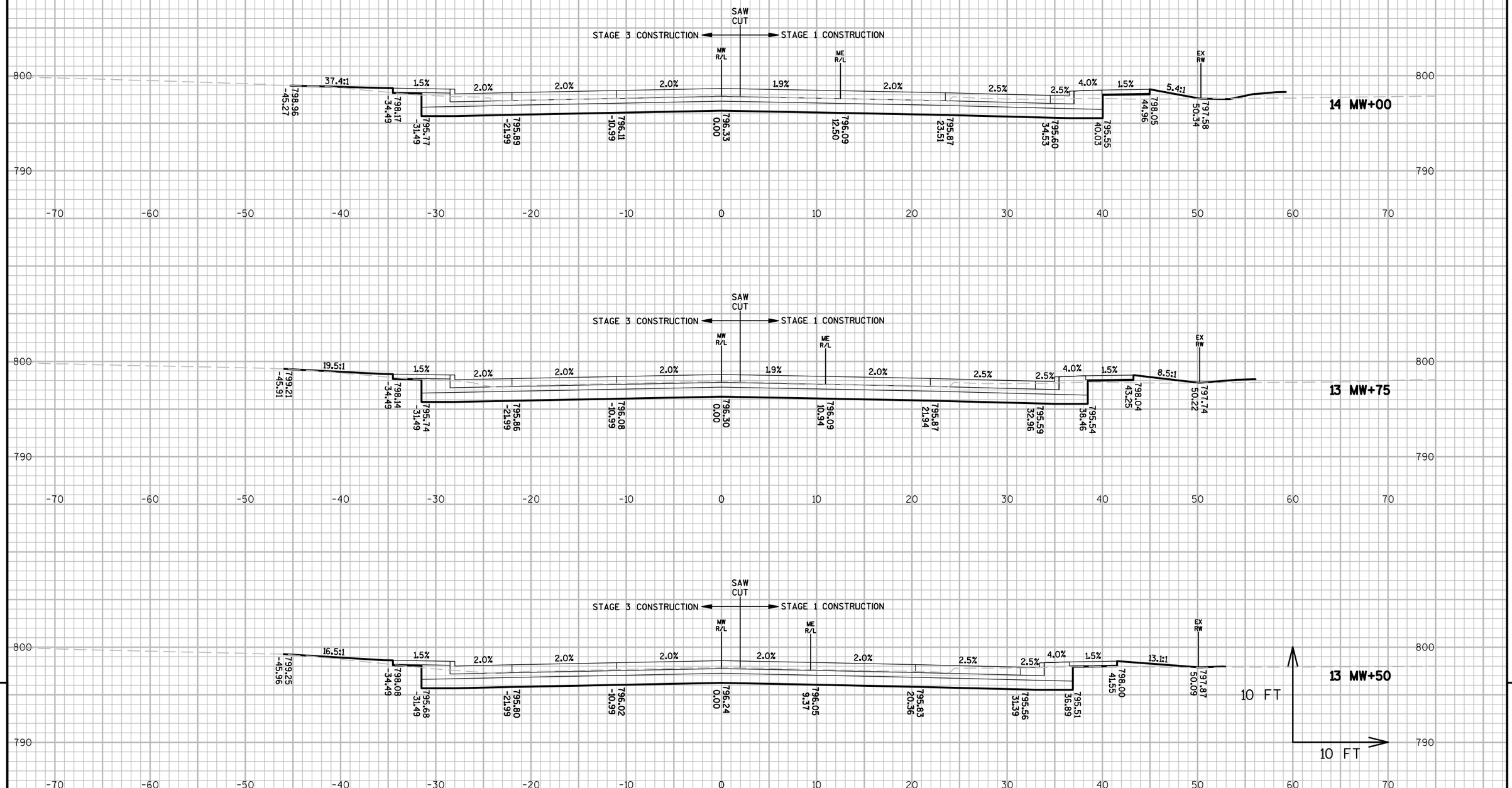
PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 367	E



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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 368	E

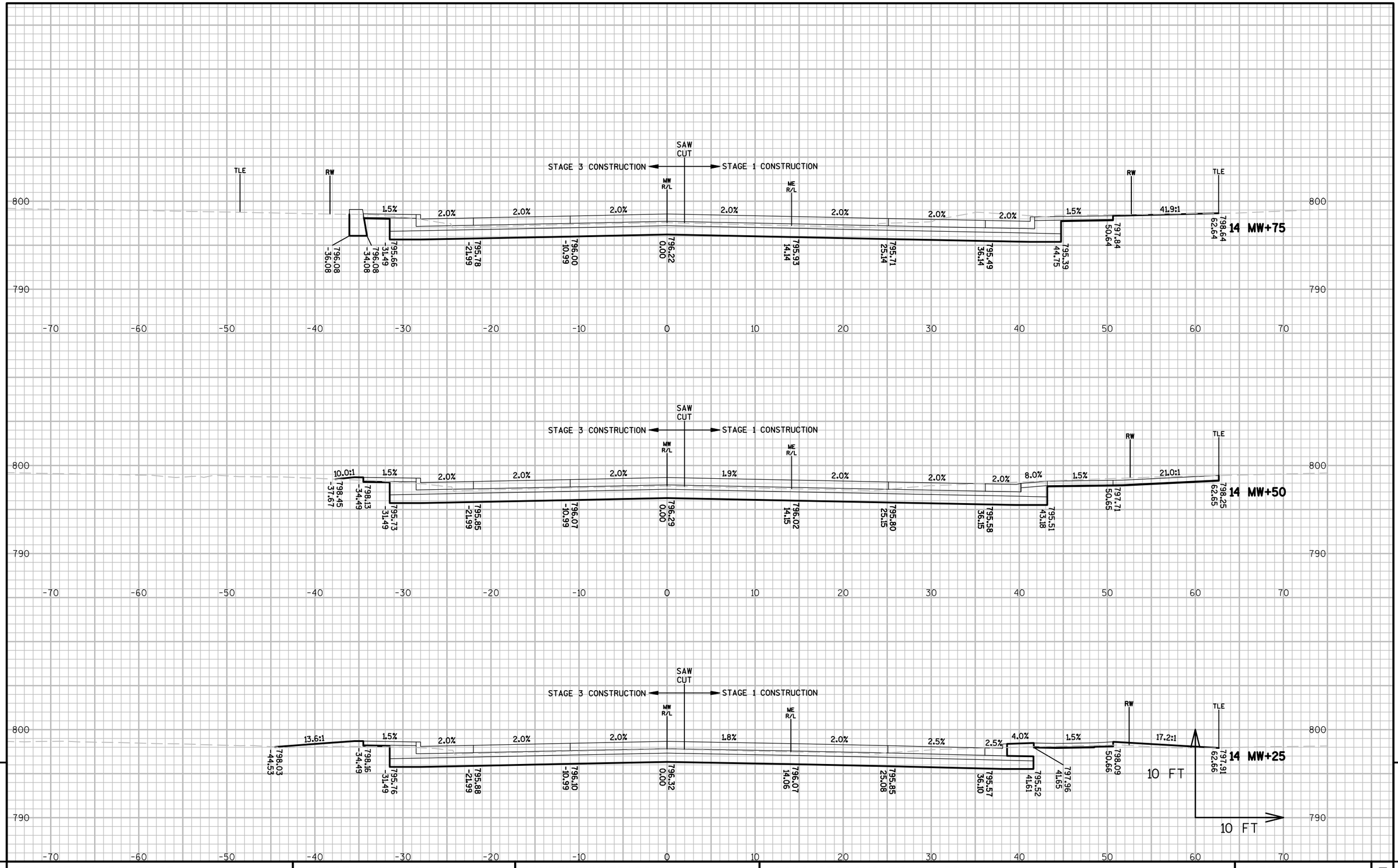


PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 369	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090221-XS

PLOT DATE : 2/1/2017 11:24 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

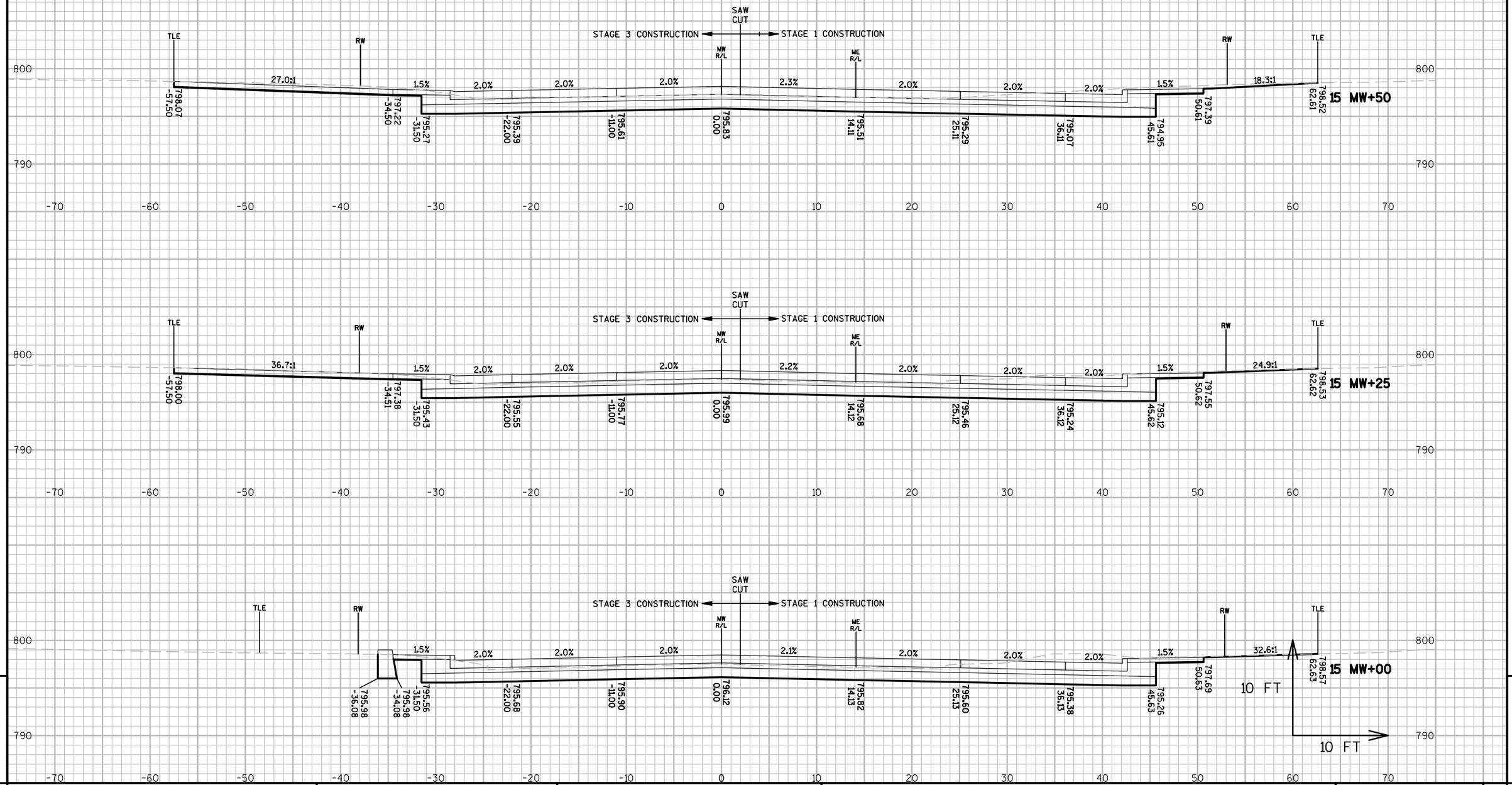
WISDOT/CADDS SHEET 49



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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 370	E



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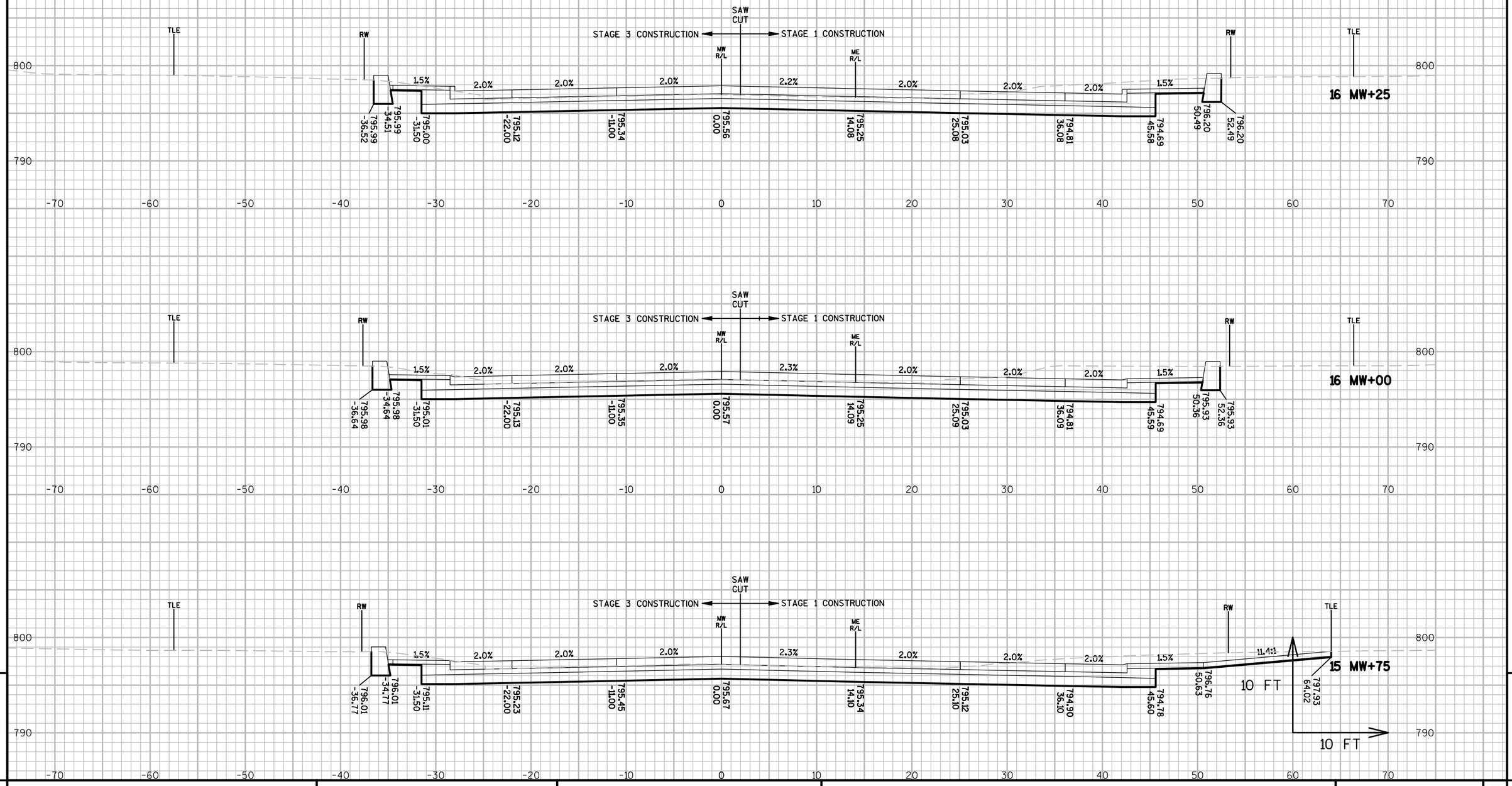
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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 371	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090223-XS

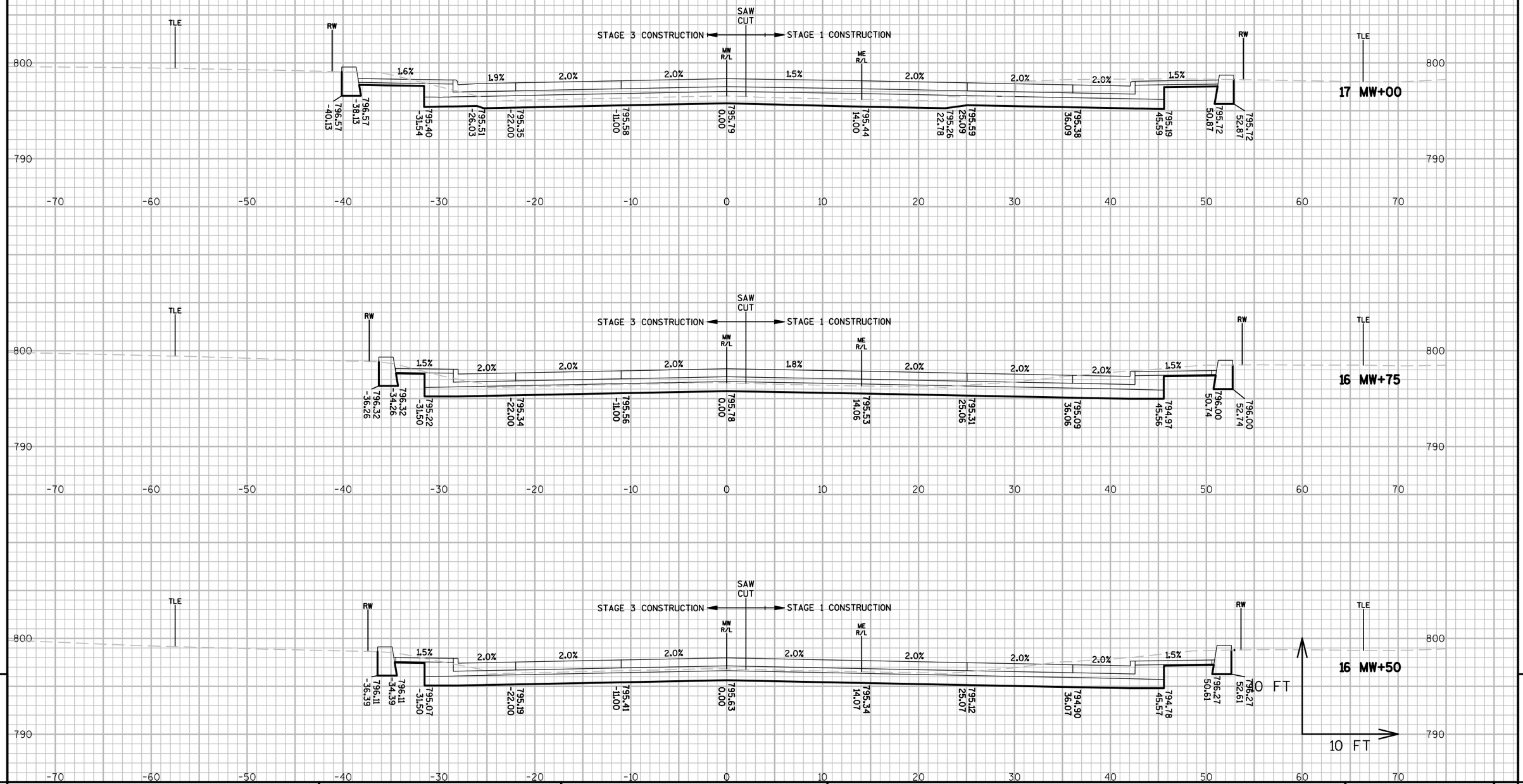
PLOT DATE : 2/1/2017 11:25 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 372	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090224-XS
PLOT DATE : 2/1/2017 11:26 AM
PLOT BY : VICKMAN, GARRETT T
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



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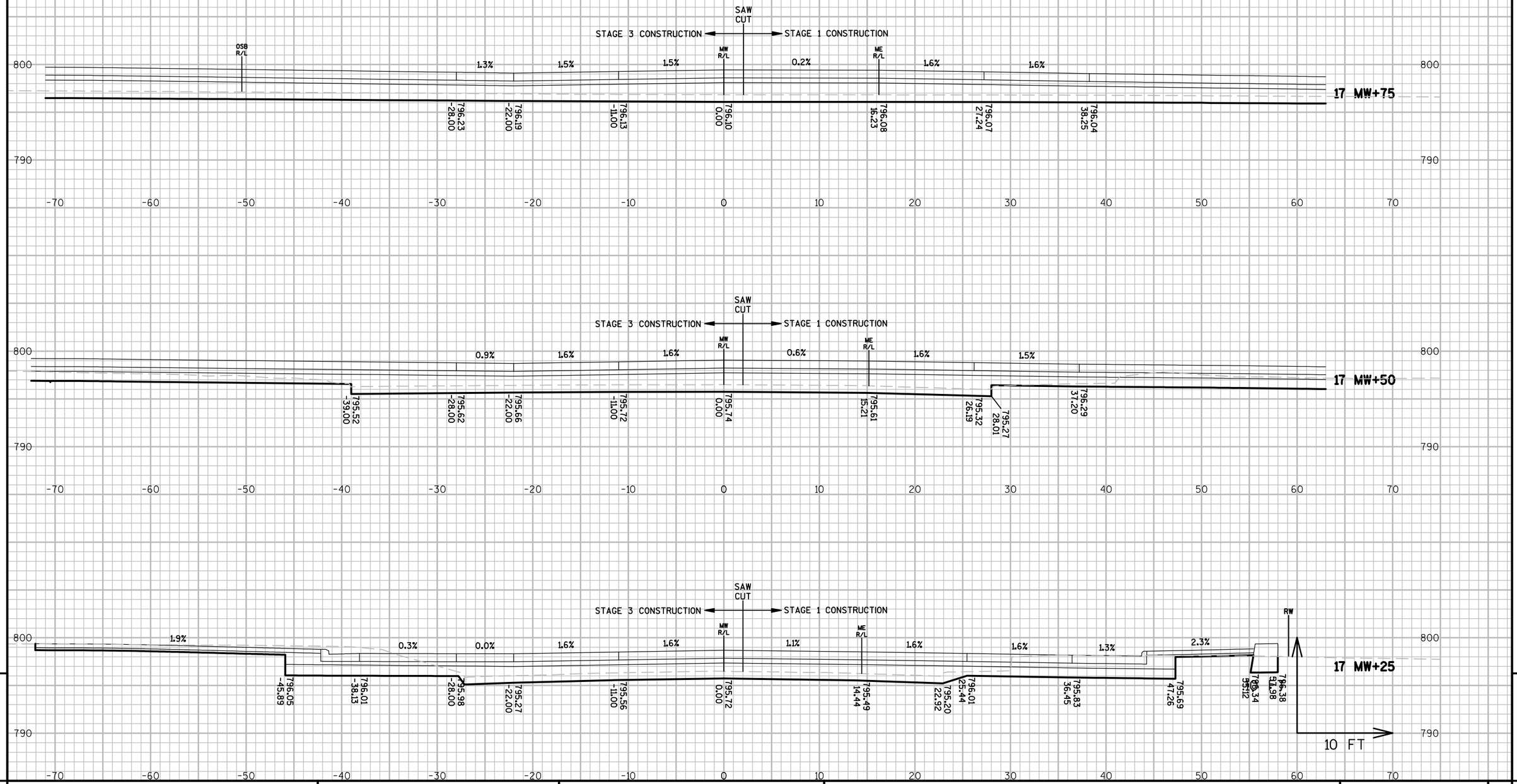
PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 373	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090225-XS

PLOT DATE : 2/1/2017 11:26 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

MIDWAY RD/ONEIDA ST INTERSECTION



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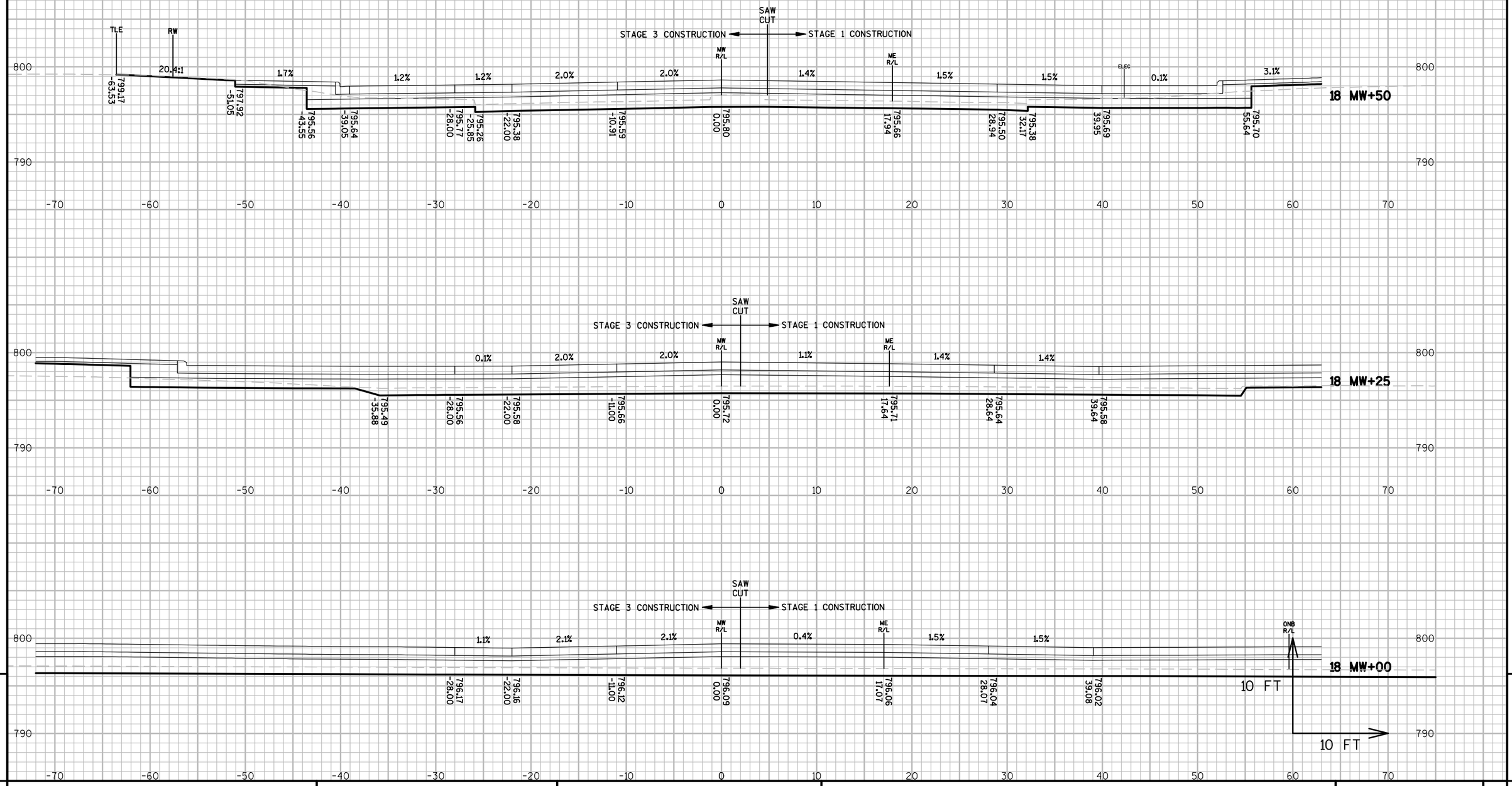
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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 374	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090226-XS

PLOT DATE : 2/1/2017 11:26 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

MIDWAY RD/ONEIDA ST INTERSECTION

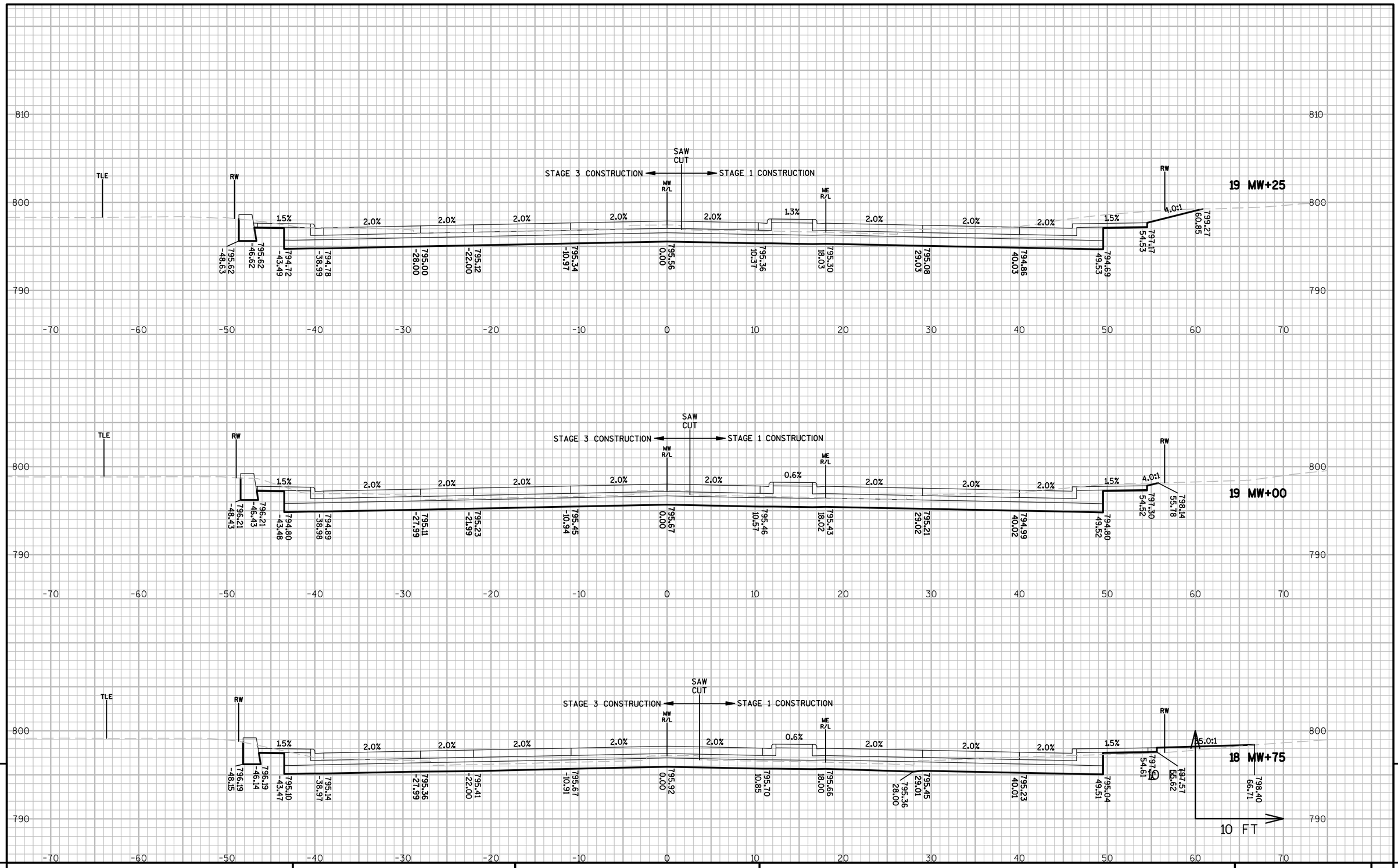


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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 375	E

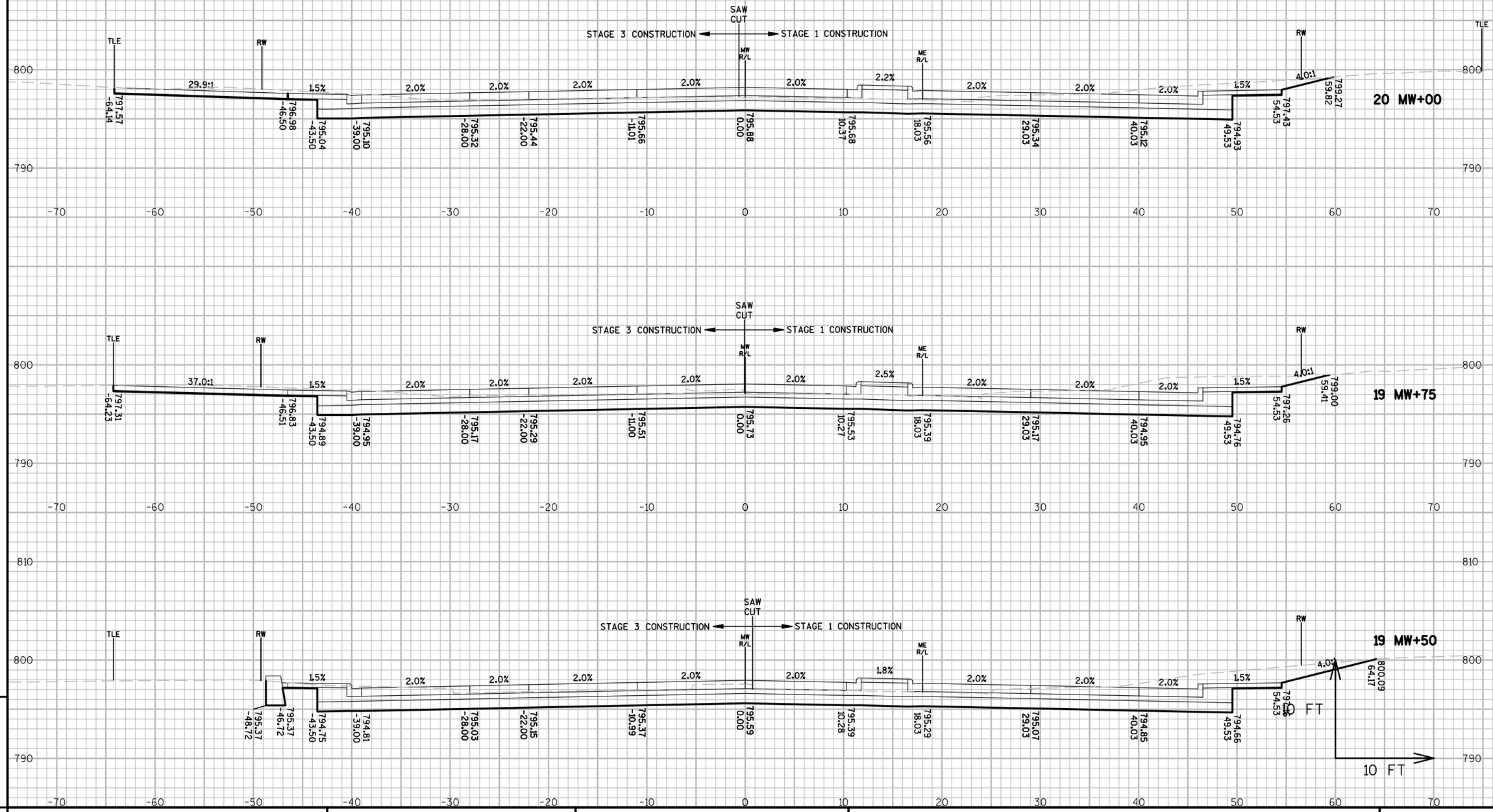
FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090227-XS

PLOT DATE : 2/1/2017 11:26 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 376	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090228-XS
PLOT DATE : 2/1/2017 11:27 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

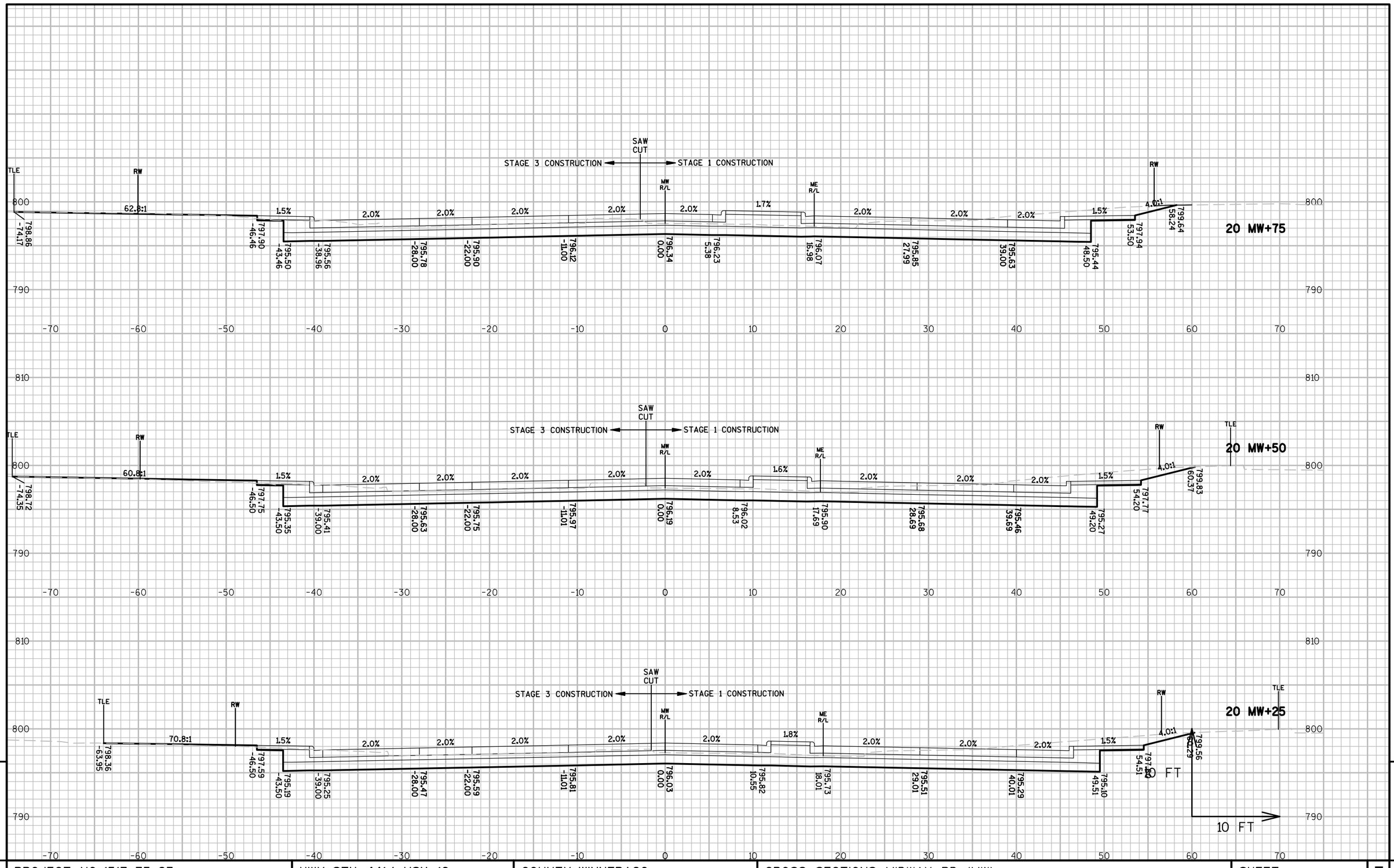


PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 377	E

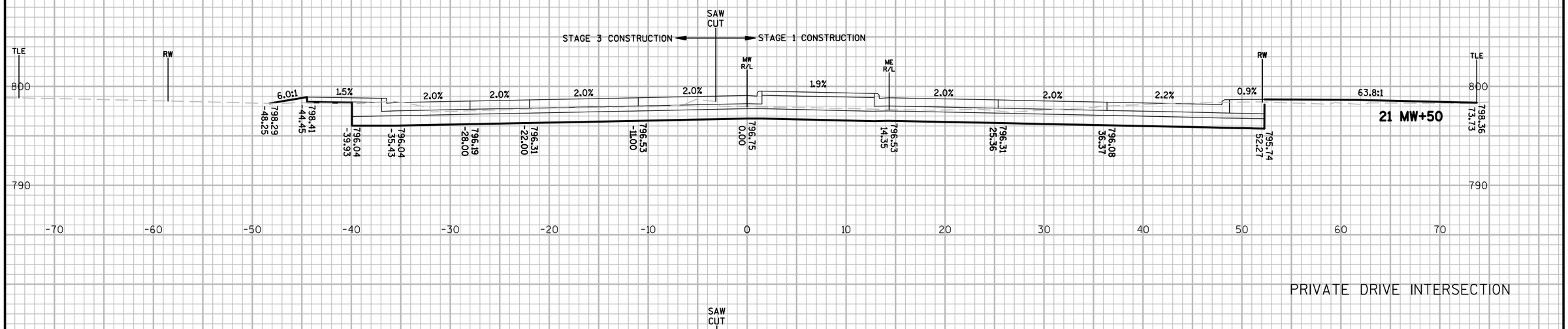
FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090229-XS

PLOT DATE : 2/1/2017 11:27 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

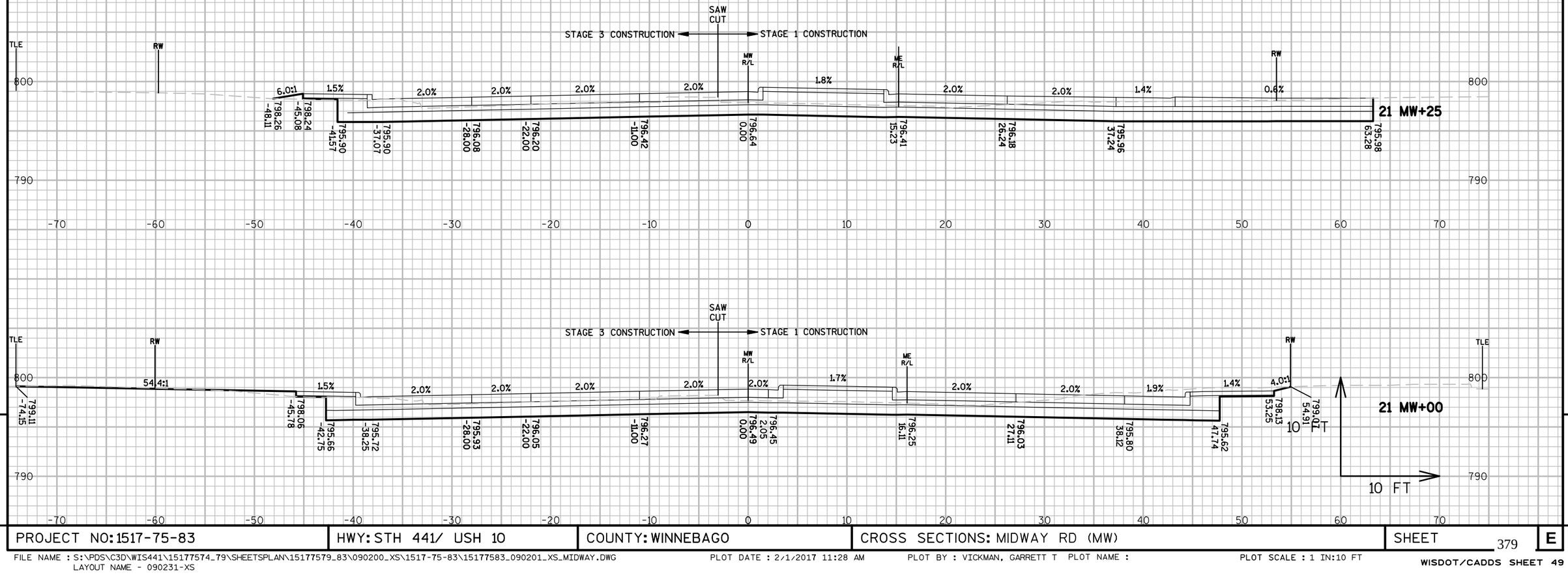
WISDOT/CADDS SHEET 49



PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 378	E



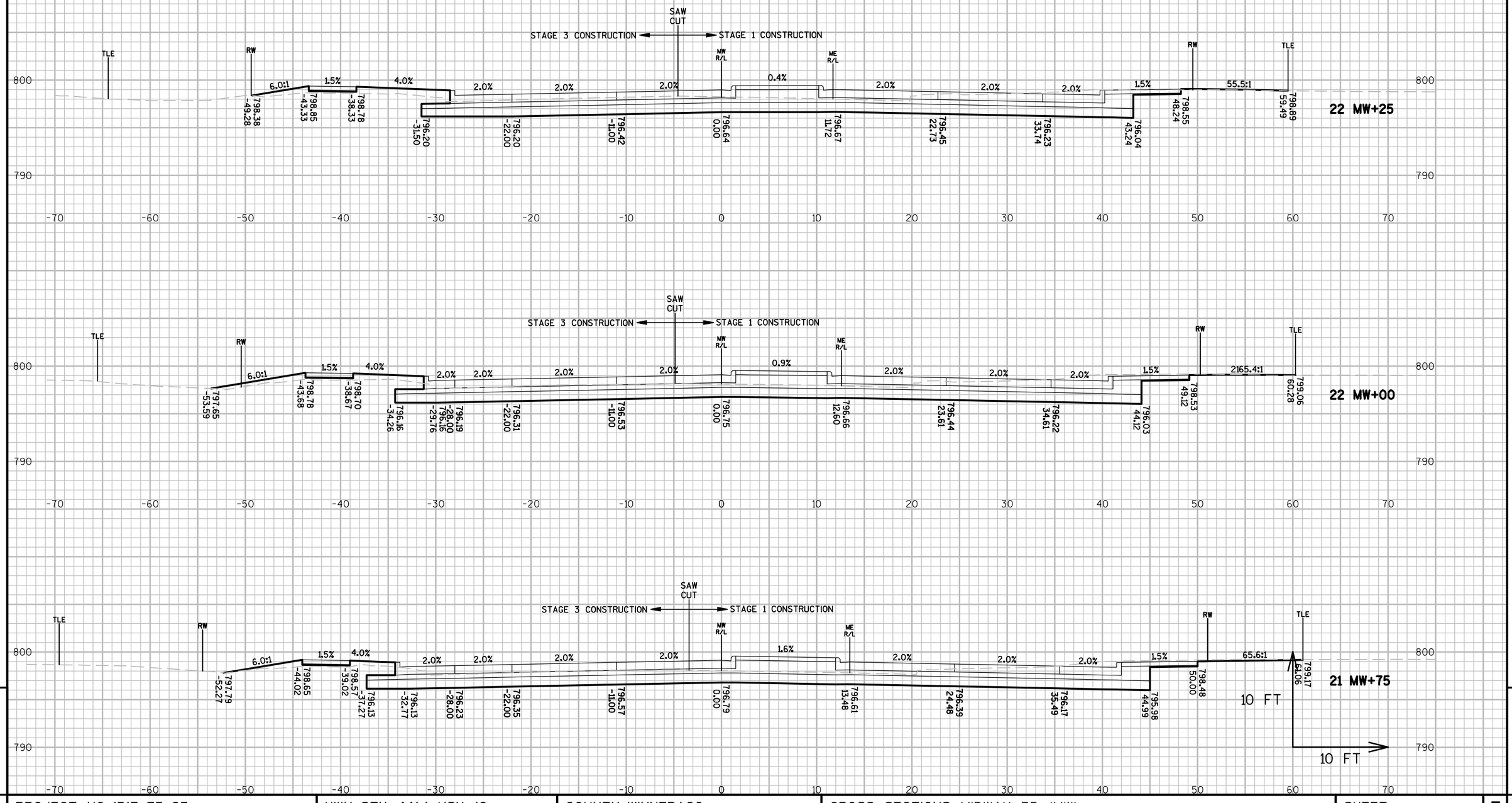
PRIVATE DRIVE INTERSECTION



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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 379	E

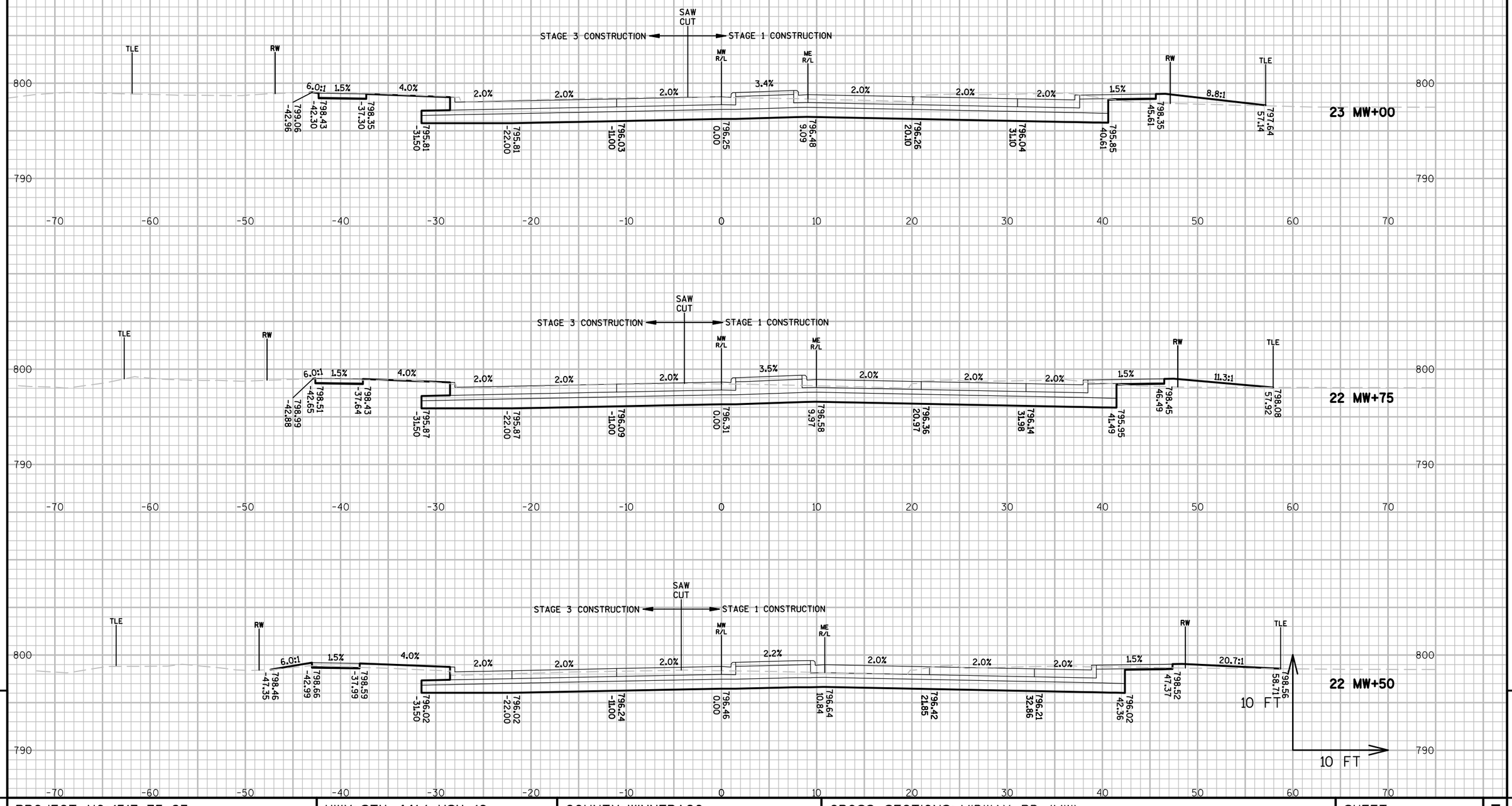


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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 380	E

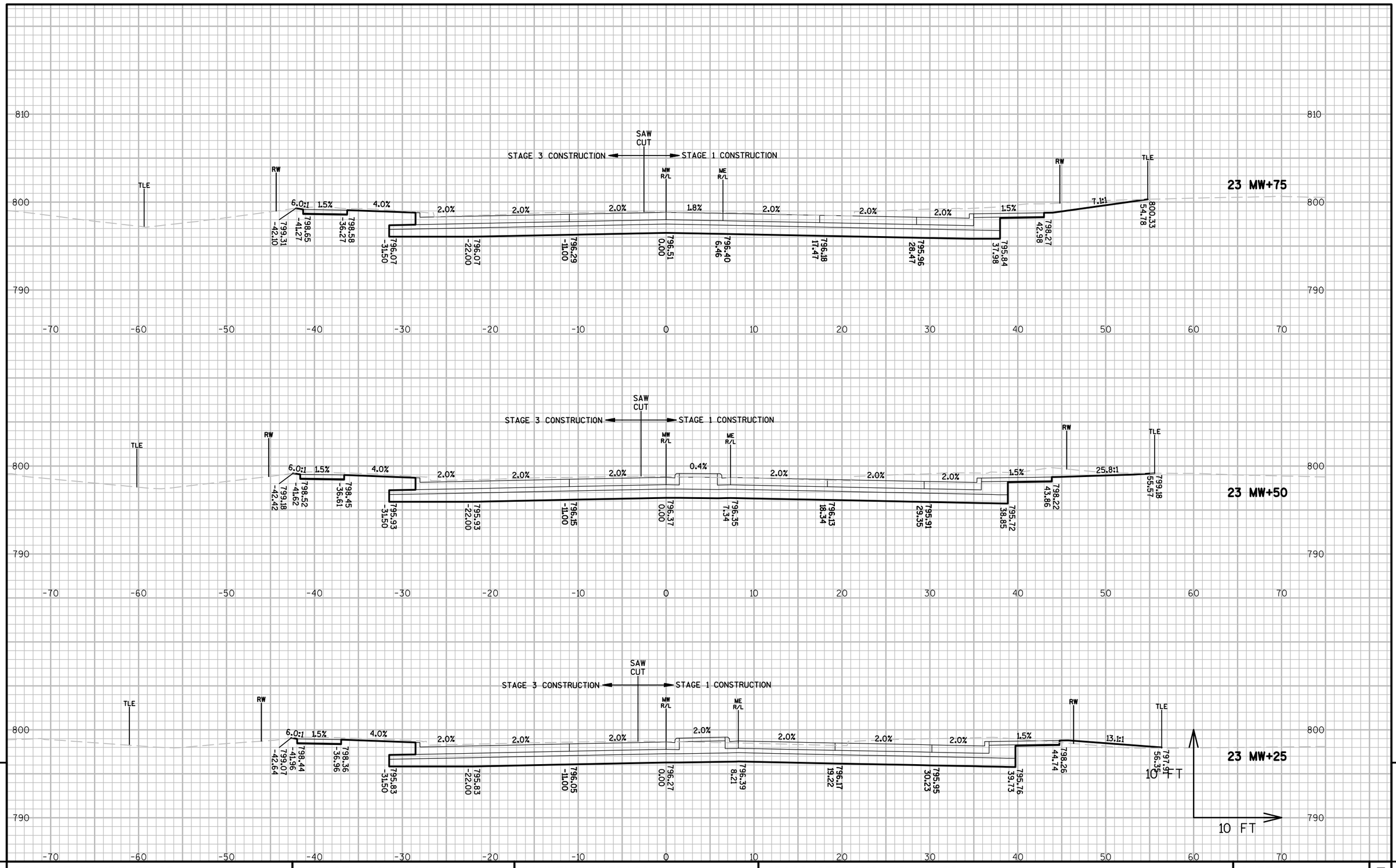
FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090232-XS
PLOT DATE : 2/1/2017 11:28 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



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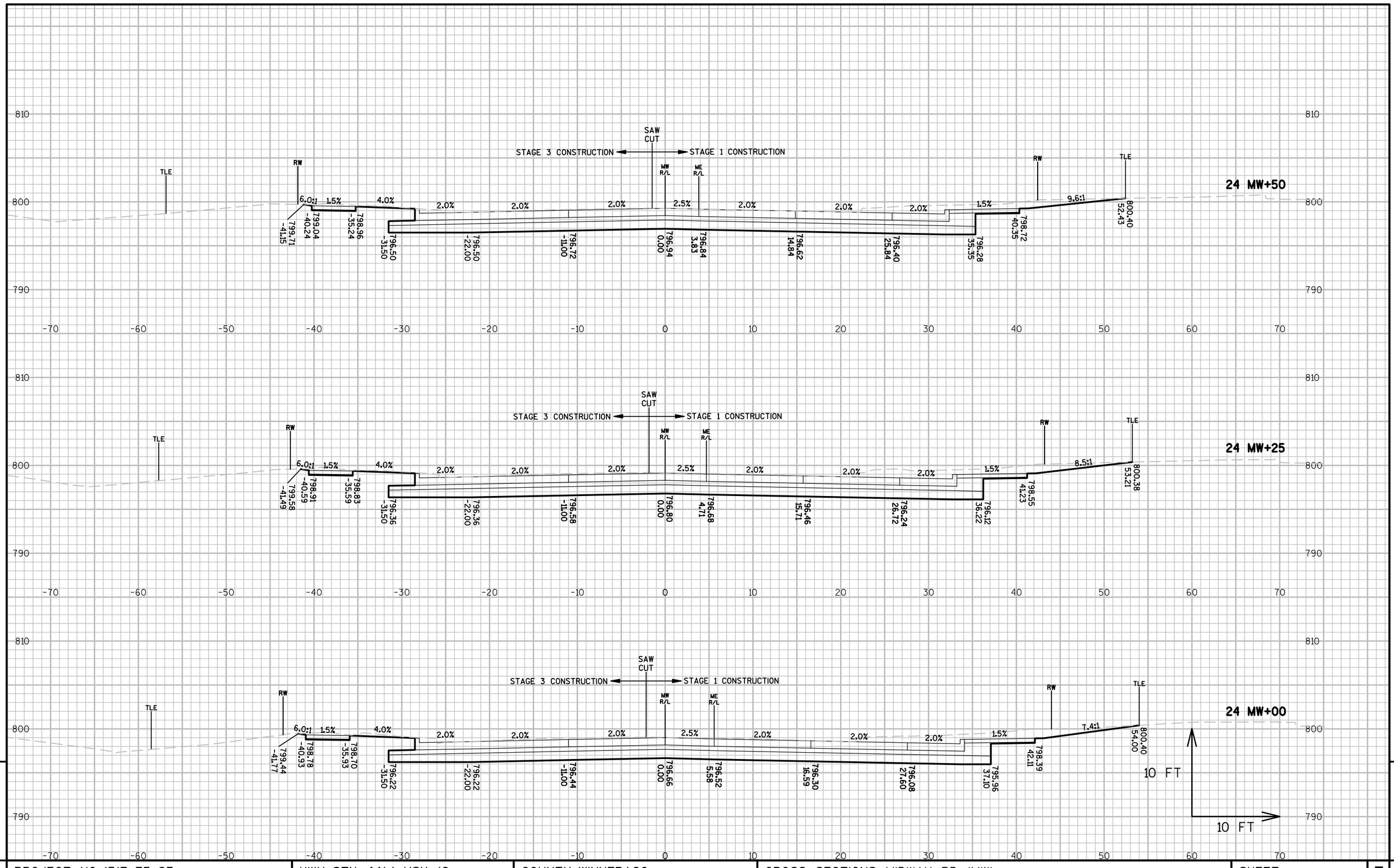
PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 381	E



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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 382	E



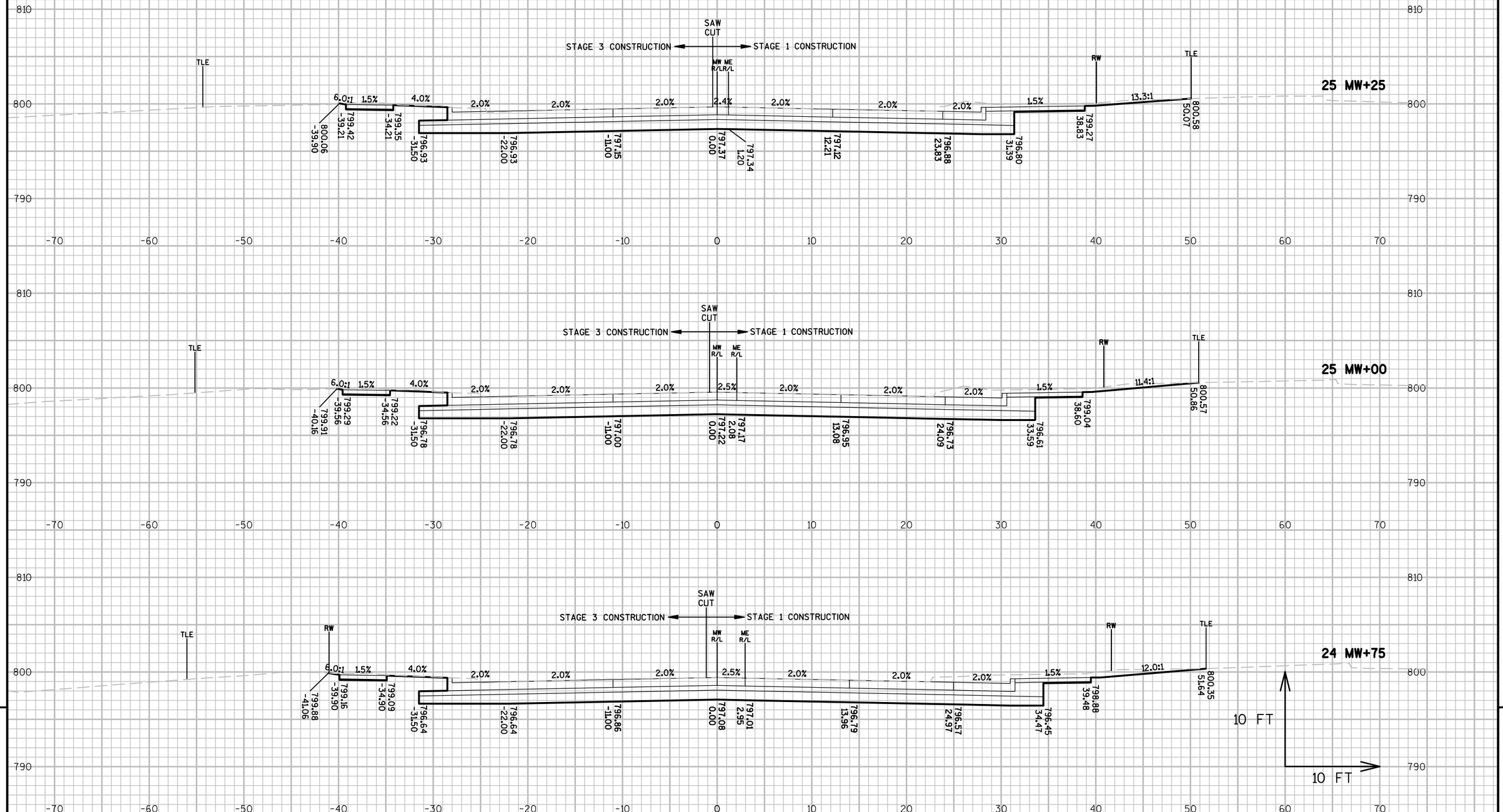
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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 383	E

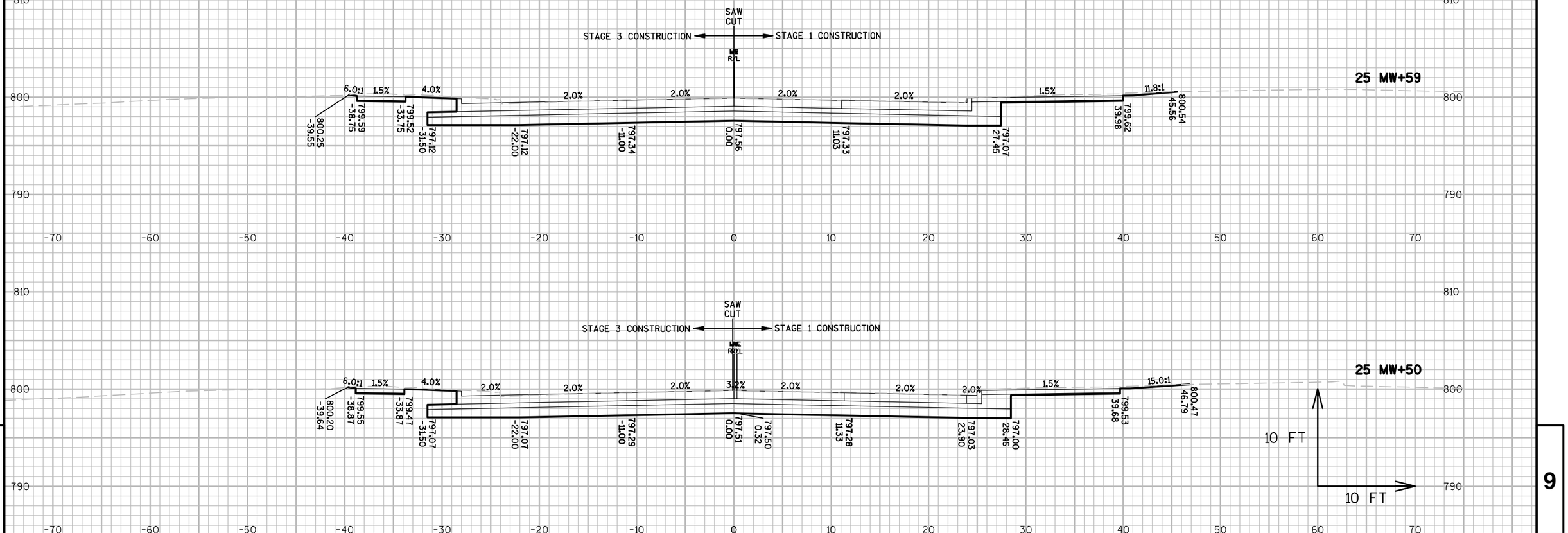
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LAYOUT NAME - 090235-XS

PLOT DATE : 2/1/2017 11:29 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 384 E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090236-XS
PLOT DATE : 2/1/2017 11:29 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



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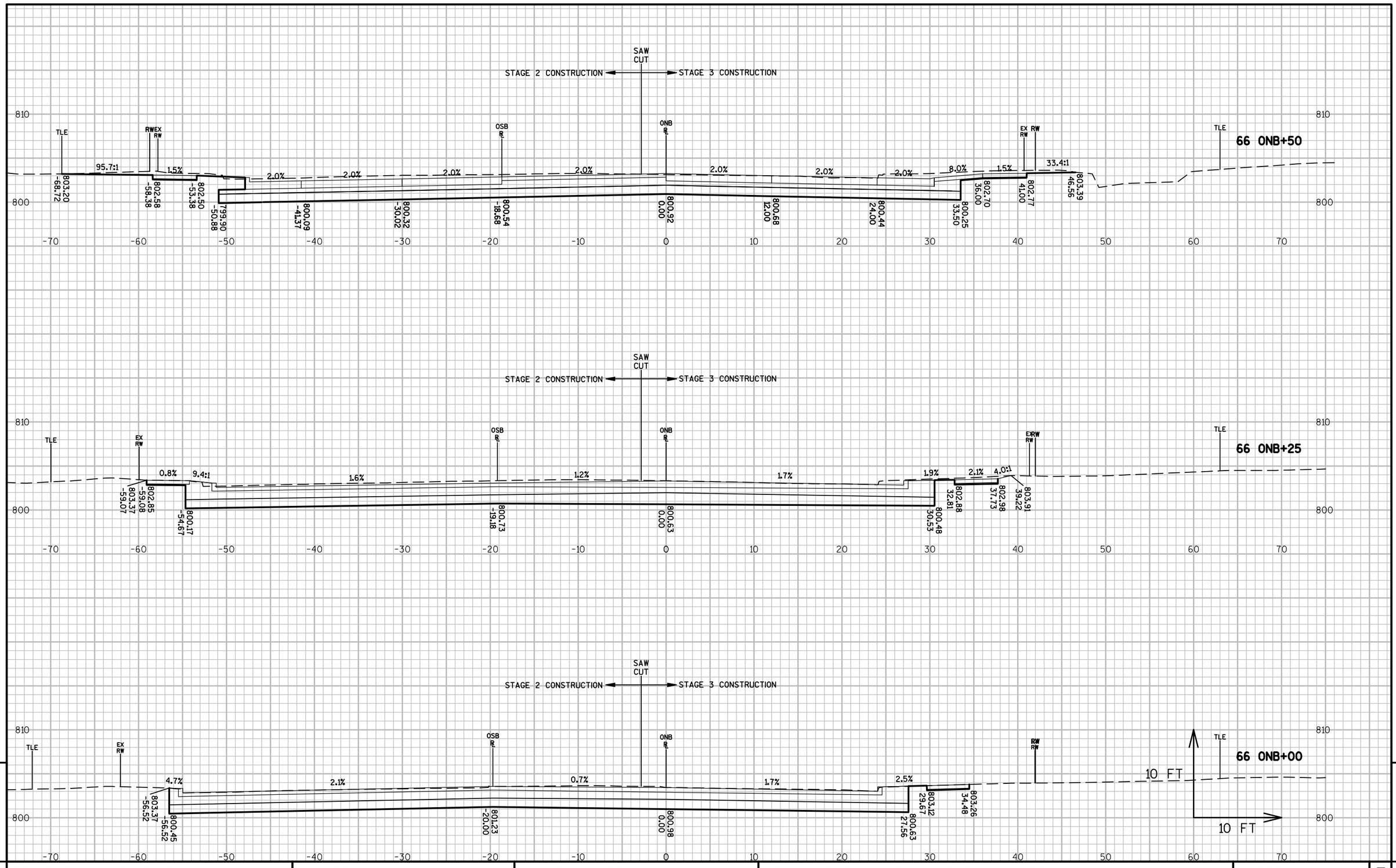
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PROJECT NO: 1517-75-83	HWY: STH 441/ USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: MIDWAY RD (MW)	SHEET 385	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XS_MIDWAY.DWG
LAYOUT NAME - 090237-XS

PLOT DATE : 2/1/2017 11:29 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

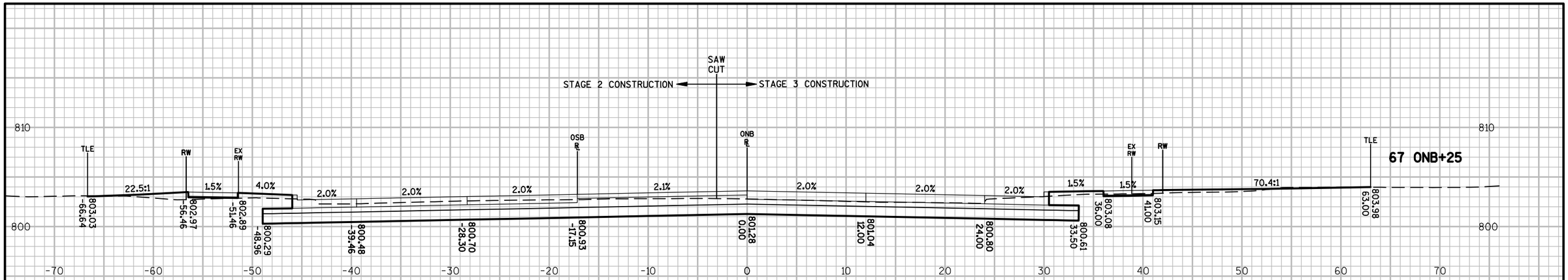


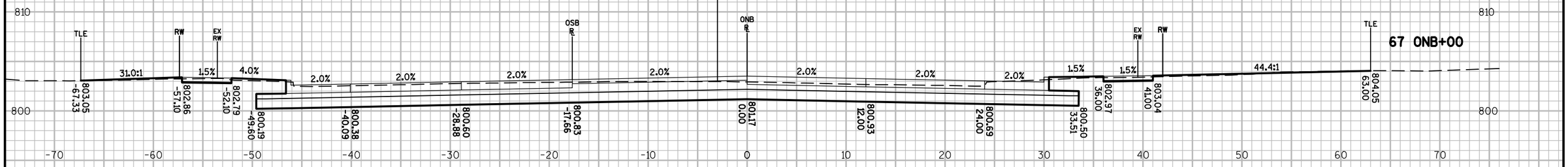
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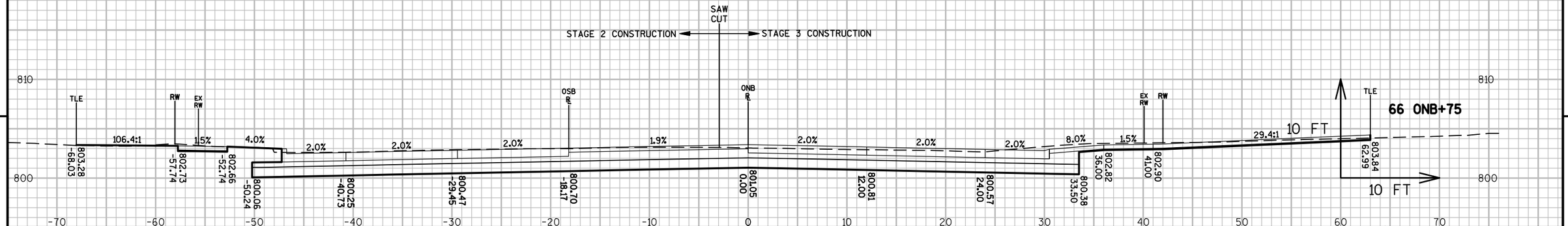
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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: ONEIDA NB	SHEET 386	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090201_XS
PLOT DATE : 2/1/2017 11:38 AM
PLOT BY : VICKMAN, GARRETT T
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



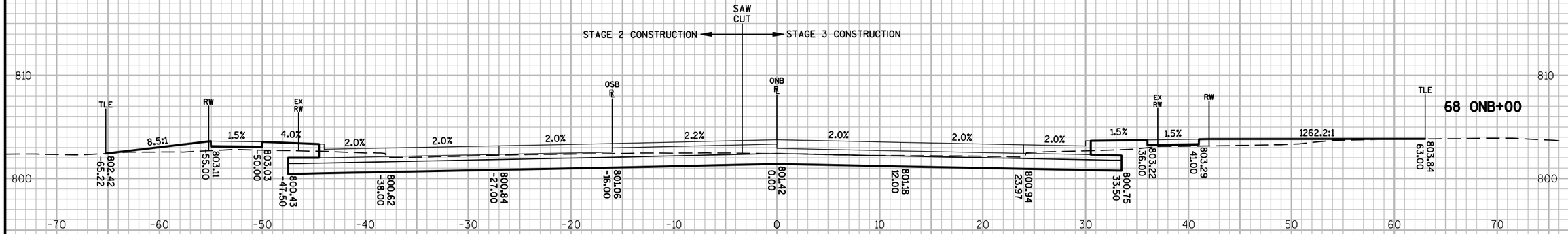


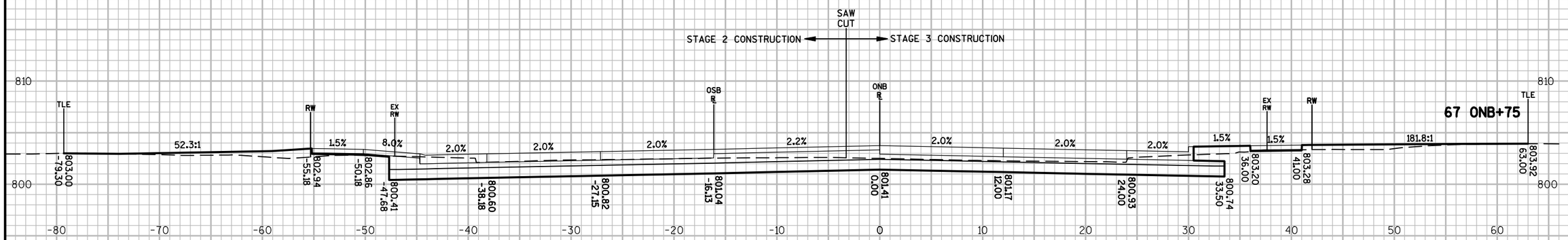


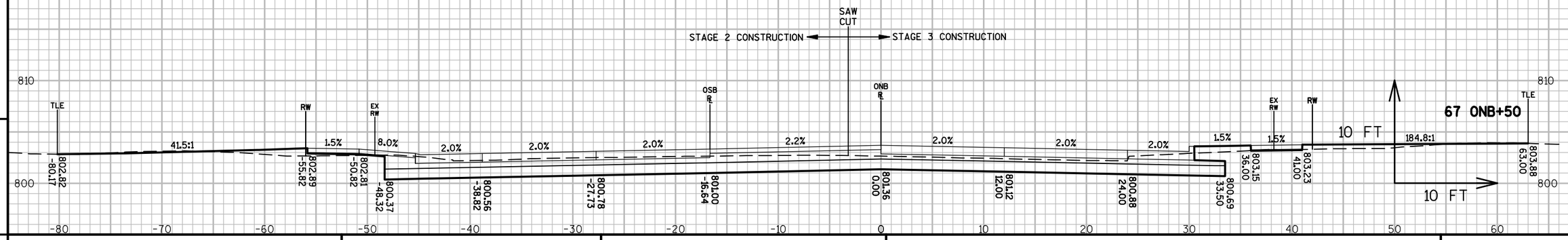
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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: ONEIDA NB	SHEET 387	E

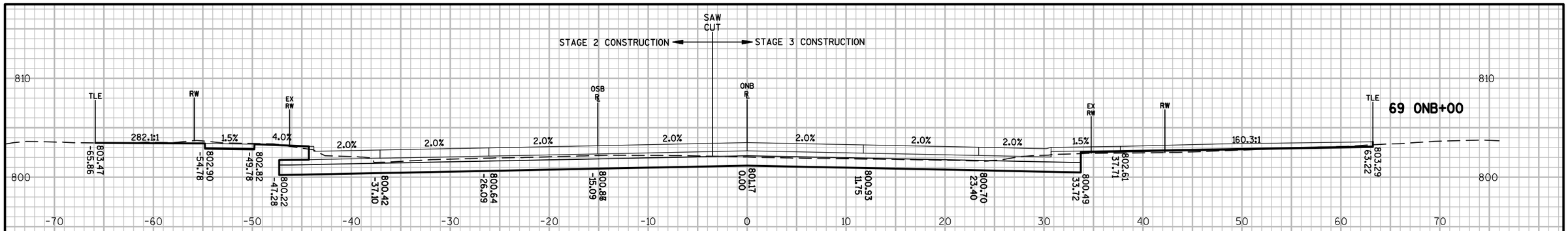


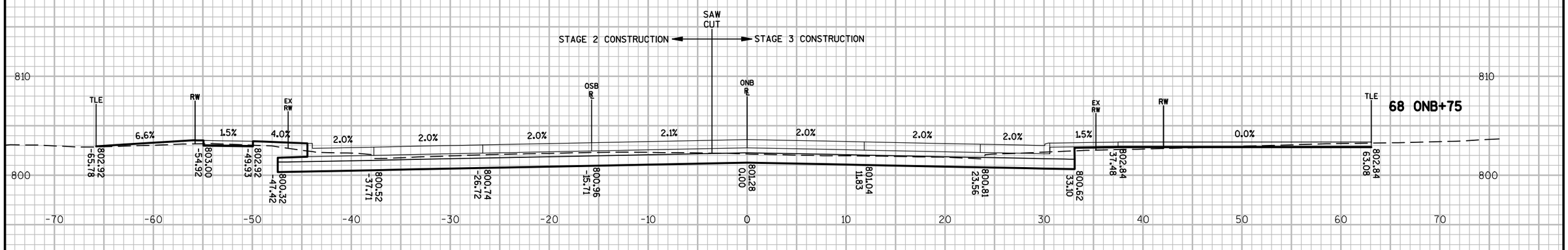


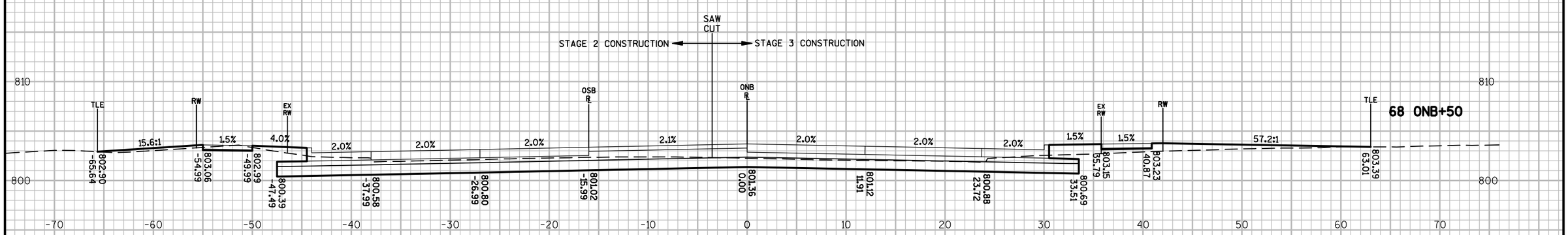


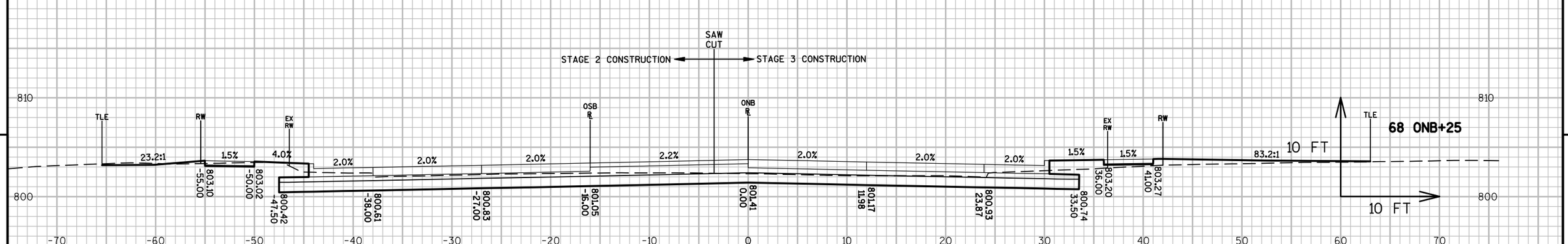
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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: ONEIDA NB	SHEET 388	E









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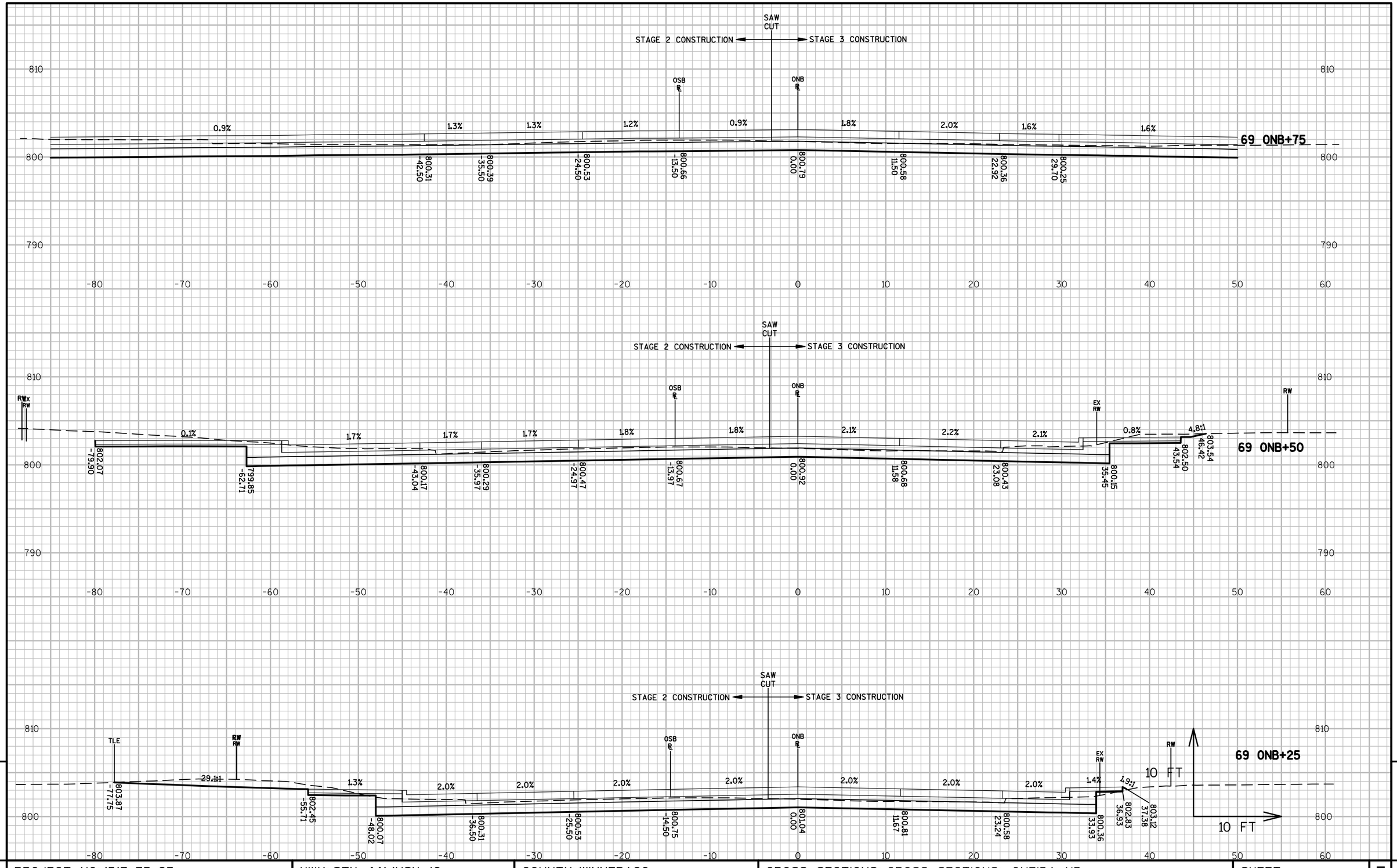
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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: ONEIDA NB	SHEET 389	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090204_XS

PLOT DATE : 2/1/2017 11:39 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

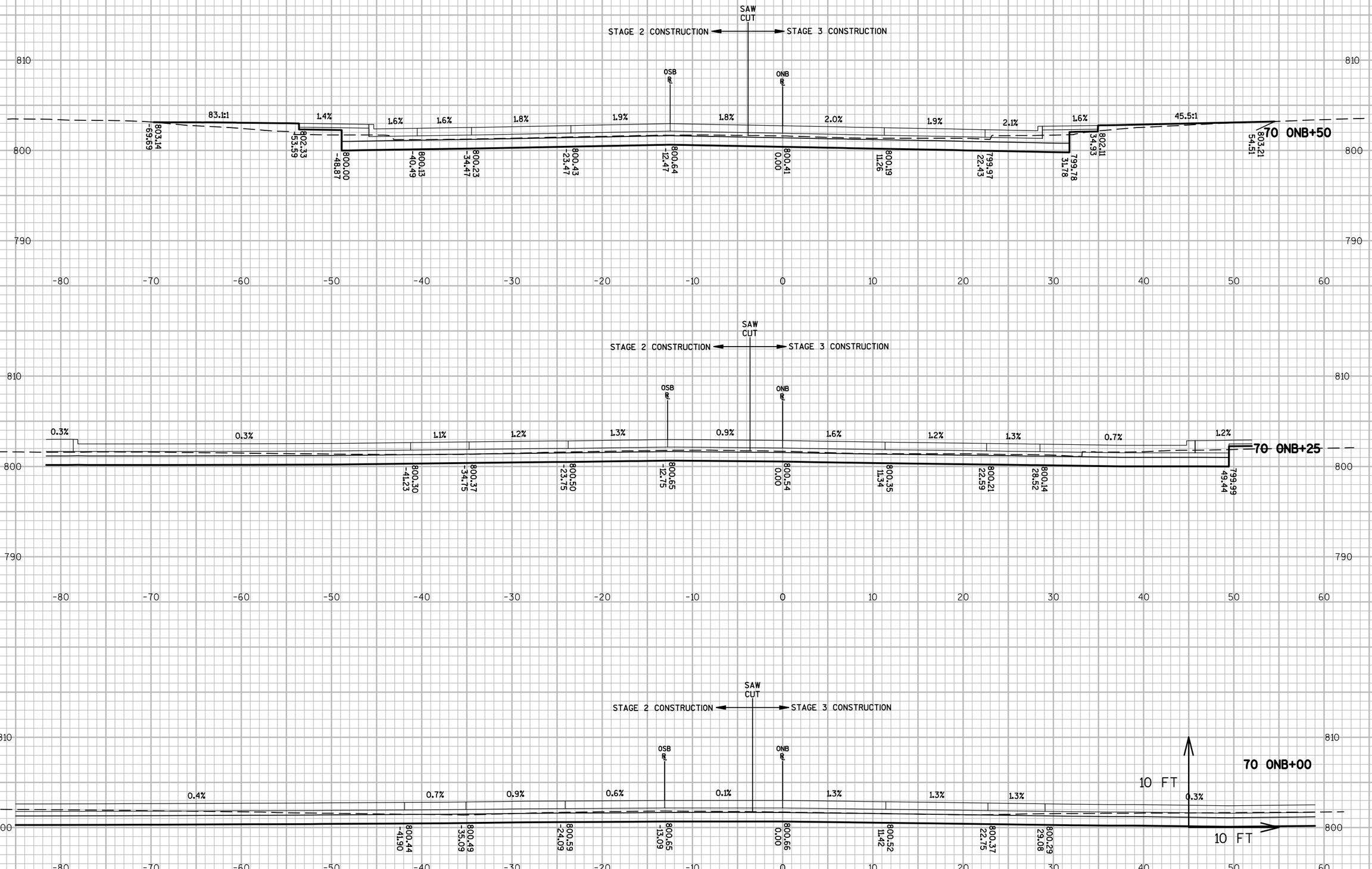


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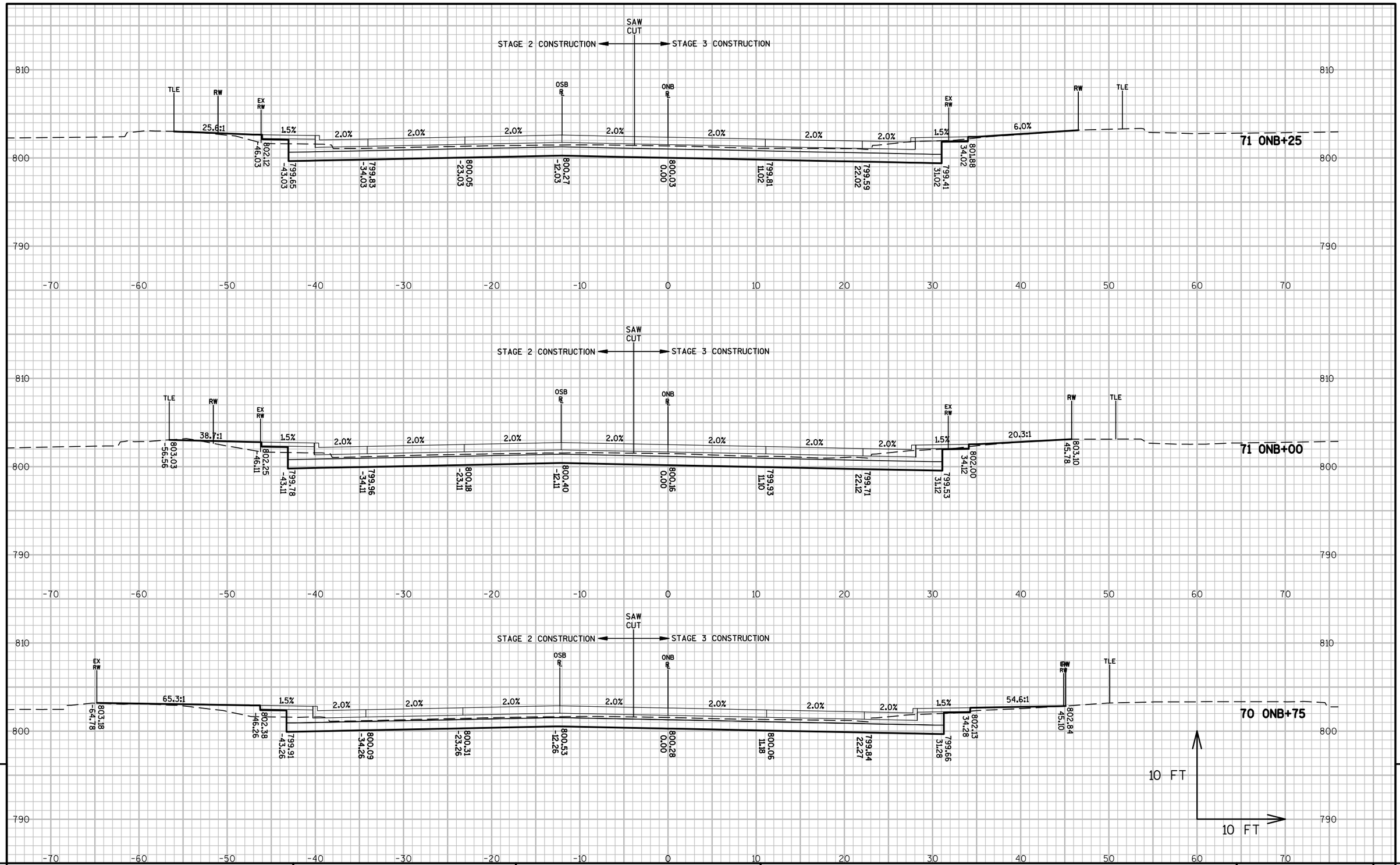
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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: ONEIDA NB	SHEET 390	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090205_XS
PLOT DATE : 2/1/2017 11:39 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT



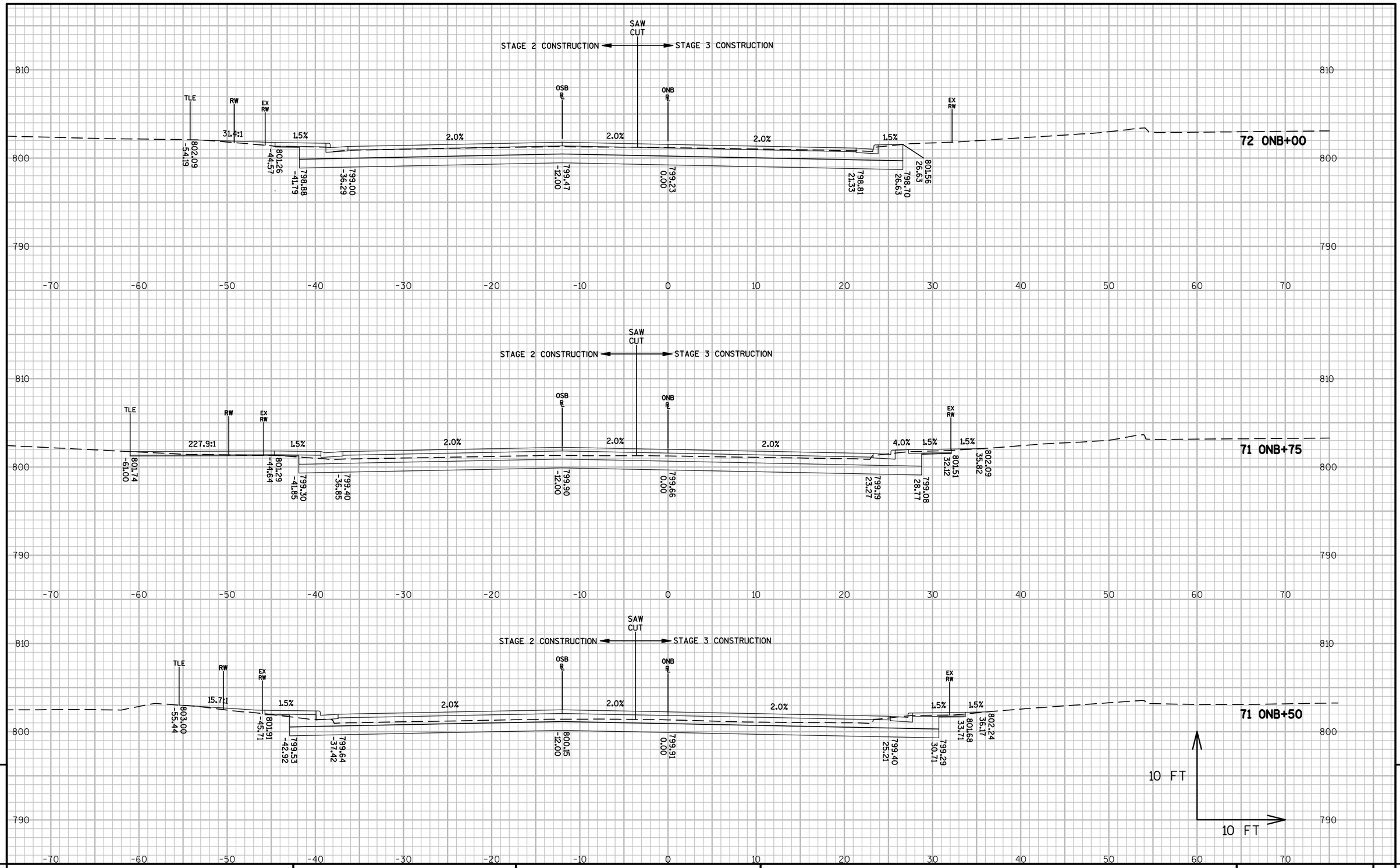
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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: ONEIDA NB	SHEET 392	E



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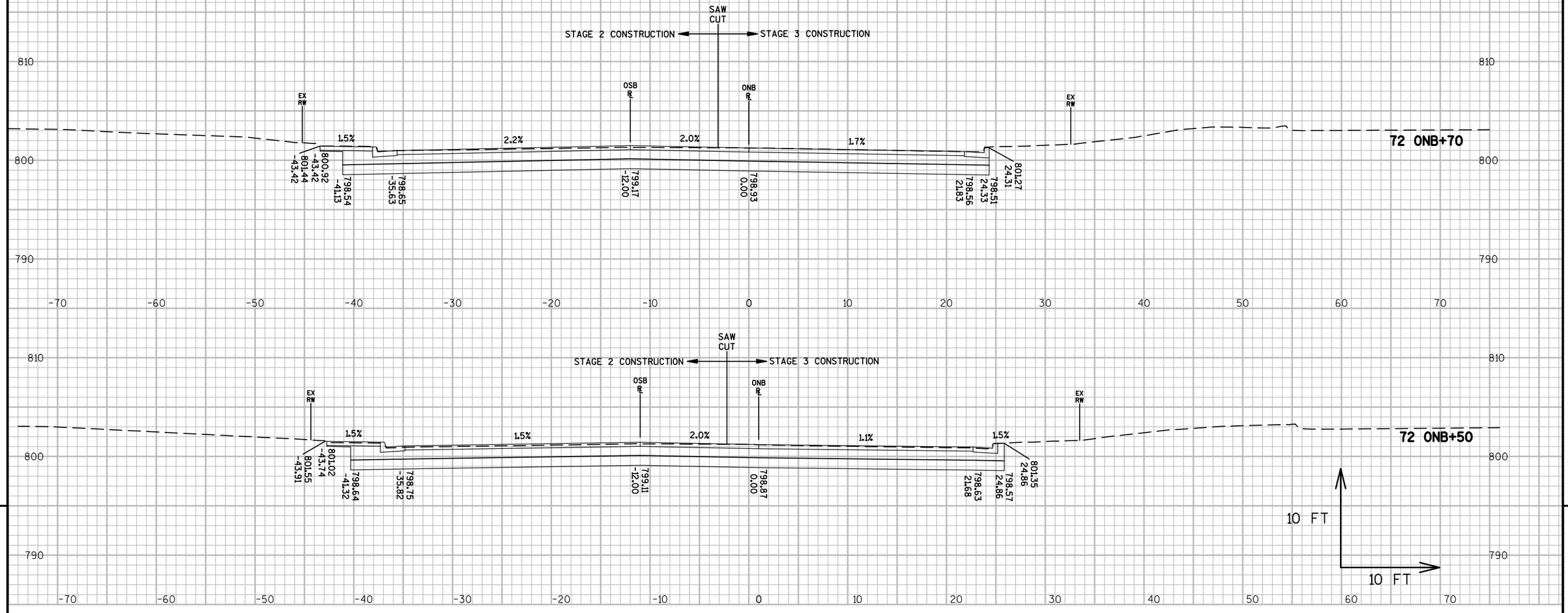
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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: ONEIDA NB	SHEET 393	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090209_XS

PLOT DATE : 2/1/2017 11:40 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

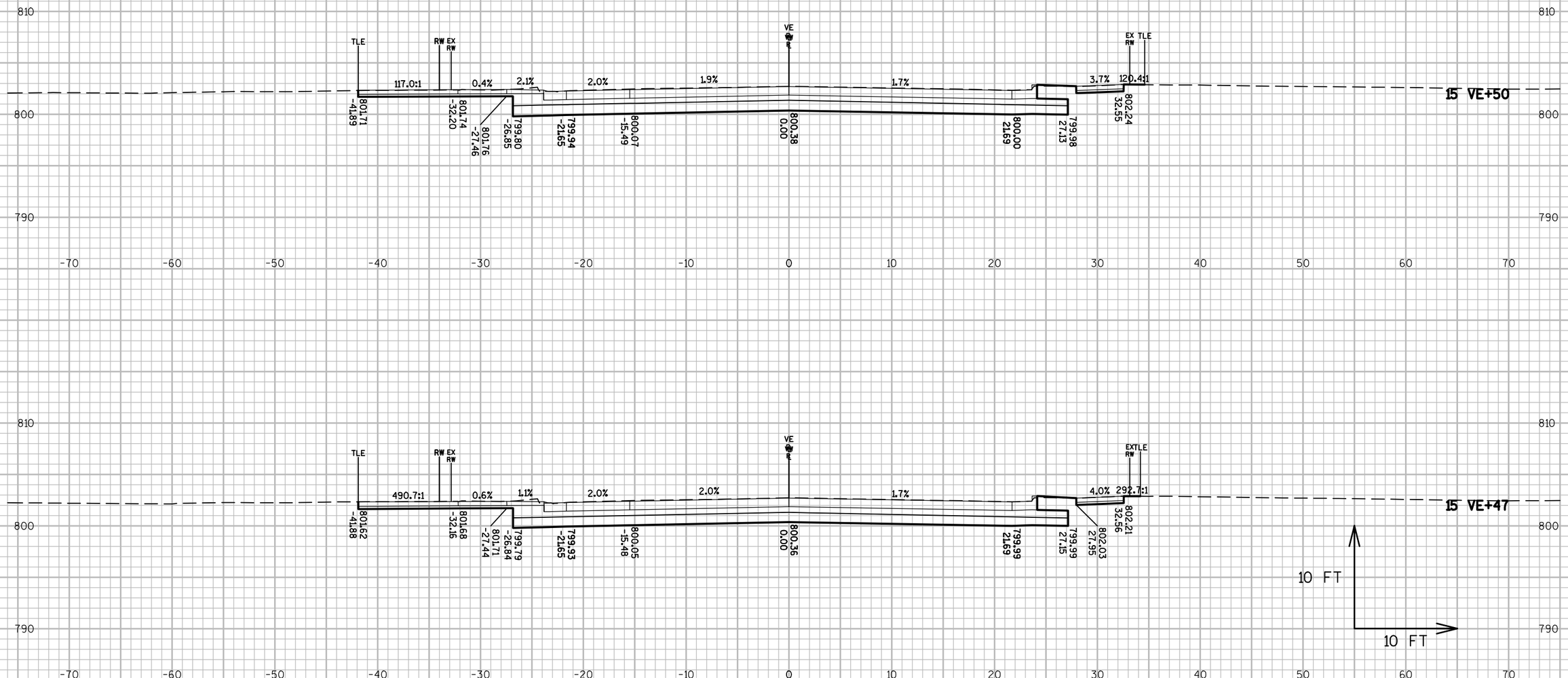


PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: ONEIDA NB	SHEET 394	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090209_XS

PLOT DATE : 2/1/2017 11:40 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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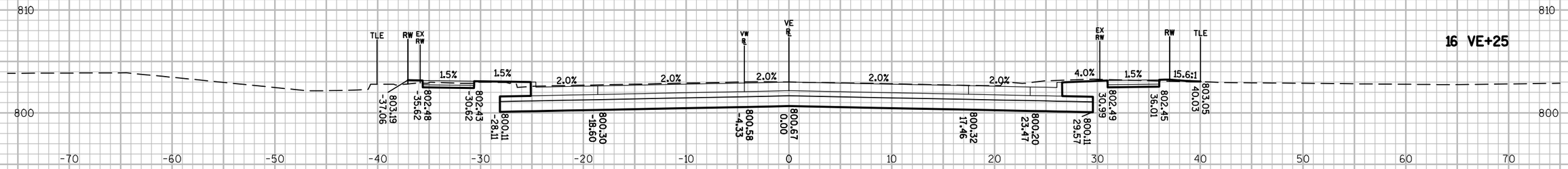
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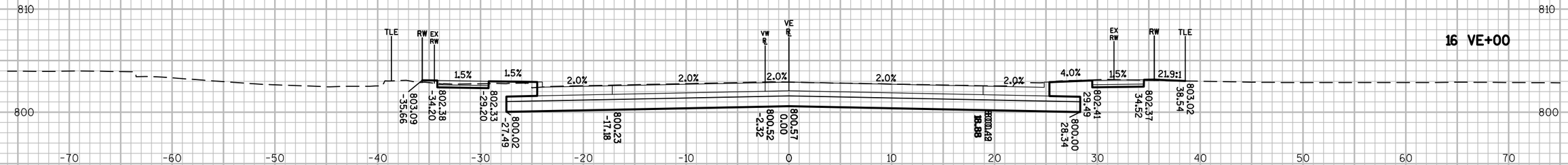
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: W. VALLEY RD. STAGE 2	SHEET 395	E

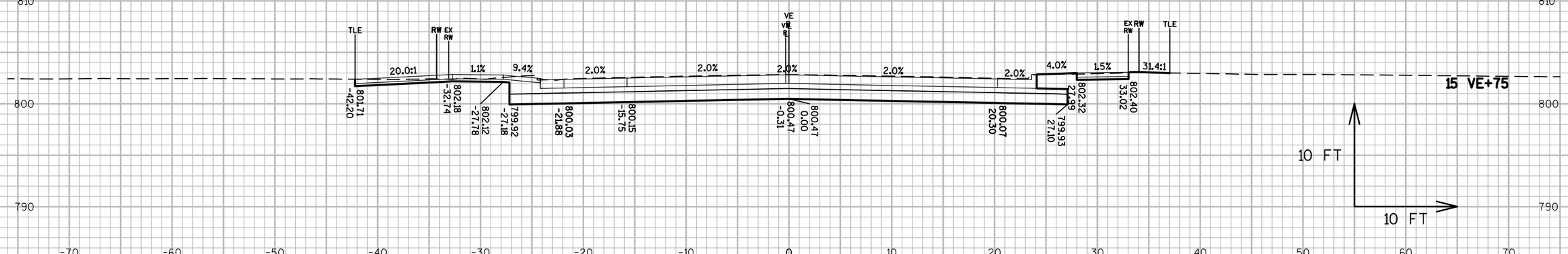
FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090210_XS

PLOT DATE : 2/1/2017 11:40 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49







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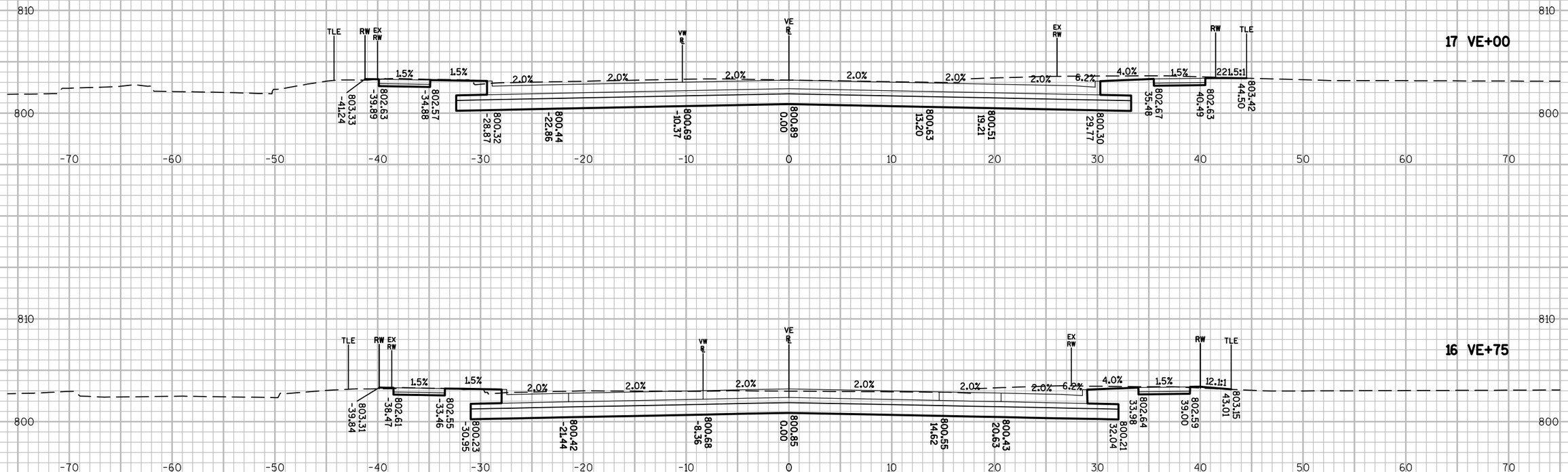
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: W. VALLEY RD. STAGE 2	SHEET 396	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090211_XS

PLOT DATE : 2/1/2017 11:40 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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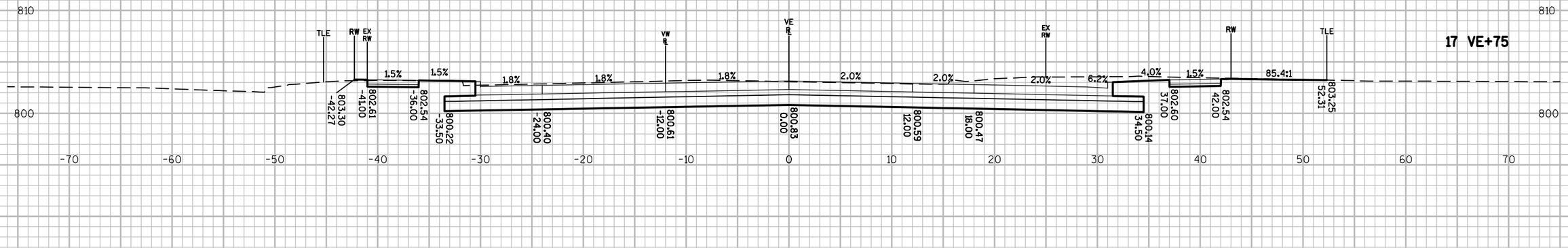
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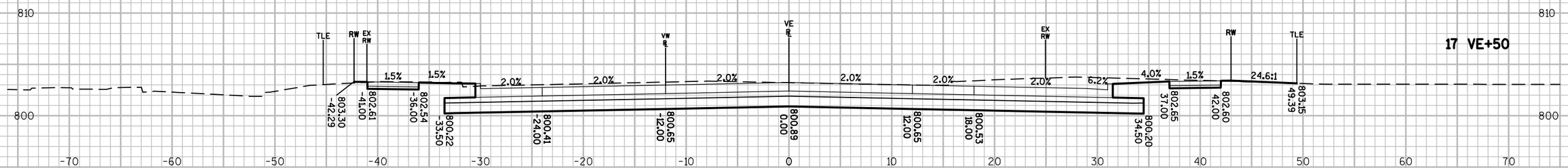
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: W. VALLEY RD. STAGE 2	SHEET 397	E

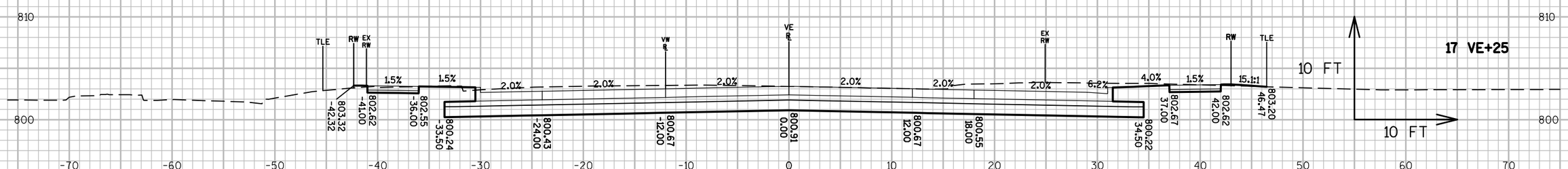
FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090212_XS

PLOT DATE : 2/1/2017 11:40 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49







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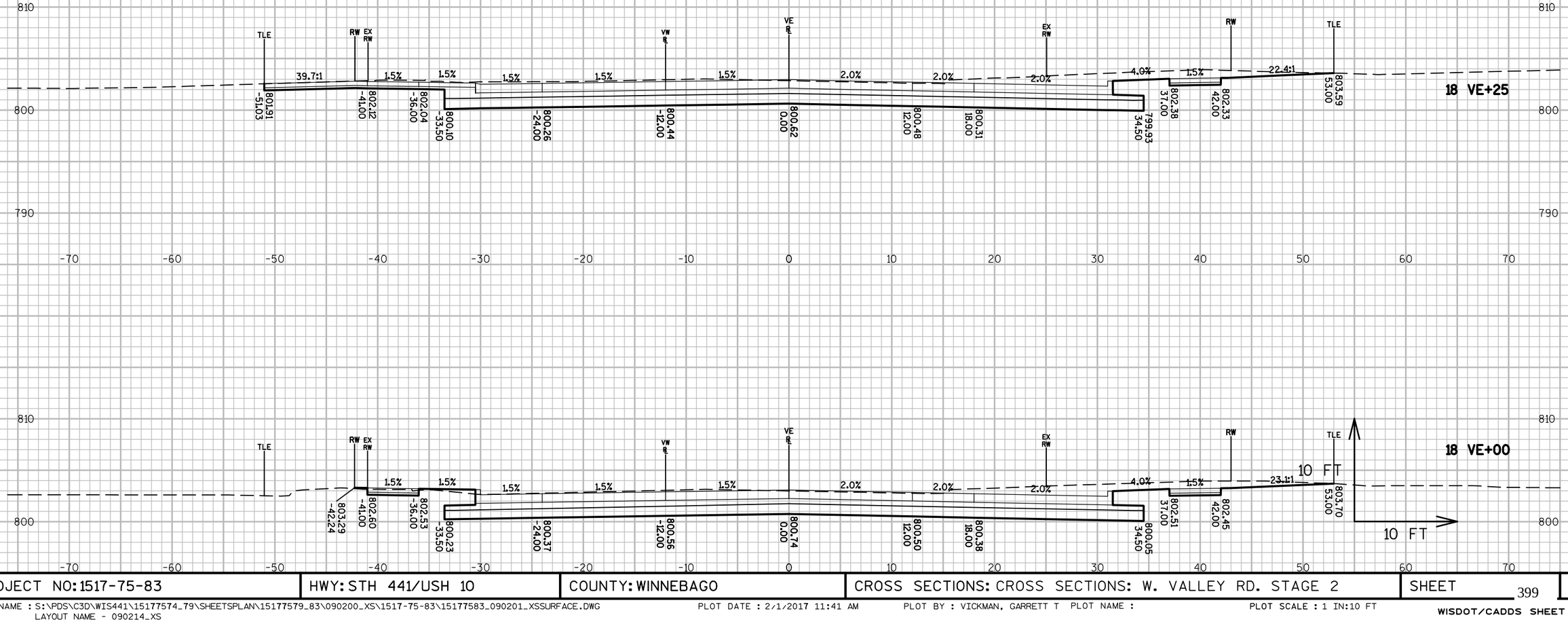
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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: W. VALLEY RD. STAGE 2	SHEET 398	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090213_XS

PLOT DATE : 2/1/2017 11:41 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

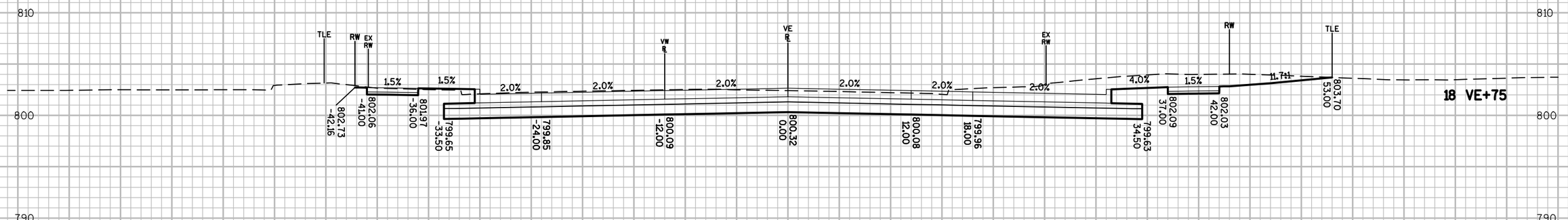


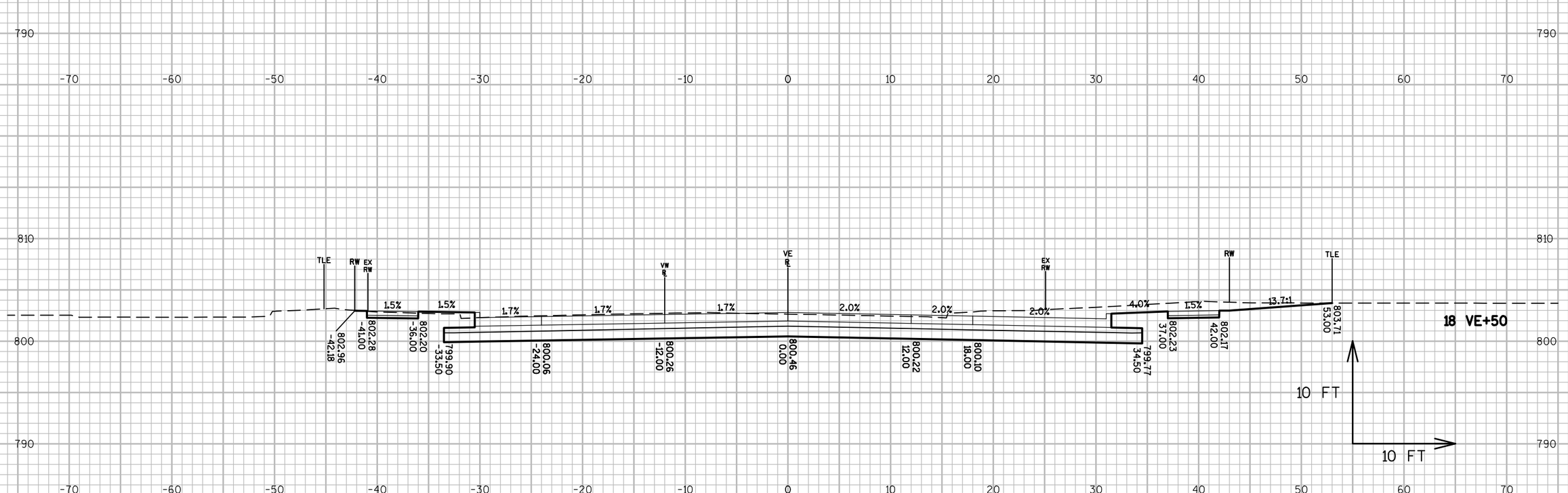
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: W. VALLEY RD. STAGE 2	SHEET 399	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090214_XS

PLOT DATE : 2/1/2017 11:41 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





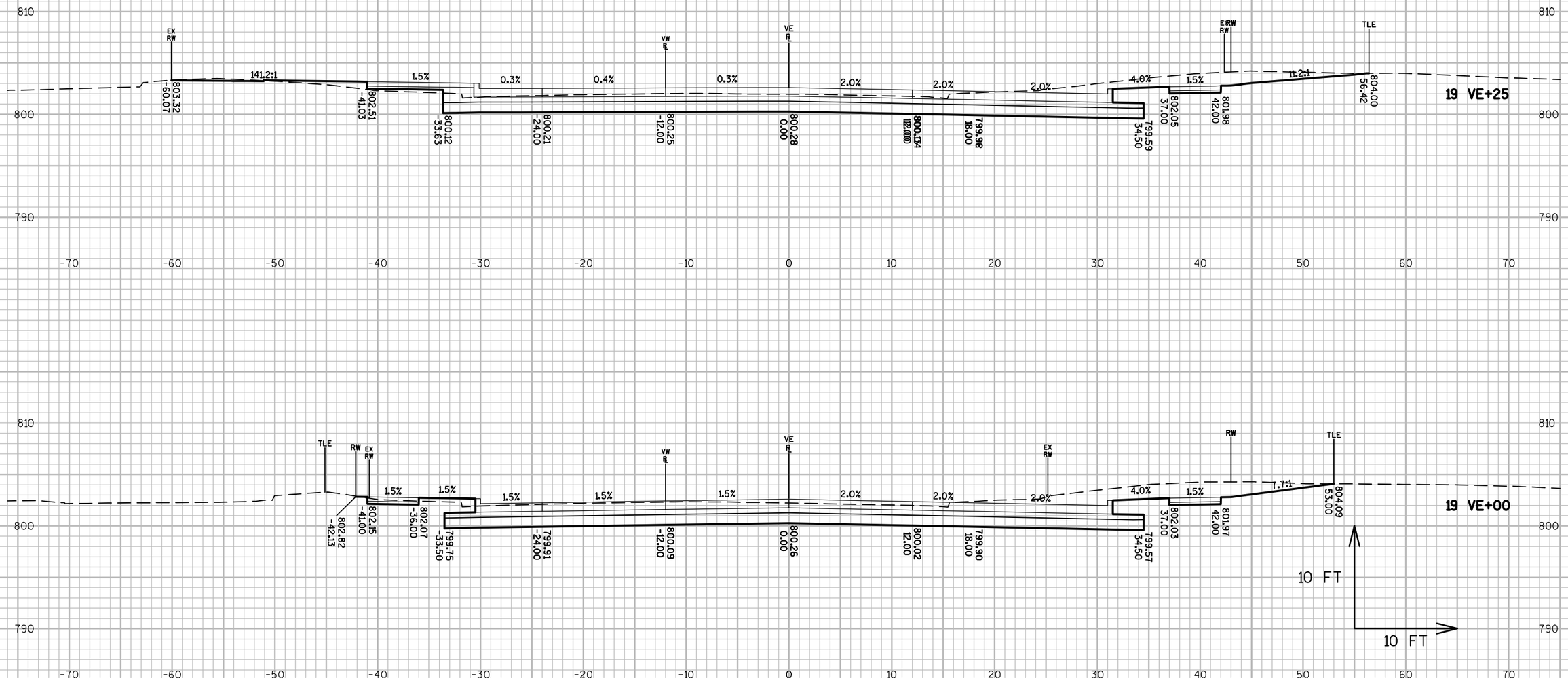
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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: W. VALLEY RD. STAGE 2	SHEET 400	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090215_XS

PLOT DATE : 2/1/2017 11:41 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT



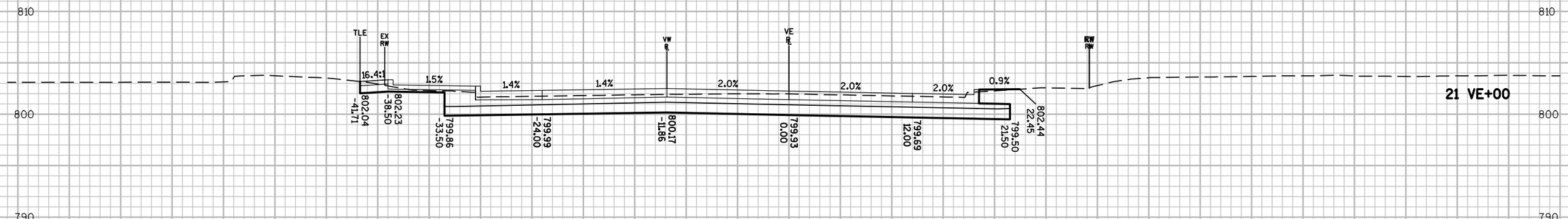
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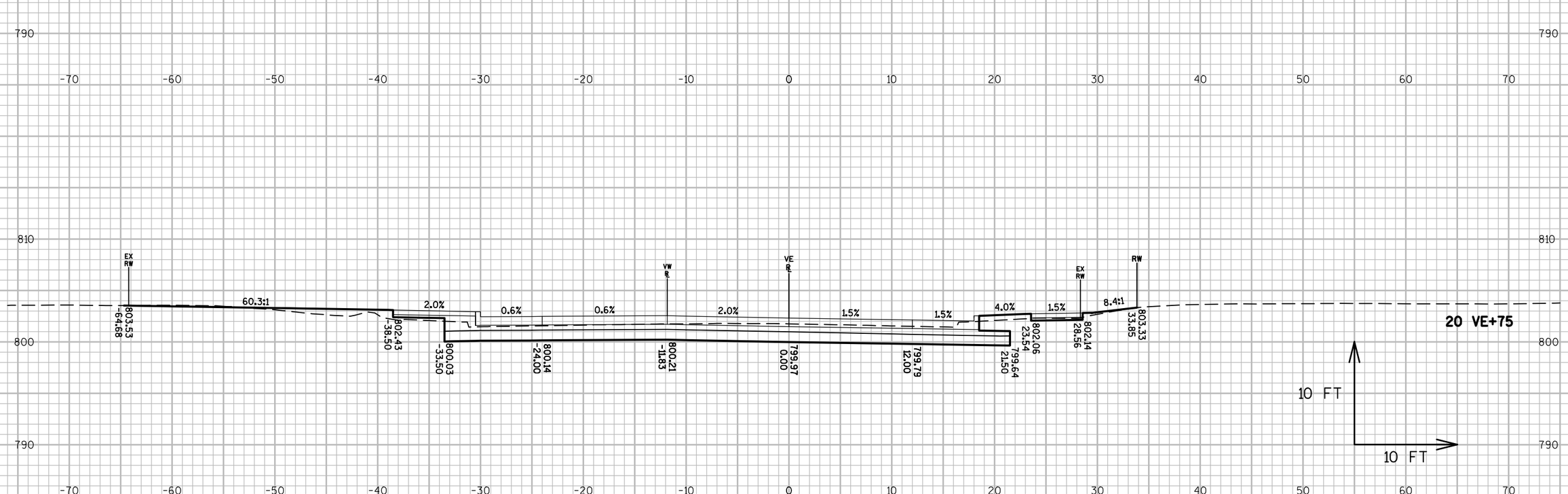
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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: W. VALLEY RD. STAGE 2	SHEET 401	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090216_XS

PLOT DATE : 2/1/2017 11:41 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT





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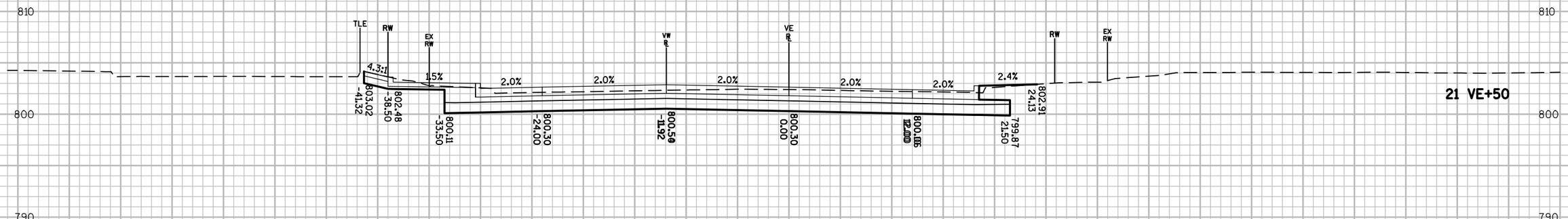
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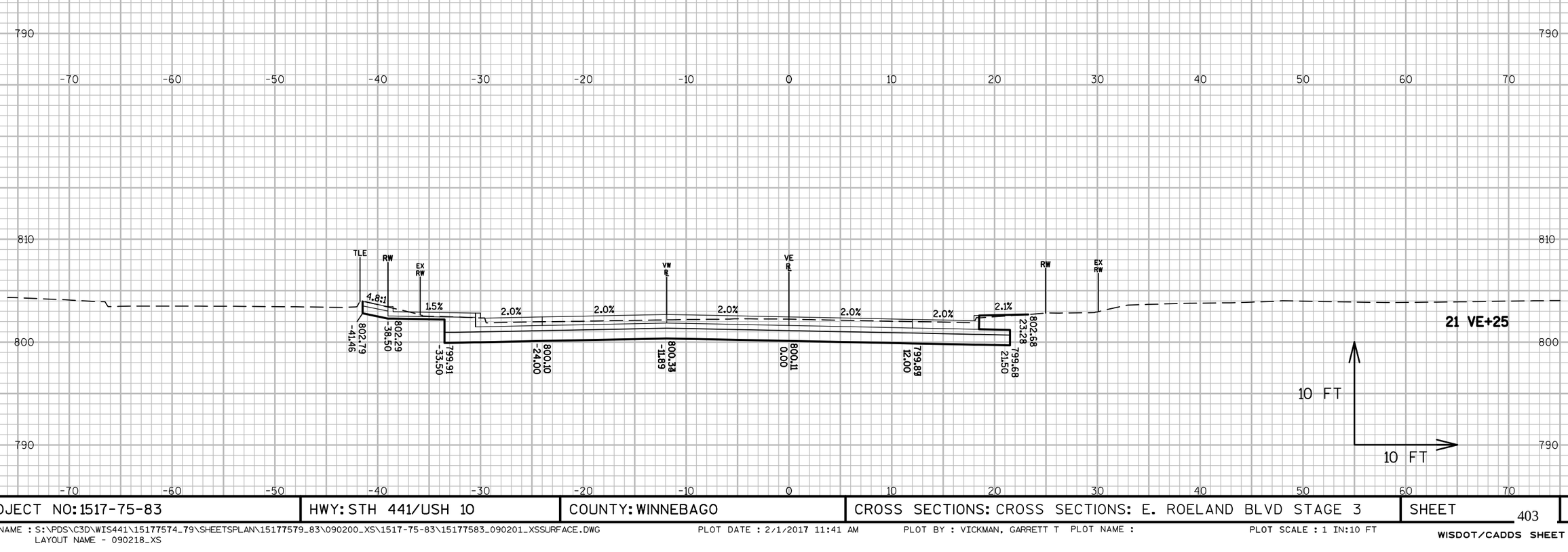
PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: E. ROELAND BLVD STAGE 3	SHEET 402	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090217_XS

PLOT DATE : 2/1/2017 11:41 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: E. ROELAND BLVD STAGE 3	SHEET 403	E

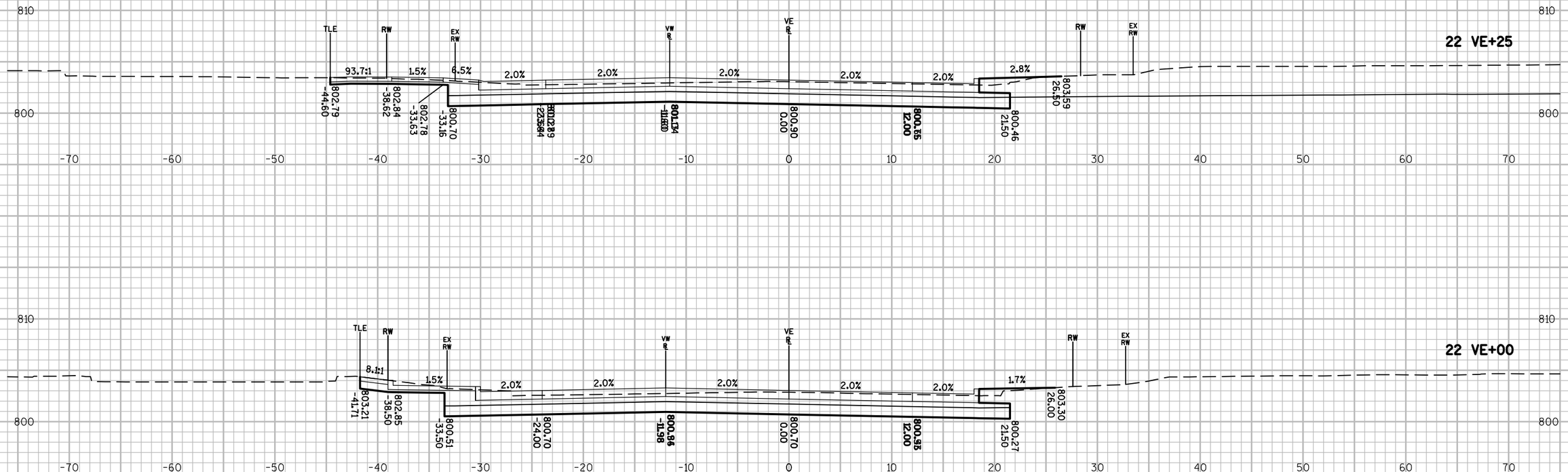
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LAYOUT NAME - 090218_XS

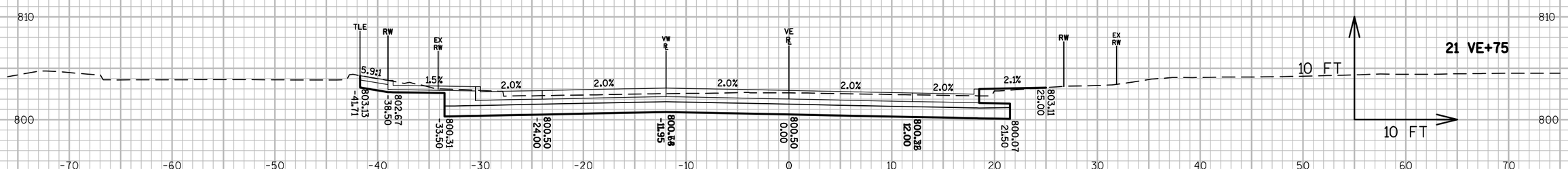
PLOT DATE : 2/1/2017 11:41 AM

PLOT BY : VICKMAN, GARRETT T PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



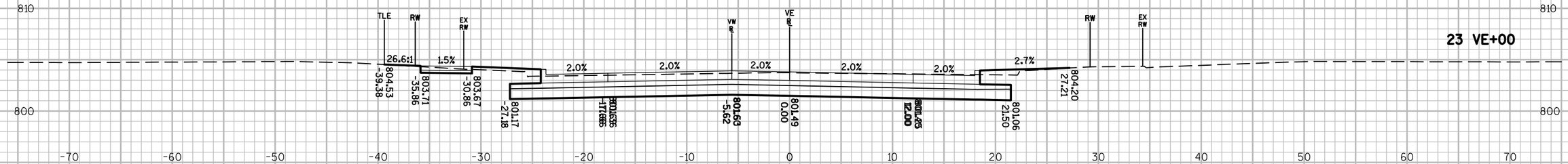


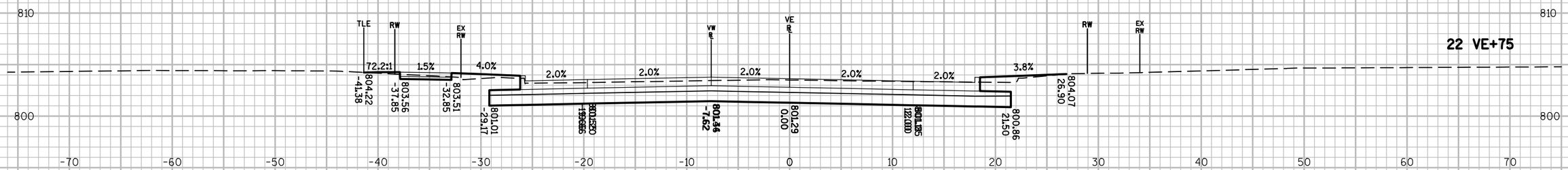
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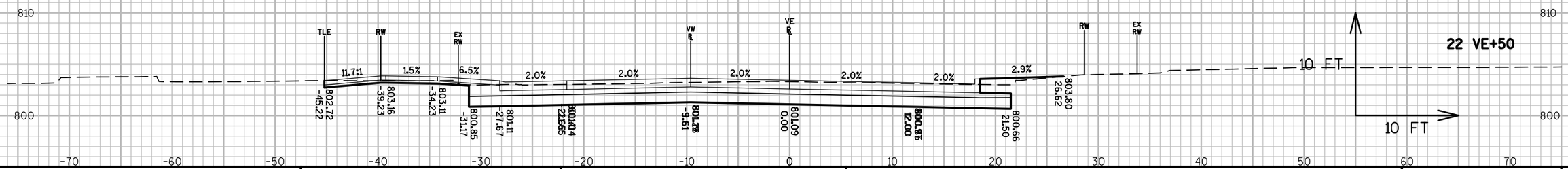
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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: E. ROELAND BLVD STAGE 3	SHEET 404	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090219_XS
PLOT DATE : 2/1/2017 11:41 AM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49







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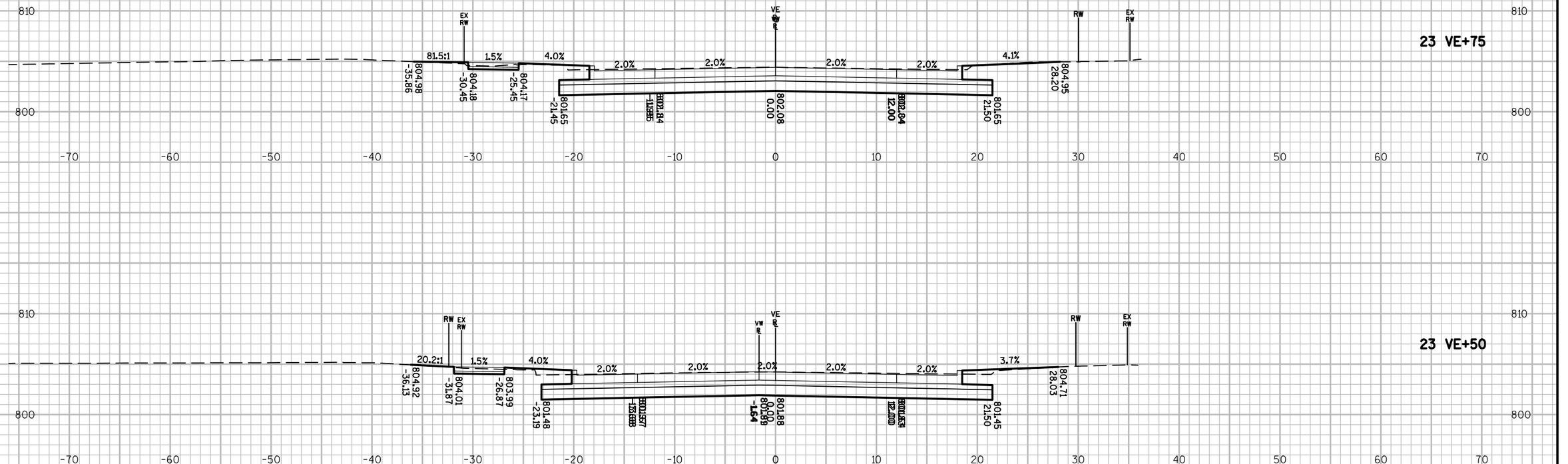
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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: E. ROELAND BLVD STAGE 3	SHEET 405	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090220_XS

PLOT DATE : 2/1/2017 11:42 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



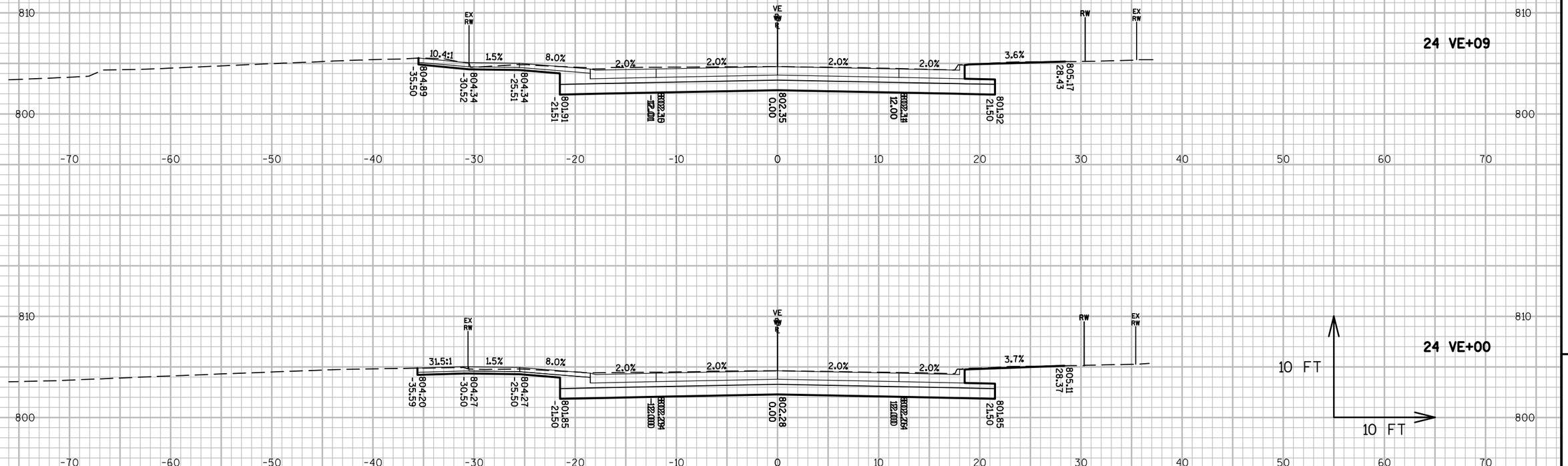
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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: E. ROELAND BLVD STAGE 3	SHEET 406	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090221_XS

PLOT DATE : 2/1/2017 11:42 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT



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PROJECT NO: 1517-75-83	HWY: STH 441/USH 10	COUNTY: WINNEBAGO	CROSS SECTIONS: CROSS SECTIONS: E. ROELAND BLVD STAGE 3	SHEET 407	E

FILE NAME : S:\PDS\C3D\WIS441\15177574_79\SHEETSPLAN\15177579_83\090200_XS\1517-75-83\15177583_090201_XSSURFACE.DWG
LAYOUT NAME - 090222_XS

PLOT DATE : 2/1/2017 11:42 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1 IN:10 FT

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Wisconsin Department of Transportation

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