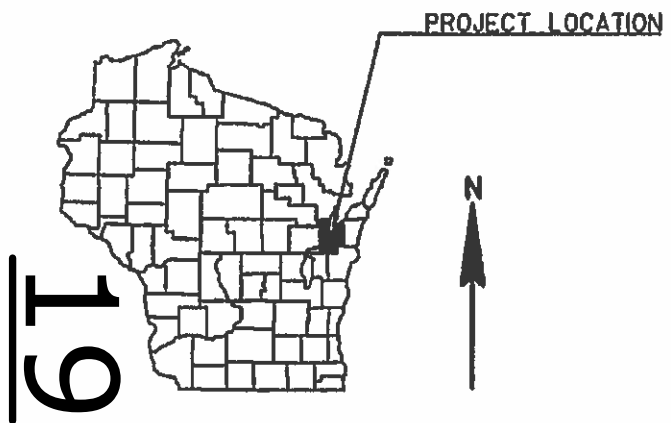


PROJECT ID: 4987-02-62

COUNTY: BROWN

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 *



DESIGN DESIGNATION	
A.A.D.T. 2016	= 1,100
A.A.D.T. 2036	= 1,300
D.H.V. 2016	= 150
D.D.	= 59/41
T. (DHV)	= 4.3%
DESIGN SPEED	= 30 MPH
ESALS	= 130,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS	////	GRADE LINE	—
PROPERTY LINE	----	ORIGINAL GROUND	~
LOT LINE	----	MARSH OR ROCK PROFILE	~
LIMITED HIGHWAY EASEMENT	----	(To be noted as such)	~
EXISTING RIGHT OF WAY	----	SPECIAL DITCH	----
PROPOSED OR NEW R/W LINE	----	GRADE ELEVATION	55.36
SLOPE INTERCEPT	----	CULVERT (Profile View)	□
REFERENCE LINE	----	UTILITIES	—
EXISTING CULVERT	----	ELECTRIC	—E—
PROPOSED CULVERT	----	FIBER OPTIC	—FO—
(Box or Pipe)	----	GAS	—G—
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	—SAN—
MARSH AREA	~	STORM SEWER	—SS—
WOODED OR SHRUB AREA	~	TELEPHONE	—T—
		WATER	—W—
		UTILITY PEDESTAL	⊗
		POWER POLE	⊗
		TELEPHONE POLE	⊗

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C GREEN BAY, MATHER ST

VROMAN ST TO ROY AVE

LOCAL STREET

BROWN COUNTY

STATE PROJECT NUMBER
4987-02-62

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4987-02-62	WISC 2017515	1

END PROJECT
STA 220+62.90
Y=571939.51
X=96780.94

BEGIN PROJECT
STA 201+50.19
Y=572785.97
X=95065.72



LAYOUT
SCALE 0 3 MILE
TOTAL NET LENGTH OF CENTERLINE = 0.362 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO
THE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES
(WISCRS) BROWN COUNTY, NAD 83 2011 IN US SURVEY FEET

ACCEPTED FOR
CITY OF GREEN BAY
[Signature]
(Date) (Title of Official)

ORIGINAL PLANS PREPARED BY
OMNI ASSOCIATES
PROFESSIONAL ENGINEER
RYAN E. BETKER
638778
WISCONSIN
4-25-17

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PREPARED BY
Surveyor: OMNI ASSOCIATES
Designer: OMNI ASSOCIATES
Management Consultant: SEH

APPROVED FOR THE DEPARTMENT
DATE: 5/1/2017 *[Signature]*

2

GENERAL NOTES

LOCATIONS OF EXISTING AND PROPOSED UTILITY FACILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.UTILITY FACILITIES WILL BE RELOCATED AS DESCRIBED IN THE SPECIAL PROVISIONS.

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

ALL MANHOLE AND INLET OFFSETS ARE GIVEN TO THE CENTER OF THE STRUCTURE.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES AND CULVERT PIPES SHOWN ARE APPROXIMATE AND SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

PRIOR TO ORDERING DRAINAGE STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

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

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES, FIELD ENTRANCES AND COMMERCIAL ENTRANCES SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

EROSION CONTROL FEATURES AS SHOWN ON THE PLAN SHEETS ARE AT SUGGESTED LOCATIONS. EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER IN THE FIELD

MISCELLANEOUS REMOVAL ITEMS SHALL BE REMOVED TO AN EXISTING JOINT OR SAWCUT AS SHOWN ON THE PLANS

VERTICAL CONTROL DATUM= CITY OF GREEN BAY (ADD 483.79 TO CITY DATAM=NAVD29 DATUM)

OTHER CONTACTS

DNR LIAISON

JIM DOPERALSKI
DNR NORTHEAST REGIONAL HQ
2984 SHAWANO AVE
GREEN BAY, WI 54313
TELEPHONE: 920-662-5119
EMAIL: JAMES.DOPERALSKI@WISCONSIN.GOV

DESIGN CONTACT

OMNNI ASSOCIATES
PHIL ROBERTS
ONE SYSTEMS DRIVE
APPLETON, WI 541914
TELEPHONE: 920-830-6178
EMAIL: PHIL.ROBERTS@OMNNI.COM

DIGGERSHOTLINE

Dial 811 or (800) 242-8511

www.DiggersHotline.com

EROSION CONTROL NOTES

RUNOFF COEFFICIENT FOR THIS PROJECT:
EXISTING PAVEMENT 0.95, EXISTING SLOPES 0.30,
NEW PAVEMENT 0.95, NEW SLOPES 0.30.

TOTAL PROJECT AREA = 3.07 ACRES.
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.70 ACRES.

UTILITIES

ELECTRIC

WISCONSIN PUBLIC SERVICE
RANDY STEIER
2850 S. ASHLAND AVENUE
P.O. BOX 19001
GREEN BAY, WI 54307
TELEPHONE: (920) 617-5167
RDSTEIER@WISCONSINPUBLICSERVICE.COM

GAS

WISCONSIN PUBLIC SERVICE
DAVID RETZLAFF
2850 S. ASHLAND AVENUE
P.O. BOX 19001
GREEN BAY, WI 54307
TELEPHONE: (920) 617-5106
DPRETZLAFF@WISCONSINPUBLICSERVICE.COM

CABLE TV

CHARTER COMMUNICATIONS
VINCE ALBIN
3520 EAST DESTINATION DRIVE
APPLETON, WI 54915
TELEPHONE: (920) 831-9249
VINCE.ALBIN@CHARTER.COM

WATER

GREEN BAY WATER UTILITY
BRIAN POWELL
631 SOUTH ADAMS STREET, P.O. BOX 1210
GREEN BAY, WI 54305-1210
TELEPHONE: (920) 448-3480
BRIANPO@GREENBAYWI.GOV

SANITARY

CITY OF GREEN BAY DEPT OF PUBLIC WORKS-SEWER
MATT HECKENLAIBLE
100 N JEFFERSON ST, ROOM 300
GREEN BAY, WI 54301
TELEPHONE: (920) 448-3100
MATTHE@GREENBAYWI.GOV

COMMUNICATION

NET LEC
RICK VINCENT
1641 COMMANCHE AVENUE
GREEN BAY, WI 54313
TELEPHONE: (920) 617-7316
RICK.VINCENT@NSIGHT.COM

AT&T
JOSEPH KASSAB
221 W WASHINGTON ST
APPLETON, WI 54911-4742
TELEPHONE: (920) 735-3206
JK572K@ATT.COM

2

PROJECT NO: 4987 – 02 - 62

HWY: MATHER STREET

COUNTY: BROWN

GENERAL NOTES

SHEET: 2

E 2.1

FILE NAME: F:\TR\JOBS\IE2170B15\LOT_PDF\PLAN\GEN_NOTES\49870261-020101-gn.ppt

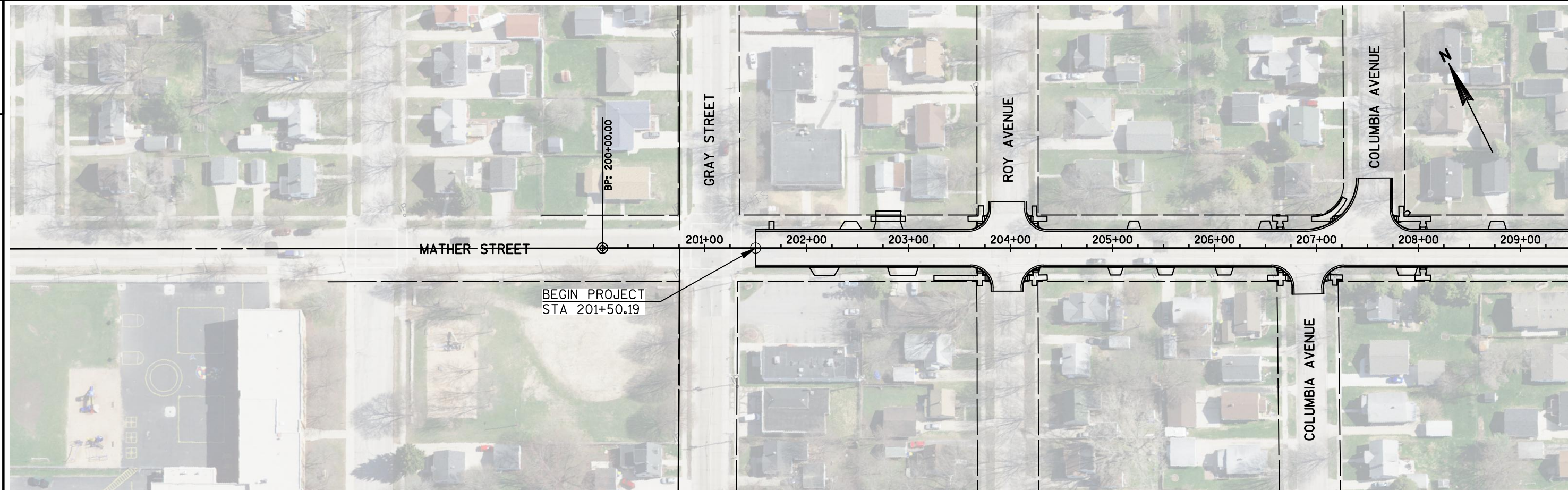
ORIGINATOR: OMNNI ASSOCIATES

ORIG. DATE: SEPTEMBER 15, 2015

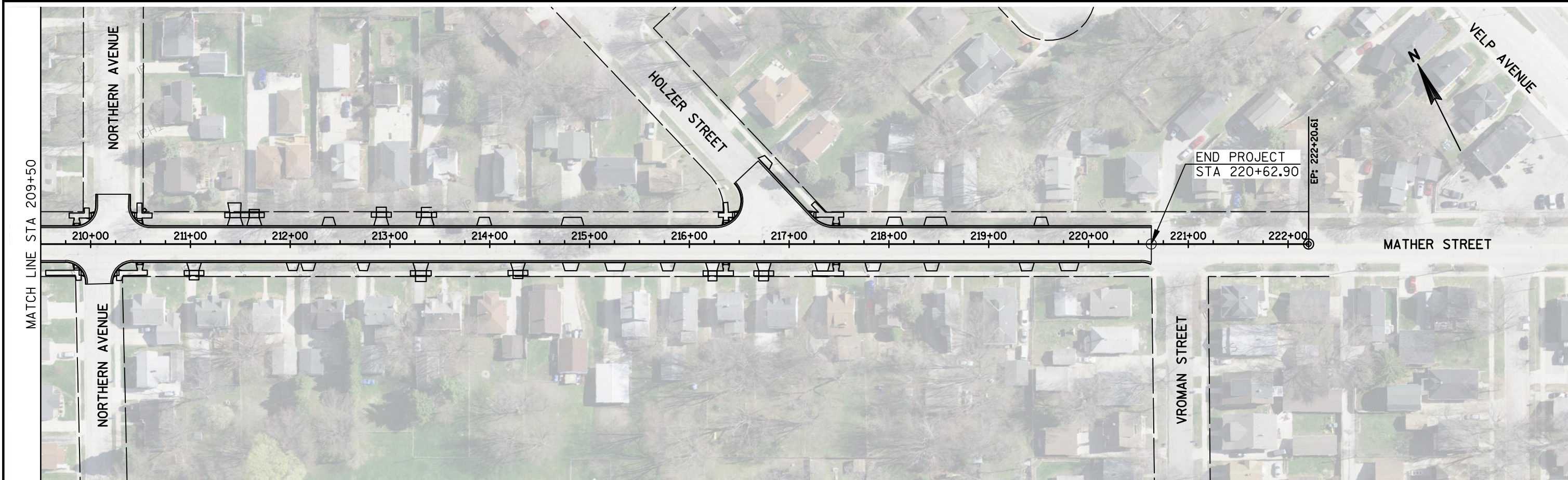
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PRINT DATE: June 5, 2017

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2



PROJECT NO: 4987-02-62

HWY: MATHER STREET

COUNTY: BROWN

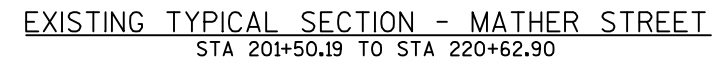
PROJECT OVERVIEW

SHEET

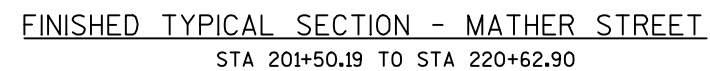
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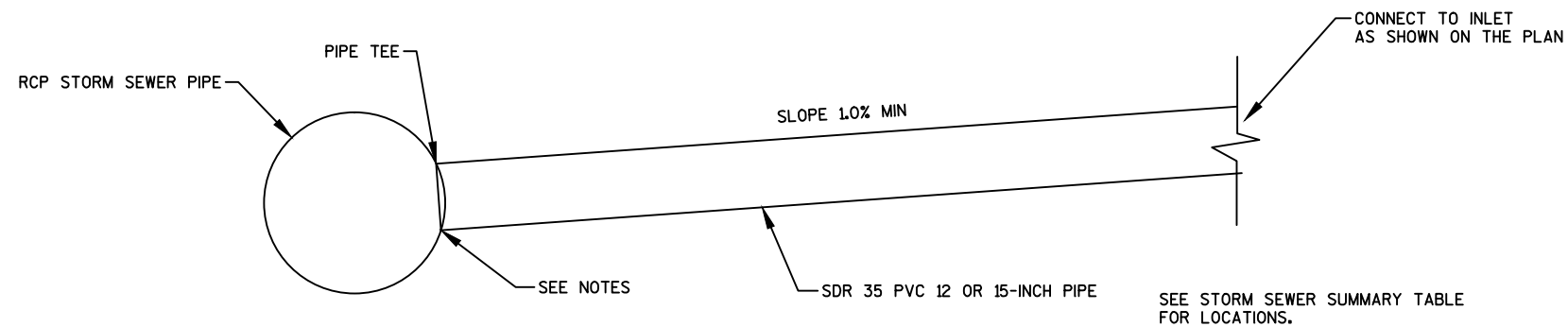
E

2



WHERE MATCHING EXISTING SIDEWALK (TYPICAL)





STORM SEWER INLET LEAD CONNECTION DETAIL (CIRCULAR PIPE)

NOTES:

THE ELEVATION OF THE INLET LEAD MAINLINE CONNECTION AS SHOWN ON THE PLANS IS BASED ON THE FOLLOWING:

INLET LEAD TO TAP MAIN AS HIGH AS POSSIBLE BUT, AT A MINIMUM THE SPRINGLINE OF THE INLET LEAD SHALL MATCH THE SPRINGLINE OF THE MAINLINE STORM SEWER.

INLET LEADS SHALL BE CONNECTED TO THE STORM SEWER MAIN USING MANUFACTURED TEES, FIELD TAPPED, OR BE CONNECTED TO MANHOLES.

A FIELD TAP IS ALLOWED WHEN BOTH OF THE FOLLOWING CONDITIONS ARE SATISFIED: (A) STORM SEWER MAIN IS GREATER THAN 18 INCH DIAMETER, AND (B) STORM SEWER LATERALS (TAPPING PIPE) TO BE CONNECTED TO THE MAIN SHALL BE A MINIMUM OF TWO (2) PIPE SIZES SMALLER THAN THE MAIN. ALL OTHER SIZES SHALL BE CONNECTED USING MANUFACTURED WYES OR TEES.

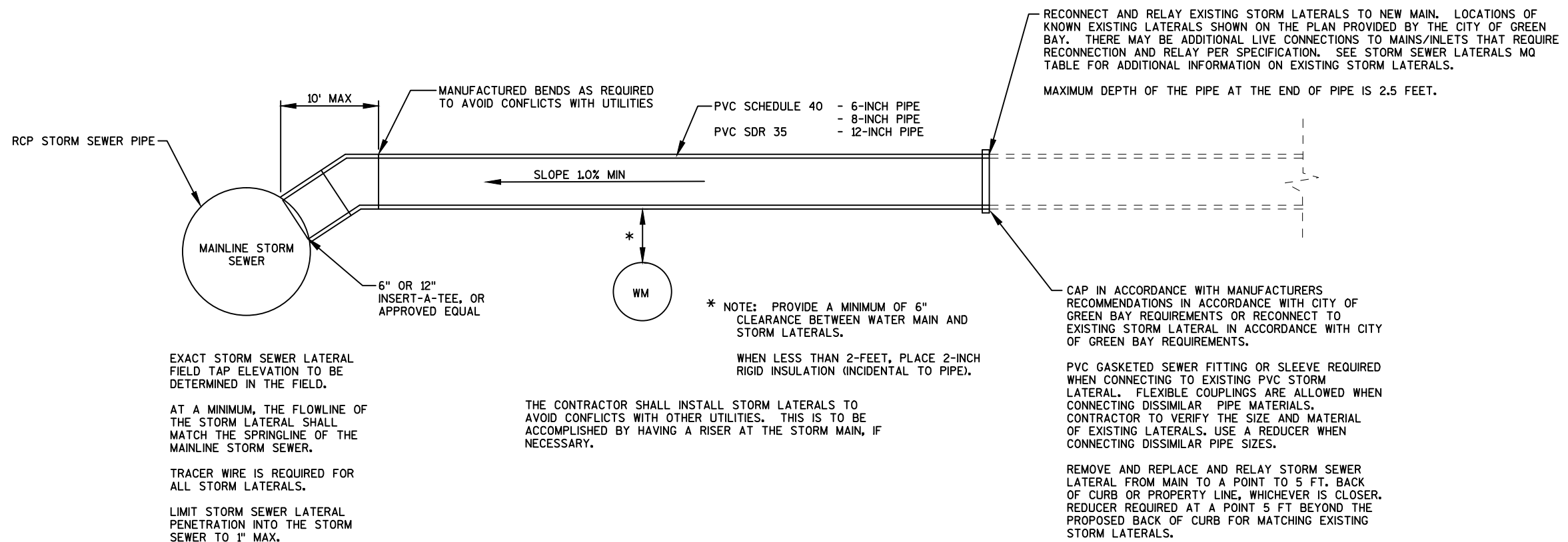
ALL PIPES TO BE FIELD TAPPED WITH NON-RIGID PIPE SHALL BE CORE DRILLED AND GASKETED WITH INSERT-A-TEE, RESPECTIVELY, OR APPROVED EQUAL.

TRACER WIRE IS REQUIRED FOR ALL STORM SEWER (I.E. MAIN, INLET LEADS, LATERALS).

LIMIT INLET LEAD PENETRATION INTO THE STORM SEWER PIPE TO 1" MAX.

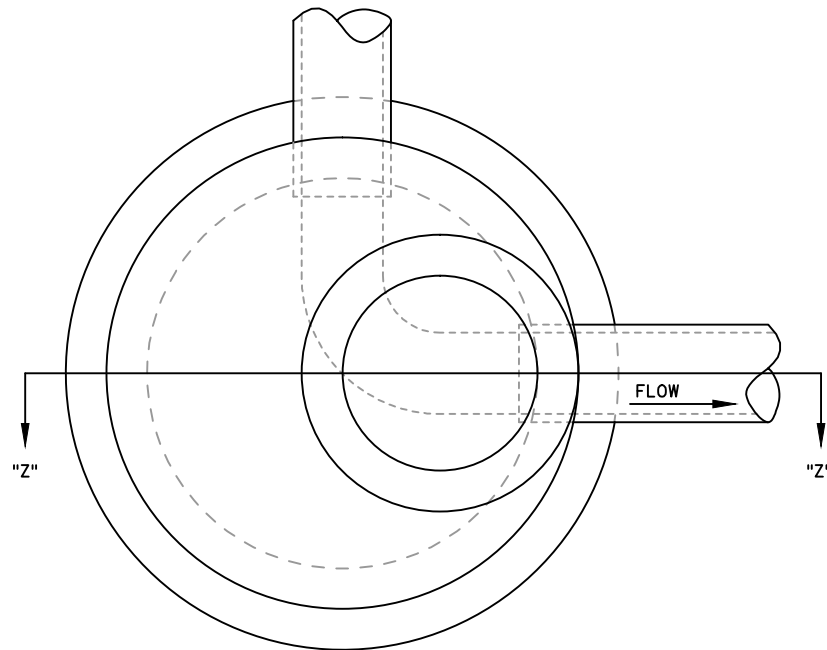
IF A FIELD TAP IS REQUIRED, CONSTRUCT IT A MINIMUM OF 2' AWAY FROM ANY JOINTS PREFERABLY IN THE DOWNSTREAM DIRECTION.

PLACE 2-INCH RIGID INSULATION (INCIDENTAL TO THE PIPE INSTALLATION) WHEN THE DISTANCE FROM THE STORM SEWER INLET LEAD TO THE WATER MAIN IS LESS THAN 2 FEET.



STORM SEWER LATERAL CONNECTION DETAIL

MANHOLE INFORMATION KEY			
A	B	C	D
48"	5"	8"	68"
60"	6"	10"	80"
72"	7"	10"	96"
96"	9"	12"	126"



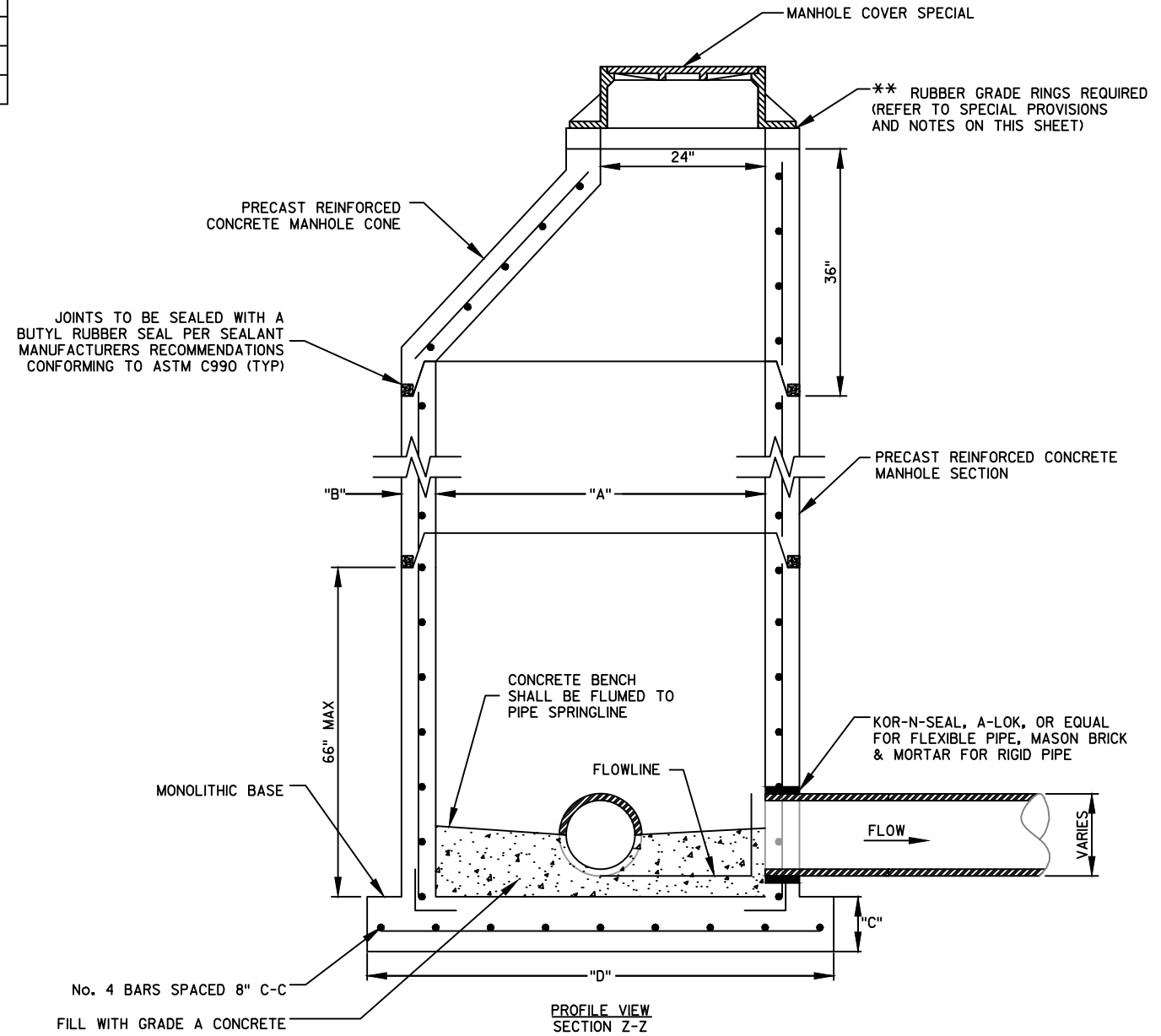
PLAN VIEW

GENERAL NOTES:
NEW REINFORCED CONCRETE
MANHOLE SECTIONS SHALL MEET
ASTM C-478

NEW MANHOLE SECTIONS SHALL BE
REINFORCED, PRE-CAST CONCRETE

OPENING TO BE PLACED OVER
OUTFLOW PIPE

STEPS ARE PROHIBITED IN ALL
MANHOLE SECTIONS



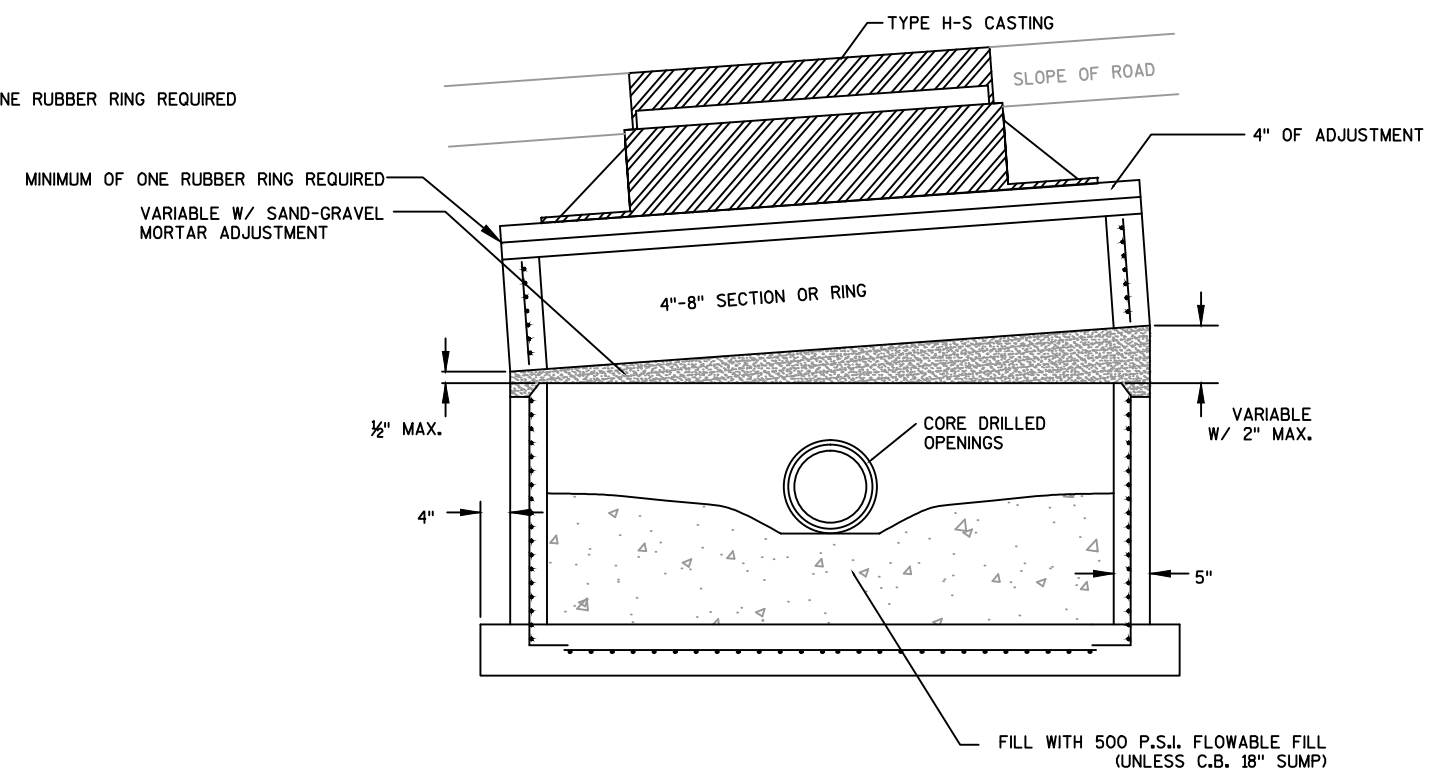
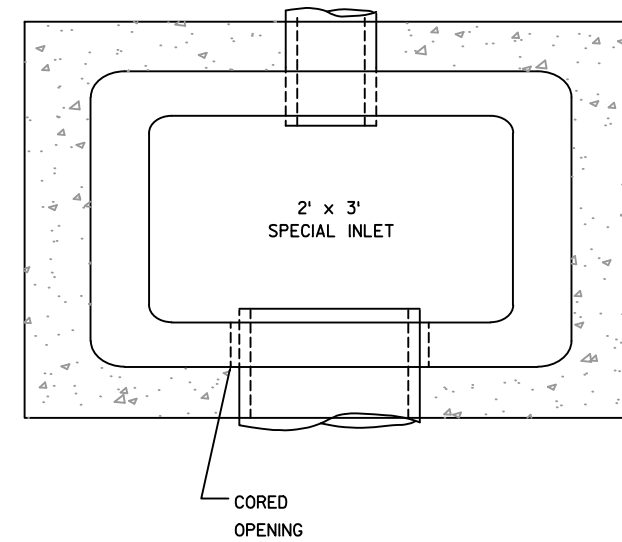
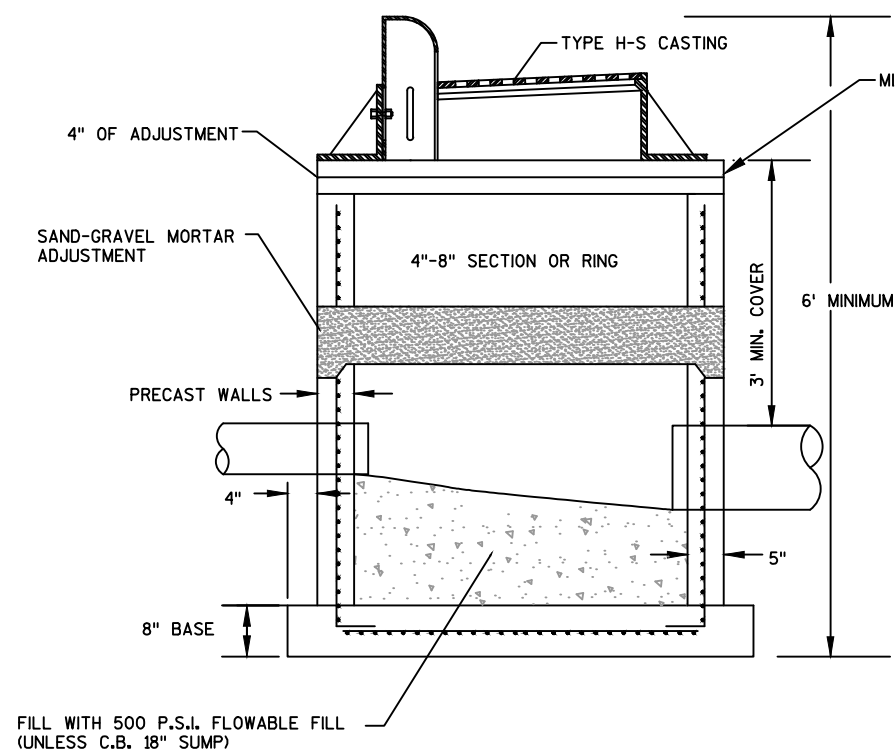
****NOTES:**

PROVIDE AND SET RUBBER GRADE RINGS PER SPECIFICATION
FOR MANHOLES WITHIN THE ROADWAY LIMITS (BACK OF CURB
TO BACK OF CURB) OF AN ASPHALT ROADWAY.

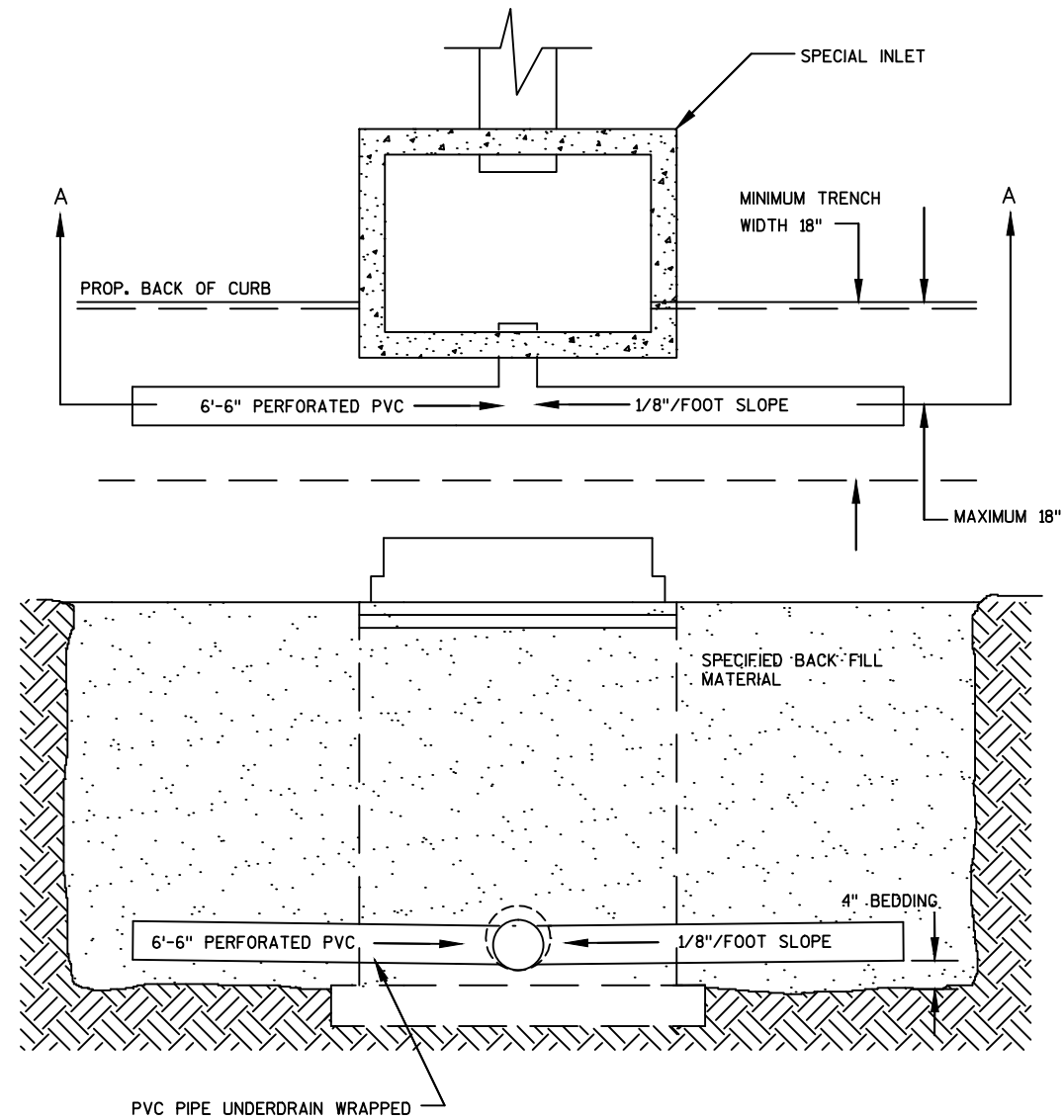
MANHOLE DETAIL

4 FT, 5 FT, & 6 FT STORM SEWER MANHOLES

1. ALL INLETS TO BE REMOVED AND REPLACED SHALL CONSIST OF SAID INLETS BEING TOTALLY REMOVED AND REPLACED, INCLUDING: UNDERDRAIN, BASE, RISER SECTIONS, CASTING, AND FINAL ADJUSTMENT, UNLESS OTHERWISE NOTED.
2. ALL INLETS SHALL MEET ASTM C-478 STANDARDS FOR REINFORCED CONCRETE INLETS.
3. SPECIAL INLET CASTINGS SHALL BE TYPE H-S. CURB BOX SHALL HAVE THE ENVIRO-CURB LOGO.
4. 6" PVC UNDERDRAIN IN RESIDENTIAL AREAS. SEE DETAIL "UNDERDRAIN FOR SPECIAL INLETS". CONNECTION INCIDENTAL TO INLET CONSTRUCTION.
5. SAWCUT AND MORTARING OF CONCRETE PIPE ONLY. ALL OTHER PIPE MATERIALS MUST HAVE A FLEXIBLE CONNECTION.
6. TRACER WIRE IS REQUIRED ON UNDERDRAINS, STORM SEWER PIPES, AND INLET LEADS.

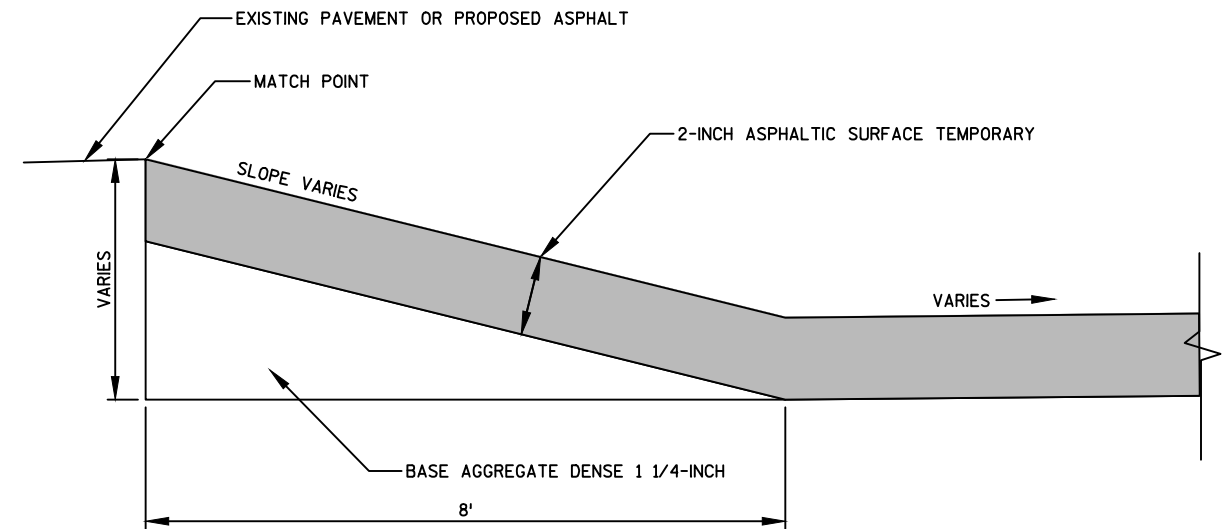


INLET TYPE GB SPECIAL

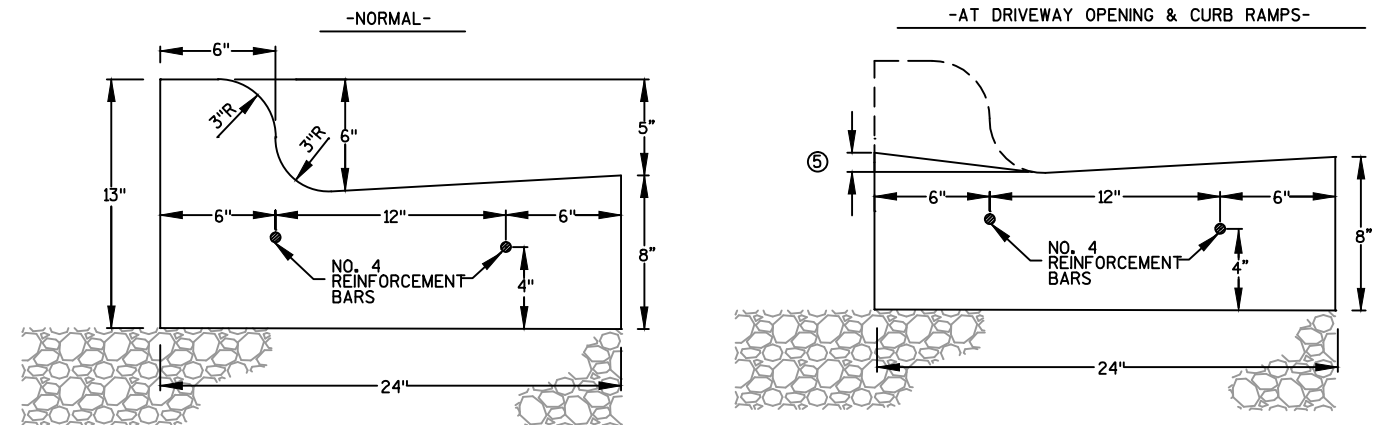


ALL TEES TO BE MANUFACTURED OR CORE DRILLED
NOTE: BULKHEAD ALL UNDER DRAIN AND STUBS

SECTION A-A
UNDERDRAIN FOR INLETS



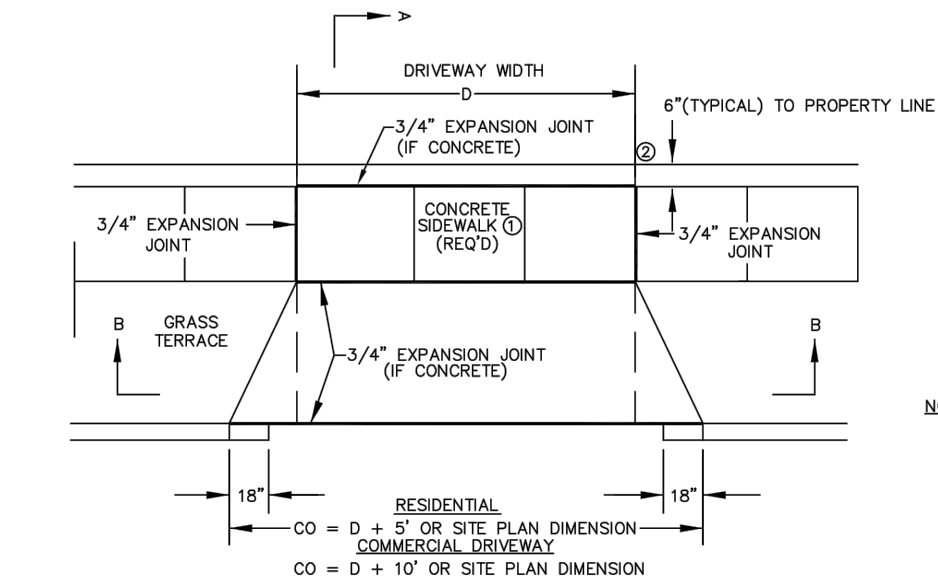
ASPHALTIC SURFACE TEMPORARY RAMPING DETAIL



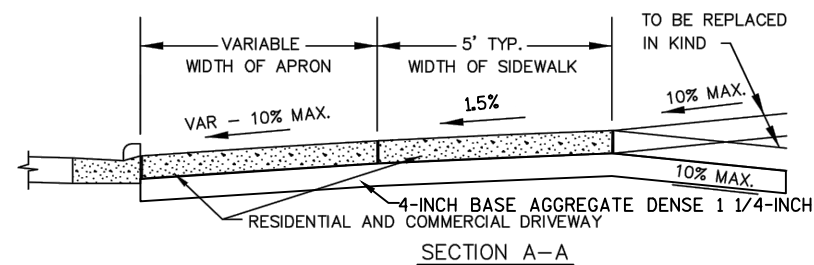
NOTES:

- ① CONTRACTION JOINTS SHALL BE SAWED EVERY 15' MAXIMUM OR AS DESIGNATED BY ENGINEER IN FIELD.
- ② EXPANSION JOINTS (3/4") SHALL BE PLACED AT END OF RADII, AND AS DESIGNATED BY ENGINEER IN FIELD.
- ③ NO. 4 REINFORCEMENT BARS SHALL BE 20' LONG WITH A 3/4" EXPANSION TUBE REQUIRED ON ONE END AT EXPANSION JOINTS.
- ④ NO. 4 REINFORCEMENT BARS SHALL BE OVERLAPPED A MINIMUM OF 1'.
- ⑤ 1-1/2" AT DRIVEWAY OPENINGS, 1/2" AT CURB RAMPS.

CONCRETE CURB AND GUTTER 24" SPECIAL



PLAN VIEW

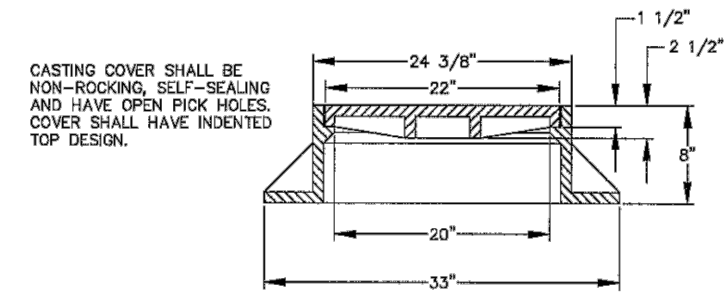
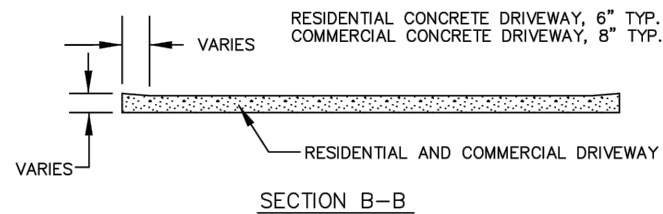


DRIVEWAY DETAIL

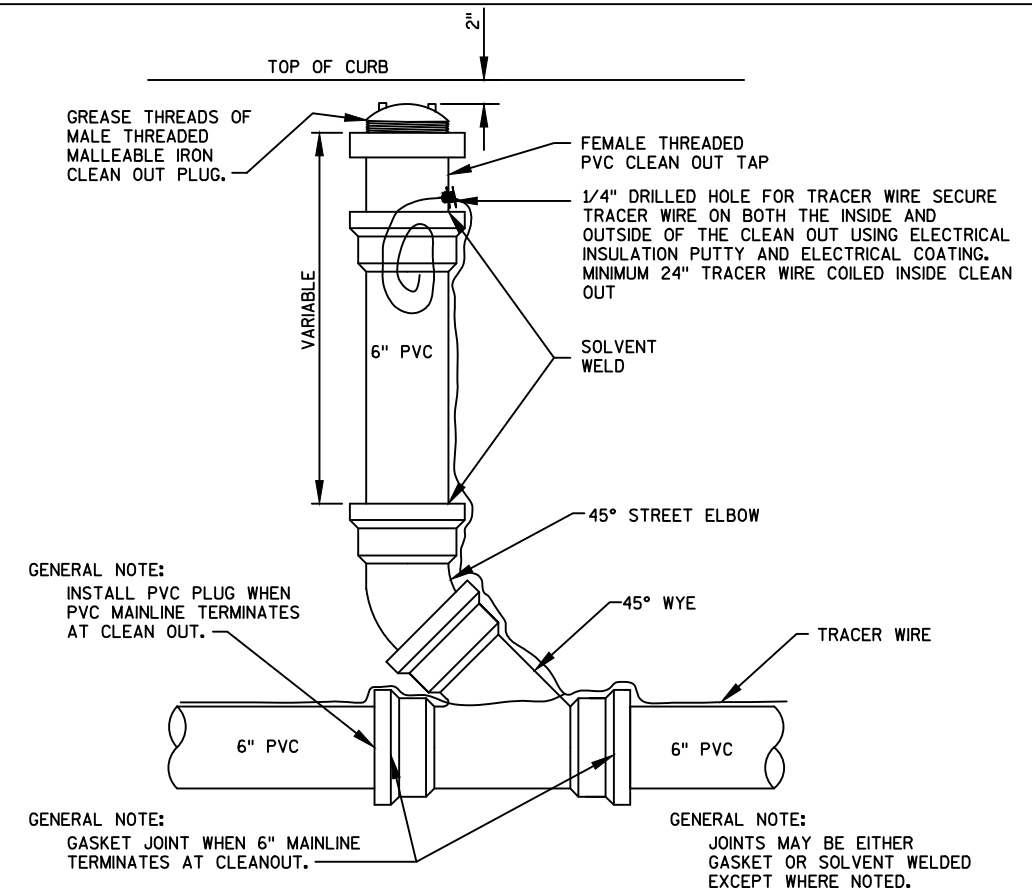
MAX D = 12' SINGLE WIDTH RESIDENTIAL
 MAX D = 20' DOUBLE WIDTH RESIDENTIAL
 MAX D = 15' COMMERCIAL ONE-WAY
 MAX D = 25' COMMERCIAL TWO-WAY
 MAX CO = 17' SINGLE WIDTH RESIDENTIAL
 MAX CO = 25' DOUBLE WIDTH RESIDENTIAL
 MAX CO = 25' COMMERCIAL ONE-WAY OR
 AS SHOWN ON APPROVED SITE PLAN
 MAX CO = 35' COMMERCIAL TWO-WAY OR AS
 SHOWN ON AN APPROVED SITE PLAN

NOTES:

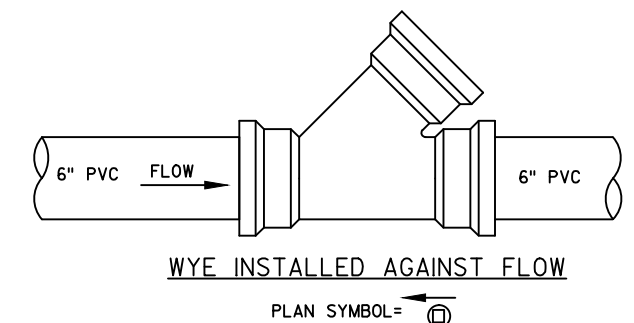
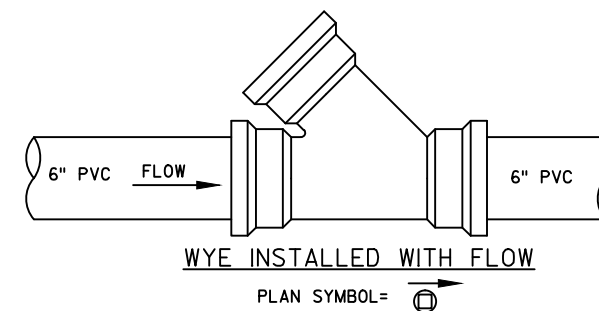
- ① ALL DRIVEWAYS REQUIRE A 5' CONCRETE SIDEWALK SECTION.
- ② ALL PARKING LOT CURBING MUST BE TAPERED TO MEET THE BACK OF THE SIDEWALK.

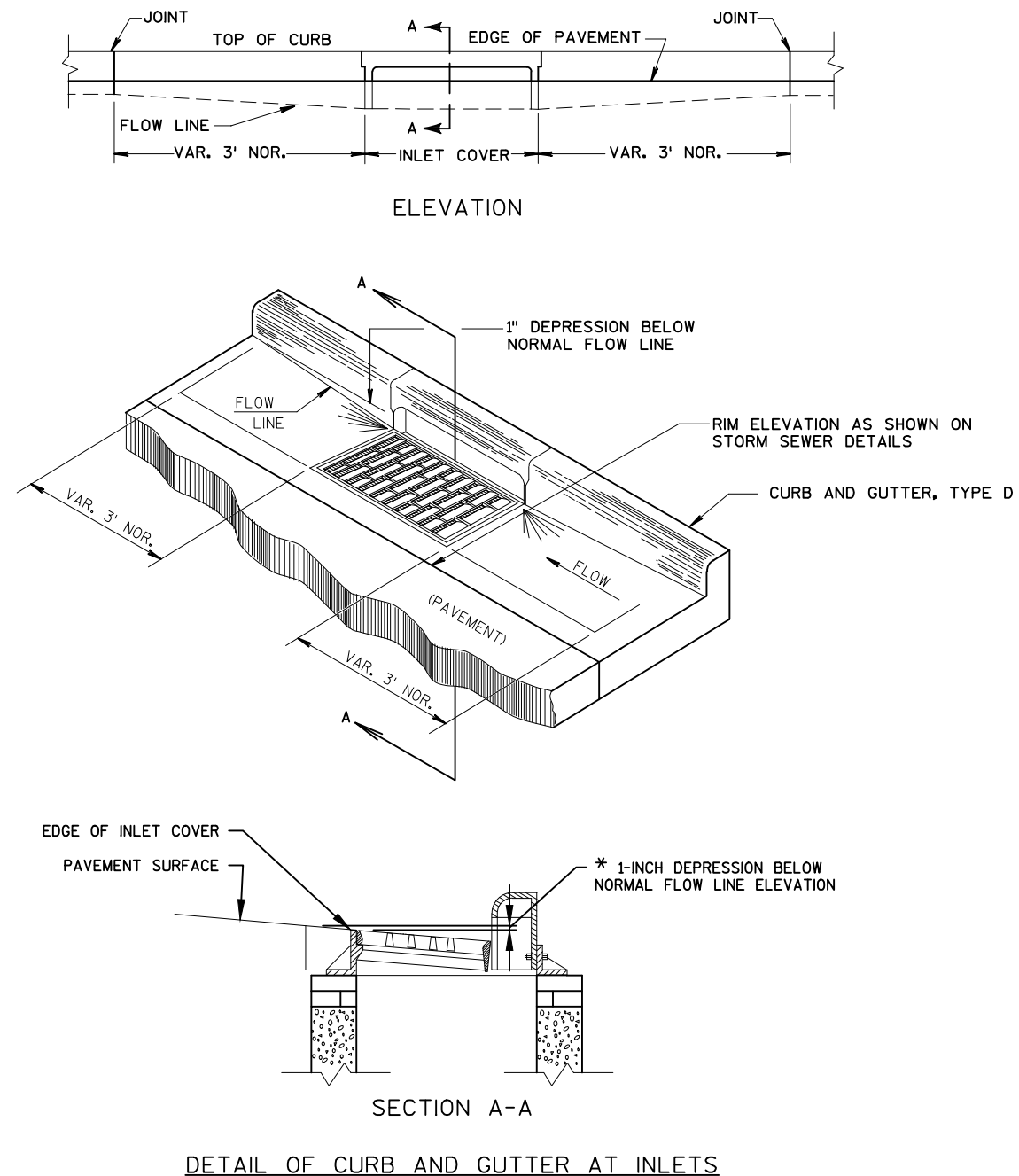


MANHOLE COVERS SPECIAL

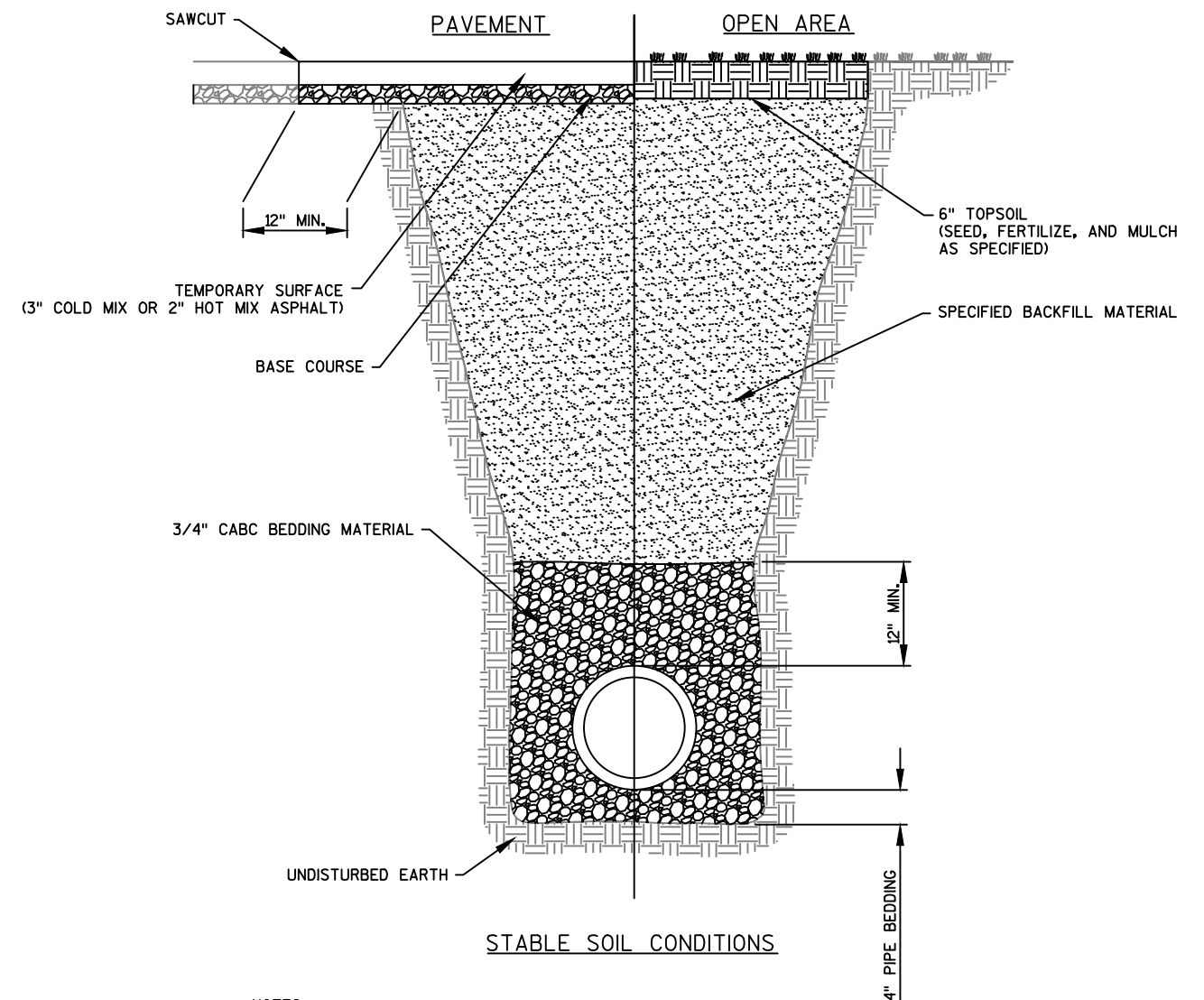


MINI STORM SEWER CLEANOUT DETAIL





SURFACE RESTORATION



NOTES:

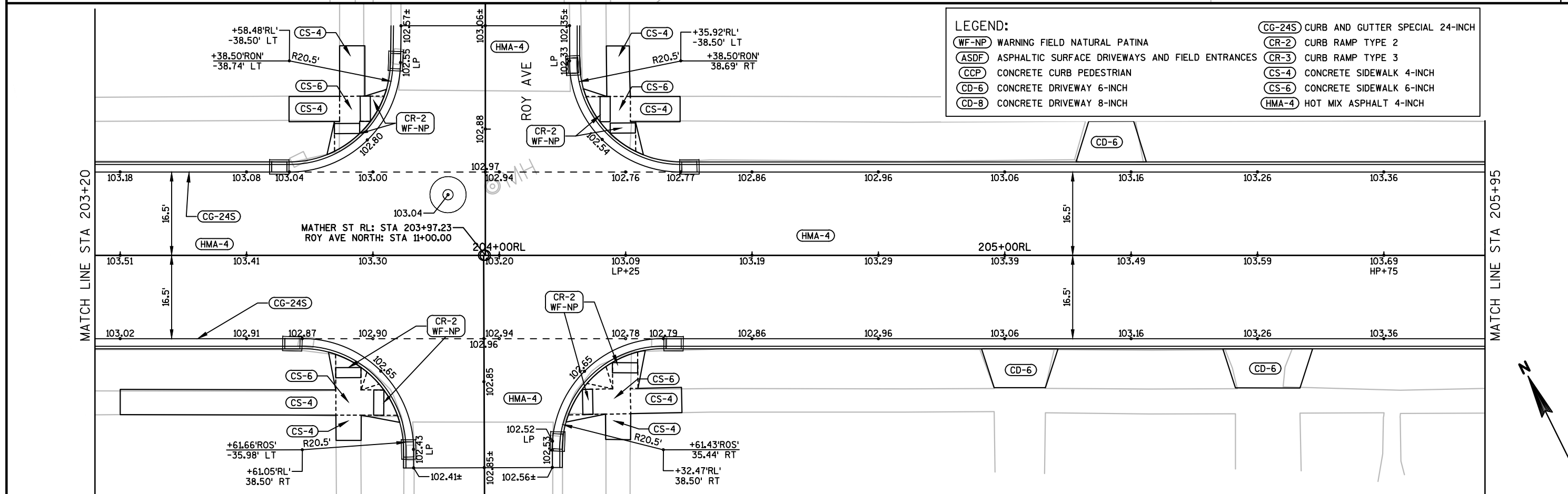
ALL PIPE SHALL BE INSTALLED IN ACCORDANCE WITH ASTM DESIGNATION D 2321

IF RUNNING, CAVING, OR SQUEEZING SOILS ARE ENCOUNTERED, THE ENGINEER SHALL BE IMMEDIATELY NOTIFIED IN ORDER TO DETERMINE WHAT CORRECTIVE MEASURES SHALL BE TAKEN

TRENCH WIDTH WILL VARY DEPENDING ON SOIL CONDITIONS

TRENCH DETAIL

2



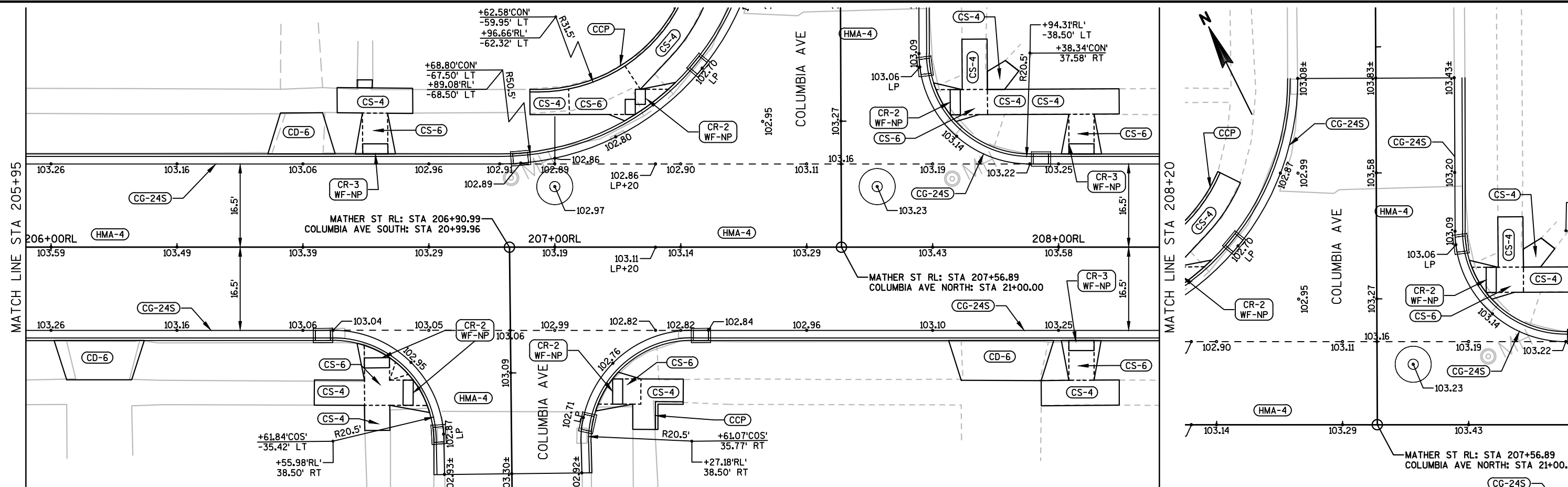
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LAYOUT NAME - **** 49870262-021201-pd

PLOT DATE : 6/6/2017 10:53 AM

PLOT BY : OMNNI ASSOCIATES - CRAIG KNUTH

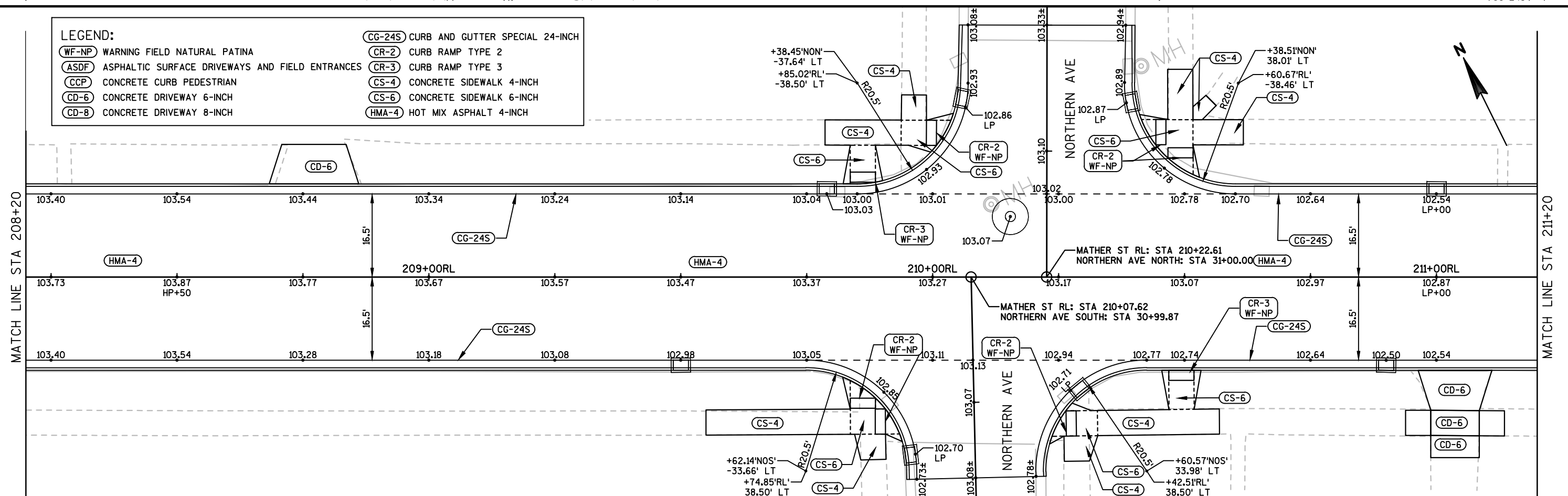
PLOT SCALE : *****

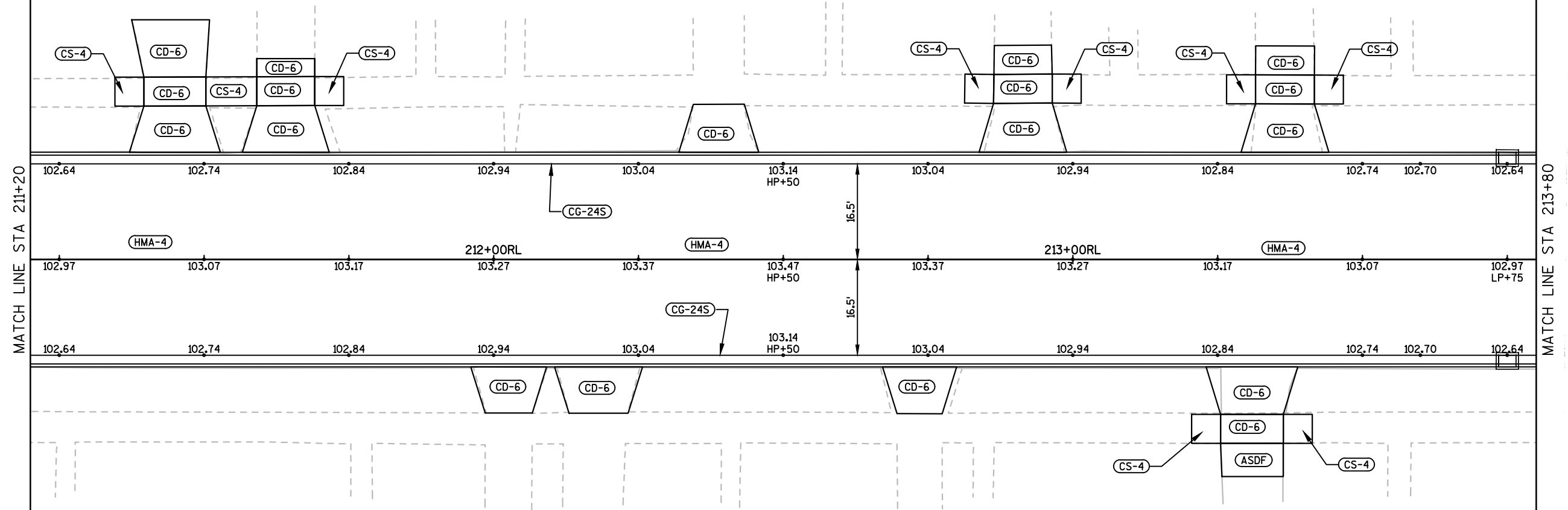
WISDOT/CADD SHEET



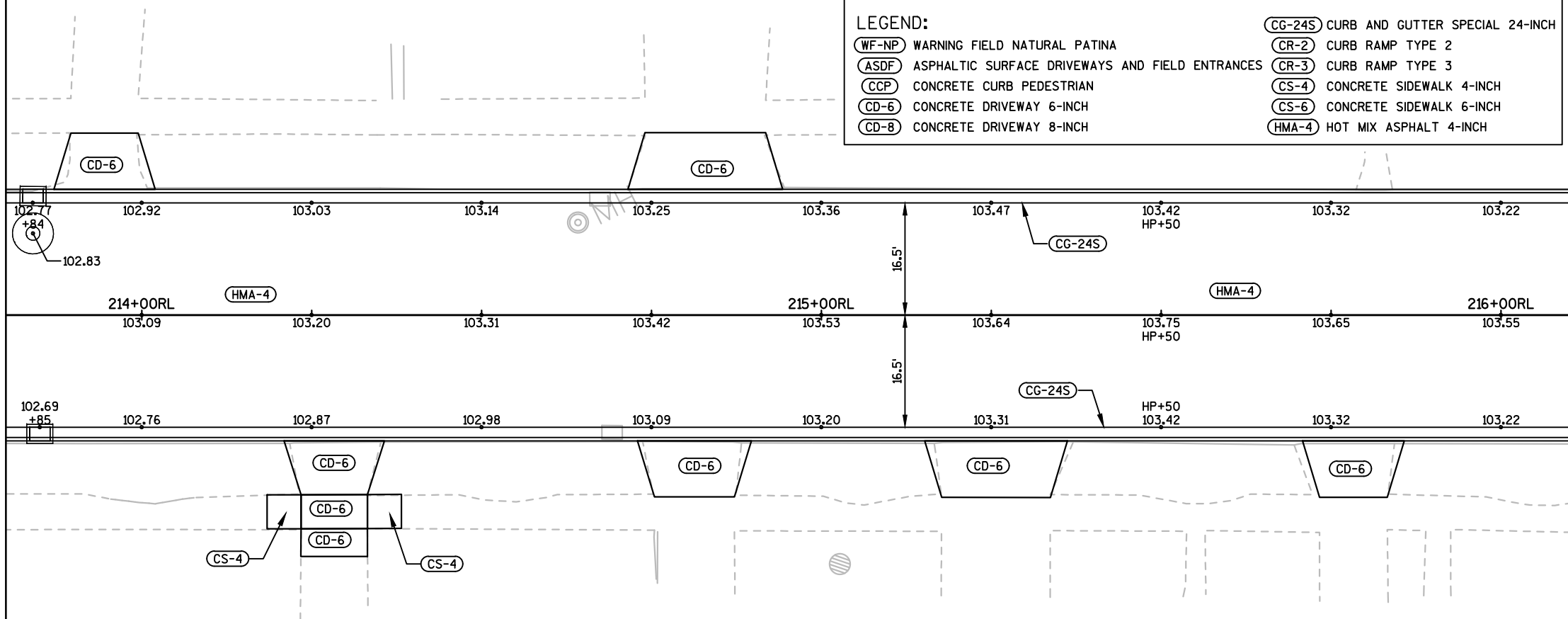
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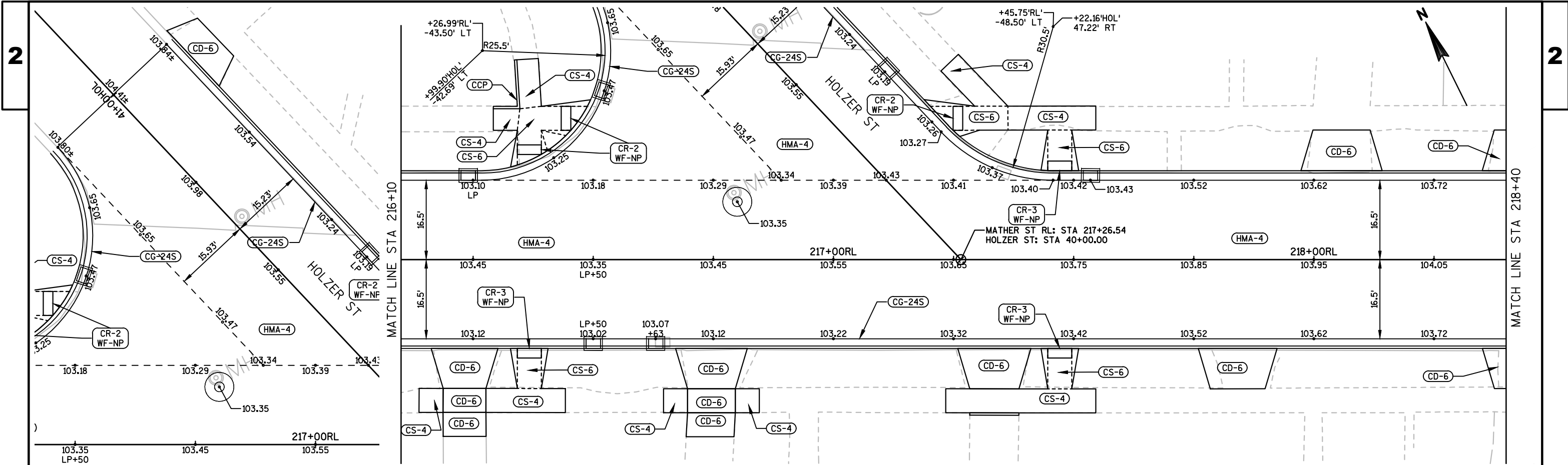
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|--|--|
| (WF-NP) WARNING FIELD NATURAL PATINA | (CG-24S) CURB AND GUTTER SPECIAL 24-INCH |
| (ASDF) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | (CR-2) CURB RAMP TYPE 2 |
| (CCP) CONCRETE CURB PEDESTRIAN | (CR-3) CURB RAMP TYPE 3 |
| (CD-6) CONCRETE DRIVEWAY 6-INCH | (CS-4) CONCRETE SIDEWALK 4-INCH |
| (CD-8) CONCRETE DRIVEWAY 8-INCH | (CS-6) CONCRETE SIDEWALK 6-INCH |
| | (HMA-4) HOT MIX ASPHALT 4-INCH |



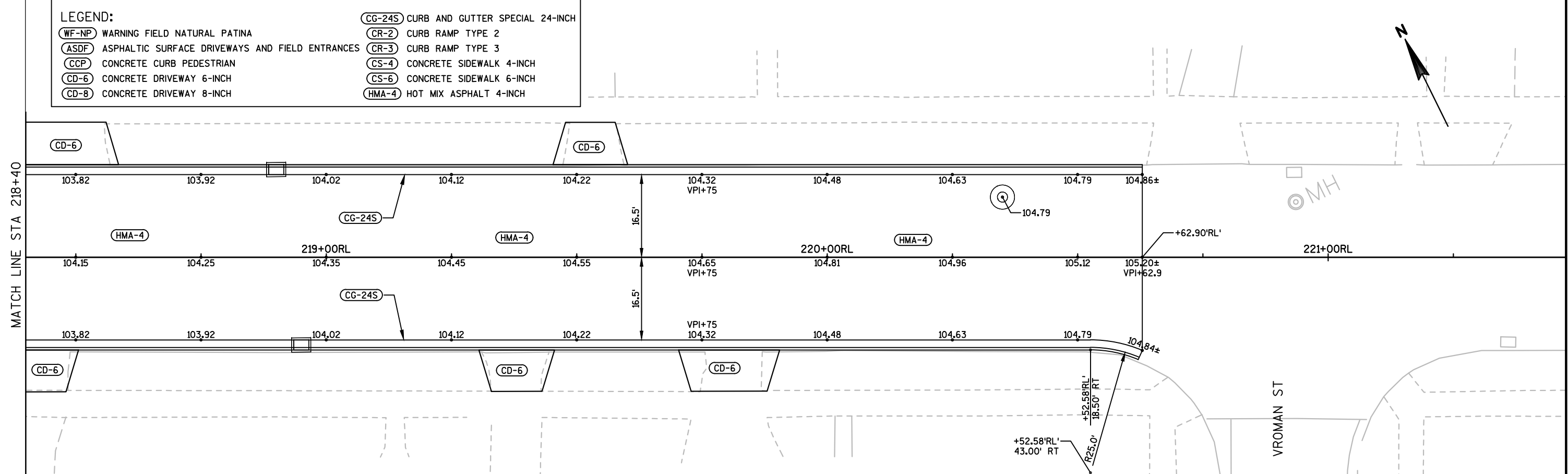


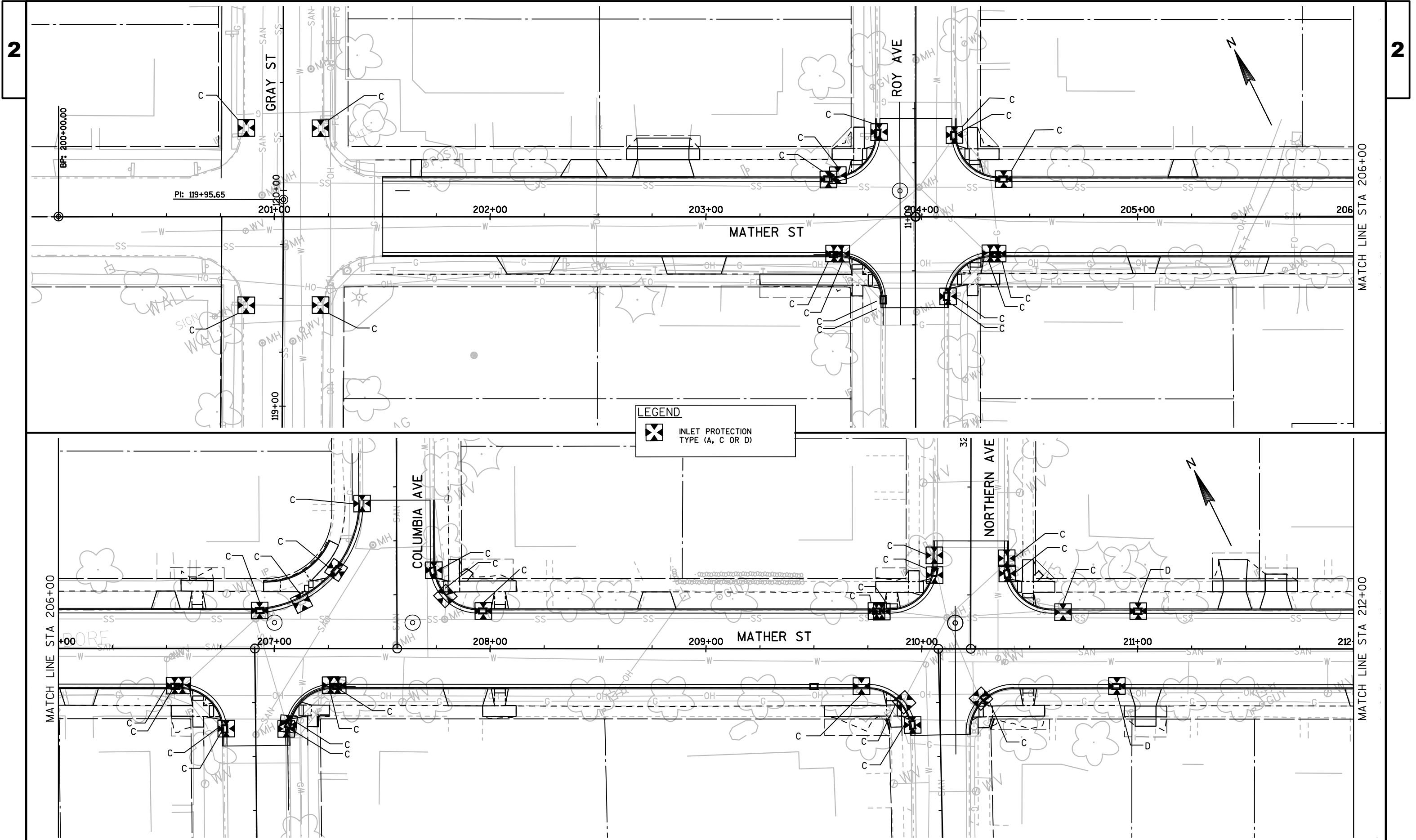
MATCH LINE STA 213+80





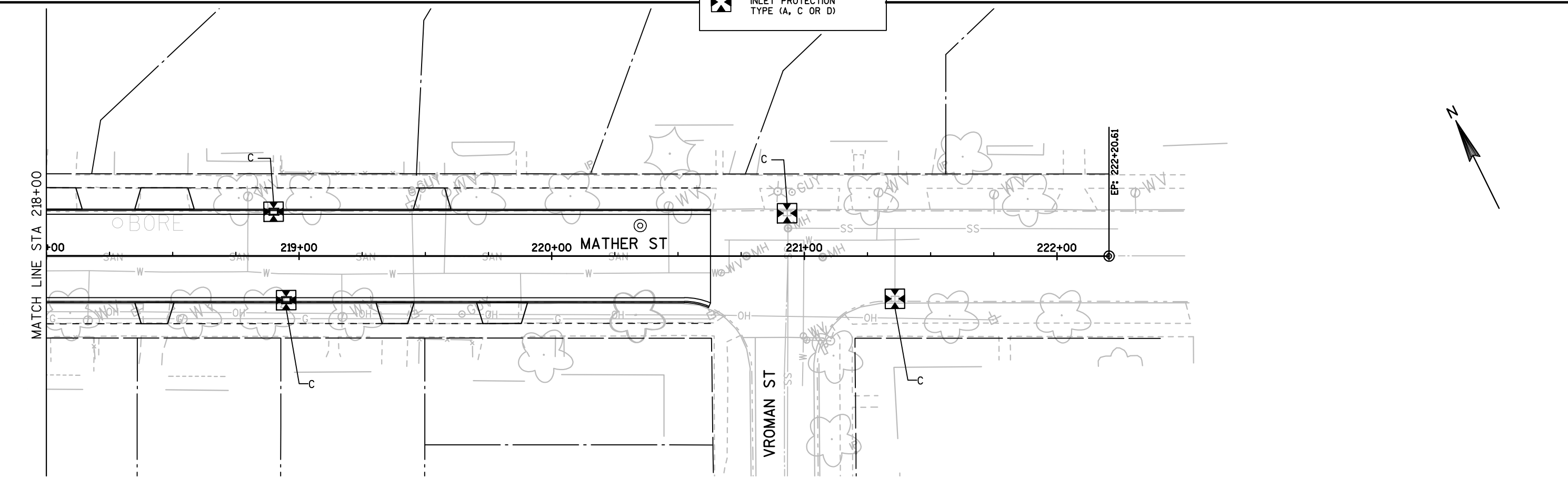
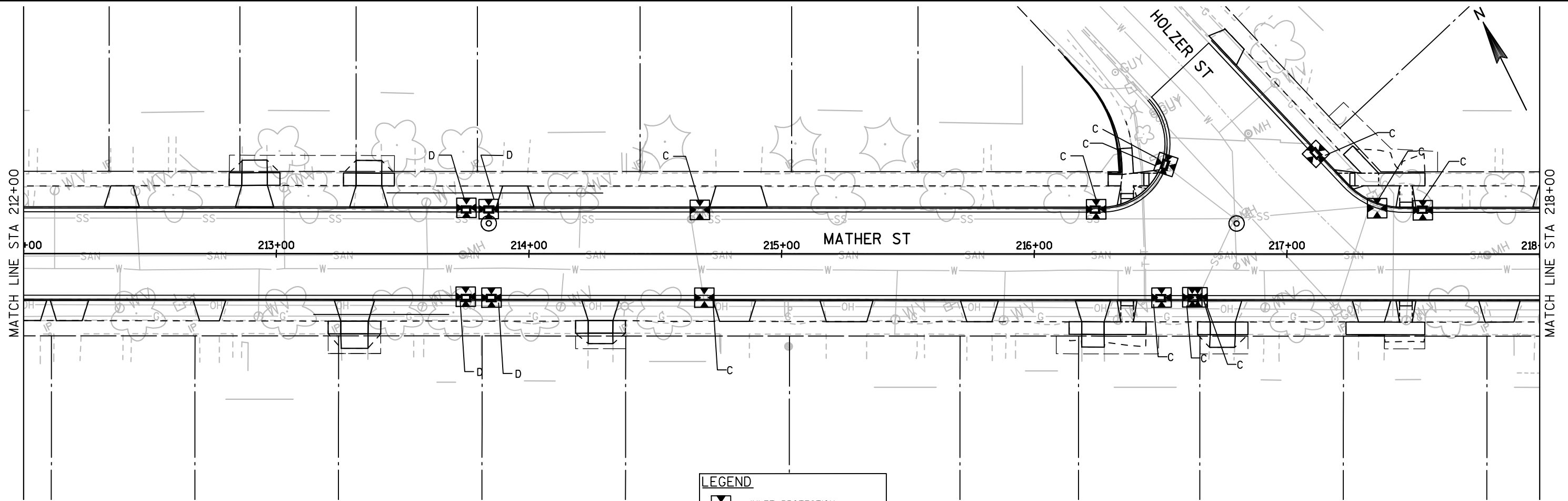
LEGEND:	
(WF-NP)	WARNING FIELD NATURAL PATINA
(ASDF)	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
(CCP)	CONCRETE CURB PEDESTRIAN
(CD-6)	CONCRETE DRIVEWAY 6-INCH
(CD-8)	CONCRETE DRIVEWAY 8-INCH
(CG-24S)	CURB AND GUTTER SPECIAL 24-INCH
(CR-2)	CURB RAMP TYPE 2
(CR-3)	CURB RAMP TYPE 3
(CS-4)	CONCRETE SIDEWALK 4-INCH
(CS-6)	CONCRETE SIDEWALK 6-INCH
(HMA-4)	HOT MIX ASPHALT 4-INCH

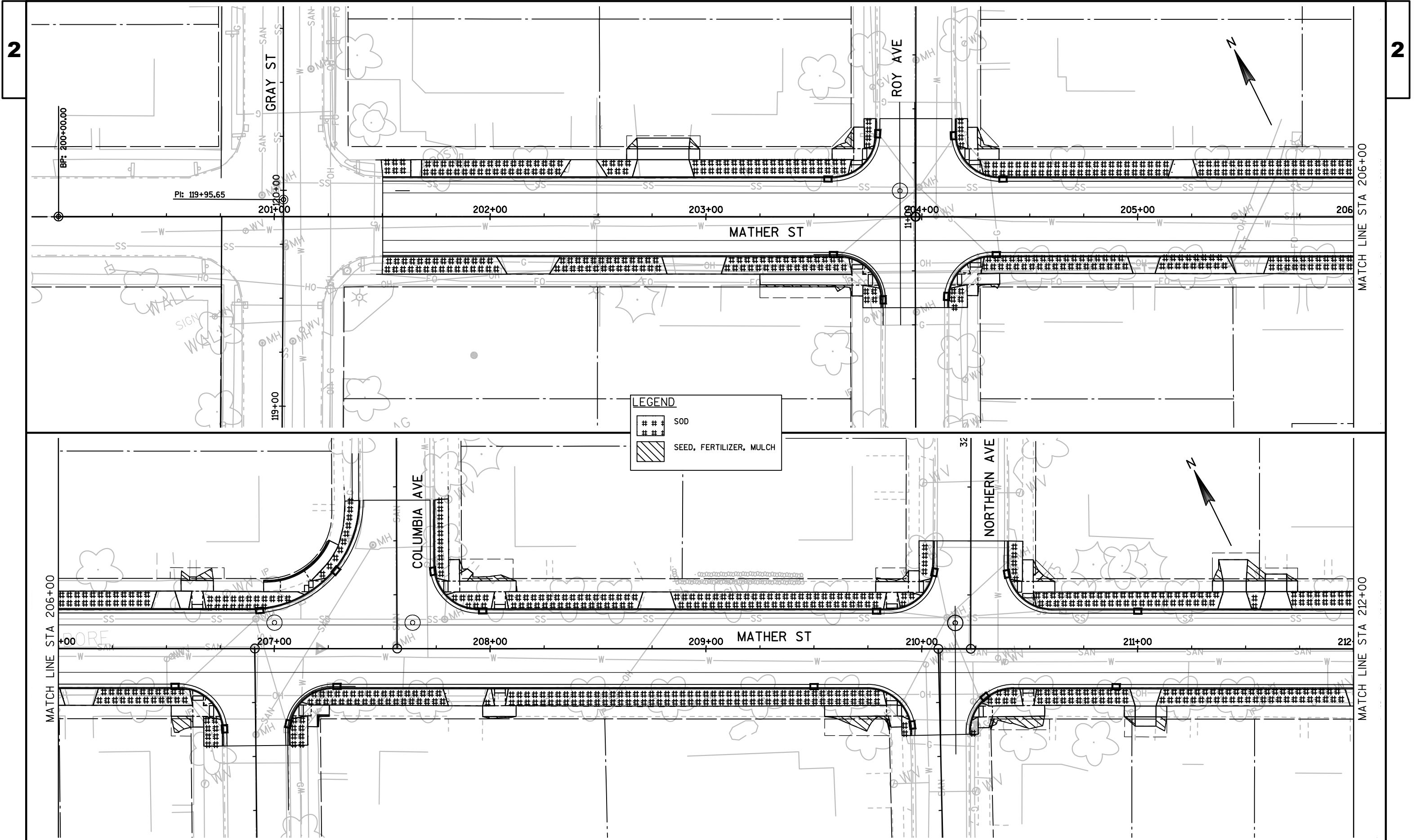


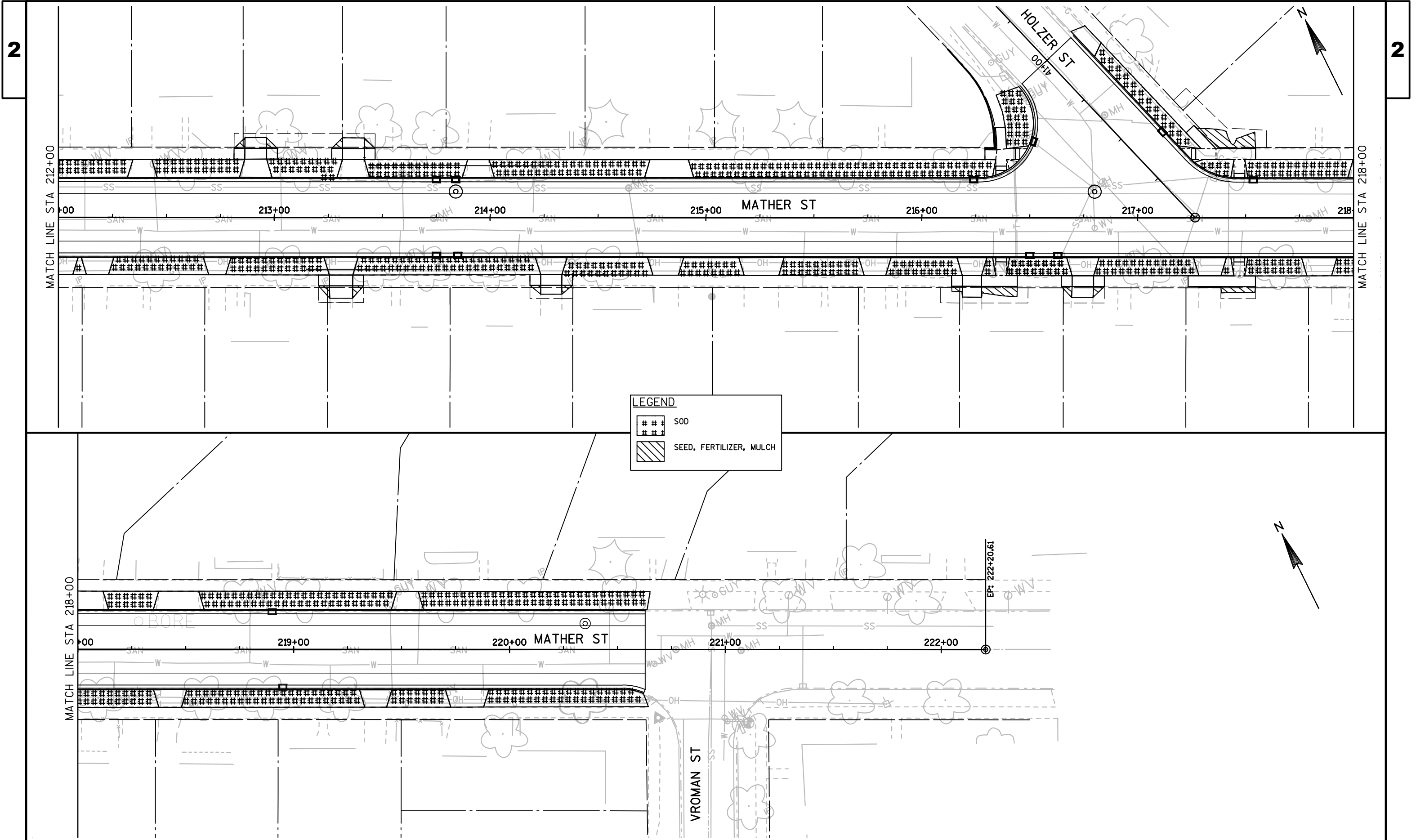


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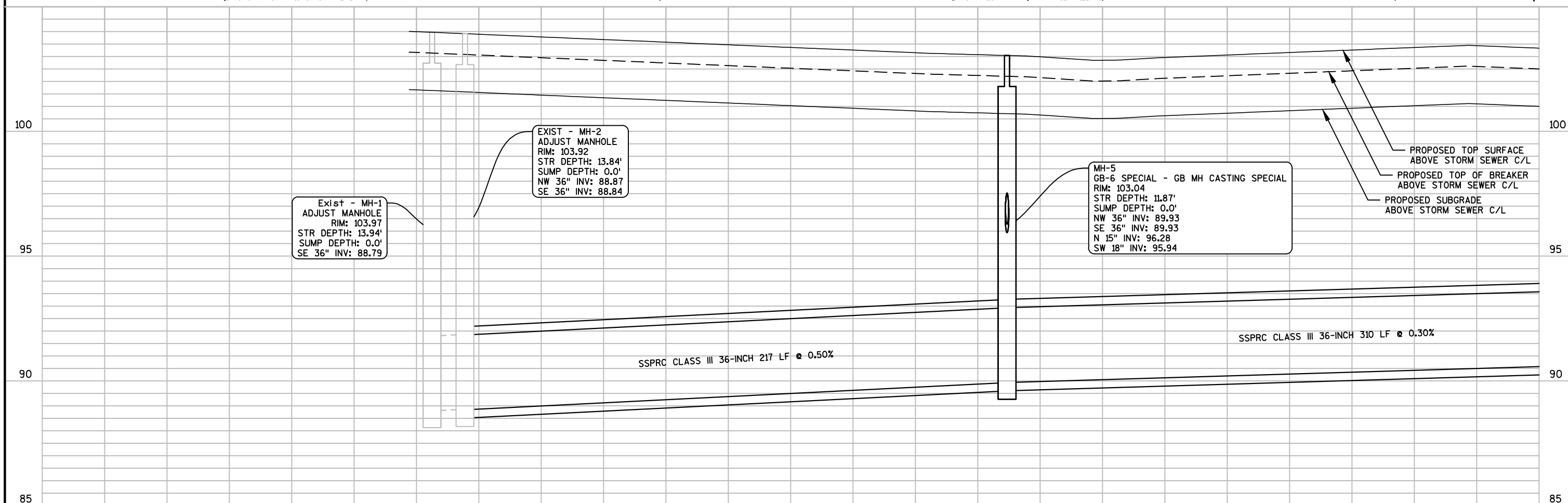
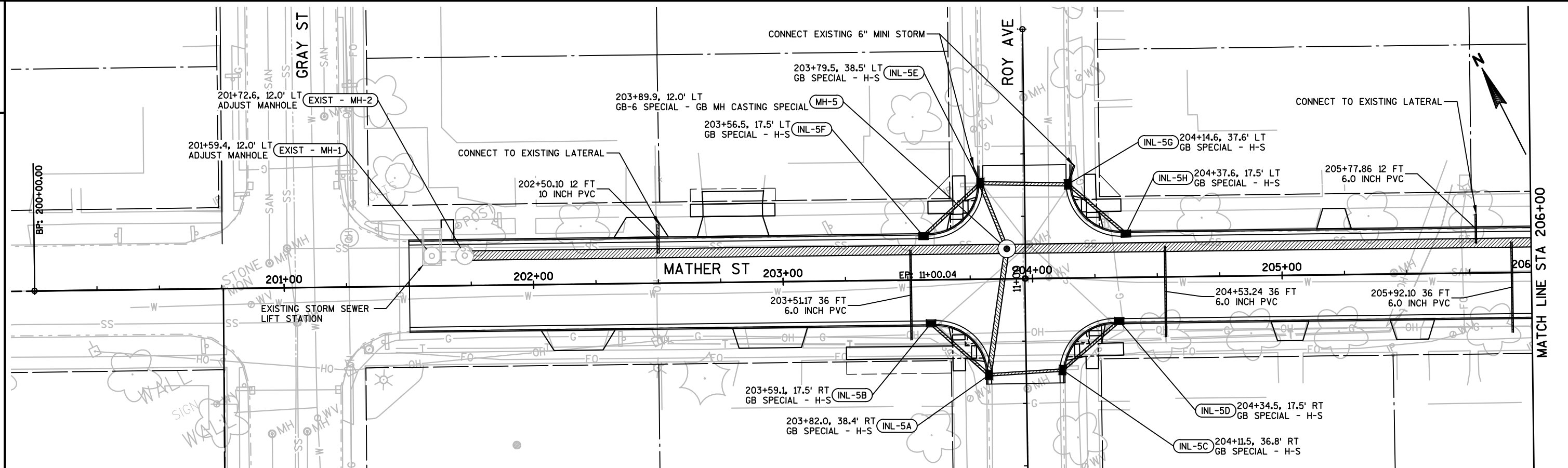
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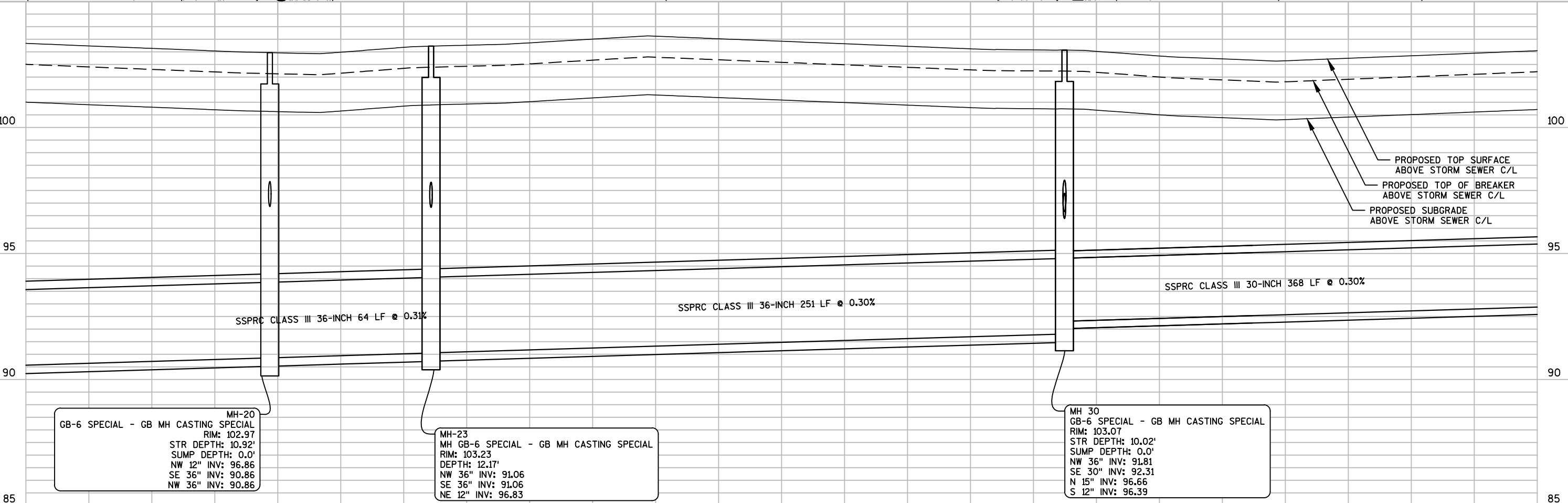
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PROJECT NO: 4987-02-62	HWY: MATHER STREET	COUNTY: BROWN	PLAN AND PROFILE: STORM SEWER	SHEET 10	E
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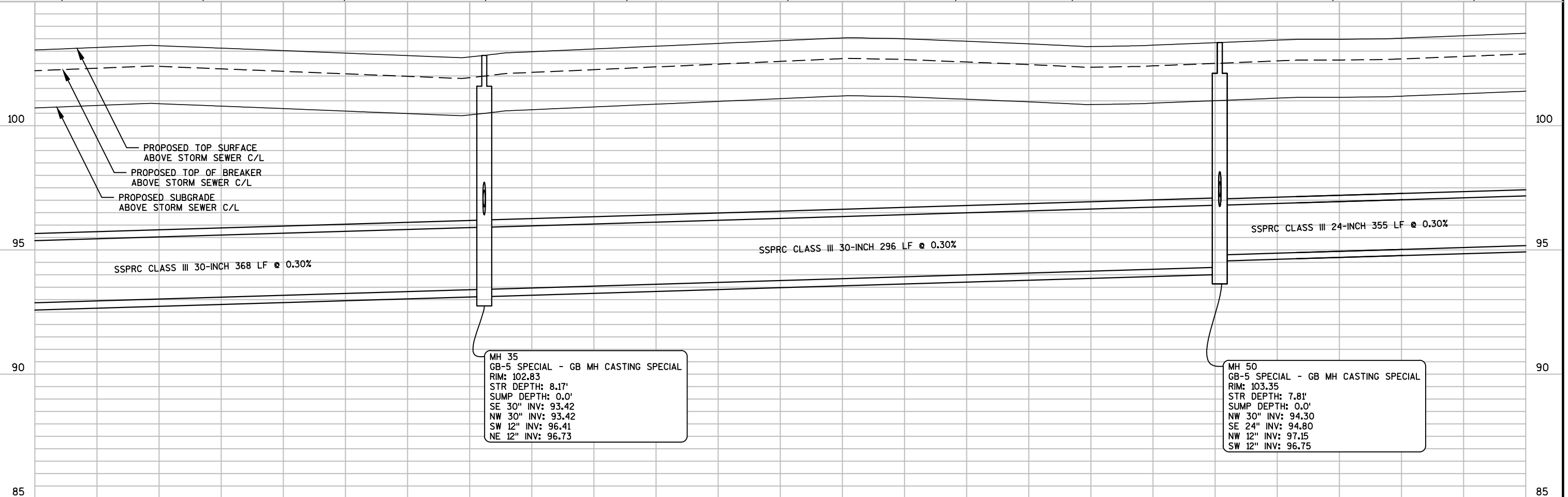
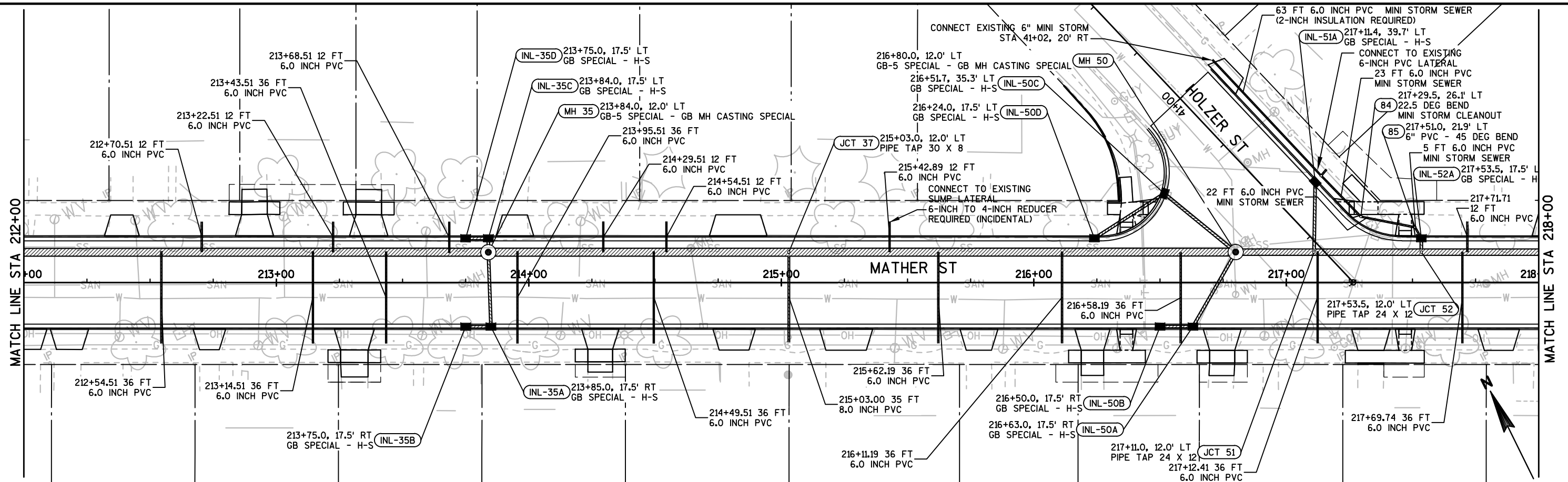
FILE NAME : F:\NTR\JOBS\E2170B15\CIVIL_3D_2014\SHEETSP\PLAN\49870261-022500-SS.DWG	PLOT DATE : 6/5/2017 1:01 PM	PLOT BY : CRAIG KNUTH	PLOT NAME :	PLOT SCALE : *****	WISDOT/CADDs SHEET
LAYOUT NAME - 49870262-022501-SS	49870262-022501-ss				

2



2

2



PROJECT NO: 4987-02-62

HWY: MATHER STREET

COUNTY: BROWN

PLAN AND PROFILE: STORM SEWER

SHEET

21

E

FILE NAME : F:\TR\JOBS\N2170B15\CIVIL 3D 2014\SHEETSP\LAN\49870261-022500-SS.DWG
LAYOUT NAME - 49870262-022503-SS

PLOT DATE : 6/5/2017 1:43 PM

PLOT BY : CRAIG KNUTH

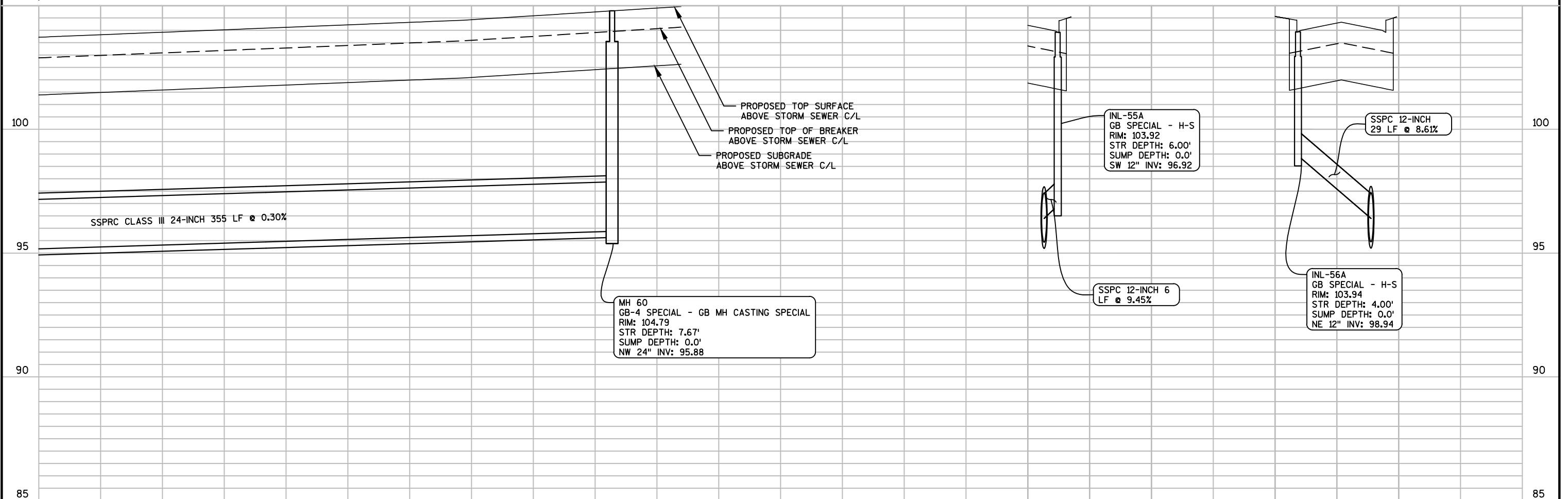
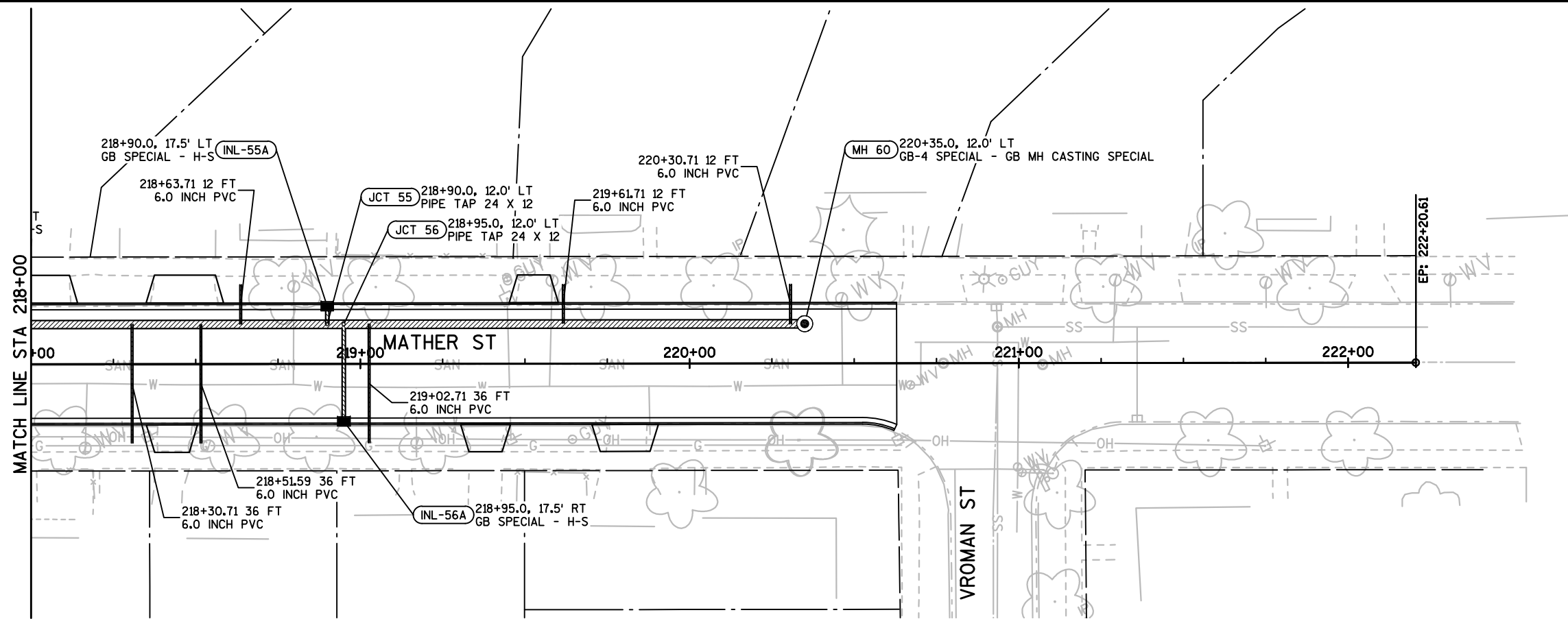
PLOT NAME :

PLOT SCALE : *****

WISDOT/CADDs SHEET 41

2

2 |



PROJECT NO: 4987-02-62

HWY: MATHER STREET

COUNTY: BROWN

PLAN AND PROFILE: STORM SEWER

SHEET

22

FILE NAME : F:\TR\JOBS\E2170B15\CIVIL 3D 2014\SHEETSP\AN\49870261-022500-SS.DWG
LAYOUT NAME - 49870262-022504-SS 49870262-022504-ss

PLOT DATE : 6/5/2017 1:54 PM

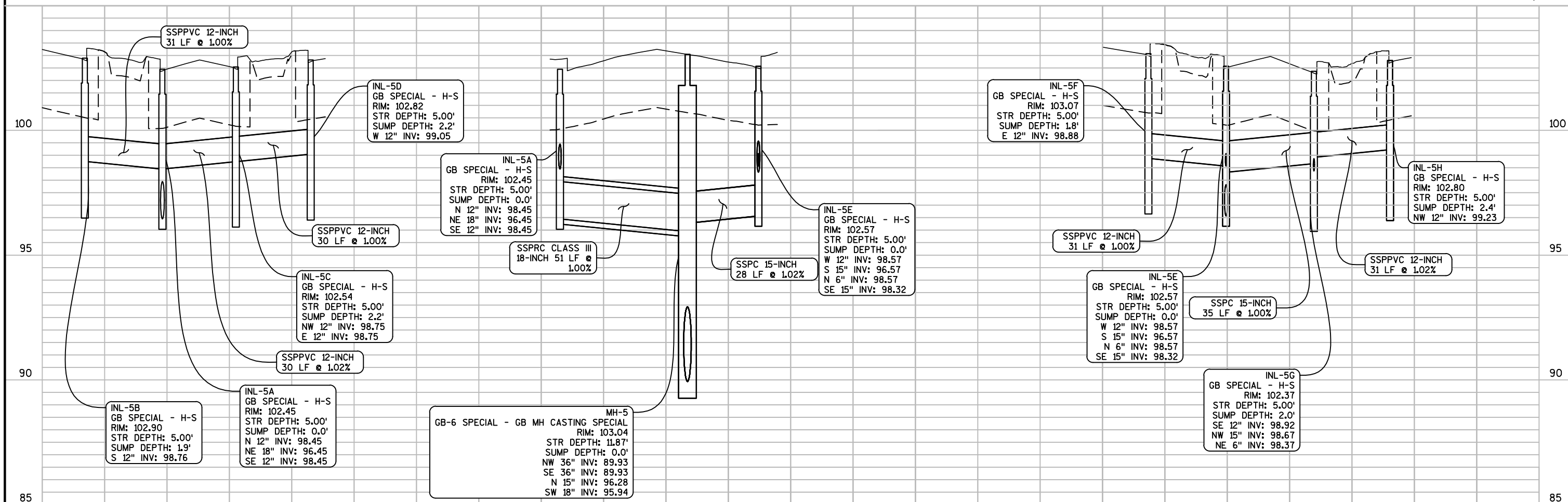
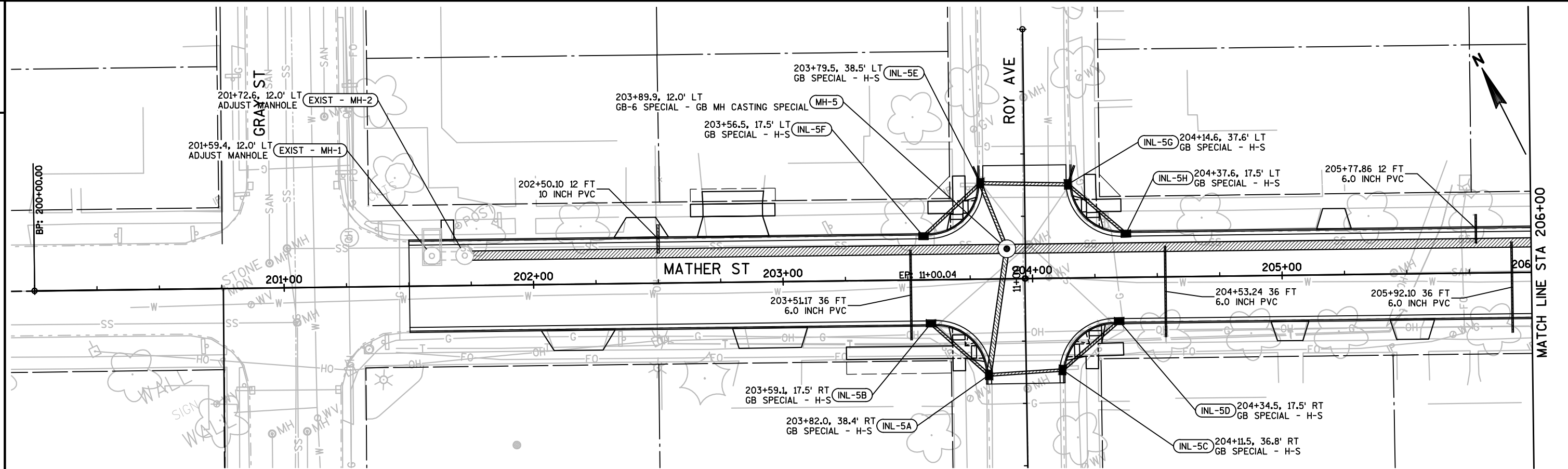
PLOT BY : CRAIG KNUTH

PLOT NAME :

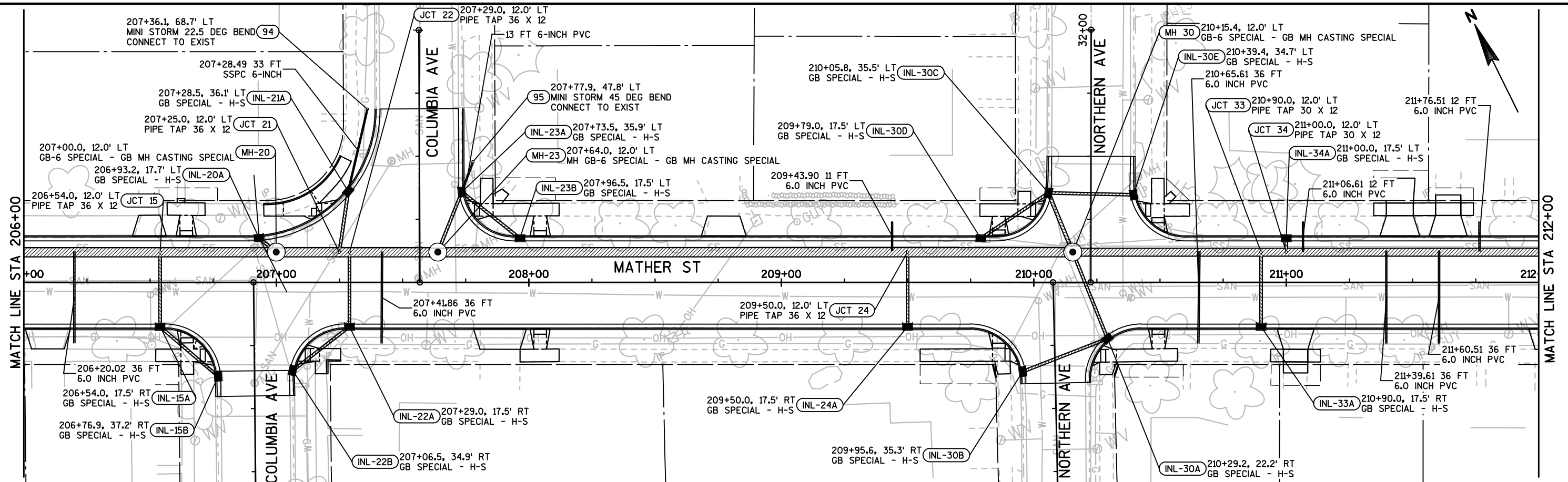
PLOT SCALE : #####

WISDOT/CADDS SHEET 41

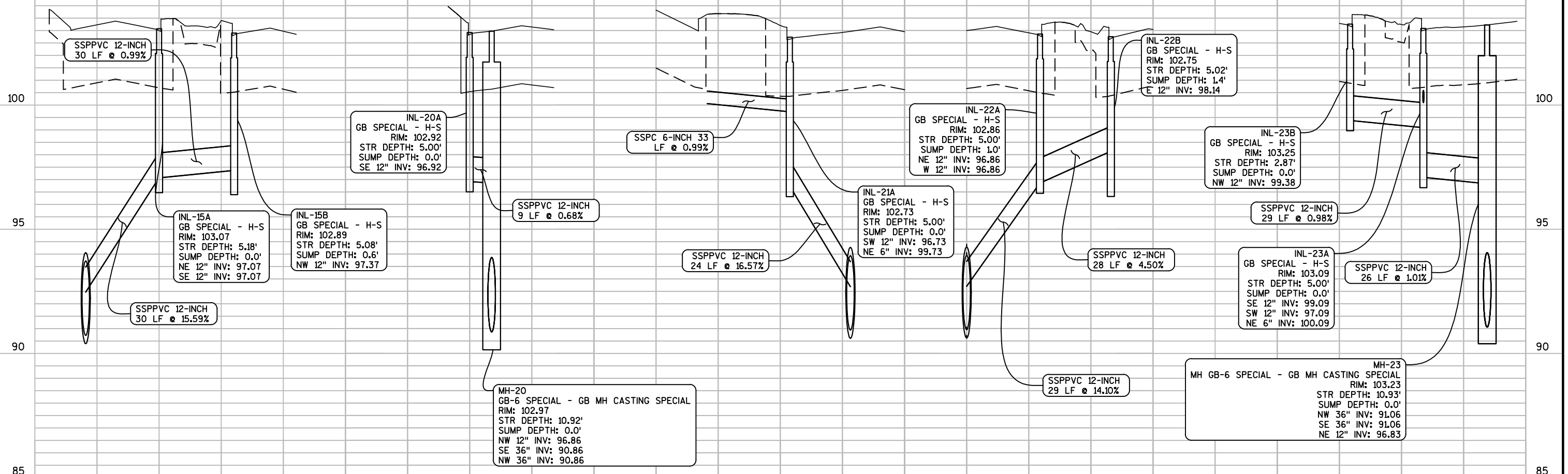
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2



2



PROJECT NO: 4987-02-62

HWY: MATHER STREET

COUNTY: BROWN

PLAN AND PROFILE: STORM SEWER

SHEET

24

E

FILE NAME : F:\TR\JOBS\N2170B15\CIVIL 3D 2014\SHEETPLAN\49870261-022500-SS.DWG
LAYOUT NAME - 49870262-022512-SS

PLOT DATE : 6/7/2017 12:51 PM

PLOT BY : CRAIG KNUTH

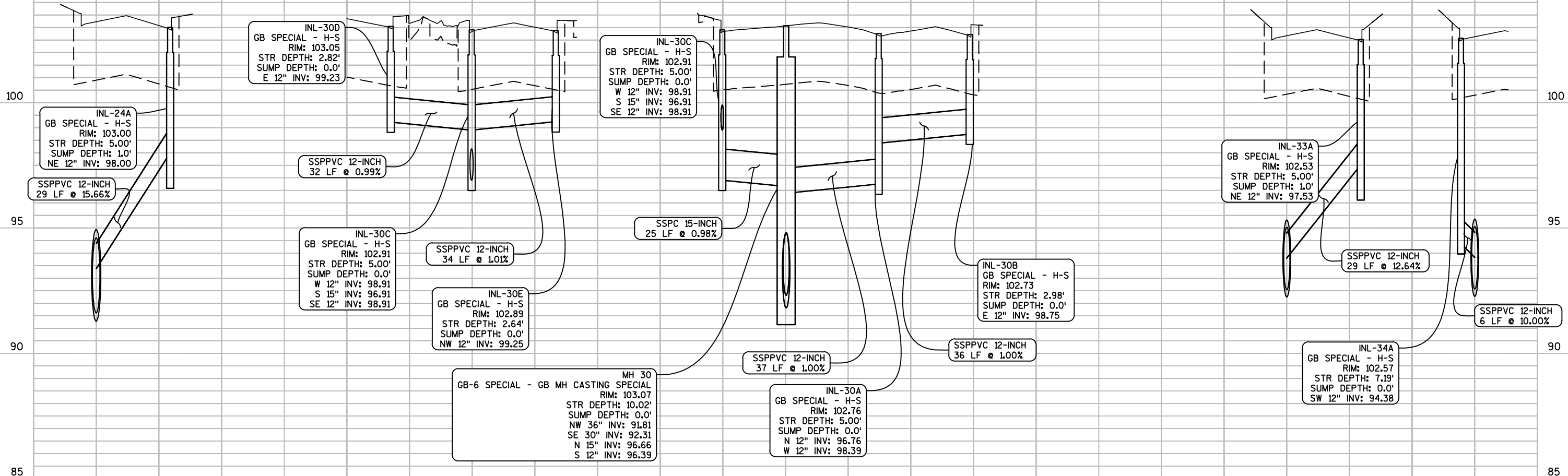
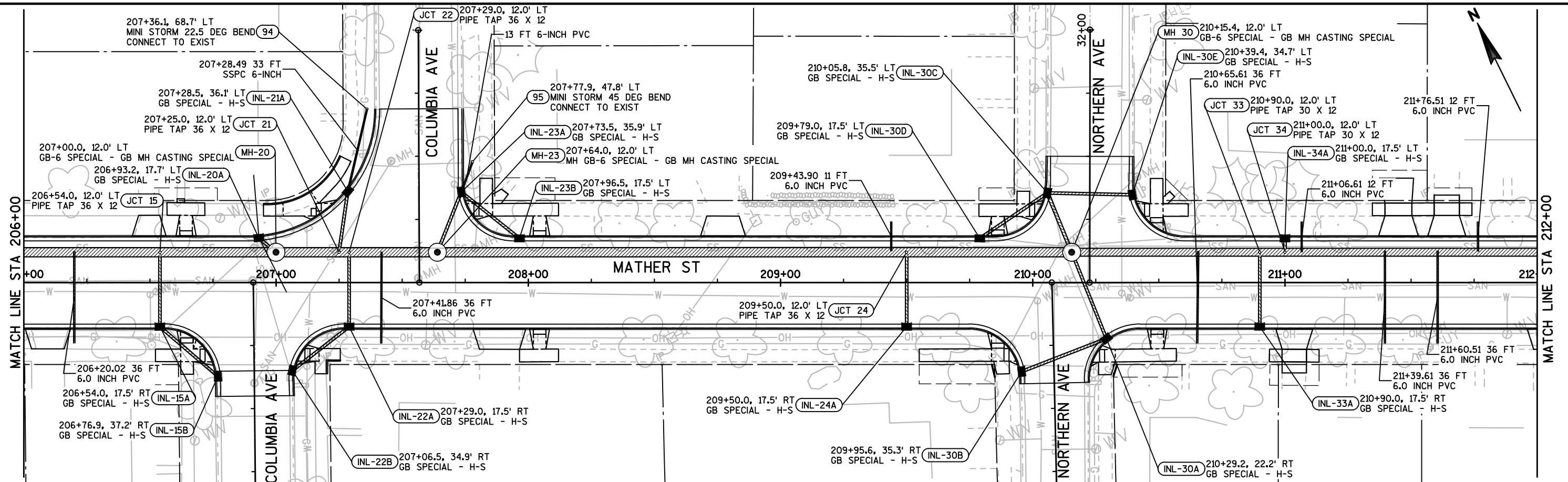
PLOT NAME :

PLOT SCALE : *****

WISDOT/CADDs SHEET 41

2

2



PROJECT NO: 4987-02-62

HWY: MATHER STREET

COUNTY: BROWN

PLAN AND PROFILE: STORM SEWER

SHEET

25

E

FILE NAME : F:\TR\JOBS\E2170B15\CIVIL 3D 2014\SHEETPLAN\49870261-022500-SS.DWG
LAYOUT NAME - 49870262-022513-SS

PLOT DATE : 6/5/2017 2:11 PM

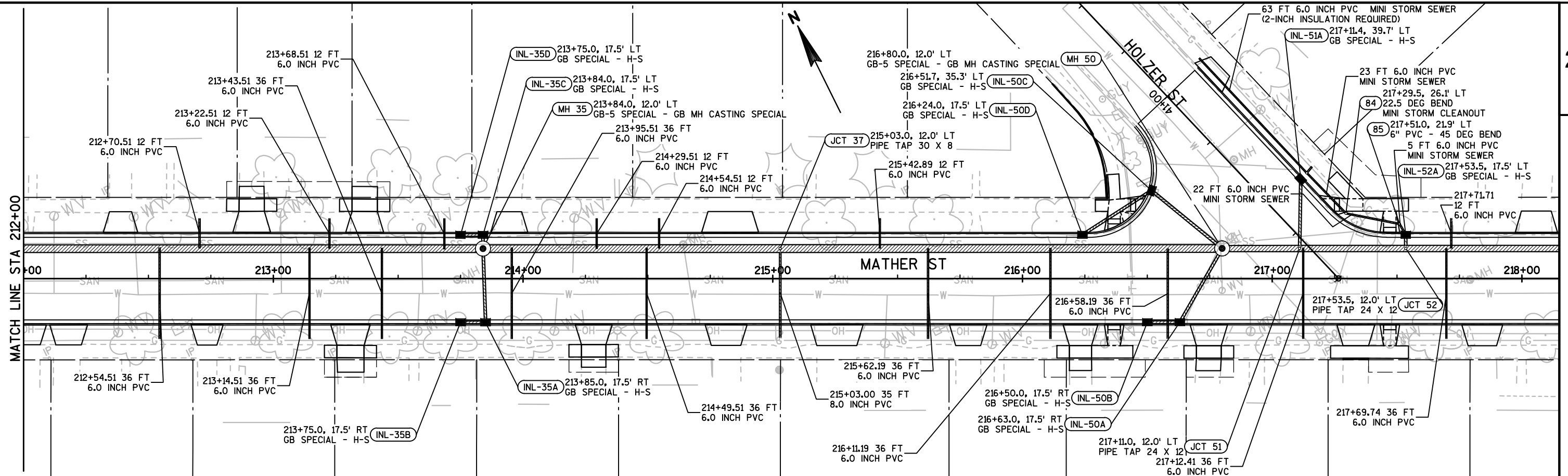
PLOT BY : CRAIG KNUTH

PLOT NAME :

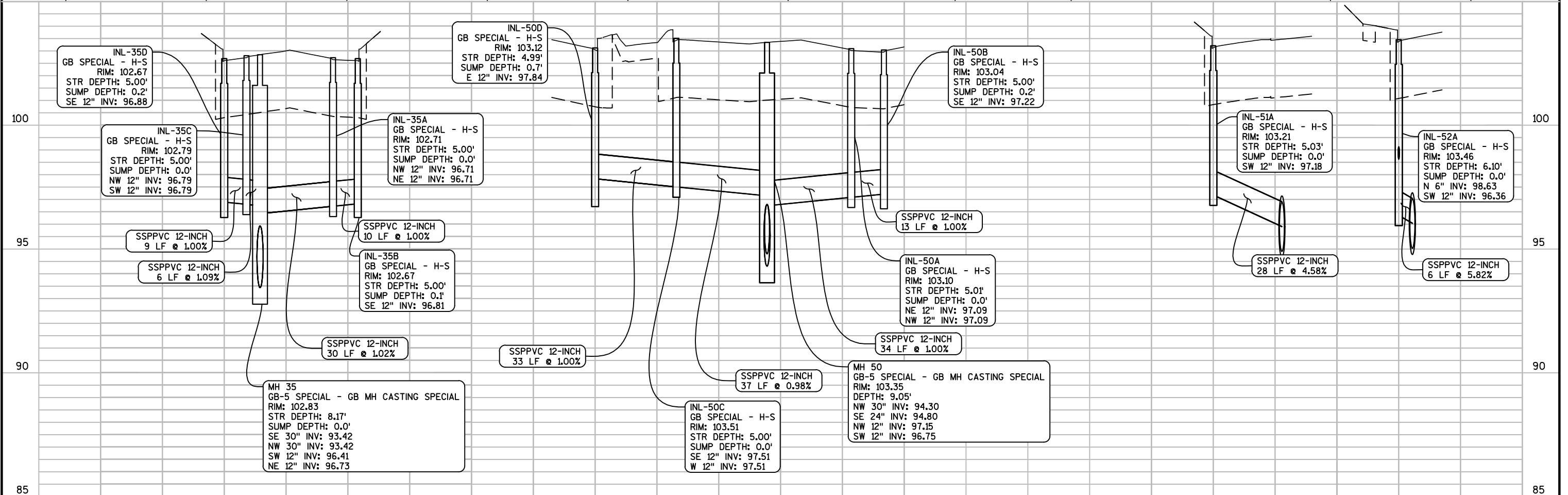
PLOT SCALE : *****

WISDOT/CADDs SHEET 41

2



2



PROJECT NO: 4987-02-62

HWY: MATHER STREET

COUNTY: BROWN

PLAN AND PROFILE: STORM SEWER

SHEET

26

E

FILE NAME : F:\TR\JOBS\N2170B15\CIVIL 3D 2014\SHEETPLAN\49870261-022500-SS.DWG
LAYOUT NAME - 49870262-022514-SS

PLOT DATE : 6/5/2017 1:55 PM

PLOT BY : CRAIG KNUTH

PLOT NAME :

PLOT SCALE : *****

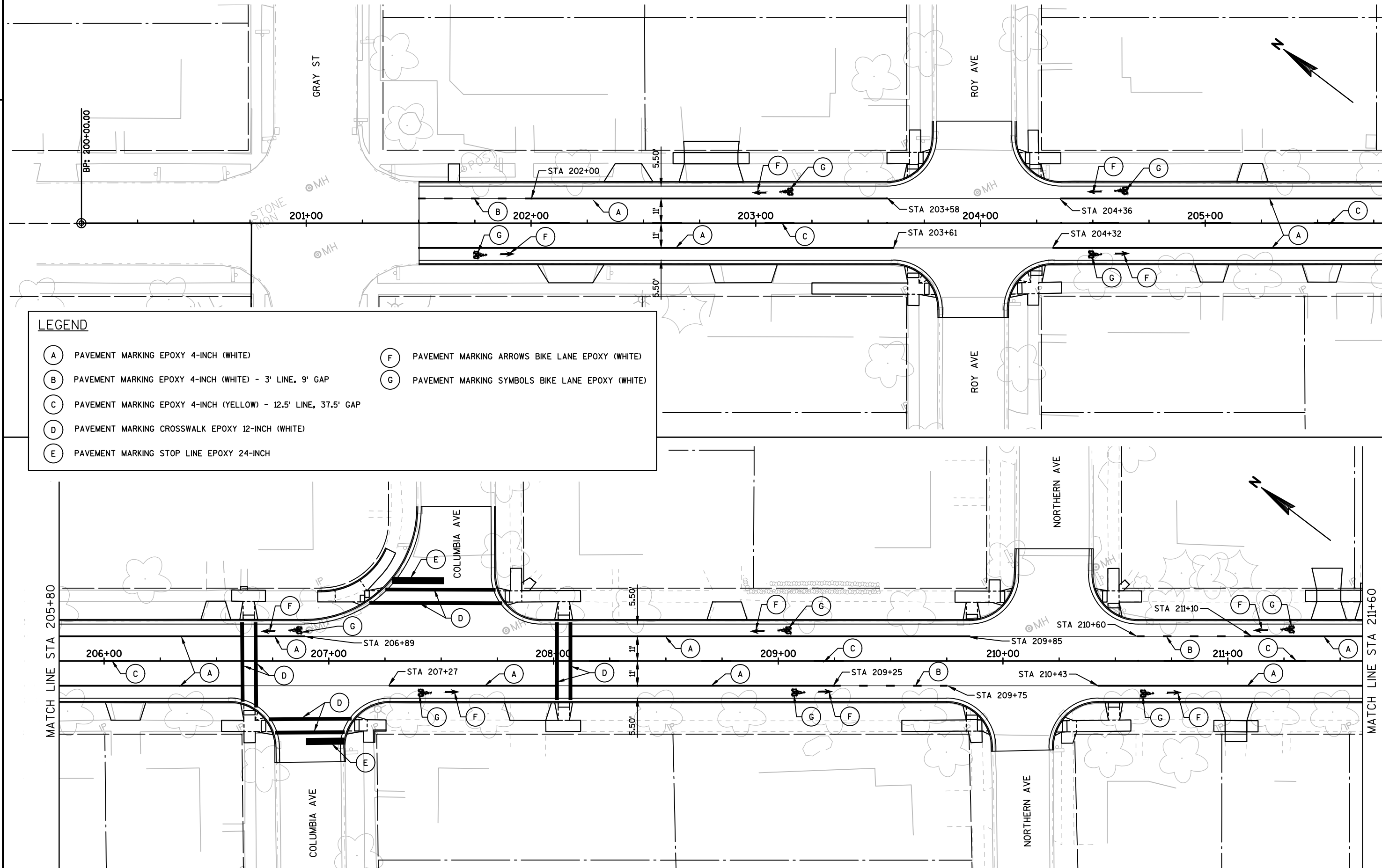
WISDOT/CADDs SHEET 41

2

2

LEGEND

- | | | | |
|-----|--|-----|--|
| (A) | PAVEMENT MARKING EPOXY 4-INCH (WHITE) | (F) | PAVEMENT MARKING ARROWS BIKE LANE EPOXY (WHITE) |
| (B) | PAVEMENT MARKING EPOXY 4-INCH (WHITE) - 3' LINE, 9' GAP | (G) | PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY (WHITE) |
| (C) | PAVEMENT MARKING EPOXY 4-INCH (YELLOW) - 12.5' LINE, 37.5' GAP | | |
| (D) | PAVEMENT MARKING CROSSWALK EPOXY 12-INCH (WHITE) | | |
| (E) | PAVEMENT MARKING STOP LINE EPOXY 24-INCH | | |



PROJECT NO: 4987-02-62

HWY: MATHER STREET

COUNTY: BROWN

PAVEMENT MARKING

SHEET

27

E

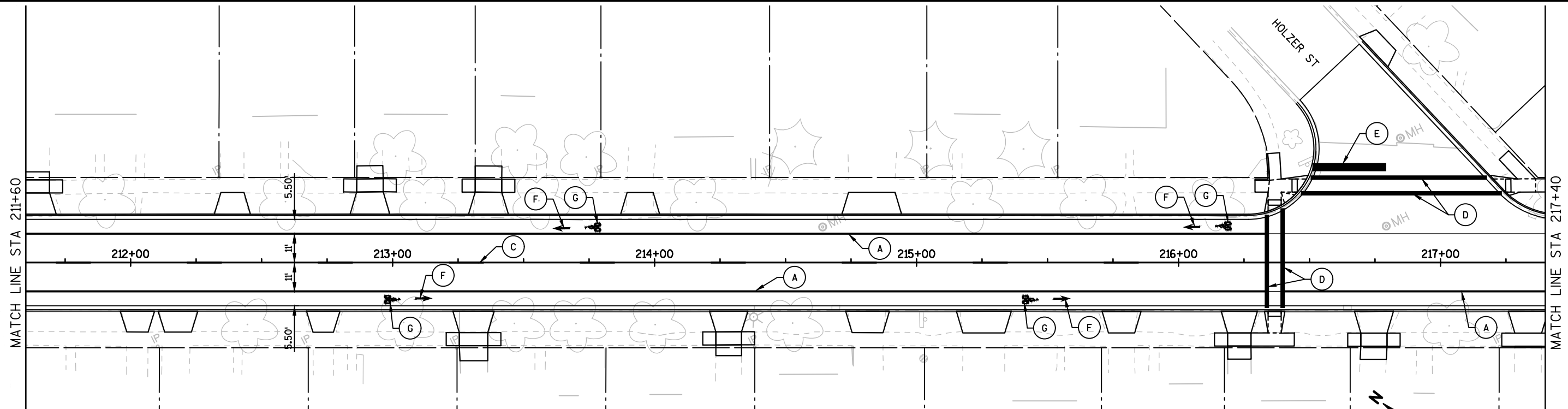
FILE NAME : F:\TR\JOBS\E2170B15\CIVIL 3D 2014\SHEETSPLAN\49870261-024500-PM.DWG
LAYOUT NAME - ****

PLOT DATE : 4/26/2017 10:01 AM

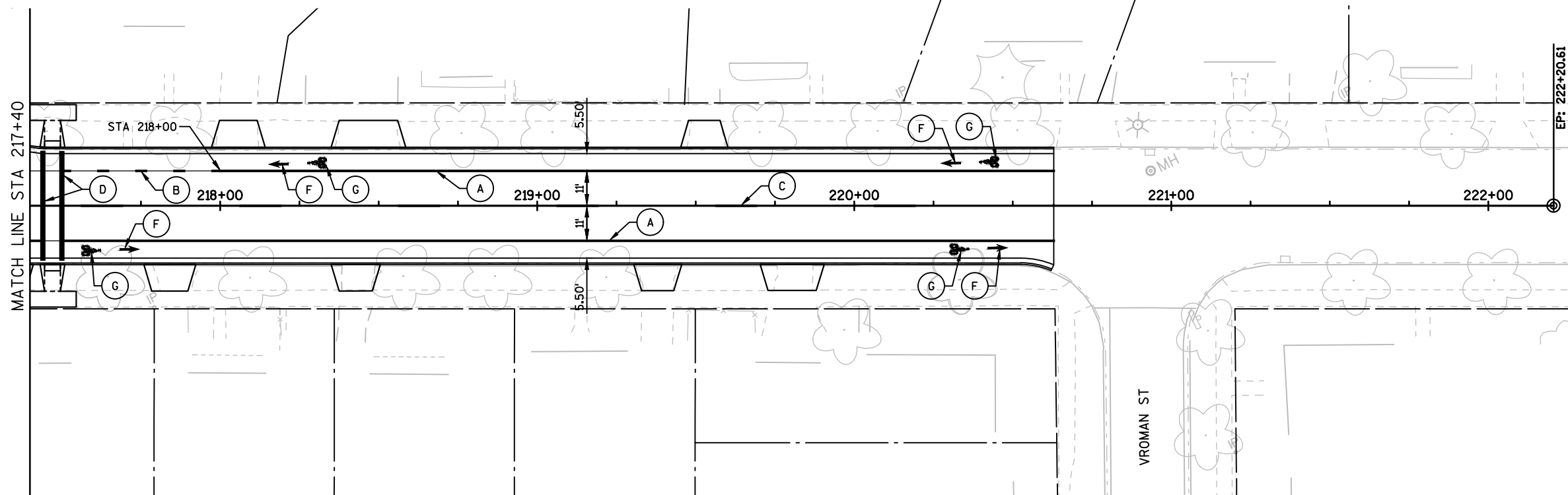
PLOT BY : OMNNI ASSOCIATES - MELISSA WEEKS

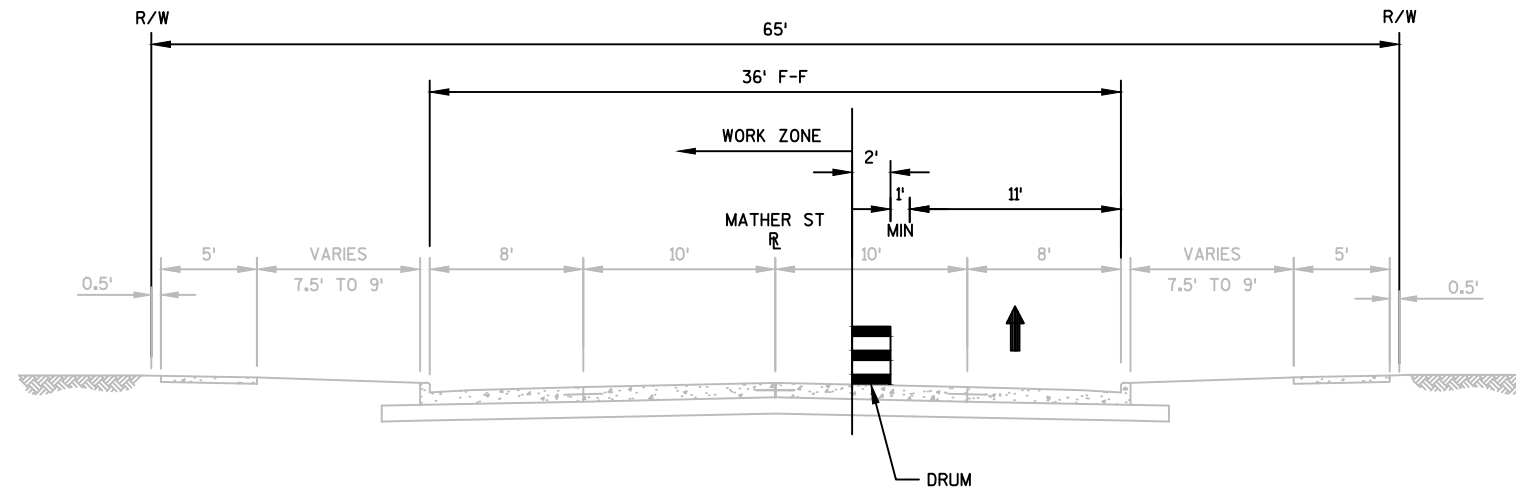
PLOT SCALE : *****

WISDOT/CADDs SHEET 44

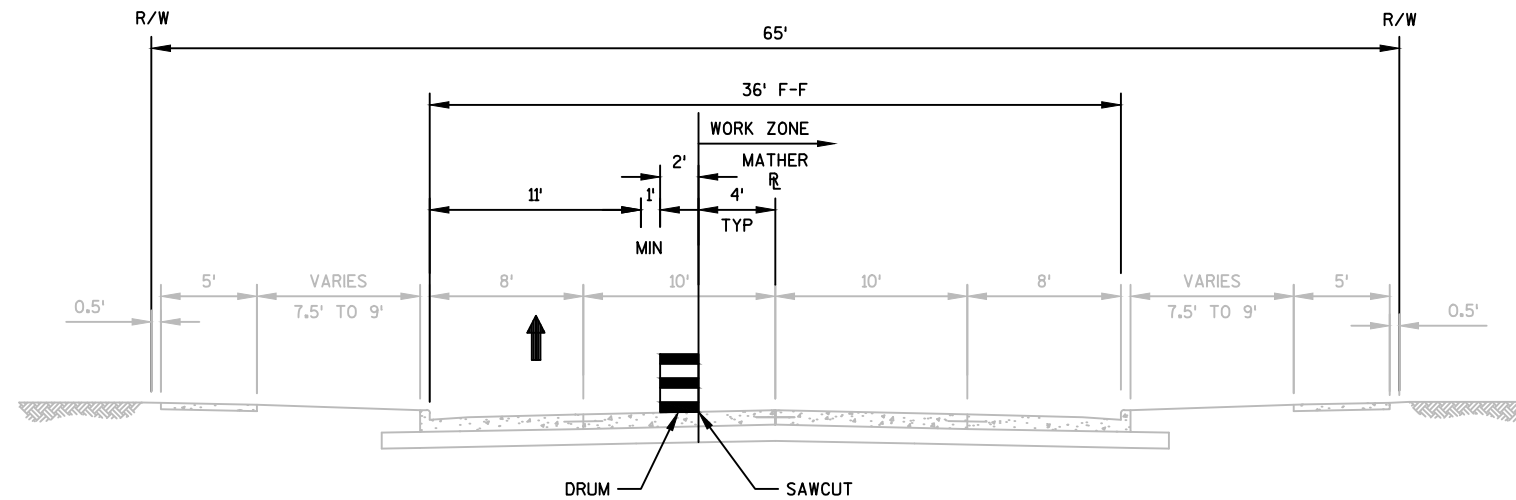
**LEGEND**

- | | |
|--|--|
| (A) PAVEMENT MARKING EPOXY 4-INCH (WHITE) | (F) PAVEMENT MARKING ARROWS BIKE LANE EPOXY (WHITE) |
| (B) PAVEMENT MARKING EPOXY 4-INCH (WHITE) - 3' LINE, 9' GAP | (G) PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY (WHITE) |
| (C) PAVEMENT MARKING EPOXY 4-INCH (YELLOW) - 12.5' LINE, 37.5' GAP | |
| (D) PAVEMENT MARKING CROSSWALK EPOXY 12-INCH (WHITE) | |
| (E) PAVEMENT MARKING STOP LINE EPOXY 24-INCH | |

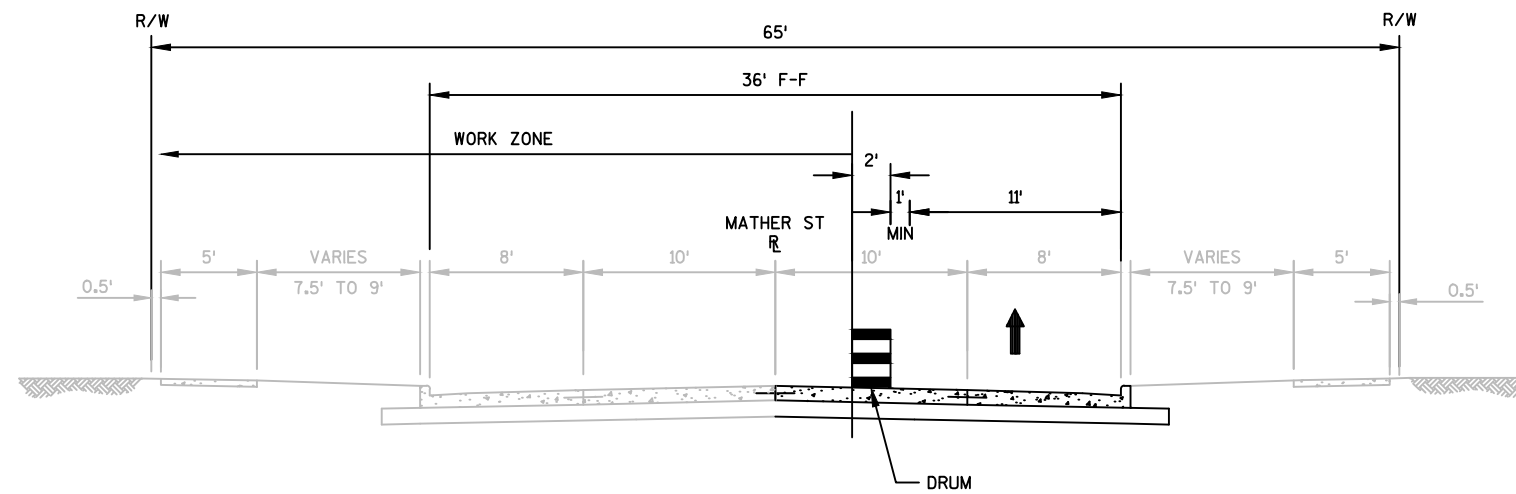




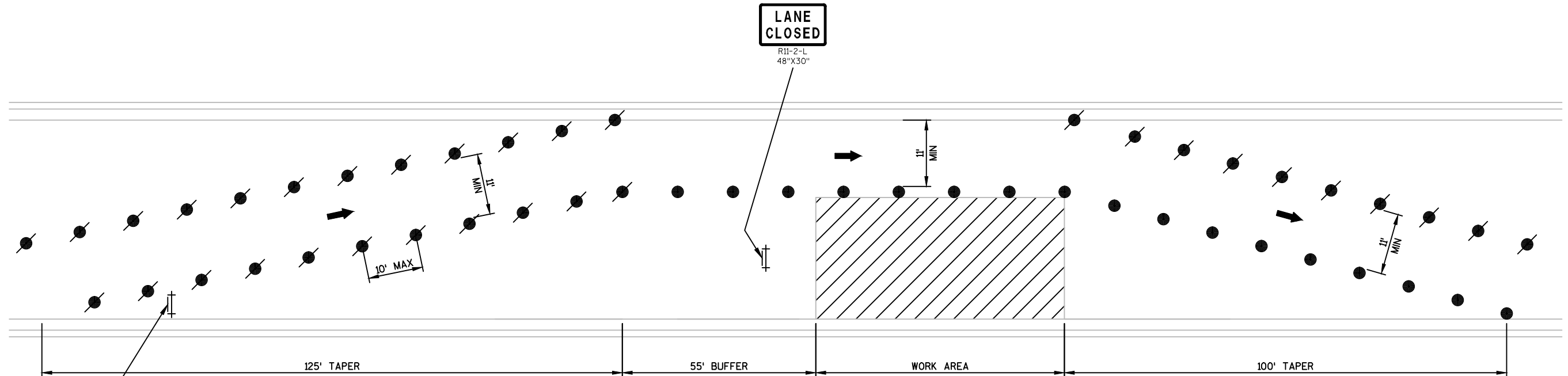
TRAFFIC CONTROL TYPICAL SECTION - MATHER STREET
STAGE 1 CONSTRUCTION



TRAFFIC CONTROL TYPICAL SECTION - MATHER STREET
STAGE 2 CONSTRUCTION

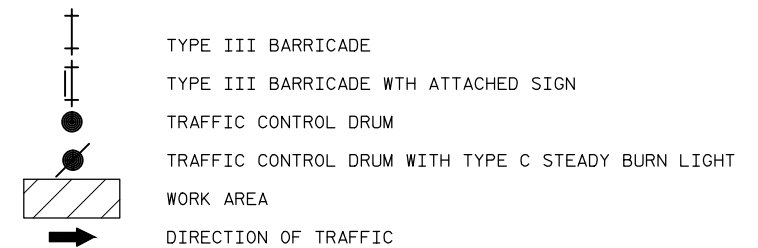


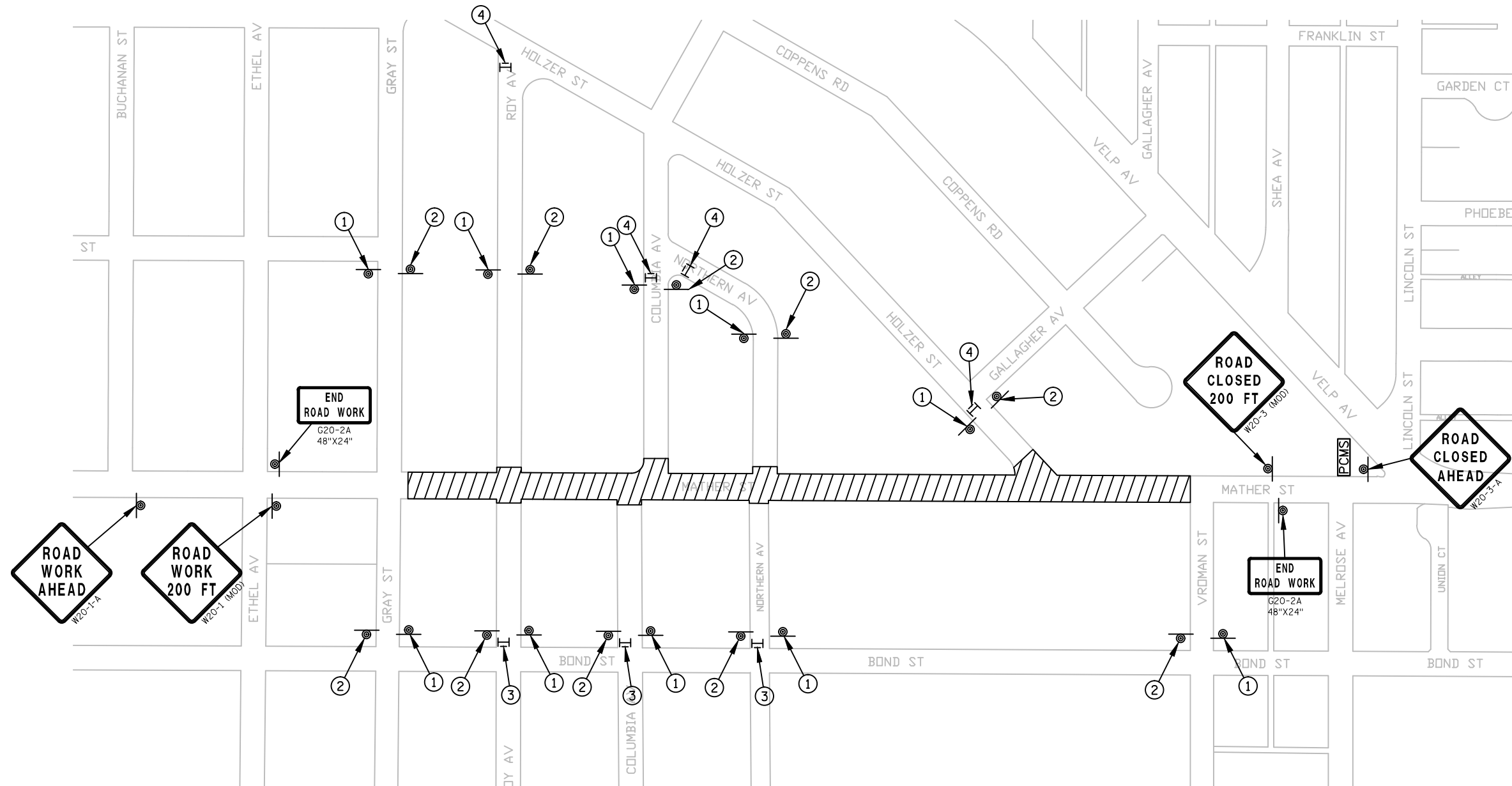
TRAFFIC CONTROL TYPICAL SECTION - MATHER STREET
STAGE 3 CONSTRUCTION



TRAFFIC CONTROL TRAFFIC SHIFT DETAIL

LEGEND





NOTES:

REFER TO SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES - DETAIL 1" FOR ADVANCED WARNING SIGNAGE AND TRAFFIC CONTROL DEVICES ON SIDEROADS. SIDEROAD CLOSURES SHALL CONFORM TO THE REQUIREMENTS PROVIDED IN THE SPECIAL PROVISIONS.

REFER TO SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMODATION" FOR NECESSARY SIGNAGE AND DETAILS NEEDED TO ACCOMODATE PEDESTRIANS THROUGHOUT THE WORK ZONE, AS REQUIRED IN THE SPECIAL PROVISIONS.

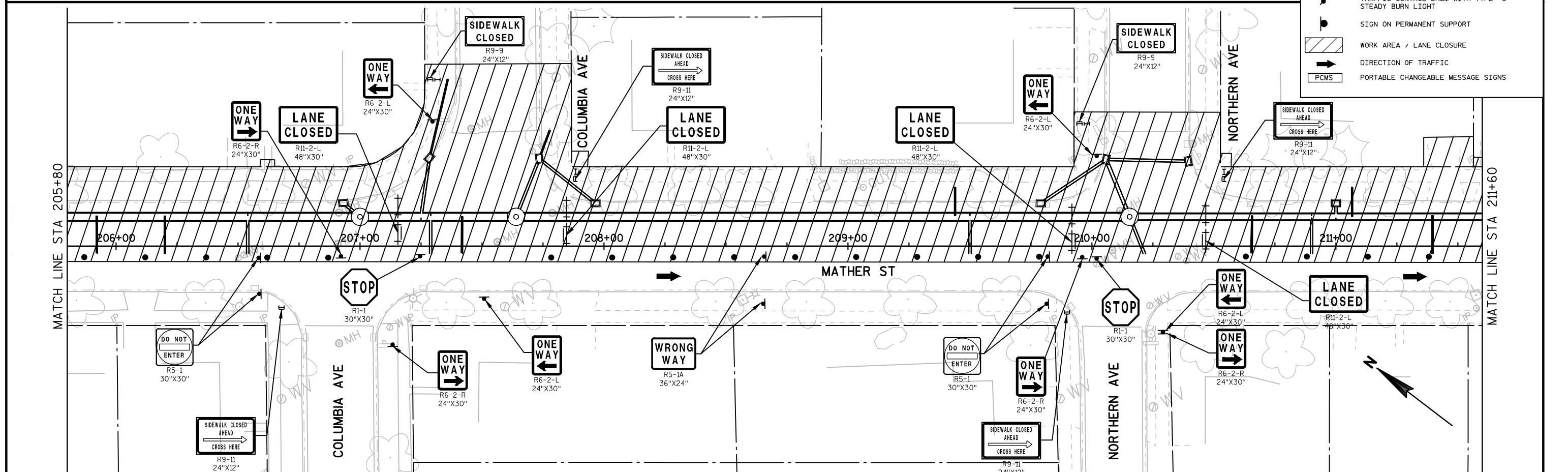
DEVICES AND INSTALLATIONS NECESSARY TO PROVIDE PEDESTRAIN ACCOMODATIONS ARE BASED ON ANTICIPATED CONTRACTOR WORK ACTIVITIES. THE FINAL LAYOUT OF SUCH ITEMS SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

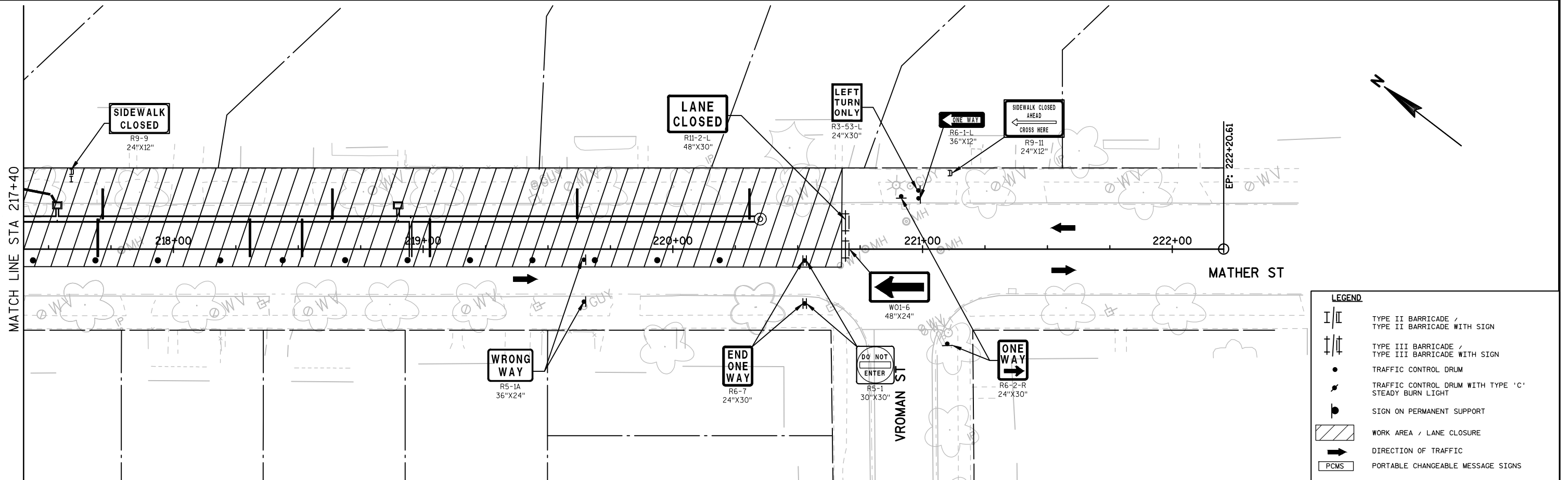
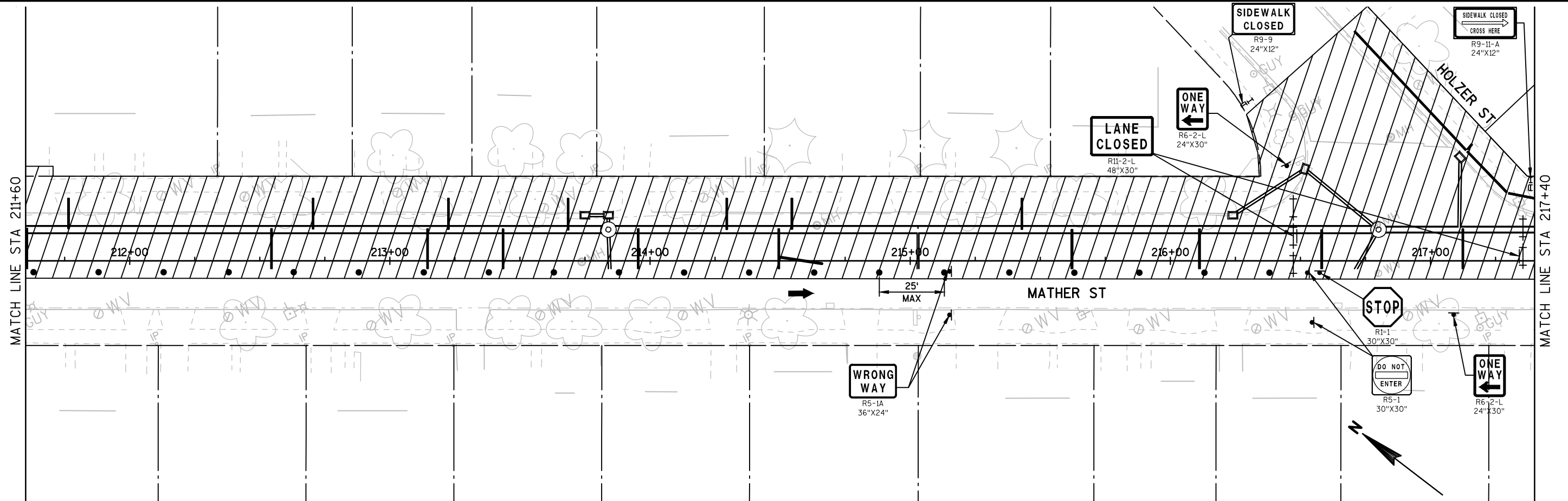
MAINTAIN PEDESTRIAN ACCOMODATIONS ALONG ONE SIDE OF MATHER STREET AT ALL TIMES.

LEGEND:

-  SIGN ON PERMANENT POST
-  WORK AREA
-  PORTABLE CHANGEABLE MESSAGE
-  TYPE II BARRICADE WITH SIGN

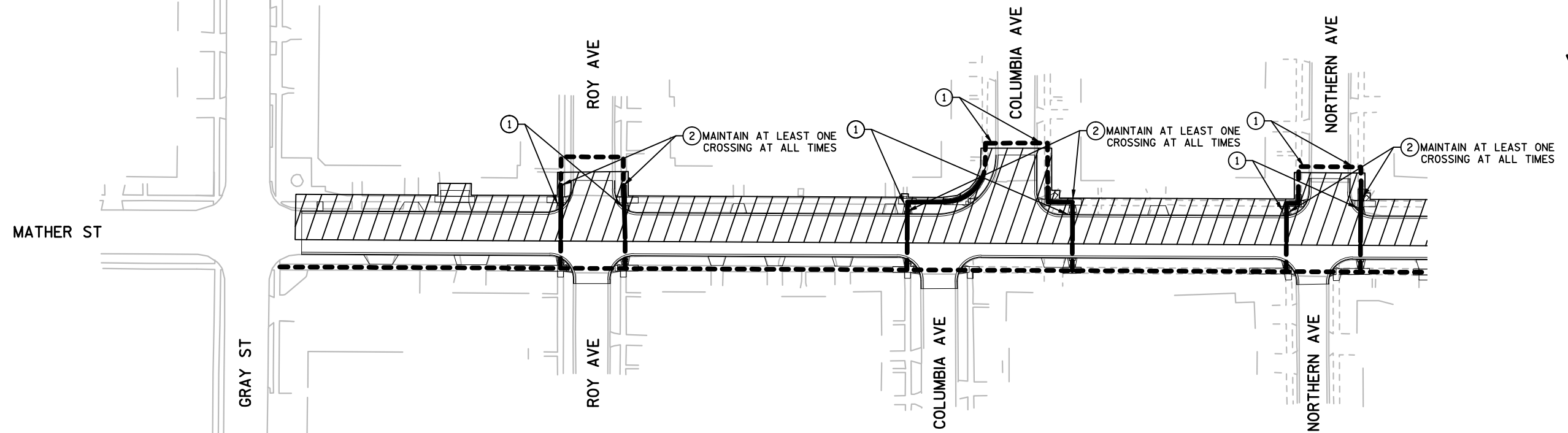
- ①  ROAD WORK AHEAD
W20-1-A
- ②  END ROAD WORK
G20-2A
48"X24"
- ③  SIDEWALK CLOSED AHEAD
R9-11
24"X12"
- ④  SIDEWALK CLOSED AHEAD
R9-11
24"X12"





LEGEND

- TYPE II BARRICADE / TYPE II BARRICADE WITH SIGN
- TYPE III BARRICADE / TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE 'C' STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- WORK AREA / LANE CLOSURE
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE SIGNS

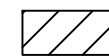


NOTES:

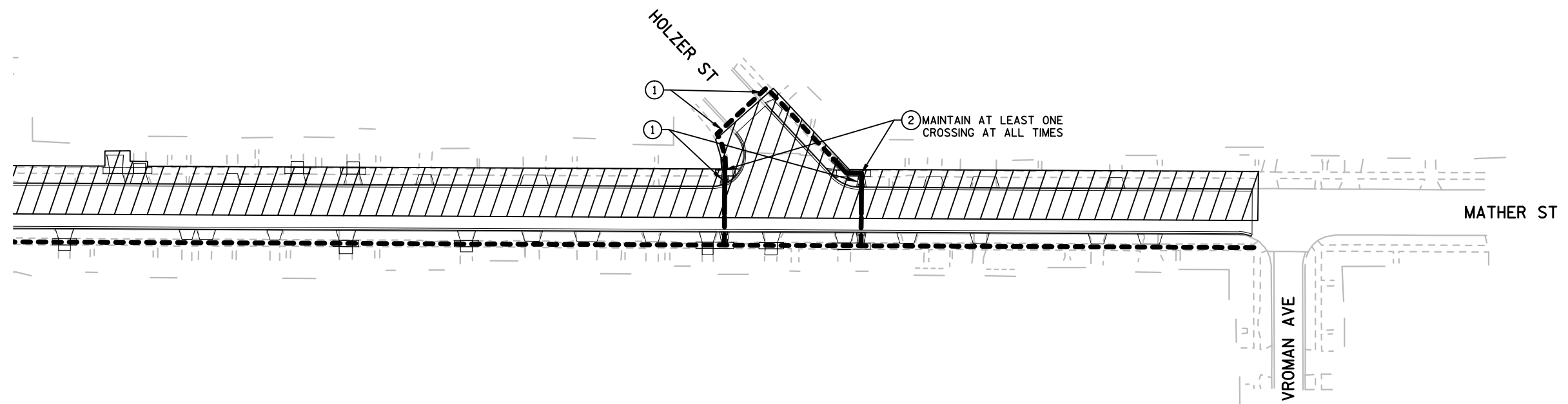
- ① TEMPORARY CURB RAMP
- ② TEMPORARY PEDESTRIAN SURFACE ASPHALTIC

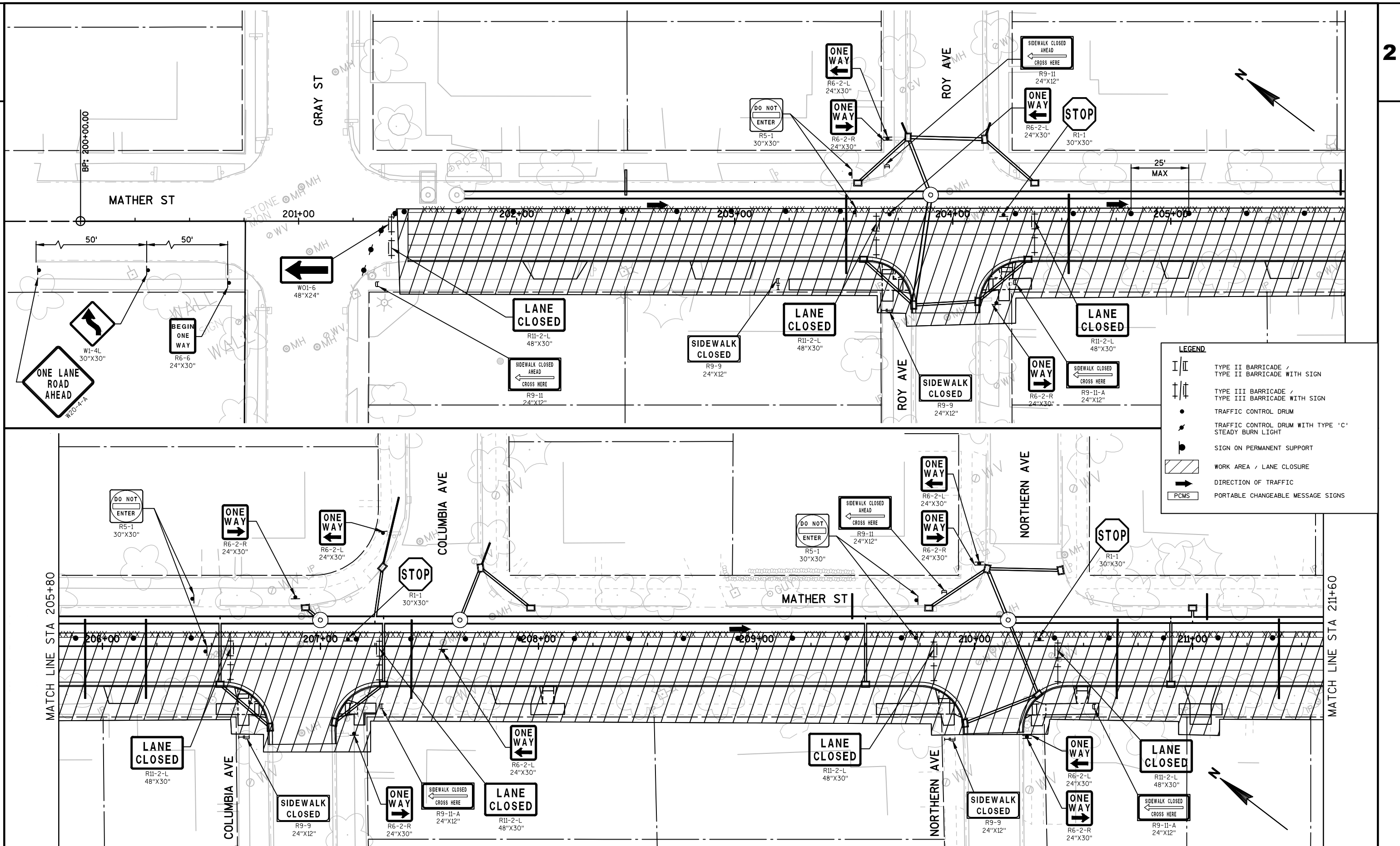
PROVIDE PEDESTRIAN SIGNAGE IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION". MAINTAIN PEDESTRIAN ACCOMODATIONS ALONG ONE SIDE OF THE STREET AT ALL TIMES.

LEGEND



WORK AREA

PROPOSED PEDESTRIAN ROUTE - TEMPORARY
PEDESTRIAN SURFACE ASPHALTIC ANTICIPATEDPROPOSED PEDESTRIAN ROUTE - EXISTING
PAVED SURFACE ANTICIPATED



PROJECT NO: 4987-02-62

HWY: MATHER STREET

COUNTY: BROWN

TRAFFIC CONTROL - STAGE 2 CONSTRUCTION

SHEET

36

E

FILE NAME : F:\TR\JOBS\E2170B15\CIVIL 3D 2014\SHEETS\PLAN\49870261-025002-TC-S2.DWG
LAYOUT NAME - ****

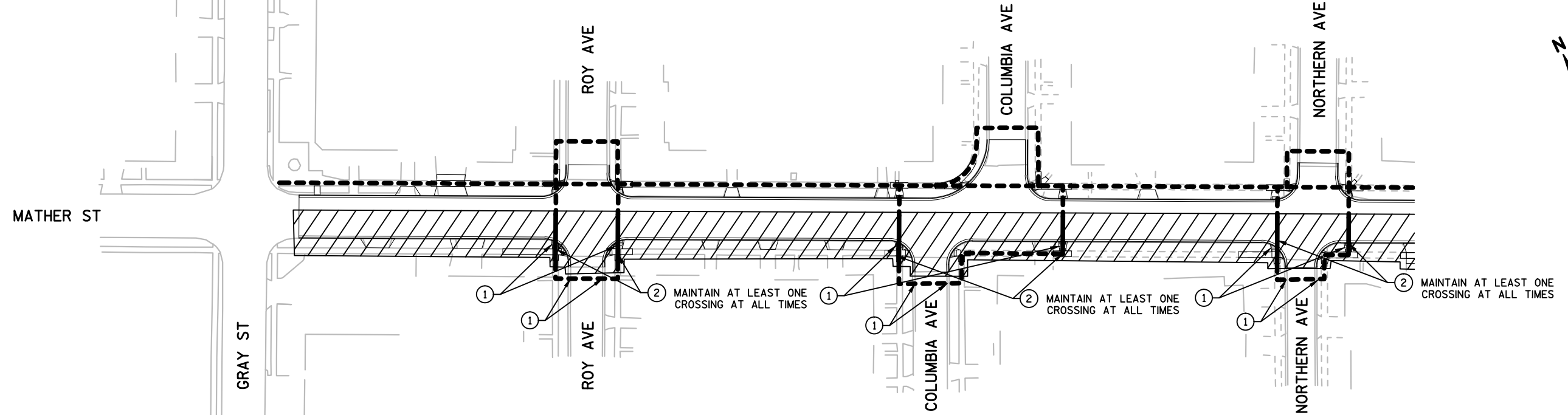
49870262-025004-tc-s2

PLOT DATE : 6/6/2017 1:57 PM

PLOT BY : OMNNI ASSOCIATES - CRAIG KNUTH

PLOT SCALE : *****

WISDOT/CADDs SHEET 44



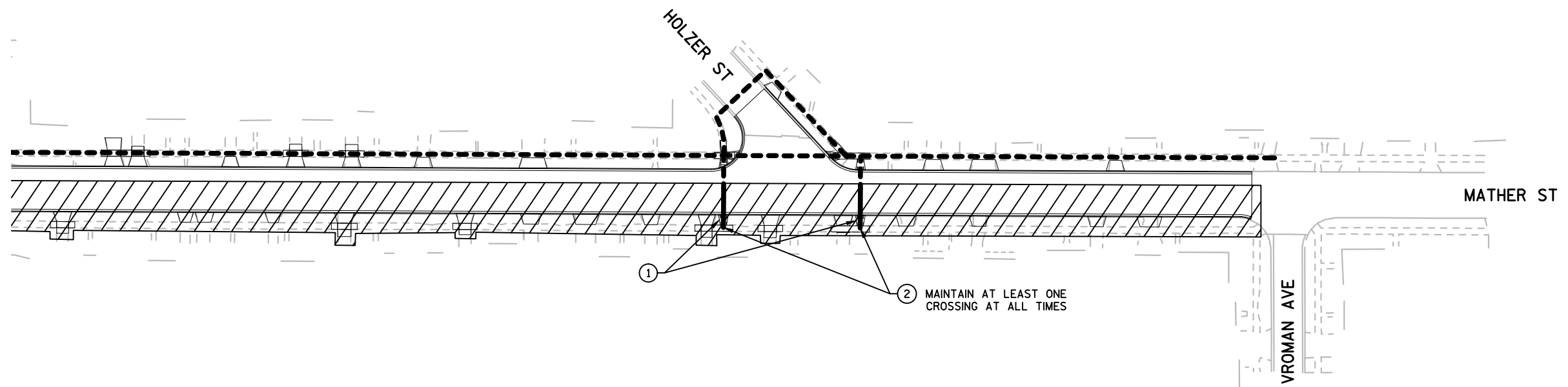
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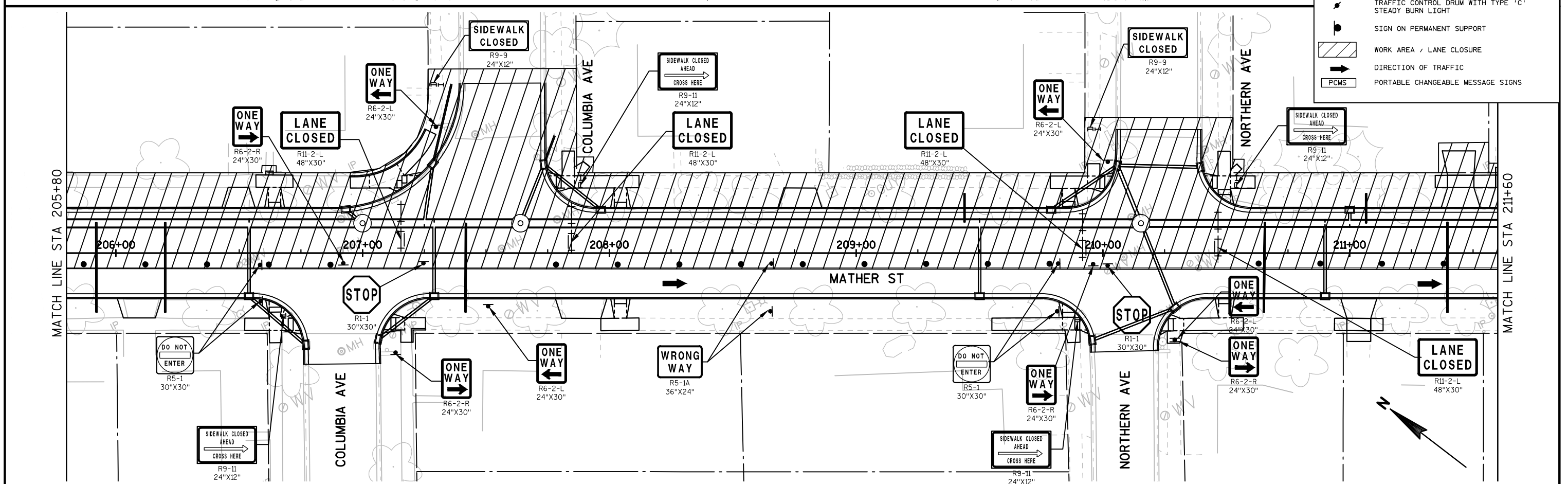
- (1) TEMPORARY CURB RAMP
- (2) TEMPORARY PEDESTRIAN SURFACE ASPHALTIC

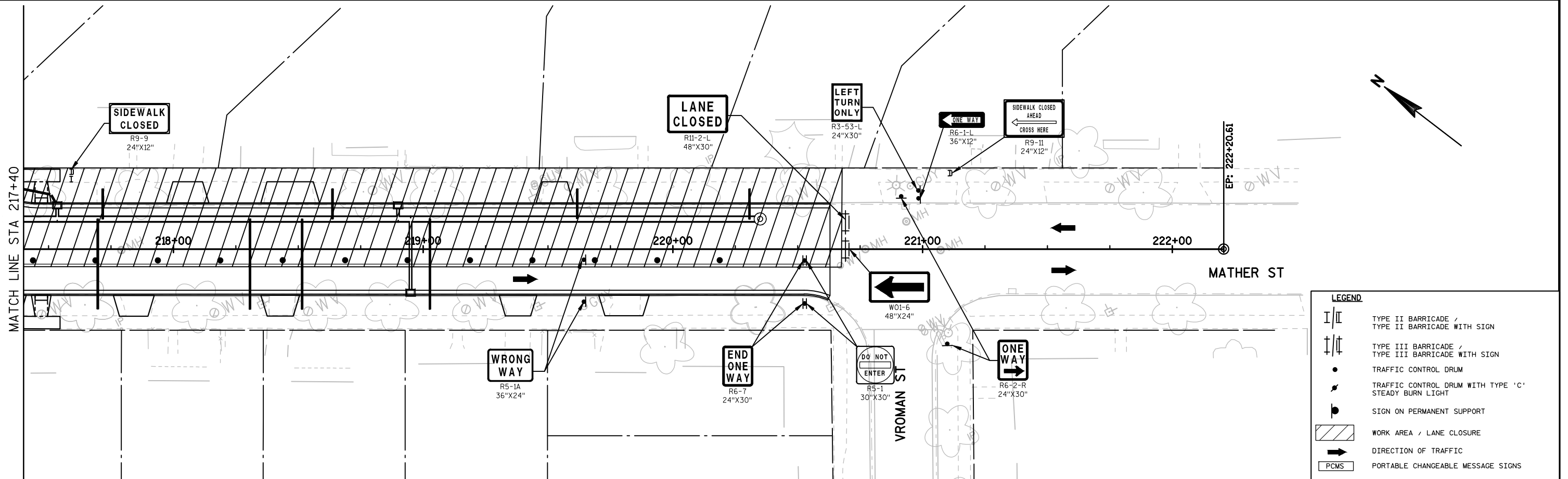
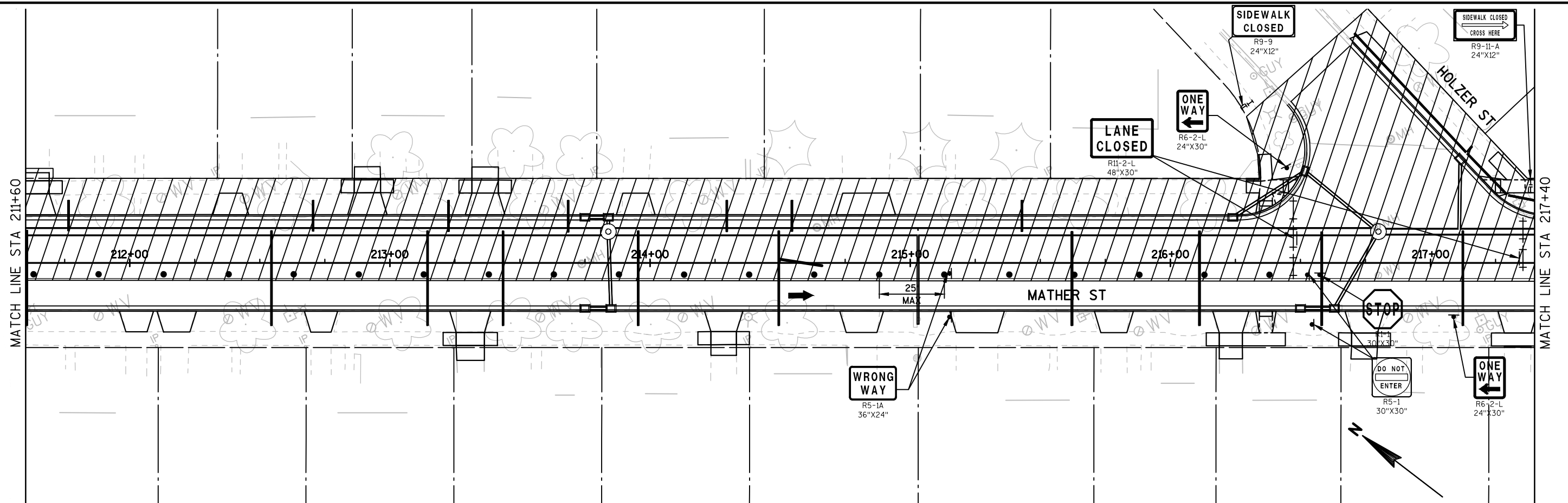
PROVIDE PEDESTRIAN SIGNAGE IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION". MAINTAIN PEDESTRIAN ACCOMODATIONS ALONG ONE SIDE OF THE STREET AT ALL TIMES.

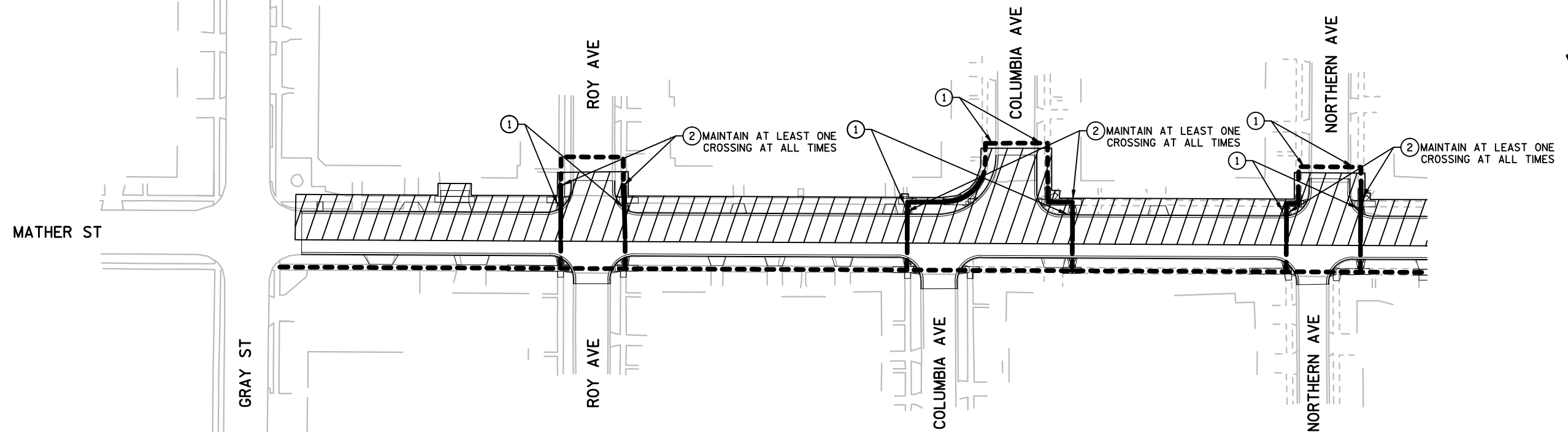
LEGEND

-  WORK AREA
-  PROPOSED PEDESTRIAN ROUTE - TEMPORARY PEDESTRIAN SURFACE ASPHALTIC ANTICIPATED
-  PROPOSED PEDESTRIAN ROUTE - EXISTING PAVED SURFACE ANTICIPATED







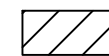


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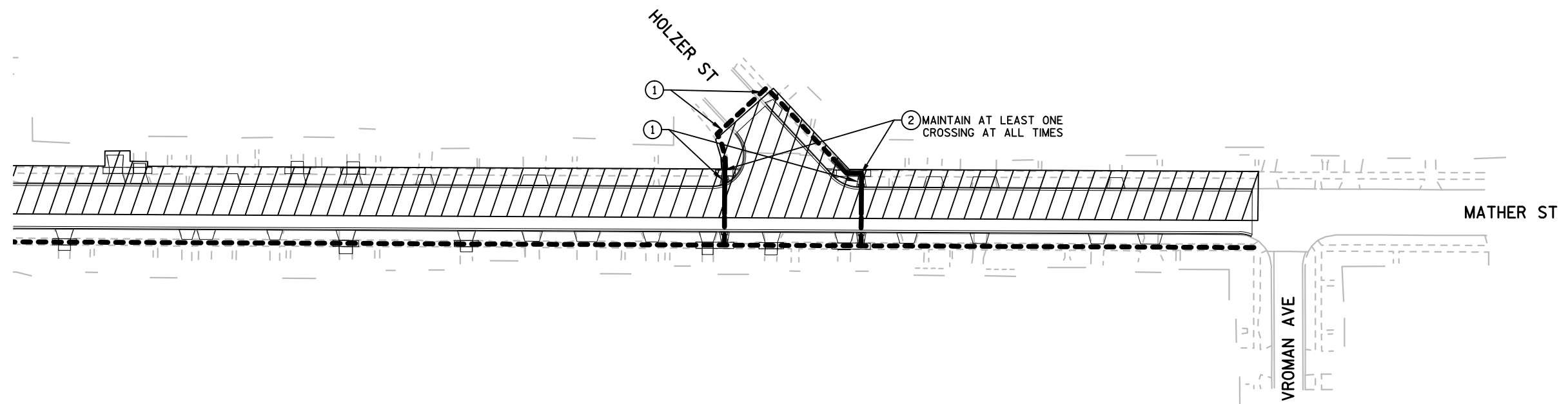
- (1) TEMPORARY CURB RAMP
- (2) TEMPORARY PEDESTRIAN SURFACE ASPHALTIC

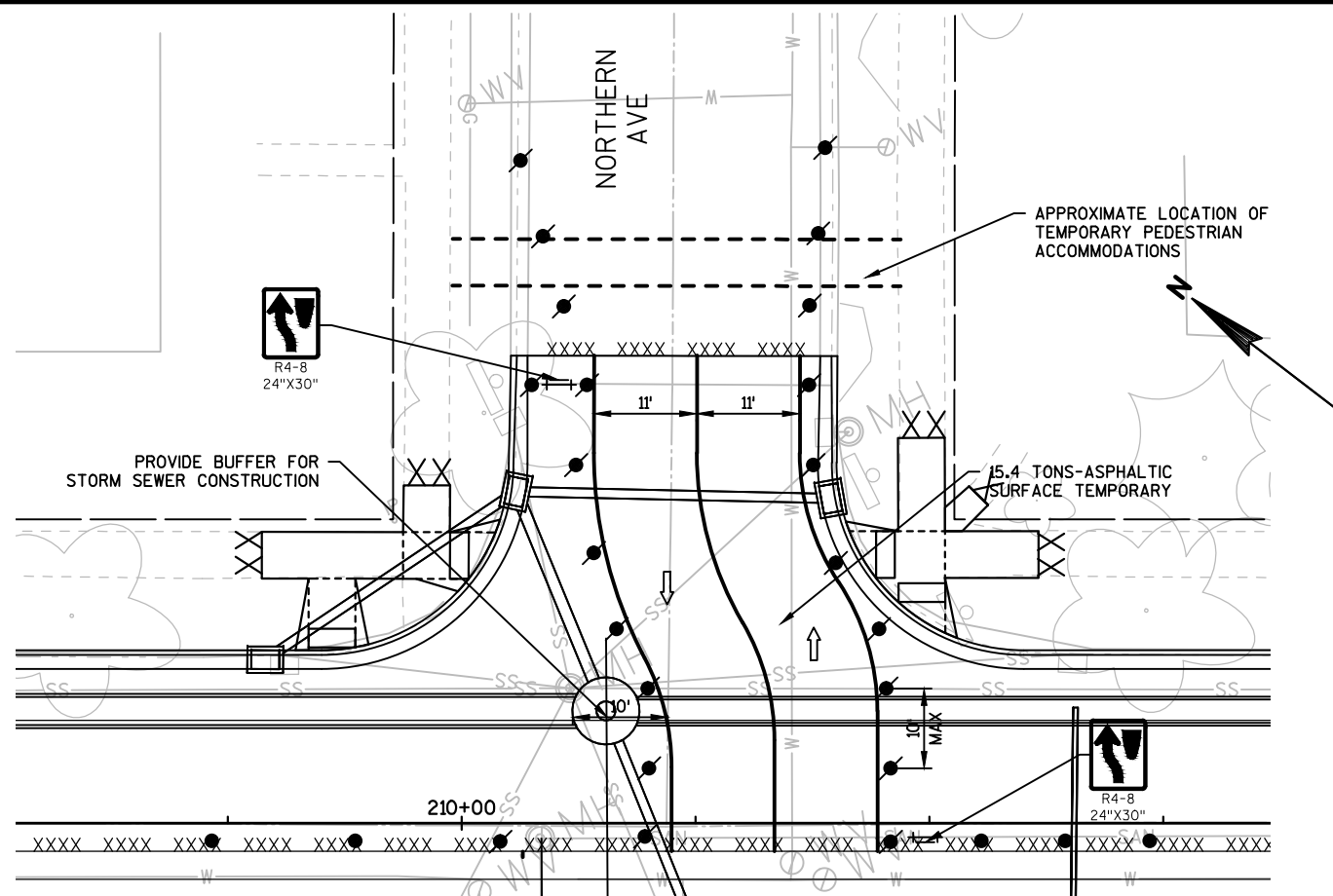
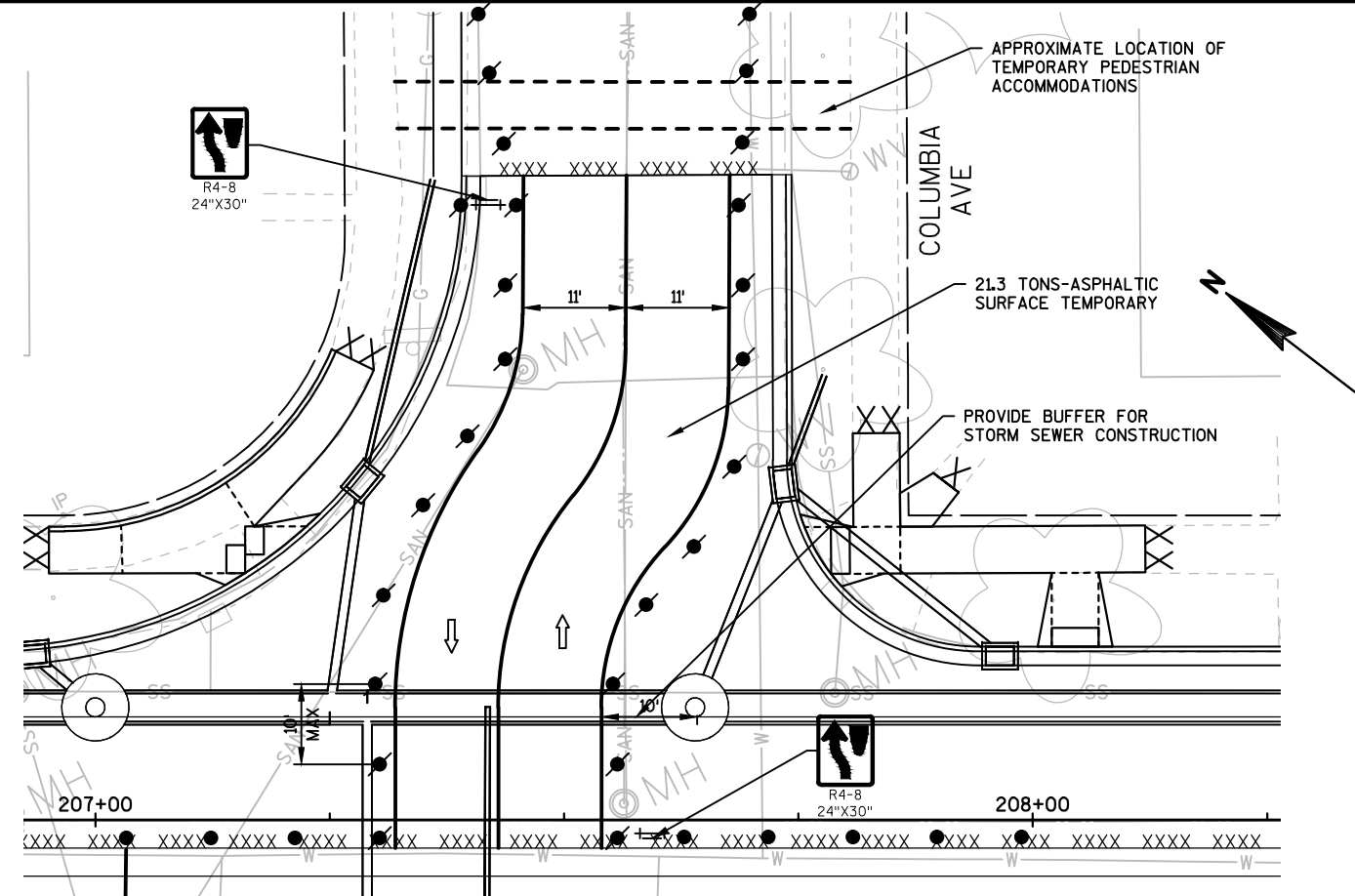
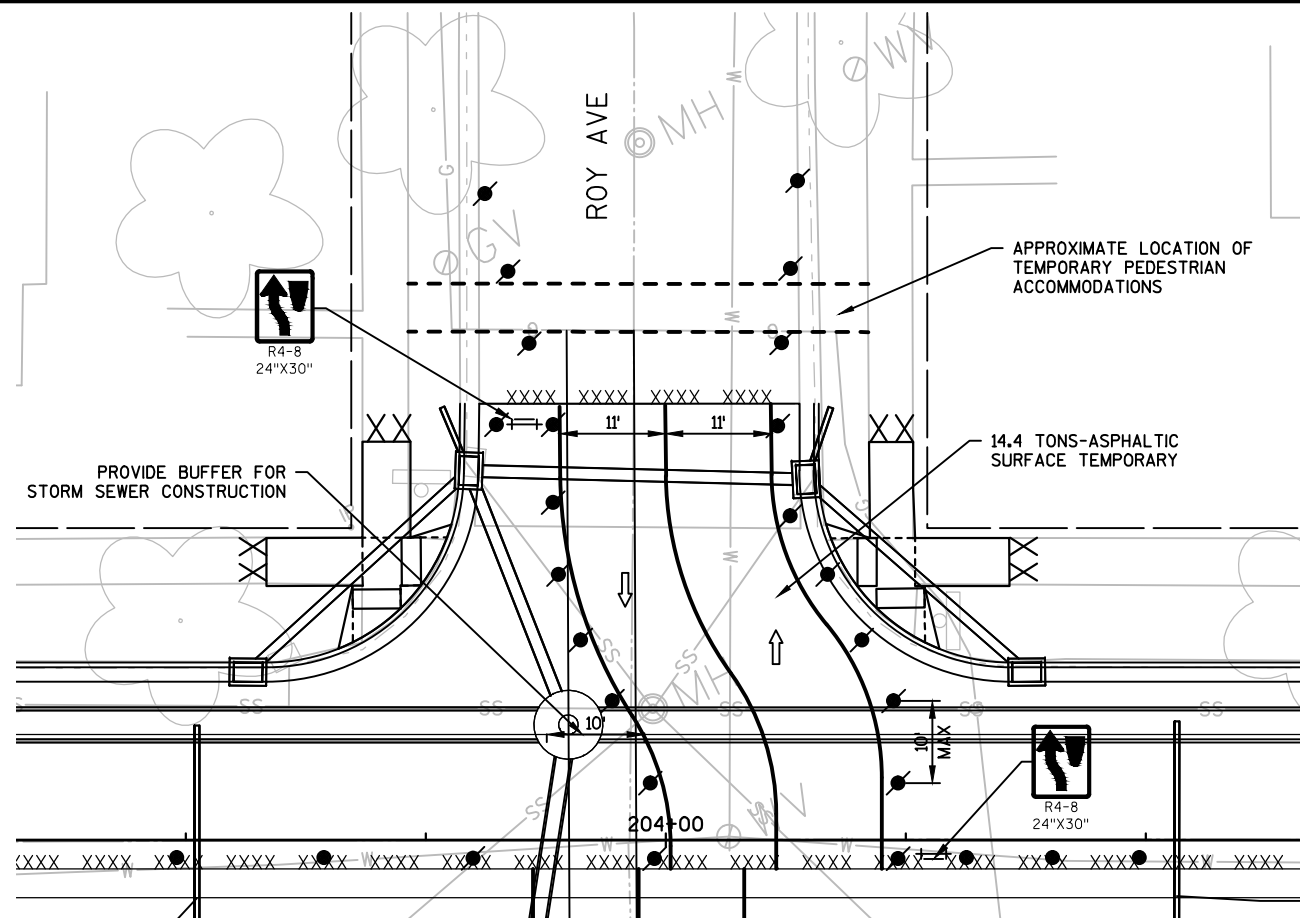
PROVIDE PEDESTRIAN SIGNAGE IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION". MAINTAIN PEDESTRIAN ACCOMODATIONS ALONG ONE SIDE OF THE STREET AT ALL TIMES.

LEGEND



WORK AREA

PROPOSED PEDESTRIAN ROUTE - TEMPORARY
PEDESTRIAN SURFACE ASPHALTIC ANTICIPATEDPROPOSED PEDESTRIAN ROUTE - EXISTING
PAVED SURFACE ANTICIPATED

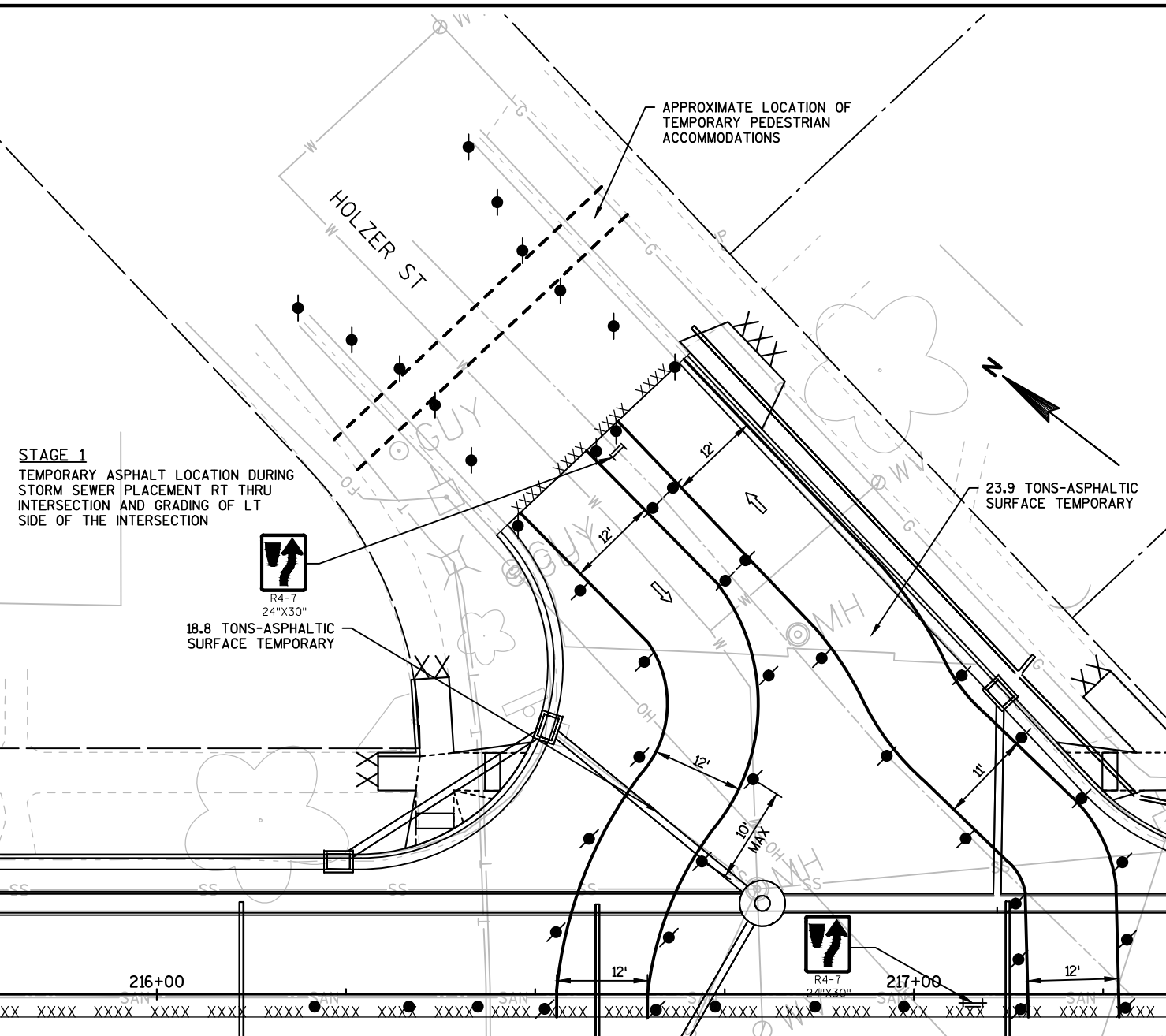
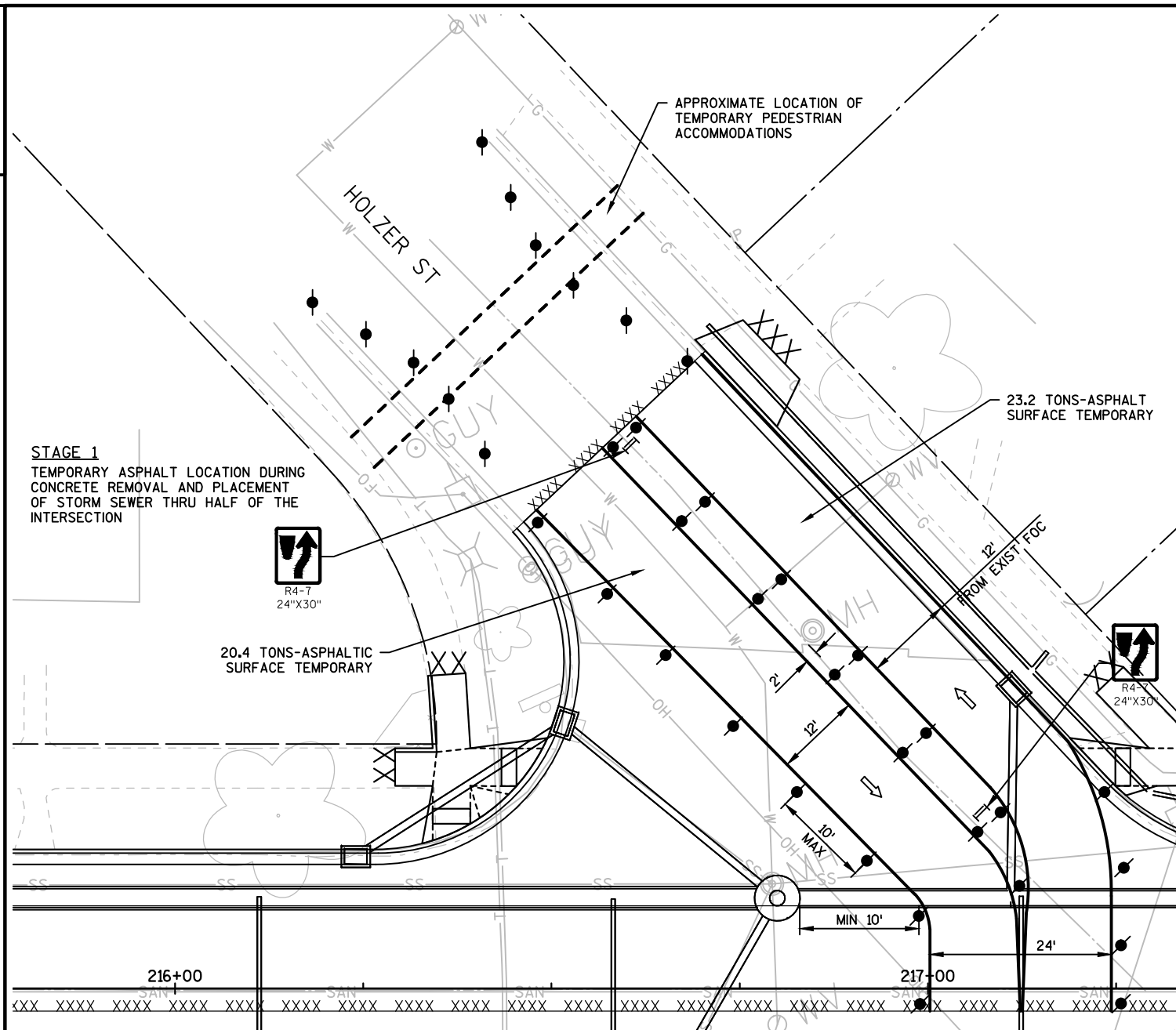


TEMPORARY ASPHALT LOCATION AFTER GRADING AND DURING CURB AND GUTTER OPERATIONS (MAINTAIN ONE LANE AT ALL TIMES)

LEGEND

- TYPE II BARRICADE WITH SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE 'C' STEADY BURN LIGHT
- DIRECTION OF TRAFFIC

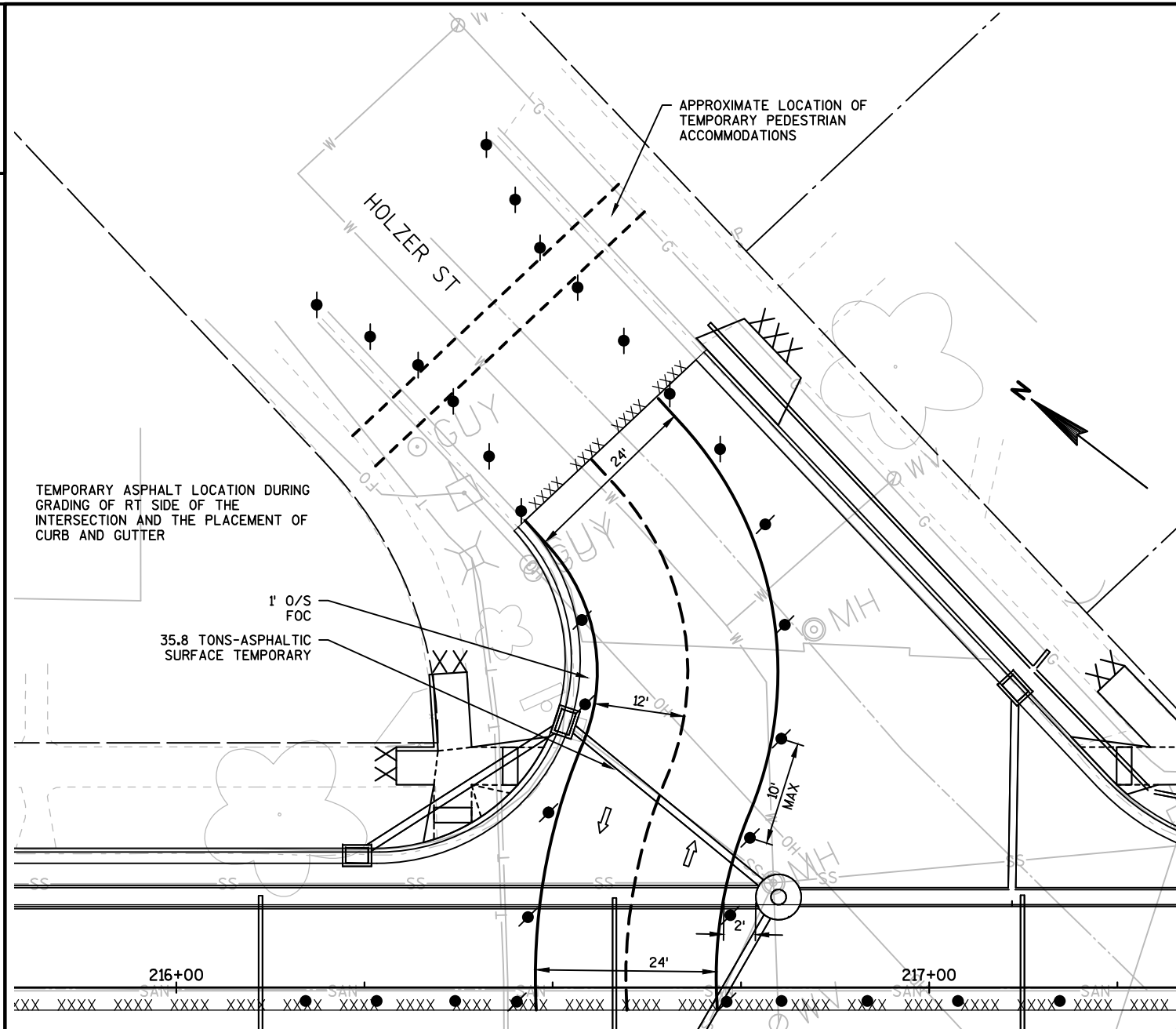
NOTES:
1. SEE TRAFFIC-CONTROL PLANS FOR ADDITIONAL INFORMATION
2. LANE WIDTHS SHOWN ARE APPROXIMATE MAINTAIN 11' MINIMUM WIDTH



LEGEND

- TYPE II BARRICADE WITH SIGN
AND TYPE "A" WARNING LIGHT (FLASHING)
- TYPE III BARRICADE WITH SIGN
AND TYPE "A" WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE 'C'
STEADY BURN LIGHT
- DIRECTION OF TRAFFIC

NOTES:
1. SEE TRAFFIC-CONTROL PLANS
FOR ADDITIONAL INFORMATION
2. LANE WIDTHS SHOWN ARE APPROXIMATE
MAINTAIN 11' MINIMUM WIDTH

**LEGEND**

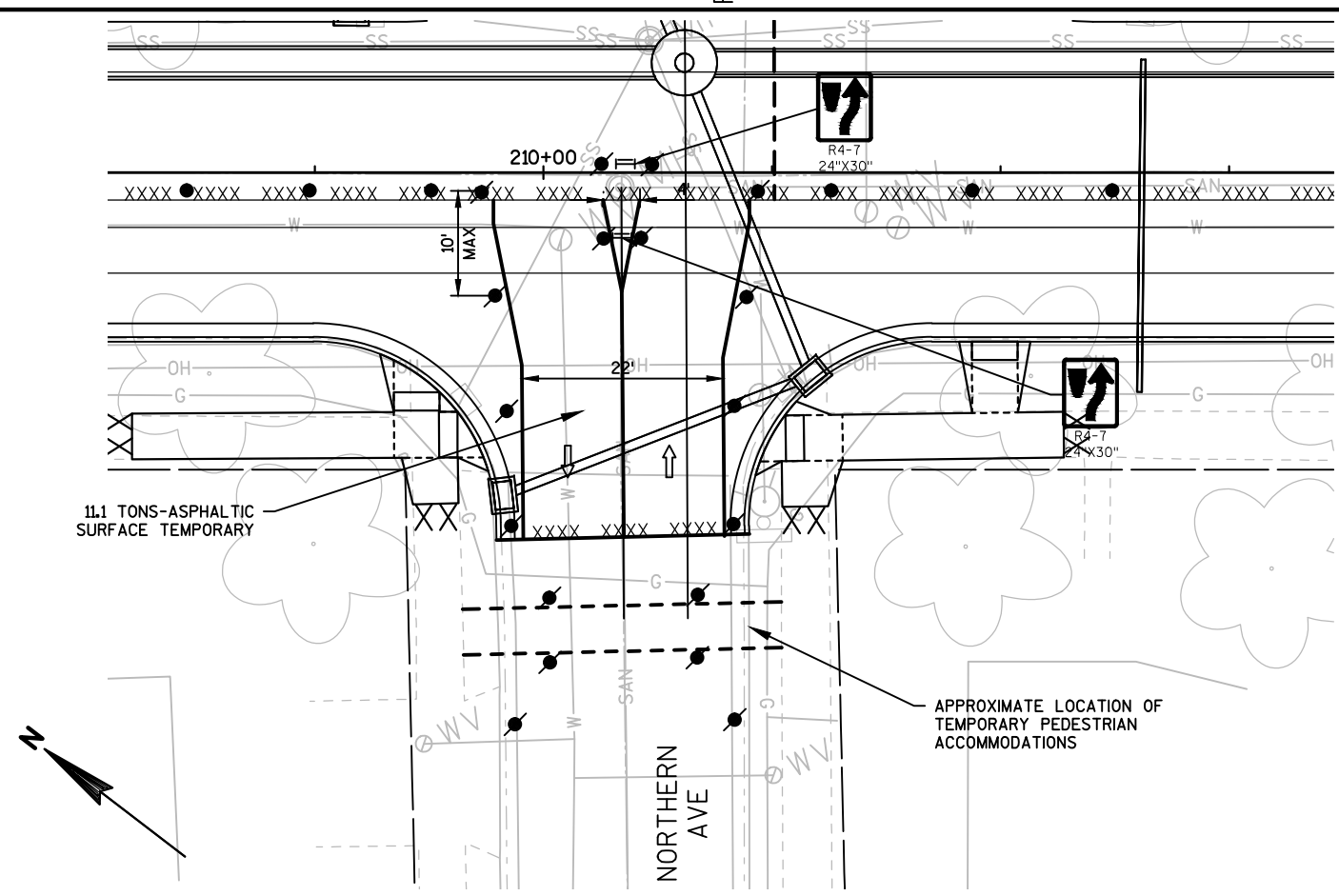
-  TYPE II BARRICADE WITH SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
-  TYPE III BARRICADE WITH SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE 'C' STEADY BURN LIGHT
-  DIRECTION OF TRAFFIC

NOTES:

1. SEE TRAFFIC-CONTROL PLANS FOR ADDITIONAL INFORMATION

2. LANE WIDTHS SHOWN ARE APPROXIMATE MAINTAIN 11' MINIMUM WIDTH

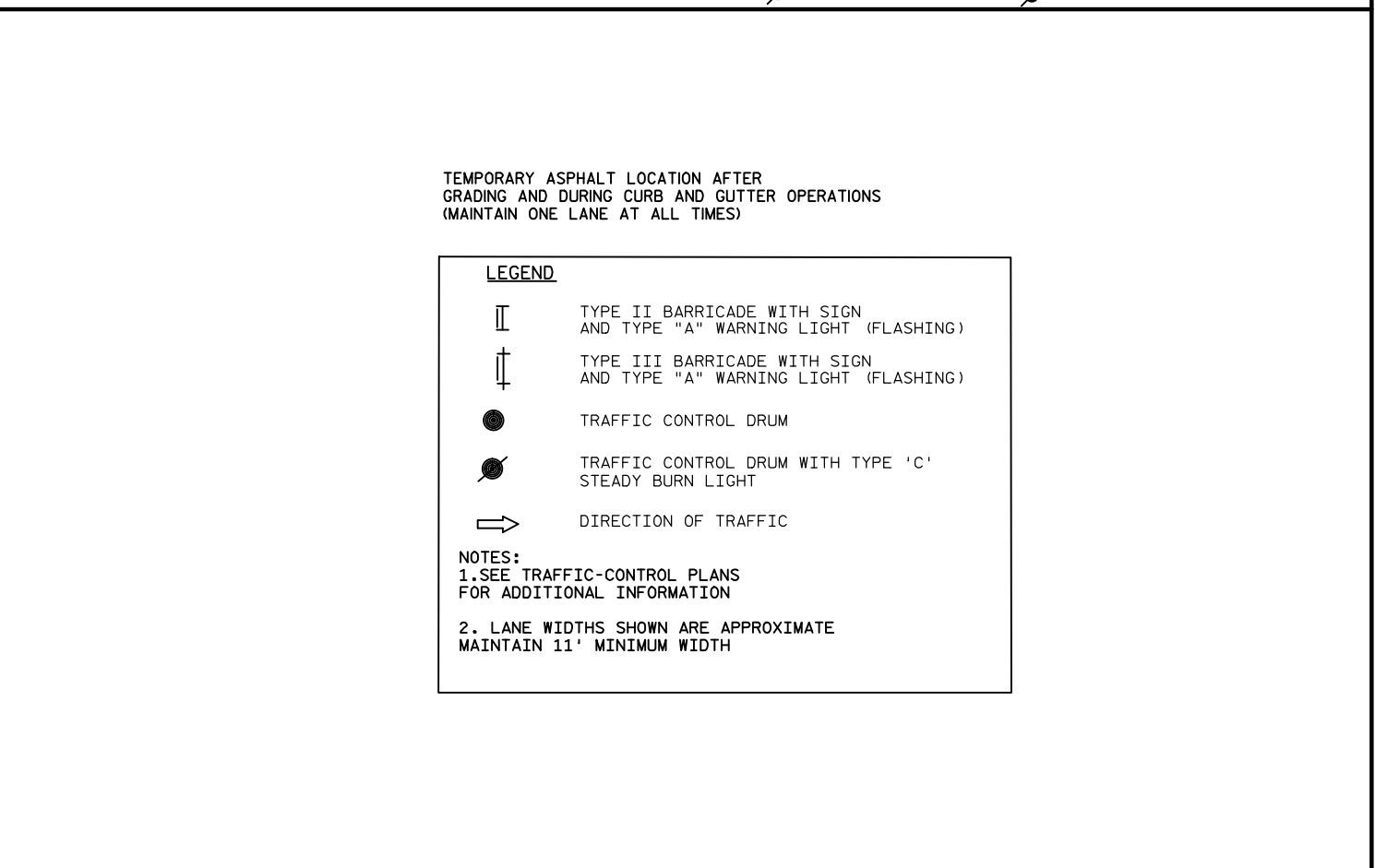
2



5

WISDOT/CADDS SHEET 44

2



2. LANE WIDTHS SHOWN ARE APPROXIMATE
MAINTAIN 11' MINIMUM WIDTH

Estimate Of Quantities

4987-02-62					
Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	19.000	19.000
0004	201.0205	Grubbing	STA	19.000	19.000
0006	204.0100	Removing Pavement	SY	9,730.000	9,730.000
0008	204.0110	Removing Asphaltic Surface	SY	1,450.000	1,450.000
0010	204.0150	Removing Curb & Gutter	LF	203.000	203.000
0012	204.0155	Removing Concrete Sidewalk	SY	456.000	456.000
0014	204.0210	Removing Manholes	EACH	7.000	7.000
0016	204.0220	Removing Inlets	EACH	25.000	25.000
0018	204.0245	Removing Storm Sewer (size) 02. 8-Inch Storm Sewer Pipe	LF	35.000	35.000
0020	204.0245	Removing Storm Sewer (size) 03. 10-Inch Storm Sewer Pipe	LF	67.000	67.000
0022	204.0245	Removing Storm Sewer (size) 04.12-Inch Storm Sewer Pipe	LF	1,458.000	1,458.000
0024	204.0245	Removing Storm Sewer (size) 05. 15-Inch Storm Sewer Pipe	LF	835.000	835.000
0026	205.0100	Excavation Common	CY	8,725.000	8,725.000
0028	213.0100	Finishing Roadway (project) 01. 4987-02-62	EACH	1.000	1.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,959.000	3,959.000
0032	305.0130	Base Aggregate Dense 3-Inch	TON	10,672.000	10,672.000
0034	416.0160	Concrete Driveway 6-Inch	SY	599.000	599.000
0036	416.0180	Concrete Driveway 8-Inch	SY	35.000	35.000
0038	440.4410	Incentive IRI Ride	DOL	720.000	720.000
0040	455.0605	Tack Coat	GAL	575.000	575.000
0042	460.2000	Incentive Density HMA Pavement	DOL	1,210.000	1,210.000
0044	460.5223	HMA Pavement 3 LT 58-28 S	TON	1,070.000	1,070.000
0046	460.5224	HMA Pavement 4 LT 58-28 S	TON	820.000	820.000
0048	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	2.700	2.700
0050	465.0125	Asphaltic Surface Temporary	TON	375.000	375.000
0052	601.0600	Concrete Curb Pedestrian	LF	64.000	64.000
0054	602.0405	Concrete Sidewalk 4-Inch	SF	2,537.000	2,537.000
0056	602.0415	Concrete Sidewalk 6-Inch	SF	1,470.000	1,470.000
0058	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	300.000	300.000
0060	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	28.000	28.000
0062	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	51.000	51.000
0064	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	355.000	355.000
0066	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	664.000	664.000

Estimate Of Quantities

4987-02-62

Line	Item	Item Description	Unit	Total	Qty
0068	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	842.000	842.000
0070	611.0639	Inlet Covers Type H-S	EACH	36.000	36.000
0072	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
0074	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	408.000	408.000
0076	619.1000	Mobilization	EACH	1.000	1.000
0078	624.0100	Water	MGAL	87.000	87.000
0080	625.0100	Topsoil	SY	3,398.000	3,398.000
0082	627.0200	Mulching	SY	165.000	165.000
0084	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0086	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0088	628.7015	Inlet Protection Type C	EACH	77.000	77.000
0090	628.7020	Inlet Protection Type D	EACH	6.000	6.000
0092	628.7560	Tracking Pads	EACH	4.000	4.000
0094	629.0210	Fertilizer Type B	CWT	0.130	0.130
0096	630.0140	Seeding Mixture No. 40	LB	3.000	3.000
0098	631.0300	Sod Water	MGAL	73.000	73.000
0100	631.1000	Sod Lawn	SY	3,232.000	3,232.000
0102	642.5001	Field Office Type B	EACH	1.000	1.000
0104	643.0100	Traffic Control (project) 01. 4987-02-62	EACH	1.000	1.000
0106	643.0300	Traffic Control Drums	DAY	20,540.000	20,540.000
0108	643.0410	Traffic Control Barricades Type II	DAY	3,264.000	3,264.000
0110	643.0420	Traffic Control Barricades Type III	DAY	3,442.000	3,442.000
0112	643.0705	Traffic Control Warning Lights Type A	DAY	7,252.000	7,252.000
0114	643.0715	Traffic Control Warning Lights Type C	DAY	11,794.000	11,794.000
0116	643.0900	Traffic Control Signs	DAY	13,806.000	13,806.000
0118	643.1050	Traffic Control Signs PCMS	DAY	124.000	124.000
0120	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	6,850.000	6,850.000
0122	644.1601.S	Temporary Curb Ramp	EACH	38.000	38.000
0124	645.0140	Geotextile Type SAS	SY	10,152.000	10,152.000
0126	646.0106	Pavement Marking Epoxy 4-Inch	LF	4,549.000	4,549.000
0128	647.0206	Pavement Marking Arrows Bike Lane Epoxy	EACH	18.000	18.000
0130	647.0306	Pavement Marking Symbols Bike Lane Epoxy	EACH	18.000	18.000
0132	647.0576	Pavement Marking Stop Line Epoxy 24-Inch	LF	59.000	59.000
0134	647.0776	Pavement Marking Crosswalk Epoxy 12-Inch	LF	582.000	582.000
0136	650.4000	Construction Staking Storm Sewer	EACH	43.000	43.000
0138	650.4500	Construction Staking Subgrade	LF	1,912.000	1,912.000
0140	650.5000	Construction Staking Base	LF	1,912.000	1,912.000
0142	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	3,987.000	3,987.000
0144	650.9910	Construction Staking Supplemental Control (project) 01.	LS	1.000	1.000

Estimate Of Quantities

4987-02-62

Line	Item	Item Description	Unit	Total	Qty
4987-02-61					
0146	650.9920	Construction Staking Slope Stakes	LF	1,912.000	1,912.000
0148	690.0150	Sawing Asphalt	LF	282.000	282.000
0150	690.0250	Sawing Concrete	LF	907.000	907.000
0152	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0154	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0156	SPV.0035	Special 01. Slurry Backfill	CY	3.000	3.000
0158	SPV.0060	Special 01. Adjusting Sanitary Manhole Cover	EACH	9.000	9.000
0160	SPV.0060	Special 02. Adjusting Water Valve Boxes	EACH	9.000	9.000
0162	SPV.0060	Special 03. Adjusting Water Valve Curb Boxes	EACH	29.000	29.000
0164	SPV.0060	Special 04. Manhole 4-FT Special	EACH	1.000	1.000
0166	SPV.0060	Special 05. Manhole 5-FT Special	EACH	2.000	2.000
0168	SPV.0060	Special 06. Manhole 6-FT Special	EACH	4.000	4.000
0170	SPV.0060	Special 07. Manhole Covers Special	EACH	7.000	7.000
0172	SPV.0060	Special 08. Storm Sewer Tap 24x12-Inch	EACH	5.000	5.000
0174	SPV.0060	Special 09. Storm Sewer Tap 30x8-Inch	EACH	1.000	1.000
0176	SPV.0060	Special 10. Storm Sewer Tap 30x12-Inch	EACH	2.000	2.000
0178	SPV.0060	Special 11. Storm Sewer Tap 36x12-Inch	EACH	4.000	4.000
0180	SPV.0060	Special 12. Storm Sewer Lateral To Mainline Pipe Connector	EACH	36.000	36.000
0182	SPV.0060	Special 13. Storm Sewer Lateral Cleanouts 6-Inch	EACH	1.000	1.000
0184	SPV.0060	Special 14. Inlets Type GB Special	EACH	36.000	36.000
0186	SPV.0075	Special 01. Street Sweeping	HRS	40.000	40.000
0188	SPV.0090	Special 01. Concrete Curb and Gutter 24-Inch Special	LF	3,923.000	3,923.000
0190	SPV.0090	Special 02. Storm Sewer Lateral 6-Inch	LF	924.000	924.000
0192	SPV.0090	Special 03. Storm Sewer Lateral 10-Inch	LF	12.000	12.000
0194	SPV.0090	Special 04. Storm Sewer Lead 8-Inch	LF	35.000	35.000
0196	SPV.0090	Special 05. Storm Sewer Lead 12-Inch	LF	862.000	862.000
0198	SPV.0090	Special 06. Mini Storm Sewer 6-Inch	LF	179.000	179.000

3

CLEARING AND GRUBBING

STATION TO STATION				201.0105 CLEARING STA	201.0205 GRUBBING STA
LOCATION					
PROJECT 4987-02-62 CATEGORY 0010					
201+00	-	204+00	MATHER ST	3	3
204+00	-	207+00	MATHER ST	2	2
207+00	-	210+00	MATHER ST	2	2
210+00	-	217+00	MATHER ST	7	7
217+00	-	221+00	MATHER ST	5	5
PROJECT TOTALS				19	19

REMOVING PAVEMENT

STATION	-	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY
PROJECT 4987-02-62 CATEGORY 0010				
201+50.19	-	204+00	MATHER STREET	1,290
204+00	-	207+50	MATHER STREET	1,920
207+50	-	210+25	MATHER STREET	1,380
210+25	-	216+75	MATHER STREET	3,150
216+75	-	220+62.90	MATHER STREET	1,990
PROJECT TOTAL				9,730

REMOVING CURB AND GUTTER

STATION TO STATION		DIR	LOCATION	204.0150 REMOVING CURB AND GUTTER LF
PROJECT 4987-02-62 CATEGORY 0010				
10+50	-	10+67	RT ROY ST.	9
10+50	-	10+67	LT ROY ST.	9
11+32	-	11+47	RT ROY ST.	13
11+32	-	11+47	LT ROY ST.	13
20+50	-	20+66	RT COLUMBIA ST.	12
20+50	-	20+66	LT COLUMBIA ST.	12
21+46	-	21+68	RT COLUMBIA ST.	21
21+46	-	21+68	LT COLUMBIA ST.	23
30+52	-	30+67	RT NORTHERN ST.	5
30+52	-	30+67	LT NORTHERN ST.	7
31+47	-	31+49	RT NORTHERN ST.	3
31+47	-	31+49	LT NORTHERN ST.	3
40+45	-	41+00	RT HOLZER ST.	55
40+83	-	41+00	LT HOLZER ST.	18
PROJECT TOTAL				203

REMOVING CONCRETE SIDEWALK

STATION TO STATION			DIR	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY
PROJECT 4987-02-62 CATEGORY 0010					
201+50.19	-	204+00	LT	MATHER	51
201+50.19	-	204+00	RT	MATHER	38
204+00	-	207+50	LT	MATHER	52
204+00	-	207+50	RT	MATHER	40
207+50	-	210+25	LT	MATHER	51
207+50	-	210+25	RT	MATHER	48
210+25	-	216+75	LT	MATHER	70
210+25	-	216+75	RT	MATHER	54
216+75	-	220+62.90	LT	MATHER	41
216+75	-	220+62.90	RT	MATHER	11
PROJECT TOTAL					456

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Division	From/To Station	Common Excavation (1) (item # 205.0100)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	Comment:
		Cut (2)	EBS Excavation (3)				Factor 1.25			
Division 1										
MATHER STREET	201+50.2/220+62.89	8,725	0	1,945	6,780	11	14	6,766	6,766	
Division 1 Subtotal		8,725	0	1,945	6,780	11	14	6,766	6,766	
Grand Total		8,725	0.00	1,945.00	6,779.55	10.94	13.67	6,765.87	6,765.87	
Total Common Exc		8,725								

- 1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
- 2) Salvaged/Unusable Pavement Material is included in Cut.
- 4) Salvaged/Unusable Pavement Material
- 5) Available Material = Cut - Salvaged/Unusable Pavement Material
- 13) Expanded Fill. Factor = 1.25
- 14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within

REMOVING STORM SEWER

STATION TO STATION	DIR	LOCATION	204.0245.02 8-INCH LF	204.0245.03 10-INCH LF	204.0245.04 12-INCH LF	204.0245.05 15-INCH LF
PROJECT 4987-02-62 CATEGORY 0010						
201+01 - 203+98		MATHER	---	---	---	222
203+61 - 203+61	LT	MATHER	---	---	4	---
203+61 - 203+98	RT	MATHER	---	---	49	---
203+61 - 203+81	RT	MATHER	---	---	29	---
204+11 - 204+32	RT	MATHER	---	---	28	---
203+79 - 203+98	LT	MATHER	---	---	32	---
203+98 - 204+15	LT	MATHER	---	---	29	---
203+98 - 204+32	RT	MATHER	---	---	46	---
203+98 - 206+91		MATHER	---	---	---	293
206+56 - 206+91	RT	MATHER	---	---	47	---
206+76 - 206+56	RT	MATHER	---	---	28	---
206+91 - 207+06	RT	MATHER	---	---	53	---
207+06 - 207+26	RT	MATHER	---	---	28	---
207+12 - 207+13	LT	MATHER	---	---	9	---
207+40 - 207+13	LT	MATHER	---	---	51	---
206+91 - 210+11		MATHER	---	---	---	320
207+78 - 207+80	LT	MATHER	---	12	---	---
209+81 - 210+11	LT	MATHER	---	---	31	---
209+91 - 210+11	RT	MATHER	---	---	45	---
210+05 - 210+11	LT	MATHER	---	---	28	---
210+11 - 210+27	RT	MATHER	---	---	42	---
210+11 - 210+41	LT	MATHER	---	---	41	---
210+39 - 210+41	LT	MATHER	2	---	2	---
210+65 - 210+65	LT	MATHER	---	---	4	---
210+11 - 214+64	LT	MATHER	---	---	453	---
214+64 - 214+67	LT	MATHER	---	---	6	---
214+64 - 214+69	RT	MATHER	---	---	32	---
214+64 - 216+79		MATHER	---	---	215	---
215+03 - 215+03	RT	MATHER	33	---	---	---
216+52 - 216+79	LT	MATHER	---	---	34	---
216+64 - 216+79	RT	MATHER	---	---	35	---
216+79 - 217+20	LT	MATHER	---	55	---	---
216+79 - 217+35	LT	MATHER	---	---	57	---

PROJECT TOTALS 35 67 1458 835

REMOVING MANHOLES

STATION	DIR	LOCATION	204.0210 REMOVING MANHOLES EACH
PROJECT 4987-02-62 CATEGORY 0010			
203+99	LT	MATHER	1
206+91	LT	MATHER	1
207+79	LT	MATHER	1
210+12	LT	MATHER	1
210+41	LT	MATHER	1
214+64	LT	MATHER	1
216+79	LT	MATHER	1

PROJECT TOTAL 7

REMOVING INLETS

STATION	DIR	LOCATION	204.0220 REMOVING INLETS EACH
PROJECT 4987-02-62 CATEGORY 0010			
203+61	RT	MATHER	1
203+61	LT	MATHER	1
203+81	LT	MATHER	1
203+83	RT	MATHER	1
204+10	RT	MATHER	1
204+13	LT	MATHER	1
204+32	RT	MATHER	1
206+56	RT	MATHER	1
206+78	RT	MATHER	1
207+05	RT	MATHER	1
207+12	LT	MATHER	1
207+26	RT	MATHER	1
207+41	LT	MATHER	1
207+79	LT	MATHER	1
209+80	LT	MATHER	1
209+92	RT	MATHER	1
210+05	LT	MATHER	1
210+26	RT	MATHER	1
210+38	LT	MATHER	1
210+64	LT	MATHER	1
214+69	RT	MATHER	1
214+67	LT	MATHER	1
216+52	LT	MATHER	1
216+65	RT	MATHER	1
217+35	LT	MATHER	1

PROJECT TOTAL 25

BASE AGGREGATE DENSE AND WATER

STATION	TO	STATION	LOCATION	305.0120** BASE AGGREGATE DENSE 1 1/4-INCH TON	305.0130 BASE AGGREGATE DENSE 3-INCH TON	624.0100 WATER MGAL	NOTES
PROJECT 4987-02-62 CATEGORY 0010							
201+50.19	-	204+00	MATHER	507	1,360	11	
204+00	-	207+50	MATHER	733	2,070	17	
207+50	-	210+25	MATHER	592	1,670	14	
210+25	-	216+75	MATHER	1,290	3,450	28	
216+75	-	220+62.90	MATHER	760	2,120	17	
201+50.19	-	216+75	MATHER	0	2	0	REMOVING SS BACKFILL

PROJECT TOTALS 3,882 10,672 87

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

CONCRETE DRIVEWAYS

STATION	DIR	LOCATION	416.0160 6-INCH SY	416.0180 8-INCH SY
PROJECT 4987-02-62 CATEGORY 0010				
202+17	RT	MATHER	---	20
202+43	LT	MATHER	---	15
202+82	LT	MATHER	50	---
202+97	RT	MATHER	25	---
205+03	RT	MATHER	11	---
205+21	LT	MATHER	10	---
205+51	RT	MATHER	13	---
206+09	RT	MATHER	13	---
206+50	LT	MATHER	10	---
207+88	RT	MATHER	16	---
208+77	LT	MATHER	13	---
211+03	RT	MATHER	21	---
211+44	LT	MATHER	31	---
211+63	LT	MATHER	20	---
212+03	RT	MATHER	9	---
212+18	RT	MATHER	11	---
212+38	LT	MATHER	10	---
212+73	RT	MATHER	9	---
212+91	LT	MATHER	23	---
213+30	RT	MATHER	18	---
213+36	LT	MATHER	23	---
213+95	LT	MATHER	11	---
214+28	RT	MATHER	20	---
214+83	RT	MATHER	13	---
214+83	LT	MATHER	19	---
215+25	RT	MATHER	17	---
215+78	RT	MATHER	12	---
216+23	RT	MATHER	21	---
216+74	RT	MATHER	23	---
217+33	RT	MATHER	18	---
217+85	RT	MATHER	13	---
218+06	LT	MATHER	14	---
218+42	RT	MATHER	12	---
218+46	LT	MATHER	20	---
219+37	RT	MATHER	12	---
219+52	LT	MATHER	12	---
219+80	RT	MATHER	16	---
40+94	RT	HOLZER	10	---
PROJECT TOTALS			599	35

ASPHALTIC ITEMS

STATION TO STATION	DIR	LOCATION	455.0605 TACK COAT GAL	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-34 S TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
PROJECT 4987-02-62 CATEGORY 0010						
201+50.19 - 204+00		MATHER	73	140	110	0.0
204+00 - 207+50		MATHER	112	210	160	0.0
207+50 - 210+25		MATHER	91	170	130	0.0
210+25 - 216+75		MATHER	184	340	260	2.7
216+75 - 220+62.90		MATHER	113	210	160	0.0
PROJECT TOTALS			575	1,070	820	2.7

CONCRETE SIDEWALK

STATION TO STATION	DIR	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF
PROJECT 4987-02-62 CATEGORY 0010				
201+50.19 - 204+00	RT	MATHER	226	105
201+50 - 204+00	LT	MATHER	150	69
204+00 - 207+00	RT	MATHER	151	222
204+00 - 207+50	LT	MATHER	303	241
207+00 - 210+00	RT	MATHER	310	168
207+50 - 210+25	LT	MATHER	305	203
210+00 - 217+00	RT	MATHER	458	148
210+25 - 216+75	LT	MATHER	376	127
216+75 - 220+62.90	RT	MATHER	104	54
216+75 - 220+62.90	LT	MATHER	154	133
PROJECT TOTALS			2,537	1,470

CONCRETE CURB AND GUTTER

STATION TO STATION	DIR	LOCATION	601.0600 CONCRETE CURB PEDESTRIAN LF	SPV.0090.01 CONCRETE CURB AND GUTTER 24-INCH SPECIAL LF
PROJECT 4987-02-62 CATEGORY 0010				
201+50.19 - 204+00	RT	MATHER	---	247
201+50.19 - 204+00	LT	MATHER	---	247
204+00 - 207+00	RT	MATHER	---	298
204+00 - 207+50	LT	MATHER	38	372
207+00 - 210+00	RT	MATHER	11	320
207+50 - 210+25	LT	MATHER	---	296
210+00 - 220+62.90	RT	MATHER	---	1,054
210+25 - 216+75	LT	MATHER	15	669
216+75 - 220+62.90	LT	MATHER	---	420
PROJECT TOTALS			64	3,923

CURB RAMP DETECTABLE WARNING FIELD
NATURAL PATINA

STATION	LOCATION	DIR	602.0515 SF
PROJECT 4987-02-62 CATEGORY 0010			
203+75	MATHER	LT	20
203+75	MATHER	RT	20
204+20	MATHER	LT	20
204+20	MATHER	RT	20
206+64	MATHER	LT	10
206+68	MATHER	RT	20
207+10	MATHER	RT	10
207+15	MATHER	LT	10
207+80	MATHER	LT	10
208+03	MATHER	RT	10
208+03	MATHER	LT	10
209+86	MATHER	LT	10
209+88	MATHER	RT	20
210+01	MATHER	LT	10
210+26	MATHER	RT	10
210+46	MATHER	LT	20
210+49	MATHER	RT	10
216+36	MATHER	RT	10
216+41	MATHER	LT	20
217+25	MATHER	LT	10
217+46	MATHER	RT	10
217+46	MATHER	LT	10
PROJECT TOTALS			300

3

STORM SEWER PIPE													
STRUCTURE		SPV.0090.04 STORM SEWER LEAD	SPV.0090.05 STORM SEWER LEAD	608.0315 REINFORCED CONCRETE CLASS III	608.0318 REINFORCED CONCRETE CLASS III	608.0324 REINFORCED CONCRETE CLASS III	608.0330 REINFORCED CONCRETE CLASS III	608.0336 REINFORCED CONCRETE CLASS III	SPV.0060.08 STORM SEWER TAP 24X12-INCH	SPV.0060.09 STORM SEWER TAP 30X8-INCH	SPV.0060.10 STORM SEWER TAP 30X12-INCH	SPV.0060.11 STORM SEWER TAP 36X12-INCH	SPV.0035.01 SLURRY BACKFILL
FROM	TO	8-INCH LF	12-INCH LF	15-INCH LF	18-INCH LF	24-INCH LF	30-INCH LF	36-INCH LF	EACH	EACH	EACH	EACH	CY
PROJECT 4987-02-62 CATEGORY 0010													
MH-5	MH-2	---	---	---	---	---	---	217	---	---	---	---	---
INL 5A	MH 5	---	---	---	51	---	---	---	---	---	---	---	---
INL 5B	INL 5A	---	31	---	---	---	---	---	---	---	---	---	---
INL 5C	INL 5A	---	30	---	---	---	---	---	---	---	---	---	---
INL 5D	INL 5D	---	30	---	---	---	---	---	---	---	---	---	---
INL 5E	MH 5	---	---	28	---	---	---	---	---	---	---	---	---
INL 5F	INL 5E	---	31	---	---	---	---	---	---	---	---	---	---
INL 5G	INL 5E	---	35	---	---	---	---	---	---	---	---	---	---
INL 5H	INL 5G	---	31	---	---	---	---	---	---	---	---	---	---
MH 20	MH 5	---	---	---	---	---	---	310	---	---	---	---	---
INL 15A	JCT 15	---	30	---	---	---	---	---	---	---	---	1	---
INL 15B	INL 15A	---	30	---	---	---	---	---	---	---	---	---	---
INL 20A	MH 20	---	9	---	---	---	---	---	---	---	---	---	---
INL 21A	JCT 21	---	24	---	---	---	---	---	---	---	---	1	---
INL 22A	JCT 22	---	29	---	---	---	---	---	---	---	---	1	---
INL 22B	INL 22A	---	28	---	---	---	---	---	---	---	---	---	---
MH 23	MH 20	---	---	---	---	---	---	64	---	---	---	---	---
INL 23A	MH 23	---	26	---	---	---	---	---	---	---	---	---	---
INL 23B	INL 23A	---	29	---	---	---	---	---	---	---	---	---	---
MH 23	MH 30	---	---	---	---	---	---	251	---	---	---	---	---
INL 24A	JCT 24	---	29	---	---	---	---	---	---	---	---	1	---
INL 30A	MH 30	---	37	---	---	---	---	---	---	---	---	--	--
INL 30B	INL 30A	---	36	---	---	---	---	---	---	---	---	---	---
INL 30C	MH 30	---	25	---	---	---	---	---	---	---	---	---	---
INL 30D	INL 30C	---	32	---	---	---	---	---	---	---	---	---	---
INL 30E	INL 30C	---	34	---	---	---	---	---	---	---	---	---	---
INL 33A	JCT 33	---	29	---	---	---	---	---	---	---	1	---	---
INL 34A	JCT 34	---	6	---	---	---	---	---	---	---	1	---	---
MH 35	MH 30	---	---	---	---	---	368	---	---	---	---	---	---
INL 35C	MH 35	---	6	---	---	---	---	---	---	---	---	---	---
INL 35D	INL 35C	---	9	---	---	---	---	---	---	---	---	---	---
INL 35A	MH 35	---	30	---	---	---	---	---	---	---	---	---	---
INL 35B	INL 35A	---	10	---	---	---	---	---	---	---	---	---	---
EXIST	JCT 27	35	---	---	---	---	---	---	---	1	---	---	---
MH 50	MH 35	---	---	---	---	---	296	---	---	---	---	---	---
INL 50A	MH 50	---	34	---	---	---	---	---	---	---	---	---	---
INL 50B	INL 50B	---	13	---	---	---	---	---	---	---	---	---	---
INL 50C	MH 50	---	37	---	---	---	---	---	---	---	---	---	---
INL 50D	INL 50C	---	33	---	---	---	---	---	---	---	---	---	---
INL 51A	JCT 51	---	28	---	---	---	---	---	1	---	---	---	---
INL 52A	JCT 52	---	6	---	---	---	---	---	1	---	---	---	---
INL 55A	JCT 55	---	6	---	---	---	---	---	1	---	---	---	---
INL 56A	JCT 56	---	29	---	---	---	---	---	1	---	---	---	---
MH 60	MH 50	---	---	---	---	355	---	---	1	---	---	---	---
UNDISTRIBUTED		---	---	---	---	---	---	---	---	---	---	---	3
PROJECT TOTALS		35	862	28	51	355	664	842	5	1	2	4	3

3

STORM SEWER STRUCTURES

STRUCTURE NUMBER					611.0639 INLET COVERS TYPE H-S EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	SPV.0060.14 INLETS TYPE GB SPECIAL EACH	SPV.0006.07 MANHOLE COVERS SPECIAL EACH	SPV.0060.04 MANHOLE 4-FT SPECIAL EACH	SPV.0060.05 MANHOLE 5-FT SPECIAL EACH	SPV.0060.06 MANHOLE 6-FT SPECIAL EACH
	STA	RL	DIST.	DIR							
PROJECT 4987-02-62 CATEGORY 0010											
MH -1	201+59.	MATHER	12.0	LT	---	1	---	---	---	---	---
MH-2	201+73.	MATHER	12.0	LT	---	1	---	---	---	---	---
INL-5F	203+56	MATHER	17.5	LT	1	---	1	---	---	---	---
INL-5B	203+59	MATHER	17.5	RT	1	---	1	---	---	---	---
INL-5E	203+79	MATHER	38.5	LT	1	---	1	---	---	---	---
INL-5A	203+82	MATHER	38.4	RT	1	---	1	---	---	---	---
MH-5	203+90	MATHER	12.0	LT	---	---	---	1	---	---	1
INL-5C	204+12	MATHER	36.8	RT	1	---	1	---	---	---	---
INL-5G	204+15	MATHER	37.6	LT	1	---	1	---	---	---	---
INL-5D	204+35	MATHER	17.5	RT	1	---	1	---	---	---	---
INL-5H	204+38	MATHER	17.5	LT	1	---	1	---	---	---	---
INL-15A	206+54	MATHER	17.5	RT	1	---	1	---	---	---	---
INL-15B	206+77	MATHER	37.2	RT	1	---	1	---	---	---	---
MH-20	207+00	MATHER	12.0	LT	---	---	---	1	---	---	1
INL-20A	206+93	MATHER	17.7	LT	1	---	1	---	---	---	---
INL-22A	207+06	MATHER	34.9	RT	1	---	1	---	---	---	---
INL-21A	207+28	MATHER	36.1	LT	1	---	1	---	---	---	---
INL-22A	207+29	MATHER	17.5	RT	1	---	1	---	---	---	---
MH-23	207+64	MATHER	12.0	LT	---	---	---	1	---	---	1
INL-23A	207+73	MATHER	35.9	LT	1	---	1	---	---	---	---
INL-23B	207+97	MATHER	17.5	LT	1	---	1	---	---	---	---
INL-24A	209+50	MATHER	17.5	RT	1	---	1	---	---	---	---
INL-30D	209+79	MATHER	17.5	LT	1	---	1	---	---	---	---
INL-30B	209+96	MATHER	35.3	RT	1	---	1	---	---	---	---
INL-30C	210+06	MATHER	35.5	LT	1	---	1	---	---	---	---
MH-30	210+15	MATHER	12.0	LT	---	---	---	1	---	---	1
INL-30A	210+29	MATHER	22.3	RT	1	---	1	---	---	---	---
INL-30E	210+39	MATHER	34.7	LT	1	---	1	---	---	---	---
INL-33A	210+90	MATHER	12.0	RT	1	---	1	---	---	---	---
INL-34A	211+00	MATHER	17.5	LT	1	---	1	---	---	---	---

SHEET SUBTOTALS242244004

CONTINUED ON NEXT PAGE

STORM SEWER STRUCTURES (CONTINUED)

STRUCTURE NUMBER					611.0639 INLET COVERS TYPE H-S EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	SPV.0060.14 INLETS TYPE GB SPECIAL EACH	SPV.0060.07 MANHOLE COVERS SPECIAL EACH	SPV.0060.04 MANHOLE 4-FT SPECIAL EACH	SPV.0060.05 MANHOLE 5-FT SPECIAL EACH	SPV.0060.06 MANHOLE 6-FT SPECIAL EACH
	STA	RL	DIST.	DIR							
PROJECT 4987-02-62 CATEGORY 0010											
INL-35D	213+75	MATHER	17.5	LT	1	---	1	---	---	---	---
INL-35B	213+75	MATHER	17.5	RT	1	---	1	---	---	---	---
INL-35C	213+84	MATHER	17.5	LT	1	---	1	---	---	---	---
MH-35	213+84	MATHER	12.0	LT	---	---	---	1	---	1	---
INL-35A	213+85	MATHER	17.5	RT	1	---	1	---	---	---	---
INL-50D	216+24	MATHER	17.5	LT	1	---	1	---	---	---	---
INL-50B	216+50	MATHER	17.5	RT	1	---	1	---	---	---	---
INL-50C	216+52	MATHER	35.3	LT	1	---	1	---	---	---	---
INL-50A	216+63	MATHER	17.5	RT	1	---	1	---	---	---	---
MH-50	216+80	MATHER	12.0	LT	---	---	---	1	---	1	---
INL-51A	217+11	MATHER	39.7	LT	1	---	1	---	---	---	---
INL-52A	217+54	MATHER	17.5	LT	1	---	1	---	---	---	---
INL-55A	218+90	MATHER	17.5	LT	1	---	1	---	---	---	---
INL-56A	218+95	MATHER	17.5	RT	1	---	1	---	---	---	---
MH-60	220+35	MATHER	12.0	LT	---	---	---	1	1	---	---
SHEET SUBTOTALS					12	0	12	3	1	2	0
PROJECT TOTALS					36	2	36	7	1	2	4

MINI STORM

STATION TO STATION			DIR	LOCATION	SPV.0090.06 MINI STORM SEWER 6-INCH LF	SPV.0060.13 MINI STORM SEWER CLEANOUTS 6-INCH EACH
PROJECT 4987-02-62			CATEGORY 0020			
11+39	-	11+45	RT	ROY ST	8	---
11+39.00	-	11+45	LT	ROY ST	8	---
21+35	-	21+48	RT	COLUMBIA ST	13	---
21+37	-	21+69	LT	COLUMBIA ST	34	---
40+00.00	-	41+00	RT	HOLZER ST	116	1
PROJECT TOTAL					179	1

TRACKING PADS

STATION		LOCATION	628.7560 TRACKING PADS EACH	NOTES
PROJECT 4987-02-62 CATEGORY 0010				
201+50.19		MATHER	1	STAGE 2
201+50.19		MATHER	1	STAGE 2
220+62.90		MATHER	1	STAGE 3
220+62.90		MATHER	1	STAGE 3
PROJECT TOTAL			4	

STORM SEWER LATERALS

STATION	DIR	LOCATION	SPV.0090.02 STORM SEWER LATERAL 6-INCH LF	SPV.0090.03 STORM SEWER LATERAL 10-INCH LF	SPV.0060.12 STORM SEWER LATERAL TO MAINLINE PIPE CONNECTOR EACH
PROJECT4987-02-62 CATEGORY 0020					
202+50	LT	MATHER	---	12	1
203+51	RT	MATHER	36	---	1
204+53	RT	MATHER	36	---	1
205+78	LT	MATHER	12	---	1
205+92	RT	MATHER	36	---	1
206+20	RT	MATHER	36	---	1
207+42	RT	MATHER	36	---	1
209+43	LT	MATHER	12	---	1
210+66	RT	MATHER	36	---	1
211+06	LT	MATHER	12	---	1
211+40	RT	MATHER	36	---	1
211+60	RT	MATHER	36	---	1
211+76	LT	MATHER	12	---	1
212+54	RT	MATHER	36	---	1
212+71	LT	MATHER	12	---	1
213+15	RT	MATHER	36	---	1
213+23	LT	MATHER	12	---	1
213+44	RT	MATHER	36	---	1
213+68	LT	MATHER	12	---	1
213+96	RT	MATHER	36	---	1
214+30	LT	MATHER	12	---	1
214+50	RT	MATHER	36	---	1
214+54	LT	MATHER	12	---	1
215+43	LT	MATHER	12	---	1
215+63	RT	MATHER	36	---	1
216+11	RT	MATHER	36	---	1
216+59	RT	MATHER	36	---	1
217+12	RT	MATHER	36	---	1
217+71	LT	MATHER	12	---	1
217+75	RT	MATHER	36	---	1
218+31	RT	MATHER	36	---	1
218+46	RT	MATHER	36	---	1
218+64	LT	MATHER	12	---	1
219+03	RT	MATHER	36	---	1
219+62	LT	MATHER	12	---	1
220+31	LT	MATHER	12	---	1
PROJECT TOTALS			924	12	36

INLET PROTECTION				
STATION	DIR	LOCATION OR STRUCTURE NUMBER	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
PROJECT 4987-02-62 CATEGORY 0010				
203+61	RT	EXIST MATHER	1	---
203+61	LT	EXIST MATHER	1	---
203+81	LT	EXIST MATHER	1	---
203+83	RT	EXIST MATHER	1	---
204+10	RT	EXIST MATHER	1	---
204+13	LT	EXIST MATHER	1	---
204+32	RT	EXIST MATHER	1	---
206+56	RT	EXIST MATHER	1	---
206+78	RT	EXIST MATHER	1	---
207+05	RT	EXIST MATHER	1	---
207+12	LT	EXIST MATHER	1	---
207+26	RT	EXIST MATHER	1	---
207+41	LT	EXIST MATHER	1	---
207+79	LT	EXIST MATHER	1	---
209+80	LT	EXIST MATHER	1	---
209+92	RT	EXIST MATHER	1	---
210+05	LT	EXIST MATHER	1	---
210+26	RT	EXIST MATHER	1	---
210+38	LT	EXIST MATHER	1	---
210+64	LT	EXIST MATHER	1	---
214+69	RT	EXIST MATHER	1	---
214+67	LT	EXIST MATHER	1	---
216+52	LT	EXIST MATHER	1	---
216+65	RT	EXIST MATHER	1	---
217+35	LT	EXIST MATHER	1	---
220+95	LT	EXIST MATHER	1	---
221+35	RT	EXIST MATHER	1	---
119+45	LT	GRAY ST	1	---
119+45	RT	GRAY ST	1	---
120+28	LT	GRAY ST	1	---
120+28	RT	GRAY ST	1	---
EXIST	LT	ROY NORTH	1	---
EXIST	RT	ROY NORTH	1	---
EXIST	LT	ROY SOUTH	1	---
EXIST	RT	ROY SOUTH	1	---
EXIST	LT	COLUMBIA NORTH	1	---
EXIST	RT	COLUMBIA NORTH	1	---
EXIST	LT	COLUMBIA SOUTH	1	---
EXIST	RT	COLUMBIA SOUTH	1	---
EXIST	LT	NORTHERN NORTH	1	---
EXIST	RT	NORTHERN NORTH	1	---
EXIST	LT	NORTHERN SOUTH	1	---
EXIST	RT	NORTHERN SOUTH	1	---
EXIST	LT	HOLZER	1	---
EXIST	RT	HOLZER	1	---
EXIST	LT	VROMAN	1	---
EXIST	RT	VROMAN	1	---
SUBTOTALS			47	0

INLET PROTECTION CONTINUED				
STATION	DIR	LOCATION OR STRUCTURE NUMBER	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
PROJECT 4987-02-62 CATEGORY 0010				
203+57	LT	INL-10B	1	---
203+80	LT	INL-10A	1	---
204+15	LT	INL-10C	1	---
204+38	LT	INL-10D	1	---
203+59	RT	INL-4A	1	---
203+82	RT	INL-4B	1	---
204+12	RT	INL-11B	1	---
204+35	RT	INL-11A	1	---
206+54	RT	INL-13A	1	---
206+77	RT	INL-13B	1	---
206+87	LT	INL-14A	1	---
207+07	RT	INL-20A	1	---
207+29	RT	INL-20B	1	---
207+29	LT	INL-21A	1	---
207+97	LT	INL-23B	1	---
207+74	LT	INL-23A	1	---
209+50	RT	INL-24A	1	---
209+79	LT	INL-25B	1	---
210+06	LT	INL-25A	1	---
210+39	LT	INL-32A	1	---
209+96	RT	INL-26A	1	---
210+28	RT	INL-31A	1	---
211+00	LT	INL-34A	---	1
210+90	RT	INL-33A	---	1
213+75	LT	INL-35A	---	1
213+84	LT	INL-35B	---	1
213+75	RT	INL-35C	---	1
213+84	RT	INL-35D	---	1
216+24	LT	INL-40B	1	---
216+50	RT	INL-39A	1	---
216+52	LT	INL-40A	1	---
216+63	RT	INL-39B	1	---
217+11	LT	INL-51A	1	---
217+54	LT	INL-52A	1	---
218+90	LT	INL-55A	1	---
218+95	RT	INL-56A	1	---
SUBTOTAL			30	6
PROJECT TOTALS			77	6

PIPE UNDERDRAIN WRAPPED

		612.0406	
STATION	DIR	LOCATION OR STRUCTURE NUMBER	PIPE UNDERDRAIN WRAPPED 6-INCH LF
PROJECT 4987-02-62 CATEGORY 0010			
203+57	LT	INL-10B	12
203+80	LT	INL-10A	12
204+15	LT	INL-10C	12
204+38	LT	INL-10D	12
203+59	RT	INL-4A	12
203+82	RT	INL-4B	12
204+12	RT	INL-11B	12
204+35	RT	INL-11A	12
206+54	RT	INL-13A	12
206+77	RT	INL-13B	12
206+87	LT	INL-14A	12
207+07	RT	INL-20A	12
207+29	RT	INL-20B	12
207+29	LT	INL-21A	12
207+97	LT	INL-23B	12
207+74	LT	INL-23A	12
209+50	RT	INL-24A	12
209+79	LT	INL-25B	12
210+06	LT	INL-25A	12
210+39	LT	INL-32A	12
209+96	RT	INL-26A	12
210+28	RT	INL-31A	12
211+00	LT	INL-34A	12
210+90	RT	INL-33A	12
213+75	LT	INL-35A	12
213+84	LT	INL-35B	12
213+75	RT	INL-35C	12
213+84	RT	INL-35D	12
216+24	LT	INL-40B	12
216+50	RT	INL-39A	12
216+52	LT	INL-40A	12
216+63	RT	INL-39B	12
217+11	LT	INL-51A	12
217+54	LT	INL-52A	12
PROJECT TOTALS			408

LANDSCAPING ITEMS

STATION TO STATION			DIR	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.1905 MOBILIZATION EROSION CONTROL EA	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL EA	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
PROJECT 4987-02-62 CATEGORY 0010												
201+50.19	-	204+00	RT	MATHER	169	12	--	--	0.01	0.2	4	158
201+50	-	204+00	LT	MATHER	167	4	--	--	0.01	0.1	4	163
204+00	-	207+00	RT	MATHER	192	7	--	--	0.01	0.1	4	185
204+00	-	207+50	LT	MATHER	280	26	--	--	0.02	0.5	6	254
207+00	-	210+00	RT	MATHER	243	15	--	--	0.01	0.3	5	227
207+50	-	210+25	LT	MATHER	207	7	--	--	0.01	0.1	4	200
210+00	-	220+62.90	RT	MATHER	726	21	--	--	0.01	0.4	16	705
210+25	-	216+75	LT	MATHER	525	30	--	--	0.02	0.5	11	495
216+75	-	220+62.90	LT	MATHER	323	16	--	--	0.01	0.3	7	307
UNDISTRIBUTED					566	27	4	4	0.02	0.5	12	539
PROJECT TOTALS					3,398	165	4	4	0.13	3.0	73	3,232

SAWCUTS

					690.0150	690.0250
					SAWAING ASPHALT	SAWING CONCRETE
STATION TO STATION			DIR	LOCATION	LF	LF
PROJECT 4987-02-62 CATEGORY 0010						
201+50.19	-	220+63		MATHER	60	3,402
201+50.19	-	220+63		MATHER	0	1,913
201+50.19	-	204+00	LT	MATHER	27	92
201+50.19	-	204+00	RT	MATHER	33	71
204+00	-	207+50	LT	MATHER	27	55
204+00	-	207+50	RT	MATHER	27	52
207+50	-	210+25	LT	MATHER	31	42
207+50	-	210+25	RT	MATHER	24	45
210+25	-	216+75	LT	MATHER	31	154
210+25	-	220+62.90	RT	MATHER	11	254
216+75	-	220+62.90	LT	MATHER	0	85
41+00.13	-			HOLZER ST	71	57
PROJECT TOTAL					282	907

TEMPORARY ASPHALT

LOCATION	204.0110	305.0120**	465.0125
	REMOVING	BASE AGGREGATE DENSE 1 1/4-INCH	ASPHALTIC
	ASPHALTIC		SURFACE
	SURFACE		TEMPORARY
SY	TON	TON	
PROJECT 4987-02-62 CATEGORY 0020			
STAGE 1			
MATHER ST	---	---	208.0
STAGE 2			
ROY AVE	95	13	11.0
COLUMBIA AVE	106	13	12.0
NORTHERN AVE	97	12	11.0
HOLZER ST	0	13	0.0
STAGE 3			
ROY AVE	125	8	15.0
COLUMBIA AVE	185	11	21.0
NORTHERN AVE	134	8	15.0
HOLZER ST	708	0	82.0
PROJECT TOTALS	1,450	77	375.0

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

TRAFFIC CONTROL

STAGE	LOCATION	APPROX. SERVICE PERIOD DAYS	643.0300		643.0410		643.0420		643.0705		643.0715		643.0900		643.1050	
			DRUMS		BARRICADES TYPE II		BARRICADES TYPE III		WARNING LIGHTS TYPE A		WARNING LIGHTS TYPE C		SIGNS		SIGNS PCMS	
			NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS
PROJECT 4987-02-58 CATEGORY 0010																
1	GRAY ST	47	0	0	0	0	0	0	0	0	0	0	4	188	0	0
	ROY AVE	47	22	1034	4	188	2	94	4	188	22	1034	14	658	0	0
	COLUMBIA AV	47	25	1175	5	235	2	94	4	188	25	1175	15	705	0	0
	NORTHERN AVE	47	22	1034	5	235	2	94	4	188	22	1034	15	705	0	0
	HOLZER AVE	47	39	1833	3	141	2	94	4	188	39	1833	9	423	0	0
	VROMAN ST	47	0	0	0	0	0	0	0	0	0	0	4	188	0	0
	MATHER ST	47	69	3243	14	658	21	987	42	1974	4	188	50	2350	1	47
	INTERSECTION CLOSURES	20	0	0	0	20	16	320	32	640	0	0	12	240	0	0
STORM SEWER INLET LEAD CROSSINGS															16	0
2	GRAY ST	46	0	0	0	0	0	0	0	0	0	0	4	184	0	0
	ROY AVE	46	14	644	3	138	0	0	0	0	14	644	12	552	0	0
	COLUMBIA AV	46	18	828	4	184	0	0	4	184	18	828	14	644	0	0
	NORTHERN AVE	46	19	874	5	230	0	0	4	184	19	874	15	690	0	0
	HOLZER AVE	46	0	0	0	0	0	0	0	0	0	0	5	230	0	0
	VROMAN ST	46	0	0	0	0	0	0	0	0	0	0	5	230	0	0
	MATHER ST	46	78	3588	10	460	18	828	36	1656	4	184	51	2346	1	46
3	GRAY ST	31	0	0	0	0	0	0	0	0	0	0	4	124	0	0
	ROY AVE	31	22	682	3	93	2	62	4	124	22	682	14	434	0	0
	COLUMBIA AV	31	25	775	3	93	2	62	4	124	25	775	15	465	0	0
	NORTHERN AVE	31	22	682	3	93	2	62	4	124	22	682	15	465	0	0
	HOLZER AVE	31	39	1209	2	62	2	62	4	124	39	1209	9	279	0	0
	VROMAN ST	31	0	0	0	0	0	0	0	0	0	0	4	124	0	0
	MATHER ST	31	69	2139	14	434	21	651	42	1302	4	124	50	1550	1	31
TOTALS																
			20,540		3,264		3,442		7,252		11,794		13,806		124	

GEOTEXTILE FABRIC

				645.0140
				TYPE SAS
STATION TO STATION			DIR	SY
PROJECT 4987-02-62			CATEGORY 0010	
201+50.19	-	204+00	MATHER	1,296
204+00	-	207+50	MATHER	1,969
207+50	-	210+25	MATHER	1,588
210+25	-	216+75	MATHER	3,281
216+75	-	220+62.90	MATHER	2,017
PROJECT TOTALS				10,152

PAVEMENT MARKING

STATION - STATION			ROADWAY	646.0106		647.0206	647.0306	647.0576	647.0776
				EPOXY 4-INCH		ARROWS	SYMBOLS	STOP LINE	CROSSWALK
				(YELLOW)	(WHITE)	BIKE LANE	BIKE LANE	EPOXY	EPOXY
				LF	LF	(WHITE)	(WHITE)	24-INCH	12-INCH
				EA		EA	EA	(WHITE)	(WHITE)
				LF		EA	EA	LF	LF
PROJECT 4987-02-62 CATEGORY 0010									
201+50.19	-	204+00	MATHER	208	382	2	2	--	--
204+00	-	207+00	MATHER	226	477	3	3	--	70
207+00	-	210+25	MATHER	167	382	3	3	--	66
210+25	-	216+75	MATHER	574	1,128	6	6	--	70
216+75	-	220+62.90	MATHER	313	694	4	4	--	66
	-		COLUMBIA AVE S	--	--	--	--	14	64
	-		COLUMBIA AVE N	--	--	--	--	20	105
	-		HOLZER ST	--	--	--	--	25	141
PROJECT TOTALS				1,488	3,061	18	18	59	582

TEMPORARY PEDESTRIAN ACCOMODATIONS

		644.1410.S TEMP. PED. SURFACE ASPHALT SF	644.1601.S TEMP. CURB RAMP EACH
STAGE	LOCATION		
PROJECT 4987-02-62 CATEGORY 0010			
STAGE 1	ROY	760	4
STAGE 1	COLUMBIA	855	4
STAGE 1	NORTHERN	695	4
STAGE 1	HOLZER	780	4
STAGE 2	ROY	915	5
STAGE 2	COLUMBIA	890	5
STAGE 2	NORTHERN	650	5
STAGE 2	HOLZER	480	3
STAGE 3	ROY	225	1
STAGE 3	COLUMBIA	150	1
STAGE 3	NORTHERN	225	1
STAGE 3	HOLZER	225	1
PROJECT TOTAL		6,850	38

ADJUSTING UTILITIES

			SPV.0060.01 ADJUSTING SANITARY MANHOLE COVER	SPV.0060.02 ADJUSTING WATER VALVE BOXES	SPV.0060.03 ADJUSTING WATER CURB BOXES
STATION	DIR	LOCATION	EACH	EACH	EACH
PROJECT 4987-02-62 CATEGORY 0020					
204+07	RT	MATHER	---	1	---
205+45	LT	MATHER	1	---	---
206+50	RT	MATHER	---	1	---
206+50	RT	MATHER	---	---	1
206+53	RT	MATHER	---	1	---
206+77	RT	MATHER	---	---	1
206+91	LT	MATHER	1	---	---
206+91	RT	MATHER	1	---	---
207+13	RT	MATHER	---	1	---
207+45	LT	MATHER	1	---	---
207+56	LT	MATHER	1	---	---
207+60	RT	MATHER	---	---	1
210+02	RT	MATHER	---	1	---
210+08	RT	MATHER	1	---	---
210+22	RT	MATHER	---	1	---
210+35	RT	MATHER	---	1	---
210+39	RT	MATHER	---	1	---
211+23	RT	MATHER	---	---	1
211+88	RT	MATHER	---	---	1
212+12	LT	MATHER	---	---	1
212+38	RT	MATHER	---	---	1
212+44	LT	MATHER	---	---	1
212+92	RT	MATHER	---	---	1
213+02	LT	MATHER	---	---	1
213+57	RT	MATHER	---	---	1
213+59	LT	MATHER	---	---	1
213+74	LT	MATHER	1	---	---
214+13	RT	MATHER	---	---	1
214+21	LT	MATHER	---	---	1
214+64	RT	MATHER	---	---	1
214+70	LT	MATHER	---	---	1
215+44	RT	MATHER	---	---	1
215+88	RT	MATHER	---	---	1
216+34	RT	MATHER	---	---	1
216+80	RT	MATHER	---	1	---
216+84	LT	MATHER	1	---	---
216+91	RT	MATHER	---	---	1
217+47	RT	MATHER	---	---	1
217+79	RT	MATHER	1	---	---
218+17	RT	MATHER	---	---	1
218+54	RT	MATHER	---	---	1
218+80	LT	MATHER	---	---	1
219+17	RT	MATHER	---	---	1
219+58	LT	MATHER	---	---	1
219+88	RT	MATHER	---	---	1
220+46	LT	MATHER	---	---	1
40+71	RT	HOLZER	---	---	1
PROJECT TOTAL			9	9	29

CONSTRUCTION STAKING

		650.4000 CONSTRUCTION STAKING STORM SEWER	650.4500 CONSTRUCTION STAKING SUBGRADE	650.5000 CONSTRUCTION STAKING BASE	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL	650.9920 CONSTRUCTION STAKING SLOPE STAKES
STATION TO STATION	LOCATION	EACH	LF	LF	LF	L.S.	LF
PROJECT 4987-02-62 CATEGORY 0010							
201+50 - 204+00	MATHER ST EB	7	250	250	494	---	250
204+00 - 207+50	MATHER ST WB	11	350	350	708	---	350
207+50 - 210+25	MATHER ST EB	8	275	275	627	---	275
210+25 - 216+75	MATHER ST WB	13	650	650	1,401	---	650
216+75 - 220+62	MATHER ST EB	4	387	387	757	---	387
PROJECT	MATHER ST	---	---	---	---	1	---
PROJECT TOTALS		43	1912	1912	3987	1	1912

STREET SWEEPING

				SPV.0075.01 STREET SWEEPING
STATION	TO	STATION	LOCATION	HRS
PROJECT 4987-02-62 CATEGORY 0010				
201+50.19	-	220+62.90	MATHER	40
PROJECT TOTAL				40

LEVELS ON = 01,02,03,04,05,06,07,08,09,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

Conventional Signs and Abbreviations

	SECTION LINE	AC	ACRES	R	RADIUS
	QUARTER LINE	Δ	CENTRAL ANGLE	R.	RANGE
	TOWNSHIP AND RANGE LINE	C/L	CENTERLINE	R/L	REFERENCE LINE
	PROPOSED OR NEW CENTERLINE	COR.	CORNER	R/W	RIGHT OF WAY
	PROPOSED OR NEW R/W LINE	CTH	COUNTY TRUNK HIGHWAY	1/4 LINE	QUARTER LINE
	EXISTING R/W LINE	D	DEGREE OF CURVE	1/6 LINE	SIXTEENTH LINE
	LOT LINE	E.	EAST	S.	SOUTH
	PROPERTY LINE	L	LENGTH OF CURVE	SEC	SECTION
	COUNTY LIMITS LINE	LC	LONG CHORD	SEC LINE	SECTION LINE
	SLOPE INTERCEPTS	LCB	LONG CHORD BEARING	STH	STATE TRUNK HIGHWAY
	EXISTING MONUMENTATION	MI	MILE	SF	SQUARE FEET
	FENCE	N.	NORTH	STA	STATION
	SECTION OR QUARTER CORNER	N.T.S.	NOT TO SCALE	T.	TOWN
	TELEPHONE	PC	POINT OF CURVATURE	T	TANGENT LENGTH OF CURVE
	GAS	PI	POINT OF INTERSECTION	TLE	TEMPORARY LIMITED EASEMENT
	WATER	PT	POINT OF TANGENCY	USH	UNITED STATES HIGHWAY
	ELECTRIC	PLE	PERMANENT LIMITED EASEMENT	W.	WEST
	FIBER OPTIC	P/L	PROPERTY LINE		
	SANITARY	PC LINE	PRIVATE CLAIM LINE		
	STORM SEWER				
	NO ACCESS (BY ACQUISITION)				
	NO ACCESS (BY STATUTORY AUTHORITY)				
	NO ACCESS (BY PREVIOUS PROJECT)				
	TEMPORARY LIMITED EASEMENT				
	PERMANENT LIMITED EASEMENT				
	FEE TITLE				
	RIGHT-OF-WAY MONUMENTS SET AT NEWLY ACQUIRED R/W ANGLE POINTS				
	PARCEL NUMBER				
	UTILITY PARCEL NUMBER				
	R/W POINT NUMBER				

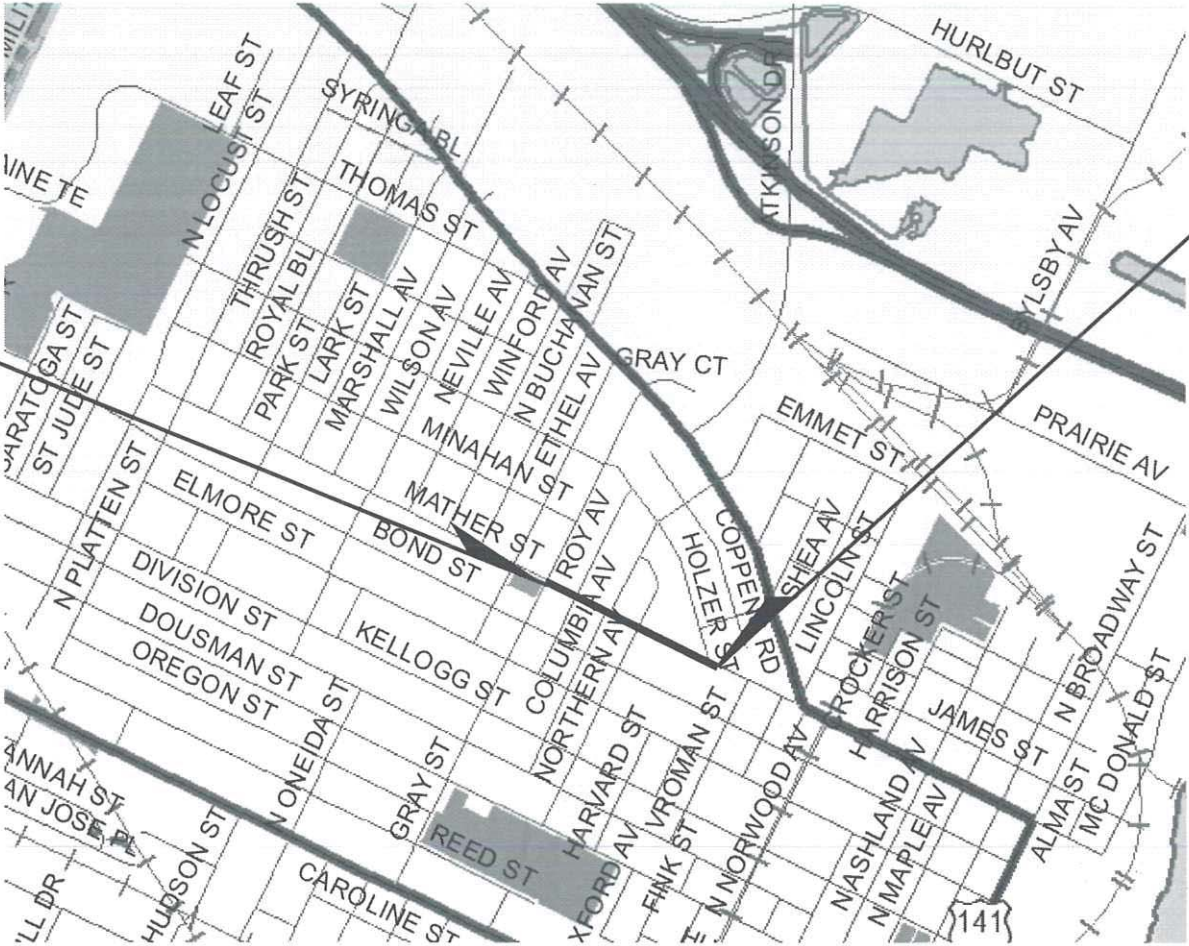
	COMPENSABLE	NON-COMPENSABLE
	POWER POLE	
	TELEPHONE POLE	
	TELEPHONE PEDESTAL	

(CITY OF GREEN BAY)
BEGIN RELOCATION ORDER
STATION 201+50.19

32.97' SOUTH OF AND 66.86' EAST OF THE NE CORNER OF LOT 175, FORT HOWARD MILITARY RESERVE, CITY OF GREEN BAY, BROWN COUNTY WISCONSIN.
Y: 572785.978
X: 95065.727

Notes:

- POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS) BROWN COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
- RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4 X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
- RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.
- PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED OF MAPS AND DOCUMENTS OF PUBLIC RECORD AND/ OR EXISTING OCCUPATION LINES. EXCLUDING RIGHT-OF-WAY BOUNDARIES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.
- DIMENSIONS FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.
- A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLE'S EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.
- EXISTING RIGHT OF WAY OF MATHER STREET WAS DETERMINED BY VANDALE SUBDIVISION, MAYFAIR ADDITION, DECOSTER SUBDIVISION, NORTHWOOD ADDITION, NORTHMOOR ADDITION, WHITNEY'S SUBDIVISION OF THE LAVENTURE CLAIM, FORT HOWARD MILITARY RESERVE, E. MORROWS SUBDIVISION AND THE FAIRMONT PLAT.



SCALE 0 .25 MI 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.331 MI.

REVISIONS	CONSTRUCTION PROJECT NUMBER 4987-02-61	SHEET NUMBER 4.01	TOTAL SHEETS 6
	FEDERAL PROJECT NUMBER		
	PLAT OF RIGHT-OF-WAY REQUIRED FOR C GREEN BAY, MATHER ST VROMAN ST TO ROY AVE		
	CITY OF GREEN BAY	BROWN COUNTY	
	CONSTRUCTION PROJECT NUMBER 4987-02-61		

(CITY OF GREEN BAY)
END RELOCATION ORDER
STATION 219+00.00

807.34' SOUTH OF AND 1635.99' EAST OF THE NE CORNER OF LOT 175, FORT HOWARD MILITARY RESERVE, CITY OF GREEN BAY, BROWN COUNTY WISCONSIN.
Y: 572011.606
X: 96634.862

ACCEPTED FOR

CITY OF GREEN BAY

2/16/17
(Date)
STEVEN M. GENTILE
DIRECTOR OF PUBLIC WORKS
(Signature & Title of Official)

ORIGINAL PLAT PREPARED BY

OMNI
ASSOCIATES
APPLETON, WISCONSIN
MICHAEL J. KACZMARZYK
S-2256
HORTONVILLE
WI
LAND SURVEYOR

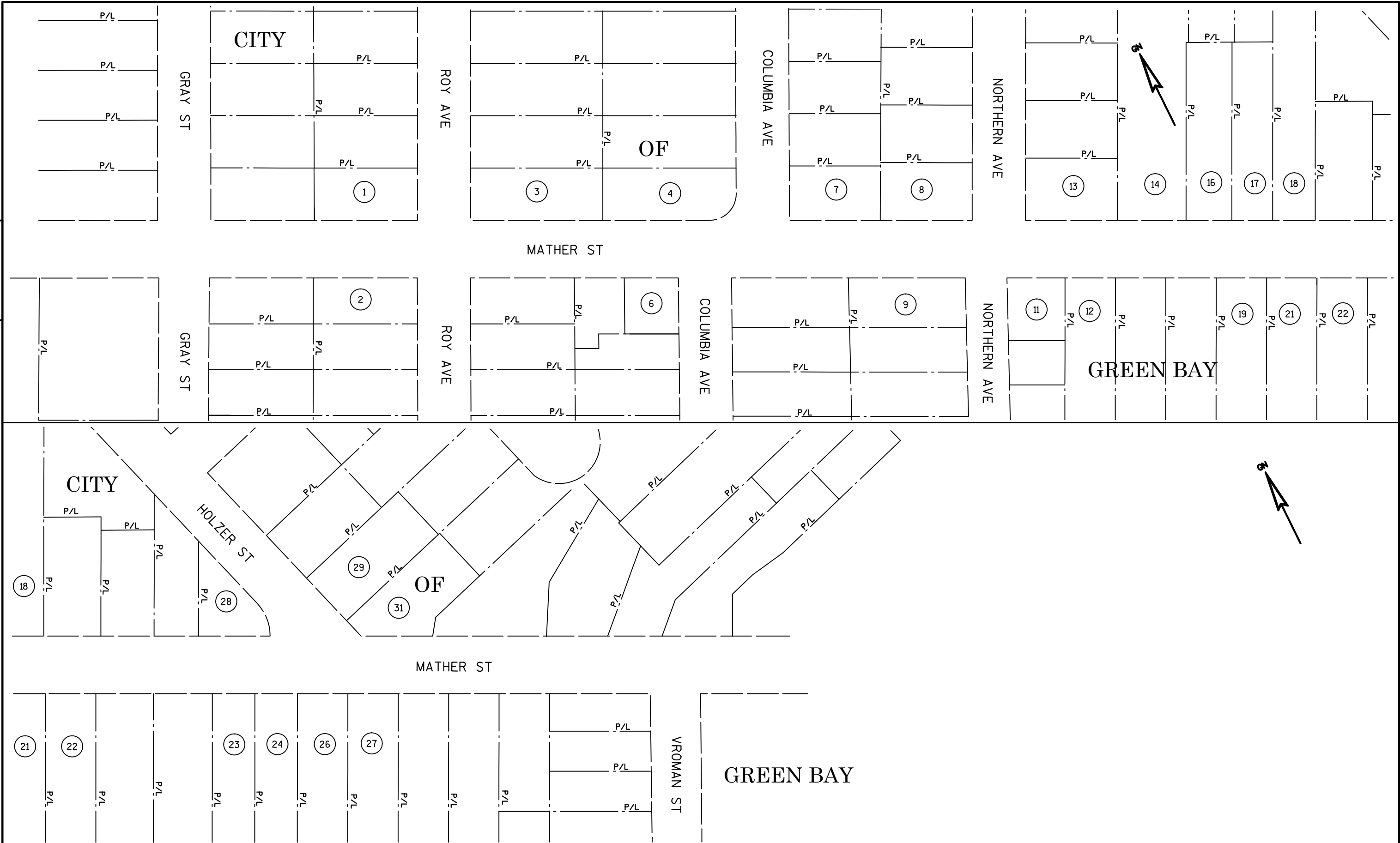
2-22-2017
(Date)
Michael J. Kaczmarzyk
(Signature)

SCHEDULE OF LANDS & INTERESTS REQUIRED

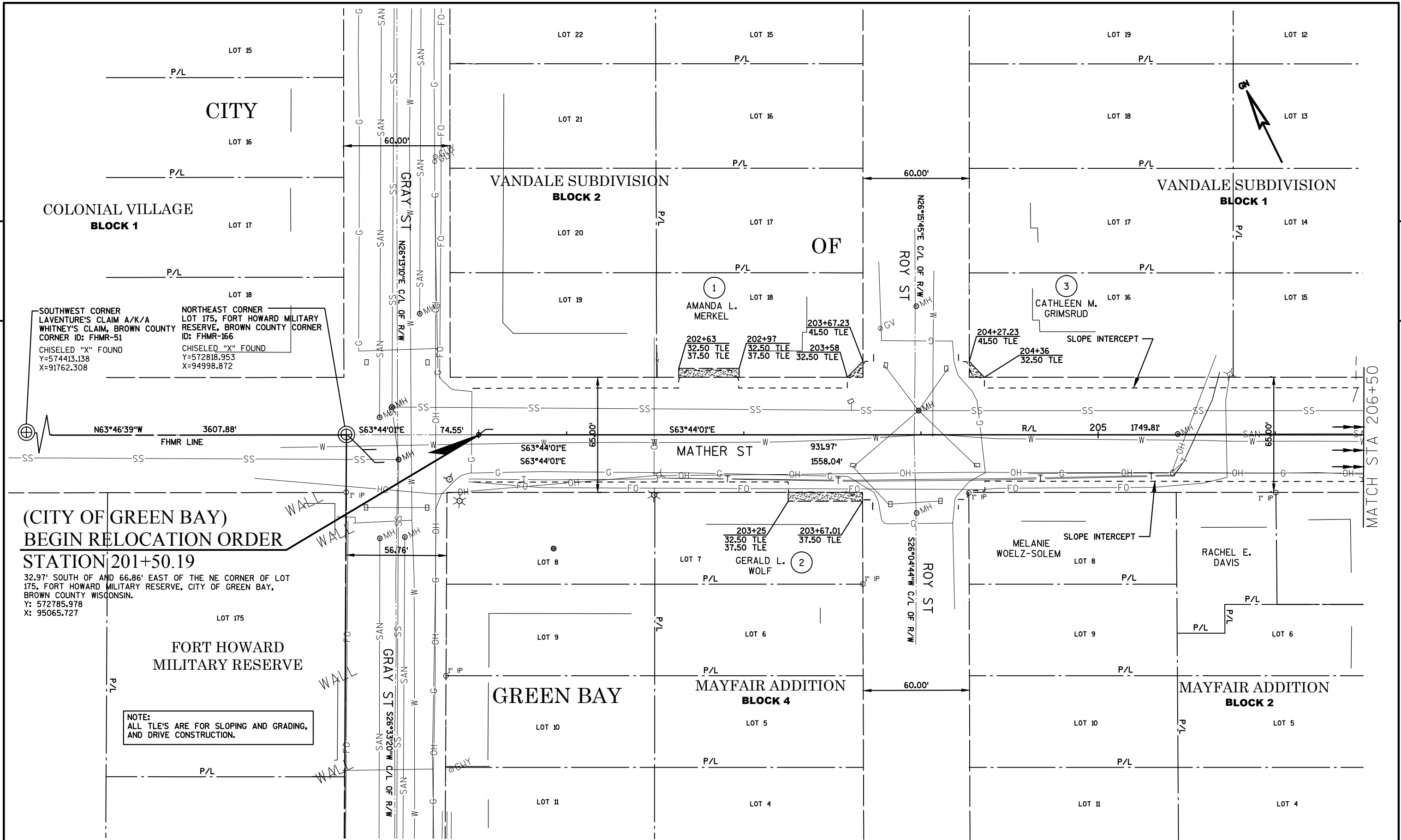
OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY
AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND
INTEREST TO THE CITY OF GREEN BAY

PARCEL NUMBER	PLAT SHEET NUMBER	OWNER	INT. REQD.	AREA ACRES REQUIRED			TLE Area
				NEW	EXISTING	TOTAL	
1	4.04	Amanda L. Merkel	TLE	----	----	----	210 SQ FT
2	4.04	Gerald L. Wolf	TLE	----	----	----	210 SQ FT
3	4.04	Cathleen M. Grimsrud	TLE	----	----	----	38 SQ FT
4	4.05	Jeanine C. Eastman	TLE	----	----	----	125 SQ FT
6	4.05	Alice Kussow	TLE	----	----	----	73 SQ FT
7	4.05	Jason J. Dellise	TLE	----	----	----	215 SQ FT
8	4.05	Jeffrey D. Naze and Sara L. Naze	TLE	----	----	----	70 SQ FT
9	4.05	Brad Majestic and Trisha Majestic	FEE TLE	3 SQ FT	----	3 SQ FT	227 SQ FT
11	4.05	Carl A Spargur	FEE TLE	4 SQ FT		4 SQ FT	161 SQ FT
12	4.05	Kenneth Weakler and Elaine Weackler	TLE	----	----	----	134 SQ FT
13	4.05	Thomas D. Kaijala	TLE	----	----	----	300 SQ FT
14	4.05	Gerald J. Husting and Holly M. Husting	TLE	----	----	----	89 SQ FT
16	4.05	Bryan J. Hillsberg and Angela M. Hillsberg	TLE	----	----	----	27 SQ FT
17	4.05	Dennis R. Taylor	TLE	----	----	----	292 SQ FT
18	4.05	Shawn P. Tilly	TLE	----	----	----	95 SQ FT
19	4.05	Jeffrey J. Lueck and Katherine H. Lueck	TLE	----	----	----	29 SQ FT
21	4.05	Cindy S. Greatens	TLE	----	----	----	117 SQ FT
22	4.06	Zachary S. Olejniczak	TLE	----	----	----	99 SQ FT
23	4.06	Brenton M. Chambers	TLE	----	----	----	62 SQ FT
24	4.06	Wayne R. Pierre and Sara M. Pierre	TLE	----	----	----	222 SQ FT
26	4.06	Julie A. Pocquette	TLE	----	----	----	133 SQ FT
27	4.06	Sor Pha	TLE	----	----	----	80 SQ FT
28	4.06	Steve P. Cartier	FEE	29 SQ FT		29 SQ FT	
29	4.06	Scott A. Coates and Marion V. Coates	TLE	----	----	----	53 SQ FT
31	4.06	Larry A. Heim and Donna D. Heim	TLE	----	----	----	366 SQ FT

REVISION DATE:	DATE: 2-22-2017		HWY: MATHER ST	STATE R/W PROJECT NUMBER:	PLAT SHEET NO: 4.02	
			COUNTY: BROWN			



REVISION DATE	DATE 2-22-2017	SCALE, FEET 0 50 100	HWY: MATHER STREET	STATE R/W PROJECT NUMBER	PLAT SHEET 4.03	
GRID FACTOR N/A			COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 4987-02-61	PS&E SHEET -- 62	E

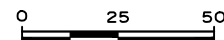


REVISION	DATE	BY	APP'D

DATE 2-22-2017

GRID FACTOR N/A

SCALE, FEET



HWY: MATHER STREET

COUNTY: BROWN

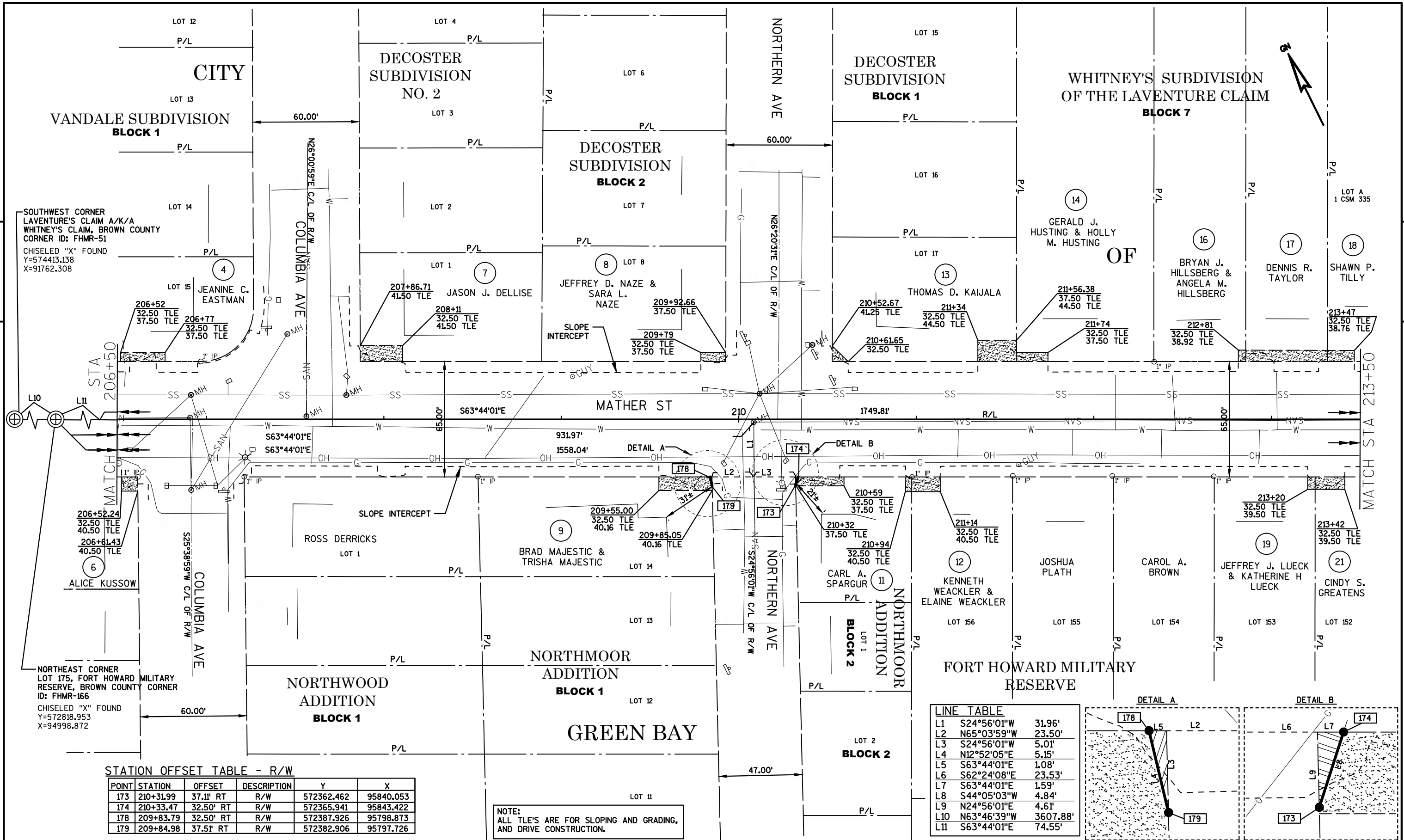
STATE R/W PROJECT NUMBER

CONSTRUCTION PROJECT NUMBER 4987-02-61

PLAT SHEET 4.04

PS&E SHEET --63

E



REVISION	DATE	BY	APP'D

DATE	2-22-2017
GRID FACTOR	N/A

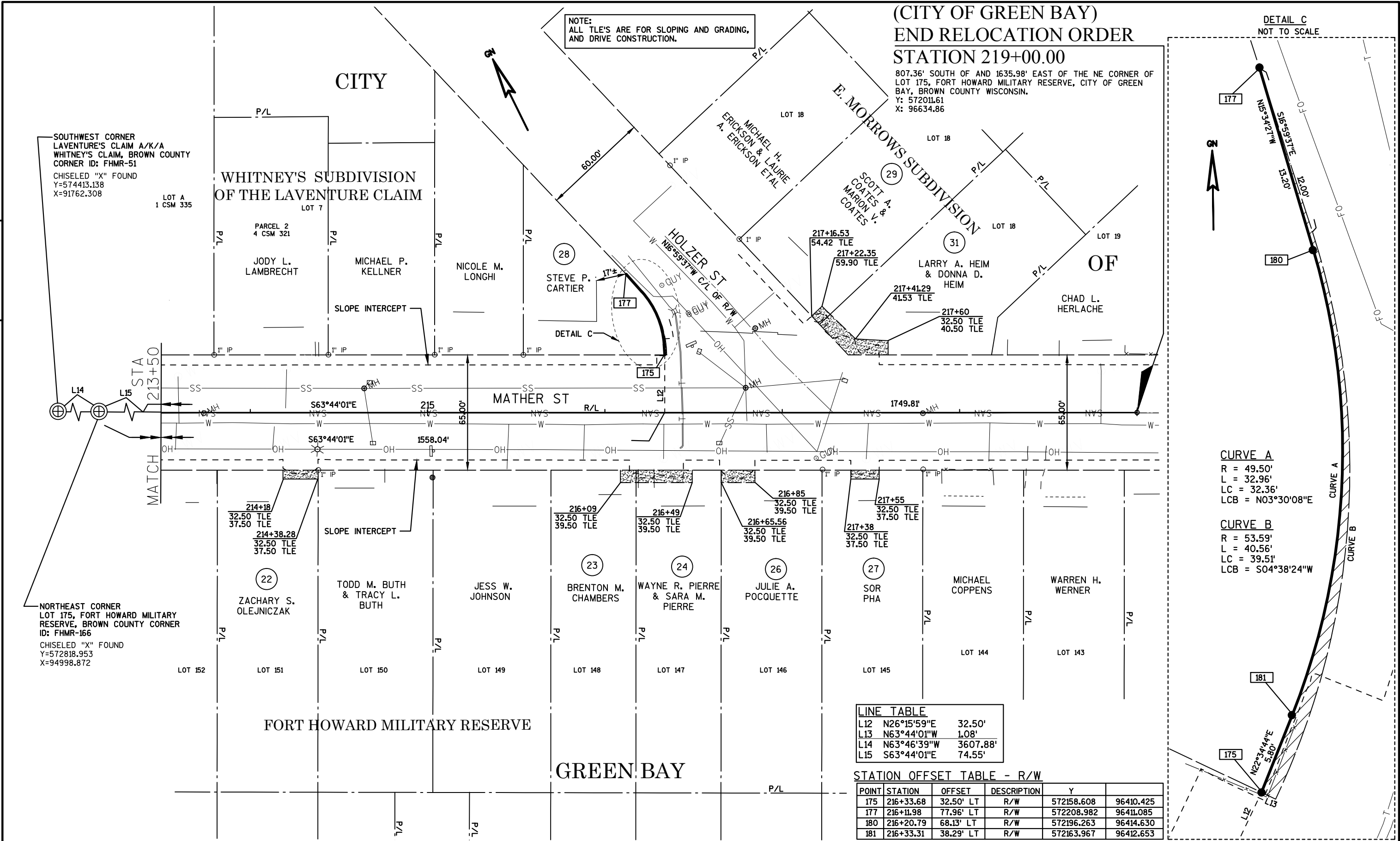
SCALE, FEET
0 25 50

HWY: MATHER STREET
COUNTY: BROWN

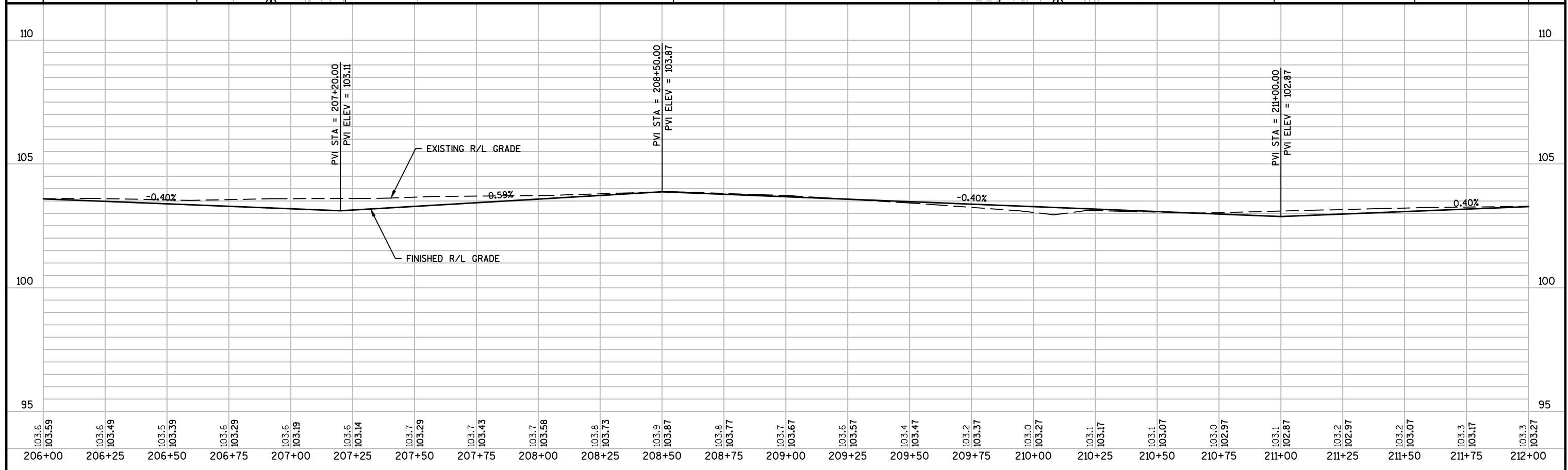
STATE R/W PROJECT NUMBER
CONSTRUCTION PROJECT NUMBER 4987-02-61

PLAT SHEET	4.05
PS&E SHEET	-- 64

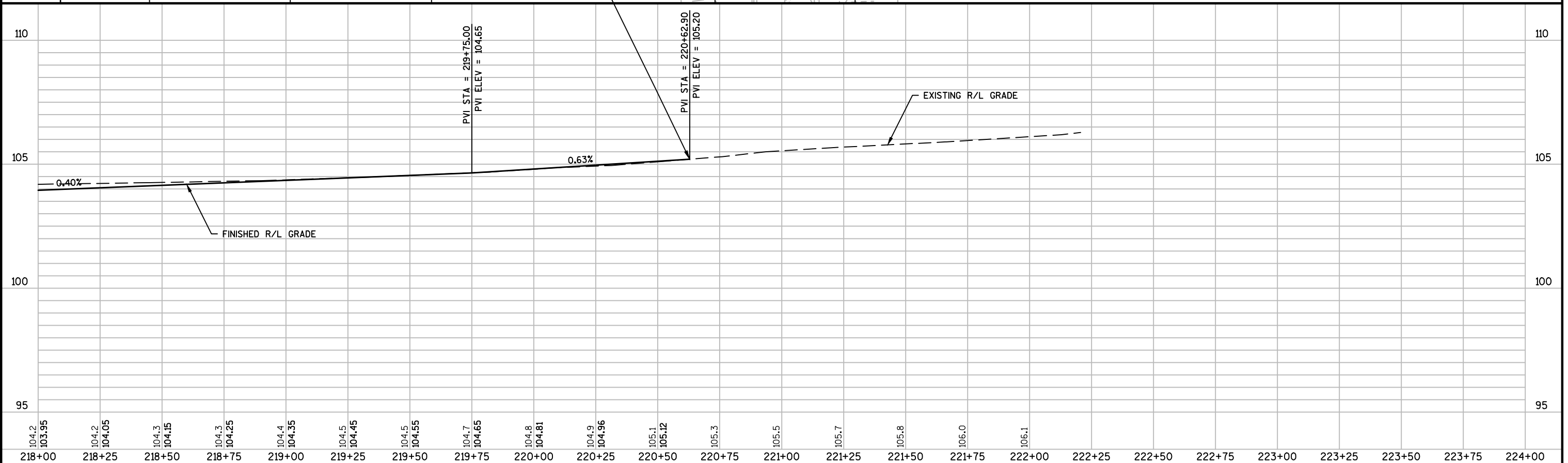
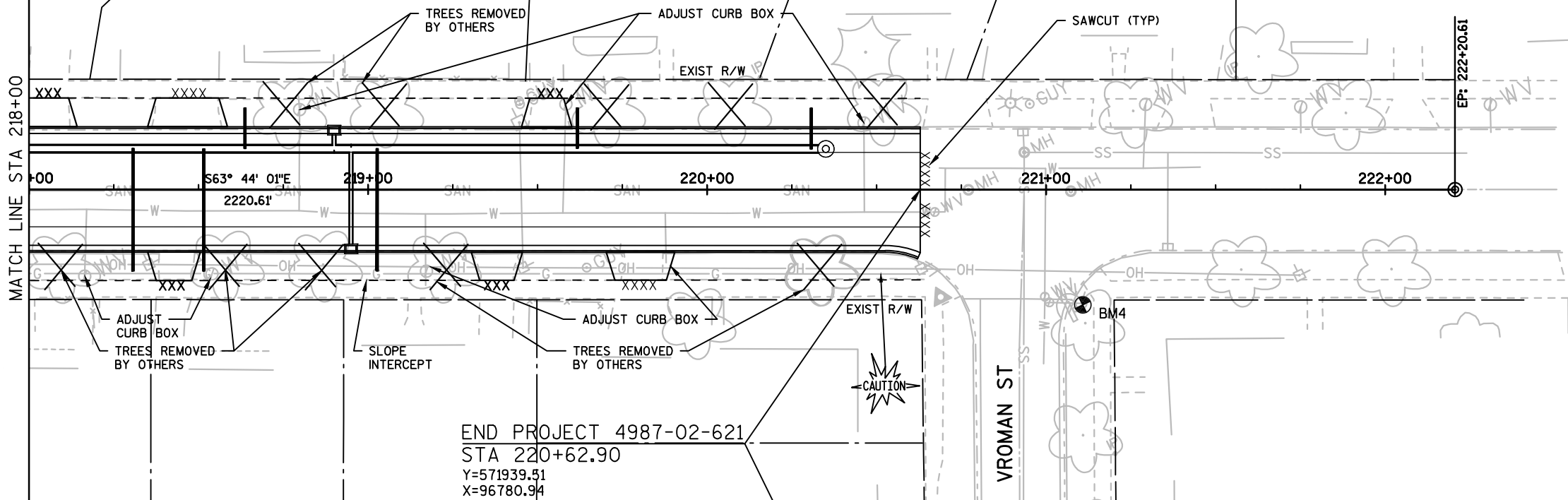
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REVISION DATE	DATE 2-22-2017	SCALE, FEET	HWY: MATHER STREET	STATE R/W PROJECT NUMBER	PLAT SHEET 4.06
	GRID FACTOR N/A	0 25 50	COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 4987-02-61	PS&E SHEET -- 65

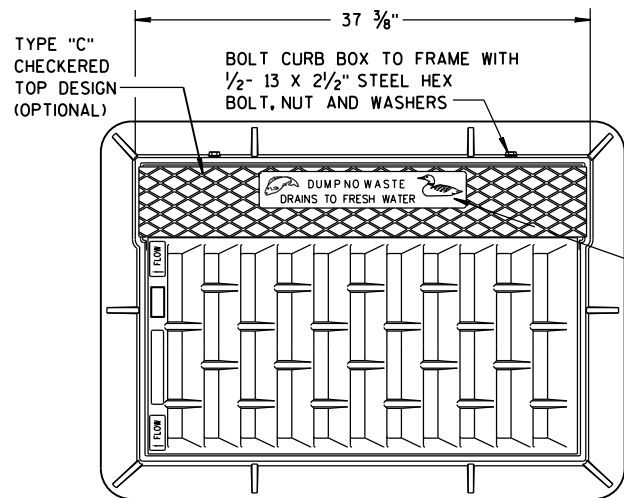
5

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM4	221+10.80, 34.0' RT	TAG BOLT (BURY) SE COR MATHER/VROMAN	107.44



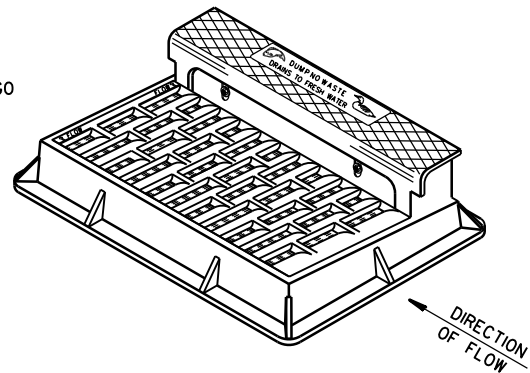
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
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
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-13E	PAVEMENT MARKING FOR BIKE LANES
15C08-17A	LONGITUDINAL MARKING (MAINLINE)
15C29-05A	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

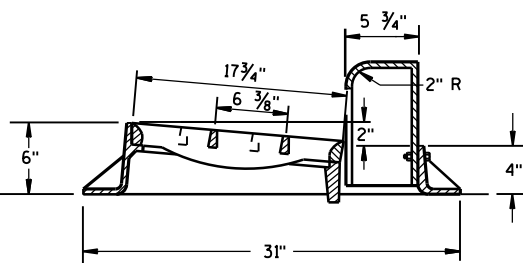
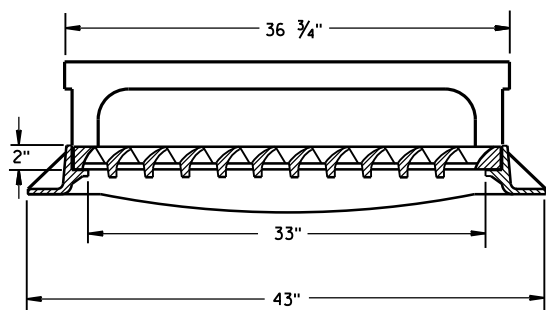
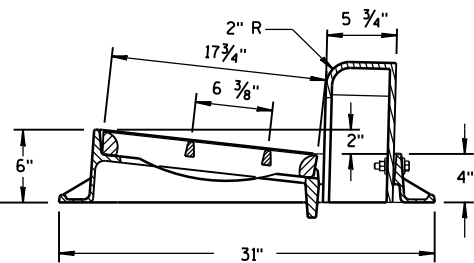
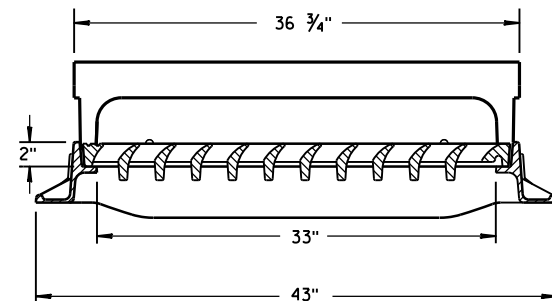
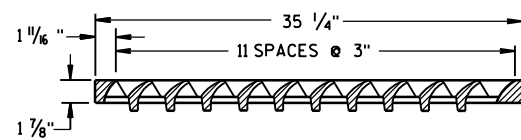


SEE LOGO
DETAIL

NOTE:
GRATE IS REVERSIBLE.

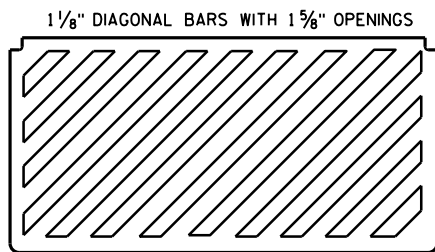


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



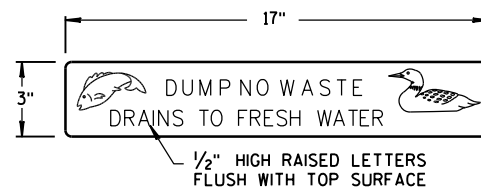
TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

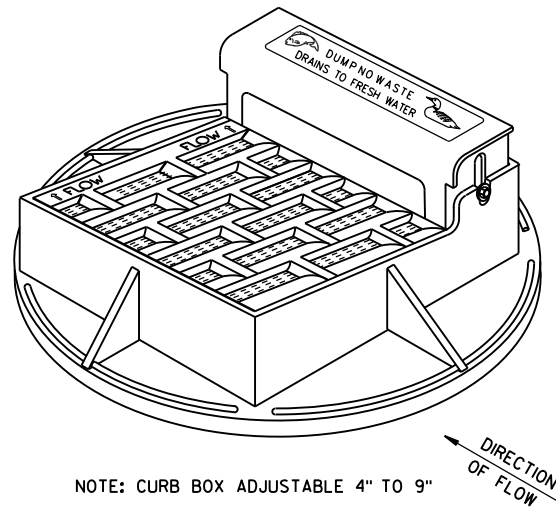


**SPECIAL GRATE FOR
TYPE "H" COVER**

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

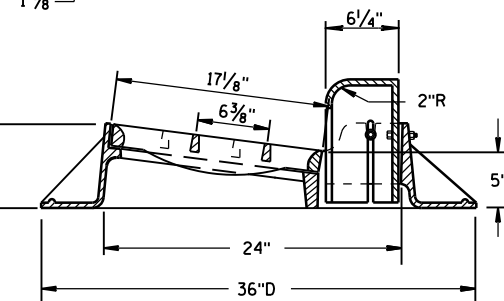
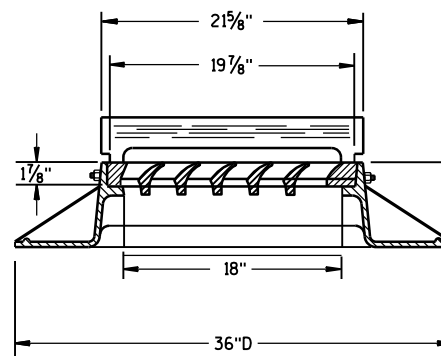
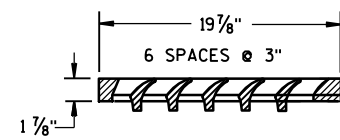
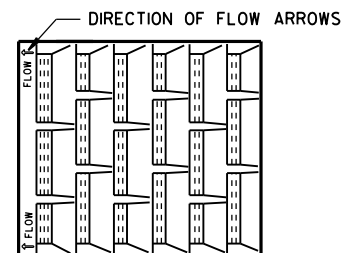


LOGO DETAIL

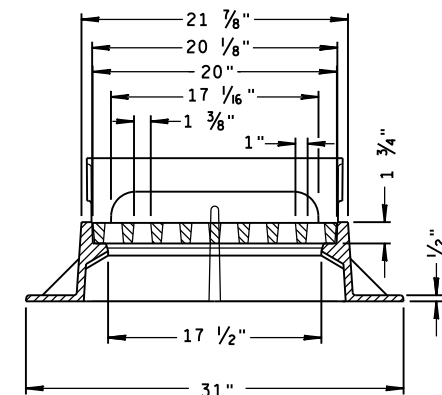
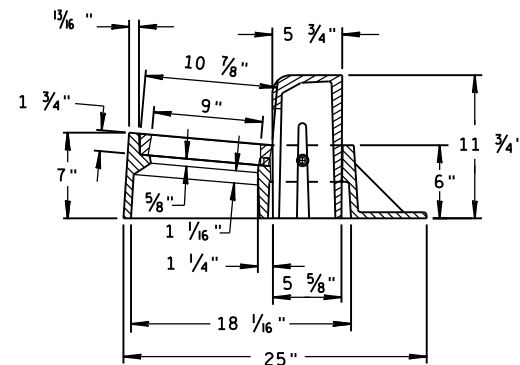


NOTE: CURB BOX ADJUSTABLE 4" TO 9"

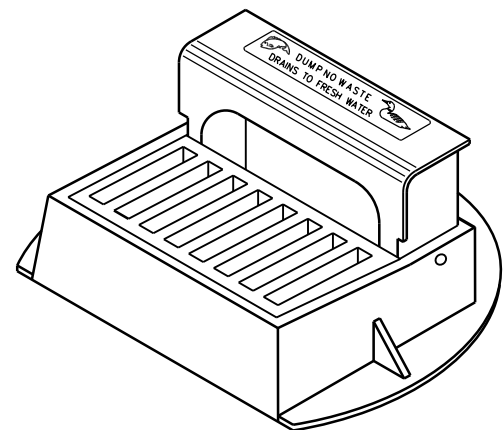
NOTE:
GRATE IS REVERSIBLE.



TYPE "A"



TYPE "Z"



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

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION**

APPROVED

11-27-13

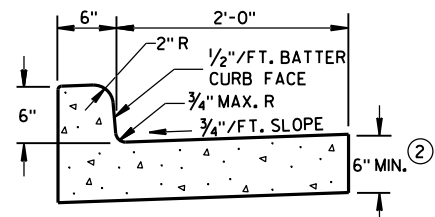
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FHWA

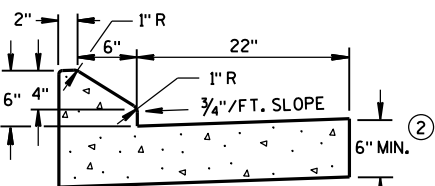
/S/ Jerry H. Zogg

ROADWAY STANDARDS ENGINEER

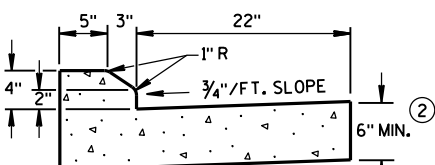
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TYPES A & D ①

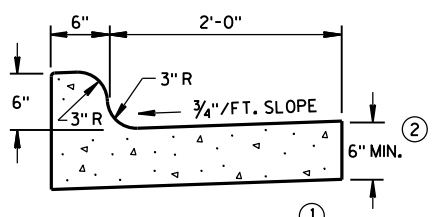


6" SLOPED CURB TYPES G & J ①



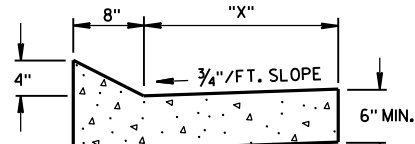
4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"



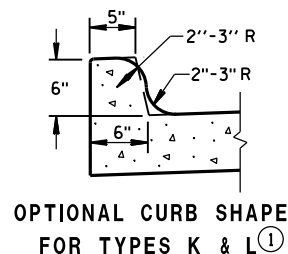
TYPES K & L ①

CONCRETE CURB & GUTTER 30"

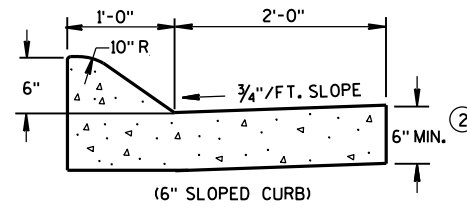


TYPES TBT & TBTT ①
CONCRETE CURB & GUTTER

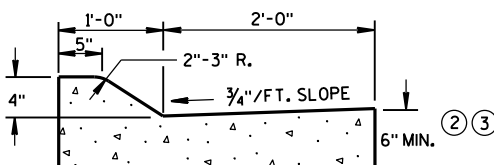
TBT & TBTT	"X"
30"	22"
36"	28"



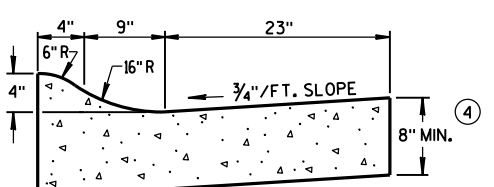
OPTIONAL CURB SHAPE
FOR TYPES K & L ①



(6" SLOPED CURB)



(4" SLOPED CURB)
TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ⑤
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.

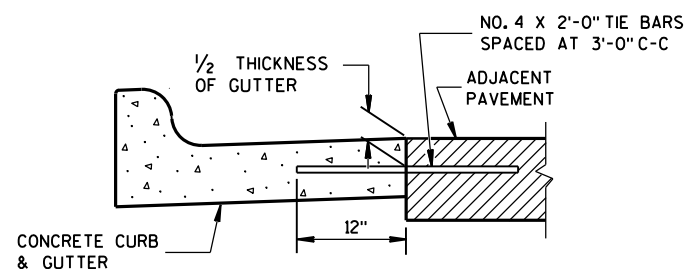
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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.

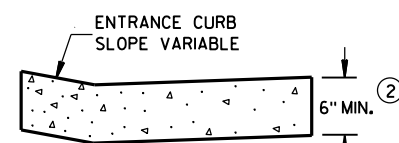
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

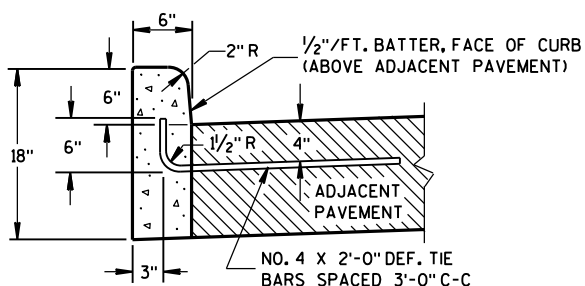
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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.



TYPICAL TIE BAR LOCATION ①

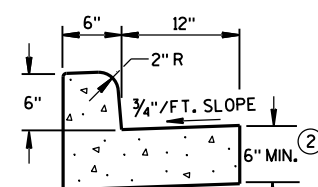


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

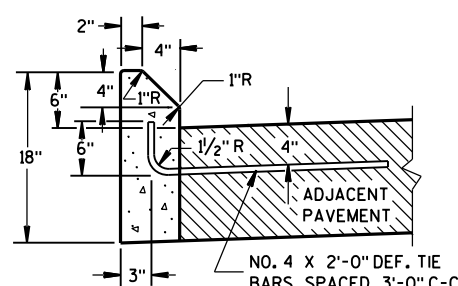


TYPES A & D ①

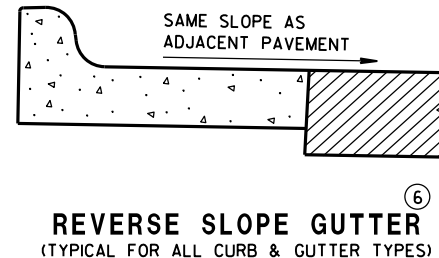
CONCRETE CURB



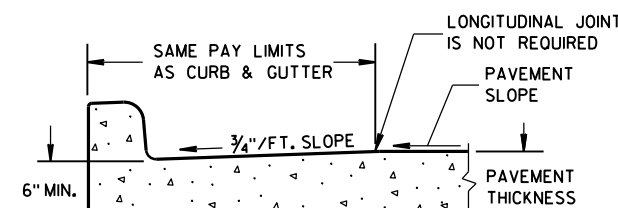
TYPES A & D
CONCRETE CURB & GUTTER 18"



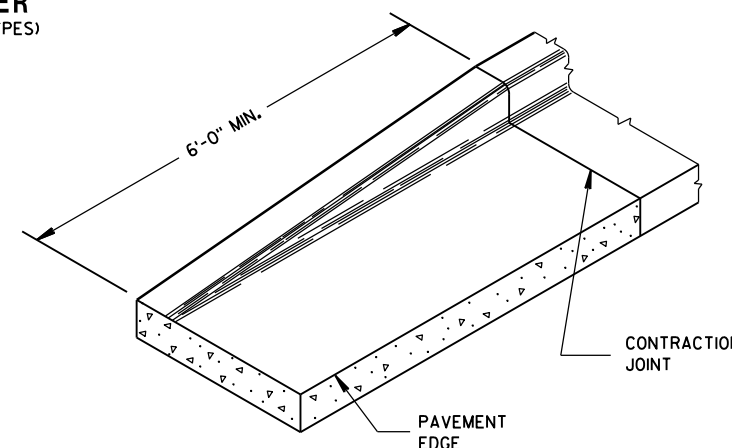
TYPES G & J ①



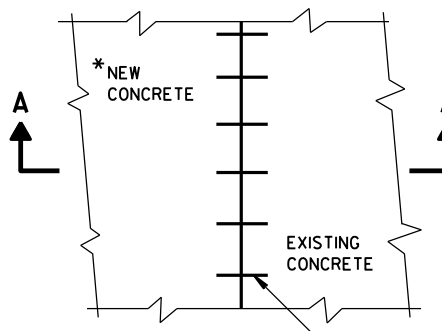
REVERSE SLOPE GUTTER
(TYPICAL FOR ALL CURB & GUTTER TYPES)



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



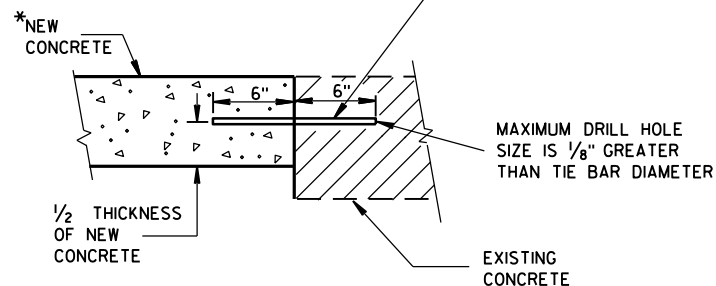
END SECTION CURB & GUTTER



PLAN VIEW

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

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



SECTION A-A
TIE BARS DRILLED
INTO EXISTING PAVEMENT

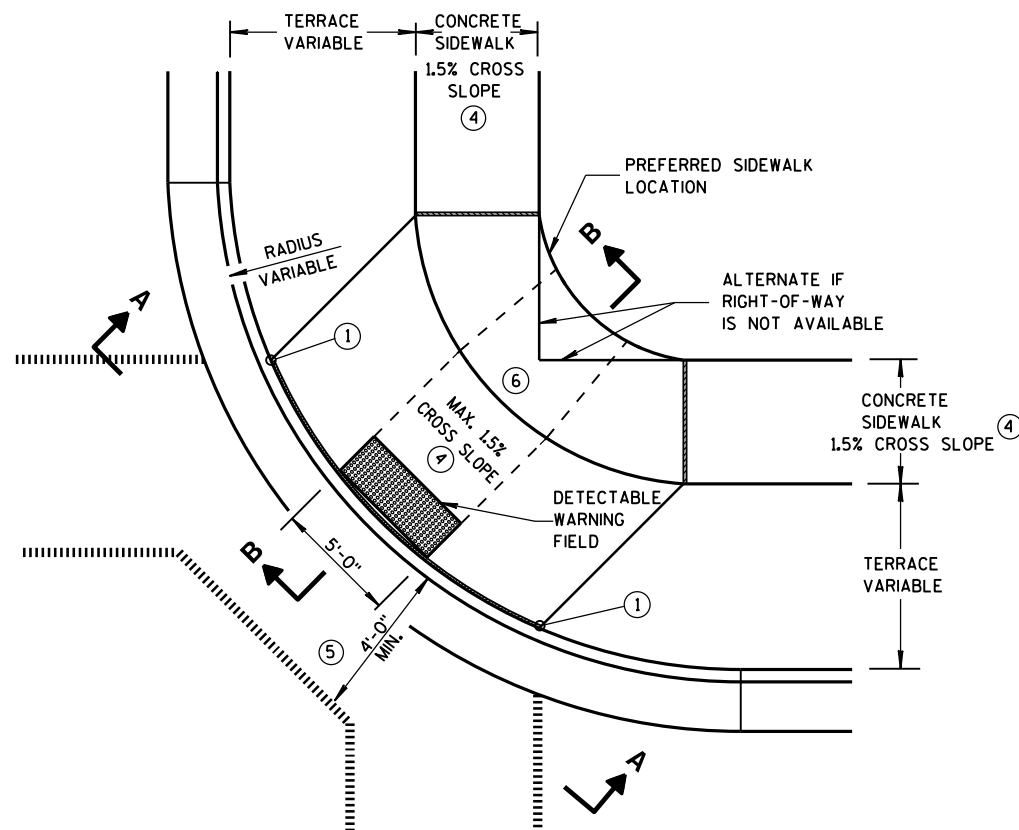
CONCRETE CURB, CONCRETE
CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

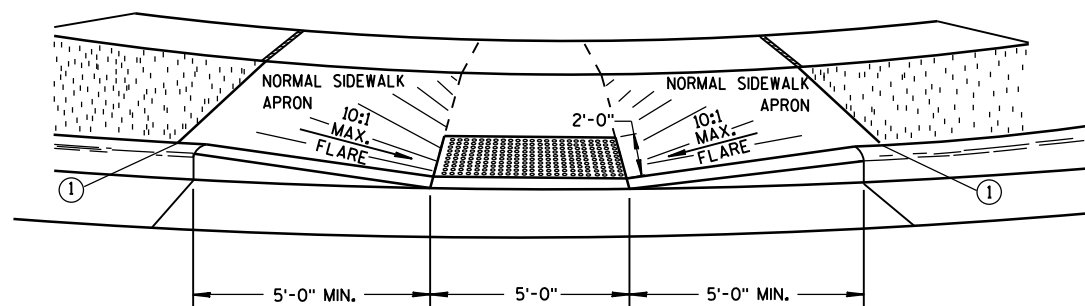
APPROVED
June, 2016
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

INT

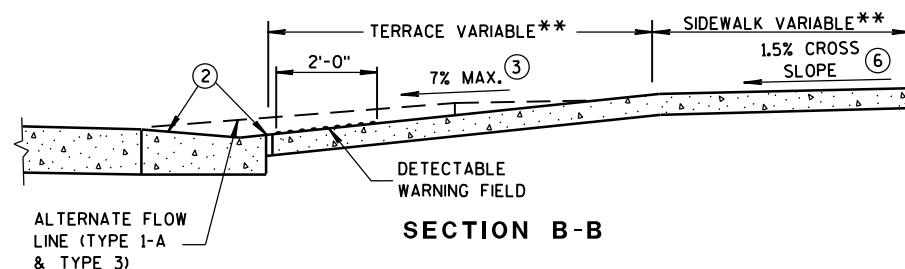


**PLAN VIEW
TYPE 1 RAMP**
(CENTER OF CORNER RADIUS)

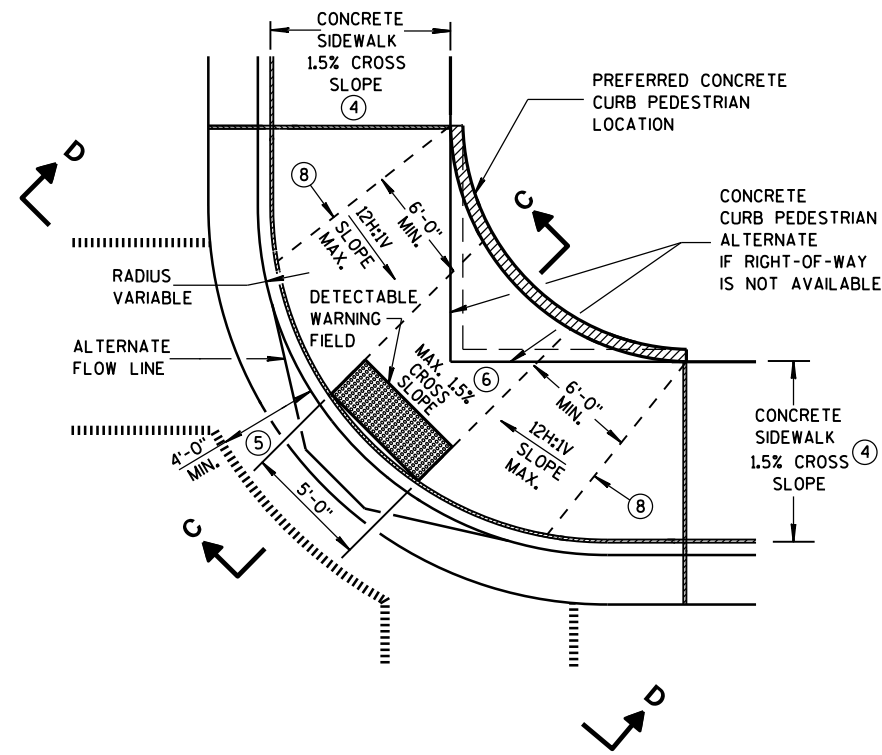


VIEW A-A

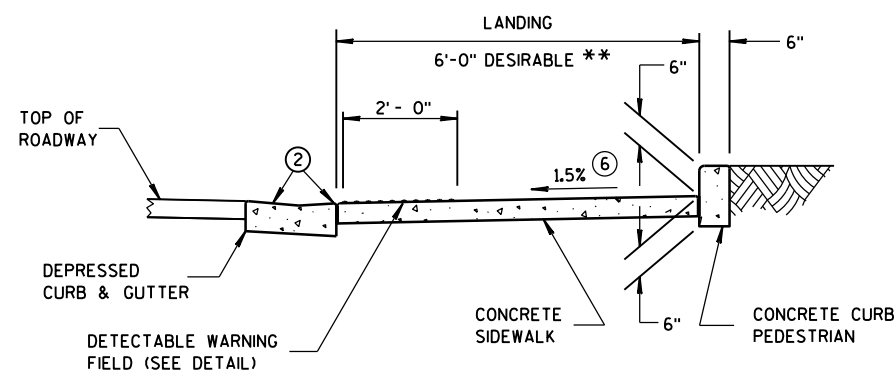
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



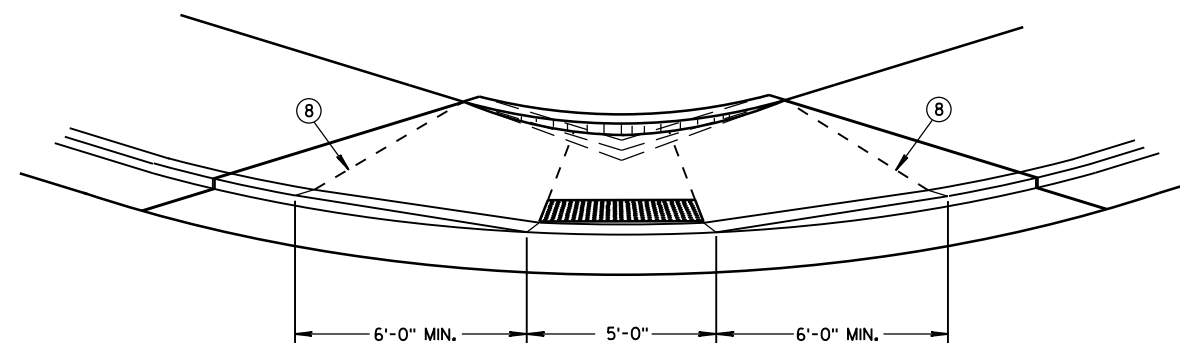
SECTION B-B



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



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.

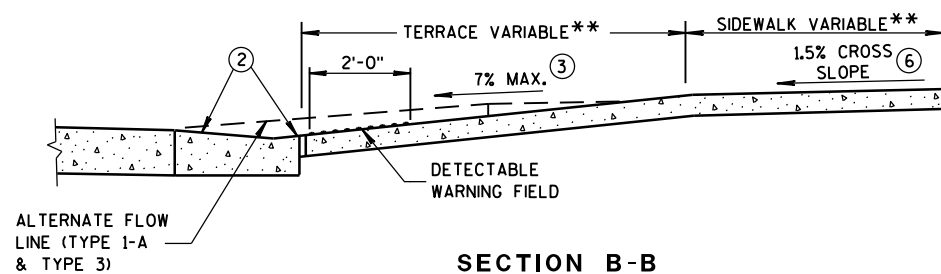
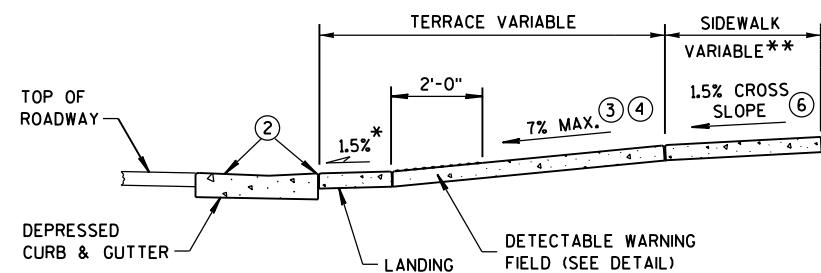
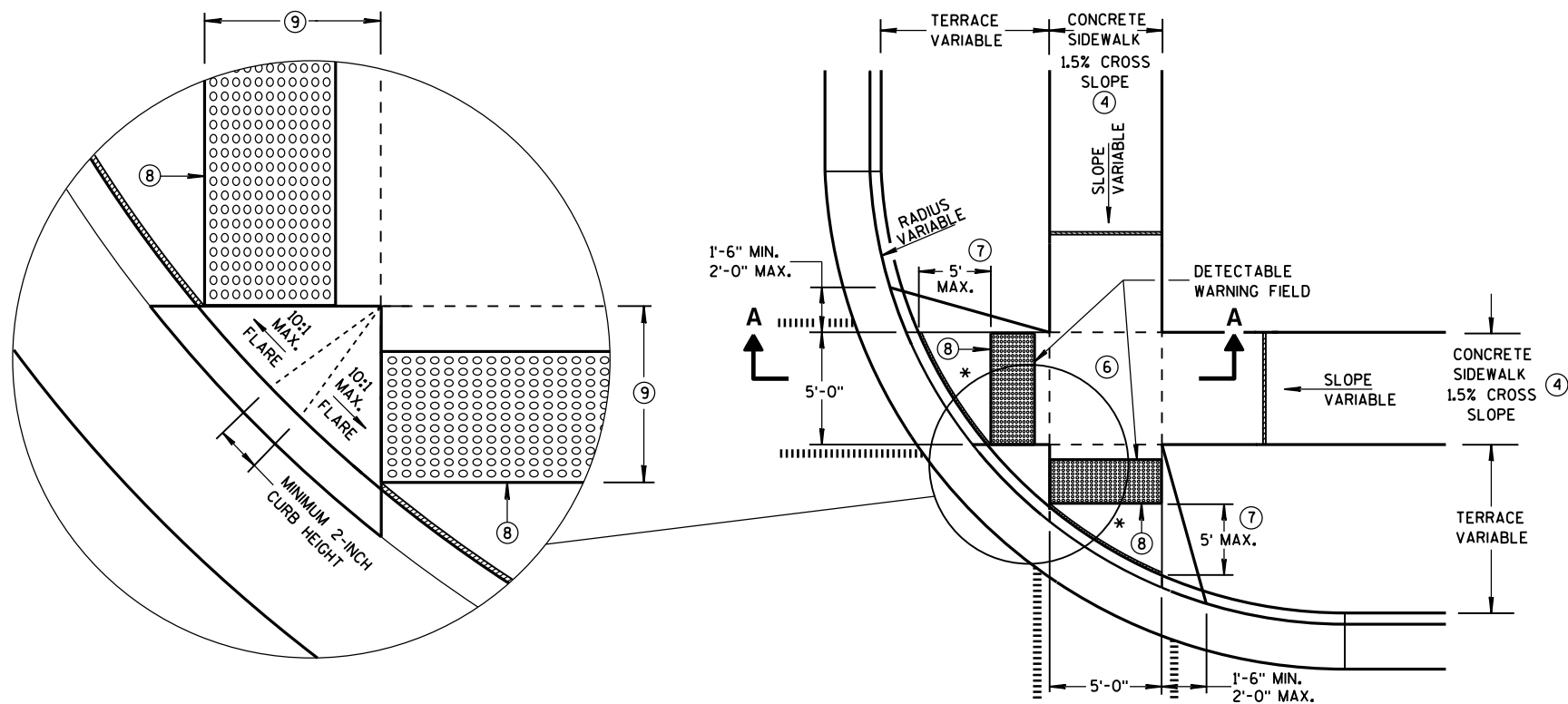
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. 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 $\pm 0.5\%$ 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.
- ⑦ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



** WIDTH SHOWN ELSEWHERE
IN THE PLANS

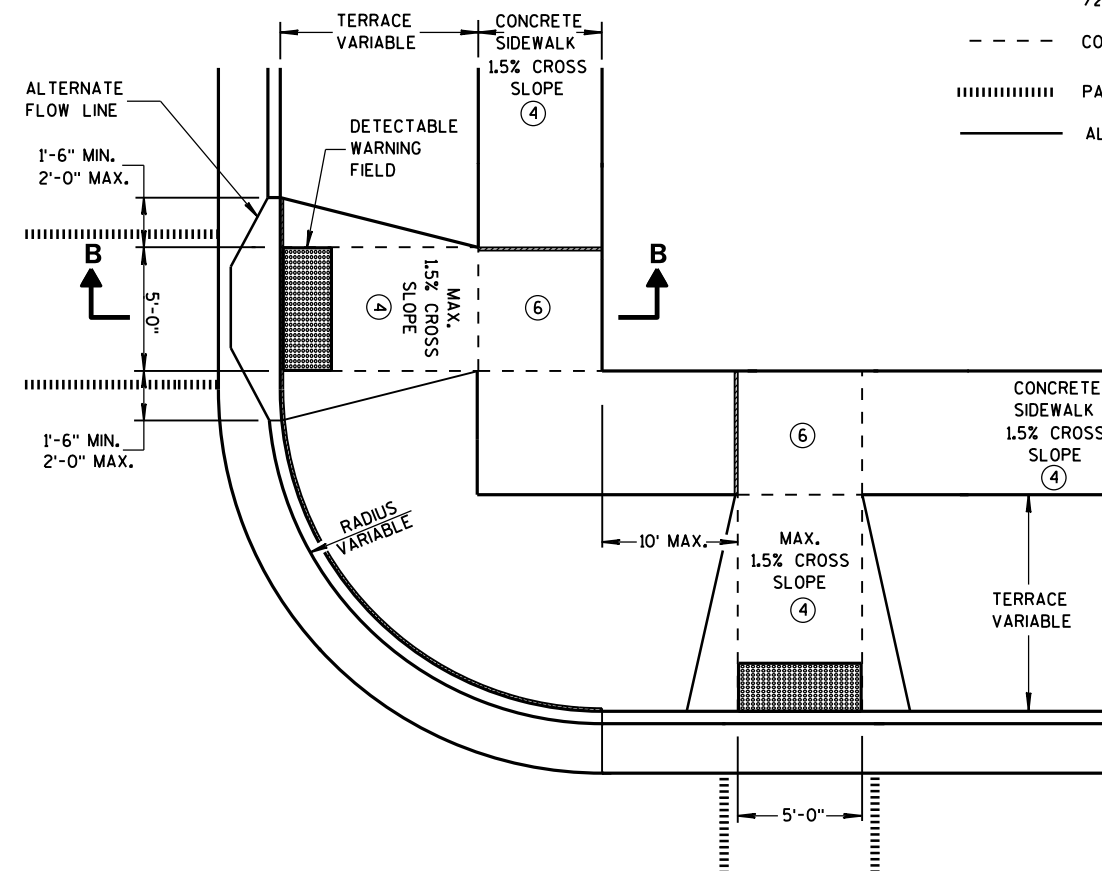
GENERAL NOTES

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.

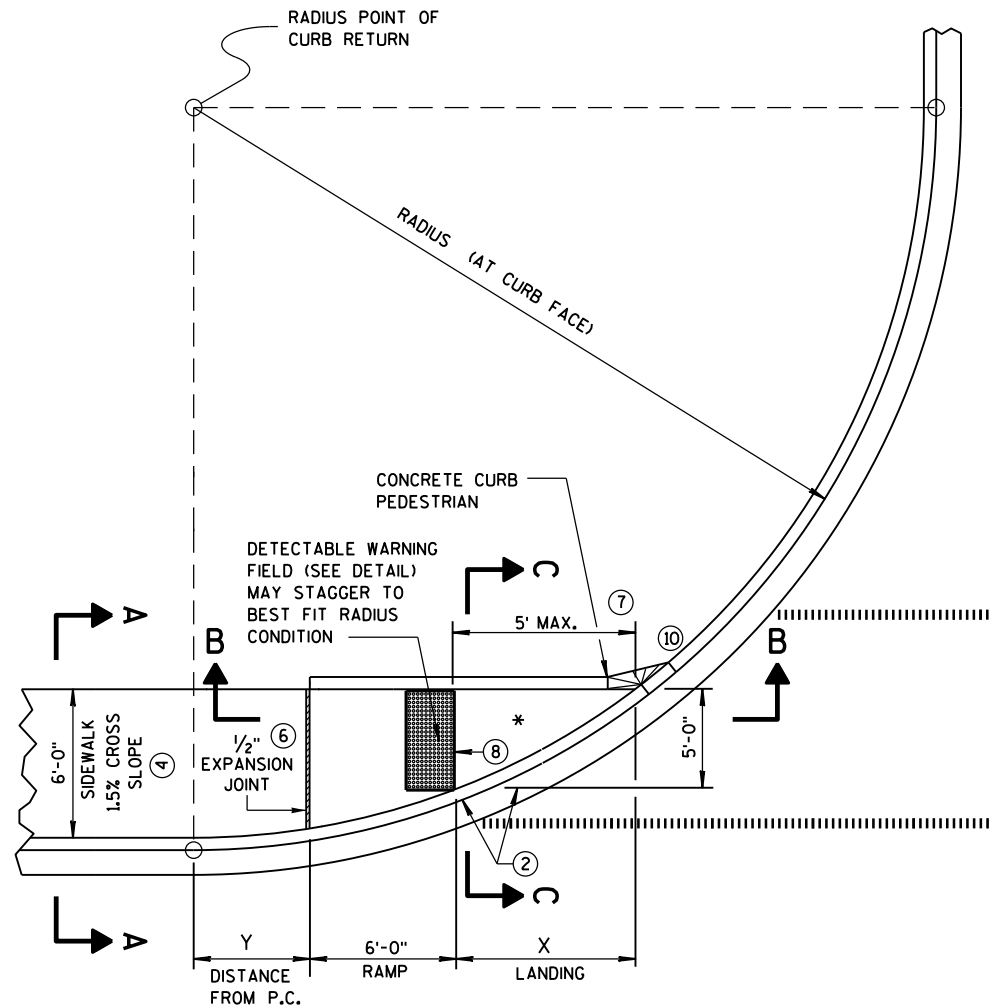
LEGEND

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

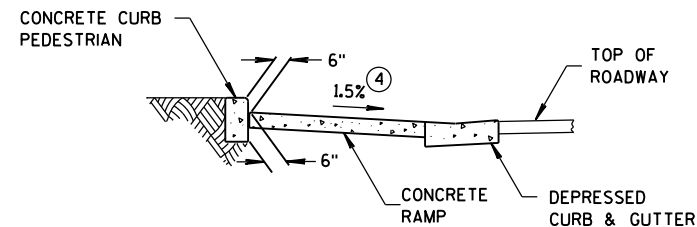


**CURB RAMPS
TYPES 2 AND 3**

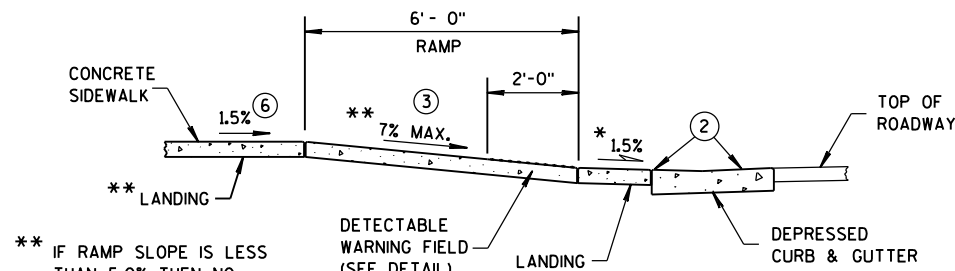
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 4A
PLAN VIEW



SECTION C-C FOR TYPE 4A



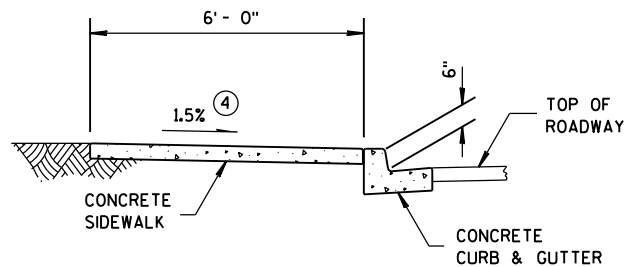
SECTION B-B FOR TYPE 4A

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

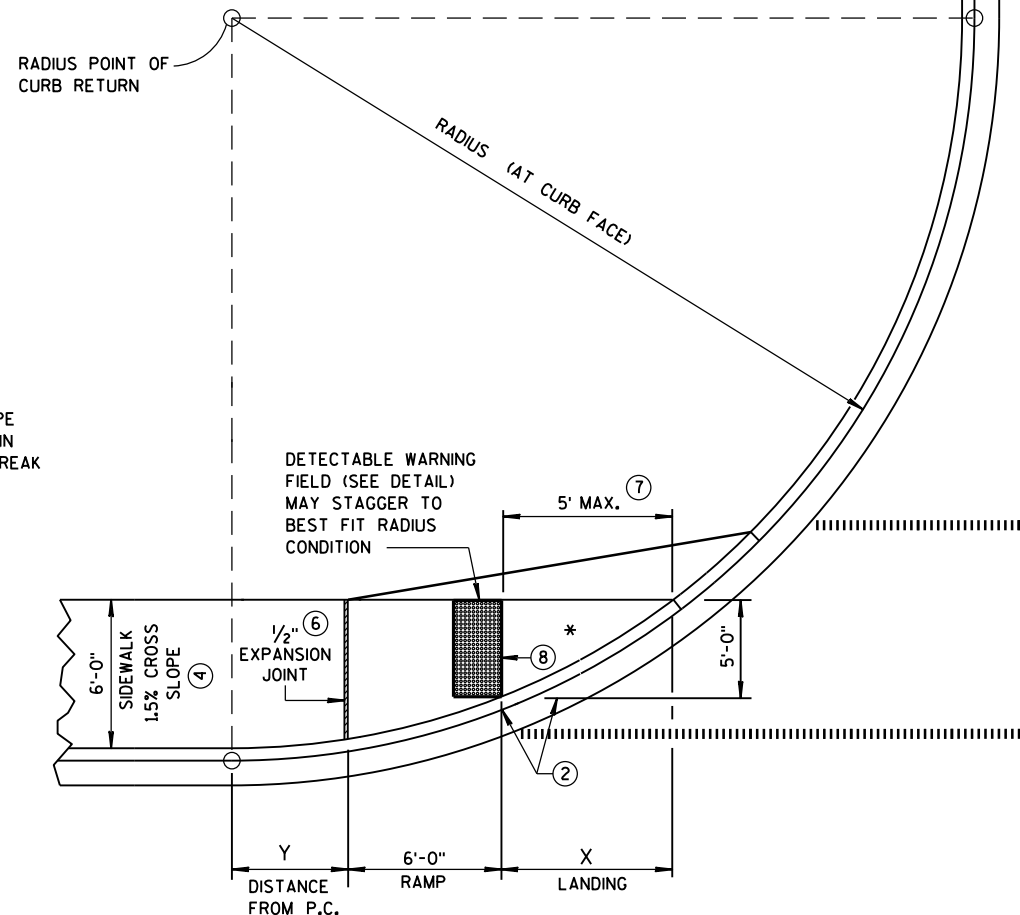
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

RADIUS (AT CURB FACE)	X	Y
20 FEET	7'-11"	0'-2"
30 FEET	10'-2 3/4"	1'-7 1/2"
40 FEET	12'-1 1/4"	2'-10"
50 FEET	13'-8 3/4"	3'-10 3/4"
60 FEET	15'-2"	4'-10 1/4"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A



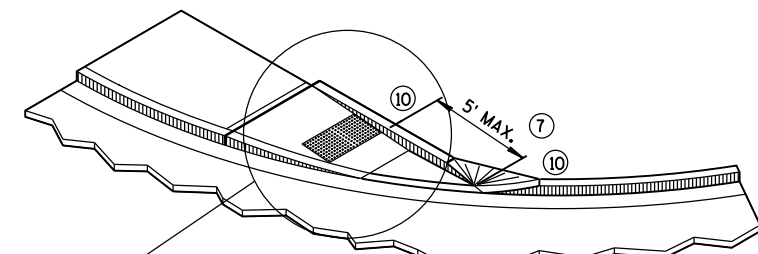
CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

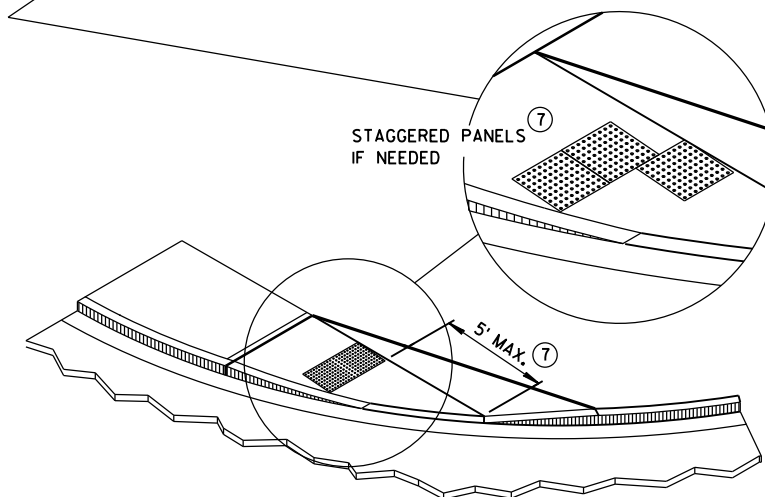
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE 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%.
- ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.
- 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.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



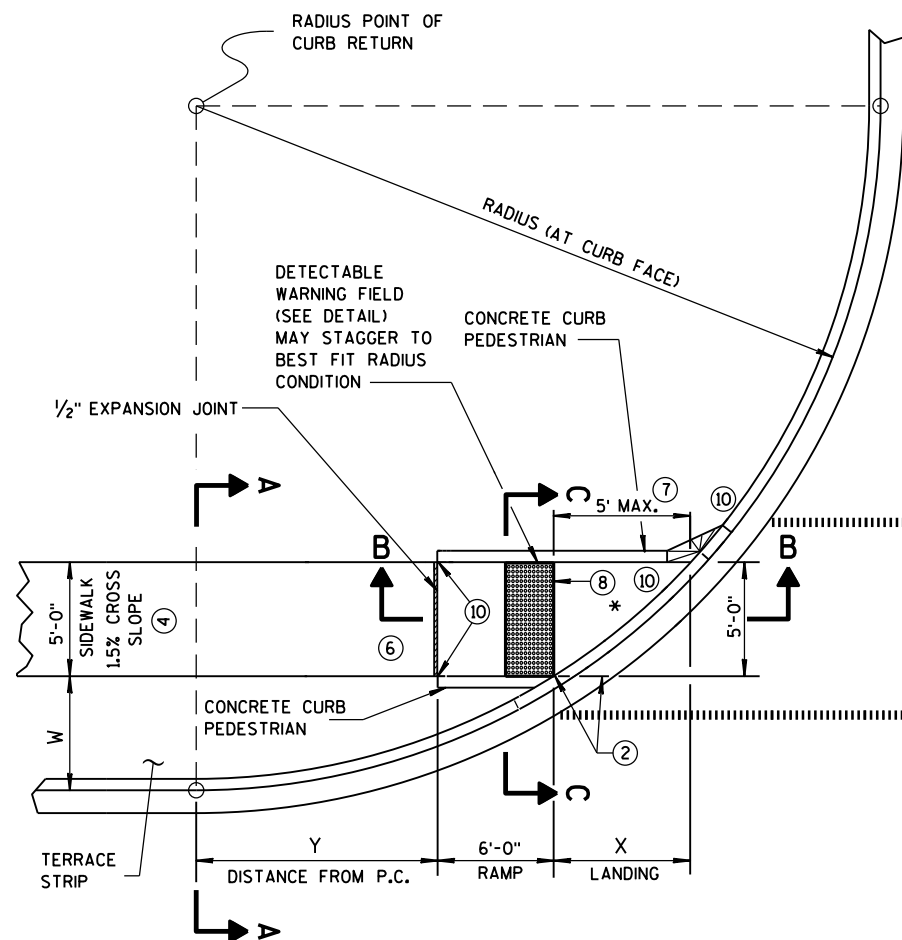
ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

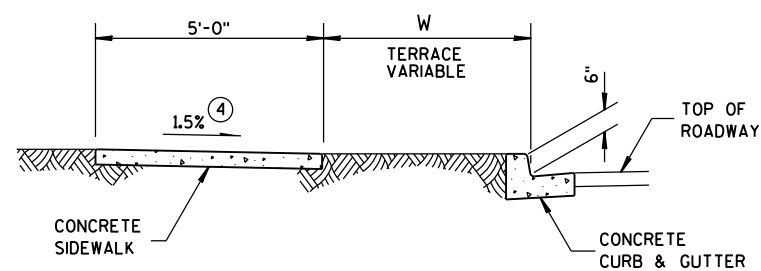
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

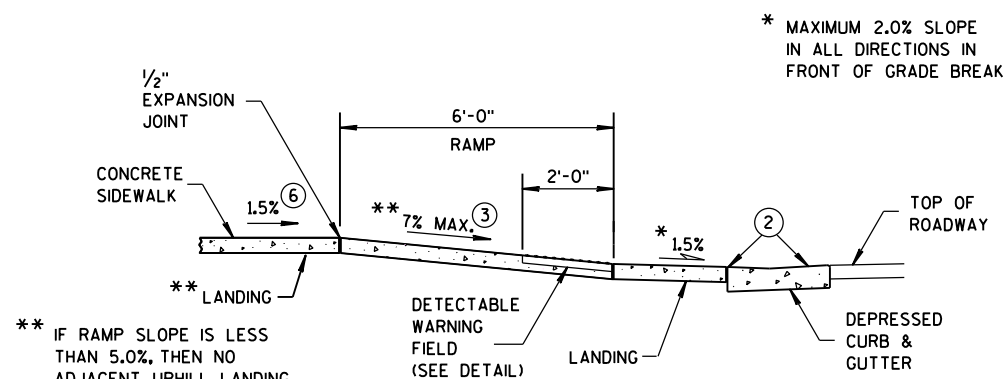
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 4B
PLAN VIEW

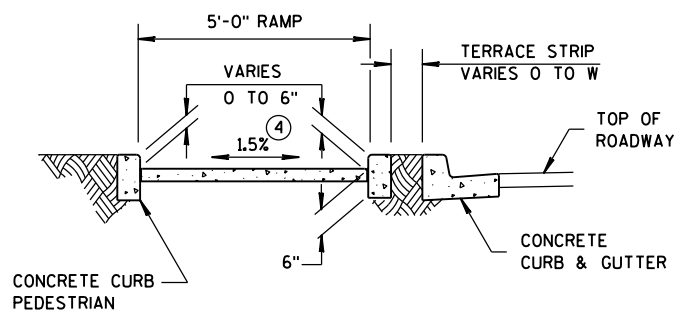


SECTION A-A FOR TYPE 4B

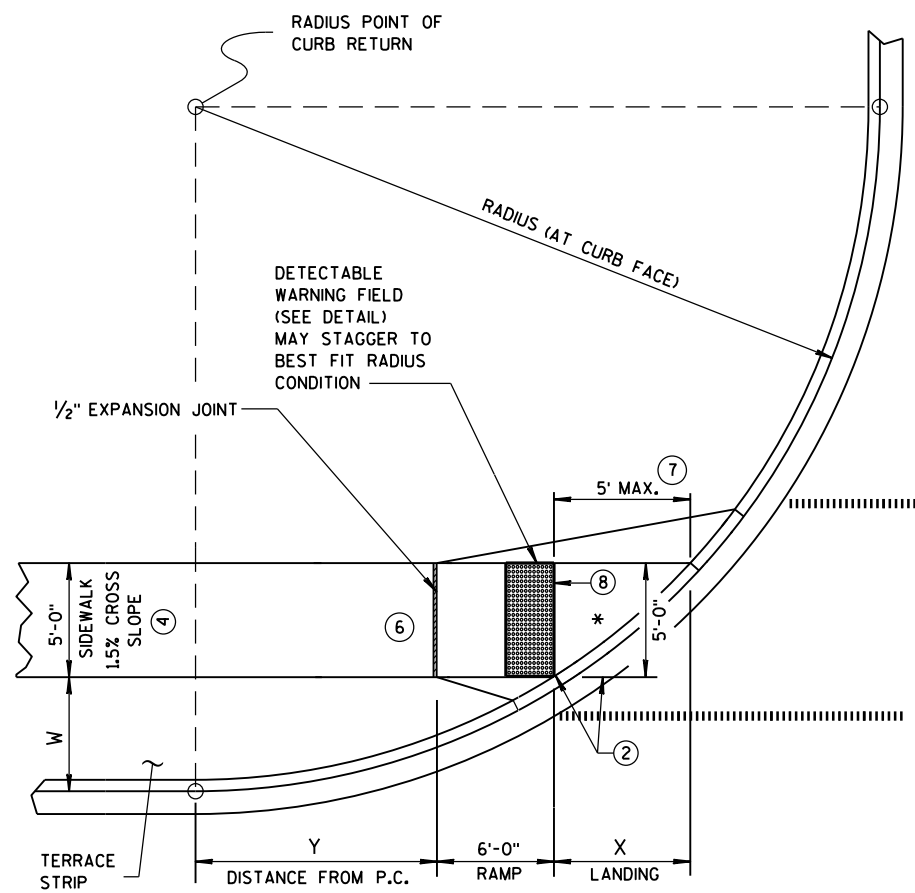


SECTION B-B FOR TYPE 4B

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



SECTION C-C FOR TYPE 4B



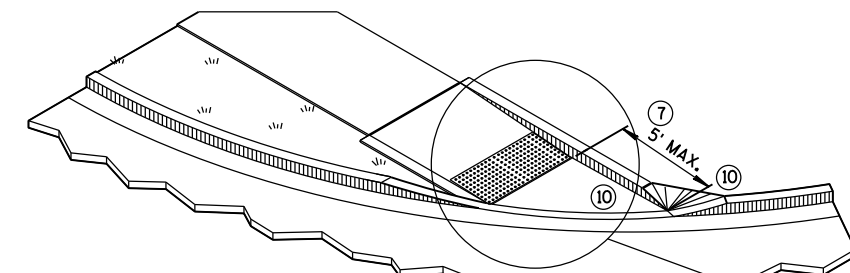
CURB RAMP TYPE 4B1
PLAN VIEW

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-9 3/4"	3'-6 1/2"	4'-11 1/2"	5'-1 3/4"	4'-3 3/4"	6'-5 1/2"	3'-8 3/4"	7'-6 3/4"	3'-3"	8'-6 1/4"
30 FEET	7'-9 1/4"	5'-10 1/2"	6'-9 1/2"	7'-11 1/4"	6'-0 1/4"	9'-8"	5'-5"	11'-1 3/4"	4'-10 3/4"	12'-5 3/4"
40 FEET	9'-4"	7'-10"	8'-2 3/4"	10'-3"	7'-4 3/4"	12'-3 3/4"	6'-8 1/2"	14'-1 1/4"	6'-1 3/4"	15'-8 1/2"
50 FEET	10'-8"	9'-6 1/2"	9'-5 1/2"	12'-3 1/4"	8'-6 1/2"	14'-7 1/2"	7'-9 3/4"	16'-8 1/4"	7'-2 1/2"	18'-6 1/4"
60 FEET	11'-10 1/4"	11'-0 3/4"	10'-6 1/2"	14'-1 1/4"	9'-6 1/2"	16'-8 1/2"	8'-9 1/4"	18'-11 3/4"	8'-1 1/2"	21'-0 1/2"

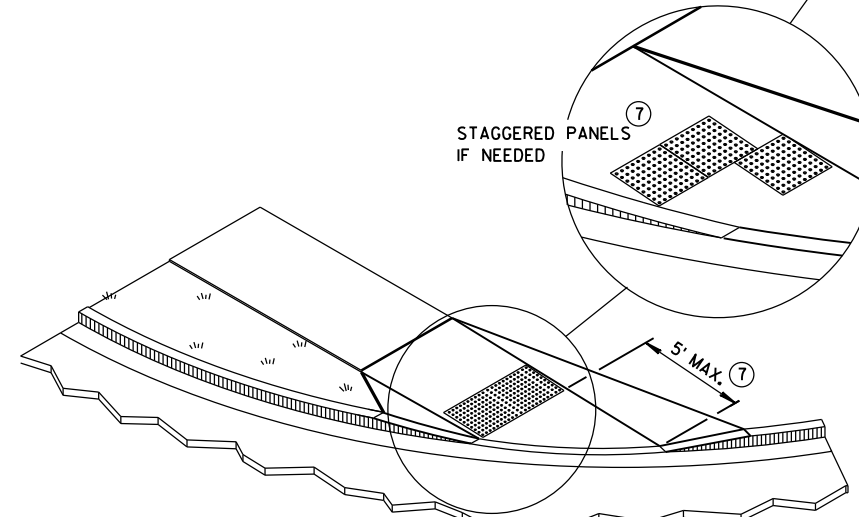
GENERAL NOTES

INTERMEDIATE RADII CAN BE INTERPOLATED

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS. DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE 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.



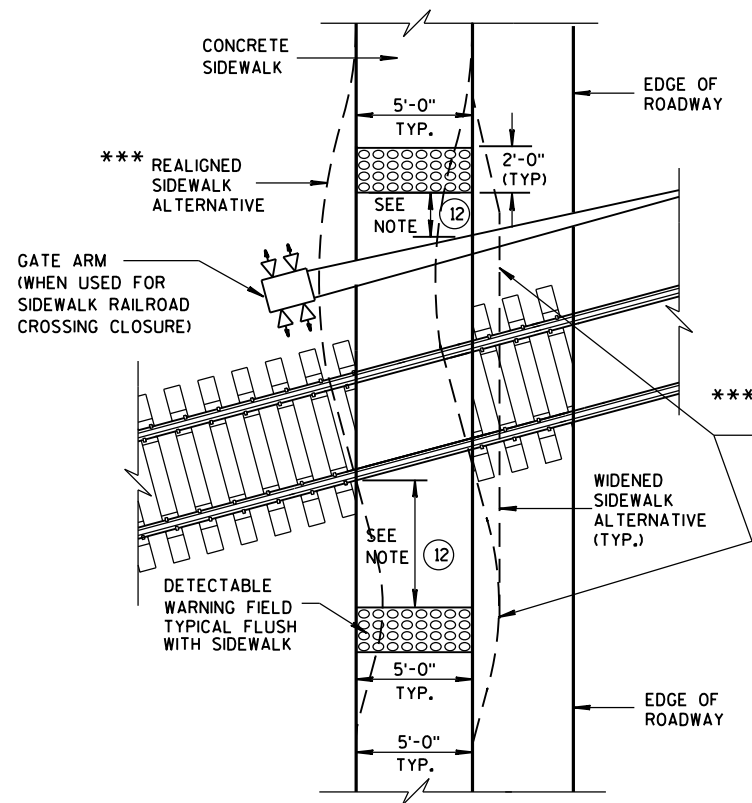
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

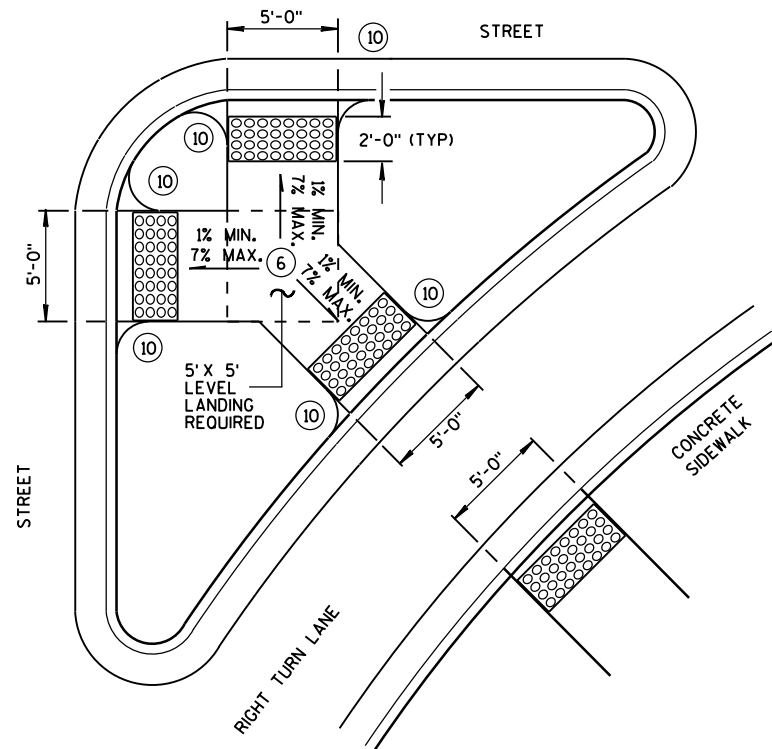
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

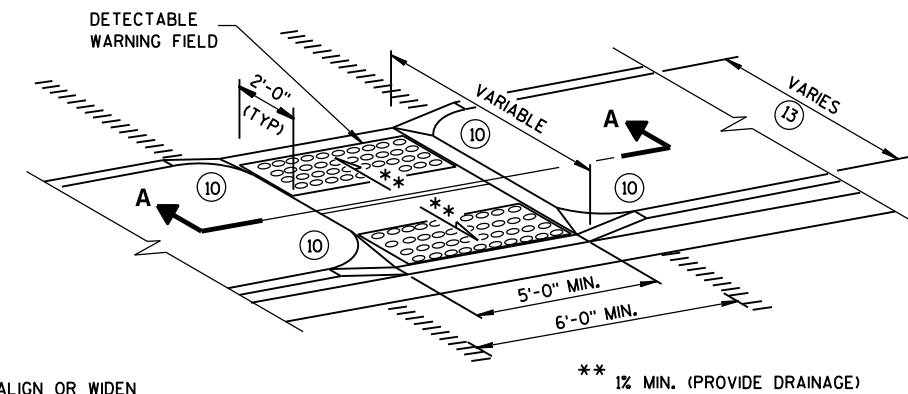


TYPE 8
DETECTABLE WARNINGS
AT RAILROAD CROSSING

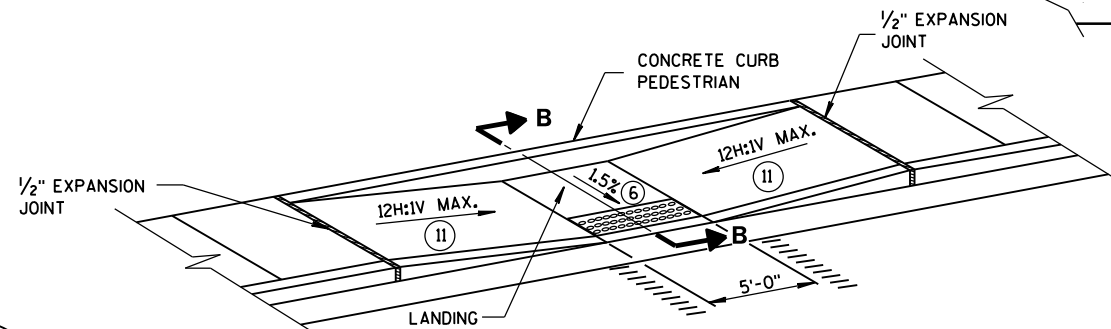
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



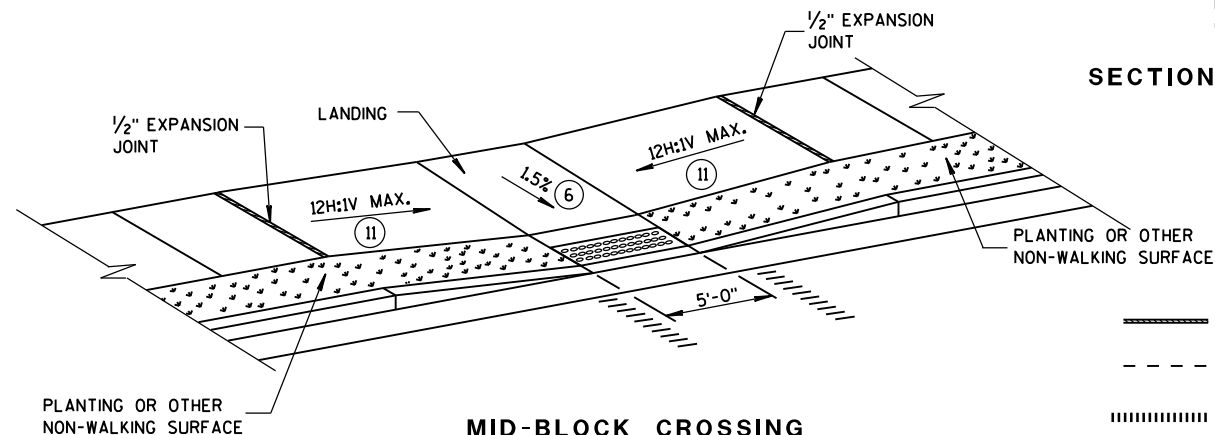
TYPE 6
DETECTABLE WARNING AT ISLANDS



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5



MID-BLOCK CROSSING
TYPE 7A

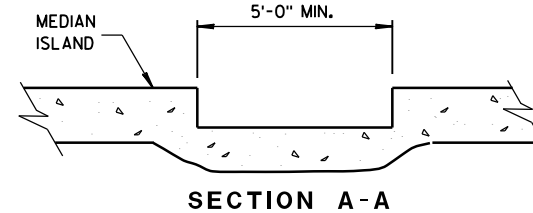


MID-BLOCK CROSSING
TYPE 7B

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

GENERAL NOTES

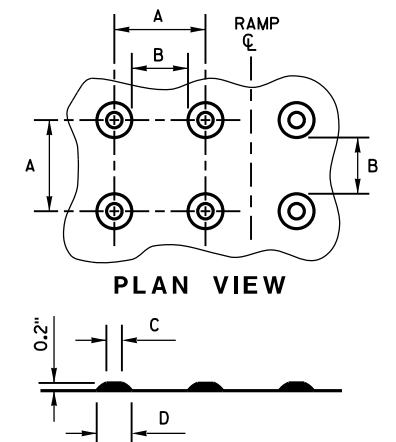
- SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE 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

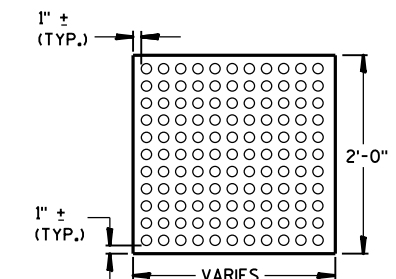
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



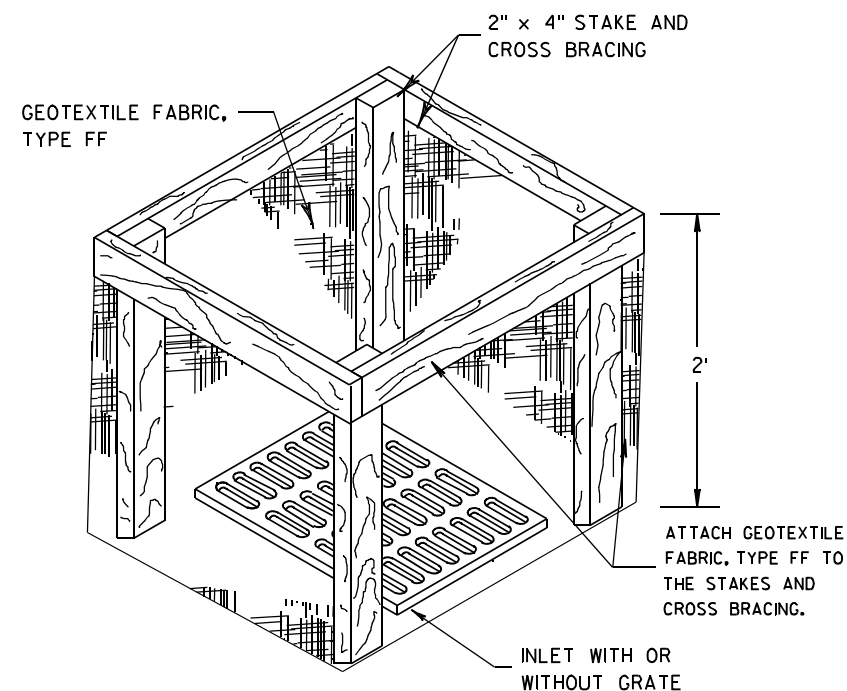
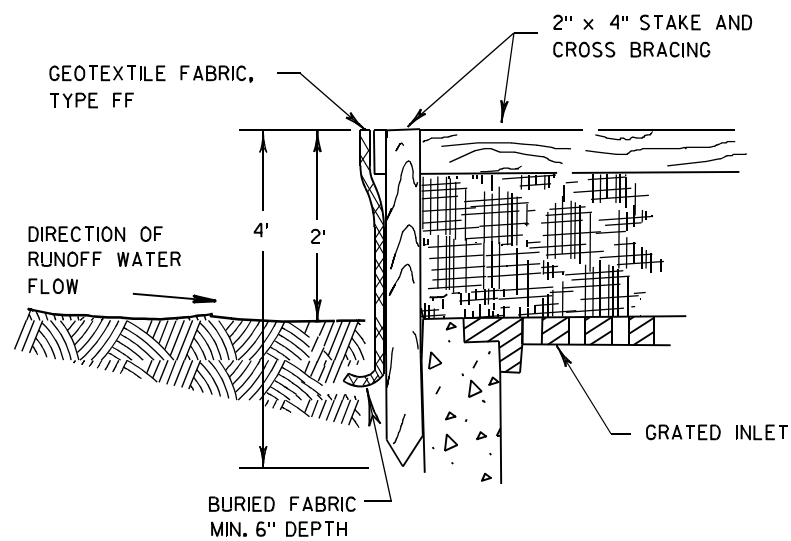
PLAN VIEW
DETECTABLE WARNING
FIELD (TYPICAL)

- 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 /S/ Rodney Taylor
DATE ROADWAY STANDARDS UNIT SUPERV ENT
FHWA



INLET PROTECTION, TYPE A

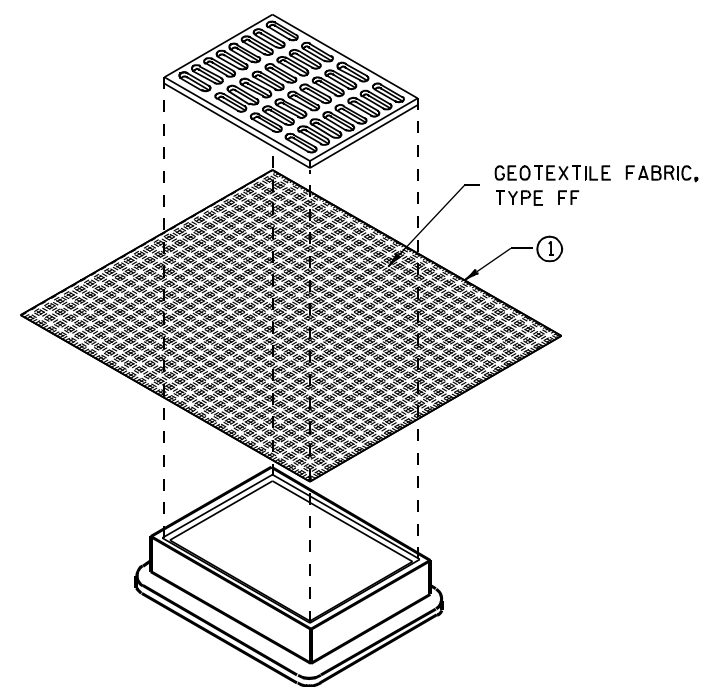
GENERAL NOTES

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

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

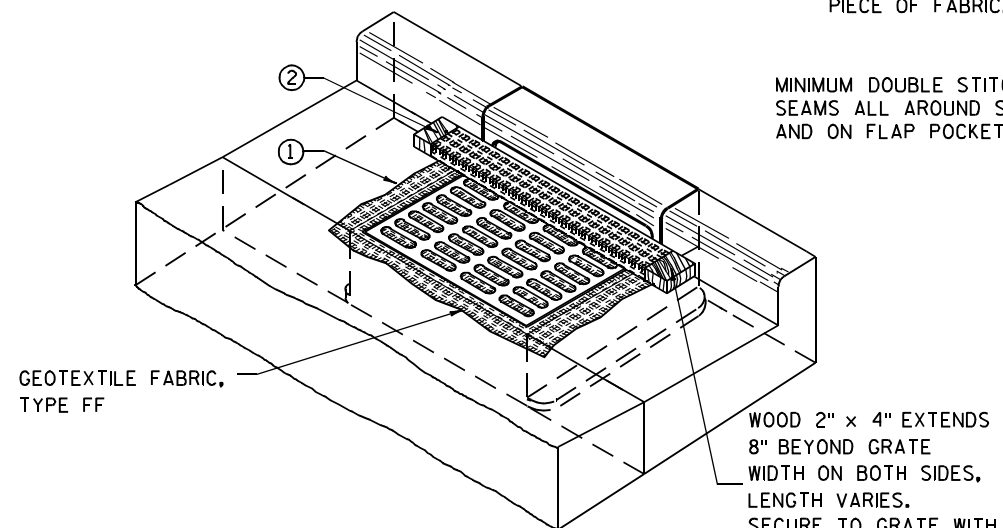
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

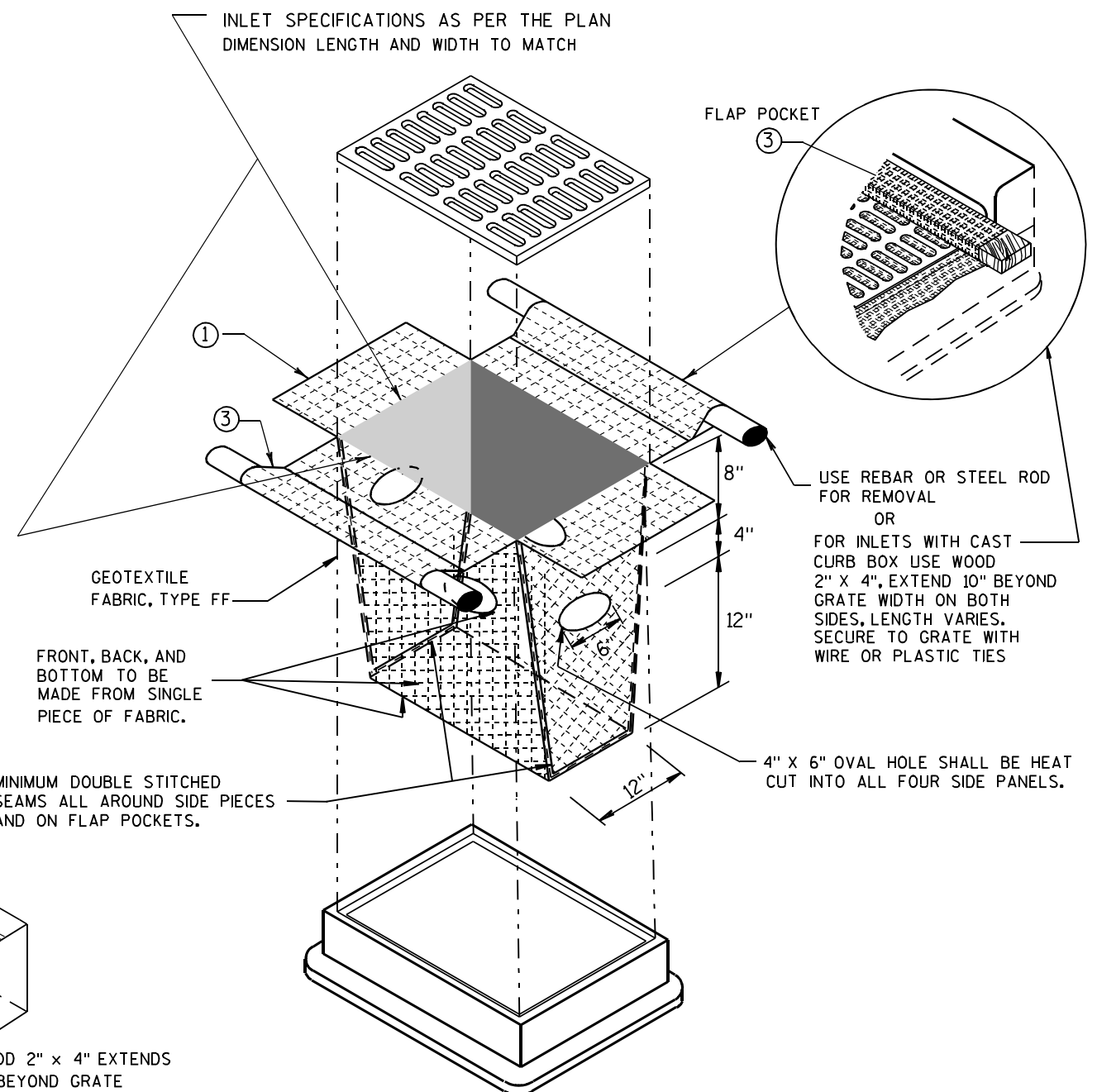
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



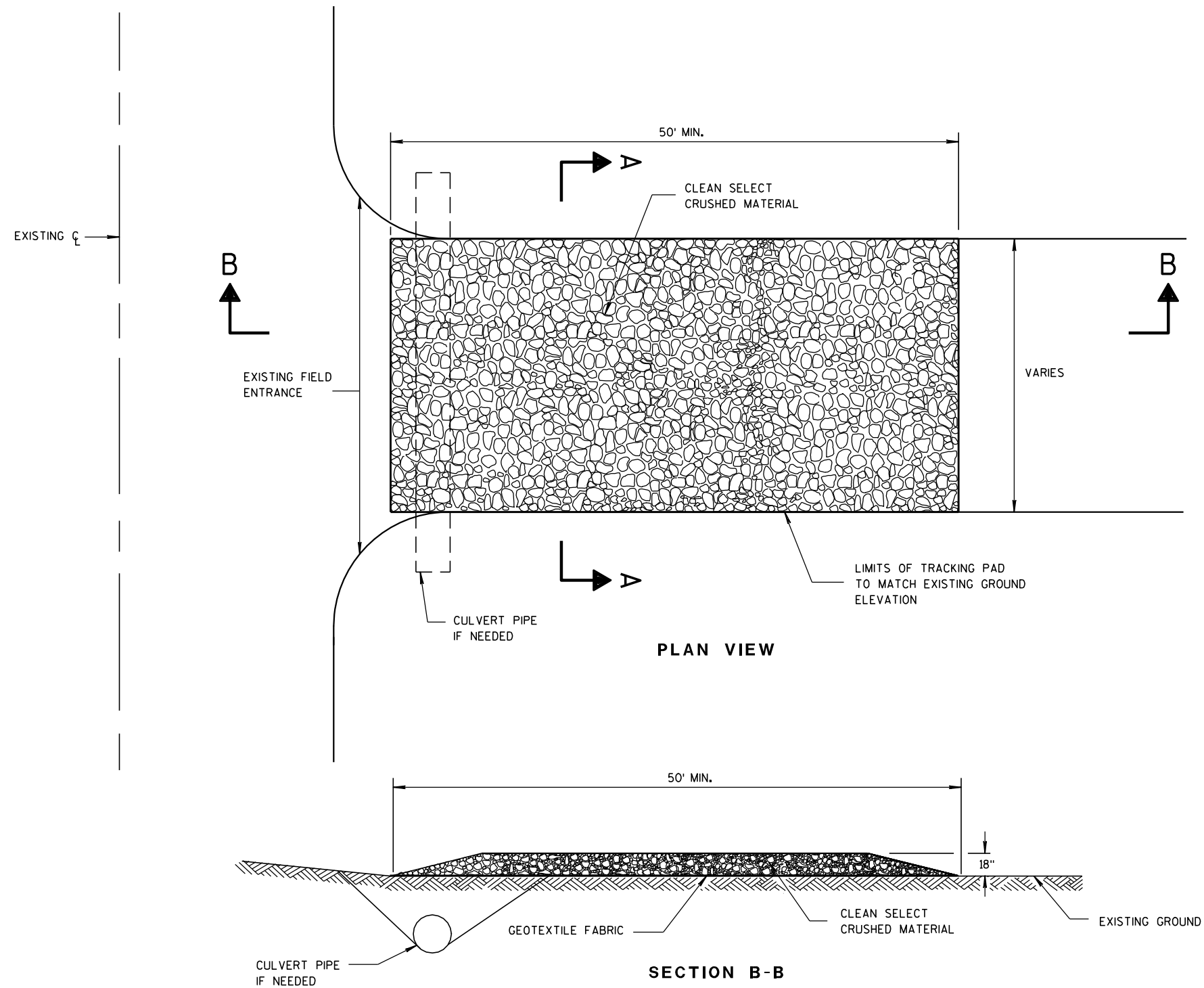
INLET PROTECTION, TYPE D

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 78
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



TRACKING PAD

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.

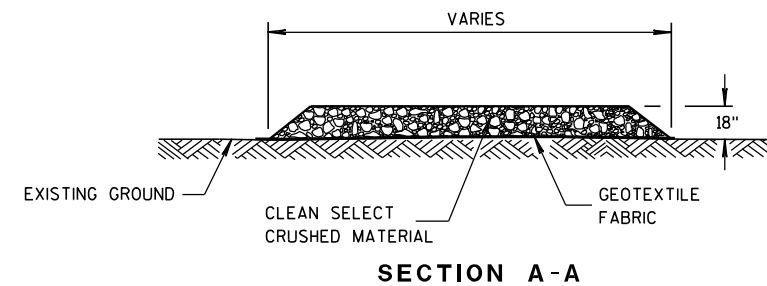
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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.

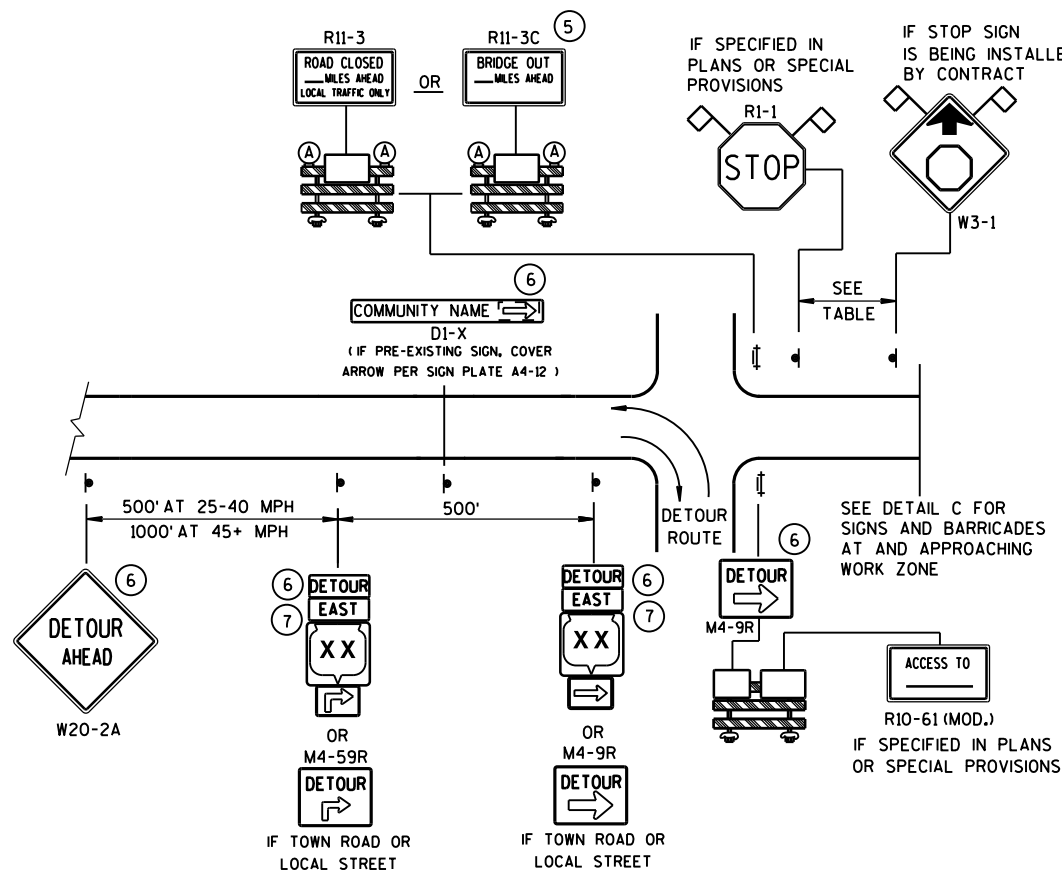
THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



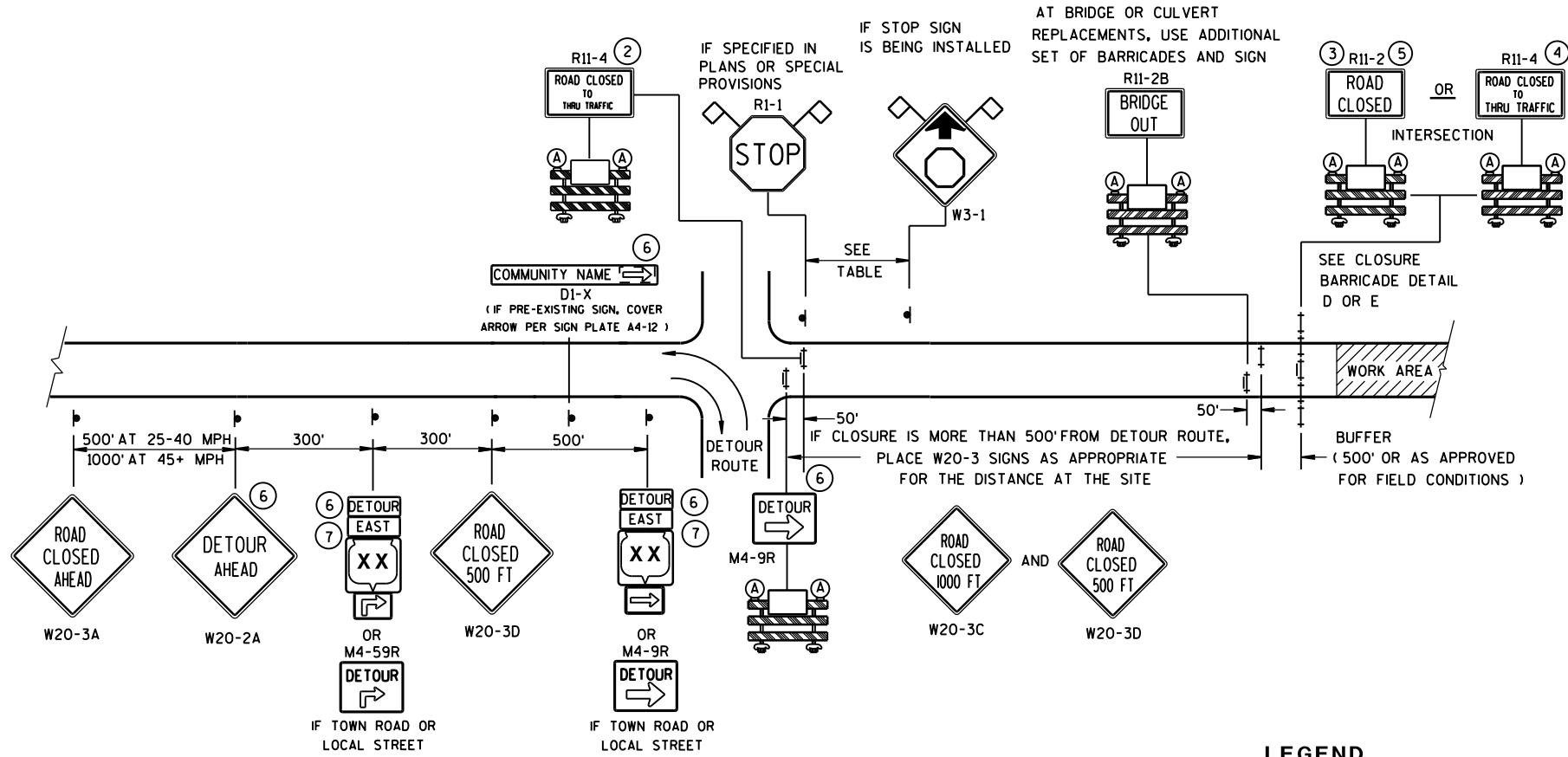
TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

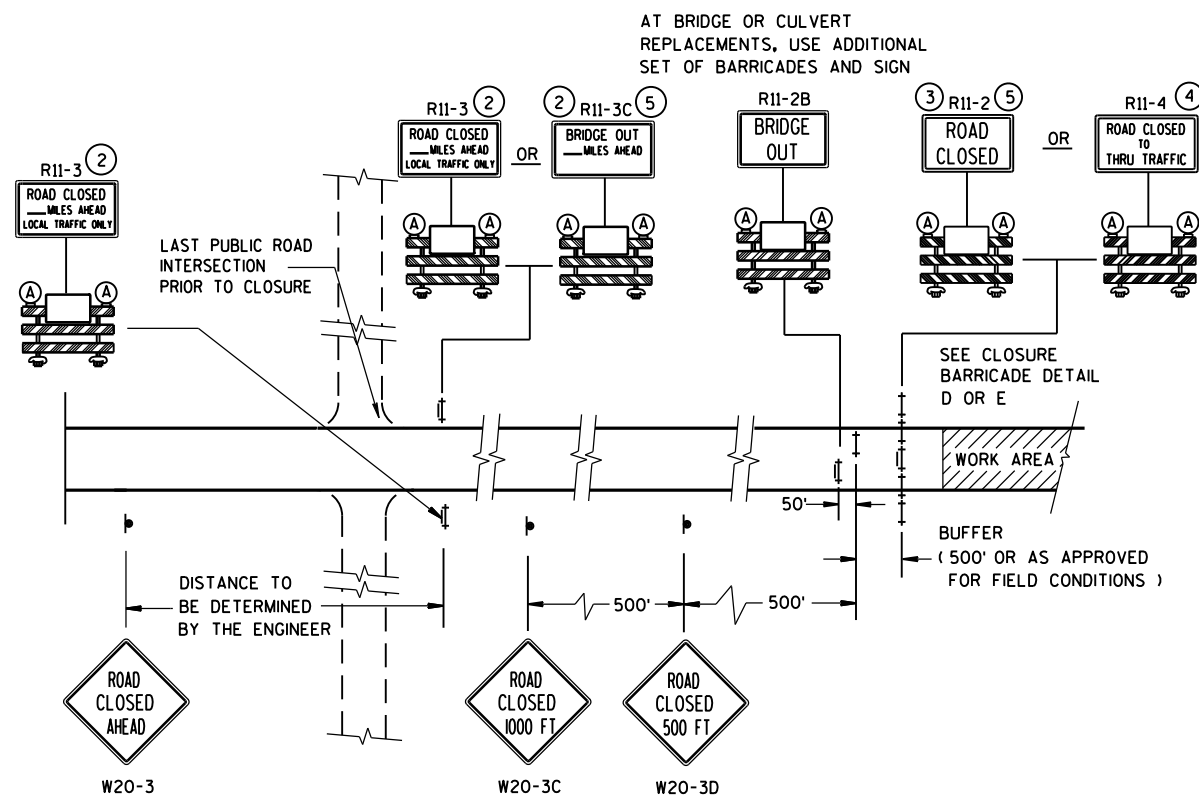
APPROVED	DATE	3/24/2011	79	ENT
		/S/ Jerry H. Zonn	ROADWAY STANDARDS	ENGINEER
FHWA				



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

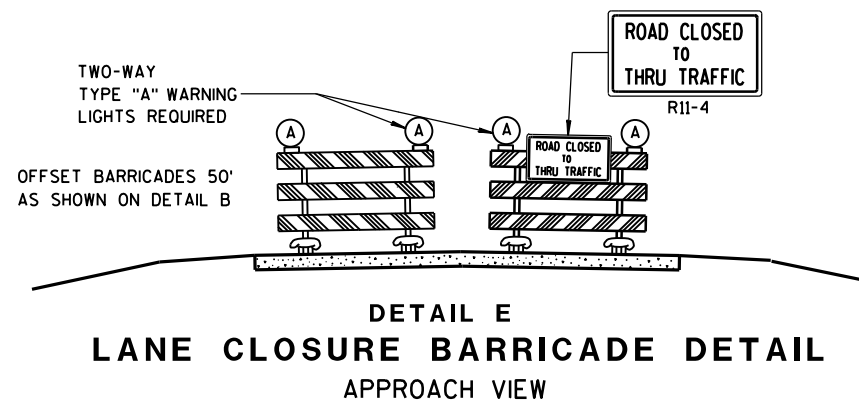
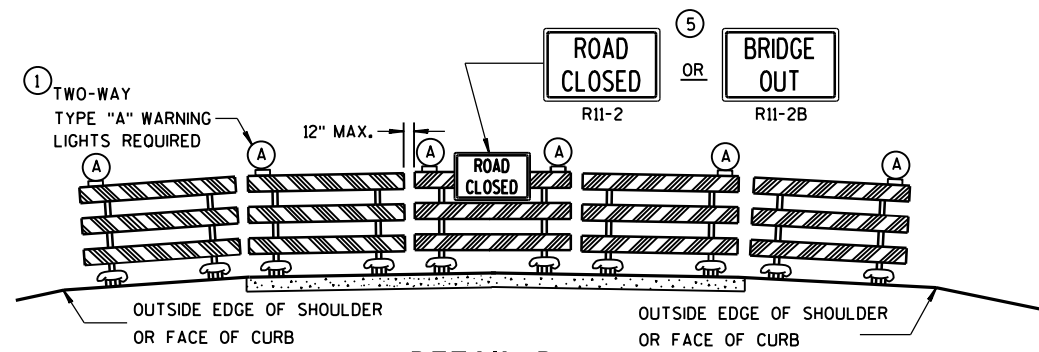
LEGEND

- SIGN ON PERMANENT SUPPORT
- ⊥ TYPE III BARRICADE
- ⊥ TYPE III BARRICADE WITH ATTACHED SIGN
- Ⓐ TYPE "A" WARNING LIGHT (FLASHING)
- ▨ WORK AREA
- DETOUR EAST M4-8 M3-X
- XX OR COUNTY XX OR XX M1-4 M1-5A M1-6
- OR M05-1 M06-1
- ◇ ◇ FLAGS, 16" X 16" MIN., (ORANGE)

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

BARRICADES AND SIGNS FOR MAINLINE CLOSURES		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
Sept. 2015 DATE	/S/ Peter Amokobe Atepe STATEWIDE WORK ZONE SAFETY ENGINEER	FIC



SEE SDD 15C2-SHEET "a" FOR LEGEND

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

R11-2 SHALL BE 48" X 30".

R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".

M4-9 SHALL BE 30" X 24".

M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)

M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)

M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)

M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)

D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

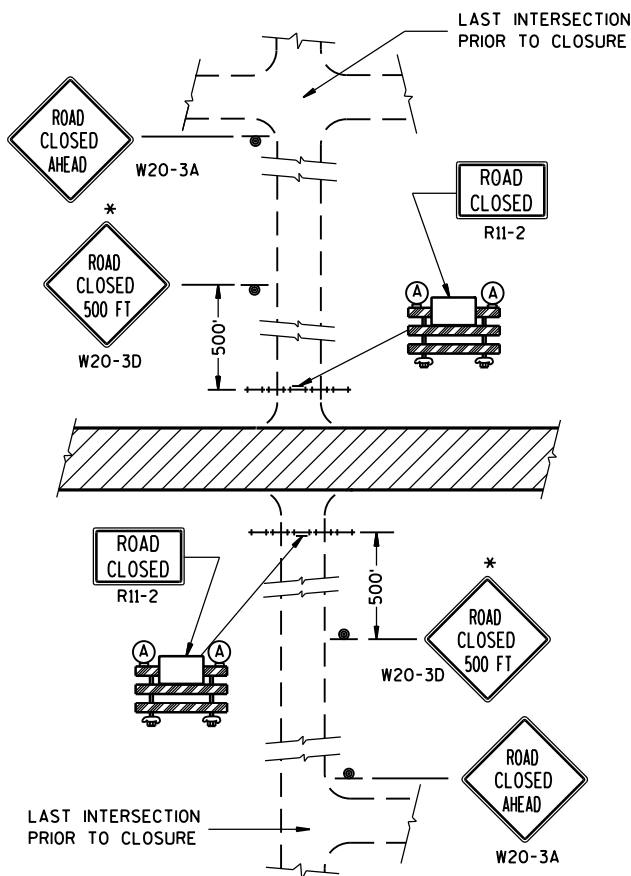
R1-1 SHALL BE 36" X 36".

- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.
- ③ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.
- ④ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.
- ⑤ FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.
- ⑥ INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- ⑦ "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

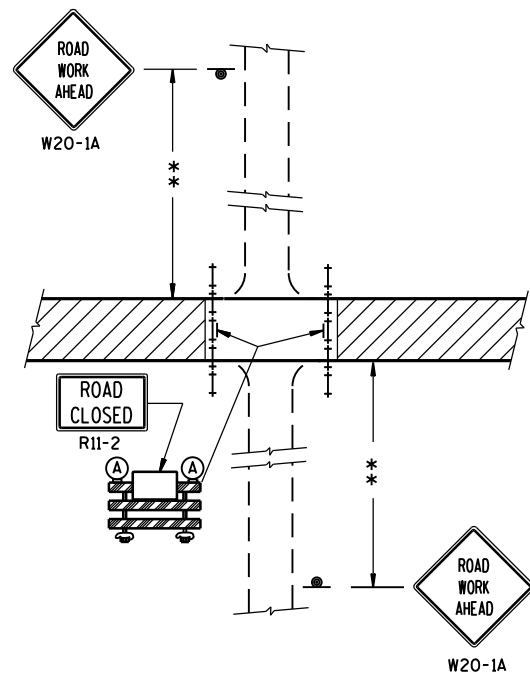
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

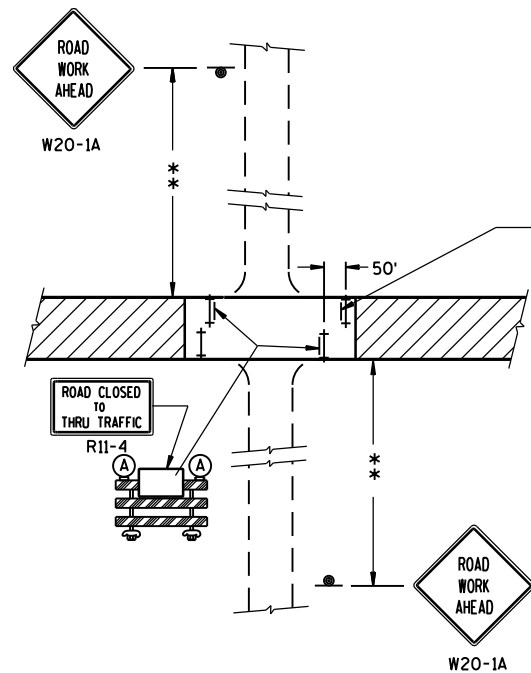
Sept. 2015 /S/ Peter Amokobe Atepe
DATE STATEWIDE WORK ZC 81 FIC
FHWA SAFETY ENGI



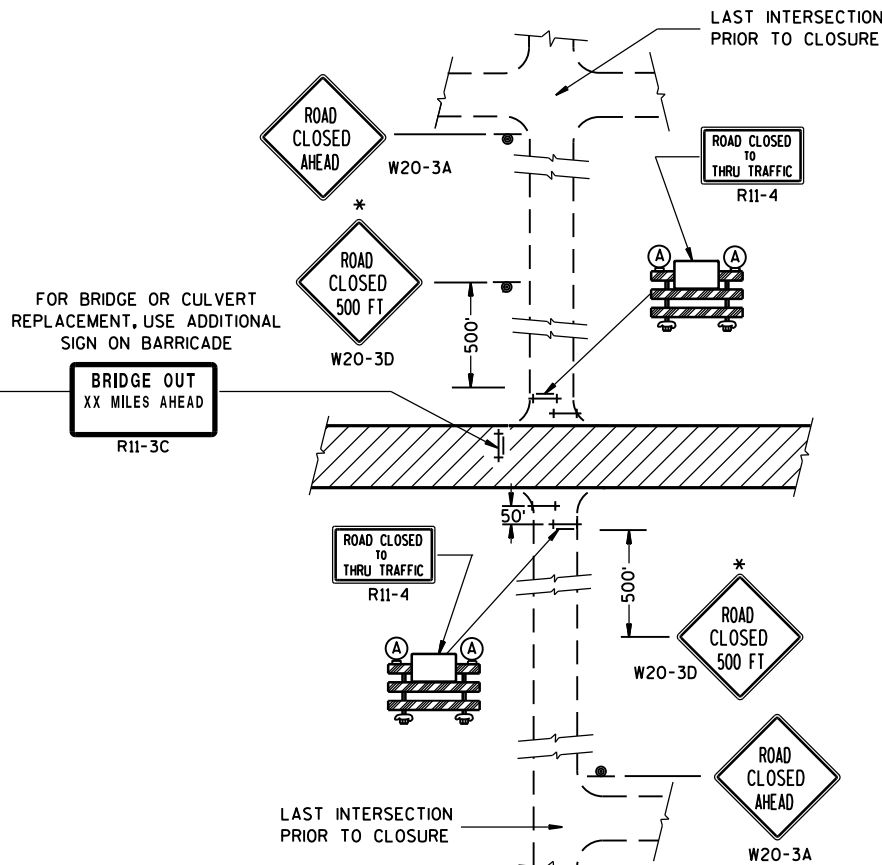
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

R11-2 SHALL BE 48" X 30".

R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TYPE III BARRICADE
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TYPE "A" WARNING LIGHT (FLASHING)
-  WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015

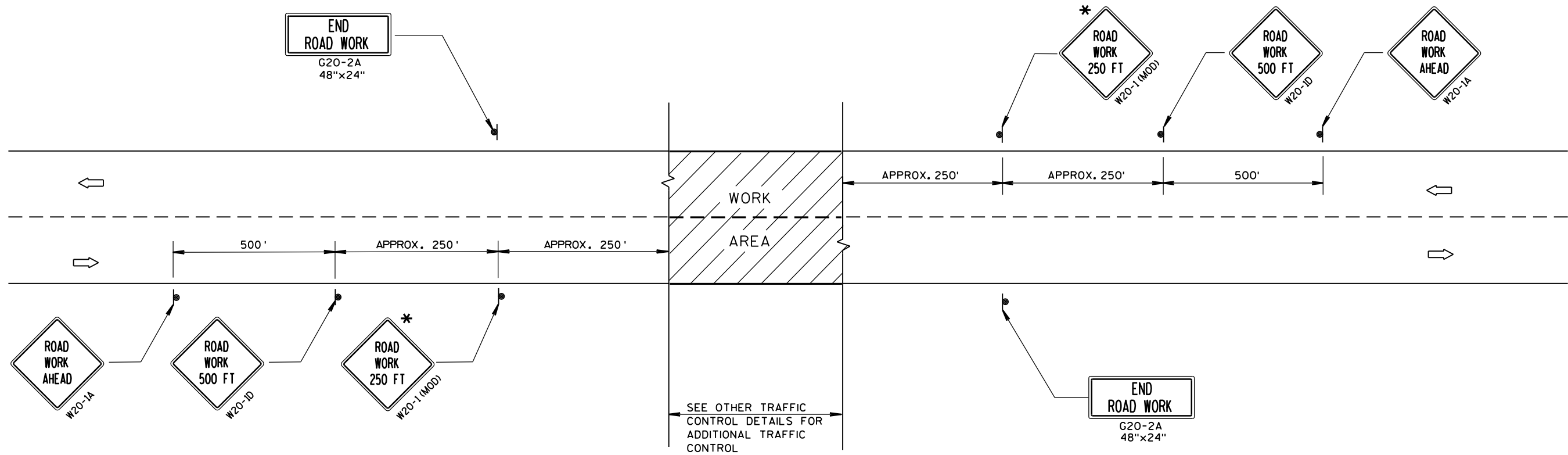
DATE

FHWA

/S/ Peter Amakobe Atepe

STATEWIDE WORK ZONE

SAFETY ENGINEER



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.

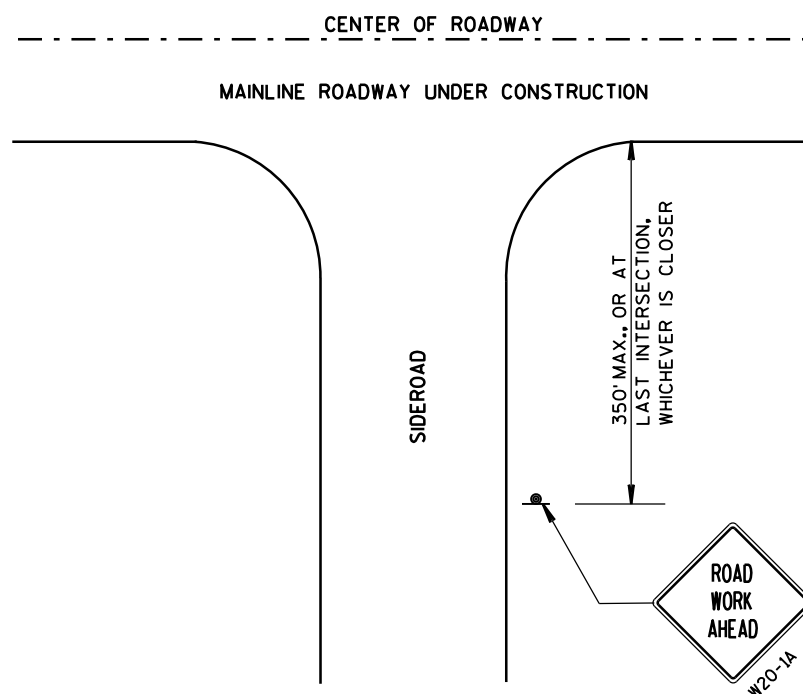
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



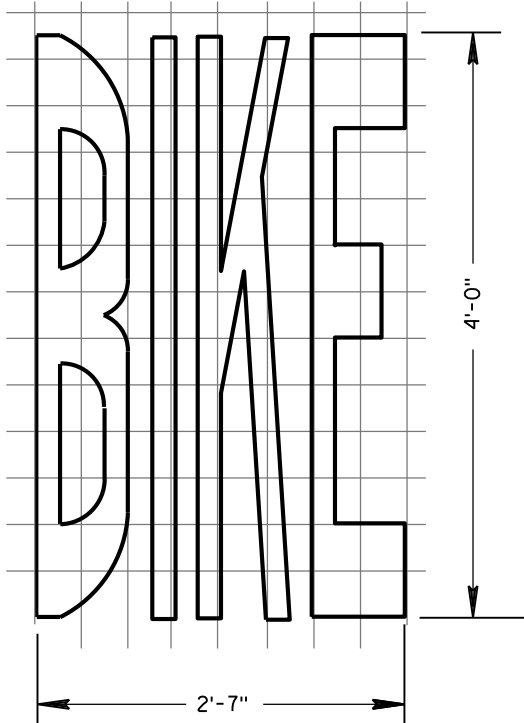
LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

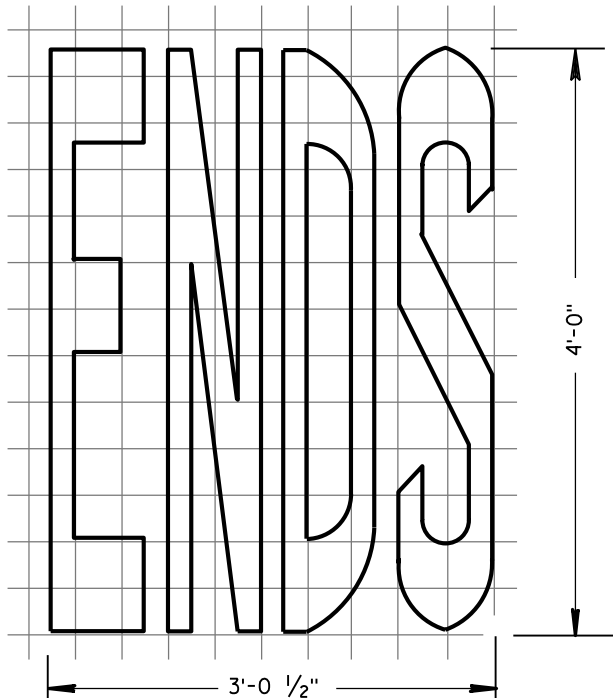
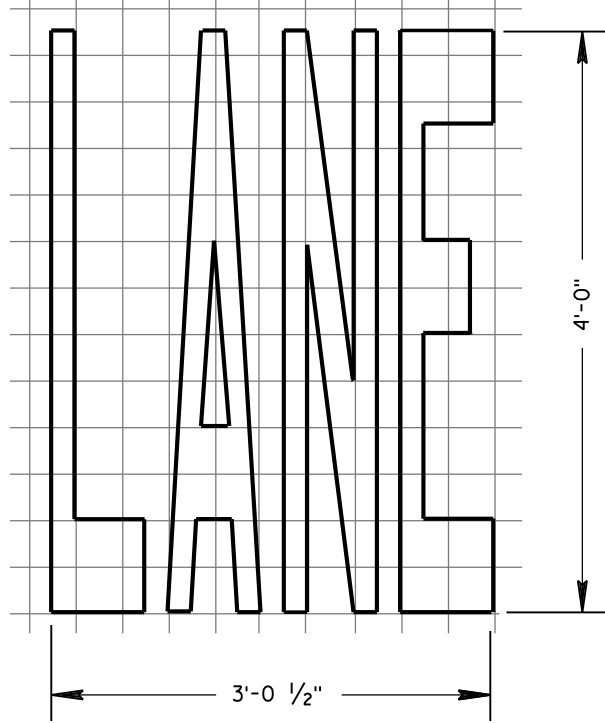
TRAFFIC CONTROL, ADVANCE
WARNING SIGNS 40 M.P.H.
OR LESS TWO-WAY UNDIVIDED
ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 /S/ Peter Amakobe Atepe
DATE STATEWIDE WORK ZONE IC
FHWA SAFETY ENGINEER



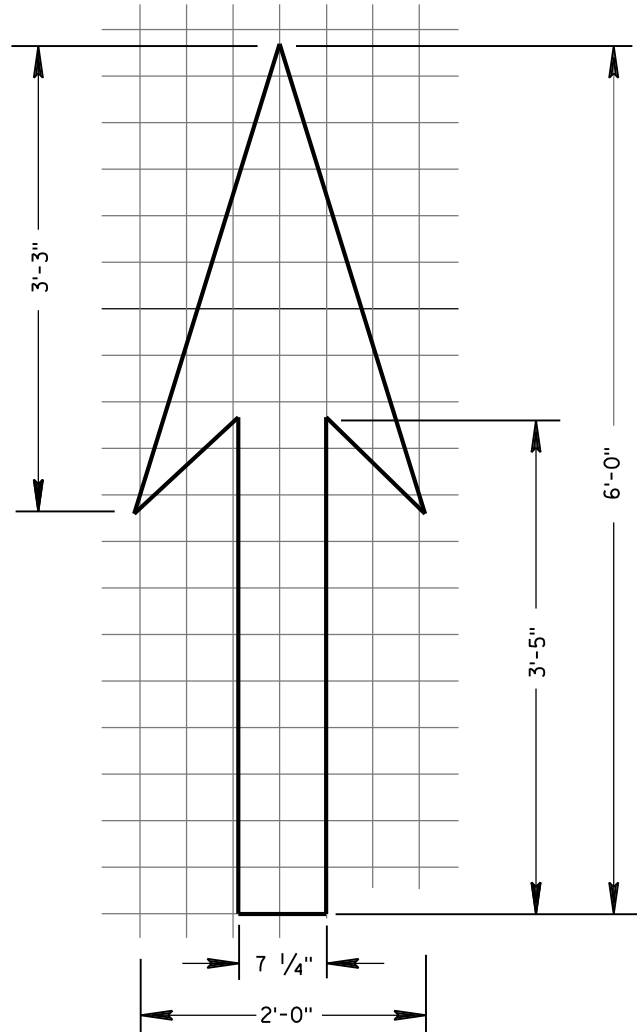
BIKE LANE WORDS



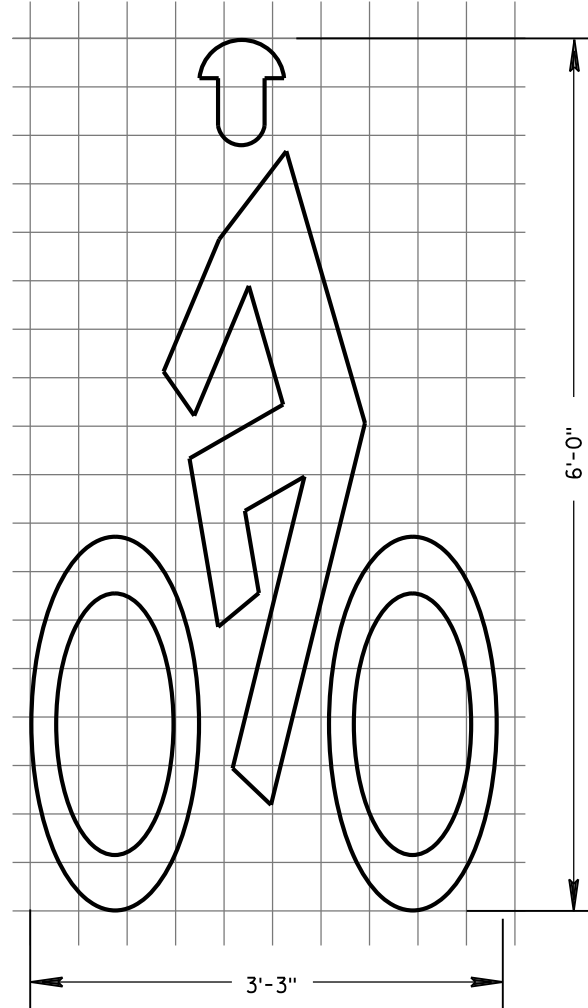
BIKE LANE WORDS

GENERAL NOTES

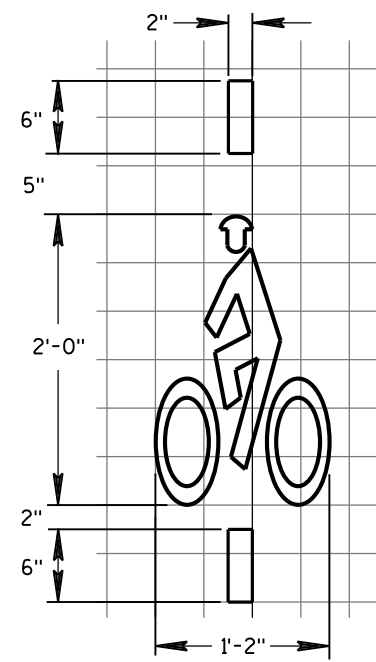
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



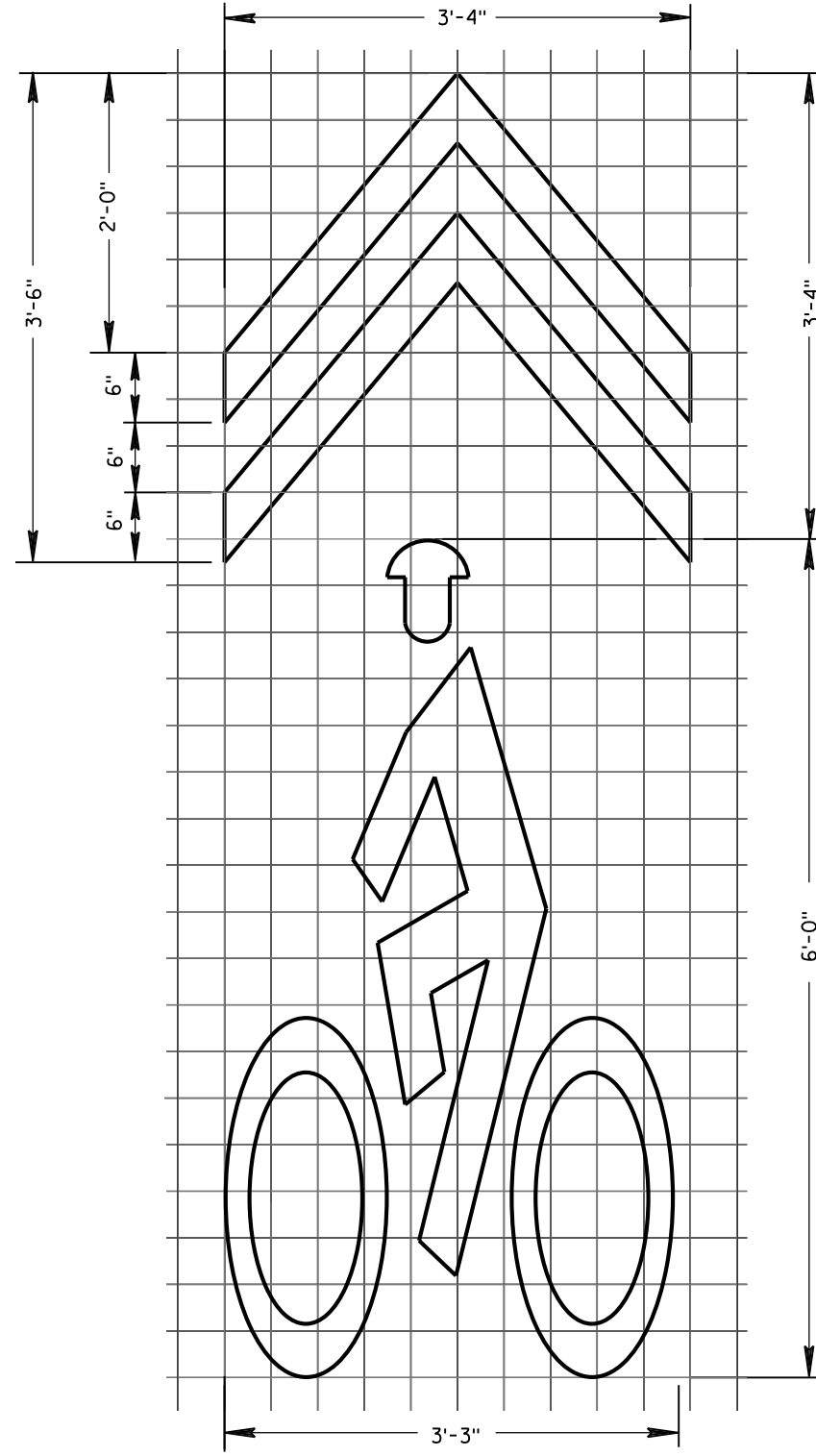
BIKE LANE ARROW



BIKE LANE SYMBOL

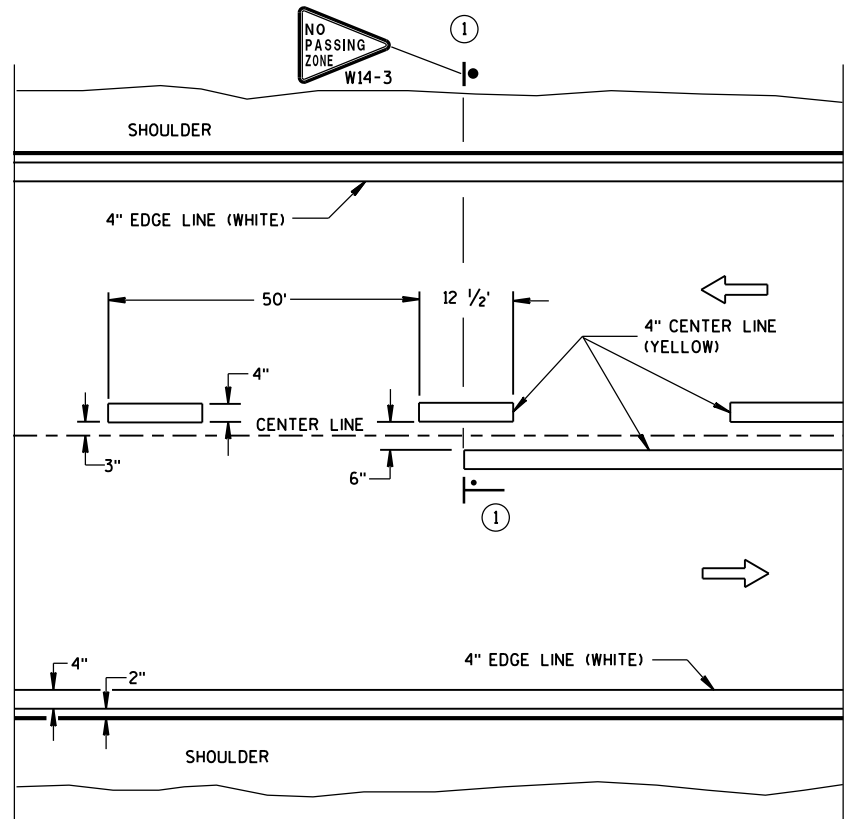


BICYCLE DETECTOR PAVEMENT MARKING

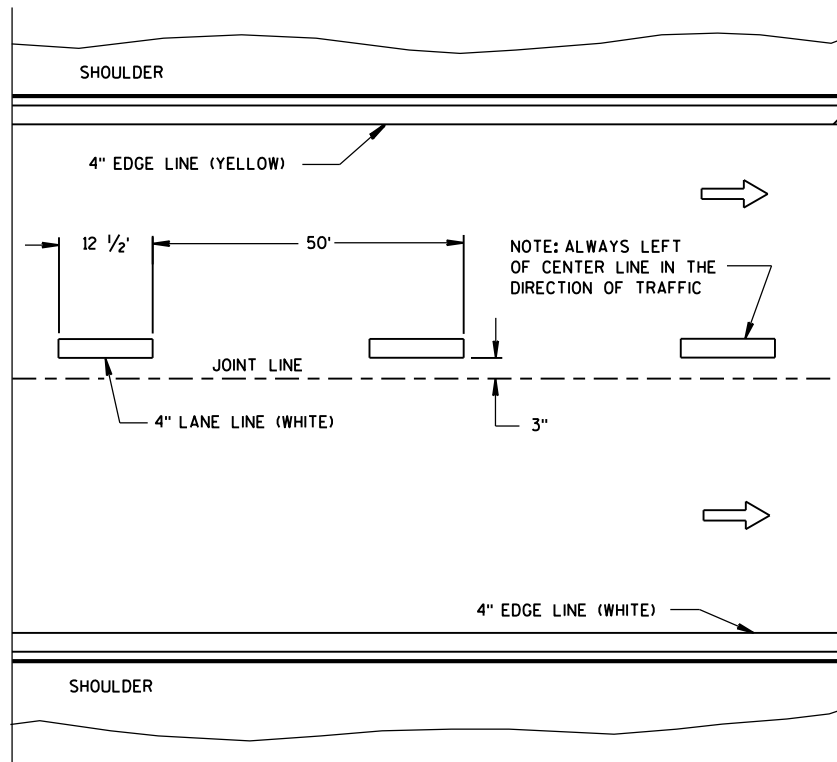


BIKE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
APPROVED			
4-18-2016	/S/ Matthew R. Rauch		
DATE	STATE SIGNING AND MARK	84	EER
FHWA			

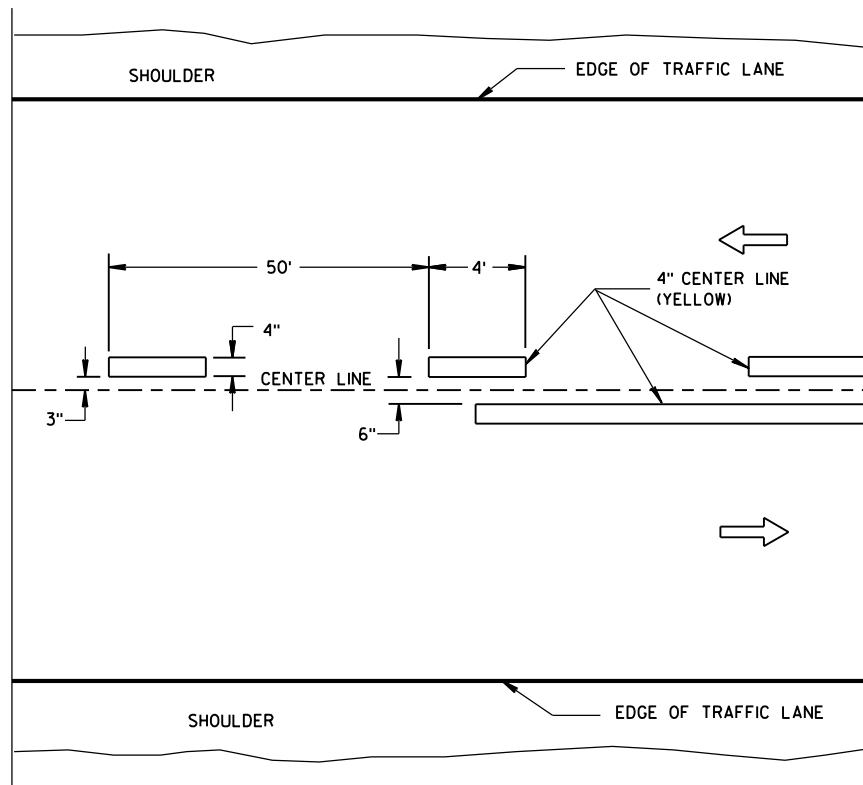


TWO WAY TRAFFIC

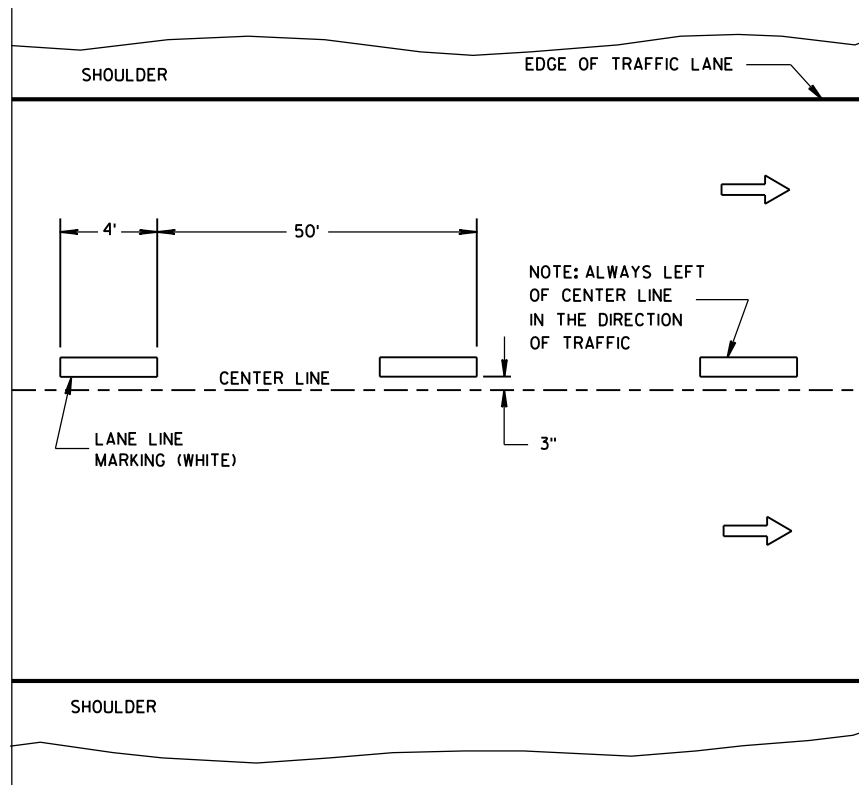


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY 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

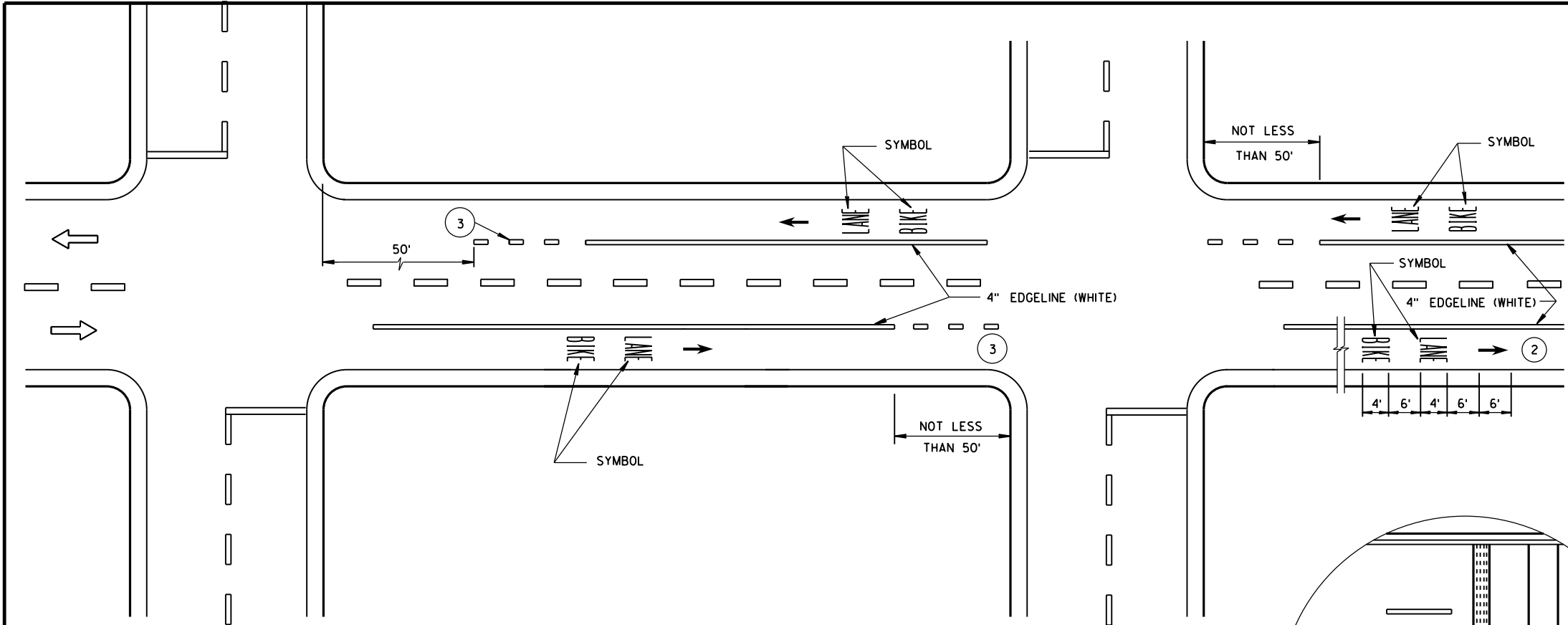
—●— "T" MARKING

● POST MOUNTED SIGN

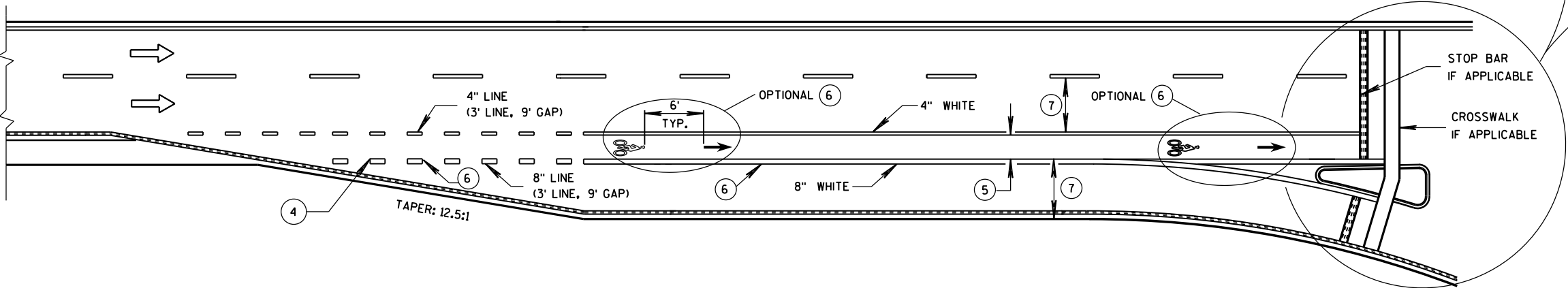
LONGITUDINAL MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE Sept., 2016 /S/ Matthew R. Rauch
STATE SIGNING AND MAP 85 ENGINEER
FHWA



**DESIGNATED BICYCLE LANE
NO PARKING**

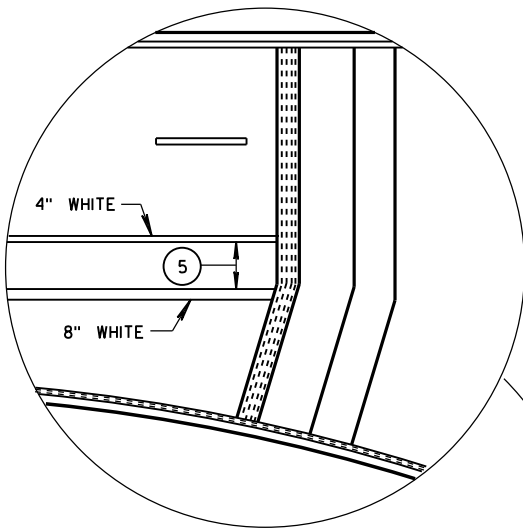


**BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)**

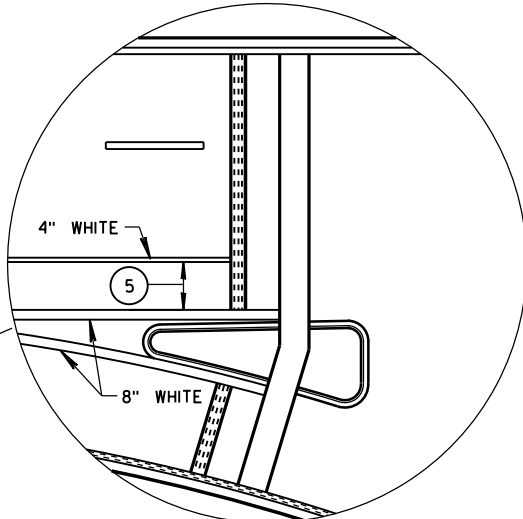
GENERAL NOTES

- 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.
- 5 BIKE ACCOMODATION FOR CONCRETE PAVEMENT IS 5 FEET WIDE. BIKE ACCOMODATION FOR ASPHALT PAVEMENT IS A MINIMUM OF 4 FEET. USE 5 FEET AT ≥ 45 MPH.
- 6 OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FEET WIDE TURN LANE).
- 7 REFER TO CONTRACT PLANS FOR LANE WIDTH.

➡ DIRECTION OF TRAVEL



4 LANE DIVIDED WITHOUT ISLAND

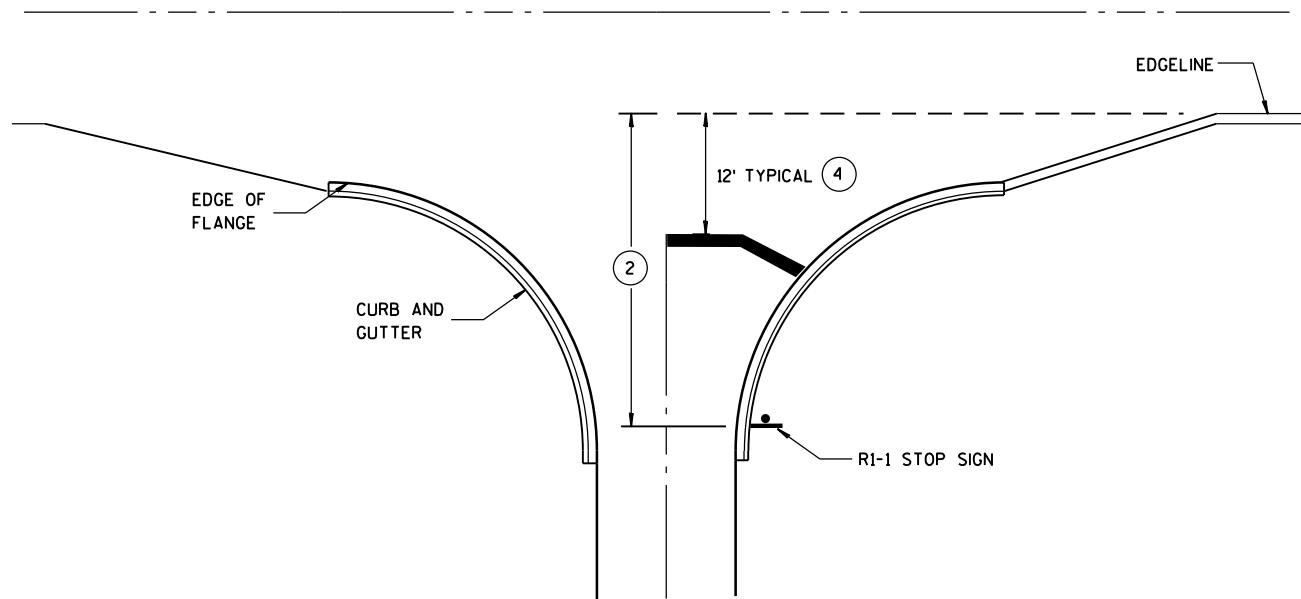


4 LANE DIVIDED WITH ISLAND

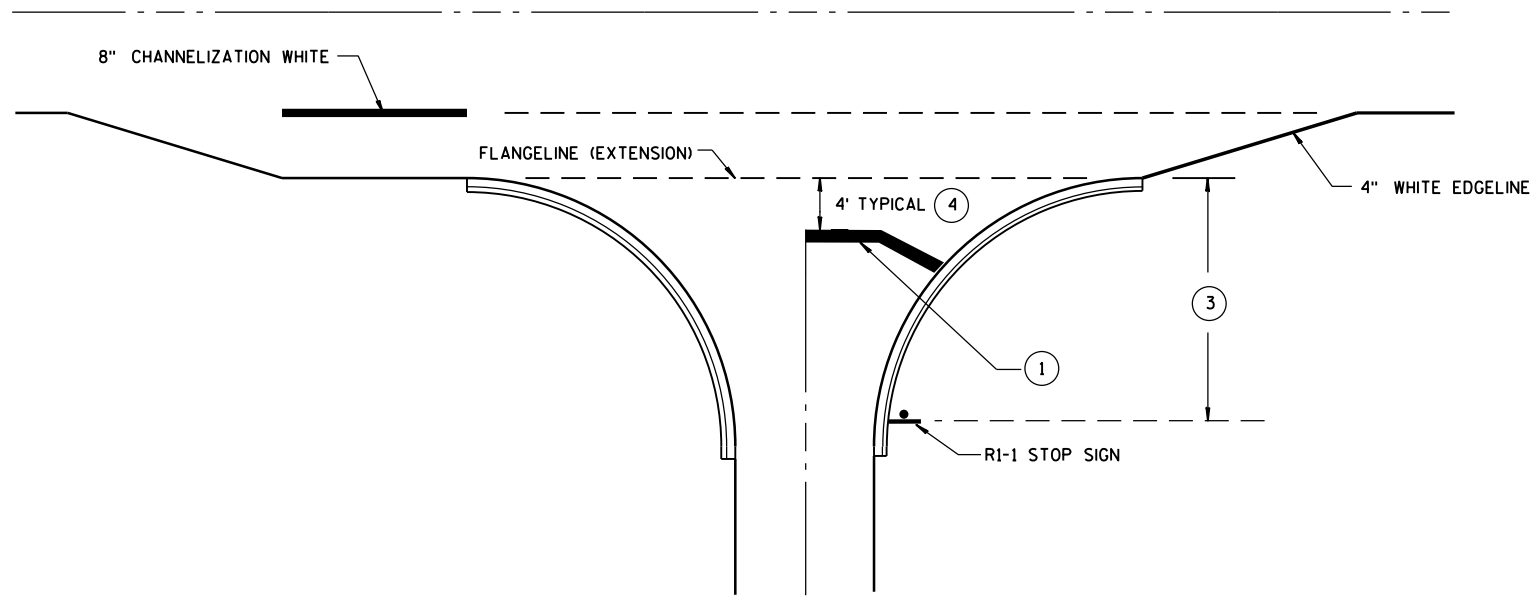
BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

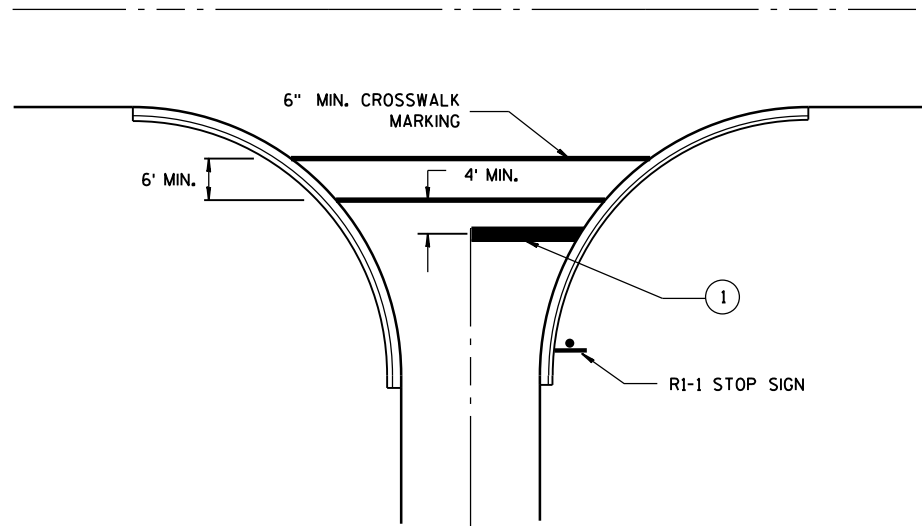
APPROVED
12-2016 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MAP 86
FHWA NEER



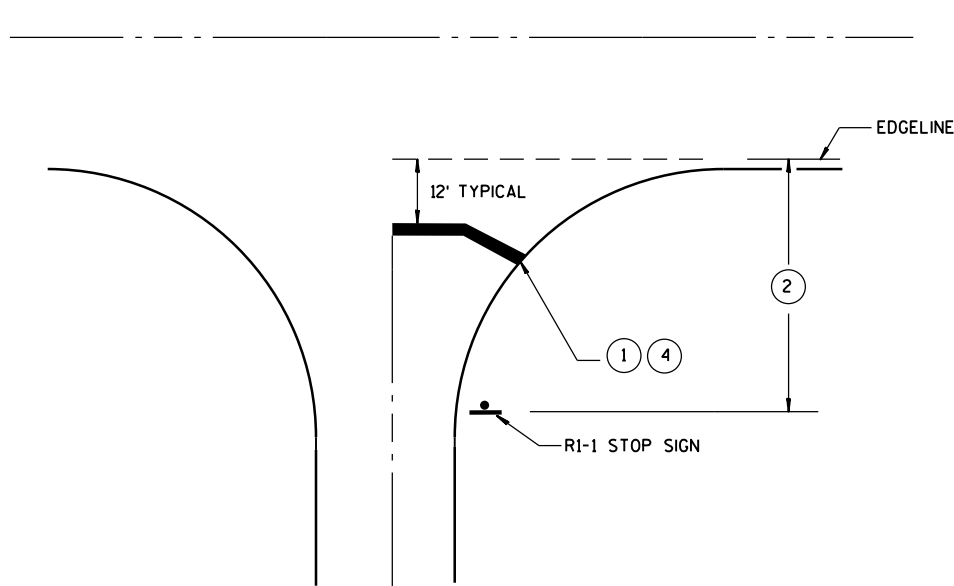
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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

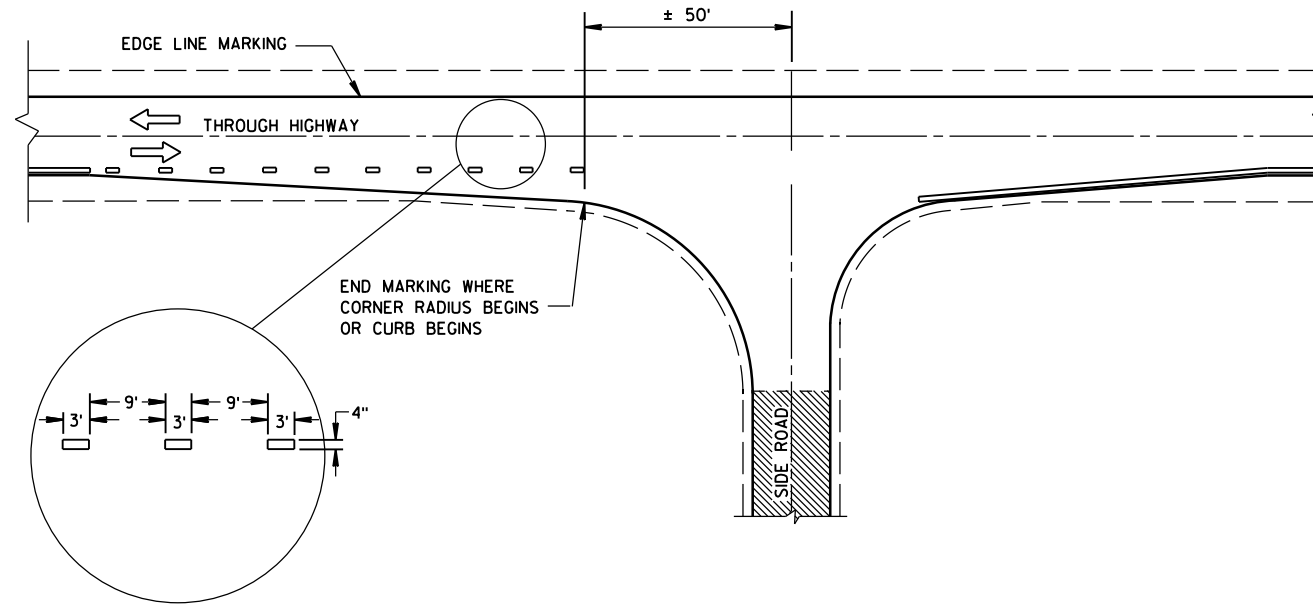
GENERAL NOTES

- 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 EDGE LINE 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 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MAR 87 JEER
FHWA



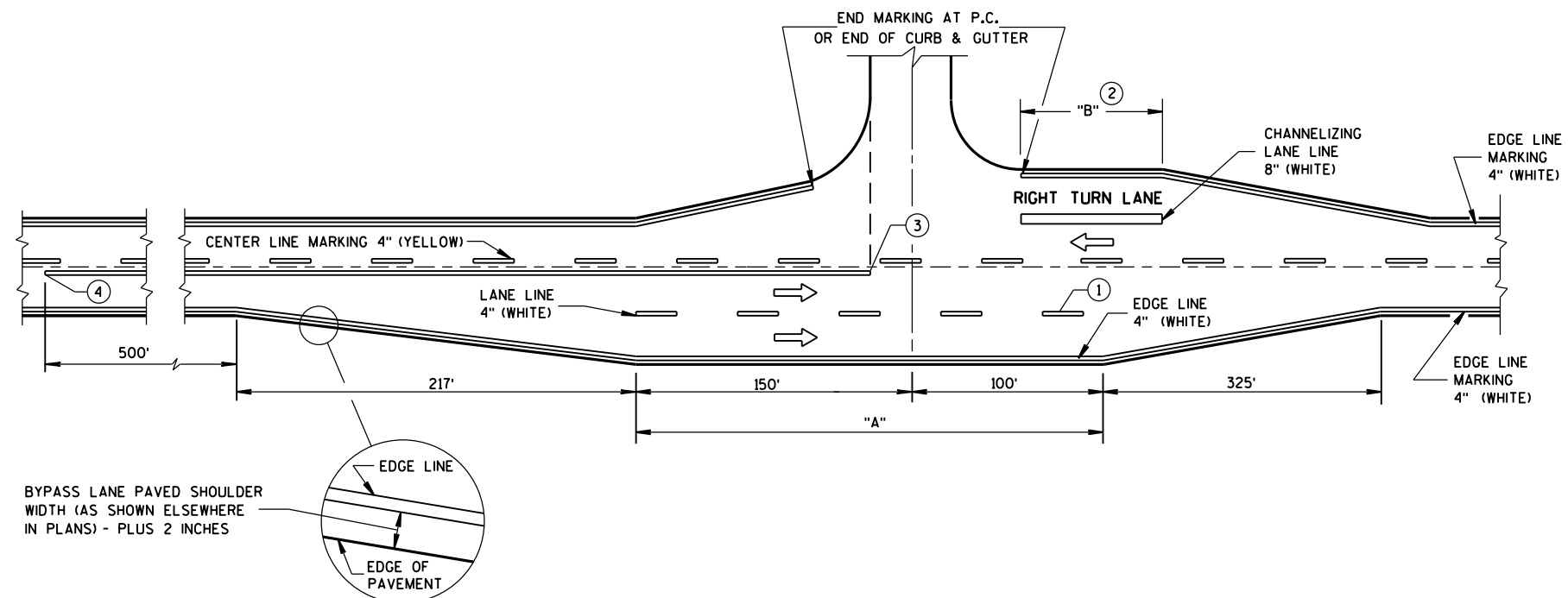
MINOR INTERSECTION WITHOUT CURBS

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.

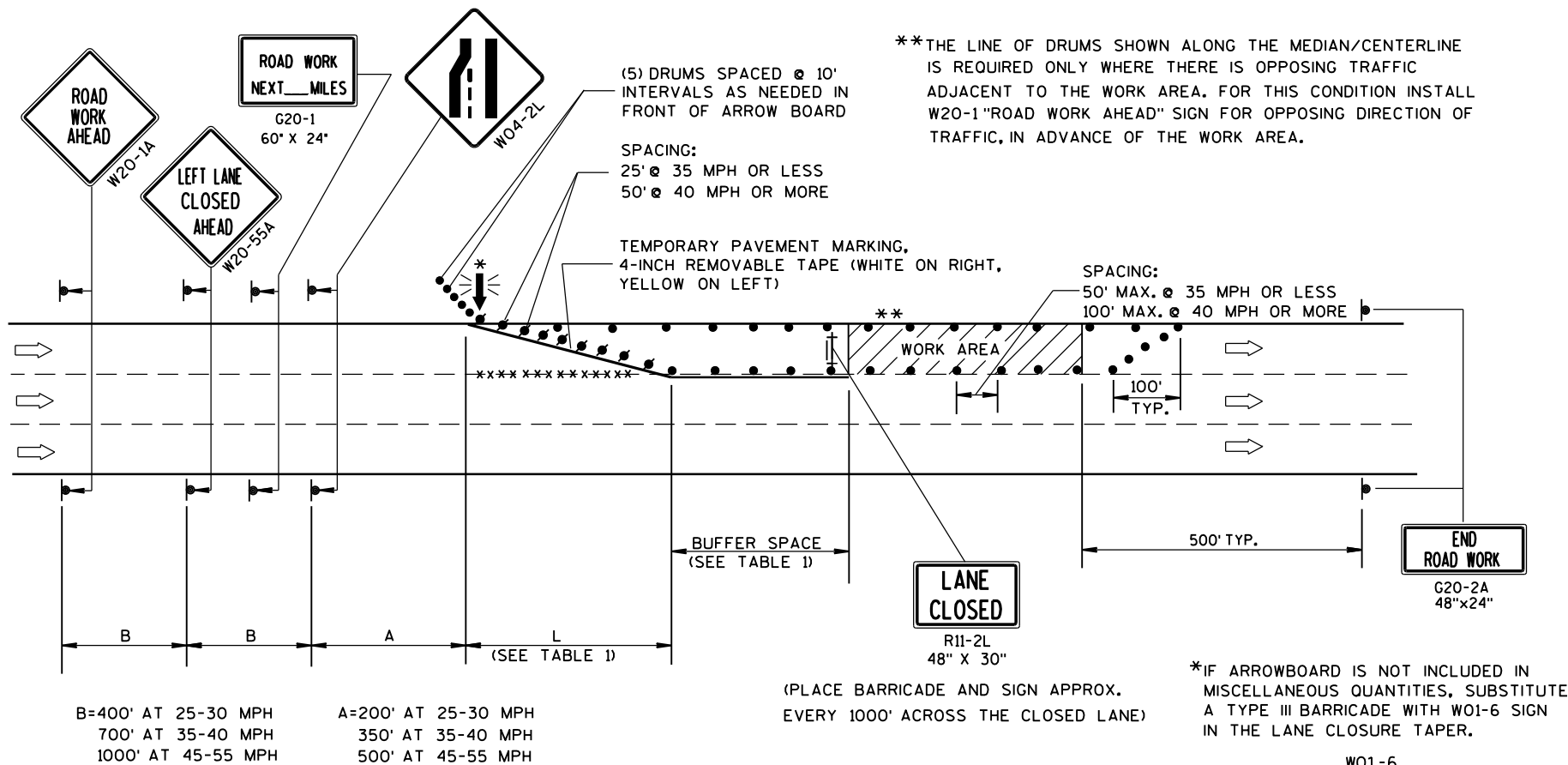
ARROW SYMBOL () SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)

**PAVEMENT MARKING
(INTERSECTIONS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

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

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2016 DATE	/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE SAFETY ENGINEER

4' MINIMUM
5' DESIRABLE

SIDEWALK CLOSED

R9-9
24" x 12"

TEMPORARY PEDESTRIAN ACCESS. SEE SDD 15 D 30 SHEET "C".

6

4' MINIMUM
5' DESIRABLE

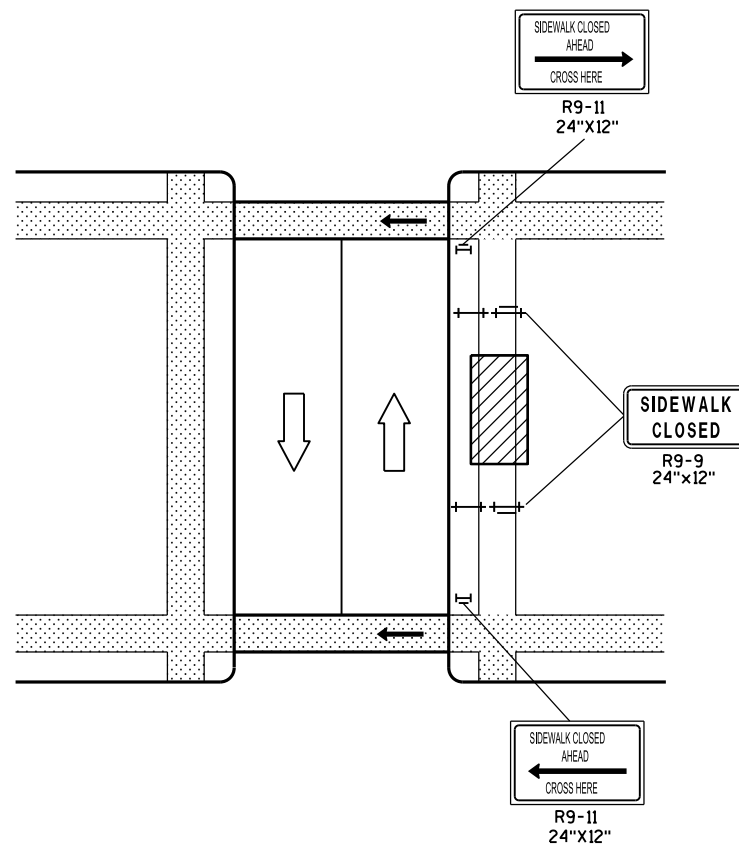
**SIDEWALK
CLOSED**

R9-9
24"x12"

1

TEMPORARY
PEDESTRIAN
ACCESS. SEE
SDD 15 D 30
SHEET "C".

S.D.D. 15 D 30-3a



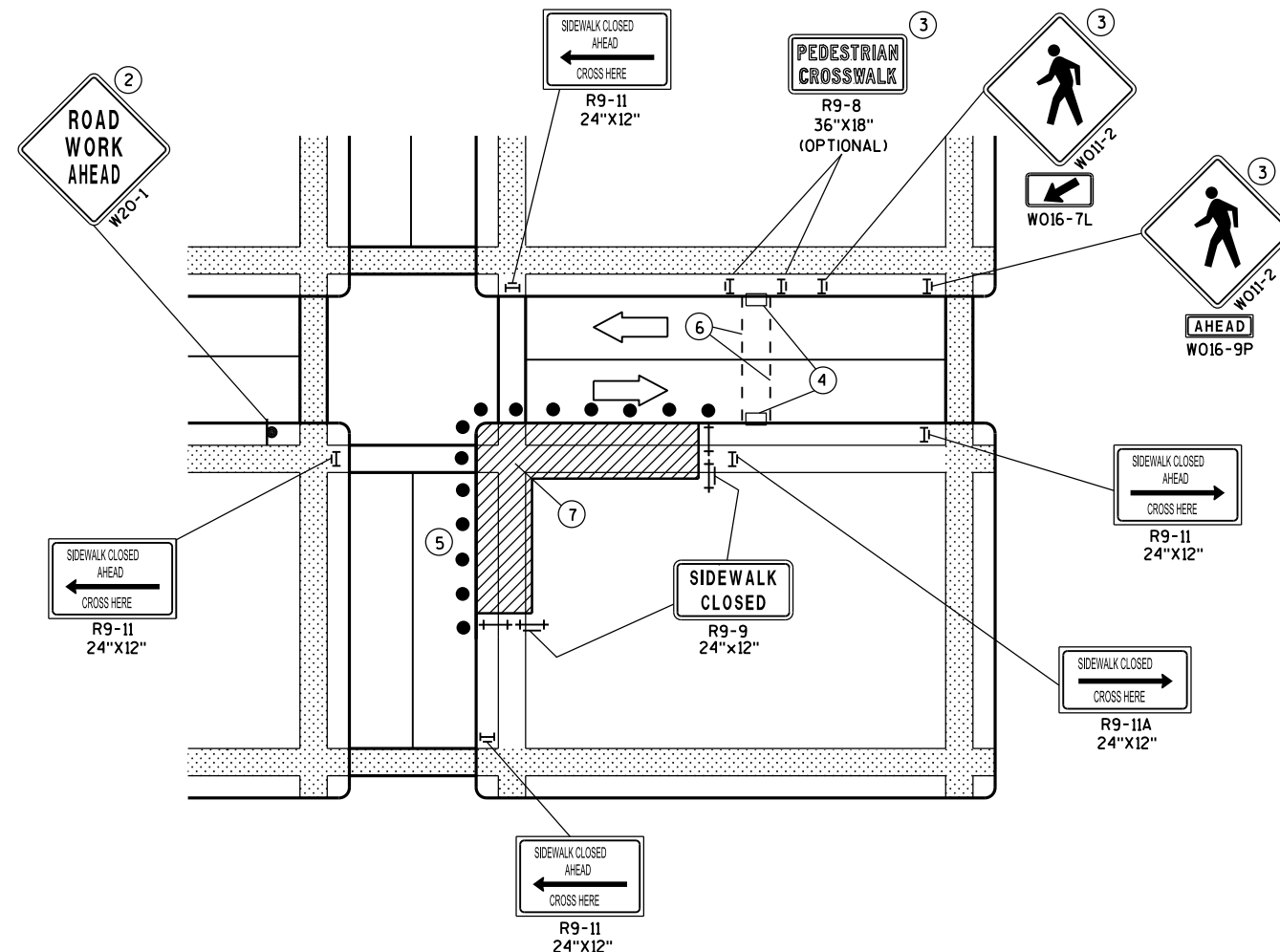
GENERAL NOTES

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.

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.

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.

- 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.

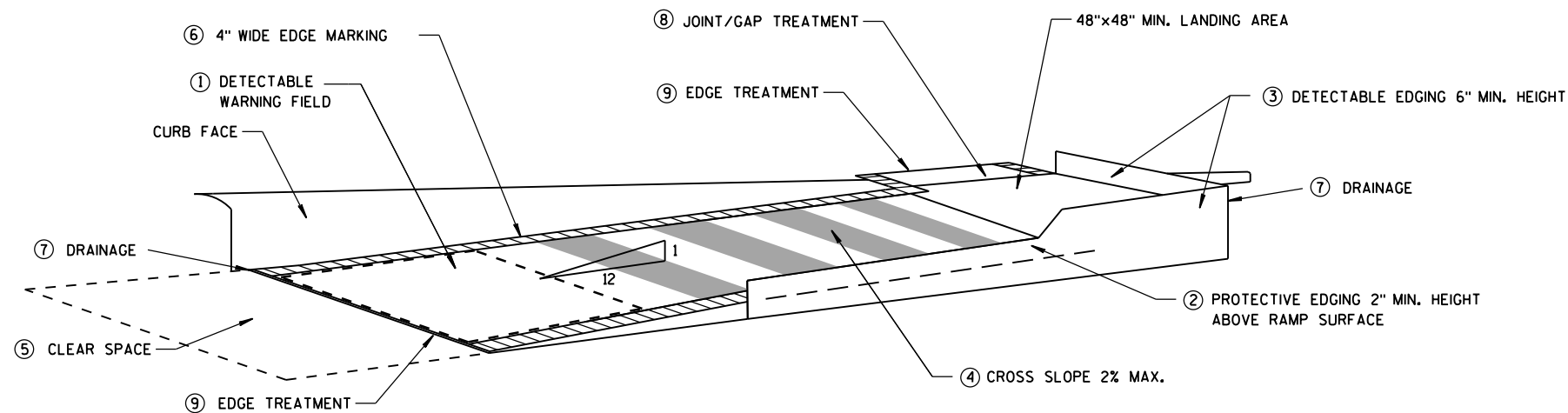


6

	DIRECTION OF TRAFFIC
	TRAFFIC CONTROL DRUM
	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)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 90

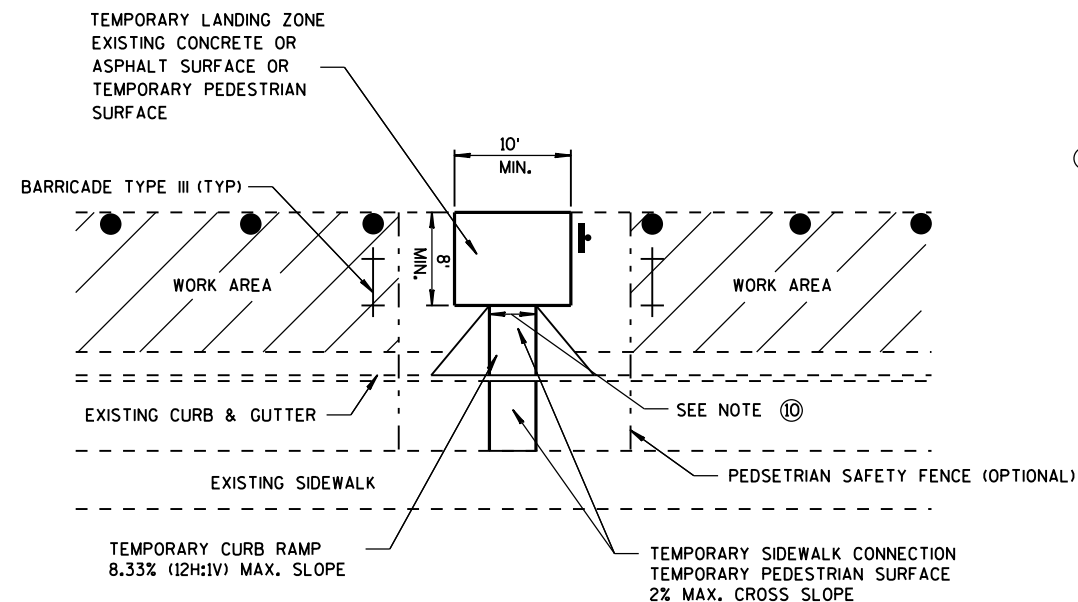
S.D.D. 15 D 30-3a



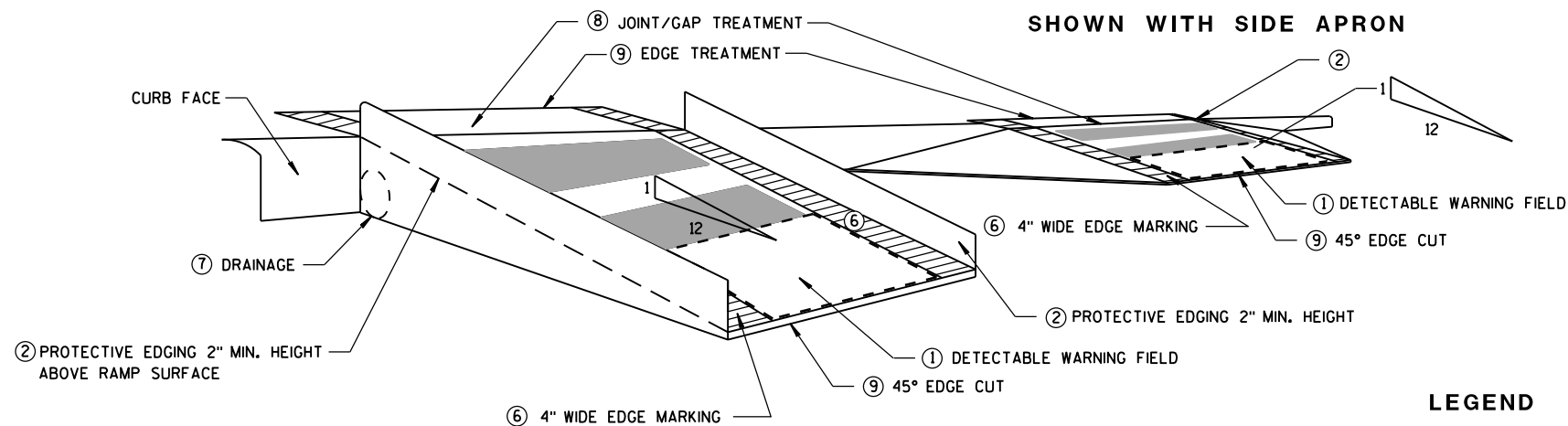
TEMPORARY CURB RAMP
PARALLEL TO CURB

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 PEDESTRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

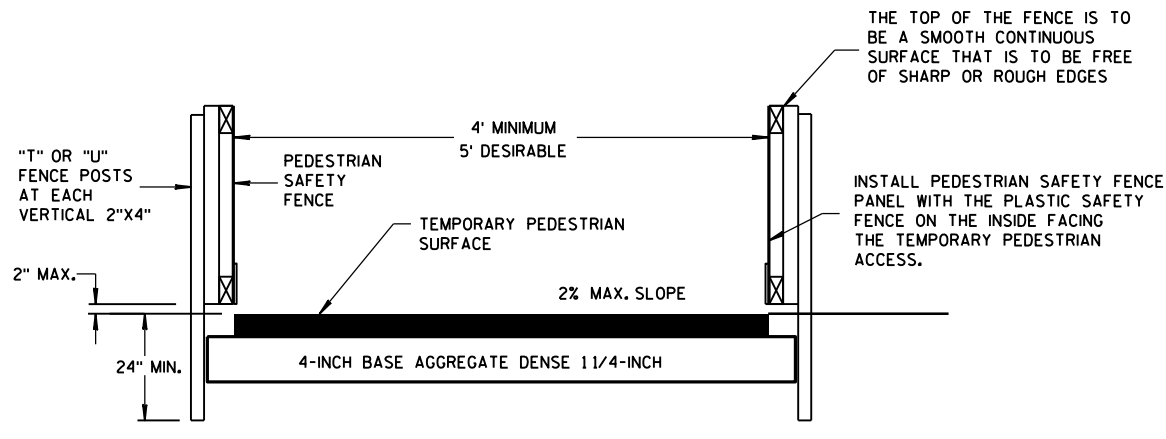
TEMPORARY CURB RAMP
PERPENDICULAR TO CURB

SHOWN WITH SIDE APRON

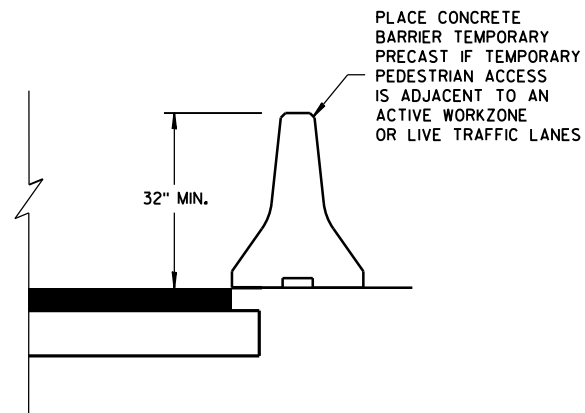
LEGEND

	WORK AREA
	TYPE III BARRICADE
	TRAFFIC CONTROL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2016 DATE	/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA	

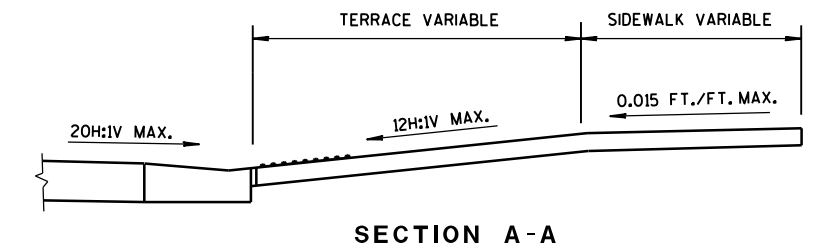


TEMPORARY PEDESTRIAN ACCESS

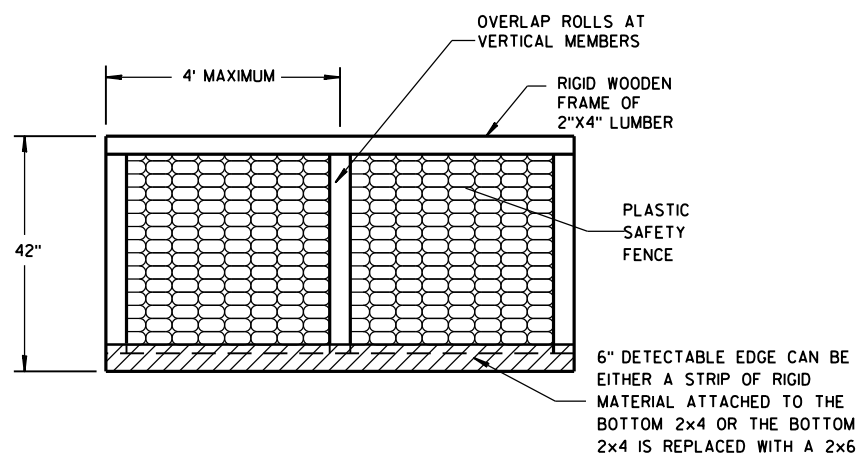


GENERAL NOTES

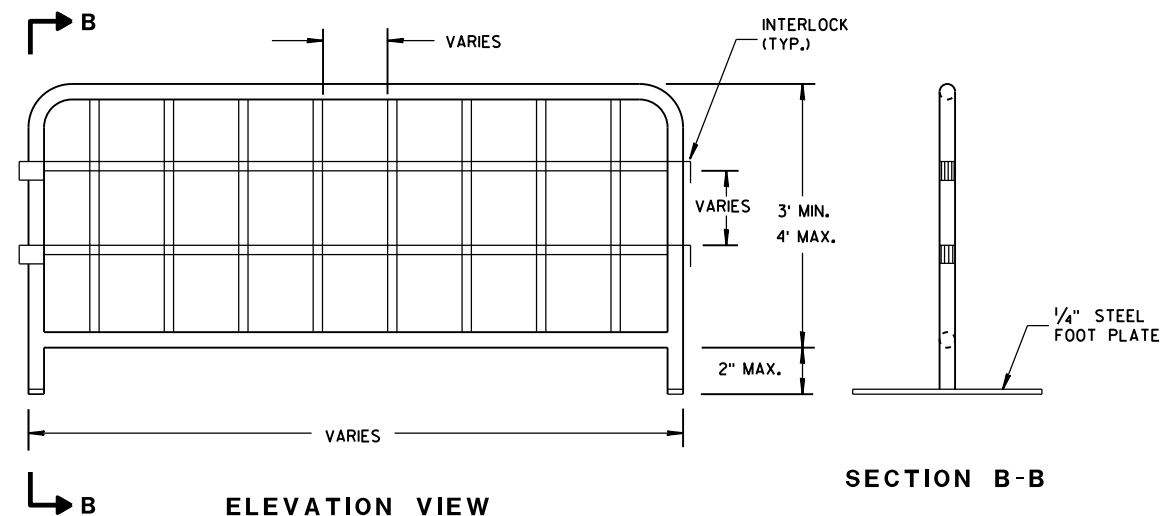
- INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A

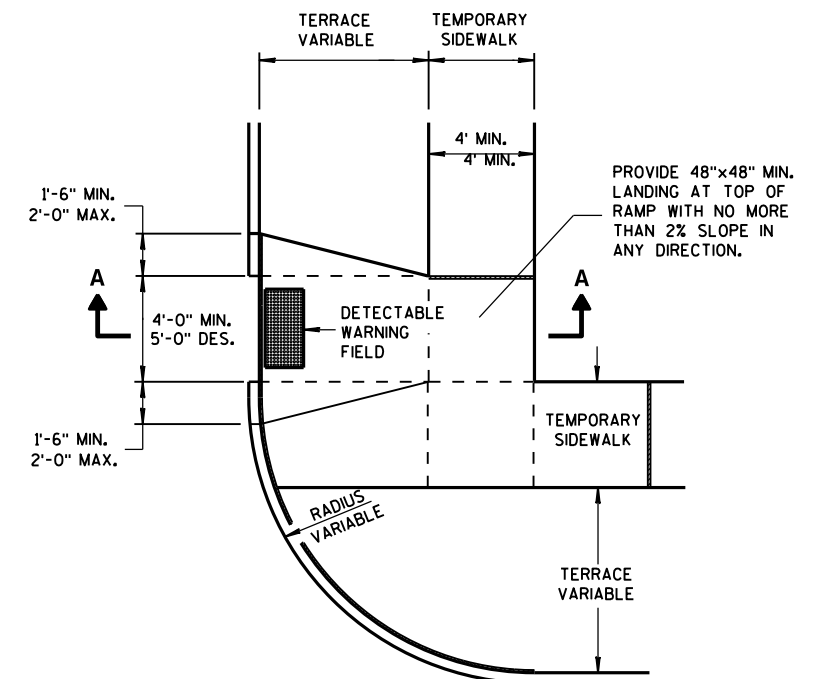


PEDESTRIAN SAFETY FENCE



SECTION B-B

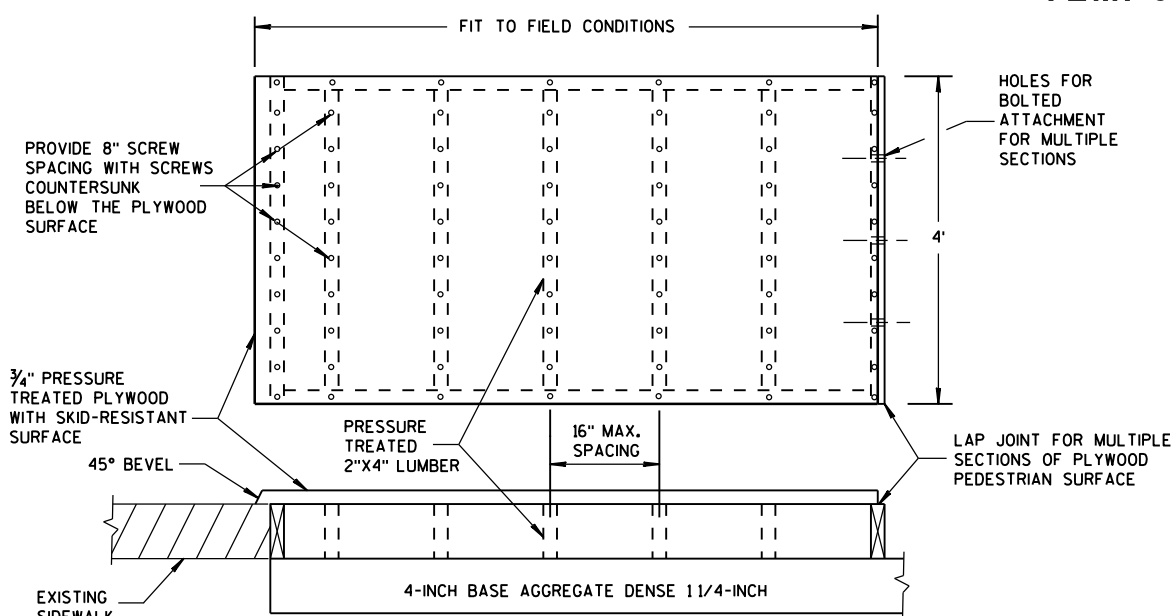
TEMPORARY PEDESTRIAN STEEL BARRICADE



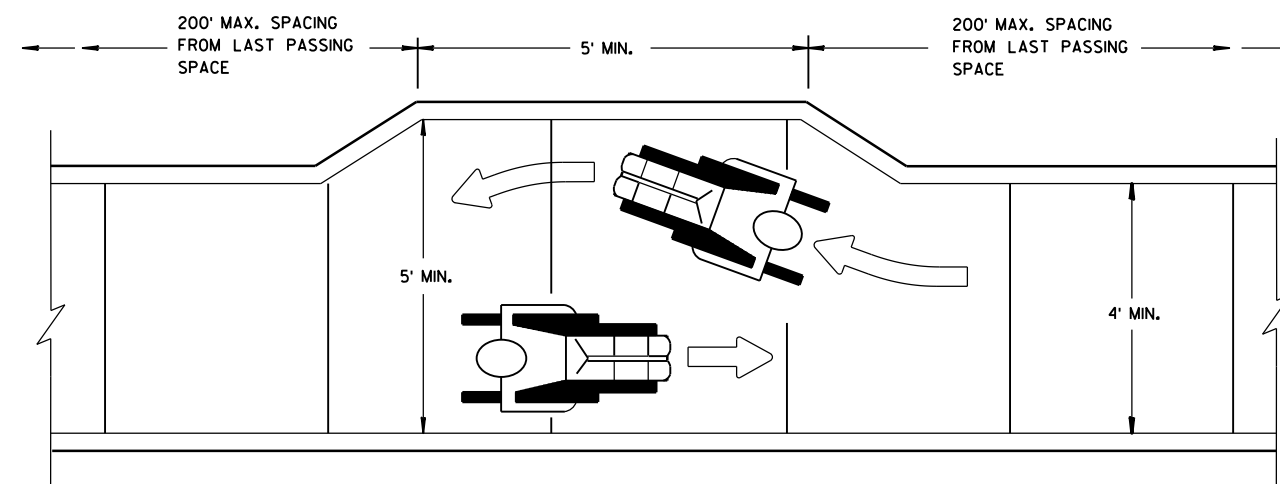
PLAN VIEW

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 /S/ Peter Amakobe Atepe
DATE STATEWIDE WORK ZON 92 IC
FHWA SAFETY ENGINEER

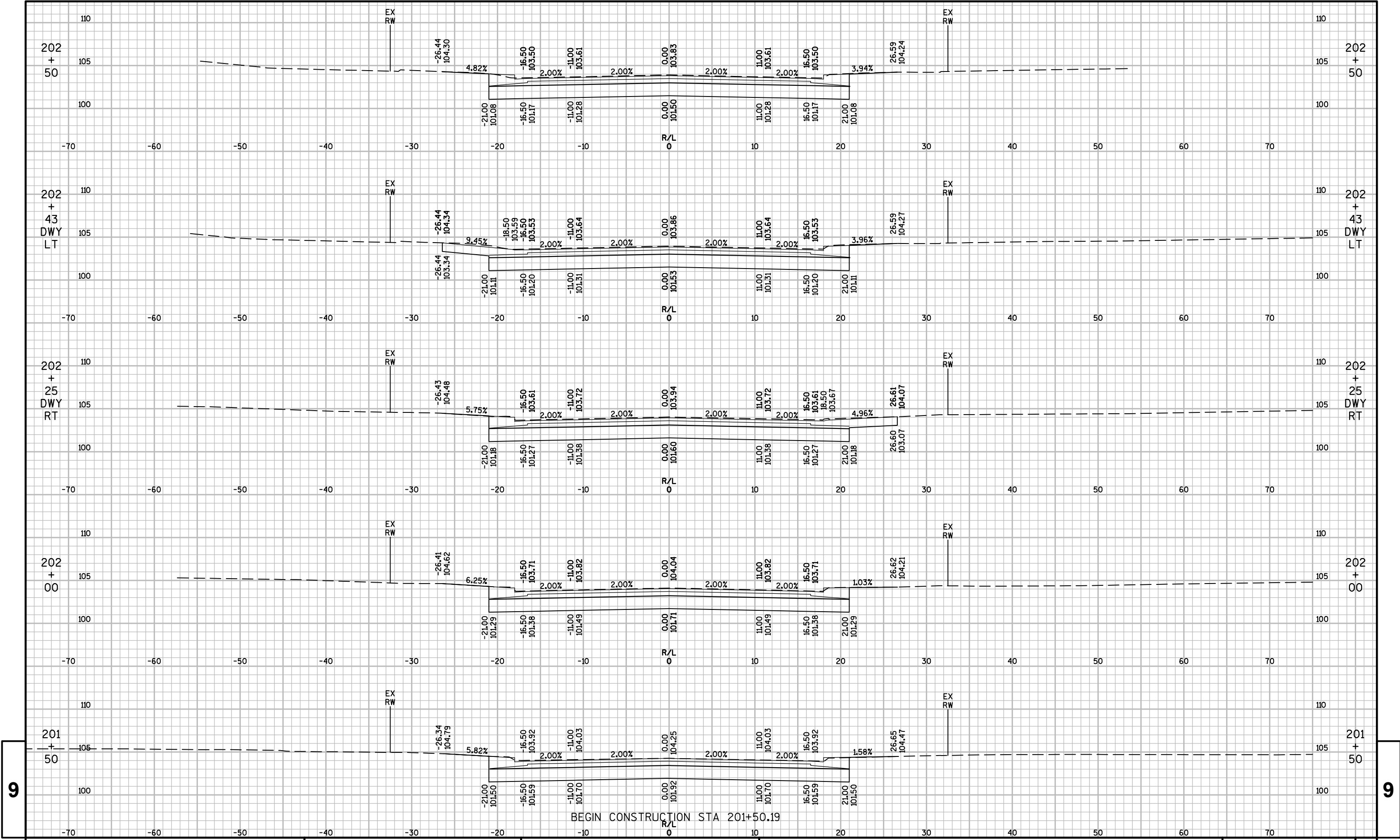
MATHER STREET EARTHWORK

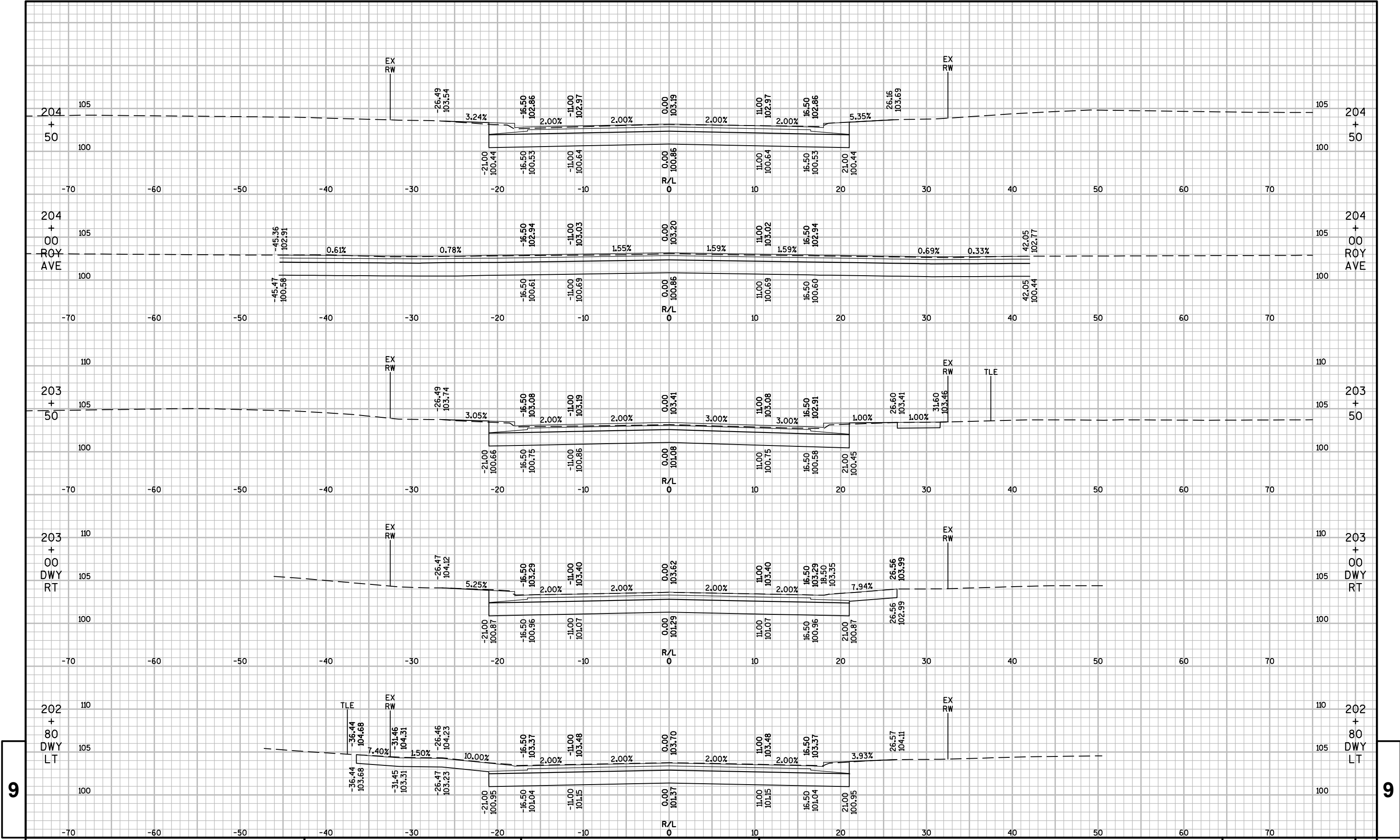
STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	
201+50.2	20150.20	0.00	102.10	0.00	0.11	0	0	0	0	0	0.00
201+75	20175.00	24.80	102.39	0.00	0.07	94	0	0	94	0	93.81
202+00	20200.00	25.00	103.03	0.00	0.00	95	0	0	189	0	188.86
202+25	20225.00	25.00	110.15	0.00	0.12	99	0	0	288	0	287.49
202+50	20250.00	25.00	103.99	0.00	0.00	99	0	0	387	0	386.56
202+75	20275.00	25.00	119.06	0.00	0.08	103	0	0	490	0	489.78
203+00	20300.00	25.00	106.17	0.00	0.00	104	0	0	594	0	594.01
203+25	20325.00	25.00	103.77	0.00	0.28	97	0	0	692	1	691.04
203+50	20350.00	25.00	95.11	0.00	0.91	92	0	1	784	1	782.43
203+75	20375.00	25.00	140.84	0.00	0.53	109	0	1	893	2	890.84
204+00	20400.00	25.00	197.22	0.00	0.00	157	0	0	1,049	2	1047.04
204+25	20425.00	25.00	137.09	0.00	0.00	155	0	0	1,204	2	1201.81
204+50	20450.00	25.00	98.64	0.00	0.53	109	0	0	1,313	3	1310.63
204+75	20475.00	25.00	99.15	0.00	0.37	92	0	0	1,405	3	1401.68
205+00	20500.00	25.00	103.36	0.00	0.37	94	0	0	1,499	4	1495.01
205+25	20525.00	25.00	104.15	0.00	0.04	96	0	0	1,595	4	1590.85
205+50	20550.00	25.00	103.10	0.00	0.20	96	0	0	1,691	4	1686.65
205+75	20575.00	25.00	96.02	0.00	0.56	92	0	0	1,783	4	1778.40
206+00	20600.00	25.00	101.72	0.00	0.10	92	0	0	1,874	5	1869.57
206+25	20625.00	25.00	106.82	0.00	0.00	97	0	0	1,971	5	1966.05
206+50	20650.00	25.00	114.82	0.00	0.00	103	0	0	2,074	5	2068.67
206+75	20675.00	25.00	173.17	0.00	0.07	133	0	0	2,207	5	2201.96
207+00	20700.00	25.00	179.20	0.00	0.00	163	0	0	2,370	5	2365.05
207+25	20725.00	25.00	173.62	0.00	0.00	163	0	0	2,533	5	2528.39
207+50	20750.00	25.00	237.04	0.00	0.00	190	0	0	2,723	5	2718.51
207+75	20775.00	25.00	242.99	0.00	0.00	222	0	0	2,946	5	2940.75
208+00	20800.00	25.00	118.15	0.00	0.00	167	0	0	3,113	5	3107.94
208+25	20825.00	25.00	103.57	0.00	0.00	103	0	0	3,216	5	3210.59
208+50	20850.00	25.00	100.71	0.00	0.07	95	0	0	3,310	5	3305.13
208+75	20875.00	25.00	110.59	0.00	0.00	98	0	0	3,408	5	3402.91
209+00	20900.00	25.00	104.61	0.00	0.19	100	0	0	3,508	5	3502.43
209+25	20925.00	25.00	101.76	0.00	0.19	96	0	0	3,603	5	3597.76
209+50	20950.00	25.00	99.59	0.00	0.23	93	0	0	3,696	6	3690.73
209+75	20975.00	25.00	81.65	0.00	0.62	84	0	0	3,780	6	3774.15
210+00	21000.00	25.00	154.40	0.00	0.30	109	0	0	3,890	7	3882.90
210+25	21025.00	25.00	212.64	0.00	0.00	170	0	0	4,059	7	4052.65
210+50	21050.00	25.00	130.34	0.00	0.00	159	0	0	4,218	7	4211.44
210+75	21075.00	25.00	105.15	0.00	0.00	109	0	0	4,327	7	4320.46

MATHER STREET EARTHWORK

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 1.00	Expanded Fill 1.25	
211+00	21100.00	25.00	128.88	0.00	0.00	108	0	0	4,436	7	4428.81
211+25	21125.00	25.00	109.67	0.00	0.00	110	0	0	4,546	7	4539.25
211+50	21150.00	25.00	130.70	0.00	0.00	111	0	0	4,657	7	4650.53
211+75	21175.00	25.00	105.64	0.00	0.09	109	0	0	4,767	7	4759.89
212+00	21200.00	25.00	106.45	0.00	0.02	98	0	0	4,865	7	4858.02
212+25	21225.00	25.00	98.78	0.00	0.84	95	0	0	4,960	7	4952.54
212+50	21250.00	25.00	98.99	0.00	0.66	92	0	1	5,052	8	5043.24
212+75	21275.00	25.00	111.26	0.00	0.05	97	0	0	5,149	9	5140.17
213+00	21300.00	25.00	112.68	0.00	0.00	104	0	0	5,253	9	5243.83
213+25	21325.00	25.00	116.24	0.00	0.00	106	0	0	5,359	9	5349.81
213+50	21350.00	25.00	114.98	0.00	0.00	107	0	0	5,466	9	5456.86
213+75	21375.00	25.00	115.35	0.00	0.00	107	0	0	5,572	9	5563.49
214+00	21400.00	25.00	110.58	0.00	0.00	105	0	0	5,677	9	5668.09
214+25	21425.00	25.00	121.98	0.00	0.00	108	0	0	5,784	9	5775.75
214+50	21450.00	25.00	102.79	0.00	0.26	104	0	0	5,889	9	5879.66
214+75	21475.00	25.00	108.49	0.00	0.00	98	0	0	5,986	9	5977.32
215+00	21500.00	25.00	93.60	0.00	0.53	94	0	0	6,080	9	6070.57
215+25	21525.00	25.00	96.50	0.00	0.56	88	0	1	6,168	10	6157.95
215+50	21550.00	25.00	90.64	0.00	0.71	87	0	1	6,255	11	6243.86
215+75	21575.00	25.00	103.17	0.00	0.25	90	0	0	6,344	11	6333.03
216+00	21600.00	25.00	105.26	0.00	0.00	96	0	0	6,441	11	6429.39
216+25	21625.00	25.00	128.96	0.00	0.00	108	0	0	6,549	11	6537.83
216+50	21650.00	25.00	228.95	0.00	0.00	166	0	0	6,715	11	6703.52
216+75	21675.00	25.00	291.39	0.00	0.00	241	0	0	6,956	11	6944.42
217+00	21700.00	25.00	218.54	0.00	0.00	236	0	0	7,192	11	7180.50
217+25	21725.00	25.00	155.99	0.00	0.00	173	0	0	7,365	11	7353.90
217+50	21750.00	25.00	126.01	0.00	0.00	131	0	0	7,496	11	7484.45
217+75	21775.00	25.00	112.79	0.00	0.00	111	0	0	7,606	11	7595.01
218+00	21800.00	25.00	115.91	0.00	0.00	106	0	0	7,712	11	7700.89
218+25	21825.00	25.00	108.71	0.00	0.01	104	0	0	7,816	11	7804.87
218+50	21850.00	25.00	112.34	0.00	0.00	102	0	0	7,919	11	7907.20
218+75	21875.00	25.00	103.66	0.00	0.01	100	0	0	8,019	11	8007.20
219+00	21900.00	25.00	101.10	0.00	0.13	95	0	0	8,113	11	8101.91
219+25	21925.00	25.00	99.30	0.00	0.27	93	0	0	8,206	12	8194.46
219+50	21950.00	25.00	104.19	0.00	0.38	94	0	0	8,300	12	8288.29
219+75	21975.00	25.00	104.90	0.00	0.38	97	0	0	8,397	13	8384.66
220+00	22000.00	25.00	98.98	0.00	0.27	94	0	0	8,492	13	8478.67
220+25	22025.00	25.00	99.21	0.00	0.33	92	0	0	8,583	13	8570.08
220+50	22050.00	25.00	99.97	0.00	0.22	92	0	0	8,676	14	8661.98
220+62.89	22062.89	12.89	105.33	0.00	0.16	49	0	0	8,725	14	8710.87

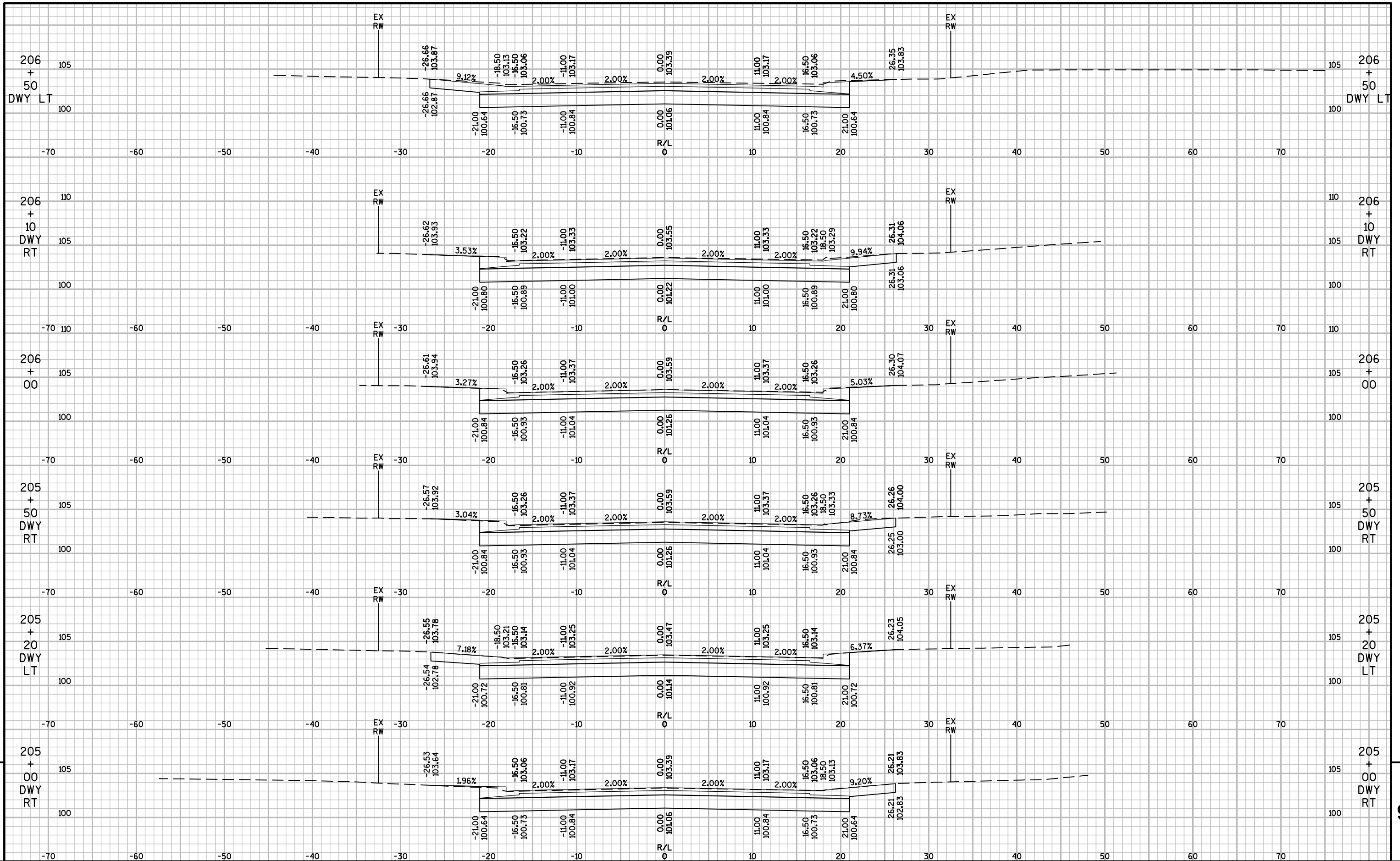
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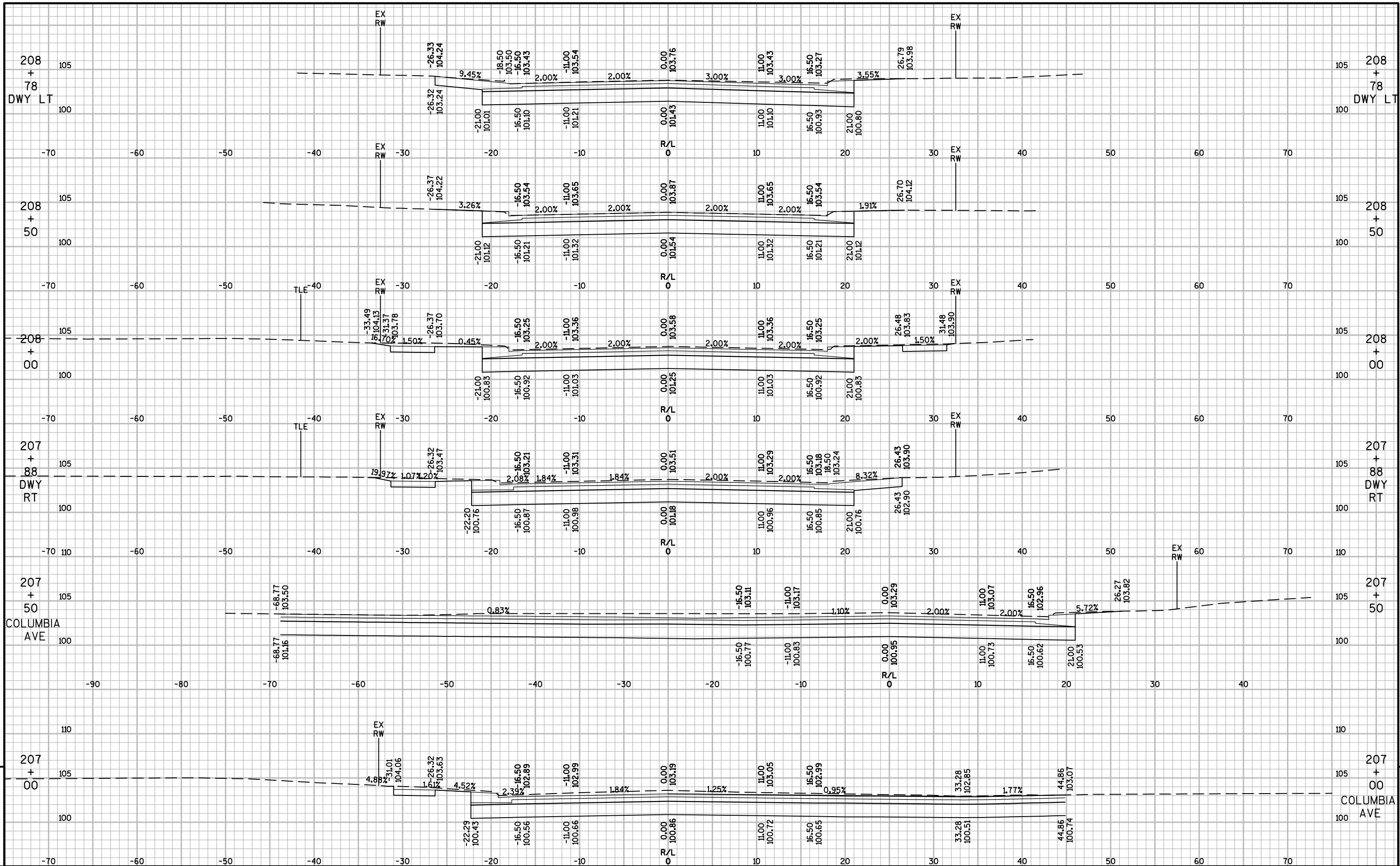


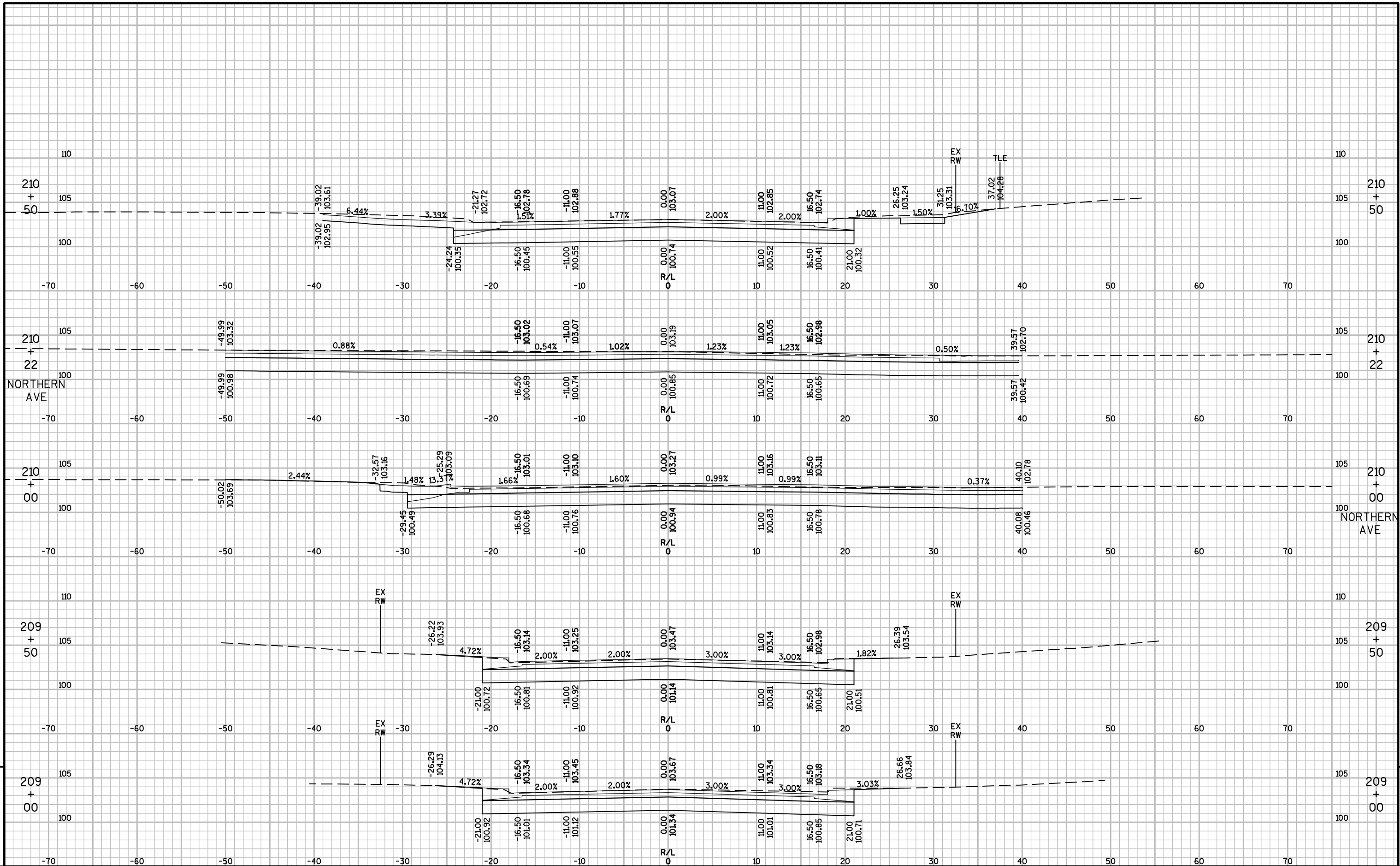


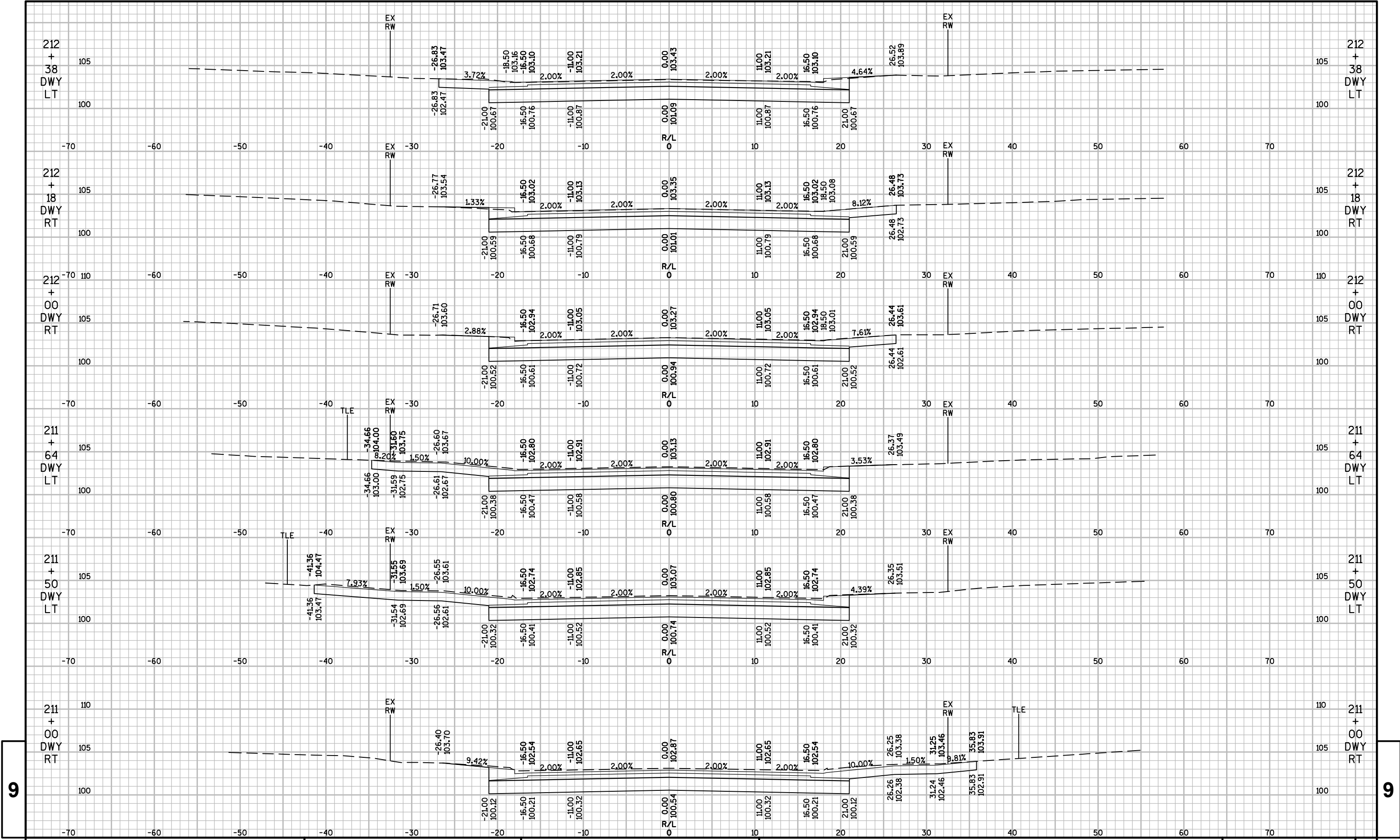
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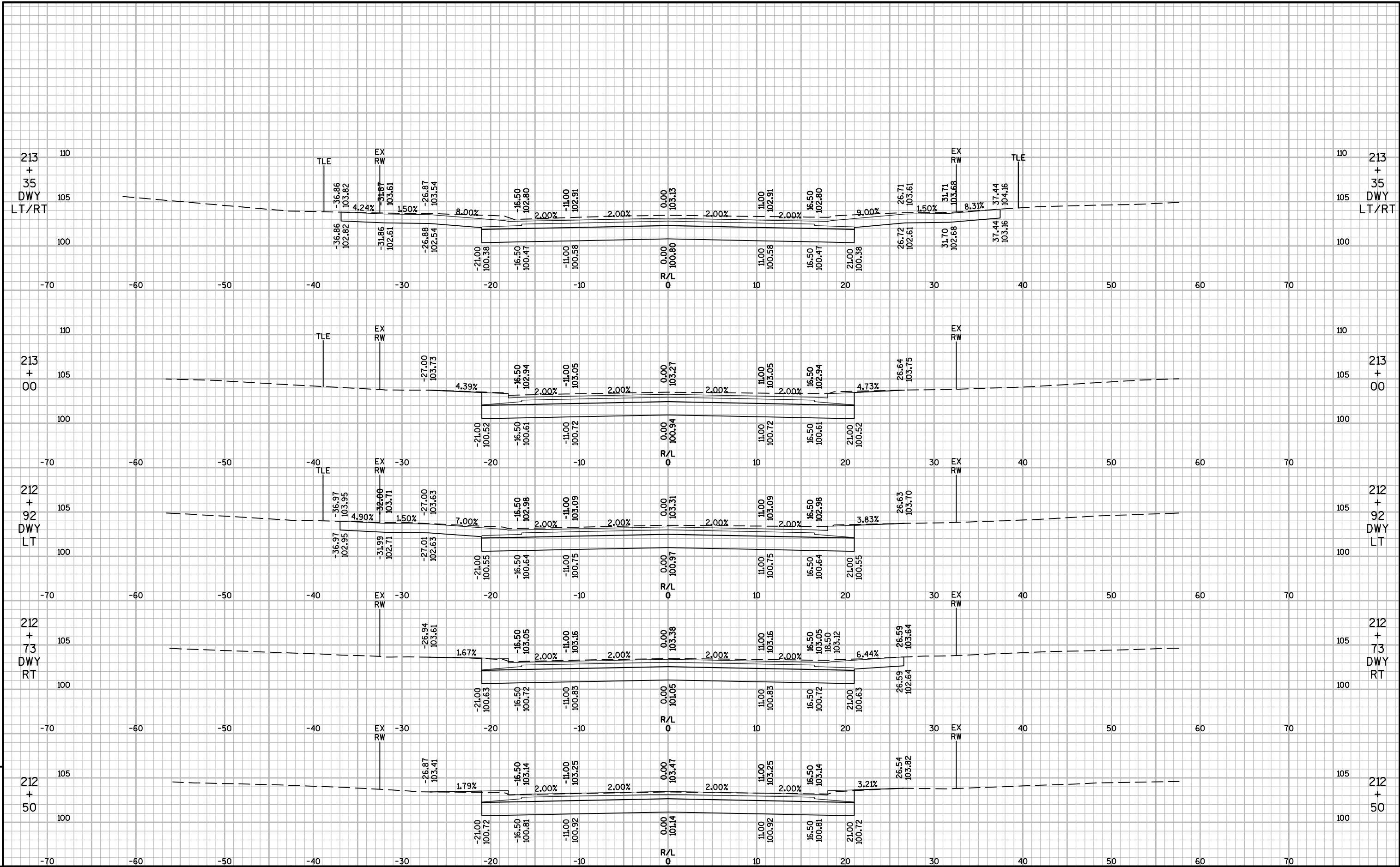


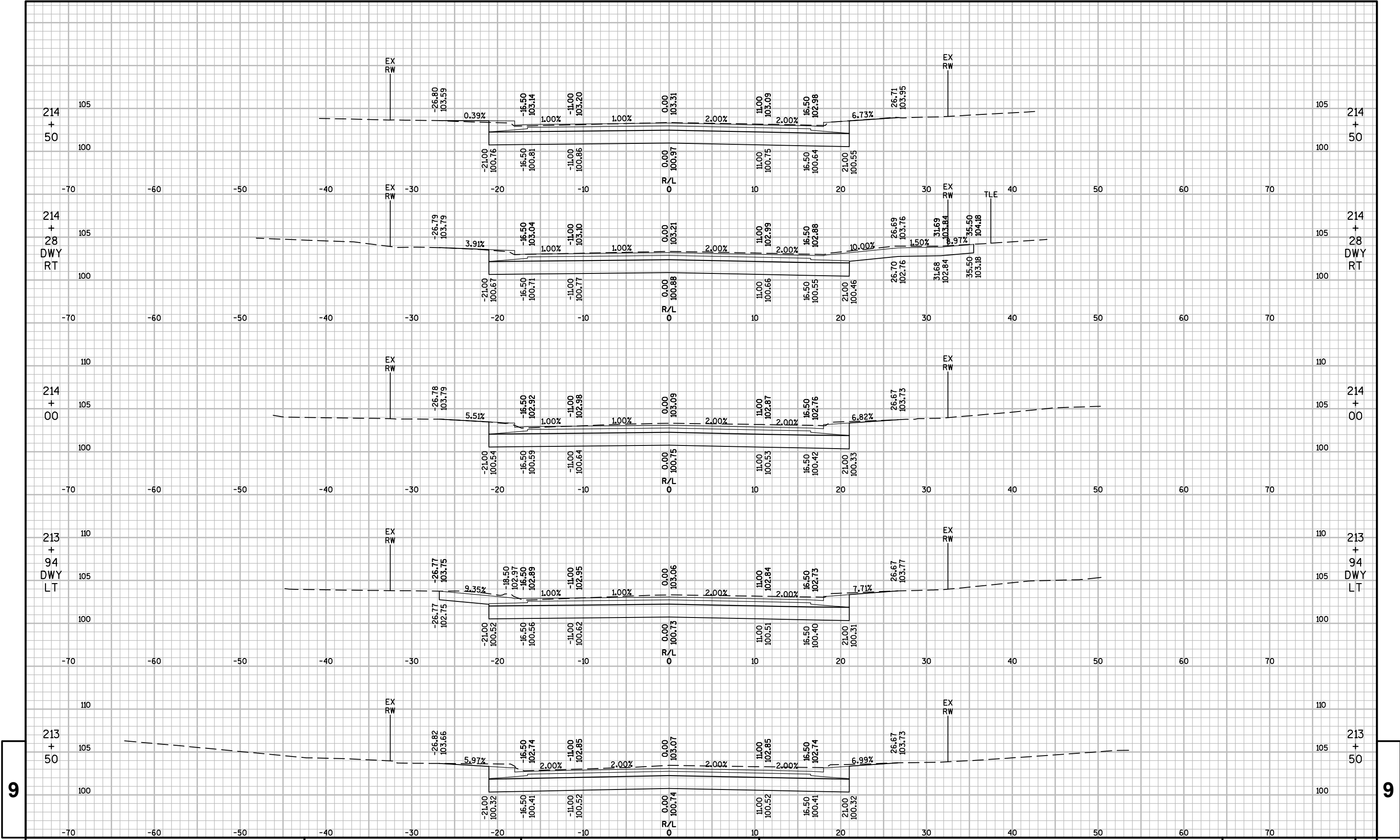




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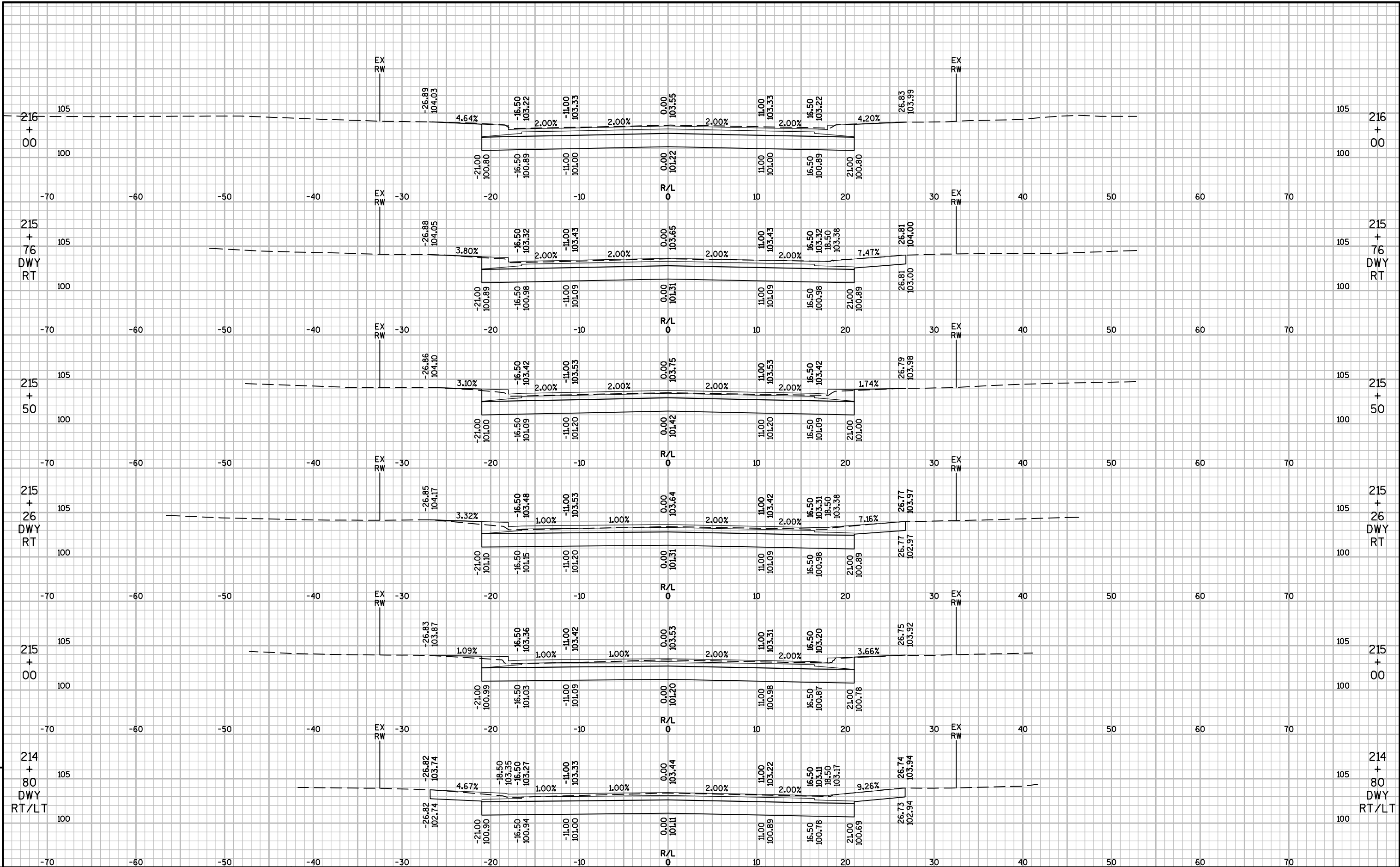
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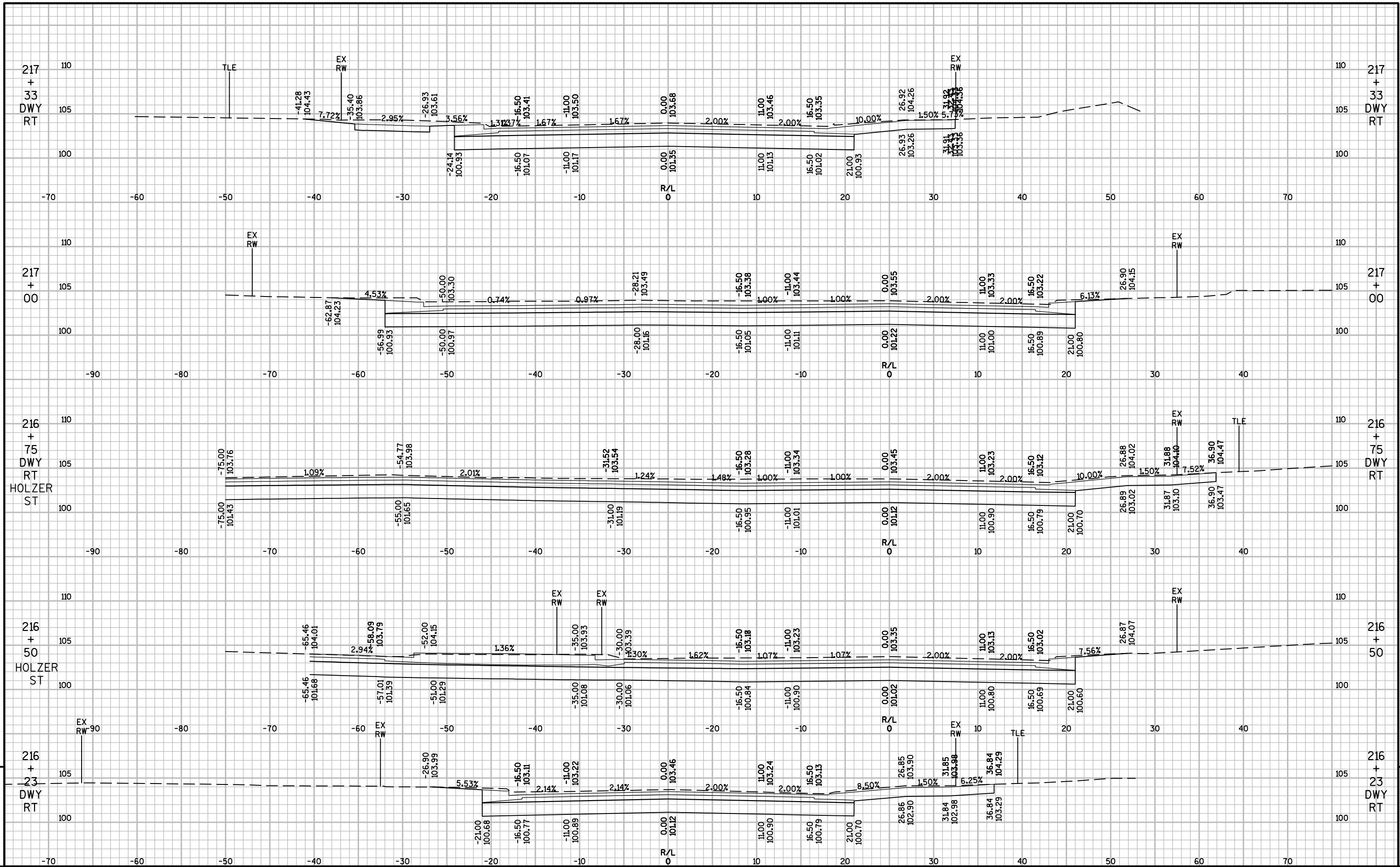


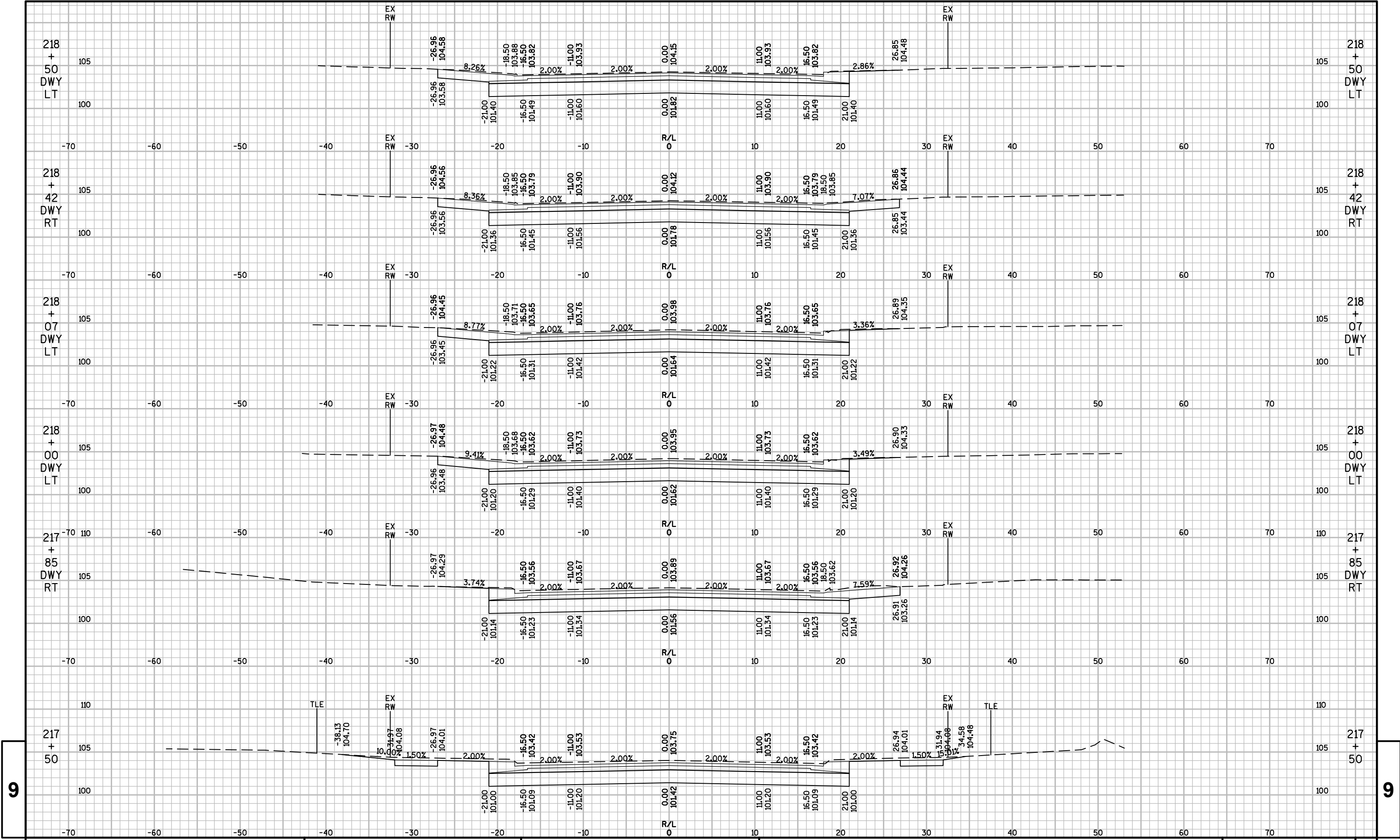


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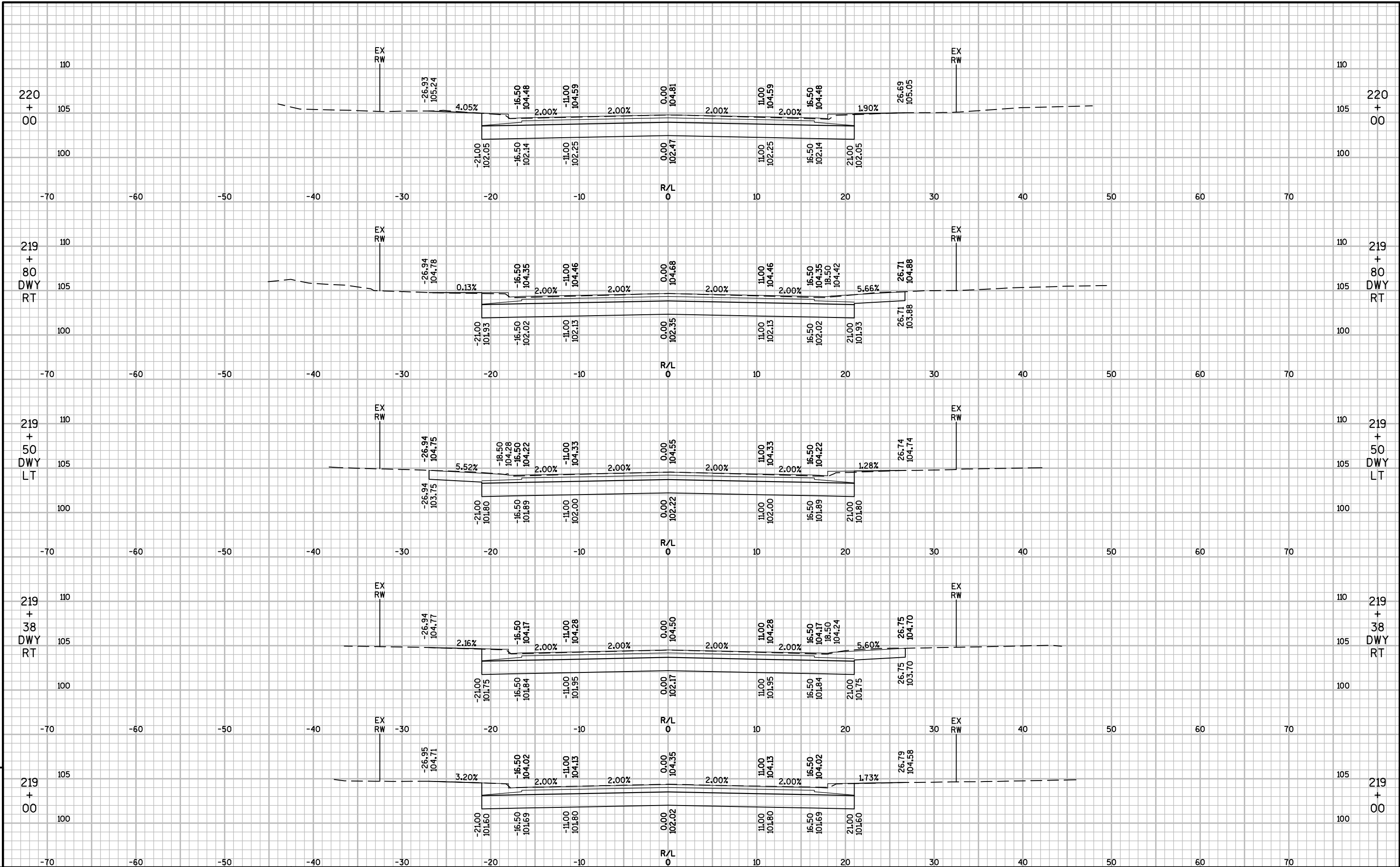


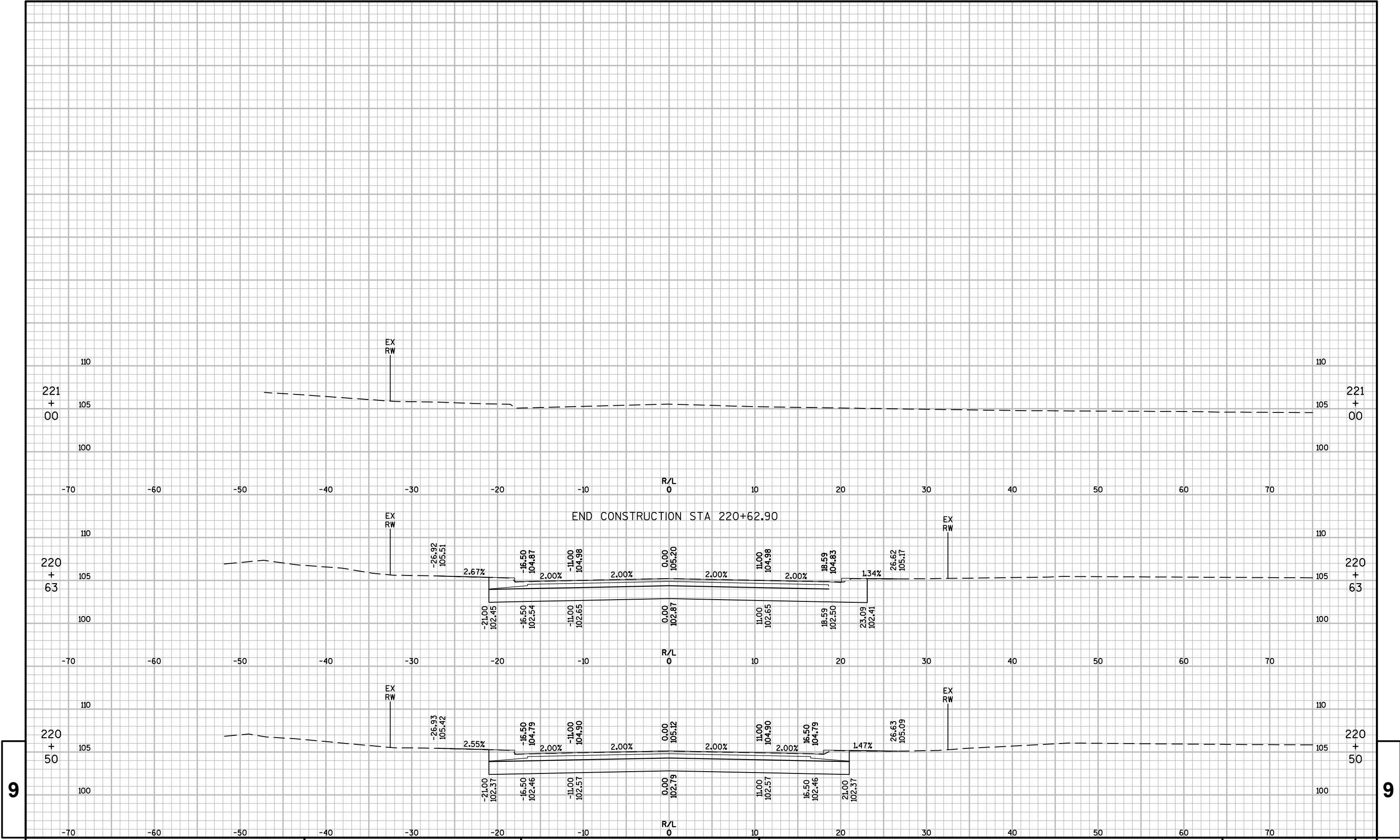




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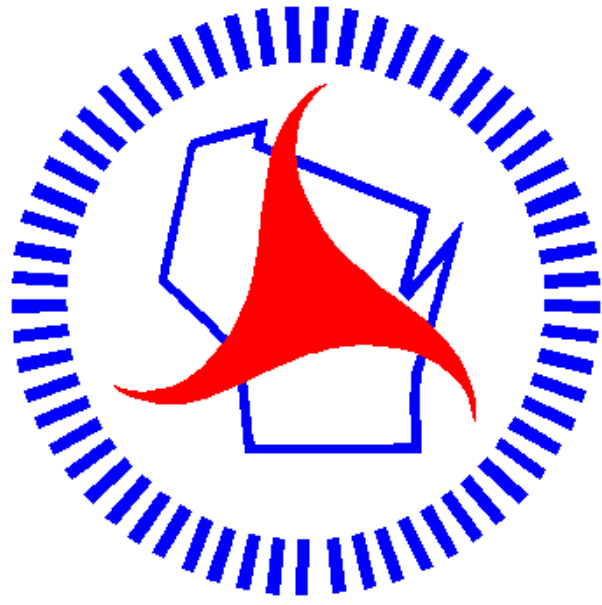
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