MAD

JAN 2018

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 = 424

PROJECT ID: 3021-02-73

WITH: 3270-02-71

COUNTY: DODGE

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3021-02-73	WISC 2018036	1
3021-02-74	———	———
3270-02-71	WISC 2018038	1
3270-02-72	———	———

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C MAYVILLE, MAIN STREET

RUEDEBUSCH AVE TO HORICON ST

STH 67

DODGE COUNTY

ROADWAY	SANITARY SEWER & WATER MAIN
STATE PROJECT NUMBER	STATE PROJECT NUMBER
3021-02-73	3021-02-74

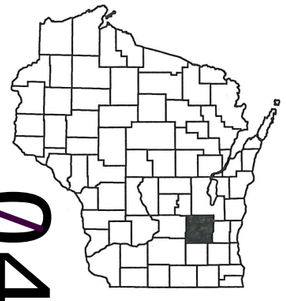
C MAYVILLE, HORICON STREET

CLARK STREET TO MAIN STREET

STH 28

DODGE COUNTY

ROADWAY	SANITARY SEWER & WATER MAIN
STATE PROJECT NUMBER	STATE PROJECT NUMBER
3270-02-71	3270-02-72

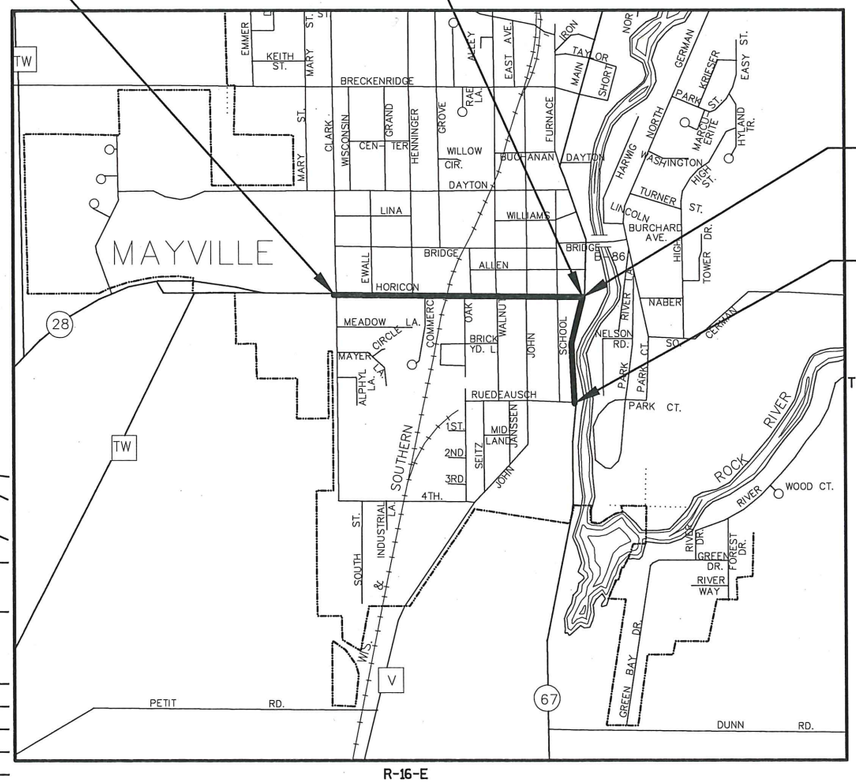


04

N

BEGIN PROJECT 3270-02-71
STA. 32+25HO
X=921,890.73
Y=736,933.80

END PROJECT 3270-02-71
STA. 66+22.02HO



R-16-E

END PROJECT 3021-02-73
STA. 142+50MA

BEGIN PROJECT 3021-02-73
STA. 126+50MA
X=925,117.61
Y=735,365.74

T-12-N

DESIGN DESIGNATION:		STH 28	STH 67
A.A.D.T.	2018 =	7300	4700
A.A.D.T.	2038 =	8500	5600
D.H.V.	=	655	554
D.D.	=	59/41	59/41
T.	=	8.9%	11.5%
DESIGN SPEED	=	35MPH	30MPH
ESALS	=	1,900,000	1,900,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	955.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

3021-02-73 TOTAL NET LENGTH OF CENTERLINE = 0.303 MI.
3270-02-71 TOTAL NET LENGTH OF CENTERLINE = 0.643 MI.
TOTAL = 0.946 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DODGE COUNTY, NAD83 (2007), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF NAVD 88 (2007).

ORIGINAL PLANS PREPARED BY

PEOPLE WHO CARE,
CREATING QUALITY TRANSPORTATION
TODAY AND TOMORROW

WISDOT SOUTHWEST REGION – MADISON OFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	GREMMER & ASSOCIATES
Designer	MARC SCHWEIGER
Project Manager	JEREMY HALL
Regional Examiner	
Regional Supervisor	JIM OETTINGER

APPROVED FOR THE DEPARTMENT
DATE: 7/18/17 (Signature)

E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\01 TITLE SHEET\010101_TI.DWG
LAYOUT NAME - "***"

PLOT DATE : 6/6/2017 8:34 AM

PLOT BY : SCHWEIGER, MARC D PLOT NAME :

WISDOT/CADDS SHEET 10

2

GENERAL NOTES

NO TREES OR SHRUBS THAT ARE NOT MARKED ON THE PLAN TO BE REMOVED SHALL BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER IN THE FIELD.

THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

CONTRACTOR TO VERIFY ELEVATIONS OF THE EXISTING PAVEMENT TO REMAIN IN PLACE, PRIOR TO STAKING.

ALL NEW AND RELAID CULVERT CONCRETE PIPES SHALL HAVE THE APRON ENDWALL AND FIRST TWO PIPE JOINTS TIED.

ASPHALTIC SURFACE WEIGHT CALULATIONS ARE BASED ON 112 LB/SY/IN. 4" HMA PAVEMENT OR THICKER TO BE PLACED IN 2 LAYERS. ALL LAYERS ARE REQUIRED TO BE A MINIMUM OF 1.75".

APPLY TACK COAT BETWEEN LAYERS OF ASPHALT PAVEMENT AND TO MILLED SURFACES. THE APPLICATION RATE IS 0.05 GAL/SY BETWEEN LAYERS OF NEW HMA PAVEMENT AND 0.07 GAL/SY PLACED ON EXISTING ASPHALT, MILLED SURFACES AND CONCRETE PAVEMENT OR AS DIRECTED BY THE ENGINEER.

SAWCUTS, AS SHOWN ON THE PLANS, ARE SUGGETED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.

EXACT SIGN LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND THE LOCATIONS OF SIGNS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE EROSION CONTROL DEVICES AS SHOWN ON THE EROSION CONTROL SHEETS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER. DIMENSIONS OF RIPRAP PLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. REMOVAL OF EROSION CONTROL DEVICES SHALL BE INCIDENTAL TO THE RESPECTIVE BID ITEMS.

INLETS SHALL BE COVERED AS NECESSARY TO PREVENT CONSTRUCTION MATERIAL FROM FALLING INTO THE INLETS. POSITIVE DRAINAGE TO BE MAINTAINED AT ALL TIMES.

ALL OPENINGS OF HOLES BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENTS SHALL BE BACKFILLED WITH GRANULAR MATERIAL AND COMPACTED. GRANULAR MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.

ALL PROPERTY LINES IN PLANS ARE APPROXIMATE. PROPERTY PINS/IRONS ARE TO BE AVOIDED WHENEVER POSSIBLE. NOTIFY ENGINEER PRIOR TO REMOVAL IF PINS/IRONS WILL NEED TO BE REMOVED FOR CONSTRUCTION PURPOSES.

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER AND SHALL HAVE BUTT JOINTS. WORK REQUIRED FOR BUTT JOINT IS INDICENTAL TO THE ASPHALT ITEM.

THE LOCATION OF STOP LINES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

BEAM GUARD WILL BE REPLACED WITHIN 24 HOURS FROM THE TIME IT IS REMOVED.

PRIOR TO PLACEMENT OF BEAM GUARD THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED.

CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE OF CURB. EXPANSION JOINTS TO BE CONSTRUCTED AT ALL RADIUS POINTS IN CURB AND GUTTER, AT INLETS AND AT LOCATIONS SHOWN ON THE PLAN.

CONCRETE RUBBLE AND WOOD PLANKS/LOGS ARE PRESENT IN THE EXISTING EMBANKMENT ON STH 67. REMOVAL OF THESE ITEMS ARE INCIDENTAL TO COMMON EXCAVATION.

EBS IS ESTIMATED AT 10% FOR THE STH 67, 3021-02-73 PROJECT AND 5% FOR THE STH 28, 3270-02-71 PROJECT BOTH AT 1 FOOT DEEP. EXACT LOCATIONS AND DEPTHS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

UTILITY LINES IN CROSS SECTIONS ARE FOR HORIZONTAL REFERENCE ONLY.

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

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS/TLE LIMITS.

SIDEWALK REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIIED IN THE FIELD BY THE ENGINEER.

IF REMOVING CONCRETE STEPS IS NECESSARY AND APPROVED BY THE ENGINEER, IT WILL BE PAID FOR AS REMOVING CONCRETE SIDEWALK. NEW STEPS BETWEEN ENTRANCES AND SIDEWALK SHALL NOT BE ADDED AT ANY LOCATION WITHIN THE PROJECT UNLESS APPROVED BY THE ENGINEER.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DIVEWAYS AT ALL TIMES EXCEPT WHEN PAVING OR PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAY SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER PAVEMENT OR PIPE IN DRIVEAWY AREA IS INSTALLED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

CONDUIT MUST BE PLACED PRIOR TO CURB AND GUTTER AND SIDEWALK CONSTRUCTION.

DESIGNS, PLANS, SPECIFICATIONS AND ESTIMATE FOR STREET LIGHTING AND SIGNALS PREPARED BY KL ENGINEERING.

DESIGNS, PLANS, SPECIFICATIONS AND ESTIMATE FOR WATER MAIN AND SANITARY SEWER PREPARED BY KUNKEL ENGINEERING.

DESIGNS, PLANS, SPECIFICATIONS AND ESTIMATE FOR STORM SEWER PREPARED BY GREMMER ENGINEERING.

SIGNS NOT SHOWN IN THE PLAN ARE EXISTING TO REMAIN.

2

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cb1461@att.com

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www.DiggersHotline.com

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2

STANDARD ABBREVIATIONS

AC.	ACRE	MAX.	MAXIMUM
AGG.	AGGREGATE	MGAL	1000 GALLONS
AH	AHEAD	MIN.	MINIMUM
<	ANGLE	N.C.	NORMAL CROWN OR NO CHANGE
AE, AEW	APRON ENDWALL	N	NORTH
ASPH.	ASPHALTIC	NO.	NUMBER
A.D.T.	AVERAGE DAILY TRAFFIC	PAV'T	PAVEMENT
B.F.	BACK FACE	P.L.E.	PERMANENT LIMITED EASEMENT
BK.	BACK	P.C.	POINT OF CURVATURE
BEG.	BEGIN	P.I.	POINT OF INTERSECTION
B.M.	BENCH MARK	P.T.	POINT OF TANGENCY
C/L	CENTER LINE	V.P.C.	VERTICAL POINT OF CURVATURE
D	CENTRAL ANGLE OR DELTA	V.P.I.	VERTICAL POINT OF INTERSECTION
C.M.C.P.	CORRUGATED METAL CULVERT PIPE	V.P.T.	VERTICAL POINT OF TANGENCY
C.M.P.	CORRUGATED METAL PIPE	PCC	PORTLAND CEMENT CONCRETE
CO.	COUNTY	P.E.	PRIVATE ENTRANCE
CTH	COUNTY TRUNK HIGHWAY	P.L.	PROPERTY LINE
CR.	CREEK	R	RADIUS OR RANGE
C.A.B.C.	CRUSHED AGGREGATE BASE COURSE	R/L	REFERENCE LINE
C.Y.	CUBIC YARD	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
C.P.	CULVERT PIPE	RT	RIGHT
C. & G.	CURB AND GUTTER	REQ'D	REQUIRED
D	DEGREE OF CURVE	R.H.F.	RIGHT HAND FORWARD
D.H.V.	DESIGN HOUR VOLUME	R/W	RIGHT OF WAY
DIA.	DIAMETER	R.	RIVER
DISCH.	DISCHARGE	RD.	ROAD
EA	EACH	SHLD.	SHOULDER(S)
E	EAST	SHR.	SHRINKAGE
ELEC.	ELECTRIC(AL), ELEC. CABLE	S	SOUTH
EL., ELEV.	ELEVATION	S.F.	SQUARE FOOT (FEET)
EXC.	EXCAVATION	SDD	STANDARD DETAIL DRAWING(S)
F.F.	FACE TO FACE	STH	STATE TRUNK HIGHWAY
FERT.	FERTILIZER	STA.	STATION
F.E.	FIELD ENTRANCE	S.E.	SUPERELEVATION
F/L, F.L.	FLOW LINE	S/L	SURVEY LINE
CWT.	HUNDRED WEIGHT	T	TANGENT
INL	INLET	TEL.	TELEPHONE
INTER.	INTERSECTION	TEMP.	TEMPORARY
JT.	JOINT	T.L.E.	TEMPORARY LIMITED EASEMENT
LT	LEFT	T.O.C.	TOP OF CURB
L.H.F.	LEFT HAND FORWARD	T.	(TRUCKS) PERCENT OF
L.	LENGTH OF CURVE	TYP.	TYPICAL
L.F.	LINEAR FOOT(FEET)	UNCL.	UNCLASSIFIED
LC.	LONG CHORD	U.G.	UNDERGROUND (CABLE)
LS	LUMP SUM	V.C.	VERTICAL CURVE
M.P.	MARKER POST	W	WEST

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PAVING GRADES
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
SANITARY AND WATER
PERM. SIGNING AND PAVEMENT MARKING
TRAFFIC SIGNAL PLAN
LIGHTING PLAN
TRAFFIC CONTROL
ALIGNMENT LAYOUT

2

FILE NAME : N:\PDS\...\030200_mq.pptx PLOT DATE : 7/11/2017 2:22 PM PLOT BY : DITJJW PLOT NAME : PLOT SCALE : 1:1

BEGIN PROJECT (3270-02-71)
STA 32+25HO

END PROJECT (3270-02-71)
STA 66+22.02HO

END PROJECT (3021-02-73)
STA 142+50MA

BEGIN PROJECT (3021-02-73)
STA 126+50MA

REPLACE TWO SECTIONS OF BEAM GUARD
FROM STA 109+58MA TO STA 114+41MA
AND STA 117+17MA TO STA 126+42MA.

28

67

HORICON

MAYVILLE

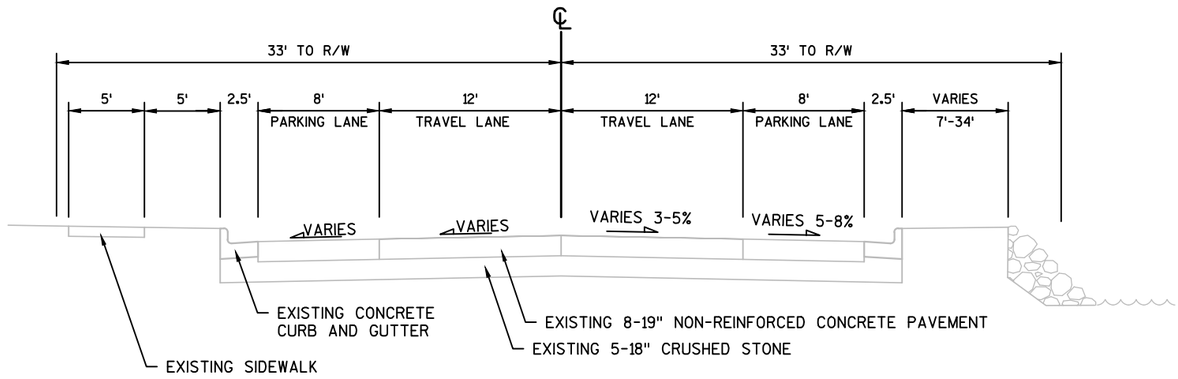
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PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	PROJECT OVERVIEW	SHEET 4	E

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LAYOUT NAME - ****

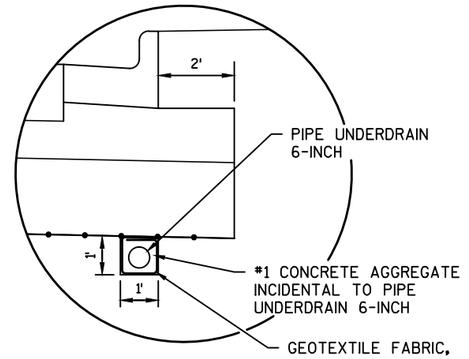
PLOT DATE : 7/11/2017 2:25 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42



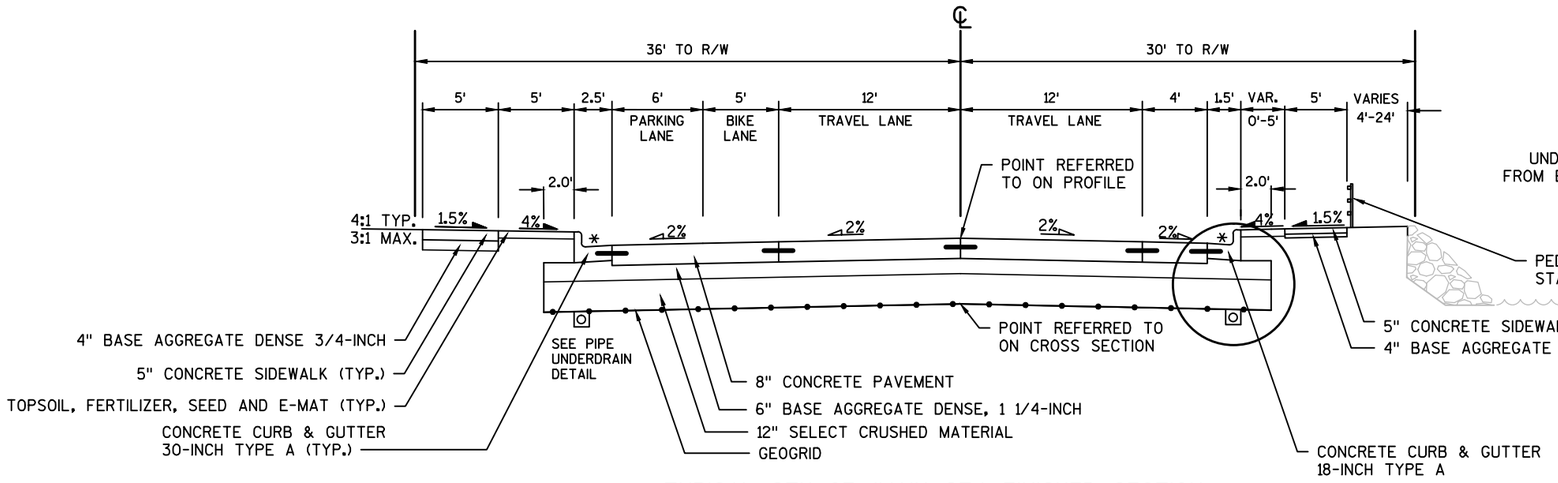
TYPICAL STH 67 (MAIN ST.) EXISTING SECTION

126+50MA - 140+75MA
REUDEBUSCH AVE. - HORICON ST. (STH 28)
(44' FACE TO FACE OF CURB)



PIPE UNDERDRAIN DETAIL

UNDERDRAIN TO BE USED 50' IN EACH DIRECTION FROM EVERY SAG INLET AND 50' UPSTREAM OF OTHER INLETS. TO BE DISCHARGED INTO STORM SEWER INLETS/MANHOLES. TIE-INS INCIDENTAL TO UNDERDRAIN.



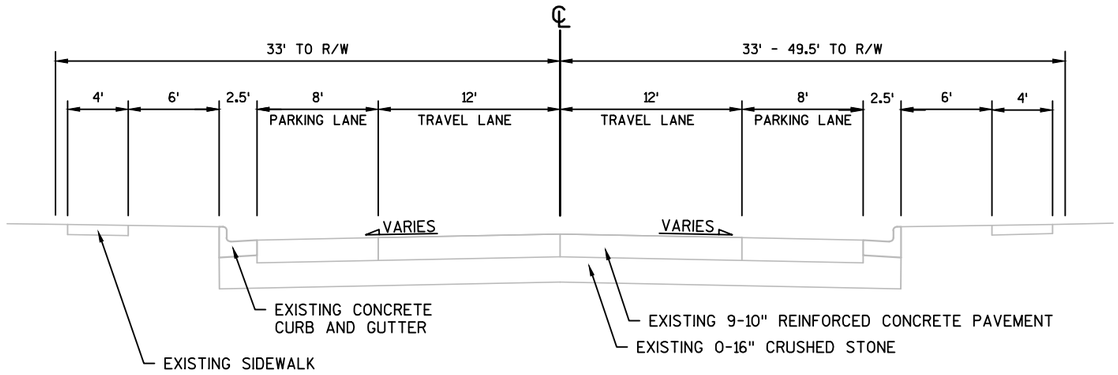
TYPICAL STH 67 (MAIN ST.) FINISHED SECTION

126+50MA - 140+75MA
REUDEBUSCH AVE. - HORICON ST. (STH 28)
(42' FACE TO FACE OF CURB)

* GUTTER SLOPES TO BE 6.25% EXCEPT AS NOTED IN THE CURB RAMP DETAIL SHEETS. CHANGING TO A 4% GUTTER SLOPE IS INCIDENTAL TO THE CURB AND GUTTER ITEM.

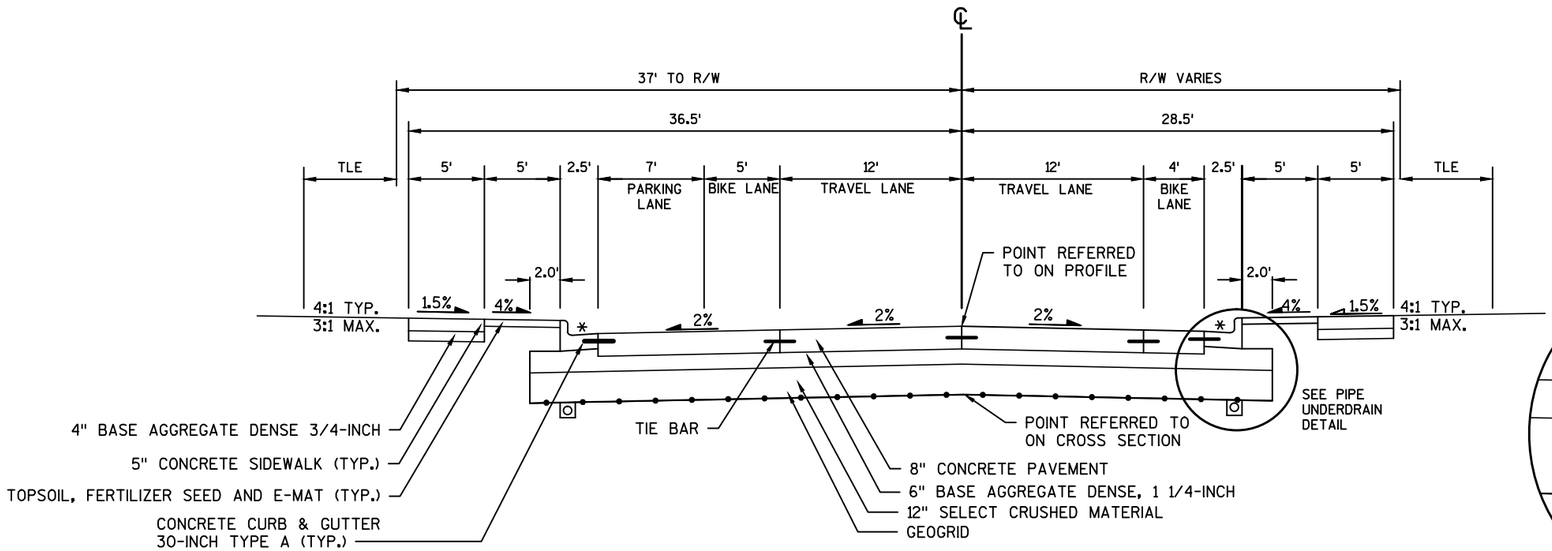
**SIDEWALK ENDS AT STA 138+00MA AND TIES INTO THE CITY OF MAYVILLE PORTION OF SIDEWALK

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	TYPICAL SECTIONS - STH 67	SHEET 5	E



TYPICAL STH 28 (HORICON ST.) EXISTING SECTION

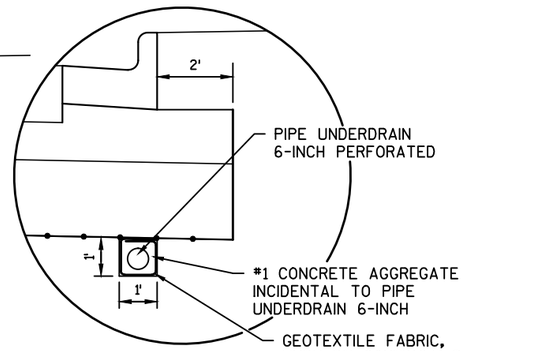
CLARK ST. TO MAIN ST. (STH 67)
32+25HO - 66+22.02HO
(44' FACE TO FACE OF CURB)



TYPICAL STH 28 (HORICON ST.) FINISHED SECTION

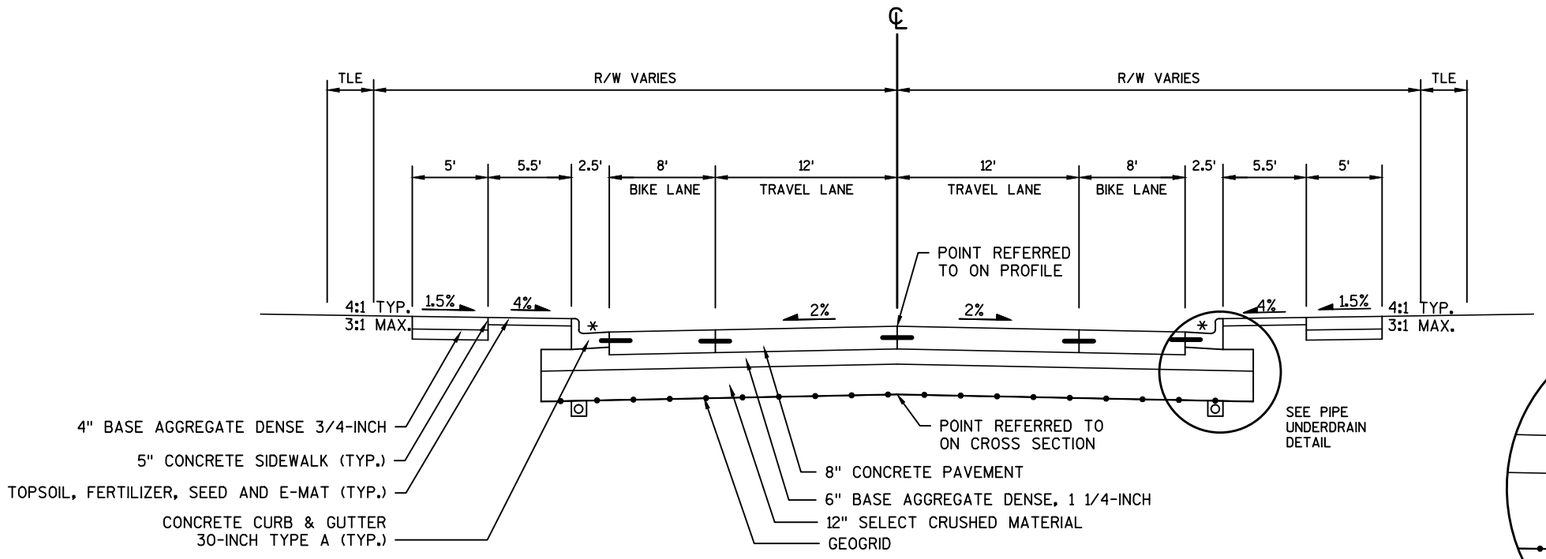
CLARK ST. TO HENNINGER ST.
32+25HO - 44+25HO
(44' FACE TO FACE OF CURB)

* GUTTER SLOPES TO BE 6.25% EXCEPT AS NOTED IN THE CURB RAMP DETAIL SHEETS. CHANGING TO A 4% GUTTER SLOPE IS INCIDENTAL TO THE CURB AND GUTTER ITEM.



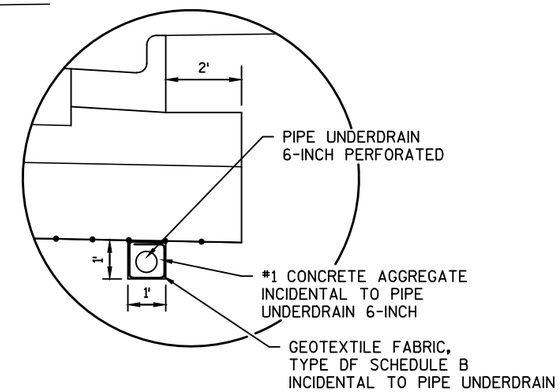
PIPE UNDERDRAIN DETAIL

UNDERDRAIN TO BE USED 50' IN EACH DIRECTION FROM EVERY SAG INLET AND 50' UPSTREAM OF OTHER INLETS. TO BE DISCHARGED INTO STORM SEWER INLETS/MANHOLES. TIE-INS INCIDENTAL TO UNDERDRAIN



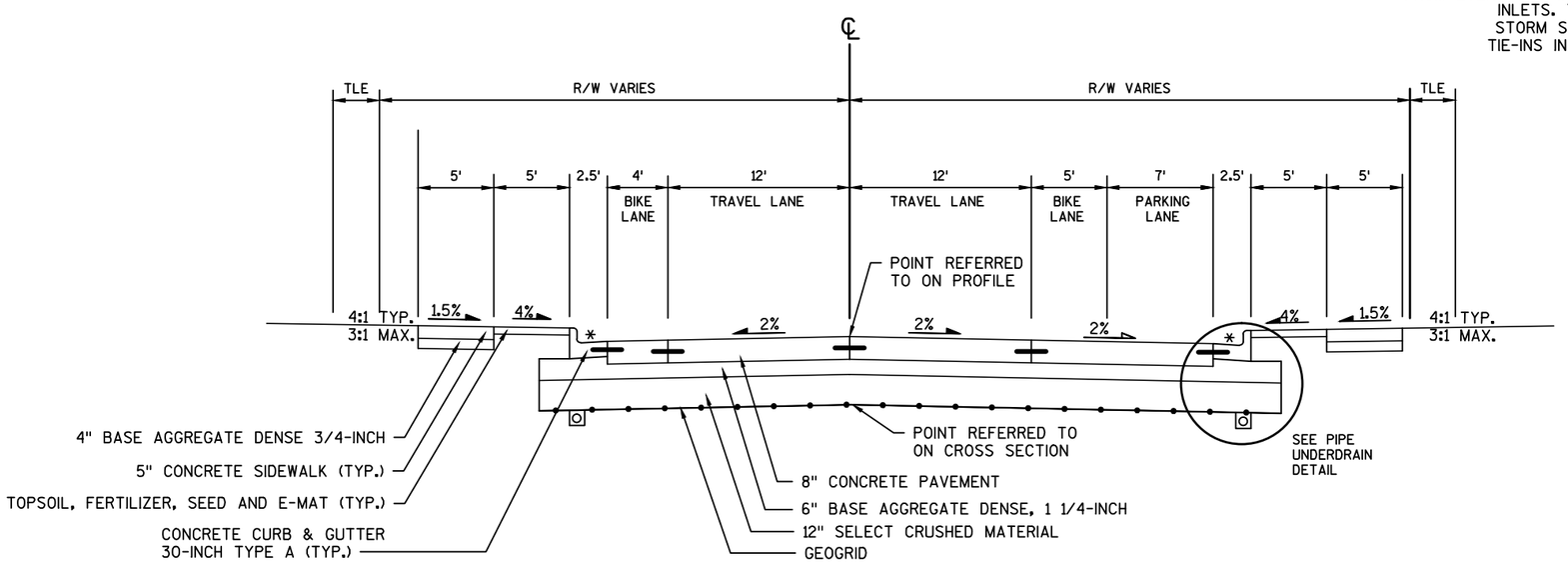
TYPICAL STH 28 (HORICON ST.) FINISHED SECTION

HENNINGER ST. TO WALNUT ST.
44+25HO - 54+75HO
(44' FACE TO FACE OF CURB)



PIPE UNDERDRAIN DETAIL

UNDERDRAIN TO BE USED 50' IN EACH DIRECTION FROM EVERY SAG INLET AND 50' UPSTREAM OF OTHER INLETS. TO BE DISCHARGED INTO STORM SEWER INLETS/MANHOLES. TIE-INS INCIDENTAL TO UNDERDRAIN

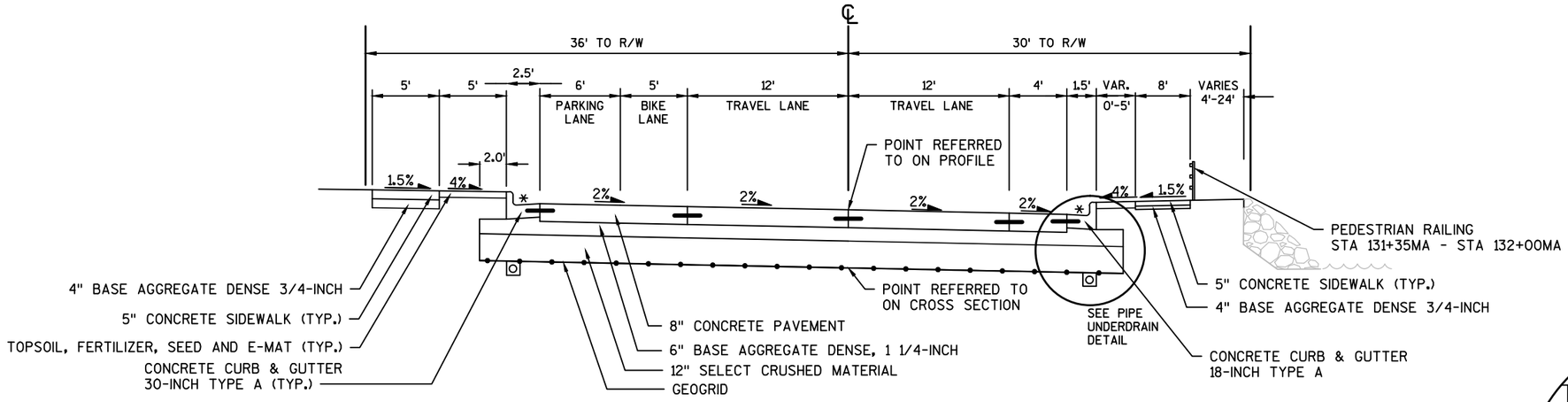


TYPICAL STH 28 (HORICON ST.) FINISHED SECTION

WALNUT ST. TO MAIN ST. (STH 67)
54+75HO - 66+22.02HO
(44' FACE TO FACE OF CURB)

* GUTTER SLOPES TO BE 6.25% EXCEPT AS NOTED IN THE

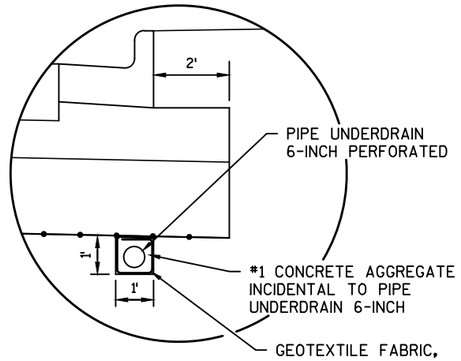
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	TYPICAL SECTIONS - STH 28	SHEET 7	E



TYPICAL STH 67 (MAIN ST.) FINISHED REVERSE CROWN SECTION

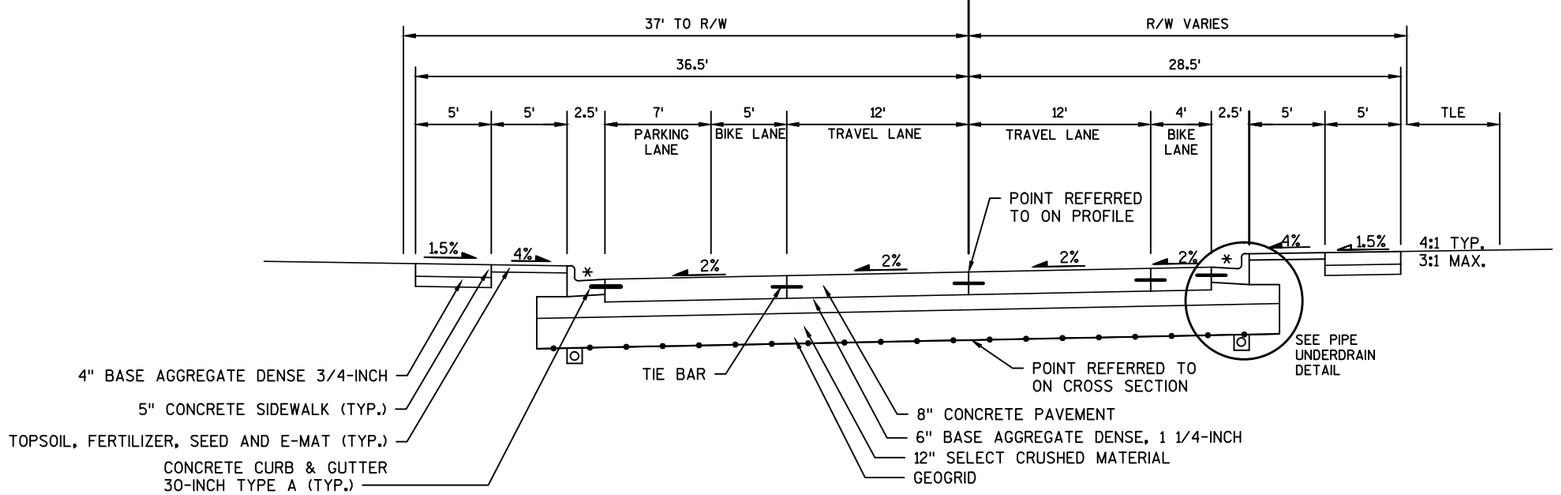
STA 131+50MA - STA 137+00MA

(42' FACE TO FACE OF CURB)



PIPE UNDERDRAIN DETAIL

UNDERDRAIN TO BE USED 50' IN EACH DIRECTION FROM EVERY SAG INLET AND 50' UPSTREAM OF OTHER INLETS. TO BE DISCHARGED INTO STORM SEWER INLETS/MANHOLES. TIE-INS INCIDENTAL TO UNDERDRAIN



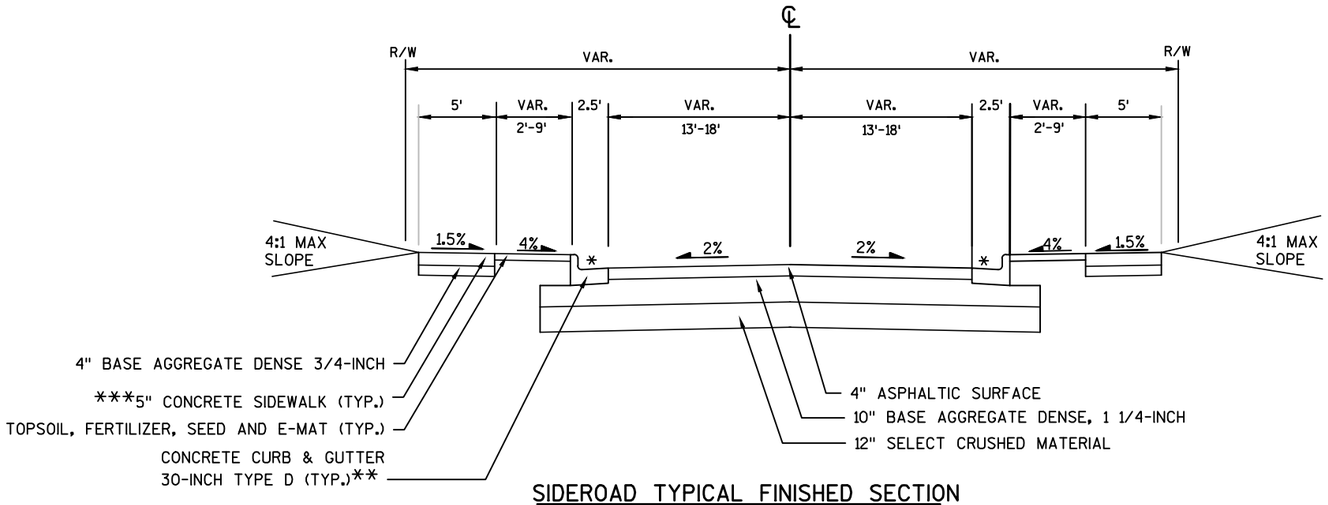
TYPICAL STH 28 (HORICON ST.) FINISHED REVERSE CROWN SECTION

STA 36+50HO - STA 44+00HO
STA 52+50HO - STA 53+50HO
STA 59+00HO - STA 61+50HO

(44' FACE TO FACE OF CURB)

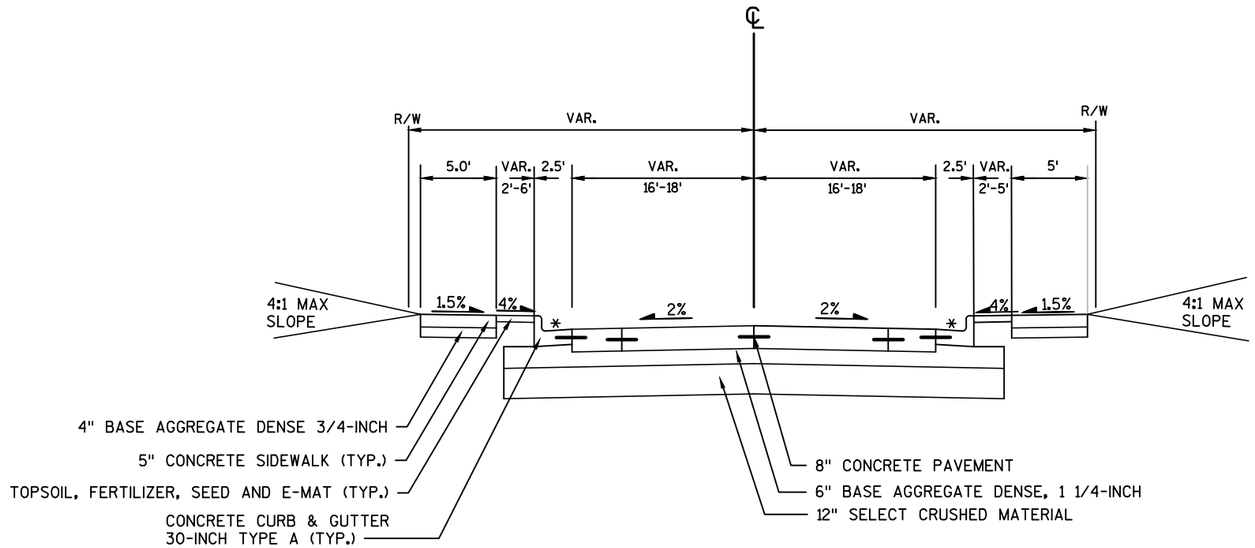
* GUTTER SLOPES TO BE 6.25% EXCEPT AS NOTED IN THE

PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 8	E



SIDEROAD TYPICAL FINISHED SECTION

RUEDEBUSCH AVE. STA 9+40RU - 9+55RU
CLARK ST. (SOUTH) STA 8+75CS - 8+87CS
CLARK ST. (NORTH) STA 10+72CN - 10+92CN
EWALD ST. STA 10+42EW - 10+52EW
COMMERCE ST. STA 9+45CO - 9+55CO
OAK ST. STA 9+35'OA' - 9+58'OA'
MUZZY ST. STA 10+40MU - 10+50MU
WALNUT ST. STA 9+45WA - 9+55WA / STA 10+50WA - 10+65WA
JOHN ST. STA 10+40JO - 10+50JO
SCHOOL ST. STA 9+41SC - 9+56SC / STA 10+38SC - 10+49SC
MICHAEL WENDLING WAY STA 10+45MW - 10+59MW



SIDEROAD TYPICAL FINISHED SECTION

HENNINGER ST. STA 10+44HE - 10+90HE
JOHN ST. STA 9+46JO - 9+76JO

* GUTTER SLOPES TO BE 6.25% EXCEPT AS NOTED IN THE CURB RAMP DETAIL SHEETS. CHANGING TO A 4% GUTTER SLOPE IS INCIDENTAL TO THE CURB AND GUTTER ITEM.

**CONCRETE CURB AND GUTTER 24-INCH TYPE D ON EWALD ST. TO BE PAID FOR AS CURB AND GUTTER 30-INCH TYPE D.

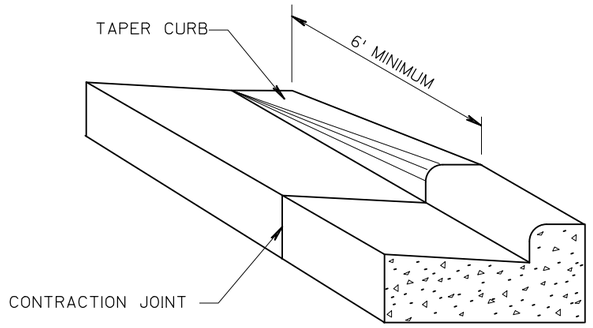
***NO SIDEWALK ON EITHER SIDE OF RUEDEBUSCH AVE., EWALD ST., COMMERCE ST. OR MICHAEL WENDLING WAY. MUZZY ST. SIDWALK ON LT SIDE ONLY.

MATCH SIDEROAD CROSS SLOPES AT TIE IN POINTS.

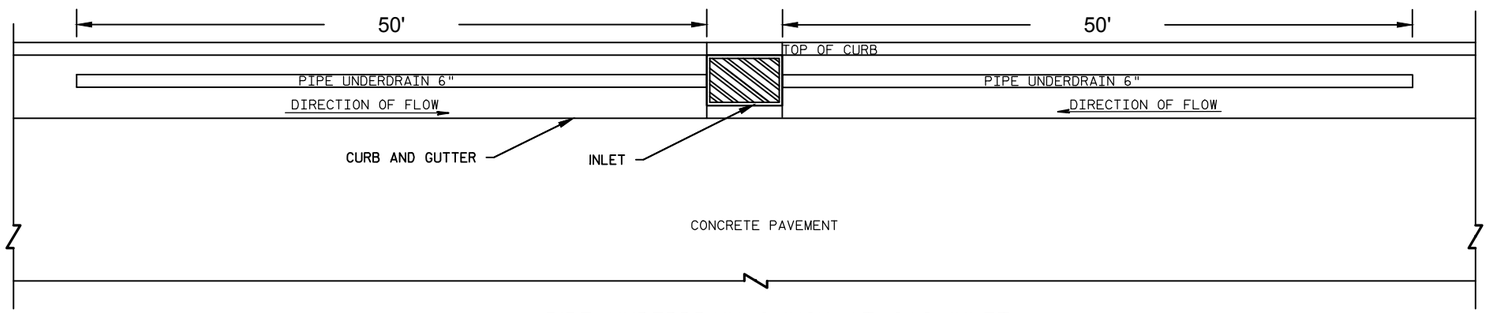
STH 67 (Main St.)					
SUPERELEVATION DATA	STATION	LEFT BIKE/PARKING LANE	INSIDE LEFT LANE	INSIDE RIGHT LANE	RIGHT BIKE/PARKING LANE
END NORMAL CROWN	127+00.00	-2.00%	-2.00%	-2.00%	-2.00%
1% THROUGH RUEDEBUSCH AVE	127+50.00	-1.00%	-2.00%	-2.00%	-2.00%
BEGIN TRANSITION	130+50.00	-1.00%	-2.00%	-2.00%	-2.00%
LEVEL CROWN	131+00.00	0.00%	0.00%	-2.00%	-2.00%
FULL SUPER	131+50.00	2.00%	2.00%	-2.00%	-2.00%
BEGIN TRANSITION	137+00.00	2.00%	2.00%	-2.00%	-2.00%
LEVEL CROWN	137+50.00	0.00%	0.00%	-2.00%	-2.00%
BEGIN NORMAL CROWN	138+00.00	-2.00%	-2.00%	-2.00%	-2.00%

STH 28 (Horicon St.)					
SUPERELEVATION DATA	STATION	LEFT BIKE/PARKING LANE	INSIDE LEFT LANE	INSIDE RIGHT LANE	RIGHT BIKE/PARKING LANE
MATCH EXISTING PAVEMENT SLOPE	32+25.00	-1.00%	-1.50%	-0.50%	-0.50%
TRANSITION	32+50.00	-2.00%	-2.00%	-1.00%	-1.00%
NORMAL CROWN	33+00.00	-2.00%	-2.00%	-2.00%	-2.00%
END NORMAL CROWN	35+50.00	-2.00%	-2.00%	-2.00%	-2.00%
LEVEL CROWN	36+00.00	-2.00%	-2.00%	0.00%	0.00%
FULL SUPER	36+50.00	-2.00%	-2.00%	2.00%	2.00%
BEGIN TRANSITION	44+00.00	-2.00%	-2.00%	2.00%	2.00%
LEVEL CROWN	44+50.00	-2.00%	-2.00%	0.00%	0.00%
NORMAL CROWN	45+00.00	-2.00%	-2.00%	-2.00%	-2.00%
BEGIN TRANSITION	51+00.00	-2.00%	-2.00%	-2.00%	-2.00%
-	51+50.00	-1.00%	-1.00%	-2.00%	-2.00%
-	52+00.00	1.00%	1.00%	-2.00%	-2.00%
FULL SUPER	52+50.00	2.00%	2.00%	-2.00%	-2.00%
BEGIN TRANSITION	53+50.00	2.00%	2.00%	-2.00%	-2.00%
LEVEL CROWN	55+00.00	0.00%	0.00%	-2.00%	-2.00%
NORMAL CROWN	56+00.00	-2.00%	-2.00%	-2.00%	-2.00%
END NORMAL CROWN	57+50.00	-2.00%	-2.00%	-2.00%	-2.00%
-	58+00.00	-2.00%	-2.00%	-1.00%	-1.00%
-	58+50.00	-2.00%	-2.00%	1.00%	1.00%
FULL SUPER	59+00.00	-2.00%	-2.00%	2.00%	2.00%
END FULL SUPER	61+50.00	-2.00%	-2.00%	2.00%	2.00%
BEGIN NORMAL CROWN	63+00.00	-2.00%	-2.00%	-2.00%	-2.00%

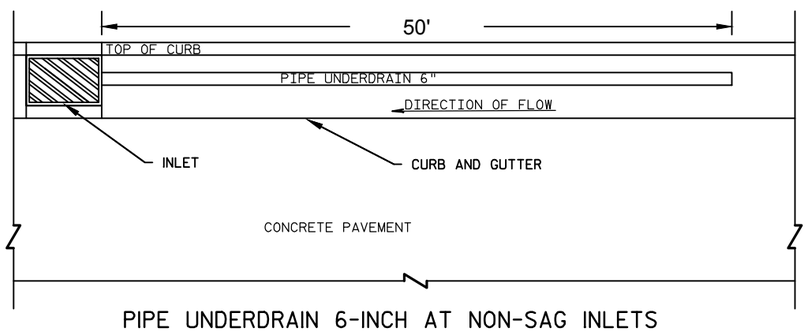
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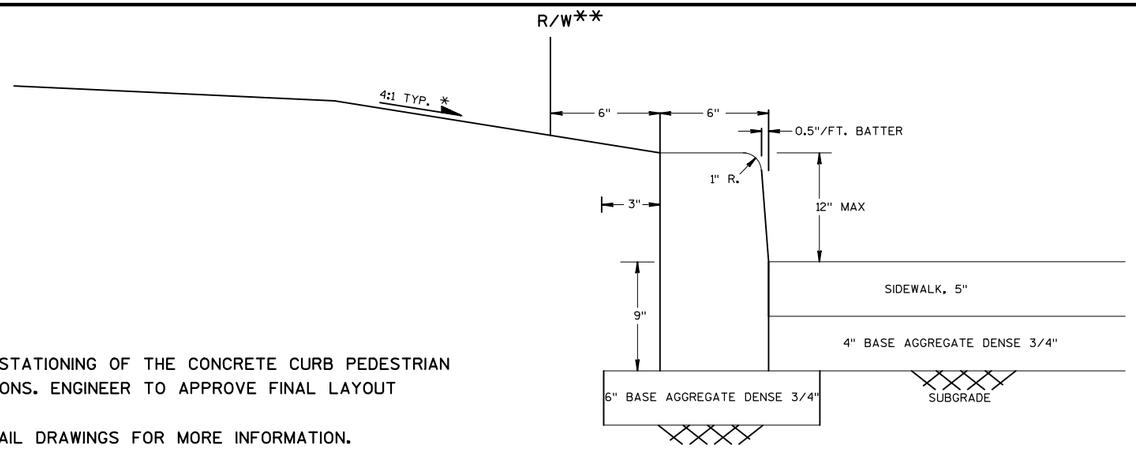
DETAIL OF CURB & GUTTER TERMINI



PIPE UNDERDRAIN 6-INCH AT SAG INLET



PIPE UNDERDRAIN 6-INCH AT NON-SAG INLETS



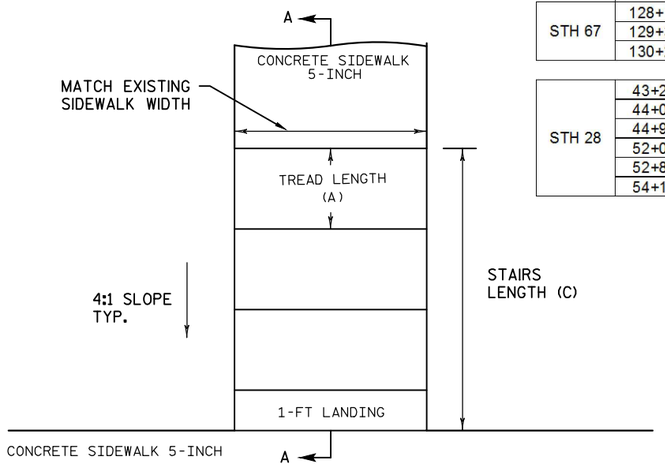
ADJUST HEIGHT AND STATIONING OF THE CONCRETE CURB PEDESTRIAN TO FIT FIELD CONDITIONS. ENGINEER TO APPROVE FINAL LAYOUT PRIOR TO POURING.
SEE CURB RAMP DETAIL DRAWINGS FOR MORE INFORMATION.

CONCRETE CURB PEDESTRIAN

STH 28
STA 43+00 - STA 44+05, LT
STA 43+25 - STA 45+65, RT
*STA 44+55 - STA 45+50, LT
STA 54+25 - STA 54+50, LT

STH 67
STA 128+55 - STA 129+20, LT

* TIE IN USING A 3:1 SLOPE FOR STA 44+55 TO STA 45+50
** R/W WILL VARY, SEE PLAN DETAIL SHEETS FOR MORE INFORMATION

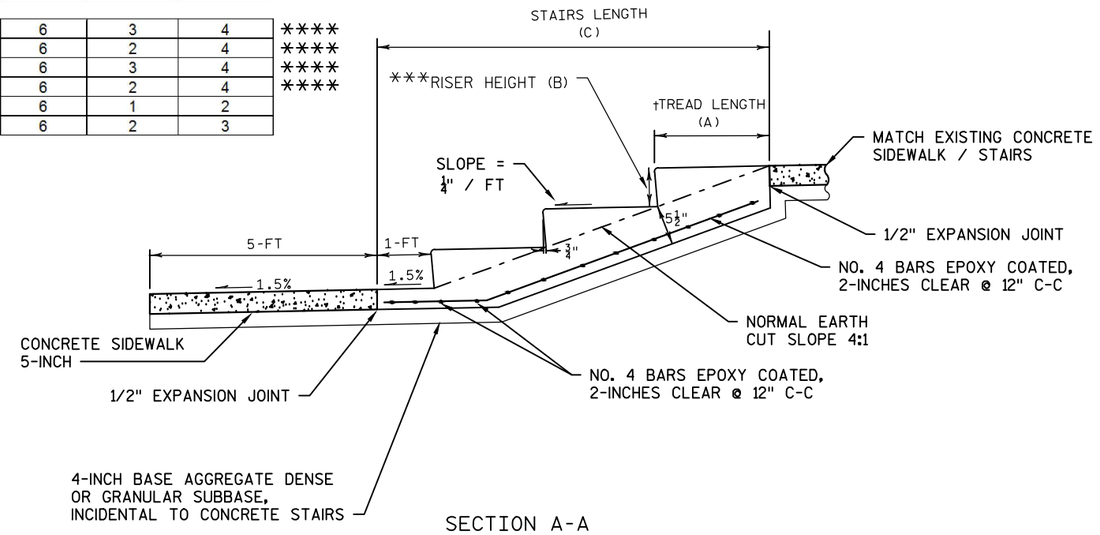


CONCRETE STEPS DETAIL

	STA	SIDE	TREAD LENGTH (A) INCH	RISER HEIGHT (B) INCH	NUMBER OF RISERS	STAIRS LENGTH (C) FT	
STH 67	128+10	LT	12	6	3	4	
	129+30	LT	12	6	1	2	****
	130+25	LT	12	6	1	2	
STH 28	43+20	LT	12	6	3	4	****
	44+00	RT	18	6	2	4	****
	44+90	RT	12	6	3	4	****
	52+00	LT	12	6	2	4	****
	52+85	RT	12	6	1	2	
	54+15	LT	12	6	2	3	

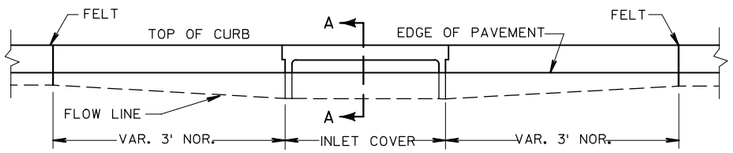
***NOTE: MATCH EXISTING STAIR DIMENSIONS IF ADDING TO AN EXISTING FLIGHT OF STAIRS. RISERS: MINIMUM RISE OF 4" AND 7" MAXIMUM RISE, TREADS: 11" DEEP MINIMUM

****ADD STAIRS TO EXISTING STAIRCASE

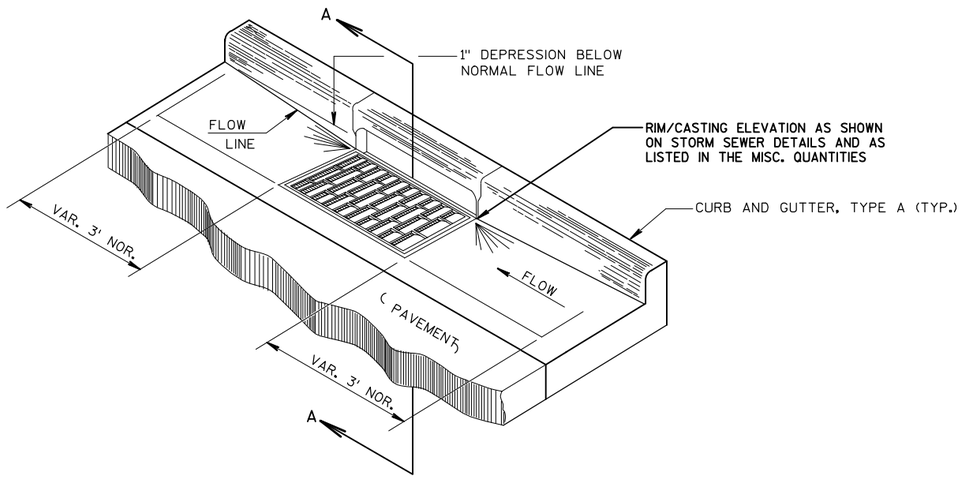


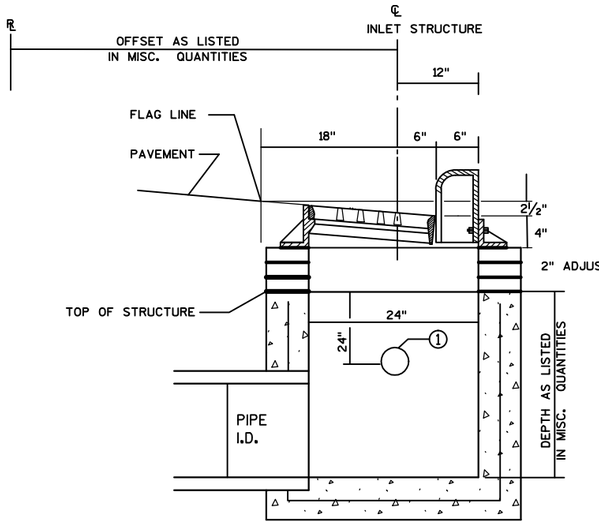
SECTION A-A

PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	CONSTRUCTION DETAILS	SHEET 12	E



ELEVATION



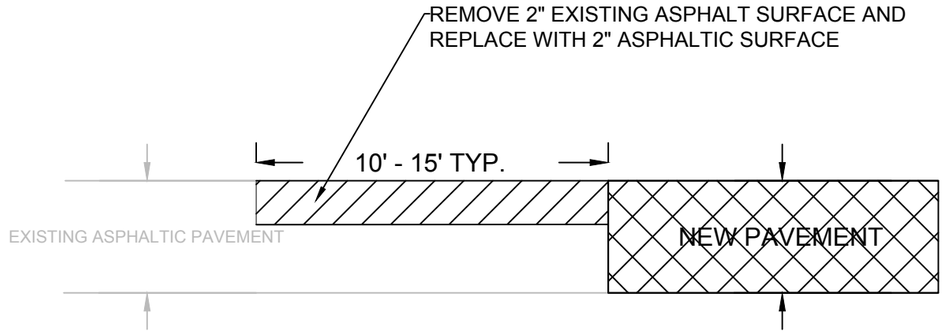


SEE S.D.D. "INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, & 2.5X3-FT" FOR ADDITIONAL INFORMATION

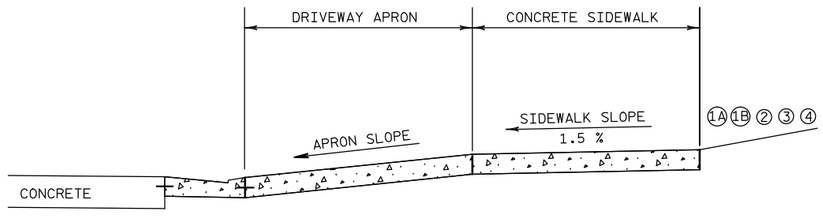
① PIPE UNDERDRAIN 6-INCH, 50 FEET IN EACH DIRECTION FROM EVERY SAG INLET AND 50 FEET UPSTREAM OF OTHER INLETS

DETAIL OF CURB AND GUTTER AT INLETS & INLET LOCATION DETAIL

(2X3-FT INLET SHOWN)



BUTT JOINT DETAIL – SIDEROADS



TYPICAL DRIVEWAY SECTION

NOTE: SEE SDD 8D18 & SDD 8D19 FOR MORE INFORMATION. USE THIS DETAIL FOR DRIVEWAY TYPE PAVEMENT STRUCTURE.

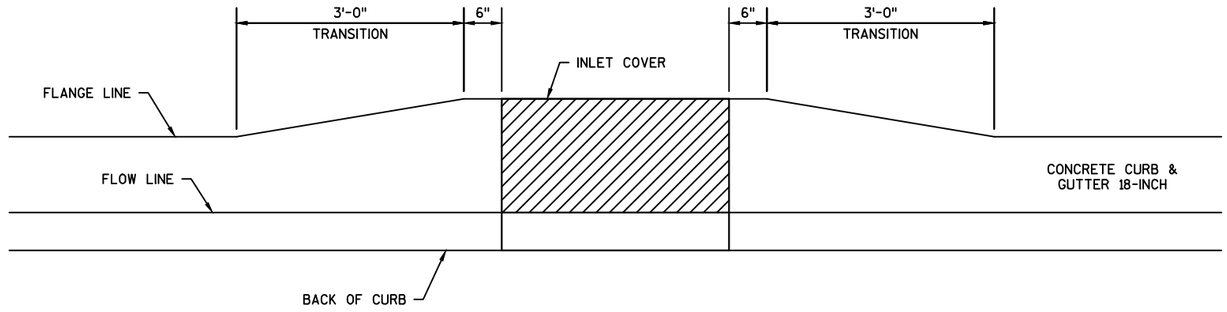
1A—CONCRETE DRIVEWAY 6-INCH
CONCRETE DRIVEWAY 6-INCH OVER
6" BASE AGGREGATE DENSE 1 1/4-INCH

1B—CONCRETE DRIVEWAY 8-INCH
CONCRETE DRIVEWAY 8-INCH OVER
6" BASE AGGREGATE DENSE 1 1/4-INCH

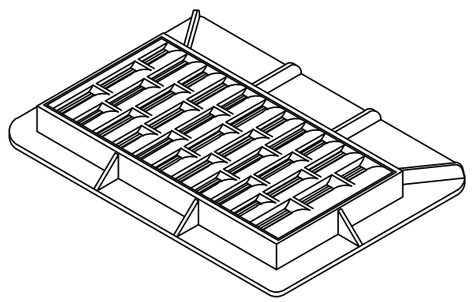
②—ASPHALT SURFACE COMMERCIAL
4" ASPHALTIC SURFACE OVER
6" BASE AGGREGATE DENSE 1 1/4-INCH

③—ASPHALT SURFACE RESIDENTIAL
3" ASPHALTIC SURFACE OVER
6" BASE AGGREGATE DENSE 1 1/4-INCH

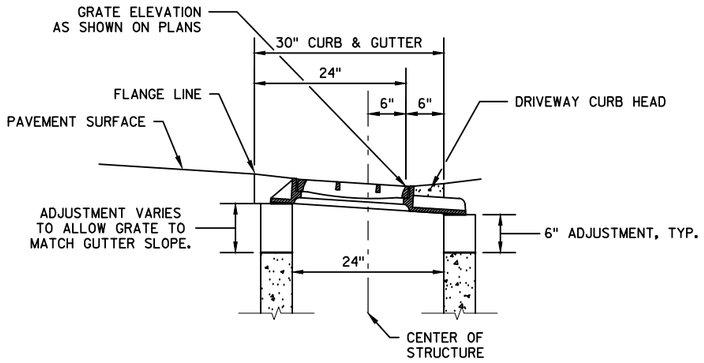
④—BASE AGGREGATE DENSE 1 1/4-INCH
6" BASE AGGREGATE DENSE 1 1/4-INCH



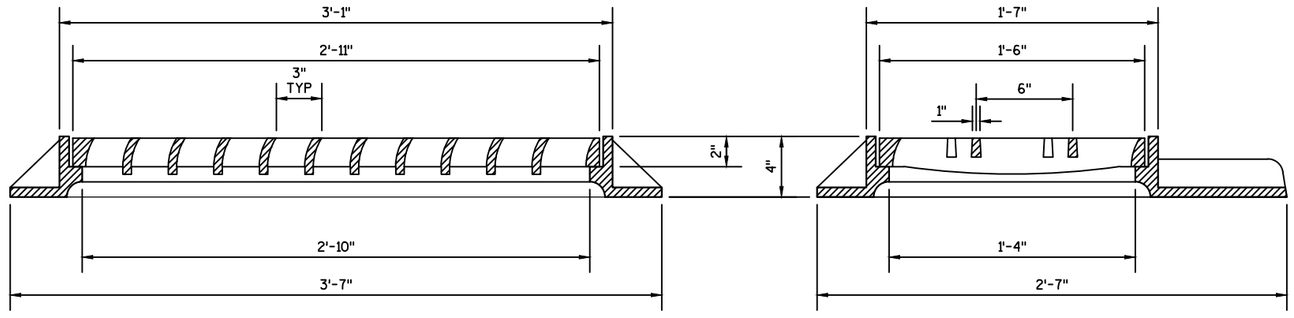
DETAIL FOR INLETS AT 18-INCH CURB & GUTTER



ISOMETRIC VIEW



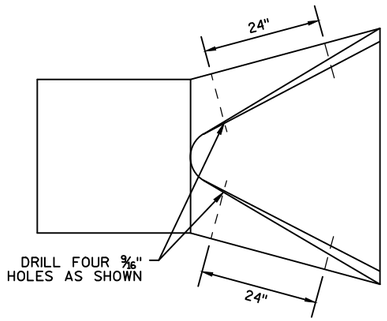
SECTION VIEW

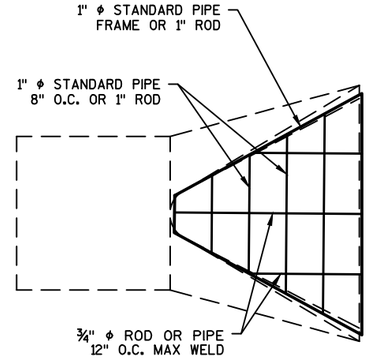


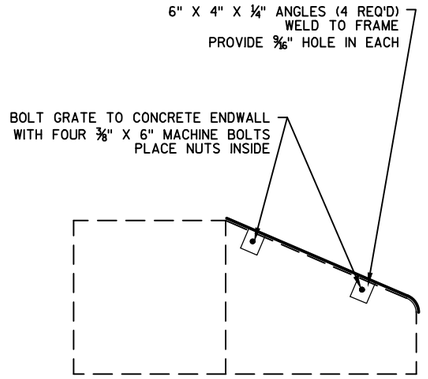
FRONT VIEW

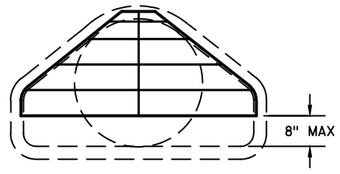
SIDE VIEW

INLET COVER TYPE HC







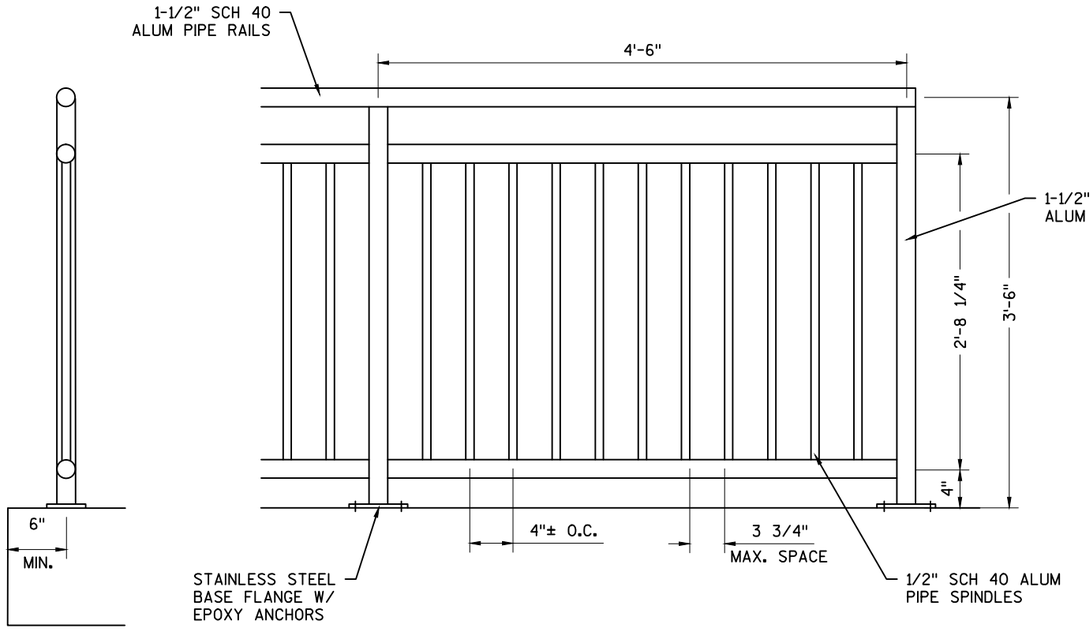


PIPE GRATE DETAIL

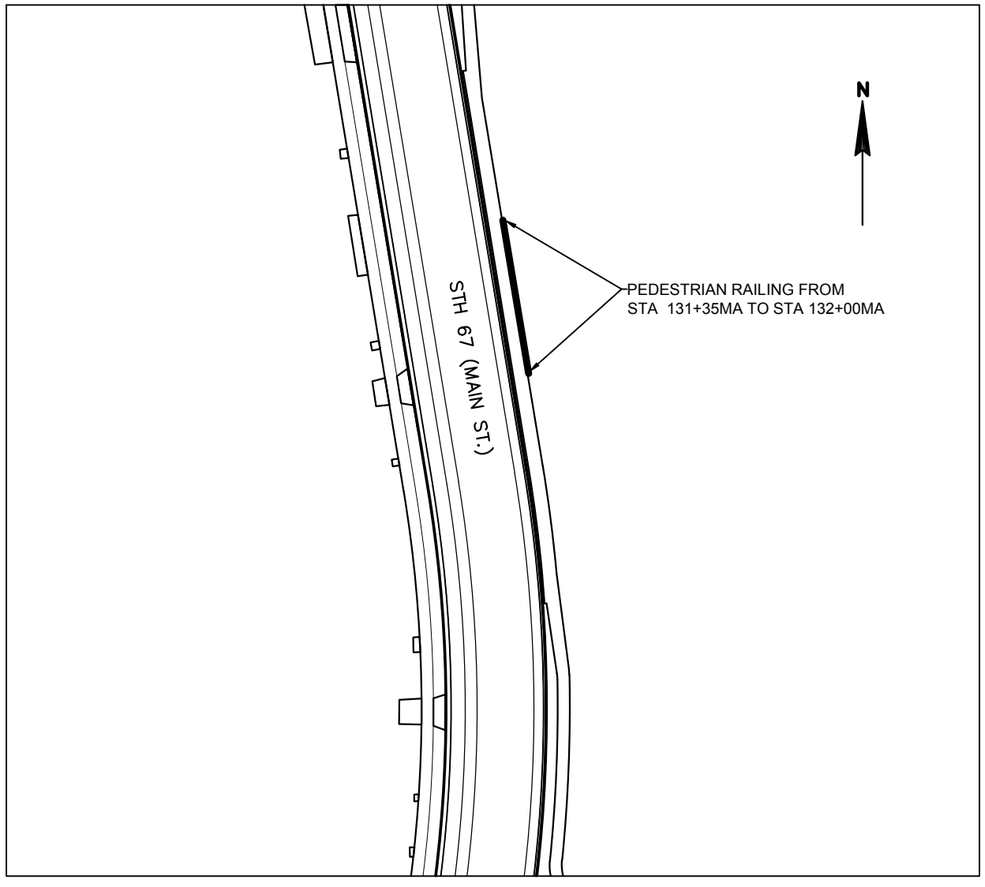
SHEET PREPARED BY GREMMER & ASSOCIATES, INC.

PROJECT NO:3021-02-73 & 3270-02-71	HWY:STH 67 & STH 28	COUNTY:DODGE	CONSTRUCTION DETAILS	SHEET 14	E

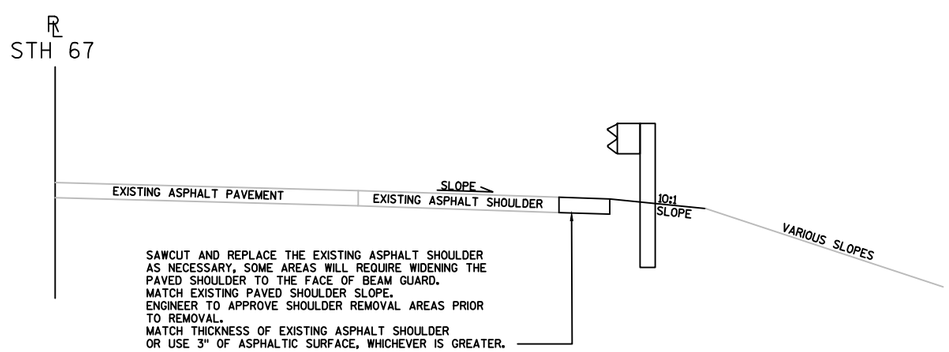
2



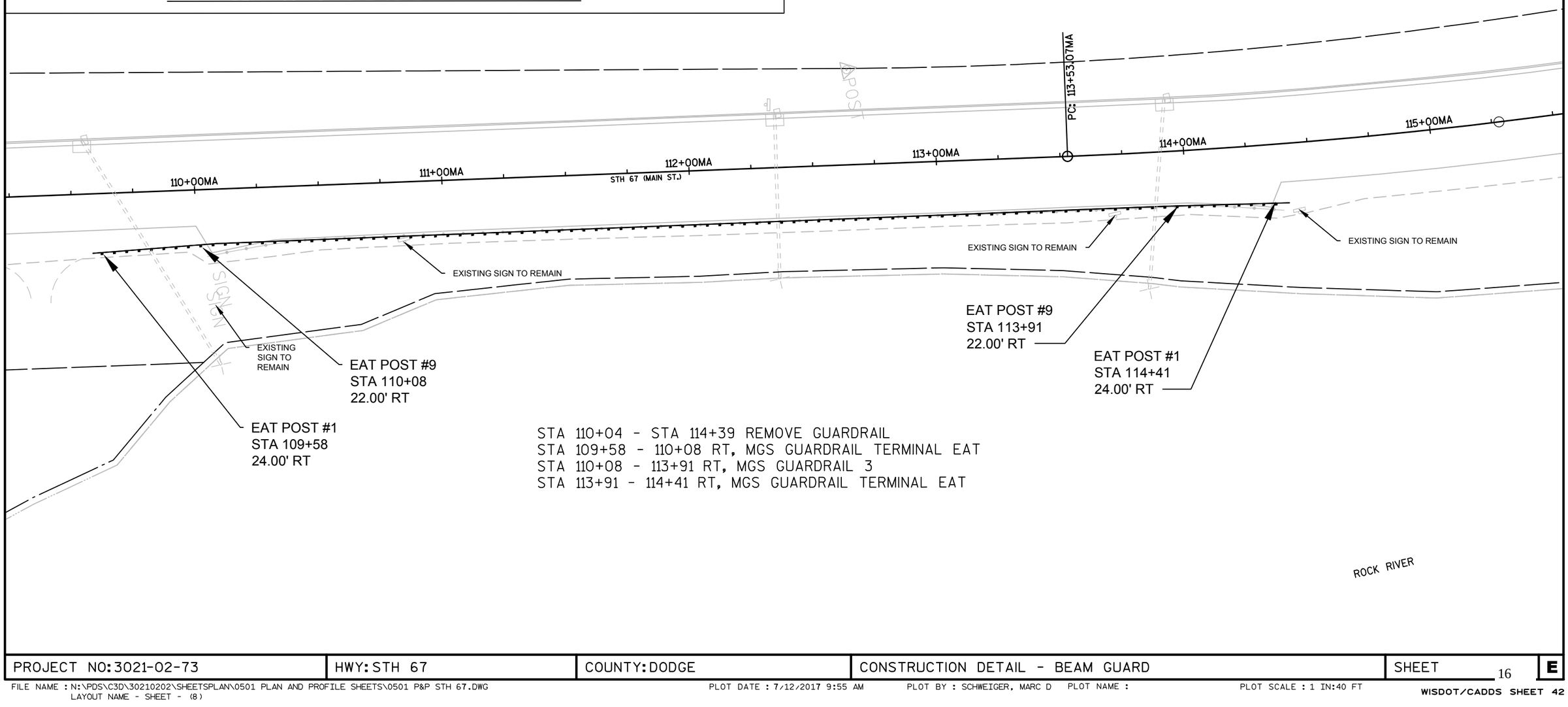
PEDESTRIAN RAILING
STA. 131+35MA - STA. 132+00MA



NOTE: SEE THE APPROPRIATE STANDARD DETAIL DRAWINGS FOR INSTALLATION OF MGS GUARDRAIL.

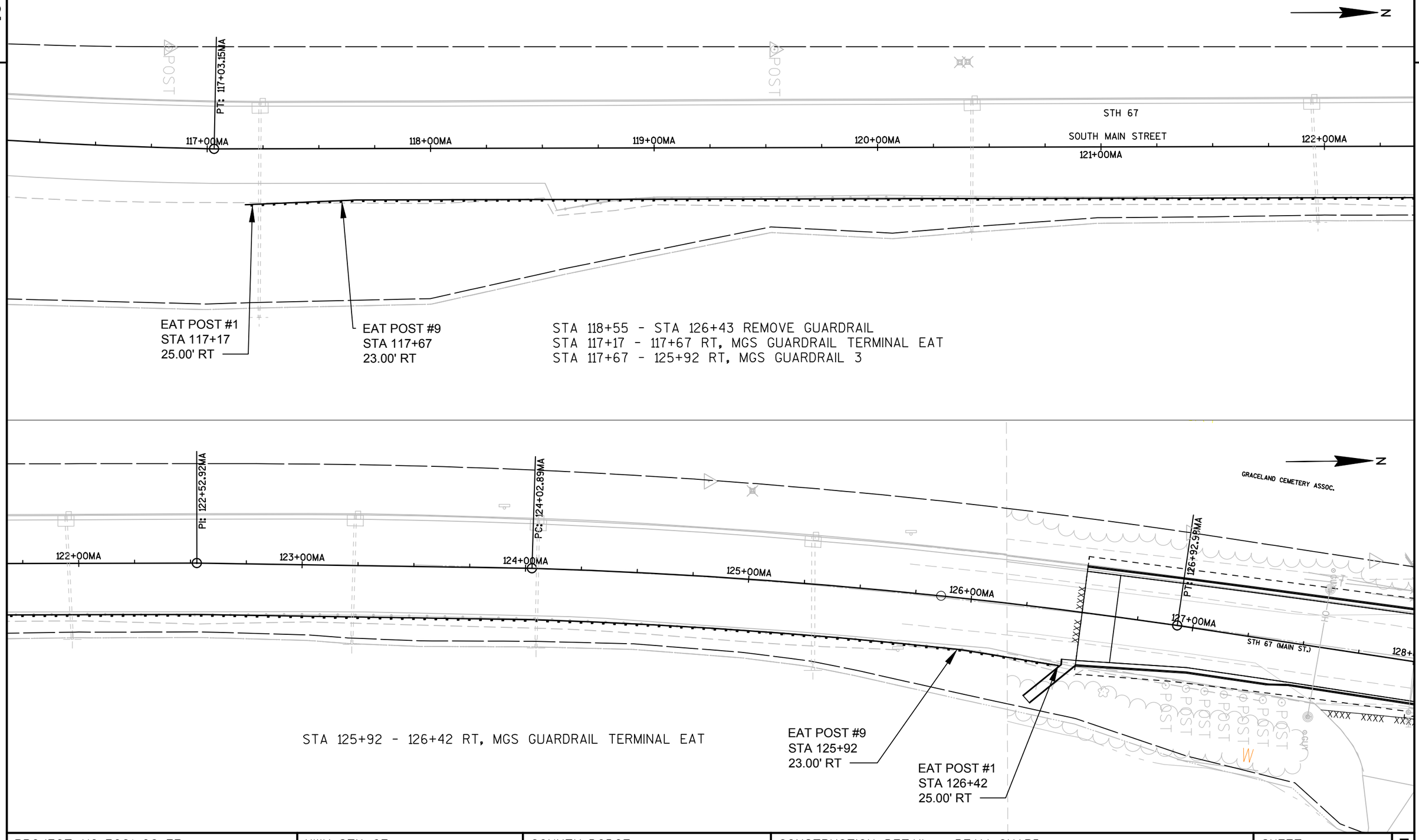


STH 67 BEAM GUARD REPLACEMENT TYPICAL SECTION



STA 110+04 - STA 114+39 REMOVE GUARDRAIL
STA 109+58 - 110+08 RT, MGS GUARDRAIL TERMINAL EAT
STA 110+08 - 113+91 RT, MGS GUARDRAIL 3
STA 113+91 - 114+41 RT, MGS GUARDRAIL TERMINAL EAT

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CONSTRUCTION DETAIL - BEAM GUARD	SHEET 16	E



PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CONSTRUCTION DETAIL - BEAM GUARD	SHEET 17	E

2

CEMETERY

DRIVEWAY TYPE
- (1A) CONCRETE DRIVEWAY 6"
- (1B) CONCRETE DRIVEWAY 8"
- (2) ASPHALT SURFACE COMMERCIAL
- (3) ASPHALT SURFACE RESIDENTIAL
- (4) BASE AGGREGATE DENSE 1-1/4"

R/W

MATCH EXISTING
STA 9+40RU
SAWCUT REQ'D

SLOPE INTERCEPT

128+20.77, -43.14' LT

127+98.77, -43.04' LT

127+99.15, -21.04' LT

128+49.45, -44.34' LT

TLE

128+71.44, -44.87' LT

128+71.43, -22.87' LT

STA 9+55RU

RUEDEBUSCH AVE

ASPHALTIC SURFACE

-3.00%

-1.00%

-2.00%

R22

BEGIN PROJECT
3021-02-73

126+00MA

MATCH EXISTING
STA 126+50MA
SAWCUT REQ'D

PT: 126+92.98MA

127+00MA

MAIN ST

128+00MA

EP: 10+00.00RU

129+00

ASPHALTIC SURFACE

921.125 921.216 921.302 921.462 921.550 921.637 921.713 921.732 921.691 921.592 921.439
921.256 921.352 921.447 921.540 921.632 921.724 921.805 921.831 921.797 921.703 921.55
921.495 921.591 921.687 921.780 921.872 921.963 922.043 922.069 922.034 921.940
921.255 921.351 921.446 921.539 921.631 921.722 921.802 921.827 921.792 921.698
921.191 921.326 921.424 921.519 921.609 921.689 921.718 921.712 921.618
921.060

127+45.86

127+00.00, 18.01' RT

127+45.98, 17.64' RT

127+36.50, 17.72' RT

127+99.29 (2)

128+71.14

126+50.00, 21.75' RT

128+21.44, 17.73' RT

128+49.99, 16.12' RT

128+99.59

REMOVE AND REPLACE BEAM GUARD
SEE BEAM GUARD DETAIL
SHEETS FOR MORE INFORMATION

SAWING ASPHALT
(MATCH EXISTING)

ROCK RIVER

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	PAVING DETAIL & INTERSECTION DETAILS	SHEET	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0211 INTERSECTION DETAILS\021101-ID.DWG
LAYOUT NAME - SHEET - (14)
PLOT DATE : 7/12/2017 3:44 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

N

128+49.45, -44.34' LT

128+71.44, -44.87' LT

MATCH EXISTING STEPS

SLOPE INTERCEPT

128+71.43, -22.87' LT

TLE

R/W

921.592 921.439 921.266 921.094 921.003 921.161 921.490 921.941 922.401 922.863 923.095

129+85.91 12' 1A 130+01.63

131+28.57 12' 1A 131+44.31

920.969 920.934 920.939 920.926

PC: 129+05.05MA

PT: 130+93.75MA

921.703 921.559 921.377 921.205 921.080 921.049 921.114 921.272 921.601 921.941 922.291 922.643 922.875

129+00MA 921.787 921.615 MAIN ST 921.444 921.319 130+00MA 921.289 921.353 921.512 921.721 131+00MA 921.941 922.171 922.403 922.635

-2.00% -2.00% -2.00%

921.544 921.464 921.375 921.295 921.203 921.123 921.078 920.998 921.048 920.980 920.968 920.990 921.113 921.033 921.272 921.192 921.481 921.401 921.701 921.621 921.931 921.851 922.163 922.083 922.395 922.315

128+99.59

129+31.10, 26.89' RT

SLOPE INTERCEPT

130+09.80, 26.48' RT

TLE

130+49.67, 23.51' RT

PED. RAILING

ROCK RIVER

DRIVEWAY TYPE

1A CONCRETE DRIVEWAY 6"
1B CONCRETE DRIVEWAY 8"
2 ASPHALT SURFACE COMMERCIAL
3 ASPHALT SURFACE RESIDENTIAL
4 BASE AGGREGATE DENSE 1-1/4"

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 19	E

2

2

N

W

CHS

TLE

SLOPE INTERCEPT

R/W

1B

8"

1A

8"

26'

12'

19'

133+04.58

133+15.04

133+30.46

132+75.39

134+37.50

134+59.64

PC: 133+39.62MA

923.095 923.327 923.560 923.756 923.881 923.936 923.919 923.843 923.762 923.681 923.600 923.519 923.43

922.875 923.107 923.340 923.536 923.661 923.716 923.699 923.623 923.542 923.461 923.380 923.299 923.219

922.635 922.867 923.100 923.296 923.421 923.476 923.459 923.383 923.302 923.221 923.140 923.059 922.978

922.395 922.627 922.860 923.056 923.181 923.236 923.219 923.143 923.062 922.981 922.900 922.819 922.738

922.315 922.547 922.780 922.976 923.101 923.156 923.139 923.063 922.982 922.901 922.820 922.739 922.658

132+00MA

133+00MA

134+00MA

MAIN ST

-2.00%

-2.00%

-2.00%

5'

5'

132+49.94, 23.50' RT

132+99.39, 27.48' RT

SLOPE INTERCEPT

TLE

PED. RAILING

ROCK RIVER

DRIVEWAY TYPE

1A CONCRETE DRIVEWAY 6"

1B CONCRETE DRIVEWAY 8"

2 ASPHALT SURFACE COMMERCIAL

3 ASPHALT SURFACE RESIDENTIAL

4 BASE AGGREGATE DENSE 1-1/4"

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 20	E

2

N

SLOPE INTERCEPT

TREE REMOVAL

R/W

TLE

XXXX XXXX XXXX

1A

3

5'

28'

10'

12'

135+48.21

135+18.16

135+93.07

136+06.46

137+14.73

137+30.70

134+59.64

137+75.99

PT: 135+61.25MA

135+00MA

136+00MA

137+00MA

MAIN ST

2.00%

23'

16'

922.978 922.898 922.817 922.735 922.655 922.574 922.493 922.412 922.367 922.394 922.493 922.663

923.439 923.357 923.277 923.195 923.115 923.034 922.953 922.872 922.735 922.670 922.664 922.677 922.755

923.219 923.137 923.057 922.976 922.895 922.814 922.733 922.652 922.559 922.538 922.589 922.711

922.738 922.658 922.657 922.577 922.577 922.496 922.495 922.415 922.415 922.335 922.334 922.254 922.253 922.173 922.172 922.092 922.127 922.047 922.062 922.154 922.074 922.253 922.173 922.423 922.343

SLOPE INTERCEPT

136+00.25, 27.50' RT

136+50.25, 25.50' RT

SIGN

TLE

ROCK RIVER

DRIVEWAY TYPE

- (1A) CONCRETE DRIVEWAY 6"
- (1B) CONCRETE DRIVEWAY 8"
- (2) ASPHALT SURFACE COMMERCIAL
- (3) ASPHALT SURFACE RESIDENTIAL
- (4) BASE AGGREGATE DENSE 1-1/4"

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 21	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0211 INTERSECTION DETAILS\021101-ID.DWG
LAYOUT NAME - SHEET - (17)
PLOT DATE : 7/12/2017 3:44 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

DRIVEWAY TYPE
1 CONCRETE DRIVEWAY
2 ASPHALT SURFACE COMMERCIAL
3 ASPHALT SURFACE RESIDENTIAL

N

TLE
TREE REMOVAL
SLOPE INTERCEPT
R/W

137+75.99 137+91.96 138+47.23 138+62.67 139+15.23 139+28.93 139+74.49 139+89.24 140+30.65 140+46.12 140+54.26

22.755 922.870 922.985 923.070 923.096 923.073 922.993 922.876 922.701 922.481 922.216 921.925 921.655
22.711 922.870 923.029 923.158 923.228 923.249 923.213 923.096 922.921 922.701 922.436 922.145 921.875
22.663 922.870 138+00MA 923.077 923.254 923.372 923.441 139+00MA 923.453 MAIN ST 923.336 923.161 922.941 140+00MA 922.676 922.385 922.115
22.423 922.630 922.837 923.014 923.132 923.201 923.213 923.096 922.921 922.701 922.436 922.145 921.875
22.343 922.550 922.757 922.934 923.052 923.121 923.133 923.016 922.841 922.621 922.356 922.065 921.795

0.00%
-2.00%
-2.00%
-2.00%
23'
16'

TIE INTO CITY SIDEWALK
138+37.29
138+73.04
139+87.76
140+18.82
SLOPE INTERCEPT
SIGN
R/W
137+90.10, 25.56' RT
TLE
MATCH EXISTING CURB AND GUTTER
SAWING ASPHALT (MATCH EXISTING)
MATCH EXISTING CURB AND GUTTER TYPES
SAWING ASPHALT (MATCH EXISTING)
26'
19'
ROCK RIVER

DRIVEWAY TYPE
1A CONCRETE DRIVEWAY 6"
1B CONCRETE DRIVEWAY 8"
2 ASPHALT SURFACE COMMERCIAL
3 ASPHALT SURFACE RESIDENTIAL
4 BASE AGGREGATE DENSE 1-1/4"

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0211 INTERSECTION DETAILS\021101-ID.DWG
LAYOUT NAME - SHEET - (18)
PLOT DATE : 7/12/2017 3:44 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

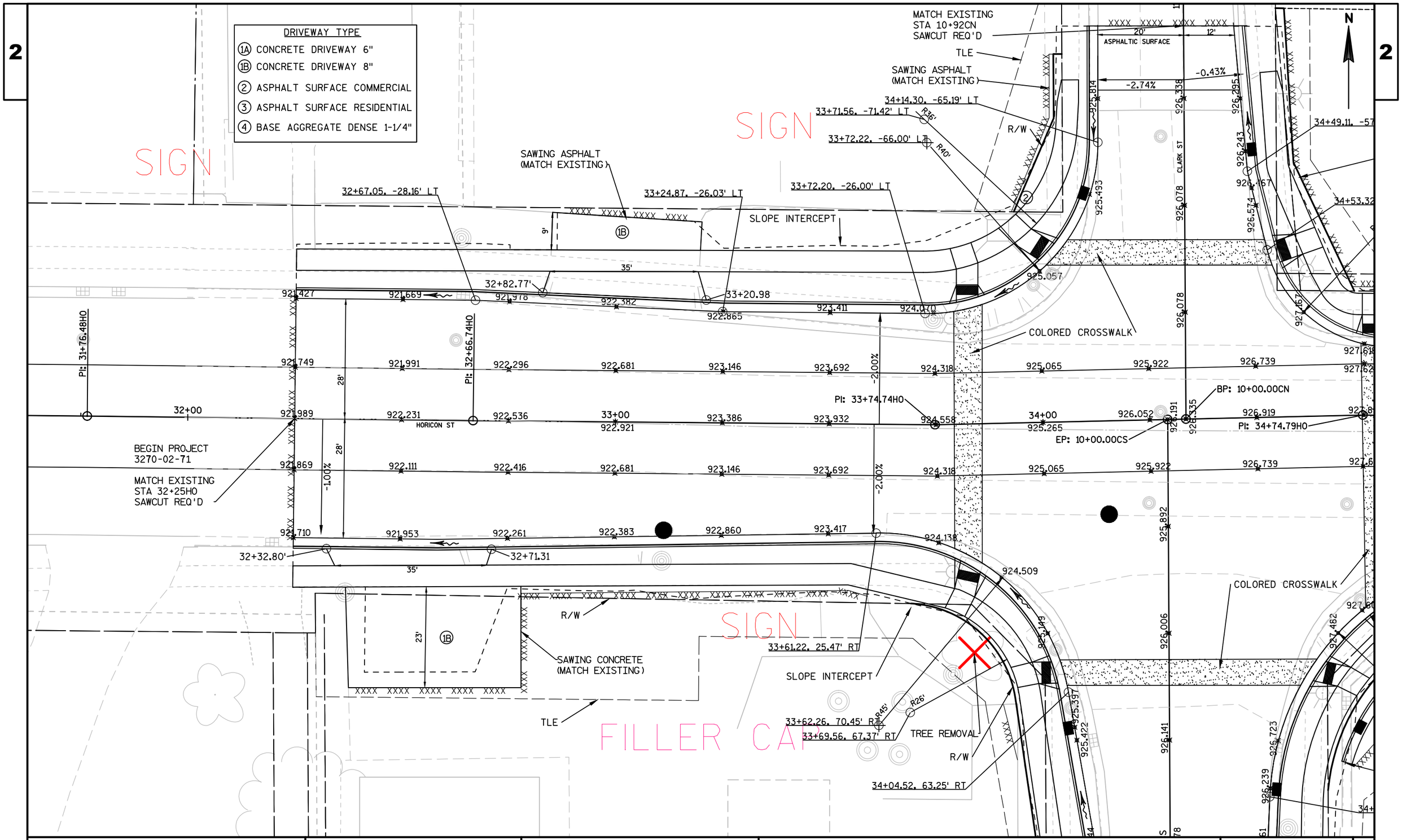
2

65+13.12, 96.05' RT
R51'
65+23.09, 88.00' RT
R55'
R/W
TREE REMOVAL
TLE
SLOPE INTERCEPT
65+76.84, 99.67' RT
140+46.12
140+74.64
140+30.65
140+54.26
PROJECT MATCH LINE STA 140+75MA
PI: 141+54.35MA
BP: 10+00.00MW
EP: 66+22.02HO
141+00MA
142+00MA
143+00MA
EP: 143+04.12MA
MAIN ST
END PROJECT 3270-02-71 STA 66+22.02HO
END PROJECT 3021-02-73
MATCH EXISTING STA 142+60 SAWCUT REQ'D
65+77.37, -43.00' LT
65+77.37, -23.00' LT
65+97.37, -43.05' LT
HORICON ST
MICHAEL WENDLING WAY
140+18.82
SLOPE INTERCEPT
REMOVE DRIVEWAY
141+49.79, 35.99' RT
MATCH EXISTING CURB AND GUTTER
SAWING ASPHALT (MATCH EXISTING)
CURB TO REMAIN
MATCH EXISTING STA 10+59MW
ASPHALTIC SURFACE
-1.93%
-0.69%
2.00%
-2.00%

DRIVEWAY TYPE

1A CONCRETE DRIVEWAY 6"
1B CONCRETE DRIVEWAY 8"
2 ASPHALT SURFACE COMMERCIAL
3 ASPHALT SURFACE RESIDENTIAL
4 BASE AGGREGATE DENSE 1-1/4"

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 23	E



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 24 E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0211 INTERSECTION DETAILS\021101-ID.DWG
LAYOUT NAME - SHEET - (2)
PLOT DATE : 7/12/2017 3:44 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:20 FT

DRIVEWAY TYPE

(1A) CONCRETE DRIVEWAY 6"
(1B) CONCRETE DRIVEWAY 8"
(2) ASPHALT SURFACE COMMERCIAL
(3) ASPHALT SURFACE RESIDENTIAL
(4) BASE AGGREGATE DENSE 1-1/4"

CANOPY

CAP

GN

IGN

N

SLOPE INTERCEPT

33+61.22, 25.47' RT

33+62.26, 70.45' RT

33+69.56, 67.37' RT

R45'

R26'

SI

-2.00%

-2.00%

PI: 33+74.74HO

33+72.20, -26.00' LT

33+71.56, -71.42' LT

33+72.22, -66.00' LT

R30'

R40'

SAWING ASPHALT (MATCH EXISTING)

MATCH EXISTING STA 10+92CN SAWCUT REQ'D

TREE REMOVAL

34+04.52, 63.25' RT

TLE

34+14.30, -65.19' LT

COLORED CROSSWALK

8+82.90, -14.50' LT

R/W

923.417

923.692

923.932

923.692

923.411

924.070

924.138

924.318

924.358

924.318

924.509

925.065

925.265

925.065

925.149

925.644

925.422

925.397

925.493

925.814

925.845

34+00

EP: 10+00.00CS

926.052

925.922

925.922

926.534

CLARK ST 9+00CS

926.418

926.278

926.141

926.006

925.892

926.191

926.335

BP: 10+00.00CN

926.078

926.078

CLARK ST

926.338

11+00CN

-2.74%

-0.43%

ASPHALTIC SURFACE

20'

14'

22'

-2.61%

WATCH EXISTING STA 8+75CS SAWCUT REQ'D

ASPHALTIC SURFACED

926.79

926.361

926.239

926.723

926.739

926.919

926.739

926.574

926.167

926.243

926.295

927.167

34+49.11, -57.64' LT

34+53.32, -39.12' LT

34+81.16, -46.00' LT

34+81.16, -16.00' LT

927.482

927.602

927.612

927.556

927.626

927.618

927.923

927.800

928.332

928.563

928.803

928.563

928.483

928.679

35+00

35+03.98, 32.39' RT

SLOPE INTERCEPT

MATCH EXISTING CURB AND GUTTER 30" TYPE D

SAWING ASPHALT (MATCH EXISTING)

75+13.74, 91.49' RT

928.202

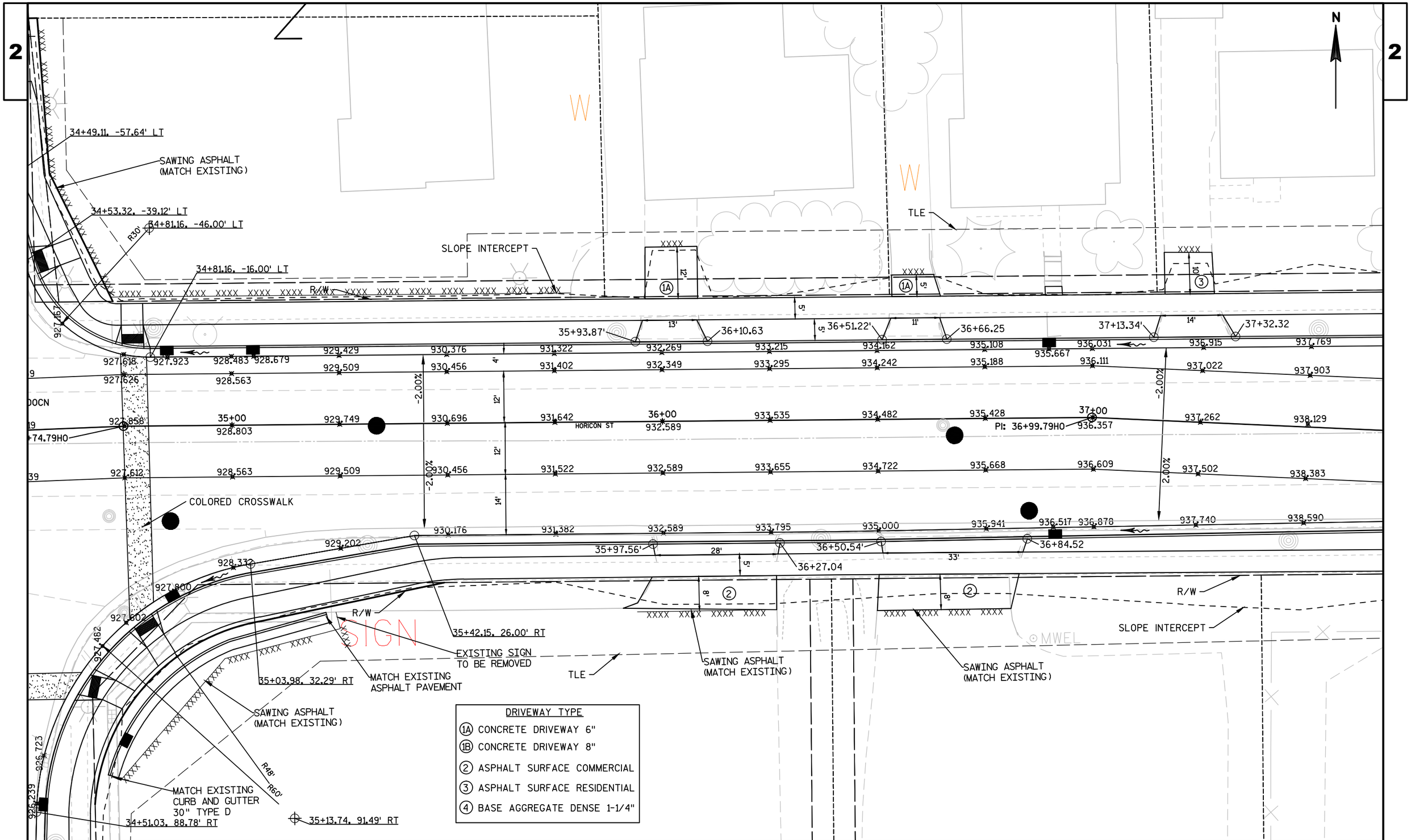
928.509

928.749

928.509

928.429

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 25	E



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 26	E

2

N

MATCH EXISTING
STA 10+52EW
SAWCUT REQ'D

R/W

BRICK WALL TO REMAIN

SIGN

TLE

ASPHALTIC SURFACE

38+91.30, -42.34' LT

38+73.30, -42.00' LT

38+73.57, -24.00' LT

39+18.32, -41.66' LI

39+36.51, -42.08' LI

39+34.48, -24.00' LT

-4.15%

2.09%

941.680

942.186

942.298

942.310

941.630

941.686

943.123

943.965

942.583

EWALD ST

COLORED CROSSWALK

HORICON ST

PI: 38+50.01HO

BP: 10+00.00EW

38+00

39+00

40+00

-2.00%

2.04%

2.00%

24'

16'

5'

5'

937.769 938.600 939.406 940.187 940.945 941.686 942.583 943.123 943.965 944.717 945.470 946.223 946.976

937.903 938.760 939.593 940.401 941.186 941.946 942.699 943.452 944.205 944.957 945.710 946.463 947.216

938.129 939.000 939.833 940.641 941.426 942.186 942.939 943.093 943.692 944.445 945.197 945.950 946.703 947.456

938.383 939.240 940.073 940.881 941.666 942.426 943.179 943.932 944.685 945.437 946.190 946.943 947.696

938.590 939.415 940.216 940.994 941.746 942.506 943.259 944.012 944.370 944.765 945.517 946.270 947.023 947.776

38+86.83'

39+26.02

40'

10'

R/W

SLOPE INTERCEPT

SAWING ASPHALT
(MATCH EXISTING)

TLE

DRIVEWAY TYPE

- (1A) CONCRETE DRIVEWAY 6"
- (1B) CONCRETE DRIVEWAY 8"
- (2) ASPHALT SURFACE COMMERCIAL
- (3) ASPHALT SURFACE RESIDENTIAL
- (4) BASE AGGREGATE DENSE 1-1/4"

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 27	E

2

N

EXISTING WHEELCHAIR RAMP TO BE REMOVED AND REPLACED BY OTHERS

SIGN

SLOPE INTERCEPT

TLE

R/W

5'

5'

946.976 947.729 948.481 949.234 949.987 950.740 951.342 951.492 952.245 952.877 953.295 953.499 953.487

947.216 947.969 948.721 949.474 950.227 950.980 951.733 952.485 953.118 953.536 953.739 953.728

-2.00%

947.456 948.209 41+00 948.961 949.714 HORICON ST 950.467 951.220 42+00 951.973 952.725 953.358 953.776 43+00 953.979 953.968

2.00%

947.696 948.449 949.201 949.954 950.707 951.460 952.212 952.965 953.598 954.016 954.219 954.208

947.776 948.529 949.281 950.034 950.787 951.540 952.184 952.293 953.045 953.678 954.096 954.299 954.288

40+87.80' 41+08.47 17' 41+68.95' 20' 41+91.09

5'

5'

R/W

3 5 XXXX XXXX

1A 8 XXXX XXXX

SLOPE INTERCEPT

TLE

R/W

DRIVEWAY TYPE

- (1A) CONCRETE DRIVEWAY 6"
- (1B) CONCRETE DRIVEWAY 8"
- (2) ASPHALT SURFACE COMMERCIAL
- (3) ASPHALT SURFACE RESIDENTIAL
- (4) BASE AGGREGATE DENSE 1-1/4"

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 28	E

2

2

N

MATCH EXISTING
STA 10+90HE
SAWCUT REQ'D

SIGN AND LIGHTS TO REMAIN

SIGN

R/W

44+11.83, -42.88' LT

43+91.84, -43.35' LT

R20'

43+91.05, -23.36' LT

HENNINGER ST

2.04%

-1.88%

16'

16'

R/W

44+44.00, -40.92' LT

44+63.99, -40.45' LT

44+63.20, -20.47' LT

R20'

TLE

SLOPE INTERCEPT

1A

8"

10'

R/W

45+57.33'

45+71.95

944.122

943.807

953.487 953.261 952.821 952.422 952.435 951.301 950.097 950.23? 948.992 947.477 945.750 941.708 939.602 937.495

COLORED CROSSWALK

953.728 953.502 953.061 952.406 951.536 950.451 949.152 947.638 945.910 943.967 941.868 939.762 937.655

COLORED CROSSWALK

2.00%

2.00%

-2.00%

20'

EP: 10+00.00CO

953.968 953.742 953.301 952.646 951.776 950.691 949.392 947.878 946.150 944.207 942.108 941.205 940.002 937.895

44+00

45+00

46+00

PI: 43+73.98HO

BP: 10+00.00HE

PI: 44+74.60HO

HORICON ST

954.208 953.982 953.541 952.886 951.896 950.691 949.272 947.638 945.910 943.967 941.868 939.762 937.655

954.288 954.062 953.622 952.987 951.956 950.691 949.192 947.478 945.750 944.657 943.807 941.912 940.726 938.152 937.521

3"

5"

CONCRETE TERRACE PAID AS SIDEWALK

COLORED CROSSWALK

R/W

R/W

45+50.73, 20.00' RT

43+75.92, 28.60' RT

43+85.95, 27.01' RT

TLE

44+87.59, 30.51' RT

44+97.61, 32.50' RT

SLOPE INTERCEPT

9+62.04

941.471

R25'

45+50.74, 45.34' RT

45+76.09, 45.23' RT

5"

13"

1A

6.19%

-10.23%

COMMERCE ST

941.032 940.406 940.469 938.645 938.530

ASPHALTIC SURFACE

R/W

R25'

46+30.1

46+05.74, 39.35' R

9+47.04

MATCH EXISTING
STA 9+45CO
SAWCUT REQ'D

ADD STAIRS TO EXISTING STAIRCASES

DRIVEWAY TYPE

- (1A) CONCRETE DRIVEWAY 6"
- (1B) CONCRETE DRIVEWAY 8"
- (2) ASPHALT SURFACE COMMERCIAL
- (3) ASPHALT SURFACE RESIDENTIAL
- (4) BASE AGGREGATE DENSE 1-1/4"

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 29	E

2

2

N

MH

MH

SLOPE INTERCEPT

TLE

R/W

XXXX XXXX XXXX

XXXX XXXX XXXX XXXX XXXX XXXX

9'

4'

5'

5'

28'

47+57.65'

47+89.84

48+75.63'

937.495 935.389 933.285 931.341 929.660 928.241 927.084 926.189 925.556 925.186 925.078 925.150 925.232 925.6

937.655 935.549 933.445 931.501 929.820 928.401 927.244 926.349 925.719 925.346 925.238 925.392 925.8

LANDMARK REFERENCE MONUMENT
REMOVED AND REPLACED BY OTHERS

-2.00%

-2.00%

-2.00%

-2.00%

937.895 935.789 933.685 47+00 931.741 930.060 928.641 927.484 48+00 926.589 925.956 925.586 925.478 49+00 925.632 926.0

937.655 935.549 933.445 931.501 929.820 928.401 927.244 926.349 925.716 925.346 925.238 925.392 925.8

937.521 935.389 933.285 931.341 929.660 929.372 928.241 927.084 926.189 925.556 925.186 925.126 925.078 925.121 925.232 925.6

938.152

47+38.58'

37'

47+77.89

48+90.16'

15'

49+07.73

46+30.10, 20.00' RT

TLE

SIGN

10'

R/W

R25

46+30.10, 45.00' RT

46+05.74, 39.35' RT

SLOPE INTERCEPT

POST

POST

PLE

DRIVEWAY TYPE

(1A) CONCRETE DRIVEWAY 6"

(1B) CONCRETE DRIVEWAY 8"

(2) ASPHALT SURFACE COMMERCIAL

(3) ASPHALT SURFACE RESIDENTIAL

(4) BASE AGGREGATE DENSE 1-1/4"

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 30	E

2

N

FIRE STATION DRIVEWAY TO BE REPLACED BY OTHERS

MH

SLOPE INTERCEPT

TLE

R/W

109'

50+14.20

MATCH EXISTING STA 10+50MU SAWCUT REQ'D

ASPHALTIC SURFACE

6.71%

MUZZY ST

51+46.90, -40.33' LT

51+26.90, -40.00' LT

51+26.90, -20.00' LT

51+72.98, -39.67' LT

51+92.98, -40.00' LT

51+92.98, -20.00' LT

R20'

925.649 926.327 927.268 928.350 929.433 930.515 931.597 932.680 933.762 934.547 935.334 935.740 936.384 937.198 937.436

925.809 926.487 927.428 928.510 929.593 930.675 931.757 932.840 933.922 935.121 936.312 937.359

926.049 926.727 927.668 50+00 928.750 929.833 930.915 931.997 51+00 933.080 934.162 935.245 936.315 52+00 937.242

HORICON ST

-2.00%

-2.00%

EP: 10+00.00'0A'

BP: 10+00.00MU

COLORED CROSSWALK

925.649 926.327 927.268 928.350 929.433 930.505 933.821 934.175 934.845 935.915 936.842

49+07.73

49+55.96'

49+80.56

5'

5'

21'

6'

1A

XXXX XXXX

50+48.32, 20.00' RT

51+27.62, 20.00' RT

R/W

TLE

50+48.32, 42.00' RT

51+27.62, 42.00' RT

R22'

SLOPE INTERCEPT

50+70.22, 39.90' RT

51+05.67, 40.50' RT

OAK ST

ASPHALTIC SURFACE

1.20%

-4.68%

MATCH EXISTING STA 9+35'0A' SAWCUT REQ'D

A'

DRIVEWAY TYPE

(1A) CONCRETE DRIVEWAY 6"
(1B) CONCRETE DRIVEWAY 8"
(2) ASPHALT SURFACE COMMERCIAL
(3) ASPHALT SURFACE RESIDENTIAL
(4) BASE AGGREGATE DENSE 1-1/4"

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 31	E

2

N

MATCH EXISTING
STA 10+65WA
SAWCUT REQ'D

1.05%
4.87%
ASPHALTIC SURFACE
19'
19'
WALNUT ST

938.098 938.378 937.951
938.182 938.610 937.287
938.255 936.725

TLE
SLOPE INTERCEPT
R/W
R/W
R20'

51+92.98, -39.67' LT
51+92.98, -40.00' LT
51+92.98, -20.00' LT
54+62.61, -39.24' LT
54+42.62, -39.71' LT
54+41.81, -19.73' LT

52+83.24'
52+96.92
53+52.29'
53+67.78'
53+77.37
53+92.63

937.436 938.382 938.954 939.339 939.544 939.567 939.410 939.073 938.534 937.977 937.556
937.198
PI: 10+18.19WA

937.359 938.225 938.794 939.179 939.384 939.407 939.250 938.913 938.394 937.856 937.319 936.781 936.186
COLORED CROSSWALK

52+00 937.242
53+00 939.144
HORICON ST
939.167 939.010 938.673
54+00 938.183
937.675
PI: 54+34.59HO
937.168 936.660
10+00WA 936.563
55+00 936.153

937.002 937.749 938.314 938.699 938.904 938.927 938.770 938.433 937.943 937.435 936.928 936.420 935.913

936.842 937.589 938.154 938.539 938.744 938.767 938.610 938.273 937.783 937.275 937.106
PI: 9+78.17WA
936.769
936.670
936.082
935.450
935.489

52+33.62'
52+48.44'
52+52.37'
52+65.79
52+99.18'
53+12.12'
53+14.65
53+28.88
54+40.36, 20.25' RT
54+39.48, 42.23' RT
54+61.47, 42.77' RT

R/W
R/W
R22'

TLE
SLOPE INTERCEPT

ASPHALTIC SURFACE
2.73%
16'
16'
-3.00%
WALNUT ST
935.590
935.462
935.901
934.982

MATCH EXISTING
STA 9+45WA
SAWCUT REQ'D

DRIVEWAY TYPE

(1A) CONCRETE DRIVEWAY 6"
(1B) CONCRETE DRIVEWAY 8"
(2) ASPHALT SURFACE COMMERCIAL
(3) ASPHALT SURFACE RESIDENTIAL
(4) BASE AGGREGATE DENSE 1-1/4"

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 32	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0211 INTERSECTION DETAILS\021101-ID.DWG
LAYOUT NAME - SHEET - (9)
PLOT DATE : 7/12/2017 3:45 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

N

4.87%

19'

936.725 931.287 931.951

55+00.96, -37.03' LT

55+20.95, -36.55' LT

SLOPE INTERCEPT

R/W

R20'

55+20.15, -16.57' LT

935.395

TREE REMOVAL

TLE

R/W

XXXX XXXX

3"

(1A)

23'

12'

55+79.51'

56+05.86

56+77.51'

56+93.43

935.567 934.942 934.314 933.808 933.362 932.983 932.673 932.430 932.256 932.127 932.000 931.975

936.186 935.588 934.991 934.393 933.888 933.442 933.063 932.753 932.510 932.336 932.207 932.080

COLORED CROSSWALK

-2.00%

55+00 936.153

935.645 935.138 934.630

PI: 55+34.02HO

56+00 934.070

933.682 933.303

HORICON ST

932.993

57+00 932.750

932.576 932.447 932.320

935.913 935.405 934.898 934.390 933.888 933.442 933.063 932.753 932.510 932.336 932.207 932.080

935.450

935.172 934.658 934.150 933.648 933.202 932.823 932.513 932.270 932.096 931.967 931.840

935.489

55+96.78'

56+12.13

56+16.25'

56+32.69

56+81.39'

56+95.16

12'

13'

11'

5"

5"

55+16.30, 23.31' RT

R42'

55+15.42, 45.29' RT

TLE

7"

10"

XXXX

SLOPE INTERCEPT

R/W

TREE REMOVAL

REMOVE DRIVEWAY

-3.00%

16'

934.982

54+93.43, 44.75' RT

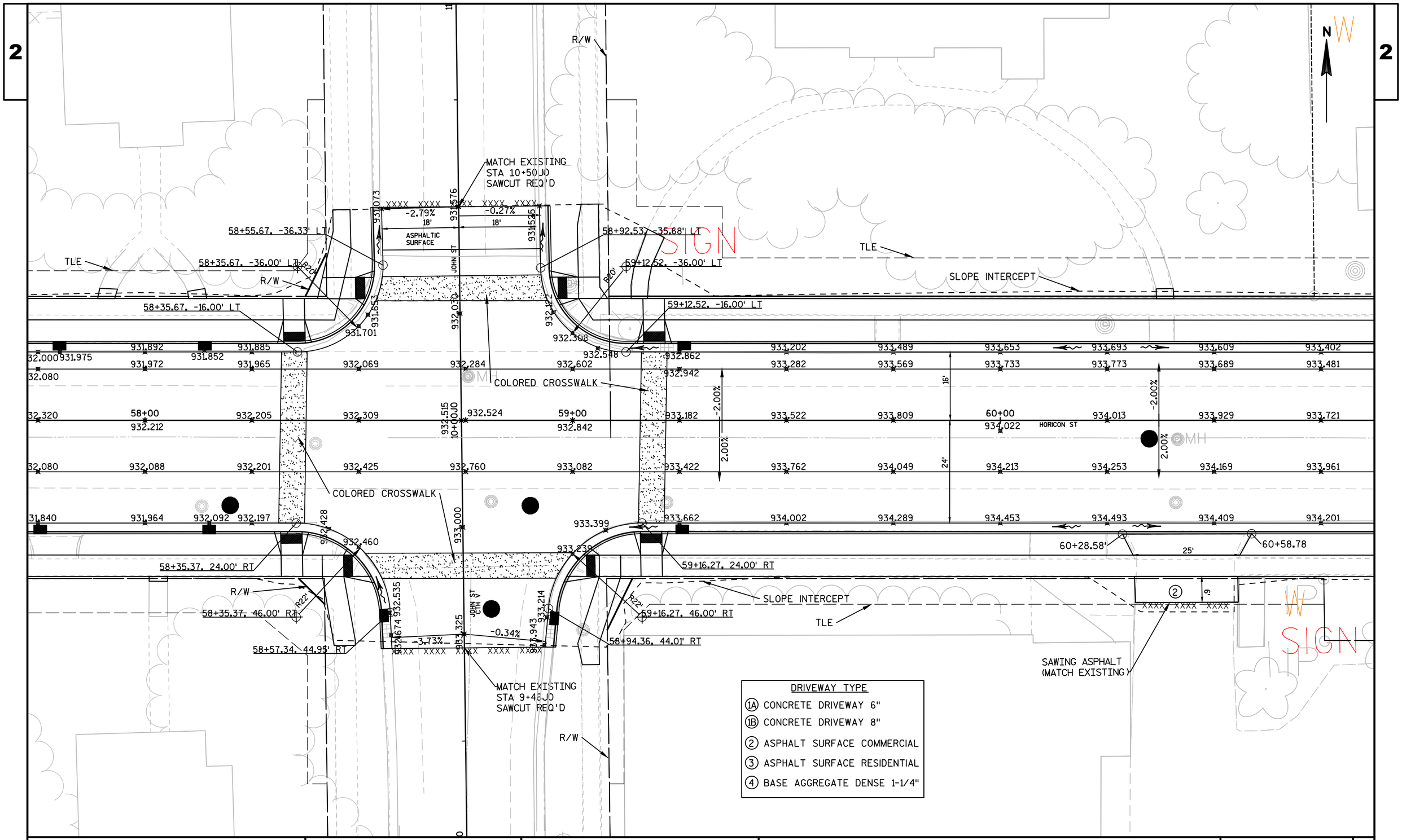
XX XXXX

MATCH EXISTING
STA 9+45WA
SAWCUT REQ'D

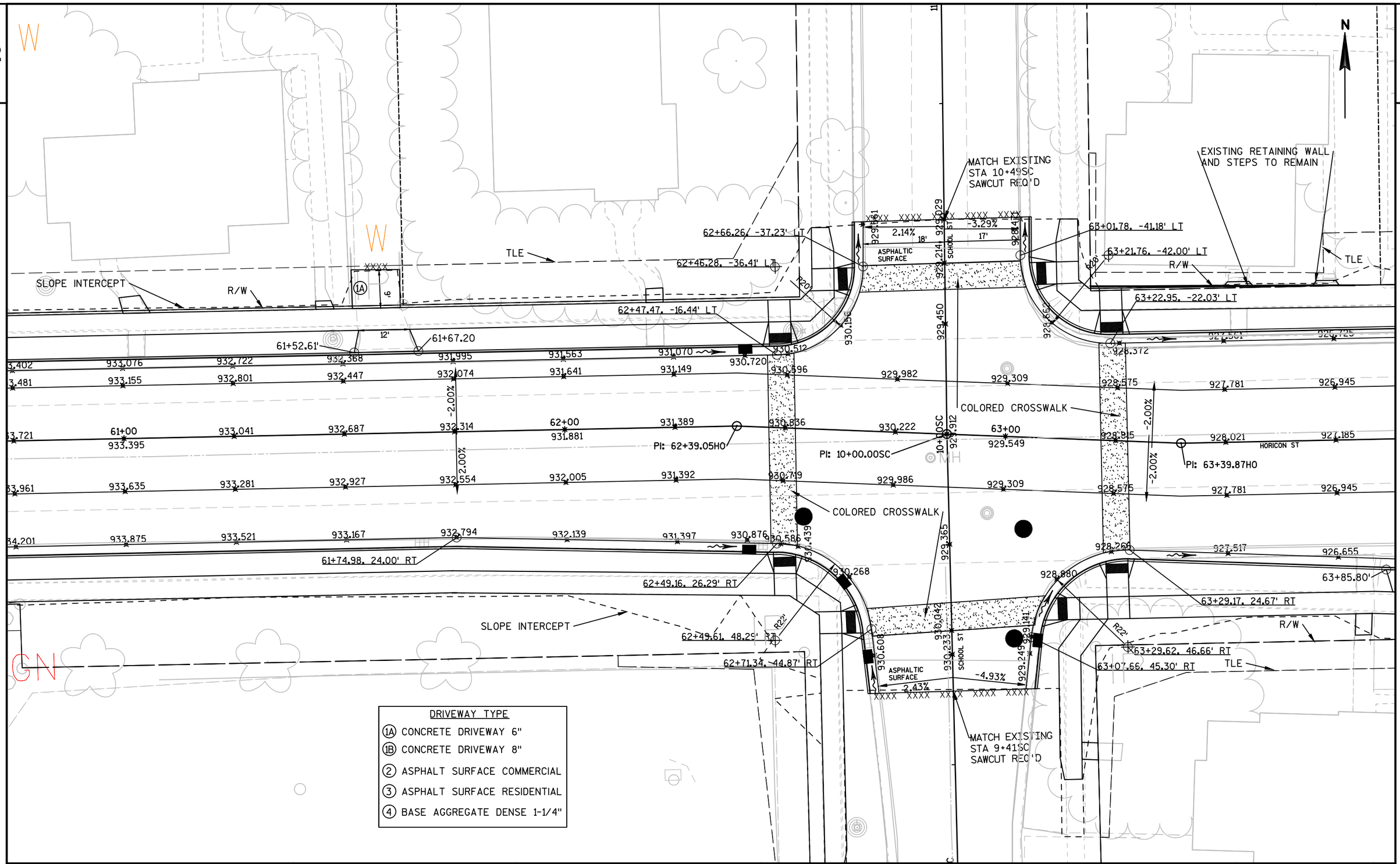
DRIVEWAY TYPE

(1A) CONCRETE DRIVEWAY 6"
(1B) CONCRETE DRIVEWAY 8"
(2) ASPHALT SURFACE COMMERCIAL
(3) ASPHALT SURFACE RESIDENTIAL
(4) BASE AGGREGATE DENSE 1-1/4"

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 33 E



PROJECT NO:3270-02-71	HWY: STH 28	COUNTY:DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 34	E



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 35	E

2

2

DRIVEWAY TYPE

(1A) CONCRETE DRIVEWAY 6"

(1B) CONCRETE DRIVEWAY 8"

(2) ASPHALT SURFACE COMMERCIAL

(3) ASPHALT SURFACE RESIDENTIAL

(4) BASE AGGREGATE DENSE 1-1/4"

SAWING ASPHALT (MATCH EXISTING)

TLE

SLOPE INTERCEPT

SAWING ASPHALT (MATCH EXISTING)

R/W

64+07.99'

64+30.11

64+53.03'

64+79.24

16'

25'

5"

8"

925.889 925.053 924.216 923.380 922.586 921.802 921.364

926.109 925.273 924.436 923.600 922.806 922.119 921.557 921.044 920.669

64+00 926.349

925.513 924.676 923.840

65+00 923.046

922.355 921.768 921.284

HORICON ST

66+00 920.878

926.109 925.273 924.436 923.600 922.806 922.132 921.742 921.327 920.926

-2.00%

-2.00%

65+97.37, -43.05' LT

65+77.37, -43.00' LT

65+77.37, -23.00' LT

920.842

920.196

920.510

220'

143+00MA

EP: 143+04.12MA

N

END PROJECT 3021-02-73

MATCH EXISTING STA 142+60 SAWCUT REQ'D

MAIN ST

920.192

EP: 66+22.02HO

920.526

142+00MA

920.615

END PROJECT 3270-02-71 STA 66+22.02HO

MH

919.803

CURB TO REMAIN

R24'

919.956

919.975

919.709

919.620

-1.93%

-0.69%

ASPHALTIC SURFACE

13"

13"

MICHAEL WENDLING WAY

920.425

920.006

919.818

MATC STA

920.474

919.903

919.757

920.606

SIGN

R/W

R20'

141+49.79, 35.99' RT

SLOPE INTERCEPT

SAWING ASPHALT (MATCH EXISTING)

BP: 10+00.00MW

920.841

920.640

PI: 141+54.35MA

921.228

921.410

920.867

920.775

921.353

921.385

921.112

921.021

925.791

924.928

924.065

64+94.64, 33.00' RT

923.201

922.386

921.806

921.912

64+08.26

20'

64+63.63'

26'

64+91.51

65+23.09, 33.00' RT

921.767

921.695

921.569

924.372

R/W

SAWING ASPHALT (MATCH EXISTING)

TLE

R55'

TREE REMOVAL

65+23.09, 88.00' RT

R51'

SIGN

W

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0211 INTERSECTION DETAILS\021101-ID.DWG
LAYOUT NAME - SHEET - (13)

PLOT DATE : 7/12/2017 3:45 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

EP: 143+04.12MA

END PROJECT
3021-02-73

MATCH EXISTING
STA 142+60
SAWCUT REQ'D

919.803

CURB TO REMAIN

R24'

919.956

919.975

919.709 919.620

1.93%

ASPHALTIC SURFACE

13'

425 MICHAEL WENDLING WAY

920.006 919.818

11+00MW

MATCH EXISTING
STA 10+59MW

0.69%

919.903 919.757

13'

SIGN

141+49.79, 35.99' RT

SAWING ASPHALT
(MATCH EXISTING)

R/W

12+00MW

R/W

EP: 13+00.00MW

ASPHALTIC SURFACE

REMOVE EXISTING BEAM GUARD AND REPLACE WITH NEW AFTER STORM SEWER PLACEMENT.

DAM

ROCK RIVER

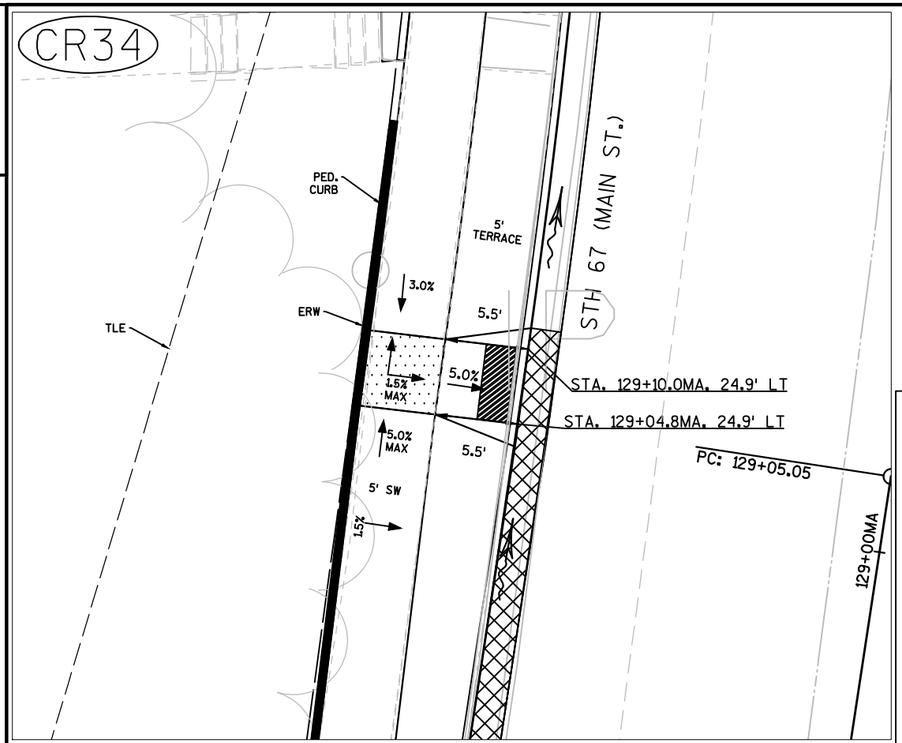
DRIVEWAY TYPE

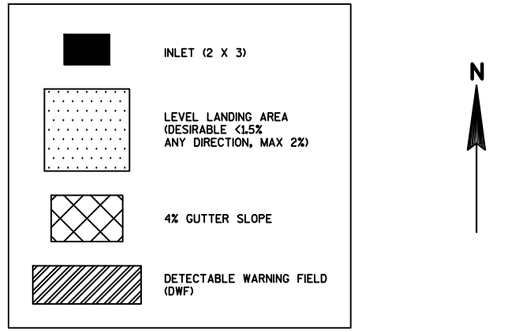
(1A) CONCRETE DRIVEWAY 6"
(1B) CONCRETE DRIVEWAY 8"
(2) ASPHALT SURFACE COMMERCIAL
(3) ASPHALT SURFACE RESIDENTIAL
(4) BASE AGGREGATE DENSE 1-1/4"

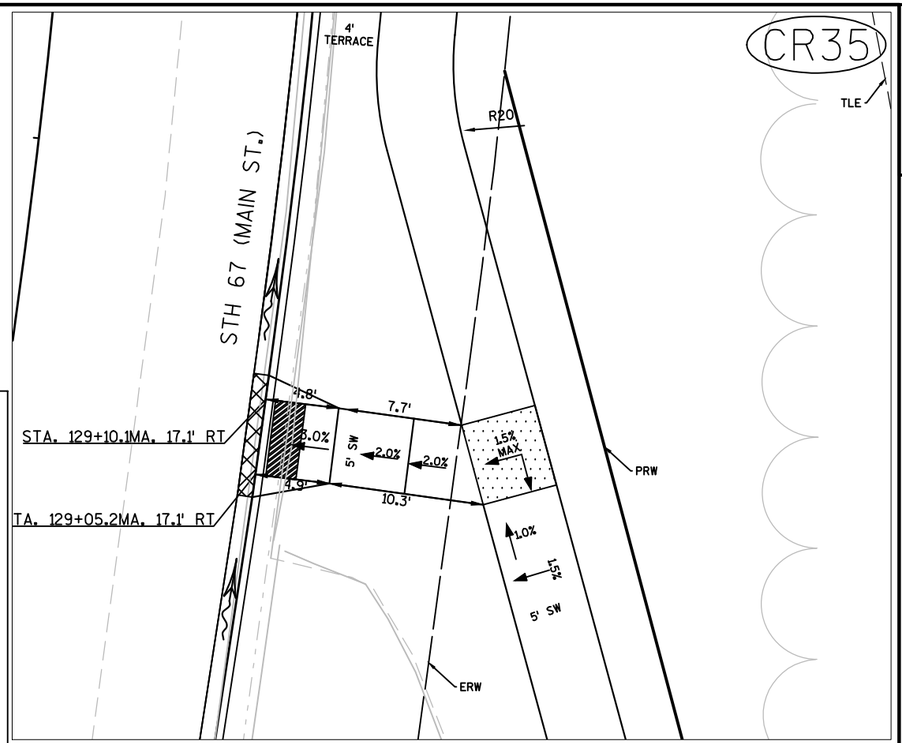
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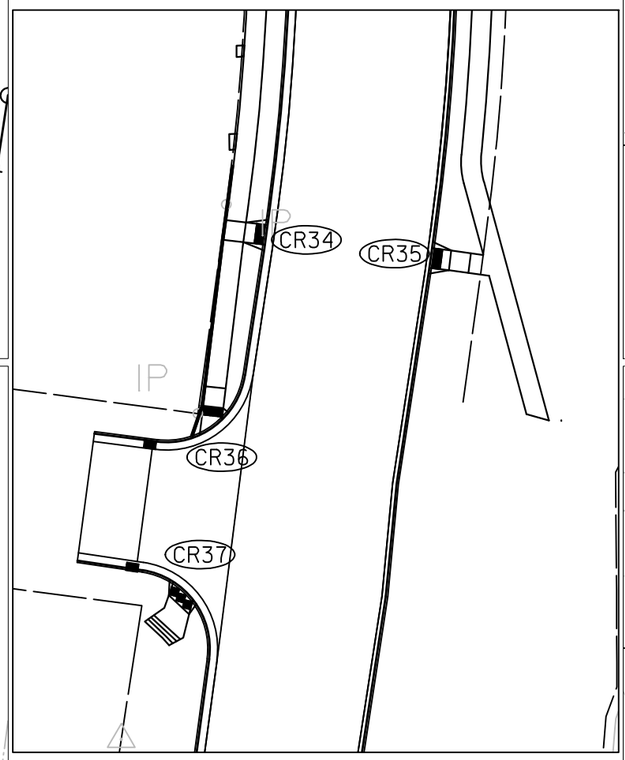
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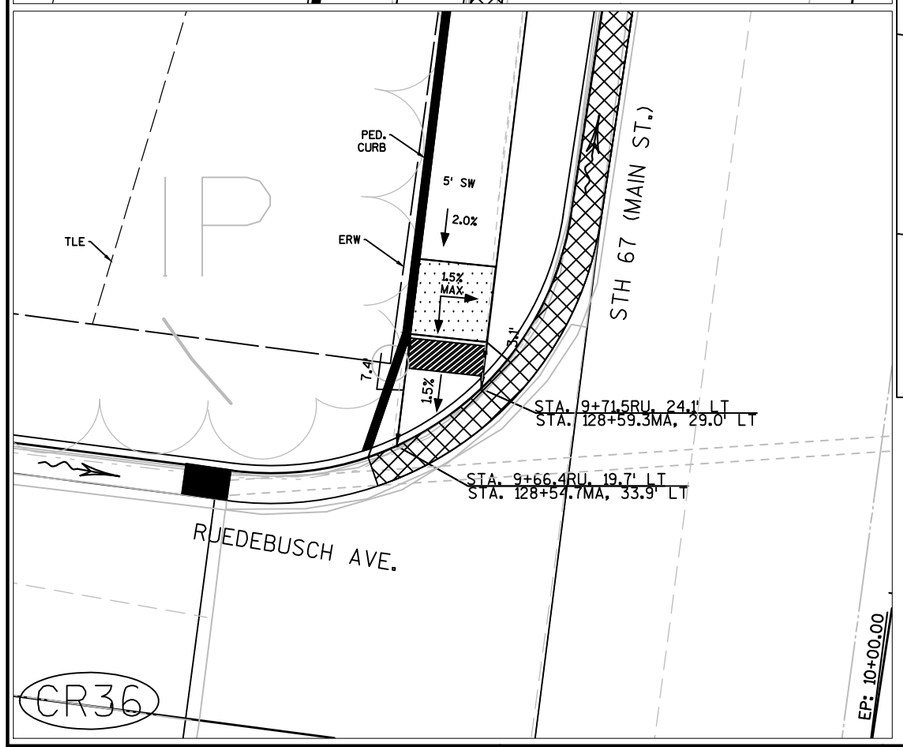
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PAVING DETAILS & INTERSECTION DETAILS	SHEET 37	E









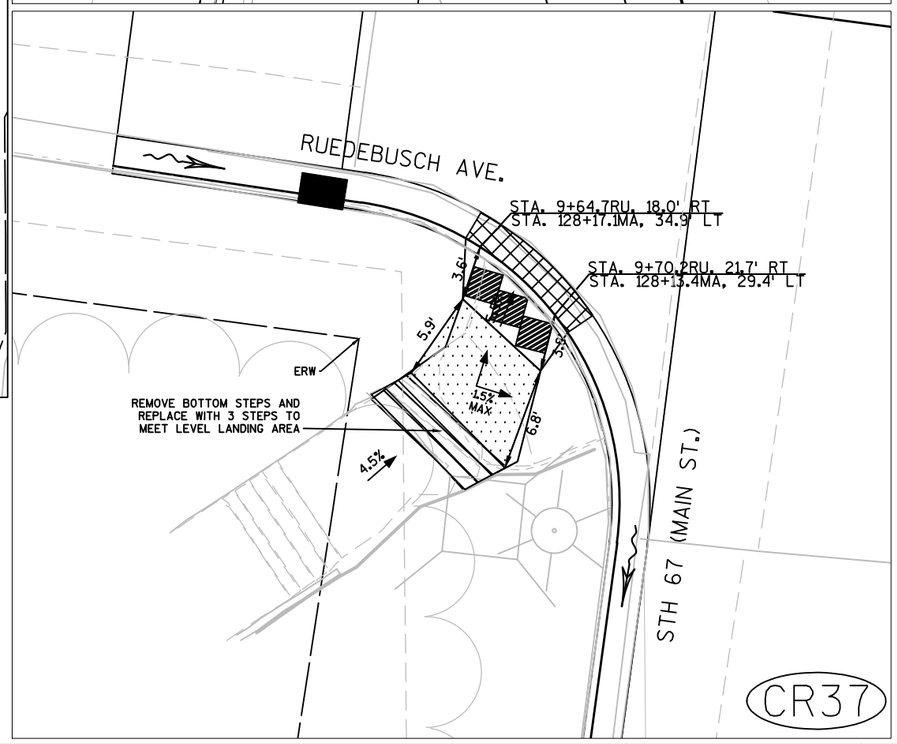


NOTES:
MAXIMUM RAMP SLOPE 7%, DESIRABLE 5%, ALL GUTTER SLOPES IN CURB RAMP AREAS WILL NEED TO BE 4% MAX.

MAX RUNNING GRADE IS 8.3%, DESIRABLE 5%. STATION OFFSETS GIVEN TO GUTTER FLOW LINE.

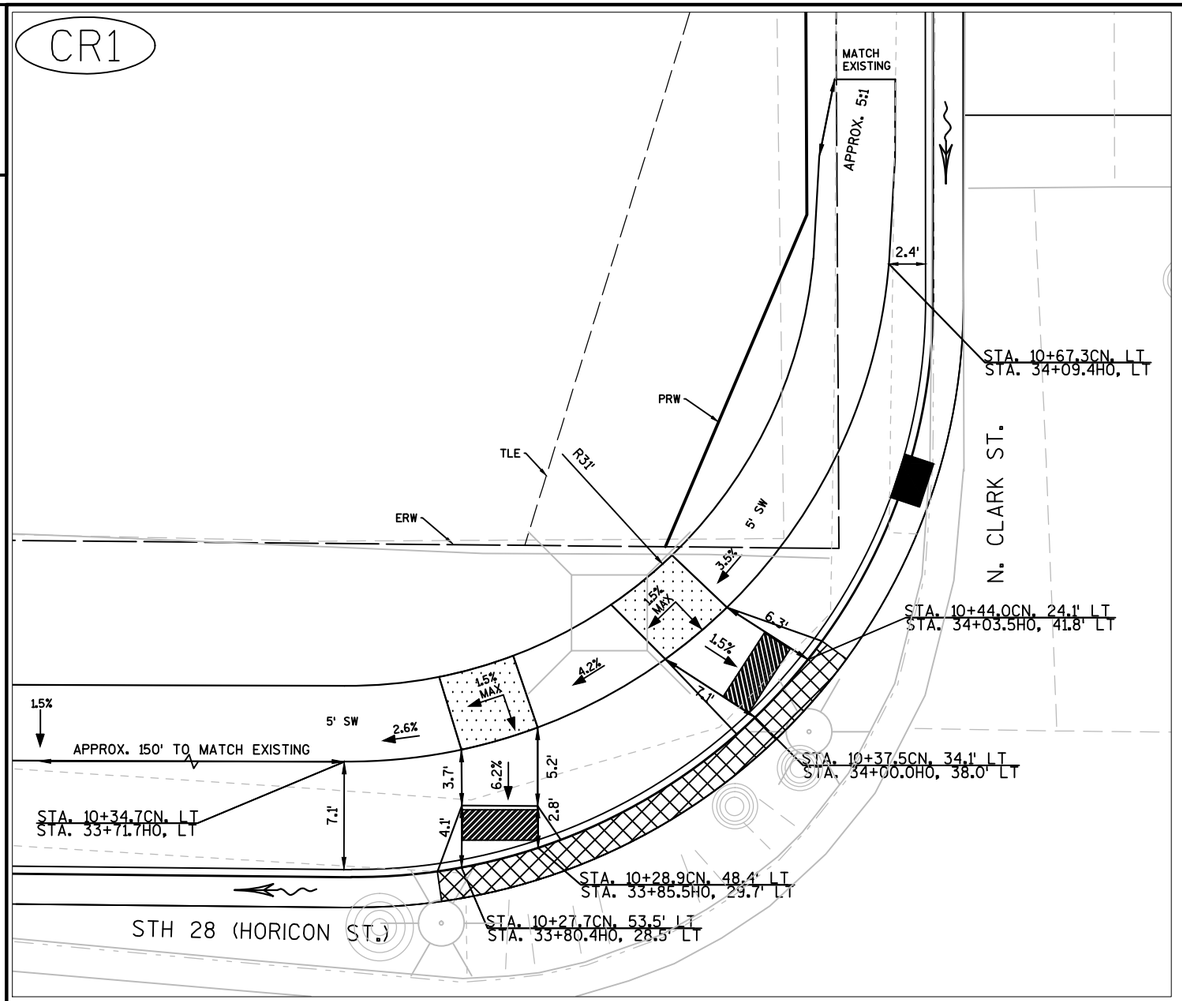
ALL TIE IN LENGTHS AND SLOPES ARE APPROXIMATE.

ANTICIPATED LOCATION OF PEDESTRIAN CURB SHOWN FOR REFERENCE ONLY. ADJUST PEDESTRIAN CURB AS NEEDED TO FIT FIELD CONDITIONS. 10:1 TAPERS AT ENDS OF PED. CURB. 1' HIGH PED. CURB MAX. ENGINEER TO APPROVE LAYOUT PRIOR TO POURING.

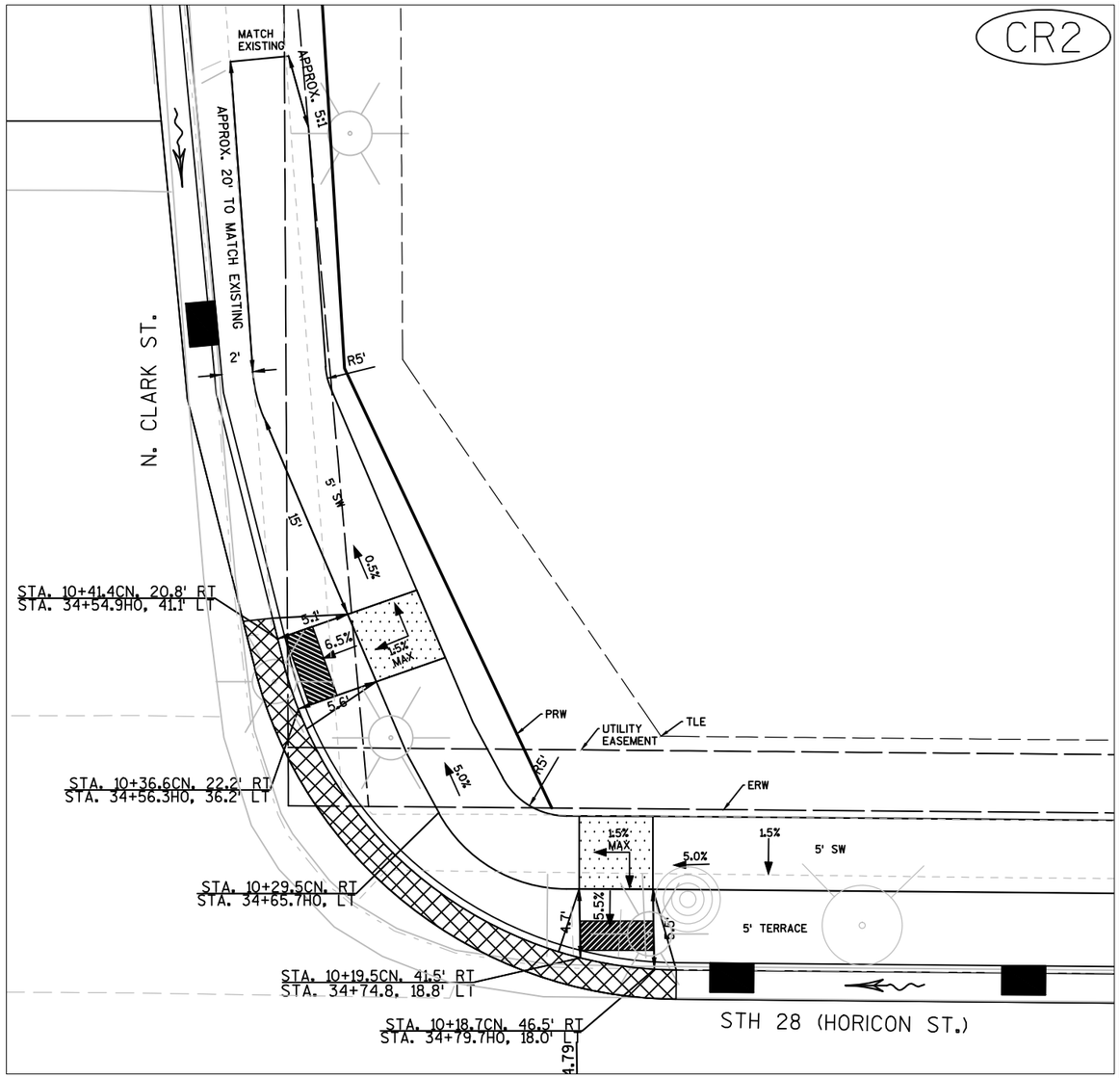


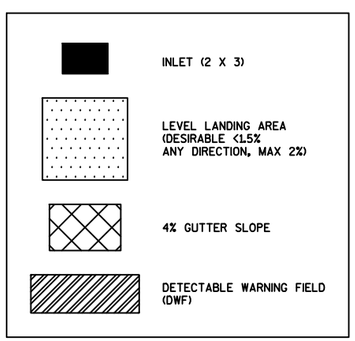
PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CURB RAMP DETAILS - RUEDEBUSCH AVE.	SHEET 38	E

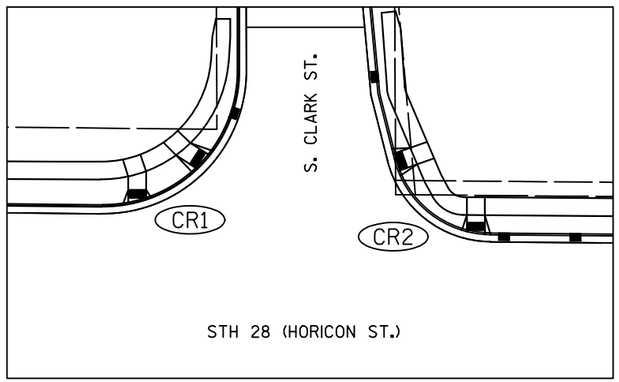
CR1



CR2







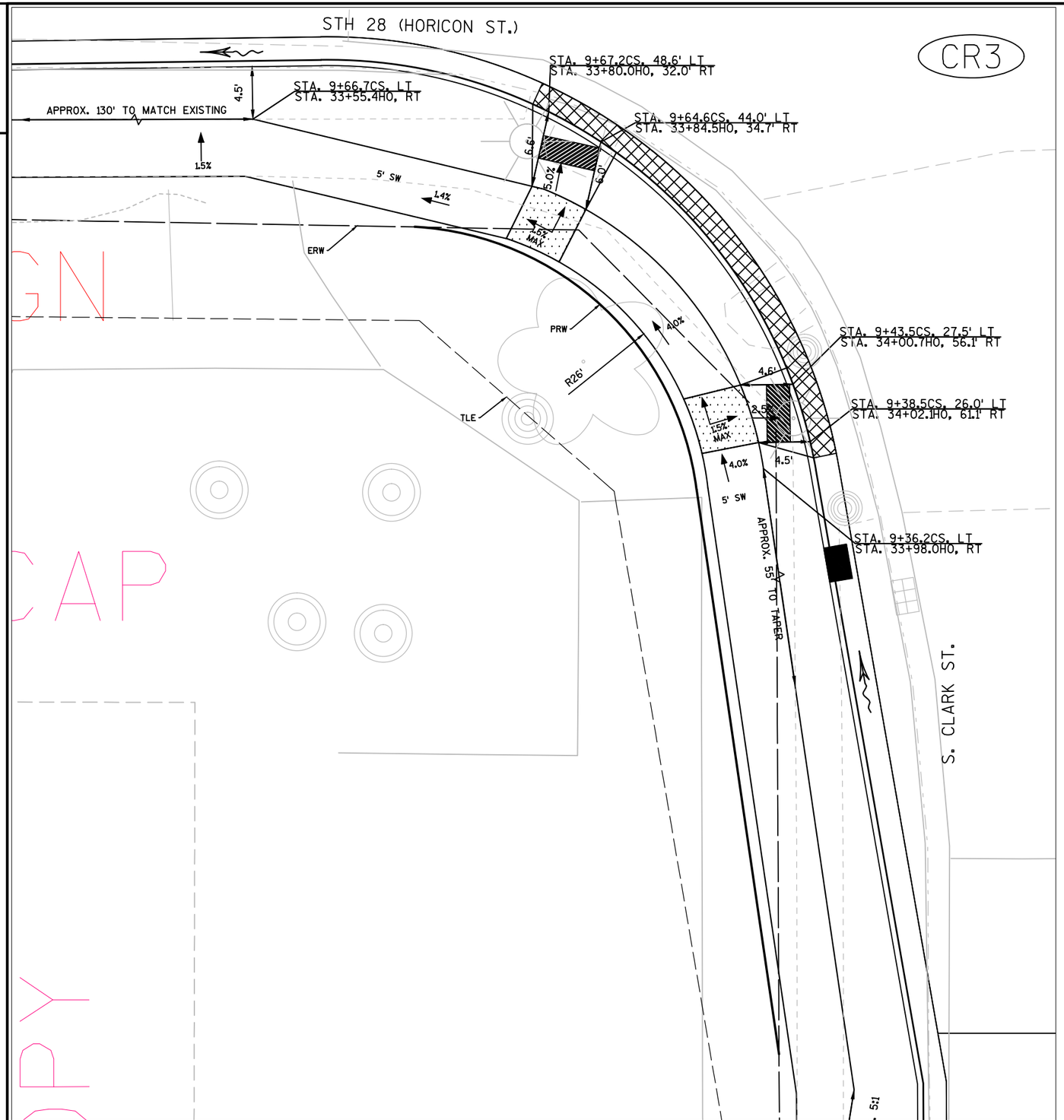


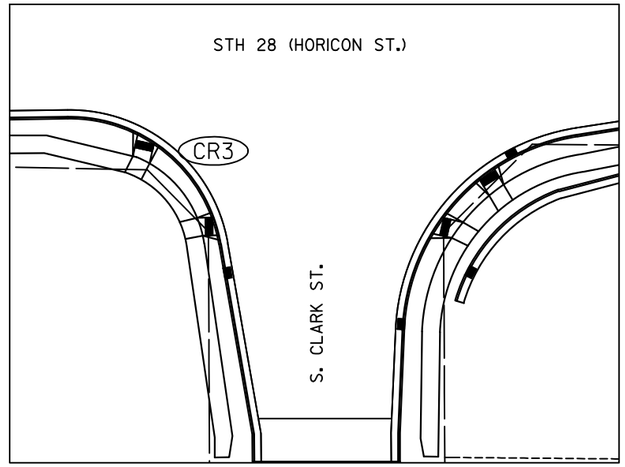
NOTES:
MAXIMUM RAMP SLOPE 7%, DESIRABLE 5%, ALL GUTTER SLOPES IN CURB RAMP AREAS WILL NEED TO BE 4% MAX.

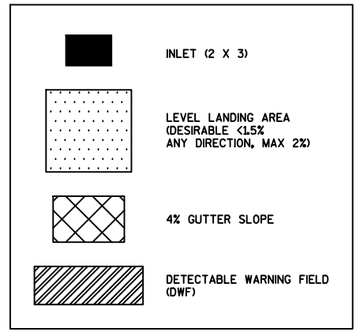
MAX RUNNING GRADE IS 8.3%, DESIRABLE 5%.
STATION OFFSETS GIVEN TO GUTTER FLOW LINE.

ALL TIE IN LENGTHS AND SLOPES ARE APPROXIMATE.

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CURB RAMP DETAILS - CLARK ST.	SHEET 39	E







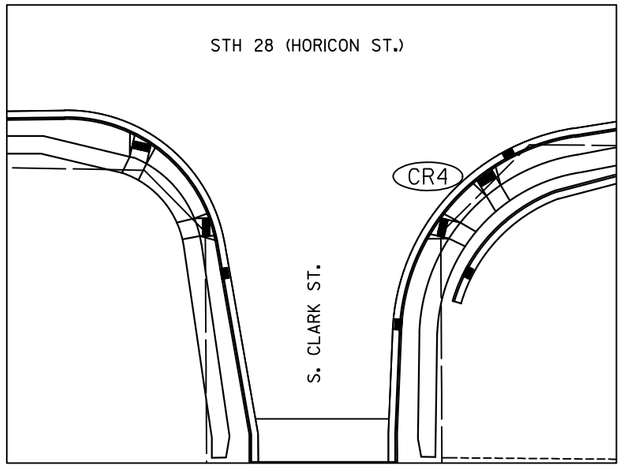


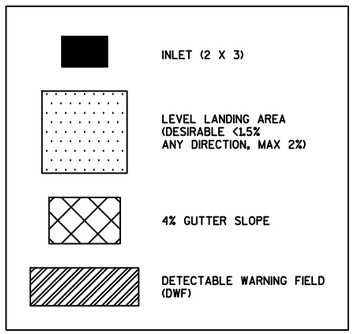
NOTES:
MAXIMUM RAMP SLOPE 7%, DESIRABLE 5%, ALL GUTTER SLOPES IN CURB RAMP AREAS WILL NEED TO BE 4% MAX.

MAX RUNNING GRADE IS 8.3%, DESIRABLE 5%. STATION OFFSETS GIVEN TO GUTTER FLOW LINE.

ALL TIE IN LENGTHS AND SLOPES ARE APPROXIMATE.

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CURB RAMP DETAILS - CLARK ST.	SHEET 40	E



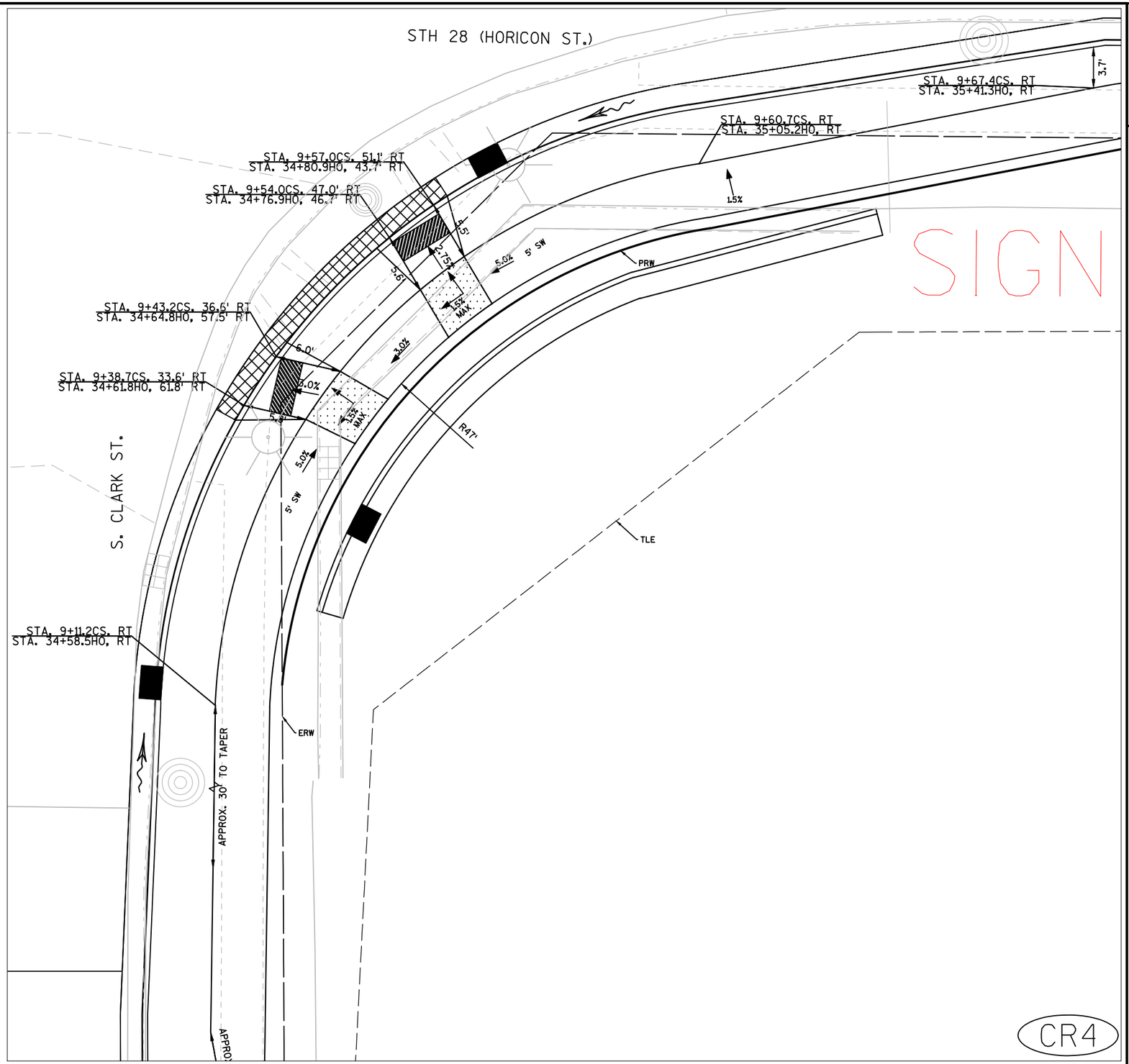




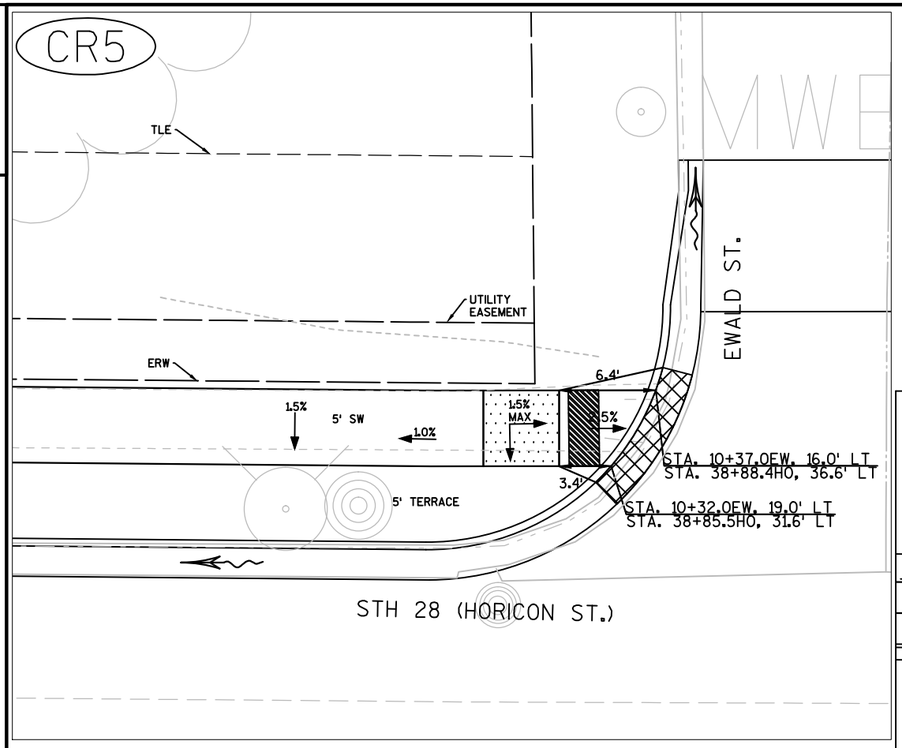
NOTES:
MAXIMUM RAMP SLOPE 7%, DESIRABLE 5%, ALL GUTTER SLOPES IN CURB RAMP AREAS WILL NEED TO BE 4% MAX.

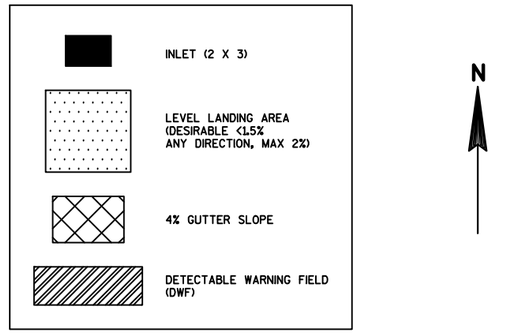
MAX RUNNING GRADE IS 8.3%, DESIRABLE 5%.
STATION OFFSETS GIVEN TO GUTTER FLOW LINE.

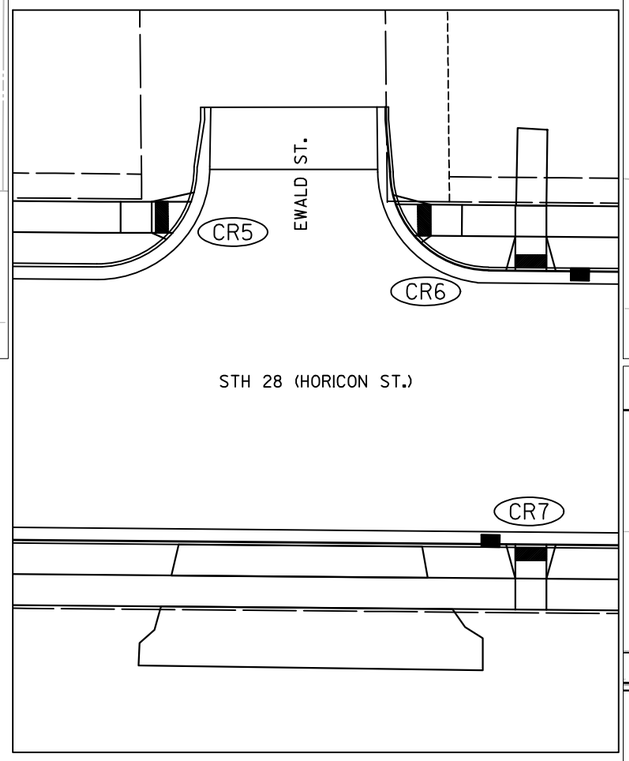
ALL TIE IN LENGTHS AND SLOPES ARE APPROXIMATE.



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CURB RAMP DETAILS - CLARK ST.	SHEET 41	E



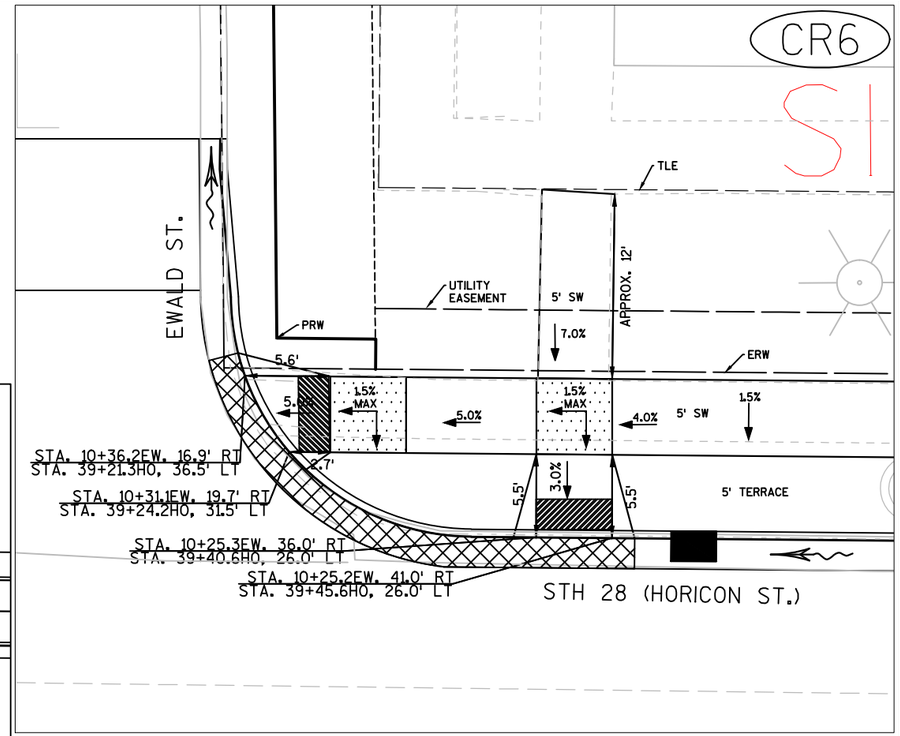


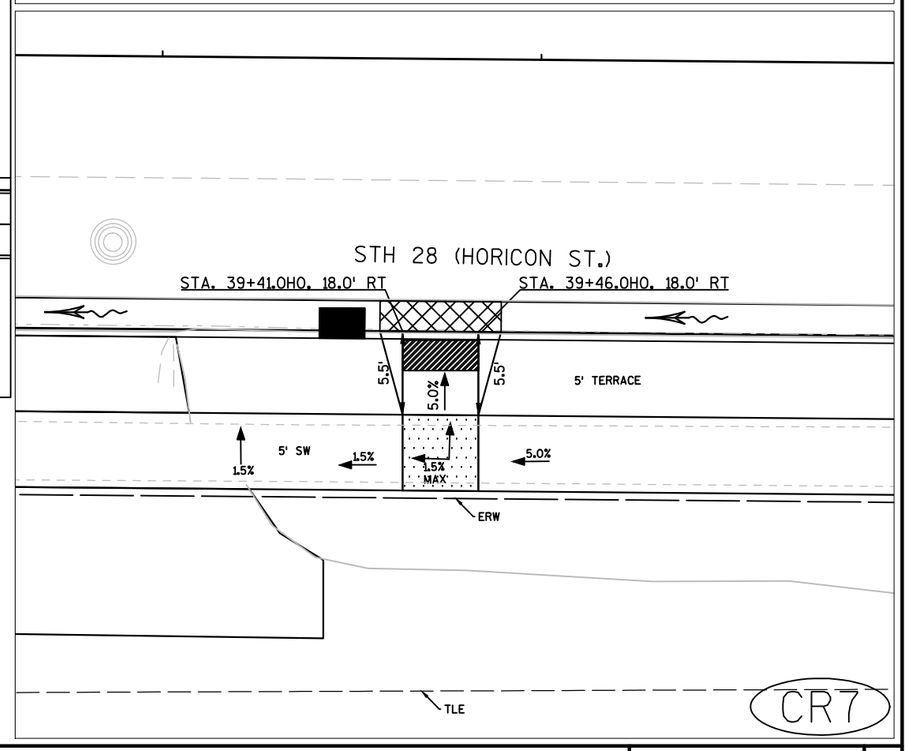


NOTES:
MAXIMUM RAMP SLOPE 7%, DESIRABLE 5%, ALL GUTTER SLOPES IN CURB RAMP AREAS WILL NEED TO BE 4% MAX.

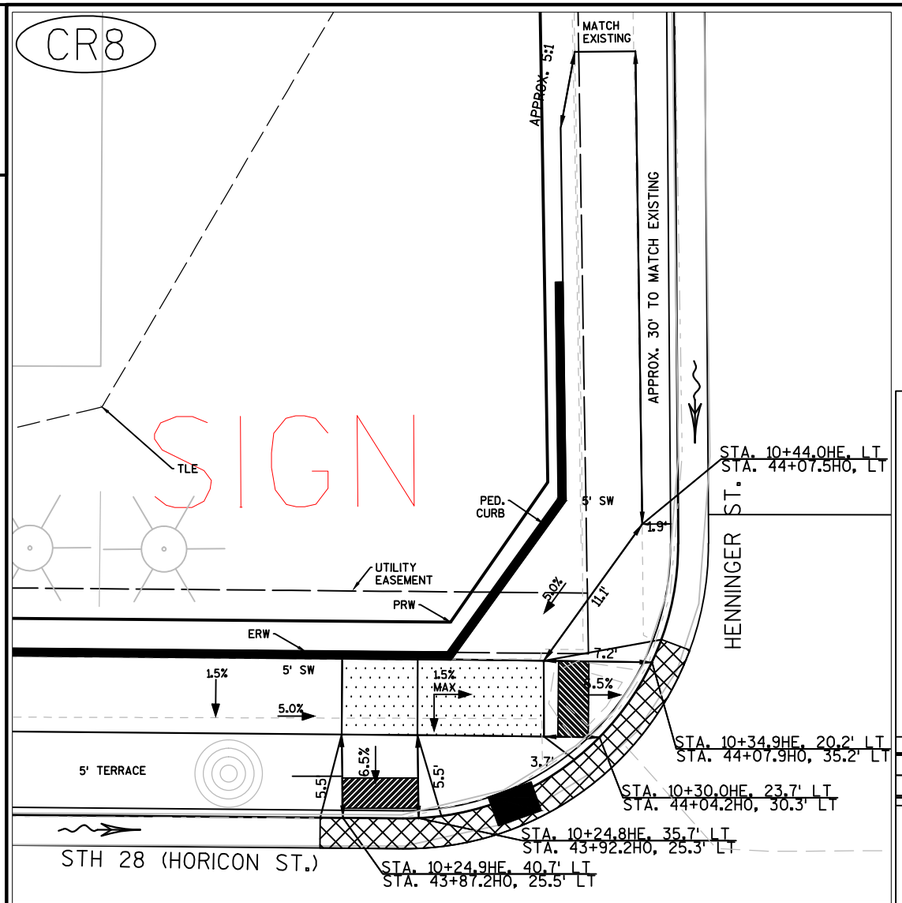
MAX RUNNING GRADE IS 8.3%, DESIRABLE 5%. STATION OFFSETS GIVEN TO GUTTER FLOW LINE.

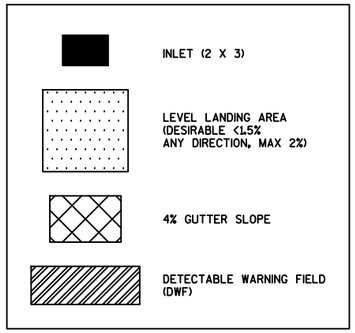
ALL TIE IN LENGTHS AND SLOPES ARE APPROXIMATE.

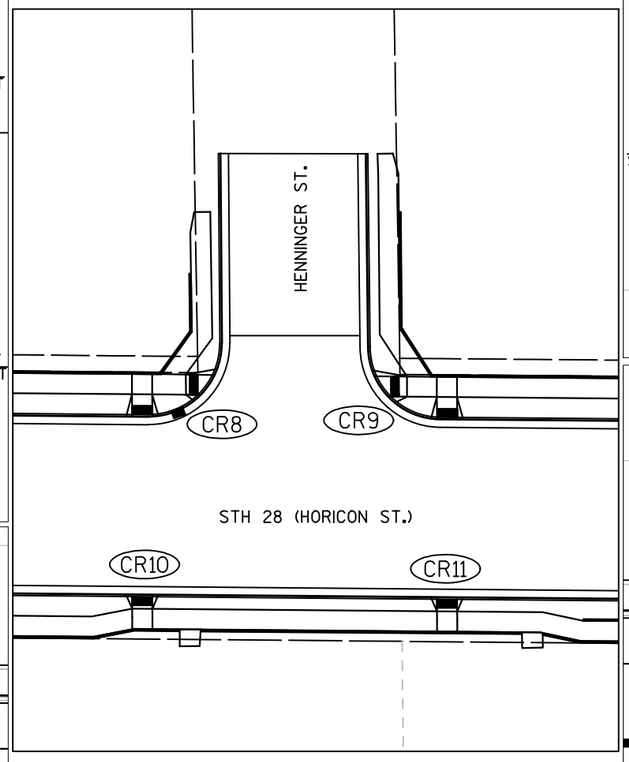


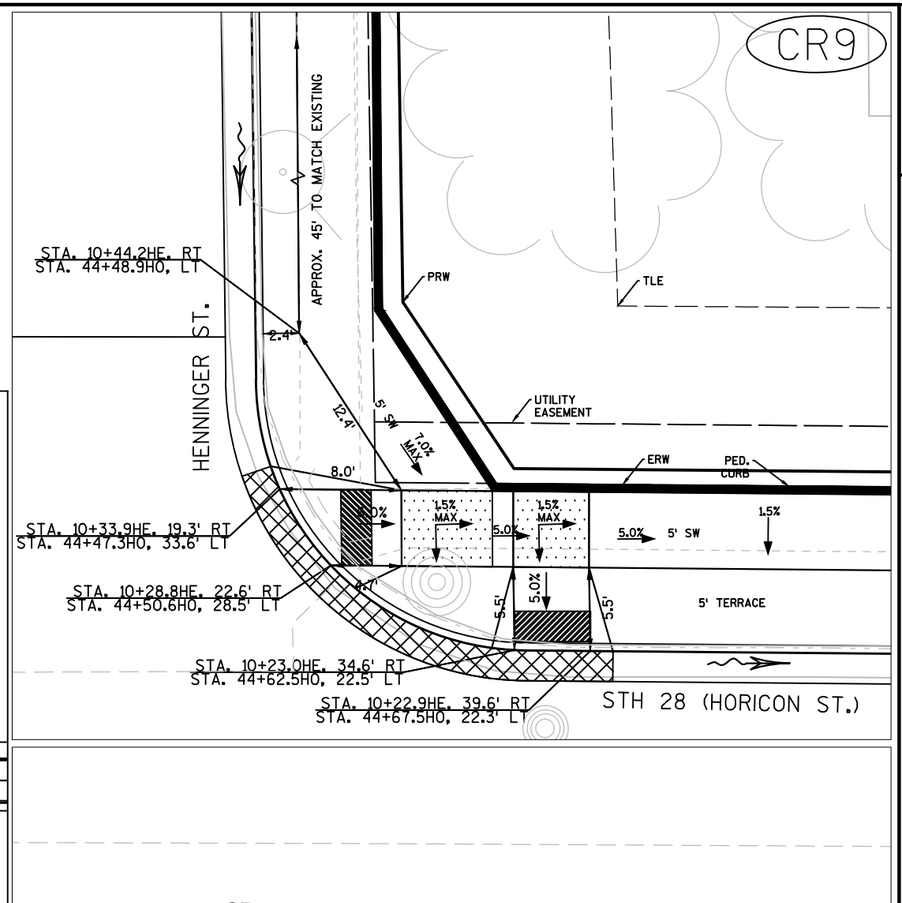


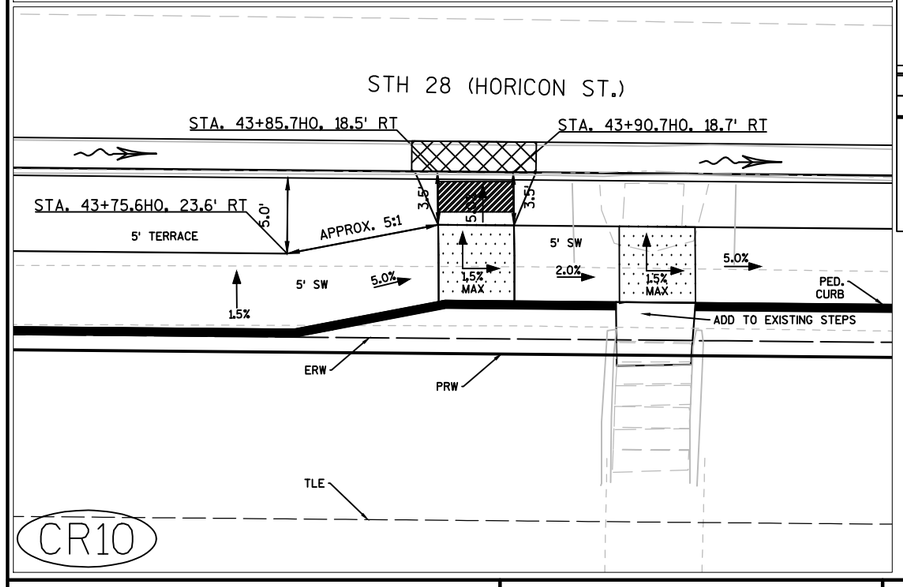
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CURB RAMP DETAILS - EWALD ST.	SHEET 42	E









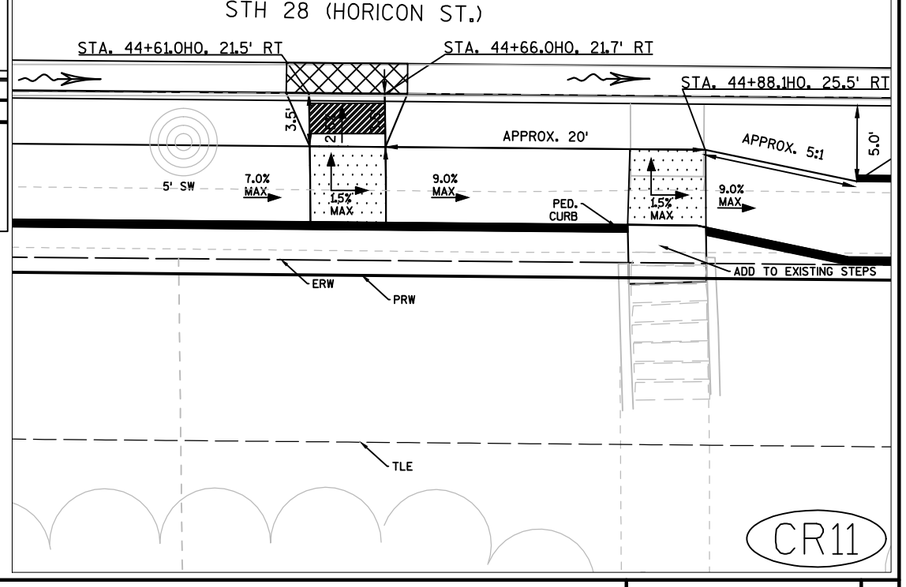


NOTES:
MAXIMUM RAMP SLOPE 7%, DESIRABLE 5%, ALL GUTTER SLOPES IN CURB RAMP AREAS WILL NEED TO BE 4% MAX.

MAX RUNNING GRADE IS 8.3%, DESIRABLE 5%. STATION OFFSETS GIVEN TO GUTTER FLOW LINE.

ALL TIE IN LENGTHS AND SLOPES ARE APPROXIMATE.

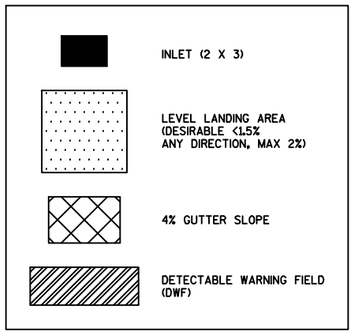
ANTICIPATED LOCATION OF PEDESTRIAN CURB SHOWN FOR REFERENCE ONLY. ADJUST PEDESTRIAN CURB AS NEEDED TO FIT FIELD CONDITIONS. 10:1 TAPERS AT ENDS OF PED. CURB. 1' HIGH PED. CURB MAX. ENGINEER TO APPROVE LAYOUT PRIOR TO POURING.



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CURB RAMP DETAILS - HENNINGER ST.	SHEET 43	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0210 CONSTRUCTION DETAILS\CURBRAMPDETAILS.DWG
LAYOUT NAME - ****
PLOT DATE : 7/12/2017 12:45 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1":10'
WISDOT/CADDS SHEET 42

2

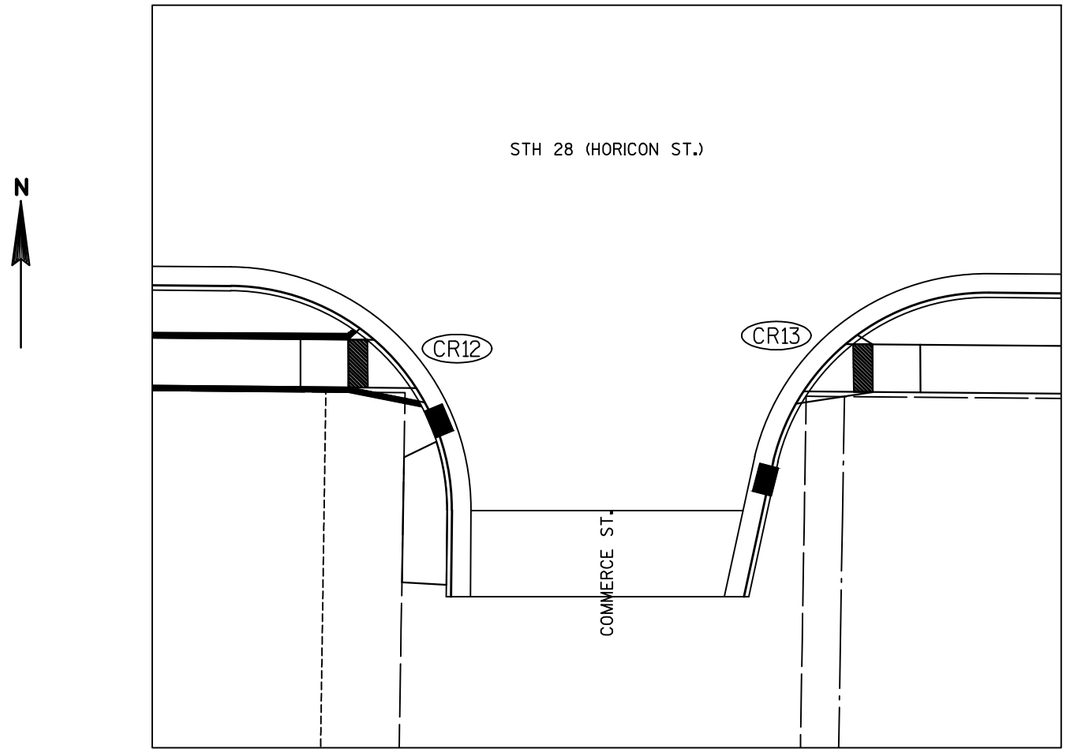


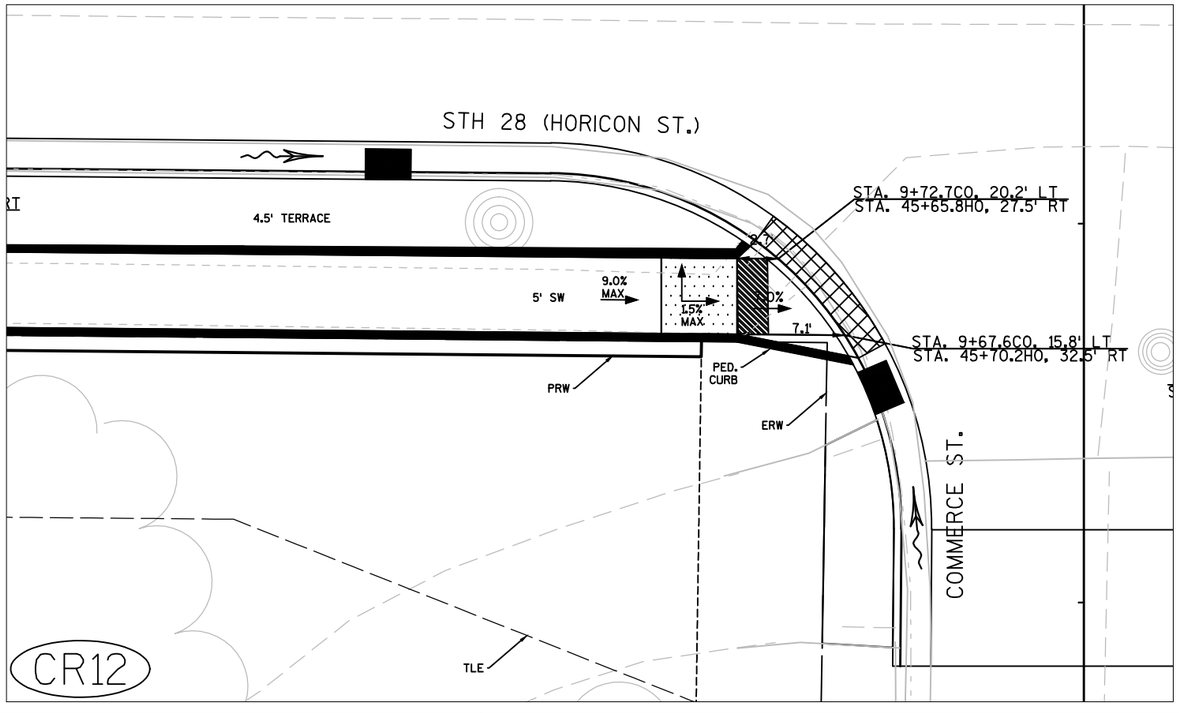
NOTES:
MAXIMUM RAMP SLOPE 7%, DESIRABLE 5%, ALL GUTTER SLOPES IN CURB RAMP AREAS WILL NEED TO BE 4% MAX.

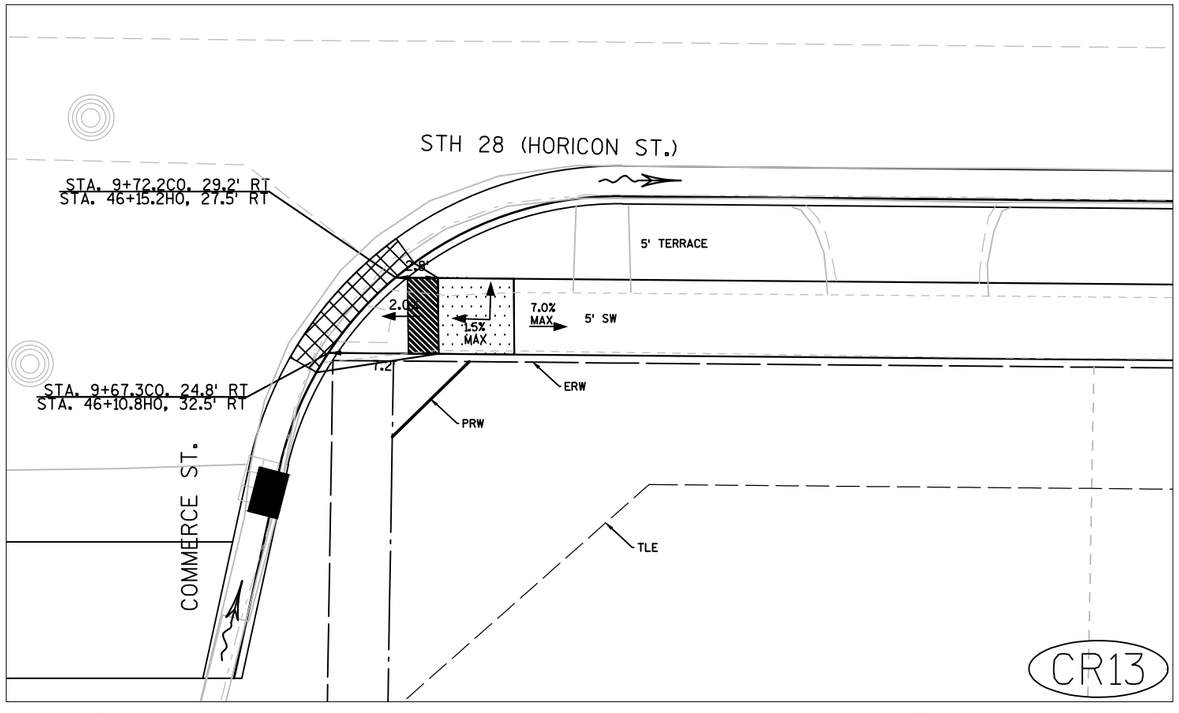
MAX RUNNING GRADE IS 8.3%, DESIRABLE 5%. STATION OFFSETS GIVEN TO GUTTER FLOW LINE.

ALL TIE IN LENGTHS AND SLOPES ARE APPROXIMATE.

ANTICIPATED LOCATION OF PEDESTRIAN CURB SHOWN FOR REFERENCE ONLY. ADJUST PEDESTRIAN CURB AS NEEDED TO FIT FIELD CONDITIONS. 10:1 TAPERS AT ENDS OF PED. CURB. 1' HIGH PED. CURB MAX. ENGINEER TO APPROVE LAYOUT PRIOR TO POURING.

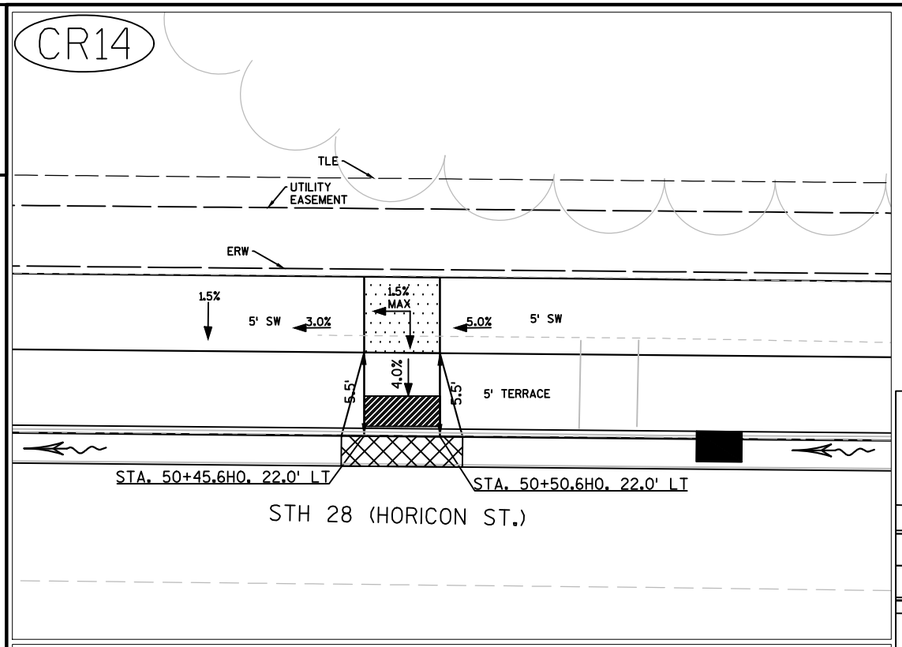


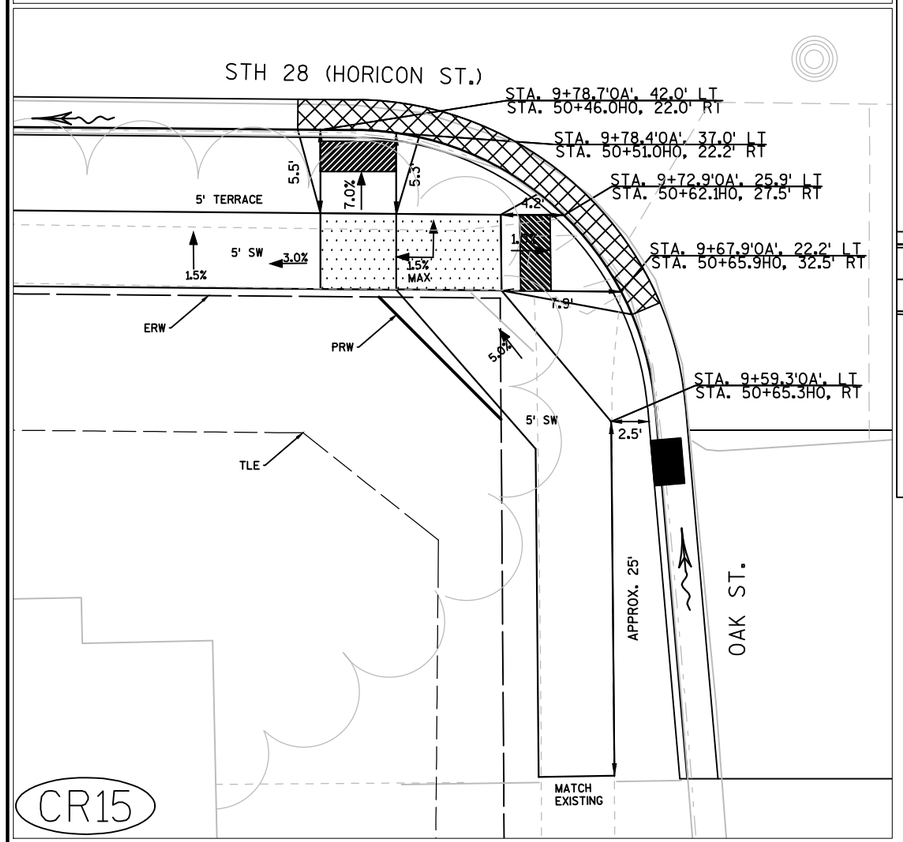


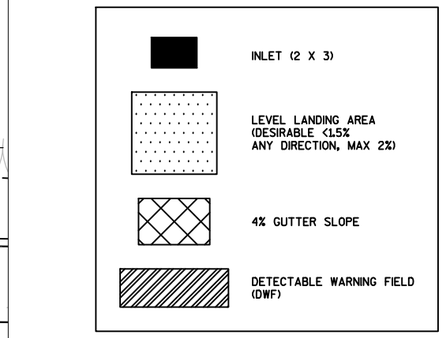


PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CURB RAMP DETAILS - COMMERCE ST.	SHEET 44	E

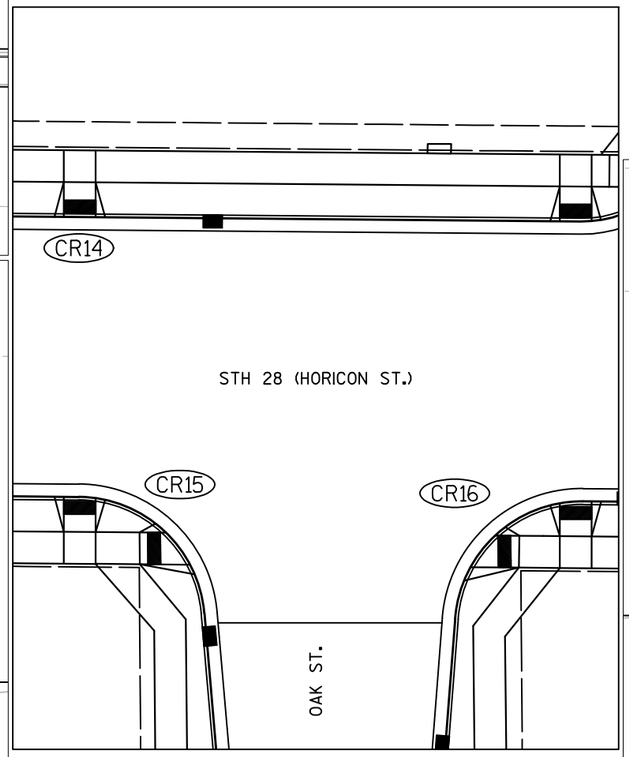
2







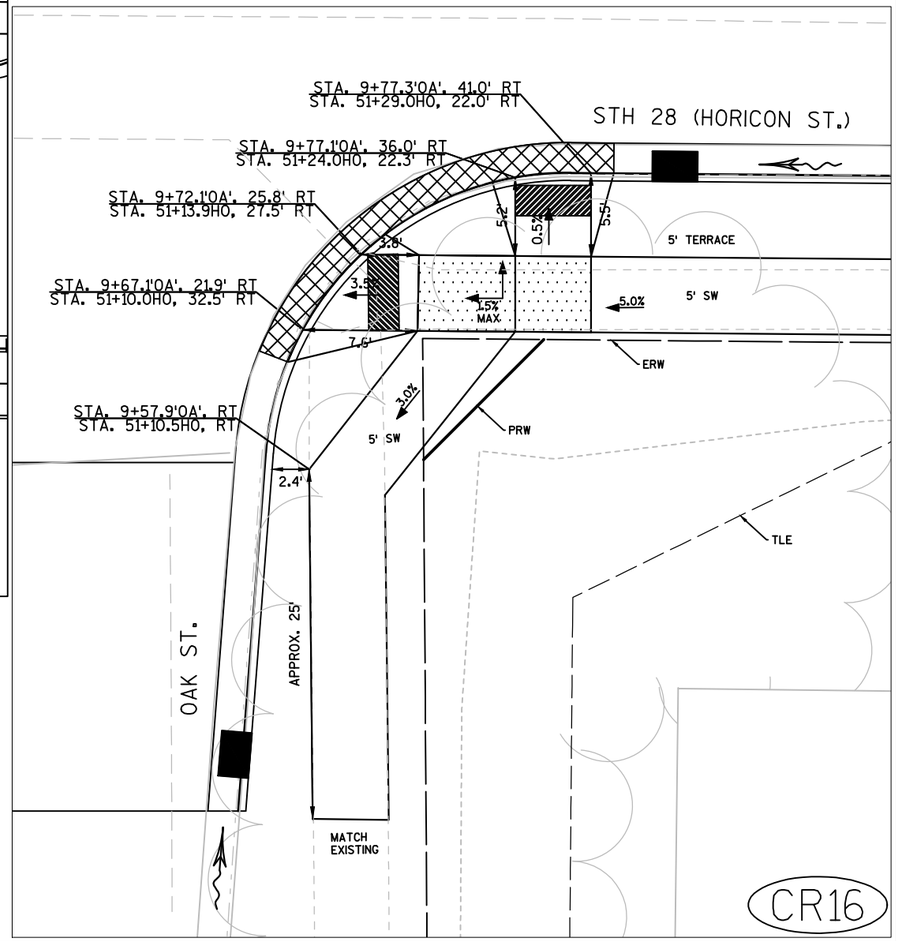




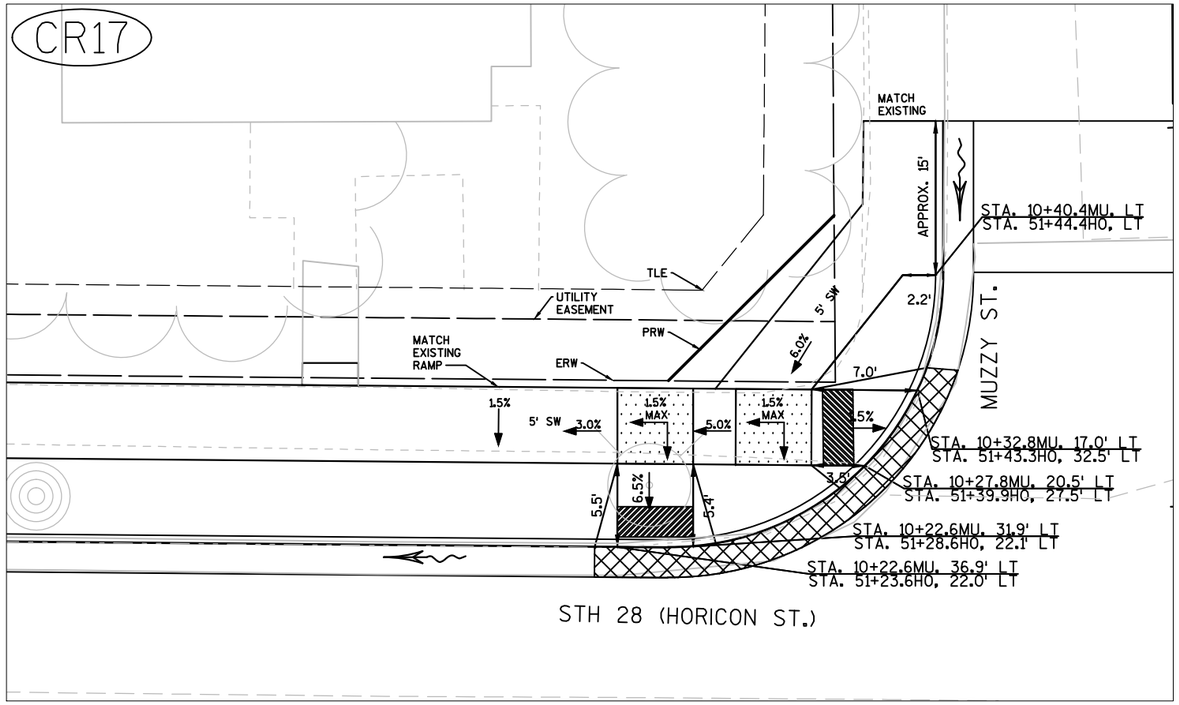
NOTES:
MAXIMUM RAMP SLOPE 7%, DESIRABLE 5%, ALL GUTTER SLOPES IN CURB RAMP AREAS WILL NEED TO BE 4% MAX.

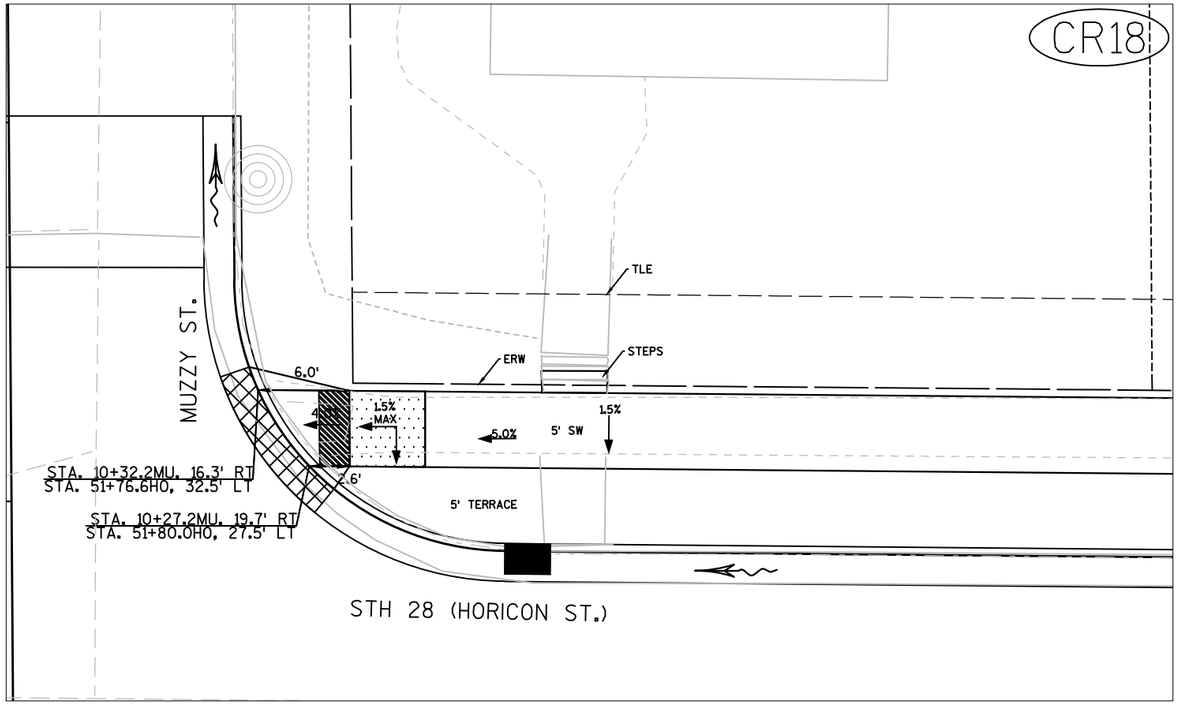
MAX RUNNING GRADE IS 8.3%, DESIRABLE 5%.
STATION OFFSETS GIVEN TO GUTTER FLOW LINE.

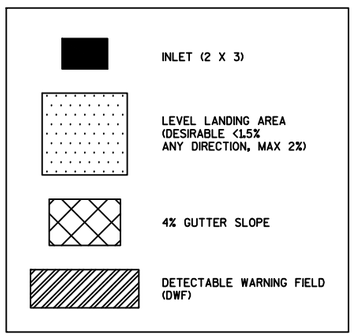
ALL TIE IN LENGTHS AND SLOPES ARE APPROXIMATE.



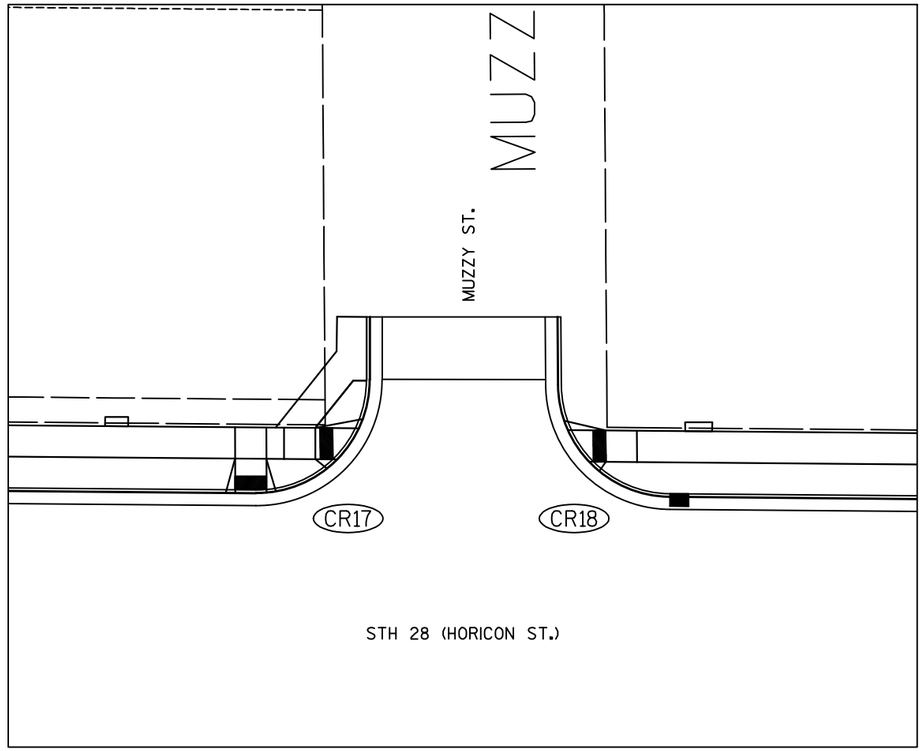
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CURB RAMP DETAILS - OAK ST.	SHEET 45	E











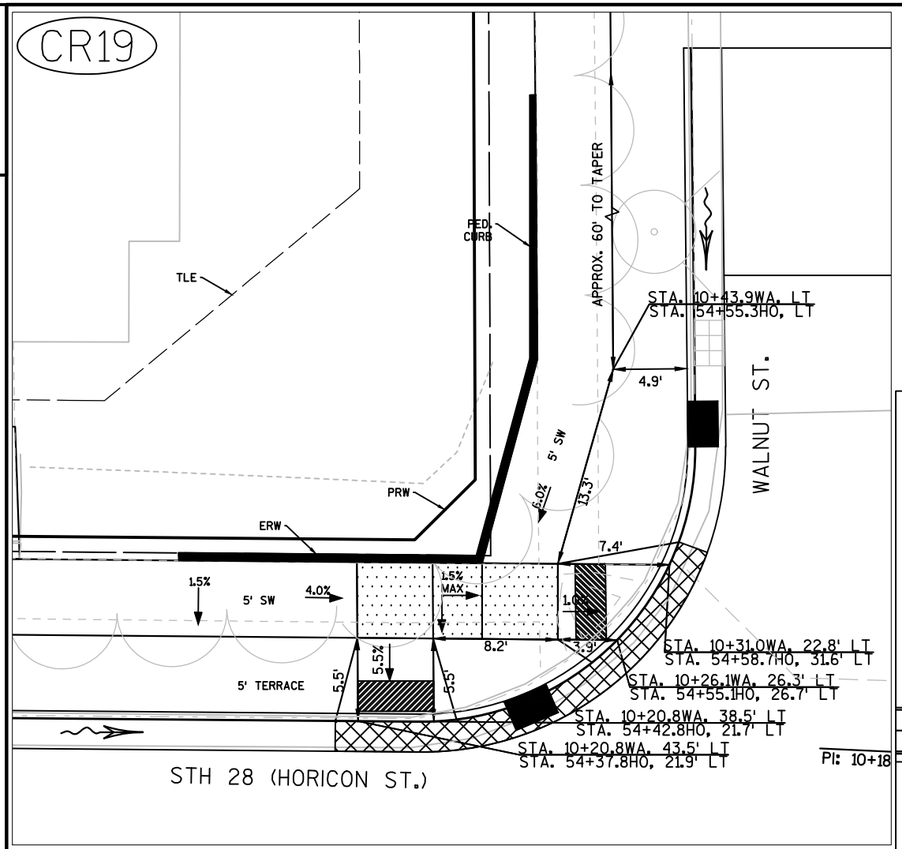
NOTES:
MAXIMUM RAMP SLOPE 7%, DESIRABLE 5%, ALL GUTTER SLOPES IN CURB RAMP AREAS WILL NEED TO BE 4% MAX.

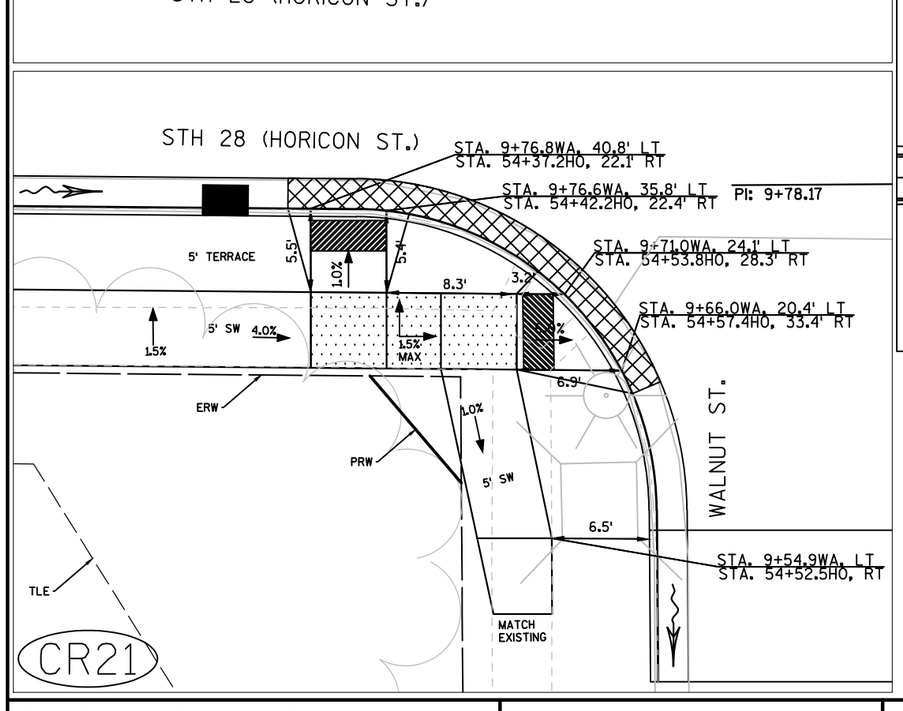
MAX RUNNING GRADE IS 8.3%, DESIRABLE 5%.
STATION OFFSETS GIVEN TO GUTTER FLOW LINE.

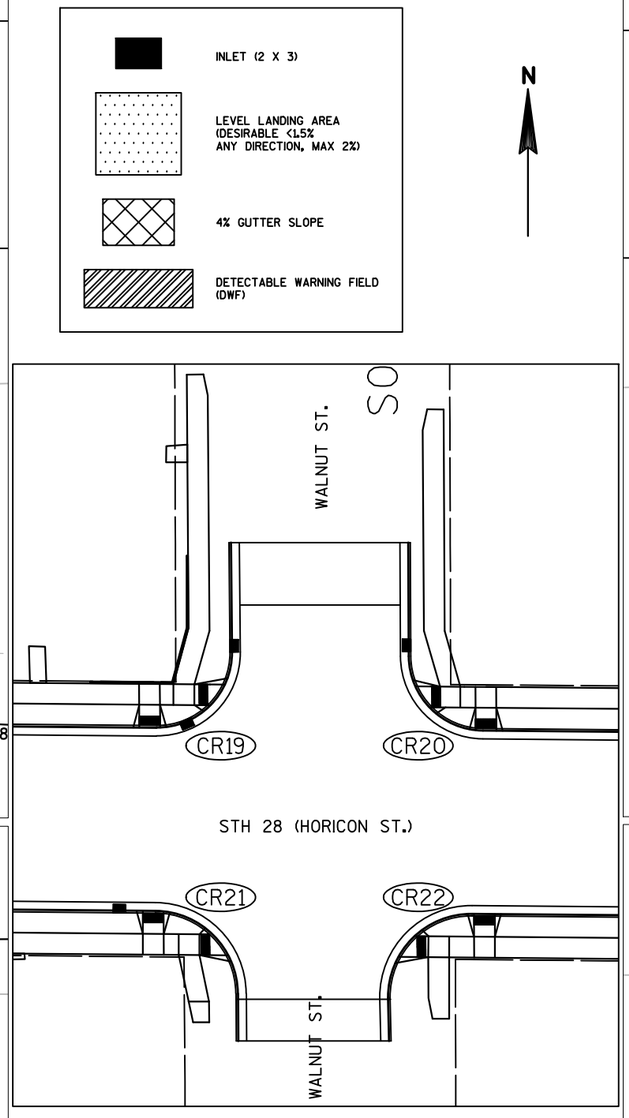
ALL TIE IN LENGTHS AND SLOPES ARE APPROXIMATE.

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CURB RAMP DETAILS - MUZZY ST.	SHEET 46	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0210 CONSTRUCTION DETAILS\CURBRAMPDETAILS.DWG
LAYOUT NAME - ****
PLOT DATE : 7/12/2017 12:45 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1"=10'
WISDOT/CADDS SHEET 42





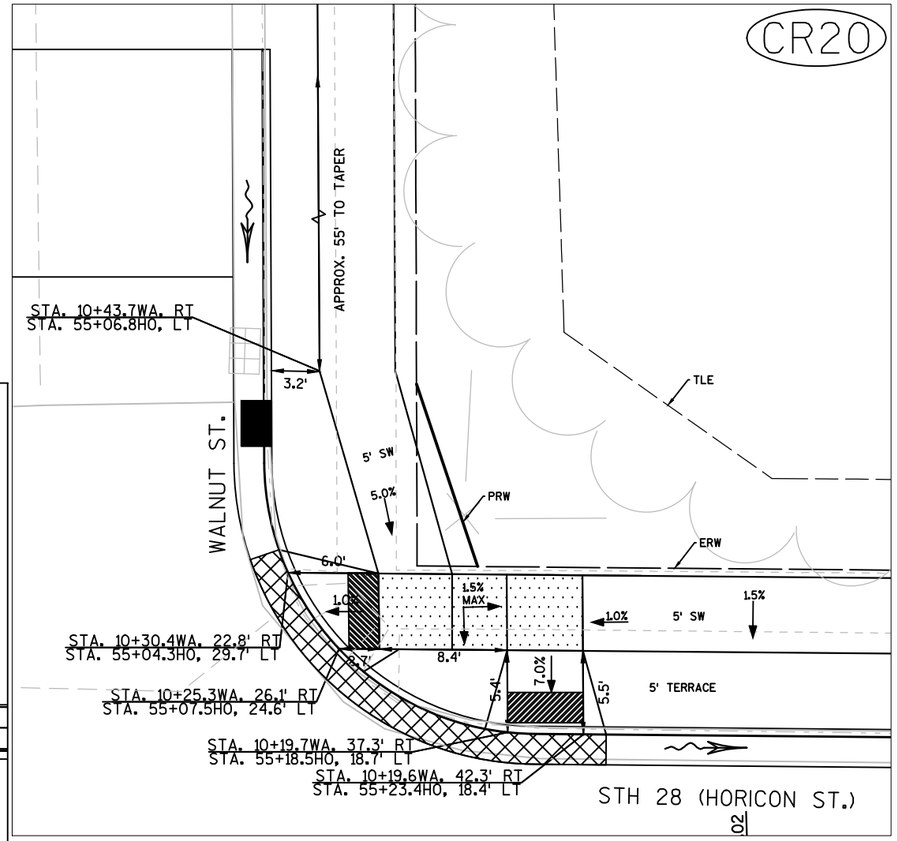


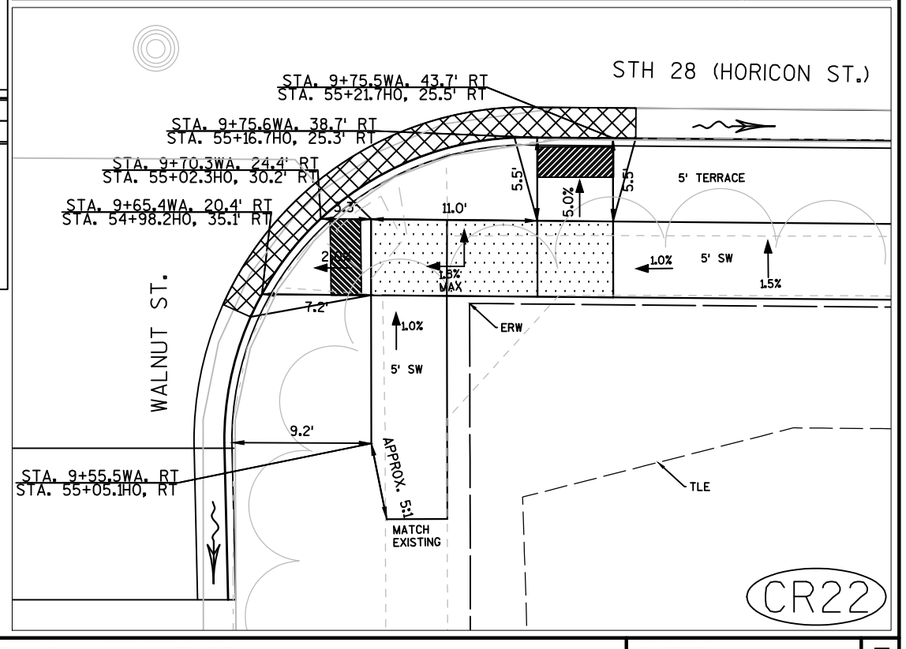
NOTES:
MAXIMUM RAMP SLOPE 7%, DESIRABLE 5%, ALL GUTTER SLOPES IN CURB RAMP AREAS WILL NEED TO BE 4% MAX.

MAX RUNNING GRADE IS 8.3%, DESIRABLE 5%. STATION OFFSETS GIVEN TO GUTTER FLOW LINE.

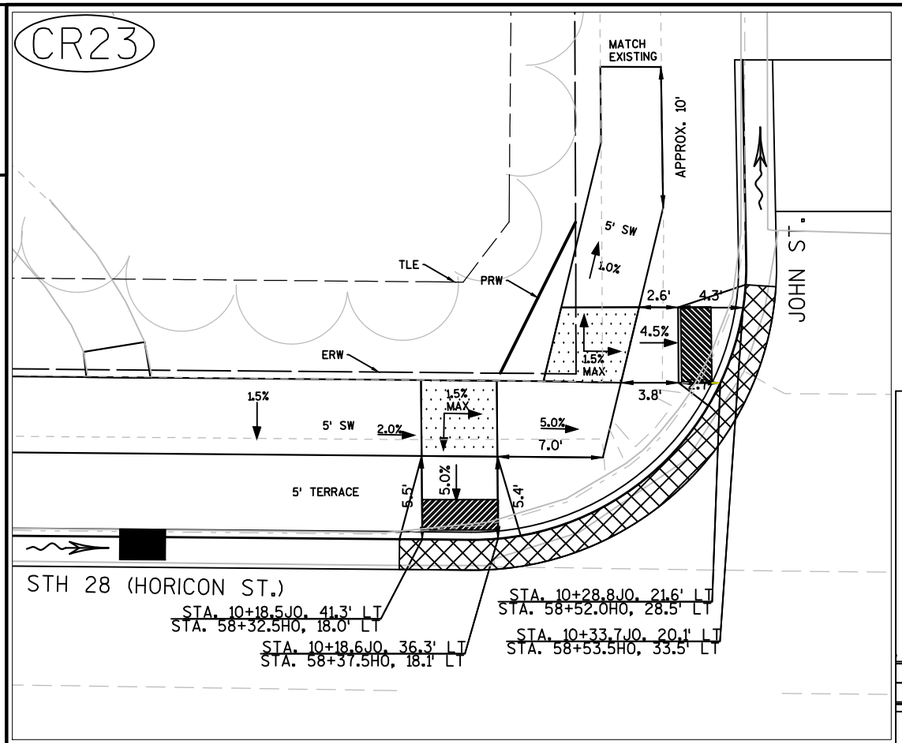
ALL TIE IN LENGTHS AND SLOPES ARE APPROXIMATE.

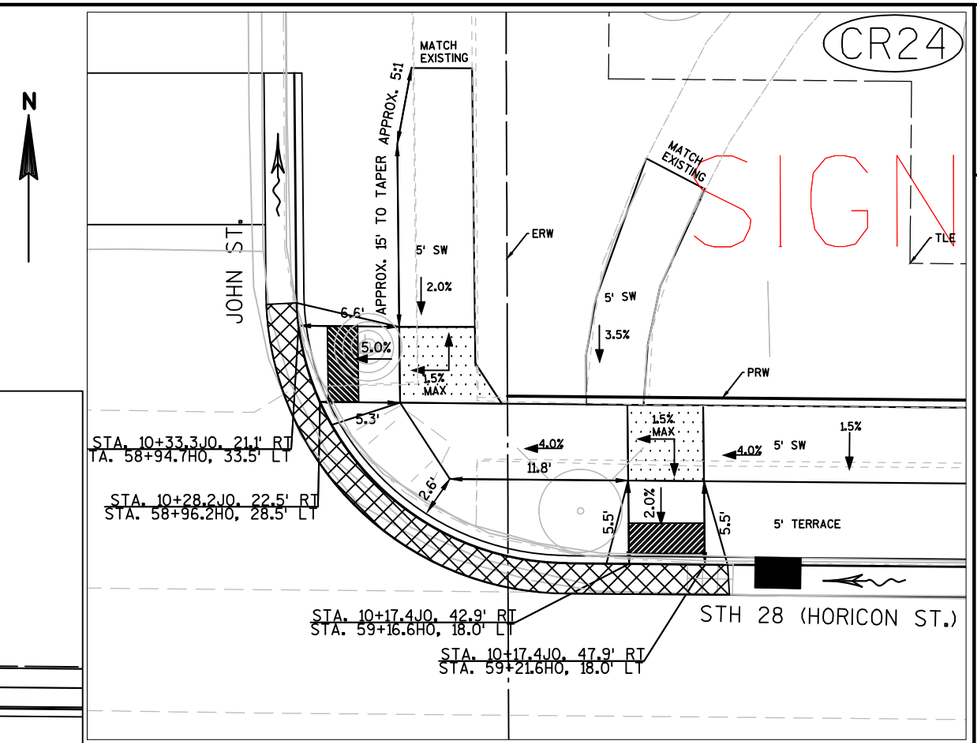
ANTICIPATED LOCATION OF PEDESTRIAN CURB SHOWN FOR REFERENCE ONLY. ADJUST PEDESTRIAN CURB AS NEEDED TO FIT FIELD CONDITIONS. 10:1 TAPERS AT ENDS OF PED. CURB. 1' HIGH PED. CURB MAX. ENGINEER TO APPROVE LAYOUT PRIOR TO POURING.

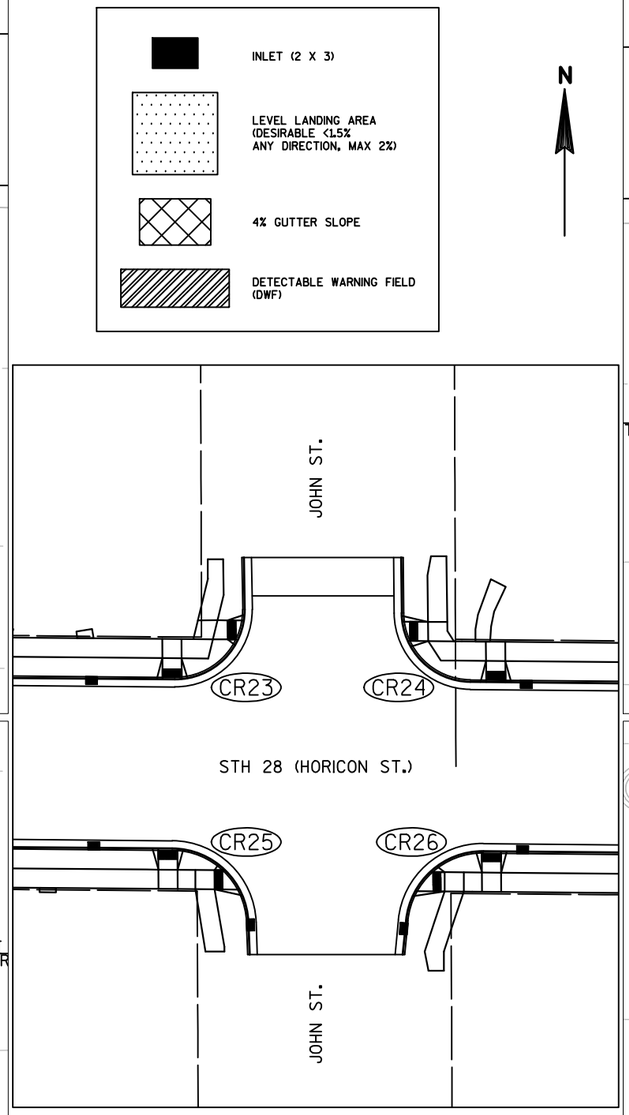


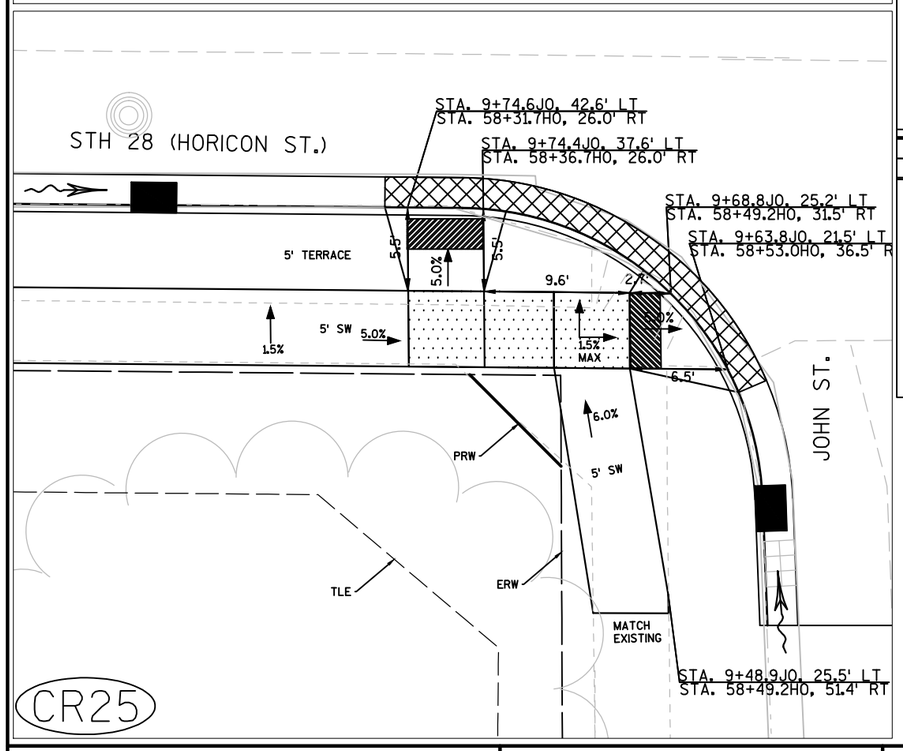


PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CURB RAMP DETAILS - WALNUT ST.	SHEET 47	E





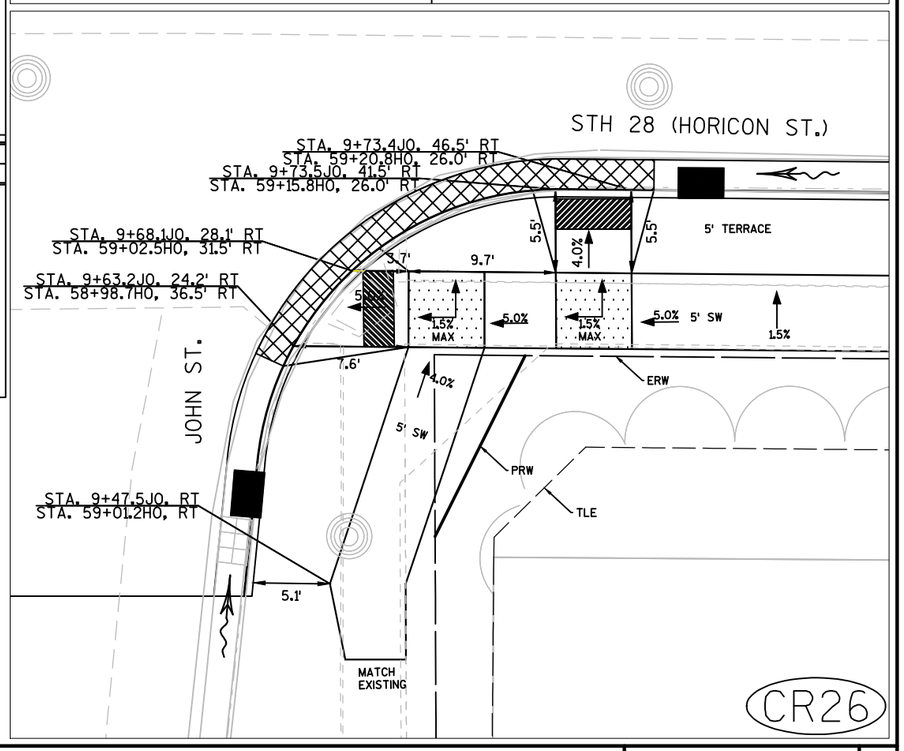




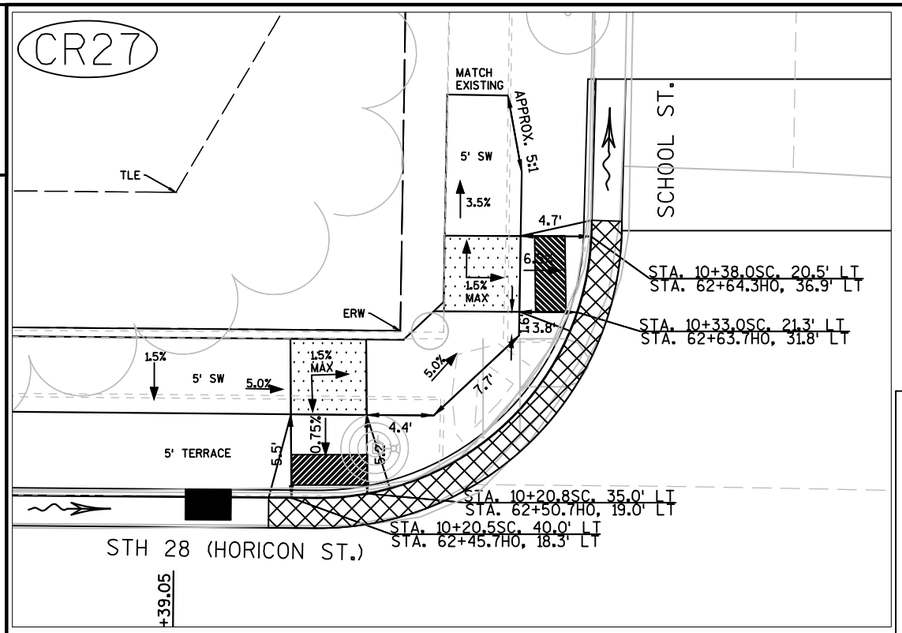
NOTES:
MAXIMUM RAMP SLOPE 7%, DESIRABLE 5%, ALL GUTTER SLOPES IN CURB RAMP AREAS WILL NEED TO BE 4% MAX.

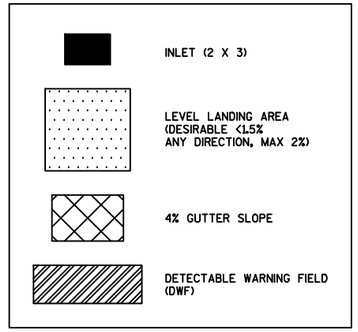
MAX RUNNING GRADE IS 8.3%, DESIRABLE 5%. STATION OFFSETS GIVEN TO GUTTER FLOW LINE.

ALL TIE IN LENGTHS AND SLOPES ARE APPROXIMATE.

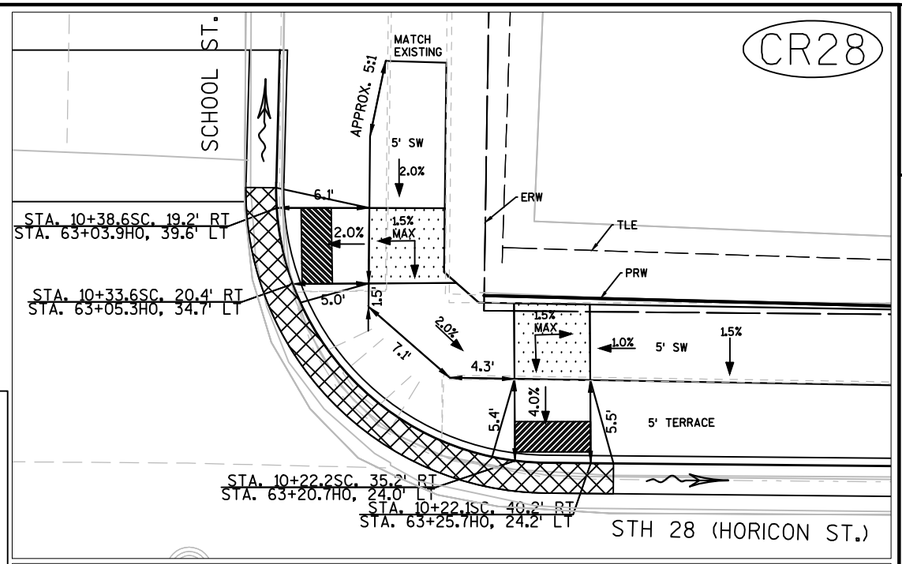


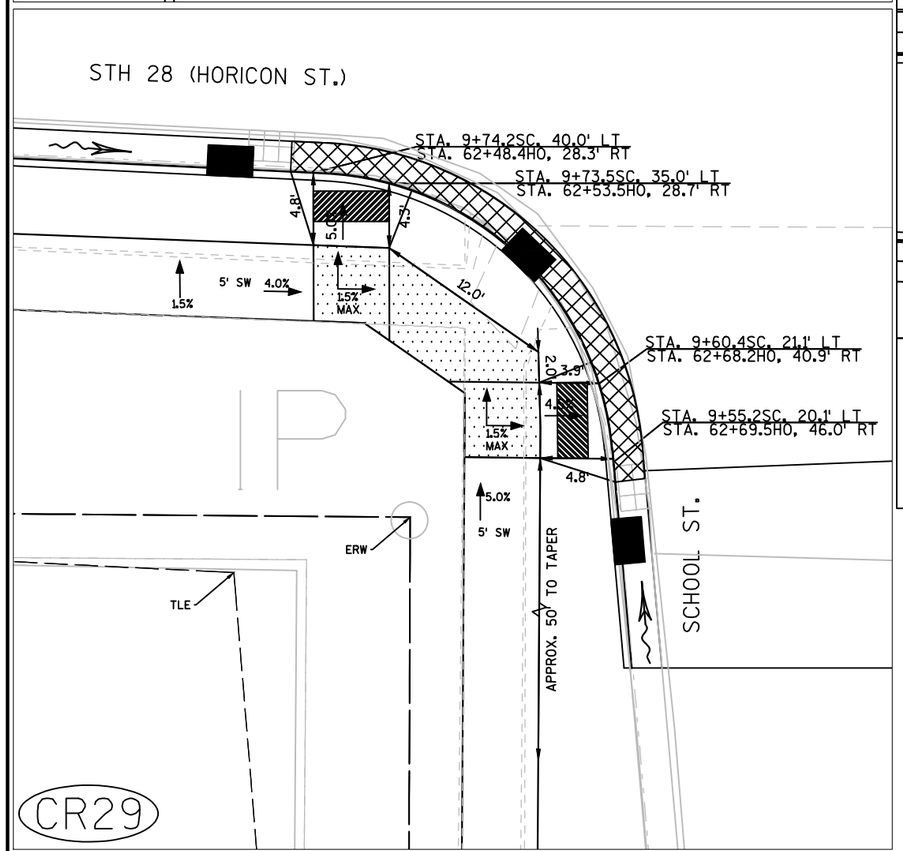
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CURB RAMP DETAILS - JOHN ST.	SHEET 48	E

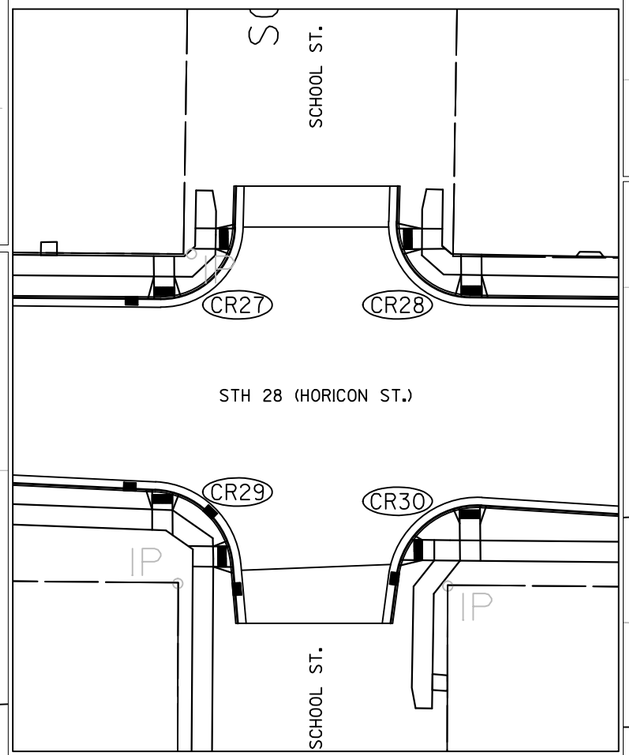








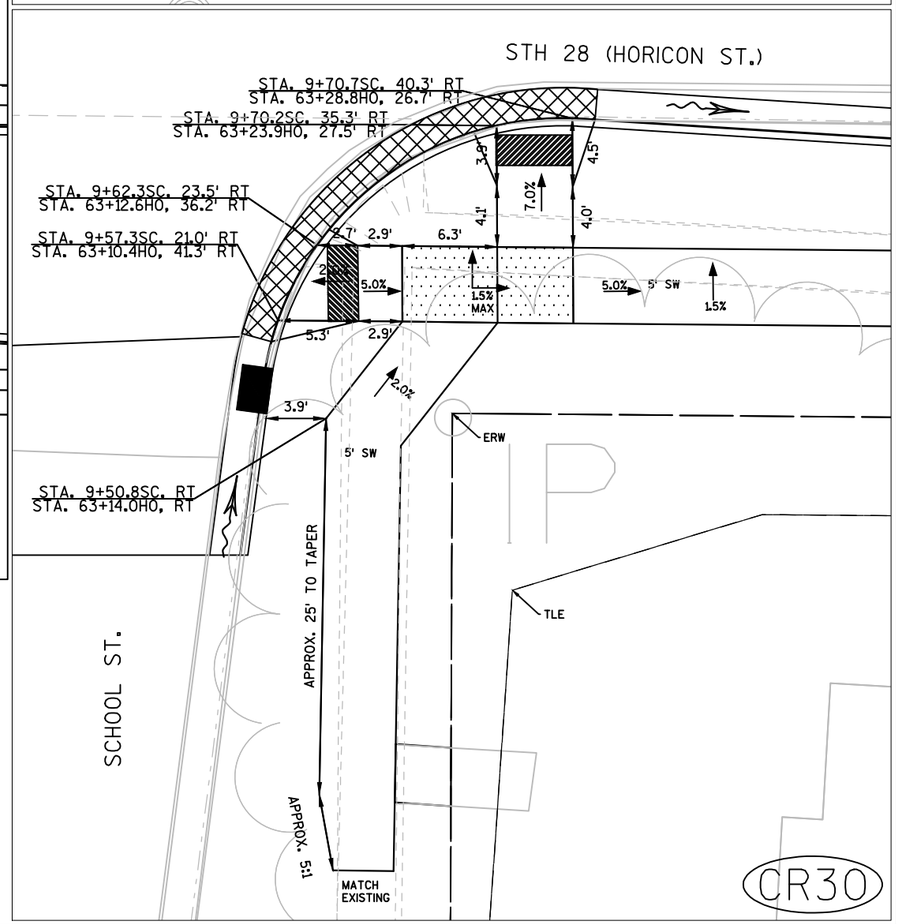




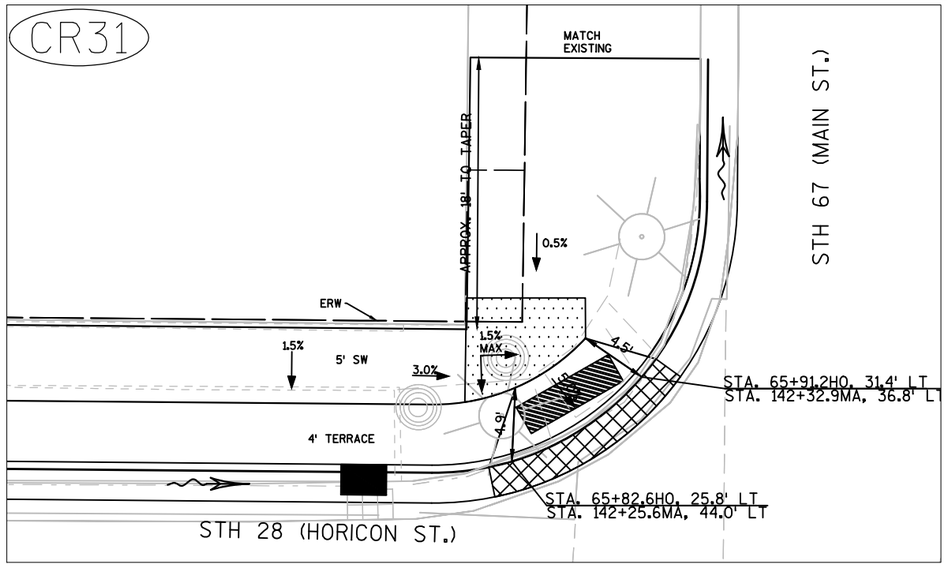
NOTES:
MAXIMUM RAMP SLOPE 7%, DESIRABLE 5%, ALL GUTTER SLOPES IN CURB RAMP AREAS WILL NEED TO BE 4% MAX.

MAX RUNNING GRADE IS 8.3%, DESIRABLE 5%.
STATION OFFSETS GIVEN TO GUTTER FLOW LINE.

ALL TIE IN LENGTHS AND SLOPES ARE APPROXIMATE.



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CURB RAMP DETAILS - SCHOOL ST.	SHEET 49 E



INLET (2 X 3)

LEVEL LANDING AREA (DESIRABLE <1.5% ANY DIRECTION, MAX 2%)

4% GUTTER SLOPE

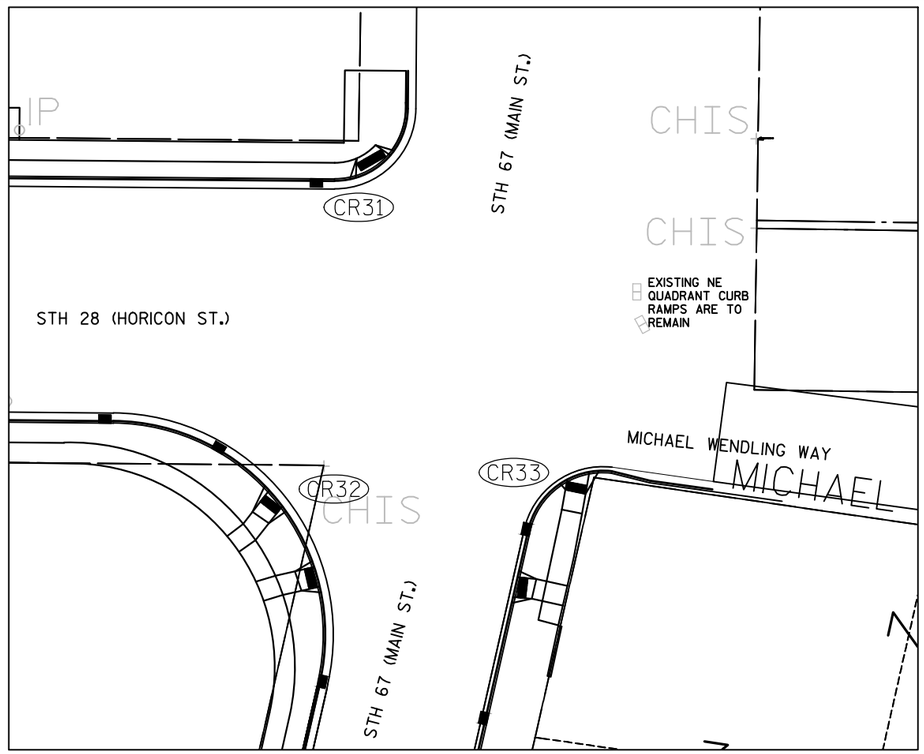
DETECTABLE WARNING FIELD (DWF)

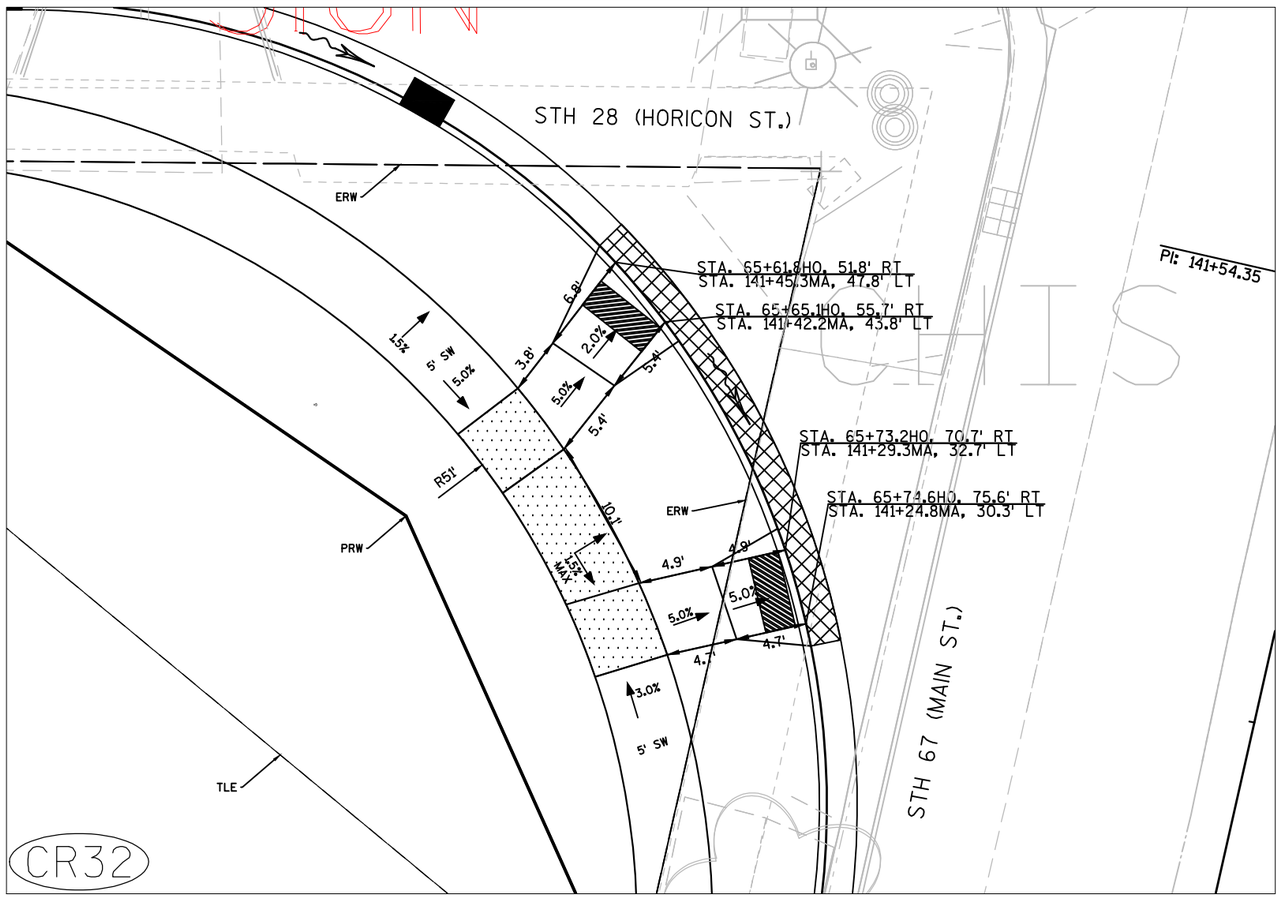
NOTES:
MAXIMUM RAMP SLOPE 7%, DESIRABLE 5%, ALL GUTTER SLOPES IN CURB RAMP AREAS WILL NEED TO BE 4% MAX.

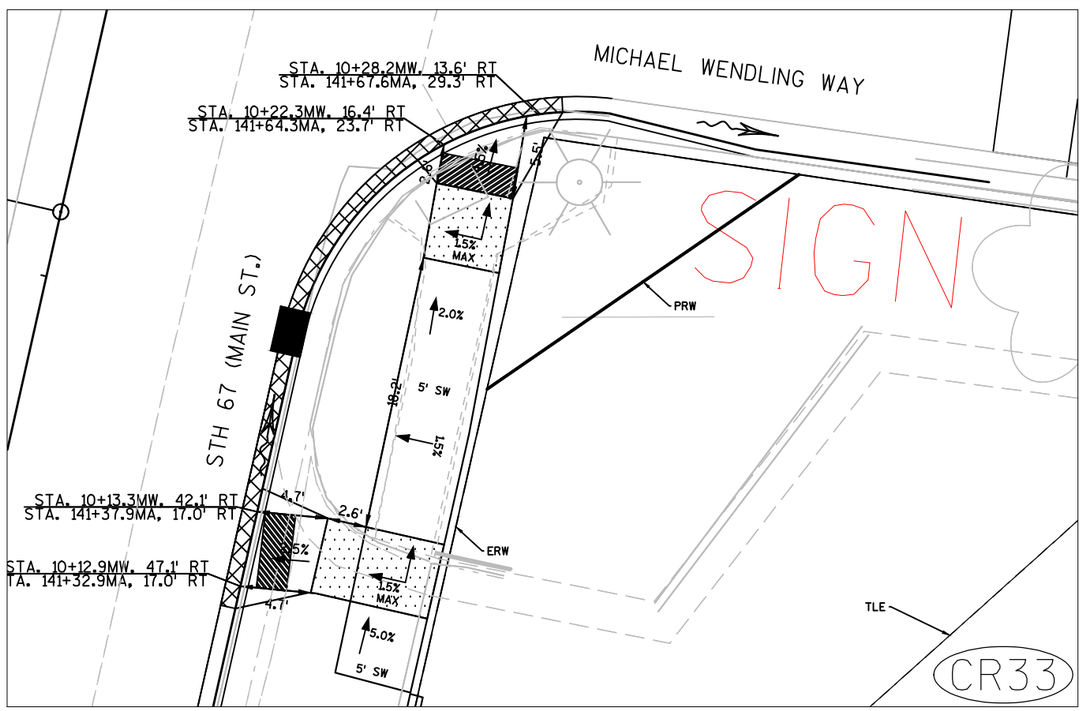
MAX RUNNING GRADE IS 8.3%, DESIRABLE 5%. STATION OFFSETS GIVEN TO GUTTER FLOW LINE.

ALL TIE IN LENGTHS AND SLOPES ARE APPROXIMATE.

N







PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	CURB RAMP DETAILS - STH 67/STH 28 INTERSECTION	SHEET 50 E

2

LEGEND

EROSION MAT URBAN CLASS I, TYPE A

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

SILT FENCE

RIP RAP

SURFACE WATER FLOW

TURBIDITY BARRIER

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

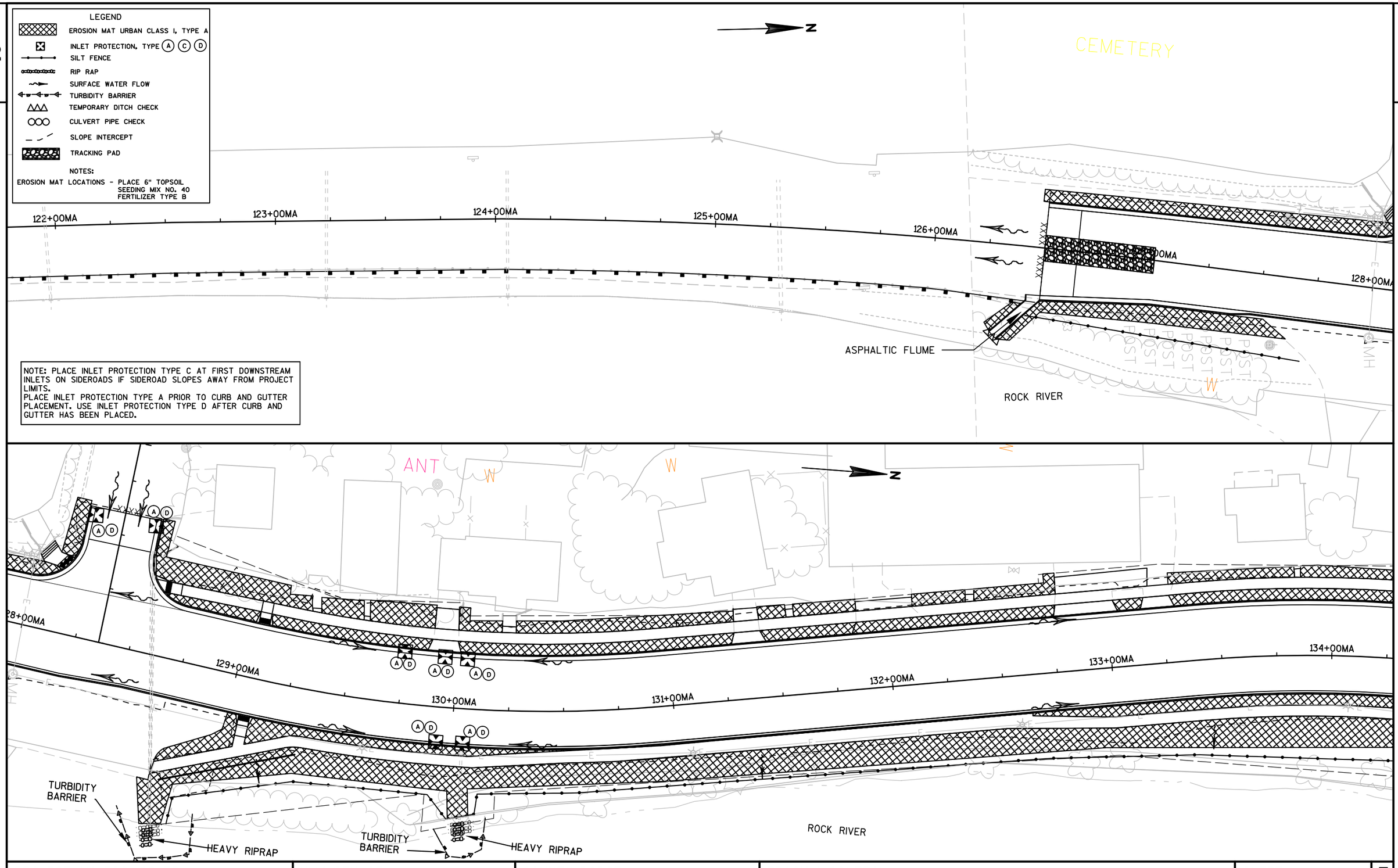
SLOPE INTERCEPT

TRACKING PAD

NOTES:

EROSION MAT LOCATIONS - PLACE 6" TOPSOIL
SEEDING MIX NO. 40
FERTILIZER TYPE B

NOTE: PLACE INLET PROTECTION TYPE C AT FIRST DOWNSTREAM INLETS ON SIDEROADS IF SIDEROAD SLOPES AWAY FROM PROJECT LIMITS.
PLACE INLET PROTECTION TYPE A PRIOR TO CURB AND GUTTER PLACEMENT. USE INLET PROTECTION TYPE D AFTER CURB AND GUTTER HAS BEEN PLACED.



PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	EROSION CONTROL	SHEET 51	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0220 EROSION CONTROL\022001-EC.DWG
LAYOUT NAME - SHEET - (1)

PLOT DATE : 11/8/2017 12:23 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

N

135+00MA

136+00MA

137+00MA

138+00MA

139+00MA

140+00MA

134+00MA

ROCK RIVER

TURBIDITY BARRIER

HEAVY RIPRAP

NOTE: PLACE INLET PROTECTION TYPE C AT FIRST DOWNSTREAM INLETS ON SIDEROADS IF SIDEROAD SLOPES AWAY FROM PROJECT LIMITS.
PLACE INLET PROTECTION TYPE A PRIOR TO CURB AND GUTTER PLACEMENT. USE INLET PROTECTION TYPE D AFTER CURB AND GUTTER HAS BEEN PLACED.

N

140+00MA

PROJECT MATCH LINE STA 140+73MA

141+00MA

142+00MA

143+00MA

0H00+99

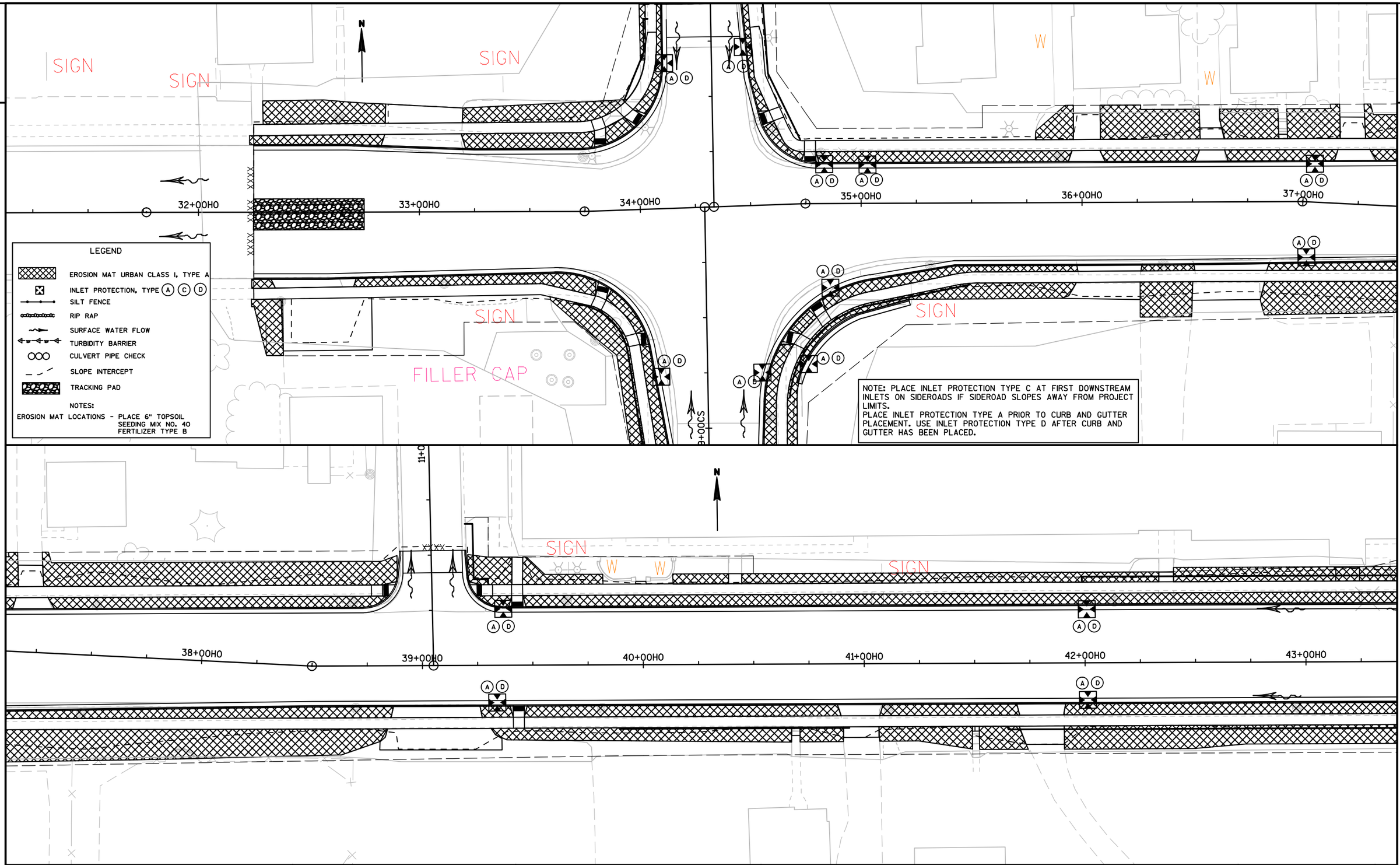
LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- INLET PROTECTION, TYPE (A) (C) (D)
- SILT FENCE
- RIP RAP
- SURFACE WATER FLOW
- TURBIDITY BARRIER
- CULVERT PIPE CHECK
- SLOPE INTERCEPT
- TRACKING PAD

NOTES:
EROSION MAT LOCATIONS - PLACE 6" TOPSOIL
SEEDING MIX NO. 40
FERTILIZER TYPE B

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	EROSION CONTROL	SHEET 52	E

2



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	EROSION CONTROL	SHEET 53	E

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- INLET PROTECTION, TYPE (A) (C) (D)
- SILT FENCE
- RIP RAP
- SURFACE WATER FLOW
- TURBIDITY BARRIER
- CULVERT PIPE CHECK
- SLOPE INTERCEPT
- TRACKING PAD

NOTES:

EROSION MAT LOCATIONS - PLACE 6" TOPSOIL
SEEDING MIX NO. 40
FERTILIZER TYPE B

N

11+00HE

44+00HO 45+00HO 46+00HO 47+00HO 48+00HO 49+00HO

NOTE: PLACE INLET PROTECTION TYPE C AT FIRST DOWNSTREAM INLETS ON SIDEROADS IF SIDEROAD SLOPES AWAY FROM PROJECT LIMITS.
PLACE INLET PROTECTION TYPE A PRIOR TO CURB AND GUTTER PLACEMENT. USE INLET PROTECTION TYPE D AFTER CURB AND GUTTER HAS BEEN PLACED.

11+00

N

11+00

50+00HO 51+00HO 52+00HO 53+00HO 54+00HO 10+00WA 55+00HO

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	EROSION CONTROL	SHEET 54	E

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- INLET PROTECTION, TYPE (A) (C) (D)
- SILT FENCE
- RIP RAP
- SURFACE WATER FLOW
- TURBIDITY BARRIER
- CULVERT PIPE CHECK
- SLOPE INTERCEPT
- TRACKING PAD

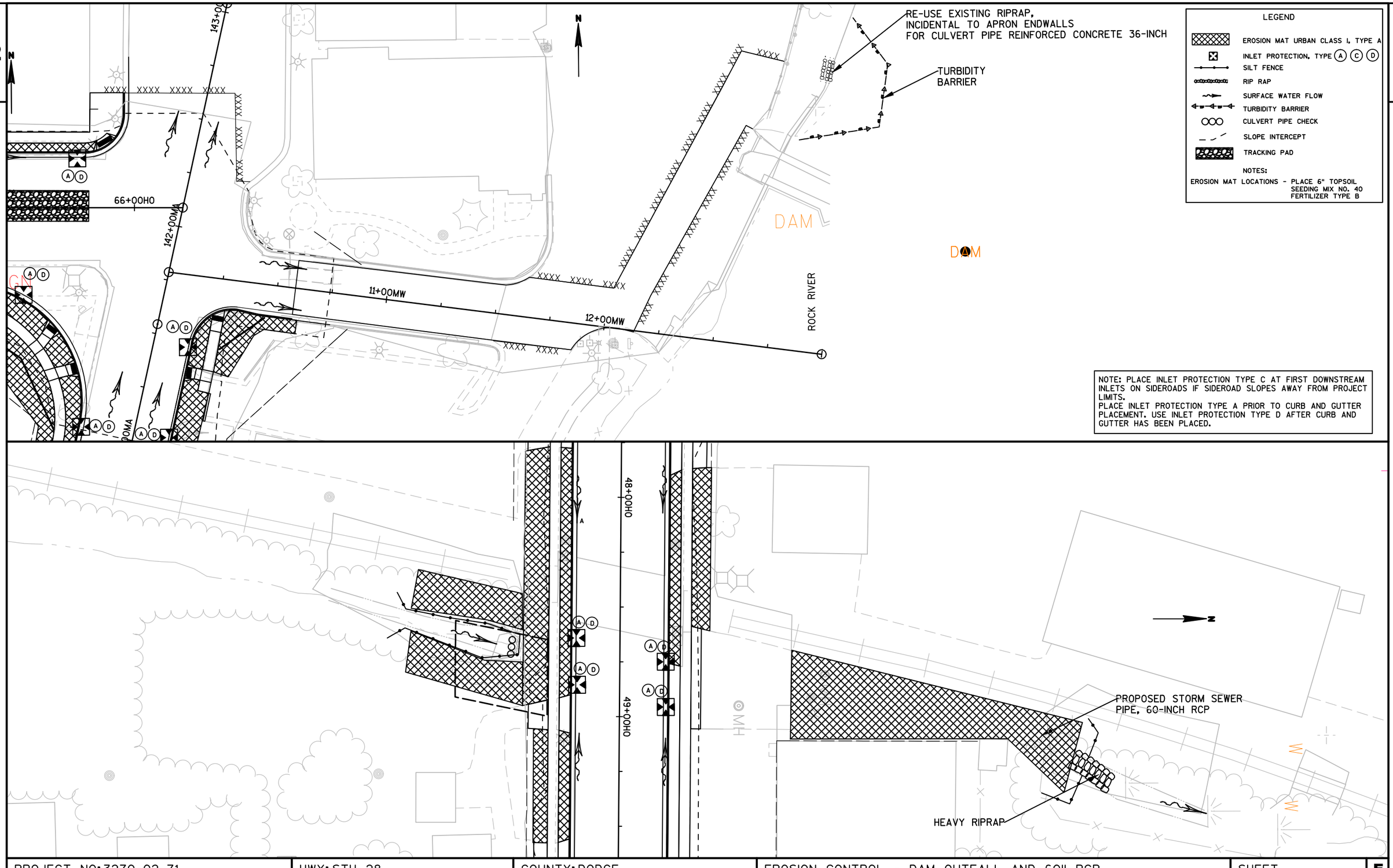
NOTES:
EROSION MAT LOCATIONS - PLACE 6" TOPSOIL
SEEDING MIX NO. 40
FERTILIZER TYPE B

NOTE: PLACE INLET PROTECTION TYPE C AT FIRST DOWNSTREAM INLETS ON SIDEROADS IF SIDEROAD SLOPES AWAY FROM PROJECT LIMITS.
PLACE INLET PROTECTION TYPE A PRIOR TO CURB AND GUTTER PLACEMENT. USE INLET PROTECTION TYPE D AFTER CURB AND GUTTER HAS BEEN PLACED.

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	EROSION CONTROL	SHEET 55 E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0220- EROSION CONTROL\022001-EC.DWG
LAYOUT NAME - SHEET - (3)

PLOT DATE : 11/8/2017 12:39 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:40 FT



LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- INLET PROTECTION, TYPE (A) (C) (D)
- SILT FENCE
- RIP RAP
- SURFACE WATER FLOW
- TURBIDITY BARRIER
- CULVERT PIPE CHECK
- SLOPE INTERCEPT
- TRACKING PAD

NOTES:

EROSION MAT LOCATIONS - PLACE 6" TOPSOIL
SEEDING MIX NO. 40
FERTILIZER TYPE B

NOTE: PLACE INLET PROTECTION TYPE C AT FIRST DOWNSTREAM INLETS ON SIDEROADS IF SIDEROAD SLOPES AWAY FROM PROJECT LIMITS.
PLACE INLET PROTECTION TYPE A PRIOR TO CURB AND GUTTER PLACEMENT. USE INLET PROTECTION TYPE D AFTER CURB AND GUTTER HAS BEEN PLACED.

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	EROSION CONTROL - DAM OUTFALL AND 60" RCP	SHEET 56	E

NOTE: PLACE INLET PROTECTION TYPE C AT FIRST DOWNSTREAM INLETS ON SIDEROADS IF SIDEROAD SLOPES AWAY FROM PROJECT LIMITS.
PLACE INLET PROTECTION TYPE A PRIOR TO CURB AND GUTTER PLACEMENT. USE INLET PROTECTION TYPE D AFTER CURB AND GUTTER HAS BEEN PLACED.

CLARK ST

7+00CS 8+00CS 9+00CS 11+00CN 12+00CN 13+

34+00HO 35+00HO

WALNUT ST

9+00WA 10+00WA 11+00WA

54+00HO 55+00HO

LEGEND

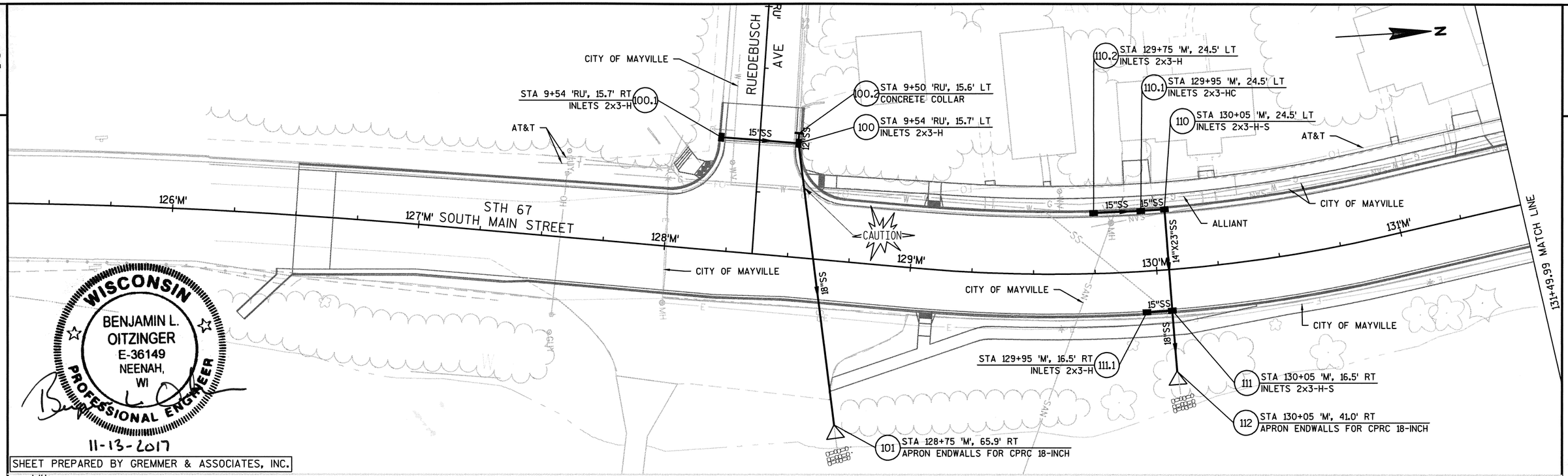
- EROSION MAT URBAN CLASS I, TYPE A
- INLET PROTECTION, TYPE A C D
- SILT FENCE
- RIP RAP
- SURFACE WATER FLOW
- TURBIDITY BARRIER
- CULVERT PIPE CHECK
- SLOPE INTERCEPT
- TRACKING PAD

NOTES:
EROSION MAT LOCATIONS - PLACE 6" TOPSOIL
SEEDING MIX NO. 40
FERTILIZER TYPE B

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	EROSION CONTROL - CLARK ST. AND WALNUT ST.	SHEET 57	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0220- EROSION CONTROL\022001-EC.DWG
LAYOUT NAME - SHEET - (3)
PLOT DATE : 11/8/2017 12:39 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : **********

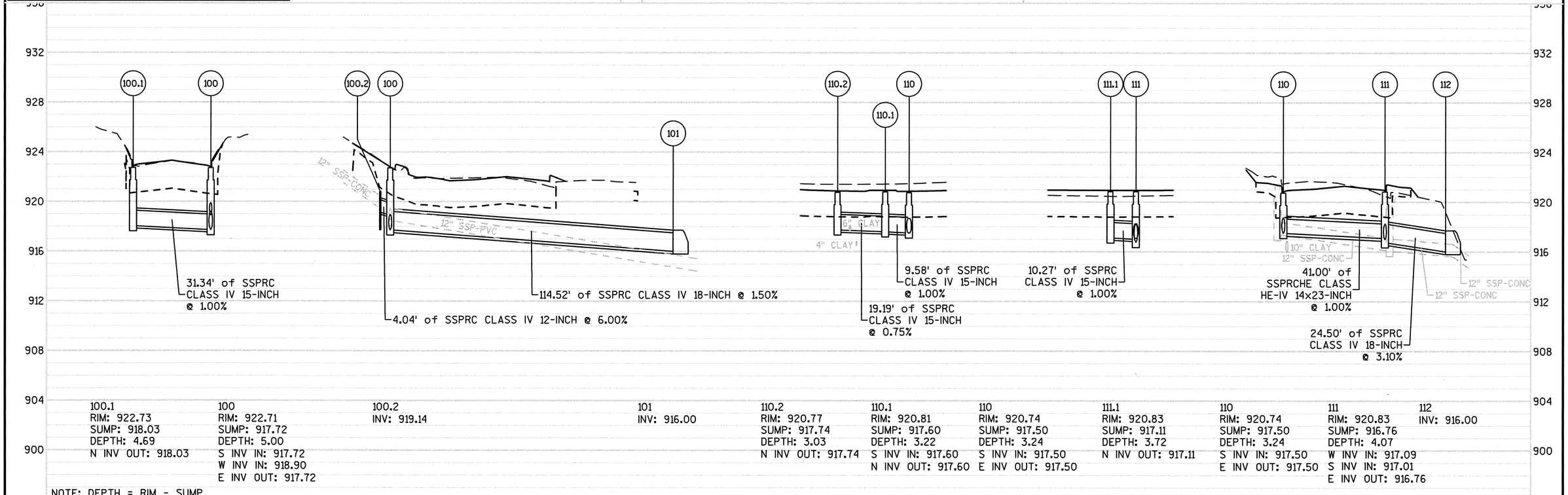
2



WISCONSIN
BENJAMIN L. OITZINGER
E-36149
NEENAH, WI
PROFESSIONAL ENGINEER

11-13-2017

SHEET PREPARED BY GREMMER & ASSOCIATES, INC.



100.1
RIM: 922.73
SUMP: 918.03
DEPTH: 4.69
N INV OUT: 918.03

100
RIM: 922.71
SUMP: 917.72
DEPTH: 5.00
S INV IN: 917.72
W INV IN: 918.90
E INV OUT: 917.72

100.2
INV: 919.14

101
INV: 916.00

110.2
RIM: 920.77
SUMP: 917.74
DEPTH: 3.03
N INV OUT: 917.74

110.1
RIM: 920.81
SUMP: 917.60
DEPTH: 3.22
S INV IN: 917.60
N INV OUT: 917.60

110
RIM: 920.74
SUMP: 917.50
DEPTH: 3.24
S INV IN: 917.50
E INV OUT: 917.50

111.1
RIM: 920.83
SUMP: 917.11
DEPTH: 3.72
N INV OUT: 917.11

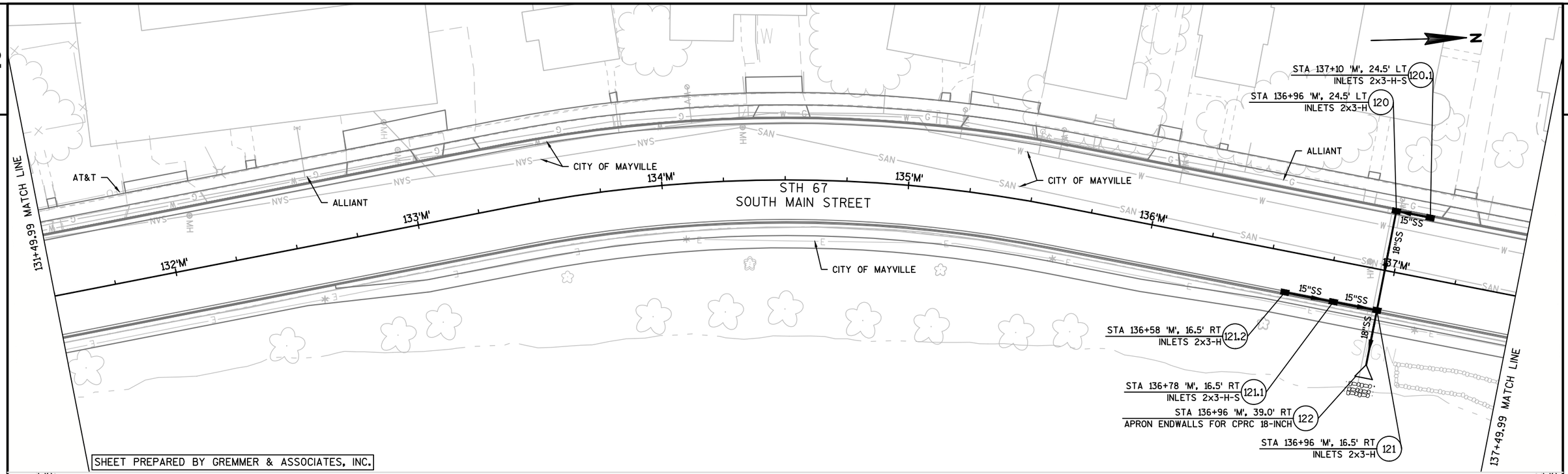
110
RIM: 920.74
SUMP: 917.50
DEPTH: 3.24
S INV IN: 917.50
E INV OUT: 917.50

111
RIM: 920.83
SUMP: 916.76
DEPTH: 4.07
W INV IN: 917.09
S INV IN: 917.01
E INV OUT: 916.76

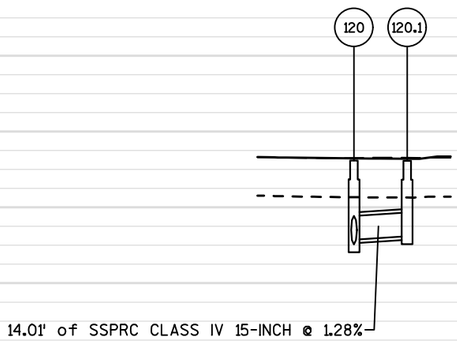
112
INV: 916.00

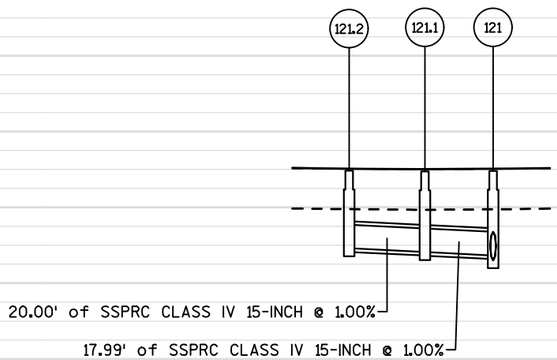
NOTE: DEPTH = RIM - SUMP

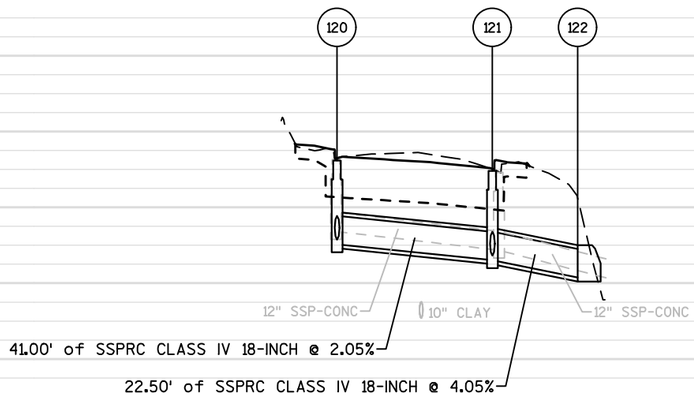
PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	STORM SEWER STH 67	SHEET 58 E



SHEET PREPARED BY GREMMER & ASSOCIATES, INC.







932 928 924 920 916 912 908 904 900

120	120.1
RIM: 922.48	RIM: 922.46
SUMP: 918.05	SUMP: 918.48
DEPTH: 4.42	DEPTH: 3.98
N INV IN: 918.30	S INV OUT: 918.48
E INV OUT: 918.05	

121.2	121.1	121
RIM: 921.94	RIM: 921.91	RIM: 921.93
SUMP: 917.84	SUMP: 917.64	SUMP: 917.21
DEPTH: 4.09	DEPTH: 4.26	DEPTH: 4.72
N INV OUT: 917.84	S INV IN: 917.64	W INV IN: 917.21
	N INV OUT: 917.64	S INV IN: 917.46
		E INV OUT: 917.21

120	121	122
RIM: 922.48	RIM: 921.93	INV: 916.30
SUMP: 918.05	SUMP: 917.21	
DEPTH: 4.42	DEPTH: 4.72	
N INV IN: 918.30	W INV IN: 917.21	
E INV OUT: 918.05	S INV IN: 917.46	
	E INV OUT: 917.21	

NOTE: DEPTH = RIM - SUMP

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	STORM SEWER STH 67	SHEET 59	E

FILE NAME : S:\CURRPROJ\DODGECO\STH 67 TPP AND SS\CIVIL3D\30210202\SHEETSPLAN\STH67-022501-SS.DWG
LAYOUT NAME - STH67-022501-SS - SHEET - (2)
PLOT DATE : 11/13/2017 10:13 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 41

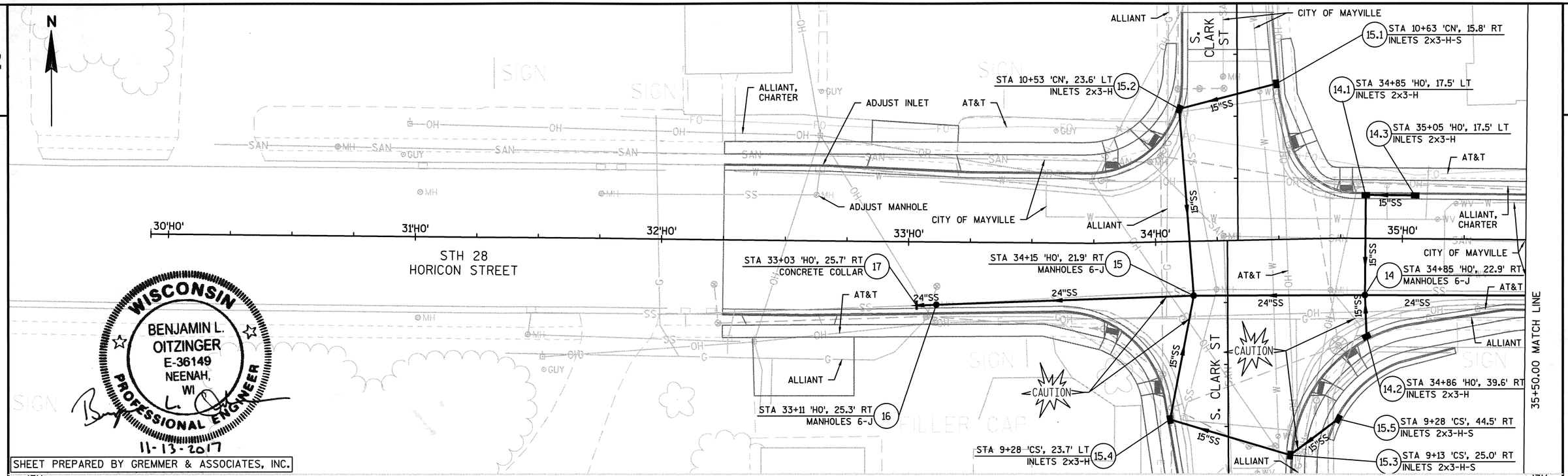
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STORM SEWER STRUCTURE DATA

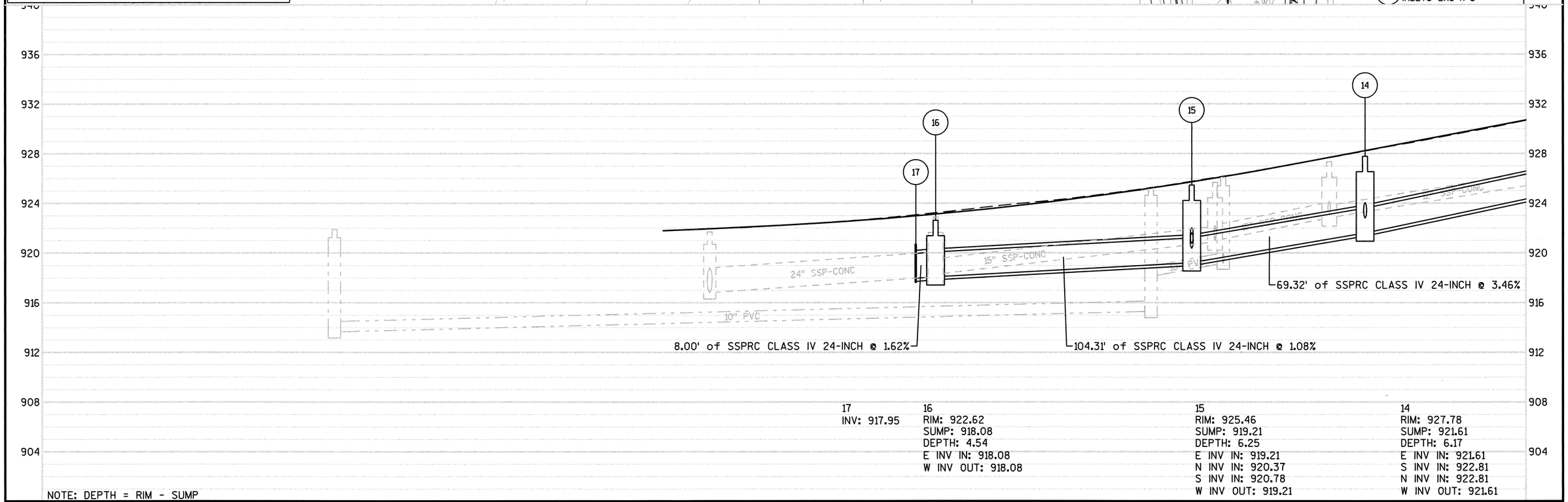
STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET	LOCATION	TYPE	RIM/GRATE ELEVATION	INVERT ELEVATION	TOTAL DEPTH	SUMP DEPTH	CONNECTING PIPES	DIRECTION	SIZE & TYPE	INVERT	ROUTE	LENGTH	REMARKS
100	ALI - RUEDEBUSCH	9+54.31	-15.67	LT	INLETS 2X3-H	922.71	917.72	5.00'	0.00'	100.1-100 IN 100.2-100 IN 100-101 OUT	S W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 12-INCH SSPRC CLASS IV 18-INCH	917.72 918.90 917.72	FROM STR: 100.1 FROM STR: 100.2 TO STR: 101	31.34 4.04 114.52	
100.1	ALI - RUEDEBUSCH	9+53.92	15.67	RT	INLETS 2X3-H	922.73	918.03	4.69'	0.00'	100.1-100 OUT	N	SSPRC CLASS IV 15-INCH	918.03	TO STR: 100	31.34	
100.2	ALI - RUEDEBUSCH	9+50.27	-15.62	LT	CONCRETE COLLAR					100.2-100 OUT	E	SSPRC CLASS IV 12-INCH	919.14	TO STR: 100	4.04	
101	67	128+74.76	65.92	RT	APRON ENDWALLS FOR CPRC 18-INCH					100-101 IN	W	SSPRC CLASS IV 18-INCH	916.00	FROM STR: 100	114.52	PIPE GRATE REQUIRED
110	67	130+04.98	-24.47	LT	INLETS 2X3-H-S	920.74	917.50	3.24'	0.00'	110.1-110 IN 110-111 OUT	S E	SSPRC CLASS IV 15-INCH SSPRCHE CLASS HE-IV 14X23-INCH	917.50 917.50	FROM STR: 110.1 TO STR: 111	9.58 41.00	
110.1	67	129+94.99	-24.46	LT	INLETS 2X3-HC	920.81	917.60	3.22'	0.00'	110.2-110.1 IN 110.1-110 OUT	S N	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	917.60 917.60	FROM STR: 110.2 TO STR: 110	19.19 9.58	
110.2	67	129+74.98	-24.45	LT	INLETS 2X3-H	920.77	917.74	3.03'	0.00'	110.2-110.1 OUT	N	SSPRC CLASS IV 15-INCH	917.74	TO STR: 110.1	19.19	
111	67	130+04.99	16.53	RT	INLETS 2X3-H-S	920.83	916.76	4.07'	0.00'	110-111 IN 111.1-111 IN 111-112 OUT	W S E	SSPRCHE CLASS HE-IV 14X23-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	917.09 917.01 916.76	FROM STR: 110 FROM STR: 111.1 TO STR: 112	41.00 10.27 24.50	
111.1	67	129+95.00	16.50	RT	INLETS 2X3-H	920.83	917.11	3.72'	0.00'	111.1-111 OUT	N	SSPRC CLASS IV 15-INCH	917.11	TO STR: 111	10.27	
112	67	130+05.00	41.03	RT	APRON ENDWALLS FOR CPRC 18-INCH					111-112 IN	W	SSPRC CLASS IV 18-INCH	916.00	FROM STR: 111	24.50	PIPE GRATE REQUIRED
120	67	136+95.99	-24.50	LT	INLETS 2X3-H	922.48	918.05	4.42'	0.00'	120.1-120 IN 120-121 OUT	N E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	918.30 918.05	FROM STR: 120.1 TO STR: 121	14.01 41.00	
120.1	67	137+10.00	-24.50	LT	INLETS 2X3-H-S	922.46	918.48	3.98'	0.00'	120.1-120 OUT	S	SSPRC CLASS IV 15-INCH	918.48	TO STR: 120	14.01	
121	67	136+95.99	16.50	RT	INLETS 2X3-H	921.93	917.21	4.72'	0.00'	120-121 IN 121.1-121 IN 121-122 OUT	W S E	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	917.21 917.46 917.21	FROM STR: 120 FROM STR: 121.1 TO STR: 122	41.00 17.99 22.50	
121.1	67	136+78.00	16.50	RT	INLETS 2X3-H-S	921.91	917.64	4.26'	0.00'	121.2-121.1 IN 121.1-121 OUT	S N	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	917.64 917.64	FROM STR: 121.2 TO STR: 121	20.00 17.99	
121.2	67	136+58.00	16.50	RT	INLETS 2X3-H	921.94	917.84	4.09'	0.00'	121.2-121.1 OUT	N	SSPRC CLASS IV 15-INCH	917.84	TO STR: 121.1	20.00	
122	67	136+95.99	39.00	RT	APRON ENDWALLS FOR CPRC 18-INCH					121-122 IN	W	SSPRC CLASS IV 18-INCH	916.30	FROM STR: 121	22.50	PIPE GRATE REQUIRED

NOTES:
1. TOTAL DEPTH = RIM/GRATE ELEVATION - STRUCTURE INVERT ELEVATION.
2. MANHOLES SHALL BE CONSTRUCTED IN A WAY THAT WILL ALLOW THE CASTING TO BE ALIGNED IN THE MIDDLE OF A LANE OR ON A JOINT LINE.
3. CONTRACTOR SHALL VERIFY EXISTING PIPE SIZES, MATERIALS AND INVERT ELEVATION WHEN CONNECTING NEW STORM SEWER INTO EXISTING PIPES PRIOR TO MANUFACTURING INLETS AND MANHOLES.
4. STATION/ OFFSET OF STORM SEWER STRUCTURES ARE TO THE CENTER OF STRUCTURE EXCEPT FOR CONCRETE APRON ENDWALLS WHICH ARE TO PIPE END.

SHEET PREPARED BY GREMMER & ASSOCIATES, INC.

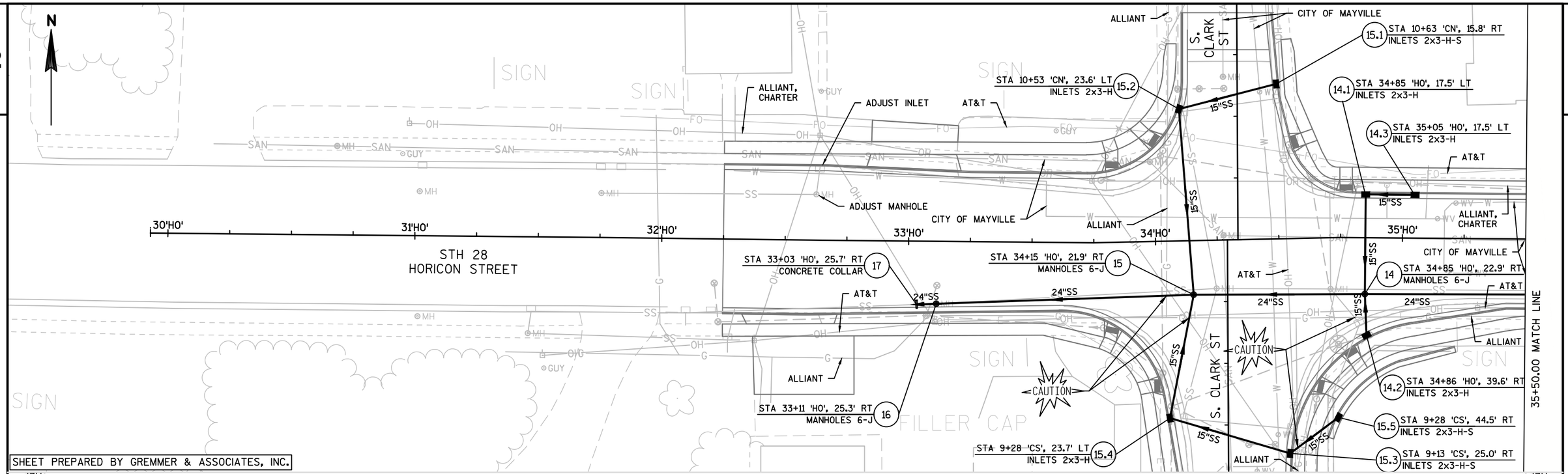


WISCONSIN
BENJAMIN L. OITZINGER
E-36149
NEENAH, WI
PROFESSIONAL ENGINEER
11-13-2017
SHEET PREPARED BY GREMMER & ASSOCIATES, INC.

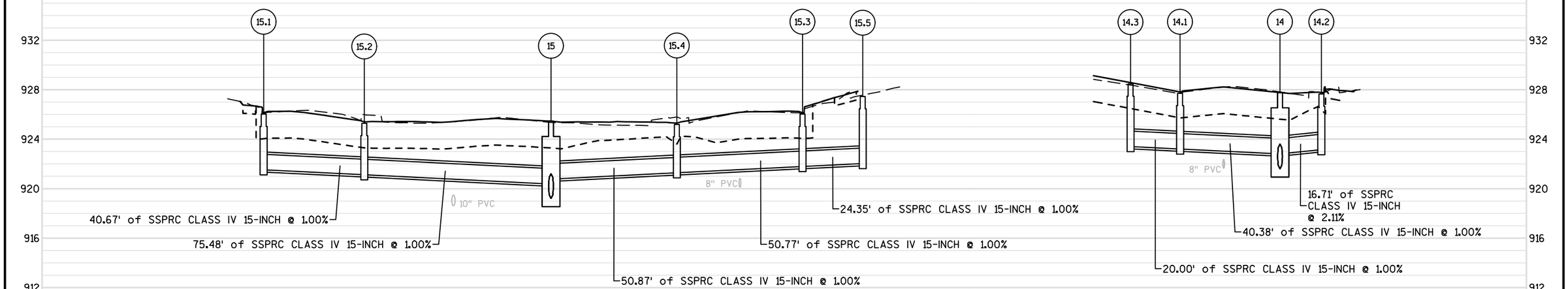


NOTE: DEPTH = RIM - SUMP

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: STH 28	SHEET 61 E



SHEET PREPARED BY GREMMER & ASSOCIATES, INC.



15.1	15.2	15	15.4	15.3	15.5	14.3	14.1	14	14.2
RIM: 926.03	RIM: 925.29	RIM: 925.46	RIM: 925.19	RIM: 926.03	RIM: 927.46	RIM: 928.47	RIM: 927.71	RIM: 927.78	RIM: 927.66
SUMP: 921.53	SUMP: 921.13	SUMP: 919.21	SUMP: 921.28	SUMP: 921.79	SUMP: 922.04	SUMP: 923.41	SUMP: 923.21	SUMP: 921.61	SUMP: 923.16
DEPTH: 4.50	DEPTH: 4.17	DEPTH: 6.25	DEPTH: 3.91	DEPTH: 4.24	DEPTH: 5.43	DEPTH: 5.06	DEPTH: 4.50	DEPTH: 6.17	DEPTH: 4.50
W INV OUT: 921.53	E INV IN: 921.13	E INV IN: 919.21	E INV IN: 921.28	NE INV IN: 921.79	SW INV OUT: 922.04	W INV OUT: 923.41	E INV IN: 923.21	E INV IN: 921.61	N INV OUT: 923.16
	S INV OUT: 921.13	N INV IN: 920.37	N INV OUT: 921.28	W INV OUT: 921.79			S INV OUT: 923.21	S INV IN: 922.81	
		S INV IN: 920.78						N INV IN: 922.81	
		W INV OUT: 919.21						W INV OUT: 921.61	

NOTE: DEPTH = RIM - SUMP

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: STH 28	SHEET 62	E

FILE NAME : S:\CURRPROJ\DODGECO\STH 67 TPP AND SS\CIVIL3D\30210202\SHEETSPLAN\STH28-022501-SS.DWG
LAYOUT NAME - STH28-022501-SS - SHEET - (1B)
PLOT DATE : 11/13/2017 10:42 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 41

2

35+50.00 MATCH LINE

13.1 STA 36+90 'HO', 17.5' LT
INLETS 2x3-H

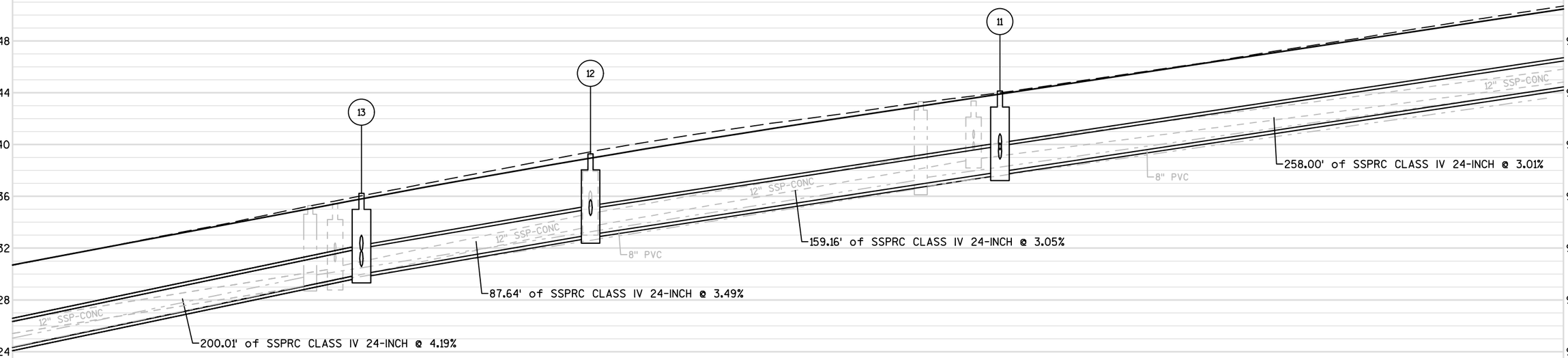
CITY OF MAYVILLE
ALLIANT
ALLIANT, CHARTER
AT&T
CHARTER
36'HO'
37'HO'
38'HO'
39'HO'
40'HO'
41'HO'
15"SS
24"SS
CAUTION
S. EWALD ST
STH 28
HORICON STREET
11.1 STA 39+51 'HO', 25.5' LT
INLETS 2x3-H
13.2 STA 36+91 'HO', 27.0' RT
INLETS 2x3-H
13 STA 36+85 'HO', 21.6' RT
MANHOLES 6-J
12.1 STA 37+84 'HO', 31.1' RT
CONCRETE COLLAR
12 STA 37+74 'HO', 16.8' RT
MANHOLES 6-J
STA 39+32 'HO', 12.0' RT
MANHOLES 6-J 11
STA 39+37 'HO', 17.5' RT
INLETS 2x3-H 11.2

SHEET PREPARED BY GREMMER & ASSOCIATES, INC.

N

2

41+50.00 MATCH LINE



13
RIM: 936.23
SUMP: 929.98
DEPTH: 6.25
E INV IN: 929.98
SE INV IN: 931.75
N INV IN: 930.57
W INV OUT: 929.98

12
RIM: 939.29
SUMP: 933.04
DEPTH: 6.25
E INV IN: 933.04
SE INV IN: 934.51
W INV OUT: 933.04

11
RIM: 944.14
SUMP: 937.89
DEPTH: 6.25
E INV IN: 937.89
NE INV IN: 938.87
SE INV IN: 939.60
W INV OUT: 937.89

NOTE: DEPTH = RIM - SUMP

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: STH 28	SHEET 63	E

2

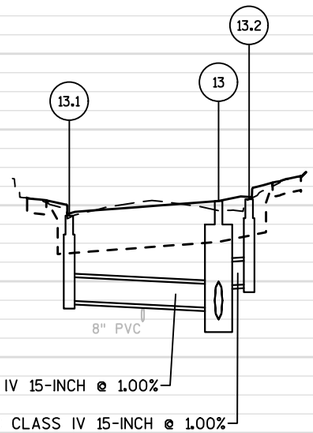
35+50.00 MATCH LINE

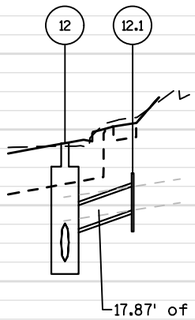
13.1 STA 36+90 'HO', 17.5' LT
INLETS 2x3-H

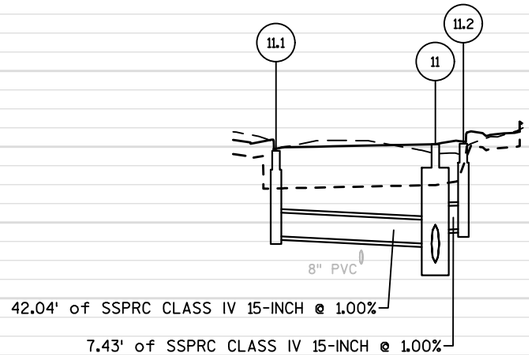
CITY OF MAYVILLE
ALLIANT
ALLIANT, CHARTER
AT&T
CHARTER
36'HO'
37'HO'
38'HO'
39'HO'
40'HO'
41'HO'
15"SS
24"SS
CAUTION
S. EWALD ST
STH 28
HORICON STREET
11.1 STA 39+51 'HO', 25.5' LT
INLETS 2x3-H
N
13.2 STA 36+91 'HO', 27.0' RT
INLETS 2x3-H
13 STA 36+85 'HO', 21.6' RT
MANHOLES 6-J
12.1 STA 37+84 'HO', 31.1' RT
CONCRETE COLLAR
12 STA 37+74 'HO', 16.8' RT
MANHOLES 6-J
STA 39+32 'HO', 12.0' RT
MANHOLES 6-J 11
STA 39+37 'HO', 17.5' RT
INLETS 2x3-H 11.2

41+50.00 MATCH LINE

SHEET PREPARED BY GREMMER & ASSOCIATES, INC.







948 944 940 936 932 928 924 920 916

13.1
RIM: 935.46
SUMP: 930.96
DEPTH: 4.50
S INV OUT: 930.96

13
RIM: 936.23
SUMP: 929.98
DEPTH: 6.25
E INV IN: 929.98
SE INV IN: 931.75
N INV IN: 930.57
W INV OUT: 929.98

13.2
RIM: 936.33
SUMP: 931.83
DEPTH: 4.50
NW INV OUT: 931.83

12
RIM: 939.29
SUMP: 933.04
DEPTH: 6.25
E INV IN: 933.04
SE INV IN: 934.51
W INV OUT: 933.04

12.1
INV: 935.76

11.1
RIM: 943.79
SUMP: 939.29
DEPTH: 4.50
SW INV OUT: 939.29

11
RIM: 944.14
SUMP: 937.89
DEPTH: 6.25
E INV IN: 937.89
NE INV IN: 938.87
SE INV IN: 939.60
W INV OUT: 937.89

11.2
RIM: 944.17
SUMP: 939.67
DEPTH: 4.50
NW INV OUT: 939.67

NOTE: DEPTH = RIM - SUMP

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: STH 28	SHEET 64	E

FILE NAME : S:\CURRPROJ\DODGECO\STH 67 TPP AND SS\CIVIL3D\30210202\SHEETSPLAN\STH28-022501-SS.DWG
LAYOUT NAME - STH28-022501-SS - SHEET - (2B)
PLOT DATE : 11/13/2017 10:43 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 41

2

41+50.00 MATCH LINE

47+50.00 MATCH LINE

N

10.1 STA 41+96 'HO', 25.5' LT
INLETS 2x3-H

10.2 STA 41+97 'HO', 17.5' RT
INLETS 2x3-H

10 STA 41+90 'HO', 12.0' RT
MANHOLES 6-J

STA 43+99 'HO', 26.1' LT 20.1
INLETS 2x3-H-S

STA 44+00 'HO', 13.0' RT
MANHOLES 4-J 20

STA 45+46 'HO', 21.5' LT 21.1
INLETS 2x3-H

STA 45+40 'HO', 21.5' RT 21.2
INLETS 2x3-H

STA 45+46 'HO', 16.0' RT
MANHOLES 6-J 21

STA 47+25 'HO', 21.5' LT 23.1
INLETS 2x3-H

22 STA 46+08 'HO', 16.0' RT
MANHOLES 6-J

22.2 STA 9+58 'CO', 20.8' RT
INLETS 2x3-H

STA 47+30 'HO', 21.5' RT 23.2
INLETS 2x3-H

22.3 STA 9+51 'CO', 18.5' RT
CONCRETE COLLAR

STA 47+35 'HO', 16.0' RT
MANHOLES 6-J 23

22.1 STA 9+64 'CO', 13.4' LT
INLETS 2x3-H-S

ALLIANT

CITY OF MAYVILLE

AT&T

ALLIANT, CHARTER

S. HENNINGER ST

STH 28
HORICON STREET

COMMERCE ST

CAUTION

SHEET PREPARED BY GREMMER & ASSOCIATES, INC.

42'HO' 43'HO' 44'HO' 45'HO' 46'HO' 47'HO'

15"SS 18"SS 24"SS 12"SS

956 952 948 944 940 936 932 928 924

10
RIM: 951.91
SUMP: 945.66
DEPTH: 6.25
N INV IN: 946.28
SE INV IN: 947.46
W INV OUT: 945.66

20
RIM: 952.91
SUMP: 946.91
DEPTH: 6.00
N INV IN: 947.30
E INV OUT: 946.91

21
RIM: 944.22
SUMP: 937.97
DEPTH: 6.25
W INV IN: 938.47
SW INV IN: 939.88
N INV IN: 939.04
E INV OUT: 937.97

22
RIM: 939.01
SUMP: 932.76
DEPTH: 6.25
W INV IN: 932.76
S INV IN: 933.57
E INV OUT: 932.76

23
RIM: 929.17
SUMP: 922.57
DEPTH: 6.60
W INV IN: 922.57
N INV IN: 924.57
SW INV IN: 924.60
E INV OUT: 922.57

12" SSP-CONC 8" CLAY

145.43' of SSPRC CLASS IV 18-INCH @ 5.80%

8" SSP-CONC

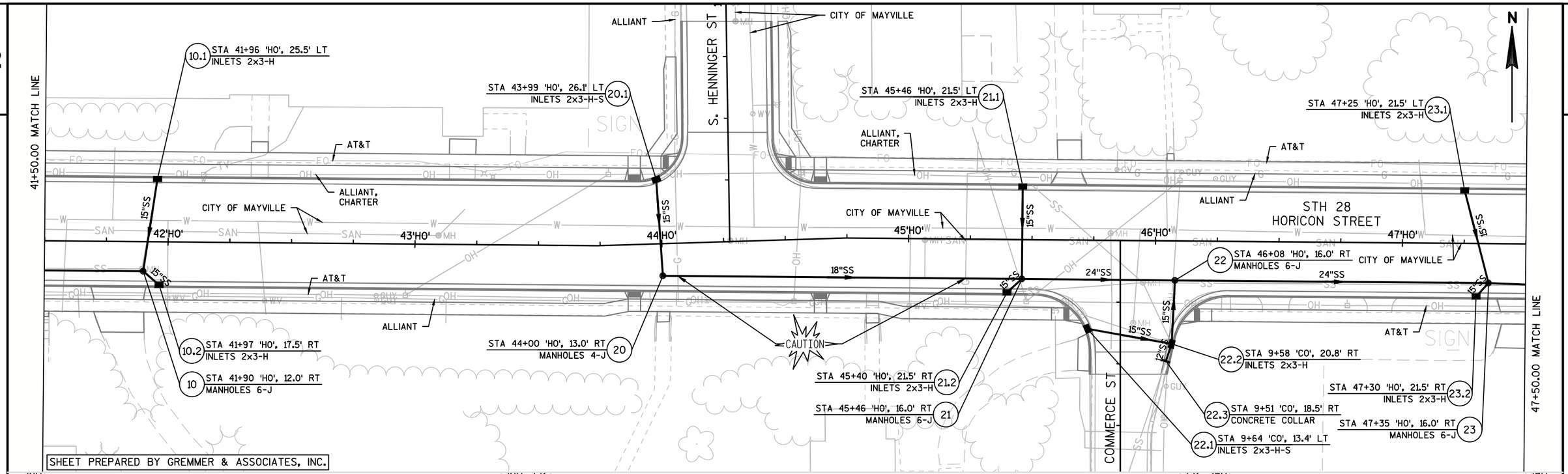
62.00' of SSPRC CLASS IV 24-INCH @ 8.40%

127.00' of SSPRC CLASS IV 24-INCH @ 8.02%

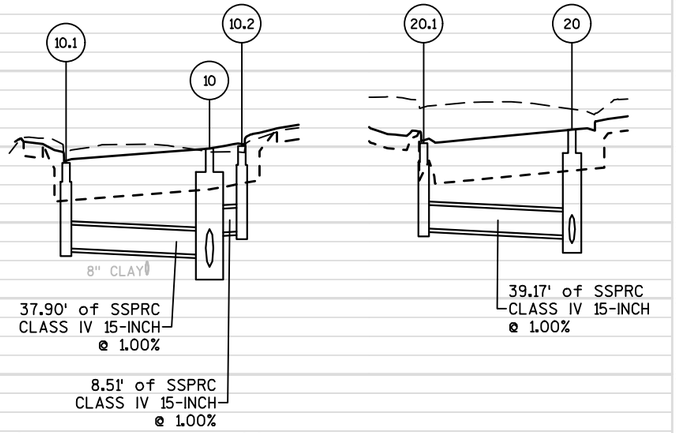
6" CLAY 15" SSP-CONC

NOTE: DEPTH = RIM - SUMP

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: STH 28	SHEET 65	E



SHEET PREPARED BY GREMMER & ASSOCIATES, INC.



10.1
RIM: 951.15
SUMP: 946.65
DEPTH: 4.50
S INV OUT: 946.65

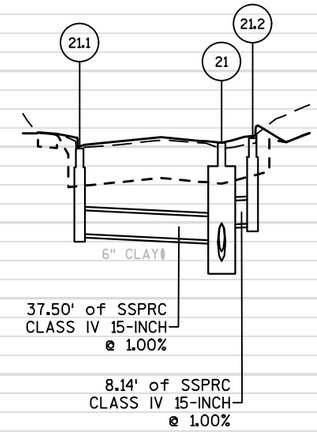
10.2
RIM: 952.04
SUMP: 947.54
DEPTH: 4.50
NW INV OUT: 947.54

10
RIM: 951.91
SUMP: 945.66
DEPTH: 6.25
N INV IN: 946.28
SE INV IN: 947.46
W INV OUT: 945.66

NOTE: DEPTH = RIM - SUMP

20.1
RIM: 952.20
SUMP: 947.70
DEPTH: 4.50
S INV OUT: 947.70

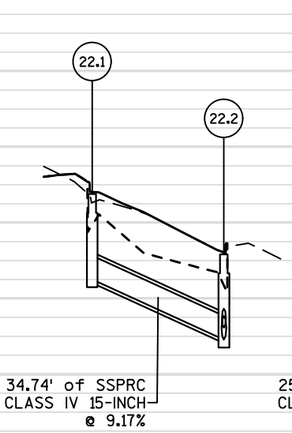
20
RIM: 952.91
SUMP: 946.91
DEPTH: 6.00
N INV IN: 947.30
E INV OUT: 946.91



21.1
RIM: 943.91
SUMP: 939.41
DEPTH: 4.50
S INV OUT: 939.41

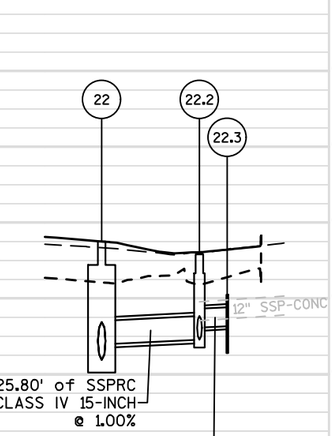
21.2
RIM: 944.46
SUMP: 939.96
DEPTH: 4.50
NE INV OUT: 939.96

21
RIM: 944.22
SUMP: 937.97
DEPTH: 6.25
W INV IN: 938.47
SW INV IN: 939.88
N INV IN: 939.04
E INV OUT: 937.97



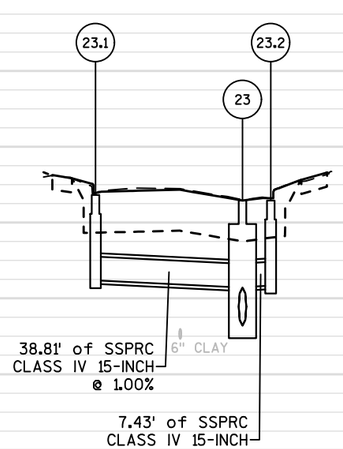
22.1
RIM: 941.51
SUMP: 937.01
DEPTH: 4.50
E INV OUT: 937.01

22.2
RIM: 938.32
SUMP: 933.82
DEPTH: 4.50
W INV IN: 933.82
S INV IN: 934.46
N INV OUT: 933.82



22.3
INV: 934.53

22
RIM: 939.01
SUMP: 932.76
DEPTH: 6.25
W INV IN: 932.76
S INV IN: 933.57
E INV OUT: 932.76



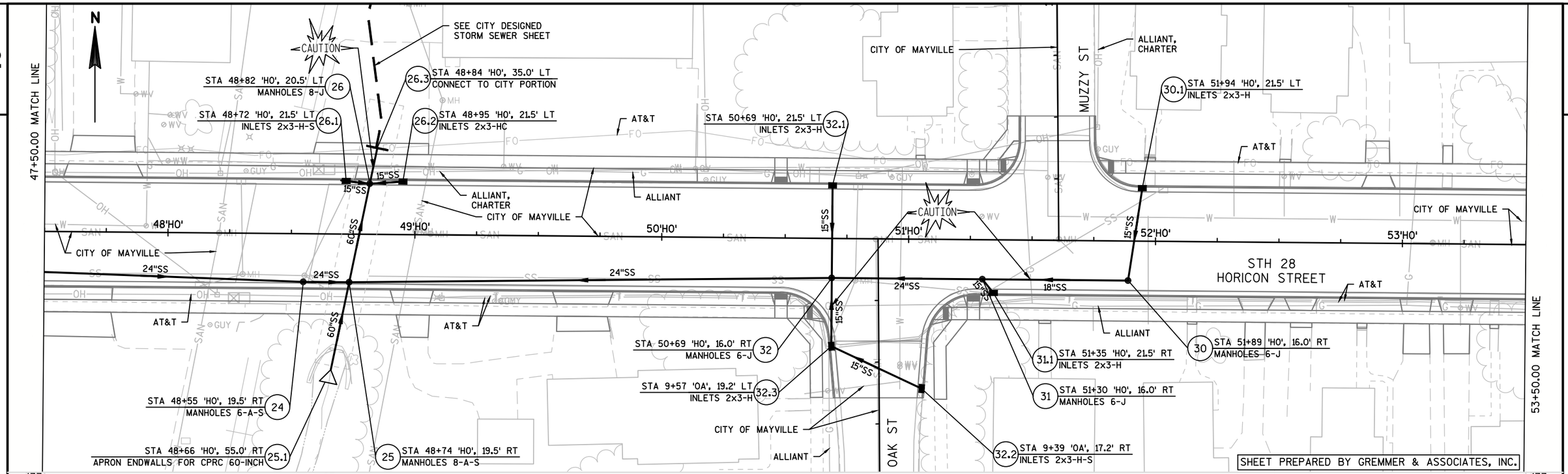
23.1
RIM: 929.46
SUMP: 924.96
DEPTH: 4.50
S INV OUT: 924.96

23.2
RIM: 929.17
SUMP: 924.67
DEPTH: 4.50
NE INV OUT: 924.67

23
RIM: 929.17
SUMP: 922.57
DEPTH: 6.60
W INV IN: 922.57
N INV IN: 924.57
SW INV IN: 924.60
E INV OUT: 922.57

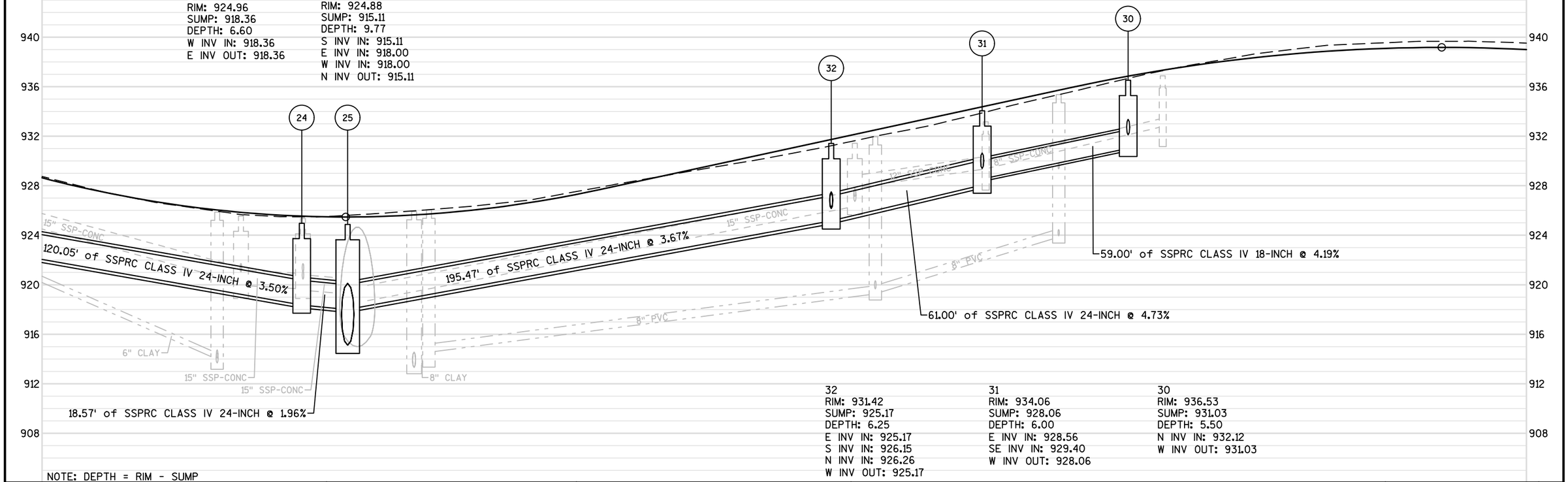
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: STH 28	SHEET 66	E

FILE NAME : S:\CURRPROJ\DODGECO\STH 67 TPP AND SS\CIVIL3D\30210202\SHEETSPLAN\STH28-022501-SS.DWG
LAYOUT NAME - STH28-022501-SS - SHEET - (3B)
PLOT DATE : 11/13/2017 10:43 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 41



24
RIM: 924.96
SUMP: 918.36
DEPTH: 6.60
W INV IN: 918.36
E INV OUT: 918.36

25
RIM: 924.88
SUMP: 915.11
DEPTH: 9.77
S INV IN: 915.11
E INV IN: 918.00
W INV IN: 918.00
N INV OUT: 915.11



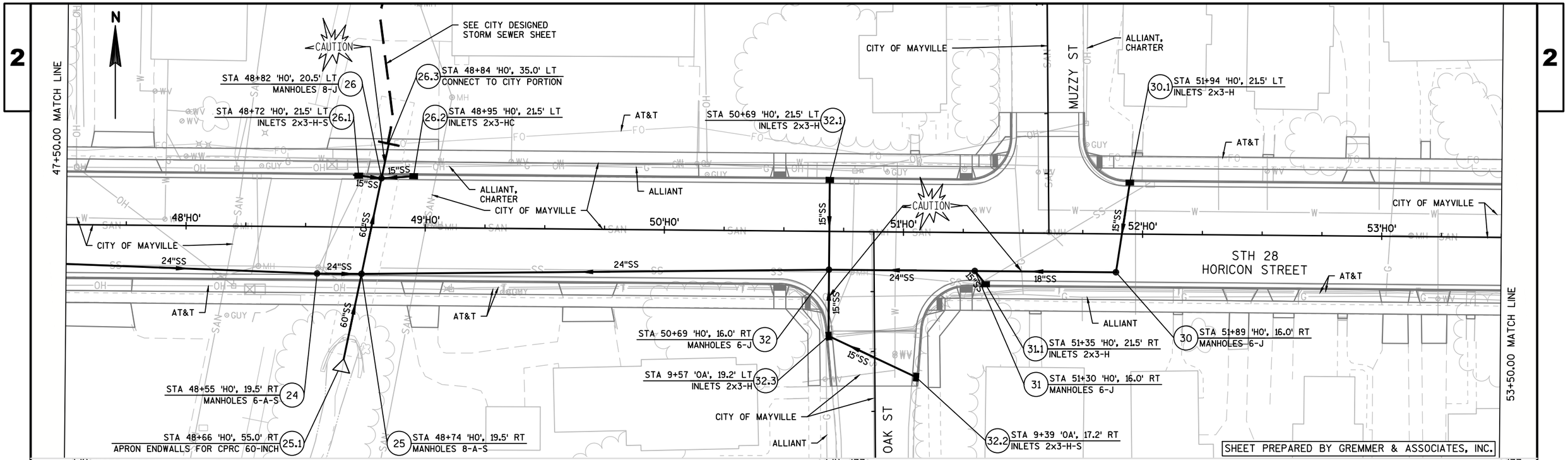
32
RIM: 931.42
SUMP: 925.17
DEPTH: 6.25
E INV IN: 925.17
S INV IN: 926.15
N INV IN: 926.26
W INV OUT: 925.17

31
RIM: 934.06
SUMP: 928.06
DEPTH: 6.00
E INV IN: 928.56
SE INV IN: 929.40
W INV OUT: 928.06

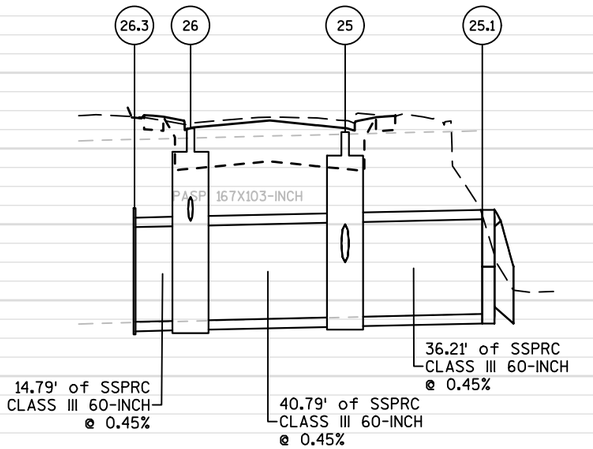
30
RIM: 936.53
SUMP: 931.03
DEPTH: 5.50
N INV IN: 932.12
W INV OUT: 931.03

NOTE: DEPTH = RIM - SUMP

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: STH 28	SHEET 67	E

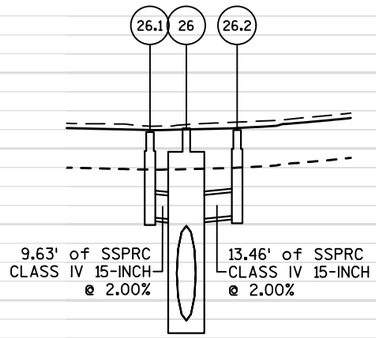


NOTE: DEPTH = RIM - SUMP



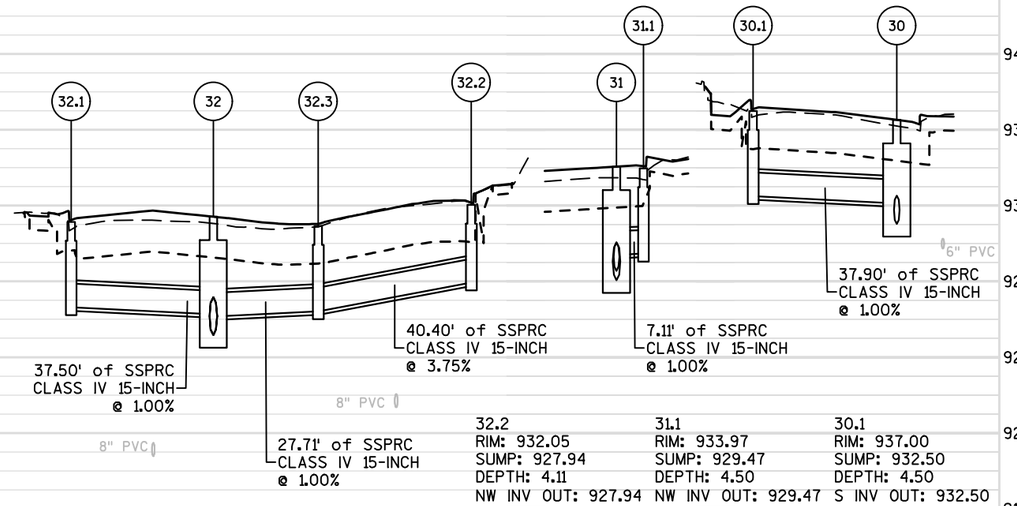
26.3
INV: 914.86

25.1
INV: 915.27



26	25
RIM: 925.08	RIM: 924.88
SUMP: 914.92	SUMP: 915.11
DEPTH: 10.16	DEPTH: 9.77
S INV IN: 914.92	S INV IN: 915.11
E INV IN: 920.21	E INV IN: 918.00
W INV IN: 920.18	W INV IN: 918.00
N INV OUT: 914.92	N INV OUT: 915.11

26.1	26.2
RIM: 924.88	RIM: 924.98
SUMP: 920.38	SUMP: 920.48
DEPTH: 4.50	DEPTH: 4.50
E INV OUT: 920.38	W INV OUT: 920.48

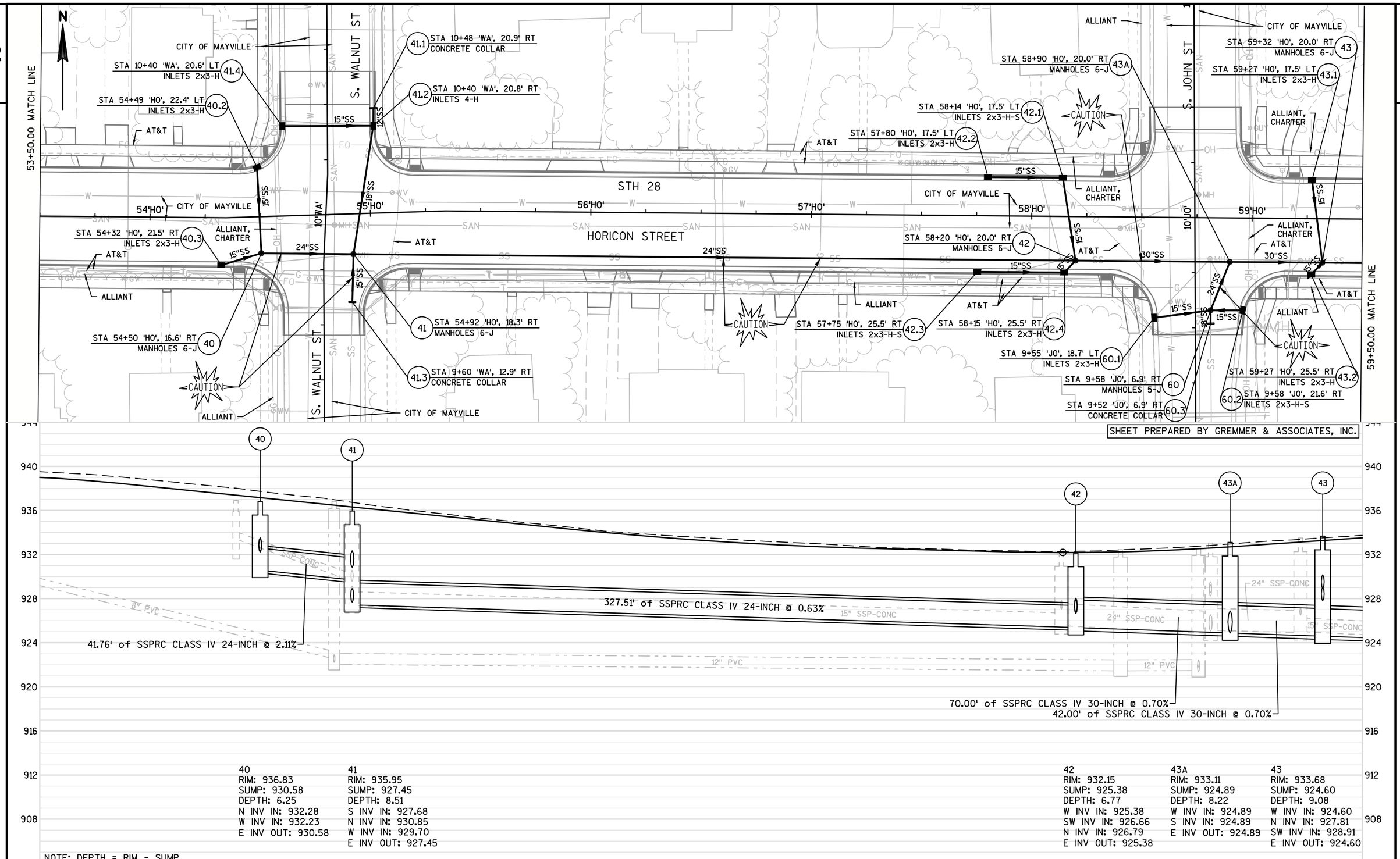


32.2	31.1	30.1
RIM: 932.05	RIM: 933.97	RIM: 937.00
SUMP: 927.94	SUMP: 929.47	SUMP: 932.50
DEPTH: 4.11	DEPTH: 4.50	DEPTH: 4.50
NW INV OUT: 927.94	NW INV OUT: 929.47	S INV OUT: 932.50

32.1	32	32.3	31	30
RIM: 931.13	RIM: 931.42	RIM: 930.93	RIM: 934.06	RIM: 936.53
SUMP: 926.63	SUMP: 925.17	SUMP: 926.43	SUMP: 928.06	SUMP: 931.03
DEPTH: 4.50	DEPTH: 6.25	DEPTH: 4.50	DEPTH: 6.00	DEPTH: 5.50
S INV OUT: 926.63	E INV IN: 925.17	SE INV IN: 926.43	E INV IN: 928.56	N INV IN: 932.12
	S INV IN: 926.15	N INV OUT: 926.43	SE INV IN: 929.40	W INV OUT: 931.03
	N INV IN: 926.26		W INV OUT: 928.06	
	W INV OUT: 925.17			

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: STH 28	SHEET 68	E

FILE NAME : S:\CURRPROJ\DODGECO\STH 67 TPP AND SS\CIVIL3D\30210202\SHEETSPLAN\STH28-022501-SS.DWG
LAYOUT NAME - STH28-022501-SS - SHEET - (4B)
PLOT DATE : 11/13/2017 10:43 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 41



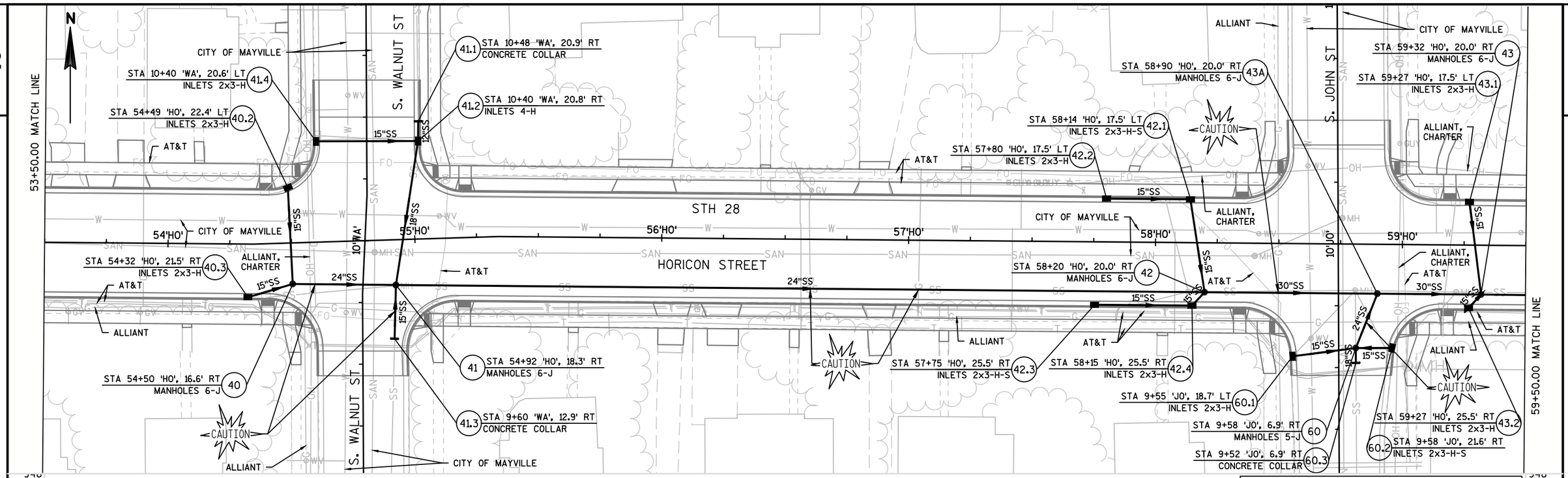
40	41
RIM: 936.83	RIM: 935.95
SUMP: 930.58	SUMP: 927.45
DEPTH: 6.25	DEPTH: 8.51
N INV IN: 932.28	S INV IN: 927.68
W INV IN: 932.23	N INV IN: 930.85
E INV OUT: 930.58	W INV IN: 929.70
	E INV OUT: 927.45

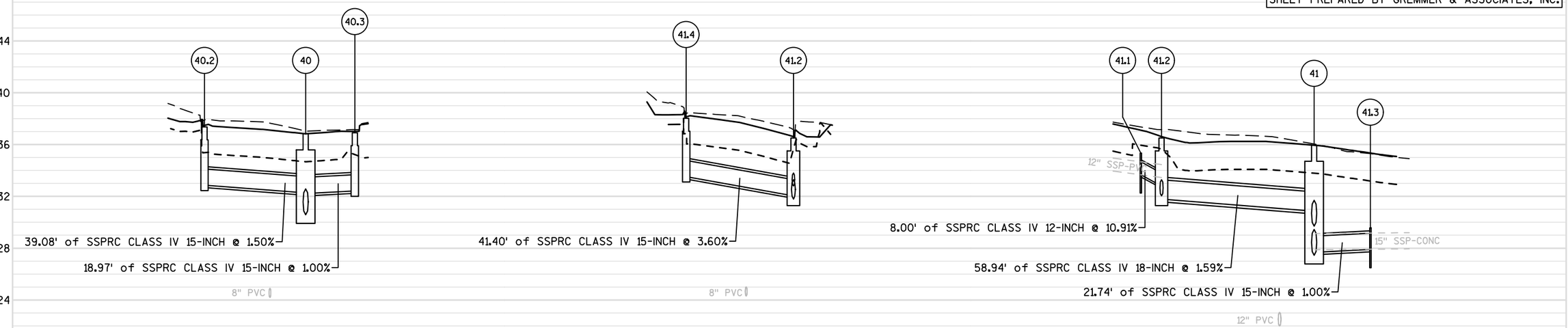
42	43A	43
RIM: 932.15	RIM: 933.11	RIM: 933.68
SUMP: 925.38	SUMP: 924.89	SUMP: 924.60
DEPTH: 6.77	DEPTH: 8.22	DEPTH: 9.08
W INV IN: 925.38	W INV IN: 924.89	W INV IN: 924.60
SW INV IN: 926.66	S INV IN: 924.89	N INV IN: 927.81
N INV IN: 926.79	E INV OUT: 924.89	SW INV IN: 928.91
E INV OUT: 925.38		E INV OUT: 924.60

NOTE: DEPTH = RIM - SUMP

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: STH 28	SHEET 69	E

FILE NAME : S:\CURRPROJ\DODGECO\STH 67 TPP AND SS\CIVIL3D\30210202\SHEETSPLAN\STH28-022501-SS.DWG
LAYOUT NAME - STH28-022501-SS - SHEET - (5A)
PLOT DATE : 11/13/2017 10:43 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 41



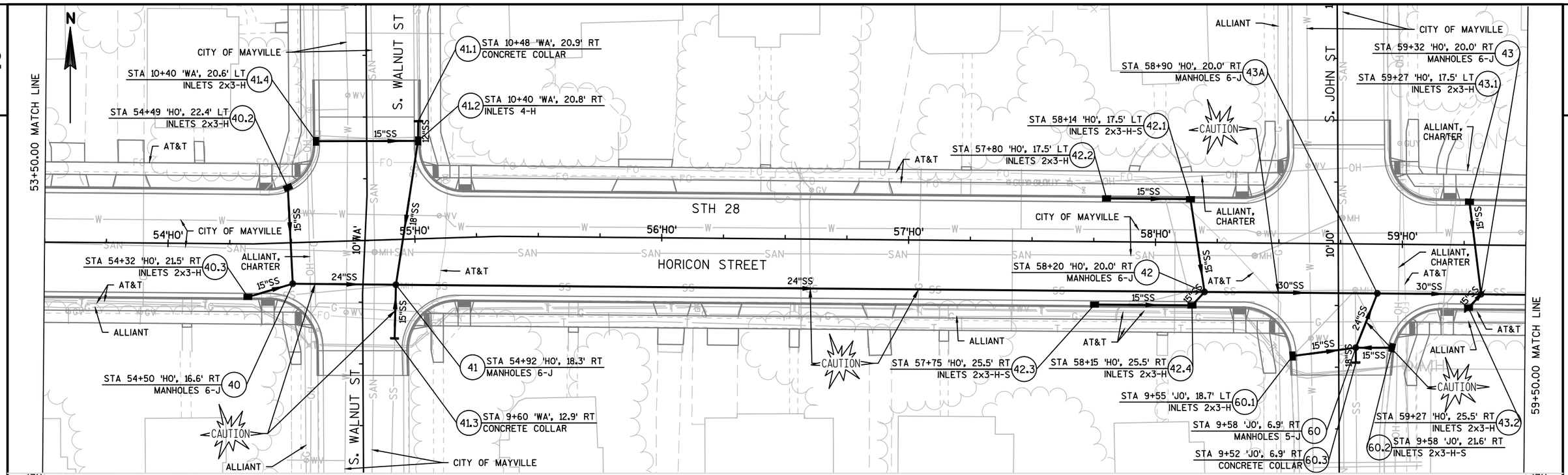


40.2	40	40.3	41.4	41.2	41.1	41	41.3
RIM: 937.36	RIM: 936.83	RIM: 936.92	RIM: 938.03	RIM: 936.51	INV: 933.67	RIM: 935.95	INV: 927.90
SUMP: 932.86	SUMP: 930.58	SUMP: 932.42	SUMP: 933.53	SUMP: 931.79		SUMP: 927.45	
DEPTH: 4.50	DEPTH: 6.25	DEPTH: 4.50	DEPTH: 4.50	DEPTH: 4.72		DEPTH: 8.51	
S INV OUT: 932.86	N INV IN: 932.28	E INV OUT: 932.42	E INV OUT: 933.53	N INV IN: 932.80		S INV IN: 927.68	
	W INV IN: 932.23			W INV IN: 932.04		N INV IN: 930.85	
	E INV OUT: 930.58			S INV OUT: 931.79		W INV IN: 929.70	
						E INV OUT: 927.45	

NOTE: DEPTH = RIM - SUMP

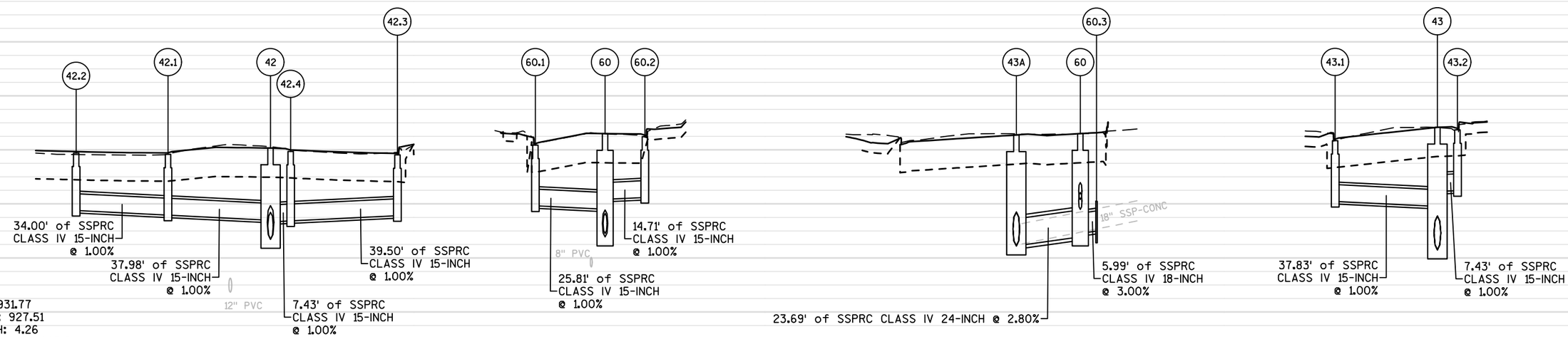
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: STH 28	SHEET 70	E

FILE NAME : S:\CURRPROJ\DODGECO\STH 67 TPP AND SS\CIVIL3D\30210202\SHEETSPLAN\STH28-022501-SS.DWG
LAYOUT NAME - STH28-022501-SS - SHEET - (5B)
PLOT DATE : 11/13/2017 10:43 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 41



NOTE: DEPTH = RIM - SUMP

SHEET PREPARED BY GREMMER & ASSOCIATES, INC.



42.2
RIM: 931.77
SUMP: 927.51
DEPTH: 4.26
E INV OUT: 927.51

42.1
RIM: 931.67
SUMP: 927.17
DEPTH: 4.50
W INV IN: 927.17
S INV OUT: 927.17

42
RIM: 932.15
SUMP: 925.38
DEPTH: 6.77
W INV IN: 925.38
SW INV IN: 926.66
N INV IN: 926.79
E INV OUT: 925.38

42.4
RIM: 931.89
SUMP: 926.74
DEPTH: 5.15
W INV IN: 926.74
NE INV OUT: 926.74

42.3
RIM: 931.63
SUMP: 927.13
DEPTH: 4.50
E INV OUT: 927.13

60.1
RIM: 932.36
SUMP: 927.86
DEPTH: 4.50
E INV OUT: 927.86

60
RIM: 933.21
SUMP: 925.55
DEPTH: 7.65
W INV IN: 927.60
E INV IN: 928.33
S INV IN: 925.80
N INV OUT: 925.55

60.2
RIM: 932.98
SUMP: 928.48
DEPTH: 4.50
W INV OUT: 928.48

43A
RIM: 933.11
SUMP: 924.89
DEPTH: 8.22
W INV IN: 924.89
S INV IN: 924.89
E INV OUT: 924.89

60.3
INV: 925.98

43.1
RIM: 932.69
SUMP: 928.19
DEPTH: 4.50
S INV OUT: 928.19

43
RIM: 933.68
SUMP: 924.60
DEPTH: 9.08
W INV IN: 924.60
N INV IN: 927.81
SW INV IN: 928.91
E INV OUT: 924.60

43.2
RIM: 933.49
SUMP: 928.99
DEPTH: 4.50
NE INV OUT: 928.99

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: STH 28	SHEET 71	E

2

59+50.00 MATCH LINE

64+50.00 MATCH LINE

N

CITY OF MAYVILLE

CHARTER

STA 62+40 'HO', 17.5' LT
INLETS 2x3-H
44.1

S. SCHOOL ST

ALLIANT

ALLIANT,
CHARTER

STH 28

60'HO'

61'HO'

62'HO'

63'HO'

64'HO'

CITY OF MAYVILLE

HORICON STREET

30"SS

15"SS

30"SC'

30"SS

36"SS

AT&T

ALLIANT

STA 62+43 'HO', 20.4' RT
MANHOLES 6-J
44

STA 62+43 'HO', 27.9' RT
INLETS 2x3-H
44.2

CAUTION

CAUTION

18"SS

15"SS

15"SS

15"SS

12"SS

STA 9+66 'SC', 23.1' LT
INLETS 2x3-H-S
70.5

STA 9+50 'SC', 28.4' LT
CONCRETE COLLAR
70.2

STA 9+50 'SC', 19.1' LT
INLETS 2x3-H-S
70.3

CITY OF MAYVILLE

S. SCHOOL ST

45 STA 63+05 'HO', 21.0' RT
MANHOLES 6-J

70.4 STA 9+53 'SC', 19.4' RT
INLETS 2x3-H

70 STA 9+53 'SC', 14.1' RT
MANHOLES 5-J

70.1 STA 9+48 'SC', 14.1' RT
CONCRETE COLLAR

SHEET PREPARED BY GREMMER & ASSOCIATES, INC.

936
932
928
924
920
916
912
908
904

6" CLAY

15" SSP-CONC

6" PVC

15" SSP-CONC

309.30' of SSPRC CLASS IV 30-INCH @ 0.70%

62.48' of SSPRC CLASS IV 30-INCH @ 0.70%

251.24' of SSPRC CLASS IV 36-INCH @ 2.50%

6" PVC

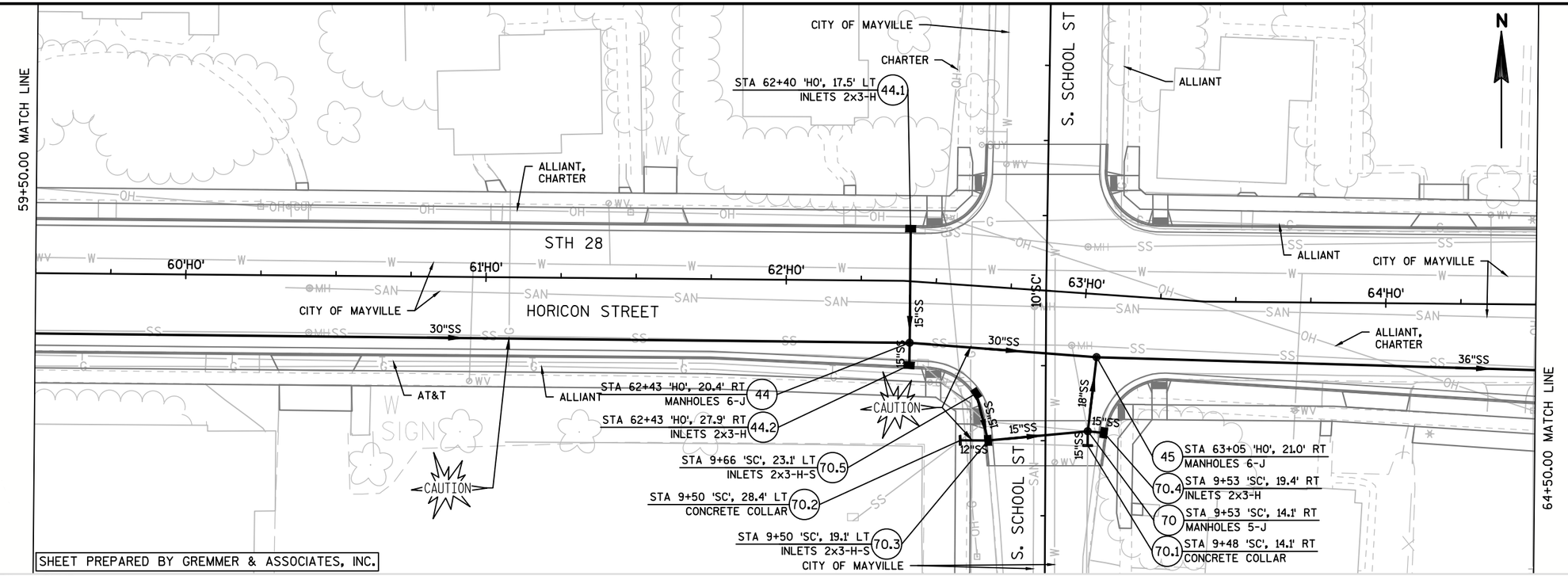
18" SSP-CONC

44
RIM: 930.91
SUMP: 922.43
DEPTH: 8.48
W INV IN: 922.43
N INV IN: 925.64
S INV IN: 926.07
E INV OUT: 922.43

45
RIM: 928.98
SUMP: 921.56
DEPTH: 7.42
W INV IN: 921.99
S INV IN: 923.45
E INV OUT: 921.56

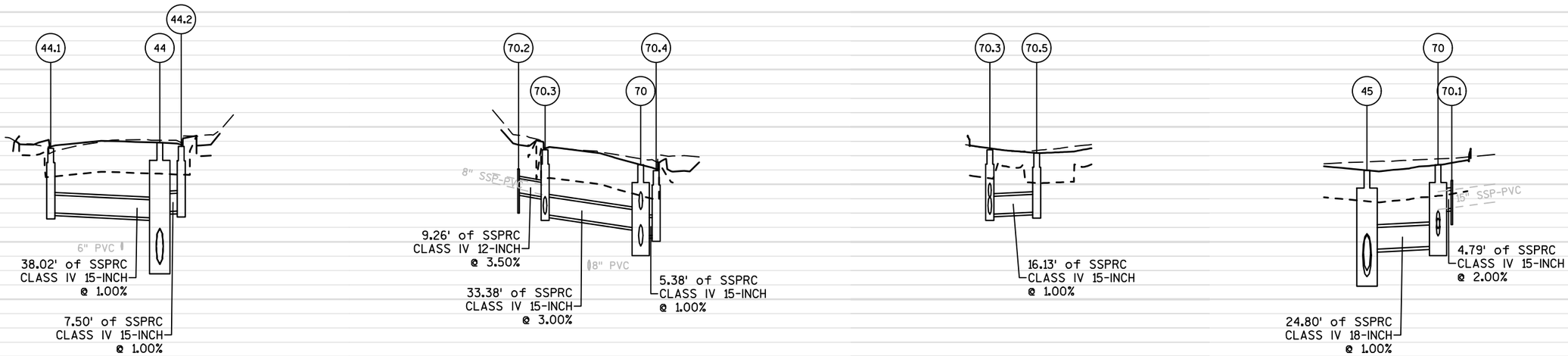
NOTE: DEPTH = RIM - SUMP

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: STH 28	SHEET 72	E



SHEET PREPARED BY GREMMER & ASSOCIATES, INC.

NOTE: DEPTH = RIM - SUMP



44.1	44	44.2	70.2	70.3	70	70.4	70.3	70.5	45	70.1
RIM: 930.52	RIM: 930.91	RIM: 930.65	INV: 927.41	RIM: 930.41	RIM: 929.36	RIM: 928.96	RIM: 930.41	RIM: 930.19	RIM: 928.98	INV: 926.34
SUMP: 926.02	SUMP: 922.43	SUMP: 926.15		SUMP: 925.91	SUMP: 923.70	SUMP: 924.46	SUMP: 925.91	SUMP: 926.07	SUMP: 921.56	
DEPTH: 4.50	DEPTH: 8.48	DEPTH: 4.50		DEPTH: 4.50	DEPTH: 5.66	DEPTH: 4.50	DEPTH: 4.50	DEPTH: 4.12	DEPTH: 7.42	
S INV OUT: 926.02	W INV IN: 922.43	N INV OUT: 926.15		W INV IN: 927.09	S INV IN: 926.24	W INV OUT: 924.46	W INV IN: 927.09	S INV OUT: 926.07	W INV IN: 921.99	
	N INV IN: 925.64			N INV IN: 925.91	W INV IN: 924.91		N INV IN: 925.91		S INV IN: 923.45	
	S INV IN: 926.07			E INV OUT: 925.91	E INV IN: 924.40		E INV OUT: 925.91		E INV OUT: 921.56	
	E INV OUT: 922.43				N INV OUT: 923.70					

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: STH 28	SHEET 73	E

64+50.00 MATCH LINE

CITY OF MAYVILLE

STA 65+73 'HO', 24.5' LT
INLETS 2x3-H
46.1

STH 28 STH 67
S. MAIN ST

ALLIANT

STA 65+55 'HO', 24.0' RT
MANHOLES 6-J
46

CAUTION

66'HO'

CITY OF MAYVILLE

65'HO'

STH 28
HORICON STREET

15"SS

36"SS

142'MA'

47.1
STA 65 'HO'+95, 21.0' RT
CONCRETE COLLAR

CITY OF MAYVILLE

48
STA 10+16 'MW', 2.1' RT
MANHOLES 6-J

STA 11+58 'MW', 5.9' LT
MANHOLES 6-J
49

STA 12+53 'MW', 117.7' LT
MANHOLES 6-J
51

36"SS

52
STA 12+74 'MW', 123.0' LT
APRON ENDWALLS FOR CPRC 36-INCH

N

2

36"SS

ABANDON STORM SEWER

DAM

DAM

ALLIANT,
CHARTER

15"SS

15"SS

36"SS

36"SS 11'MW'

ALLIANT
36"SS

MICHAEL WENDLING WAY

STA 65+21 'HO', 34.5' RT
INLETS 2x3-H
46.3

STA 65+49 'HO', 41.4' RT
INLETS 2x3-H
46.2

ALLIANT,
CHARTER

15"SS

12'MW'

CAUTION

CAUTION

STA 65+94 'HO', 29.0' RT
MANHOLES 6-J
47

STH 67
S. MAIN ST

15"SS

STA 11+58 'MW', 2.0' RT
CONCRETE COLLAR
49.1

50
STA 12+06 'MW', 8.2' LT
MANHOLES 6-C

48.3
STA 141+50 'MA', 16.5' RT
INLETS 2x3-H

STA 141+02 'MA', 24.5' LT
INLETS 2x3-H-S
48.1

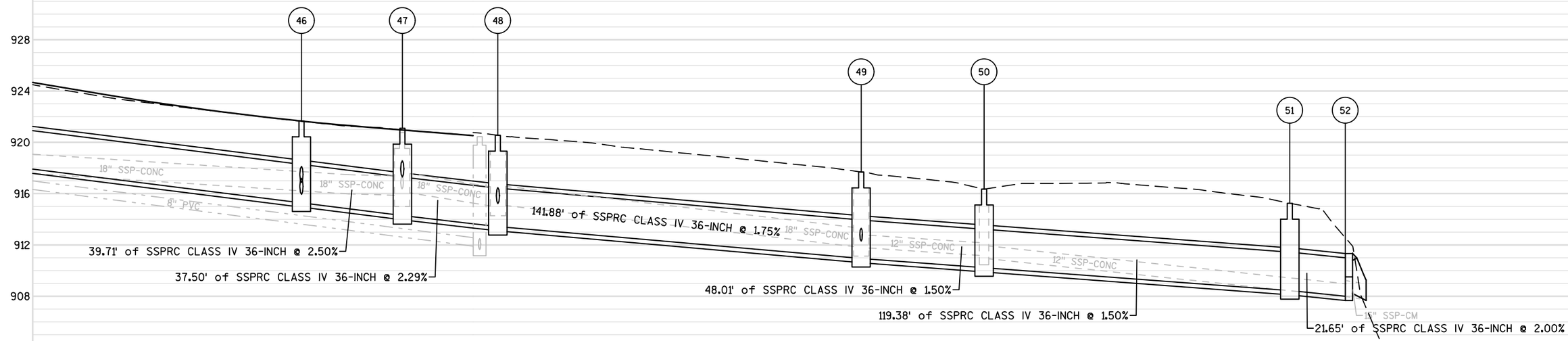
15"SS

141'MA'

48.2
STA 141+02 'MA', 16.5' RT
INLETS 2x3-H

CITY OF MAYVILLE

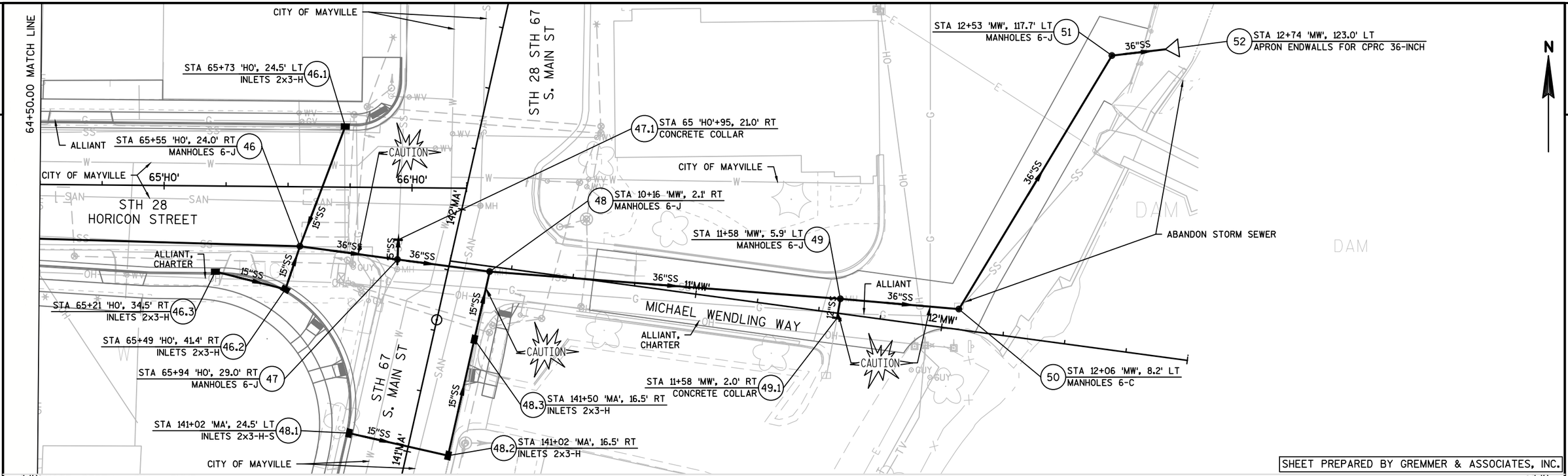
SHEET PREPARED BY GREMMER & ASSOCIATES, INC.



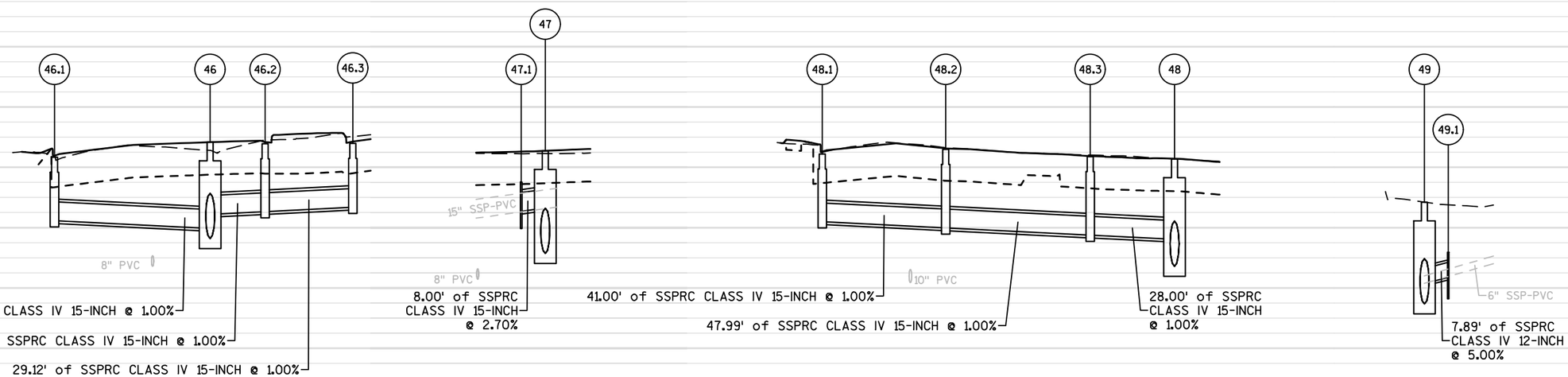
46	47	48	49	50	51	52
RIM: 921.67	RIM: 921.10	RIM: 920.55	RIM: 917.69	RIM: 916.35	RIM: 915.25	INV: 908.00
SUMP: 915.28	SUMP: 914.29	SUMP: 913.43	SUMP: 910.94	SUMP: 910.22	SUMP: 908.43	
DEPTH: 6.39	DEPTH: 6.81	DEPTH: 7.13	DEPTH: 6.75	DEPTH: 6.13	DEPTH: 6.81	
W INV IN: 915.28	W INV IN: 914.29	W INV IN: 913.43	W INV IN: 910.94	W INV IN: 910.22	SW INV IN: 908.43	
S INV IN: 916.88	E INV OUT: 914.29	S INV IN: 915.22	S INV IN: 912.30	NE INV OUT: 910.22	E INV OUT: 908.43	
N INV IN: 915.94	N INV OUT: 917.30	E INV OUT: 913.43	E INV OUT: 910.94			
E INV OUT: 915.28						

NOTE: DEPTH = RIM - SUMP

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: MICHAEL WENDLING WAY	SHEET 74	E



NOTE: DEPTH = RIM - SUMP



46.1
RIM: 920.67
SUMP: 916.46
DEPTH: 4.21
S INV OUT: 916.46

46
RIM: 921.67
SUMP: 915.28
DEPTH: 6.39
W INV IN: 915.28
S INV IN: 916.88
N INV IN: 915.94
E INV OUT: 915.28

46.2
RIM: 921.56
SUMP: 917.06
DEPTH: 4.51
W INV IN: 917.06
N INV OUT: 917.06

46.3
RIM: 921.60
SUMP: 917.35
DEPTH: 4.25
E INV OUT: 917.35

47.1
INV: 917.08

47
RIM: 921.10
SUMP: 914.29
DEPTH: 6.81
W INV IN: 914.29
E INV OUT: 914.29
N INV OUT: 917.30

48.1
RIM: 920.89
SUMP: 916.39
DEPTH: 4.50
E INV OUT: 916.39

48.2
RIM: 921.20
SUMP: 915.98
DEPTH: 5.22
W INV IN: 915.98
N INV OUT: 915.98

48.3
RIM: 920.71
SUMP: 915.50
DEPTH: 5.21
S INV IN: 915.50
N INV OUT: 915.50

48
RIM: 920.55
SUMP: 913.43
DEPTH: 7.13
W INV IN: 913.43
S INV IN: 915.22
E INV OUT: 913.43

49
RIM: 917.69
SUMP: 910.94
DEPTH: 6.75
W INV IN: 910.94
S INV IN: 912.30
E INV OUT: 910.94

49.1
INV: 912.69

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	STORM SEWER: MICHAEL WENDLING WAY	SHEET 75	E

STORM SEWER STRUCTURE DATA

STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET	LOCATION	TYPE	RIM/GRATE ELEVATION	INVERT ELEVATION	TOTAL DEPTH	SUMP DEPTH	CONNECTING PIPES	DIRECTION	SIZE & TYPE	INVERT	ROUTE	LENGTH	REMARKS
10	28	41+90.00	12.00	RT	MANHOLES 6-J	951.91	945.66	6.25'	0.00'	10.1-10 IN 10.2-10 IN 10-11 OUT	N SE W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 24-INCH	946.28 947.46 945.66	FROM STR: 10.1 FROM STR: 10.2 TO STR: 11	37.90 8.51 258.00	
10.1	28	41+95.50	-25.50	LT	INLETS 2X3-H	951.15	946.65	4.50'	0.00'	10.1-10 OUT	S	SSPRC CLASS IV 15-INCH	946.65	TO STR: 10	37.90	
10.2	28	41+96.50	17.50	RT	INLETS 2X3-H	952.04	947.54	4.50'	0.00'	10.2-10 OUT	NW	SSPRC CLASS IV 15-INCH	947.54	TO STR: 10	8.51	
11	28	39+32.00	12.00	RT	MANHOLES 6-J	944.14	937.89	6.25'	0.00'	10-11 IN 11.1-11 IN 11.2-11 IN 11-12 OUT	E NE SE W	SSPRC CLASS IV 24-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 24-INCH	937.89 938.87 939.60 937.89	FROM STR: 10 FROM STR: 11.1 FROM STR: 11.2 TO STR: 12	258.00 42.04 7.43 159.16	
11.1	28	39+51.00	-25.50	LT	INLETS 2X3-H	943.79	939.29	4.50'	0.00'	11.1-11 OUT	SW	SSPRC CLASS IV 15-INCH	939.29	TO STR: 11	42.04	
11.2	28	39+37.00	17.50	RT	INLETS 2X3-H	944.17	939.67	4.50'	0.00'	11.2-11 OUT	NW	SSPRC CLASS IV 15-INCH	939.67	TO STR: 11	7.43	
12	28	37+73.64	16.83	RT	MANHOLES 6-J	939.29	933.04	6.25'	0.00'	11-12 IN 12.1-12 IN 12-13 OUT	E SE W	SSPRC CLASS IV 24-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 24-INCH	933.04 934.51 933.04	FROM STR: 11 FROM STR: 12.1 TO STR: 13	159.16 17.87 87.64	
12.1	28	37+84.39	31.10	RT	CONCRETE COLLAR					12.1-12 OUT	NW	SSPRC CLASS IV 15-INCH	935.76	TO STR: 12	17.87	
13	28	36+85.00	21.60	RT	MANHOLES 6-J	936.23	929.98	6.25'	0.00'	12-13 IN 13.2-13 IN 13.1-13 IN 13-14 OUT	E SE N W	SSPRC CLASS IV 24-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 24-INCH	929.98 931.75 930.57 929.98	FROM STR: 12 FROM STR: 13.2 FROM STR: 13.1 TO STR: 14	87.64 8.08 39.42 200.01	
13.1	28	36+90.00	-17.50	LT	INLETS 2X3-H	935.46	930.96	4.50'	0.00'	13.1-13 OUT	S	SSPRC CLASS IV 15-INCH	930.96	TO STR: 13	39.42	
13.2	28	36+91.00	27.01	RT	INLETS 2X3-H	936.33	931.83	4.50'	0.00'	13.2-13 OUT	NW	SSPRC CLASS IV 15-INCH	931.83	TO STR: 13	8.08	
14	28	34+85.00	22.88	RT	MANHOLES 6-J	927.78	921.61	6.17'	0.00'	13-14 IN 14.2-14 IN 14.1-14 IN 14-15 OUT	E S N W	SSPRC CLASS IV 24-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 24-INCH	921.61 922.81 922.81 921.61	FROM STR: 13 FROM STR: 14.2 FROM STR: 14.1 TO STR: 15	200.01 16.71 40.38 69.32	
14.1	28	34+85.00	-17.50	LT	INLETS 2X3-H	927.71	923.21	4.50'	0.00'	14.3-14.1 IN 14.1-14 OUT	E S	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	923.21 923.21	FROM STR: 14.3 TO STR: 14	20.00 40.38	
14.2	28	34+85.82	39.57	RT	INLETS 2X3-H	927.66	923.16	4.50'	0.00'	14.2-14 OUT	N	SSPRC CLASS IV 15-INCH	923.16	TO STR: 14	16.71	
14.3	28	35+05.00	-17.50	LT	INLETS 2X3-H	928.47	923.41	5.06'	0.00'	14.3-14.1 OUT	W	SSPRC CLASS IV 15-INCH	923.41	TO STR: 14.1	20.00	
15	28	34+14.99	21.94	RT	MANHOLES 6-J	925.46	919.21	6.25'	0.00'	14-15 IN 15.2-15 IN 15.4-15 IN 15-16 OUT	E N S W	SSPRC CLASS IV 24-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 24-INCH	919.21 920.37 920.78 919.21	FROM STR: 14 FROM STR: 15.2 FROM STR: 15.4 TO STR: 16	69.32 75.48 50.87 104.31	
15.1	ALI -CLARK NORTH	10+63.01	15.78	RT	INLETS 2X3-H-S	926.03	921.53	4.50'	0.00'	15.1-15.2 OUT	W	SSPRC CLASS IV 15-INCH	921.53	TO STR: 15.2	40.67	
15.2	ALI -CLARK NORTH	10+53.03	-23.65	LT	INLETS 2X3-H	925.29	921.13	4.17'	0.00'	15.1-15.2 IN 15.2-15 OUT	E S	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	921.13 921.13	FROM STR: 15.1 TO STR: 15	40.67 75.48	
15.3	ALI - CLARK SOUTH	9+13.34	24.97	RT	INLETS 2X3-H-S	926.03	921.79	4.24'	0.00'	15.5-15.3 IN 15.3-15.4 OUT	NE W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	921.79 921.79	FROM STR: 15.5 TO STR: 15.4	24.35 50.77	
15.4	ALI - CLARK SOUTH	9+27.92	-23.66	LT	INLETS 2X3-H	925.19	921.28	3.91'	0.00'	15.3-15.4 IN 15.4-15 OUT	E N	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	921.28 921.28	FROM STR: 15.3 TO STR: 15	50.77 50.87	
15.5	ALI - CLARK SOUTH	9+27.83	44.55	RT	INLETS 2X3-H-S	927.46	922.04	5.43'	0.00'	15.5-15.3 OUT	SW	SSPRC CLASS IV 15-INCH	922.04	TO STR: 15.3	24.35	
16	28	33+11.45	25.31	RT	MANHOLES 6-J	922.62	918.08	4.54'	0.00'	15-16 IN 16-17 OUT	E W	SSPRC CLASS IV 24-INCH SSPRC CLASS IV 24-INCH	918.08 918.08	FROM STR: 15 TO STR: 17	104.31 8.00	
17	28	33+03.46	25.67	RT	CONCRETE COLLAR					16-17 IN	E	SSPRC CLASS IV 24-INCH	917.95	FROM STR: 16	8.00	
20	28	44+00.00	13.04	RT	MANHOLES 4-J	952.91	946.91	6.00'	0.00'	20.1-20 IN 20-21 OUT	N E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	947.30 946.91	FROM STR: 20.1 TO STR: 21	39.17 145.43	
20.1	28	43+98.52	-26.09	LT	INLETS 2X3-H-S	952.20	947.70	4.50'	0.00'	20.1-20 OUT	S	SSPRC CLASS IV 15-INCH	947.70	TO STR: 20	39.17	

NOTES:
1. TOTAL DEPTH = RIM/GRATE ELEVATION - STRUCTURE INVERT ELEVATION.
2. MANHOLES SHALL BE CONSTRUCTED IN A WAY THAT WILL ALLOW THE CASTING TO BE ALIGNED IN THE MIDDLE OF A LANE OR ON A JOINT LINE.
3. CONTRACTOR SHALL VERIFY EXISTING PIPE SIZES, MATERIALS AND INVERT ELEVATION WHEN CONNECTING NEW STORM SEWER INTO EXISTING PIPES PRIOR TO MANUFACTURING INLETS AND MANHOLES.
4. STATION/ OFFSET OF STORM SEWER STRUCTURES ARE TO THE CENTER OF STRUCTURE EXCEPT FOR CONCRETE APRON ENDWALLS WHICH ARE TO PIPE END.

SHEET PREPARED BY GREMMER & ASSOCIATES, INC.

FILE NAME : S:\CURRPROJ\DODGECO\STH 67 TPP AND SS\CIVIL3D\30210202\SHEETSPLAN\STH28-022501-SS.DWG
LAYOUT NAME - STH28-022501-SS - SHEET - (8A)
PLOT DATE : 11/13/2017 2:28 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

STORM SEWER STRUCTURE DATA

STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET	LOCATION	TYPE	RIM/GRATE ELEVATION	INVERT ELEVATION	TOTAL DEPTH	SUMP DEPTH	CONNECTING PIPES	DIRECTION	SIZE & TYPE	INVERT	ROUTE	LENGTH	REMARKS
21	28	45+46.00	16.00	RT	MANHOLES 6-J	944.22	937.97	6.25'	0.00'	20-21 IN 21.2-21 IN 21.1-21 IN 21-22 OUT	W SW N E	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 24-INCH	938.47 939.88 939.04 937.97	FROM STR: 20 FROM STR: 21.2 FROM STR: 21.1 TO STR: 22	145.43 8.14 37.50 62.00	
21.1	28	45+46.00	-21.50	LT	INLETS 2X3-H	943.91	939.41	4.50'	0.00'	21.1-21 OUT	S	SSPRC CLASS IV 15-INCH	939.41	TO STR: 21	37.50	
21.2	28	45+40.00	21.50	RT	INLETS 2X3-H	944.46	939.96	4.50'	0.00'	21.2-21 OUT	NE	SSPRC CLASS IV 15-INCH	939.96	TO STR: 21	8.14	
22	28	46+08.00	16.00	RT	MANHOLES 6-J	939.01	932.76	6.25'	0.00'	21-22 IN 22.2-22 IN 22-23 OUT	W S E	SSPRC CLASS IV 24-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 24-INCH	932.76 933.57 932.76	FROM STR: 21 FROM STR: 22.2 TO STR: 23	62.00 25.80 127.00	
22.1	ALI- COMMERCE	9+64.19	-13.39	LT	INLETS 2X3-H-S	941.51	937.01	4.50'	0.00'	22.1-22.2 OUT	E	SSPRC CLASS IV 15-INCH	937.01	TO STR: 22.2	34.74	
22.2	ALI- COMMERCE	9+58.04	20.80	RT	INLETS 2X3-H	938.32	933.82	4.50'	0.00'	22.1-22.2 IN 22.3-22.2 IN 22.2-22 OUT	W S N	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 12-INCH SSPRC CLASS IV 15-INCH	933.82 934.46 933.82	FROM STR: 22.1 FROM STR: 22.3 TO STR: 22	34.74 7.34 25.80	
22.3	ALI- COMMERCE	9+51.08	18.47	RT	CONCRETE COLLAR					22.3-22.2 OUT	N	SSPRC CLASS IV 12-INCH	934.53	TO STR: 22.2	7.34	
23	28	47+35.00	16.00	RT	MANHOLES 6-J	929.17	922.57	6.60'	0.00'	22-23 IN 23.1-23 IN 23.2-23 IN 23-24 OUT	W N SW E	SSPRC CLASS IV 24-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 24-INCH	922.57 924.57 924.60 922.57	FROM STR: 22 FROM STR: 23.1 FROM STR: 23.2 TO STR: 24	127.00 38.81 7.43 120.05	
23.1	28	47+25.00	-21.50	LT	INLETS 2X3-H	929.46	924.96	4.50'	0.00'	23.1-23 OUT	S	SSPRC CLASS IV 15-INCH	924.96	TO STR: 23	38.81	
23.2	28	47+30.00	21.50	RT	INLETS 2X3-H	929.17	924.67	4.50'	0.00'	23.2-23 OUT	NE	SSPRC CLASS IV 15-INCH	924.67	TO STR: 23	7.43	
24	28	48+55.00	19.50	RT	MANHOLES 6-A-S	924.96	918.36	6.60'	0.00'	23-24 IN 24-25 OUT	W E	SSPRC CLASS IV 24-INCH SSPRC CLASS IV 24-INCH	918.36 918.36	FROM STR: 23 TO STR: 25	120.05 18.57	CURB FLOWLINE OFFSET FROM CENTER OF STRUCTURE. FLAT TOP COVER REQD. ROTATE TO MATCH CURB.
25	28	48+73.57	19.50	RT	MANHOLES 8-A-S	924.88	915.11	9.77'	0.00'	25.1-25 IN 32-25 IN 24-25 IN 25-26 OUT	S E W N	SSPRC CLASS III 60-INCH SSPRC CLASS IV 24-INCH SSPRC CLASS IV 24-INCH SSPRC CLASS III 60-INCH	915.11 918.00 918.00 915.11	FROM STR: 25.1 FROM STR: 32 FROM STR: 24 TO STR: 26	36.21 195.47 18.57 40.79	CURB FLOWLINE OFFSET FROM CENTER OF STRUCTURE. FLAT TOP COVER REQD. ROTATE TO MATCH CURB.
25.1	28	48+66.46	55.00	RT	APRON ENDWALLS FOR CPRC 60-INCH					25.1-25 OUT	N	SSPRC CLASS III 60-INCH	915.27	TO STR: 25	36.21	PIPE GRATE REQUIRED
26	28	48+81.58	-20.50	LT	MANHOLES 8-J	925.08	914.92	10.16'	0.00'	25-26 IN 26.2-26 IN 26.1-26 IN 26-26.3 OUT	S E W N	SSPRC CLASS III 60-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS III 60-INCH	914.92 920.21 920.18 914.92	FROM STR: 25 FROM STR: 26.2 FROM STR: 26.1 TO STR: 26.3	40.79 13.46 9.63 14.79	ROTATE COVER TO ALLOW CASTING TO BE LOCATED WITHIN ROADWAY
26.1	28	48+72.00	-21.50	LT	INLETS 2X3-H-S	924.88	920.38	4.50'	0.00'	26.1-26 OUT	E	SSPRC CLASS IV 15-INCH	920.38	TO STR: 26	9.63	
26.2	28	48+95.00	-21.50	LT	INLETS 2X3-HC	924.98	920.48	4.50'	0.00'	26.2-26 OUT	W	SSPRC CLASS IV 15-INCH	920.48	TO STR: 26	13.46	
26.3	28	48+84.48	-35.00	LT	CONNECT TO CITY PORTION					26-26.3 IN	S	SSPRC CLASS III 60-INCH	914.86	FROM STR: 26	14.79	
30	28	51+89.00	16.00	RT	MANHOLES 6-J	936.53	931.03	5.50'	0.00'	30.1-30 IN 30-31 OUT	N W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	932.12 931.03	FROM STR: 30.1 TO STR: 31	37.90 59.00	
30.1	28	51+94.48	-21.50	LT	INLETS 2X3-H	937.00	932.50	4.50'	0.00'	30.1-30 OUT	S	SSPRC CLASS IV 15-INCH	932.50	TO STR: 30	37.90	
31	28	51+30.00	16.00	RT	MANHOLES 6-J	934.06	928.06	6.00'	0.00'	30-31 IN 31.1-31 IN 31-32 OUT	E SE W	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 24-INCH	928.56 929.40 928.06	FROM STR: 30 FROM STR: 31.1 TO STR: 32	59.00 7.11 61.00	
31.1	28	51+34.50	21.50	RT	INLETS 2X3-H	933.97	929.47	4.50'	0.00'	31.1-31 OUT	NW	SSPRC CLASS IV 15-INCH	929.47	TO STR: 31	7.11	
32	28	50+69.00	16.00	RT	MANHOLES 6-J	931.42	925.17	6.25'	0.00'	31-32 IN 32.3-32 IN 32.1-32 IN 32-25 OUT	E S N W	SSPRC CLASS IV 24-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 24-INCH	925.17 926.15 926.26 925.17	FROM STR: 31 FROM STR: 32.3 FROM STR: 32.1 TO STR: 25	61.00 27.71 37.50 195.47	
32.1	28	50+69.00	-21.50	LT	INLETS 2X3-H	931.13	926.63	4.50'	0.00'	32.1-32 OUT	S	SSPRC CLASS IV 15-INCH	926.63	TO STR: 32	37.50	
32.2	ALI - OAK	9+39.17	17.24	RT	INLETS 2X3-H-S	932.05	927.94	4.11'	0.00'	32.2-32.3 OUT	NW	SSPRC CLASS IV 15-INCH	927.94	TO STR: 32.3	40.40	
32.3	ALI - OAK	9+56.60	-19.21	LT	INLETS 2X3-H	930.93	926.43	4.50'	0.00'	32.2-32.3 IN 32.3-32 OUT	SE N	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	926.43 926.43	FROM STR: 32.2 TO STR: 32	40.40 27.71	

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4. STATION/ OFFSET OF STORM SEWER STRUCTURES ARE TO THE CENTER OF STRUCTURE EXCEPT FOR CONCRETE APRON ENDWALLS WHICH ARE TO PIPE END.

SHEET PREPARED BY GREMMER & ASSOCIATES, INC.

2

STORM SEWER STRUCTURE DATA

STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET	LOCATION	TYPE	RIM/GRATE ELEVATION	INVERT ELEVATION	TOTAL DEPTH	SUMP DEPTH	CONNECTING PIPES	DIRECTION	SIZE & TYPE	INVERT	ROUTE	LENGTH	REMARKS
40	28	54+50.00	16.63	RT	MANHOLES 6-J	936.83	930.58	6.25'	0.00'	40.2-40 IN 40.3-40 IN 40-41 OUT	N W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 24-INCH	932.28 932.23 930.58	FROM STR: 40.2 FROM STR: 40.3 TO STR: 41	39.08 18.97 41.76	
40.2	28	54+49.24	-22.44	LT	INLETS 2X3-H	937.36	932.86	4.50'	0.00'	40.2-40 OUT	S	SSPRC CLASS IV 15-INCH	932.86	TO STR: 40	39.08	
40.3	28	54+32.50	21.50	RT	INLETS 2X3-H	936.92	932.42	4.50'	0.00'	40.3-40 OUT	E	SSPRC CLASS IV 15-INCH	932.42	TO STR: 40	18.97	
41	28	54+91.72	18.31	RT	MANHOLES 6-J	935.95	927.45	8.51'	0.00'	41.3-41 IN 41.2-41 IN 40-41 IN 41-42 OUT	S N W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH SSPRC CLASS IV 24-INCH SSPRC CLASS IV 24-INCH	927.68 930.85 929.70 927.45	FROM STR: 41.3 FROM STR: 41.2 FROM STR: 40 TO STR: 42	21.74 58.94 41.76 327.51	
41.1	28	55+02.81	-47.62	LT	CONCRETE COLLAR					41.1-41.2 OUT	S	SSPRC CLASS IV 12-INCH	933.67	TO STR: 41.2	8.00	
41.2	ALI - WALNUT	10+40.22	20.79	RT	INLETS 4-H	936.51	931.79	4.72'	0.00'	41.1-41.2 IN 41.4-41.2 IN 41.2-41 OUT	N W S	SSPRC CLASS IV 12-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	932.80 932.04 931.79	FROM STR: 41.1 FROM STR: 41.4 TO STR: 41	8.00 41.40 58.94	
41.3	ALI - WALNUT	9+60.24	12.87	RT	CONCRETE COLLAR					41.3-41 OUT	N	SSPRC CLASS IV 15-INCH	927.90	TO STR: 41	21.74	
41.4	ALI - WALNUT	10+40.30	-20.61	LT	INLETS 2X3-H	938.03	933.53	4.50'	0.00'	41.4-41.2 OUT	E	SSPRC CLASS IV 15-INCH	933.53	TO STR: 41.2	41.40	
42	28	58+20.00	20.00	RT	MANHOLES 6-J	932.15	925.38	6.77'	0.00'	41-42 IN 42.4-42 IN 42.1-42 IN 42-43A OUT	W SW N E	SSPRC CLASS IV 24-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 30-INCH	925.38 926.66 926.79 925.38	FROM STR: 41 FROM STR: 42.4 FROM STR: 42.1 TO STR: 43A	327.51 7.43 37.98 70.00	
42.1	28	58+14.00	-17.50	LT	INLETS 2X3-H-S	931.67	927.17	4.50'	0.00'	42.2-42.1 IN 42.1-42 OUT	W S	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	927.17 927.17	FROM STR: 42.2 TO STR: 42	34.00 37.98	
42.2	28	57+80.00	-17.50	LT	INLETS 2X3-H	931.77	927.51	4.26'	0.00'	42.2-42.1 OUT	E	SSPRC CLASS IV 15-INCH	927.51	TO STR: 42.1	34.00	
42.3	28	57+75.50	25.50	RT	INLETS 2X3-H-S	931.63	927.13	4.50'	0.00'	42.3-42.4 OUT	E	SSPRC CLASS IV 15-INCH	927.13	TO STR: 42.4	39.50	
42.4	28	58+15.00	25.50	RT	INLETS 2X3-H	931.89	926.74	5.15'	0.00'	42.3-42.4 IN 42.4-42 OUT	W NE	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	926.74 926.74	FROM STR: 42.3 TO STR: 42	39.50 7.43	
43	28	59+32.00	20.00	RT	MANHOLES 6-J	933.68	924.60	9.08'	0.00'	43A-43 IN 43.1-43 IN 43.2-43 IN 43-44 OUT	W N SW E	SSPRC CLASS IV 30-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 30-INCH	924.60 927.81 928.91 924.60	FROM STR: 43A FROM STR: 43.1 FROM STR: 43.2 TO STR: 44	42.00 37.83 7.43 309.30	
43.1	28	59+27.00	-17.50	LT	INLETS 2X3-H	932.69	928.19	4.50'	0.00'	43.1-43 OUT	S	SSPRC CLASS IV 15-INCH	928.19	TO STR: 43	37.83	
43.2	28	59+27.00	25.50	RT	INLETS 2X3-H	933.49	928.99	4.50'	0.00'	43.2-43 OUT	NE	SSPRC CLASS IV 15-INCH	928.99	TO STR: 43	7.43	
43A	28	58+90.00	20.00	RT	MANHOLES 6-J	933.11	924.89	8.22'	0.00'	42-43A IN 60-43A IN 43A-43 OUT	W S E	SSPRC CLASS IV 30-INCH SSPRC CLASS IV 24-INCH SSPRC CLASS IV 30-INCH	924.89 924.89 924.89	FROM STR: 42 FROM STR: 60 TO STR: 43	70.00 23.69 42.00	
44	28	62+42.52	20.43	RT	MANHOLES 6-J	930.91	922.43	8.48'	0.00'	43-44 IN 44.1-44 IN 44.2-44 IN 44-45 OUT	W N S E	SSPRC CLASS IV 30-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 30-INCH	922.43 925.64 926.07 922.43	FROM STR: 43 FROM STR: 44.1 FROM STR: 44.2 TO STR: 45	309.30 38.02 7.50 62.48	
44.1	28	62+40.26	-17.52	LT	INLETS 2X3-H	930.52	926.02	4.50'	0.00'	44.1-44 OUT	S	SSPRC CLASS IV 15-INCH	926.02	TO STR: 44	38.02	
44.2	28	62+42.91	27.92	RT	INLETS 2X3-H	930.65	926.15	4.50'	0.00'	44.2-44 OUT	N	SSPRC CLASS IV 15-INCH	926.15	TO STR: 44	7.50	
45	28	63+05.00	21.00	RT	MANHOLES 6-J	928.98	921.56	7.42'	0.00'	44-45 IN 70-45 IN 45-46 OUT	W S E	SSPRC CLASS IV 30-INCH SSPRC CLASS IV 18-INCH SSPRC CLASS IV 36-INCH	921.99 923.45 921.56	FROM STR: 44 FROM STR: 70 TO STR: 46	62.48 24.80 251.24	
46	28	65+55.00	24.00	RT	MANHOLES 6-J	921.67	915.28	6.39'	0.00'	45-46 IN 46.2-46 IN 46.1-46 IN 46-47 OUT	W S N E	SSPRC CLASS IV 36-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 36-INCH	915.28 916.88 915.94 915.28	FROM STR: 45 FROM STR: 46.2 FROM STR: 46.1 TO STR: 47	251.24 18.27 51.69 39.71	
46.1	28	65+72.87	-24.50	LT	INLETS 2X3-H	920.67	916.46	4.21'	0.00'	46.1-46 OUT	S	SSPRC CLASS IV 15-INCH	916.46	TO STR: 46	51.69	
46.2	28	65+49.30	41.36	RT	INLETS 2X3-H	921.56	917.06	4.51'	0.00'	46.3-46.2 IN 46.2-46 OUT	W N	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	917.06 917.06	FROM STR: 46.3 TO STR: 46	29.12 18.27	
46.3	28	65+21.00	34.50	RT	INLETS 2X3-H	921.60	917.35	4.25'	0.00'	46.3-46.2 OUT	E	SSPRC CLASS IV 15-INCH	917.35	TO STR: 46.2	29.12	

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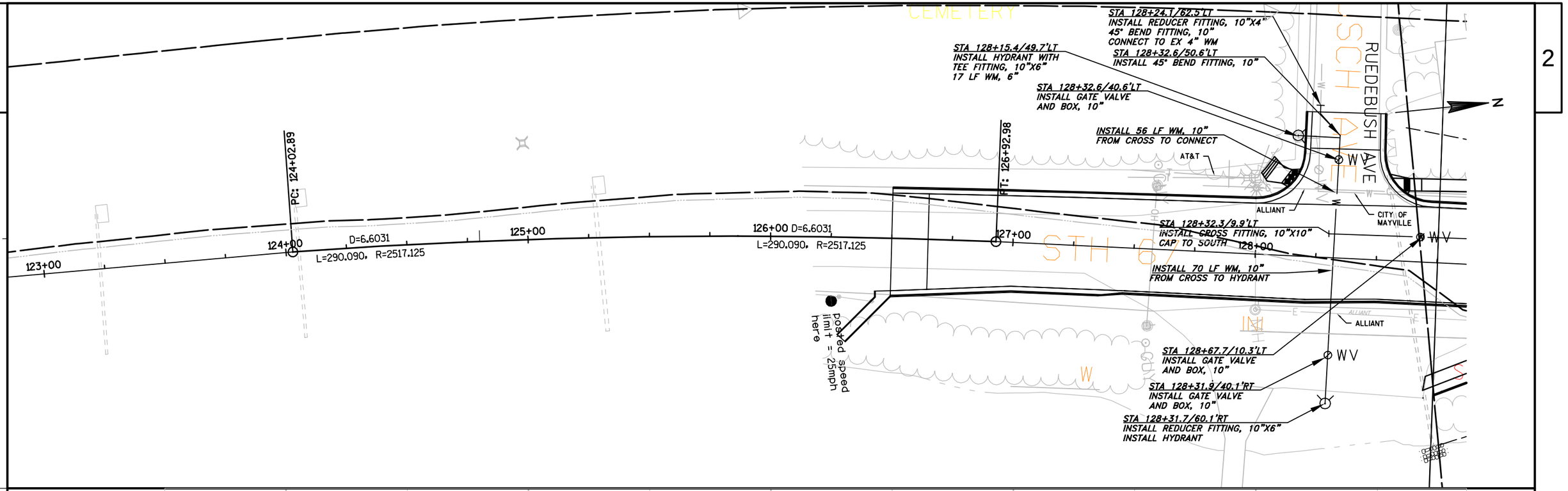
SHEET PREPARED BY GREMMER & ASSOCIATES, INC.

STORM SEWER STRUCTURE DATA

STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET	LOCATION	TYPE	RIM/GRATE ELEVATION	INVERT ELEVATION	TOTAL DEPTH	SUMP DEPTH	CONNECTING PIPES	DIRECTION	SIZE & TYPE	INVERT	ROUTE	LENGTH	REMARKS
47	28	65+94.40	28.99	RT	MANHOLES 6-J	921.10	914.29	6.81'	0.00'	46-47 IN 47-48 OUT 47-47.1 OUT	W E N	SSPRC CLASS IV 36-INCH SSPRC CLASS IV 36-INCH SSPRC CLASS IV 15-INCH	914.29 914.29 917.30	FROM STR: 46 TO STR: 48 TO STR: 47.1	39.71 37.50 8.00	
47.1	28	65+94.68	21.00	RT	CONCRETE COLLAR					47-47.1 IN	S	SSPRC CLASS IV 15-INCH	917.08	FROM STR: 47	8.00	
48	67	141+77.99	16.50	RT	MANHOLES 6-J	920.55	913.43	7.13'	0.00'	47-48 IN 48.3-48 IN 48-49 OUT	W S E	SSPRC CLASS IV 36-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 36-INCH	913.43 915.22 913.43	FROM STR: 47 FROM STR: 48.3 TO STR: 49	37.50 28.00 141.88	
48.1	67	141+02.00	-24.50	LT	INLETS 2X3-H-S	920.89	916.39	4.50'	0.00'	48.1-48.2 OUT	E	SSPRC CLASS IV 15-INCH	916.39	TO STR: 48.2	41.00	
48.2	67	141+02.00	16.50	RT	INLETS 2X3-H	921.20	915.98	5.22'	0.00'	48.1-48.2 IN 48.2-48.3 OUT	W N	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	915.98 915.98	FROM STR: 48.1 TO STR: 48.3	41.00 47.99	
48.3	67	141+49.99	16.50	RT	INLETS 2X3-H	920.71	915.50	5.21'	0.00'	48.2-48.3 IN 48.3-48 OUT	S N	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	915.50 915.50	FROM STR: 48.2 TO STR: 48	47.99 28.00	
49	ALI - MICHAEL WENDLING	11+58.03	-5.90	LT	MANHOLES 6-J	917.69	910.94	6.75'	0.00'	48-49 IN 49.1-49 IN 49-50 OUT	W S E	SSPRC CLASS IV 36-INCH SSPRC CLASS IV 12-INCH SSPRC CLASS IV 36-INCH	910.94 912.30 910.94	FROM STR: 48 FROM STR: 49.1 TO STR: 50	141.88 7.89 48.01	
49.1	ALI - MICHAEL WENDLING	11+57.70	1.99	RT	CONCRETE COLLAR					49.1-49 OUT	N	SSPRC CLASS IV 12-INCH	912.69	TO STR: 49	7.89	
50	ALI - MICHAEL WENDLING	12+05.99	-8.18	LT	MANHOLES 6-C	916.35	910.22	6.13'	0.00'	49-50 IN 50-51 OUT	W NE	SSPRC CLASS IV 36-INCH SSPRC CLASS IV 36-INCH	910.22 910.22	FROM STR: 49 TO STR: 51	48.01 119.38	
51	ALI - MICHAEL WENDLING	12+53.49	-117.70	LT	MANHOLES 6-J	915.25	908.43	6.81'	0.00'	50-51 IN 51-52 OUT	SW E	SSPRC CLASS IV 36-INCH SSPRC CLASS IV 36-INCH	908.43 908.43	FROM STR: 50 TO STR: 52	119.38 21.65	
52	ALI - MICHAEL WENDLING	12+74.48	-123.04	LT	APRON ENDWALLS FOR CPRC 36-INCH					51-52 IN	W	SSPRC CLASS IV 36-INCH	908.00	FROM STR: 51	21.65	PIPE GRATE REQUIRED
60	ALI - JOHN	9+57.80	6.92	RT	MANHOLES 5-J	933.21	925.55	7.65'	0.00'	60.1-60 IN 60.2-60 IN 60.3-60 IN 60-43A OUT	W E S N	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH SSPRC CLASS IV 24-INCH	927.60 928.33 925.80 925.55	FROM STR: 60.1 FROM STR: 60.2 FROM STR: 60.3 TO STR: 43A	25.81 14.71 5.99 23.69	
60.1	ALI - JOHN	9+54.60	-18.69	LT	INLETS 2X3-H	932.36	927.86	4.50'	0.00'	60.1-60 OUT	E	SSPRC CLASS IV 15-INCH	927.86	TO STR: 60	25.81	
60.2	ALI - JOHN	9+57.80	21.63	RT	INLETS 2X3-H-S	932.98	928.48	4.50'	0.00'	60.2-60 OUT	W	SSPRC CLASS IV 15-INCH	928.48	TO STR: 60	14.71	
60.3	ALI - JOHN	9+51.81	6.93	RT	CONCRETE COLLAR					60.3-60 OUT	N	SSPRC CLASS IV 18-INCH	925.98	TO STR: 60	5.99	
70	ALI-SCHOOL	9+53.25	14.07	RT	MANHOLES 5-J	929.36	923.70	5.66'	0.00'	70.1-70 IN 70.3-70 IN 70.4-70 IN 70-45 OUT	S W E N	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	926.24 924.91 924.40 923.70	FROM STR: 70.1 FROM STR: 70.3 FROM STR: 70.4 TO STR: 45	4.79 33.38 5.38 24.80	
70.1	ALI-SCHOOL	9+48.46	14.07	RT	CONCRETE COLLAR					70.1-70 OUT	N	SSPRC CLASS IV 15-INCH	926.34	TO STR: 70	4.79	
70.2	ALI-SCHOOL	9+50.00	-28.40	LT	CONCRETE COLLAR					70.2-70.3 OUT	E	SSPRC CLASS IV 12-INCH	927.41	TO STR: 70.3	9.26	
70.3	ALI-SCHOOL	9+50.00	-19.14	LT	INLETS 2X3-H-S	930.41	925.91	4.50'	0.00'	70.2-70.3 IN 70.5-70.3 IN 70.3-70 OUT	W N E	SSPRC CLASS IV 12-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	927.09 925.91 925.91	FROM STR: 70.2 FROM STR: 70.5 TO STR: 70	9.26 16.13 33.38	
70.4	ALI-SCHOOL	9+52.74	19.43	RT	INLETS 2X3-H	928.96	924.46	4.50'	0.00'	70.4-70 OUT	W	SSPRC CLASS IV 15-INCH	924.46	TO STR: 70	5.38	
70.5	ALI-SCHOOL	9+65.63	-23.12	LT	INLETS 2X3-H-S	930.19	926.07	4.12'	0.00'	70.5-70.3 OUT	S	SSPRC CLASS IV 15-INCH	926.07	TO STR: 70.3	16.13	

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SHEET PREPARED BY GREMMER & ASSOCIATES, INC.



PROJECT NO: 3021-02-74	HWY: STH 67	COUNTY: DODGE	PLAN: SANITARY SEWER AND WATER	SHEET	E

FILE NAME : M:\TOWNS\MAYVILLE\STH28-67 PROJECT\DWG\KUNKEL-17.DWG PLOT DATE : 7/18/2017 1:31 PM PLOT BY : ALEX WILLIAMS PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

347 MAIN ST

347 MAIN ST

347 MAIN ST

339 MAIN ST

331 MAIN ST

331 MAIN ST

STA 129+62.1/8.7'LT
INSTALL 11.25° BEND FITTING, 10"

INSTALL 131 LF WM, 10"
FROM CROSS TO BEND

EX MH F12 TO BE ABANDONED
RECONNECT SEWER LATERALS
TO WYES ON MAIN

PC 129+05.05

REPLACE EXISTING SIDEWALK

EXISTING R/W 6"
BEHIND BACK OF
SIDEWALK

PT 130+93.75

INSTALL 412 LF WM, 10"
FROM BEND TO BEND

STA 132+97.3/20.7'LT
INSTALL GATE VALVE
AND BOX, 4"

STA 132+82.1/12.7'LT
INSTALL GATE VALVE
AND BOX, 10"

STA 132+94.3/43.5'LT
INSTALL 30 LF SAN SEWER, 6"
CONNECT TO EX MH

STA 132+97.04/12.25'RT
INSTALL TEE FITTING, 10"X4"
INSTALL 17 LF WM, 4"
CONNECT TO EXISTING WATERMAIN

PC 133+39.62

ALLIANT

CITY OF MAYVILLE

7.9%

INL

MH

WV

HYDRANT

129+00

130+00

131+00

132+00

133+00

134+00

N9° 23' 15"W

INSTALL 400 LF SAN SEWER, 8"

ROADWAY FOOTPRINT REMAINS THE SAME

STA 129+75.00/3.0'LT
REPLACE SAN MH F-12
INSTALL 30 LF 8" SAN SEWER TO E

STA 132+93.1/4.4'LT
INSTALL TEE FITTING, 8"X6"
(CHECK EXISTING CHEESE PLANT
SEWER FOR FITTING)

ALLIANT
INSTALL FM, 6" STUB TO MAIN

EX 4" ABANDONED SAN FORCEMAIN

SAN
RECENT 4"
SAN FORCEMAIN

SIXTEEN

INSTALL 30 LF
SAN SEWER, 8" @ -0.30%

INSTALL 12 LF
SAN FORCEMAIN, 4"
AND CONNECT TO EXISTING

STA 129+75/27'RT INSTALL
SAN MH F-12A
RIM : 921.00
8" W 916.14

BACK OF SIDEWALK
WILL VARY FROM 6'
TO 12' FROM BOC

EXISTING 12" STORM SEWER

STA 133+35.6/28.8'LT
INSTALL HYDRANT WITH
TEE FITTING, 10"X6"
18 LF WM, 6"

STA 133+76.5/10.9'LT
INSTALL 11.25° BEND FITTING, 10"

STA 133+75.00/3.0'LT
INSTALL SAN MH F-11A

N

940

930

920

910

STA 129+75.00
INSTALL SAN MH

RIM 921.26
8" N 915.96
8" E 916.06

EXISTING SAN. MANHOLE
RIM 921.56
4"FM SE 917.92
6" SW 917.51
4" W 920.45
10" N 916.10

INSTALL 400 LF
SAN SEWER, 8" @ -0.30%

INSTALL 412 LF WM, 10"
MAINTAIN 6.5' MIN COVER

EXISTING 4-INCH WATERMAIN

EXISTING 10-INCH SANITARY

INSTALL 131 LF WM, 10"
MAINTAIN 6.5' MIN COVER
MAINTAIN 6" BELOW SAN
TO ALLOW FOR SERVICES

STA 133+75.00
INSTALL SAN MH

RIM 923.36
8" N 914.66
8" S 914.76

129+00

130+00

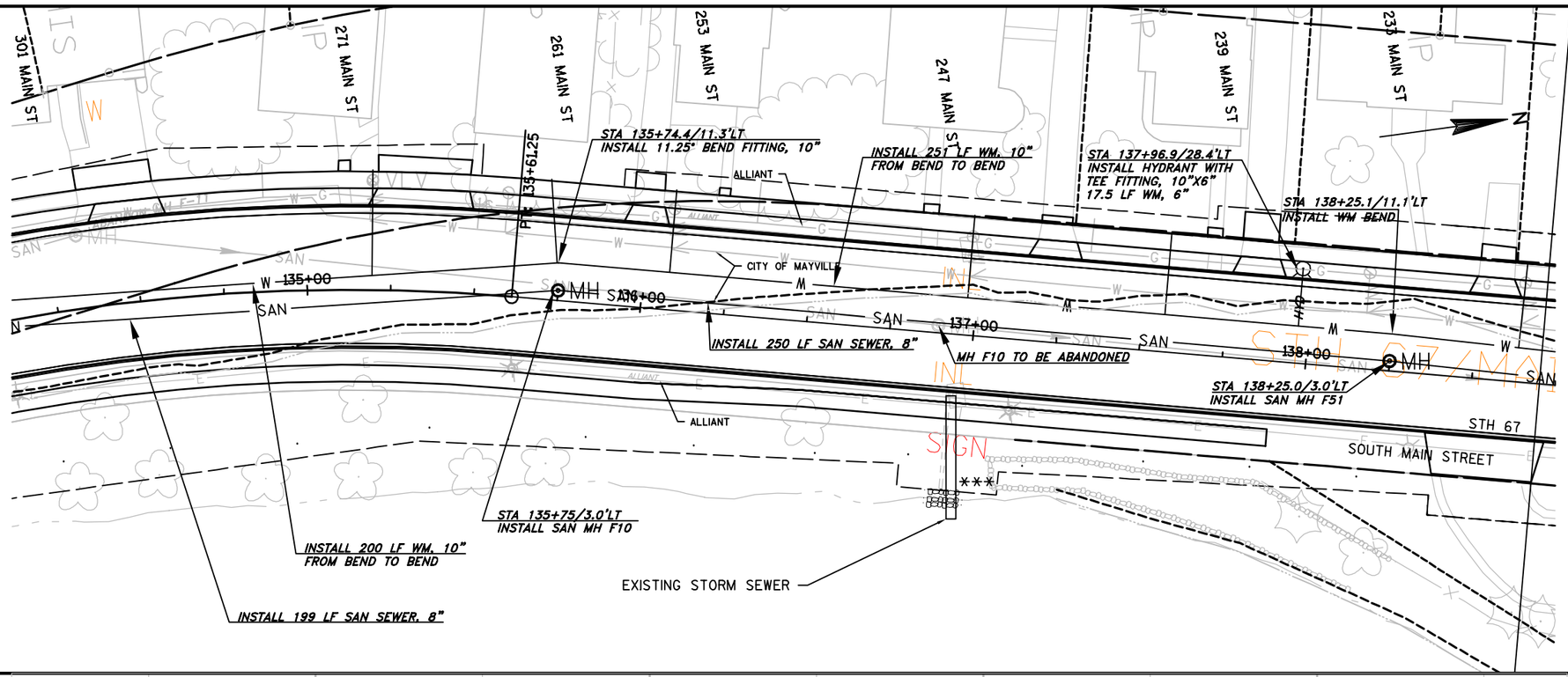
131+00

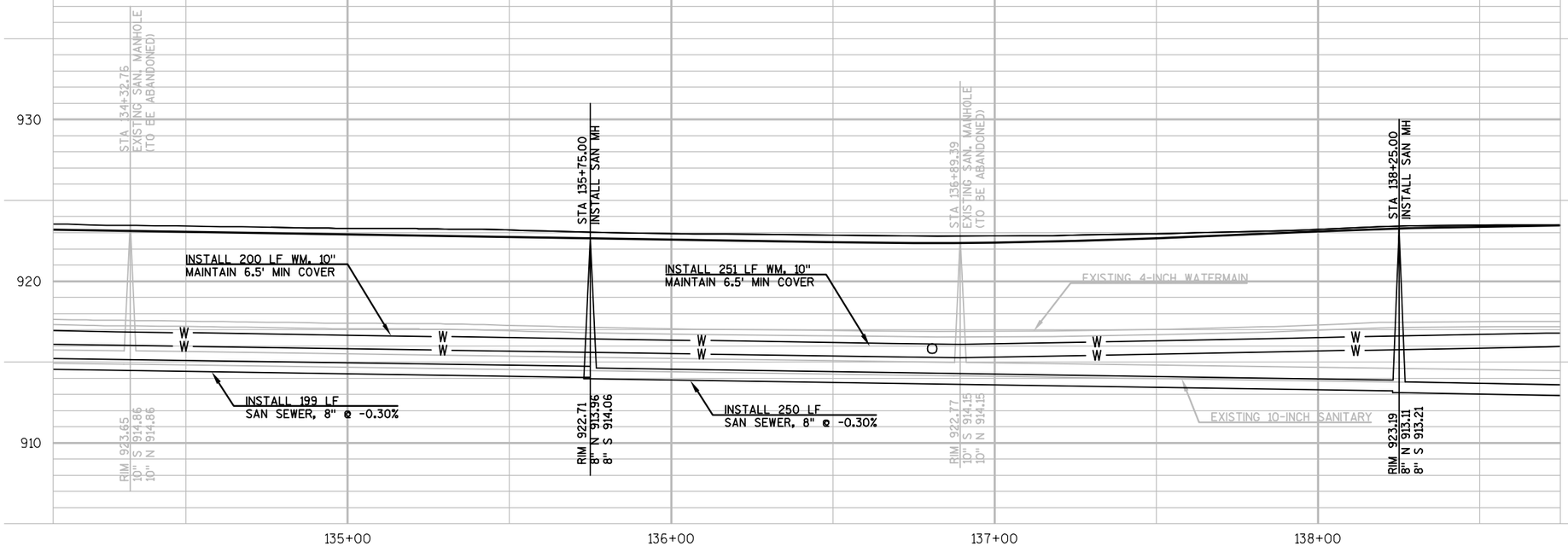
132+00

133+00

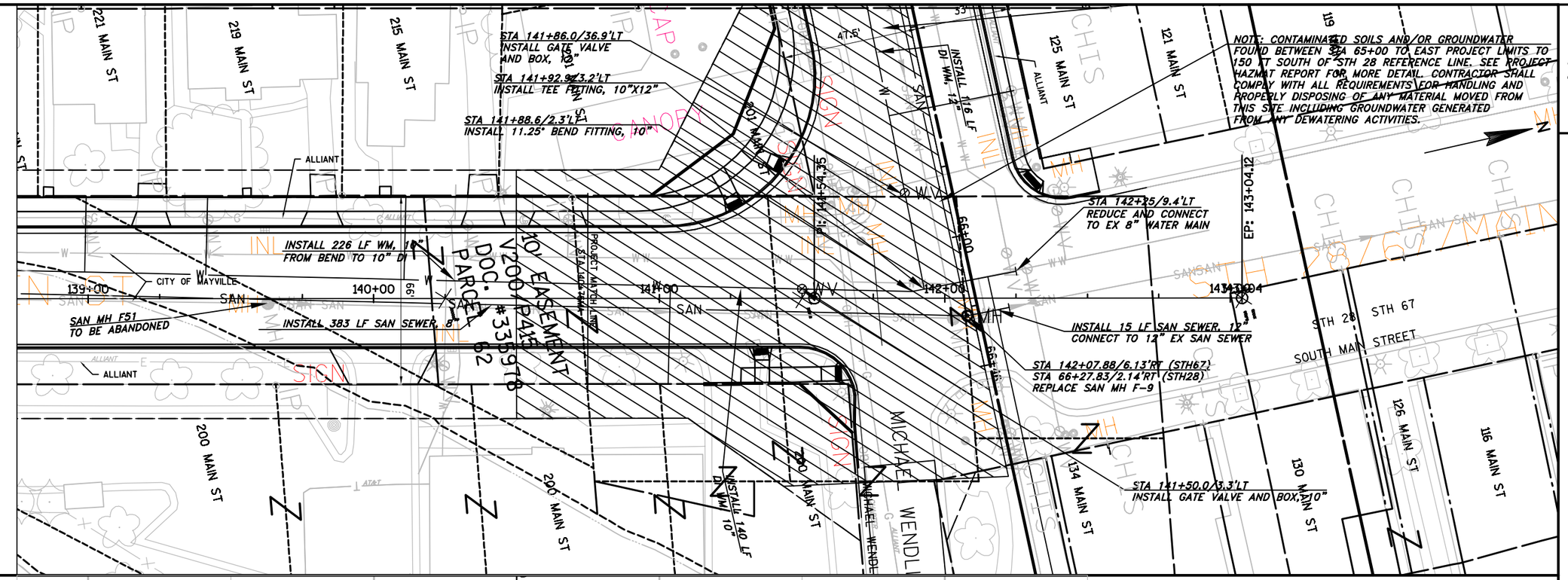
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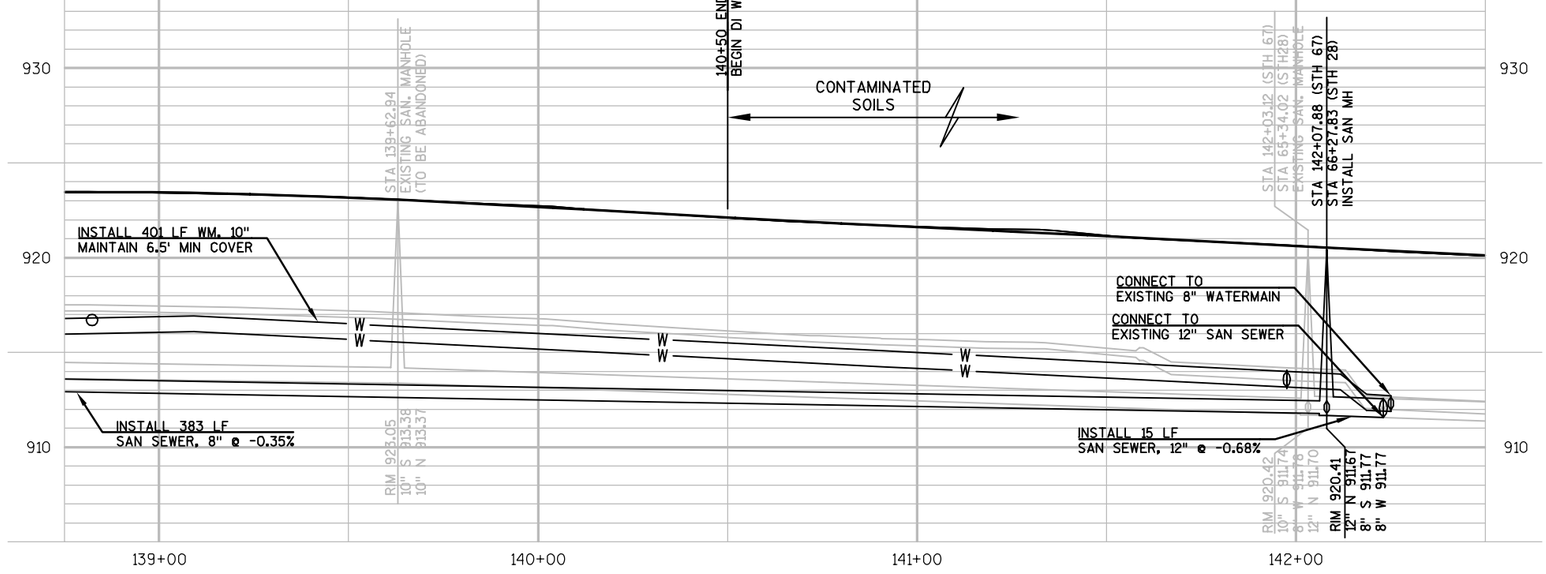
PROJECT NO: 3021-02-74	HWY: STH 67	COUNTY: DODGE	PLAN: SANITARY SEWER AND WATER	SHEET	E





PROJECT NO: 3021-02-74	HWY: STH 67	COUNTY: DODGE	PLAN: SANITARY SEWER AND WATER	SHEET	E





PROJECT NO: 3021-02-74	HWY: STH 67	COUNTY: DODGE	PLAN: SANITARY SEWER AND WATER	SHEET	E

NOTE: CONTAMINATED SOILS AND/OR GROUNDWATER FOUND BETWEEN STA 34+30 TO STA 35+00 FROM REFERENCE LINE TO LEFT PROJECT LIMITS AND BETWEEN STA 33+50 TO STA 37+50 FROM REFERENCE LINE TO RIGHT PROJECT LIMITS. SEE PROJECT HAZMAT REPORT FOR MORE DETAIL. CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS FOR HANDLING AND PROPERLY DISPOSING OF ANY MATERIAL MOVED FROM THIS SITE INCLUDING GROUNDWATER GENERATED FROM ANY DEWATERING ACTIVITIES.

LOCATIONS OF EXISTING SEWER SERVICE LATERALS ARE ASSUMED TO BE NEAR TO WATER SERVICE LATERALS AS A GUIDE TO ESTABLISH A CONTRACT QUANTITY.

1020 HORICON ST
914 HORICON ST
930 HORICON ST
922 HORICON ST
912 HORICON ST
935 HORICON ST
925 HORICON ST
205 CLARK ST
CLARK ST
STH 28
ALLIANT CHARTER
AT&T
ALLIANT
CHARTER
CITY OF MAYVILLE
SIGN
FILLER CAP
INL
MH
W
SAN
OH
G
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GUY
32+00
33+00
34+00
35+00
36+00
37+00
38+00.00

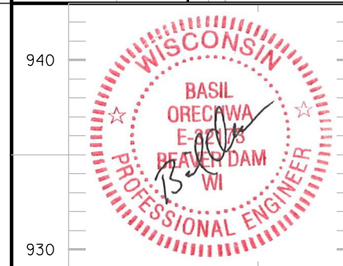
STA 35+17.2/7.9'LT
CONNECT TO EX 12" WM
REMOVE EXISTING TEE FITTING
12" GATE VALVE AND BOX TO REMAIN

INSTALL 135 LF SAN SEWER, 8"

STA 35+33.5/0.5'RT
INSTALL SAN MH I-39A
CONNECT TO EXISTING 8" SAN SEWER

INSTALL 397 LF WM, 12"
FROM CONNECT TO BEND

STA 36+68.0/4.0'RT
REPLACE SAN MH I-40



11/10/2017
SANITARY SEWER AND
WATER PLAN AND DETAILS

940
930
920
910

STA 33+98.55
EXISTING SAN. MANHOLE
RIM 925.30
8" W 915.36
8" (DROP) E 915.56
8" E 918.10

STA 34+27.59
EXISTING SAN. MANHOLE
RIM 926.07
8" E 919.23
S 919.13
8" NE 919.13

EXISTING 8-INCH SANITARY
EXISTING 12-INCH WATERMAIN
EXISTING 4-INCH WATERMAIN
EXISTING 12-INCH WATERMAIN
CONNECT TO EXITING 12" WATERMAIN

STA 35+33.50
INSTALL SAN MH
CONNECT TO EXISTING
8" SAN. SEWER
RIM 930.06
8" E 923.66
8" W 923.66

INSTALL 135 LF
SAN SEWER, 8" @ 2.56%

STA 36+65.54
EXISTING SAN MANHOLE
RIM 935.30
8" E 929.22
8" W 929.17

STA 36+68.0
INSTALL SAN MH
RIM 935.24
8" E 927.21
8" W 927.11

INSTALL 233 LF
SAN SEWER, 8" @ 3.35%

INSTALL 397 LF WM, 12"
MAINTAIN 6' MIN COVER

EXISTING 8-INCH SANITARY
EXISTING
EXISTING

33+00
34+00
35+00
36+00
37+00
38+00

PROJECT NO: 3270-02-72	HWY: STH 28	COUNTY: DODGE	PLAN: SANITARY SEWER AND WATER	SHEET	E

2

904 HORICON ST

800 HORICON ST

800 HORICON ST

EWALD SCHULTZ RD

38+00.00

44+00.00

STA 39+09.0/16.0'LT
INSTALL TEE FITTING, 12"X8"

STA 38+91.6/56.7'LT
INSTALL 45° BEND FITTING, 8"
INSTALL REDUCER FITTING, 8"X6"
CONNECT TO EX 6" WM

INSTALL 48 LF 8" WM
FROM TEE TO CONNECT

STA 39+09.0/38.0'LT
INSTALL 45° BEND FITTING, 8"

STA 39+09.0/33.5'LT
INSTALL GATE VALVE AND BOX, 8"

LOCATIONS OF EXISTING SEWER SERVICE LATERALS ARE ASSUMED TO BE NEAR TO WATER SERVICE LATERALS AS A GUIDE TO ESTABLISH A CONTRACT QUANTITY.

STA 41+43.0/4.0'LT
REPLACE SAN MH I-42

INSTALL 177 LF SAN SEWER, 8"

STA 42+94.5/4.0LT
REPLACE SAN MH I-43

INSTALL 233 LF SAN SEWER, 8"

STA 39+14.0/16.0'LT
INSTALL 45° BEND FITTING, 12"

INSTALL 242 LF SAN SEWER, 8"

STA 39+01.0/4.0'LT
REPLACE SAN MH I-41

STA 39+43/4.0'RT
INSTALL GATE VALVE AND BOX, 12"

INSTALL 494 LF WM, 12"
FROM VALVE TO TEE

STA 39+53/20.5'RT
INSTALL HYDRANT WITH TEE FITTING, 12"X6"
16.5 LF WM, 6"

INSTALL 42 LF WM, 12"
FROM BEND TO VALVE

STA 39+34/4.0'RT
INSTALL 45° BEND FITTING, 12"

HORICON ST
DODGE COUNTY HIGHWAY

STH 28/HORICON ST

ALLIANT CHARTER

CITY OF MAYVILLE

AT&T

ALLIANT

815 HORICON ST

801 HORICON ST

723 HORICON ST

960
950
940
930

STA 39+01.26
EXISTING SAN. MANHOLE

STA 39+01.0
INSTALL SAN MH

STA 41+43.54
EXISTING SAN. MANHOLE

STA 41+43.0
INSTALL SAN MH

STA 43+20.0
INSTALL SAN MH

STA 43+09.52
EXISTING SAN. MANHOLE

EXISTING 10-INCH WATERMAIN

EXISTING 8-INCH SANITARY

INSTALL 242 LF
SAN SEWER, 8" @ 3.35%

INSTALL 42 LF WM, 12"
MAINTAIN 6.5' MIN COVER

INSTALL 494 LF WM, 12"
MAINTAIN 6" BELOW SAN
TO ALLOW FOR SERVICES

INSTALL 494 LF WM, 12"
MAINTAIN 6.5' MIN COVER
MAINTAIN 6" BELOW SAN
TO ALLOW FOR SERVICES

INSTALL 177 LF
SAN SEWER, 8" @ 1.31%

RIM 943.32
8" E 936.85
8" W 936.62

RIM 942.89
8" E 935.11
8" W 935.01

RIM 950.47
8" E 943.57
8" W 943.57

RIM 950.18
8" E 943.32
8" W 943.22

RIM 953.87
6" N 941.83
8" W 941.73

RIM 955.07
8" NE 949.17
8" W 949.11

39+00
40+00
41+00
42+00
43+00
44+00

PROJECT NO: 3270-02-72	HWY: STH 28	COUNTY: DODGE	PLAN: SANITARY SEWER AND WATER	SHEET	E

FILE NAME : M:\TOWNS\MAYVILLE\STH28-67 PROJECT\DWG\KUNKEL-17.DWG PLOT DATE : 7/18/2017 1:31 PM PLOT BY : ALEX WILLIAMS PLOT NAME : PLOT SCALE : 1" = 20' H 4' V

STA 44+38.2/30.8'LT
CONNECT TO EXISTING 8" WM

624 HORICON ST

INSTALL 37 LF WM, 8" FROM TEE TO CONNECT

STA 45+87.0/8.0'RT
INSTALL TEE FITTING, 12"X8"

LOCATIONS OF EXISTING SEWER SERVICE LATERALS ARE ASSUMED TO BE NEAR TO WATER SERVICE LATERALS AS A GUIDE TO ESTABLISH A CONTRACT QUANTITY.

INSTALL 327 LF SAN SEWER, 8", SDR-18

616 HORICON ST

AT&T

ALLIANT

ALLIANT CHARTER

STA 44+95 C/L
REPLACE SAN MH G24

CITY OF MAYVILLE

EX MH G18
TO BE ABANDONED

STA 44+50.2/7.0' RT
INSTALL GATE VALVE AND BOX, 12"

INSTALL 150 LF WM, 12" FROM TEE TO TEE

STA 44+36.8/6.5'RT
INSTALL TEE FITTING, 12"X8"

STA 45+87.0/32.0'RT
INSTALL GATE VALVE AND BOX, 8"

615 HORICON ST

INSTALL 39 LF WM, 8" FROM TEE TO CONNECT

STA 45+87.0/37.0'RT
INSTALL 45° BEND FITTING, 8"

STA 45+81.8/42.1'RT
INSTALL 45° BEND FITTING, 8" AND CONNECT TO EX 8" WM

709 HORICON ST

INSTALL 223 LF WM, 12" FROM TEE TO 2ND VALVE

STA 46+37.0/24.5'RT
INSTALL HYDRANT WITH TEE FITTING, 12"X6"
17 LF WM, 6"

605 HORICON ST

STA 47+95.2/34.8'LT
CONNECT TO EXISTING 12" WATERMAIN

INSTALL 43 LF WM, 12" FROM TEE TO CONNECT

STA 47+95.2/5'LT
INSTALL GATE VALVE AND BOX, 12"

STA 47+80.0/8'RT
INSTALL GATE VALVE AND BOX, 12"

STA 47+95.2/8'RT
INSTALL TEE FITTING, 12"X12"

INSTALL 40 LF SAN SEWER, 8" AND CONNECT TO EXISTING

610 HORICON ST

STA 48+10.0/8'RT
INSTALL GATE VALVE AND BOX, 12"

SAN MH G23 TO REMAIN

SAN MH G30 TO REMAIN

INSTALL 286LF 12" WM FROM VALVE TO TEE

STA 100+10.75
INSTALL 60" RCP

STA 100+00 C/L
CONNECT TO STATE PORTION OF CULVERT

STA 48+81.35' LT
CONCRETE COLLAR

SAN MH G79 TO REMAIN

INSTALL 186 LF SAN SEWER, 8", SDR 18

532 HORICON ST

200 OAK ST

60-INCH

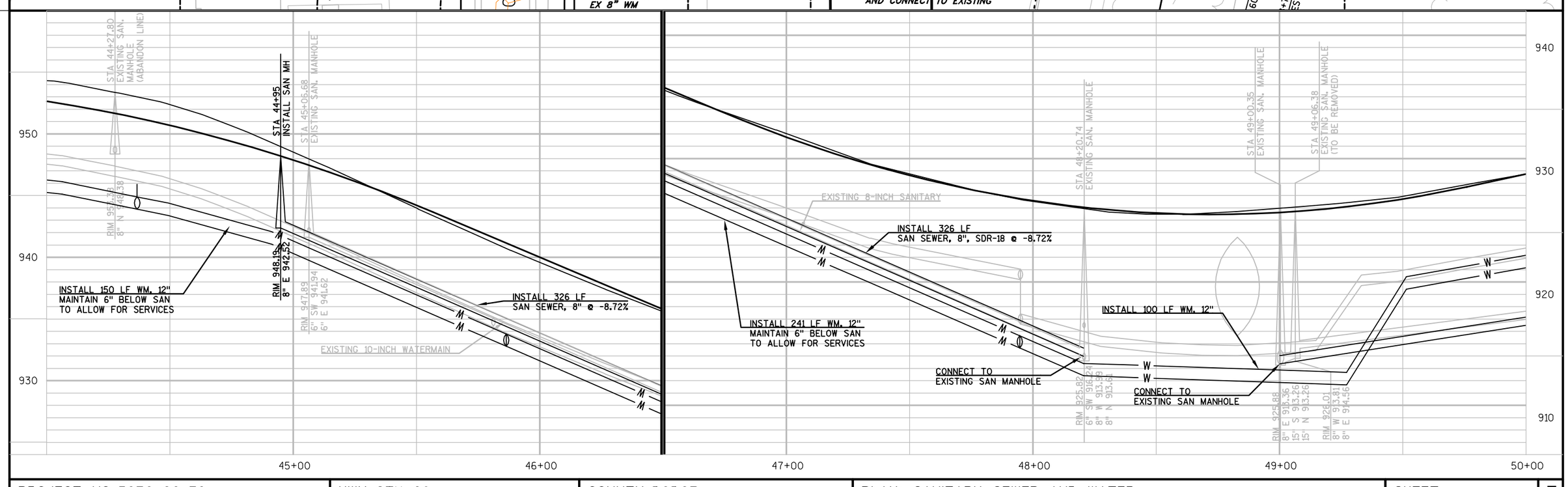
25.2

25.1

25

N

2



PROJECT NO: 3270-02-72	HWY: STH 28	COUNTY: DODGE	PLAN: SANITARY SEWER AND WATER	SHEET	E

FILE NAME : M:\TOWNS\MAYVILLE\STH28-67 PROJECT\DWG\KUNKEL-17.DWG PLOT DATE : 7/18/2017 1:31 PM PLOT BY : ALEX WILLIAMS PLOT NAME : PLOT SCALE : 1" = 20' H 4' V

STA 51+55.5/53.4'LT
INSTALL 45° BEND FITTING, 10"
CONNECT TO EXISTING WM, 10"

502 HORICON ST

STA 50+96.0/8' RT
INSTALL TEE FITTING, 12"X8"

STA 50+96.2/18' RT
INSTALL 10 LF WM, 8"
CONNECT TO EXISTING WM, 8"

LOCATIONS OF EXISTING SEWER SERVICE LATERALS ARE ASSUMED TO BE NEAR TO WATER SERVICE LATERALS AS A GUIDE TO ESTABLISH A CONTRACT QUANTITY.

428 HORICON ST

STA 51+70.0/39.0'LT
INSTALL 45° BEND FITTING, 10"

STA 51+70.0/35.5'LT
INSTALL GATE VALVE AND BOX, 10"

STA 52+04.6/8'RT
INSTALL 45° BEND FITTING, 12"

414 HORICON ST

STA 53+73.2/21.7'LT
CONNECT TO EX 8" WM

121 WALNUT ST

INSTALL 12LF 8" WM
FROM CONNECT TO CONNECT

STA 54+47.2/16.8'LT
INSTALL 45° BEND FITTING, 12"

330 HORICON ST

STA 55+11.1/14.2'LT
INSTALL GATE VALVE AND BOX, 12"

AT&T

INSTALL 72 LF WM, 10"
FROM TEE TO CONNECT

CITY OF MAYVILLE

INSTALL 190 LF SAN SEWER, 8"

STA 52+08.6/12'RT
INSTALL 45° BEND FITTING, 12"

STA 54+17.2/12'RT
INSTALL 45° BEND FITTING, 12"

ALLIANT CHARTER

AT&T

ALLIANT

MH G32 TO REMAIN

MH G33 TO REMAIN

SAN MH F-30 TO REMAIN

STA 51+76.8'RT
INSTALL TEE FITTING, 12"x10"

STA 51+85.0/8'RT
INSTALL GATE VALVE AND BOX, 12"

STA 52+95 C/L
REPLACE SAN MH F-73

INSTALL 316 LF WM, 12"
FROM TEE FITTING TO CROSS FITTING

STA 54+72.92/15.7'LT
INSTALL CROSS FITTING, 12"X8"

STA 54+72.7/9.7'LT
CONNECT TO EX 8" WM

INSTALL 73 LF WM, 12"
FROM TEE TO TEE

STA 50+41.9/25.24'RT
INSTALL HYDRANT WITH TEE FITTING, 12"X6"
17 LF WM, 6"

429 HORICON ST

425 HORICON ST

421 HORICON ST

415 HORICON ST

407 HORICON ST

329 HORICON ST

203 OAK ST

OAK ST

MUZZY ST

WALNUT ST

STA 50+86.16
EXISTING SAN. MANHOLE

STA 51+10.92
EXISTING SAN. MANHOLE

STA 52+95
INSTALL SAN MH

STA 53+12.32
EXISTING SAN. MANHOLE
(TO BE ABANDONED)

STA 54+83.57
EXISTING SAN. MANHOLE

INSTALL 169 LF WM, 12"
MAINTAIN 6.5' MIN COVER

INSTALL 73 LF WM, 12"
MAINTAIN 6.5' MIN COVER

INSTALL 316 LF WM, 12"
MAINTAIN 6.5' MIN COVER

EXISTING 4-INCH WATERMAIN

EXISTING 8-INCH WATERMAIN

EXISTING 10-INCH WATERMAIN

CONNECT TO
EXISTING SAN MANHOLE

CONNECT TO
EXISTING SAN MANHOLE

EXISTING 8-INCH SANITARY

INSTALL 190 LF
SAN SEWER, 8" @ -4.93%

INSTALL 186 LF
SAN SEWER, 8", SDR-18 @ 3.13%

EXISTING 8-INCH SANITARY

INSTALL 356 LF
SAN SEWER, 8" @ -0.16%

RIM 939.11
8" E 931.74

RIM 939.67
4" NW 931.32
8" W 931.15 (STUB)
8" E 931.15

RIM 935.33
6" SE 929.38
6" DROP SE 924.58
8" N 924.06
8" W 923.80

RIM 931.95
8" E 919.21
8" S 923.77
8" DROP S 919.63
8" W 919.20

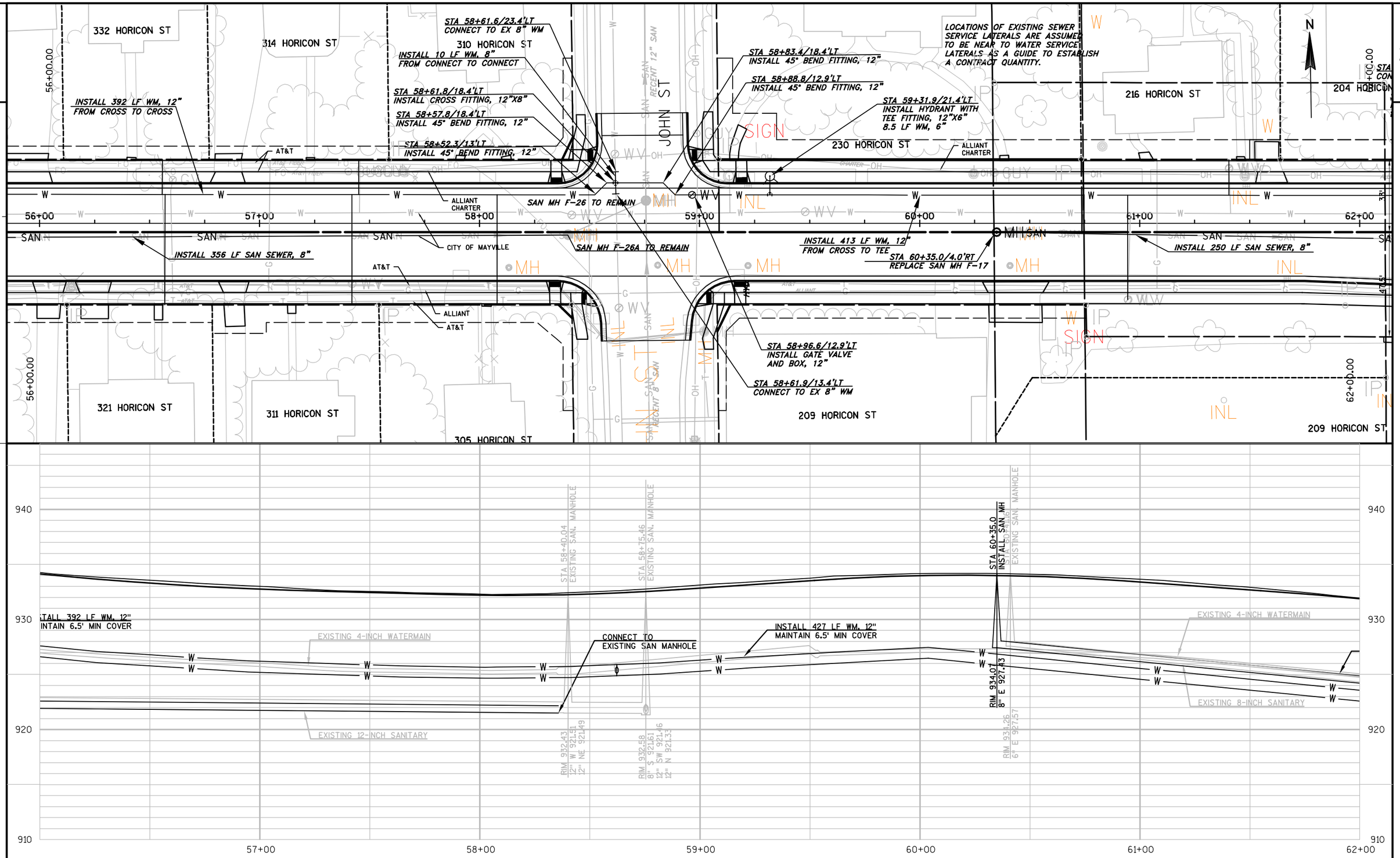
RIM 936.83
8" W 922.46
8" N 927.82
8" DROP N 923.29
8" S 922.27
12" E 922.11

940
930
920

51+00 52+00 53+00 54+00 55+00 56+00

PROJECT NO: 3270-02-72	HWY: STH 28	COUNTY: DODGE	PLAN: SANITARY SEWER AND WATER	SHEET	E

FILE NAME : M:\TOWNS\MAYVILLE\STH28-67 PROJECT\DWG\KUNKEL-17.DWG PLOT DATE : 7/18/2017 1:32 PM PLOT BY : ALEX WILLIAMS PLOT NAME : PLOT SCALE : 1" = 20' H 4' V



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STA 62+71/33.3'LT
CONNECT TO EX 8" WM

204 HORICON ST

STA 62+71.94/14.6'LT
INSTALL TEE FITTING, 12"X8"

REPLACE 19 LF WM, 8"
FROM TEE TO CONNECT
STA 62+82.7/15.2'LT
INSTALL 45° BEND FITTING, 12"
STA 62+89.1/9.6'LT
INSTALL 45° BEND FITTING, 12"
INSTALL 19 LF WM, 12"
FROM TEE TO BEND
INSTALL 60 LF BL WM, 12"
FROM BEND TO 63+50

NOTE: CONTAMINATED SOILS AND/OR GROUNDWATER FOUND BETWEEN STA 65+50 TO STA 63+50 FROM REFERENCE LINE TO RIGHT PROJECT LIMITS AND BETWEEN STA 65+00 TO EAST PROJECT LIMITS TO 150 FT SOUTH OF STH 28 REFERENCE LINE. SEE PROJECT HAZMAT REPORT FOR MORE DETAIL. CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS FOR HANDLING AND PROPERLY DISPOSING OF ANY MATERIAL MOVED FROM THIS SITE INCLUDING GROUNDWATER GENERATED FROM ANY DEWATERING ACTIVITIES.

121 MAIN ST

125 MAIN ST

ALLIANT

STA 142+35.9/41'LT
REDUCE AND CONNECT TO EX 8" WATER MAIN

INSTALL 15 LF SAN SEWER, 12"
CONNECT TO 12" EX SAN SEWER
STA 142+07.88/6.13'RT (STH67)
STA 66+27.83/2.14'RT (STH28)
REPLACE SAN MH F-9

STA 141+50.0/5.3'LT
INSTALL GATE VALVE AND BOX

134 MAIN ST

MILL PL

INSTALL 60 LF
DI WM, 12"

INSTALL 345 LF SAN SEWER, 8"

CITY OF MAYVILLE

INSTALL 116 LF
DI WM, 12"

SAN MH F-16 TO REMAIN

62+00 63+00 64+00 65+00 66+00 66+40

SAN

W

HORICON STREET

INSTALL 150 LF WM, 12"
FROM 63+50 TO 65+00

142+00

AT&T

ALLIANT

47.5'

MICHAEL WENDLING WAY

Pk 141+54.35

201 MAIN ST

200 MAIN ST

STA 63+15.5/12'RT
INSTALL GATE VALVE AND BOX, 12"

ALLIANT CHARTER

111 HORICON ST

STA 62+90.5/13.2'RT
INSTALL TEE FITTING, 12"X8"

REPLACE 6 LF DI WM, 8"
FROM TEE TO CONNECT
STA 62+90.9/19.6'RT
CONNECT TO EX 8" DIP

LOCATIONS OF EXISTING SEWER SERVICE LATERALS ARE ASSUMED TO BE NEAR TO WATER SERVICE LATERALS AS A GUIDE TO ESTABLISH A CONTRACT QUANTITY.

8' R/W GRANT
WISCONSIN TELEPHONE COMPANY
V428/P213

HORICON ST

62+00.00

SOUTH SCHOOL ST

INSTALL 140 LF
DI WM, 10"

CONTAMINATED SOILS

62+89 END PVC WATERMAIN
BEGIN DI WATERMAIN W/

STA 62+83.18
EXISTING SAN. MANHOLE
RIM 930.03
6" W 922.62
8" S 920.82
8" E 920.72

CONTAMINATED SOILS

STA 66+27.73 (STH 28)
STA 142+03.08 (STH 67)
EXISTING SAN. MANHOLE
RIM 920.42
8" W 911.78
10" S 911.74
12" N 911.70

STA 66+27.8 (STH 28)
STA 142+07.88 (STH 67)
INSTALL SAN MH
RIM 920.41
12" N 911.67
8" S 911.77
8" W 911.77

CONNECT TO
EXISTING SAN MANHOLE

INSTALL 250 LF
SAN SEWER, 8" @ -1.94%

INSTALL 345 LF
SAN SEWER, 8" @ -2.59%

INSTALL 326 LF WM, 12"
MAINTAIN 6" BELOW SAN
TO ALLOW FOR SERVICES

EXISTING 4-INCH WATERMAIN

EXISTING 8-INCH SANITARY

CONNECT TO TEE FITTING, 12"X10"

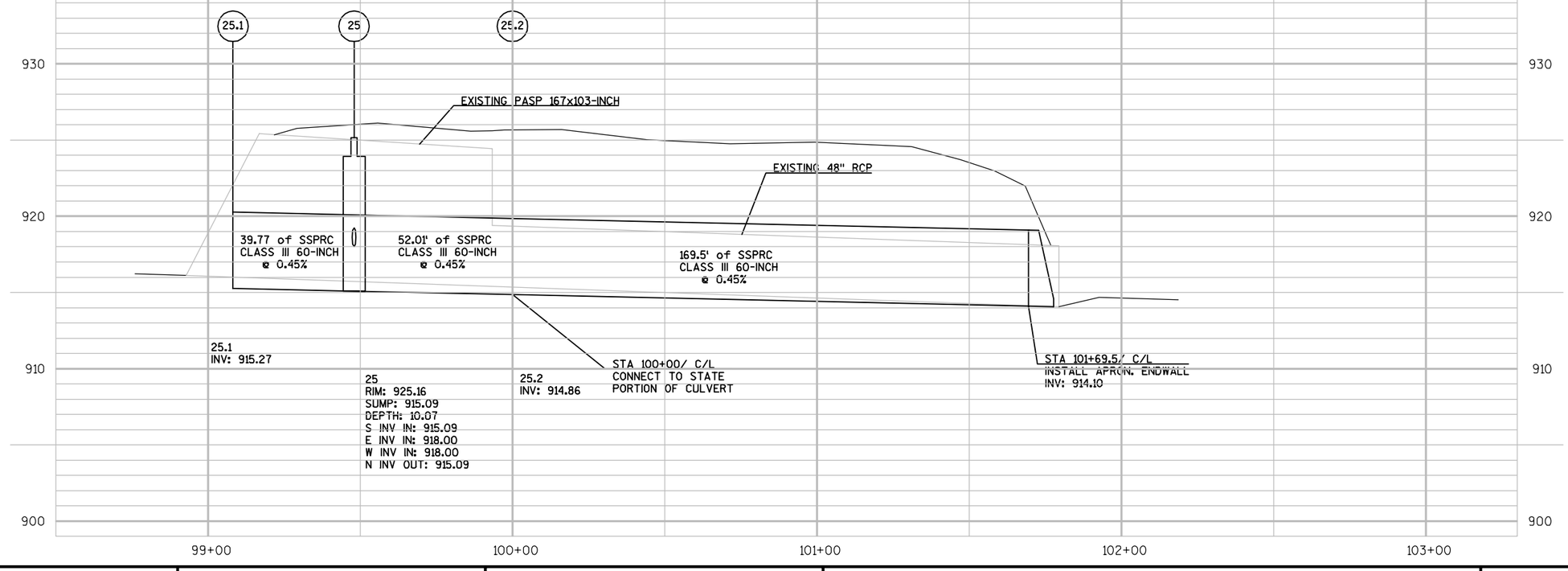
930
920
910

63+00 64+00 65+00 66+00 67+00

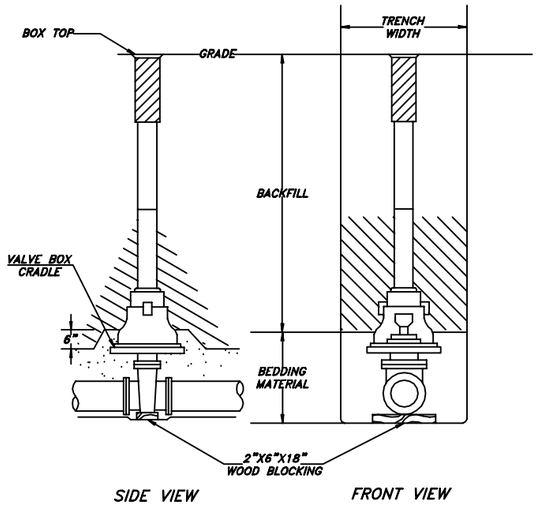
PROJECT NO: 3270-02-72	HWY: STH 28	COUNTY: DODGE	PLAN: SANITARY SEWER AND WATER	SHEET	E

FILE NAME : M:\TOWNS\MAYVILLE\STH28-67 PROJECT\DWG\KUNKEL-17.DWG PLOT DATE : 7/18/2017 1:32 PM PLOT BY : ALEX WILLIAMS PLOT NAME : PLOT SCALE : 1" = 20' H 4' V

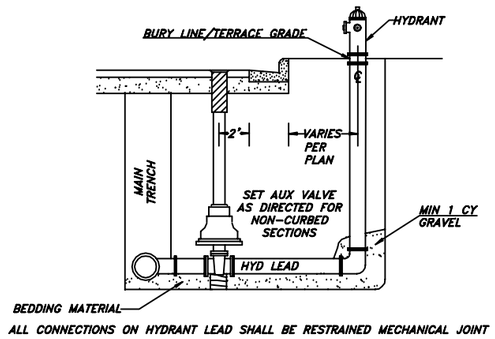




PROJECT NO: 3021-02-72	HWY: STH 67	COUNTY: DODGE	PLAN: SANITARY SEWER AND WATER	SHEET	E



GATE VALVE & BOX SETTING DETAIL



HYDRANT SETTING DETAIL WITH AUXILIARY VALVE

WATER & SEWER NOTES

1) Standard Specifications:
Install all Sewer and Watermain under this contract as per the provisions of the Standard Specifications for Sewer and Water Construction in Wisconsin, Sixth Edition,

2) Sanitary Sewer:
Sanitary sewer and laterals, shall be PVC SDR-35, with rubber gasket joints conforming to Section 8.10.1 - 8.10.6(a) of the Standard Specifications.

3) Sanitary Sewer Manholes:
Shall be pre-cast manholes, conforming to Section 3.5.0 of the standard specifications and ASTM C-478. Furnish manholes of a size to accommodate the intersecting sewer per the standard specifications, with minimum 48" inside diameter. All pipe connections to new manholes are to be made with factory installed flexible boots. Install internal/external rubber sleeve frame/chimney seals, by Adaptor Inc or equal. Frames and lids shall be Neenah R-1550 frame, type "B" sealed non-rocking lid w/ concealed pick holes.

4) Watermain:
Watermain shall be Pressure Class 150 p.s.i. PVC SDR-18 pipe conforming to AWWA C-900 (4" to 12") or AWWA C-905 (14" to 48"), with integral elastomeric bell and spigot joints per Section 8.20.0 of the Standard Specifications. Mechanical joint ductile iron fittings conforming to AWWA C110 or C153 (compact ductile iron fittings) and the provisions of section 8.22.0 of the Wisconsin W&S Specifications. Restrained mechanical joints shall be Mega-Lug by EBAA Iron Inc.

5) Gate Valves
Shall be Mueller Company A2360-20 with resilient seat, mechanical joint gate valves, and stainless steel bonnet bolts or equal conforming to AWWA C509.

6) Valve Box
Shall be Mueller Buffalo type three piece cast iron 5-1/4 inch shaft screw type valve box with noon-tip cover clearly marked "Water", or approved equal, provide valve stem extensions for watermain in excess of 6-1/2' bury. Provide valve box mounting frame by Adaptor Inc. or equal.

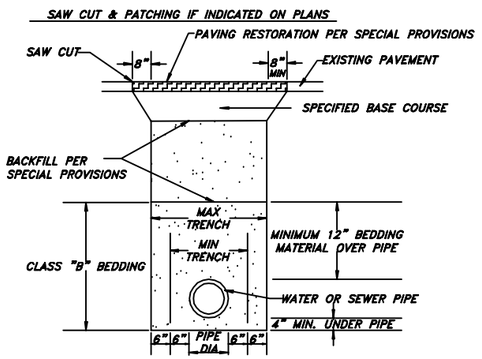
7) Hydrants
Shall be Mueller A-423

8) Water service laterals
Water laterals shall be 1-1/4" PE 3408 DR 9 HDPE pipe, per Section 8.51.3 Standard Specifications. Corporation stops shall be Mueller H15008, screw on type, with 2 stud, all stainless steel single strap service clamp saddle. Curb Stop & Box shall be Mueller H1504-2 with Mueller 6-foot 6-inch H10350 arch base boxes, complete with stationary rod and one piece lid.

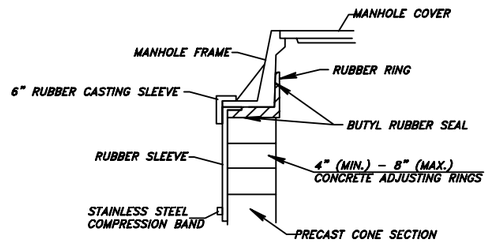
9) Pipe bedding
Shall be Class B. Bedding sand will not be allowed.

10) Pipe Backfill
Shall be mechanically compacted excavated material, or granular material as directed by the Engineer.

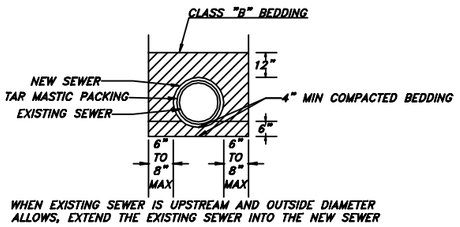
2

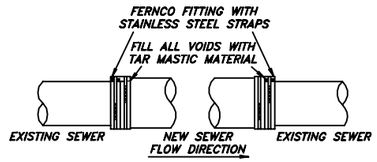


STANDARD TRENCH DETAIL

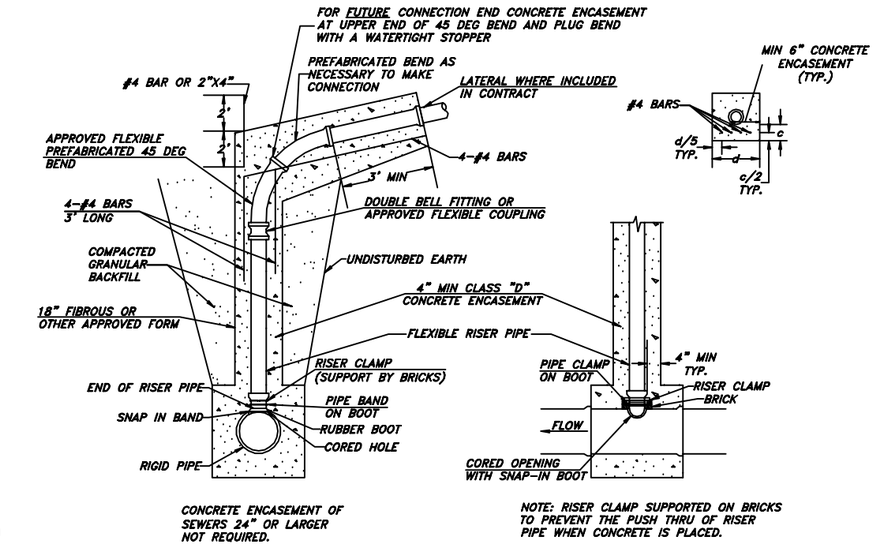


INTERNAL/EXTERNAL FRAME/CHIMNEY SEAL

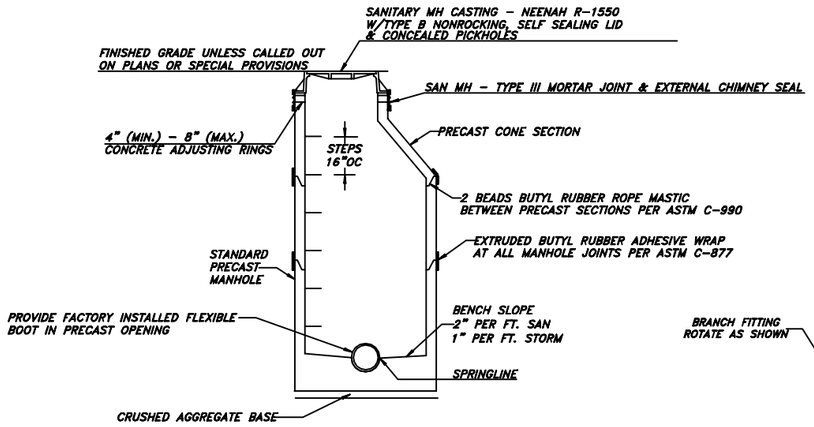




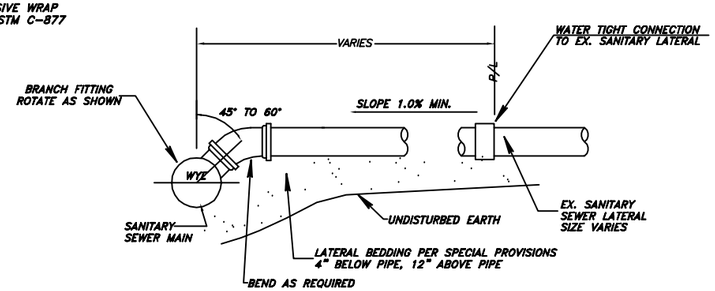
DETAIL OF CONNECTION TO EXISTING SAN SEWER



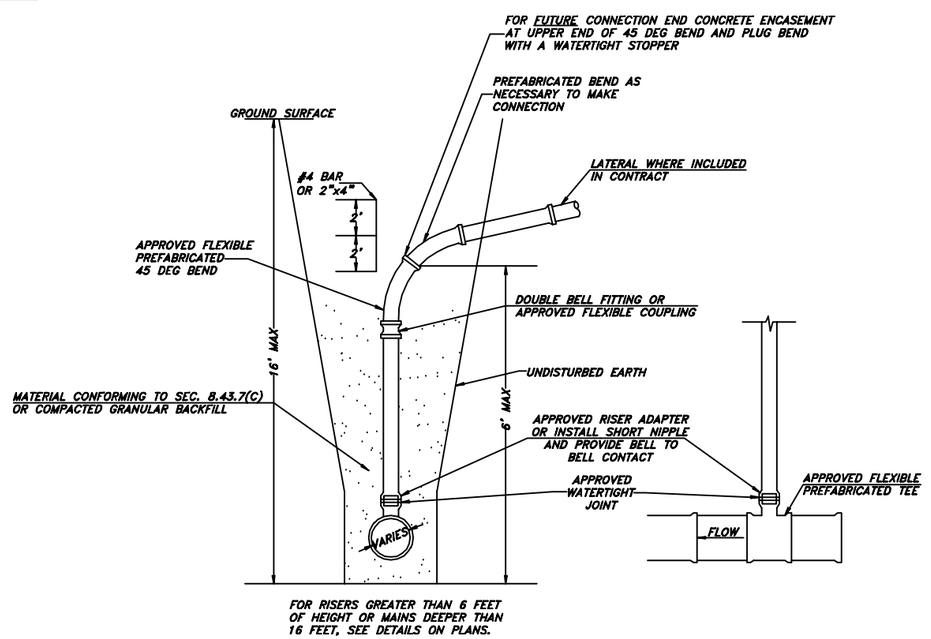
RISER DETAIL "TYPE C"
FLEXIBLE RISER TO RIGID MAIN



STANDARD MANHOLE DETAIL



SANITARY SEWER LATERAL



RISER DETAIL "TYPE D"
FLEXIBLE RISER TO FLEXIBLE MAIN

SIGN LEGEND

	NEW SIGN ON POST(S)
	EXISTING SIGN ON POST(S)
R100	REMOVED SIGN NUMBER
100	PROPOSED SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

W4	MARKING LINE EPOXY 4-INCH, WHITE
DY4	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
BLS	MARKING SYMBOL EPOXY, BIKE LANE, WHITE
BLA	MARKING ARROW EPOXY, BIKE LANE, WHITE
W18	MARKING STOP LINE EPOXY 18-INCH, WHITE
CW-6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
CY	MARKING CURB EPOXY, YELLOW

PI: 122+52.92MA
PC: 124+02.89MA
PI: 126+92.98MA
PI: 129+05.05MA
PI: 130+93.75MA
PI: 133+39.62MA

122MA 123MA 124MA 125MA 126MA 127MA 128MA 129MA 130MA 131MA 132MA 133MA 134MA

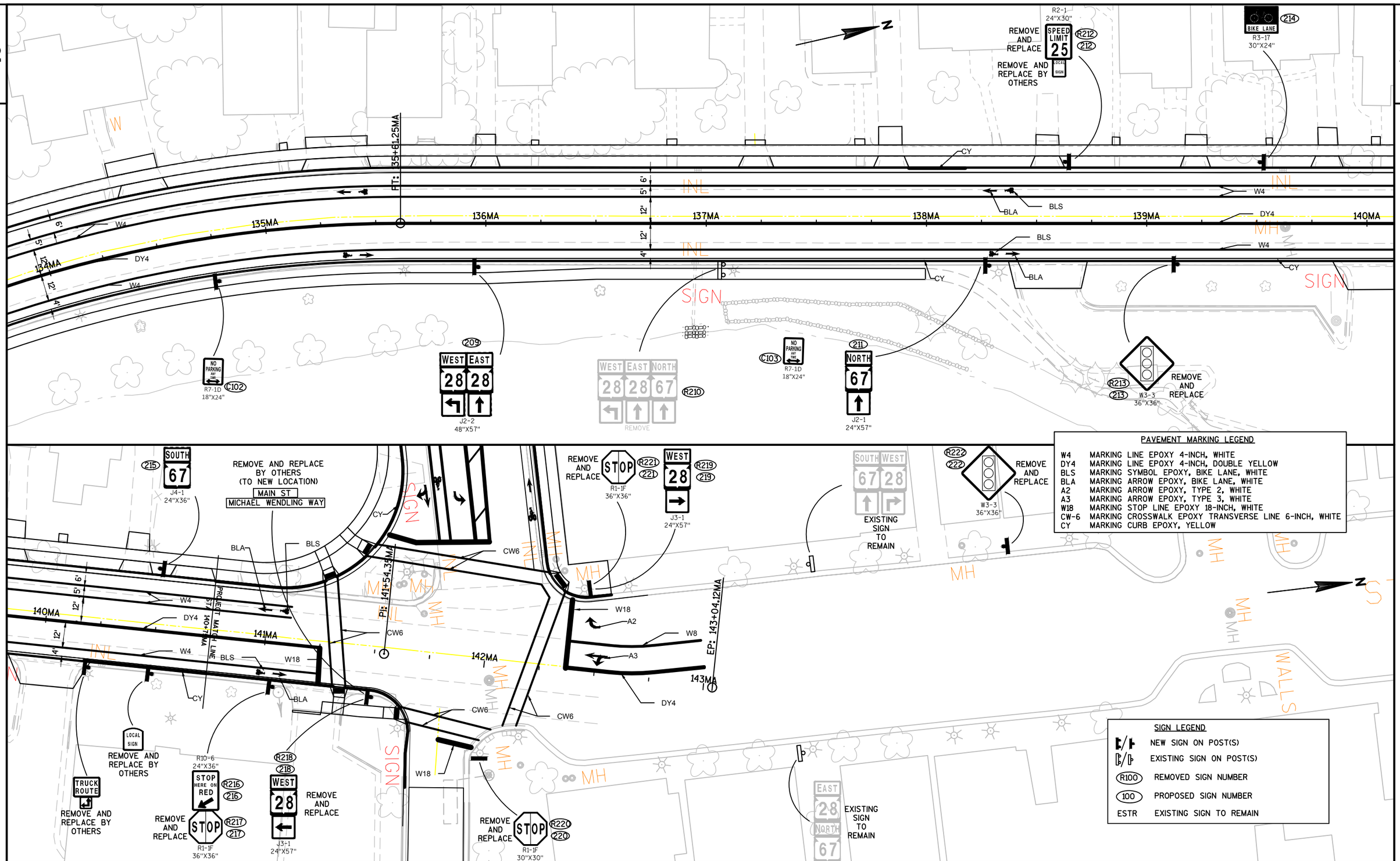
REMOVE AND REPLACE SPEED LIMIT 55 R2-1 24"X30" R201 201
REMOVE AND REPLACE SPEED LIMIT 25 R2-1 24"X30" R200 200
BIKE LANE R3-17 30"X24" 202
NO PARKING ANY TIME C100 R7-1D 18"X24"
REMOVE STOP R1-1 30"X30" R203 203
REMOVE AND REPLACE BY OTHERS
RUEDEBUSCH AVE MAIN ST
SPEED LIMIT 25 R2-1 24"X30" 205
REMOVED AND REPLACED BY OTHERS NO PARKING
SPEED LIMIT 25 REMOVE R206
C101 NO PARKING ANY TIME R7-1D 18"X24"
REMOVE SPEED LIMIT 25 R204
REMOVE AND REPLACE SPEED LIMIT 25 R2-1 24"X30" R207 207
REMOVE AND REPLACE JCT 28 J1-1 24"X39" R208 208

CEMETERY ANT INL MH W

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	PERMANENT SIGNING AND MARKING	SHEET 93 E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0232 PERMANENT SIGNING\023201-PSPM.DWG
LAYOUT NAME - SHEET - (1)
PLOT DATE : 11/9/2017 8:47 AM PLOT BY : JOHNSON, JOHN R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	PERMANENT SIGNING AND MARKING	SHEET 94	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0232 PERMANENT SIGNING\023201-PSPM.DWG
LAYOUT NAME - SHEET - (2)
PLOT DATE : 11/9/2017 8:47 AM
PLOT BY : JOHNSON, JOHN R
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

EXISTING SIGN TO REMAIN
JCT COUNTY TW

REMOVE AND REPLACE
R7-1-D 18"X24"
RC104 C104

REMOVE AND REPLACE
SPEED LIMIT 30
R2-1 24"X30"
R102 102

REMOVE EXISTING ARROW

N

103
BIKE LANE
R3-17 30"X24"

REMOVE AND REPLACE
NO PARKING ANY TIME
R7-1-L 18"X24"
RC105 C105

REMOVE AND REPLACE
STOP
R1-1F 36"X36"
R106 106

REMOVE AND REPLACE BY OTHERS
CLARK ST
HORICON ST

REMOVE AND REPLACE
STOP
R1-1F 36"X36"
R108 108

REMOVE AND REPLACE BY OTHERS
TRUCK ROUTE

NO PARKING ANY TIME
R7-1-D 18"X24"
C106

REMOVED BY OTHERS
BIKE LANE AHEAD

R110 110
R3-8-A 36"X30"
REMOVED BY OTHERS

REMOVE AND REPLACE
ONLY
NO PARKING HERE TO CORNER

W4 W8 W18 DY4 A2 A3 BLS BLA CW-6 WS-3 WD DIA-Y CY

32H0 33H0 34H0 35H0 36H0 37H0

SIGN LEGEND

	NEW SIGN ON POST(S)
	EXISTING SIGN ON POST(S)
R100	REMOVED SIGN NUMBER
100	PROPOSED SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN

R100
BIKE LANE ENDS
REMOVE

FILLER MAP

REMOVE AND REPLACE
STOP
R1-1F 36"X36"
R105 105

REMOVE AND REPLACE BY OTHERS
LOCAL SIGN

REMOVE AND REPLACE
STOP
R1-1F 36"X36"
R107 107

REMOVE AND REPLACE
BIKE LANE
R3-17 30"X24"
R109 109

REMOVED BY OTHERS
NO PARKING HERE TO CORNER

NO PARKING ANY TIME
R7-1-D 18"X24"
C107

REMOVE AND REPLACE BY OTHERS
NO PARKING ON TWO SIDE OF STREET

REMOVE AND REPLACE
BIKE LANE
R3-17 30"X24"
112

REMOVE AND REPLACE
STOP
R1-1 30"X30"
R113 113

REMOVE AND REPLACE BY OTHERS
EWALD ST
HORICON ST

114
SPEED LIMIT 30
R2-1 24"X30"

END SCHOOL ZONE
S5-2 24"X30"
S100

REMOVE AND REPLACE BY OTHERS
NO PARKING BETWEEN SIGNS

38H0 39H0 40H0 41H0 42H0 43H0

REMOVE AND REPLACE
SPEED LIMIT 30
R2-1 24"X30"
R111 111

PAVEMENT MARKING LEGEND

W4	MARKING LINE EPOXY 4-INCH, WHITE
W8	MARKING LINE EPOXY 8-INCH, WHITE
W18	MARKING STOP LINE EPOXY 18-INCH, WHITE
WS-3	MARKING LINE EPOXY 4-INCH, 3' LINE, 9' GAP, WHITE
DY4	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
BLS	MARKING SYMBOL EPOXY, BIKE LANE, WHITE
BLA	MARKING ARROW EPOXY, BIKE LANE, WHITE
A2	MARKING ARROW EPOXY, TYPE 2, WHITE
A3	MARKING ARROW EPOXY, TYPE 3, WHITE
CY	MARKING CURB EPOXY, YELLOW
WD	MARKING WORD EPOXY, WHITE
DIA-Y	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
DIA-W	MARKING DIAGONAL EPOXY 12-INCH, WHITE
CW-6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE

REMOVED BY OTHERS
NO PARKING BETWEEN SIGNS

REMOVED BY OTHERS
NO PARKING BETWEEN SIGNS
LOCAL SIGN

AHEAD
FINES HIGHER
R2-6P 24"X18"

S1-1 36"X36"
S16-9P 24"X12"
S101 S102 S103

NO PARKING ANY TIME
R7-1-D 18"X24"
C108

2

SIGN LEGEND

	NEW SIGN ON POST(S)
	EXISTING SIGN ON POST(S)
R100	REMOVED SIGN NUMBER
100	PROPOSED SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

W4	MARKING LINE EPOXY 4-INCH, WHITE
W8	MARKING LINE EPOXY 8-INCH, WHITE
W18	MARKING STOP LINE EPOXY 18-INCH, WHITE
WS-3	MARKING LINE EPOXY 4-INCH, 3' LINE, 9' GAP, WHITE
DY4	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
BLS	MARKING SYMBOL EPOXY, BIKE LANE, WHITE
BLA	MARKING ARROW EPOXY, BIKE LANE, WHITE
A2	MARKING ARROW EPOXY, TYPE 2, WHITE
A3	MARKING ARROW EPOXY, TYPE 3, WHITE
CY	MARKING CURB EPOXY, YELLOW
WD	MARKING WORD EPOXY, WHITE
DIA-Y	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
DIA-W	MARKING DIAGONAL EPOXY 12-INCH, WHITE
CW-6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PERMANENT SIGNING AND MARKING	SHEET 96 E

2

S116 S117 S1-1 36"X36" S16-7L 30"X18"

N

C112 NO PARKING ANY TIME R7-1-D 18"X24"

FINES HIGHER R2-6P 24"X18"

S1-1 36"X36" S119 S120

132 BIKE LANE R3-17 30"X24"

REMOVE AND REPLACE STOP R1-1 30"X30" R133 133

REMOVE AND REPLACE BY OTHERS JOHN ST HORICON ST

W18 CW-6 CY

REMOVE AND REPLACE BY OTHERS LOCAL SIGN

TO COUNTY V J22-1 24"X57" REMOVE AND REPLACE R136 136

TRUCK ROUTE REMOVE AND REPLACE BY OTHERS

C113 NO PARKING ANY TIME R7-1-D 18"X24"

BLA BLS W4 DY4 CW-6 CY

56H0 57H0 58H0 59H0 60H0 61H0

4' 12' 12' 5' 7'

REMOVE AND REPLACE JCT 67 J1-1 24"X39" R130 130

PAVEMENT MARKING LEGEND

W4	MARKING LINE EPOXY 4-INCH, WHITE
W8	MARKING LINE EPOXY 8-INCH, WHITE
W18	MARKING STOP LINE EPOXY 18-INCH, WHITE
WS-3	MARKING LINE EPOXY 4-INCH, 3' LINE, 9' GAP, WHITE
DY4	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
BLS	MARKING SYMBOL EPOXY, BIKE LANE, WHITE
BLA	MARKING ARROW EPOXY, BIKE LANE, WHITE
A2	MARKING ARROW EPOXY, TYPE 2, WHITE
A3	MARKING ARROW EPOXY, TYPE 3, WHITE
CY	MARKING CURB EPOXY, YELLOW
WD	MARKING WORD EPOXY, WHITE
DIA-Y	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
DIA-W	MARKING DIAGONAL EPOXY 12-INCH, WHITE
CW-6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE

END SCHOOL ZONE S5-2 24"X30" S118

J22-1 24"X57" REMOVE AND REPLACE TO COUNTY V R131 131

TRUCK ROUTE REMOVE AND REPLACE BY OTHERS

REMOVE AND REPLACE STOP R1-1 30"X30" R134 134

135 BIKE LANE R3-17 30"X24"

NO PARKING HERE TO CORNER REMOVE AND REPLACE BY OTHERS

REMOVE AND REPLACE NORTH 67 SOUTH 67 J2-2 48"X57" R137 137

STOP R140 140 R1-1 30"X30" REMOVE AND REPLACE

139 BIKE LANE R3-17 30"X24"

SCHOOL ST HORICON ST REMOVE AND REPLACE BY OTHERS

REMOVE AND REPLACE SPEED LIMIT 30 R2-1 24"X30" R143 143

REMOVE AND REPLACE BY OTHERS PARKING

WEST 28 J4-1 24"X36" R146 146 REMOVE AND REPLACE

C114 NO PARKING ANY TIME R7-1-L 18"X24"

62H0 63H0 64H0 65H0 66H0

W8 DY4 A2 A3 W18 CW-6

R138 138 W3-3 36"X36" REMOVE AND REPLACE

R141 141 STOP R1-1 30"X30" REMOVE AND REPLACE

LOCAL SIGN REMOVE AND REPLACE BY OTHERS

142 BIKE LANE R3-17 30"X24"

R144 144 EAST 28 67 J2-2 48"X57" REMOVE AND REPLACE

R147 147 STOP R1-1F 36"X36" REMOVE AND REPLACE

MAIN ST HORICON ST REMOVE AND REPLACE BY OTHERS

SIGN LEGEND

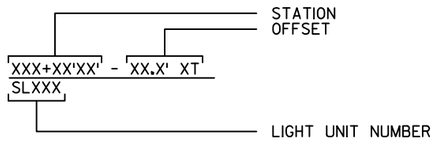
F	NEW SIGN ON POST(S)
F	EXISTING SIGN ON POST(S)
R100	REMOVED SIGN NUMBER
100	PROPOSED SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PERMANENT SIGNING AND MARKING	SHEET 97	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0232 PERMANENT SIGNING\023201-PSPM.DWG
LAYOUT NAME - SHEET - (3)

PLOT DATE : 11/10/2017 7:32 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:40 FT

LIGHTING PLAN LEGEND:



EXISTING LIGHTING FIXTURE

SINGLE ARM LIGHTING UNIT

EXISTING PULL BOX

PULL BOX NON-CONDUCTIVE
24 X 42 - INCH

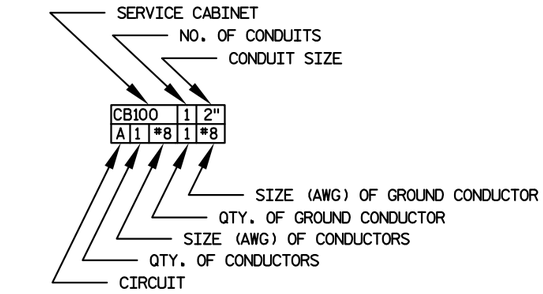
LIGHTING CONDUIT

X — REMOVE AND REINSTALL STREET LIGHT ASSEMBLY

Y — REMOVE EXISTING LIGHTING PULL BOX

Z — REMOVE EXISTING ELECTRICAL CONDUCTORS

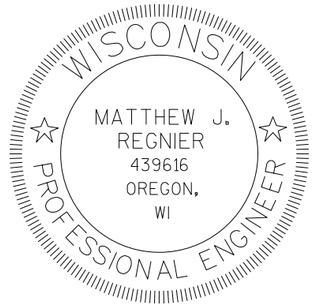
CONDUIT/CONDUCTOR LEGEND



PWO = PULL WIRE ONLY

NEU = NEUTRAL

STREET LIGHTING AND TRAFFIC SIGNAL PLANS PREPARED BY:



11/09/17 (DATE)

Matthew J Regnier (SIGNATURE)

GENERAL STREET LIGHTING NOTES:

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

2) FIELD VERIFY EXISTING LIGHTING SYSTEMS PRIOR TO REMOVING INFRASTRUCTURE.

3) FIELD VERIFY ALL EXISTING CONDUCTORS AND CIRCUITRY PRIOR TO ORDERING BID ITEMS TO ENSURE COMPATIBILITY WITH THE PLANS. PROPOSED ELECTRICAL CIRCUITRY AS SHOWN IN THE PLANS SHALL BE ADJUSTED AS NECESSARY BASED ON FINDINGS.

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

GENERAL NOTES

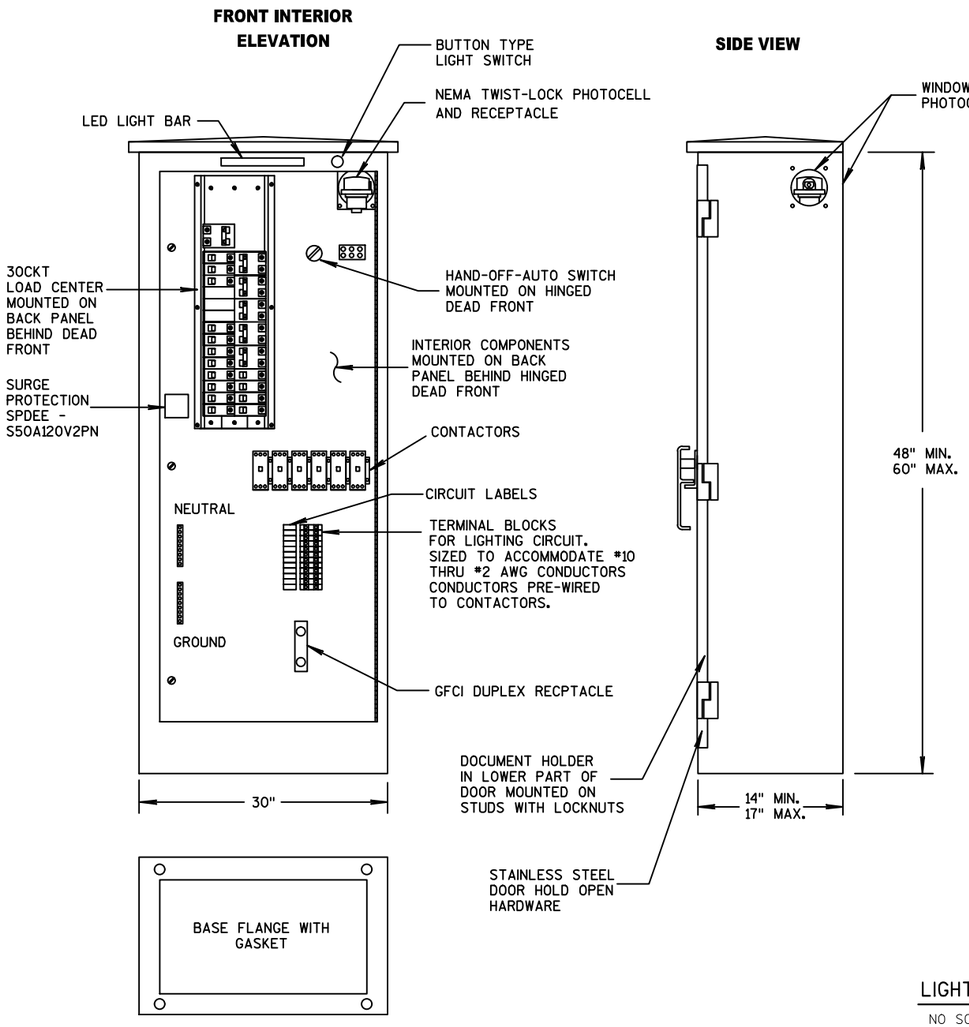
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

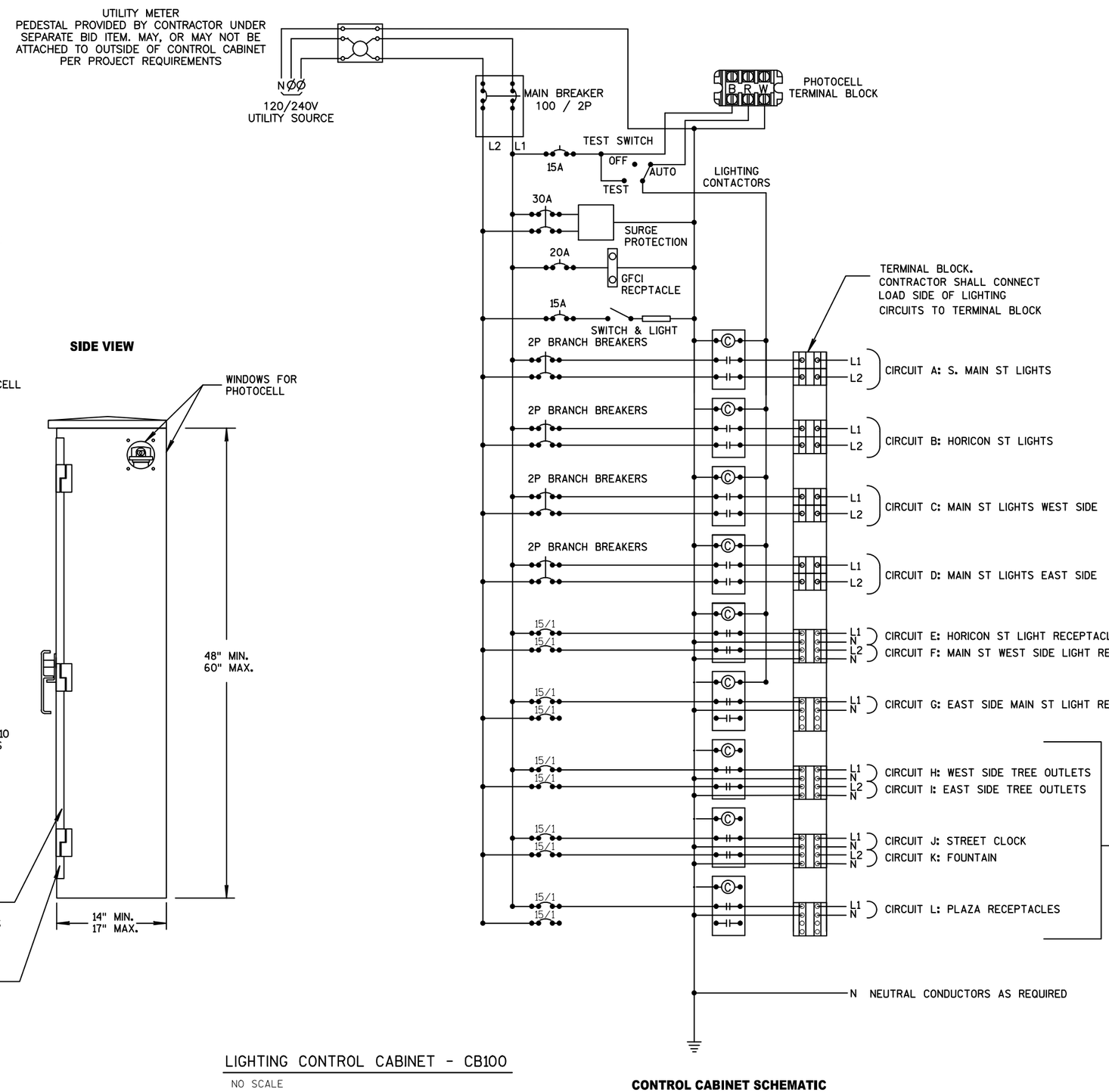
ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.





LIGHTING CONTROL CABINET - CB100

NO SCALE

CONTROL CABINET SCHEMATIC

2

S SCHOOL ST

N

RUEDEBUSCH AVE

MATCH LINE
STA. 133+50MA

STH 67/S. MAIN STREET

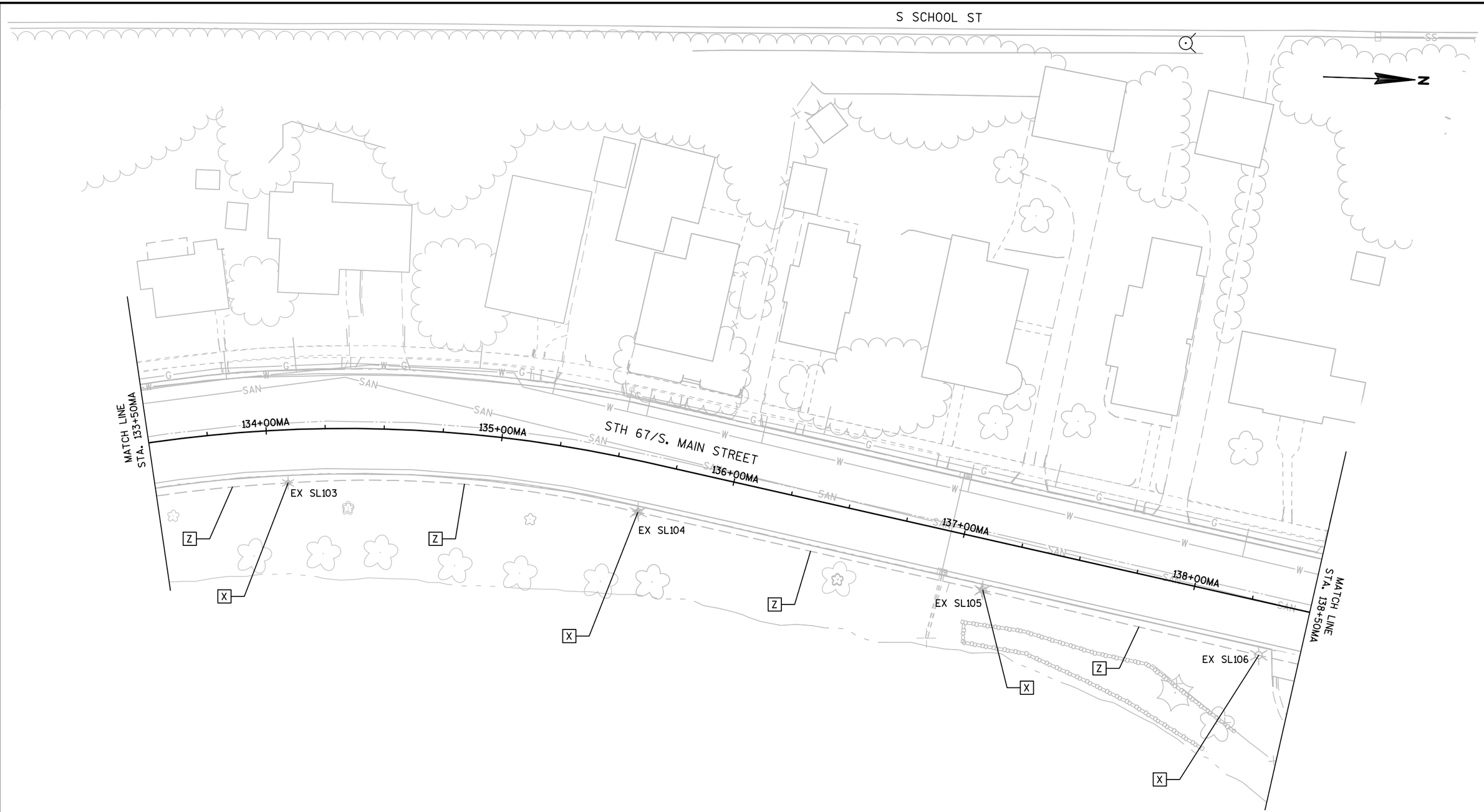
128+00MA
129+00MA
130+00MA
131+00MA
132+00MA
133+00MA

EX PB100
EX SL100
EX SL101
EX SL102

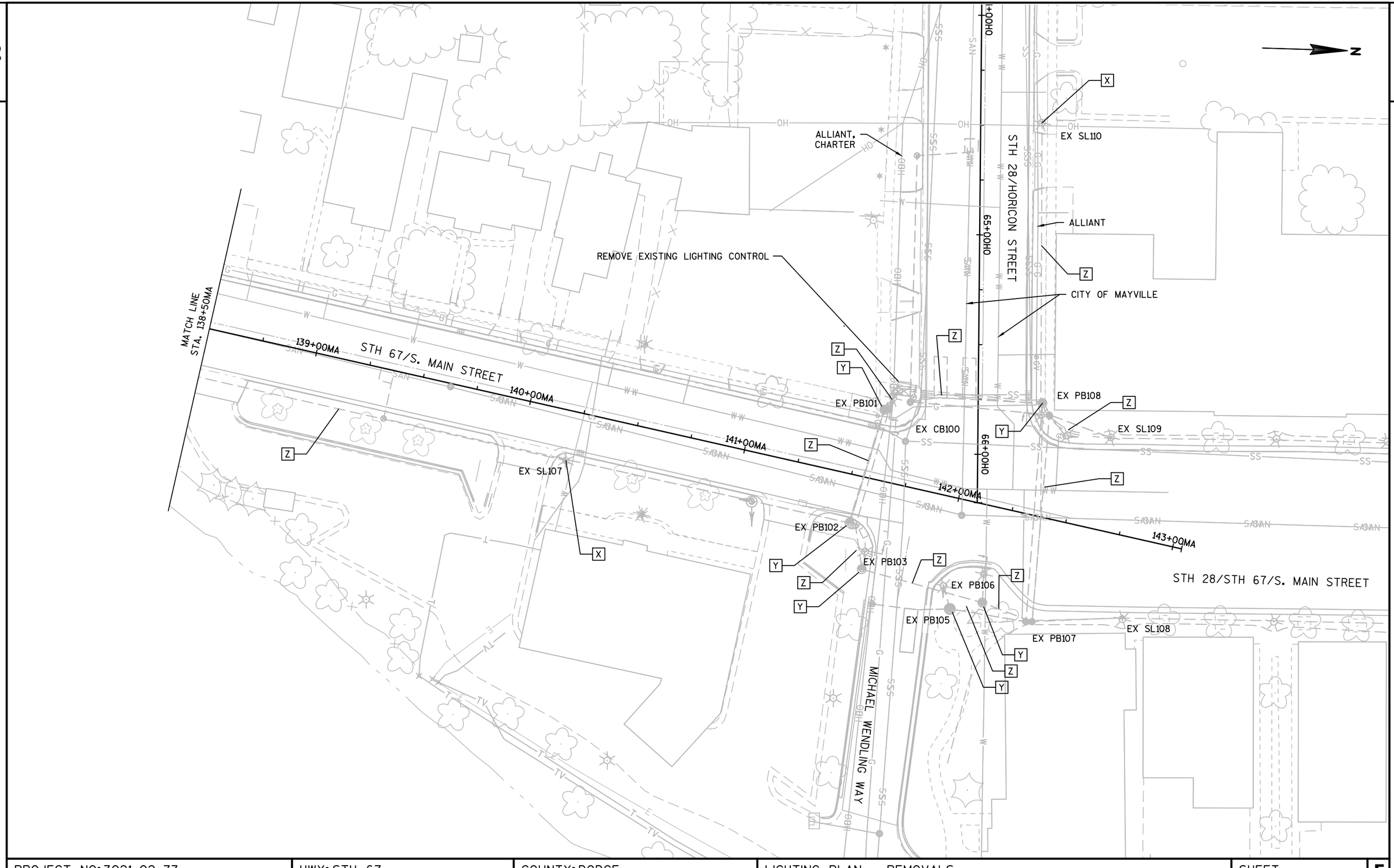
Y
Z
X

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	LIGHTING PLAN - REMOVALS	SHEET 100	E

2



PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	LIGHTING PLAN - REMOVALS	SHEET 101	E



PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	LIGHTING PLAN - REMOVALS	SHEET 102	E

2

S SCHOOL ST

N

RUEDEBUSCH AVE

R/W

STH 67/S. MAIN STREET

128+00MA

129+00MA

130+00MA

131+00MA

132+00MA

133+00MA

MATCH LINE
STA. 133+50MA

129+61MA - 19.7' RT
SL107

131+07MA - 25.3' RT
SL106

132+57MA - 25.9' RT
SL105

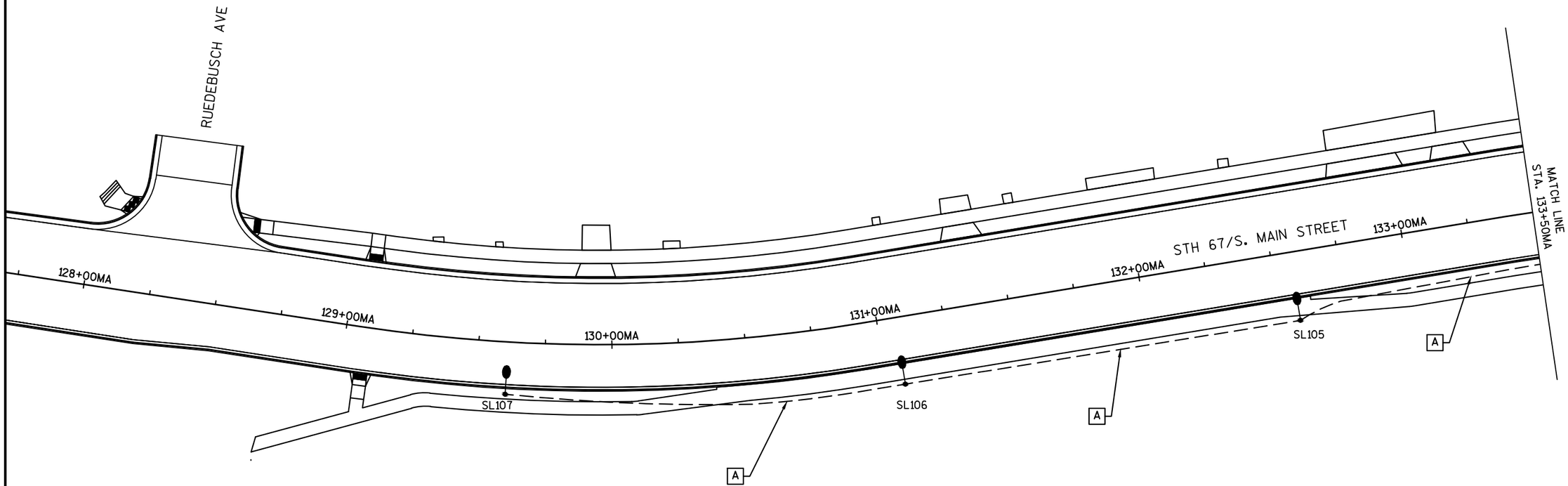
PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	LIGHTING PLAN	SHEET 103	E

FILE NAME : G:\KUNKEL\14XXX - STH 28 & STH 67 MAYVILLE\CIVIL 3D\SHEETSPLAN\LIGHTING\023601-LP.DWG PLOT DATE : 7/14/2017 9:35 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

A = | CB100 | 1 | 2" |
| A | 2 | *8 | 1 | *8 | — STREET LIGHTS

N



PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	LIGHTING PLAN	SHEET 104	E

2

S SCHOOL ST

N

R/W

MATCH LINE
STA. 133+50MA

134+00MA

135+00MA

136+00MA

137+00MA

138+00MA

STH 67/S. MAIN STREET

MATCH LINE
STA. 138+50MA

134+08MA - 20.7' RT
SL104

135+63MA - 20.7' RT
SL103

137+13MA - 27.3' RT
SL102

138+33MA - 19.8' RT
SL101

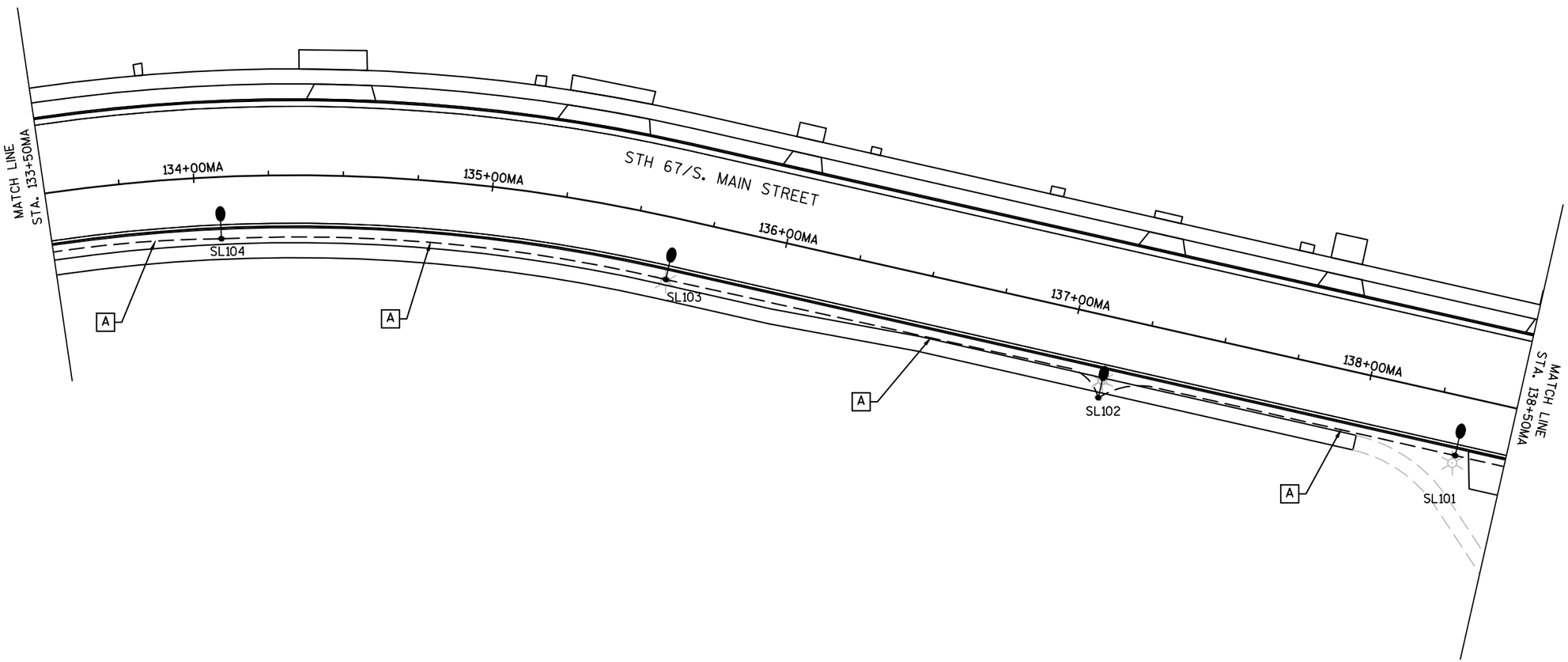
PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	LIGHTING PLAN	SHEET 105	E

2

A	=	CB100	1	2"
		A	2	#8	1	#8

— STREET LIGHTS

N



PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	LIGHTING PLAN	SHEET 106	E

2

N

ALLIANT, CHARTER

64+49HO - 27.8' LT
SL110

65+51HO - 51.7' RT
PB100

65+42HO - 58.9' RT
CB100

141+15MA - 30.3' LT
PB103

ALLIANT

CITY OF MAYVILLE

65+65HO - 28.0' LT
PB101

EX SL109

MATCH LINE
STA. 138+50MA

139+00MA

STH 67/S. MAIN STREET

140+00MA

141+00MA

142+00MA

143+00MA

R/W

140+26MA - 19.8' RT
SL100

141+15MA - 19.5' RT
PB102

STH 28/HORICON STREET

65+00HO

66+00HO

MICHAEL WENDLING WAY

STH 28/STH 67/S. MAIN STREET

EX SL108

NOTES:

1) PLACE CONTROL CABINET CONCRETE BASE 0.5 FT OFF THE RIGHT OF WAY TO ALLOW FOR FUTURE LANDSCAPING BETWEEN CABINETS AND SIDEWALK.

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	LIGHTING PLAN	SHEET 107 E

FILE NAME : G:\KUNKEL\14XXX - STH 28 & STH 67 MAYVILLE\CIVIL 3D\SHEETSPLAN\LIGHTING\023601-LP.DWG PLOT DATE : 7/14/2017 9:35 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

A =

CB100	1	2"
A	2	#8
	1	#8

— STREET LIGHTS

B =

CB100	1	3"
B	2	#8
	1	#8
C	2	#10
	1	#8
E	1	#10
	1	#10
F	1	#10
	1	#10
NEU	2	#10
	--	--
H	1	#10
	1	#10
NEU	1	#10
	--	--

- STREET LIGHTS
- STREET LIGHT RECEPTACLES
- TREE OUTLETS

D =

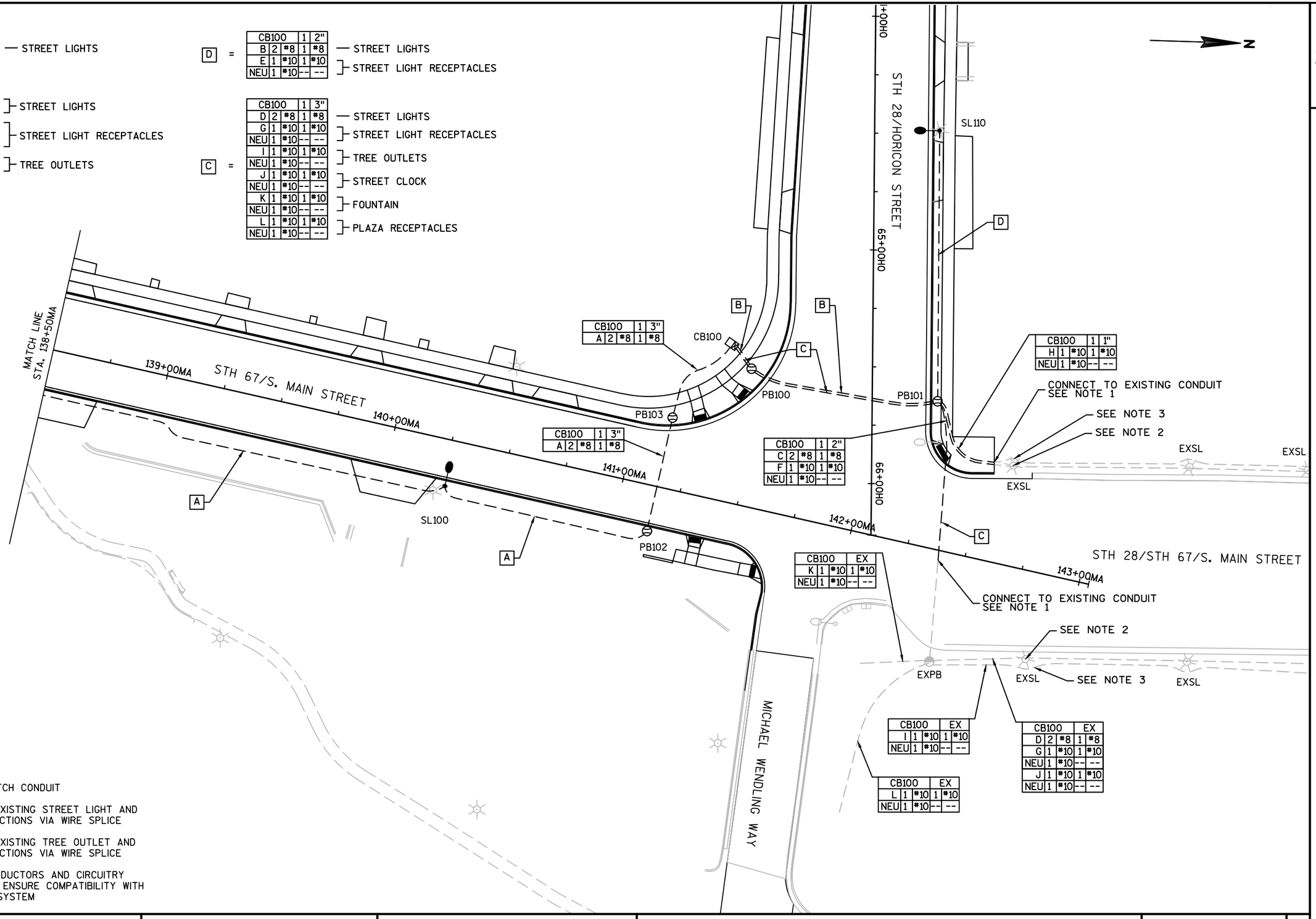
CB100	1	2"
B	2	#8
	1	#8
E	1	#10
	1	#10
NEU	1	#10
	--	--

- STREET LIGHTS
- STREET LIGHT RECEPTACLES

C =

CB100	1	3"
D	2	#8
	1	#8
G	1	#10
	1	#10
NEU	1	#10
	--	--
I	1	#10
	1	#10
NEU	1	#10
	--	--
J	1	#10
	1	#10
NEU	1	#10
	--	--
K	1	#10
	1	#10
NEU	1	#10
	--	--
L	1	#10
	1	#10
NEU	1	#10
	--	--

- STREET LIGHTS
- STREET LIGHT RECEPTACLES
- TREE OUTLETS
- STREET CLOCK
- FOUNTAIN
- PLAZA RECEPTACLES



NOTES:

1) FIELD VERIFY AND MATCH CONDUIT
2) PULL WIRE BACK TO EXISTING STREET LIGHT AND ESTABLISH NEW CONNECTIONS VIA WIRE SPLICE
3) PULL WIRE BACK TO EXISTING TREE OUTLET AND ESTABLISH NEW CONNECTIONS VIA WIRE SPLICE
4) FIELD VERIFY ALL CONDUCTORS AND CIRCUITRY PRIOR TO INSTALL TO ENSURE COMPATIBILITY WITH EXISTING ELECTRICAL SYSTEM

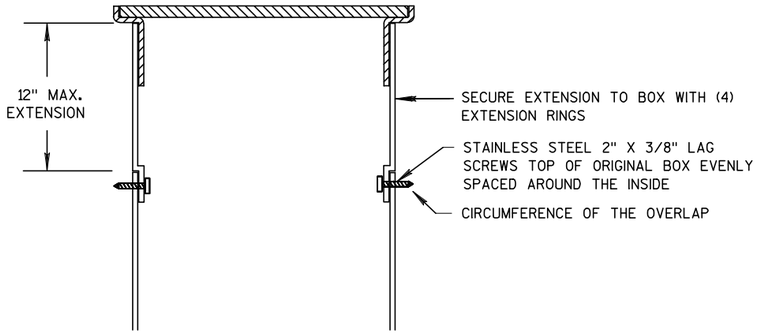
PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	LIGHTING PLAN	SHEET 108	E

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

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

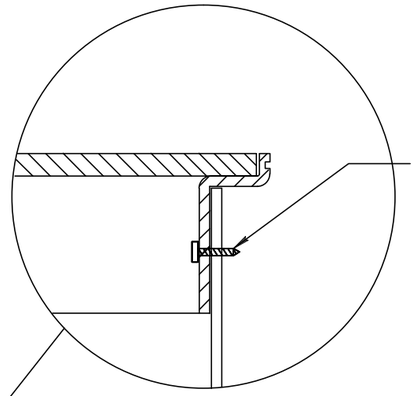
* THE ACTUAL WEIGHT OF THE COVER MAY VARY NOT TO EXCEED 100 LBS.

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

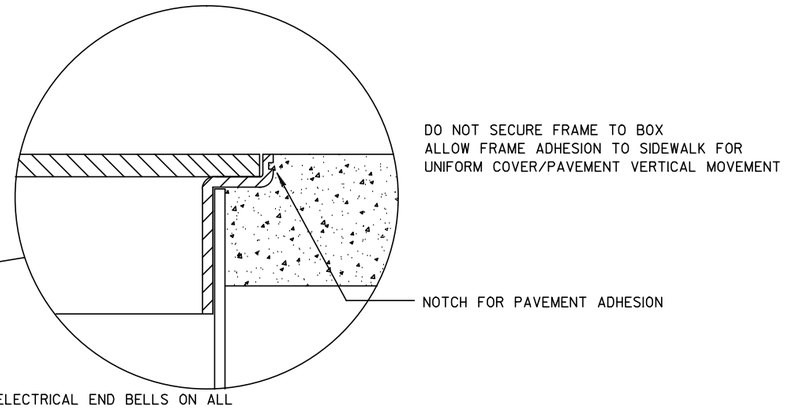


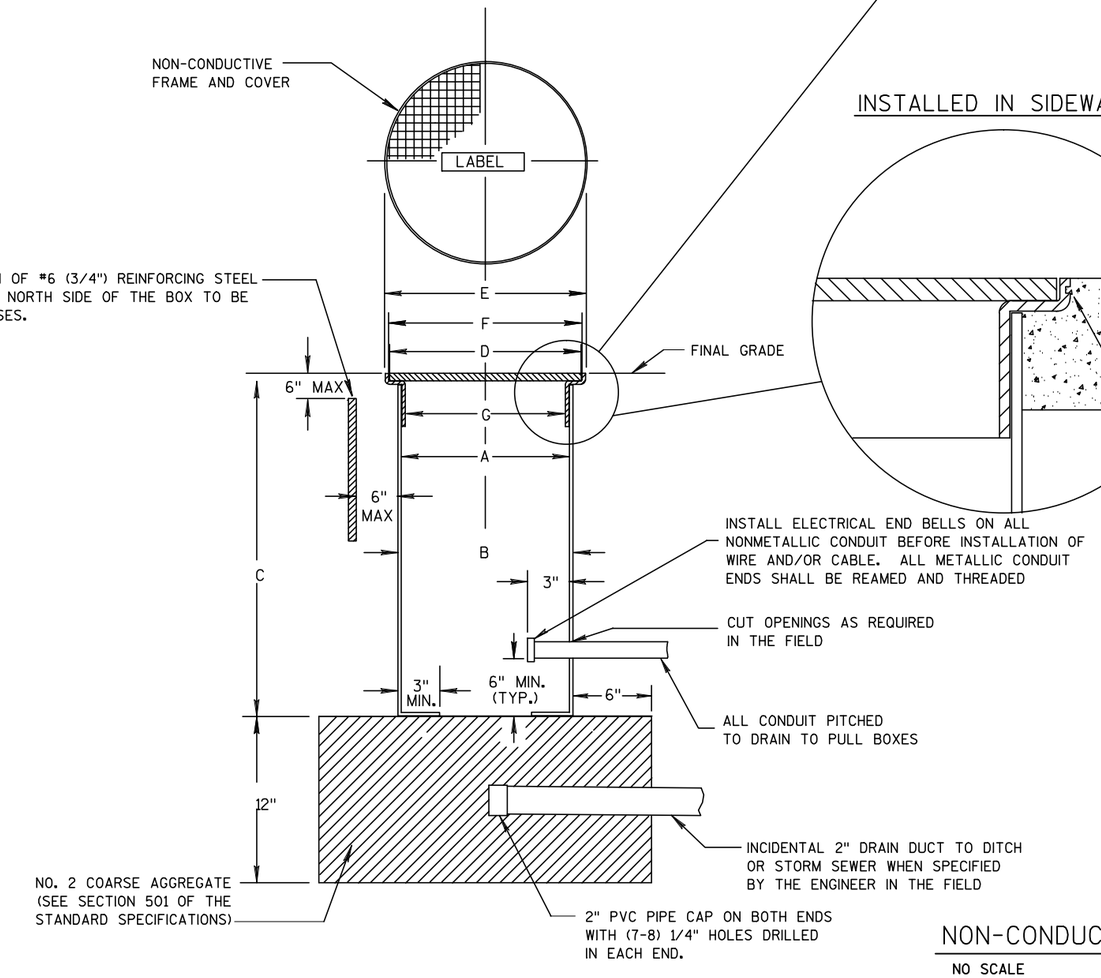
BOX EXTENSION

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK





NON-CONDUCTIVE PULL BOX

NO SCALE

GENERAL NOTES

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

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

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

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

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

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

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

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

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

LABEL ON COVER SHALL READ "SIGNAL" FOR TRAFFIC SIGNAL PULL BOXES AND "LIGHTING" FOR LIGHTING PULL BOXES.

CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2) THE LOCATION OF SIGNAL EQUIPMENT IS BASED ON FIELD SURVEY. NO TRAFFIC SIGNAL PLAN AS-BUILT DRAWINGS WERE LOCATED.

LEGEND

- CONTROL CABINET
- ABANDON EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- TRAFFIC SIGNAL HEAD

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED OR ABANDONED

N

CLARK STREET

STH 28

ALLIANT, CHARTER

AT&T

ALLIANT

PB8 ABANDON

PB7 SB3

SB4

PB9

SB5

PB10 ABANDON

ABANDON PB6

PB5

ABANDON PB4

PB3

SB2

PB2

SB1

PB1

CB1

PB12

SB6

SB7

PB13 ABANDON

32+00 33+00 34+00 35+00 36+00 37+00

CITY OF MAYVILLE

R/W (TYP)

PR/W (TYP)

TLE (TYP)

CHARTER

FILLER CAP

CANOPY

TRAFFIC CONTROL SIGNAL
STH 28 & CLARK ST
CITY OF MAYVILLE
DODGE COUNTY

MUNICIPAL CONTACT: NATHAN KEMPKE
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 1 OF 1

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 110	E

FILE NAME : G:\KUNKEL\14XXX - STH 28 & STH 67 MAYVILLE\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\024001-SR.DWG PLOT DATE : 7/7/2017 3:08 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

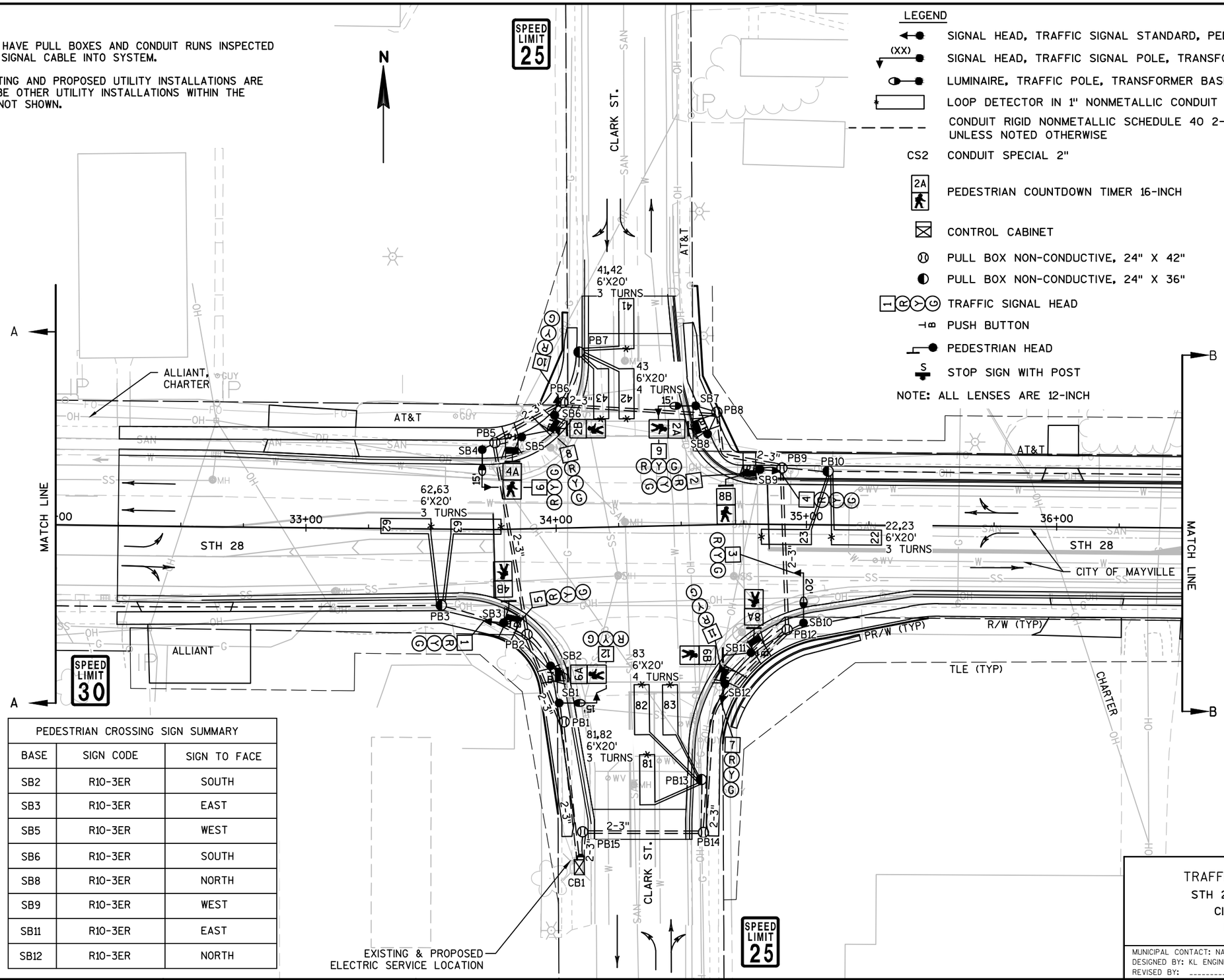
1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- CS2 CONDUIT SPECIAL 2"
- 2A PEDESTRIAN COUNTDOWN TIMER 16-INCH
- CONTROL CABINET
- PULL BOX NON-CONDUCTIVE, 24" X 42"
- PULL BOX NON-CONDUCTIVE, 24" X 36"
- TRAFFIC SIGNAL HEAD
- PUSH BUTTON
- PEDESTRIAN HEAD
- S STOP SIGN WITH POST

NOTE: ALL LENSES ARE 12-INCH



PEDESTRIAN CROSSING SIGN SUMMARY		
BASE	SIGN CODE	SIGN TO FACE
SB2	R10-3ER	SOUTH
SB3	R10-3ER	EAST
SB5	R10-3ER	WEST
SB6	R10-3ER	SOUTH
SB8	R10-3ER	NORTH
SB9	R10-3ER	WEST
SB11	R10-3ER	EAST
SB12	R10-3ER	NORTH

TRAFFIC CONTROL SIGNAL
STH 28 & CLARK STREET
CITY OF MAYVILLE
DODGE COUNTY

MUNICIPAL CONTACT: NATHAN KEMPKE
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

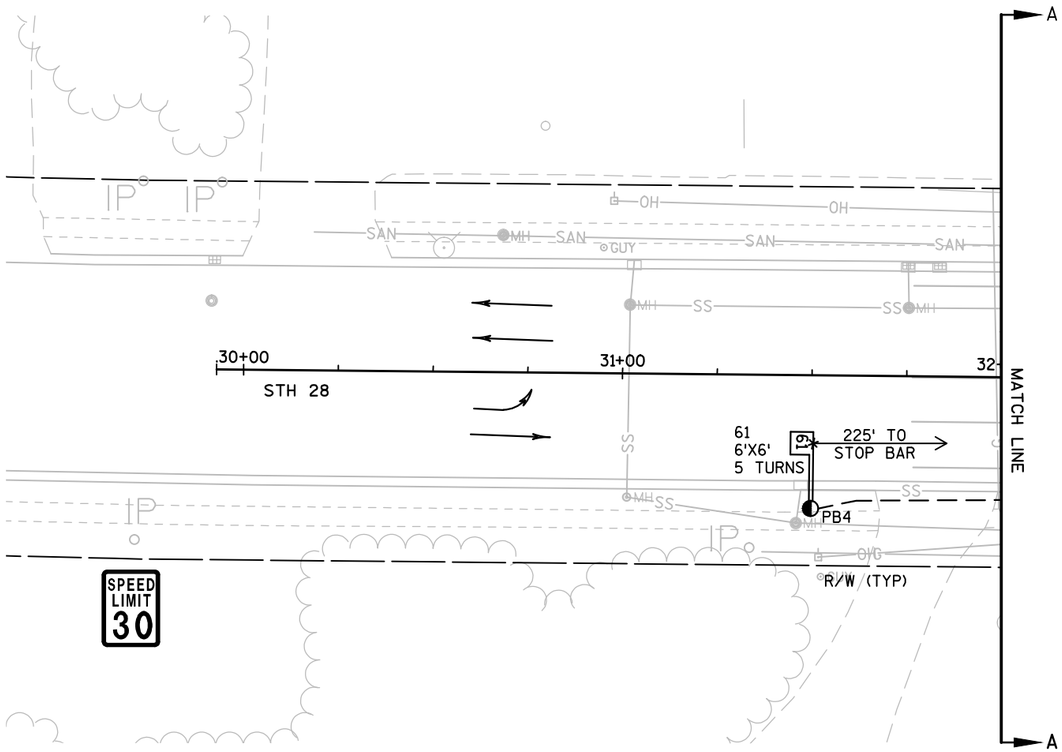
PROJECT NO: 3270-02-71 | HWY: STH 28 | COUNTY: DODGE | TRAFFIC SIGNAL PLAN | SHEET 111 E

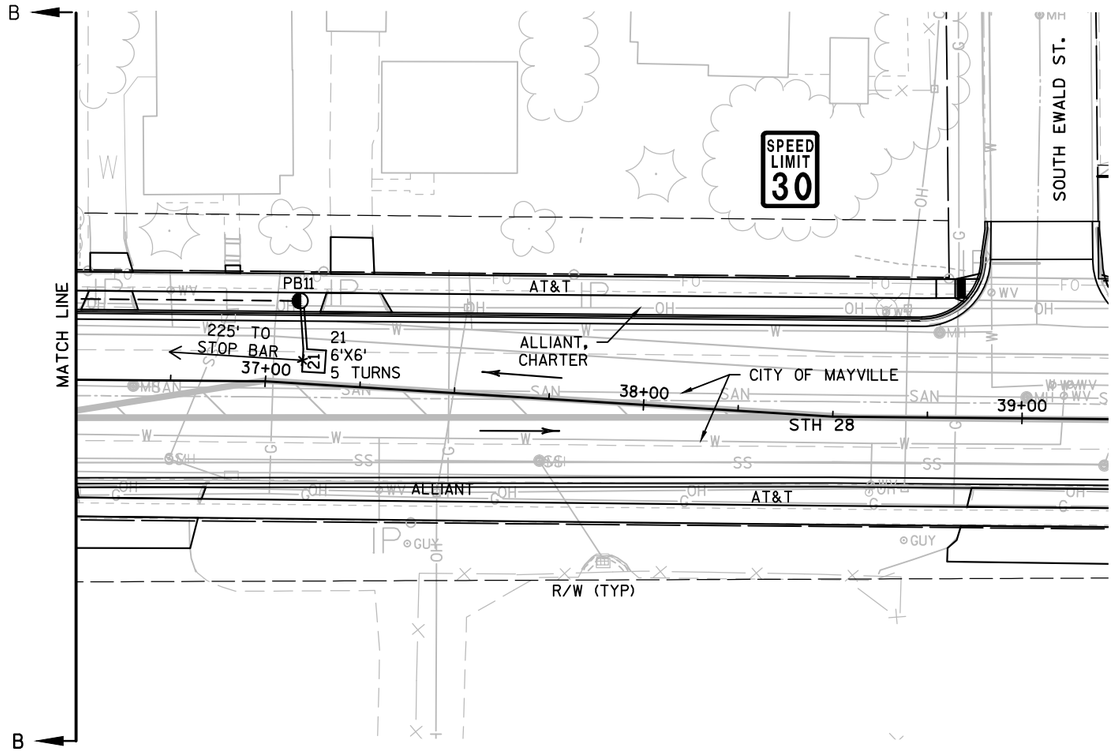
FILE NAME : G:\KUNKEL\14XXX - STH 28 & STH 67 MAYVILLE\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\024001-SP.DWG PLOT DATE : 7/18/2017 12:46 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- PULL BOX NON-CONDUCTIVE, 24" X 36"

N





TRAFFIC CONTROL SIGNAL
STH 28 & CLARK STREET
CITY OF MAYVILLE
DODGE COUNTY

MUNICIPAL CONTACT: NATHAN KEMPKE
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

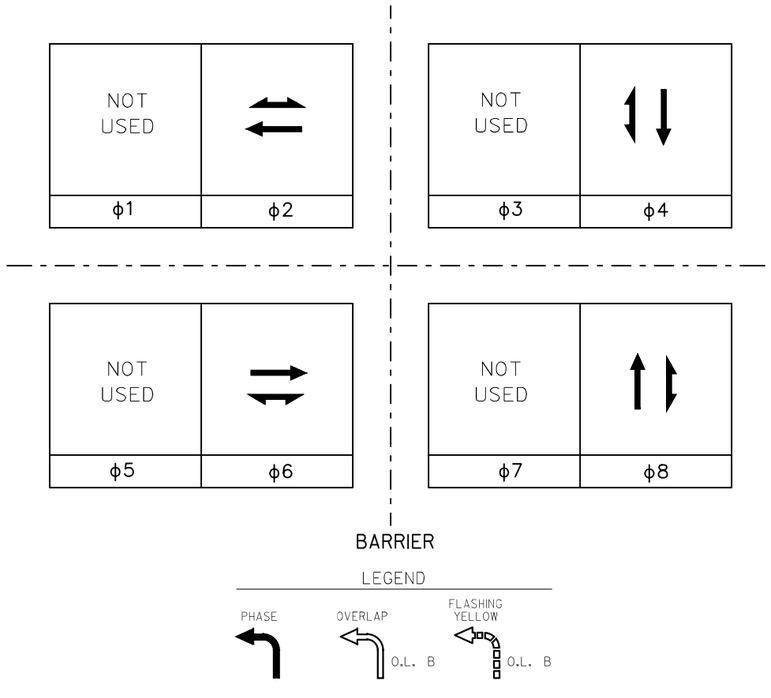
PAGE 2 OF 4

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	TRAFFIC SIGNAL PLAN	SHEET 112 E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4-6	R
Ø3		
Ø4	10-12	R
Ø5		
Ø6	1-3	R
Ø7		
Ø8	7-9	R
Ø2 PED	2A,2B	
Ø4 PED	4A,4B	
Ø6 PED	6A,6B	
Ø8 PED	8A,8B	

O.L. ASSIGNMENTS
OLA
OLB
OLC
OLD
OLE
OLF
OLG
OLH





LEGEND

CONTROLLER LOGIC

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

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	

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

TYPE OF REMOTE COMMUNICATION	
NONE	X
FIBER	
CELL MODEM	
PHONE	

PREEMPTION ASSIGNMENTS			
PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED		
2	RESERVED		
3	NOT USED		
4	NOT USED		
5	NOT USED		
6	NOT USED		
7	NOT USED		
8	NOT USED		

CENTRAL SYSTEM
LOCATION OF MASTER CONTROLLER NO:
SIGNAL SYSTEM #:

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	21	23	41	43	61	63	81	83
PHASE CALLED	2	2	4	4	6	6	8	8
PHASE EXTENDED	2		4	4	6		8	8
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH				1.0				1.0
LOOP FUNCTION								

19	17	23	21	27	25	31	29	DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	22		42		62		82	
PHASE CALLED	2		4		6		8	
PHASE EXTENDED			4				8	
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30	DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

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

STH 28 & CLARK STREET
CITY OF MAYVILLE
DODGE COUNTY

SIGNAL NO. LOCAL

CONTROLLER TYPE: EPAC

DATE 08/01/2017 PAGE NO. 3 OF 4

PROJECT NO: 3270-02-71 | HWY: STH 28 | COUNTY: DODGE | SEQUENCE OF OPERATIONS | SHEET 113 | E

STH 28 & CLARK STREET TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
CB1 TO SB1	5/C	12	PH4 SB	R	RED
				Y	ORG
				G	GRN
CB1 TO SB2	5/C	6A	PH6 PED	W	GRN
				DW	RED
		-	PH6 PED	BUTTON	BLK
CB1 TO SB3	12/C	1	PH6 EB	R	RED
				Y	ORG
				G	GRN
		5	PH2 WB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
		4B	PH4 PED	W	BLU
				DW	BLK
		-	PH4 PED	BUTTON	WHT/BLK
CB1 TO SB4	5/C	6	PH2 WB	R	RED
				Y	ORG
				G	GRN
CB1 TO SB5	7/C	2B	PH2 PED	W	BLU
				DW	BLK
		4A	PH4 PED	W	GRN
				DW	RED
		-	PH4 PED	BUTTON	WHT/BLK
CB1 TO SB6	12/C	8	PH8 NB	R	RED
				Y	ORG
				G	GRN
		10	PH4 SB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
		-	PH2 PED	BUTTON	WHT/BLK
CB1 TO SB7	5/C	9	PH8 NB	R	RED
				Y	ORG
				G	GRN
CB1 TO SB8	5/C	2A	PH2 PED	W	GRN
				DW	RED
		-	PH2 PED	BUTTON	BLK
CB1 TO SB9	12/C	2	PH6 EB	R	RED
				Y	ORG
				G	GRN
		4	PH2 WB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
		8B	PH8 PED	W	BLU
				DW	BLK
		-	PH8 PED	BUTTON	WHT/BLK
CB1 TO SB10	5/C	3	PH6 NB	R	RED
				Y	ORG
				G	GRN
CB1 TO SB11	7/C	8A	PH8 PED	W	BLU
				DW	BLK
		-	PH8 PED	BUTTON	WHT/BLK
		6B	PH6 PED	W	GRN
				DW	RED
CB1 TO SB12	12/C	7	PH8 NB	R	RED
				Y	ORG
				G	GRN
		11	PH4 SB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
		-	PH6 PED	BUTTON	WHT/BLK

STH 28 & CLARK STREET LIGHTING CABLE CHART TYPE UF 10-2 AWG GROUNDED		
CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C W/GROUND	CB1 TO SB1	SW QUADRANT
	SB1 TO SB4	NW QUADRANT
	CB1 TO SB10	SE QUADRANT
	SB10 TO SB7	NE QUADRANT

TRAFFIC CONTROL SIGNAL
STH 28 & CLARK STREET
CITY OF MAYVILLE
DODGE COUNTY

MUNICIPAL CONTACT: NATHAN KEMPKE
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 4 OF 4

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	TRAFFIC SIGNAL CABLE ROUTING	SHEET 114 E

FILE NAME: G:\STRAND\12018-000\Traffic\Temp Signals\1206-07-75 cabling.ppt ORIGINATOR: KL ENGINEERING, INC. ORIG. DATE: REV. DATE: PRINT DATE: July 18, 2017

CONSTRUCTION NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

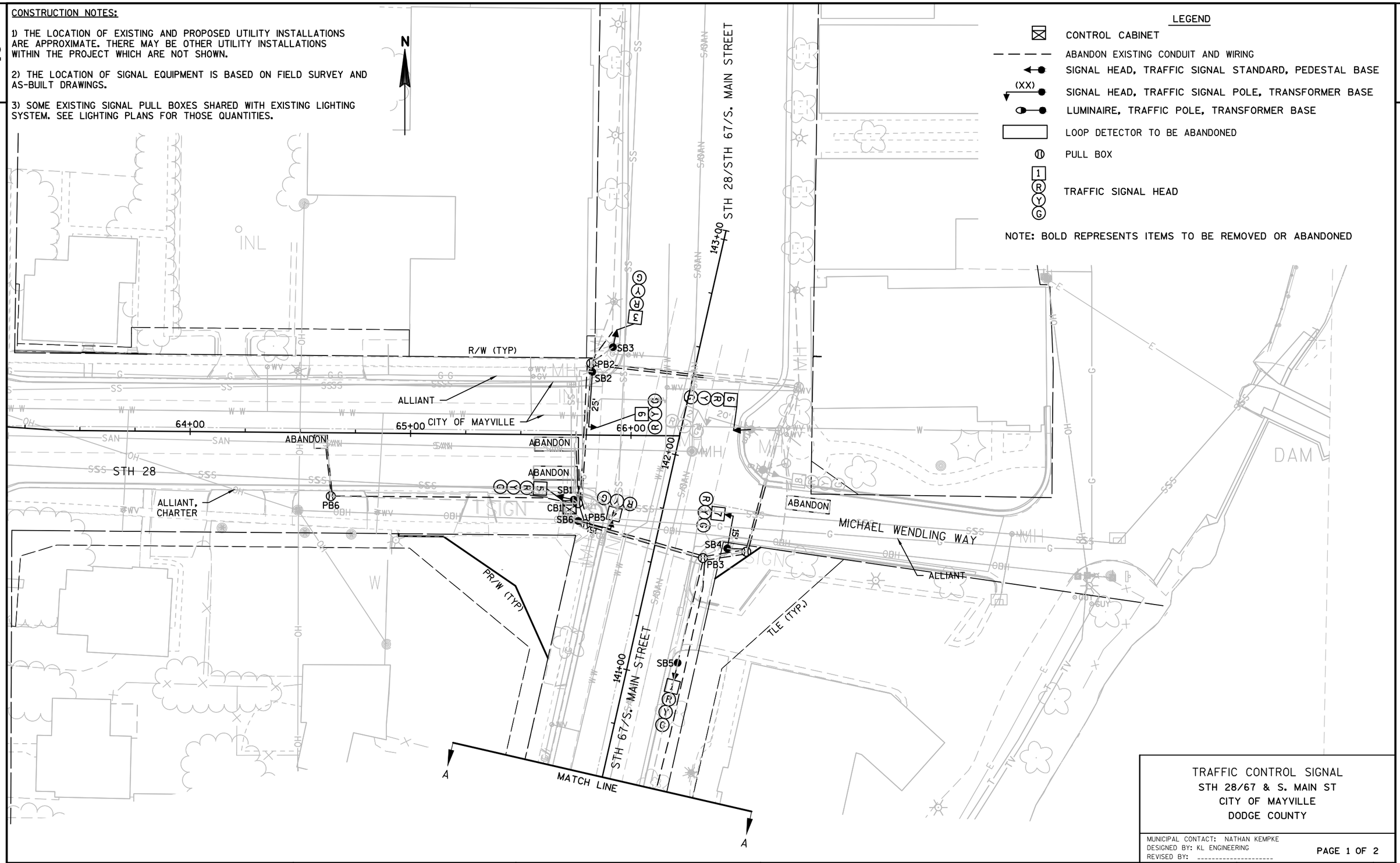
2) THE LOCATION OF SIGNAL EQUIPMENT IS BASED ON FIELD SURVEY AND AS-BUILT DRAWINGS.

3) SOME EXISTING SIGNAL PULL BOXES SHARED WITH EXISTING LIGHTING SYSTEM. SEE LIGHTING PLANS FOR THOSE QUANTITIES.

LEGEND

- CONTROL CABINET
- ABANDON EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- TRAFFIC SIGNAL HEAD

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED OR ABANDONED

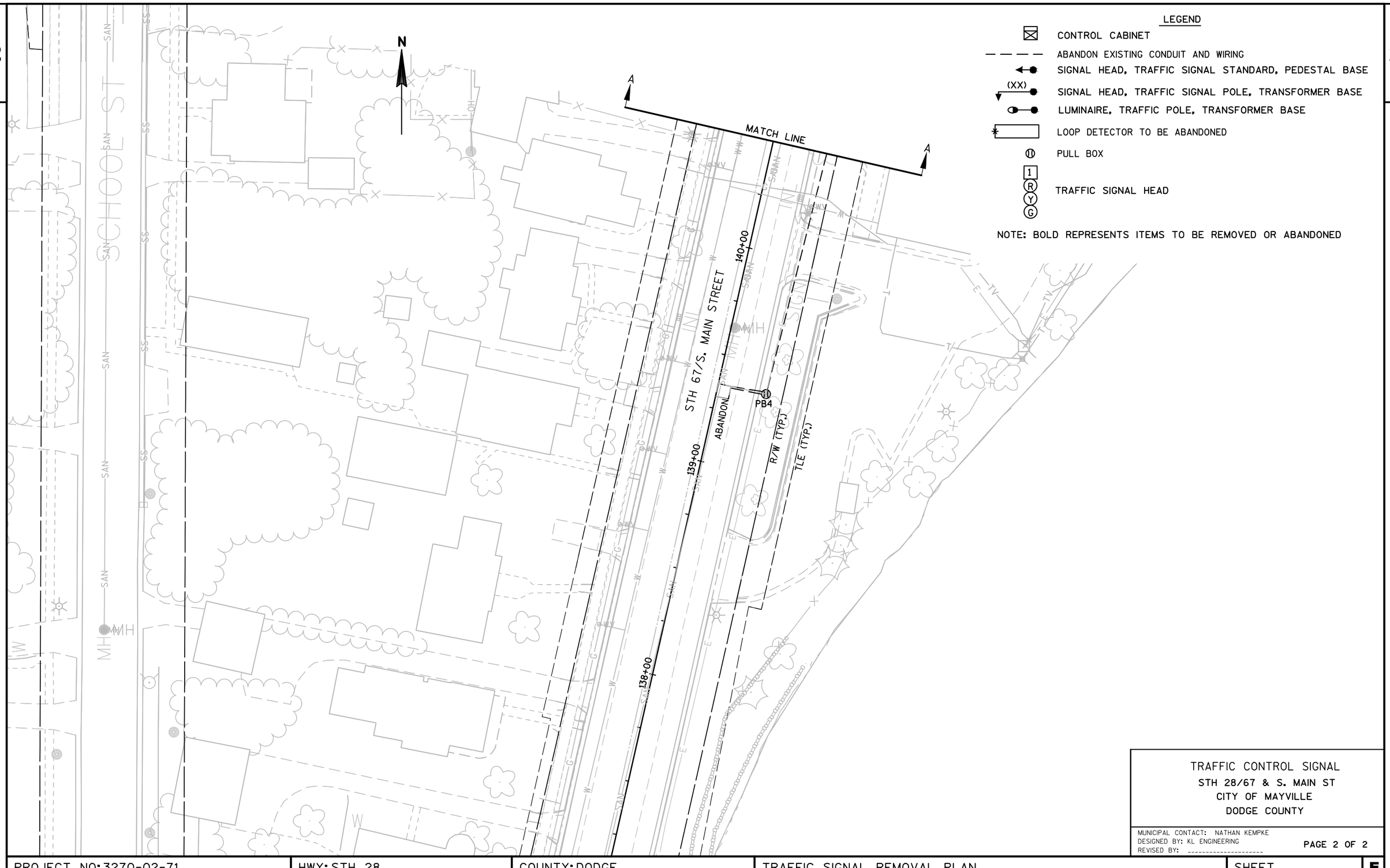


TRAFFIC CONTROL SIGNAL
STH 28/67 & S. MAIN ST
CITY OF MAYVILLE
DODGE COUNTY

MUNICIPAL CONTACT: NATHAN KEMPKE
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 1 OF 2

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 115	E



LEGEND

- CONTROL CABINET
- ABANDON EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR TO BE ABANDONED
- PULL BOX
- TRAFFIC SIGNAL HEAD

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED OR ABANDONED

TRAFFIC CONTROL SIGNAL
STH 28/67 & S. MAIN ST
CITY OF MAYVILLE
DODGE COUNTY

MUNICIPAL CONTACT: NATHAN KEMPKE
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 2 OF 2

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 116 E

FILE NAME : G:\KUNKEL\14XXX - STH 28 & STH 67 MAYVILLE\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\024002-SR.DWG PLOT DATE : 7/18/2017 11:57 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

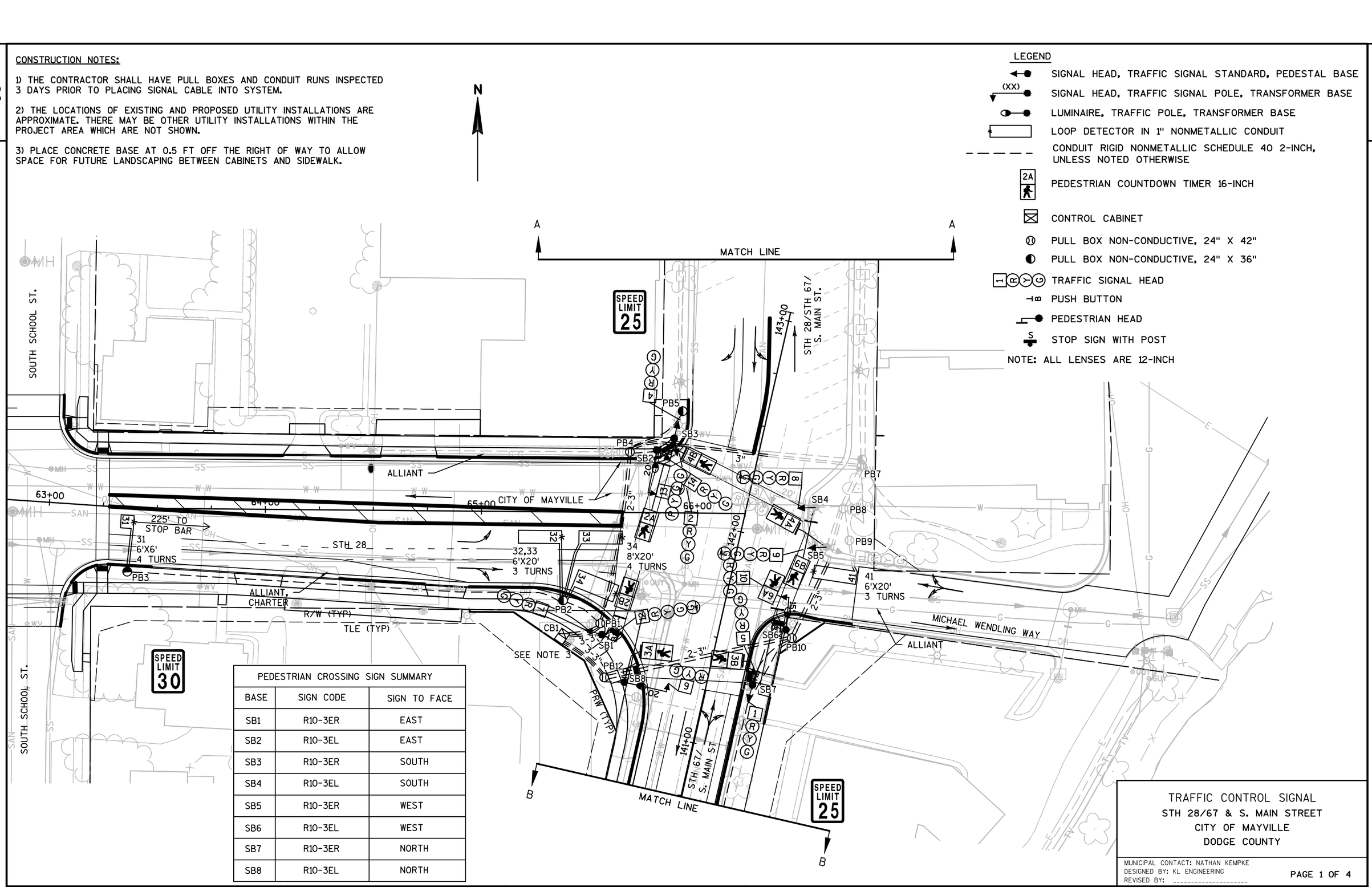
2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) PLACE CONCRETE BASE AT 0.5 FT OFF THE RIGHT OF WAY TO ALLOW SPACE FOR FUTURE LANDSCAPING BETWEEN CABINETS AND SIDEWALK.

LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- 2A PEDESTRIAN COUNTDOWN TIMER 16-INCH
- CONTROL CABINET
- PULL BOX NON-CONDUCTIVE, 24" X 42"
- PULL BOX NON-CONDUCTIVE, 24" X 36"
- TRAFFIC SIGNAL HEAD
- PUSH BUTTON
- PEDESTRIAN HEAD
- S STOP SIGN WITH POST

NOTE: ALL LENSES ARE 12-INCH



PEDESTRIAN CROSSING SIGN SUMMARY		
BASE	SIGN CODE	SIGN TO FACE
SB1	R10-3ER	EAST
SB2	R10-3EL	EAST
SB3	R10-3ER	SOUTH
SB4	R10-3EL	SOUTH
SB5	R10-3ER	WEST
SB6	R10-3EL	WEST
SB7	R10-3ER	NORTH
SB8	R10-3EL	NORTH

TRAFFIC CONTROL SIGNAL
STH 28/67 & S. MAIN STREET
CITY OF MAYVILLE
DODGE COUNTY

MUNICIPAL CONTACT: NATHAN KEMPKE
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

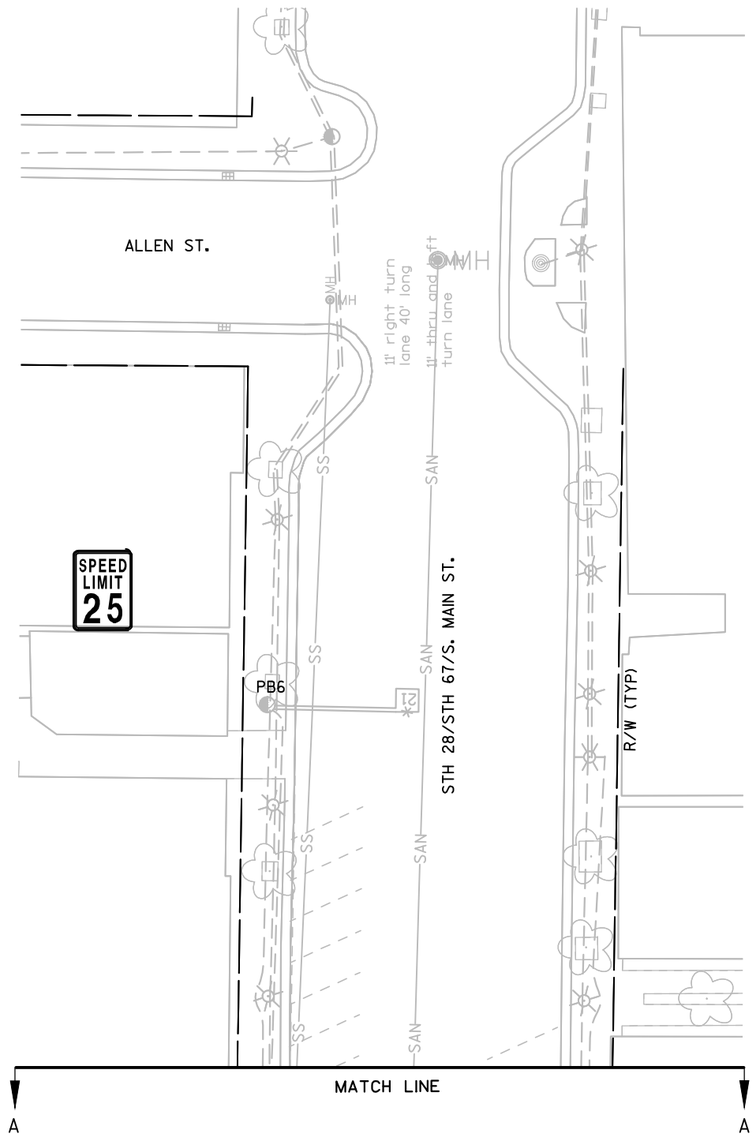
PAGE 1 OF 4

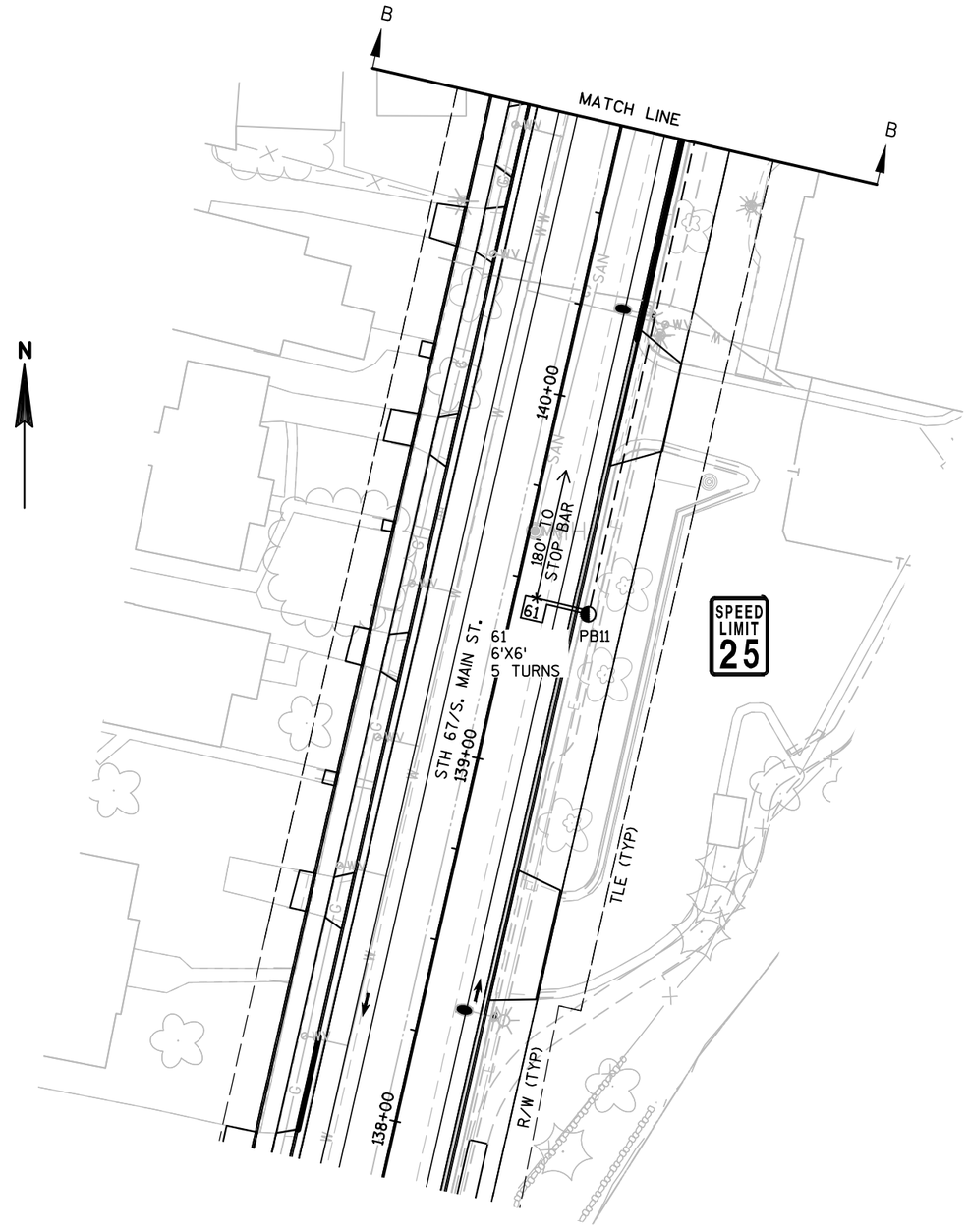
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	TRAFFIC SIGNAL PLAN	SHEET 117	E

FILE NAME : G:\KUNKEL\14XXX - STH 28 & STH 67 MAYVILLE\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\024002-SP.DWG PLOT DATE : 7/19/2017 8:52 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2





N

LEGEND

- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- PULL BOX NON-CONDUCTIVE, 24" X 36"

TRAFFIC CONTROL SIGNAL
STH 28/67 & S. MAIN STREET
CITY OF MAYVILLE
DODGE COUNTY

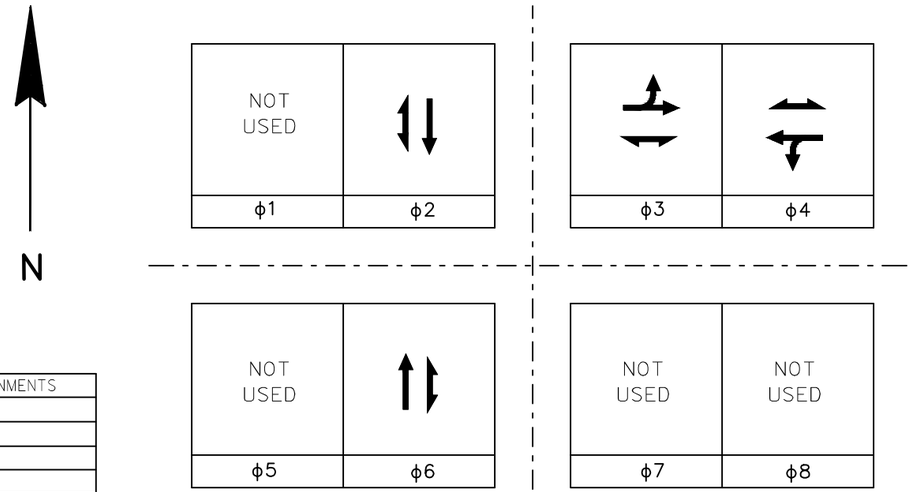
MUNICIPAL CONTACT: NATHAN KEMPKE
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 2 OF 4

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	TRAFFIC SIGNAL PLAN	SHEET 118	E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4-6	R
Ø3	7-10	R
Ø4	11-14	R
Ø5		
Ø6	1-3	R
Ø7		
Ø8		
Ø2 PED	2A,2B	
Ø3 PED	3A,3B	
Ø4 PED	4A,4B	
Ø6 PED	6A,6B	

O.L. ASSIGNMENTS
OLA
OLB
OLC
OLD
OLE
OLF
OLG
OLH



LEGEND



CONTROLLER LOGIC

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

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	

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

TYPE OF REMOTE COMMUNICATION	
NONE	X
FIBER	
CELL MODEM	
PHONE	

PREEMPTION ASSIGNMENTS			
PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED		
2	RESERVED		
3	NOT USED		
4	NOT USED		
5	NOT USED		
6	NOT USED		
7	NOT USED		
8	NOT USED		

CENTRAL SYSTEM
LOCATION OF MASTER CONTROLLER NO:
SIGNAL SYSTEM #:

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	21	31	33	41	61			
PHASE CALLED	2		3	4	6			
PHASE EXTENDED	2	3	3	4	6			
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	19	17	23	21	27	25	31	29
DETECTOR #(S)								
PHASE CALLED								
PHASE EXTENDED								
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)		32	34					
PHASE CALLED		3	3					
PHASE EXTENDED		3	3					
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	20	18	24	22	28	26	32	30
DETECTOR #(S)								
PHASE CALLED								
PHASE EXTENDED								
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

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

STH 67/28 & MAIN STREET
CITY OF MAYVILLE
DODGE COUNTY

SIGNAL NO. LOCAL

CONTROLLER TYPE: EPAC

DATE 08/01/2017 PAGE NO. 3 OF 4

STH 28/67 & S. MAIN STREET TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
CB1 TO SB1	12/C	7	PH4 EB	R	RED
				Y	ORG
				G	GRN
		12	PH4 WB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
				G ←	BLK/WHT
		2A	PH2 PED	W	BLU
				DW	BLK
		-	PH2 PED	BUTTON	WHT/BLK
CB1 TO SB2	12/C	13	PH4 WB	R	RED
				Y	ORG
				G	GRN
				G ←	GRN/BLK
		14	PH4 WB	R	RED
				Y	ORG
				G	GRN
		4B	PH4 PED	W	BLU
				DW	BLK
		-	PH2 PED	BUTTON	WHT/BLK
CB1 TO SB3	12/C	2	PH6 NB	R	RED
				Y	ORG
				G	GRN
		4	PH2 SB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
		2B	PH2 PED	W	BLU
				DW	BLK
		-	PH4 PED	BUTTON	WHT/BLK
CB1 TO SB4	12/C	8	PH3 EB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
				G ←	BLK/WHT
		6B	PH6 PED	W	BLU
				DW	BLK
		-	PH4 PED	BUTTON	WHT/BLK
		EX3	PH6 NB	R	RED
				Y	ORG
				G	GRN
CB1 TO SB5	12/C	9	PH3 EB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
				G ←	BLK/WHT
		4A	PH4 PED	W	BLU
				DW	BLK
		-	PH6 PED	BUTTON	WHT/BLK
		EX11	PH8 WB	R	RED
				Y	ORG
				G	GRN
CB1 TO SB6	7/C	10	PH3 EB	R	RED
				Y	ORG
				G	GRN
		6A	PH6 PED	W	BLU
				DW	BLK
		-	PH6 PED	BUTTON	WHT/BLK
CB1 TO SB7	12/C	1	PH6 NB	R	RED
				Y	ORG
				G	GRN
		5	PH2 SB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
		3B	PH3 PED	W	BLU
				DW	BLK
		-	PH3 PED	BUTTON	WHT/BLK
CB1 TO SB8	7/C	6	PH2 SB	R	RED
				Y	ORG
				G	GRN
		3A	PH3 PED	W	BLU
				DW	BLK
		-	PH3 PED	BUTTON	WHT/BLK

STH 28/67 & S. MAIN STREET LIGHTING CABLE CHART TYPE UF 10-2 AWG GROUNDED		
CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C W/GROUND	CB1 TO SB2	SW QUADRANT
	CB1 TO SB8	NW QUADRANT
	SB8 TO SB6	SE QUADRANT

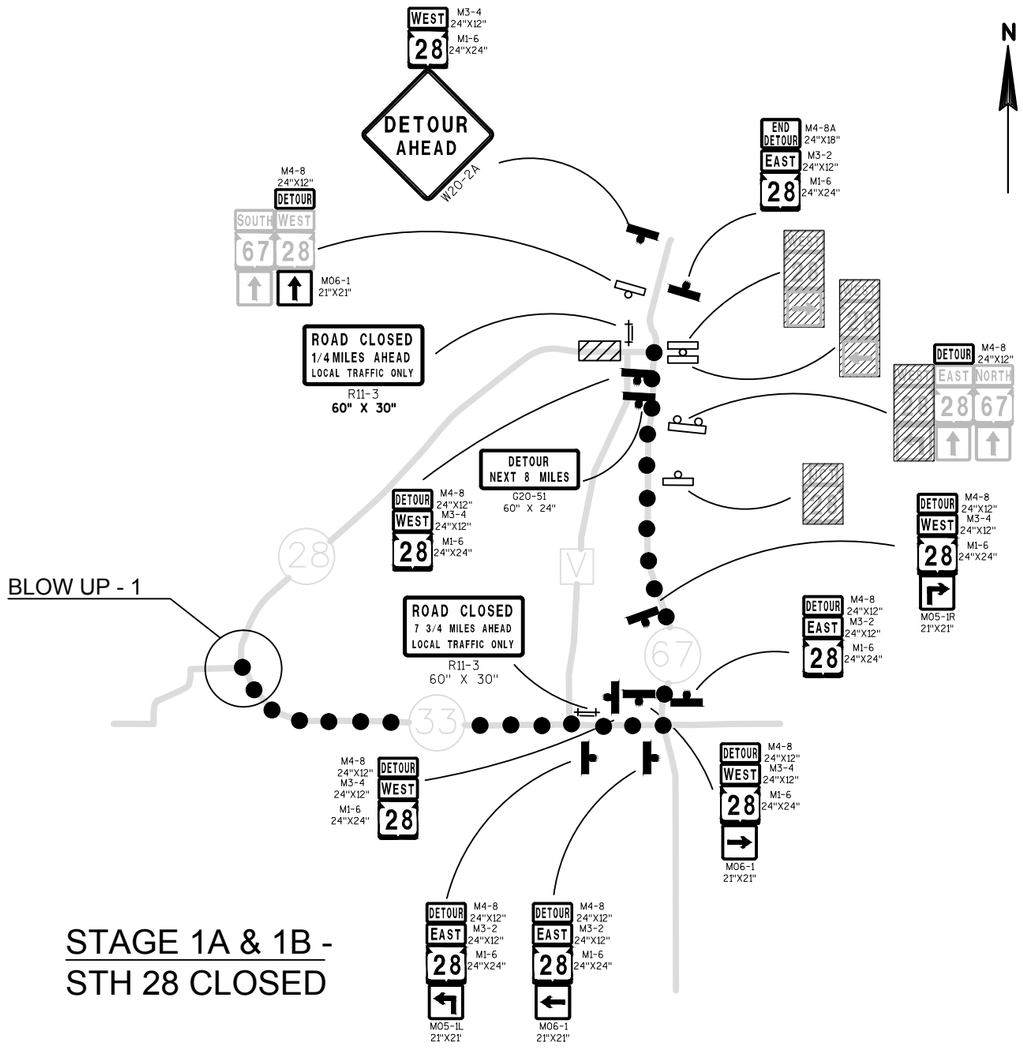
TRAFFIC CONTROL SIGNAL
STH 28/67 & S. MAIN STREET
CITY OF MAYVILLE
DODGE COUNTY

MUNICIPAL CONTACT: NATHAN KEMPKE
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 4 OF 4

TRAFFIC CONTROL NOTES

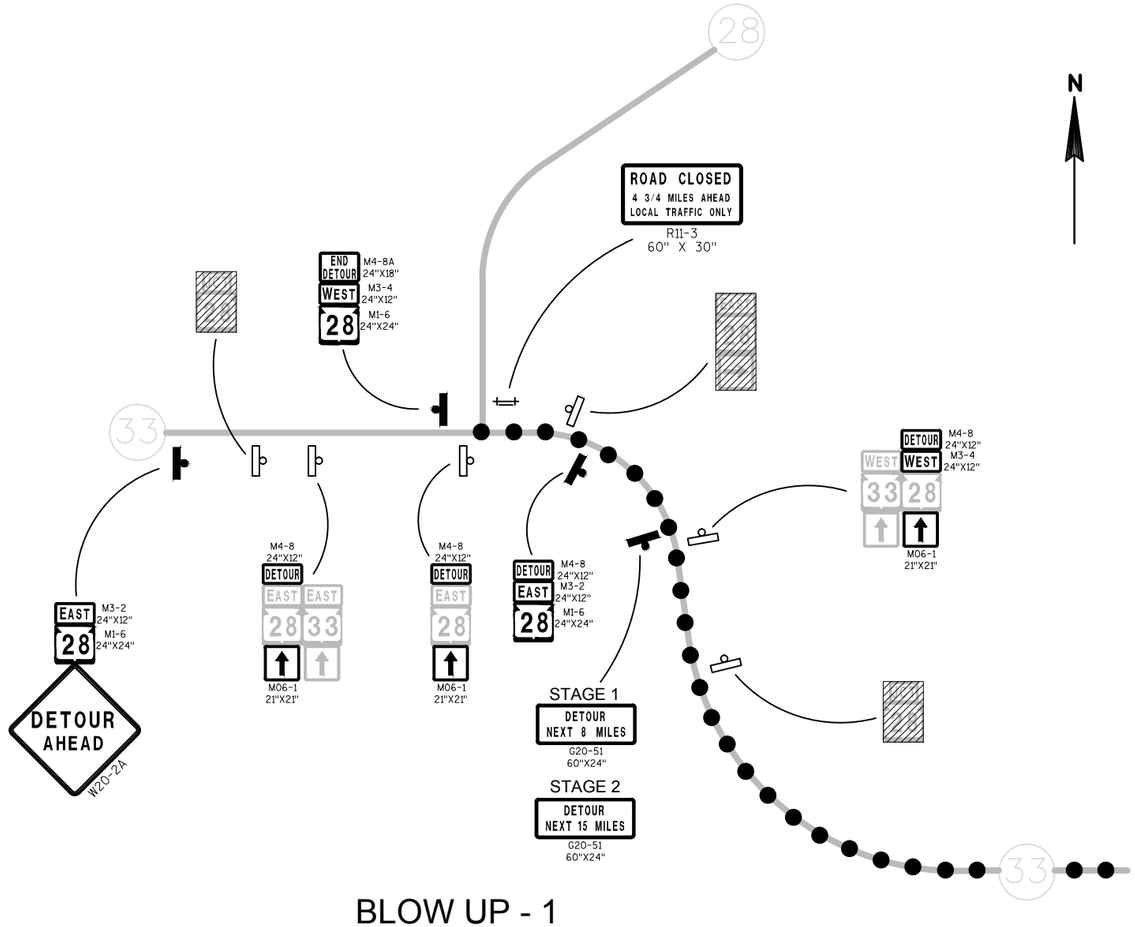
1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. TYPE III BARRICADES SHALL HAVE TWO TYPE A LIGHTS ON EACH BARRICADE AND HAVE A WIDTH OF 8 FEET.
3. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
4. ALL SIGNS WHICH CONFLICT WITH THE TRAFFIC CONTROL SIGNING SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
5. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.



STAGE 1A & 1B - STH 28 CLOSED

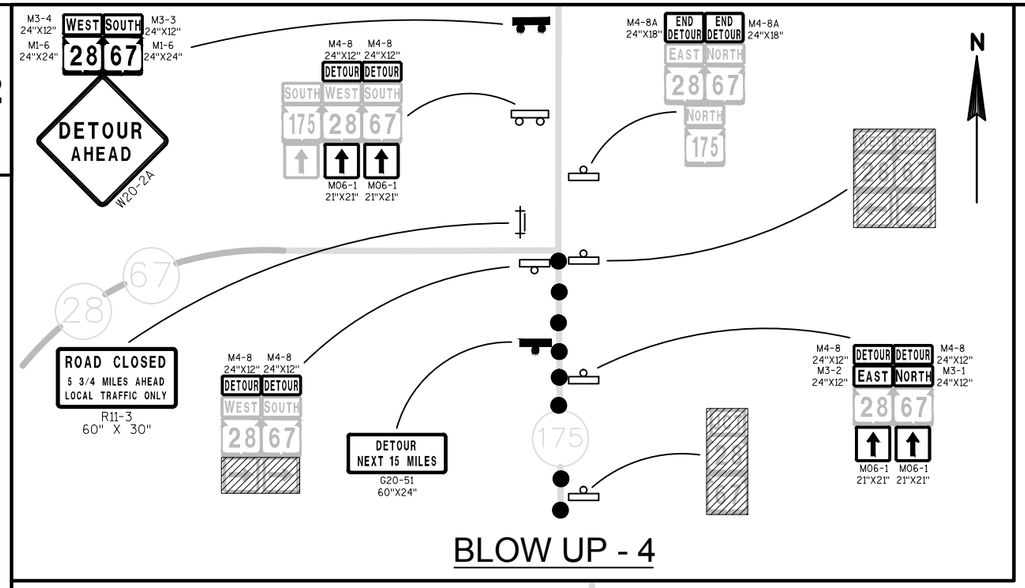
LEGEND

- WORK ZONE
- EXISTING SIGN SINGLE/DOUBLE POST
- NEW SIGN SINGLE/DOUBLE POST
- TYPE III BARRICADE WITH SIGN
- DETOUR ROUTE
- COVER EXISTING SIGN

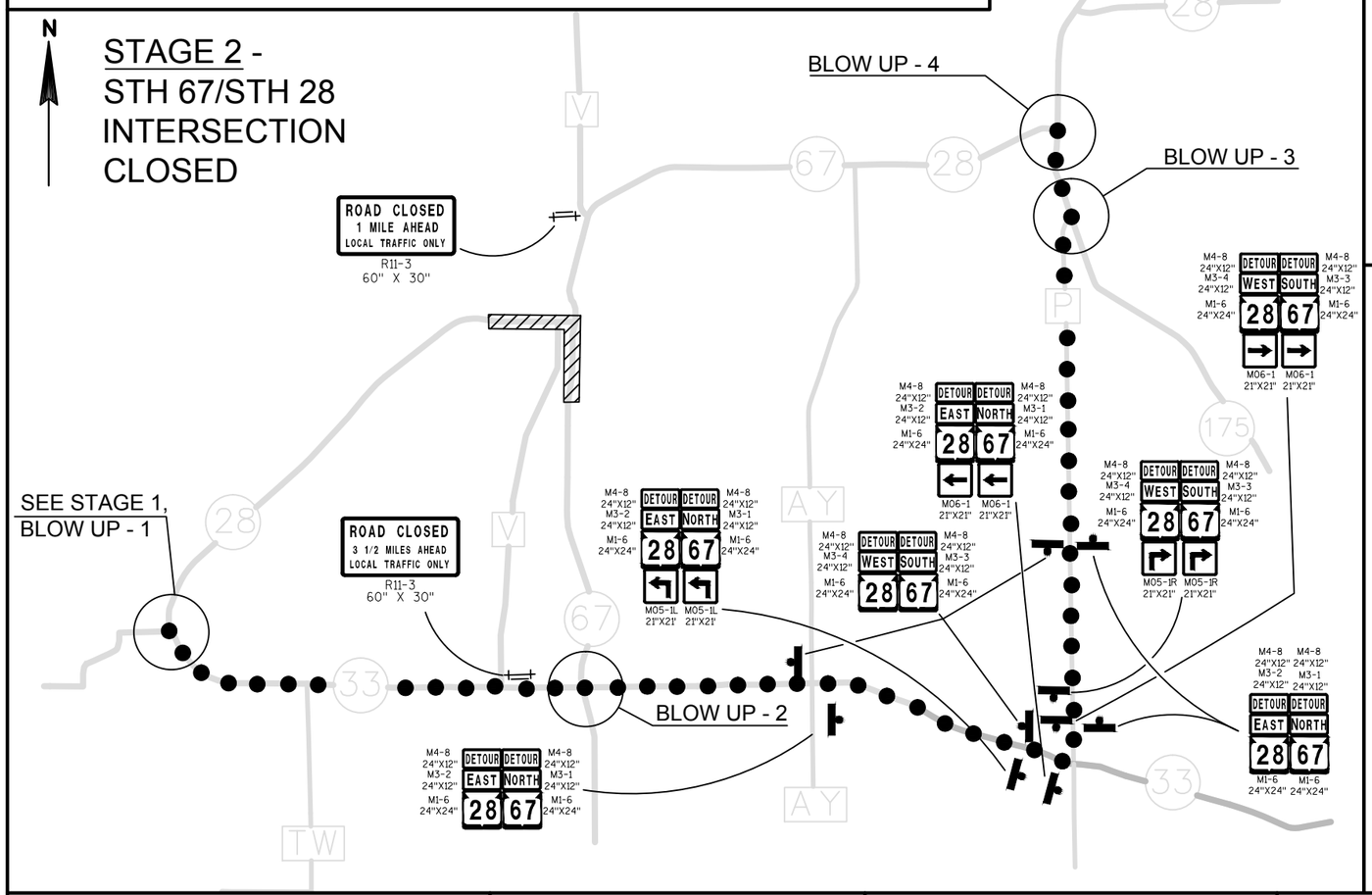


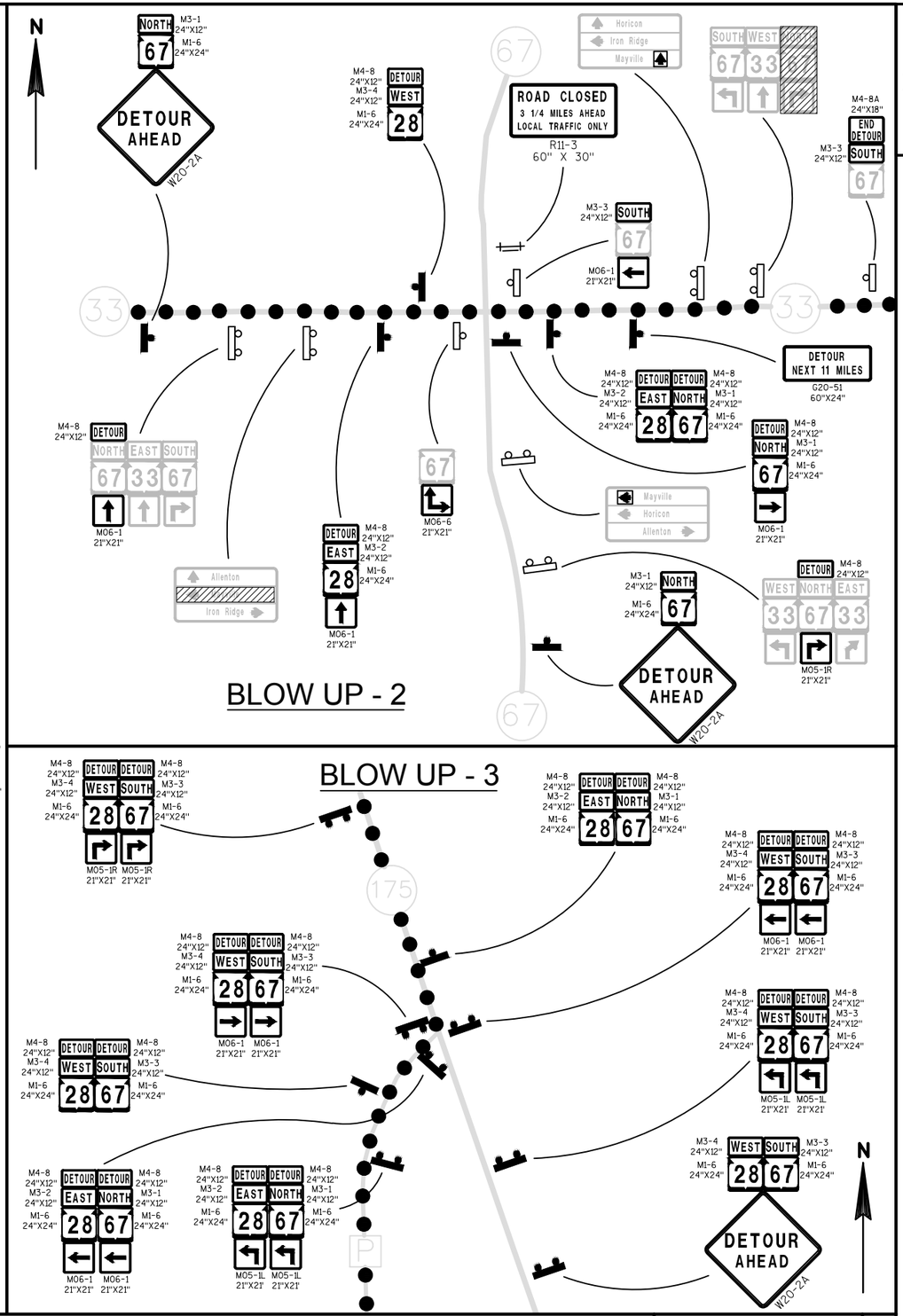
BLOW UP - 1

PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	DETOUR ROUTE - STAGE 1A & 1B - STH 28 CLOSED	SHEET 121	E

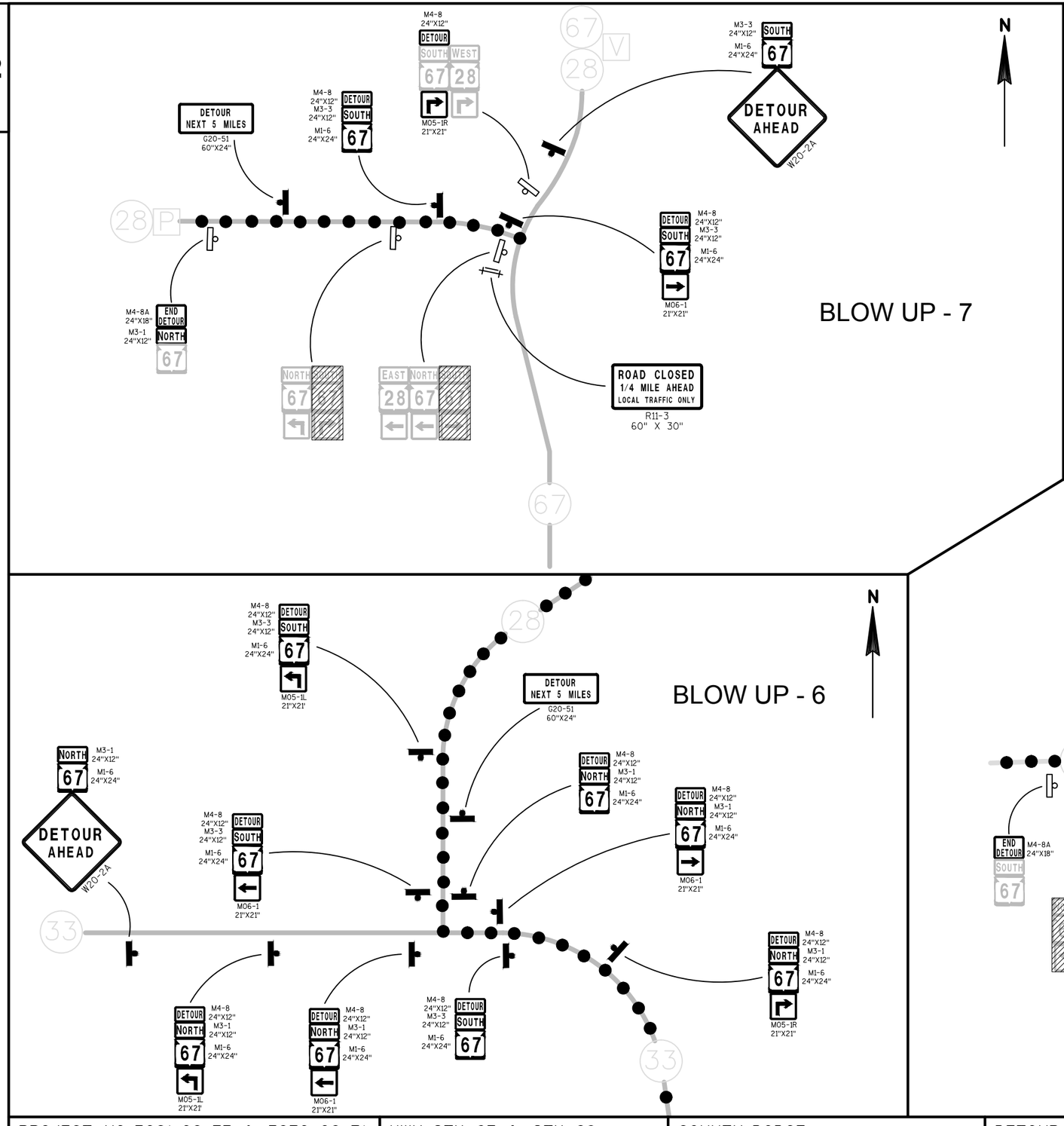


BLOW UP - 4

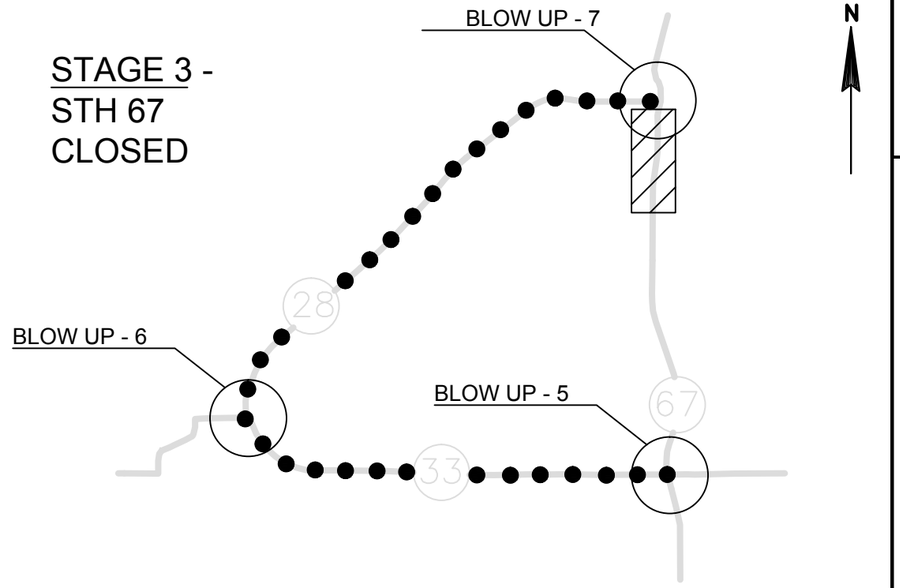




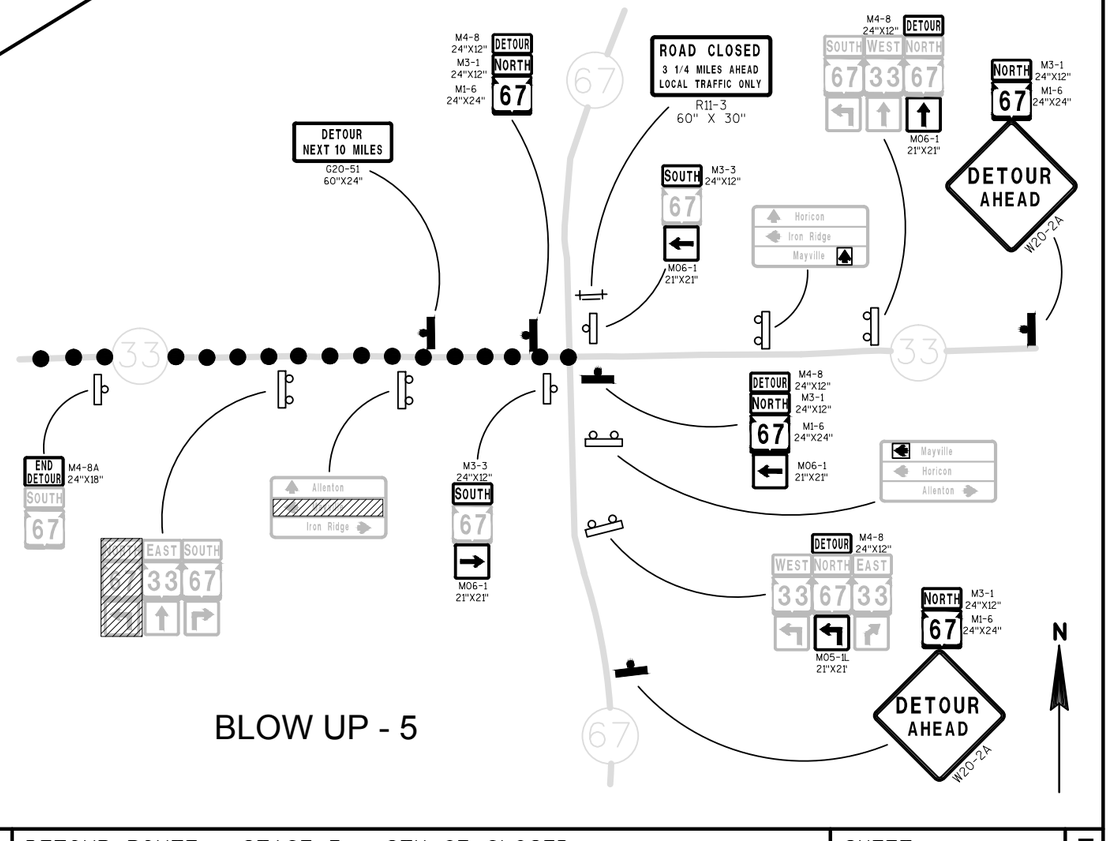
BLOW UP - 2



BLOW UP - 7



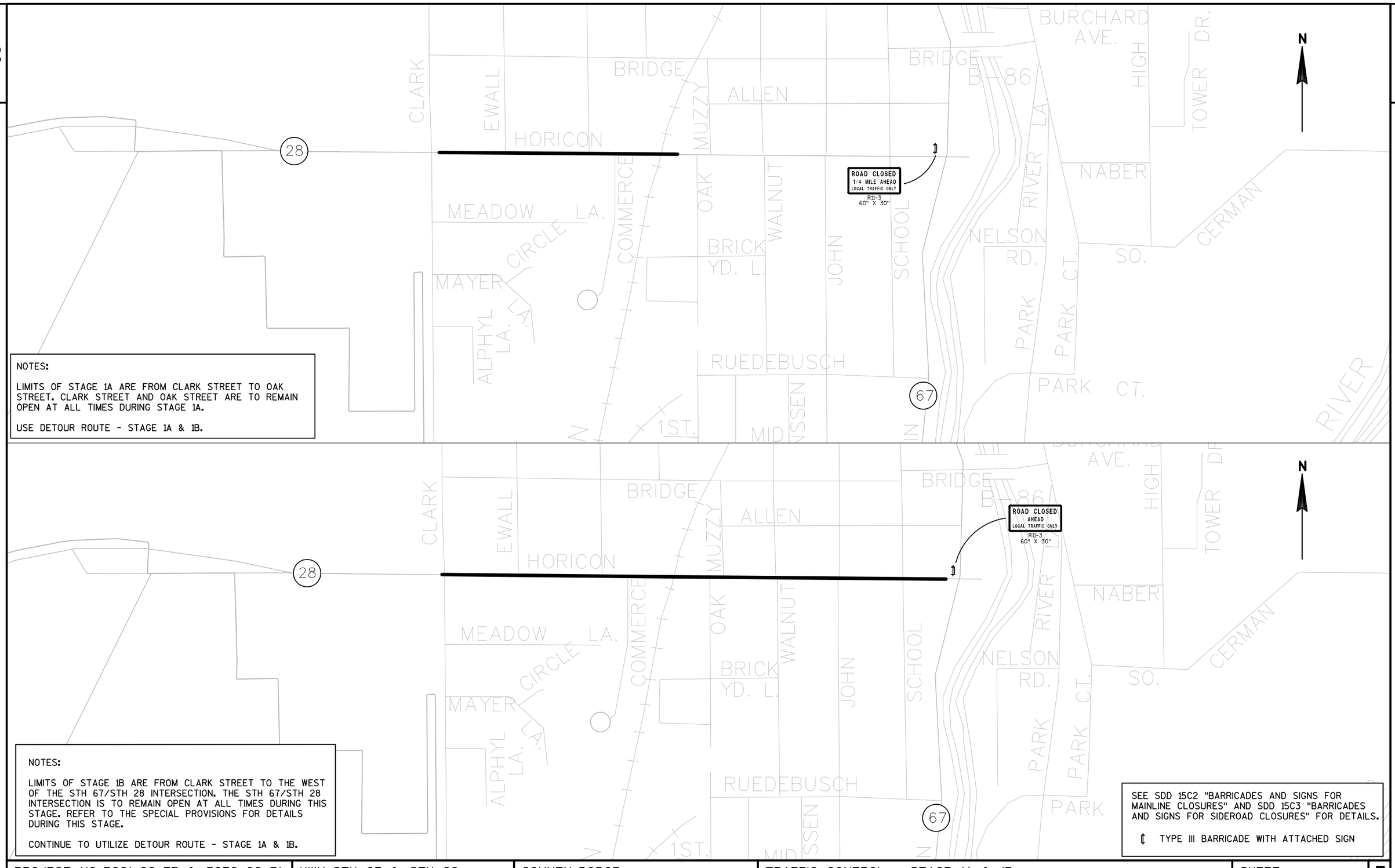
BLOW UP - 6



BLOW UP - 5

PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	DETOUR ROUTE - STAGE 3 - STH 67 CLOSED	SHEET 123	E

2



NOTES:

LIMITS OF STAGE 1A ARE FROM CLARK STREET TO OAK STREET. CLARK STREET AND OAK STREET ARE TO REMAIN OPEN AT ALL TIMES DURING STAGE 1A.

USE DETOUR ROUTE - STAGE 1A & 1B.

NOTES:

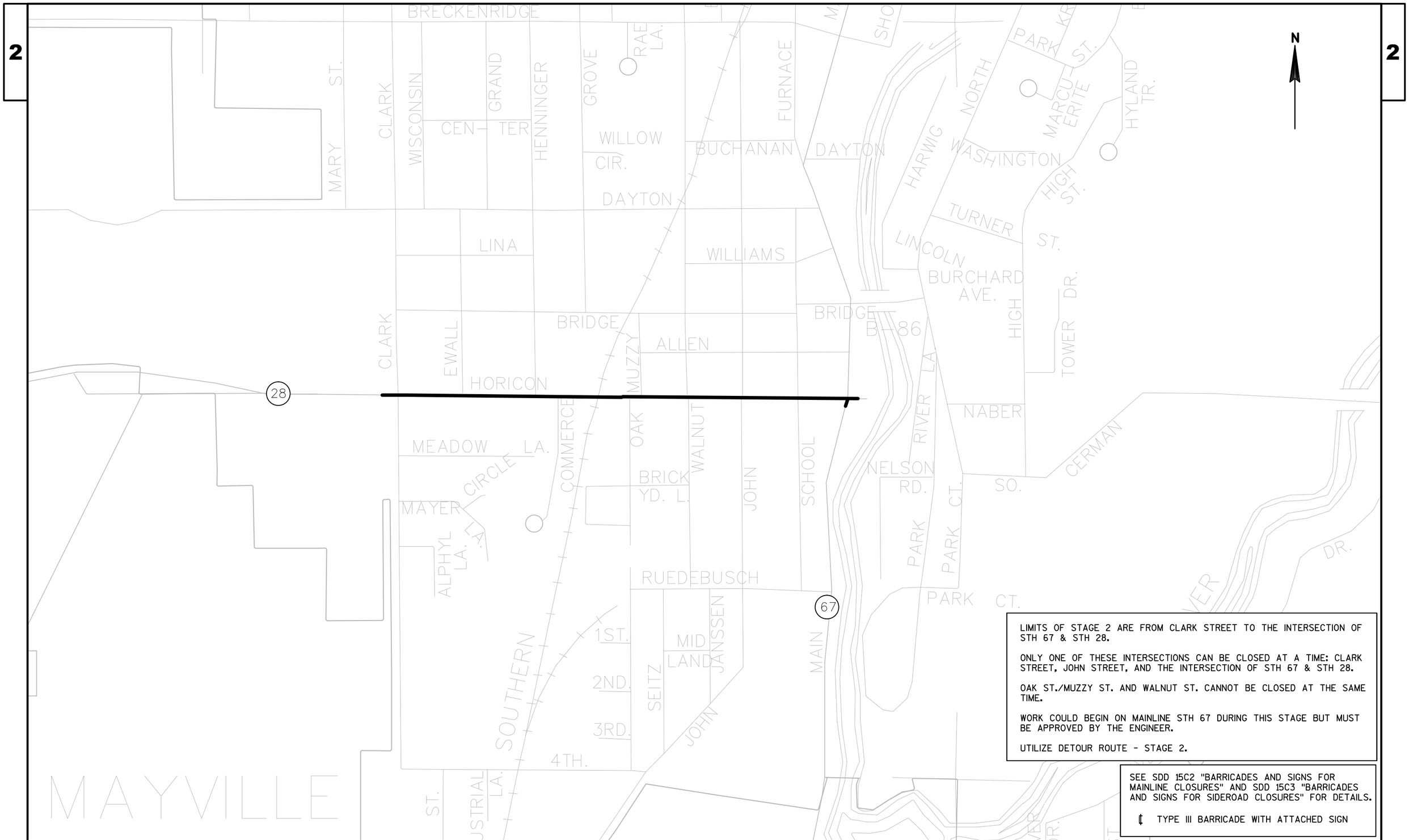
LIMITS OF STAGE 1B ARE FROM CLARK STREET TO THE WEST OF THE STH 67/STH 28 INTERSECTION. THE STH 67/STH 28 INTERSECTION IS TO REMAIN OPEN AT ALL TIMES DURING THIS STAGE. REFER TO THE SPECIAL PROVISIONS FOR DETAILS DURING THIS STAGE.

CONTINUE TO UTILIZE DETOUR ROUTE - STAGE 1A & 1B.

SEE SDD 15C2 "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND SDD 15C3 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR DETAILS.

TYPE III BARRICADE WITH ATTACHED SIGN

PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	TRAFFIC CONTROL - STAGE 1A & 1B	SHEET 124	E



LIMITS OF STAGE 2 ARE FROM CLARK STREET TO THE INTERSECTION OF STH 67 & STH 28.

ONLY ONE OF THESE INTERSECTIONS CAN BE CLOSED AT A TIME: CLARK STREET, JOHN STREET, AND THE INTERSECTION OF STH 67 & STH 28.

OAK ST./MUZZY ST. AND WALNUT ST. CANNOT BE CLOSED AT THE SAME TIME.

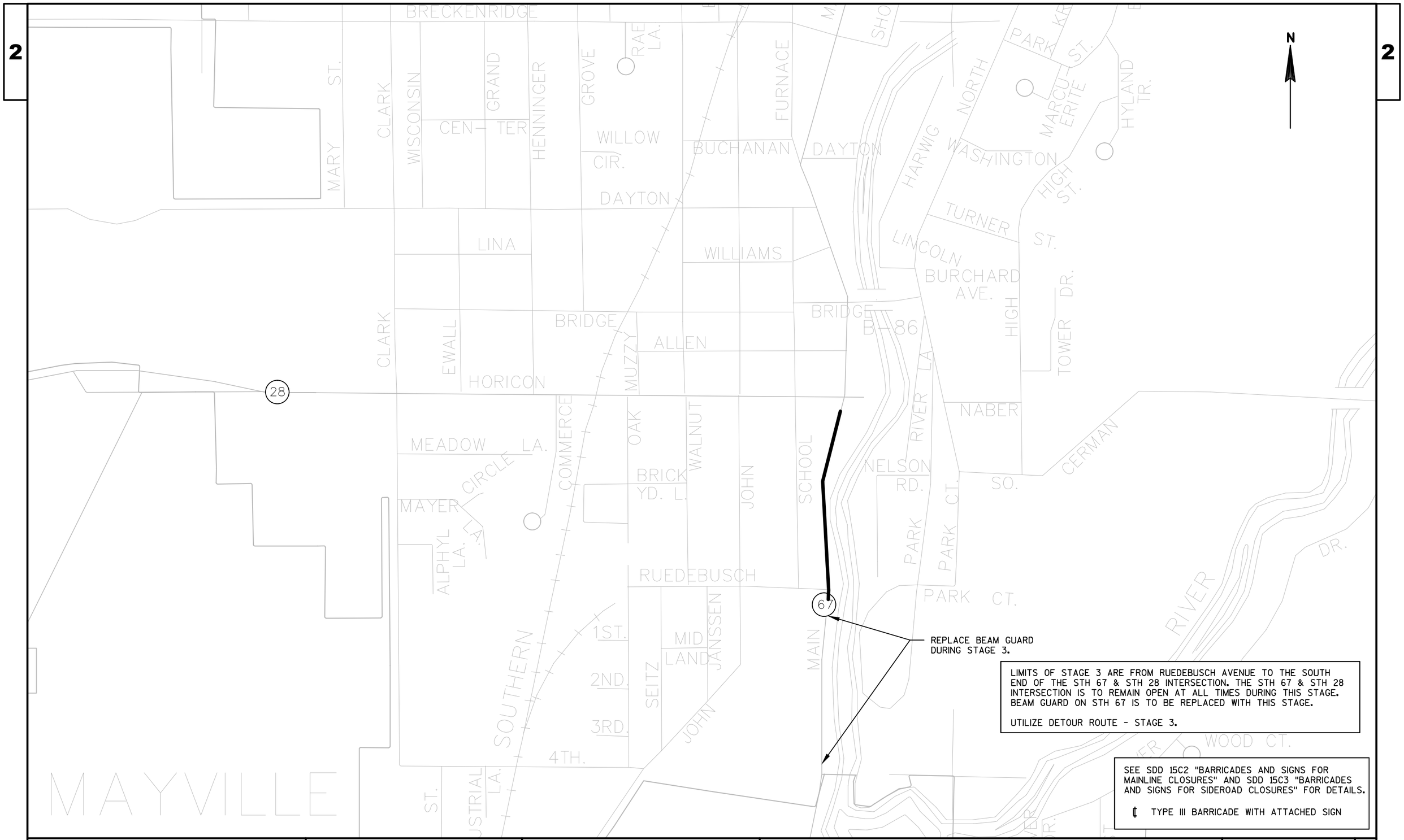
WORK COULD BEGIN ON MAINLINE STH 67 DURING THIS STAGE BUT MUST BE APPROVED BY THE ENGINEER.

UTILIZE DETOUR ROUTE - STAGE 2.

SEE SDD 15C2 "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND SDD 15C3 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR DETAILS.

℄ TYPE III BARRICADE WITH ATTACHED SIGN

PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	TRAFFIC CONTROL - STAGE 2	SHEET 125 E



PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	TRAFFIC CONTROL - STAGE 3	SHEET 126	E

2

N

RECONSTRUCT ONE SIDE OF SIDEWALK ON STH 28 AT A TIME. DETOUR PEDESTRIAN TRAFFIC TO THE OTHER SIDE WHILE CONSTRUCTING SIDEWALK. MAINTAIN ONE CROSSWALK ACROSS STH 28 AT CLARK ST. AT ALL TIMES.

28

CONSTRUCT THE SIDEWALK ON THE EAST SIDE OF STH 67 FIRST WHILE LEAVING THE WEST SIDEWALK OPEN FOR PEDESTRIANS. ONCE THE EAST SIDEWALK IS COMPLETE THEN THE WEST SIDE SIDEWALK CAN BE REMOVED AND REPLACED. MAINTAIN A PEDESTRIAN CROSSING AT RUEDEBUSCH AVE. ACROSS STH 67 AND NEAR STH 28 ACROSS STH 67.

67

LEGEND

PROJECT AREA

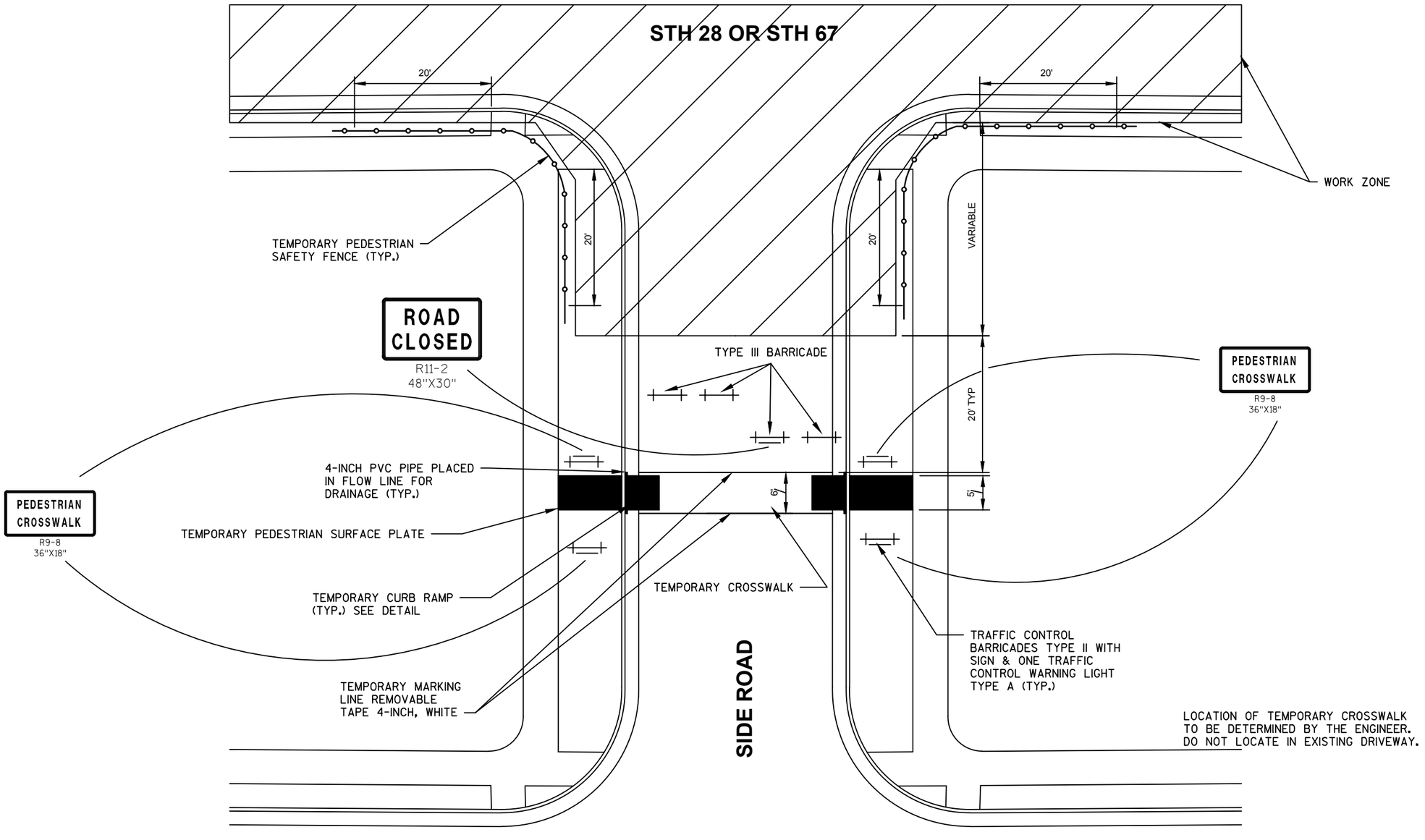
TEMPORARY CROSSWALK LOCATIONS ACROSS STH 28

1. TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE RECONSTRUCTION PROJECT. TEMPORARY CROSSWALKS SHALL BE PROVIDED AT ALL TIMES FOR A MINIMUM OF ONE NORTH-SOUTH LEG OF THE INDICATED INTERSECTIONS OR AS DIRECTED BY THE FIELD ENGINEER.

2. POST MOUNTED SIGNS LOCATED NEAR OR ADJACENT TO THE SIDEWALK SHALL HAVE A 7-FT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE EXISTING OR NEW SIDEWALK.

PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	PEDESTRIAN ACCESS - PROJECT OVERVIEW	SHEET 127	E

2



NOTES: USE TEMPORARY CROSSWALKS ACROSS ALL SIDE STREETS WITHIN PROJECT LIMITS.

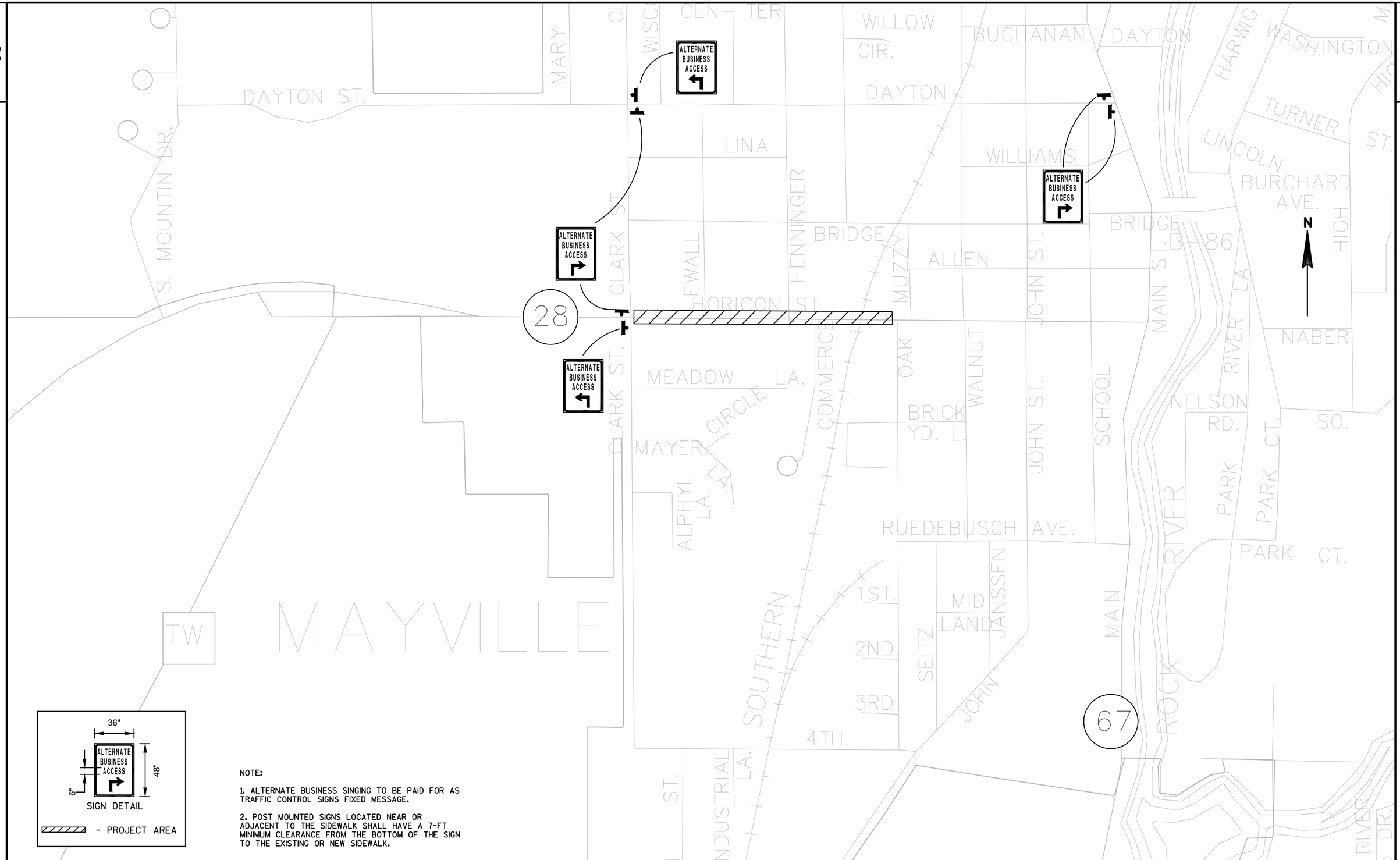
SEE SDD 15D30 FOR ADDITIONAL TEMPORARY PEDESTRIAN ACCESS DETAILS DURING CONSTRUCTION.

TEMPORARY CROSSWALK DETAIL - SIDE STREET CROSSINGS

(REQUIRED AT ALL CLOSED SIDE STREETS)

PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	PEDESTRIAN ACCESS - TEMPORARY CROSSWALK DETAIL	SHEET 128	E

2



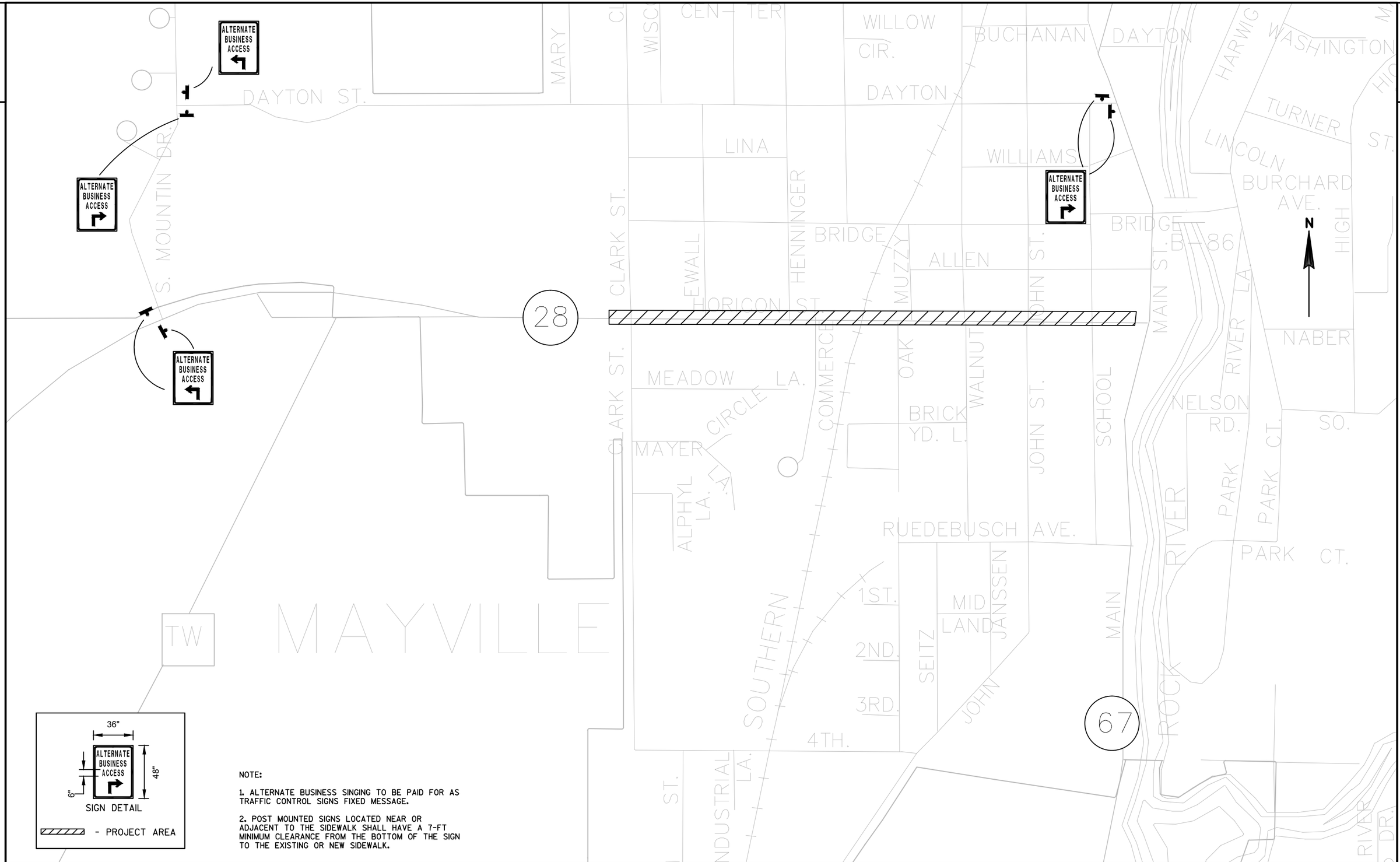
NOTE:

1. ALTERNATE BUSINESS SINGING TO BE PAID FOR AS TRAFFIC CONTROL SIGNS FIXED MESSAGE.

2. POST MOUNTED SIGNS LOCATED NEAR OR ADJACENT TO THE SIDEWALK SHALL HAVE A 7-FT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE EXISTING OR NEW SIDEWALK.

PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	ALTERNATE BUSINESS ACCESS SIGNING PLAN - STAGE 1A	SHEET 129	E

2



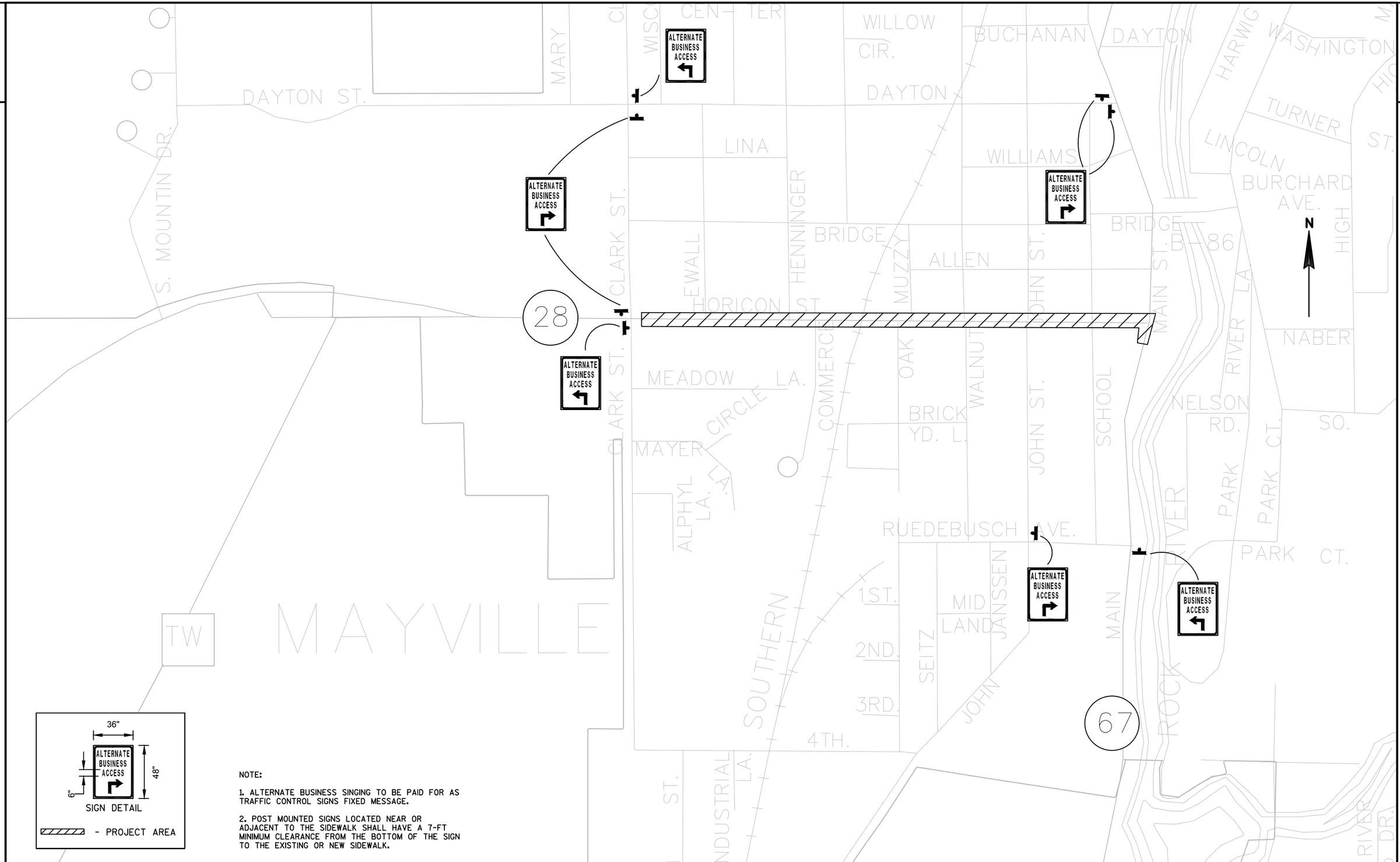
NOTE:

1. ALTERNATE BUSINESS SINGING TO BE PAID FOR AS TRAFFIC CONTROL SIGNS FIXED MESSAGE.

2. POST MOUNTED SIGNS LOCATED NEAR OR ADJACENT TO THE SIDEWALK SHALL HAVE A 7-FT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE EXISTING OR NEW SIDEWALK.

PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	ALTERNATE BUSINESS ACCESS SIGNING PLAN - STAGE 1B	SHEET 130	E

2



36"

ALTERNATE BUSINESS ACCESS

48"

6"

SIGN DETAIL

- PROJECT AREA

NOTE:

1. ALTERNATE BUSINESS SINGING TO BE PAID FOR AS TRAFFIC CONTROL SIGNS FIXED MESSAGE.

2. POST MOUNTED SIGNS LOCATED NEAR OR ADJACENT TO THE SIDEWALK SHALL HAVE A 7-FT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE EXISTING OR NEW SIDEWALK.

PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	ALTERNATE BUSINESS ACCESS SIGNING PLAN - STAGE 2	SHEET 131	E

2

DAYTON ST.
MARY
WISC
CENTER
WILLOW CIR.
DAYTON
BUCHANAN
DAYTON
HARWIG
WASHINGTON
TURNER
ST.
LINCOLN
BURCHARD AVE.
S. MOUNTIN DR.
LINA
WILLIAMS
CLARK ST.
EWALL
HENNINGER
BRIDGE
MUZZY
ALLEN
JOHN ST.
BRIDGE
MAIN ST.
86
HIGH
N
HORICON ST.
28
CLARK ST.
COMMERCE
OAK
WALNUT
SCHOOL
RIVER LA.
NABER
MEADOW LA.
CIRCLE
BRICK YD. L.
NELSON RD.
SO.
MAYER
ALPHYL LA.
PARK
PARK CT.
RUEDEBUSCH AVE.
1ST.
MID LAND
JANSSEN
SEITZ
2ND.
3RD.
4TH.
SOUTHERN
JOHN
MAIN
ROCK RIVER
67
INDUSTRIAL LA.
ST.
TW
MAYVILLE

ALTERNATE BUSINESS ACCESS

ALTERNATE BUSINESS ACCESS

ALTERNATE BUSINESS ACCESS

ALTERNATE BUSINESS ACCESS

36"
48"
6"
ALTERNATE BUSINESS ACCESS
SIGN DETAIL

- PROJECT AREA

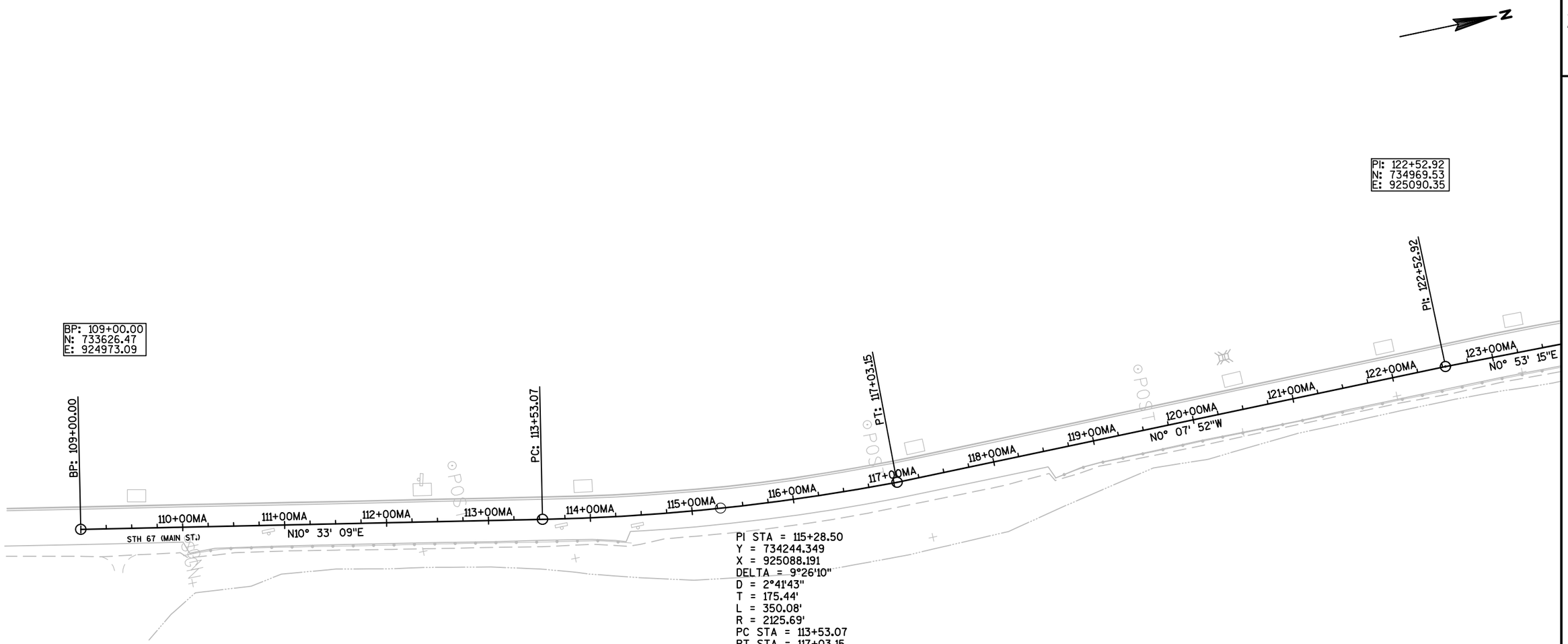
NOTE:

1. ALTERNATE BUSINESS SINGING TO BE PAID FOR AS TRAFFIC CONTROL SIGNS FIXED MESSAGE.

2. POST MOUNTED SIGNS LOCATED NEAR OR ADJACENT TO THE SIDEWALK SHALL HAVE A 7-FT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE EXISTING OR NEW SIDEWALK.

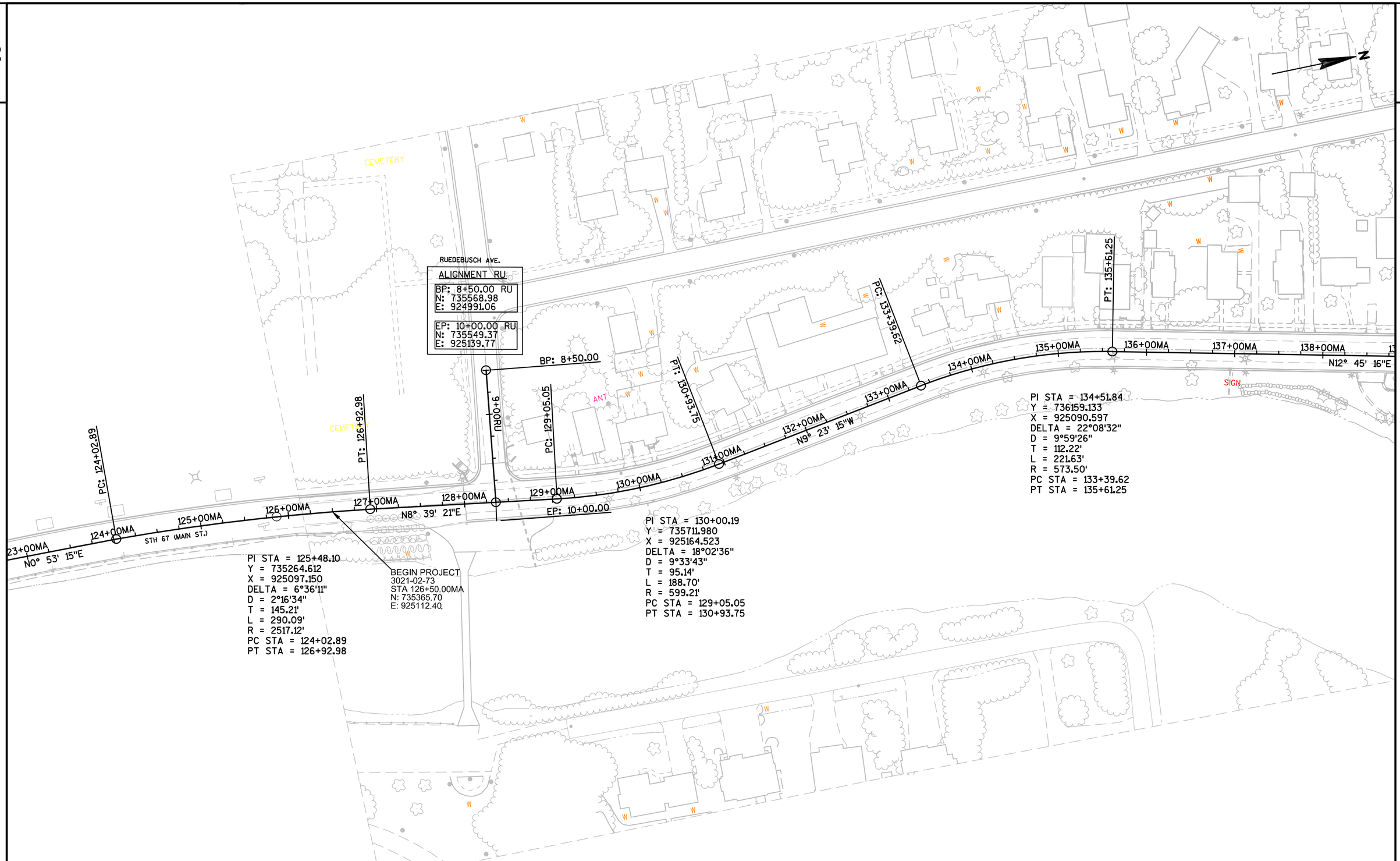
PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	ALTERNATE BUSINESS ACCESS SIGNING PLAN - STAGE 3	SHEET 132	E

2



PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	ALIGNMENT OVERVIEW	SHEET 133	E

2



PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	ALIGNMENT OVERVIEW	SHEET 134	E

2

N

BP: 8+20.00

9+00SC

N0° 16' 28"E

10+00SC

PI: 10+00.00

62+00HO

PI: 62+39.05
N: 736959.46
E: 924875.60

PI: 62+39.05

EP: 11+48.65

11+00SC

S86° 04' 53"E

63+00HO

PI: 63+39.87

PI: 63+39.87
N: 736902.57
E: 924916.18

EP: 11+48.65 SC
N: 731054.83
E: 924925.59

PI: 10+00.00 SC
N: 736906.20
E: 924923.16

BP: 8+20.00 SC
N: 736726.20
E: 924922.30

SCHOOL ST.
ALIGNMENT SC

ANT

STH 28 (HORICON ST.)

64+00HO

S89° 29' 36"E

65+00HO

PI: 141+54.35
N: 736847.04
E: 925246.31

PI: 141+54.35

SIGN

66+00MA

EP: 66+22.02

EP: 66+22.02
N: 736900.07
E: 925258.32

136+00MA 137+00MA 138+00MA 139+00MA 140+00MA 141+00MA 142+00MA 143+00MA

N12° 45' 16"E

STH 67 (MAIN ST.)

SIGN

BP: 10+00.00

N12° 45' 16"E

WALLS

EP: 143+04.12

END PROJECT
3021-02-73
STA 142+50.00MA
N: 736940.33
E: 925267.43

S82° 19' 31"E

11+00MW

12+00MW

MICHAEL WENDLING WAY

ALIGNMENT MW

BP: 10+00.00 MW
N: 736870.74
E: 925251.68

EP: 11+50.00 MW
N: 736830.60
E: 925549.02

END PROJECT
3270-02-71
STA 66+22.02HO
N: 736900.21
E: 925258.34

EP: 13+00.00

DM

PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	ALIGNMENT OVERVIEW	SHEET	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\027201 ALIGNMENT\027201-AD.DWG
LAYOUT NAME - ****

PLOT DATE : 6/13/2017 3:16 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

CLARK ST. 'NORTH'
ALIGNMENT CN
BP: 10+00.00 CN
N: 736932.98
E: 922070.46
EP: 13+25.00 CN
N: 737257.97
E: 922068.71

EWALD ST.
ALIGNMENT EW
BP: 10+00.00 EW
N: 736922.09
E: 922541.84
EP: 11+67.35 EW
N: 737089.44
E: 922540.13

CLARK ST. 'SOUTH'
ALIGNMENT CS
BP: 6+75.00 CS
N: 736607.89
E: 922067.82
EP: 10+00.00 CS
N: 736932.89
E: 922066.20

BP: 29+92.87
N: 73635.63
E: 921629.94

PI: 31+76.48
N: 736933.87
E: 921813.55

PI: 32+66.74
N: 736932.74
E: 921903.80

PI: 33+74.74
N: 736931.69
E: 922011.79

PI: 34+74.79
N: 736933.89
E: 922111.82

PI: 36+99.79
N: 736931.90
E: 922336.81

PI: 138+50.01
N: 736922.58
E: 922486.73

EP: 13+25.00

EP: 11+67.35

BP: 10+00.00

BP: 10+00.00

EP: 10+00.00

BP: 6+75.00

BEGIN PROJECT
3270-02-71
STA 32+25.00HO
N: 736933.26
E: 921862.10

FILLER CAP

CANOP

13+00CN
12+00CN
11+00CN
9+00CS
8+00CS
7+00CS

N0° 18' 30"W
N0° 17' 08"W
11+00EW
N0° 35' 10"W

30+00HO
31+00HO
32+00HO
33+00HO
34+00HO
35+00HO
36+00HO
37+00HO
38+00HO
39+00HO
40+00HO
41+00HO
42+00HO

S89° 27' 01"E
S89° 17' 05"E
S89° 26' 36"E
N88° 44' 34"E
S89° 29' 40"E
S86° 26' 29"E
S89° 29' 40"E

STH 28 (HORICON ST.)

SIGN
W
MWEL
T

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	ALIGNMENT OVERVIEW	SHEET 136	E

2

2

POOL

GP

T

ANT

SIGN

N

HENNINGER ST.
ALIGNMENT HE
BP: 10+00.00 HE
N: 736919.61
E: 923064.21
EP: 11+50.00 HE
N: 737069.59
E: 923061.77

EP: 11+50.00

PI: 43+73.98
N: 736917.95
E: 923010.69

PI: 43+73.98

11+00HE

N0° 55' 56"W

PI: 44+74.60
N: 736921.06
E: 923111.26

PI: 44+74.60

MH

MH

MUZZY ST.
ALIGNMENT MU
BP: 10+00.00 MU
N: 736915.00
E: 923797.42
EP: 11+20.00 MU
N: 737034.99
E: 923796.58

EP: 11+80.00

EP: 11+20.00

11+00MU

N0° 24' 08"W

11+00WA

PI: 55+34.02
N: 736915.68
E: 924170.60

PI: 55+34.02

42+00HO 43+00HO 44+00HO 45+00HO 46+00HO 47+00HO 48+00HO 49+00HO 50+00HO 51+00HO 52+00HO 53+00HO 54+00HO 55+00HO 56+00HO 57+00HO

N88° 13' 42"E

STH 28 (HORICON ST.)

S89° 29' 36"E

PI: 10+18.19

N88° 12' 39"E

EP: 10+00.00

EP: 10+00.00

BP: 10+00.00

BP: 10+00.00

9+00CO

N0° 00' 00"E

9+00OA'

N0° 24' 43"W

9+00WA

N0° 20' 27"W

PI: 9+78.17

WALNUT ST.
ALIGNMENT WA
BP: 8+20.00 WA
N: 736734.01
E: 924116.32
PI: 9+78.17 WA
N: 736892.17
E: 924115.38
PI: 10+18.19 WA
N: 736932.16
E: 924117.21
EP: 11+80.00 WA
N: 737093.96
E: 924116.33

PI: 54+34.59
N: 736912.57
E: 924071.22

PI: 54+34.59

BP: 8+20.00

BP: 8+80.00

COMMERCE ST.
ALIGNMENT CO
BP: 8+80.00 CO
N: 736800.08
E: 923222.37
EP: 10+00.00 CO
N: 736920.08
E: 923222.37

BP: 8+80.00

OAK ST.
ALIGNMENT 'OA'
BP: 8+80.00 'OA'
N: 736795.65
E: 923725.09
EP: 10+00.00 'OA'
N: 736915.64
E: 923724.23

W

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	ALIGNMENT OVERVIEW	SHEET 137	E

2

2

N

JOHN ST.
ALIGNMENT JO
BP: 8+20.00 JO
N: 736732.68
E: 924511.32
EP: 11+80.00 JO
N: 737092.68
E: 924509.80

SCHOOL ST.
ALIGNMENT SC
BP: 8+20.00 SC
N: 736726.20
E: 924922.30
PI: 10+00.00 SC
N: 736906.20
E: 924923.16
EP: 11+48.65 SC
N: 737054.83
E: 924925.59

EP: 11+80.00
BP: 8+20.00
EP: 11+48.65
PI: 62+39.05
N: 736909.46
E: 924875.60
PI: 63+39.87
N: 736902.57
E: 924976.18
PI: 10+00.00
PI: 141+54.35
N: 736847.04
E: 925246.31
EP: 66+22.02
N: 736900.07
E: 925258.32
EP: 143+04.12
BP: 10+00.00
EP: 13+00.00

END PROJECT
3021-02-73
STA 142+50.00MA
N: 736940.33
E: 925267.43

END PROJECT
3270-02-71
STA 66+22.02HO
N: 736900.21
E: 925258.34

MICHAEL WENDLING WAY
ALIGNMENT MW
BP: 10+00.00 MW
N: 736870.74
E: 925251.68
EP: 11+50.00 MW
N: 736830.60
E: 925549.02

ANT
WALLS
SIGN
W

S89° 29' 41"E
S86° 04' 53"E
S89° 29' 36"E
N0° 14' 35"W
N0° 16' 28"E
N12° 45' 16"E
S82° 19' 31"E
N12° 45' 16"E

57+00HO
58+00HO
59+00HO
60+00HO
61+00HO
62+00HO
63+00HO
64+00HO
65+00HO
66+00HO
10+00JO
9+00JO
11+00JO
10+00SC
9+00SC
11+00SC
143+00MA
142+00MA
141+00MA
140+00MA
139+00MA
138+00MA
137+00MA
11+00MW
12+00MW

STH 28 (HORICON ST.)
STH 67 (MAIN ST.)

DOM

PROJECT NO: 3021-02-73 & 3270-02-71	HWY: STH 67 & STH 28	COUNTY: DODGE	ALIGNMENT OVERVIEW	SHEET 138	E

					3021-02-73	3021-02-74	3270-02-71	3270-02-72
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**	**Qty**
0002	201.0120	Clearing	ID	130.000	58.000		72.000	
0004	201.0220	Grubbing	ID	130.000	58.000		72.000	
0006	203.0200	Removing Old Structure (station) 05. 48+67	LS	1.000			1.000	
0008	204.0100	Removing Pavement	SY	28,473.600	6,782.100		21,691.500	
0010	204.0150	Removing Curb & Gutter	LF	665.000	182.000		483.000	
0012	204.0155	Removing Concrete Sidewalk	SY	4,191.000	686.900		3,504.100	
0014	204.0165	Removing Guardrail	LF	1,252.000	1,252.000			
0016	204.0195	Removing Concrete Bases	EACH	15.000			15.000	
0018	204.0210	Removing Manholes	EACH	22.000			22.000	
0020	204.0215	Removing Catch Basins	EACH	34.000	1.000		33.000	
0022	204.0220	Removing Inlets	EACH	17.000	5.000		12.000	
0024	204.0245	Removing Storm Sewer (size) 01. 6-Inch	LF	8.000			8.000	
0026	204.0245	Removing Storm Sewer (size) 02. 8-Inch	LF	860.000			860.000	
0028	204.0245	Removing Storm Sewer (size) 03. 12-Inch	LF	2,150.000	331.000		1,819.000	
0030	204.0245	Removing Storm Sewer (size) 04. 15-Inch	LF	1,450.000			1,450.000	
0032	204.0245	Removing Storm Sewer (size) 05. 18-Inch	LF	510.000			510.000	
0034	204.0245	Removing Storm Sewer (size) 06. 24-Inch	LF	120.000			120.000	
0036	204.0245	Removing Storm Sewer (size) 07. 48-Inch	LF	130.000			130.000	
0038	204.0291.S	Abandoning Sewer	CY	31.000			31.000	
0040	204.9060.S	Removing (item description) 72. Existing Lighting Control Cabinet	EACH	1.000	1.000			
0042	204.9090.S	Removing (item description) 71. Electrical Conductors From Existing Conduit	LF	560.000	560.000			
0044	204.9105.S	Removing (item description) 01. Business Sign Sta 35+21	LS	1.000			1.000	
0046	205.0100	Excavation Common	CY	28,035.000	7,003.000		21,032.000	
0048	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	2.000	2.000			
0050	213.0100	Finishing Roadway (project) 01. 3021-02-73	EACH	1.000	1.000			
0052	213.0100	Finishing Roadway (project) 02. 3270-02-71	EACH	1.000			1.000	
0054	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,250.740	367.640		883.100	
0056	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	11,734.600	2,858.210		8,876.390	
0058	312.0110	Select Crushed Material	TON	22,170.670	5,697.520		16,473.150	
0060	405.0100	Coloring Concrete WisDOT Red	CY	162.360	162.360			
0062	415.0080	Concrete Pavement 8-Inch	SY	24,929.400	6,191.100		18,738.300	
0064	415.0210	Concrete Pavement Gaps	EACH	2.000			2.000	
0066	415.1080	Concrete Pavement HES 8-Inch	SY	261.000			261.000	
0068	415.5110.S	Concrete Pavement Joint Layout 01. 3021-02-73	LS	1.000	1.000			
0070	415.5110.S	Concrete Pavement Joint Layout 02. 3270-02-71	LS	1.000			1.000	
0072	416.0160	Concrete Driveway 6-Inch	SY	1,155.500	427.200		728.300	
0074	416.0180	Concrete Driveway 8-Inch	SY	383.600			383.600	

					3021-02-73	3021-02-74	3270-02-71	3270-02-72
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**	**Qty**
0076	416.0260	Concrete Driveway HES 6-Inch	SY	80.000	40.000		40.000	
0078	416.0280	Concrete Driveway HES 8-Inch	SY	80.000			80.000	
0080	416.0610	Drilled Tie Bars	EACH	15.000			15.000	
0082	416.0620	Drilled Dowel Bars	EACH	114.000			114.000	
0084	440.4410	Incentive IRI Ride	DOL	3,758.000	1,220.000		2,538.000	
0086	455.0605	Tack Coat	GAL	84.990	11.620		73.370	
0088	465.0105	Asphaltic Surface	TON	402.750	59.170		343.580	
0090	465.0315	Asphaltic Flumes	SY	15.000	15.000			
0092	520.8000	Concrete Collars for Pipe	EACH	11.000	1.000		10.000	
0094	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	3.000	3.000			
0096	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	1.000			1.000	
0098	522.1060	Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	EACH	2.000			2.000	
0100	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	1,265.000	1,265.000			
0102	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	8,473.000	1,502.000		6,971.000	
0104	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	540.000	119.000		421.000	
0106	601.0600	Concrete Curb Pedestrian	LF	870.000	75.000		795.000	
0108	602.0410	Concrete Sidewalk 5-Inch	SF	43,240.000	10,618.000		32,622.000	
0110	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	612.000	62.000		550.000	
0112	602.1500	Concrete Steps	SF	184.000	52.000		132.000	
0114	606.0300	Riprap Heavy	CY	13.000	7.800		5.200	
0116	608.0360	Storm Sewer Pipe Reinforced Concrete Class III 60-Inch	LF	262.000			262.000	
0118	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	36.000	4.000		32.000	
0120	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	1,622.000	122.000		1,500.000	
0122	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	498.000	204.000		294.000	
0124	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	1,864.000			1,864.000	
0126	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	483.000			483.000	
0128	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	659.000			659.000	
0130	608.2414	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 14x23-Inch	LF	41.000	41.000			
0132	611.0530	Manhole Covers Type J	EACH	29.000			29.000	
0134	611.0603	Inlet Covers Type A-S	EACH	2.000			2.000	
0136	611.0612	Inlet Covers Type C	EACH	1.000			1.000	

					3021-02-73	3021-02-74	3270-02-71	3270-02-72
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**	**Qty**
0138	611.0624	Inlet Covers Type H	EACH	45.000	7.000		38.000	
0140	611.0639	Inlet Covers Type H-S	EACH	16.000	4.000		12.000	
0142	611.2004	Manholes 4-FT Diameter	EACH	1.000			1.000	
0144	611.2005	Manholes 5-FT Diameter	EACH	2.000			2.000	
0146	611.2006	Manholes 6-FT Diameter	EACH	27.000			27.000	
0148	611.2008	Manholes 8-FT Diameter	EACH	2.000			2.000	
0150	611.3004	Inlets 4-FT Diameter	EACH	1.000			1.000	
0152	611.3230	Inlets 2x3-FT	EACH	62.000	12.000		50.000	
0154	611.8110	Adjusting Manhole Covers	EACH	1.000			1.000	
0156	611.8115	Adjusting Inlet Covers	EACH	1.000			1.000	
0158	611.9800.S	Pipe Grates	EACH	6.000	3.000		3.000	
0160	614.0010	Barrier System Grading Shaping Finishing	EACH	2.000	2.000			
0162	614.2300	MGS Guardrail 3	LF	1,233.000	1,233.000			
0164	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000			
0166	616.0700.S	Fence Safety	LF	250.000	125.000		125.000	
0168	618.0100	Maintenance And Repair of Haul Roads (project) 01. 3021-02-73	EACH	1.000	1.000			
0170	618.0100	Maintenance And Repair of Haul Roads (project) 02. 3270-02-71	EACH	1.000			1.000	
0172	619.1000	Mobilization	EACH	1.000	0.170	0.050	0.640	0.140
0174	624.0100	Water	MGAL	397.000	119.000		278.000	
0176	625.0100	Topsoil	SY	11,963.190	2,984.520		8,978.670	
0178	628.1504	Silt Fence	LF	1,700.000	1,100.000		600.000	
0180	628.1520	Silt Fence Maintenance	LF	1,700.000	1,100.000		600.000	
0182	628.1905	Mobilizations Erosion Control	EACH	11.000	3.000		8.000	
0184	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	2.000		4.000	
0186	628.2006	Erosion Mat Urban Class I Type A	SY	11,963.190	2,984.520		8,978.670	
0188	628.6005	Turbidity Barriers	SY	140.000	105.000		35.000	
0190	628.7005	Inlet Protection Type A	EACH	62.000	12.000		50.000	
0192	628.7015	Inlet Protection Type C	EACH	6.000			6.000	
0194	628.7020	Inlet Protection Type D	EACH	62.000	12.000		50.000	
0196	628.7504	Temporary Ditch Checks	LF	10.000	10.000			
0198	628.7555	Culvert Pipe Checks	EACH	1.000			1.000	
0200	628.7560	Tracking Pads	EACH	6.000	2.000		4.000	
0202	628.7570	Rock Bags	EACH	70.000	20.000		50.000	
0204	629.0210	Fertilizer Type B	CWT	7.540	1.880		5.660	
0206	630.0140	Seeding Mixture No. 40	LB	215.300	53.700		161.600	
0208	630.0200	Seeding Temporary	LB	40.000	10.000		30.000	
0210	633.5200	Markers Culvert End	EACH	5.000	3.000		2.000	
0212	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	72.000	16.000		56.000	

					3021-02-73	3021-02-74	3270-02-71	3270-02-72
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**	**Qty**
0214	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	15.000	5.000		10.000	
0216	637.2210	Signs Type II Reflective H	SF	398.400	118.200		280.200	
0218	637.2215	Signs Type II Reflective H Folding	SF	57.700	20.200		37.500	
0220	637.2230	Signs Type II Reflective F	SF	117.750	18.000		99.750	
0222	638.2102	Moving Signs Type II	EACH	7.000			7.000	
0224	638.2602	Removing Signs Type II	EACH	51.000	16.000		35.000	
0226	638.3000	Removing Small Sign Supports	EACH	41.000	13.000		28.000	
0228	638.4000	Moving Small Sign Supports	EACH	7.000			7.000	
0230	642.5401	Field Office Type D	EACH	1.000	0.500		0.500	
0232	643.0300	Traffic Control Drums	DAY	100.000			100.000	
0234	643.0410	Traffic Control Barricades Type II	DAY	13,384.000	1,632.000		11,752.000	
0236	643.0420	Traffic Control Barricades Type III	DAY	7,698.000			7,698.000	
0238	643.0705	Traffic Control Warning Lights Type A	DAY	28,780.000	1,632.000		27,148.000	
0240	643.0715	Traffic Control Warning Lights Type C	DAY	100.000			100.000	
0242	643.0900	Traffic Control Signs	DAY	38,938.000	1,632.000		37,306.000	
0244	643.0920	Traffic Control Covering Signs Type II	EACH	20.000			20.000	
0246	643.1000	Traffic Control Signs Fixed Message	SF	288.000			288.000	
0248	643.1050	Traffic Control Signs PCMS	DAY	196.000			196.000	
0250	643.5000	Traffic Control	EACH	1.000	0.170	0.050	0.640	0.140
0252	644.1430.S	Temporary Pedestrian Surface Plate	SF	760.000	80.000		680.000	
0254	644.1616.S	Temporary Pedestrian Safety Fence	LF	2,200.000	250.000		1,950.000	
0256	645.0120	Geotextile Type HR	SY	44.000	25.500		18.500	
0258	645.0140	Geotextile Type SAS	SY	500.000	500.000			
0260	645.0220	Geogrid Type SR	SY	30,946.000	7,594.000		23,352.000	
0262	646.1020	Marking Line Epoxy 4-Inch	LF	21,246.000	7,348.000		13,898.000	
0264	646.3020	Marking Line Epoxy 8-Inch	LF	829.000			829.000	
0266	646.5020	Marking Arrow Epoxy	EACH	60.000	12.000		48.000	
0268	646.5120	Marking Word Epoxy	EACH	2.000			2.000	
0270	646.5220	Marking Symbol Epoxy	EACH	43.000	12.000		31.000	
0272	646.6120	Marking Stop Line Epoxy 18-Inch	LF	405.000	32.000		373.000	
0274	646.7120	Marking Diagonal Epoxy 12-Inch	LF	199.000			199.000	
0276	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,819.000	171.000		2,648.000	
0278	646.8120	Marking Curb Epoxy	LF	3,251.000	1,485.000		1,766.000	
0280	646.9000	Marking Removal Line 4-Inch	LF	100.000			100.000	
0282	646.9300	Marking Removal Special Marking	EACH	1.000			1.000	
0284	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	1,120.000	100.000		1,020.000	
0286	650.4000	Construction Staking Storm Sewer	EACH	101.000	15.000		86.000	
0288	650.4500	Construction Staking Subgrade	LF	5,297.000	1,600.000		3,697.000	
0290	650.5000	Construction Staking Base	LF	5,297.000	1,600.000		3,697.000	
0292	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	540.000	119.000		421.000	

					3021-02-73	3021-02-74	3270-02-71	3270-02-72
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**	**Qty**
0294	650.7000	Construction Staking Concrete Pavement	LF	5,047.000	1,600.000		3,447.000	
0296	650.8500	Construction Staking Electrical Installations (project) 01. 3021-02-73	LS	1.000	1.000			
0298	650.8500	Construction Staking Electrical Installations (project) 02. 3270-02-71	LS	1.000			1.000	
0300	650.9000	Construction Staking Curb Ramps	EACH	61.000	4.000		57.000	
0302	650.9910	Construction Staking Supplemental Control (project) 01. 3021-02-73	LS	1.000	1.000			
0304	650.9910	Construction Staking Supplemental Control (project) 02. 3270-02-71	LS	1.000			1.000	
0306	650.9920	Construction Staking Slope Stakes	LF	5,347.000	1,600.000		3,747.000	
0308	652.0210	Conduit Rigid Nonmetallic Schedule 40 1-Inch	LF	40.000	40.000			
0310	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	2,494.000	1,333.000		1,161.000	
0312	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	2,257.000	370.000		1,887.000	
0314	652.0605	Conduit Special 2-Inch	LF	42.000			42.000	
0316	652.0800	Conduit Loop Detector	LF	1,562.000			1,562.000	
0318	653.0154	Pull Boxes Non-Conductive 24x36-Inch	EACH	10.000			10.000	
0320	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	17.000	4.000		13.000	
0322	653.0905	Removing Pull Boxes	EACH	27.000	9.000		18.000	
0324	654.0101	Concrete Bases Type 1	EACH	11.000			11.000	
0326	654.0102	Concrete Bases Type 2	EACH	7.000			7.000	
0328	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	2.000			2.000	
0330	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000			
0332	655.0230	Cable Traffic Signal 5-14 AWG	LF	2,318.000			2,318.000	
0334	655.0240	Cable Traffic Signal 7-14 AWG	LF	716.000			716.000	
0336	655.0260	Cable Traffic Signal 12-14 AWG	LF	2,080.000			2,080.000	
0338	655.0305	Cable Type UF 2-12 AWG Grounded	LF	1,179.000			1,179.000	
0340	655.0410	Communication Cable Installed in Conduit	LF	900.000			900.000	
0342	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	2,435.000			2,435.000	
0344	655.0610	Electrical Wire Lighting 12 AWG	LF	2,160.000	1,341.000		819.000	
0346	655.0615	Electrical Wire Lighting 10 AWG	LF	5,387.000	5,387.000			
0348	655.0620	Electrical Wire Lighting 8 AWG	LF	5,833.000	5,833.000			
0350	655.0700	Loop Detector Lead In Cable	LF	3,436.000			3,436.000	
0352	655.0800	Loop Detector Wire	LF	5,214.000			5,214.000	
0354	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. CB100	LS	1.000	1.000			
0356	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. Clark St	LS	1.000			1.000	
0358	657.0100	Pedestal Bases	EACH	8.000			8.000	
0360	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	4.000			4.000	
0362	657.0310	Poles Type 3	EACH	4.000			4.000	

					3021-02-73	3021-02-74	3270-02-71	3270-02-72
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**	**Qty**
0364	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	4.000			4.000	
0366	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	4.000			4.000	
0368	657.0585	Trombone Arms 15-FT	EACH	3.000			3.000	
0370	657.0590	Trombone Arms 20-FT	EACH	1.000			1.000	
0372	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	4.000			4.000	
0374	658.0173	Traffic Signal Face 3S 12-Inch	EACH	20.000			20.000	
0376	658.0174	Traffic Signal Face 4S 12-Inch	EACH	3.000			3.000	
0378	658.0416	Pedestrian Signal Face 16-Inch	EACH	16.000			16.000	
0380	658.0500	Pedestrian Push Buttons	EACH	14.000			14.000	
0382	658.5069	Signal Mounting Hardware (location) 01. STH 28 & Clark St.	LS	1.000			1.000	
0384	658.5069	Signal Mounting Hardware (location) 02. STH 67 / STH 28 / S. Main St	LS	1.000			1.000	
0386	659.1125	Luminaires Utility LED C	EACH	4.000			4.000	
0388	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000			
0390	690.0150	Sawing Asphalt	LF	1,750.000	258.000		1,492.000	
0392	690.0250	Sawing Concrete	LF	1,535.000	378.000		1,157.000	
0394	715.0415	Incentive Strength Concrete Pavement	DOL	7,480.000	1,858.000		5,622.000	
0396	999.1500.S	Crack and Damage Survey 01. 3021-02-73	LS	1.000	1.000			
0398	999.1500.S	Crack and Damage Survey 02. 3270-02-71	LS	1.000			1.000	
0400	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,700.000			1,700.000	
0402	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,175.000			1,175.000	
0404	SPV.0035	Special 31. Granular Backfill - Water and Sanitary	CY	18,380.000		6,130.000		12,250.000
0406	SPV.0045	Special 01. Temporary Crosswalk	DAY	1,673.000	204.000		1,469.000	
0408	SPV.0045	Special 02. Temporary Curb Ramp	DAY	2,992.000	408.000		2,584.000	
0410	SPV.0045	Special 03. Seismograph	DAY	148.000	50.000		98.000	
0412	SPV.0060	Special 01. Research & Locate Existing Land Parcel Monuments	EACH	52.000	19.000		33.000	
0414	SPV.0060	Special 02. Verify & Replace Existing Land Parcel Monuments	EACH	52.000	19.000		33.000	
0416	SPV.0060	Special 21. Inlet Cover Type HC	EACH	2.000	1.000		1.000	
0418	SPV.0060	Special 31. Connect to Existing Watermain	EACH	16.000		3.000		13.000
0420	SPV.0060	Special 32. Gate Valve and Box, 12-Inch	EACH	9.000				9.000
0422	SPV.0060	Special 33. Gate Valve and Box, 10-Inch	EACH	6.000		5.000		1.000
0424	SPV.0060	Special 34. Gate Valve and Box, 8-Inch	EACH	2.000				2.000
0426	SPV.0060	Special 35. Gate Valve and Box, 4-Inch	EACH	1.000		1.000		
0428	SPV.0060	Special 36. Tee Fitting, 12-Inch X 12-Inch	EACH	1.000				1.000
0430	SPV.0060	Special 37. Tee Fitting, 12-Inch X 10-Inch	EACH	1.000				1.000
0432	SPV.0060	Special 38. Tee Fitting, 12-Inch X 8-Inch	EACH	4.000				4.000
0434	SPV.0060	Special 39. Tee Fitting, 12-Inch X 6-Inch	EACH	4.000				4.000
0436	SPV.0060	Special 40. Tee Fitting, 10-Inch X 12-Inch	EACH	1.000		1.000		

Line	Item	Item Description	Unit	Total	3021-02-73 Qty	3021-02-74 Qty	3270-02-71 Qty	3270-02-72 Qty
0438	SPV.0060	Special 41. Tee Fitting, 10-Inch X 6-Inch	EACH	3.000		3.000		
0440	SPV.0060	Special 42. Tee Fitting, 10-Inch X 4-Inch	EACH	1.000		1.000		
0442	SPV.0060	Special 43. Cross Fitting, 12-Inch X 8-Inch	EACH	2.000				2.000
0444	SPV.0060	Special 44. Cross Fitting, 10-Inch X 10-Inch	EACH	1.000		1.000		
0446	SPV.0060	Special 45. Reducer Fitting, 10-Inch X 8-Inch	EACH	1.000				1.000
0448	SPV.0060	Special 46. Reducer Fitting, 10-Inch X 6-Inch	EACH	1.000				1.000
0450	SPV.0060	Special 47. Reducer Fitting 10-Inch X 4-Inch	EACH	1.000				1.000
0452	SPV.0060	Special 48. Reducer Fitting, 8-Inch X 6-Inch	EACH	1.000				1.000
0454	SPV.0060	Special 49. 45° Bend Fitting, 12-Inch	EACH	12.000				12.000
0456	SPV.0060	Special 50. 45° Bend Fitting, 10-Inch	EACH	4.000		2.000		2.000
0458	SPV.0060	Special 51. 11.25° Bend Fitting, 10-Inch	EACH	4.000		4.000		
0460	SPV.0060	Special 52. 45° Bend Fitting, 8-Inch	EACH	4.000				4.000
0462	SPV.0060	Special 53. MJ Cap Fitting, 10-Inch	EACH	1.000		1.000		
0464	SPV.0060	Special 54. Corporation Stop, 1-Inch	EACH	44.000		15.000		29.000
0466	SPV.0060	Special 55. Curb Stop and Box, 1-Inch Service	EACH	44.000		15.000		29.000
0468	SPV.0060	Special 56. Connect to Existing Water Service	EACH	44.000		15.000		29.000
0470	SPV.0060	Special 57. Hydrant	EACH	8.000		4.000		4.000
0472	SPV.0060	Special 58. Remove Existing Hydrant	EACH	6.000		2.000		4.000
0474	SPV.0060	Special 59. Remove or Abandon Existing Sanitary Manhole	EACH	11.000		2.000		9.000
0476	SPV.0060	Special 60. Connect to Existing Sanitary Sewer	EACH	13.000		2.000		11.000
0478	SPV.0060	Special 61. Connect to Existing Sanitary Sewer Service	EACH	41.000		15.000		26.000
0480	SPV.0060	Special 62. Sanitary Sewer Wye, 8-Inch X 6-Inch	EACH	41.000		15.000		26.000
0482	SPV.0060	Special 63. Storm Sewer Pipe, Bend 22.5 Degree	EACH	1.000			1.000	
0484	SPV.0060	Special 64. Storm Sewer Pipe, Bend 19 Degree	EACH	1.000			1.000	
0486	SPV.0060	Special 65. Storm Sewer Pipe, Bend 11 Degree	EACH	1.000			1.000	
0488	SPV.0060	Special 71. Remove and Reinstall Street Light Assembly	EACH	9.000	9.000			
0490	SPV.0060	Special 75. Pedestal Bases Black	EACH	3.000			3.000	
0492	SPV.0060	Special 76. Transformer Bases Breakaway 11 1/2-Inch Bolt Circle Black	EACH	3.000			3.000	
0494	SPV.0060	Special 77. Poles Type 3 Black	EACH	3.000			3.000	
0496	SPV.0060	Special 78. Traffic Signal Standards Aluminum 13-FT Black	EACH	2.000			2.000	
0498	SPV.0060	Special 79. Traffic Signals Standards Aluminum 15-FT Black	EACH	1.000			1.000	
0500	SPV.0060	Special 80. Trombone Arms 15-FT Black	EACH	1.000			1.000	
0502	SPV.0060	Special 81. Trombone Arms 20-FT Black	EACH	2.000			2.000	
0504	SPV.0060	Special 82. Luminaire Arms Single Member 4-Inch Clamp 6-FT Black	EACH	3.000			3.000	
0506	SPV.0060	Special 83. Luminaires Utility LED C Black	EACH	3.000			3.000	

					3021-02-73	3021-02-74	3270-02-71	3270-02-72
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**	**Qty**
0508	SPV.0090	Special 01. Pipe Underdrain 6-Inch with Geotextile Fabric and Aggregate	LF	2,307.000	609.000		1,698.000	
0510	SPV.0090	Special 02. Pedestrian Railing	LF	65.000	65.000			
0512	SPV.0090	Special 31. Watermain, 12-Inch	LF	3,016.000				3,016.000
0514	SPV.0090	Special 32. Watermain, 10-Inch	LF	1,418.000		1,346.000		72.000
0516	SPV.0090	Special 33. Watermain, 8-Inch	LF	165.000				165.000
0518	SPV.0090	Special 34. Watermain, 6-Inch	LF	94.500		35.500		59.000
0520	SPV.0090	Special 35. Watermain, 4-Inch	LF	34.000		34.000		
0522	SPV.0090	Special 36. Water Service Lateral, 1-Inch	LF	1,394.000		394.000		1,000.000
0524	SPV.0090	Special 37. Sanitary Sewer, 12-Inch	LF	15.000		15.000		
0526	SPV.0090	Special 38. Sanitary Sewer, 8-Inch	LF	3,190.000		1,262.000		1,928.000
0528	SPV.0090	Special 39. Sanitary Sewer Service Lateral, 6-Inch	LF	1,380.000		498.000		882.000
0530	SPV.0090	Special 40. Sanitary Sewer Forcemain, 6-Inch	LF	6.000		6.000		
0532	SPV.0090	Special 41. Sanitary Sewer Forcemain, 4-Inch	LF	12.000		12.000		
0534	SPV.0090	Special 42. Sanitary Sewer, 8-Inch, SDR-18	LF	513.000				513.000
0536	SPV.0090	Special 43. Ductile Iron Watermain, 12-Inch	LF	176.000				176.000
0538	SPV.0090	Special 44. Ductile Iron Watermain, 10-Inch	LF	175.000				175.000
0540	SPV.0090	Special 45. Ductile Iron Watermain, 8-Inch	LF	6.000				6.000
0542	SPV.0105	Special 71. Remove Traffic Signal (STH 28 and Clark St.)	LS	1.000			1.000	
0544	SPV.0105	Special 72. Remove Traffic Signal (STH 67/STH 28/S. Main St.)	LS	1.000			1.000	
0546	SPV.0105	Special 73. Furnish and Install Signal Cabinet and Controller (STH 28 & Clark St)	LS	1.000			1.000	
0548	SPV.0105	Special 74. Furnish and Install Signal Cabinet and Controller (STH 67/STH 28/S. Main St)	LS	1.000			1.000	
0550	SPV.0105	Special 75. Temporary Street Lighting System	LS	1.000	1.000			
0552	SPV.0195	Special 01. Excavation Segregation Hauling & Disposal Of Contaminated Soil	TON	3,841.000			712.000	3,129.000
0554	SPV.0200	Special 31. Sanitary Sewer Manhole 48-Inch	VF	100.900		47.000		53.900

Division	From/To Station	Location	Common Excavation (1) (205.0100)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (6)	Mass Ordinate +/- (7)	Waste
			Cut (2)	EBS Excavation (3)				Factor 1.25		
Division 1	126+50MA - 140+75MA	STH 67	6222	-	1718	4504	0	0	4504	4504
	9+40RU - 9+78RU	RUEDEBUSCH AVE.	149	-	32	117	0	0	117	117
	EBS - 10%	(UNDISTRIBUTED)	-	632	-	-	-	-	-	-
		STH 67 SUBTOTAL	6371	632	1750	4621	0	0	4621	4621
	32+25HO - 66+22HO	STH 28	16884	-	5714	11169	7	8	11161	11161
	8+75CS - 9+71CS, 10+30CN - 10+92CN	CLARK ST.	649	-	220	428	1	1	427	427
	10+24EW - 10+52EW	EWALD ST.	80	-	19	60	0	0	60	60
	10+22HE - 10+90HE	HENNINGER ST.	362	-	71	290	0	0	290	290
	9+45CO - 9+80CO	COMMERCE ST.	99	-	31	68	1	1	67	67
	9+35'OA' - 9+80'OA'	OAK ST.	149	-	43	107	2	3	104	104
	10+20MU - 10+50MU	MUZZY ST.	93	-	33	60	0	0	60	60
	9+45WA - 9+78WA, 10+20WA - 10+65WA	WALNUT ST.	317	-	62	255	0	0	255	255
	9+46JO - 9+76JO, 10+16JO - 10+50JO	JOHN ST.	281	-	57	224	0	0	224	224
	9+41SC - 9+73SC, 10+20SC - 10+49SC	SCHOOL ST.	217	-	48	169	1	1	168	168
	10+33MW - 10+59MW	MICHAEL WENDLING WAY	72	-	7	65	0	0	65	65
	EBS - 10%	(UNDISTRIBUTED)	-	1830	-	-		-	-	-
		STH 28 SUBTOTAL	19202	1830	6306	12896	12	14	12882	12882
		Division 1 Subtotal	25573	2462	8056	17517	12	14	17503	17503
Grand Total			25573	2462	8056	17517	12	14	17503	17503
			Total Common Exc	**28035**						

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Select Crushed material or other material approved by the engineer.
4) Salvaged/Unusable Pavement Material calculated from concrete pavement/driveways, asphaltic pavements, curb and gutter, and sidewalk.
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Expanded Fill. Factor = 1.25
7) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

REMOVING PAVEMENT

STATION	TO	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY
126+50	-	140+75	STH 67	6315.0
		-	RUEDEBUSCH AVE.	90.1
			STH 67 DRIVEWAYS	
		129+94	LT	18.1
		131+36	LT	15.7
		132+00	LT	29.4
		132+90	LT	51.9
		133+23	LT	7.0
		134+48	LT	28.3
		135+34	LT	21.9
		136+00	LT	11.4
		137+23	LT	7.4
		137+84	LT	14.1
		138+55	LT	12.8
		138+56	RT	37.6
		139+27	LT	12.3
		139+83	LT	15.3
		140+03	RT	31.9
		140+39	LT	15.3
		140+64	LT	15.6
		141+26	RT	14.8
		141+30	LT	16.2
			STH 67 DRIVEWAY SUBTOTAL	377.0
			STH 67 SUBTOTAL	6782.1
32+25	-	40+25	STH 28	4200.0
40+25	-	47+00	STH 28	3342.3
47+00	-	53+50	STH 28	3220.0
53+50	-	60+75	STH 28	3619.0
60+75	-	66+22	STH 28	3914.6
		-	CLARK ST. (SOUTH)	476.4
		-	CLARK ST. (NORTH)	264.8
		-	HENNINGER ST.	285.7
		-	COMMERCE ST.	88.0
		-	OAK ST.	104.1
		-	MUZZY ST.	84.8
		-	WALNUT ST. (NORTH)	114.8
		-	JOHN ST. (SOUTH)	176.8
		-	JOHN ST. (NORTH)	110.2
		-	SCHOOL ST. (SOUTH)	124.8
		-	SCHOOL ST. (NORTH)	108.7
			CONTINUED FROM PREVIOUS	
			STH 28 DRIVEWAYS	
		32+52	RT	128.3
		33+02	LT	60.4
		36+02	LT	26.9
		36+13	RT	20.7
		36+59	LT	15.3
		36+68	RT	23.6
		37+23	LT	11.2
		39+07	RT	26.6
		40+98	RT	13.0
		41+80	RT	32.4
		45+66	LT	16.9
		45+72	RT	8.0
		46+50	RT	8.0
		46+90	RT	7.6
		47+58	RT	25.4
		47+74	LT	20.6
		48+98	RT	10.7
		49+59	LT	579.6
		49+69	RT	29.1
		52+41	RT	20.4
		52+60	RT	10.9
		52+90	LT	14.2
		53+06	RT	8.4
		53+22	RT	8.9
		53+60	LT	16.9
		53+85	LT	19.4
		55+93	LT	24.0
		56+05	RT	9.0
		56+25	RT	19.9
		56+86	LT	13.9
		56+89	RT	7.8
		57+75	RT	8.0
		60+43	RT	17.4
		61+60	LT	18.9
		63+97	RT	22.1
		64+21	LT	12.3
		64+23	RT	15.8
		64+67	LT	17.4
		64+78	RT	62.2
		65+55	RT	44.4
			STH 28 DRIVEWAY SUBTOTAL	1456.5
			STH 28 SUBTOTAL	21691.5
			TOTAL 0010	**28473.6**

CLEARING & GRUBBING

STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
	STH 67		
135+60	LT	24	24
140+00	LT	26	26
141+09	LT	8	8
	STH 67 SUBTOTAL	58	58
	STH 28		
33+77	RT	7	7
56+50	LT	23	23
57+10	RT	19	19
57+30	RT	23	23
	STH 28 SUBTOTAL	72	72
	TOTAL 0010	**130**	**130**

REMOVING CURB & GUTTER

STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	REMARKS
			STH 67		
		138+50	RT	20	MSB DRIVEWAY
		140+00	RT	17	MSB DRIVEWAY
		141+25	RT	32	MSB DRIVEWAY
126+50	-	128+00	LT	150	
		-	RUEDEBUSCH AVE.	32	
			STH 67 SUBTOTAL	182	
			STH 28		
		-	CLARK ST. (SOUTH)	54	
		-	CLARK ST. (NORTH)	40	
		35+00	RT	65	PARKING LOT
		-	EWALD ST.	60	
		-	COMMERCE ST.	30	
		-	OAK ST.	46	
		-	MUZZY ST.	17	
		-	WALNUT ST. (SOUTH)	58	
		-	WALNUT ST. (NORTH)	47	
		-	JOHN ST. (NORTH)	24	
		-	SCHOOL ST. (SOUTH)	14	
		-	SCHOOL ST. (NORTH)	14	
		-	MICHAEL WENDLING WAY	14	
			STH 28 SUBTOTAL	483	
			TOTAL 0010	**665**	

3

REMOVE BUSINESS SIGN

LOCATION	204.9105.S.01 REMOVING BUSINESS SIGN STATION 35+21 LS
STH 28, STA 35+21, RT	1
TOTAL 0010	**1**

EXCAVATION, SEGREGATION, HAULING AND DISPOSAL OF CONTAMINATED SOIL

LOCATION	SPV.0195.01 EXCAVATION, SEGREGATION, HAULING AND DISPOSAL OF CONTAMINATED SOIL TON
SITE 3, STA 34+30 - 35+00, LT	45
SITE 4, STA 35+50 - 37+50, RT	150
SITE 10, STA 62+50 - 63+50, RT	37
SITE 13, SW & SE QUADS OF STH 67/28	480
TOTAL 0020	**712**

*NOTE: ADDITIONAL QUANTITY LISTED IN SANITARY & WATER ITEMS, 3021-02-74 & 3270-02-72

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REMOVING CONCRETE SIDEWALK

LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY
STH 67	
SW QUADRANT RUEDEBUSCH AVE.	13.2
NW QUADRANT RUEDEBUSCH AVE. TO STA 140+75	673.7
STH 67 SUBTOTAL	686.9
STH 28	
SW QUAD CLARK ST.	152.8
NW QUAD CLARK ST.	139.3
CLARK ST. TO COMMERCE ST.	536.1
CLARK ST. TO EWALD ST.	217.6
EWALD ST. TO HENNINGER ST.	264.9
HENNINGER ST. TO MUZZY ST.	349.8
COMMERCE ST. TO OAK ST.	225.6
OAK ST. TO WALNUT ST.	185.3
MUZZY ST. TO WALNUT ST.	155.9
WALNUT ST. (SOUTH) TO JOHN ST. (SOUTH)	193.8
WALNUT ST. (NORTH) TO JOHN ST. (NORTH)	199.4
JOHN ST. (SOUTH) TO SCHOOL ST. (SOUTH)	205.0
JOHN ST. (NORTH) TO SCHOOL ST. (NORTH)	211.0
SCHOOL ST. (SOUTH) TO MAIN ST. (SOUTH)	250.6
SCHOOL ST. (NORTH) TO MAIN ST. (NORTH)	187.8
SE QUAD MAIN ST.	29.3
STH 28 SUBTOTAL	3504.1
TOTAL 0010	**4191.0**

COLORING CONCRETE WISDOT RED

LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY
CLARK ST. WEST	9.36
CLARK ST. SOUTH	8.61
CLARK ST. EAST	7.30
CLARK ST. NORTH	8.69
EWALD ST. NORTH	4.64
EWALD ST. EAST	5.98
HENNINGER ST. WEST	6.01
HENNINGER ST. NORTH	5.01
HENNINGER ST. EAST	5.96
COMMERCE ST.	6.03
OAK ST. WEST	5.96
OAK ST.	5.68
OAK ST. EAST	5.93
MUZZY ST.	4.76
WALNUT ST. WEST	5.93
WALNUT ST. SOUTH	5.91
WALNUT ST. EAST	5.96
WALNUT ST.NORTH	6.08
JOHN ST. WEST	5.98
JOHN ST. SOUTH	6.63
JOHN ST. EAST	5.96
JOHN ST. NORTH	5.51
SCHOOL ST. WEST	6.43
SCHOOL ST. SOUTH	5.61
SCHOOL ST. EAST	7.05
SCHOOL ST. NORTH	5.43
TOTAL 0020	**162.36**

CONCRETE PAVEMENT

STATION	TO	STATION	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0210 CONCRETE PAVEMENT GAPS EACH	415.1080 CONCRETE PAVEMENT HES 8-INCH SY
126+50	-	140+75	STH 67	6094.7	-	-
			RUEDEBUSCH AVE.	96.4	-	-
			STH 67 SUBTOTAL	6191.1	0	0
32+25	-	40+25	STH 28	3816.3	-	-
40+25	-	47+00	STH 28	2946.8	-	-
47+00	-	53+50	STH 28	2835.7	-	-
53+50	-	60+75	STH 28	3114.9	-	-
60+75	-	66+46	STH 28	3746.6	-	-
			CLARK ST. (SOUTH)	609.6	-	-
			CLARK ST. (NORTH)	309.4	-	-
			EWALD ST.	78.6	-	-
			HENNINGER ST.	237.2	-	-
			COMMERCE ST.	-	-	111.00
			OAK ST.	167.0	-	-
			MUZZY ST.	86.0	-	-
			WALNUT ST. (SOUTH)	113.4	-	-
			WALNUT ST. (NORTH)	191.7	-	-
			JOHN ST. (SOUTH)	112.7	-	-
			JOHN ST. (NORTH)	133.8	-	-
			SCHOOL ST. (SOUTH)	127.3	-	-
			SCHOOL ST. (NORTH)	111.4	-	-
			UNDISTRIBUTED	-	2	150.00
			STH 28 SUBTOTAL	18738.3	2	261.00
			TOTAL 0010	**24929.4**	**2**	**261.00**

DRILLED TIE AND DOWEL BARS

STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
32+25	STH 28	-	36
	HENNINGER ST.	-	22
	JOHN ST. (SOUTH)	-	24
142+50	NORTH PROJECT LIMITS	15	32
	TOTAL 0010	**15**	**114**

BASE AGGREGATE ITEMS

STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON
			STH 67			
-		128+12	CURB RAMP - LT	1.83	-	-
128+56	-	129+87	SIDEWALK LT	17.16	-	-
128+75	-	138+00	SIDEWALK RT	123.21	-	-
130+03	-	131+28	SIDEWALK LT	15.93	-	-
131+41	-	132+75	SIDEWALK LT	20.00	-	-
133+26	-	134+35	SIDEWALK LT	14.15	-	-
134+60	-	135+20	SIDEWALK LT	8.57	-	-
135+47	-	135+96	SIDEWALK LT	6.07	-	-
136+06	-	137+17	SIDEWALK LT	14.44	-	-
137+29	-	137+80	SIDEWALK LT	6.44	-	-
137+92	-	138+50	SIDEWALK LT	7.43	-	-
138+63	-	139+19	SIDEWALK LT	7.36	-	-
139+28	-	139+78	SIDEWALK LT	6.42	-	-
139+90	-	140+32	SIDEWALK LT	6.05	-	-
140+45	-	140+56	SIDEWALK LT	1.58	-	-
128+53	-	129+28	PED. CURB LT	2.78	-	-
109+58	-	114+41	STH 67 SHOULDER	26.83	-	-
117+17	-	126+42	STH 67 SHOULDER	51.39	-	-
126+50	-	140+75	STH 67	-	2479.44	4958.89
		-	RUEDEBUSCH AVE.	-	86.36	103.63
			DRIVEWAYS	-	142.41	-
			EBS	-	-	510.00
			UNDISTRIBUTED/ACCESS	30.00	150.00	125.00
			STH 67 SUBTOTAL	367.64	2858.21	5697.52
			CONTINUED ON NEXT			

STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON
			STH 28			
32+25		CLARK ST.	SIDEWALK RT	26.94	-	-
32+25		CLARK ST.	SIDEWALK LT	23.10	-	-
CLARK ST.		EWALD ST.	SIDEWALK LT	128.85	-	-
CLARK ST.		COMMERCE ST.	SIDEWALK RT	54.95	-	-
EWALD ST.		HENNINGER ST.	SIDEWALK LT	68.71	-	-
HENNINGER ST.		MUZZY ST.	SIDEWALK LT	75.56	-	-
COMMERCE ST.		OAK ST.	SIDEWALK RT	51.55	-	-
OAK ST.		WALNUT ST.	SIDEWALK RT	45.42	-	-
MUZZY ST.		WALNUT ST.	SIDEWALK LT	40.85	-	-
WALNUT ST.		JOHN ST.	SIDEWALK RT	44.49	-	-
WALNUT ST.		JOHN ST.	SIDEWALK LT	50.92	-	-
JOHN ST.		SCHOOL ST.	SIDEWALK RT	52.73	-	-
JOHN ST.		SCHOOL ST.	SIDEWALK LT	49.70	-	-
SCHOOL ST.		MAIN ST.	SIDEWALK RT	42.07	-	-
SCHOOL ST.		MAIN ST.	SIDEWALK LT	39.16	-	-
SE QUAD		MAIN ST. & HORICON ST.	SIDEWALK RT	5.16	-	-
42+50	-	44+05	PED CURB LT	6.85	-	-
43+50	-	45+70	PED CURB RT	8.15	-	-
44+50	-	45+50	PED CURB LT	5.56	-	-
54+15	-	54+50	PED CURB LT	2.41	-	-
32+25	-	40+25	STH 28	-	1575.70	3151.41
40+25	-	47+00	STH 28	-	1225.07	2450.15
47+00	-	53+50	STH 28	-	1179.63	2359.26
53+50	-	60+75	STH 28	-	1315.48	2630.96
60+75	-	66+46	STH 28	-	1509.26	3018.52
			CLARK ST. (SOUTH)	-	386.29	465.41
			CLARK ST. (NORTH)	-	211.31	254.59
			EWALD ST.	-	52.20	62.89
			HENNINGER ST.	-	99.56	199.11
			COMMERCE ST.	-	92.04	110.89
			OAK ST.	-	130.77	157.56
			MUZZY ST.	-	62.34	75.11
			WALNUT ST. (SOUTH)	-	67.81	81.70
			WALNUT ST. (NORTH)	-	129.97	156.59
			JOHN ST. (SOUTH)	-	46.74	93.48
			JOHN ST. (NORTH)	-	89.64	108.00
			SCHOOL ST. (SOUTH)	-	84.84	102.22
			SCHOOL ST. (NORTH)	-	74.95	90.30
			DRIVEWAYS	-	242.78	-
			EBS	-	-	780.00
			UNDISTRIBUTED/ACCESS	60.00	300.00	125.00
			STH 28 SUBTOTAL	883.10	8876.39	16473.15
			TOTAL 0010	**1250.75**	**11734.60**	**22170.67**

CONCRETE DRIVEWAYS

STATION	LOCATION	416.0160 CONCRETE DRIVEWAYS 6-INCH SY	416.0180 CONCRETE DRIVEWAYS 8-INCH SY	416.0260 CONCRETE DRIVEWAYS HES 6-INCH SY	416.0280 CONCRETE DRIVEWAYS HES 8-INCH SY
	STH 67				
129+95	LT	24.7	-	-	-
131+35	LT	20.8	-	-	-
133+00	LT	88.3	-	-	-
134+50	LT	41.0	-	-	-
135+35	LT	36.3	-	-	-
136+00	LT	16.4	-	-	-
137+25	LT	13.4	-	-	-
137+85	LT	13.9	-	-	-
138+55	RT	43.9	-	-	-
138+60	LT	18.7	-	-	-
139+50	LT	17.4	-	-	-
139+85	LT	20.2	-	-	-
140+00	RT	30.3	-	-	-
140+40	LT	23.0	-	-	-
140+65	LT	18.8	-	-	-
	UNDISTRIBUTED	-	-	40.0	-
	STH 67 SUBTOTAL	427.2		40.0	
	STH 28				
32+50	RT	-	142.2	-	-
33+00	LT	72.8	-	-	-
36+03	LT	25.2	-	-	-
36+15	RT	24.3	-	-	-
36+60	LT	17.6	-	-	-
36+65	RT	28.7	-	-	-
37+25	LT	28.7	-	-	-
39+05	RT	-	46.8	-	-
40+95	RT	19.9	-	-	-
41+80	RT	29.3	-	-	-
45+68	LT	15.9	-	-	-
9+55	COMMERCE ST.	7.0	-	-	-
47+60	RT	-	42.0	-	-
47+75	LT	31.9	-	-	-
49+00	RT	16.9	-	-	-
49+60	LT	-	152.6	-	-
49+70	RT	38.2	-	-	-
52+40	RT	20.1	-	-	-
52+60	RT	13.4	-	-	-
52+90	LT	21.4	-	-	-
53+05	RT	12.7	-	-	-
53+20	RT	13.4	-	-	-
53+65	LT	24.1	-	-	-
53+85	LT	24.4	-	-	-
55+95	LT	29.4	-	-	-
56+05	RT	14.0	-	-	-
56+25	RT	23.9	-	-	-
56+85	LT	18.6	-	-	-
56+90	RT	12.0	-	-	-
60+40	RT	28.8	-	-	-
61+60	LT	20.4	-	-	-
63+95	RT	23.0	-	-	-
64+20	LT	18.1	-	-	-
64+70	LT	25.0	-	-	-
64+85	RT	29.1	-	-	-
	UNDISTRIBUTED	-	-	40.0	80.0
	STH 28 SUBTOTAL	728.3	383.6	40.0	80.0
	TOTAL 0010	**1155.6**	**383.6**	**80.0**	**80.0**

ASPHALTIC PAVING

STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	465.0315 ASPHALTIC FLUMES SY
			STH 67			
126+50	-	126+65	STH 67	3.32	19.50	-
		128+25	RT	3.81	17.05	-
9+40	-	9+78	RUEDEBUSCH AVE.	2.37	10.63	-
		135+25	LT	-	0.80	-
		137+85	LT	-	1.66	-
		138+55	RT	1.24	5.58	-
		140+03	RT	0.88	3.96	-
		126+45	STH 67, RT	-	-	15
			STH 67 SUBTOTAL	11.62	59.17	15
			STH 28			
		33+00	LT	0.39	1.74	-
8+75	-	8+87	CLARK ST. (SOUTH)	2.44	14.37	-
10+72	-	10+92	CLARK ST. (NORTH)	2.70	15.88	-
		36+15	RT	1.90	8.51	-
		36+65	RT	1.93	8.66	-
		37+25	LT	-	2.03	-
		39+00	RT	0.62	2.79	-
10+42	-	10+52	EWALD ST.	1.49	6.70	-
		40+95	RT	-	0.39	-
9+45	-	9+55	COMMERCE ST.	1.38	6.20	-
		47+60	RT	0.79	3.53	-
		47+75	LT	0.92	4.13	-
		49+65	LT	1.16	5.20	-
9+35	-	9+58	OAK ST.	4.25	19.04	-
10+40	-	10+50	MUZZY ST.	1.44	6.47	-
		53+05	RT	-	1.21	-
		53+20	RT	-	0.63	-
9+45	-	9+55	WALNUT ST. (SOUTH)	1.78	7.99	-
10+50	-	10+65	WALNUT ST. (NORTH)	3.10	13.89	-
		56+05	RT	-	0.73	-
		56+85	RT	-	1.75	-
10+40	-	10+50	JOHN ST. (NORTH)	2.05	9.18	-
		50+45	RT	-	0.93	-
9+41	-	9+56	SCHOOL ST. (SOUTH)	2.93	13.12	-
10+38	-	10+49	SCHOOL ST. (NORTH)	1.98	8.89	-
		64+20	LT	0.37	1.64	-
		64+50	RT	1.28	5.75	-
		64+75	LT	2.09	9.36	-
10+45	-	10+59	MICHAEL WENDLING	36.35	162.85	-
			STH 28 SUBTOTAL	73.37	343.58	0
			TOTAL 0010	**84.99**	**402.75**	**15**

CONCRETE CURB AND GUTTER

STATION	TO	STATION	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
			STH 67				
126+50	-	126+65	RT	-	-	15	30
126+65	-	127+45	RT	-	80	-	-
127+45	-	141+65	RT	1265	12	-	-
		138+50	RT	-	-	20	20
		140+00	RT	-	-	17	17
		141+25	RT	-	-	22	22
126+50	-	126+65	LT	-	-	15	-
126+65	-	140+75	LT	-	1410	-	-
		-	RUEDEBUSCH AVE.	-	-	30	30
			STH 67 SUBTOTAL	1265	1502	119	119
			STH 28				
32+25	-	34+15	CLARK ST. SW QUAD	-	250	-	-
32+25	-	34+17	CLARK ST. NW QUAD	-	223	-	-
		-	CLARK ST. (SOUTH)	-	-	89	89
		-	CLARK ST. (NORTH)	-	-	30	30
CLARK ST.	TO	COMMERCE ST.	RT	-	1194	-	-
		35+00	RT	-	-	65	65
CLARK ST.	TO	EWALD ST.	LT	-	498	-	-
		-	EWALD ST.	-	-	20	20
EWALD ST.	TO	HENNINGER ST.	LT	-	561	-	-
		-	COMMERCE ST.	-	-	18	18
COMMERCE ST.	TO	OAK ST.	RT	-	492	-	-
HENNINGER ST.	TO	MUZZY ST.	LT	-	775	-	-
		-	OAK ST.	-	-	46	46
		-	MUZZY ST.	-	-	20	20
OAK ST.	TO	WALNUT ST.	RT	-	383	-	-
MUZZY ST.	TO	WALNUT ST.	LT	-	323	-	-
		-	WALNUT ST. (SOUTH)	-	-	20	20
		-	WALNUT ST. (NORTH)	-	-	30	30
WALNUT ST.	TO	JOHN ST.	RT	-	395	-	-
WALNUT ST.	TO	JOHN ST.	LT	-	395	-	-
		-	JOHN ST. (NORTH)	-	-	20	20
JOHN ST.	TO	SCHOOL ST.	RT	-	403	-	-
JOHN ST.	TO	SCHOOL ST.	LT	-	404	-	-
		-	SCHOOL ST. (SOUTH)	-	-	20	20
		-	SCHOOL ST. (NORTH)	-	-	30	30
SCHOOL ST.	TO	MAIN ST.	RT	-	350	-	-
SCHOOL ST.	TO	MAIN ST.	LT	-	325	-	-
		-	MICHAEL WENDLING WAY	-	-	13	13
			STH 28 SUBTOTAL	0	6971	421	421
			TOTAL 0010	**1265**	**8473**	**540**	**540**

3

RIP RAP AND GEOTEXTILE FABRIC

STATION	LOCATION	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE TYPE HR SY	645.0140 GEOTEXTILE TYPE SAS SY
128+75	STH 67, RT	2.6	8.5	-
130+10	STH 67, RT	2.6	8.5	-
137+00	STH 67, RT	2.6	8.5	-
49+00	STH 28, LT	5.2	18.5	-
	UNDISTRIBUTED	-	-	500
	TOTAL 0010	**13.0**	**44.0**	**500**

CONCRETE SIDEWALK

STATION TO	STATION	LOCATION	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.1500 CONCRETE STEPS SF
		STH 67				
128+53 -	129+28	347 RUEDEBUSCH AVE.	75	-	-	-
128+70 -	138+00	RT	-	4990	10	-
141+30 -	141+65	RT	-	211	20	-
128+05 -	128+20	LT	-	74	12	36
128+53 -	129+85	LT	-	695	20	8
130+05 -	131+28	LT	-	654	-	8
131+40 -	132+75	LT	-	810	-	-
133+30 -	134+35	LT	-	573	-	-
134+60 -	135+20	LT	-	347	-	-
135+47 -	135+97	LT	-	246	-	-
136+10 -	137+18	LT	-	585	-	-
137+30 -	137+80	LT	-	265	-	-
137+92 -	138+20	LT	-	301	-	-
138+66 -	139+20	LT	-	298	-	-
139+30 -	139+80	LT	-	260	-	-
139+90 -	140+35	LT	-	245	-	-
140+45 -	140+60	LT	-	64	-	-
-	128+10	LT	-	-	-	-
-	129+30	LT	-	-	-	-
		STH 67 SUBTOTAL	75	10618	62	52

CONTINUED ON NEXT

STATION TO	STATION	LOCATION	601.0600	602.0410	602.0505	602.1500
		STH 28				
42+50 -	44+05	800 HORICON ST. (MEC)	185	-	-	-
43+50 -	45+70	709/723 HORICON ST.	320	-	-	-
44+50 -	45+50	624 HENNINGER ST.	225	-	-	-
54+15 -	54+50	121 WALNUT ST.	65	-	-	-
32+25 -	32+35	RT	-	48	-	-
32+70 -	34+00	RT	-	1054	20	-
34+60 -	35+95	RT	-	1047	20	-
36+25 -	36+50	RT	-	121	-	-
36+85 -	38+85	RT	-	1009	-	-
39+25 -	40+85	RT	-	837	10	-
41+05 -	41+70	RT	-	326	-	-
41+90 -	45+70	RT	-	1931	30	48
46+10 -	47+40	RT	-	638	10	-
47+75 -	48+90	RT	-	574	-	-
49+10 -	49+60	RT	-	257	-	-
49+80 -	50+65	RT	-	640	20	-
51+10 -	52+33	RT	-	831	20	-
52+40 -	52+53	RT	-	46	-	-
52+65 -	53+00	RT	-	186	-	8
53+10 -	53+15	RT	-	26	-	-
53+28 -	54+60	RT	-	769	20	-
54+95 -	55+95	RT	-	601	20	-
56+10 -	56+20	RT	-	42	-	-
56+30 -	56+85	RT	-	267	-	-
56+90 -	58+55	RT	-	910	20	-
58+95 -	60+30	RT	-	787	20	-
60+55 -	62+70	RT	-	1370	20	-
63+10 -	63+85	RT	-	643	20	-
64+05 -	64+65	RT	-	282	-	-
64+85 -	65+75	RT	-	796	20	-
32+25 -	32+82	LT	-	297	-	-
33+20 -	34+10	LT	-	648	20	-
34+55 -	35+95	LT	-	973	20	-
36+10 -	36+55	LT	-	226	-	-
36+68 -	37+15	LT	-	260	-	-
37+30 -	38+90	LT	-	789	10	-
39+20 -	44+10	LT	-	2811	40	44
44+45 -	455+60	LT	-	882	20	-
45+70 -	47+60	LT	-	950	-	-
47+90 -	48+77	LT	-	449	-	-
50+17 -	51+45	LT	-	810	30	-
51+75 -	52+85	LT	-	535	10	20
52+95 -	53+55	LT	-	290	-	-
53+70 -	53+80	LT	-	65	-	-
53+90 -	54+55	LT	-	781	20	12
55+05 -	55+82	LT	-	749	20	-
56+05 -	56+80	LT	-	378	-	-
56+95 -	58+55	LT	-	956	20	-
58+95 -	61+55	LT	-	1514	20	-
61+65 -	62+70	LT	-	619	20	-
63+10 -	64+13	LT	-	631	20	-
64+28 -	64+55	LT	-	133	-	-
64+80 -	65+95	LT	-	838	10	-
		STH 28 SUBTOTAL	795	32622	550	132
		TOTAL 0010	**870**	**43240**	**612**	**184**

3

GUARD RAIL

STATION	TO	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	614.2300 MGS GUARDRAIL 3 LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
110+04	-	114+39	STH 67, RT	435	-	-	-	-
118+55	-	126+47	STH 67, RT	792	-	-	-	-
109+50	-	110+00	STH 67, RT	-	0.5	-	-	-
117+17	-	118+50	STH 67, RT	-	1.5	-	-	-
109+58	-	114+41	STH 67, RT	-	-	1	383	2
117+17	-	126+42	STH 67, RT	-	-	1	825	2
MICHAEL WENDLING WAY			PARKING LOT	25	-	-	25	-
			TOTAL 0010	**1252**	**2.0**	**2**	**1233**	**4**

RESTORATION

STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB
			STH 67					
126+50	-	140+75	RT	1694.21	1694.21	1.07	30.5	5.0
126+50	-	140+75	LT	1290.31	1290.31	0.81	23.2	5.0
			STH 67 SUBTOTAL	2984.52	2984.52	1.88	53.7	10.0
			STH 28					
32+50	-	34+30	RT	214.91	214.91	0.14	3.9	-
34+30	-	45+80	RT	1581.28	1581.28	1.00	28.5	-
45+80	-	50+80	RT	854.18	854.18	0.54	15.4	-
50+80	-	54+75	RT	510.12	510.12	0.32	9.2	-
54+75	-	58+00	RT	479.00	479.00	0.30	8.6	-
58+00	-	62+80	RT	462.92	462.92	0.29	8.3	-
62+80	-	66+00	RT	613.79	613.79	0.39	11.0	-
32+50	-	34+30	LT	252.71	252.71	0.16	4.5	-
34+30	-	39+00	LT	674.77	674.77	0.43	12.1	-
39+00	-	44+25	LT	615.40	615.40	0.39	11.1	-
44+25	-	51+60	LT	1290.29	1290.29	0.81	23.2	-
51+60	-	54+75	LT	416.14	416.14	0.26	7.5	-
54+75	-	58+00	LT	421.56	421.56	0.27	7.6	-
58+00	-	62+80	LT	409.77	409.77	0.26	7.4	-
52+80	-	66+00	LT	181.83	181.83	0.11	3.3	-
			UNDISTRIBUTED	-	-	-	-	30.0
			STH 28 SUBTOTAL	8978.67	8978.67	5.66	161.6	30.0
			TOTAL 0010	**11963.19**	**11963.19**	**7.54**	**215.3**	**40.0**

FENCE SAFETY

LOCATION	616.0700.S FENCE SAFETY LF
STH 67 UNDISTRIBUTED	125
STH 28 UNDISTRIBUTED	125
TOTAL 0010	**250**

WATER

LOCATION	624.0100 WATER MGAL
STH 67	69
STH 28	203
UNDISTRIBUTED	125
TOTAL 0010	**397**

ALTERNATE BUSINESS ACCESS SIGNING

SIGN INCHES	# OF SIGNS	LOCATION	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
36 X 48	-	UNDISTRIBUTED	1	1	-
		TOTAL 0010	**1**	**1**	**0**
		STH 67 & STH 28			
36 X 48	6	STAGE 1A	-	-	72
36 X 48	6	STAGE 1B	4	4	72
36 X 48	8	STAGE 2	-	-	96
36 X 48	4	STAGE 3	2	2	48
		TOTAL 0020	**6**	**6**	**288**

EROSION CONTROL

STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.6005 TURBIDITY BARRIERS SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	628.7570 ROCK BAGS EACH
126+50	-	140+75	STH 67	1100	1100	105	12	-	12	10	-	2	20
32+25		66+46	STH 28	-	-	-	-	-	-	-	-	2	-
32+25	-	40+25	STH 28	-	-	-	10	-	10	-	-	-	-
40+25	-	47+00	STH 28	-	-	-	7	-	7	-	-	-	-
47+00	-	53+50	STH 28	300	300	-	11	-	11	-	1	-	-
53+50	-	60+75	STH 28	-	-	-	10	-	10	-	-	-	-
60+75	-	66+46	STH 28	-	-	-	6	-	6	-	-	-	-
			ROCK RIVER DAM	-	-	35	-	-	-	-	-	-	-
			UNDISTRIBUTED	300	300	-	6	6	6	-	-	2	50
			STH 28 SUBTOTAL	600	600	35	50	6	50	-	1	4	50
			TOTAL 0010	**1700**	**1700**	**140**	**62**	**6**	**62**	**10**	**1**	**6**	**70**

EROSION CONTROL MOBILIZATION

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
STH 67	3	2
STH 28	8	4
TOTAL 0010	**11**	**6**

TRAFFIC CONTROL

STAGE		DAYS IN SERVICE	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 DAY	643.0705 * TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 * DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	643.0715 DAY	643.0900 * TRAFFIC CONTROL SIGNS EACH	643.0900 * DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II # OF CYCLES	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 DAY
DETOUR ROUTE - STAGE 1A & 1B	OVERVIEW	98	-	-	42	4116	84	8232	-	-	86	8428	1	4	56
DETOUR ROUTE - STAGE 1A & 1B	BLOWUP #1	98	-	-	1	98	2	196	-	-	19	1862	1	3	-
DETOUR ROUTE - STAGE 2	OVERVIEW	40	-	-	51	2040	102	4080	-	-	93	3720	-	-	84
DETOUR ROUTE - STAGE 2	BLOWUP #1	40	-	-	1	40	2	80	-	-	19	760	1	4	-
DETOUR ROUTE - STAGE 2	BLOWUP #2	40	-	-	1	40	2	80	-	-	34	1360	1	2	-
DETOUR ROUTE - STAGE 2	BLOWUP #3	40	-	-	-	-	-	-	-	-	65	2600	-	-	-
DETOUR ROUTE - STAGE 2	BLOWUP #4	40	-	-	1	40	2	80	-	-	21	840	1	3	-
DETOUR ROUTE - STAGE 3	OVERVIEW	68	-	-	16	1088	32	2176	-	-	14	952	-	-	56
DETOUR ROUTE - STAGE 3	BLOWUP #5	68	-	-	1	68	2	136	-	-	24	1632	1	2	-
DETOUR ROUTE - STAGE 3	BLOWUP #6	68	-	-	-	-	-	-	-	-	34	2312	-	-	-
DETOUR ROUTE - STAGE 3	BLOWUP #7	68	-	-	1	68	2	136	-	-	16	1088	1	2	-
	UNDISTRIBUTED	10	10	100	10	100	20	200	10	100	-	-	-	-	-
	TOTAL 0010			**100**		**7698**		**15396**		**100**		**25554**		**20**	**196**

* ADDITIONAL QUANTITY FOUND ELSEWHERE

SIGNING

SIGN NUMBER	STATION	LOCATION	SIGN CODE	W	X	H	MESSAGE	* 634.0812 POSTS TUBULAR STEEL 2X2-INCH 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14-FT EACH	* 637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	* 638.2602 REMOVING SIGNS TYPE II EACH	* 638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
							STH 67								
200	126+00	STH 67-RT	R2-1	24	X	30	SPEED LIMIT 25	1	-	5.0	-	-	1	1	-
201	126+05	STH 67-LT	R2-1	24	X	30	SPEED LIMIT 55	1	-	5.0	-	-	1	1	-
202	127+35	STH 67-LT	R3-17	30	X	24	BIKE LANE	1	-	5.0	-	-	-	-	-
203	128+15	STH 67-LT	R1-1	30	X	30	STOP	1	-	5.2	-	-	1	1	-
204	129+05	STH 67-RT	-	-	X	-	SPEED LIMIT 25	-	-	-	-	-	1	1	-
205	130+50	STH 67-LT	R2-1	24	X	30	SPEED LIMIT 25	1	-	5.0	-	-	-	-	-
206	132+75	STH 67-LT	-	-	X	-	SPEED LIMIT 25	-	-	-	-	-	1	1	-
207	133+00	STH 67-RT	R2-1	24	X	30	SPEED LIMIT 25	1	-	5.0	-	-	1	1	-
208	133+65	STH 67-RT	J1-1	24	X	39	JCT 28	1	-	6.5	-	-	1	1	-
209	135+95	STH 67-RT	J2-2	48	X	57	WEST 28 LEFT TURN ARROW/EAST 28 THROUGH ARROW	-	3	19.0	-	-	-	-	-
210	137+10	STH 67-RT	-	-	X	-	WEST 28/EAST 28/NORTH 67	-	-	-	-	-	1	2	-
211	138+25	STH 67-RT	J2-1	24	X	57	NORTH 67 THROUGH ARROW	-	-	9.5	-	-	-	-	ON LIGHT POLE
212	138+65	STH 67-LT	R2-1	24	X	30	SPEED LIMIT 25	1	-	5.0	-	-	1	1	-
213	139+15	STH 67-RT	W3-3	36	X	36	SIGNAL AHEAD SYMBOL	1	-	-	-	9.0	1	1	-
214	139+55	STH 67-LT	R3-17	30	X	24	BIKE LANE	1	-	5.0	-	-	-	-	-
215	140+50	STH 67-LT	J4-1	24	X	36	SOUTH 67	1	-	6.0	-	-	-	-	-
216	141+10	STH 67-RT	R10-6	24	X	36	STOP HERE ON RED	-	-	6.0	-	-	1	-	ON SIGNAL POST
217	141+10	STH 67-RT	R1-1F	36	X	36	STOP (FOLDING SIGN)	-	-	-	7.5	-	1	-	ON SIGNAL POST
218	141+50	STH 67-RT	J3-1	24	X	57	WEST 28 LEFT ARROW	-	2	9.5	-	-	1	1	-
219	142+50	STH 67-LT	J3-1	24	X	57	WEST 28 RIGHT ARROW	-	-	9.5	-	-	-	-	ON SAME POST AS ABOVE
220	142+00	STH 67-RT	R1-1F	30	X	30	STOP (FOLDING SIGN)	-	-	-	5.2	-	1	-	ON SIGNAL POST
221	142+40	STH 67-LT	R1-1F	36	X	36	STOP (FOLDING SIGN)	-	-	-	7.5	-	1	-	ON SIGNAL POST
222	144+35	STH 67-LT	W3-3	36	X	36	SIGNAL AHEAD SYMBOL	1	-	-	-	9.0	1	1	-
							STH 67 SUBTOTAL	12	5	106.2	20.2	18.0	16	13	
							STH 28								
100	31+60	STH 28-RT	-	-	X	-	BIKE LANE ENDS	-	-	-	-	-	1	1	-
102	32+50	STH 28-LT	R2-1	24	X	30	SPEED LIMIT 30	1	-	5.0	-	-	1	1	-
103	33+15	STH 28-LT	R3-17	30	X	24	BIKE LANE	1	-	5.0	-	-	-	-	-
105	33+75	STH 28-RT	R1-1F	36	X	36	STOP (FOLDING SIGN)	-	-	-	7.5	-	1	-	ON SIGNAL POST
106	33+95	STH 28-LT	R1-1F	36	X	36	STOP (FOLDING SIGN)	-	-	-	7.5	-	1	-	ON SIGNAL POST
107	34+65	STH 28-RT	R1-1F	36	X	36	STOP (FOLDING SIGN)	-	-	-	7.5	-	1	-	ON SIGNAL POST
108	34+85	STH 28-LT	R1-1F	36	X	36	STOP (FOLDING SIGN)	-	-	-	7.5	-	1	-	ON SIGNAL POST
109	35+45	STH 28-RT	R3-17	30	X	24	BIKE LANE	1	-	5.0	-	-	1	1	-
110	37+10	STH 28-LT	R3-8-A	36	X	30	TURN LANE DESIGNATION	1	-	7.5	-	-	1	1	-
111	38+20	STH 28-RT	R2-1	24	X	30	SPEED LIMIT 30	1	-	5.0	-	-	1	1	-
112	38+60	STH 28-LT	R3-17	30	X	24	BIKE LANE	1	-	5.0	-	-	-	-	-
113	38+85	STH 28-LT	R1-1	30	X	30	STOP	1	-	5.2	-	-	1	1	-
114	41+00	STH 28-LT	R2-1	24	X	30	SPEED LIMIT 30	1	-	5.0	-	-	-	-	-
115	43+65	STH 28-LT	R3-17	30	X	24	BIKE LANE	1	-	5.0	-	-	-	-	-
116	43+85	STH 28-LT	J4-1	24	X	36	WEST 28	1	-	6.0	-	-	1	1	-
117	43+85	STH 28-LT	-	-	X	-	SPEED LIMIT 30	-	-	-	-	-	1	-	-
118	44+10	STH 28-LT	R1-1	30	X	30	STOP	1	-	5.2	-	-	1	1	-
119	44+40	STH 28-RT	J4-1	24	X	36	EAST 28	1	-	6.0	-	-	-	-	-
120	46+15	STH 28-RT	R1-1	30	X	30	STOP	1	-	5.2	-	-	1	1	-
121	46+65	STH 28-RT	R3-17	30	X	24	BIKE LANE	1	-	5.0	-	-	-	-	-
122	47+30	STH 28-LT	R2-1	24	X	30	SPEED LIMIT 30	1	-	5.0	-	-	1	1	-
123	51+10	STH 28-LT	R3-17	30	X	24	BIKE LANE	1	-	5.0	-	-	-	-	-
124	51+15	STH 28-RT	R1-1	30	X	30	STOP	1	-	5.2	-	-	1	1	-
125	51+40	STH 28-LT	R1-1	30	X	30	STOP	1	-	5.2	-	-	1	1	-
126	51+50	STH 28-RT	R3-17	30	X	24	BIKE LANE	1	-	5.0	-	-	-	-	-
127	51+80	STH 28-RT	R2-1	24	X	30	SPEED LIMIT 30	1	-	5.0	-	-	1	1	-
128	54+60	STH 28-LT	R1-1	30	X	30	STOP	1	-	5.2	-	-	1	1	-
129	55+05	STH 28-RT	R1-1	30	X	30	STOP	1	-	5.2	-	-	1	1	-
130	55+35	STH 28-RT	J1-1	24	X	39	JCT 67	1	-	6.5	-	-	1	1	-
131	57+90	STH 28-RT	J22-1	24	X	57	TO COUNTY V RIGHT ARROW	-	2	9.5	-	-	1	1	-
132	58+15	STH 28-LT	R3-17	30	X	24	BIKE LANE	1	-	5.0	-	-	-	-	-
133	58+50	STH 28-LT	R1-1	30	X	30	STOP	1	-	5.2	-	-	1	1	-
134	58+95	STH 28-RT	R1-1	30	X	30	STOP	1	-	5.2	-	-	1	1	-
135	59+35	STH 28-RT	R3-17	30	X	24	BIKE LANE	1	-	5.0	-	-	-	-	-
136	59+40	STH 28-LT	J22-1	24	X	57	TO COUNTY V LEFT ARROW	-	2	9.5	-	-	1	1	-
137	61+10	STH 28-RT	J2-2	48	X	57	NORTH 67 LEFT TURN ARROW/SOUTH 67 RIGHT TURN ARROW	-	3	19.0	-	-	1	1	-
138	62+30	STH 28-RT	W3-3	36	X	36	SIGNAL AHEAD SYMBOL	1	-	-	-	9.0	1	1	-
139	62+30	STH 28-LT	R3-17	30	X	24	BIKE LANE	1	-	5.0	-	-	-	-	-
140	62+65	STH 28-LT	R1-1	30	X	30	STOP	1	-	5.2	-	-	1	1	-
141	63+10	STH 28-RT	R1-1	30	X	30	STOP	1	-	5.2	-	-	1	1	-
142	63+35	STH 28-RT	R3-17	30	X	24	BIKE LANE	1	-	5.0	-	-	-	-	-
143	63+90	STH 28-LT	R2-1	24	X	30	SPEED LIMIT 30	1	-	5.0	-	-	1	1	-
144	64+40	STH 28-RT	J2-2	48	X	57	EAST 28 LEFT ARROW/67 DOUBLE ARROW	-	3	19.0	-	-	1	1	-
146	64+50	STH 28-LT	J4-1	24	X	36	WEST 28	1	-	6.0	-	-	1	-	-
147	65+60	STH 28-RT	R1-1F	36	X	36	STOP (FOLDING SIGN)	-	-	-	7.5	-	1	-	ON SIGNAL POST
							STH 28 SUBTOTAL	34	10	231.2	37.5	9.0	33	26	
							TOTAL 0010	**46**	**15**	**337.4**	**57.7**	**27.0**	**49**	**39**	

* ADDITIONAL QUANTITY FOUND ELSEWHERE

NO PARKING SIGNING

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN CODE	W X H	MESSAGE	* 634.0812 POSTS TUBULAR STEEL 2X2-INCH 12-FT EACH	* 637.2210 SIGNS TYPE II REFLECTIVE H SF	* 638.2602 REMOVING SIGNS TYPE II EACH	* 638.3000 REMOVING SMALL SIGN SUPPORTS EACH
						STH 67				
0020	C100	127+00	STH 67-RT	R7-1-D	18 X 24	NO PARKING ANY TIME	1	3.0	-	-
0020	C101	129+75	STH 67-RT	R7-1-D	18 X 24	NO PARKING ANY TIME	1	3.0	-	-
0020	C102	134+75	STH 67-RT	R7-1-D	18 X 24	NO PARKING ANY TIME	1	3.0	-	-
0020	C103	137+50	STH 67-RT	R7-1-D	18 X 24	NO PARKING ANY TIME	1	3.0	-	-
						STH 67 SUBTOTAL CAT 0020	4	12	-	-
						STH 28				
0020	C104	31+60	STH 28-LT	R7-1-D	18 X 24	NO PARKING ANY TIME	1	3.0	1	1
0020	C105	33+40	STH 28-LT	R7-1-L	18 X 24	NO PARKING ANY TIME	1	3.0	1	1
0020	C106	35+75	STH 28-LT	R7-1-D	18 X 24	NO PARKING ANY TIME	1	3.0	-	-
0020	C107	37+00	STH 28-RT	R7-1-D	18 X 24	NO PARKING ANY TIME	1	3.0	-	-
0020	C108	42+50	STH 28-RT	R7-1-D	18 X 24	NO PARKING ANY TIME	1	3.0	-	-
0020	C109	46+50	STH 28-LT	R7-1-D	18 X 24	NO PARKING ANY TIME	1	3.0	-	-
0020	C110	48+75	STH 28-RT	R7-1-D	18 X 24	NO PARKING ANY TIME	1	3.0	-	-
0020	C111	52+50	STH 28-LT	R7-1-D	18 X 24	NO PARKING ANY TIME	1	3.0	-	-
0020	C112	57+00	STH 28-LT	R7-1-D	18 X 24	NO PARKING ANY TIME	1	3.0	-	-
0020	C113	60+75	STH 28-LT	R7-1-D	18 X 24	NO PARKING ANY TIME	1	3.0	-	-
0020	C114	65+50	STH 28-LT	R7-1-L	18 X 24	NO PARKING ANY TIME	1	3.0	-	-
						STH 28 SUBTOTAL CAT 0020	11	33.0	2	2
						TOTAL 0020	**15**	**45.0**	**2**	**2**

SCHOOL ZONE SIGNING

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN CODE	W X H	MESSAGE	* 634.0812 POSTS TUBULAR STEEL 2X2-INCH 12-FT EACH	* 637.2210 SIGNS TYPE II REFLECTIVE H SF	* 637.2230 SIGNS TYPE II REFLECTIVE F SF
0010	S100	42+20	STH 28-LT	S5-2	24 X 30	END SCHOOL ZONE	1	5.0	-
0010	S101	42+30	STH 28-RT	S1-1	36 X 36	WALKING SYMBOL	1	-	6.75
0010	S102	42+30	STH 28-RT	S16-9P	24 X 12	AHEAD	-	-	3.75
0010	S103	42+30	STH 28-RT	R2-6P	24 X 18	FINES HIGHER	-	3.0	-
0010	S104	43+70	STH 28-RT	S1-1	36 X 36	WALKING SYMBOL	1	-	6.75
0010	S105	43+70	STH 28-RT	S16-7L	30 X 18	ARROW	-	-	3.75
0010	S106	44+80	STH 28-LT	S1-1	36 X 36	WALKING SYMBOL	1	-	6.75
0010	S107	44+80	STH 28-LT	S16-7L	30 X 18	ARROW	-	-	3.75
0010	S108	45+52	STH 28-RT	S1-1	36 X 36	WALKING SYMBOL	1	-	6.75
0010	S109	45+52	STH 28-RT	S16-7L	30 X 18	ARROW	-	-	3.75
0010	S110	50+52	STH 28-RT	S1-1	36 X 36	WALKING SYMBOL	1	-	6.75
0010	S111	50+52	STH 28-RT	S16-7L	30 X 18	ARROW	-	-	3.75
0010	S112	51+30	STH 28-LT	S1-1	36 X 36	WALKING SYMBOL	1	-	6.75
0010	S113	51+30	STH 28-LT	S16-7L	30 X 18	ARROW	-	-	3.75
0010	S114	54+28	STH 28-RT	S1-1	36 X 36	WALKING SYMBOL	1	-	6.75
0010	S115	54+28	STH 28-RT	S16-7L	30 X 18	ARROW	-	-	3.75
0010	S116	55+32	STH 28-LT	S1-1	36 X 36	WALKING SYMBOL	1	-	6.75
0010	S117	55+32	STH 28-LT	S16-7L	30 X 18	ARROW	-	-	3.75
0010	S118	56+68	STH 28-RT	S5-2	24 X 30	END SCHOOL ZONE	1	5.0	-
0010	S119	57+75	STH 28-LT	S1-1	36 X 36	WALKING SYMBOL	1	-	6.75
0010	S120	57+75	STH 28-LT	R2-6P	24 X 18	FINES HIGHER	-	3.0	-
						STH 28 TOTAL CAT 0010	11	16.0	90.75

* ADDITIONAL QUANTITY FOUND ELSEWHERE

3

REMOVE PAVEMENT MARKING

STATION	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9300 MARKING REMOVAL SPECIAL MARKING EACH
32+20	STH 28, LT	-	1
	UNDISTRIBUTED	100	-
	TOTAL 0010	**100**	**1**

CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
126+50	-	142+50	STH 67	1600	1600	1600	4	1.0	1600
32+25	-	66+22	STH 28	3397	3397	3397	57	1.0	3397
			HENNINGER	-	-	50	-	-	50
			SIDESTREETS	300	300	-	-	-	300
			TOTAL 0010	**5297**	**5297**	**5047**	**61**	**2**	**5347**

3

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH LF	646.5020 MARKING ARROW EPOXY, TYPE 2 EACH	646.5020 MARKING ARROW EPOXY, TYPE 3 EACH	646.5220 MARKING ARROW EPOXY, BIKE LANE EACH	646.5120 MARKING SYMBOL EPOXY, BIKE LANE EACH	646.8120 MARKING WORD EPOXY EACH	646.6120 MARKING CURB EPOXY LF	646.7120 MARKING STOP LINE EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH WHITE LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH LF
0010	126+50	-	141+25	STH 67	2950	4398	-	-	-	12	12	-	-	32	-	-	171
0010																	
0010	32+25	-	34+50	STH 28	614	383	420	4	4	2	2	1	-	88	-	30	328
0010	34+35	-	44+25	STH 28	2206	2442	155	2	1	7	7	1	-	53	65	-	408
0010	44+25	-	50+90	STH 28	1140	1228	-	-	-	6	6	-	-	32	-	-	316
0010	50+90	-	54+75	STH 28	616	616	-	-	-	4	4	-	-	45	-	-	392
0010	54+75	-	58+75	STH 28	618	924	-	-	-	4	4	-	-	32	-	-	326
0010	58+75	-	62+85	STH 28	774	972	-	-	-	4	4	-	-	32	14	-	314
0010	62+85	-	66+22	STH 28	839	526	254	3	3	4	4	-	-	91	90	-	564
				TOTAL 0010	**21246**		**829**	**9**	**8**	**43**	**43**	**2**	**0**	**405**	**199**		**2819**
0020	32+25	-	66+22	STH 28	-	-	-	-	-	-	-	-	1766	-	-	-	-
				TOTAL 0020	**0**		**0**	**0**	**0**	**0**	**0**	**0**	**1766**	**0**	**0**		**0**
0030	126+50	-	140+75	STH 67	-	-	-	-	-	-	-	-	1485	-	-	-	-
				TOTAL 0030	**0**		**0**	**0**	**0**	**0**	**0**	**0**	**1485**	**0**	**0**		**0**

SAWING

STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
		126+50	STH 67	43	3
		142+60	STH 67	-	96
126+50	-	140+75	DRIVEWAYS/SIDEWALK/PARKING LOT RT	187	10
126+50	-	140+75	DRIVEWAYS/SIDEWALK/PARKING LOT LT	-	265
		9+40	RUEDEBUSCH AVE.	28	5
			STH 67 SUBTOTAL	258	378
		32+25	STH 28	-	61
32+25	-	39+00	DRIVEWAYS/SIDEWALK/PARKING LOT RT	206	160
32+25	-	39+00	DRIVEWAYS/SIDEWALK/PARKING LOT LT	158	42
39+00	-	46+00	DRIVEWAYS/SIDEWALK/PARKING LOT RT	16	37
39+00	-	46+00	DRIVEWAYS/SIDEWALK/PARKING LOT LT	-	54
46+00	-	55+00	DRIVEWAYS/SIDEWALK/PARKING LOT RT	62	73
46+00	-	55+00	DRIVEWAYS/SIDEWALK/PARKING LOT LT	79	183
55+00	-	63+00	DRIVEWAYS/SIDEWALK/PARKING LOT RT	43	53
55+00	-	63+00	DRIVEWAYS/SIDEWALK/PARKING LOT LT	-	111
63+00	-	66+22	DRIVEWAYS/SIDEWALK/PARKING LOT RT	82	20
63+00	-	66+22	DRIVEWAYS/SIDEWALK/PARKING LOT LT	64	127
		8+75	CLARK ST. (SOUTH)	36	5
		10+92	CLARK ST. (NORTH)	32	5
		10+52	EWALD ST.	27	5
		10+90	HENNINGER ST.	-	37
		9+45	COMMERCE ST.	26	5
		9+35	OAK ST.	31	5
		10+50	MUZZY ST.	26	5
		9+45	WALNUT ST. (SOUTH)	32	5
		10+65	WALNUT ST. (NORTH)	38	5
		9+46	JOHN ST. (SOUTH)	-	41
		10+50	JOHN ST. (NORTH)	36	5
		9+41	SCHOOL ST. (SOUTH)	33	5
		10+49	SCHOOL ST. (NORTH)	35	5
		10+59	MICHAEL WENDLING WAY	330	3
			UNDISTRIBUTED	100	100
			STH 28 SUBTOTAL	1492	1157
			TOTAL 0010	**1750**	**1535**

CRACK AND DAMAGE SURVEY AND SEISMOGRAPH

LOCATION	999.1500.S CRACK AND DAMAGE SURVEY LS	SPV.0045.03 SEISMOGRAPH DAY
STH 67	1.0	50
STH 28	1.0	98
TOTAL 0010	**2**	**148**

PEDESTRIAN RAILING

STATION	TO	STATION	LOCATION	SPV.0090.02 PEDESTRIAN RAILING LF
131+35	-	132+00	RT	65
			TOTAL 0020	**65**

EXISTING LAND PARCEL MONUMENTS ITEMS

CATEGORY	LOCATION	SPV.0060.01 RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS EACH	SPV.0060.02 VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH
0010	STH 67	19	19
0010	STH 28	33	33
	TOTAL	**52**	**52**

PIPE UNDERDRAIN

STATION	TO	STATION	LOCATION	SPV.0090.01 PIPE UNDERDRAIN (6-INCH) WITH GEOTEXTILE FABRIC AND AGGREGATE LF
			STH 67	
129+25	-	130+55	LT	121
129+45	-	130+55	RT	104
136+08	-	137+46	RT	130
136+46	-	137+60	LT	106
140+52	-	141+02	RT	50
140+52	-	141+02	LT	50
141+02	-	141+50	RT	48
			STH 67 SUBTOTAL	609
			STH 28	
8+85	-	9+28	CLARK ST. LT	43
8+85	-	9+13	CLARK ST. RT	28
34+85	-	35+55	LT	64
34+86	-	35+36	RT	50
36+85	-	37+35	RT	50
36+90	-	37+40	LT	50
39+37	-	39+87	RT	50
39+51	-	40+01	LT	50
41+96	-	42+46	LT	50
41+97	-	42+47	RT	50
44+90	-	45+40	RT	50
44+96	-	45+46	LT	50
46+75	-	47+25	LT	50
46+80	-	47+30	RT	50
48+12	-	48+62	RT	50
48+83	-	49+33	RT	50
48+22	-	48+72	LT	50
48+92	-	49+42	LT	50
50+69	-	51+19	LT	50
51+35	-	51+85	RT	50
51+94	-	52+44	LT	50
53+82	-	54+32	RT	50
53+99	-	54+49	LT	50
57+25	-	58+55	RT	124
57+30	-	58+50	LT	114
59+27	-	59+77	LT	50
59+27	-	59+77	RT	50
61+90	-	62+40	LT	50
61+93	-	62+43	RT	50
64+71	-	65+49	RT	75
65+23	-	65+73	LT	50
			STH 28 SUBTOTAL	1698
			TOTAL 0010	**2307**

GEOGRID

STATION	TO	STATION	LOCATION	645.0220 GEOGRID TYPE SR SY
126+50	-	140+75	STH 67	7438
			RUEDEBUSCH AVE.	155
			STH 67 SUBTOTAL	7594
32+25	-	40+25	STH 28	4727
40+25	-	47+00	STH 28	3675
47+00	-	53+50	STH 28	3539
53+50	-	60+75	STH 28	3946
60+75	-	66+22	STH 28	4528
			CLARK ST. (SOUTH)	698
			CLARK ST. (NORTH)	382
			EWALD ST.	94
			HENNINGER ST.	299
			COMMERCE ST.	166
			OAK ST.	236
			MUZZY ST.	113
			WALNUT ST. (SOUTH)	123
			WALNUT ST. (NORTH)	235
			JOHN ST. (SOUTH)	140
			JOHN ST. (NORTH)	162
			SCHOOL ST. (SOUTH)	153
			SCHOOL ST. (NORTH)	135
			STH 28 SUBTOTAL	23352
			TOTAL 0010	**30946**

3

TEMPORARY CROSSWALK & PEDESTRIAN ACCOMODATION

CROSSING	DAYS	# OF BARRICADES	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	* 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	# OF SIGNS	* 643.0900 TRAFFIC CONTROL SIGNS DAY	644.1430.S TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1616.S TEMPORARY PEDESTRIAN SAFETY FENCE LF	649.0600 TEMPORARY MARKING LINE REMOVEABLE TAPE 4-INCH LF	SPV.0045.01 TEMPORARY CROSSWALK DAY	SPV.0045.02 TEMPORARY CURB RAMP DAY
STH 67	68	8	544	544	8	544	20	100	-	68	136
STH 67	68	8	544	544	8	544	40	100	100	68	136
RUEDEBUSCH AVE.	68	8	544	544	8	544	20	50	-	68	136
STH 67 SUBTOTAL			1632	1632		1632	80	250	100	204	408
STH 28	75	8	600	600	8	600	40	100	-	75	136
STH 28	75	8	600	600	8	600	40	100	100	75	136
CLARK ST. (WEST)	75	8	600	600	8	600	40	100	120	75	136
CLARK ST. (SOUTH)	75	8	600	600	8	600	40	100	80	75	136
CLARK ST. (NORTH)	75	8	600	600	8	600	20	100	80	75	136
EWALD ST.	138	8	1104	1104	8	1104	40	50	-	138	136
HENNINGER ST.	138	8	1104	1104	8	1104	40	100	60	138	136
COMMERCE ST.	138	8	1104	1104	8	1104	40	50	-	138	136
OAK ST.	75	8	600	600	8	600	60	100	60	75	136
MUZZY ST.	75	8	600	600	8	600	40	100	-	75	136
WALNUT ST. (SOUTH)	75	8	600	600	8	600	40	100	60	75	136
WALNUT ST. (NORTH)	75	8	600	600	8	600	40	100	60	75	136
JOHN ST. (SOUTH)	75	8	600	600	8	600	60	100	60	75	136
JOHN ST. (NORTH)	75	8	600	600	8	600	40	100	60	75	136
SCHOOL ST. (SOUTH)	75	8	600	600	8	600	40	100	60	75	136
SCHOOL ST. (NORTH)	75	8	600	600	8	600	40	100	60	75	136
STH 67/STH 28 (NORTH)	40	8	320	320	8	320	-	100	60	40	136
MICHAEL WENDLING	40	8	320	320	8	320	20	50	-	40	136
UNDISTRIBUTED	-	-	-	-	-	-	-	300	100	-	136
STH 28 SUBTOTAL			11752	11752		11752	680	1950	1020	1469	2584
TOTAL 0010			**13384**	**13384**		**13384**	**760**	**2200**	**1120**	**1673**	**2992**

* ADDITIONAL QUANTITY FOUND ELSEWHERE

REMOVING MANHOLES, CATCH BASINS, AND INLETS ITEMS

CATEGORY	STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0215 REMOVING CATCH BASINS EACH	204.0220 REMOVING INLETS EACH
PROJECT 3021-02-73					
0010	128+19'MA'	LT	--	--	1
0010	128+50'MA'	LT	--	--	1
0010	129+55'MA'	LT	--	1	--
0010	130+05'MA'	RT	--	--	1
0010	136+94'MA'	RT	--	--	1
0010	136+94'MA'	LT	--	--	1
	PROJECT 3021-02-73 SUBTOTALS		--	1	5
PROJECT 3270-02-71					
0010	33+11'HO'	RT	1	--	--
0010	34+09'HO'	RT	--	--	1
0010	34+12'HO'	LT	--	--	1
0010	34+24'HO'	RT	1	--	--
0010	34+51'HO'	LT	--	--	1
0010	34+54'HO'	RT	--	--	1
0010	34+69'HO'	RT	--	--	1
0010	34+70'HO'	RT	1	--	--
0010	34+71'HO'	LT	--	--	1
0010	34+83'HO'	RT	--	--	1
0010	36+75'HO'	RT	1	--	--
0010	36+90'HO'	LT	--	1	--
0010	36+91'HO'	RT	--	1	--
0010	37+74'HO'	RT	1	--	--
0010	39+22'HO'	RT	1	--	--
0010	39+36'HO'	LT	--	1	--
0010	39+38'HO'	RT	--	1	--
0010	41+90'HO'	RT	1	--	--
0010	41+96'HO'	LT	--	1	--
0010	41+96'HO'	RT	--	1	--
0010	45+40'HO'	RT	--	1	--
0010	45+50'HO'	LT	--	1	--
0010	45+70'HO'	RT	--	1	--
0010	45+95'HO'	RT	1	--	--
0010	46+07'HO'	RT	--	1	--
0010	48+13'HO'	RT	--	1	--
0010	48+29'HO'	LT	--	1	--
0010	48+30'HO'	RT	1	--	--
0010	48+56'HO'	RT	1	--	--
0010	48+64'HO'	RT	--	1	--
0010	48+74'HO'	LT	--	1	--
0010	50+69'HO'	RT	--	1	--
0010	50+79'HO'	RT	1	--	--
0010	50+79'HO'	LT	--	1	--
0010	51+07'HO'	RT	--	1	--
0010	51+31'HO'	RT	--	1	--
0010	52+03'HO'	LT	--	1	--
0010	54+39'HO'	RT	--	1	--
0010	54+40'HO'	LT	--	1	--
0010	54+61'HO'	LT	--	1	--
0010	54+92'HO'	RT	1	--	--

REMOVING MANHOLES, CATCH BASINS, AND INLETS ITEMS

CATEGORY	STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0215 REMOVING CATCH BASINS EACH	204.0220 REMOVING INLETS EACH
0010	55+03'HO'	LT	--	1	--
0010	57+92'HO'	RT	--	1	--
0010	58+04'HO'	LT	--	1	--
0010	58+13'HO'	RT	1	--	--
0010	58+56'HO'	RT	--	1	--
0010	58+81'HO'	RT	1	--	--
0010	58+96'HO'	RT	--	1	--
0010	59+17'HO'	RT	--	1	--
0010	59+21'HO'	LT	--	1	--
0010	59+22'HO'	RT	1	--	--
0010	60+41'HO'	RT	1	--	--
0010	62+43'HO'	LT	--	1	--
0010	62+47'HO'	RT	--	1	--
0010	62+70'HO'	RT	--	--	1
0010	62+96'HO'	RT	1	--	--
0010	63+00'HO'	LT	1	--	--
0010	63+04'HO'	RT	1	--	--
0010	63+09'HO'	RT	--	--	1
0010	65+73'HO'	RT	--	1	--
0010	65+73'HO'	LT	--	--	1
0010	65+87'HO'	RT	--	1	--
0010	65+94'HO'	RT	1	--	--
0010	10+14'MW'	RT	--	--	1
0010	10+16'MW'	RT	1	--	--
0010	11+58'MW'	LT	1	--	--
0010	12+06'MW'	LT	--	--	1
	PROJECT 3270-02-71 SUBTOTALS		22	33	12
		TOTALS	**22**	**34**	**17**

REMOVING OLD STRUCTURE

CATEGORY	STATION	LOCATION	203.0200 LS	COMMENTS
PROJECT 3270-02-71				
0010	48+67'HO'	LT & RT	1	REMOVE 95 LF OF 167x103-INCH CMPA
		TOTAL	**1**	

ABANDONING SEWER

CATEGORY	STATION - STATION	LOCATION	204.0291.S CY
PROJECT 3270-02-71			
0010	L2+06'MW' - 12+77'MW	LT	4.5
0010	L2+77'MW' - 12+83'MW	LT	0.5
		TOTALS	**5.0**

ADJUSTING COVER ITEMS

CATEGORY	STATION	LOCATION	EXISTING ELEVATION	FINISHED ELEVATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH
PROJECT 3270-02-71						
0010	32+62'HO'	19' LT	922.13	922.01	1	--
0010	32+64'HO'	30' LT	921.82	921.74	--	1
				TOTALS	**1**	**1**

SHEET PREPARED BY GREMMER & ASSOCIATES, INC.

REMOVING STORM SEWER ITEMS

CATEGORY	STATION - STATION	LOCATION	204.0245.01 6-INCH LF	204.0245.02 8-INCH LF	204.0245.03 12-INCH LF	204.0245.04 15-INCH LF	204.0245.05 18-INCH LF	204.0245.06 24-INCH LF
PROJECT 3021-02-73								
0010	128+19'MA' - 128+50'MA'	LT	--	--	32	--	--	--
0010	128+50'MA' - 128+50'MA'	LT	--	--	4	--	--	--
0010	128+50'MA' - 128+77'MA'	RT	--	--	125	--	--	--
0010	129+55'MA' - 130+05'MA'	RT	--	--	66	--	--	--
0010	130+05'MA' - 130+06'MA'	RT	--	--	32	--	--	--
0010	136+94'MA' - 136+94'MA'	LT	--	--	44	--	--	--
0010	136+94'MA' - 136+94'MA'	RT	--	--	28	--	--	--
	PROJECT 3021-02-73 SUBTOTALS		--	--	331	--	--	--
PROJECT 3270-02-71								
0010	33+03'HO' - 33+11'HO'	RT	--	--	--	--	--	8
0010	33+11'HO' - 34+24'HO'	RT	--	--	--	117	--	--
0010	34+09'HO' - 34+54'HO'	RT	--	--	45	--	--	--
0010	34+09'HO' - 34+24'HO'	RT	--	--	55	--	--	--
0010	34+12'HO' - 34+51'HO'	LT	--	--	39	--	--	--
0010	34+12'HO' - 34+24'HO'	RT	--	--	74	--	--	--
0010	34+24'HO' - 34+70'HO'	RT	--	--	--	47	--	--
0010	34+69'HO' - 34+83'HO'	RT	--	--	35	--	--	--
0010	34+70'HO' - 34+71'HO'	LT	--	--	39	--	--	--
0010	34+70'HO' - 34+83'HO'	RT	--	--	19	--	--	--
0010	34+70'HO' - 36+75'HO'	RT	--	--	205	--	--	--
0010	36+75'HO' - 36+91'HO'	RT	--	17	--	--	--	--
0010	36+75'HO' - 36+90'HO'	LT	--	41	--	--	--	--
0010	36+75'HO' - 37+74'HO'	RT	--	--	99	--	--	--
0010	37+74'HO' - 39+22'HO'	RT	--	--	150	--	--	--
0010	37+74'HO' - 37+84'HO'	RT	--	--	--	19	--	--
0010	39+22'HO' - 39+38'HO'	RT	--	17	--	--	--	--
0010	39+22'HO' - 39+36'HO'	LT	--	41	--	--	--	--
0010	39+22'HO' - 41+90'HO'	RT	--	--	270	--	--	--
0010	41+90'HO' - 41+96'HO'	LT	--	37	--	--	--	--
0010	41+90'HO' - 41+96'HO'	RT	--	9	--	--	--	--
0010	45+40'HO' - 45+95'HO'	RT	--	55	--	--	--	--
0010	45+50'HO' - 45+95'HO'	RT	--	60	--	--	--	--
0010	45+70'HO' - 46+07'HO'	RT	--	39	--	--	--	--
0010	45+95'HO' - 46+07'HO'	RT	--	--	28	--	--	--
0010	45+95'HO' - 48+30'HO'	RT	--	--	--	242	--	--
0010	46+05'HO' - 46+07'HO'	RT	--	--	7	--	--	--
0010	48+13'HO' - 48+30'HO'	RT	--	18	--	--	--	--
0010	48+29'HO' - 48+30'HO'	RT	--	38	--	--	--	--
0010	48+30'HO' - 48+56'HO'	RT	--	--	--	26	--	--
0010	48+56'HO' - 48+64'HO'	RT	--	10	--	--	--	--
0010	48+56'HO' - 48+74'HO'	LT	--	43	--	--	--	--
0010	48+56'HO' - 48+67'HO'	RT	--	--	--	12	--	--
0010	48+82'HO' - 50+79'HO'	RT	--	--	--	203	--	--
0010	50+69'HO' - 51+07'HO'	RT	--	38	--	--	--	--
0010	50+69'HO' - 50+79'HO'	RT	--	--	27	--	--	--
0010	50+79'HO' - 50+79'HO'	LT	--	39	--	--	--	--
0010	50+79'HO' - 51+31'HO'	RT	--	--	54	--	--	--
0010	51+31'HO' - 52+03'HO'	LT	--	84	--	--	--	--
0010	54+39'HO' - 54+92'HO'	RT	--	53	--	--	--	--

REMOVING STORM SEWER ITEMS

CATEGORY	STATION - STATION	LOCATION	204.0245.01 6-INCH LF	204.0245.02 8-INCH LF	204.0245.03 12-INCH LF	204.0245.04 15-INCH LF	204.0245.05 18-INCH LF	204.0245.06 24-INCH LF
0010	54+40'HO' - 54+61'HO'	LT	--	31	--	--	--	--
0010	54+61'HO' - 55+03'HO'	LT	--	--	42	--	--	--
0010	54+91'HO' - 54+92'HO'	RT	--	--	--	22	--	--
0010	54+92'HO' - 55+03'HO'	LT	--	--	60	--	--	--
0010	54+92'HO' - 58+13'HO'	RT	--	--	--	330	--	--
0010	55+03'HO' - 55+03'HO'	LT	--	--	4	--	--	--
0010	57+92'HO' - 58+13'HO'	RT	--	23	--	--	--	--
0010	58+04'HO' - 58+13'HO'	RT	--	39	--	--	--	--
0010	58+13'HO' - 58+81'HO'	RT	--	--	--	--	--	70
0010	58+56'HO' - 58+81'HO'	RT	--	--	37	--	--	--
0010	58+81'HO' - 58+96'HO'	RT	--	--	31	--	--	--
0010	58+81'HO' - 58+82'HO'	RT	--	--	--	--	29	--
0010	58+81'HO' - 59+22'HO'	RT	--	--	--	--	--	42
0010	59+17'HO' - 59+22'HO'	RT	--	8	--	--	--	--
0010	59+17'HO' - 59+21'HO'	LT	--	43	--	--	--	--
0010	59+17'HO' - 59+17'HO'	RT	--	12	--	--	--	--
0010	59+22'HO' - 60+41'HO'	RT	--	--	--	123	--	--
0010	60+41'HO' - 62+96'HO'	RT	--	--	--	262	--	--
0010	62+43'HO' - 63+00'HO'	LT	--	57	--	--	--	--
0010	62+47'HO' - 62+70'HO'	RT	--	--	28	--	--	--
0010	62+64'HO' - 62+70'HO'	RT	--	8	--	--	--	--
0010	62+70'HO' - 63+04'HO'	RT	--	--	35	--	--	--
0010	62+96'HO' - 63+04'HO'	RT	--	--	--	30	--	--
0010	62+96'HO' - 65+73'HO'	RT	--	--	--	--	278	--
0010	63+00'HO' - 65+73'HO'	LT	--	--	274	--	--	--
0010	63+04'HO' - 63+04'HO'	RT	--	--	--	5	--	--
0010	65+73'HO' - 65+73'HO'	RT	--	--	50	--	--	--
0010	65+73'HO' - 65+94'HO'	RT	--	--	--	--	23	--
0010	65+87'HO' - 65+94'HO'	RT	--	--	17	--	--	--
0010	65+94'HO' - 65+95'HO'	RT	--	--	--	12	--	--
0010	65+94'HO' - 10+16'MW'	RT	--	--	--	--	38	--
0010	10+14'MW' - 10+16'MW'	RT	--	--	47	--	--	--
0010	10+16'MW' - 11+58'MW'	LT	--	--	--	--	142	--
0010	11+58'MW' - 11+58'MW'	LT	8	--	--	--	--	--
0010	11+58'MW' - 12+06'MW'	LT	--	--	48	--	--	--
	PROJECT 3270-02-71 SUBTOTALS		8	860	1,819	1,450	510	120
	TOTALS		**8**	**860**	**2,150**	**1,450**	**510**	**120**

3

SHEET PREPARED BY GREMMER & ASSOCIATES, INC.

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE	STATION	OFFSET*	LOCATION	520.8000 Concrete Collars for Pipe EACH	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch EACH	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch EACH	522.1060 Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch EACH	611.0530 Manhole Covers Type J EACH	611.0603 Inlet Covers Type A-S EACH	611.0612 Inlet Covers Type C EACH	611.0624 Inlet Covers Type H EACH	611.0639 Inlet Covers Type H-S EACH	611.2004 Manholes 4-FT Diameter EACH	611.2005 Manholes 5-FT Diameter EACH	611.2006 Manholes 6-FT Diameter EACH	611.2008 Manholes 8-FT Diameter EACH	611.3004 Inlets 4-FT Diameter EACH	611.3230 Inlets 2x3-FT EACH	611.9800.S Pipe Grates EACH	633.5200 Markers Culvert End EACH	650.4000 Construction Staking Storm Sewer EACH	SPV.0060.21 Inlet Covers Type HC EACH
PROJECT 3021-02-73																							
0010	100	9+54	15.7' LT	ALI - RUEDEBUSCH	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	100.1	9+54	15.7' RT	ALI - RUEDEBUSCH	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	100.2	9+50	15.6' LT	ALI - RUEDEBUSCH	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
0010	101	128+75	65.9' RT	67	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1	1	--
0010	110	130+05	24.5' LT	67	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
0010	110.1	129+95	24.5' LT	67	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	1	1
0010	110.2	129+75	24.5' LT	67	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	111	130+05	16.5' RT	67	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
0010	111.1	129+95	16.5' RT	67	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	112	130+05	41' RT	67	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1	1	--
0010	120	139+96	24.5' LT	67	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	120.1	137+10	24.5' LT	67	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
0010	121	136+96	16.5' RT	67	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	121.1	136+78	16.5' RT	67	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
0010	121.2	136+58	16.5' RT	67	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	122	136+96	39' RT	67	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1	1	--
				PROJECT 3021-02-73 SUBTOTALS	1	3	--	--	--	--	--	7	4	--	--	--	--	--	12	3	3	15	1
PROJECT 3270-02-71																							
0010	10	41+90	12' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	10.1	41+96	25.5' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	10.2	41+97	17.5' RT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	11	39+32	12' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	11.1	39+51	25.5' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	11.2	39+37	17.5' RT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	12	37+74	16.8' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	12.1	37+84	31.1' RT	28	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
0010	13	36+85	21.6' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	13.1	36+90	17.5' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	13.2	36+91	27' RT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	14	34+85	22.9' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	14.1	34+85	17.5' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	14.2	34+86	39.6' RT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	14.3	35+05	17.5' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	15	34+15	21.9' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	15.1	10+63	15.8' RT	ALI -CLARK NORTH	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
0010	15.2	10+53	23.6' LT	ALI -CLARK NORTH	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	15.3	9+13	25' RT	ALI - CLARK SOUTH	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
0010	15.4	9+28	23.7' LT	ALI - CLARK SOUTH	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	15.5	9+28	44.5' RT	ALI - CLARK SOUTH	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
0010	16	33+11	25.3' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	17	33+03	25.7' RT	28	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
0010	20	44+00	13' RT	28	--	--	--	--	1	--	--	--	--	1	--	--	--	--	--	--	--	1	--
0010	20.1	43+99	26.1' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	21	45+46	16' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	21.1	45+46	21.5' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	21.2	45+40	21.5' RT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	22	46+08	16' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	22.1	9+64	13.4' LT	ALI- COMMERCE	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE	STATION	OFFSET*	LOCATION	520.8000 Concrete Collars for Pipe EACH	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch EACH	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch EACH	522.1060 Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch EACH	611.0530 Manhole Covers Type J EACH	611.0603 Inlet Covers Type A-S EACH	611.0612 Inlet Covers Type C EACH	611.0624 Inlet Covers Type H EACH	611.0639 Inlet Covers Type H-S EACH	611.2004 Manholes 4-FT Diameter EACH	611.2005 Manholes 5-FT Diameter EACH	611.2006 Manholes 6-FT Diameter EACH	611.2008 Manholes 8-FT Diameter EACH	611.3004 Inlets 4-FT Diameter EACH	611.3230 Inlets 2x3-FT EACH	611.9800.S Pipe Grates EACH	633.5200 Markers Culvert End EACH	650.4000 Construction Staking Storm Sewer EACH	SPV.0060.21 Inlet Covers Type HC EACH
0010	22.2	9+58	20.8' RT	ALI- COMMERCE	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	22.3	9+51	18.5' RT	ALI- COMMERCE	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
0010	23	47+35	16' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	23.1	47+25	21.5' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	23.2	47+30	21.5' RT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	24	48+55	19.5' RT	28	--	--	--	--	--	1	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	25	48+74	19.5' RT	28	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	1	--
0010	25.1	48+66	55' RT	28	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	1	1	1	--
0010	26	48+82	20.5' LT	28	--	--	--	--	1	--	--	--	--	--	--	--	1	--	--	--	--	1	--
0010	26.1	48+72	21.5' LT	28	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
0010	26.2	48+95	21.5' LT	28	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	1	1
0010	30	51+89	16' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	30.1	51+94	21.5' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	31	51+30	16' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	31.1	51+35	21.5' RT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	32	50+69	16' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	32.1	50+69	21.5' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	32.2	9+39	17.2' RT	ALI - OAK	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
0010	32.3	9+57	19.2' LT	ALI - OAK	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	40	54+50	16.6' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	40.2	54+49	22.4' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	40.3	54+33	21.5' RT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	41	54+92	18.3' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	41.1	55+03	47.6' LT	28	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
0010	41.2	10+40	20.8' RT	ALI - WALNUT	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	--	1	--
0010	41.3	9+60	12.9' RT	ALI - WALNUT	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
0010	41.4	10+40	20.6' LT	ALI - WALNUT	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	42	58+20	20' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	42.1	58+14	17.5' LT	28	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
0010	42.2	57+80	17.5' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	42.3	57+76	25.5' RT	28	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
0010	42.4	58+15	25.5' RT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	43	59+32	20' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	43A	58+90	20' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	43.1	59+27	17.5' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	43.2	59+27	25.5' RT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	44	62+43	20.4' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	44.1	62+40	17.5' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	44.2	62+43	27.9' RT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	45	63+05	21' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	46	65+55	24' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	46.1	65+73	24.5' LT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	46.2	65+49	41.4' RT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	46.3	65+21	34.5' RT	28	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	47	65+94	29' RT	28	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	47.1	65+95	21' RT	28	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
0010	48	141+78	16.5' RT	67	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	48.1	141+02	24.5' LT	67	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
0010	48.2	141+02	16.5' RT	67	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	48.3	141+50	16.5' RT	67	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE	STATION	OFFSET*	LOCATION	520.8000 Concrete Collars for Pipe EACH	522.1018 Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch EACH	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch EACH	522.1060 Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch EACH	611.0530 Manhole Covers Type J EACH	611.0603 Inlet Covers Type A-S EACH	611.0612 Inlet Covers Type C EACH	611.0624 Inlet Covers Type H EACH	611.0639 Inlet Covers Type H-S EACH	611.2004 Manholes 4-FT Diameter EACH	611.2005 Manholes 5-FT Diameter EACH	611.2006 Manholes 6-FT Diameter EACH	611.2008 Manholes 8-FT Diameter EACH	611.3004 Inlets 4-FT Diameter EACH	611.3230 Inlets 2x3-FT EACH	611.9800.S Pipe Grates EACH	633.5200 Markers Culvert End EACH	650.4000 Construction Staking Storm Sewer EACH	SPV.0060.21 Inlet Covers Type HC EACH
0010	49	11+58	5.9' LT	ALI - MICHAEL WENDLING	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	49.1	11+58	2' RT	ALI - MICHAEL WENDLING	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
0010	50	12+06	8.2' LT	ALI - MICHAEL WENDLING	--	--	--	--	--	--	1	--	--	--	--	1	--	--	--	--	--	1	--
0010	51	12+53	117.7' LT	ALI - MICHAEL WENDLING	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
0010	52	12+74	123' LT	ALI - MICHAEL WENDLING	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	1	1	1	--
0010	60	9+58	6.9' RT	ALI - JOHN	--	--	--	--	1	--	--	--	--	--	1	--	--	--	--	--	--	1	--
0010	60.1	9+55	18.7' LT	ALI - JOHN	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	60.2	9+58	21.6' RT	ALI - JOHN	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
0010	60.3	9+52	6.9' RT	ALI - JOHN	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
0010	70	9+53	14.1' RT	ALI-SCHOOL	--	--	--	--	1	--	--	--	--	--	1	--	--	--	--	--	--	1	--
0010	70.1	9+48	14.1' RT	ALI-SCHOOL	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
0010	70.2	9+50	28.4' LT	ALI-SCHOOL	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
0010	70.3	9+50	19.1' LT	ALI-SCHOOL	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
0010	70.4	9+53	19.4' RT	ALI-SCHOOL	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	--
0010	70.5	9+66	23.1' LT	ALI-SCHOOL	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	--
				PROJECT 3270-02-71 SUBTOTALS	10	--	1	1	29	2	1	38	12	1	2	27	2	1	50	2	2	85	1
				TOTALS	**11**	**3**	**1**	**1**	**29**	**2**	**1**	**45**	**16**	**1**	**2**	**27**	**2**	**1**	**62**	**5**	**5**	**100**	**2**

REMARKS

* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

STORM SEWER PIPES

CATEGORY	FROM	-	TO	LOCATION	608.0360 Storm Sewer Pipe Reinforced Concrete Class III 60-Inch LF	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch LF	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch LF	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch LF	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch LF	608.0430 Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch LF	608.0436 Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch LF	608.2414 Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 14x23-Inch LF	JOINT TIES** EACH
PROJECT 3021-02-73													
0010	100	-	101	67	--	--	--	115	--	--	--	--	6
0010	100.1	-	100	ALI - RUEDEBUSCH	--	--	31	--	--	--	--	--	--
0010	100.2	-	100	ALI - RUEDEBUSCH	--	4	--	--	--	--	--	--	--
0010	110	-	111	67	--	--	--	--	--	--	--	41	--
0010	110.1	-	110	67	--	--	10	--	--	--	--	--	--
0010	110.2	-	110.1	67	--	--	19	--	--	--	--	--	--
0010	111	-	112	67	--	--	--	25	--	--	--	--	6
0010	111.1	-	111	67	--	--	10	--	--	--	--	--	--
0010	120	-	121	67	--	--	--	41	--	--	--	--	--
0010	120.1	-	120	67	--	--	14	--	--	--	--	--	--
0010	121	-	122	67	--	--	--	23	--	--	--	--	6
0010	121.1	-	121	67	--	--	18	--	--	--	--	--	--
0010	121.2	-	121.1	67	--	--	20	--	--	--	--	--	--
				PROJECT 3021-02-73 SUBTOTALS	--	4	122	204	--	--	--	41	18

STORM SEWER PIPES

CATEGORY	FROM	-	TO	LOCATION	608.0360 Storm Sewer Pipe Reinforced Concrete Class III 60-Inch LF	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch LF	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch LF	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch LF	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch LF	608.0430 Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch LF	608.0436 Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch LF	608.2414 Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 14x23-Inch LF	JOINT TIES** EACH
PROJECT 3021-02-73													
0010	10	-	11	28	--	--	--	--	258	--	--	--	--
0010	10.1	-	10	28	--	--	38	--	--	--	--	--	--
0010	10.2	-	10	28	--	--	9	--	--	--	--	--	--
0010	11	-	12	28	--	--	--	--	159	--	--	--	--
0010	11.1	-	11	28	--	--	42	--	--	--	--	--	--
0010	11.2	-	11	28	--	--	7	--	--	--	--	--	--
0010	12	-	13	28	--	--	--	--	88	--	--	--	--
0010	12.1	-	12	28	--	--	18	--	--	--	--	--	--
0010	13	-	14	28	--	--	--	--	200	--	--	--	--
0010	13.1	-	13	28	--	--	39	--	--	--	--	--	--
0010	13.2	-	13	28	--	--	8	--	--	--	--	--	--
0010	14	-	15	28	--	--	--	--	69	--	--	--	--
0010	14.1	-	14	28	--	--	40	--	--	--	--	--	--
0010	14.2	-	14	28	--	--	17	--	--	--	--	--	--
0010	14.3	-	14.1	28	--	--	20	--	--	--	--	--	--
0010	15	-	16	28	--	--	--	--	104	--	--	--	--
0010	15.1	-	15.2	ALI -CLARK NORTH	--	--	41	--	--	--	--	--	--
0010	15.2	-	15	28	--	--	75	--	--	--	--	--	--
0010	15.3	-	15.4	ALI - CLARK SOUTH	--	--	51	--	--	--	--	--	--
0010	15.4	-	15	ALI - CLARK SOUTH	--	--	51	--	--	--	--	--	--
0010	15.5	-	15.3	ALI - CLARK SOUTH	--	--	24	--	--	--	--	--	--
0010	16	-	17	28	--	--	--	--	8	--	--	--	--
0010	20	-	21	28	--	--	--	145	--	--	--	--	--
0010	20.1	-	20	28	--	--	39	--	--	--	--	--	--
0010	21	-	22	28	--	--	--	--	62	--	--	--	--
0010	21.1	-	21	28	--	--	38	--	--	--	--	--	--
0010	21.2	-	21	28	--	--	8	--	--	--	--	--	--
0010	22	-	23	28	--	--	--	--	127	--	--	--	--
0010	22.1	-	22.2	ALI- COMMERCE	--	--	35	--	--	--	--	--	--
0010	22.2	-	22	ALI- COMMERCE	--	--	26	--	--	--	--	--	--
0010	22.3	-	22.2	ALI- COMMERCE	--	7	--	--	--	--	--	--	--
0010	23	-	24	28	--	--	--	--	120	--	--	--	--
0010	23.1	-	23	28	--	--	39	--	--	--	--	--	--
0010	23.2	-	23	28	--	--	7	--	--	--	--	--	--
0010	24	-	25	28	--	--	--	--	19	--	--	--	--
0010	25	-	26	28	41	--	--	--	--	--	--	--	--
0010	25.1	-	25	28	36	--	--	--	--	--	--	--	6
0010	26	-	26.3	28	15	--	--	--	--	--	--	--	--
0010	26.1	-	26	28	--	--	10	--	--	--	--	--	--
0010	26.2	-	26	28	--	--	13	--	--	--	--	--	--
0010	30	-	31	28	--	--	--	59	--	--	--	--	--
0010	30.1	-	30	28	--	--	38	--	--	--	--	--	--
0010	31	-	32	28	--	--	--	--	61	--	--	--	--
0010	31.1	-	31	28	--	--	7	--	--	--	--	--	--
0010	32	-	25	28	--	--	--	--	195	--	--	--	--
0010	32.1	-	32	28	--	--	38	--	--	--	--	--	--
0010	32.2	-	32.3	ALI - OAK	--	--	40	--	--	--	--	--	--
0010	32.3	-	32	ALI - OAK	--	--	28	--	--	--	--	--	--
0010	40	-	41	28	--	--	--	--	42	--	--	--	--
0010	40.2	-	40	28	--	--	39	--	--	--	--	--	--

CONTINUED ON NEXT SHEET

STORM SEWER PIPES

CATEGORY	FROM	TO	LOCATION	608.0360 Storm Sewer Pipe Reinforced Concrete Class III 60-Inch LF	608.0412 Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch LF	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch LF	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch LF	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch LF	608.0430 Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch LF	608.0436 Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch LF	608.2414 Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 14x23-Inch LF	JOINT TIES** EACH
0010	40.3	40	28	--	--	19	--	--	--	--	--	--
0010	41	42	28	--	--	--	--	328	--	--	--	--
0010	41.1	41.2	ALI - WALNUT	--	8	--	--	--	--	--	--	--
0010	41.2	41	ALI - WALNUT	--	--	--	59	--	--	--	--	--
0010	41.3	41	ALI - WALNUT	--	--	22	--	--	--	--	--	--
0010	41.4	41.2	ALI - WALNUT	--	--	41	--	--	--	--	--	--
0010	42	43A	28	--	--	--	--	--	70	--	--	--
0010	42.1	42	28	--	--	38	--	--	--	--	--	--
0010	42.2	42.1	28	--	--	34	--	--	--	--	--	--
0010	42.3	42.4	28	--	--	40	--	--	--	--	--	--
0010	42.4	42	28	--	--	7	--	--	--	--	--	--
0010	43	44	28	--	--	--	--	--	309	--	--	--
0010	43A	43	28	--	--	--	--	--	42	--	--	--
0010	43.1	43	28	--	--	38	--	--	--	--	--	--
0010	43.2	43	28	--	--	7	--	--	--	--	--	--
0010	44	45	28	--	--	--	--	--	62	--	--	--
0010	44.1	44	28	--	--	38	--	--	--	--	--	--
0010	44.2	44	28	--	--	7	--	--	--	--	--	--
0010	45	46	28	--	--	--	--	--	--	251	--	--
0010	46	47	28	--	--	--	--	--	--	40	--	--
0010	46.1	46	28	--	--	52	--	--	--	--	--	--
0010	46.2	46	28	--	--	18	--	--	--	--	--	--
0010	46.3	46.2	28	--	--	29	--	--	--	--	--	--
0010	47	48	67	--	--	--	--	--	--	37	--	--
0010	47	47.1	28	--	--	8	--	--	--	--	--	--
0010	48	49	ALI - MICHAEL WENDLING	--	--	--	--	--	--	142	--	--
0010	48.1	48.2	67	--	--	41	--	--	--	--	--	--
0010	48.2	48.3	67	--	--	48	--	--	--	--	--	--
0010	48.3	48	67	--	--	28	--	--	--	--	--	--
0010	49	50	ALI - MICHAEL WENDLING	--	--	--	--	--	--	48	--	--
0010	49.1	49	ALI - MICHAEL WENDLING	--	8	--	--	--	--	--	--	--
0010	50	51	ALI - MICHAEL WENDLING	--	--	--	--	--	--	119	--	--
0010	51	52	ALI - MICHAEL WENDLING	--	--	--	--	--	--	22	--	6
0010	60	43A	ALI - JOHN	--	--	--	--	24	--	--	--	--
0010	60.1	60	ALI - JOHN	--	--	26	--	--	--	--	--	--
0010	60.2	60	ALI - JOHN	--	--	15	--	--	--	--	--	--
0010	60.3	60	ALI - JOHN	--	--	--	6	--	--	--	--	--
0010	70	45	ALI-SCHOOL	--	--	--	25	--	--	--	--	--
0010	70.1	70	ALI-SCHOOL	--	--	5	--	--	--	--	--	--
0010	70.2	70.3	ALI-SCHOOL	--	9	--	--	--	--	--	--	--
0010	70.3	70	ALI-SCHOOL	--	--	33	--	--	--	--	--	--
0010	70.4	70	ALI-SCHOOL	--	--	5	--	--	--	--	--	--
0010	70.5	70.3	28	--	--	16	--	--	--	--	--	--
			PROJECT 3270-02-71 SUBTOTALS	92	32	1,500	294	1,864	483	659	--	12
			TOTALS	**92**	**36**	**1,622**	**498**	**1,864**	**483**	**659**	**41**	**30**

** NON-BID ITEM: FOR INFORMATION ONLY

3

STORM SEWER PIPE, REINFORCED CONCRETE CLASS III

			60-INCH	REMARKS
STATION	TO STATION	LOCATION	LF	
100+00	101+69.5	CL	170	
TOTAL			**170**	

STORM SEWER PIPE, BENDS & FITTINGS

		SPV.0060.63	SPV.0060.64	SPV.0060.65			
		22.5° 60-INCH	19° 60-INCH	11° 60-INCH	APRON ENDWALL	Pipe Grate	REMARKS
STATION	LOCATION	EACH	EACH	EACH	EACH		
100+10.75	CL		1				
100+54.75	CL	1					
101+51.25	CL			1			
101+69.5	CL				1	1	
TOTAL		**1**	**1**	**1**	**1**	**1**	

ABANDONING SEWER

		204.0271.S	
		48-INCH	REMARKS
STATION TO STATION	LOCATION	CY	
100+25 100+75	8' RT	26	
TOTAL		**26**	

NOTE:
ALL BID ITEMS INCLUDED IN CATEGORY 0020
UNLESS OTHERWISE NOTED

REMOVING STORM SEWER

		204.0245.07	
		48-INCH	REMARKS
STATION TO STATION	LOCATION	LF	
100+00 100+25	CL	25	
100+75 101+80	6' RT	105	
TOTAL		**130**	

EXCAVATION, SEGREGATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL

			SPV.0195.01	SPV.0195.01	
		CATEGORY:	0010	0020	
STATION	TO STATION	LOCATION	SANITARY TN	WATERMAIN TN	COMMENTS
56+75	57+75	CL TO RT LIMITS	0	0	SITE 3
58+50	59+25	CL TO LT LIMITS	473	130	SITE 1 & 4
60+25	61+25	LT TO RT LIMITS	363	232	SITE 10
62+75	63+25	CL TO RT LIMITS	915	1016	SITE 13
TOTAL			**1751**	**1378**	

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WATERMAIN

STATION TO	STATION	LOCATION	SPV.0090.31 12-INCH LF	SPV.0090.32 10-INCH LF	SPV.0090.33 8-INCH LF	SPV.0090.34 6-INCH LF	REMARKS
35+17.2	39+14	16 LT	397				MAIN - STH 28
39+09		16 LT			48		EWALD ST - CONNECT
39+14	39+43	4 RT	42				MAIN - STH 28
39+53		20.5 RT				16.5	HYDRANT LATERAL
39+43	44+36.8	6.5 RT	494				MAIN - STH 28
44+36.8		6.5 RT			37		HENNINGER ST - CONNECT
44+36.8	45+87	8 RT	150				MAIN - STH 28
45+87		8 RT			39		COMMERCE ST - CONNECT
45+87	48+10	12 RT	241				MAIN - STH 28
46+37		24.5 RT				17	HYDRANT LATERAL
47+95.2		8 RT	43				MAIN TO CONNECT
48+10	50+96	8 RT	286				MAIN - STH 28
50+96.2		8 RT			10		OAK ST - CONNECT
50+96.2	51.7	8 RT	73				MAIN - STH 28
50+41.9		25.24 RT				17	HYDRANT LATERAL
51+70		8 RT		72			MUZZY ST TO CONNECT
51+70	53+78.7	12 RT	316				MAIN - STH 28
54.72.92		15.7 LT			6		WALNUT ST - CONNECT
54+72.92	58+61.8	18.4 LT	392				MAIN - STH 28
57+69.2		18.4 LT			6		JOHN ST - CONNECT
58+61.8	62+71.94	14.6 LT	413				MAIN - STH 28
59+31.9		21.4 LT				8.5	HYDRANT LATERAL
62+71.94		14.6 LT			19		SCHOOL ST - N CONNECT
62+71.94	62+89.1	13.2 RT	19				MAIN - STH 28
63+50	65+00	12 RT	150				MAIN - END OF STH 28
TOTAL			**3016**	**72**	**165**	**59**	

DUCTILE IRON WATERMAIN
(CONTAMINATED SOILS)

STATION TO	STATION	LOCATION	SPV.0090.43 12-INCH LF	SPV.0090.44 10-INCH LF	SPV.0090.45 8-INCH LF	REMARKS
62+90.5	63+50	12 RT	60			
62+90.5		12 RT			6	SCHOOL ST CONNECT
65+00	66+16	12 RT	116			
66+16		RT/LT		175		MAIN ST CONNECT TO SOUTH CONTAMINATED SOIL LIMIT
TOTAL			**176**	**175**	**6**	

GRANULAR BACKFILL - WATER AND SANITARY

	SPV.0035.31 CY	CATEGORY
WATERMAIN	7560	0020
SAN SEWER	4690	0010

REMOVE EXISTING HYDRANT

STATION	LOCATION	SPV.0060.58 EACH	REMARKS
38+63.9	28. LT	1	
38+59.8	20. RT	1	
51+25.1	26.6 LT	1	
59+13.3	21.6 LT	1	
TOTAL		**4**	

INSTALL HYDRANT

STATION	LOCATION	SPV.0060.57 EACH	REMARKS
39+53	20.5 RT	1	
46+37	24.5 RT	1	
50+41.9	25.24 RT	1	
59+31.9	21.4 LT	1	
TOTAL		**4**	

CONNECT TO EXISTING WATERMAIN

STATION	LOCATION	SPV.0060.31 EACH	REMARKS
35+17.2	7.9 LT	1	STH 28 - BEGINNING OF PROJECT
38+91.6	56.7 LT	1	EWALD ST
44+38.2	30.8 LT	1	HENNINGER ST
45+81.8	42.1 LT	1	COMMERCE ST
47+95.2	34.8 LT	1	MAIN TO CONNECT
50+96.0	18. RT	1	OAK ST
51+55.5	53.4 LT	1	MUZZY ST
54+73.2	21.7 LT	1	WALNUT ST
54+72.7	9.7 LT	1	WALNUT ST
58+61.6	23.4 LT	1	JOHN ST
58+61.9	13.4 LT	1	JOHN ST
62+71	33.3 LT	1	SCHOOL ST
62+90.9	18.6 RT	1	SCHOOL ST
TOTAL		**13**	

NOTE:
ALL BID ITEMS INCLUDED IN CATEGORY 0020
UNLESS OTHERWISE NOTED

3

TEE FITTING

STATION	LOCATION	SPV.0060.36 12"X12" EACH	SPV.0060.37 12"X10" EACH	SPV.0060.38 12"X8" EACH	SPV.0060.39 12"X6" EACH	REMARKS
38+09.9	16. LT			1		EWALD ST
39+53	20.5 RT				1	MAIN - HYDRANT
44+36.8	6.5 RT			1		HENNIGER ST
45+87.0	8. RT			1		COMMERCE ST
46+37.0	24.5 RT				1	MAIN - HYDRANT
47+95.2	8. RT	1				MAIN - TO WELL #2
50+96	8. RT			1		OAK ST
51+41.9	8. RT				1	MAIN - HYDRANT
51+70	8. RT		1			MUZZY ST
59+31.9	25.24 RT				1	MAIN - HYDRANT
TOTAL		**1**	**1**	**4**	**4**	

CROSS FITTING

STATION	LOCATION	SPV.0060.43 12"X 8" EACH	REMARKS
54+72.92	15.7 LT	1	MAIN - WALNUT ST
58+61.8	18.4 LT	1	MAIN - JOHN ST
TOTAL		**2**	

REDUCER FITTING

STATION	LOCATION	SPV.0060.45 10"X8" EACH	SPV.0060.46 10"X6" EACH	SPV.0060.47 10"X4" EACH	SPV.0060.48 8"X6" EACH	REMARKS
38+91.6	56.7 LT				1	EWALD ST - CONNECT
128+24	62.6 LT			1		RUEDEBUSH AVE CONNECT
128+31.8	60. RT		1			STH 67 - HYDRANT
142+25	9.4 LT	1				STH 28 - END OF PROJECT
TOTAL		**1**	**1**	**1**	**1**	

BEND FITTINGS

STATION	LOCATION	SPV.0060.49 45° 12-INCH EACH	SPV.0060.50 45° 10-INCH EACH	SPV.0060.52 45° 8-INCH EACH	REMARKS
39+09	38. LT			1	EWALD ST - CONNECT
38+91.6	56.7 LT			1	EWALD ST - CONNECT
39+14	16. LT	1			MAIN
39+34	4. RT	1			MAIN
45+87	37. RT			1	COMMERCE ST
45+81.8	42.1 RT			1	COMMERCE ST
51+70	39. LT		1		MUZZY ST - CONNECT
51+55.5	53.4 RT		1		MUZZY ST - CONNECT
52+04.6	8. RT	1			MAIN
52.08.6	12. RT	1			MAIN
54+17.2	12. RT	1			MAIN
54+47.2	16.8 LT	1			MAIN
58+52.3	13. LT	1			MAIN
58+57.8	18.4 LT	1			MAIN
58+83.4	18.4 LT	1			MAIN
58+88.8	12.9 LT	1			MAIN
62+82.7	15.2 LT	1			MAIN
62+89.1	9.6 LT	1			MAIN
TOTAL		**12**	**2**	**4**	

NOTE:
ALL BID ITEMS INCLUDED IN CATEGORY 0020
UNLESS OTHERWISE NOTED

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GATE VALVE & BOX

STATION	LOCATION	SPV.0060.32 12-INCH EACH	SPV.0060.33 10-INCH EACH	SPV.0060.34 8-INCH EACH	REMARKS
39+09.9	35.5 LT			1	EWALD ST
39+43	4. RT	1			MAIN
44+50.2	7. RT	1			MAIN
45+87.0	32. RT			1	COMMERCE ST
47+80	8. RT	1			MAIN
47+95.2	5. LT	1			MAIN - CONNECT
48+10.0	8. RT	1			MAIN
51+70.0	35.5 LT		1		MUZZY ST
51+85.0	8. RT	1			MAIN
55+11.1	14.2 RT	1			MAIN
58+96.6	12.9 LT	1			MAIN
63+15.5	12. RT	1			MAIN
TOTAL		**9**	**1**	**2**	

NOTE:
ALL BID ITEMS INCLUDED IN CATEGORY 0020
UNLESS OTHERWISE NOTED

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WATER SERVICE

STATION	LOCATION	WATER SERVICE LATERAL SPV.0090.36 1-INCH	CORP STOP SPV.0060.54 1-INCH	CURB STOP & BOX SPV.0060.55 1-INCH	CONNECT TO EXIST SERVICE SPV.0060.56	REMARKS
		LF	EACH	EACH	EACH	
36+16.8	LT	21	1	1	1	
36+74.8	LT	21	1	1	1	
37+29.8	RT	45	1	1	1	
37+53.2	LT	21	1	1	1	
39+44.3	RT	25	1	1	1	
40+51.3	RT	25	1	1	1	
40+92.5	LT	41	1	1	1	
41+57.6	RT	25	1	1	1	
41+78.4	LT	41	1	1	1	
42+00	RT	25	1	1	1	
42+39.4	RT	25	1	1	1	
46+03.9	LT	41	1	1	1	
47+06.3	LT	41	1	1	1	
49+35.6	LT	40	1	1	1	
51+97.36	RT	25	1	1	1	
52+31.6	LT	45	1	1	1	
52+51.9	LT	45	1	1	1	
52+98.6	LT	45	1	1	1	
56+55.8	LT	16	1	1	1	
56+56.9	RT	50	1	1	1	
57+41.9	RT	16	1	1	1	
57+44.9	LT	50	1	1	1	
58+07.9	RT	50	1	1	1	
60+94.6	RT	47	1	1	1	
61+40.6	LT	16	1	1	1	
63+70.4	RT	34	1	1	1	
64+34.3	LT	47	1	1	1	
64+85.6	RT	33	1	1	1	
65+53.6	RT	44	1	1	1	
TOTAL		**1000**	**29**	**29**	**29**	

NOTE:
ALL BID ITEMS INCLUDED IN CATEGORY 0020
UNLESS OTHERWISE NOTED

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SANITARY SEWER SCHEDULE OF QUANTITIES

STRUCTURE	STATION	LOCATION	SPV.0200.31 SAN MH 48" ID W/ CASTING VF	RIM EL	IE	FROM	TO	SPV.0090.38 SAN SEWER 8-INCH LF	SPV.0090.42 SAN SEWER 8-INCH SDR-18 LF	
I-39A	35+33.5	0.5 RT	6.4	930.06	923.66					
						I-40	I-39A	135		
I-40	36+68	4. RT	8.13	935.24	927.11					
						I-41	I-40	233		
I-41	39+01.0	4. LT	7.88	942.89	935.01					
						I42	I-41	242		
I-42	41+43.0	4. LT	6.96	950.18	943.22					
						I-43	I-42	177		
I-43	43+20.0	4. LT	4.85	953.87	949.02					
G-24	44+95	CL	5.67	948.19	942.52					
						G-24	G-23		327	G-23 RECENT MH
G-30						G-32	G-30		186	RECENT MH
F-73	52+95	CL	7.37	939.11	931.74	F-73	F-30	190		F-30 RECENT MH
F-26A						F-30	F-26A	356		F-26A RECENT MH
F-17	60+35	4. RT	6.6	934.07	927.47					
						F-17	F-16	250		F-16 RECENT MH
F-16	(EXISTING STRUCTURE)									
						F-16	F-9	345		
TOTAL			**53.9**					**1928**	**513**	

REMOVE OR ABANDON EXIST SAN MH

STATION	LOCATION	SPV.0060.59 EACH
35+71.99	2.3 LT	1
38+07.9	1.4 LT	1
40+50	0.5 LT	1
42+16.2	0.5 RT	1
43+34.4	1.6 RT	1
44+13.2	0.7 RT	1
48+12.9	0.3 LT	1
52+18.9	0.3 LT	1
59+47.6	0.2 RT	1
TOTAL		**9**

CONNECT TO EXISTING SAN SEWER

STATION	LOCATION	SPV.0060.60 EACH
35+33.5	0.5 RT	1
48+13.15	39.3 RT	1
48+20.7	CL	2
49+00.4	1.3 LT	1
50+86.76	0.2 RT	1
54+83.57	4.7 RT	2
58+40.04	5.3 RT	1
62+86.18	5.5 RT	2
TOTAL		**11**

NOTE:
ALL BID ITEMS INCLUDED IN CATEGORY 0010
UNLESS OTHERWISE NOTED

3

SANITARY SEWER SERVICES AND RECONNECTIONS

		SPV.0060.62	SPV.0090.39	SPV.0060.61	
STATION	LOCATION	WYE SPV.0060. 8"X6" EACH	SAN SEWER SERVICE 6-INCH LF	CONNECT TO EXIST SAN SEWER SERVICE EACH	REMARKS
36+16.8	LT	1	32	1	
36+74.8	LT	1	33	1	
37+29.8	RT	1	33	1	
37+53.2	LT	1	33	1	
39+44.3	RT	1	33	1	
40+51.3	RT	1	33	1	
40+92.5	LT	1	33	1	
41+57.6	RT	1	33	1	
41+78.4	LT	1	33	1	
42+00	RT	1	33	1	
42+39.4	RT	1	33	1	
46+03.9	LT	1	33	1	
47+06.3	LT	1	33	1	
49+35.6	LT	1	33	1	
52+98.6	LT	1	32	1	
56+55.8	LT	1	35	1	
56+56.9	RT	1	31	1	
57+41.9	RT	1	31	1	
57+44.9	LT	1	35	1	
58+07.9	RT	1	32	1	
60+94.6	RT	1	30	1	
61+40.6	LT	1	35	1	
63+70.4	RT	1	43	1	
64+34.3	LT	1	37	1	
64+85.6	RT	1	43	1	
65+53.6	RT	1	37	1	
TOTAL		**26**	**882**	**26**	

NOTE:
ALL BID ITEMS INCLUDED IN CATEGORY 0010
UNLESS OTHERWISE NOTED

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WATERMAIN

			SPV.0090.32	SPV.0090.34	SPV.0090.35	
128+15.4		49.7 LT			17	HYDRANT LATERAL
128+32.3		9.9 LT	56			STH 67-RUEDEBUSH AVE
128+31.7		60.1 RT	70			HYDRANT LATERAL
128+32.3	129+62.2	10 LT	131			MAIN - STH 67
129+62.2	133+76.5	8.7 LT	412			MAIN - STH 67
132+97.0		12.3 LT			17	CHEESE FACTORY
133+35.6		28.8 LT		18		HYDRANT LATERAL
133+76.5	135+74.4	10.9 LT	200			MAIN - STH 67
135+74.4	138+25.1	11.3 LT	251			MAIN - STH 67
137+96.9		28.4 LT		17.5		HYDRANT LATERAL
138+25.1	140+50	11.1 LT	226			MAIN - END OF STH 67
TOTAL			**1346**	**35.5**	**34**	

GATE VALVE & BOX

		SPV.0060.33	SPV.0060.35	
		10-INCH	4-INCH	REMARKS
128+32.5	40.6 LT	1		RIUEDEBUSH AVE
128+31.9	40.1 RT	1		STH 67
128+67.7	10.3 LT	1		STH 67
132+82.0	12.7 LT	1		STH 67
132+97.3	20.8 LT		1	STH 67 - CHEESE FACTORY
141+50.0	3.3 LT	1		STH 67
TOTAL		**5**	**1**	

TEE FITTING

		SPV.0060.40	SPV.0060.41	SPV.0060.42	
		10"X12"	10"X6"	10"X4"	REMARKS
STATION	LOCATION	EACH	EACH	EACH	
128+15.4	48.8 LT		1		MAIN - HYDRANT
132+97.04	12.25 LT			1	CHEESE FACTORY
133+35.6	28.8 LT		1		MAIN - HYDRANT
137+96.9	28.4 LT		1		MAIN - HYDRANT
141+92.9	3.2 LT	1			MAIN - STH 28/67
TOTAL		**1**	**3**	**1**	

BEND FITTINGS

		SPV.0060.50	SPV.0060.51	REMARKS
		45° 10-INCH	11.25° 10-INCH	
STATION	LOCATION	EACH	EACH	
128+32.6	50.6 LT	1		RUEDEBUSH AVE CONNECT
128+24.1	62.5 LT	1		RUEDEBUSH AVE
129+62.2	8.7 LT		1	STH 67
133+76.5	10.9 LT		1	STH 67
135+74.4	11.3 LT		1	STH 67
141+88.6	2.3 LT		1	STH 28 &STH 67
TOTAL		**2**	**4**	

GRANULAR BACKFILL - WATER AND SANITARY

	SPV.0035.31	
	CY	CATEGORY
WATERMAIN	3230	0020
SAN SEWER	2900	0010

MJ CAP FITTING

		SPV.0060.53	
		10"DIA	REMARKS
STATION	LOCATION	EACH	
128+32.3	9.9 LT	1	SOUTH LIMIT OF STH 67
TOTAL		**1**	

CROSS FITTING

		SPV.0060.44	
		10"X 10"	REMARKS
STATION	LOCATION	EACH	
128+32.3	9.9 LT	1	STH 67 - RUEDEBUSH AVE
TOTAL		**1**	

REMOVE EXISTING HYDRANT

		SPV.0060.58	
STATION	LOCATION	EACH	REMARKS
128+15.5	49.2 LT	1	
135+49.8	28.4 LT	1	
TOTAL		**2**	

INSTALL HYDRANT

		SPV.0060.57	
STATION	LOCATION	EACH	REMARKS
128+15.3	49.7 LT	1	
128+31.7	60.1 RT	1	
133+35.6	28.8 LT	1	
139+96.9	28.4 LT	1	
TOTAL		**4**	

CONNECT TO EXISTING WATERMAIN

		SPV.0060.31	
STATION	LOCATION	EACH	REMARKS
128+24	62.6 LT	1	RUEDEBUSH AVE
132+97.0	12.3 LT	1	CHEESE FACTORY
142+25	9.4 LT	1	STH 67 - END OF PROJECT
TOTAL		**3**	

NOTE:
ALL BID ITEMS INCLUDED IN CATEGORY 0020
UNLESS OTHERWISE NOTED

WATER SERVICE

STATION	LOCATION	WATER SERVICE SPV.0090.36 1-INCH	CORP STOP SPV.0060.54 1-INCH	CURB STOP & BOX SPV.0060.55 1-INCH	CONNECT TO EXIST SERVICE SPV.0060.56	REMARKS
		LF	EACH	EACH	EACH	
129+58.6	LT	27	1	1	1	
130+37.2	LT	18	1	1	1	
131+27.3	LT	18	1	1	1	
133+84.7	LT	26	1	1	1	
134+09.7	LT	30	1	1	1	
135+19.4	LT	32	1	1	1	
135+74.4	LT	25	1	1	1	
136+07.9	LT	25	1	1	1	
136+97.5	LT	25	1	1	1	
137+56.8	LT	25	1	1	1	
138+63.2	LT	26	1	1	1	
138+98.7	LT	27	1	1	1	
139+41.2	LT	28	1	1	1	
140+10.6	LT	28	1	1	1	
141+04	RT	34	1	1	1	
TOTAL		**394**	**15**	**15**	**15**	

NOTE:
ALL BID ITEMS INCLUDED IN CATEGORY 0020
UNLESS OTHERWISE NOTED

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SANITARY SEWER SCHEDULE OF QUANTITIES

STRUCTURE	STATION	LOCATION	SPV.0200.31 SAN MH 48" ID W/ CASTING VF	RIM EL	IE	FROM	TO	SPV.0090.37 SAN SEWER 12-INCH LF	SPV.0090.38 SAN SEWER 8-INCH LF	SPV.0090.40 SAN SEWER 6-INCH FM LF	SPV.0090.41 SAN SEWER 4-INCH FM LF	
F-12A	129+75	27. RT	5.56	921.7	916.14							
						FM	F-12A				12	FORCEMAIN CONNECT
						F-12A	F-12		30			
						F-12A				6		FORCEMAIN STUB
F-12	129+75	3. LT	5.31	921.26	915.95							
						F-12	F-11A		400			
F-11A	133+75	3. LT	8.6	923.36	914.76							
						F-11A	F-10		199			
F-10	135+75	3. LT	8.75	922.71	913.96							
						F-10	F-51		250			
F-51	138+25	3. LT	10.08	923.19	913.11							
						F-51	F-9		383			
F-9	142+07.88	6.13 RT	8.74	920.41	911.67							
						F-9	CONN	15				TO EX SAN SEWER
TOTAL			**47.0**					**15**	**1262**	**6**	**12**	

REMOVE OR ABANDON EXIST SAN MH

STATION	LOCATION	SPV.0060.59 EACH
336+25	0.9 RT	1
340+13	4.7 RT	1
TOTAL		**2**

CONNECT TO EXISTING SAN SEWER

STATION	LOCATION	SPV.0060.60 EACH
129+70.9	37.5 RT	1
142+22.6	3.3 RT	1
TOTAL		**2**

NOTE:
ALL BID ITEMS INCLUDED IN CATEGORY 0010
UNLESS OTHERWISE NOTED

SANITARY SEWER SERVICES AND RECONNECTIONS

		SPV.0060.62	SPV.0090.39	SPV.0060.61	
STATION	LOCATION	WYE SPV.0060. 8"X6" EACH	SAN SEWER SERVICE 6-INCH LF	CONNECT TO EXIST SAN SEWER SERVICE EACH	REMARKS
129+58.6	LT	1	33	1	
130+37.2	LT	1	26	1	
131+27.3	LT	1	26	1	
133+84.7	LT	1	35	1	
134+09.7	LT	1	38	1	
135+19.4	LT	1	40	1	
135+74.4	LT	1	33	1	
136+07.9	LT	1	33	1	
136+97.5	LT	1	33	1	
137+56.8	LT	1	33	1	
138+63.2	LT	1	34	1	
138+98.7	LT	1	35	1	
139+41.2	LT	1	36	1	
140+10.6	LT	1	37	1	
141+04	RT	1	26	1	
TOTAL		**15**	**498**	**15**	

NOTE:
ALL BID ITEMS INCLUDED IN CATEGORY 0010
UNLESS OTHERWISE NOTED

TRAFFIC SIGNAL REMOVALS

LOCATION / ITEM NUMBER	204.0195* REMOVING CONCRETE BASES EACH	653.0905 * REMOVING PULL BOXES EACH
CATEGORY 0010		
STH 28 & CLARK STREET		
3270-02-71		
PB1	--	1
PB2	--	1
PB3	--	1
PB4	--	1
PB5	--	1
PB6	--	1
PB7	--	1
PB8	--	1
PB9	--	1
PB10	--	1
PB11	--	1
PB12	--	1
PB13	--	1
CB1	1	--
SB1	1	--
SB2	1	--
SB3	1	--
SB4	1	--
SB5	1	--
SB6	1	--
SB7	1	--
STH 28/67 & MAIN ST		
3270-02-71		
PB1	--	1
PB2	--	1
PB3	--	1
PB4	--	1
PB5	--	1
CB1	1	--
SB1	1	--
SB2	1	--
SB3	1	--
SB4	1	--
SB5	1	--
SB6	1	--
3270-02-71 SIGNALS TOTAL	15	18

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL PULL BOXES

LOCATION / PULL BOX NUMBER	STATION	OFFSET	L/R	653.0154 * PULL BOX NON-CONDUCTIVE 24X36-INCH EACH	653.0164 * PULL BOX NON-CONDUCTIVE 24X42-INCH EACH
CATEGORY 0010					
STH 28 & CLARK STREET					
3270-02-71					
PB1	34+02	77.5'	RT	--	1
PB2	33+87	42.3'	RT	--	1
PB3	33+54	30.5'	RT	1	--
PB4	31+50	35.2'	RT	1	--
PB5	33+76	34.7'	LT	--	1
PB6	34+04	50.2'	LT	--	1
PB7	34+11	70.1'	LT	1	--
PB8	34+65	45.0'	LT	--	1
PB9	34+90	22.5'	LT	--	1
PB10	35+10	21.4'	LT	1	--
PB11	37+08	21.8'	LT	1	--
PB12	34+93	42.1'	RT	--	1
PB13	34+56	101.8'	RT	1	--
PB14	34+56	122.9'	RT	--	1
PB15	34+08	121.6'	RT	--	1
STH 28/67 & MAIN ST					
3270-02-71					
PB1	141+44	54.1'	LT	--	1
PB2	65+38	40.9'	RT	1	--
PB3	63+38	29.6'	RT	1	--
PB4	65+69	28.0'	LT	--	1
PB5	142+49	38.6'	LT	1	--
PB10	141+57	33.8'	RT	--	1
PB11	139+44	20.5'	RT	1	--
PB12	141+26	46.8'	LT	--	1
3270-02-71 SIGNALS TOTAL				10	13

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL CONDUIT

LOCATION	FROM	-	TO	652.0225 * CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF
CATEGORY 0010						
STH 28 & CLARK STREET						
3270-02-71						
	CB1	-	PB1	--	117	--
	PB1	-	SB1	8	--	--
	PB1	-	PB2	--	76	--
	PB2	-	SB2	16	--	--
	PB2	-	SB3	10	--	--
	PB2	-	PB3	36	--	--
	PB3	-	PB4	165	--	42
	PB2	-	PB5	--	156	--
	PB5	-	SB4	6	--	--
	PB5	-	SB5	11	--	--
	PB5	-	PB6	--	63	--
	PB6	-	SB6	9	--	--
	PB6	-	PB7	21	--	--
	PB6	-	PB8	--	123	--
	PB8	-	SB7	9	--	--
	PB8	-	SB8	10	--	--
	PB8	-	PB9	--	49	--
	PB9	-	SB9	9	--	--
	PB9	-	PB10	17	--	--
	PB10	-	PB11	200	--	--
	PB9	-	PB12	--	129	--
	PB12	-	SB10	7	--	--
	PB12	-	SB11	18	--	--
	PB12	-	SB12	33	--	--
	PB12	-	PB14	--	185	--
	PB14	-	PB13	21	--	--
	PB14	-	PB15	--	96	--
	PB15	-	CB1	--	30	--
STH 28/67 & MAIN ST						
3270-02-71						
	CB1	-	PB1	--	51	--
	PB1	-	SB1	6	--	--
	PB1	-	PB2	21	--	--
	PB2	-	PB3	200	--	--
	PB2	-	PB3	--	178	--
	PB1	-	PB4	--	164	--
	PB4	-	SB2	13	--	--
	PB4	-	SB3	23	--	--
	PB4	-	PB5	32	--	--
	PB4	-	PB6	--	130	--
	PB8	-	PB10	--	78	--
	PB10	-	SB6	5	--	--
	PB10	-	SB7	30	--	--
	PB10	-	PB11	215	--	--
	PB10	-	PB12	--	178	--
	PB12	-	SB8	10	--	--
	PB12	-	CB1	--	84	--
3270-02-71 SIGNALS TOTAL				1,161	1,887	42

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL CONTROL

LOCATION	STATION	OFFSET	L/R	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH	656.0200.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL (CLARK ST.) LS	SPV.0105.73 FURNISH AND INSTALL SIGNAL CABINET AND CONTROLLER (STH 28 & CLARK ST) LS	SPV.0105.74 FURNISH AND INSTALL SIGNAL CABINET AND CONTROLLER (STH 67/STH 28/S. MAIN ST) LS
CATEGORY 00XX							
STH 28 & CLARK STREET							
3270-02-71							
CB1	8+64	20.6'	L	1	1	1	--
STH 28/67 & MAIN ST							
3270-02-71							
CB1	65+37.8	57.5'	R	1	--	--	1
3270-02-71 SIGNALS TOTAL				2	1	1	1

TRAFFIC SIGNAL STRUCTURES

LOCATION / BASE NUMBER	STATION	OFFSET	L/R	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	657.0100 PEDESTAL BASES EACH	SPV.0060.75 PEDESTAL BASES BLACK EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	SPV.0060.76 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK EACH	657.0310 POLES TYPE 3 EACH	SPV.0060.77 POLES TYPE 3 BLACK EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	SPV.0060.78 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT BLACK EACH	SPV.0060.79 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT BLACK EACH	657.0585 TROMBONE ARMS 15-FT EACH	657.0590 TROMBONE ARMS 20-FT EACH	SPV.0060.80 TROMBONE ARMS 15-FT BLACK EACH	SPV.0060.81 TROMBONE ARMS 20-FT BLACK EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	SPV.0060.82 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT BLACK EACH	659.1125 LUMINAIRES UTILITY LED C EACH	SPV.0060.83 LUMINAIRES UTILITY LED C BLACK EACH
CATEGORY 0010																							
STH 28 & CLARK STREET																							
3270-02-71																							
SB1	34+00	69.9'	RT	--	1	--	--	1	--	1	--	--	--	--	--	1	--	--	--	1	--	1	--
SB2	33+97	55.0'	RT	1	--	1	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--
SB3	33+78	37.4'	RT	1	--	1	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
SB4	33+70	31.9'	LT	--	1	--	--	1	--	1	--	--	--	--	--	1	--	--	--	1	--	1	--
SB5	33+87	36.7'	LT	1	--	1	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--
SB6	33+98	43.6'	LT	1	--	1	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
SB7	34+57	47.6'	LT	--	1	--	--	1	--	1	--	--	--	--	--	1	--	--	--	1	--	1	--
SB8	34+61	36.3'	LT	1	--	1	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--
SB9	34+81	21.8'	LT	1	--	1	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
SB10	34+99	39.3'	RT	--	1	--	--	1	--	1	--	--	--	--	--	--	1	--	--	1	--	1	--
SB11	34+76	51.4'	RT	1	--	1	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--
SB12	34+66	63.7'	RT	1	--	1	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
STH 28/67 & MAIN ST																							
3270-02-71																							
SB1	141+39	52.2'	LT	1	--	--	1	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--
SB2	65+81	29.0'	LT	--	1	--	--	--	1	--	1	--	--	--	--	--	--	--	1	--	1	--	1
SB3	142+35.4	39.7'	LT	1	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--
SB6	141+60	30.3'	RT	--	1	--	--	--	1	--	1	--	--	--	--	--	--	1	--	--	1	--	1
SB7	141+32	20.9'	RT	1	--	--	1	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--
SB8	141+20	37.3'	LT	--	1	--	--	--	1	--	1	--	--	--	--	--	--	--	1	--	1	--	1
3270-02-71 SIGNALS TOTAL				11	7	8	3	4	3	4	3	4	4	2	1	3	1	1	2	4	3	4	3

TRAFFIC SIGNAL LOOP DETECTORS

LOCATION / LOOP NO.	STATION **	OFFSET	L/R	SIZE FT X FT	NO. OF TURNS	INSTALLATION METHOD	652.0800 CONDUIT LOOP DETECTOR LF	655.0800 LOOP DETECTOR WIRE LF	655.0700 * LOOP DETECTOR LEAD IN CABLE LF
CATEGORY 0010									
STH 28 & CLARK STREET									
3270-02-71									
21	37+10	6'	LT	6 X 6	5	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	54	270	440
22	35+10	5'	RT	6 X 20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	100	300	236
23	34+82	5'	RT	6 X 20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	100	300	236
41	34+30	71'	LT	6 X 20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	84	252	228
42	34+29	43'	LT	6 X 20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	88	264	228
43	34+19	43'	LT	6 X 20	4	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	288	228
61	31+50	18'	RT	6 X 6	5	SDD: LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT	50	250	340
62	33+50	1'	LT	6 X 20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	110	330	133
63	33+78	1'	LT	6 X 20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	110	330	133
81	34+34	91'	RT	6 X 20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	98	294	84
82	34+33	63'	RT	6 X 20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	108	324	84
83	34+44	64'	RT	6 X 20	4	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	94	265	84
STH 28/67 & MAIN ST									
3270-02-71									
31	63+40	6.5'	RT	6 X 6	4	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	64	256	240
32	65+37	12'	RT	6 X 20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	106	318	38
33	65+65	12'	RT	6 X 20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	108	324	38
34	65+62	37'	RT	8 X 20	4	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	86	344	38
41	141+90	37'	RT	6 X 20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	82	265	197
61	139+45	6'	RT	6 X 6	5	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	48	240	335
3270-02-71 SIGNALS TOTAL							1,562	5,214	3,340

* ADDITIONAL QUANTITY FOUND ELSEWHERE

** LOCATION IS TO THE FRONT CENTER OF DETECTOR LOOP & FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

TRAFFIC SIGNAL CABLE AND WIRE - BELOW GROUND

LOCATION	FROM	-	TO	655.0230 * CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	655.0410 COMMUNICATION CABLE INSTALLED IN CONDUIT LF	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
CATEGORY 0010									
STH 28 & CLARK STREET									
3270-02-71									
	CB1	-	SB1	96	--	--	96	--	96
	CB1	-	SB2	157	--	--	--	--	--
	CB1	-	SB3	--	--	152	--	--	--
	CB1	-	SB4	241	--	--	--	--	--
	CB1	-	SB5	--	247	--	--	--	--
	CB1	-	SB6	--	--	292	--	--	--
	CB1	-	SB7	363	--	--	--	--	--
	CB1	-	SB8	365	--	--	--	--	--
	CB1	-	SB9	--	--	306	--	--	--
	CB1	-	SB10	224	--	--	224	--	--
	CB1	-	SB11	--	237	--	--	--	--
	CB1	-	SB12	--	--	249	--	--	249
	SB1	-	SB2	--	--	--	--	--	104
	SB1	-	SB4	--	--	--	188	--	--
	SB2	-	SB3	--	--	--	--	--	52
	SB3	-	SB4	--	--	--	--	--	136
	SB4	-	SB5	--	--	--	--	--	43
	SB5	-	SB6	--	--	--	--	--	94
	SB6	-	SB7	--	--	--	--	--	122
	SB7	-	SB8	--	--	--	--	--	46
	SB7	-	SB10	--	--	--	180	--	--
	SB8	-	SB9	--	--	--	--	--	103
	SB9	-	SB10	--	--	--	--	--	123
	SB10	-	SB11	--	--	--	--	--	54
	SB11	-	SB12	--	--	--	--	--	80
STH 28/67 & MAIN ST									
3270-02-71									
	CB1	-	SB1	--	--	52	--	--	52
	CB1	-	SB2	--	--	156	156	--	--
	CB1	-	SB3	--	--	166	--	--	--
	CB1	-	SB4	--	--	255	--	--	--
	CB1	-	SB5	--	--	262	--	--	--
	CB1	-	SB6	--	166	--	--	--	--
	CB1	-	SB7	--	--	190	190	--	--
	CB1	-	SB8	--	66	--	--	--	66
	SB1	-	SB2	--	--	--	--	--	141
	SB2	-	SB3	--	--	--	--	--	62
	SB3	-	SB4	--	--	--	--	--	224
	SB4	-	SB5	--	--	--	--	--	59
	SB5	-	SB6	--	--	--	--	--	132
	SB6	-	SB7	--	--	--	--	--	59
	SB6	-	SB8	--	--	--	145	--	--
	SB7	-	SB8	--	--	--	--	--	169
CB1 TO BRIDGE ST. CABINET				--	--	--	--	900	169
3270-02-71 SIGNALS TOTAL				1446	716	2080	1179	900	2435

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL CABLE AND WIRE - ABOVE GROUND

LOCATION	FROM SIGNAL BASE	-	TO SIGNAL HEAD	655.0230 * CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0700 * LOOP DETECTOR LEAD IN CABLE LF
CATEGORY 0010						
STH 28 & CLARK STREET						
3270-02-71						
	SB1	-	HEAD 12	40	--	--
		-	LUMINAIRE	--	117	--
	SB2	-	HEAD 6A	15	--	--
		-	BUTTON	--	--	6
	SB3	-	HEAD 1	19	--	--
		-	HEAD 5	19	--	--
		-	HEAD 4B	15	--	--
		-	BUTTON	--	--	6
	SB4	-	HEAD 6	40	--	--
		-	LUMINAIRE	--	117	--
	SB5	-	HEAD 2B	15	--	--
		-	HEAD 4A	15	--	--
		-	BUTTON	--	--	6
	SB6	-	HEAD 8	19	--	--
		-	HEAD 10	19	--	--
		-	BUTTON	--	--	6
	SB7	-	HEAD 9	40	--	--
		-	LUMINAIRE	--	117	--
	SB8	-	HEAD 2A	15	--	--
		-	BUTTON	--	--	6
	SB9	-	HEAD 2	19	--	--
		-	HEAD 4	19	--	--
		-	HEAD 8B	15	--	--
		-	BUTTON	--	--	6
	SB10	-	HEAD 3	45	--	--
		-	LUMINAIRE	--	117	--
	SB11	-	HEAD 8A	15	--	--
		-	HEAD 6B	15	--	--
		-	BUTTON	--	--	6
	SB12	-	HEAD 7	19	--	--
		-	HEAD 11	19	--	--
		-	BUTTON	--	--	6
STH 28/67 & MAIN ST						
3270-02-71						
	SB1	-	HEAD 7	21	--	--
		-	HEAD 12	22	--	--
		-	HEAD 2A	15	--	--
		-	BUTTON	--	--	6
	SB2	-	HEAD 13	46	--	--
		-	HEAD 14	21	--	--
		-	HEAD 4B	15	--	--
		-	BUTTON	--	--	6
			LUMINAIRE	--	117	--
	SB3	-	HEAD 2	19	--	--
		-	HEAD 4	19	--	--
		-	HEAD 2B	15	--	--
		-	BUTTON	--	--	6
	SB4	-	HEAD 8	22	--	--
		-	HEAD 6B	15	--	--
		-	BUTTON	--	--	6
	SB5	-	HEAD 9	22	--	--
		-	HEAD 4A	15	--	--
		-	BUTTON	--	--	6
	SB6	-	HEAD 10	40	--	--
		-	HEAD 6A	15	--	--
		-	BUTTON	--	--	6
			LUMINAIRE	--	117	--
	SB7	-	HEAD 1	19	--	--
		-	HEAD 5	19	--	--
		-	HEAD 3B	15	--	--
		-	BUTTON	--	--	6
	SB8	-	HEAD 6	45	--	--
		-	HEAD 3A	15	--	--
		-	BUTTON	--	--	6
			LUMINAIRE	--	117	--
3270-02-71 SIGNALS TOTAL				872	819	96

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL HEADS

LOCATION	SIGNAL BASE NO.	HEAD NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	INCIDENTAL TO SIGNAL FACE BID ITEM RED BALL EACH	YELLOW BALL EACH	GREEN BALL EACH	RED ARROW EACH	YELLOW ARROW EACH	GREEN ARROW EACH
CATEGORY 0010											
STH 28 & CLARK STREET											
3270-02-71											
	SB1	12	1	--	--	1	1	1	--	--	--
	SB2	6A	--	--	1	--	--	--	--	--	--
	SB3	1	1	--	--	1	1	1	--	--	--
		5	1	--	--	1	1	1	--	--	--
		4B	--	--	1	--	--	--	--	--	--
	SB4	6	1	--	--	1	1	1	--	--	--
	SB5	2B	--	--	1	--	--	--	--	--	--
		4A	--	--	1	--	--	--	--	--	--
	SB6	8	1	--	--	1	1	1	--	--	--
		10	1	--	--	1	1	1	--	--	--
	SB7	9	1	--	--	1	1	1	--	--	--
	SB8	2A	--	--	1	--	--	--	--	--	--
	SB9	2	1	--	--	1	1	1	--	--	--
		4	1	--	--	1	1	1	--	--	--
		8B	--	--	1	--	--	--	--	--	--
	SB10	3	1	--	--	1	1	1	--	--	--
	SB11	8A	--	--	1	--	--	--	--	--	--
		6B	--	--	1	--	--	--	--	--	--
	SB12	7	1	--	--	1	1	1	--	--	--
		11	1	--	--	1	1	1	--	--	--
STH 28/67 & MAIN ST											
3270-02-71											
	SB1	7	1	--	--	1	1	1	--	--	--
		12	--	1	--	1	1	1	--	--	1
		2B	--	--	1	--	--	--	--	--	--
	SB2	13	--	--	--	1	1	1	--	--	1
		14	1	--	--	1	1	1	--	--	--
		4B	--	--	1	--	--	--	--	--	--
	SB3	2	1	--	--	1	1	1	--	--	--
		4	1	--	--	1	1	1	--	--	--
		2A	--	--	1	--	--	--	--	--	--
	SB4	8	--	1	--	1	1	1	--	--	1
		6B	--	--	1	--	--	--	--	--	--
	SB5	9	--	1	--	1	1	1	--	--	1
		4A	--	--	1	--	--	--	--	--	--
	SB6	10	1	--	--	1	1	1	--	--	--
		6A	--	--	1	--	--	--	--	--	--
	SB7	1	1	--	--	1	1	1	--	--	--
		5	1	--	--	1	1	1	--	--	--
		3B	--	--	1	--	--	--	--	--	--
	SB8	6	1	--	--	1	1	1	--	--	--
		3A	--	--	1	--	--	--	--	--	--
3270-02-71 SIGNALS TOTAL			20	3	16	24	24	24	0	0	4

PEDESTRIAN PUSH BUTTONS

LOCATION / BASE NUMBER	658.0500 PEDESTRIAN PUSH BUTTONS EACH
CATEGORY 0010	
STH 28 & CLARK STREET	
3270-02-71	
SB2	1
SB3	1
SB5	1
SB6	1
SB8	1
SB9	1
SB11	1
SB12	1
STH 28/67 & MAIN ST	
3270-02-71	
SB1	1
SB2	1
SB3	1
SB6	1
SB7	1
SB8	1
3270-02-71 SIGNALS TOTAL	14

CONSTRUCTION STAKING

LOCATION	650.8500.02 CONSTRUCTION STAKING ELECTRICAL INSTALLATION (3270-02-71) LS
CATEGORY 0010	
PROJECT 3270-02-71	1
3270-02-71 SIGNALS TOTAL	1

TRAFFIC SIGNAL REMOVAL

LOCATION	SPV.0105.71 REMOVE TRAFFIC SIGNAL (STH 28 AND CLARK ST) LS	SPV.0105.72 REMOVE TRAFFIC SIGNAL (STH 67 / STH 28 / S. MAIN ST) LS
CATEGORY 0010		
STH 28 & CLARK STREET 3270-02-71	1	
STH 28/67 & MAIN ST 3270-02-71		1
3270-02-71 SIGNALS TOTAL	1	1

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE (STH 28 AND CLARK ST) LS	658.5069.02 SIGNAL MOUNTING HARDWARE (STH 67 / STH 28 / S. MAIN ST) LS
CATEGORY 0010		
STH 28 & CLARK STREET 3270-02-71	1	
STH 28/67 & MAIN ST 3270-02-71		1
3270-02-71 SIGNALS TOTAL	1	1

3

LIGHTING CONDUIT AND WIRE

FROM - TO	652.0210 CONDUIT RIGID NONMETALLIC SCHEDULE 40 1-INCH LF	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF	204.9090.S REMOVING ELECTRICAL CONDUCTORS FROM EXISTING CONDUIT LF	REMARKS
ALL ITEMS ARE CATEGORY 0010							
CB 100 - PB 100	--	--	15	341	124	--	--
CB 100 - PB 100	--	--	15	465	93	--	--
PB 100 - PB 101	--	--	90	1,122	408	--	--
PB 100 - PB 101	--	--	90	1,530	306	--	--
PB 101 - SL 110	--	120	--	396	396	--	--
PB 101 - EX CONDUIT	--	45	--	159	159	--	MATCH EXISTING CONDUIT
PB 101 - EX CONDUIT	40	--	--	144	--	--	MATCH EXISTING CONDUIT
PB 101 - EX CONDUIT	--	--	70	1,230	246	--	MATCH EXISTING CONDUIT
PB 102 - SL 100	--	96	--	--	321	--	--
SL 100 - SL 101	--	191	--	--	603	--	--
SL 101 - SL 102	--	123	--	--	399	--	--
SL 102 - SL 103	--	153	--	--	489	--	--
SL 103 - SL 104	--	150	--	--	480	--	--
SL 104 - SL 105	--	150	--	--	480	--	--
SL 105 - SL 106	--	151	--	--	483	--	--
SL 106 - SL 107	--	154	--	--	492	--	--
PB 102 - PB 103	--	--	50	--	186	--	--
PB 103 - CB 100	--	--	40	--	168	--	--
EXCB 100 - EXPB 108	--	--	--	--	--	75	FIELD VERIFY
EXPB 108 - EXSL 110	--	--	--	--	--	150	FIELD VERIFY
EXPB 108 - EXSL 109	--	--	--	--	--	40	FIELD VERIFY
EXPB 108 - EXPB 107	--	--	--	--	--	100	FIELD VERIFY
EXPB 107 - EXPB 106	--	--	--	--	--	25	FIELD VERIFY
EXPB 106 - EXPB 105	--	--	--	--	--	15	FIELD VERIFY
EXPB 106 - EXPB 103	--	--	--	--	--	60	FIELD VERIFY
EXPB 103 - EXPB 102	--	--	--	--	--	25	FIELD VERIFY
EXPB 102 - EXPB 101	--	--	--	--	--	60	FIELD VERIFY
EXPB 101 - EXCB 100	--	--	--	--	--	10	FIELD VERIFY
3021-02-73 LIGHTING TOTALS	40	1333	370	5387	5833	560	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING CONTROL

CABINET NUMBER	STATION	OFFSET	R/L	650.8500.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 3021-02-73 LS	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (CB100) LS	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH	204.9060.S REMOVE EXISTING LIGHITNG CONTROL CABINET EACH
ALL ITEMS ARE CATEGORY 0010								
EX CB	141+65 MA	42.3'	LT	--	--	--	--	1
CB100	65+42 HO	58.9'	RT	--	1	1	1	--
PROJECT 3021-02-73				1	--	--	--	--
3021-02-73 LIGHTING TOTALS				1	1	1	1	1

STREET LIGHTING

LIGHT NUMBER	STATION	OFFSET	R/L	SPV.0060.71 REMOVE AND REINSTALL STREET LIGHT ASSEMBLY EACH	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
ALL ITEMS ARE CATEGORY 0010					
SL 100	140+26 MA	19.8'	RT	1	149
SL 101	138+33 MA	19.8'	RT	1	149
SL 102	137+13 MA	27.3'	RT	1	149
SL 103	135+63 MA	20.7'	RT	1	149
SL 104	134+08 MA	20.7'	RT	1	149
SL 105	132+57 MA	25.9'	RT	1	149
SL 106	131+07 MA	25.3'	RT	1	149
SL 107	129+61 MA	19.7'	RT	1	149
SL 110	64+49 HO	27.8'	LT	1	149
3021-02-73 LIGHTING TOTALS				9	1341

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TEMPORARY LIGHTING

LOCATION	SPV.0105.75 TEMPORARY STREET LIGHTING SYSTEM LS
ALL ITEMS ARE CATEGORY 0010	
PROJECT 3021-02-73	1
3021-02-73 LIGHTING TOTALS	1

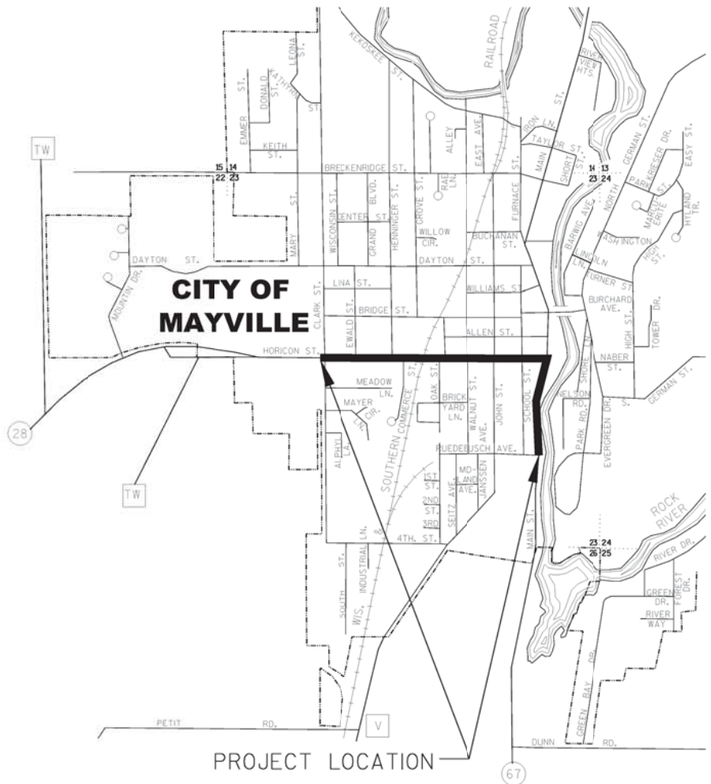
LIGHTING PULLBOXES

PULLBOX NUMBER	STATION	OFFSET	R/L	* 653.0164 PULL BOX NON-CONDUCTIVE 24X42-INCH EACH	* 653.0905 REMOVING PULL BOXES EACH
ALL ITEMS ARE CATEGORY 0010					
PB 100	65+51 HO	51.7'	RT	1	--
PB 101	65+65 HO	28.0'	LT	1	--
PB 102	141+15 MA	19.5'	RT	1	--
PB 103	141+15 MA	30.3'	LT	1	--
EXPB 100	128+01 MA	23.7'	RT	--	1
EXPB 101	141+58 MA	31.8'	LT	--	1
EXPB 102	141+54 MA	21.8'	RT	--	1
EXPB 103	141+64 MA	41.2'	RT	--	1
EXPB 104	142+04 MA	87.1'	RT	--	1
EXPB 105	142+07 MA	49.9'	RT	--	1
EXPB 106	142+21 MA	43.9'	RT	--	1
EXPB 107	142+45 MA	47.4'	RT	--	1
EXPB 108	142+32 MA	45.8'	LT	--	1
3021-02-73 LIGHTING TOTALS				4	9

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
3270-02-21
CITY OF MAYVILLE, HORICON ST. & MAIN ST.
(CLARK TO MAIN / RUEDEBUSCH TO HORICON)
STH 28
DODGE COUNTY





PROJECT LOCATION

GN

LAYOUT
SCALE 0 0.2 MI.

CONVENTIONAL SYMBOLS

- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW REFERENCE LINE
- NEW R/W LINE
- EXISTING R/W LINE
- PROPERTY LINE
- LOT, TIE & OTHER MINOR LINES
- CORPORATE LIMITS
- UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W (TYPE)
- FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
- TEMPORARY LIMITED EASEMENT AREA
- EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
- TRANSMISSION STRUCTURES
- BUILDING
- NATIONAL GEODETIC SURVEY MONUMENT
- SIXTEENTH CORNER MONUMENT

- SECTION CORNER
- NOTATION FOR COMBUSTABLE FLUIDS — CAUTION
- NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES — CAUTION
- ELECTRIC POLE
- TELEPHONE POLE
- PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)
- BRIDGE

	COMPENSABLE	NON-COMPENSABLE
R/W POINT, TO BE MONUMENTED	●	
R/W POINT, NON-MONUMENTED		○
FOUND IRON PIN, (3/4" UNLESS NOTED)		IP
FOUND CHISELED X		CHIS
VALVE (GAS, WATER, ETC.)		⊘ (TYPE)
SIGN		SIGN
OFF-PREMISE SIGN		SIGN

- ACCESS CONTROLLED BY ACQUISITION
- NO ACCESS (BY STATUTORY AUTHORITY)
- ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
- PARCEL NUMBER 25
- UTILITY NUMBER 40

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF CURVATURE	PC
ACRES	AC	POINT OF COMPOUND CURVE	PCC
AHEAD	AH	POINT OF INTERSECTION	PI
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
CORNER	COR	SEPTIC VENT	SEPV
COUNTY	CO	SQUARE FEET	SF
COUNTY TRUNK HIGHWAY	CTH	STATE TRUNK HIGHWAY	STH
DISTANCE	DIST	STATION	STA
DOCUMENT NUMBER	DOC	SUBDIVISION	SUBD
EASEMENT	EASE	TANGENT	TAN
EXISTING	EX	TELEPHONE PEDESTAL	TP
FOUND	FD.	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		

CURVE DATA

LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	Δ
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

- WATER —W—
- GAS —G—
- TELEPHONE —T—
- OVERHEAD TRANSMISSION LINES —OH—
- ELECTRIC —E—
- CABLE TELEVISION —TV—
- FIBER OPTIC —FO—
- SANITARY SEWER —SAN—
- STORM SEWER —SS—

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 3270-02-21.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DODGE COUNTY, NAD83(2007), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

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

DIMENSIONING 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, 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 DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF MAYVILLE.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 28 (HORICON ST.) ESTABLISHED FROM CSM 1765, CSM 4965, CSM 6811, CSM 2002, CSM 2653, CSM 5449, EWALD'S ADDITION, J. HENNEGER'S ADDITION, ZIMMERMAN'S FIRST ADDITION, CHARLES GARLING'S ADDITION, J. BARNEY'S ADDITION, JANSSEN-SEITZ CO. SUBDIVISION OF BLOCKS A&B OF BARNEY'S ADDITION, ORIGINAL PLAT OF THE CITY OF MAYVILLE, NABER AND BLUEDORN'S ADDITION, AUG. RUEDEBUSCH'S ADDITION, AND ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 67 (SOUTH MAIN ST.) ESTABLISHED FROM ORIGINAL PLAT OF THE CITY OF MAYVILLE, MILL ADDITION, AND ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTH CLARK ST. ESTABLISHED FROM CSM 1765, CSM 4965, EWALD'S ADDITION AND ZIMMERMAN'S FIRST ADDITION.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTH EWALD ST. ESTABLISHED FROM EWALD'S ADDITION.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTH HENNINGER ST. ESTABLISHED FROM J. HENNEGER'S ADDITION.

EXISTING HIGHWAY RIGHT-OF-WAY FOR COMMERCE ST. ESTABLISHED FROM CHARLES GARLING'S ADDITION.

EXISTING HIGHWAY RIGHT-OF-WAY FOR OAK ST. ESTABLISHED FROM NABER AND BLUEDORN'S ADDITION.

EXISTING HIGHWAY RIGHT-OF-WAY FOR MUZZY ST. ESTABLISHED FROM JANSSEN-SEITZ CO. SUBDIVISION OF BLOCKS A&B OF BARNEY'S ADDITION.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTH WALNUT ST. ESTABLISHED FROM J. BARNEY'S ADDITION, JANSSEN-SEITZ CO. SUBDIVISION OF BLOCKS A&B OF BARNEY'S ADDITION, AUG. RUEDEBUSCH'S ADDITION AND ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTH JOHN ST. ESTABLISHED FROM ORIGINAL PLAT OF THE CITY OF MAYVILLE AND ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTH SCHOOL ST. ESTABLISHED FROM ORIGINAL PLAT OF THE CITY OF MAYVILLE AND ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR MICHAEL WENDLING WAY ESTABLISHED FROM ORIGINAL PLAT OF THE CITY OF MAYVILLE AND MILL ADDITION.

EXISTING HIGHWAY RIGHT-OF-WAY FOR RUEDEBUSCH AVE. ESTABLISHED FROM ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3270-02-21 - 4.01
SHEET 3 OF 3
AMENDMENT NO:

DOCUMENT#: **1252553**
Recorded **07-20-2017** at **11:03:40 AM**
CHRIS PLANASCH, DODGE CTY REGISTER OF DEEDS
~~DODGE COUNTY, WI~~
Fee Amount: **$25.00** Pages: **1**

The above recording information verifies this document has been electronically recorded and returned to **Gremmer and Associates, Inc.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3270-02-21 - 4.01
AMENDMENT NO: 1
SHEET 1 OF 3

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. NEW	EXISTING	REQUIRED TOTAL	TLE ACRES OR S.F.
1	S & P VARIETY, INC.	FEE, TLE	178	0	178	506
2	CONVENIENCE STORE INVESTMENTS	FEE, TLE	312	0	312	3269
3	OEI INVESTMENTS, LLC	FEE, TLE	439	0	439	1250
4	MAYVILLE DEVELOPMENT, LLC	FEE, TLE	658	0	658	3518
6	DAVID S. FARRINGTON LIVING TRUST DATED NOVEMBER 4, 1997	TLE	0	0	0	991
7	DENNIS E. DREWS, SR. & MELISSA J. DREWS	TLE	0	0	0	1588
8	ALVIN H. ERKE, JR. & MARY L. ERKE	TLE	0	0	0	932
9	PETER J. & YVONNE A. MICHALOWSKI	TLE	0	0	0	990
11	T. FLETCHER & SONS, INC.	TLE	0	0	0	3434
12	WILLIAM J. BROWN	TLE	0	0	0	1483

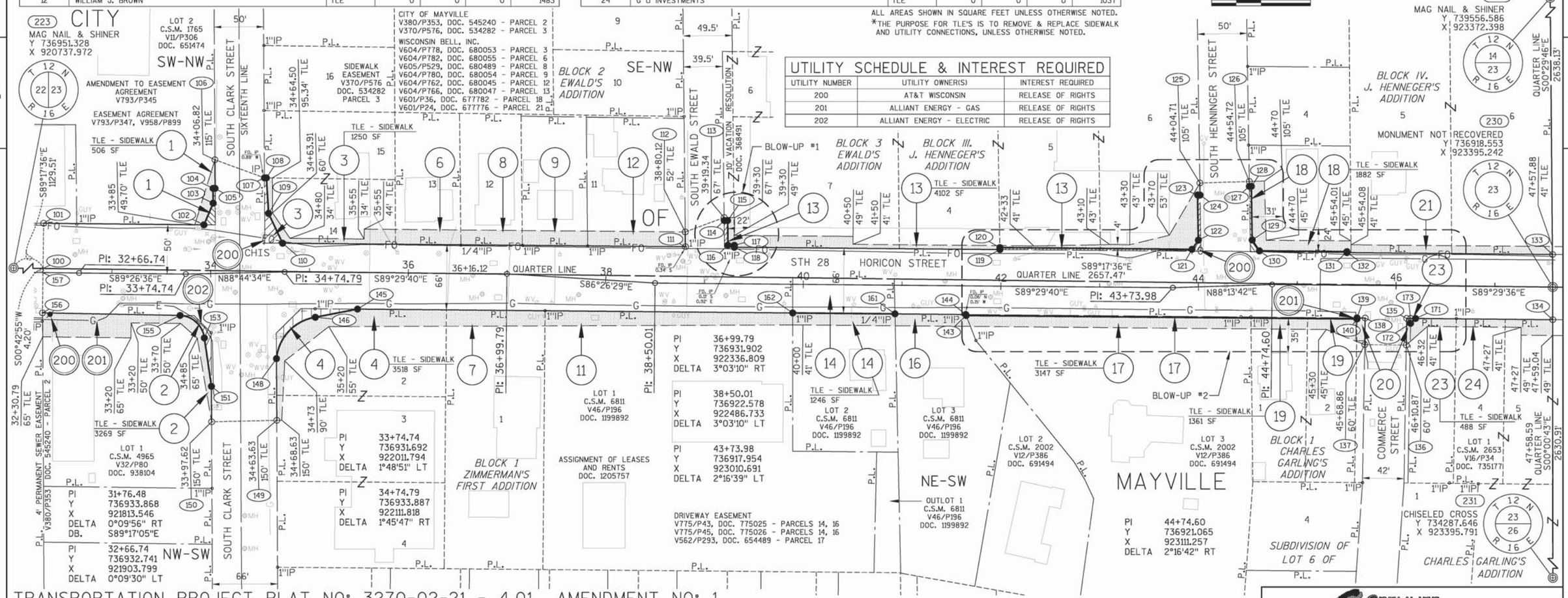
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. NEW	EXISTING	REQUIRED TOTAL	TLE ACRES OR S.F.
13	MAYVILLE ENGINEERING COMPANY INC.	FEE, TLE	683	0	683	4102
14	AMANDA HENSHAW	FEE, TLE	0	3663	3663	1246
16	RONALD W. & KATHTY L. JANSSEN	TLE	0	0	0	887
17	DONALD H. & JANICE C. KAEHNY	FEE, TLE	288	0	288	3147
18	DAVID E. KRAUSE	FEE, TLE	267	0	267	1882
19	JESSICA L. DUNHAM	FEE, TLE	107	0	107	1361
20	CITY OF MAYVILLE	TLE	0	0	0	311
21	JOSEPH G. & SUSAN L. THELEN	TLE	0	0	0	1630
23	RICHARD C. GILLETTE & JAMES H. UNDERBERG	FEE, TLE	12	0	12	488
24	G U INVESTMENTS	TLE	0	0	0	1037

*SEE SHEET 2 OF 3 FOR PARCELS, R/W POINTS & BLOW-UP DETAILS

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
*THE PURPOSE FOR TLE'S IS TO REMOVE & REPLACE SIDEWALK AND UTILITY CONNECTIONS, UNLESS OTHERWISE NOTED.

UTILITY SCHEDULE & INTEREST REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
200	AT&T WISCONSIN	RELEASE OF RIGHTS
201	ALLIANT ENERGY - GAS	RELEASE OF RIGHTS
202	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS



TRANSPORTATION PROJECT PLAT NO: 3270-02-21 - 4.01 AMENDMENT NO: 1

AMENDS PARCELS 200 AND 202 OF TRANSPORTATION PROJECT PLAT 3270-02-21 - 4.01, RECORDED AS DOCUMENT #1236544.
THAT PART OF LOT 2 OF CSM 1765, BEING PART OF THE SW1/4-NW1/4; PART OF LOT 1 OF CSM 4965, BEING PART OF THE NW1/4-SW1/4; PART OF LOTS 11 THROUGH 15 OF BLOCK 2 AND PART OF LOT 7 OF BLOCK 3 OF EWALD'S ADDITION, PART OF LOTS 4 THROUGH 6 OF BLOCK III AND PART OF LOTS 4 THROUGH 6 OF BLOCK IV OF J. HENNEGER'S ADDITION, BEING PART OF THE SE1/4-NW1/4; PART OF LOT 3 OF CSM 2002, PART OF LOT 1 OF CSM 2653, PART OF LOTS 1 THROUGH 3 OF CSM 6811, PART OF LOTS 1 THROUGH 3 OF BLOCK 1 OF ZIMMERMAN'S FIRST ADDITION, AND PART OF LOTS 1 THROUGH 3 OF BLOCK 1 OF CHARLES GARLING'S ADDITION, BEING PART OF THE NE1/4-SW1/4, ALL IN SECTION 23, T12N, R16E, CITY OF MAYVILLE, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER - CITY OF MAYVILLE, HORICON ST. & MAIN ST. (CLARK TO MAIN/RUEDEBUSCH TO HORICON), STH 28, DODGE COUNTY.

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF MAYVILLE DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF MAYVILLE HEREBY ORDERS THAT:
1) THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2) THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MAYVILLE, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

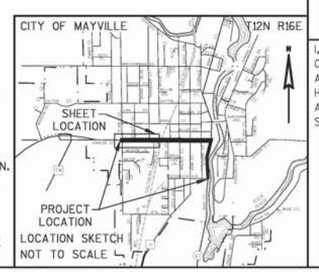
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DODGE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 28 (HORICON ST.) ESTABLISHED FROM CSM 1765, CSM 4965, CSM 6811, CSM 2002, CSM 2653, EWALD'S ADDITION, J. HENNEGER'S ADDITION, ZIMMERMAN'S FIRST ADDITION AND CHARLES GARLING'S ADDITION.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTH CLARK ST. ESTABLISHED FROM CSM 1765, CSM 4965, EWALD'S ADDITION AND ZIMMERMAN'S FIRST ADDITION.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTH EWALD ST. ESTABLISHED FROM EWALD'S ADDITION.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTH HENNINGER ST. ESTABLISHED FROM J. HENNEGER'S ADDITION.
EXISTING HIGHWAY RIGHT-OF-WAY FOR COMMERCE ST. ESTABLISHED FROM CHARLES GARLING'S ADDITION.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF MAYVILLE.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY AS SHEET 3 OF 3 OF DOCUMENT NUMBER 1236544.



GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, JAY W. PANETTI, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3270-02-21 - 4.01, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 7/14/17
PRINT NAME: JAY W. PANETTI
REGISTRATION NUMBER: S-2747

WISCONSIN JAY W. PANETTI S-2747 WAUPUN, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF MAYVILLE.

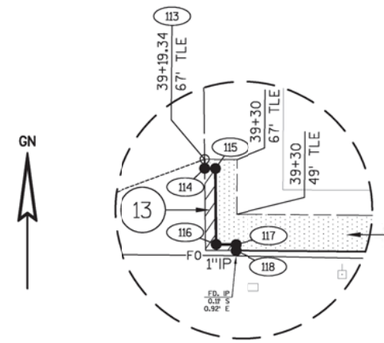
SIGNATURE: _____ DATE: 7/19/17
PRINT NAME: ROB BOELK

FILE NAME : S:\CURRPROJ\DODGECO\STH 67 TPP AND SS\CIVIL3D\30210202\RW\040401-RP-AMENDMENT-NO1.DWG
APPRAISAL PLAT DATE : JULY 14, 2017
PLOT DATE : 7/20/2017 9:38 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : ==========

3270-02-21 4.01 AMENDMENT NO: 1

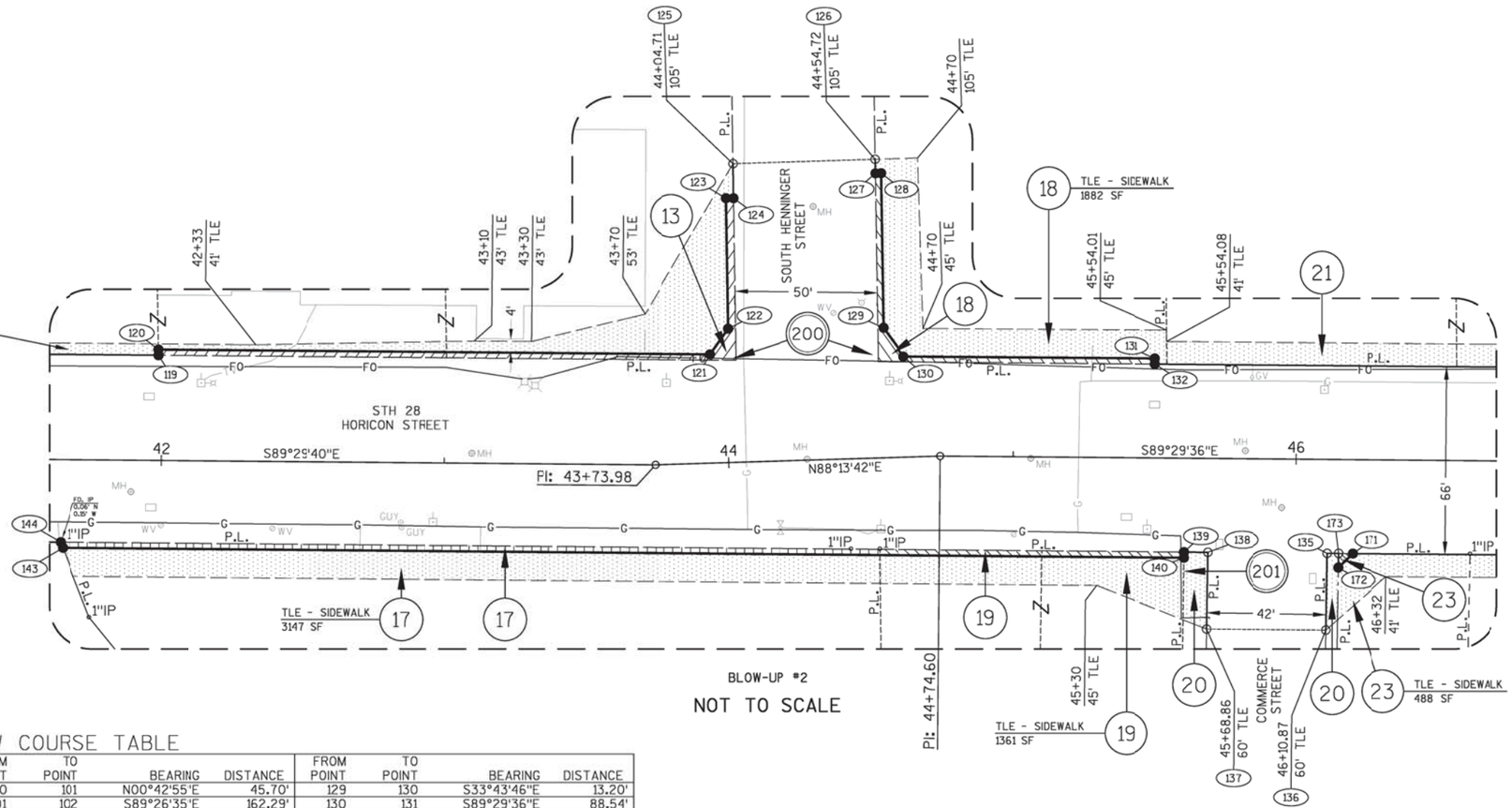
TRANSPORTATION PROJECT PLAT NO: 3270-02-21 - 4.01

RELOCATION ORDER - CITY OF MAYVILLE, HORICON ST. & MAIN ST. (CLARK TO MAIN/RUEDEBUSCH TO HORICON), STH 28, DODGE COUNTY.



BLOW-UP #1

NOT TO SCALE



BLOW-UP #2

NOT TO SCALE

R/W STATION & OFFSET TABLE

POINT	STATION	OFFSET	POINT	STATION	OFFSET
101	32+30.28	49.90'	129	44+55.83	45.70'
102	33+94.28	49.41'	130	44+62.82	34.50'
103	34+04.09	71.11'	131	45+50.00	34.00'
104	34+04.34	86.11'	132	45+50.00	33.00'
105	34+06.34	85.04'	133	47+58.02	33.00'
106	34+06.82	115.00'	134	47+58.89	33.00'
107	34+56.51	95.63'	171	46+20.07	33.00'
108	34+58.51	95.56'	172	46+15.03	38.00'
109	34+59.91	59.50'	173	46+15.07	33.00'
110	34+73.46	29.07'	135	46+11.07	33.00'
111	38+80.40	37.01'	136	46+10.87	60.00'
112	38+80.12	52.00'	137	45+68.86	60.00'
113	39+19.34	67.00'	138	45+69.07	33.00'
114	39+19.40	64.01'	139	45+60.78	33.00'
115	39+22.90	64.01'	140	45+60.77	34.00'
116	39+23.37	39.00'	143	41+65.20	30.00'
117	39+29.91	39.00'	144	41+64.80	29.00'
118	39+29.91	37.01'	161	40+93.13	29.00'
119	41+98.69	37.00'	162	39+89.56	29.00'
120	41+98.64	39.00'	145	35+48.99	36.98'
121	43+94.65	38.21'	146	35+06.28	45.59'
122	44+01.34	47.24'	148	34+64.69	87.55'
123	44+02.03	92.96'	149	34+63.63	150.00'
124	44+04.53	92.86'	150	33+97.62	150.00'
125	44+04.71	105.00'	151	33+98.23	114.16'
126	44+54.72	105.00'	153	33+92.15	65.02'
127	44+54.64	100.08'	155	33+69.53	41.88'
128	44+56.64	100.04'	156	32+30.28	40.78'

R/W COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE	FROM POINT	TO POINT	BEARING	DISTANCE
100	101	N00°42'55"E	45.70'	129	130	S33°43'46"E	13.20'
101	102	S89°26'35"E	162.29'	130	131	S89°29'36"E	88.54'
102	103	N23°04'32"E	23.82'	131	132	S00°30'24"W	1.00'
103	104	N00°18'30"W	15.00'	132	133	S89°29'36"E	208.02'
104	105	S89°26'35"E	2.00'	133	230	S00°29'46"E	33.01'
105	106	N00°18'30"W	28.96'	230	134	S00°00'43"E	33.00'
106	107	S69°57'27"E	53.33'	134	171	N89°29'36"W	138.82'
107	108	S89°11'48"E	2.00'	171	172	S45°43'24"W	7.10'
108	109	S03°29'09"E	36.08'	172	173	N00°56'24"E	5.00'
109	110	S25°15'37"E	33.31'	173	135	N89°29'36"W	4.00'
110	111	S89°29'36"E	407.62'	135	136	S00°56'24"W	27.00'
111	112	N00°35'10"W	14.99'	136	137	N89°29'36"W	42.00'
112	113	N69°34'36"E	41.99'	137	138	N00°56'24"E	27.00'
113	114	S00°42'20"E	2.99'	138	139	N89°29'36"W	8.29'
114	115	S89°29'36"E	3.50'	139	140	S00°50'24"W	1.00'
115	116	S00°34'20"E	25.01'	140	143	N89°29'36"W	395.49'
116	117	S89°29'40"E	6.54'	143	144	N21°10'36"W	1.08'
117	118	S00°30'20"W	1.99'	144	161	N89°29'36"W	71.68'
118	119	S89°29'36"E	268.78'	161	162	N89°29'36"W	103.56'
119	120	N00°54'48"W	2.00'	162	145	N89°29'36"W	440.36'
120	121	S89°29'36"E	194.48'	145	146	S79°06'46"W	43.57'
121	122	N34°45'53"E	11.24'	146	148	SEE CURVE TABLE	
122	123	N00°54'48"W	45.72'	148	149	S00°17'08"E	62.46'
123	124	S89°29'36"E	2.50'	149	150	S88°44'34"W	66.01'
124	125	N00°54'48"W	12.14'	150	151	N00°17'08"W	35.85'
125	126	N88°13'42"E	50.01'	151	153	N08°18'31"W	49.51'
126	127	S00°54'48"E	4.92'	153	155	SEE CURVE TABLE	
127	128	N89°29'40"E	2.00'	155	156	N88°56'58"W	139.37'
128	129	S00°54'48"E	54.35'	156	157	N00°42'55"E	40.78'
				157	100	N00°42'55"E	4.20'

CURVE TABLE

FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
146	148	46.65'	61.84'	S43°09'10"W	57.41'
153	155	26.13'	36.27'	N47°00'16"W	33.43'

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3270-02-21 - 4.01
SHEET 2 OF 3
AMENDMENT NO:

DOCUMENT#: 1236592
Recorded 05-20-2016 at 12:02:50 PM
CHRIS PLANASCH , DODGE CTY REGISTER OF DEEDS
DODGE COUNTY , WI
Fee Amount: $25.00 Pages: 2

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PROJECT NUMBER 3270-02-21 - 4.02
SHEET 1 OF 2

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. NEW	EXISTING	REQUIRED TOTAL	PLE ACRES OR S.F.	TLE ACRES OR S.F.
20	CITY OF MAYVILLE	TLE	0	0	0	0	7106
24	G U INVESTMENTS	TLE	0	0	0	0	858
26	JASON & TIFFANY ANN ROBSON	FEE, PLE, TLE	32	0	32	1463	1639
27	RUBEN A. & DOROTHY LOEST	FEE, TLE	61	0	61	0	777
28	ERIC J. STREBLOW & NICOLE S. MANKA	FEE, TLE	32	0	32	0	963
29	DANIEL E. & ALISON KIRKLAND	TLE	0	0	0	0	316
31	LAURA J. FRINZI	TLE	0	0	0	0	675
32	ROBERT G. A. & GAIL S. KETTERER	TLE	0	0	0	0	449
33	JEFFREY M. & DENNIS L. SCHELLPFEFFER	TLE	0	0	0	0	1184
34	KEVIN M. & MICHELLE M. SCHUETT	TLE	0	0	0	0	677
36	BRENDA L. SOYK	TLE	0	0	0	0	587
37	JAMES G. & KATHERINE E. GUYANT	FEE, TLE	162	0	162	0	1454

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. NEW	EXISTING	REQUIRED TOTAL	TLE ACRES OR S.F.
38	WILLIAM K. & BRENDA M. ROBERTS	FEE, TLE	21	0	21	1020
39	JAMES A. & MICHELLE L. KRUEGER	FEE, TLE	24	0	24	1340
41	JENNIFER L. FINK	TLE	0	0	0	997
42	DALE E. & KWEI LAN TOELLNER	TLE	0	0	0	397
43	ROBERT G. GIONET & BETH COLLISTER	TLE	0	0	0	529
44	MICHAEL W. & E. LOUISE HOFF	TLE	0	0	0	489
46	JASON P. & FAY FREIMUTH	TLE	0	0	0	730
47	DALE E. TOELLNER & KWEI LAN TOELLNER	FEE, TLE	18	0	18	917
48	BRIAN C. LOHR	FEE. TLE	25	0	25	650
49	ALISTAR CORPORATION	FEE, TLE	0	5442	5442	1976
51	M&I MARSHALL & ILSLEY BANK N/K/A BMO HARRIS BANK, NA	FEE, TLE	36	0	36	1144
52	BRADLEY & JULIETTE C. WILLIAMS	TLE	0	0	0	815

*SEE SHEET 2 OF 2 FOR PARCELS, R/W POINTS & BLOW-UP DETAILS

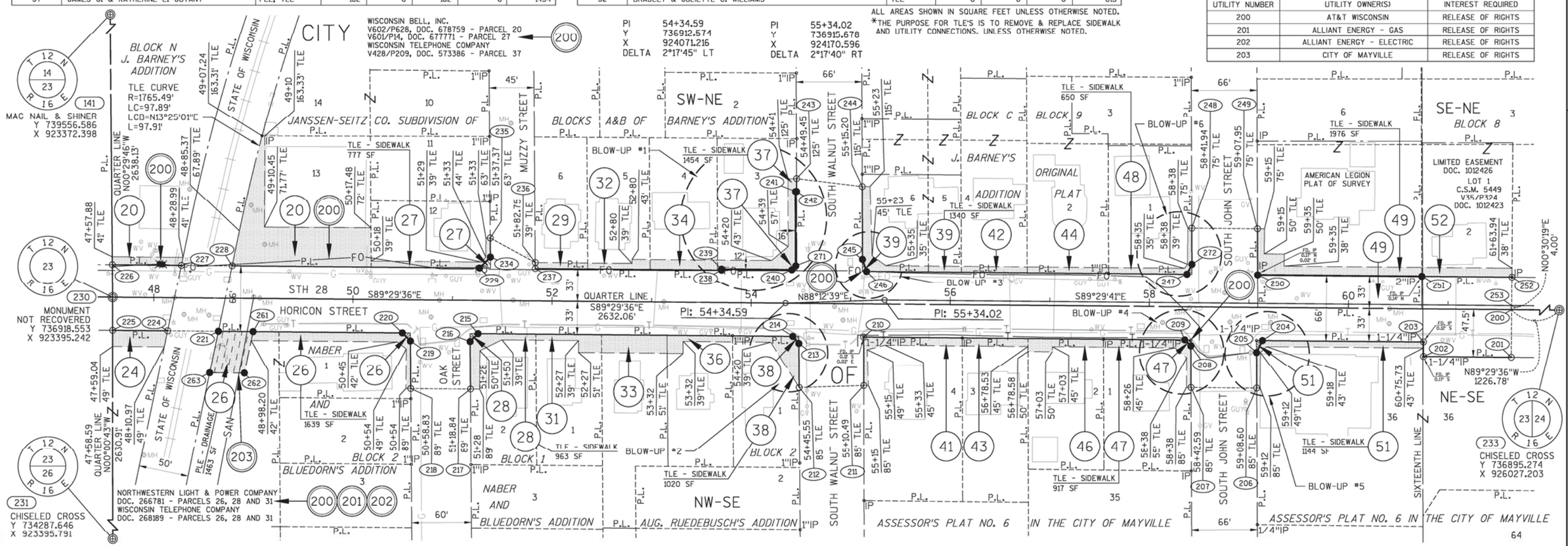
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SCALE, FEET
0 50 100

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY AS SHEET 3 OF 3 OF DOCUMENT NUMBER 1236544.

UTILITY SCHEDULE & INTEREST REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
200	AT&T WISCONSIN	RELEASE OF RIGHTS
201	ALLIANT ENERGY - GAS	RELEASE OF RIGHTS
202	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS
203	CITY OF MAYVILLE	RELEASE OF RIGHTS



ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
*THE PURPOSE FOR TLE'S IS TO REMOVE & REPLACE SIDEWALK AND UTILITY CONNECTIONS. UNLESS OTHERWISE NOTED.

TRANSPORTATION PROJECT PLAT NO: 3270-02-21 - 4.02

THAT PART OF BLOCK N AND PART OF LOTS 4 THROUGH 6 OF BLOCK C OF J. BARNEY'S ADDITION, PART OF LOTS 3 THROUGH 6 AND PART OF LOTS 12 AND 13 OF JANSSEN-SEITZ CO. SUBDIVISION OF BLOCKS A&B OF BARNEY'S ADDITION, PART OF LOTS 1 AND 2 OF BLOCK 9 OF ORIGINAL PLAT OF THE CITY OF MAYVILLE, AND PART OF THE SW1/4-NE1/4; PART OF LOT 1 OF CSM 5449 BEING PART OF THE SE1/4-NE1/4; PART OF LOTS 1 AND 2 OF BLOCK 1 AND PART OF LOT 1 OF BLOCK 2 OF NABER AND BLUEDORN'S ADDITION, PART OF LOT 1 OF BLOCK 2 OF AUG. RUEDEBUSCH'S ADDITION, PART OF LOTS 1 THROUGH 4 AND PART OF LOT 36 OF ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE, AND PART OF THE NW1/4-SE1/4; PART OF LOT 36 OF ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE BEING PART OF THE NE1/4-SE1/4; ALL IN SECTION 23, T12N, R16E, CITY OF MAYVILLE, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER - CITY OF MAYVILLE, HORICON ST. & MAIN ST. (CLARK TO MAIN/RUEDEBUSCH TO HORICON), STH 28, DODGE COUNTY.

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF MAYVILLE DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF MAYVILLE HEREBY ORDERS THAT:
1) THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2) THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MAYVILLE, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

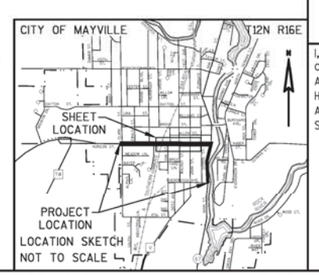
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DODGE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 28 (HORICON ST.) ESTABLISHED FROM CSM 5449, J. BARNEY'S ADDITION, JANSSEN-SEITZ CO. SUBDIVISION OF BLOCKS A&B OF BARNEY'S ADDITION, ORIGINAL PLAT OF THE CITY OF MAYVILLE, NABER AND BLUEDORN'S ADDITION, AUG. RUEDEBUSCH'S ADDITION AND ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR OAK ST. ESTABLISHED FROM NABER AND BLUEDORN'S ADDITION.
EXISTING HIGHWAY RIGHT-OF-WAY FOR MUZZY ST. ESTABLISHED FROM JANSSEN-SEITZ CO. SUBDIVISION OF BLOCKS A&B OF BARNEY'S ADDITION.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTH WALNUT ST. ESTABLISHED FROM J. BARNEY'S ADDITION, JANSSEN-SEITZ CO. SUBDIVISION OF BLOCKS A&B OF BARNEY'S ADDITION, AUG. RUEDEBUSCH'S ADDITION AND ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTH JOHN ST. ESTABLISHED FROM ORIGINAL PLAT OF THE CITY OF MAYVILLE AND ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF MAYVILLE.

MAYVILLE



GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, JAY W. PANETTI, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3270-02-21 - 4.02, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 4/22/16
PRINT NAME: JAY W. PANETTI
REGISTRATION NUMBER: S-2747

WISCONSIN JAY W. PANETTI S-2747 WAUPUN, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF MAYVILLE.

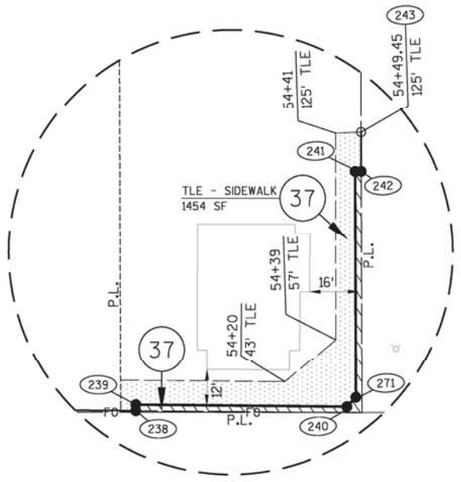
SIGNATURE: Rob Boelk DATE: 5/11/16
PRINT NAME: ROB BOELK

FILE NAME : S:\CURRPROJ\DODGECO\STH 67 TPP AND SS\CIVIL3D\30210202\RW\040402-RP.DWG
APPRAISAL PLAT DATE : APRIL 22, 2016
PLOT DATE : 5/20/2016 9:56 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : **********

3270-02-21 4.02

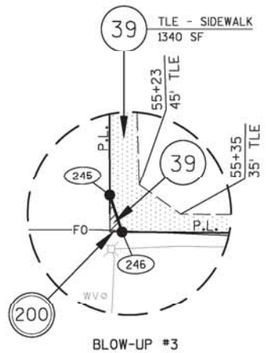
TRANSPORTATION PROJECT PLAT NO: 3270-02-21 - 4.02

RELOCATION ORDER - CITY OF MAYVILLE, HORICON ST. & MAIN ST. (CLARK TO MAIN/RUEDEBUSCH TO HORICON), STH 28, DODGE COUNTY.



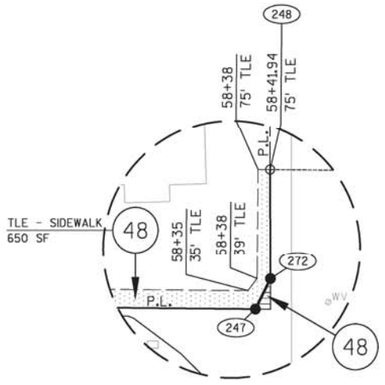
BLOW-UP #1

NOT TO SCALE



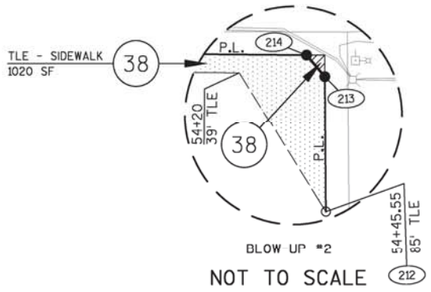
BLOW-UP #3

NOT TO SCALE



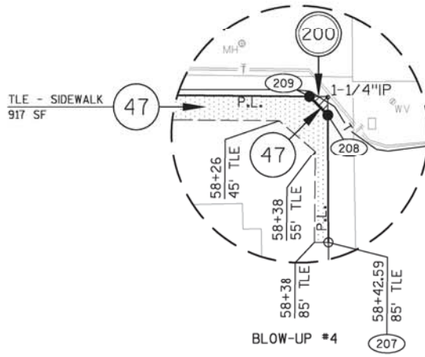
BLOW-UP #6

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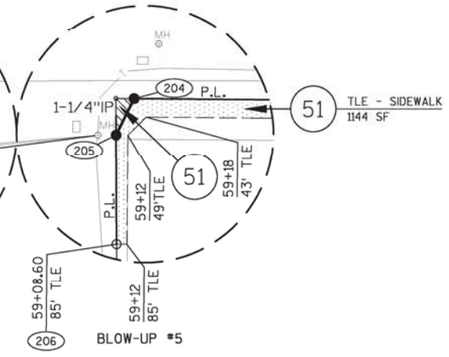
BLOW UP #2

NOT TO SCALE



BLOW-UP #4

NOT TO SCALE



BLOW-UP #5

NOT TO SCALE

R/W STATION & OFFSET TABLE

POINT	STATION	OFFSET	POINT	STATION	OFFSET
201	61+63.96	51.50'	227	48+27.39	33.00'
202	60+75.85	51.50'	228	48+78.38	33.00'
203	60+75.64	37.00'	229	51+26.84	33.00'
204	59+13.95	36.99'	234	51+37.67	44.00'
205	59+08.11	48.99'	235	51+37.37	63.00'
206	59+08.60	85.00'	236	51+82.75	39.00'
207	58+42.59	85.00'	237	51+82.85	33.00'
208	58+42.03	42.99'	238	53+70.00	33.00'
209	58+35.95	36.99'	239	53+70.00	34.00'
210	55+11.90	36.13'	240	54+41.91	33.73'
211	55+10.49	85.00'	271	54+46.02	37.58'
212	54+45.55	85.00'	241	54+48.09	112.11'
213	54+46.62	40.51'	242	54+49.09	112.08'
214	54+40.81	33.28'	243	54+49.45	125.00'
215	51+25.91	33.00'	244	55+15.20	115.00'
216	51+18.07	41.00'	245	55+13.16	41.89'
217	51+18.84	89.00'	246	55+16.82	29.73'
218	50+58.83	89.00'	247	58+37.51	29.01'
219	50+58.06	41.00'	272	58+42.39	39.01'
220	50+49.93	33.00'	248	58+41.94	75.00'
221	48+65.17	33.00'	249	59+07.95	75.00'
224	48+14.17	33.00'	250	59+08.51	29.01'
225	47+58.89	33.00'	251	60+73.44	29.00'
226	47+58.02	33.00'	252	61+63.96	29.00'

R/W COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
200	201	S00°30'19"W	47.50'
201	202	N89°29'36"W	88.11'
202	203	N00°18'12"W	14.50'
203	204	N89°29'36"W	161.69'
204	205	S26°27'20"W	13.34'
205	206	S00°15'44"E	36.01'
206	207	N89°29'41"W	66.01'
207	208	N00°15'44"W	42.01'
208	209	N44°52'40"W	8.54'
209	210	N89°29'36"W	322.59'
210	211	S00°08'28"E	48.89'
211	212	S88°12'39"W	64.94'
212	213	N00°24'36"W	44.50'
213	214	N40°33'32"W	9.28'
214	215	N89°29'36"W	316.19'
215	216	S45°02'51"W	11.22'
216	217	S00°24'43"E	48.01'
217	218	N89°29'36"W	60.01'
218	219	N00°24'43"W	48.01'
219	220	N44°57'09"W	11.41'
220	221	N89°29'36"W	184.77'
221	224	N89°29'36"W	50.99'
224	225	N89°29'36"W	55.28'
225	230	N00°00'43"W	33.00'
230	226	N00°29'46"W	33.01'

FROM POINT	TO POINT	BEARING	DISTANCE
226	227	S89°29'36"E	69.37'
227	228	S89°29'36"E	50.99'
228	229	S89°29'36"E	248.46'
229	234	N45°03'08"E	15.43'
234	235	N00°24'08"W	19.00'
235	236	S61°37'25"E	51.34'
236	237	S00°24'08"E	6.00'
237	238	S89°29'36"E	187.15'
238	239	N00°30'24"E	1.00'
239	240	S89°29'36"E	70.55'
240	271	N45°07'25"E	5.63'
271	241	N00°11'43"W	74.56'
241	242	N89°48'17"E	1.00'
242	243	N00°11'43"W	12.93'
243	244	S83°08'27"E	66.50'
244	245	S00°11'43"E	73.14'
245	246	S18°33'33"E	12.70'
246	247	S89°29'36"E	321.86'
247	272	N26°30'26"E	11.13'
272	248	N00°11'52"W	35.99'
248	249	S89°29'41"E	66.01'
249	250	S00°11'52"E	46.00'
250	251	S89°29'36"E	164.92'
251	252	S89°29'36"E	90.52'
252	253	S00°30'19"W	29.00'
253	200	S00°30'19"W	4.00'

PLE STATION & OFFSET TABLE

POINT	STATION	OFFSET
221	48+65.17	33.00'
261	49+00.00	33.00'
262	48+91.59	75.00'
263	48+56.76	75.00'

PLE COURSE TABLE

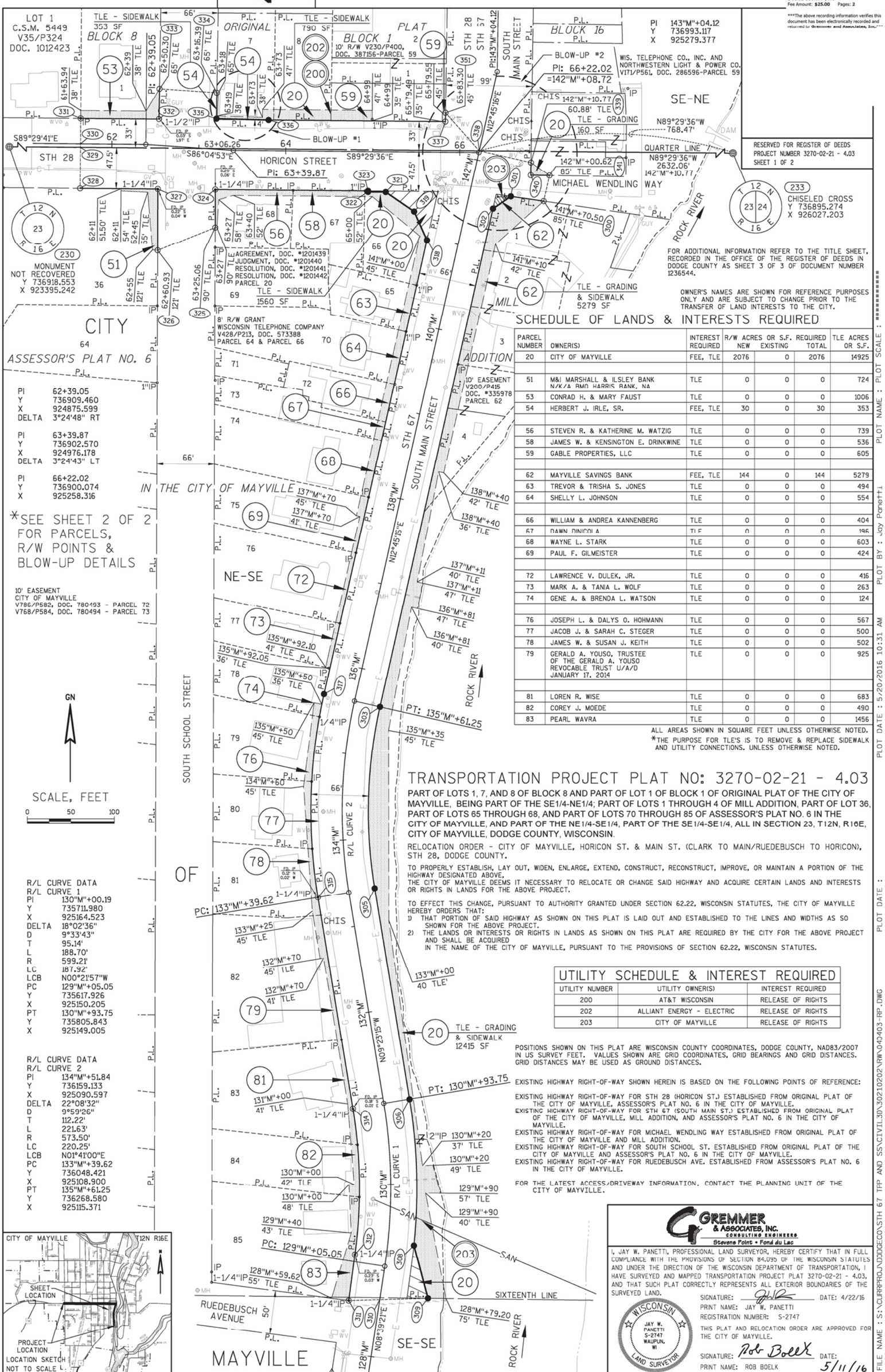
FROM POINT	TO POINT	BEARING	DISTANCE
261	262	S11°49'42"W	42.83'
262	263	N89°29'36"W	34.83'
263	221	N11°49'42"E	42.83'
221	261	S89°29'36"E	34.83'

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3270-02-21 - 4.02
SHEET 2 OF 2
AMENDMENT NO:

DOCUMENT#: 1236593
Recorded 05-20-2016 at 12:32:53 PM
CHRIS PLANASCH , DODGE CTY REGISTER OF DEEDS
DODGE COUNTY , WI
Fee Amount: $25.00 Pages: 2

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PROJECT NUMBER 3270-02-21 - 4.03
SHEET 1 OF 2



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY AS SHEET 3 OF 3 OF DOCUMENT NUMBER 1236544.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. NEW	R/W ACRES OR S.F. EXISTING	R/W ACRES OR S.F. TOTAL	TLE ACRES OR S.F.
20	CITY OF MAYVILLE	FEE, TLE	2076	0	2076	14925
51	M&I MARSHALL & ILSLEY BANK N/K/A BMO HARRIS BANK, NA	TLE	0	0	0	724
53	CONRAD H. & MARY FAUST	TLE	0	0	0	1006
54	HERBERT J. IRLE, SR.	FEE, TLE	30	0	30	353
56	STEVEN R. & KATHERINE M. WATZIG	TLE	0	0	0	739
58	JAMES W. & KENSINGTON E. DRINKWINE	TLE	0	0	0	536
59	GABLE PROPERTIES, LLC	TLE	0	0	0	605
62	MAYVILLE SAVINGS BANK	FEE, TLE	144	0	144	5279
63	TREVOR & TRISHA S. JONES	TLE	0	0	0	494
64	SHELLY L. JOHNSON	TLE	0	0	0	554
66	WILLIAM & ANDREA KANNENBERG	TLE	0	0	0	404
67	DAWN DINICOLA	TLE	0	0	0	196
68	WAYNE L. STARK	TLE	0	0	0	603
69	PAUL F. GILMEISTER	TLE	0	0	0	424
72	LAWRENCE V. DULEK, JR.	TLE	0	0	0	416
73	MARK A. & TANIA L. WOLF	TLE	0	0	0	263
74	GENE A. & BRENDA L. WATSON	TLE	0	0	0	124
76	JOSEPH L. & DALYS O. HOHMANN	TLE	0	0	0	567
77	JACOB J. & SARAH C. STEGER	TLE	0	0	0	500
78	JAMES W. & SUSAN J. KEITH	TLE	0	0	0	502
79	GERALD A. YOUSO, TRUSTEE OF THE GERALD A. YOUSO REVOCABLE TRUST U/A/D JANUARY 17, 2014	TLE	0	0	0	925
81	LOREN R. WISE	TLE	0	0	0	683
82	COREY J. MOEDE	TLE	0	0	0	490
83	PEARL WAVRA	TLE	0	0	0	1456

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
*THE PURPOSE FOR TLE'S IS TO REMOVE & REPLACE SIDEWALK AND UTILITY CONNECTIONS. UNLESS OTHERWISE NOTED.

TRANSPORTATION PROJECT PLAT NO: 3270-02-21 - 4.03

PART OF LOTS 1, 7, AND 8 OF BLOCK 8 AND PART OF LOT 1 OF BLOCK 1 OF ORIGINAL PLAT OF THE CITY OF MAYVILLE, BEING PART OF THE SE1/4-NE1/4; PART OF LOTS 1 THROUGH 4 OF MILL ADDITION, PART OF LOT 36, PART OF LOTS 65 THROUGH 68, AND PART OF LOTS 70 THROUGH 85 OF ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE, AND PART OF THE NE1/4-SE1/4, PART OF THE SE1/4-SE1/4, ALL IN SECTION 23, T12N, R16E, CITY OF MAYVILLE, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER - CITY OF MAYVILLE, HORICON ST. & MAIN ST. (CLARK TO MAIN/RUEDEBUSCH TO HORICON), STH 28, DODGE COUNTY.

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE,
THE CITY OF MAYVILLE DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF MAYVILLE HEREBY ORDERS THAT:
1) THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2) THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MAYVILLE, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

UTILITY SCHEDULE & INTEREST REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
200	AT&T WISCONSIN	RELEASE OF RIGHTS
202	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS
203	CITY OF MAYVILLE	RELEASE OF RIGHTS

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DODGE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 28 (HORICON ST.) ESTABLISHED FROM ORIGINAL PLAT OF THE CITY OF MAYVILLE, ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 67 (SOUTH MAIN ST.) ESTABLISHED FROM ORIGINAL PLAT OF THE CITY OF MAYVILLE, MILL ADDITION, AND ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR MICHAEL WENDLING WAY ESTABLISHED FROM ORIGINAL PLAT OF THE CITY OF MAYVILLE AND MILL ADDITION.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTH SCHOOL ST. ESTABLISHED FROM ORIGINAL PLAT OF THE CITY OF MAYVILLE AND ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR RUEDEBUSCH AVE. ESTABLISHED FROM ASSESSOR'S PLAT NO. 6 IN THE CITY OF MAYVILLE.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF MAYVILLE.

GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, JAY W. PANETTI, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3270-02-21 - 4.03, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 4/22/16
PRINT NAME: JAY W. PANETTI
REGISTRATION NUMBER: S-2747

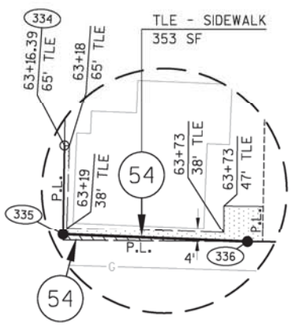
WISCONSIN JAY W. PANETTI S-2747 WAUPUN, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF MAYVILLE.

SIGNATURE: Rob Boelk DATE: 5/11/16
PRINT NAME: ROB BOELK

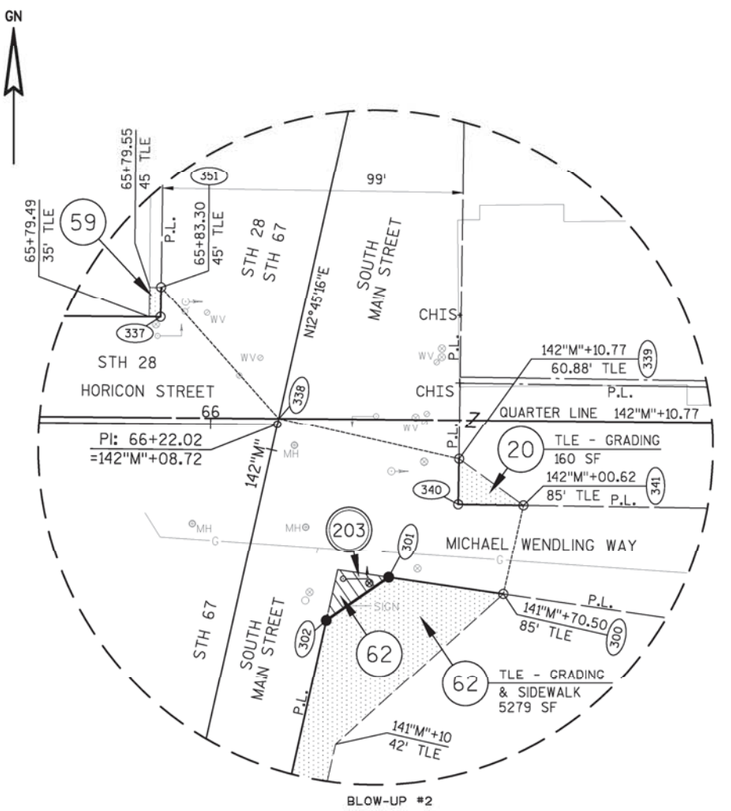
FILE NAME : S:\CURRPROJ\DODGECO\STH 67 TFP AND SS\CIVIL3D\3021020211RW\040403-RP.DWG
APPRAISAL PLAT DATE : APRIL 22, 2016
PLOT DATE : 5/20/2016 10:31 AM
PLOT BY : Joy Panetti
PLOT NAME : PLOT SCALE : ==========

SHEET 2 OF 2 FOR PARCELS, R/W POINTS & BLOW-UP DETAILS



BLOW-UP #1

NOT TO SCALE



BLOW-UP #2

NOT TO SCALE

TRANSPORTATION PROJECT PLAT NO: 3270-02-21 - 4.03

RELOCATION ORDER - CITY OF MAYVILLE, HORICON ST. & MAIN ST. (CLARK TO MAIN/RUEDEBUSCH TO HORICON), STH 28, DODGE COUNTY.

R/W COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
338	339	S77°14'44"E	60.88'
339	340	S00°52'28"W	14.90'
340	341	S89°08'09"E	21.51'
341	300	S12°45'16"W	30.11'
300	301	N81°44'44"W	38.17'
301	302	S55°30'16"W	24.97'
302	303	S12°45'16"W	587.92'
303	305	SEE CURVE TABLE	
305	306	S09°23'15"E	246.10'
306	308	SEE CURVE TABLE	
308	309	S14°51'54"E	62.91'
309	310	S88°20'23"W	55.39'
310	311	S88°20'23"W	35.74'
311	312	N07°46'10"E	53.54'
312	314	SEE CURVE TABLE	
314	315	N09°23'15"W	246.10'
315	317	SEE CURVE TABLE	
317	318	N12°45'16"E	535.95'
318	319	N24°11'24"W	35.96'
319	321	N55°39'14"W	39.57'
321	322	N89°29'36"W	20.31'
322	323	N00°30'24"E	1.09'
323	324	N89°29'36"W	175.50'
324	325	S00°12'26"W	43.46'
325	326	S68°07'09"W	71.23'
326	327	N00°12'26"E	70.59'
327	328	N89°29'36"W	89.36'
328	329	N00°30'19"E	47.50'
329	330	N00°30'19"E	4.00'
330	331	N00°30'19"E	29.00'
331	332	S89°29'36"E	89.92'
332	333	N00°56'08"E	35.22'
333	334	S86°04'53"E	66.09'
334	335	S00°56'59"W	30.28'
335	336	S88°32'15"E	59.95'
336	337	S89°29'36"E	203.24'
337	351	N00°52'28"E	10.00'
351	338	S41°48'37"E	58.15'

CURVE TABLE

FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
303	305	543.50'	210.04'	S01°41'00"W	208.73'
306	308	629.21'	168.95'	S01°41'43"E	168.45'
312	314	563.21'	168.65'	N00°48'33"W	168.02'
315	317	609.50'	235.54'	N01°41'00"E	234.08'

R/W STATION & OFFSET TABLE

POINT	STATION	OFFSET	POINT	STATION	OFFSET
300	141"M"+70.50	85.00'	323	64+95.00	45.50'
301	141"M"+67.51	46.95'	324	63+22.24	46.63'
302	141"M"+49.18	30.00'	325	63+25.06	90.00'
303	135"M"+61.25	30.00'	326	62+60.93	121.00'
305	133"M"+39.62	30.00'	327	62+56.36	50.56'
306	130"M"+93.53	30.00'	328	61+63.96	51.50'
308	130"M"+32.64	30.06'	331	61+63.96	29.00'
309	128"M"+76.33	54.50'	332	62+52.13	29.83'
311	128"M"+60.01	35.17'	333	62+50.30	65.00'
312	129"M"+14.08	35.93'	334	63+16.39	65.00'
314	130"M"+93.51	36.00'	335	63+17.96	34.76'
315	133"M"+39.62	36.00'	336	63+80.00	35.00'
317	135"M"+61.25	36.00'	337	65+83.24	35.00'
318	140"M"+97.20	36.00'	351	65+83.30	45.00'
319	141"M"+25.95	57.61'	339	142"M"+10.77	60.88'
321	65+15.31	46.59'	340	141"M"+96.18	63.95'
322	64+95.00	46.59'	341	142"M"+00.62	85.00'

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3270-02-21 - 4.03
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : S:\CURRPROJ\DODGECO\STH 67 TPP AND SS\CIVIL\3D\30210202\RW\04043-RP.DWG
APPRAISAL PLAT DATE : APRIL 22, 2016
PLOT DATE : 4/22/2016 1:42 PM
PLOT BY : JAY PANETTI
PLOT NAME : ----------
3270-02-21 4.03
LAYOUT NAME - ****

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

R/W POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
101	736983.092	921867.962
102	736981.515	922030.242
103	737003.425	922039.576
104	737018.427	922039.496
105	737018.407	922041.496
106	737047.368	922041.340
107	737029.092	922091.439
108	737029.064	922093.439
109	736993.050	922095.633
110	736962.923	922109.848
111	736959.318	922517.456
112	736974.310	922517.302
113	736988.964	922556.654
114	736985.972	922556.691
115	736985.941	922560.192
116	736960.929	922560.441
117	736960.872	922566.980
118	736958.880	922566.963
119	736956.503	922835.729
120	736958.503	922835.697
121	736956.783	923030.170
122	736966.018	923036.580
123	737011.735	923035.851
124	737011.713	923038.352
125	737023.854	923038.159
126	737025.400	923088.140
127	737020.484	923088.219
128	737020.502	923090.219
129	736966.159	923091.085
130	736955.180	923098.416
131	736954.396	923186.957
132	736953.396	923186.948
133	736951.557	923394.956
134	736885.552	923395.249
135	736886.859	923247.432
136	736859.862	923246.989
137	736860.233	923204.989
138	736887.230	923205.432
139	736887.304	923197.142
140	736886.304	923197.127
143	736889.802	922801.651
144	736890.805	922801.262
145	736896.250	922185.685
146	736888.021	922142.902
148	736846.138	922103.637
149	736783.679	922103.948
150	736782.230	922037.955
151	736818.076	922037.776
153	736867.069	922030.621
155	736889.863	922006.173
156	736892.419	921866.830
161	736891.439	922729.587
162	736892.355	922626.029
171	736886.779	923256.431
172	736881.824	923251.350
173	736886.824	923251.432

R/W POINT NUMBER AND COORDINATE TABLE

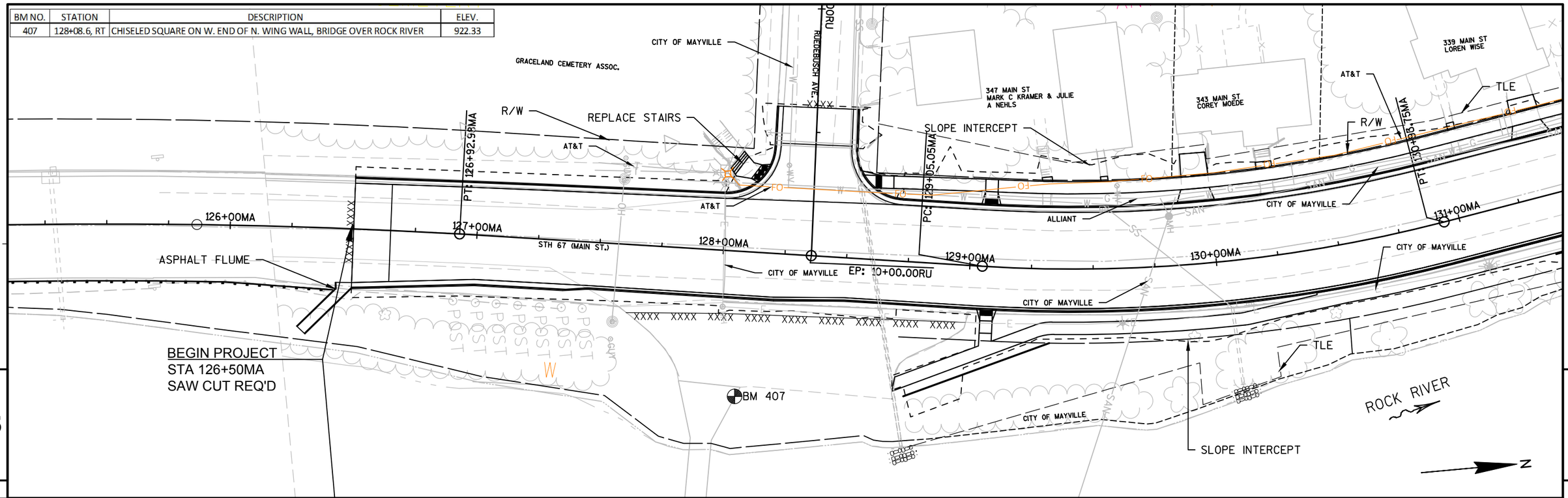
POINT	Y	X
201	736858.626	924800.054
202	736859.405	924711.946
203	736873.906	924711.869
204	736875.336	924550.184
205	736863.390	924544.240
206	736827.378	924544.404
207	736827.960	924478.401
208	736869.973	924478.209
209	736876.026	924472.182
210	736878.879	924149.607
211	736829.985	924149.728
212	736827.958	924084.822
213	736872.456	924084.503
214	736879.509	924078.467
215	736882.305	923762.285
216	736874.376	923754.343
217	736826.370	923754.688
218	736826.901	923694.683
219	736874.906	923694.338
220	736882.977	923686.279
221	736884.612	923501.518
224	736885.063	923450.528
225	736885.552	923395.249
226	736951.557	923394.956
227	736950.943	923464.325
228	736950.492	923515.316
229	736948.295	923763.767
234	736959.198	923774.691
235	736978.200	923774.557
236	736953.800	923819.730
237	736947.799	923819.772
238	736946.144	924006.916
239	736947.144	924006.925
240	736946.520	924077.472
241	737025.047	924081.204
242	737025.051	924082.204
243	737037.977	924082.160
244	737030.035	924148.188
245	736956.892	924148.437
246	736944.857	924152.478
247	736942.010	924474.326
248	736987.960	924479.167
249	736987.377	924545.170
250	736941.382	924545.328
251	736939.923	924710.245
252	736939.123	924800.764
261	736884.304	923536.350
262	736842.380	923527.570
263	736842.688	923492.738
271	736950.489	924081.458
272	736951.966	924479.291

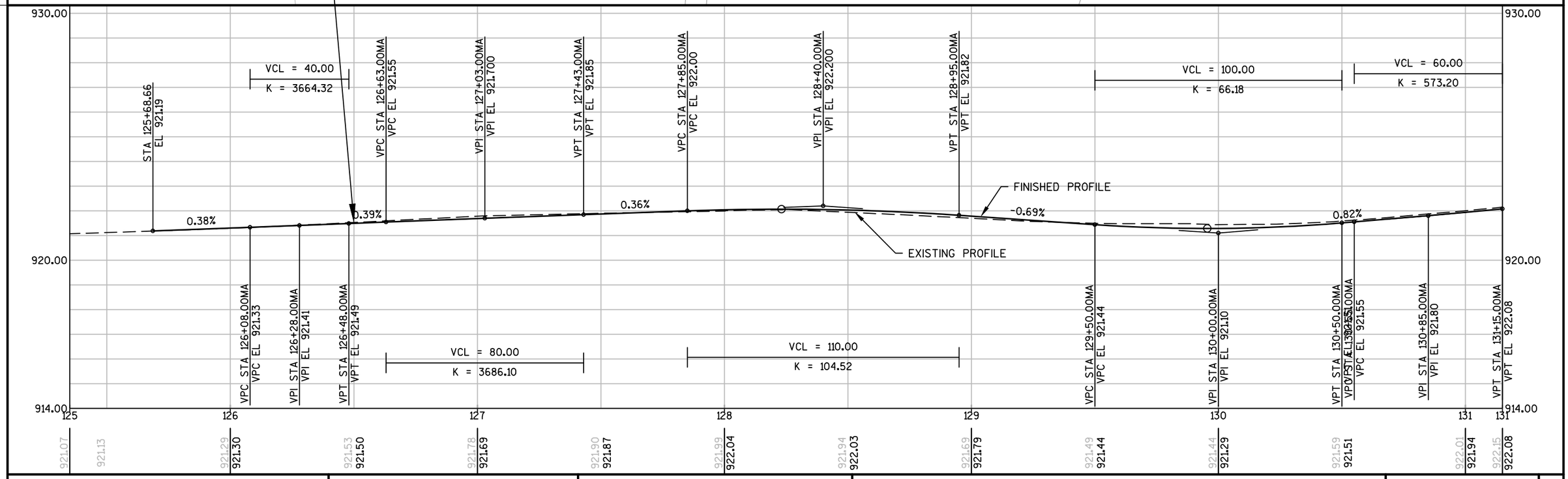
R/W POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
300	736844.033	925332.780
301	736849.513	925295.006
302	736835.373	925274.429
303	736261.956	925144.630
305	736053.314	925138.499
306	735810.509	925178.641
308	735642.137	925183.624
309	735581.334	925199.762
311	735578.693	925108.660
312	735631.738	925115.897
314	735799.744	925113.525
315	736042.549	925073.382
317	736276.528	925080.259
318	736799.256	925198.584
319	736832.060	925183.847
321	736854.425	925151.200
322	736854.605	925130.892
323	736855.700	925130.901
324	736857.252	924955.409
325	736813.793	924955.251
326	736787.248	924889.155
327	736857.836	924889.410
328	736858.626	924800.054
331	736939.123	924800.764
332	736938.327	924890.684
333	736973.539	924891.259
334	736969.023	924957.194
335	736938.744	924956.692
336	736937.214	925016.618
337	736935.416	925219.847
339	736888.630	925318.144
340	736873.727	925317.917
341	736873.403	925339.429
351	736945.415	925219.999

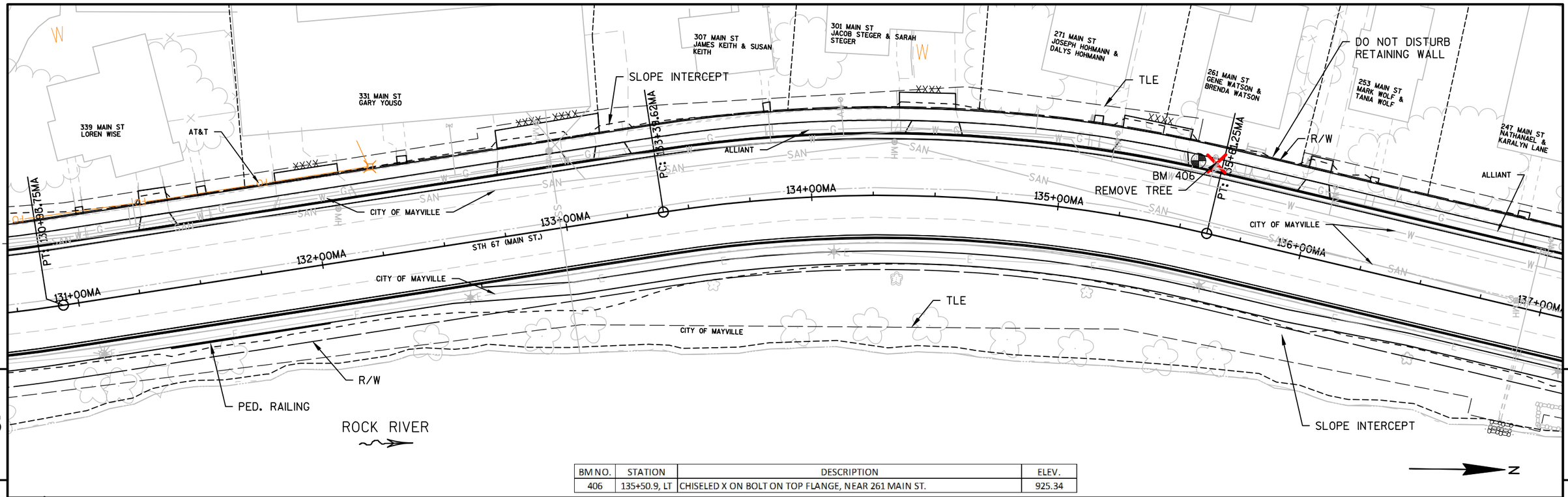
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DODGE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

BM NO.	STATION	DESCRIPTION	ELEV.
407	128+08.6, RT	CHISELED SQUARE ON W. END OF N. WING WALL, BRIDGE OVER ROCK RIVER	922.33

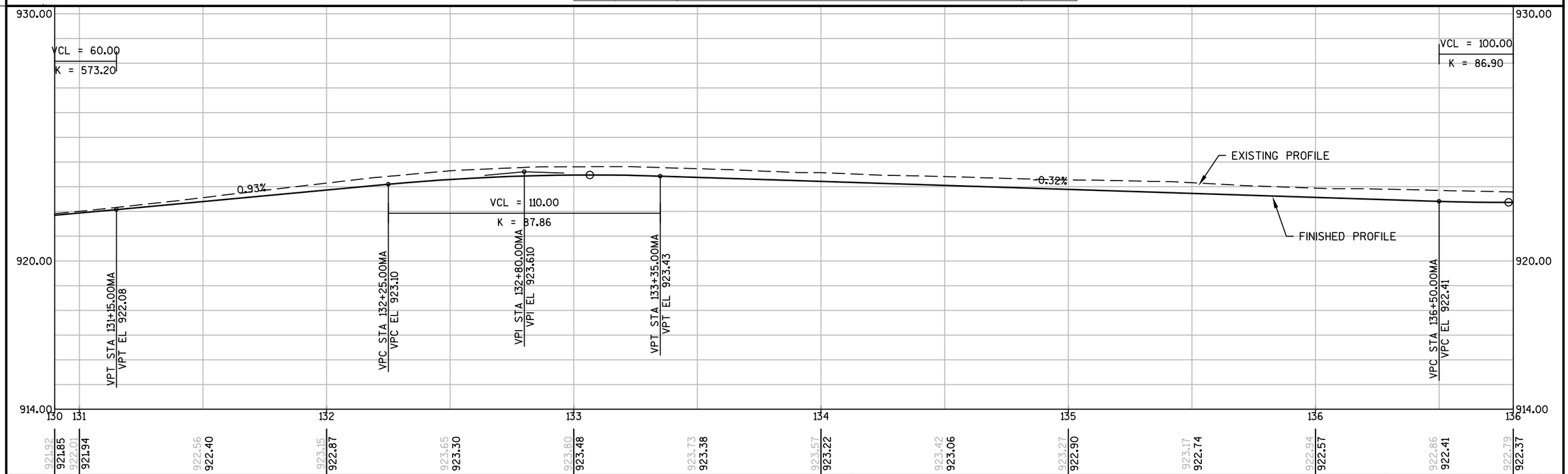




PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	PLAN AND PROFILE: STH 67 (MAIN ST.)	SHEET 195 E



BM NO.	STATION	DESCRIPTION	ELEV.
406	135+50.9, LT	CHISELED X ON BOLT ON TOP FLANGE, NEAR 261 MAIN ST.	925.34



PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	PLAN AND PROFILE: STH 67 (MAIN ST.)	SHEET 196	E

247 MAIN ST
NATHANAEL & KARALYN LANE

239 MAIN ST
RICHARD & DOROTHY MCCARTHY

233 MAIN ST
WAYNE STARK

225 MAIN ST
PAUL AND TABBETHA SONNENBERG

221 MAIN ST
WILLIAM KANNENBERG & ANDREA KANNENBERG

219 MAIN ST
SHELLY JOHNSON

215 MAIN ST
J TREVOR JONES & TRISHA JONES

201 MAIN ST
CITY OF MAYVILLE

125 MAIN ST
GABLE PROPERTIES LLC

121 MAIN ST
LARRY BUDAHN & CONNIE BUDAHN

STH 28 (HORICON ST.)

SLOPE INTERCEPT

R/W

TLE

REMOVE TREE

BM 405

ALLIANT

CONTAMINATED SOIL/GROUNDWATER

CITY OF MAYVILLE

PROJECT MATCH LINE STA 140+73MA

BP: 141+54.35MA

66+00HO

ALLIANT, CHARTER

137+00MA | 138+00MA | 139+00MA | 140+00MA | 141+00MA | 142+00MA | 143

S MAIN ST (STH 67)

STH 67 (MAIN ST.)

EP: 66+22.02HO
STH 28/STH 67

BP: 10+00.00MW

CONNECT TO CITY PORTION OF SIDEWALK

SLOPE INTERCEPT

CITY OF MAYVILLE

END PROJECT
STA 142+50MA

EXISTING CURB TO REMAIN

200 MAIN ST

TLE

200 MAIN ST
MAYVILLE SAVINGS BANK

200 MAIN ST

R/W

MICHAEL A. WENDLING WAY

134 MAIN ST

CITY OF MAYVILLE

ROCK RIVER

CITY OF MAYVILLE

REMOVE DRIVEWAY

ALLIANT

BM NO.	STATION	DESCRIPTION	ELEV.
405	65+91.4, LT	CHISELED X ON BOLT ON TOP FLANGE, NW QUAD. MAIN ST. AND HORICON ST.	923.10

930.00 / 920.00 / 914.00

VCL = 100.00
K = 86.90

VCL = 40.00
K = 272.00

VCL = 40.00
K = 236.65

EXISTING PROFILE

FINISHED PROFILE

0.83% | 0.26% | -0.61% | -1.18% | -1.03% | -0.86% | -1.05% | -1.01%

VCL = 60.00
K = 105.34

VCL = 40.00
K = 46.33

VCL = 80.00
K = 140.25

VCL = 20.00
K = 106.32

VPI STA 137+00.00MA
VPI EL 922.25

VPT STA 137+50.00MA
VPT EL 922.66

VPC STA 138+00.00MA
VPC EL 923.08

VPI STA 138+30.00MA
VPI EL 923.325

VPT STA 138+60.00MA
VPT EL 923.40

VPC STA 138+78.00MA
VPC EL 923.45

VPI STA 138+98.00MA
VPI EL 923.500

VPT STA 139+18.00MA
VPT EL 923.48

VPC STA 139+38.00MA
VPC EL 923.34

VPI STA 139+64.00MA
VPI EL 923.100

VPT STA 140+04.00MA
VPT EL 922.63

VPC STA 140+12.00MA
VPC EL 922.54

VPI STA 140+32.00MA
VPI EL 922.30

VPT STA 140+52.00MA
VPT EL 922.09

VPC STA 140+80.00MA
VPC EL 921.81

VPI STA 141+00.00MA
VPI EL 921.60

VPT STA 141+20.00MA
VPT EL 921.43

VPC STA 141+24.87MA
VPC EL 921.39

VPI STA 141+34.87MA
VPI EL 921.300

VPT STA 141+44.87MA
VPT EL 921.20

STA 142+08.72
EL 920.53

STA 142+52.53
EL 920.08

136 | 137 | 138 | 139 | 140 | 141 | 142 | 142

922.82 922.38 | 922.80 922.39 | 922.93 922.66 | 923.21 923.08 | 923.47 923.37 | 923.43 923.45 | 923.18 923.16 | 922.73 922.68 | 922.09 922.11 | 921.63 921.61 | 921.16 921.14 | 920.63 920.62 | 920.10 920.11

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	PLAN AND PROFILE: STH 67 (MAIN ST.)	SHEET 197	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0501 PLAN AND PROFILE SHEETS\0501 P&P STH 67.DWG
LAYOUT NAME - 0502- (3)

PLOT DATE : 7/12/2017 2:59 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44

BM NO.	STATION	DESCRIPTION	ELEV.
400	34+93.9 LT	CHISELED X ON BOLT ON TOP FLANGE, NE QUAD. CLARK ST	930.80

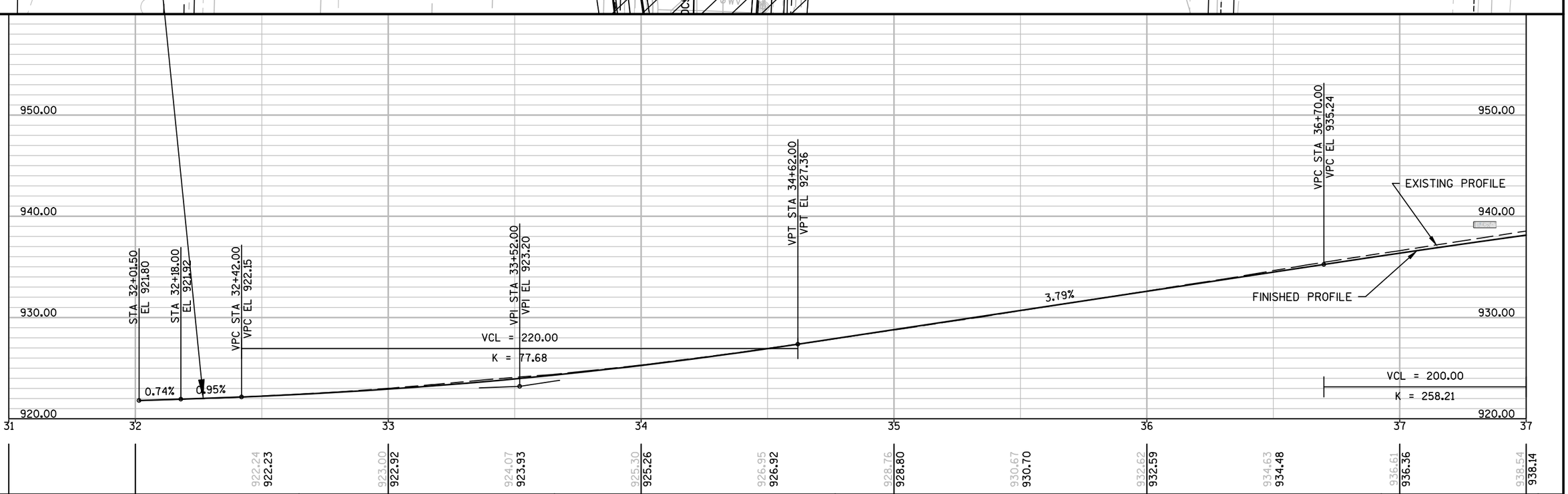
BEGIN PROJECT
STA 32+25.00HO

1024 HORICON ST
1030 HORICON ST
1020 HORICON ST
S&P VARIETY INC
940 HORICON ST
OEI INVESTMENTS, LLC
930 HORICON ST
DAVID FARRINGTON TRUST
922 HORICON ST
ALVIN ERKE JR &
MARY ERKE
912 HORICON ST
PETER MICHALOWSKI &
YONNE MICHALOWSKI
935 HORICON ST
925 HORICON ST
DENNIS DREWS SR &
MELISSA DREWS
205 CLARK ST
CONVENIENCE STORE
INVESTMENTS

CLARK ST

R/W
ALLIANT, CHARTER
AT&T
CHARTER
TLE
SLOPE INTERCEPT
MATCH INTO
EXISTING STAIRS
BM 400
PI: 31+76.48HO
PI: 32+66.74HO
PI: 33+74.34HO
PI: 34+74.79HO
PI: 34+99.79HO
32+00HO
33+00HO
34+00HO
35+00HO
36+00HO
37+00HO
STH 28 (HORICON ST.)
BP: 10+00.00CN
EP: 10+00.00CS
CONTAMINATED
SOIL/GROUNDWATER
ALLIANT
SIGN TO REMAIN
REMOVE TREE
FILLER CAP
EXISTING SIGN
TO BE REMOVED
CITY OF MAYVILLE

5



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PLAN AND PROFILE: STH 28 (HORICON ST.)	SHEET 198 E

MATCH EXISTING CONCRETE CURB AND GUTTER 24",
TO BE PAID FOR AS CONCRETE CURB AND GUTTER 30" TYPE D

SLOPE INTERCEPT

PAVERS REMOVED BY OTHERS,
BRICK WALL TO REMAIN

WHEEL CHAIR RAMP
TO BE REMOVED AND
REPLACED BY OTHERS

MATCH INTO EXISTING STAIRS

TLE

N

904 HORICON ST
WILLIAM BROWN

800 HORICON ST
MAYVILLE ENGINEERING
COMPANY, INC

800 HORICON ST
MAYVILLE ENGINEERING
COMPANY, INC

R/W

BM 500

SIGN

SIGN

AT&T

ALLIANT,
CHARTER

EWALD ST

PI: 38+50.00HO

PI: 41+73.98HO

CITY OF MAYVILLE

38+00HO

39+00HO

40+00HO

41+00HO

42+00HO

43+00HO

BP: 10+00.00E.W

STH 28 (HORICON ST.)

ALLIANT

853 HORICON ST
T FLETCHER & SONS INC

815 HORICON ST
AMANDA HENSHAW

801 HORICON ST
RONALD JANSSEN &
KATHY JANSSEN

SLOPE INTERCEPT

MATCH INTO
EXISTING STAIRS

MATCH INTO
EXISTING STAIRS

BM NO.	STATION	DESCRIPTION	ELEV.
500	39+30.0, LT	CHISELED SQUARE ON CORNER OF SIDEWALK	944.08

VPI STA 37+70.00
VPI EL 939.024

VPT STA 38+70.00
VPT EL 942.04

VPC STA 42+23.50
VPC EL 952.68

EXISTING PROFILE

FINISHED PROFILE

3.01%

VCL = 200.00
K = 258.21

VCL = 333.00
K = 29.12

960.00
950.00
940.00
930.00

37 38 39 40 41 42 43

938.54 938.14
940.34 939.83
941.81 941.43
943.21 942.94
944.53 944.44
946.00 945.95
947.57 947.46
949.17 948.96
950.71 950.47
952.34 951.97
953.86 953.36
954.90 953.98
955.02 953.74

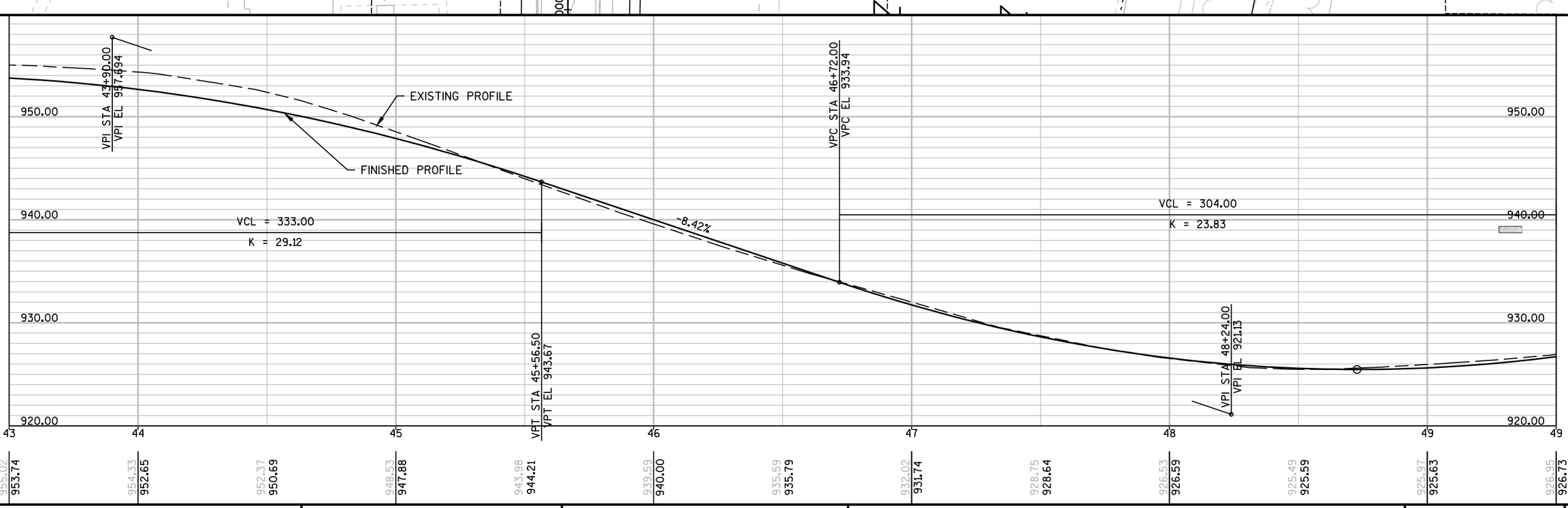
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PLAN AND PROFILE: STH 28 (HORICON ST.)	SHEET 199 E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0501-P&P STH 28\0501 P&P STH 28.DWG
LAYOUT NAME - SHEET - (29)

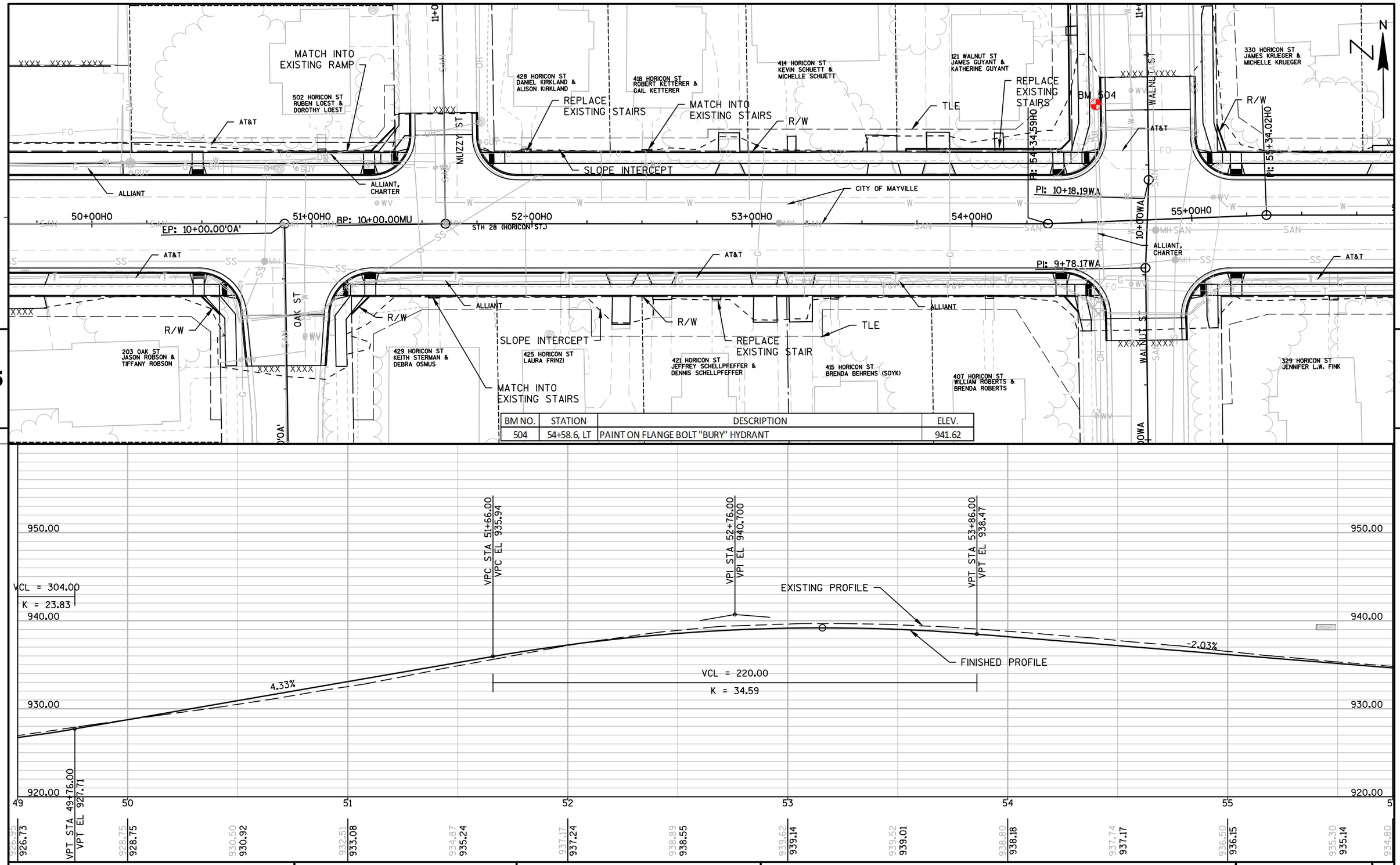
PLOT DATE : 7/12/2017 3:36 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:40 FT

BM NO.	STATION	DESCRIPTION	ELEV.
501	43+96.9, RT	PAINT DOT ON NW CORNER OF 4TH STEP	956.72
502	45+99.2, RT	CHISELED SQUARE ON EASTERLY CURB	939.23
503	48+57.4, LT	CHISELED X ON OLD RAILROAD RAIL	924.87

SIGN AND LIGHTS TO REMAIN
SIGN
R/W
HENNINGER ST
PI: 43+73.98HO
624 HORICON ST
DAVID KRAUSE
PI: 44+74.60HO
616 HORICON ST
JOSEPH THELEN &
SUSAN THELEN
SLOPE INTERCEPT
TLE
610 HORICON ST
CITY OF MAYVILLE
BM 503
522 HORICON ST
CITY OF MAYVILLE
AT&T
ALLIANT, CHARTER
ALLIANT
CITY OF MAYVILLE
44+00HO
BP: 10+00.00HE
45+00HO
STH 28 (HORICON ST.)
EP: 10+00.00CO
46+00HO
47+00HO
48+00HO
49+00HO
CONCRETE TERRACE
FEE
BM 501
ADD STAIRS TO EXISTING STAIRCASES
723 HORICON ST
DONALD KAEHNY
& JANICE KAEHNY
709 HORICON ST
JESSICA DUNHAM
SLOPE INTERCEPT
COMMERCE ST
615 HORICON ST
BM 502
TLE
605 HORICON ST
G.U. INVESTMENTS
5
5



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PLAN AND PROFILE: STH 28 (HORICON ST.)	SHEET 200	E



BM NO.	STATION	DESCRIPTION	ELEV.
504	54+58.6, LT	PAINT ON FLANGE BOLT "BURY" HYDRANT	941.62

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PLAN AND PROFILE: STH 28 (HORICON ST.)	SHEET 201 E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0501-P&P STH 28\0501 P&P STH 28.DWG
LAYOUT NAME - SHEET - (31)
PLOT DATE : 7/18/2017 2:32 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

322 HORICON ST
DALE TOELLNER &
KWEI LAN TOELLNER

314 HORICON ST
MICHAEL HOFF &
E LOUISE HOFF

310 HORICON ST
BRIAN LOHR

230 HORICON ST
ALISTAR CORPORATION

216 HORICON ST
L BRADLEY WILLIAMS &
JULIETTER WILLIAMS

321 HORICON ST
ROBERT G. GIONET

311 HORICON ST
JASON FREIMUTH &
FAY FREIMUTH

305 HORICON ST
DALE TOELLNER

209 HORICON ST
CP MAPLE LEAF 3 LLC

JOHN ST

STH 28 (HORICON ST.)

TLE
R/W
AT&T
ALLIANT, CHARTER
CITY OF MAYVILLE
REMOVE TREE
ALLIANT
SLOPE INTERCEPT
SIGN
BM 408

56+00HO 57+00HO 58+00HO 59+00HO 60+00HO 61+00HO 62+00

BM NO.	STATION	DESCRIPTION	ELEV.
408	59+13.5, LT	CHISELED X ON BOLT TOP FLANGE, NE QUAD. JOHN ST	934.62

960.00 950.00 940.00 930.00 925.00

VPC STA 55+90.00 VPC EL 934.33
VPI STA 56+60.00 VPI EL 932.90
VPT STA 57+30.00 VPT EL 932.55
VPC STA 57+85.50 VPC EL 932.27
VPI STA 58+38.00 VPI EL 932.00
VPT STA 58+90.50 VPT EL 932.71
VPC STA 59+52.00 VPC EL 933.55
VPI STA 60+22.00 VPI EL 934.500
VPT STA 60+92.00 VPT EL 933.51
VPC STA 61+55.00 VPC EL 932.62

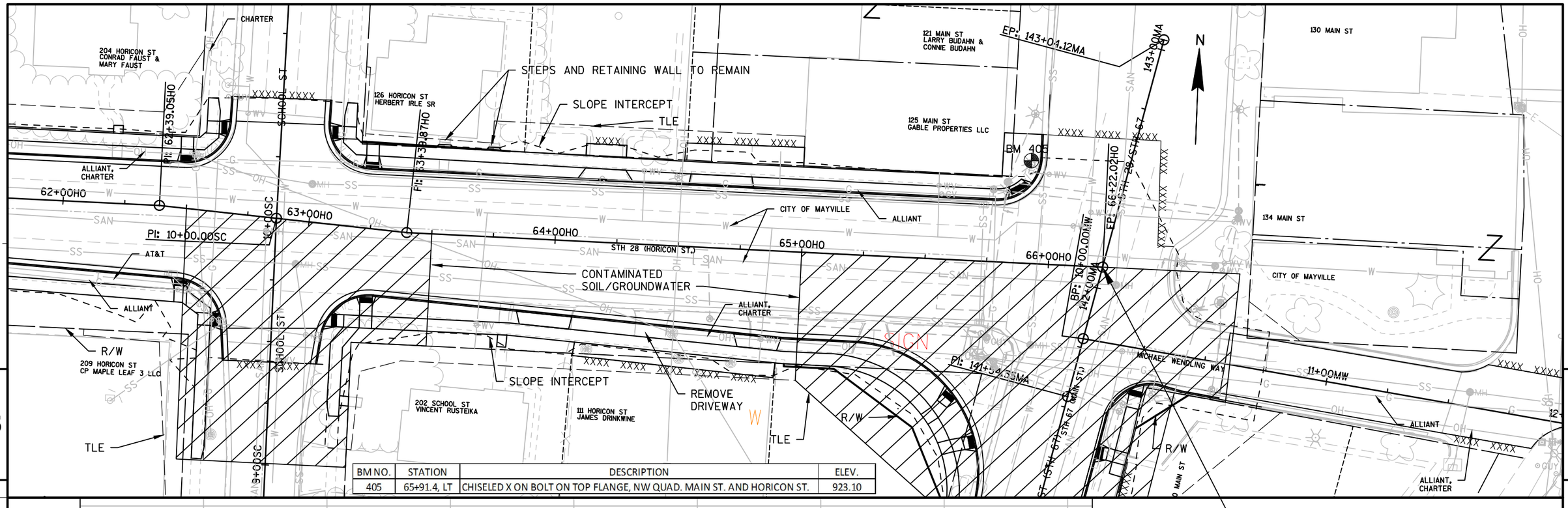
VCL = 140.00
K = 92.00
-0.51%
VCL = 105.00
K = 56.24
EXISTING PROFILE
1.36%
FINISHED PROFILE
VCL = 140.00
K = 50.45
-1.42%
VCL = 200.00
K = 103.67

55 56 57 58 59 60 61 6

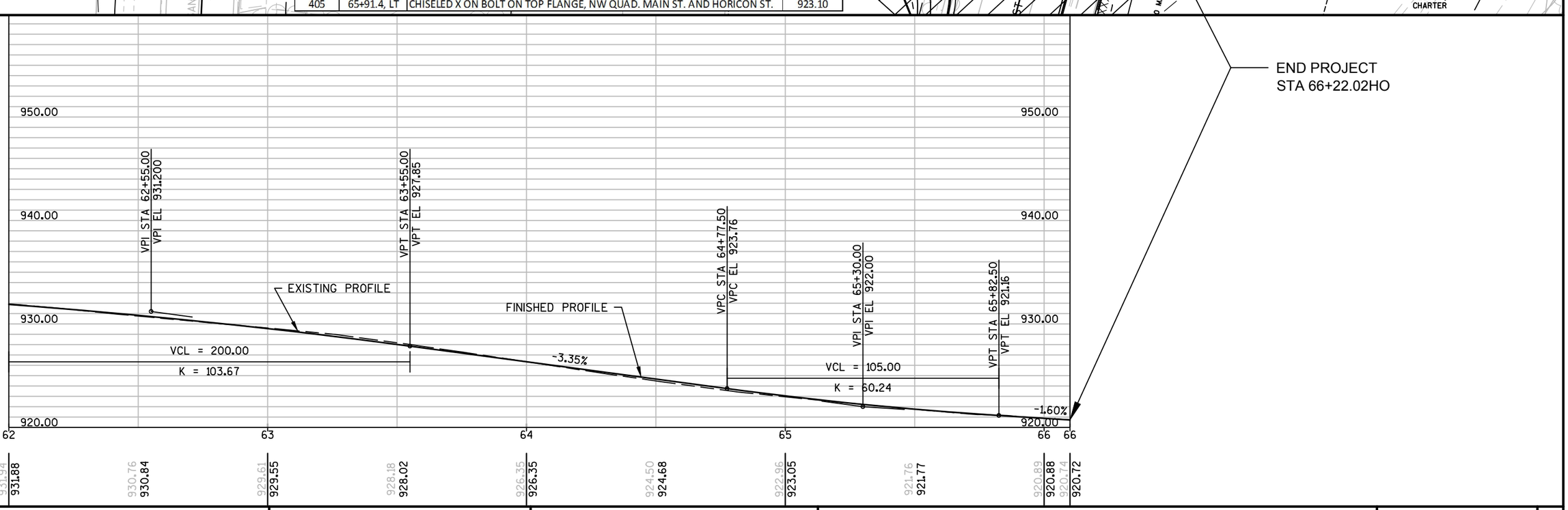
934.80 934.63 934.27 934.13 933.55 933.30 933.02 932.75 932.55 932.45 932.30 932.21 932.51 932.31 933.12 932.84 933.75 933.52 934.17 933.97 934.10 933.93 933.65 933.40 932.91 932.69 931.94

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PLAN AND PROFILE: STH 28 (HORICON ST.)	SHEET 202	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0501-P&P STH 28\0501 P&P STH 28.DWG
LAYOUT NAME - SHEET - (32)
PLOT DATE : 7/12/2017 3:36 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:40 FT

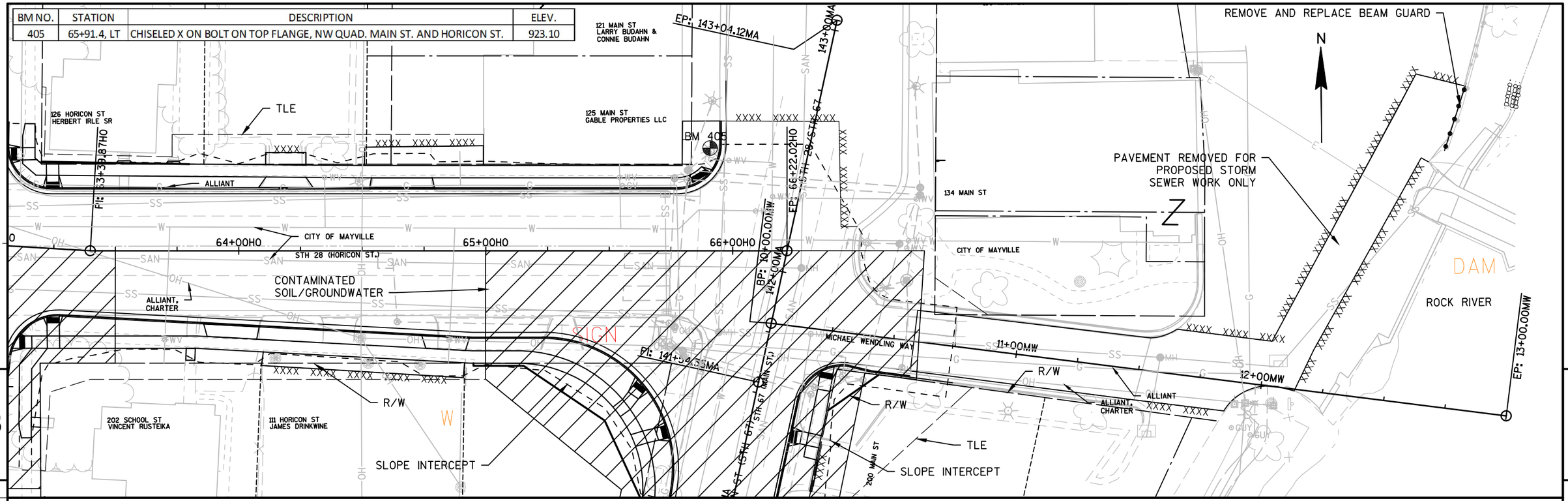


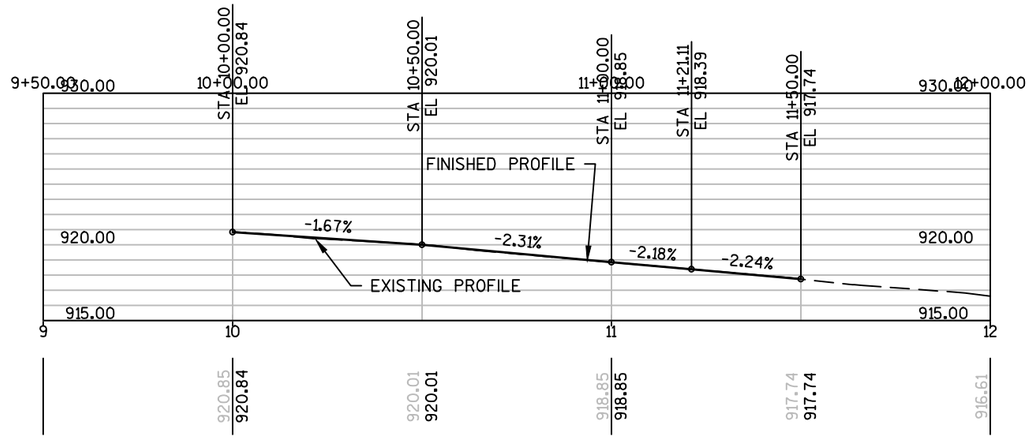
BM NO.	STATION	DESCRIPTION	ELEV.
405	65+91.4, LT	CHISELED X ON BOLT ON TOP FLANGE, NW QUAD. MAIN ST. AND HORICON ST.	923.10



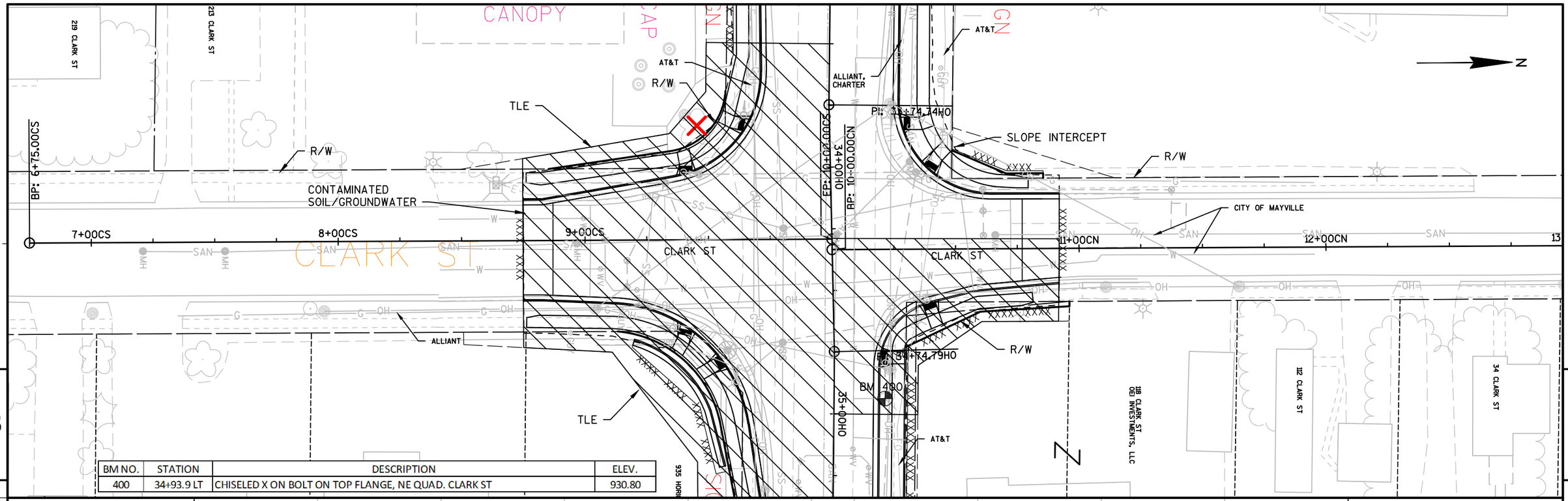
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PLAN AND PROFILE: STH 28 (HORICON ST.)	SHEET 203 E

BM NO.	STATION	DESCRIPTION	ELEV.
405	65+91.4, LT	CHISELED X ON BOLT ON TOP FLANGE, NW QUAD. MAIN ST. AND HORICON ST.	923.10

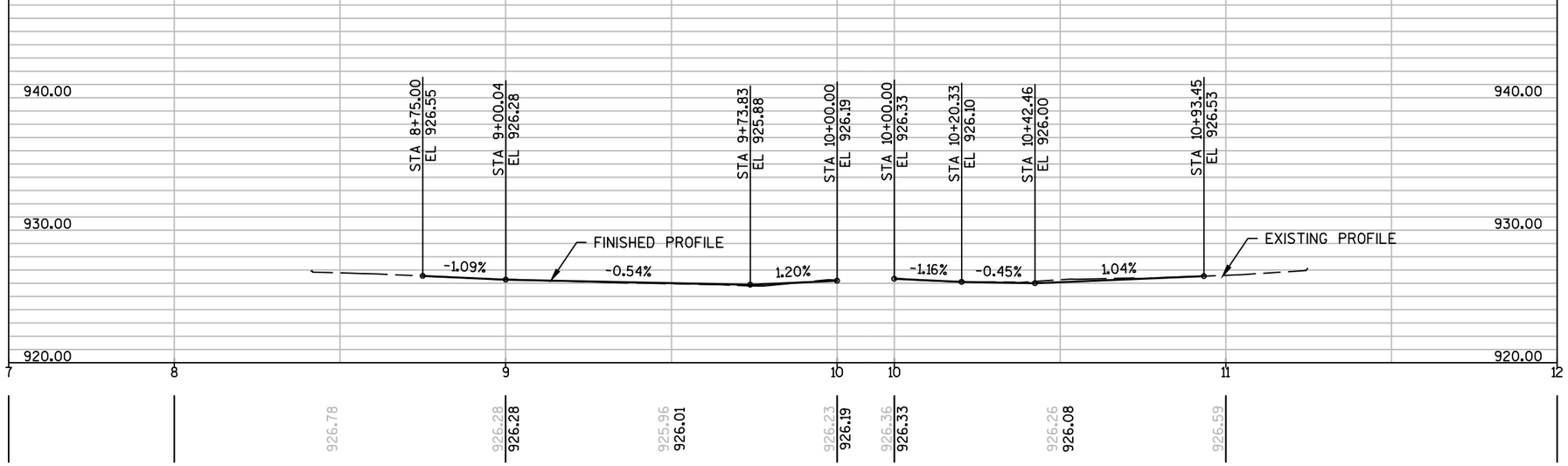




PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PLAN AND PROFILE: MICHAEL WENDLING WAY	SHEET 204	E



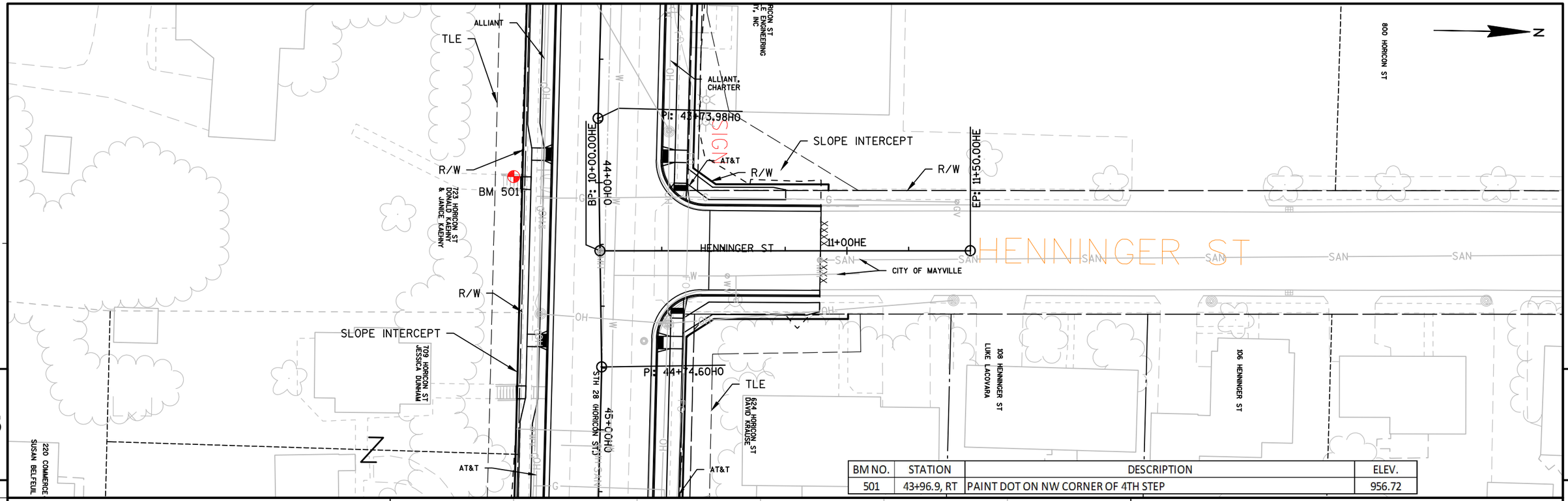
BM NO.	STATION	DESCRIPTION	ELEV.
400	34+93.9 LT	CHISELED X ON BOLT ON TOP FLANGE, NE QUAD. CLARK ST	930.80



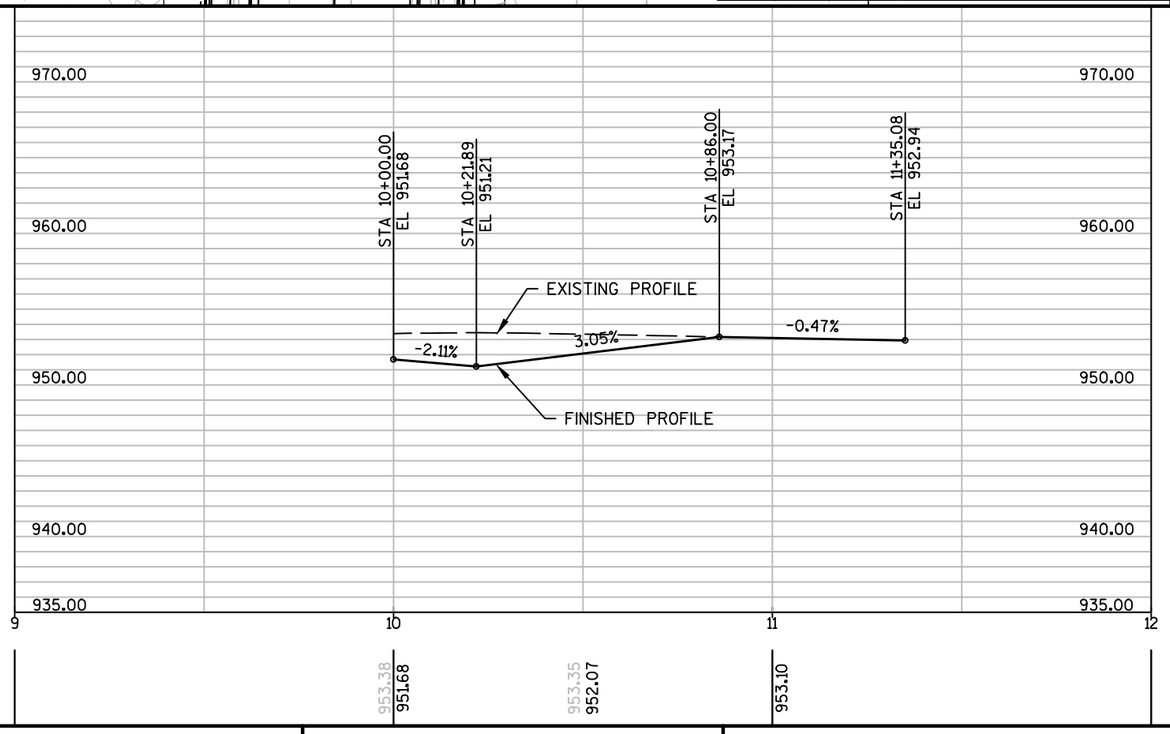
CLARK STREET 'SOUTH'

CLARK STREET 'NORTH'

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PLAN AND PROFILE: CLARK STREET	SHEET 205 E



BM NO.	STATION	DESCRIPTION	ELEV.
501	43+96.9, RT	PAINT DOT ON NW CORNER OF 4TH STEP	956.72



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	PLAN AND PROFILE: HENNINGER ST.	SHEET 206 E

Standard Detail Drawing List

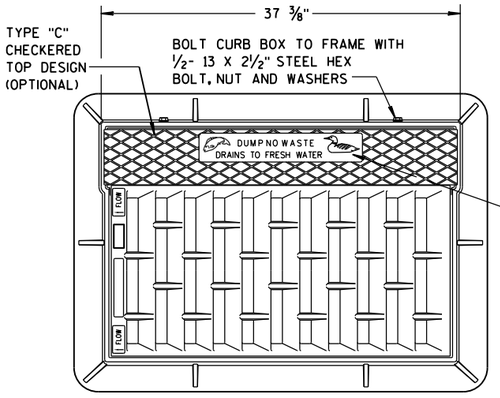
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-19A	CURB RAMPS TYPES 1 AND 1-A
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19C	CURB RAMPS TYPES 4A AND 4A1
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-01	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-01	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B16-01	PULL BOX NON-CONDUCTIVE
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09D05-01	L30 LIGHTING CONTROL CABINET 240/480 VOLT
09E01-14B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09F13-04	LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C18-05A	CONCRETE PAVEMENT JOINTING
13C18-05B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-05C	CONCRETE PAVEMENT JOINT TYPES
13C18-05D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
14B42-05A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-03A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-14A	PAVEMENT MARKING SYMBOLS
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C07-14E	PAVEMENT MARKING FOR BIKE LANES
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
15C29-05A	BICYCLE LANE MARKING

6

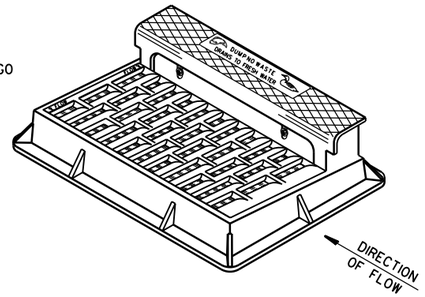
Standard Detail Drawing List

15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-01A	PAVEMENT MARKING (INTERSECTIONS)
15D30-03A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-03B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

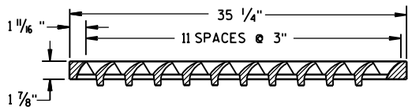
6

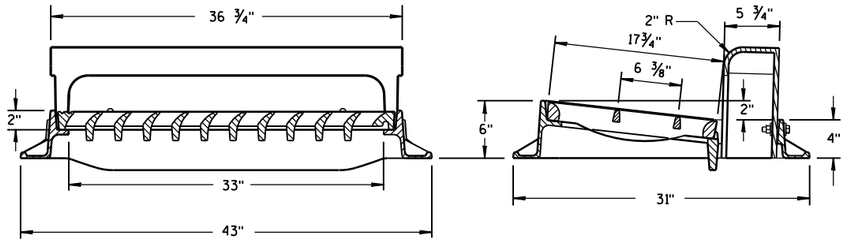


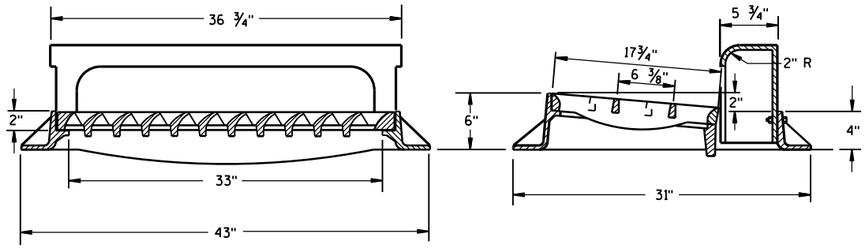
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

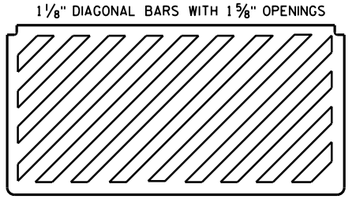






TYPE "H"

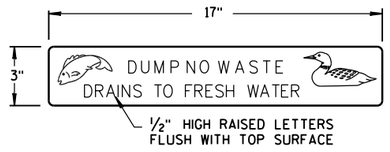
NOTE: EITHER CASTING IS ACCEPTABLE



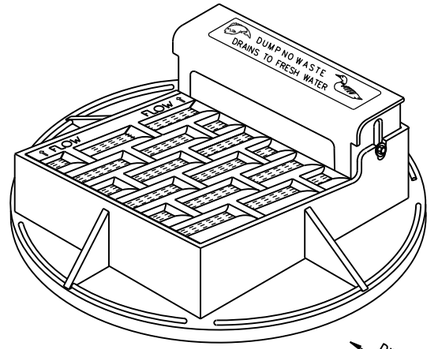
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

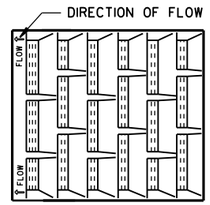
NOTE:
GRATE IS REVERSIBLE.

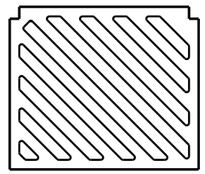
GENERAL NOTES

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

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

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

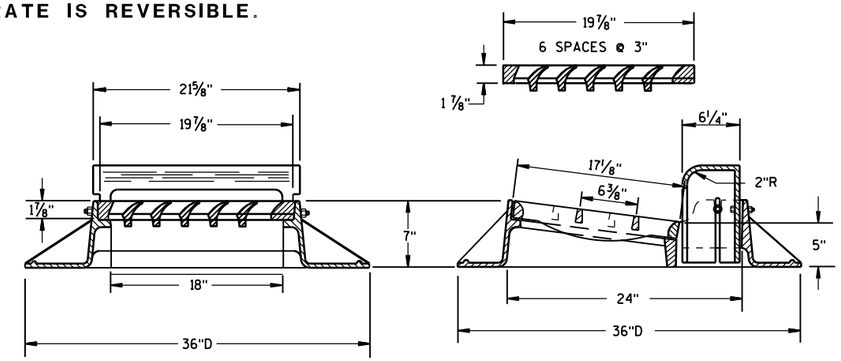




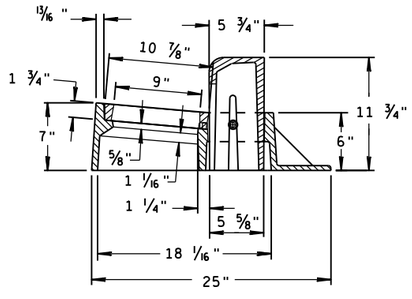
SPECIAL GRATE FOR TYPE "A" COVER

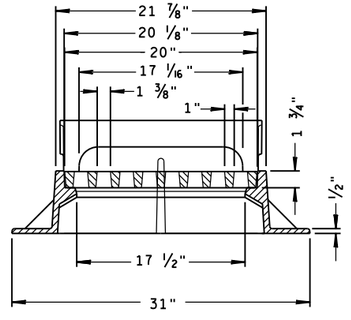
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

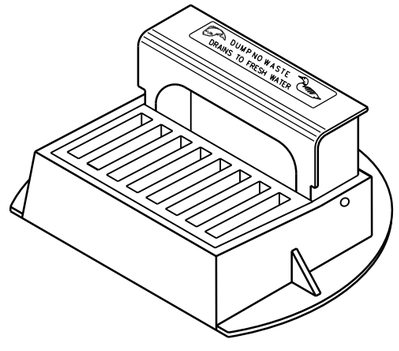


TYPE "A"





TYPE "Z"

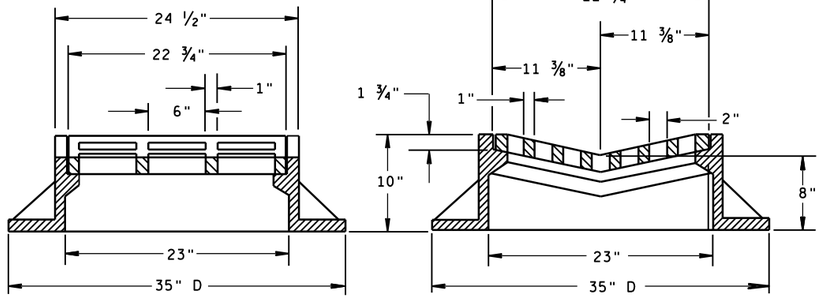


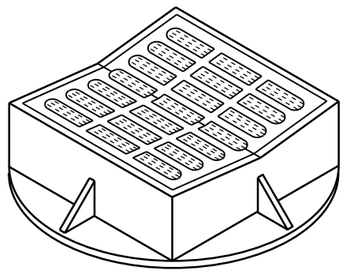
INLET COVERS
TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

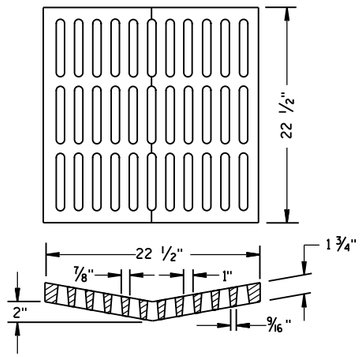
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

S.D.D. 8 A 5-19a



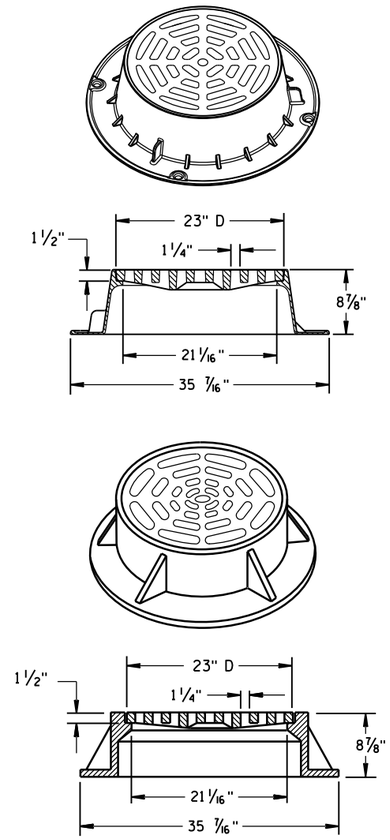


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

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



TYPE "C"

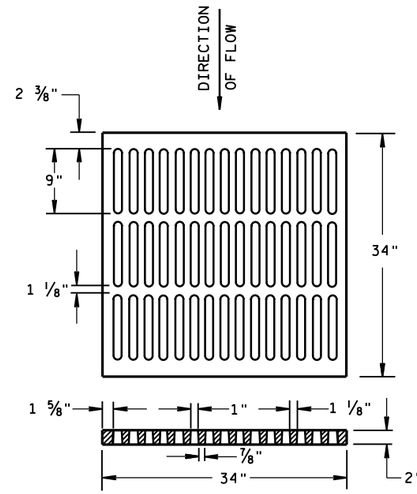
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

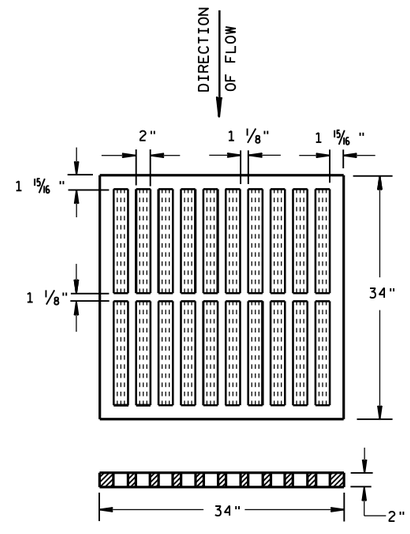
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



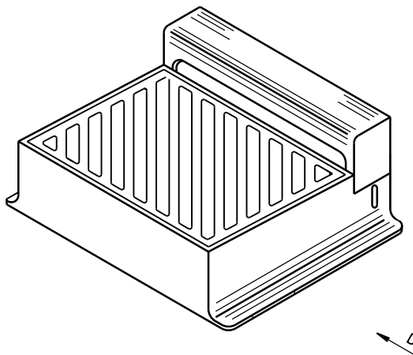
ALTERNATIVE TYPE "MS"

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



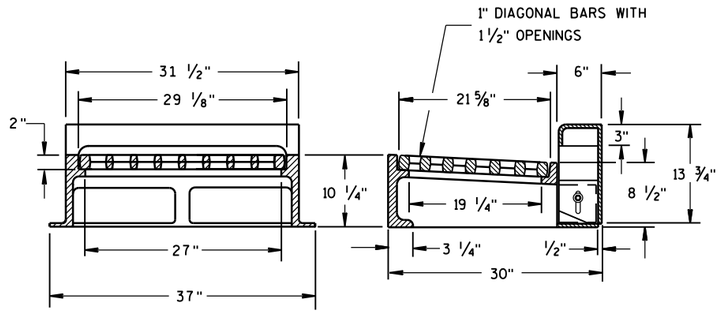
TYPE "MS"

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



DIRECTION OF FLOW

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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

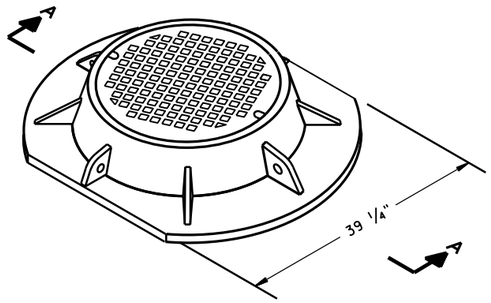
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

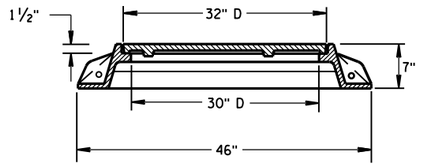
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

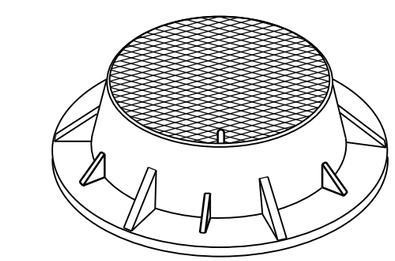
6

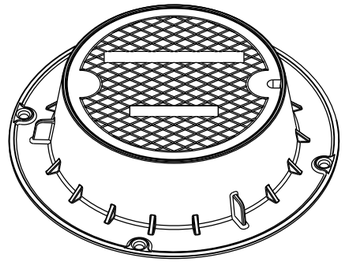
S.D.D. 8 A 5-19b

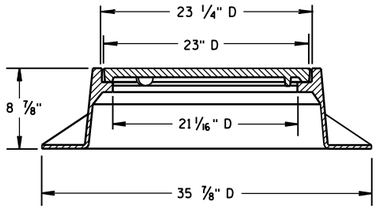


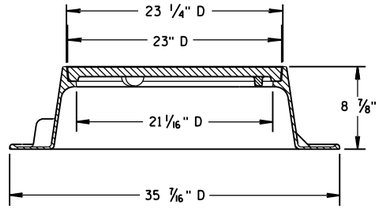


SECTION A-A
TYPE "K"









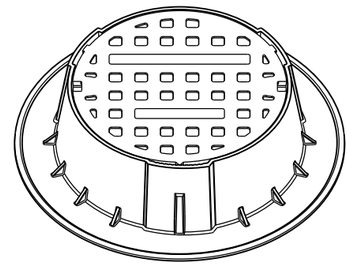
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

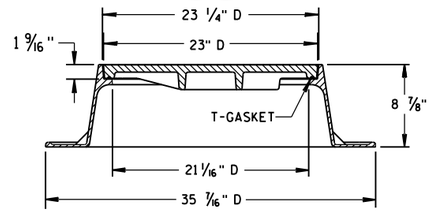
GENERAL NOTES

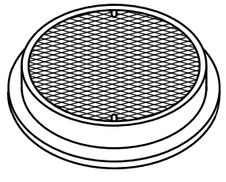
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

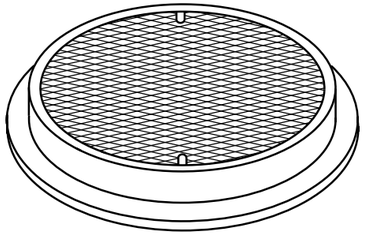
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

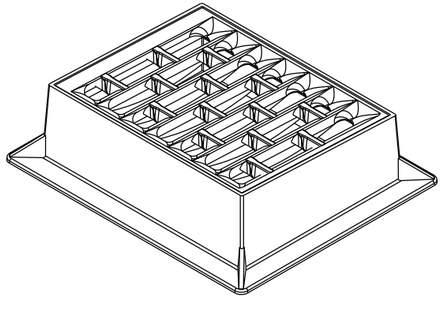
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

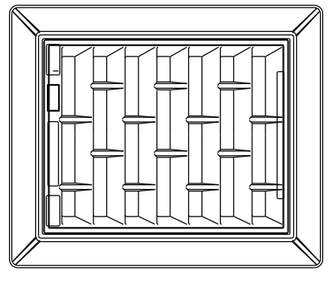


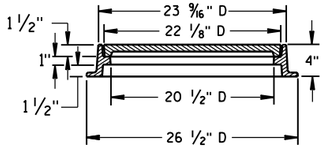




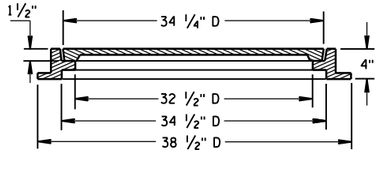




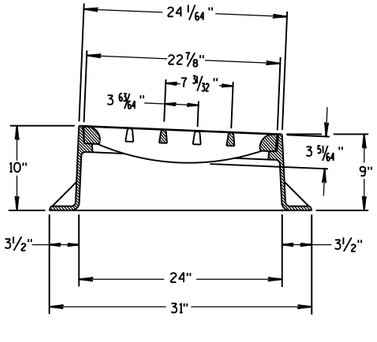


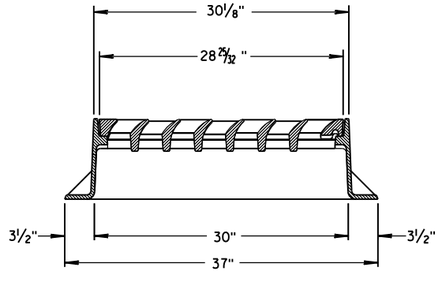


TYPE "L"

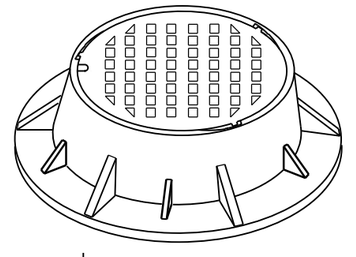


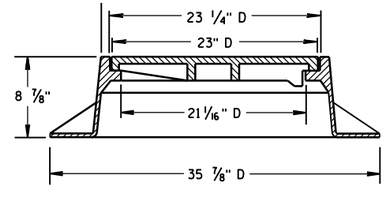
TYPE "M"





INLET COVER TYPE "BW"





TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE

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

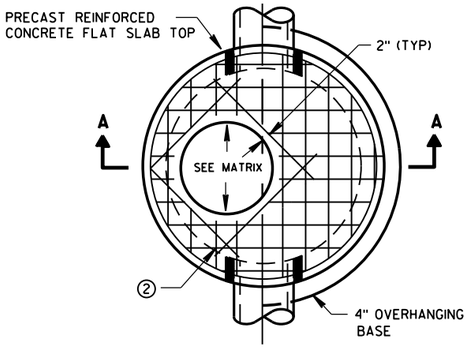
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

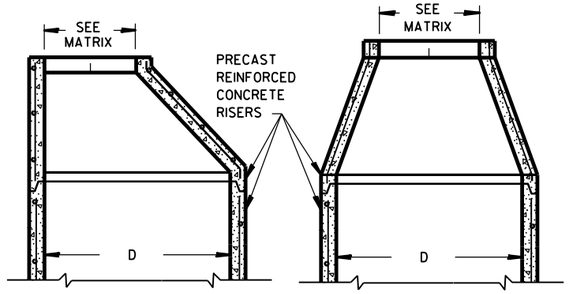
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

S.D.D. 8 A 5-19d

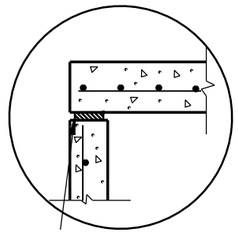


PLAN VIEW CIRCULAR OPENING

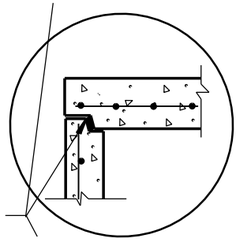


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

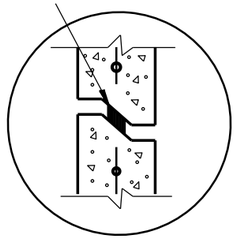


TOP WITH PLAIN END JOINT



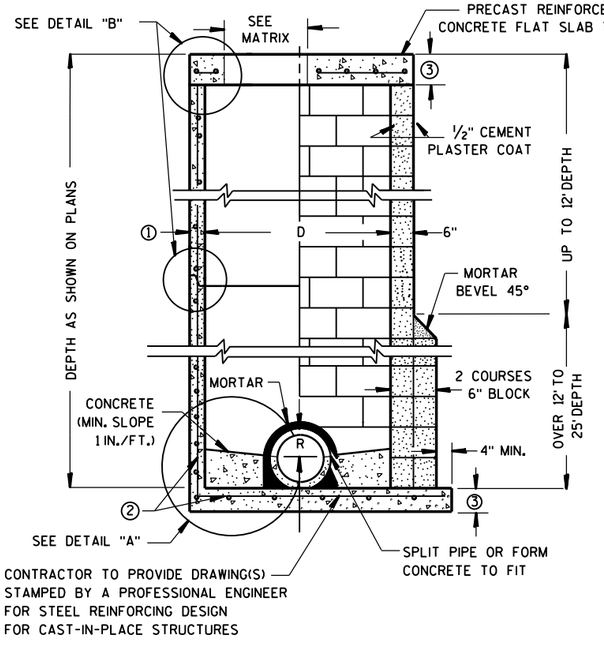
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



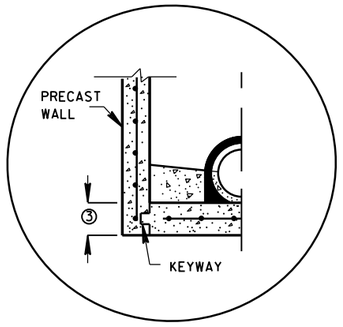
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

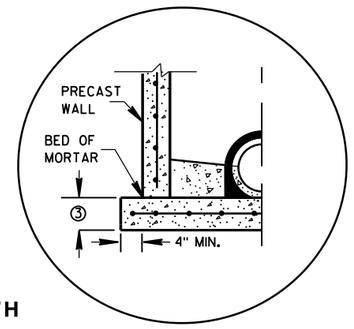


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

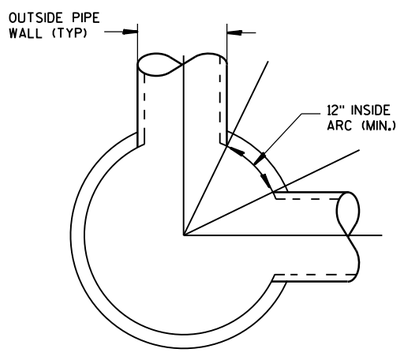


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

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

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

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

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

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

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

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

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

STATE OF WISCONSIN
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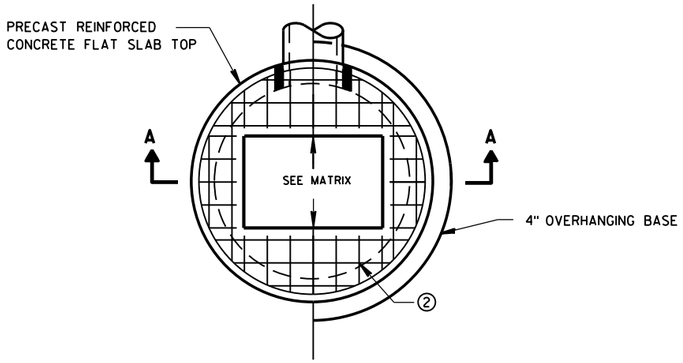
APPROVED

Sept., 2016
DATE

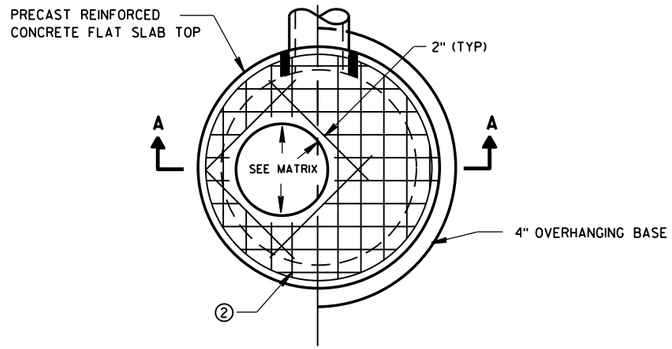
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
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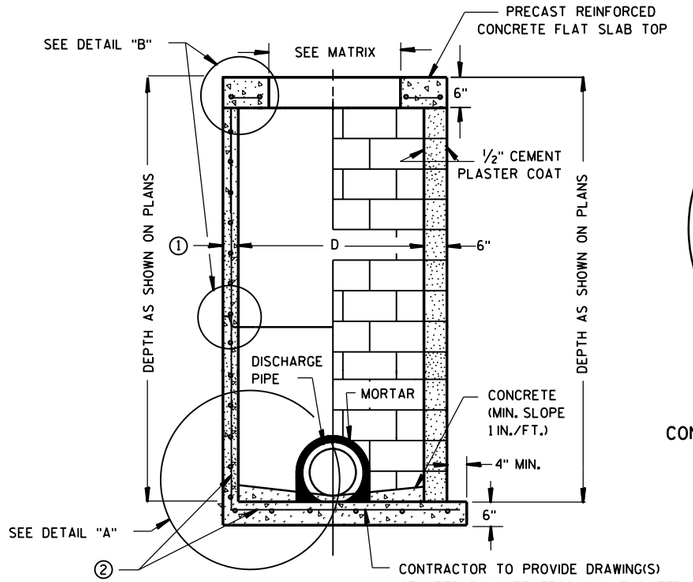
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S.D.D. 8 B 9-2



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

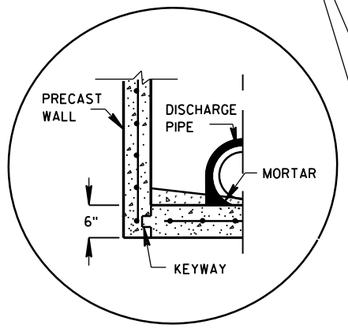


SECTION A-A

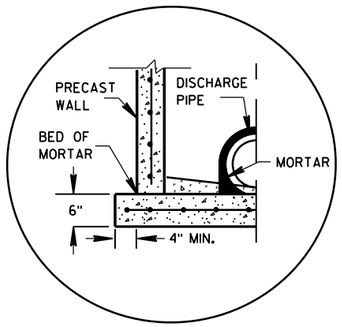
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

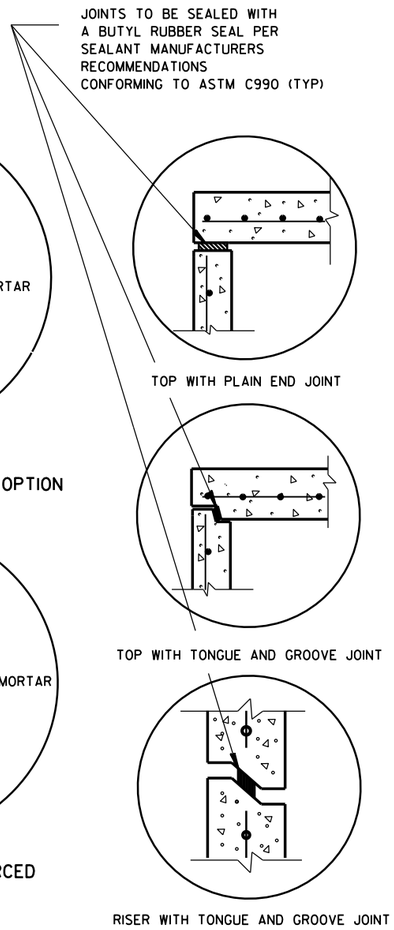


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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

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

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

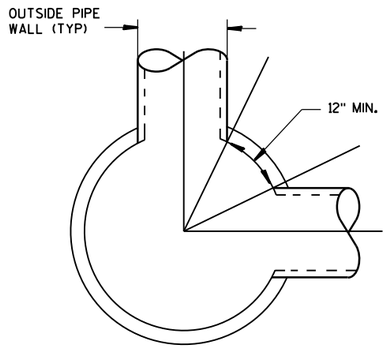
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

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

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

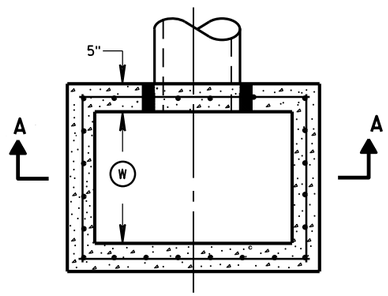
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept.. 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS | UNIT SUPERVI ENT
FHWA

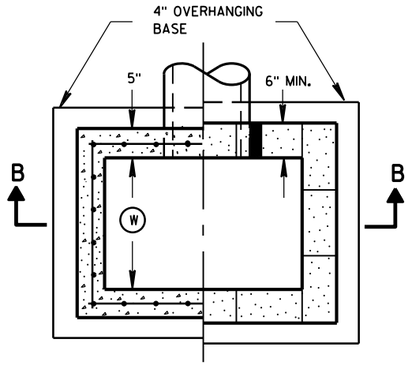
INLETS 3-FT AND 4-FT DIAMETER

6

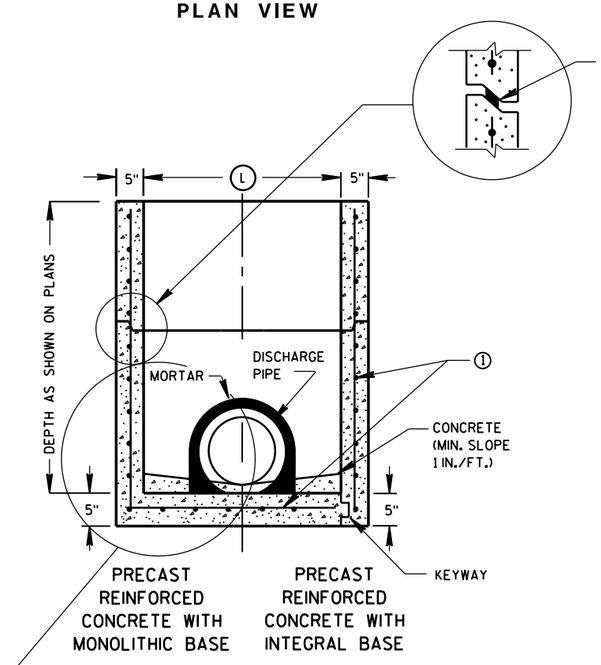
S.D.D. 8 C 6-2



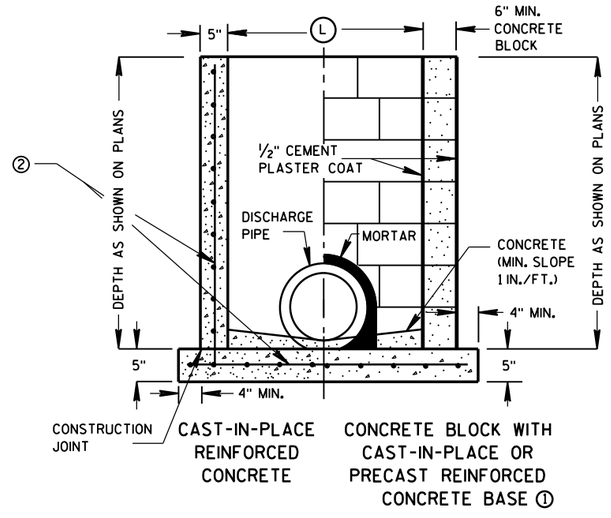
PLAN VIEW



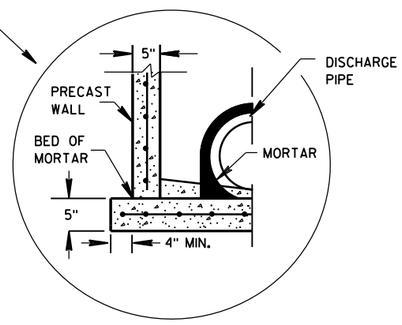
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

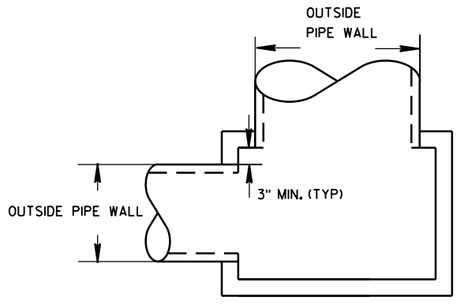
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



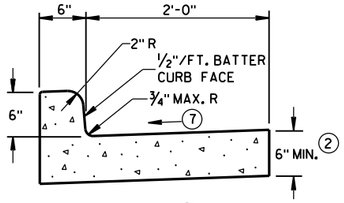
DETAIL "A"

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

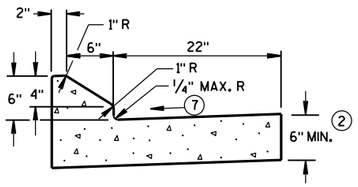
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
UNIT SUPERVIS
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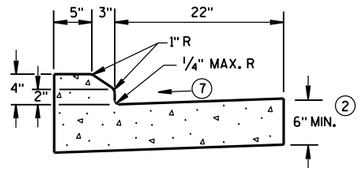
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



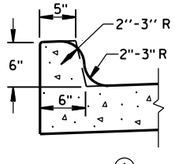
TYPES A (1) & D



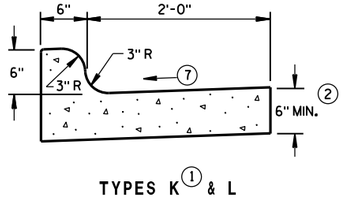
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

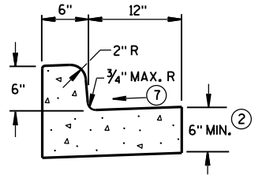


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



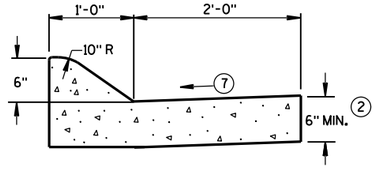
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

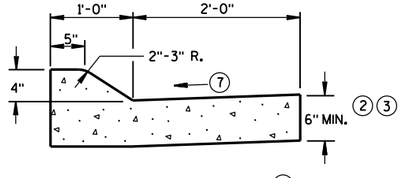


TYPES A (1) & D

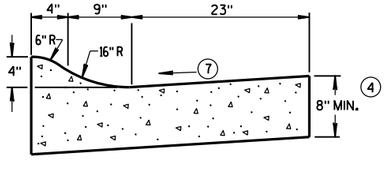
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

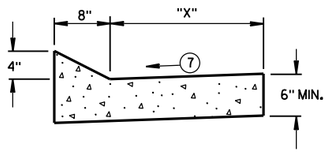


4" SLOPED CURB TYPES A (1) & D



4" SLOPED CURB TYPES R (1) & T (5)

CONCRETE CURB & GUTTER 36"



TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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

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.

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.

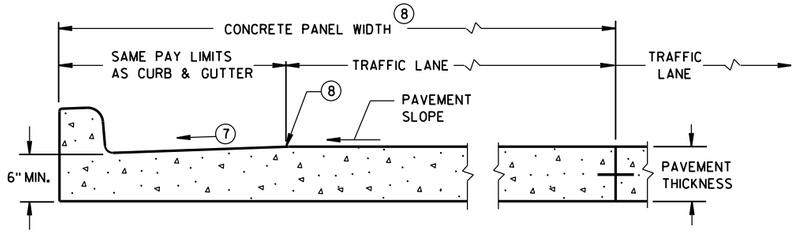
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

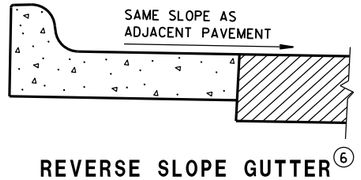
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB & GUTTER

* BIKE LANE IS NOT SHOWN.



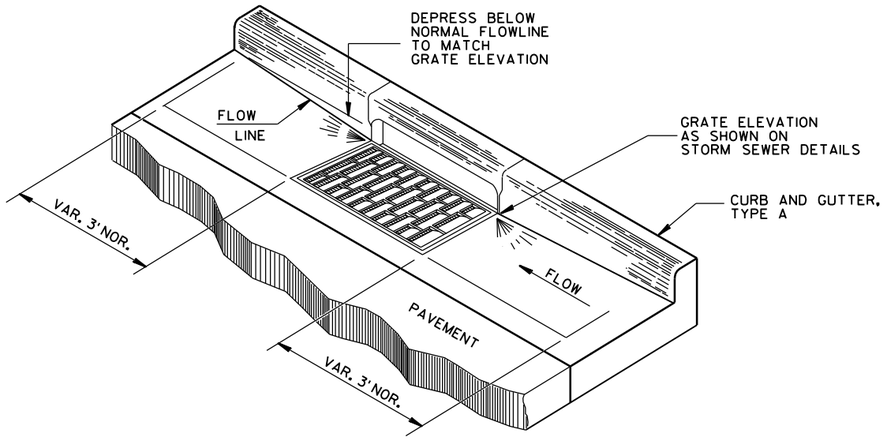
REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 8 D 1-20a

6



DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

GENERAL NOTES

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

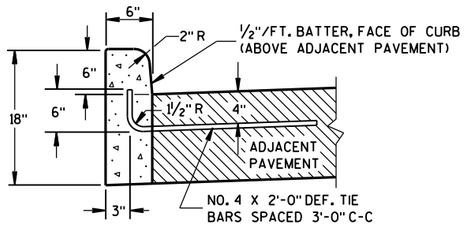
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

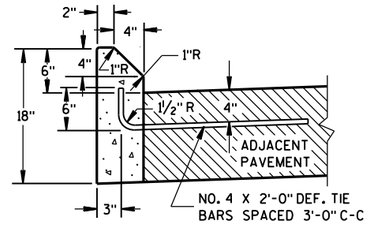
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(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.

(9) REFER TO SDD 8D18 AND SDD 8D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

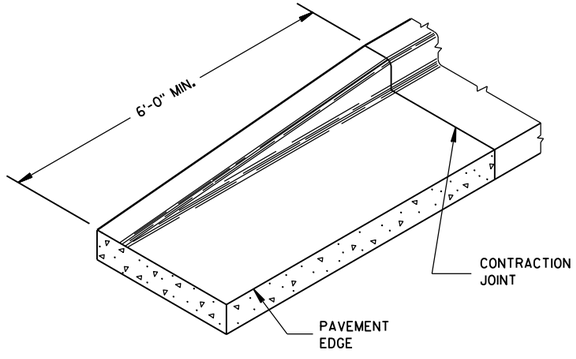


TYPES A(1) & D

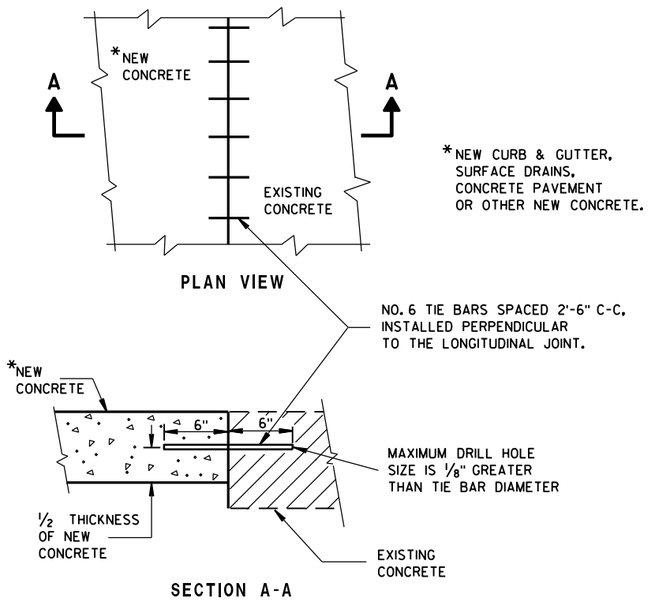


TYPES G(1) & J

CONCRETE CURB



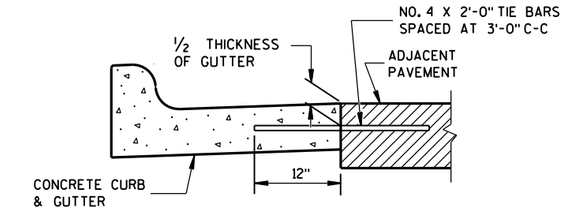
END SECTION CURB & GUTTER



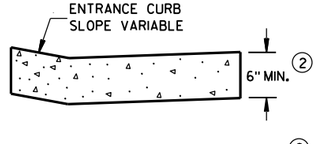
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA
ENT

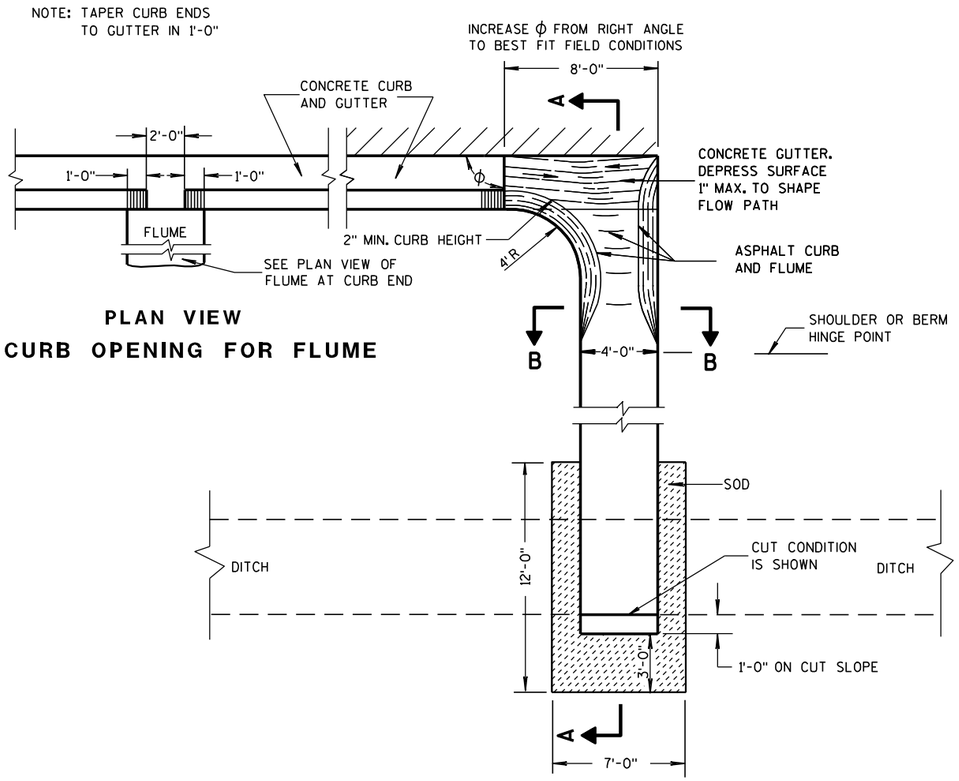
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S.D.D. 8 D 1-20b

6

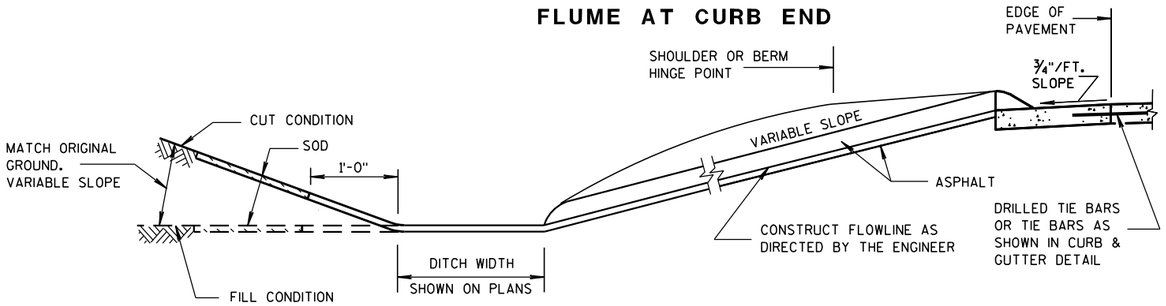
S.D.D. 8 D 1-20b

ASPHALTIC FLUME

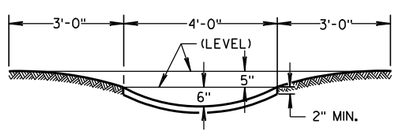


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

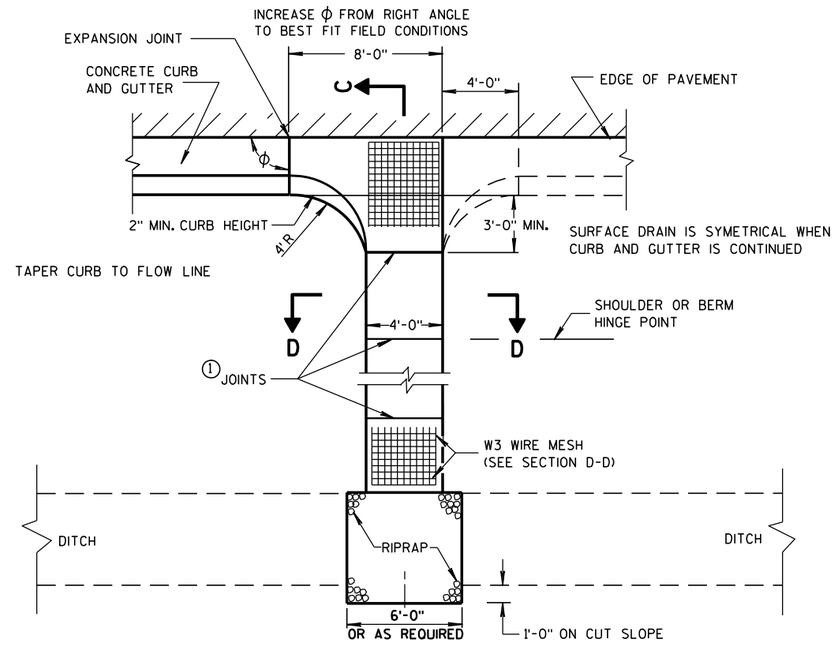
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

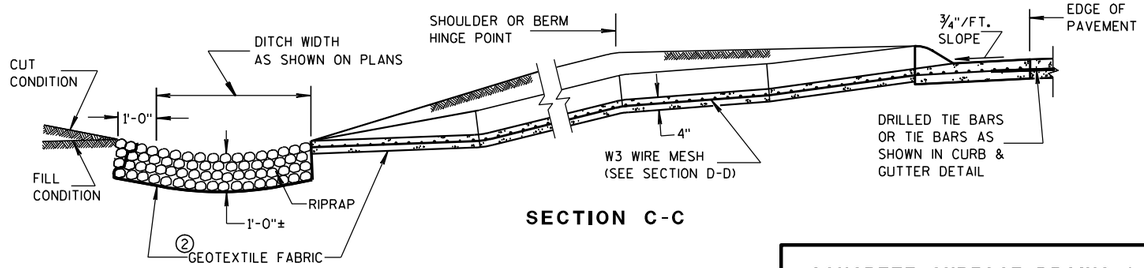
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

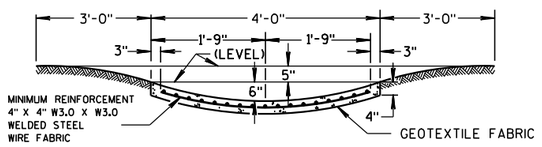
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



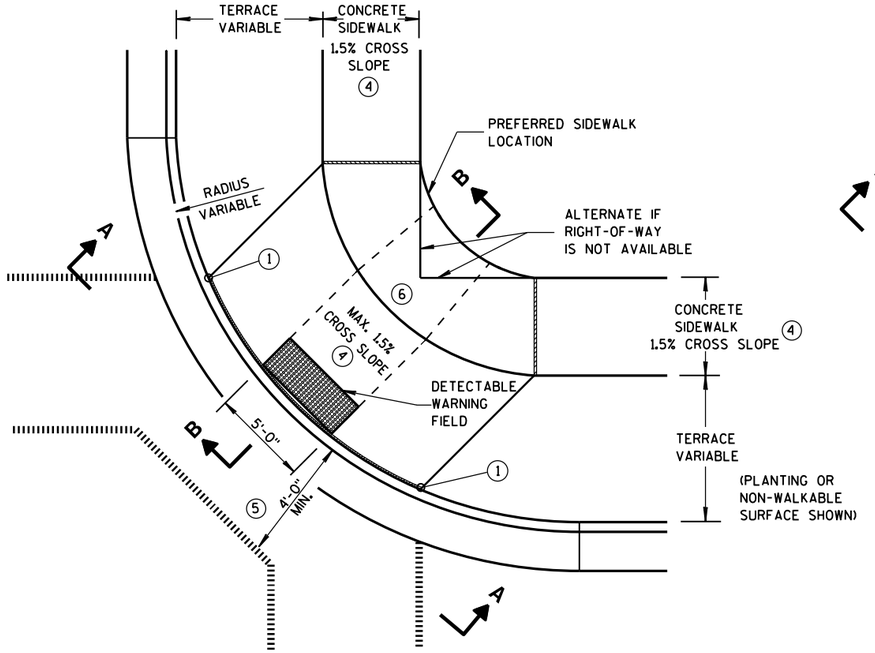
SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
217
MENT

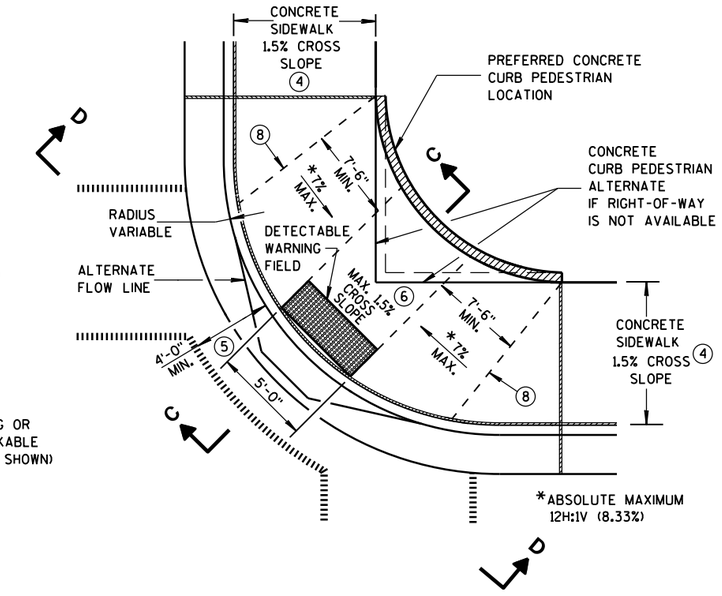
FHWA



PLAN VIEW

TYPE 1 RAMP

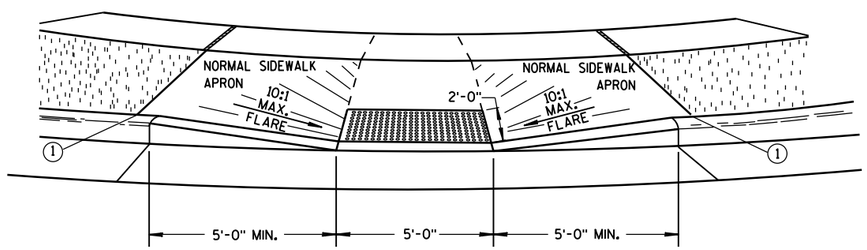
(CENTER OF CORNER RADIUS)



PLAN VIEW

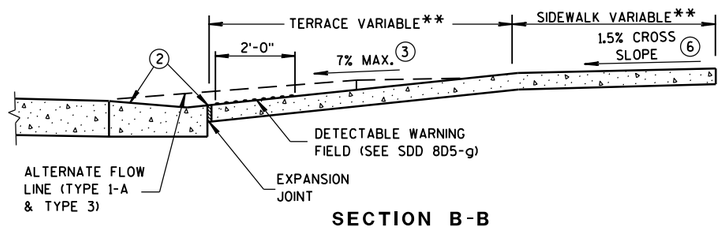
TYPE 1-A RAMP

(NO TERRACE)

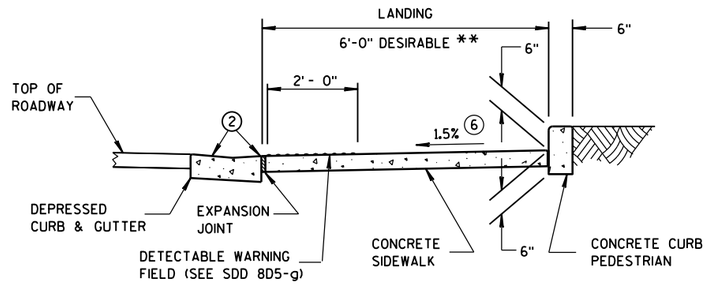


VIEW A-A

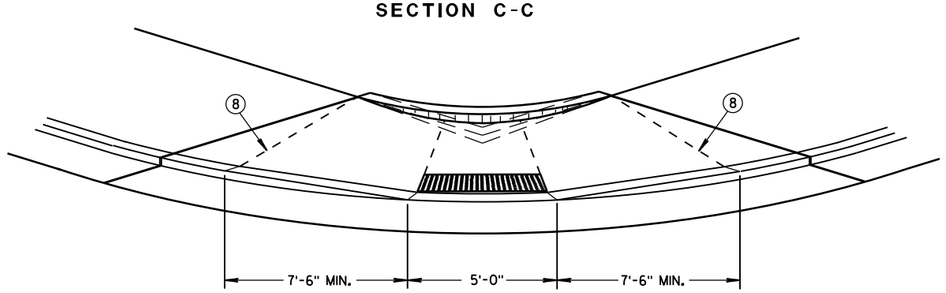
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

GENERAL NOTES

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

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 MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

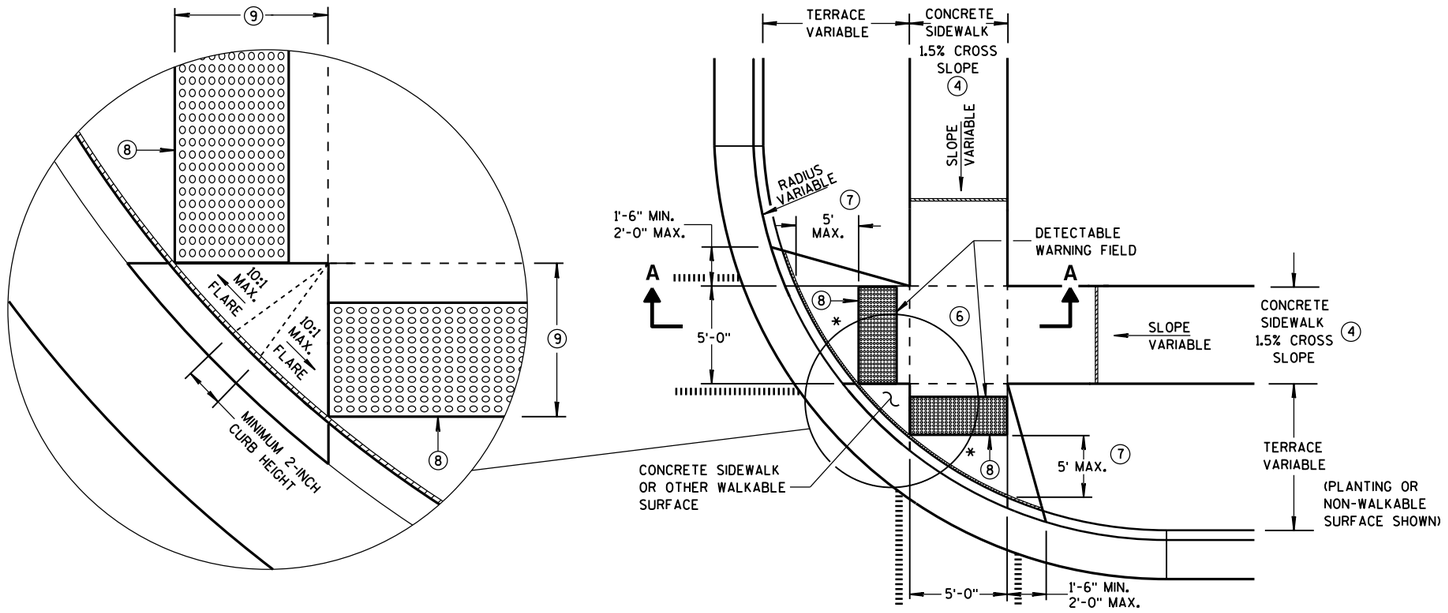
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

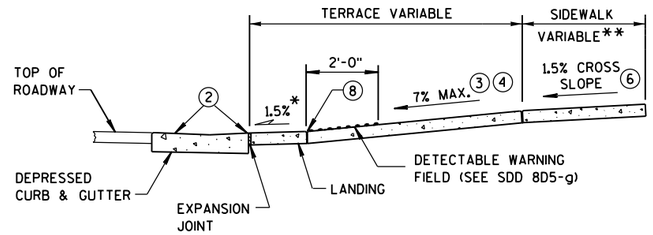
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S.D.D. 8 D 5-19a



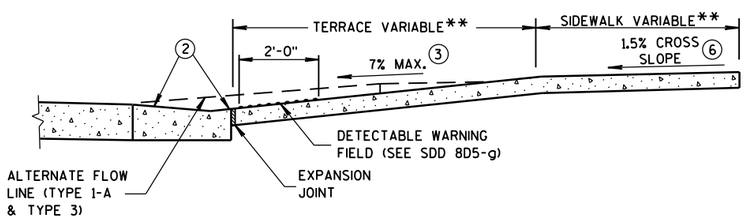
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

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

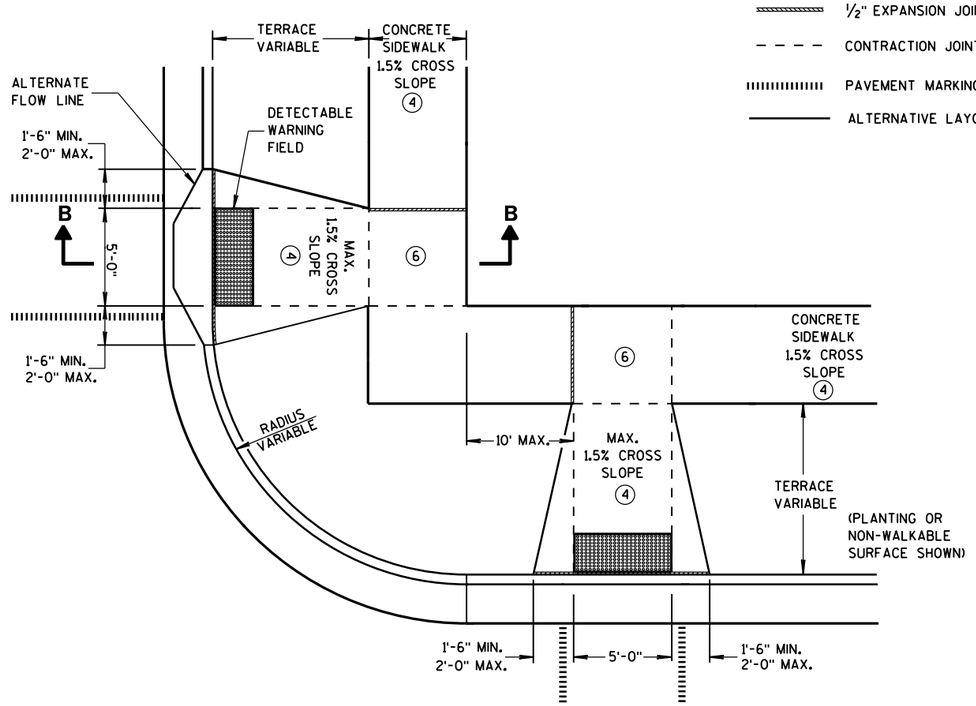


SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(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 GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

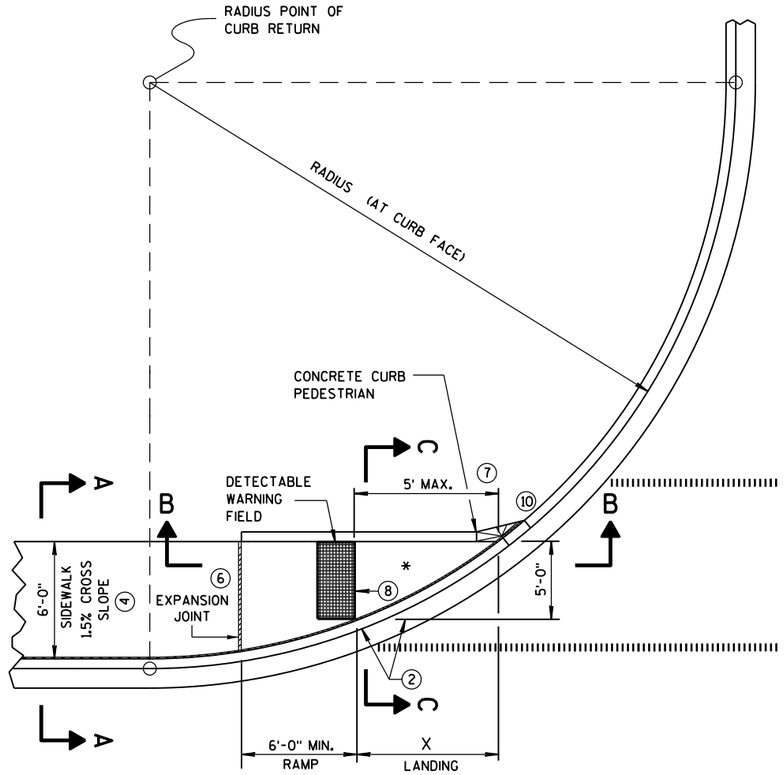
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

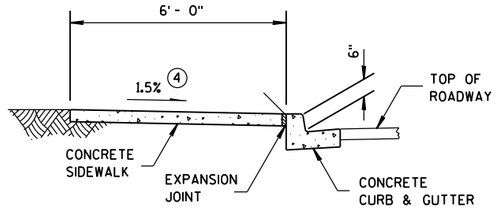
S.D.D. 8 D 5-19b



CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X
10 FEET	4'-7"
15 FEET	6'-5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

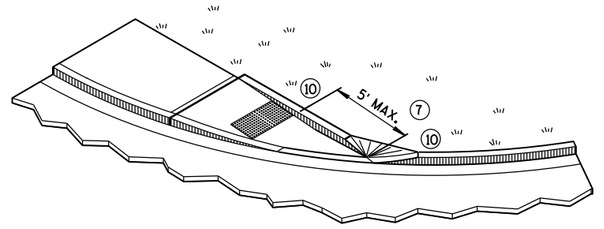
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

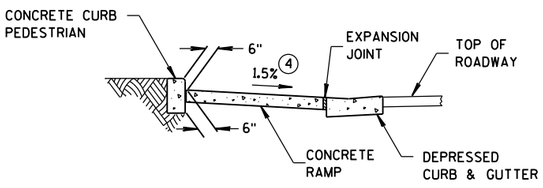
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

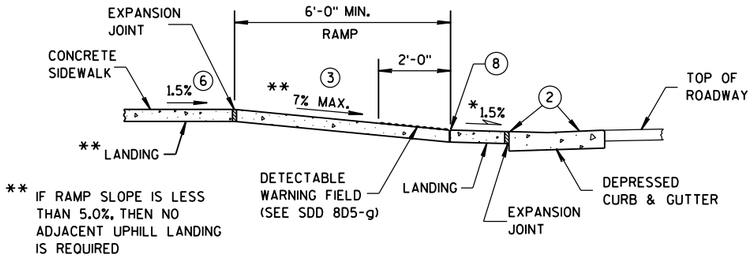
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



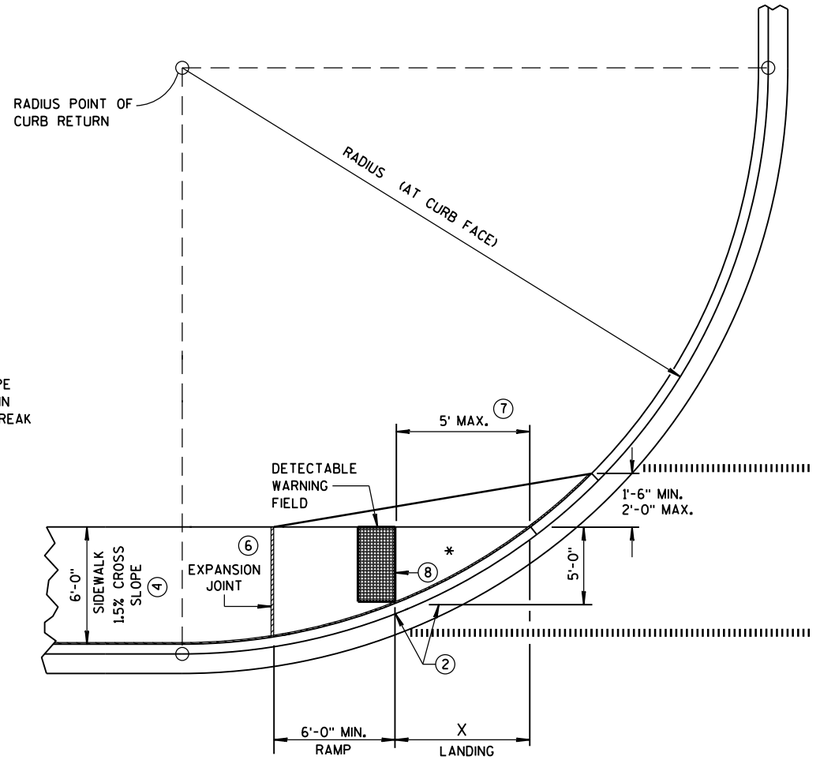
SECTION C-C FOR TYPE 4A



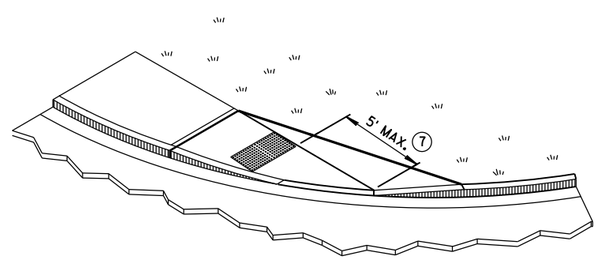
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4A

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



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

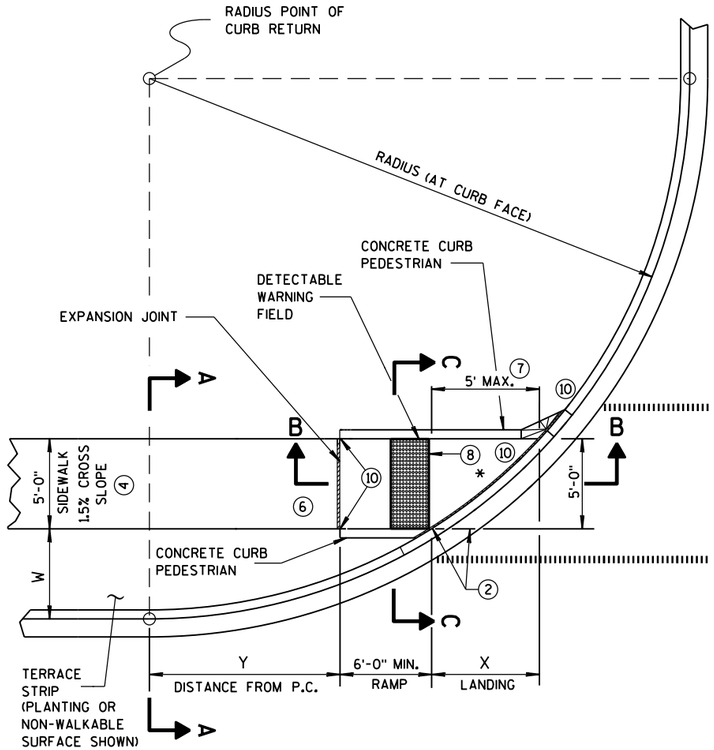
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

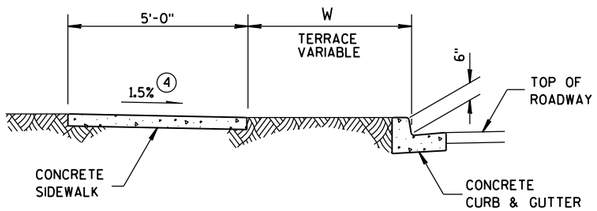
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

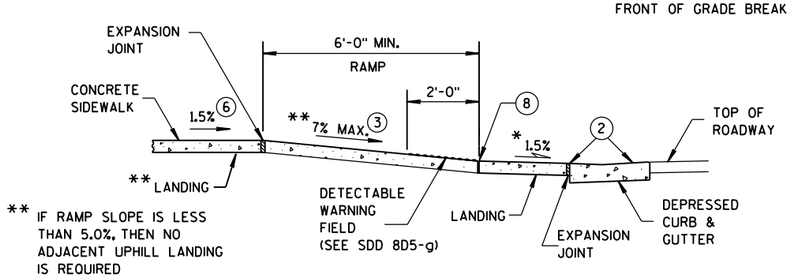
S.D.D. 8 D 5-19c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



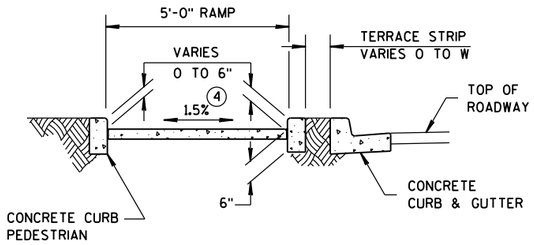
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

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

SECTION B-B FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"		W = 8'-0"		W = 9'-0"		W = 10'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2'-10¼"	0'-5"	2'-1"	1'-4½"	1'-5"	2'-1"	0'-10"	2'-7½"	0'-3¼"	3'-0¼"						
15 FEET	4'-6¾"	2'-1¾"	3'-9"	3'-5¼"	3'-1¼"	4'-6"	2'-6¾"	5'-4½"	2'-1"	6'-1"	1'-8"	6'-8½"	1'-3¼"	7'-2½"	0'-10¾"	7'-7¼"
20 FEET	5'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-7"	3'-3"	8'-6½"	2'-10"	9'-4½"	2'-5½"	10'-1¼"	2'-1¼"	10'-9"
30 FEET			6'-9¼"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"	4'-5½"	13'-7¾"	4'-0¾"	14'-8½"	3'-8½"	15'-8¼"
40 FEET									6'-1¾"	15'-8½"	5'-8"	17'-2"	5'-3"	18'-5¾"	4'-10¾"	19'-8¼"
50 FEET															5'-10¼"	23'-2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C-C FOR TYPE 4B

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

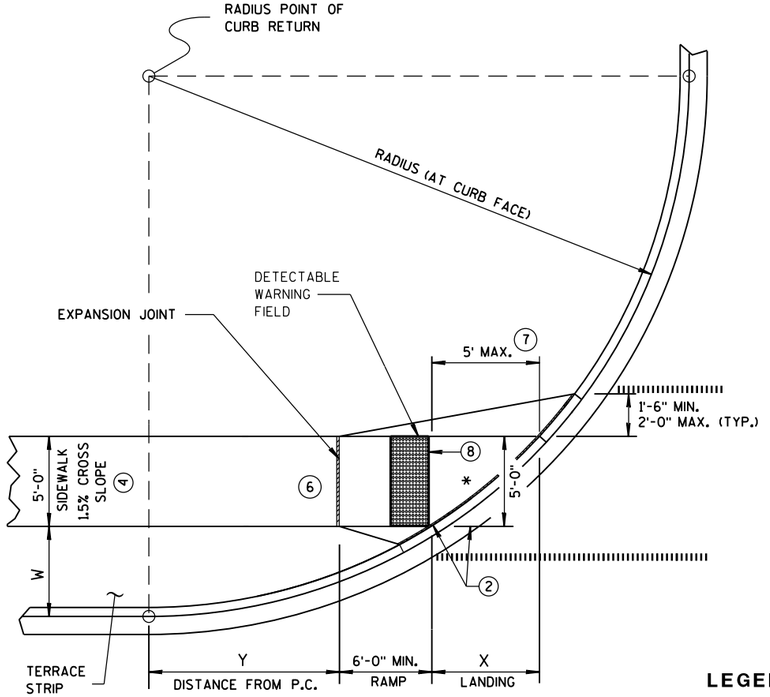
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

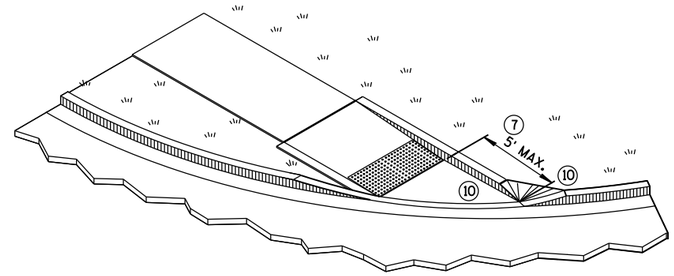
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

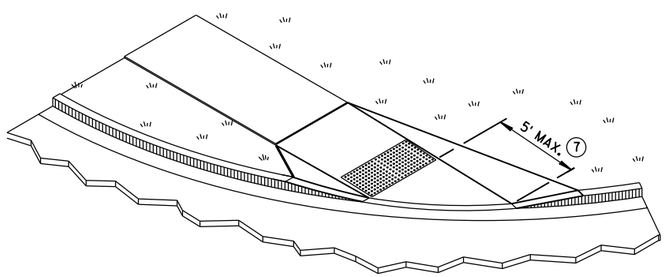
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

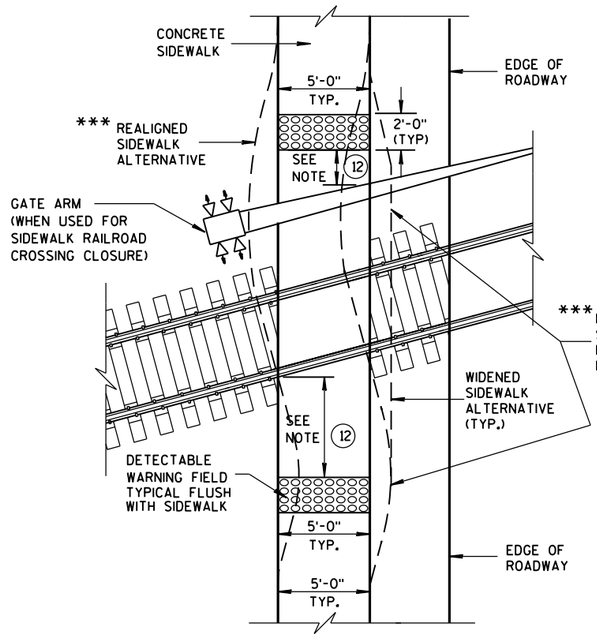
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

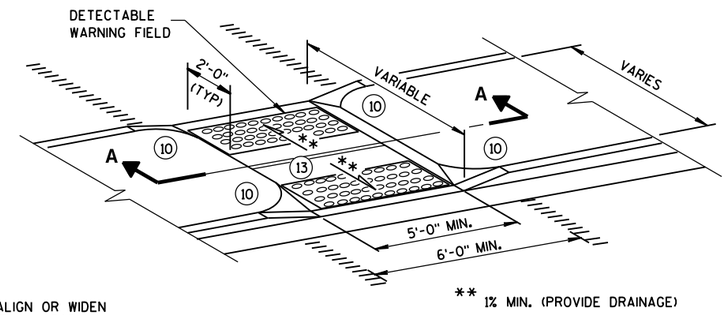
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S.D.D. 8 D 5-19d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

GENERAL NOTES

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

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 MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(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.

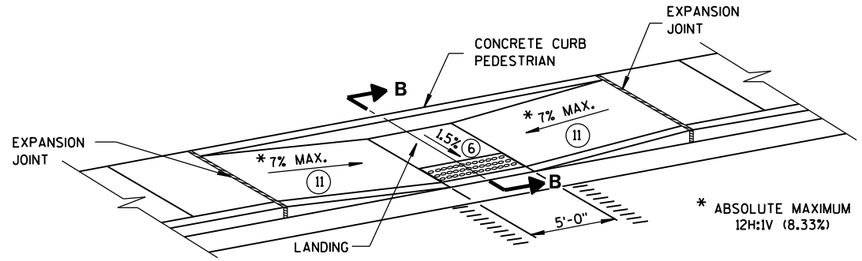
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

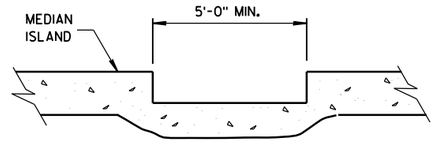
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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.

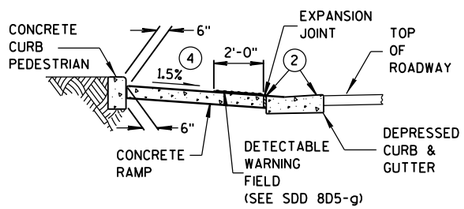
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



MID-BLOCK CROSSING
TYPE 7A

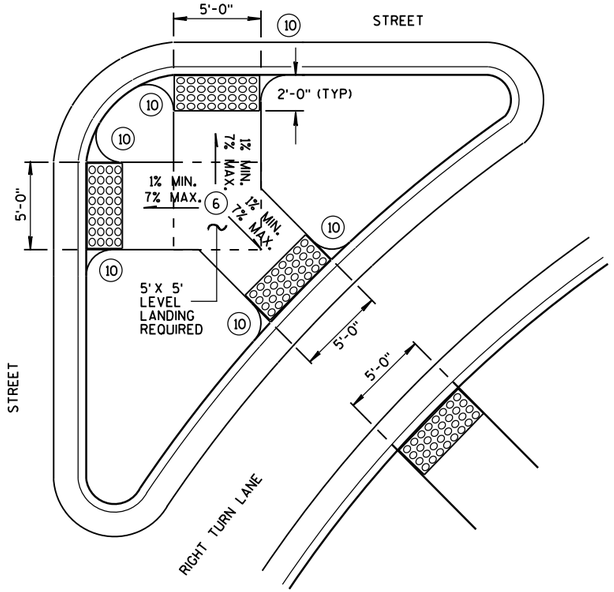


SECTION A-A

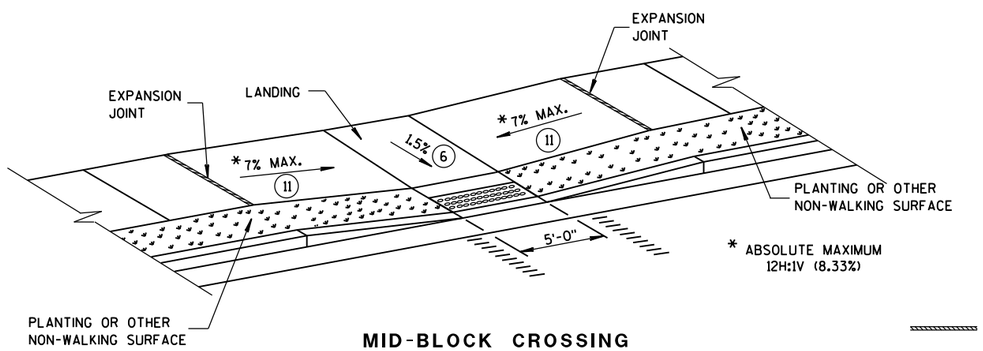


SECTION B-B

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



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

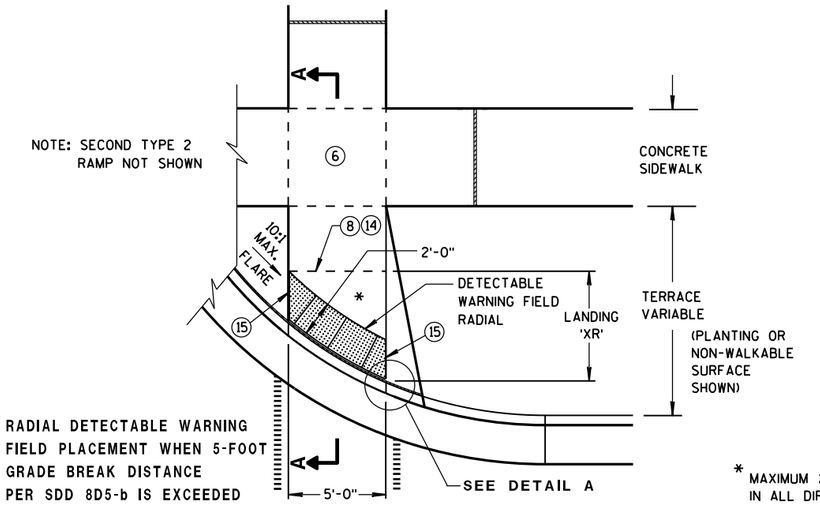
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

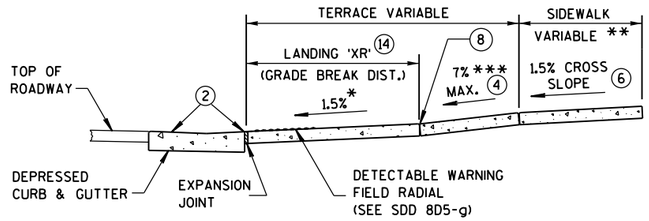
S.D.D. 8 D 5-19e
S.D.D. 8 D 5-19e



TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

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



** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION A-A

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(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.

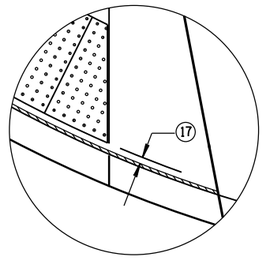
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION 'XR') REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

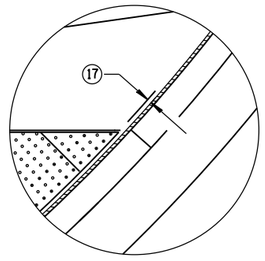
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1'X 2' RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2'-0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

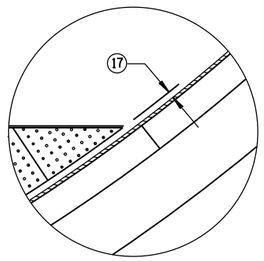
(17) A MAXIMUM 3-INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



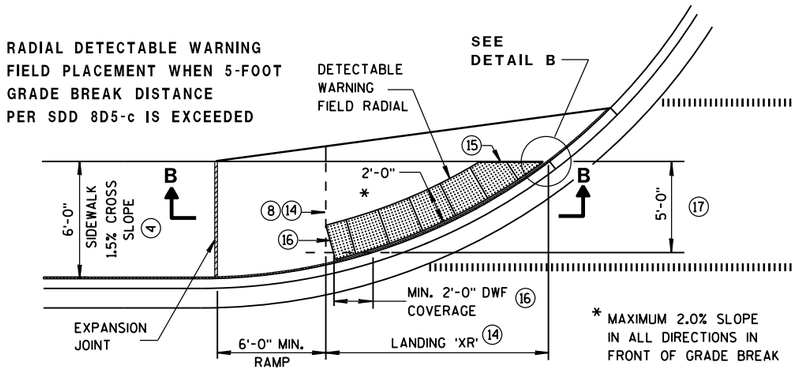
DETAIL A



DETAIL C

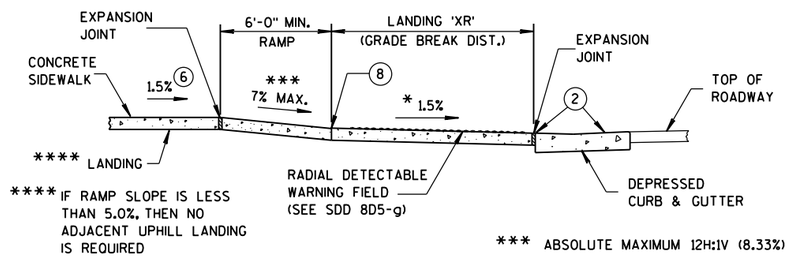


DETAIL B



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

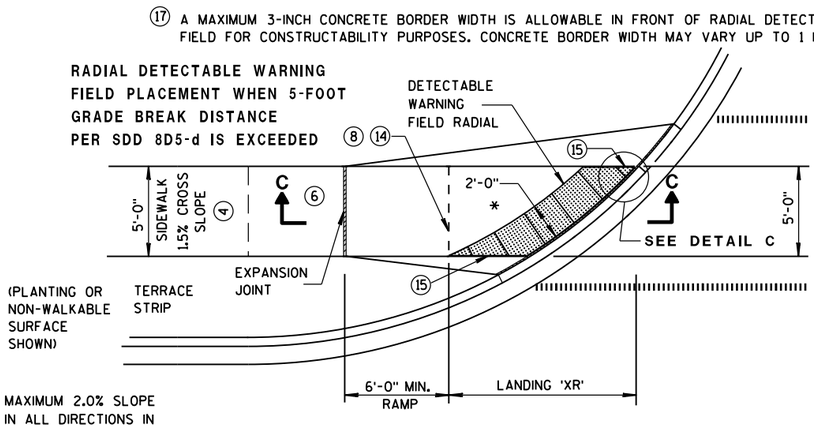
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

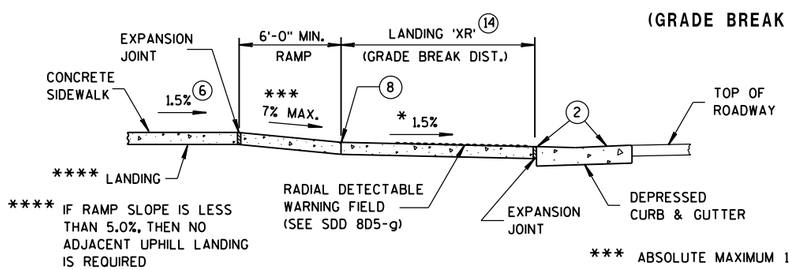
*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION B-B FOR TYPE 4A1



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

CURB RAMP TYPE 4B1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION C-C FOR TYPE 4B1

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 223

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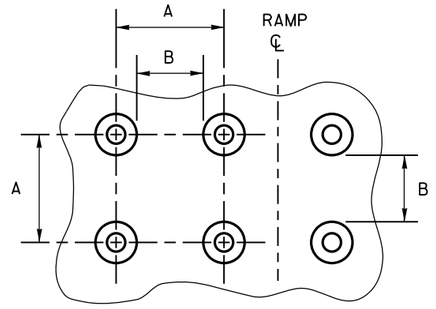
S.D.D. 8 D 5-19f

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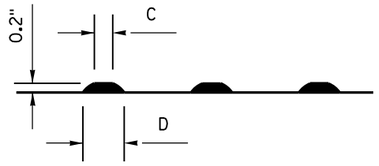
S.D.D. 8 D 5-19f

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

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



PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES

DETECTABLE WARNING PATTERN DETAIL

GENERAL NOTES

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

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

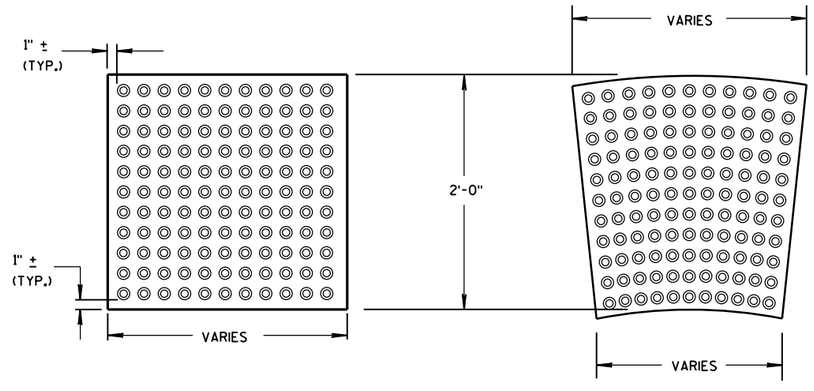
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGES IN COMBINATION WITH SQUARE PANELS ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

⑮ FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

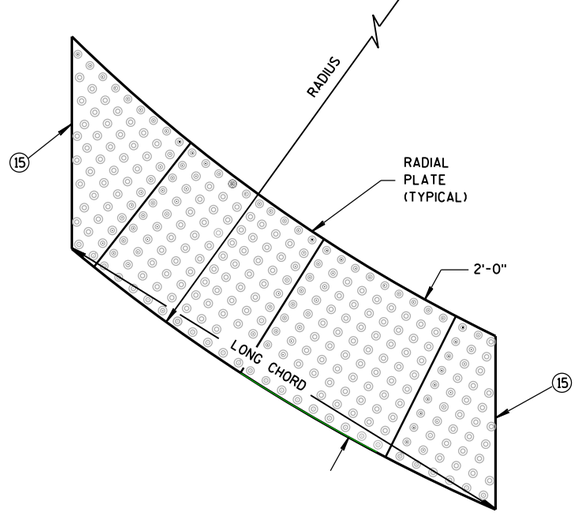


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

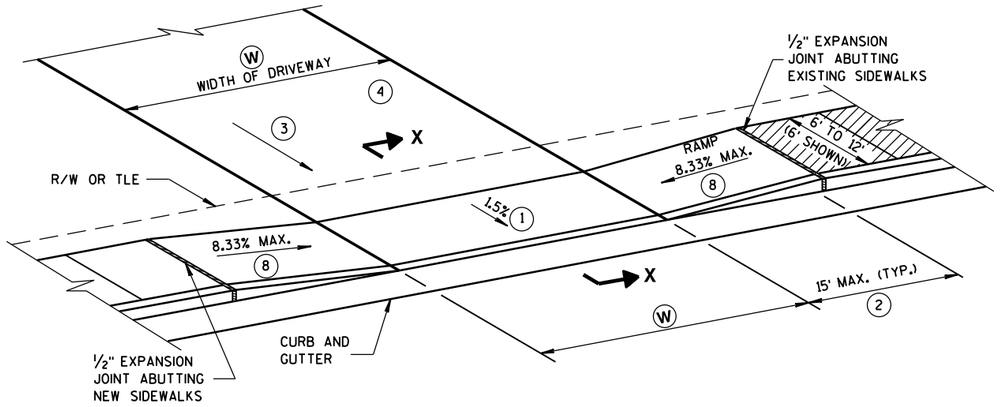
APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
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FHWA

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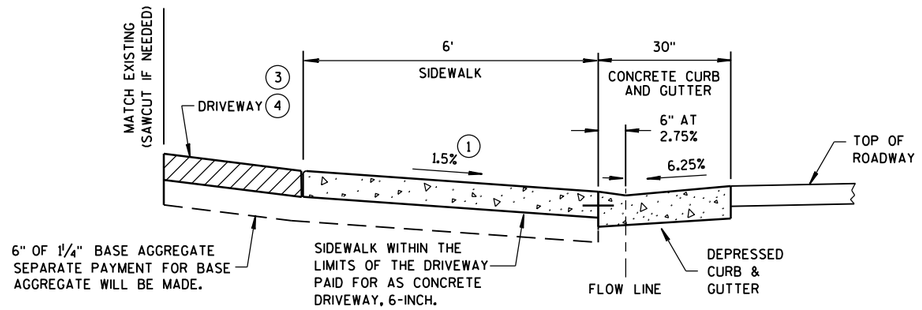
S.D.D. 8 D 5-19g

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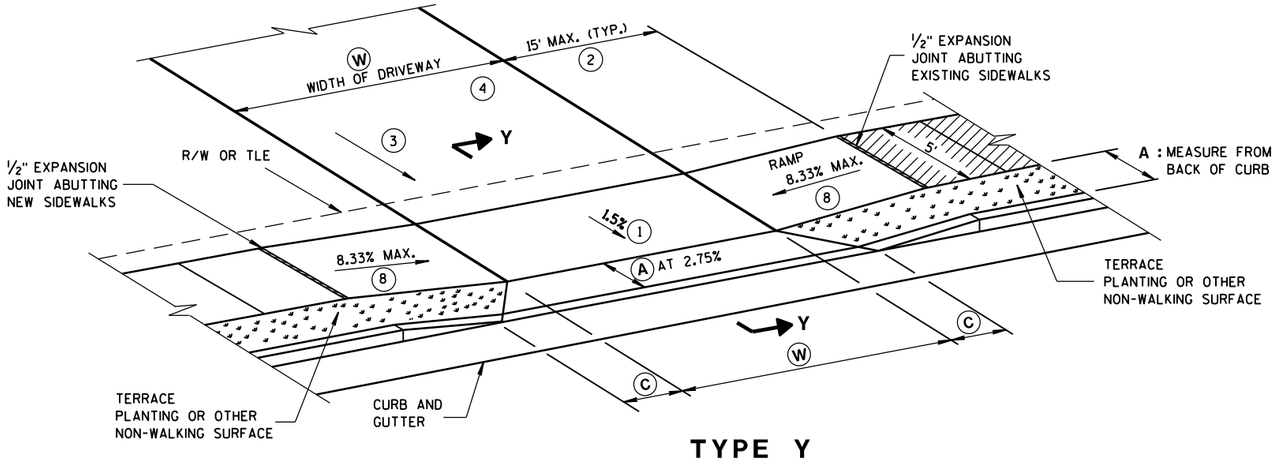
S.D.D. 8 D 5-19g



TYPE X
SIDEWALK ABUTS CURB & GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X-X

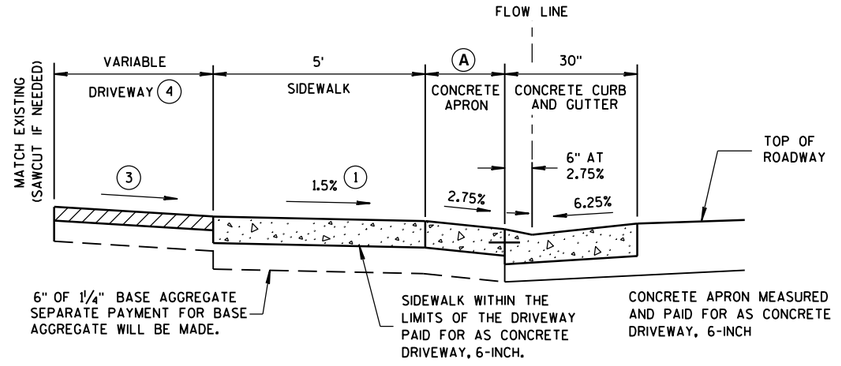


TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

W: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

1. CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
2. THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.
3. DRIVEWAY SLOPES: DESIRABLE MAXIMUM
   - 10.5% UP AWAY FROM SIDEWALK (SAG)
   - 8.5% DOWN AWAY FROM SIDEWALK (CREST)
   - ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
4. DRIVEWAY TYPES
   - 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
   - 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
   - 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)
5. PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.
6. (W) IS SHOWN ON PLAN AND PROFILE SHEETS.
7. OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.
8. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y-Y

DRIVEWAY DETAIL
WITH CONCRETE CURB & GUTTER
(URBAN AND SUBURBAN)

TABLE Y

A FEET	C FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

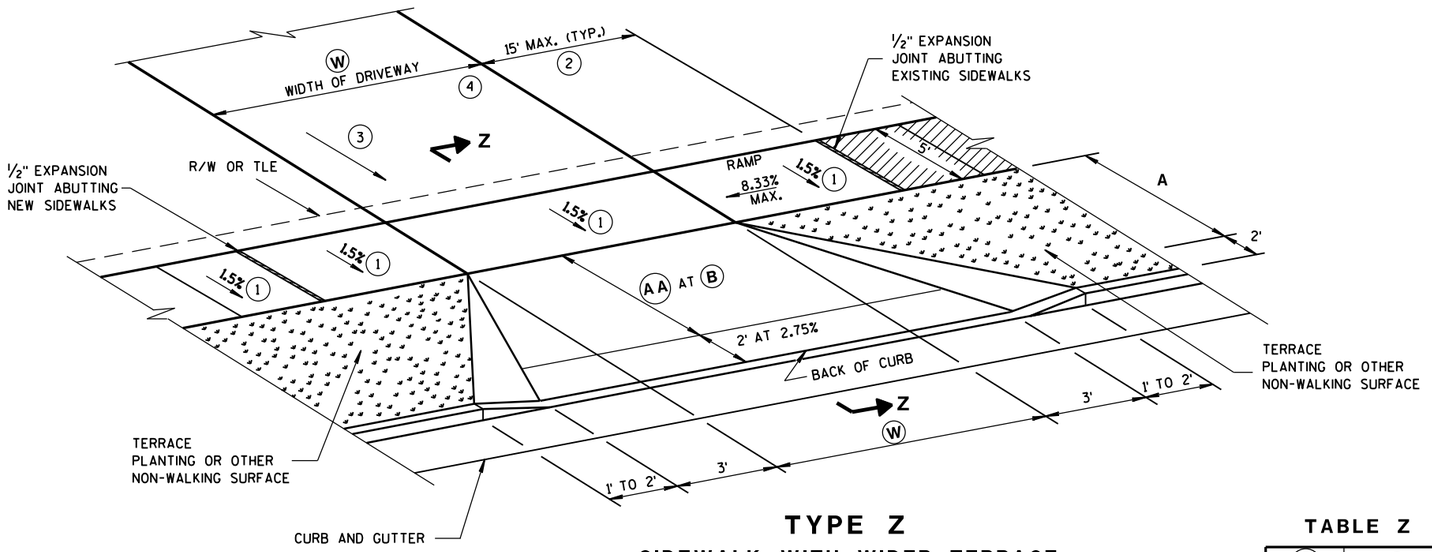
NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS
TYPES X & Y

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DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS UNIT SUPERV

FHWA — ENT

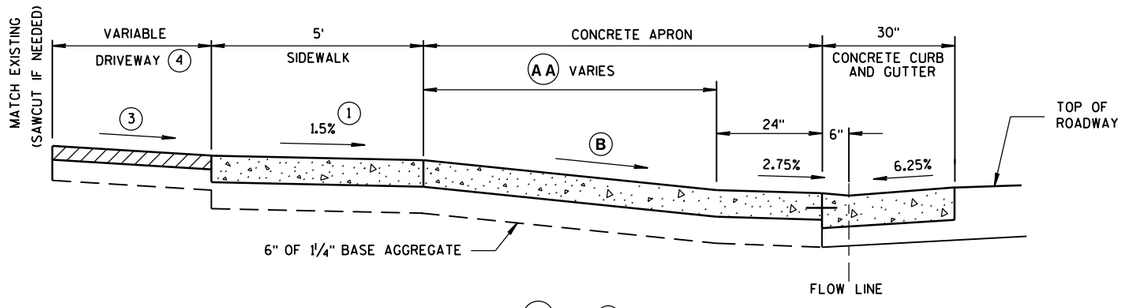


TYPE Z

SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

TABLE Z

(AA) FEET	(B) %
4.5'	11.5%
5.5'	9-11.5%
6.5'	8-11.5%
7.5'	7-11.5%
8.5'	6-11.5%
9.5'	5-11.5%



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR **B** VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY, 6-INCH.

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

CONCRETE APRON MEASURED AND PAID FOR AS CONCRETE DRIVEWAY, 6-INCH

SECTION Z-Z

DRIVEWAY DETAIL WITH CONCRETE CURB & GUTTER

(URBAN AND SUBURBAN)

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

1. CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

2. THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

3. DRIVEWAY SLOPES: DESIRABLE MAXIMUM
   10.5% UP AWAY FROM SIDEWALK (SAG)
   8.5% DOWN AWAY FROM SIDEWALK (CREST)
   ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

4. DRIVEWAY TYPES
   - 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
   - 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
   - 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)

5. PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

6. (W) IS SHOWN ON PLAN AND PROFILE SHEETS.

7. OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

NOT TO SCALE

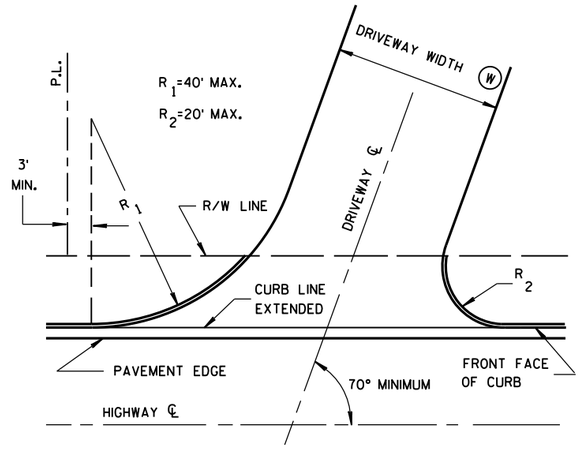
DRIVEWAY AND SIDEWALK RAMPS TYPE Z

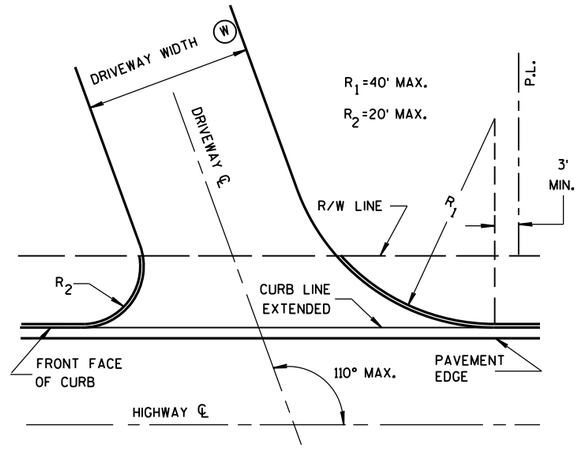
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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December, 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS UNIT SUPERV
FHWA

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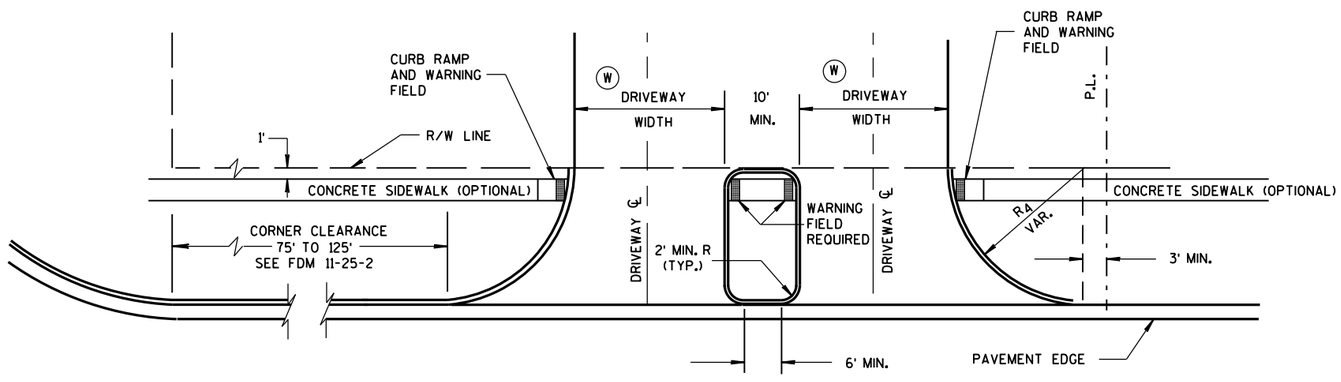
S.D.D. 8 D 19-1





SKEWED DRIVEWAY DETAILS
(COMMERCIAL AND NON-COMMERCIAL)

SIDEWALK NOT SHOWN



DRIVEWAY LOCATION AND SPACING DETAILS

SIDEWALK SHOWN

NOTES

A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

Ⓦ DRIVEWAY WIDTHS:

COMMERCIAL - 35' MAX., 16' MIN.

RESIDENTIAL AND NON-COMMERCIAL - 24' MAX., 12' MIN.

DRIVEWAYS WITH CURB & GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

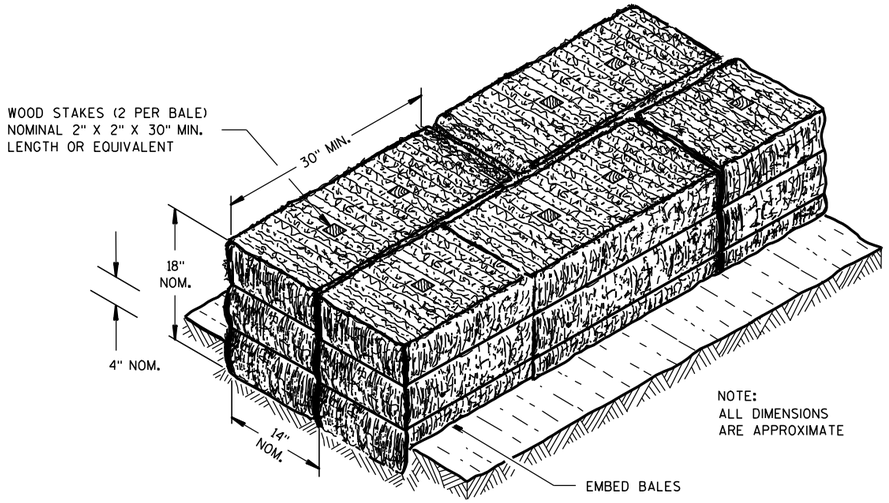
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December, 2016 /S/ Rodney Taylor
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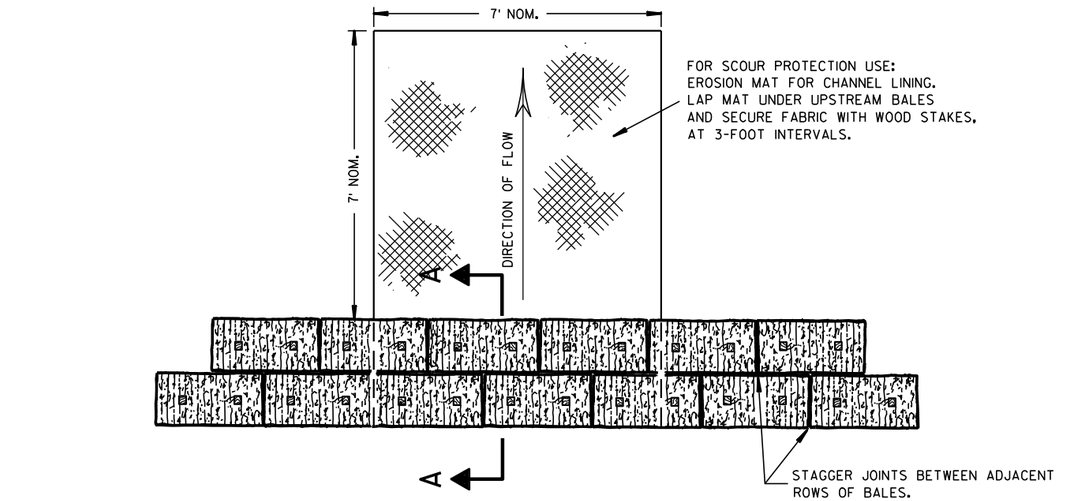
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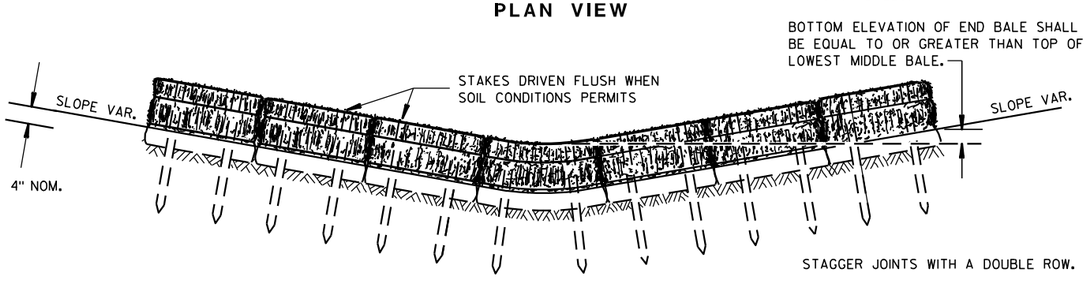
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SECTION A-A



PLAN VIEW



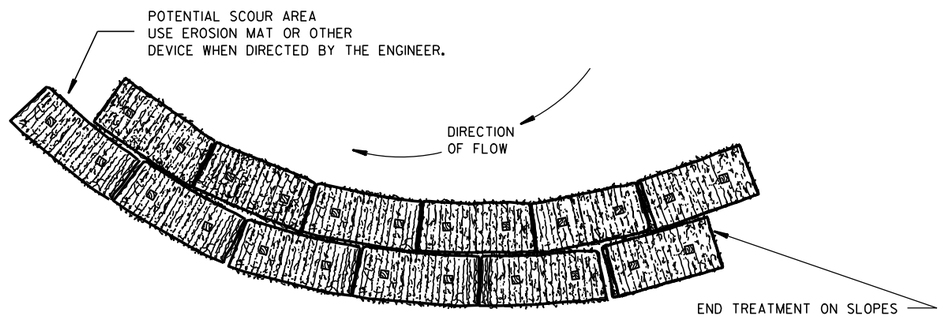
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

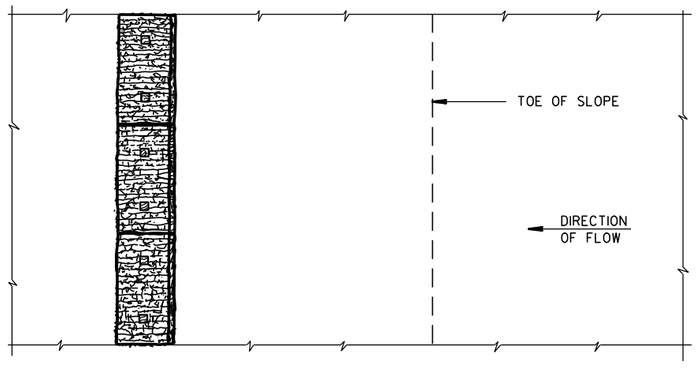
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

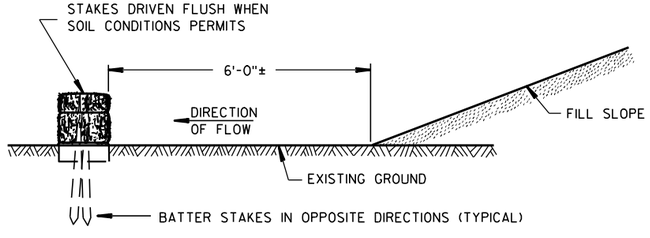


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

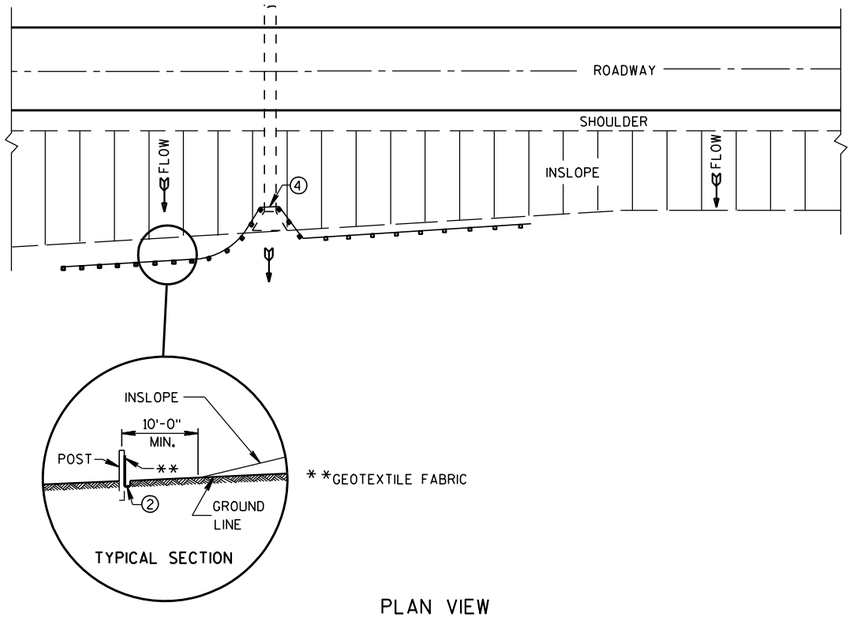
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 8-3

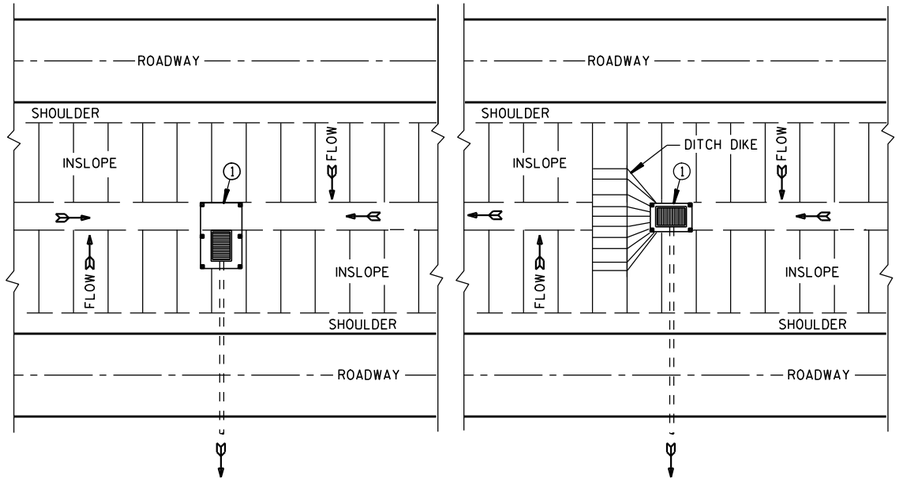
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



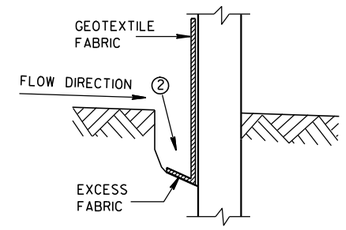
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

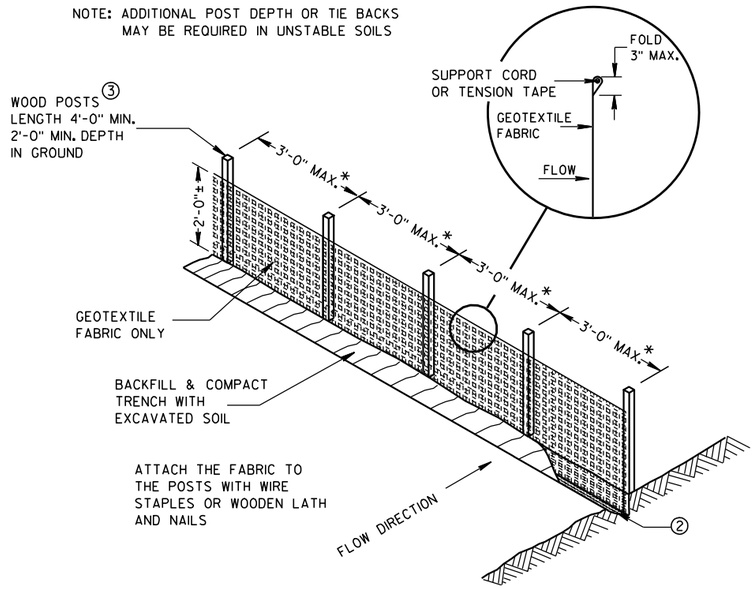
GENERAL NOTES

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

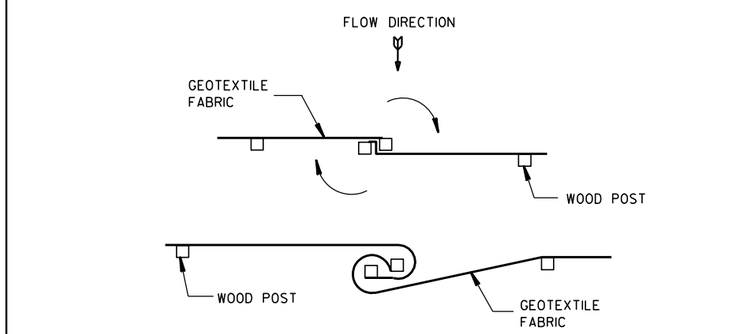
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



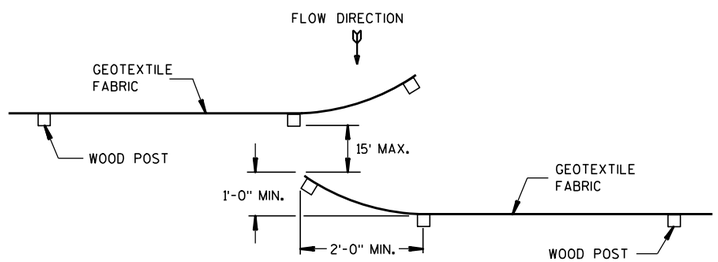
TRENCH DETAIL



SILT FENCE

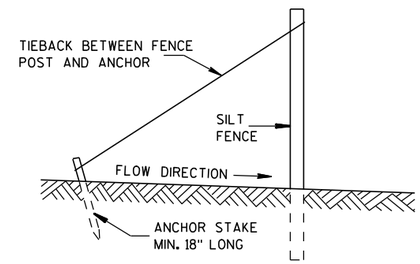


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

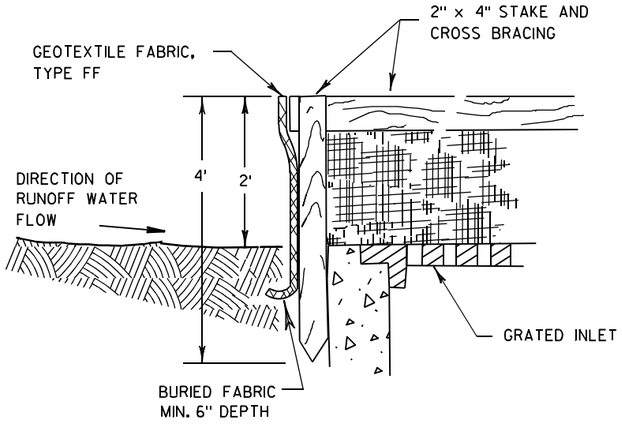
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4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

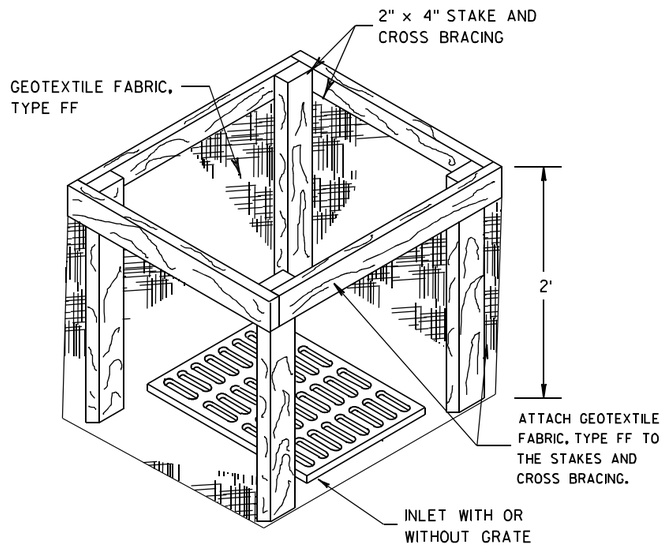
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S.D.D. 8 E 9-6

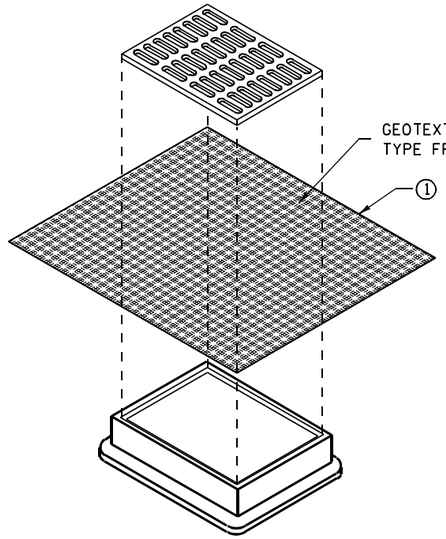
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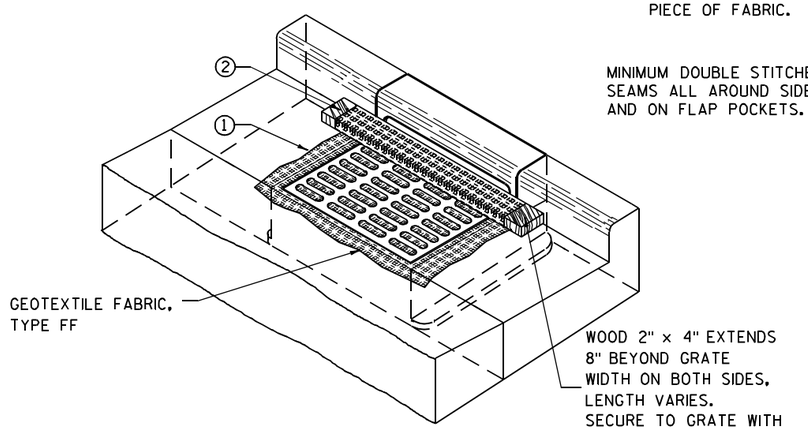


INLET PROTECTION, TYPE A

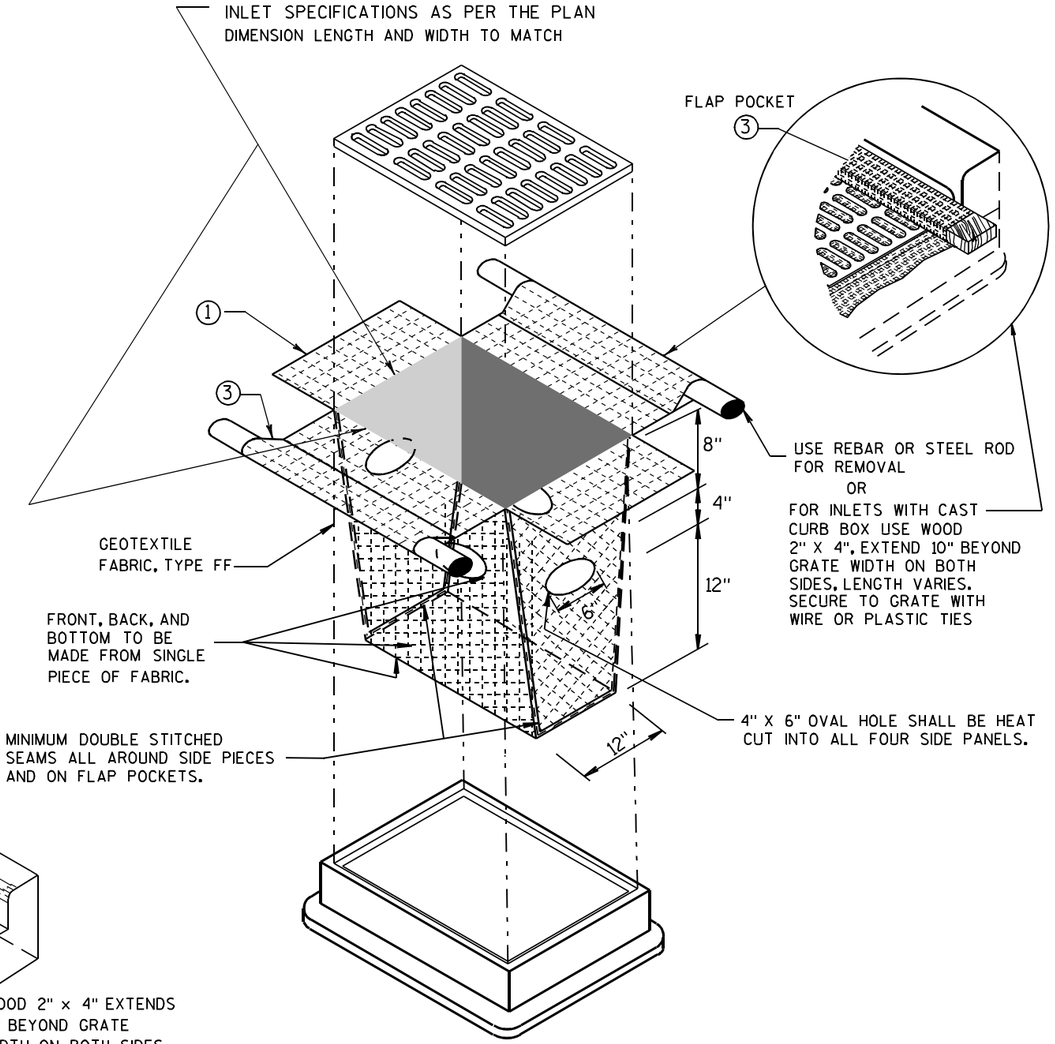


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

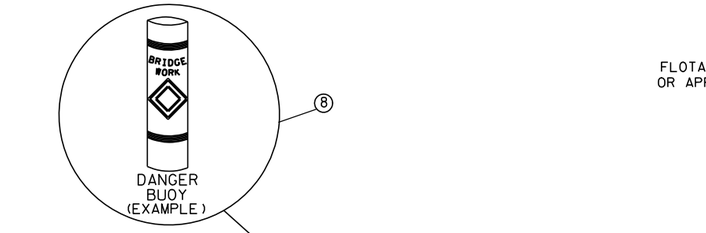
FHWA

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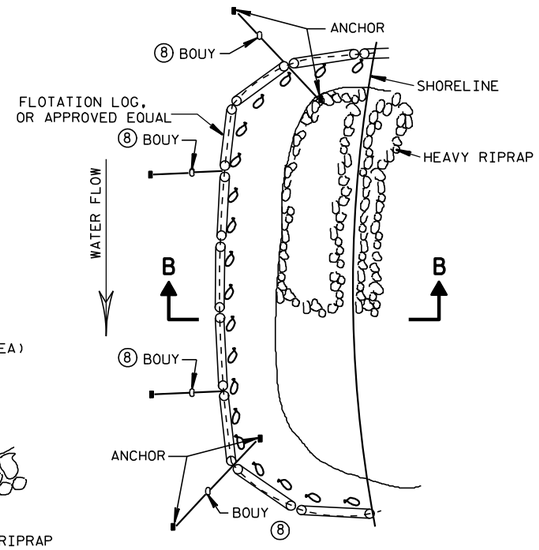
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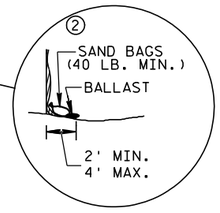
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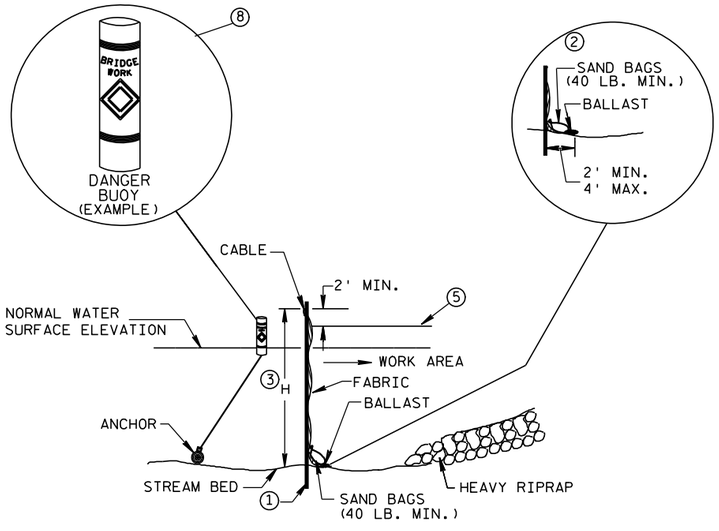


SECTION B-B

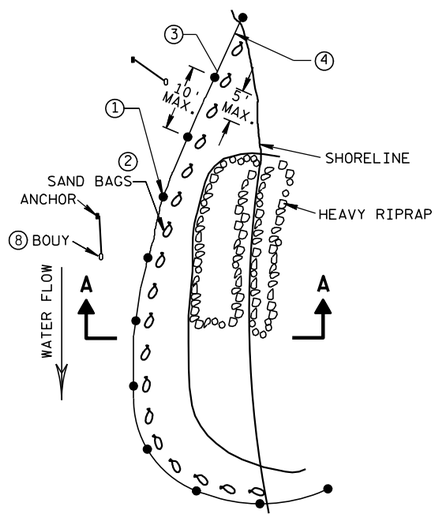


TURBIDITY BARRIER FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6





SECTION A-A



PLAN VIEW

TURBIDITY BARRIER STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

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

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

(1) DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

(2) SANDBAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

(3) WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.

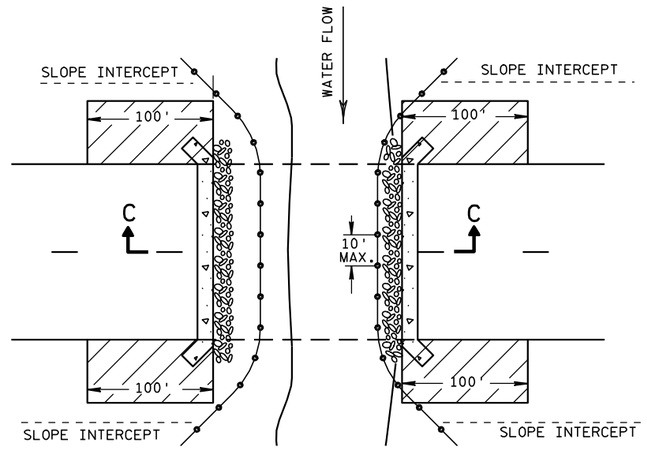
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(5) ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MIMIMUM BARRIER HEIGHT SHALL BE 2'GREATER THAN EITHER THE O2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WICHEVER IS GREATER.

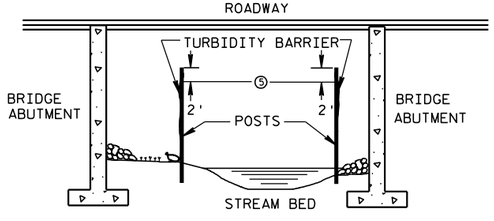
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BED ROCK PREVENTS THE INSTALLATION OF POSTS.

(7) ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

(8) USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C-C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

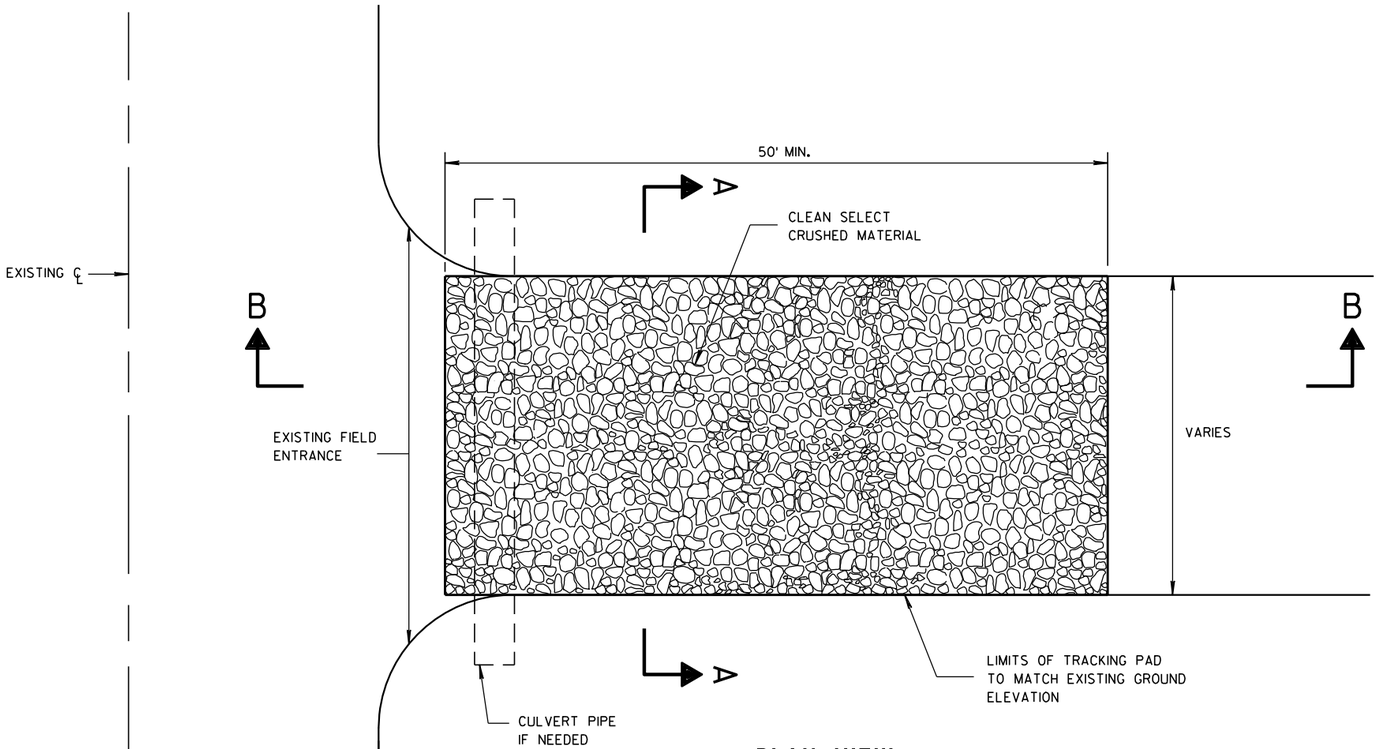
TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

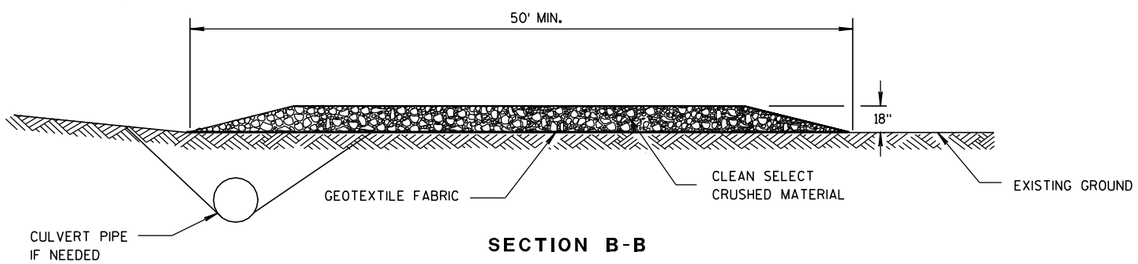
APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 11-2



PLAN VIEW



SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

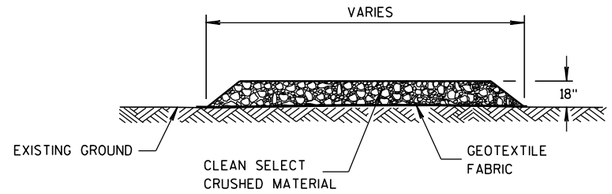
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

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



SECTION A-A

TRACKING PAD

TRACKING PAD	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 3/24/2011 DATE FHWA	/S/ Jerry H. Zoda ROADWAY STANDARDS ENGINEER
232	ENT

S.D.D. 8 E 14-1
6

METAL APRON ENDWALLS

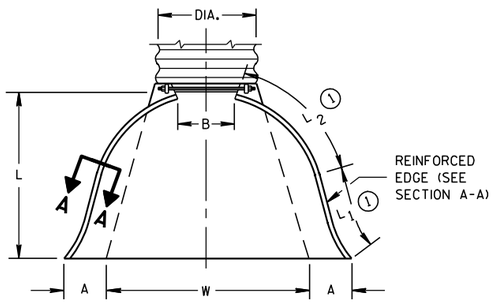
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

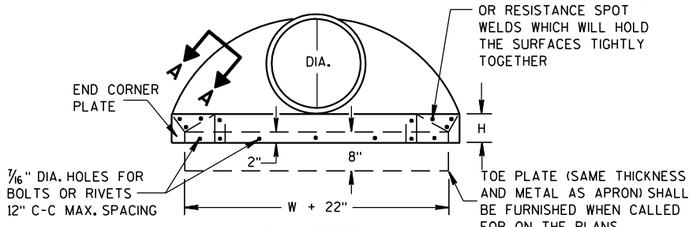
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

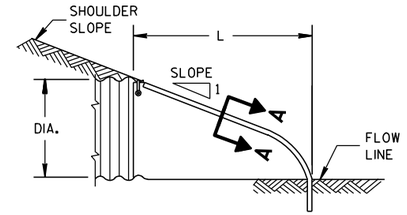
*MINIMUM
**MAXIMUM



PLAN VIEW

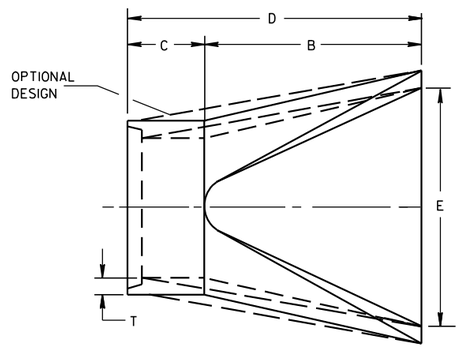


END VIEW

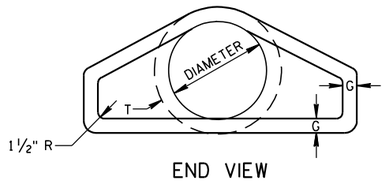


SIDE ELEVATION

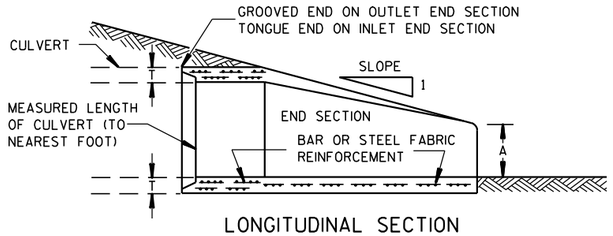
METAL ENDWALLS



PLAN

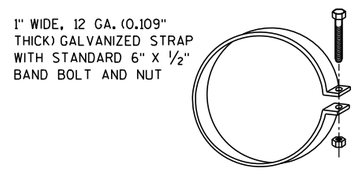


END VIEW



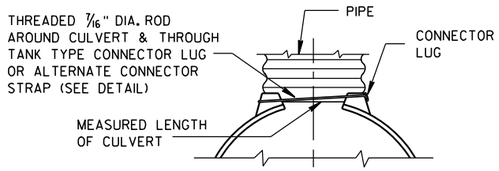
LONGITUDINAL SECTION

CONCRETE ENDWALLS

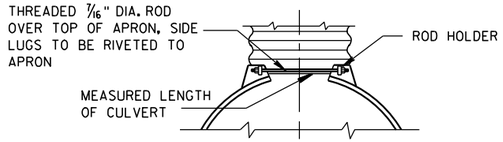


ALTERNATE FOR TYPE 1 CONNECTION

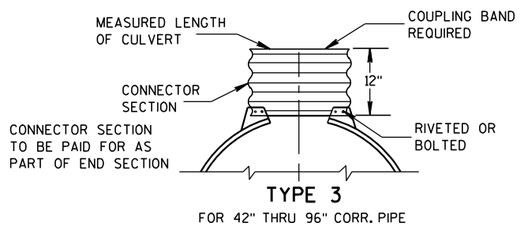
END SECTION CONNECTOR STRAP



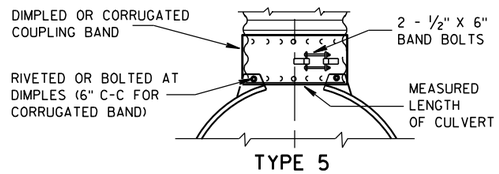
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

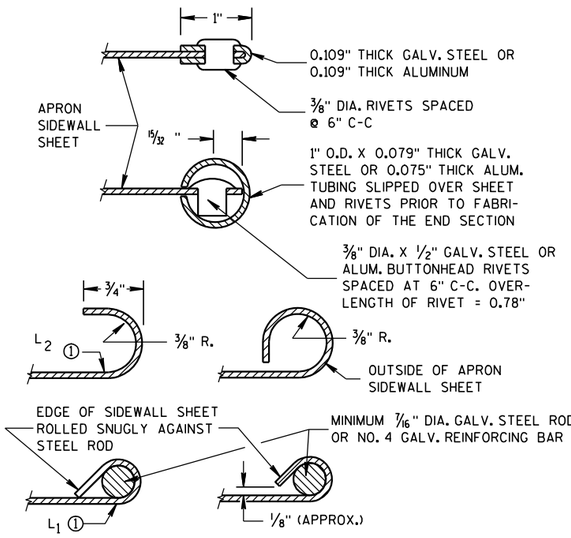
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

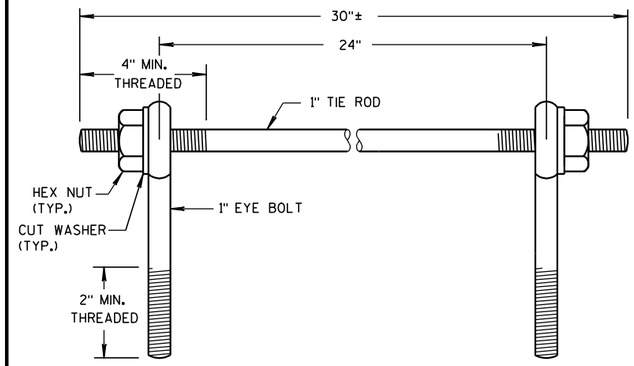
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

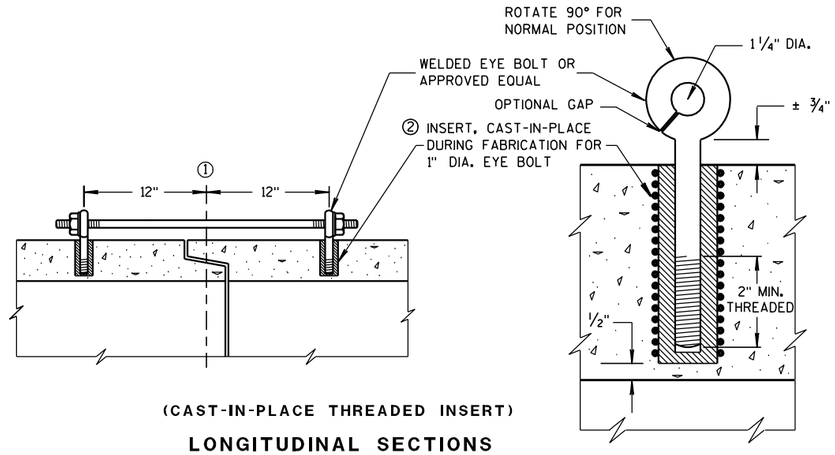
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

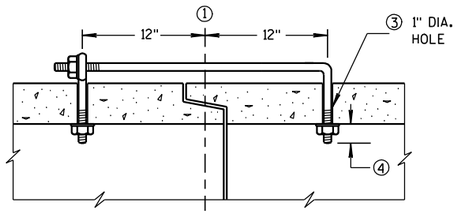
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

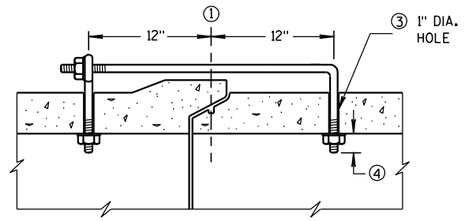
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

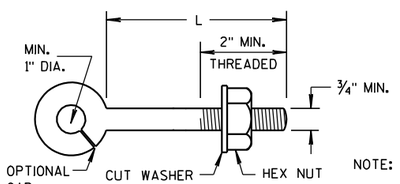


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

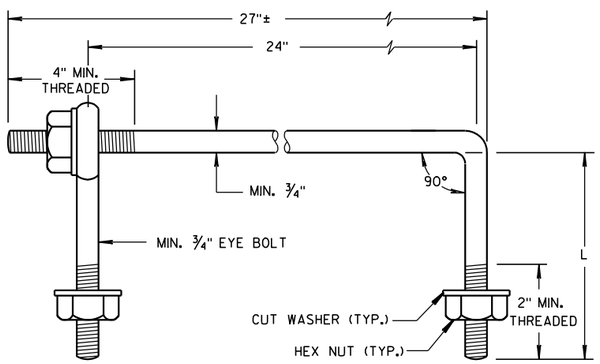
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

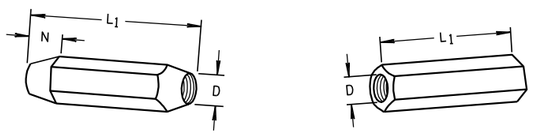
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

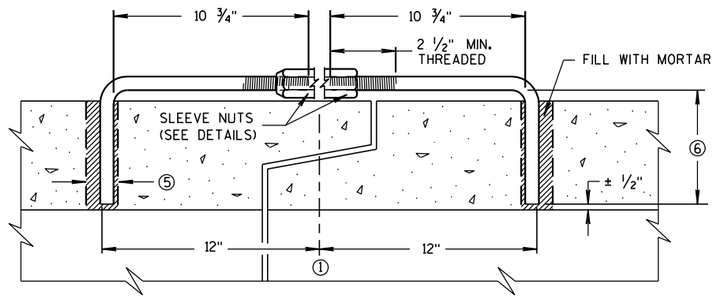
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

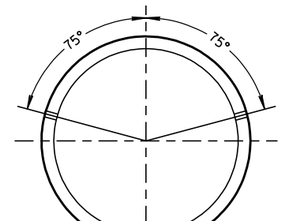
SLEEVE NUTS



LONGITUDINAL SECTION

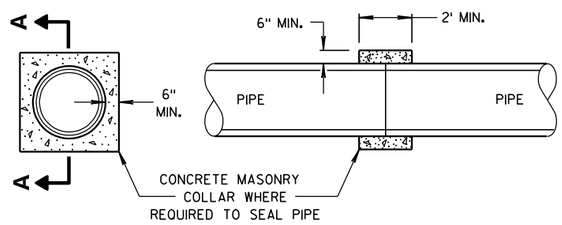
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

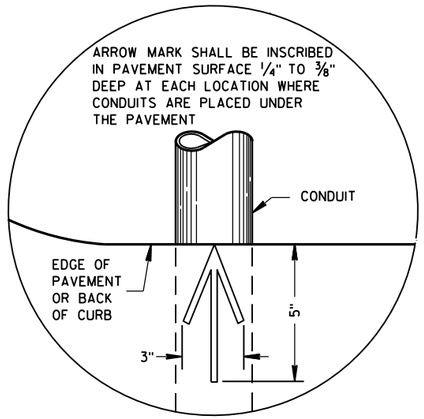
FHWA

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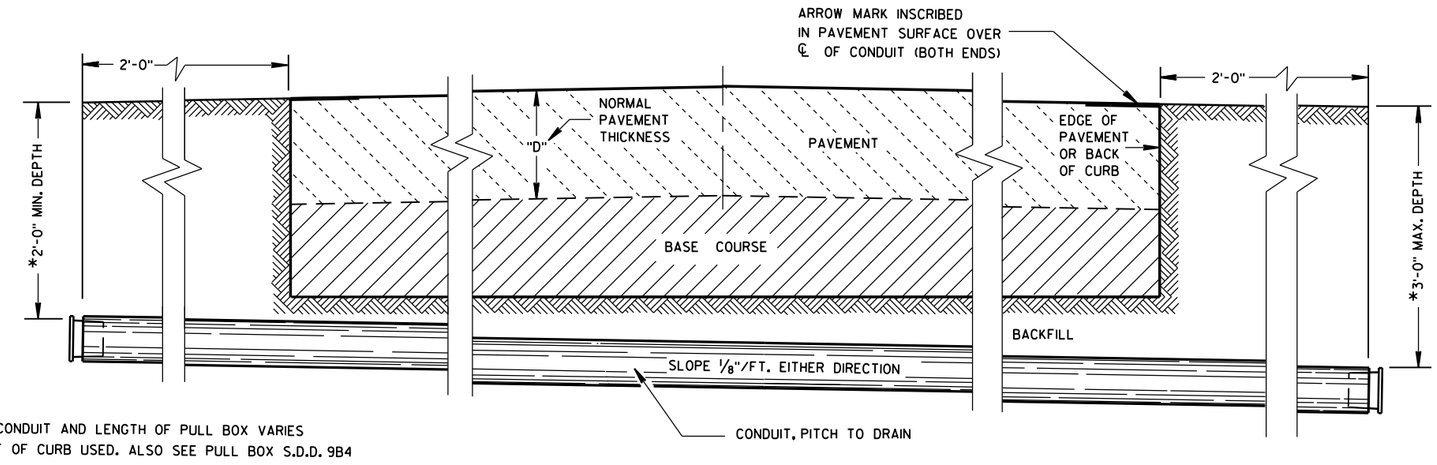
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S.D.D. 8 F 4-7



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

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

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

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

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

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 235
FHWA

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S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 1/2	22 1/2
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

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

GENERAL NOTES

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

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

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

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

COVER SHALL BE MAGNETICALLY LOCATABLE.

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

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

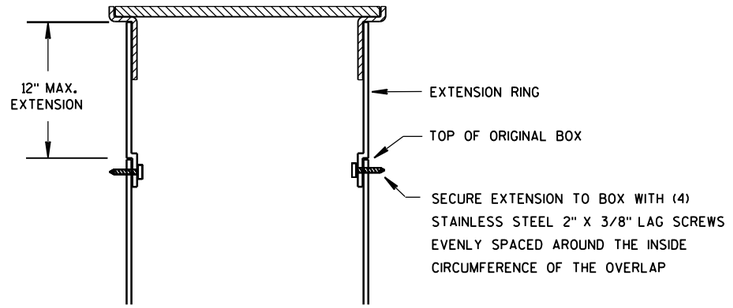
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

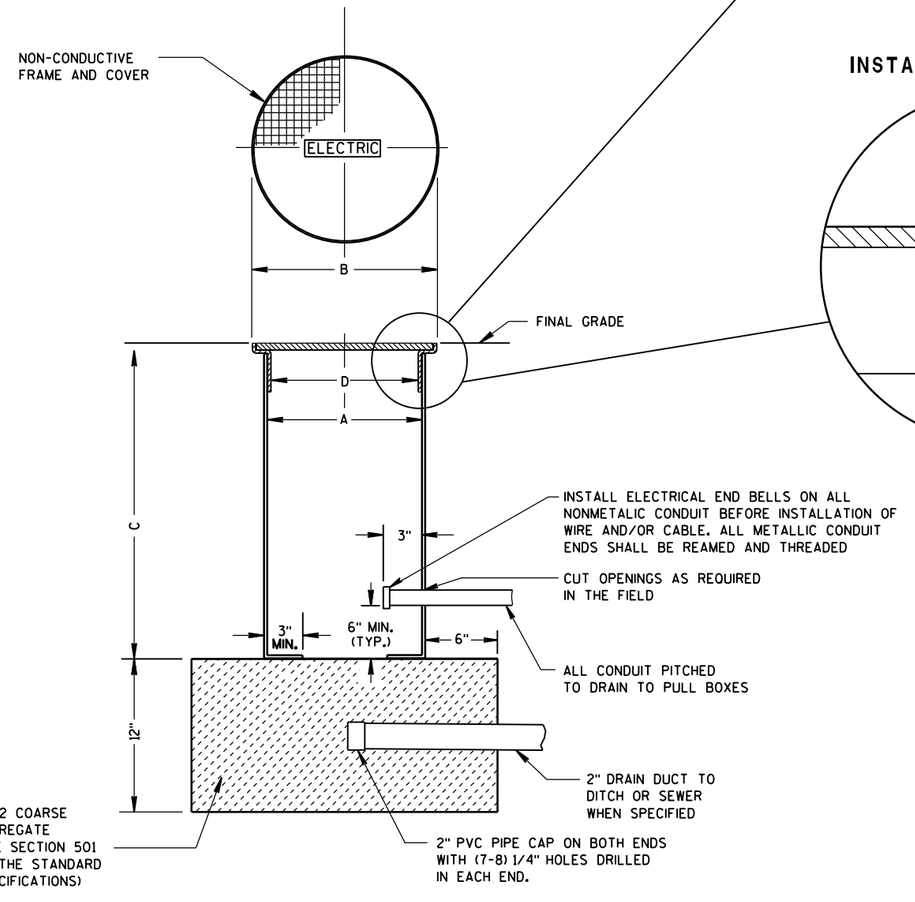
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.

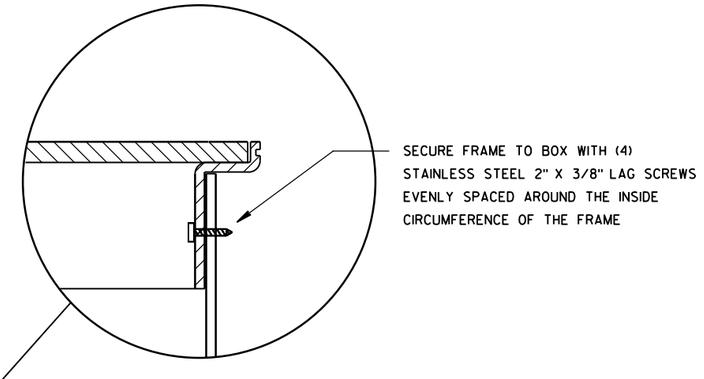


BOX EXTENSION

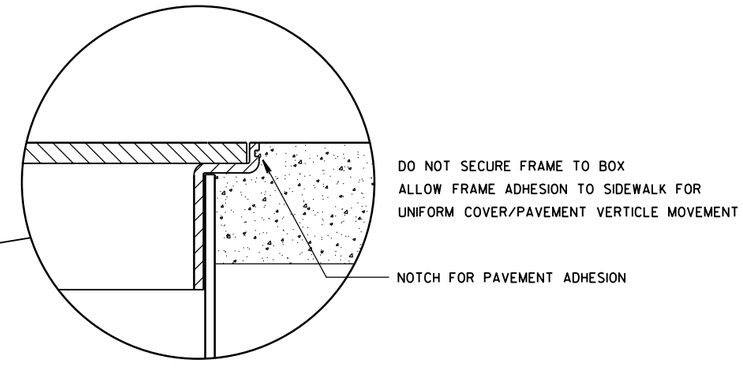


NON-CONDUCTIVE PULL BOX

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



PULL BOX NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

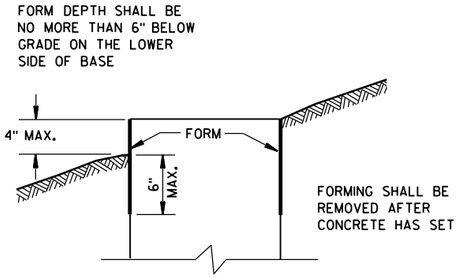
APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 B 16-1

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S.D.D. 9 B 16-1



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

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

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

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

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

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

GENERAL NOTES (CONTINUED)

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

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

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

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

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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

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

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

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

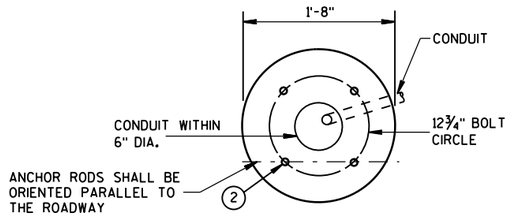
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

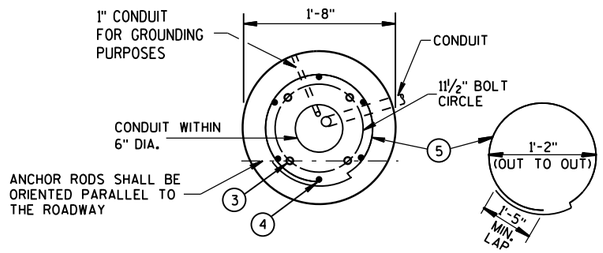
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

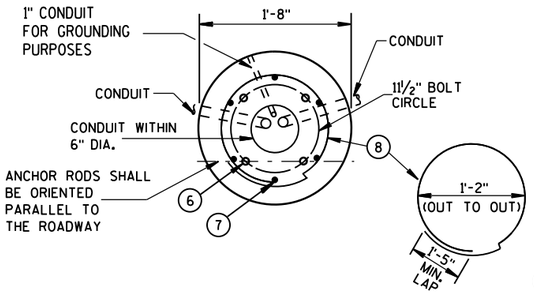
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

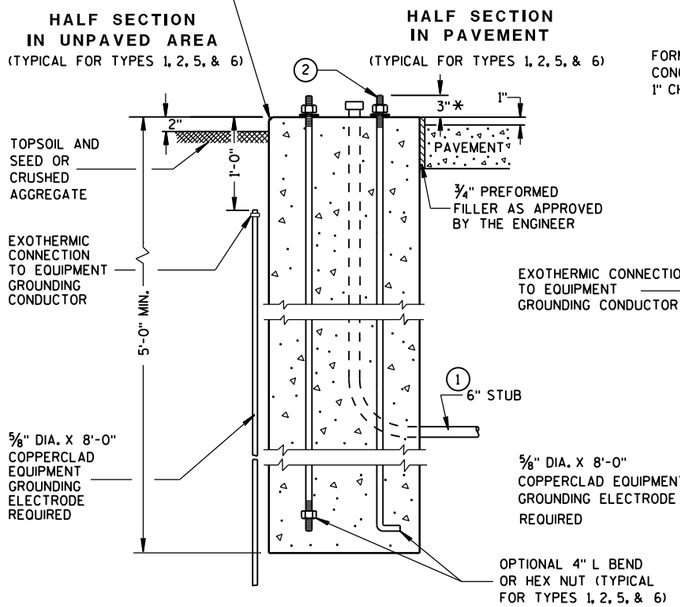






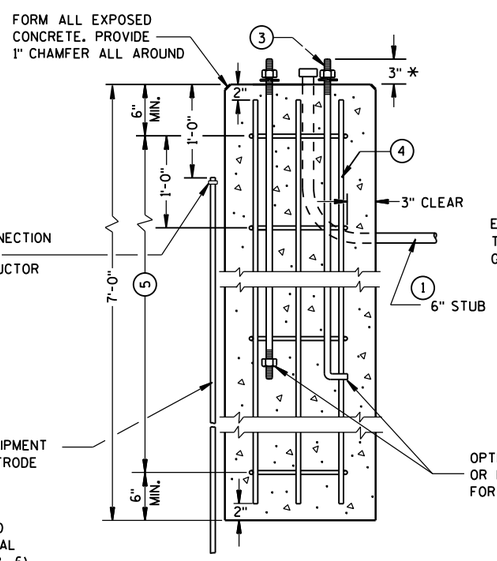
HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

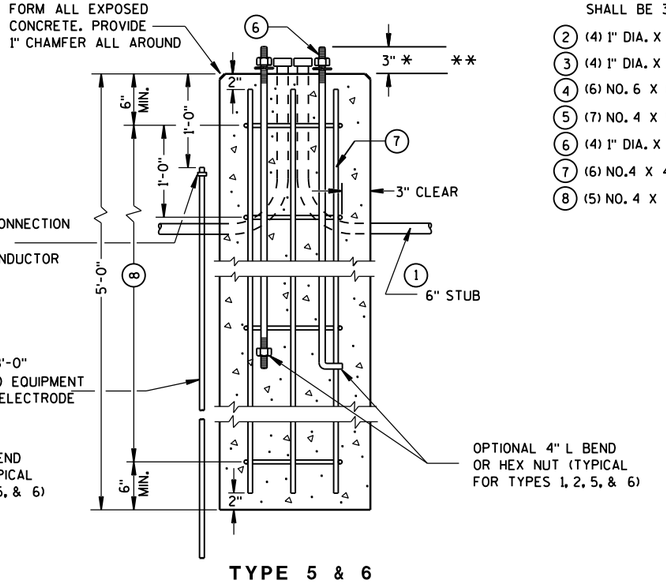


HALF SECTION IN PAVEMENT

(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 2-7

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

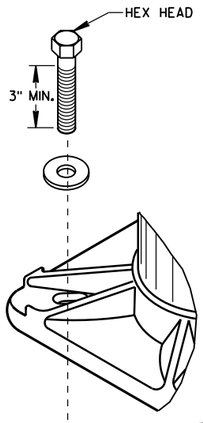
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

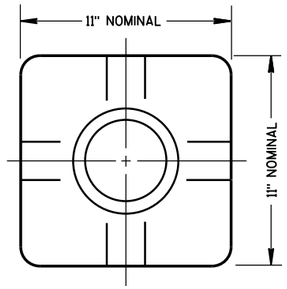
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

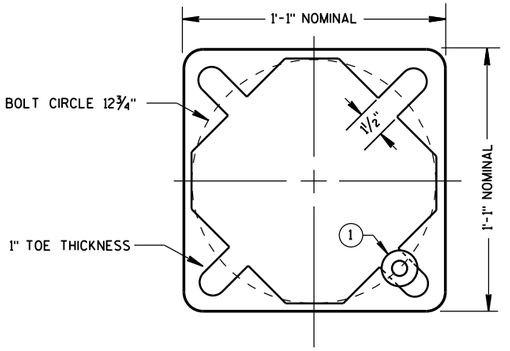
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

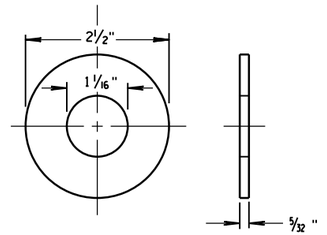




TOP VIEW
(PEDESTAL BASE)

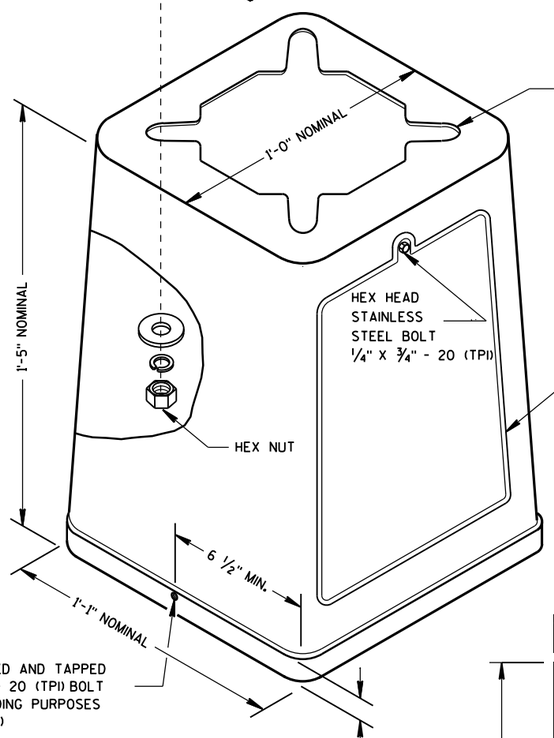


BOTTOM VIEW
(PEDESTAL BASE)

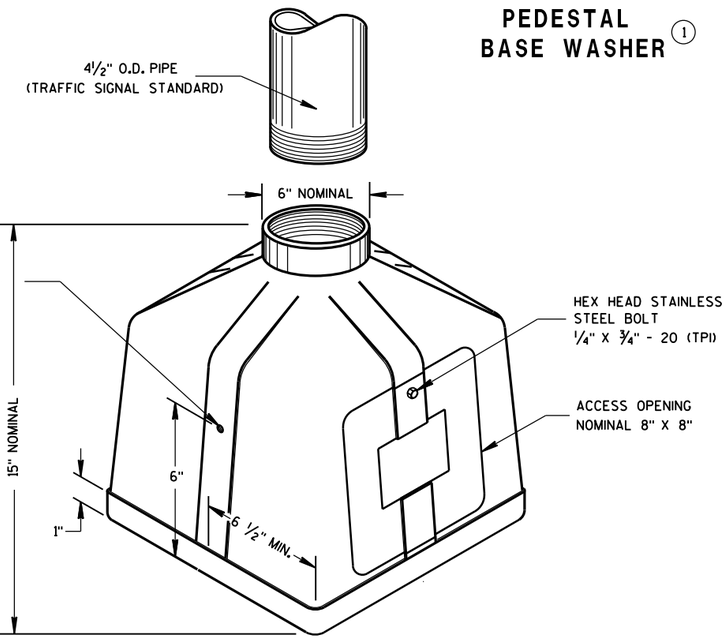


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

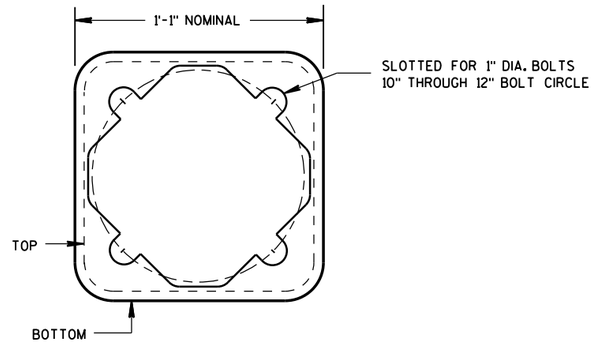


ISOMETRIC VIEW

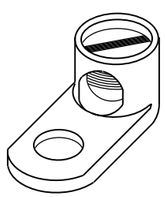


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

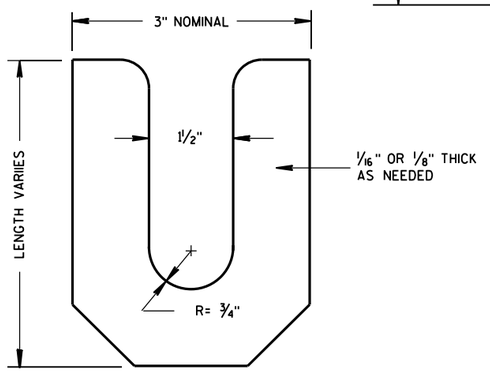


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

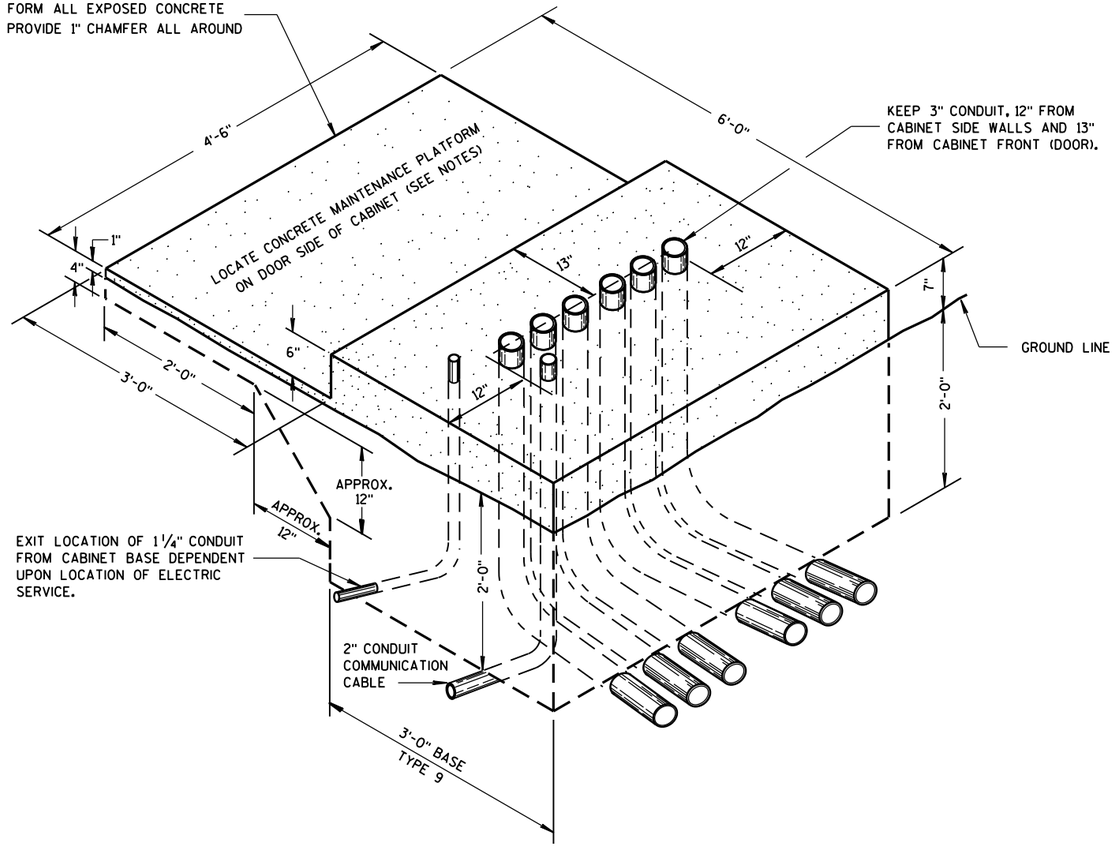
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 3-4

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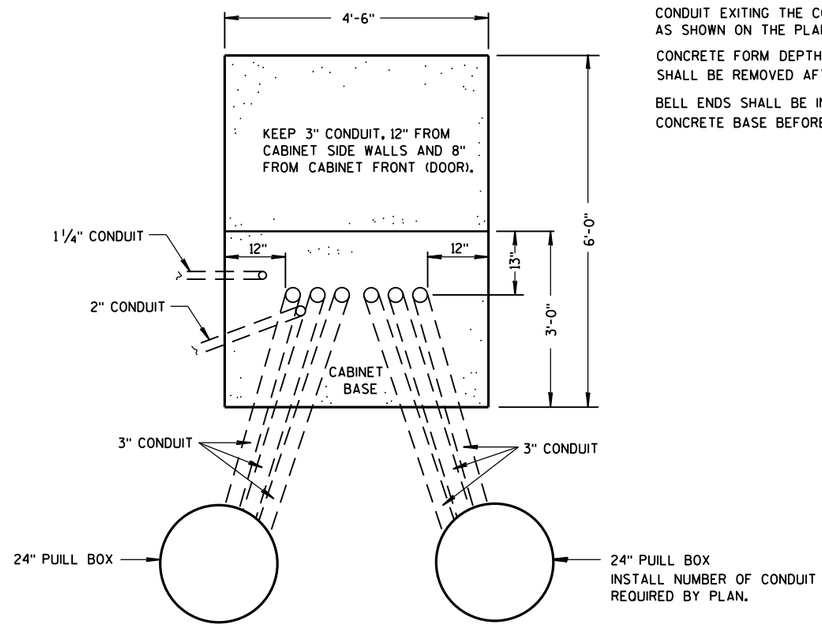
S.D.D. 9 C 3-4



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

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

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

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

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

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

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

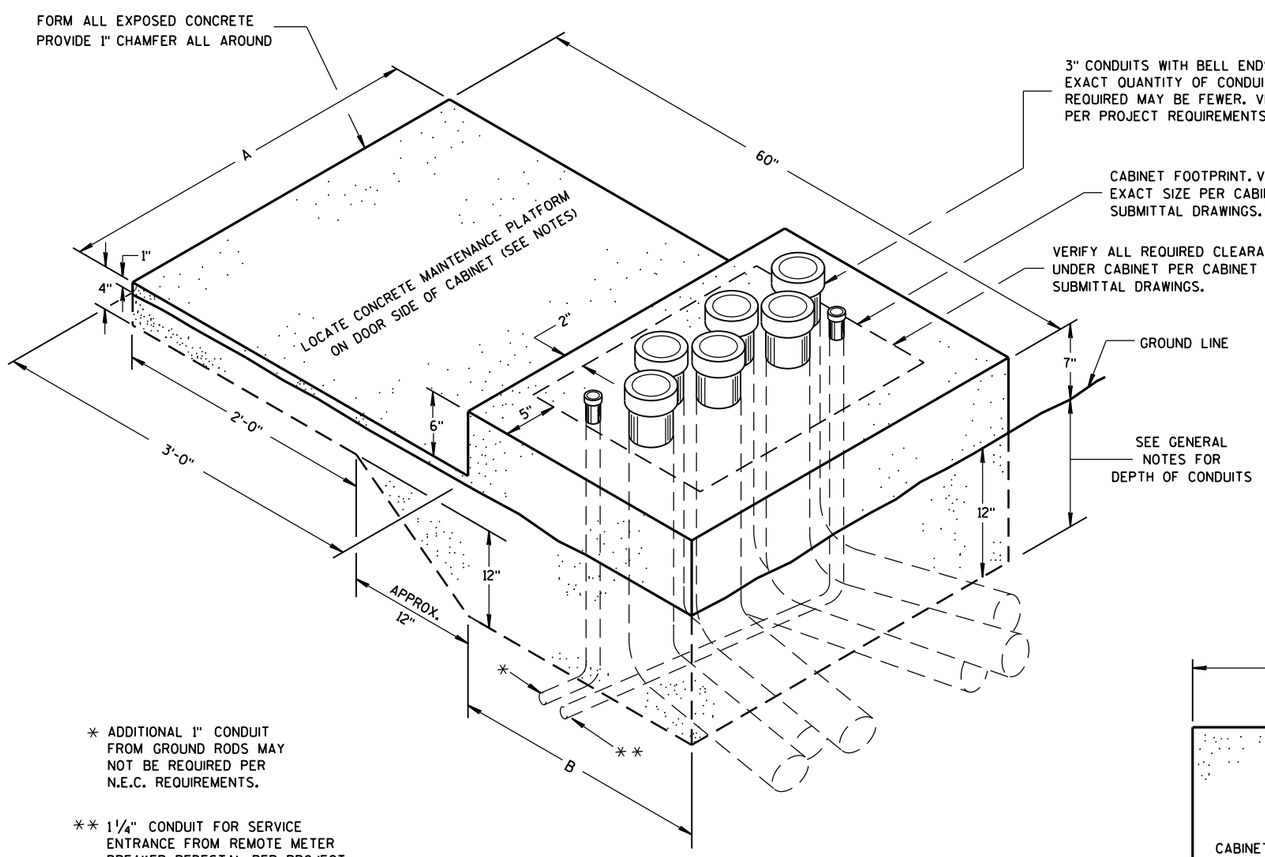
BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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6
6



* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

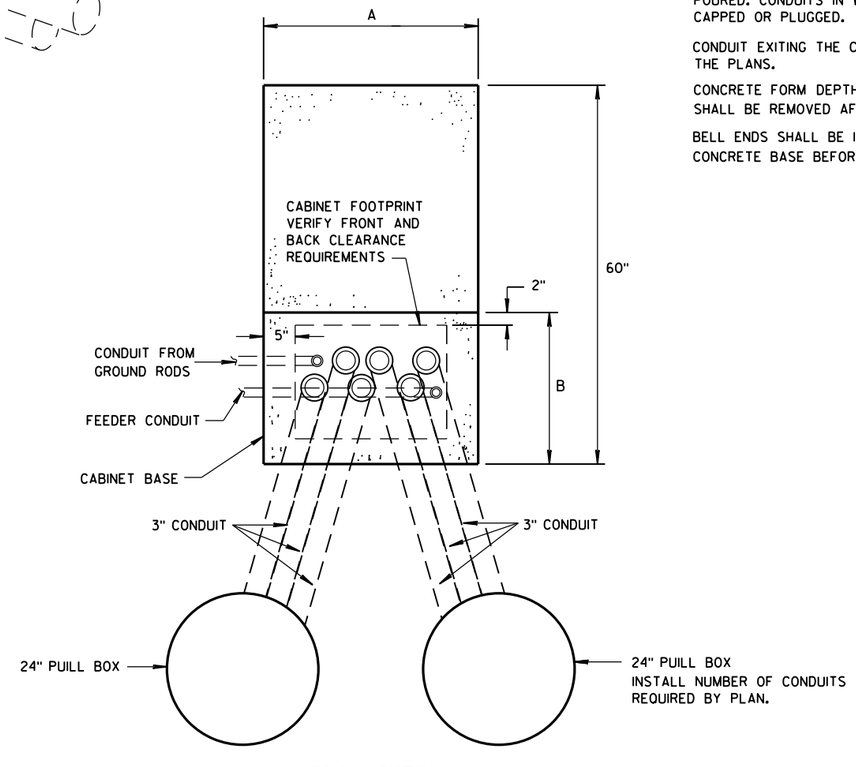
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

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

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

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

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

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

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

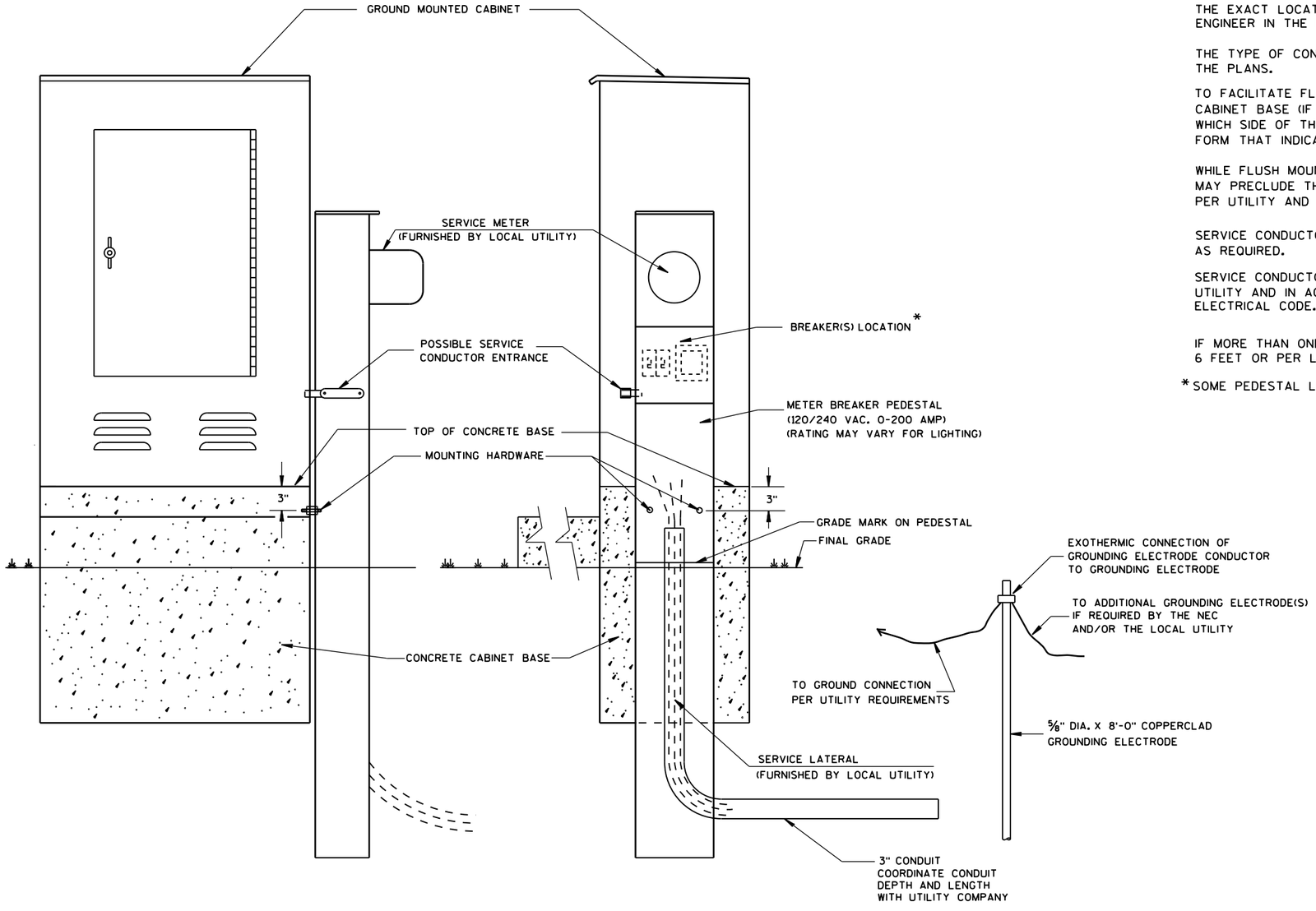
BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Nov. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE
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6
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TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

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

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

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

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

*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

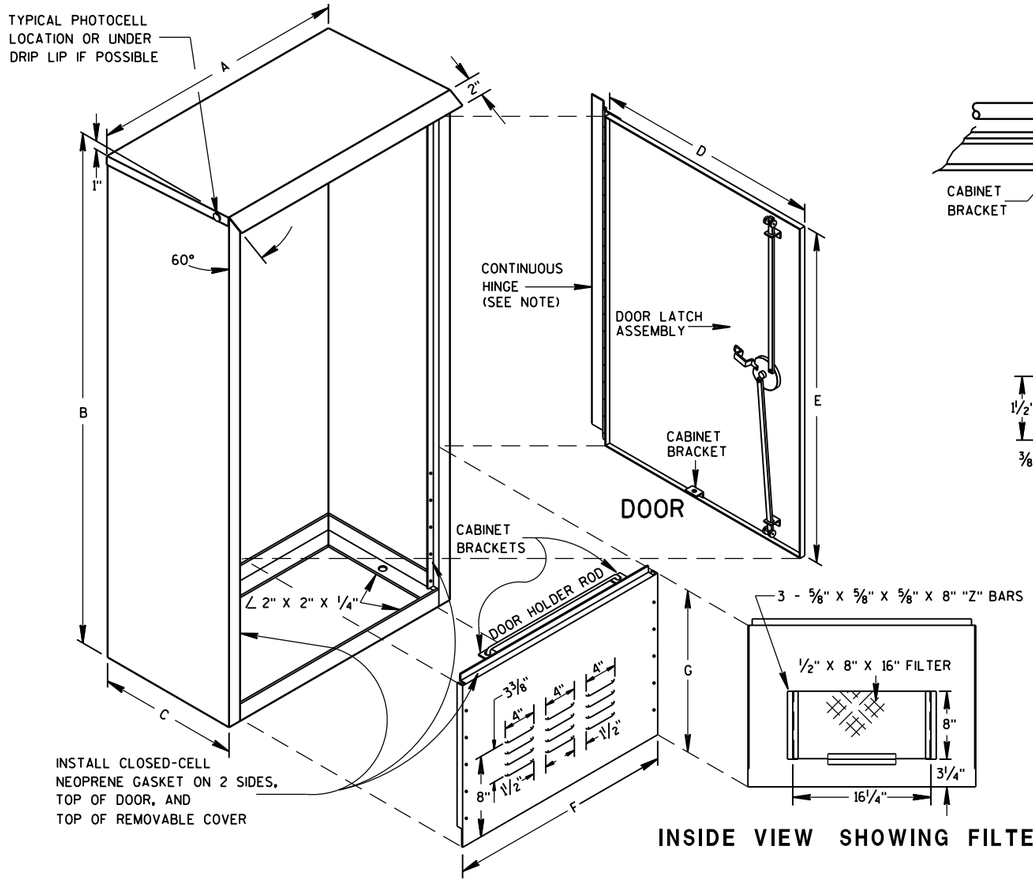
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

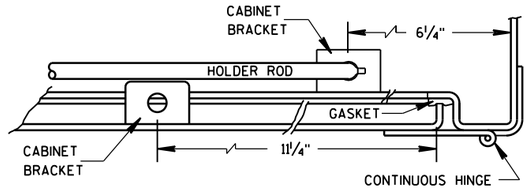
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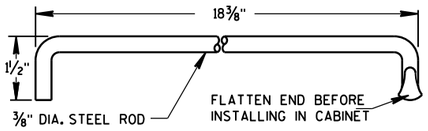


REMOVABLE COVER

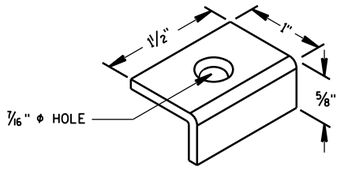
INSIDE VIEW SHOWING FILTER



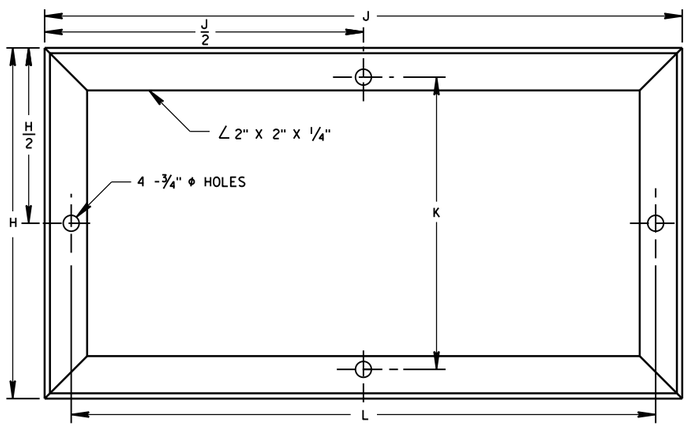
HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

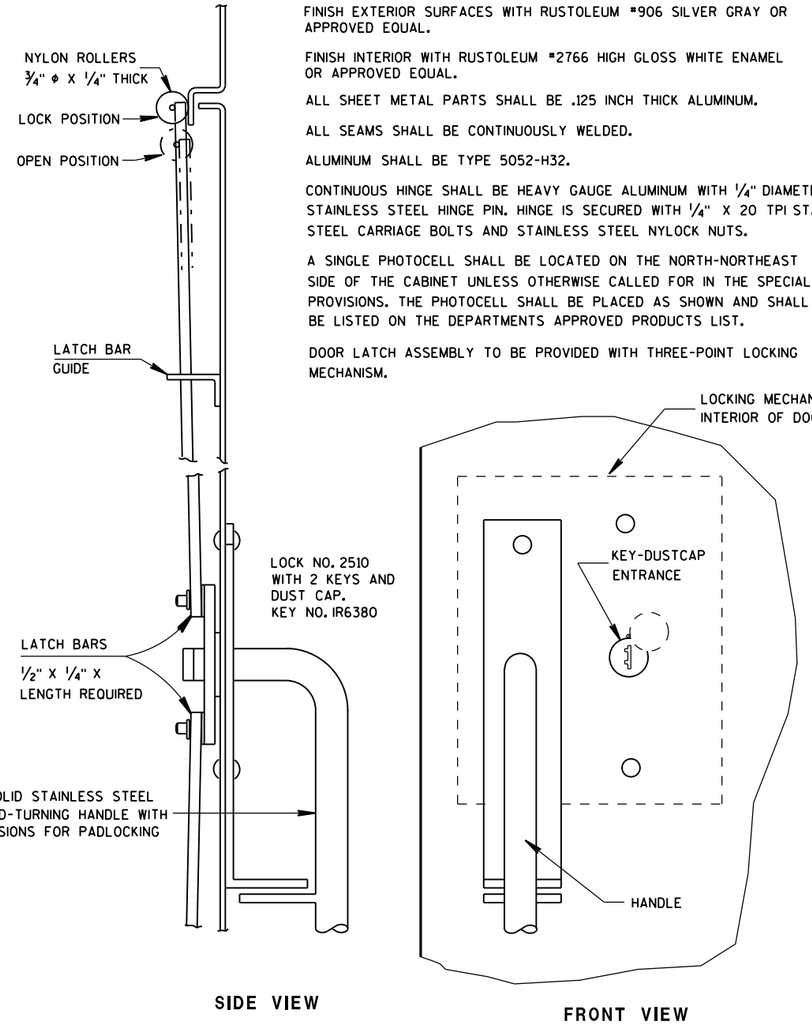
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

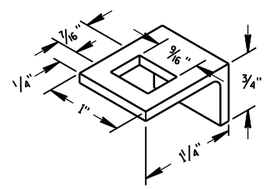
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 242
FHWA

6

S.D.D. 9 D 2-3

6

S.D.D. 9 D 2-3

GENERAL NOTES

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

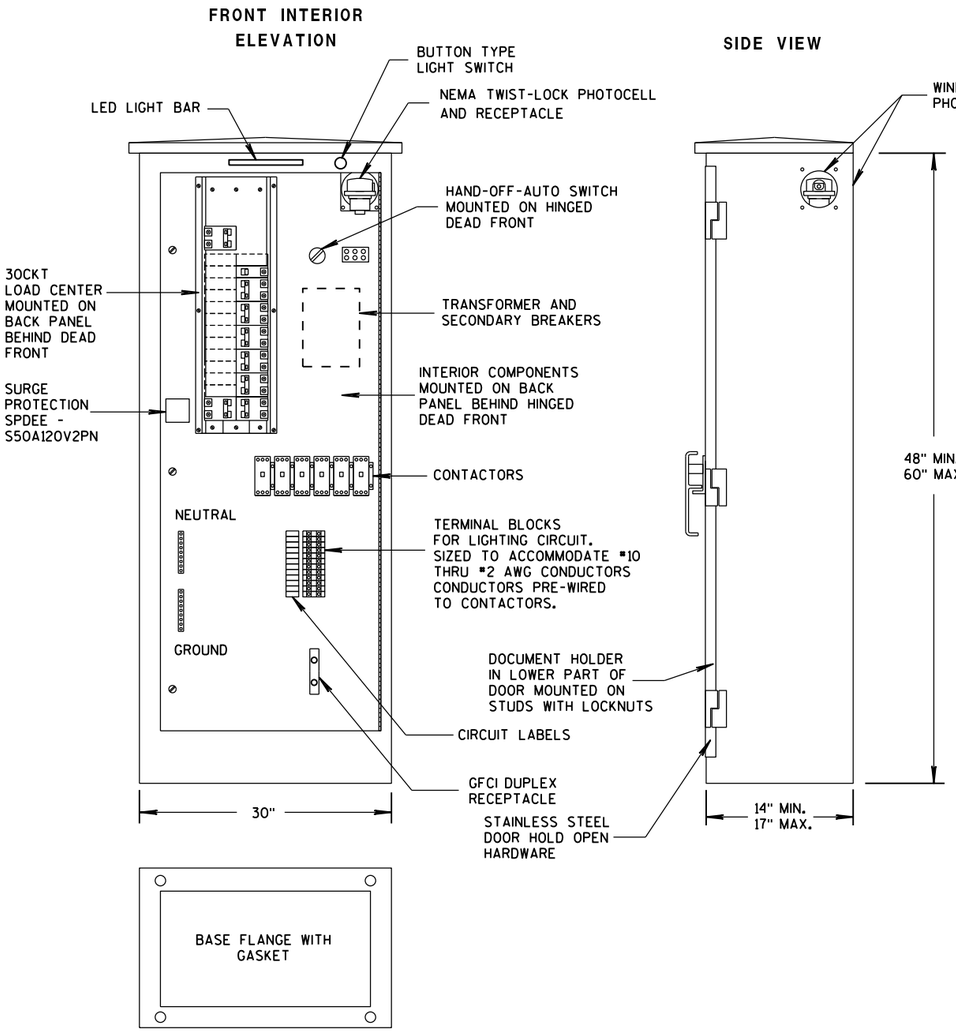
ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

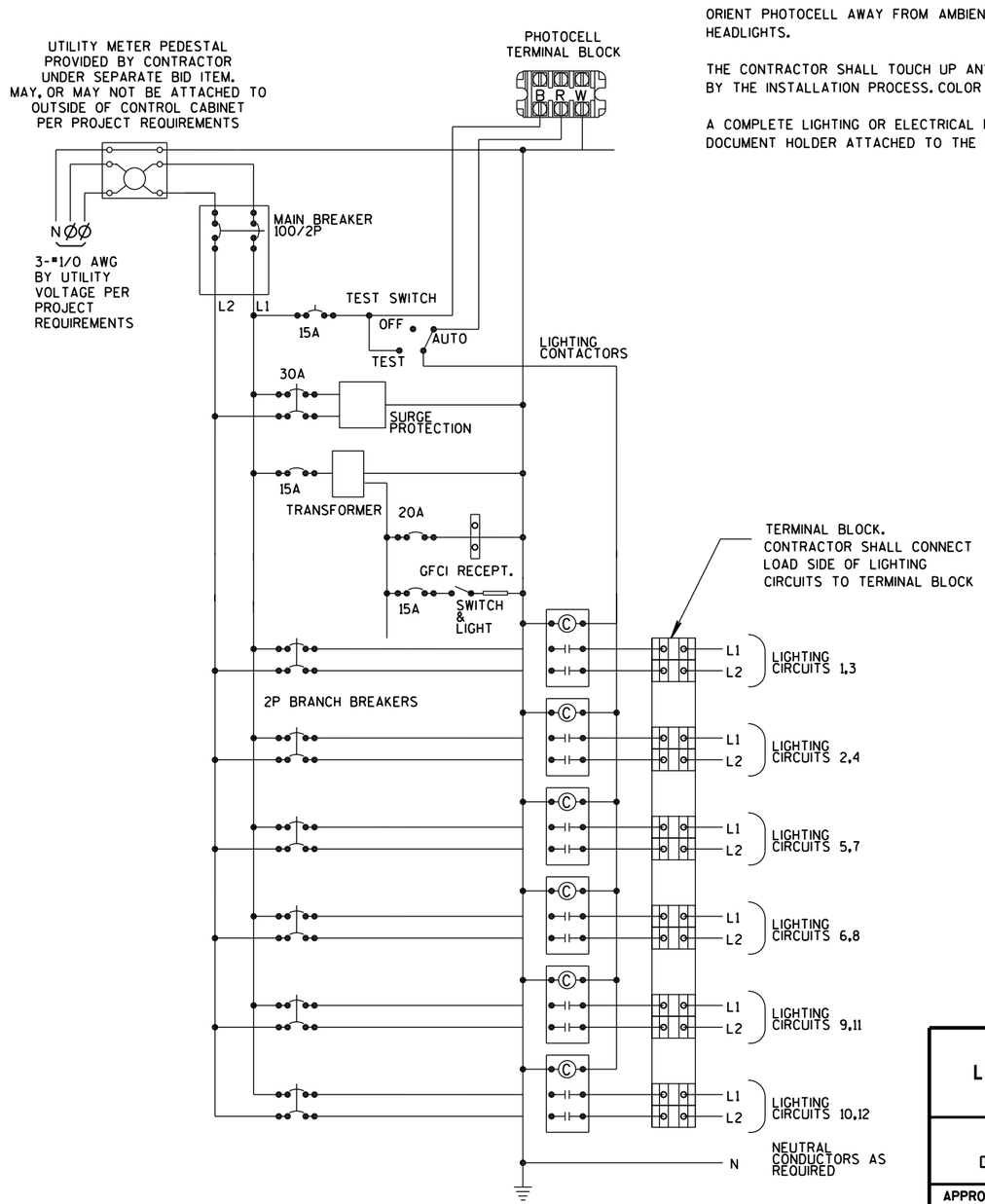
ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.



LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

L30
LIGHTING CONTROL CABINET
240/480 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Thomas Gonring — STATE LIGHTING ENGINEER

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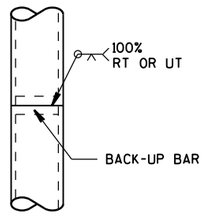
FHWA

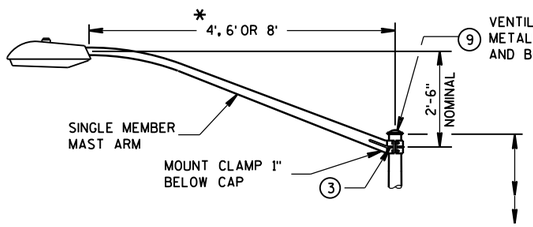
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FOR MANUFACTURERS USE ONLY

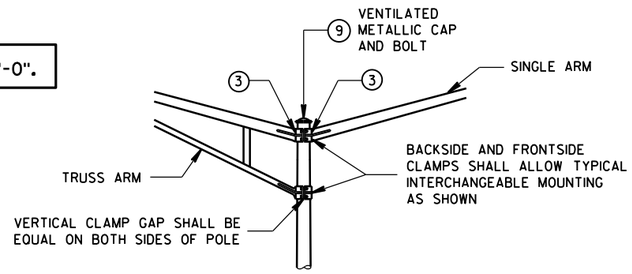
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".





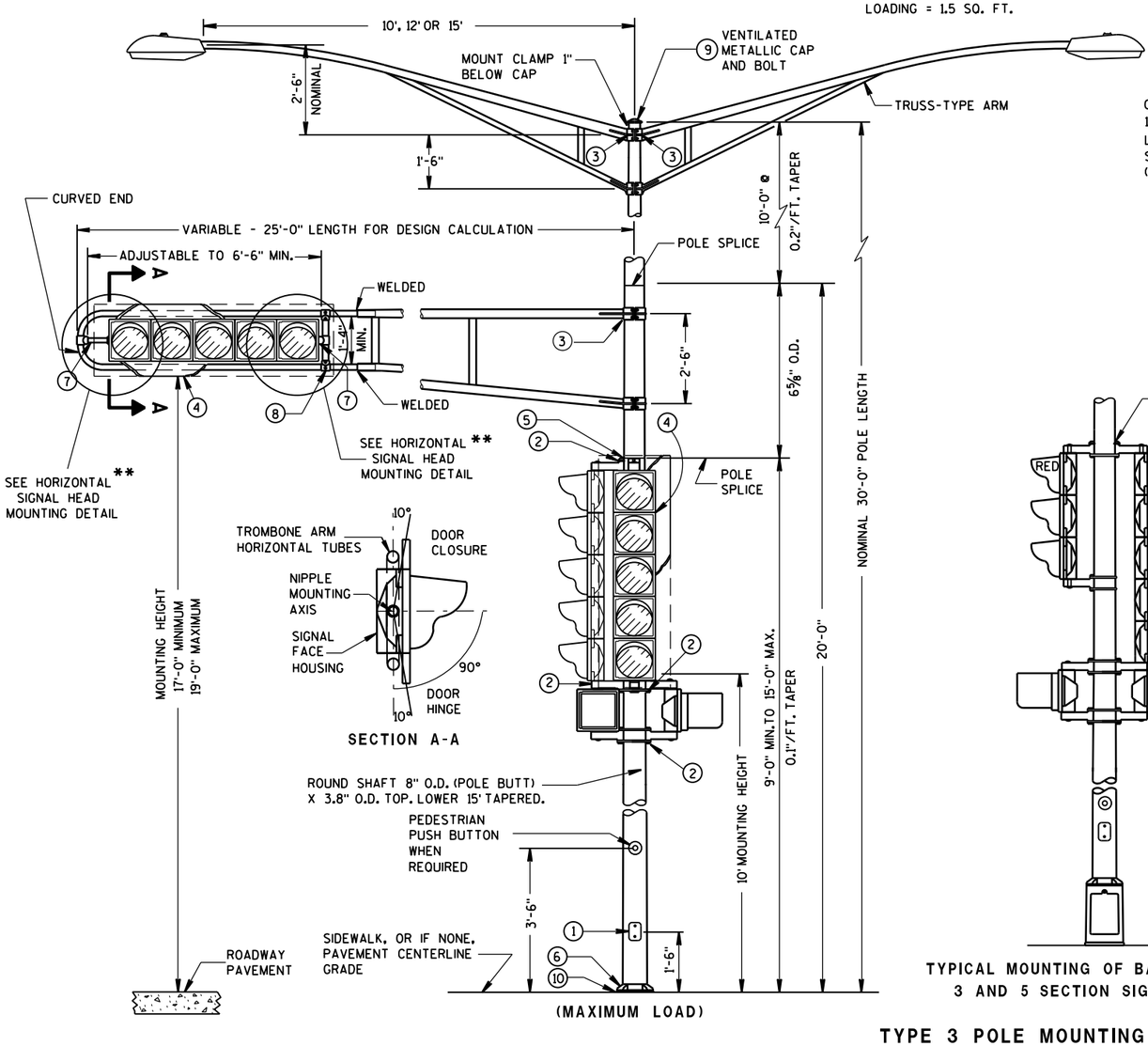
POLE SPLICE DETAIL

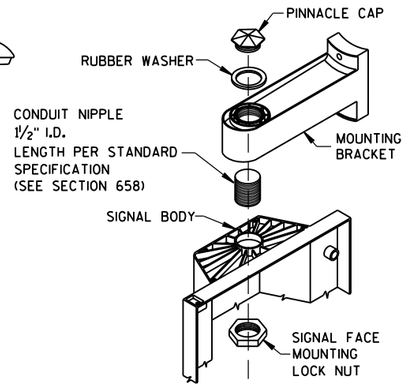


INTERCHANGEABLE MOUNTING DETAIL

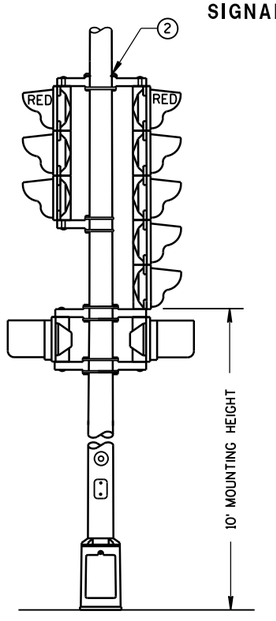
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

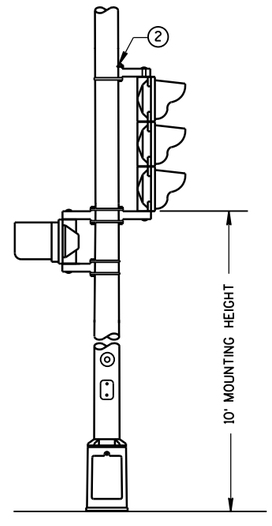




SIGNAL FACE MOUNTING DETAIL
(BANDED)



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



TYPICAL MOUNTING OF 3 SECTION
SIGNAL FACE

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

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

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

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

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

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

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

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

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

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

(6) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

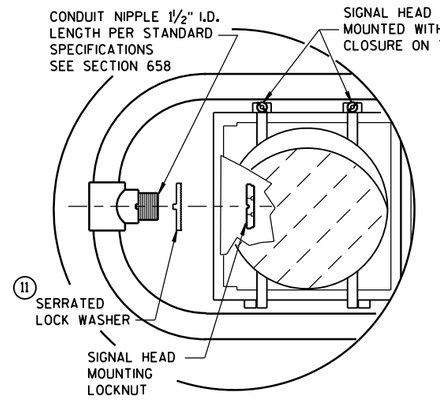
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

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

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL**

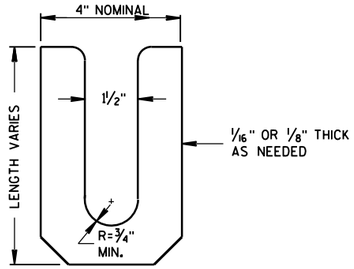
** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

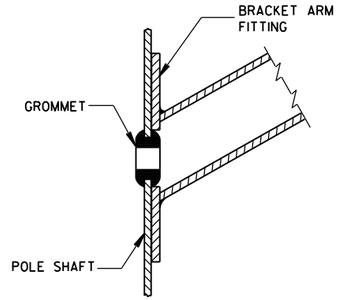
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 244

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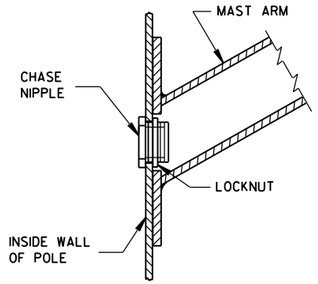


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

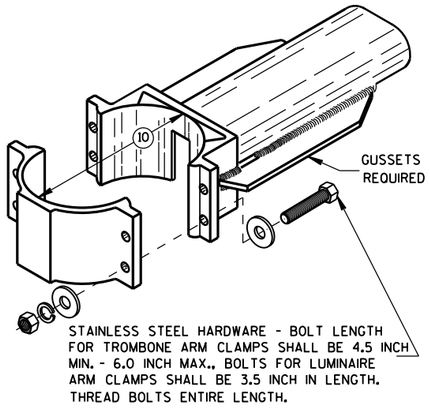
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

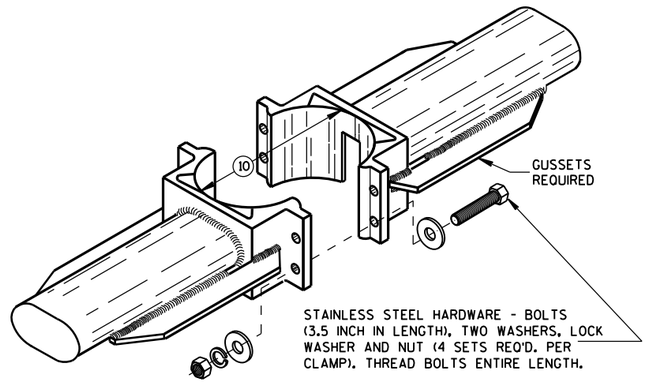
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

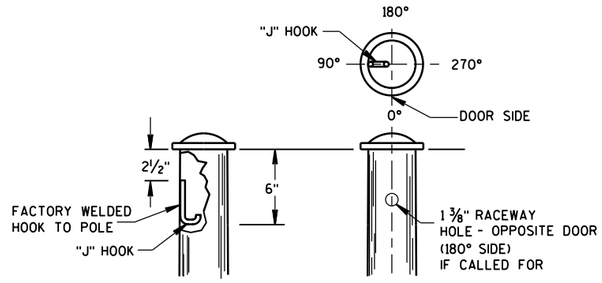
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



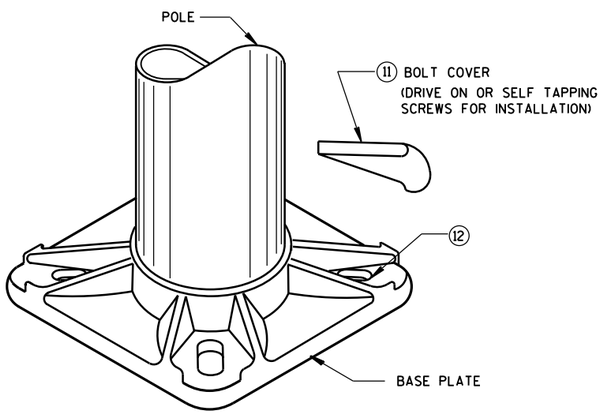
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



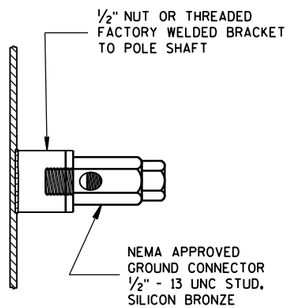
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

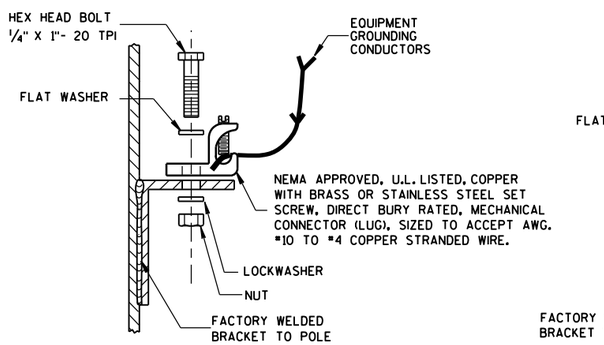


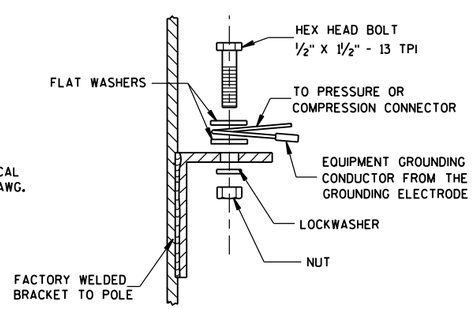
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

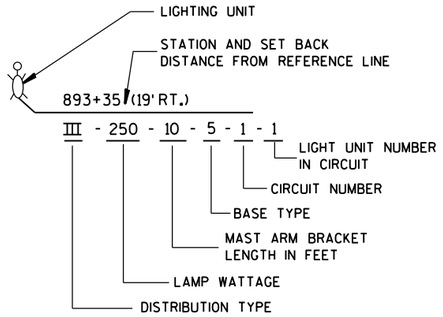
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

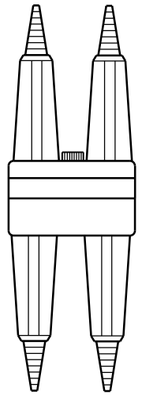
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Feb. 2015 — DATE
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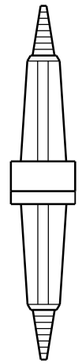
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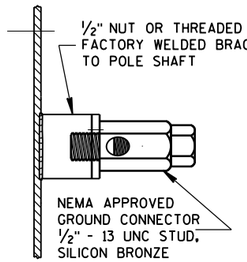
LIGHTING UNIT CODE
(TYPICAL)

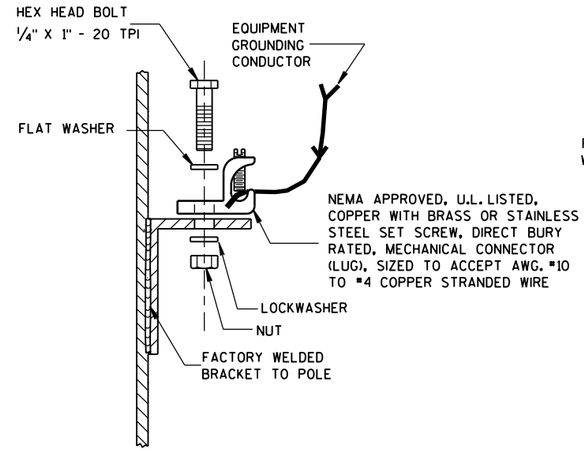


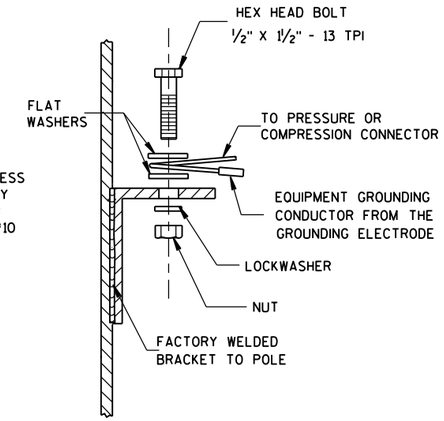
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



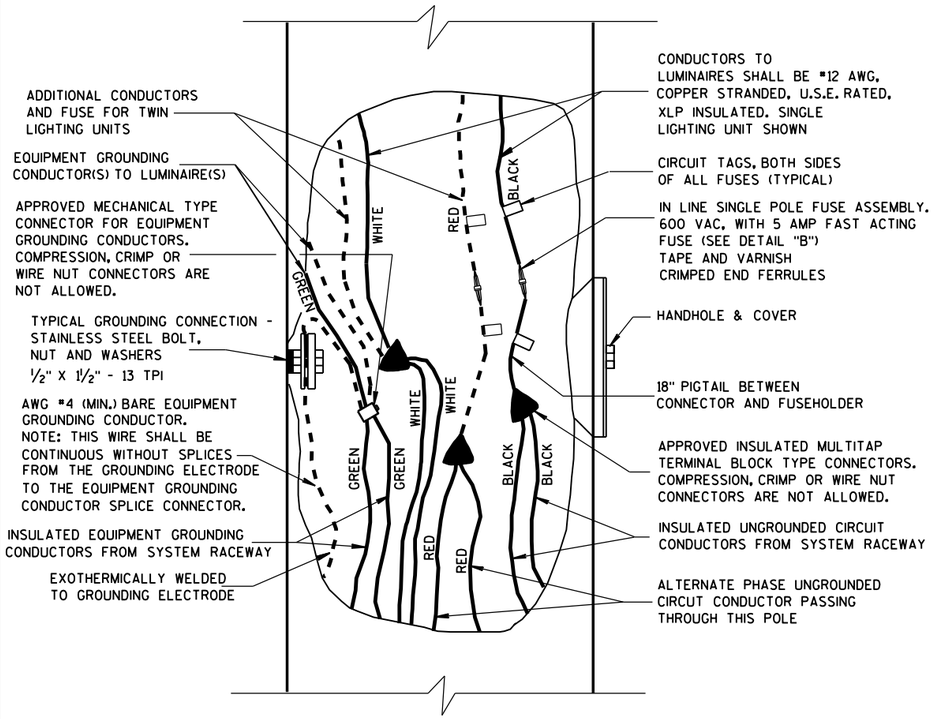
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



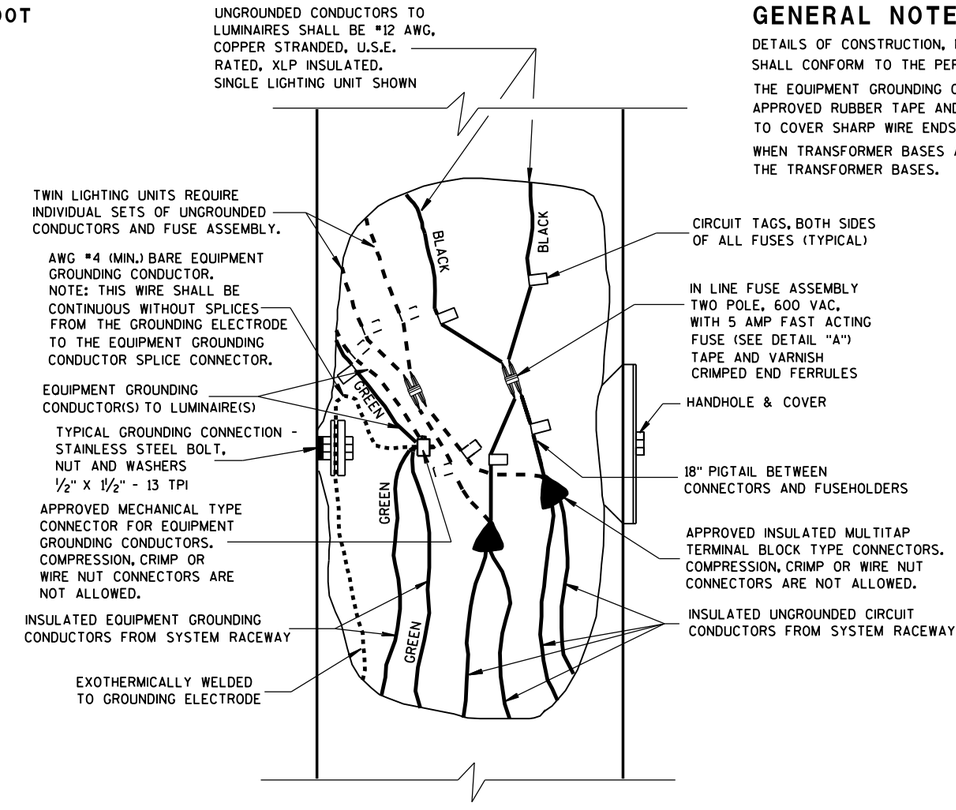




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

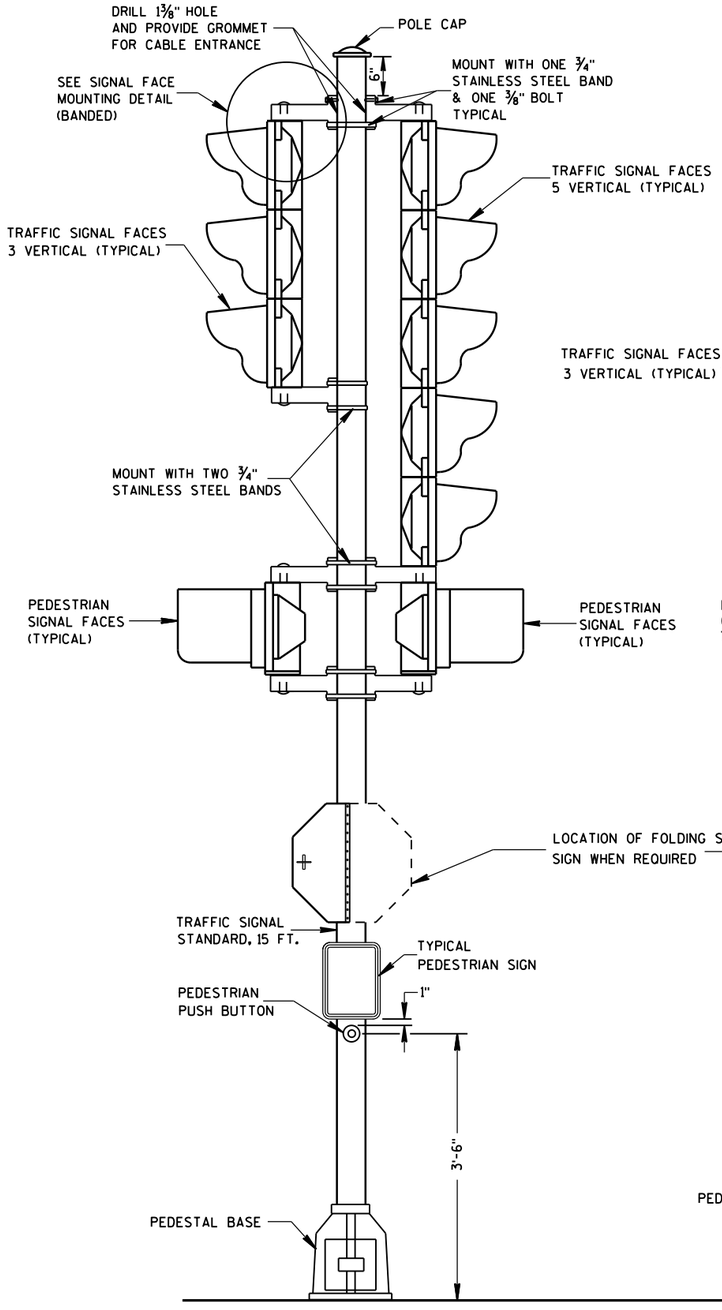
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

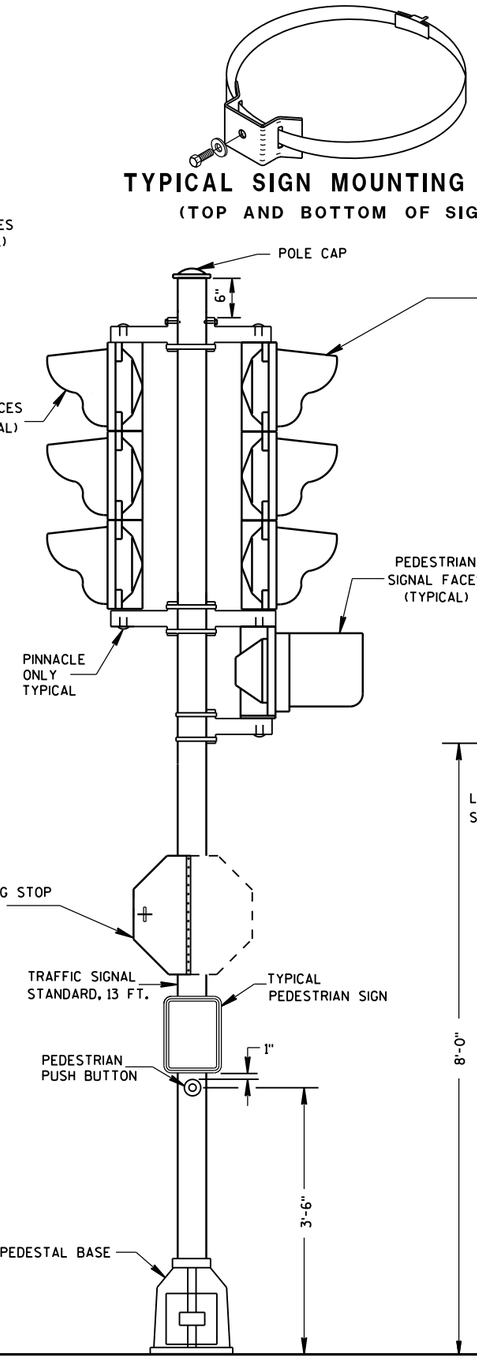
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Sept. 2014 — DATE
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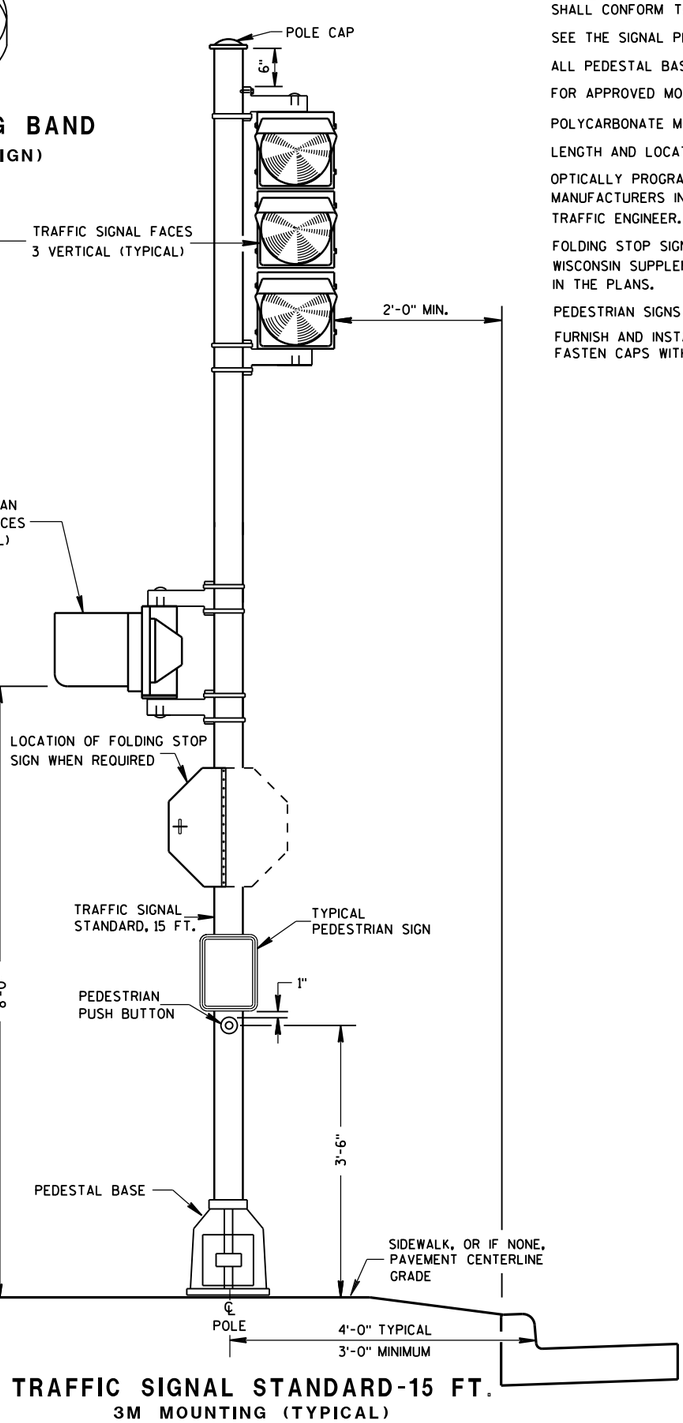


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

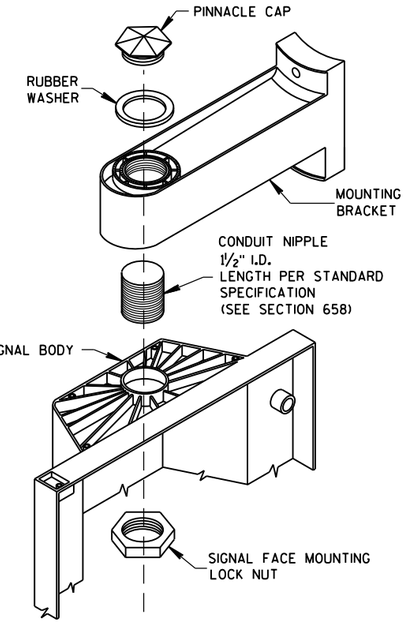
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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



SIGNAL FACE MOUNTING DETAIL
(BANDED)

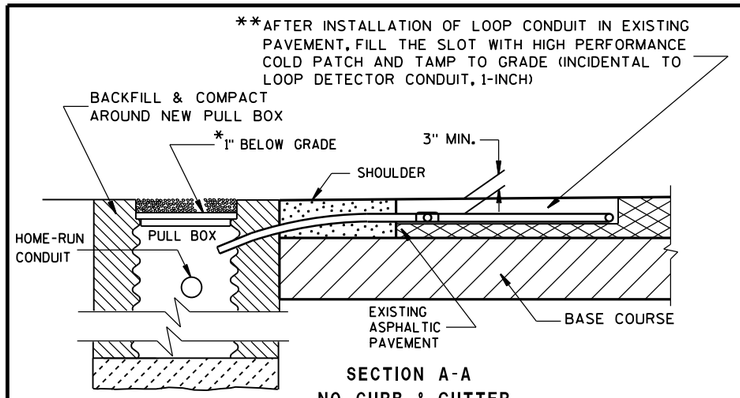
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

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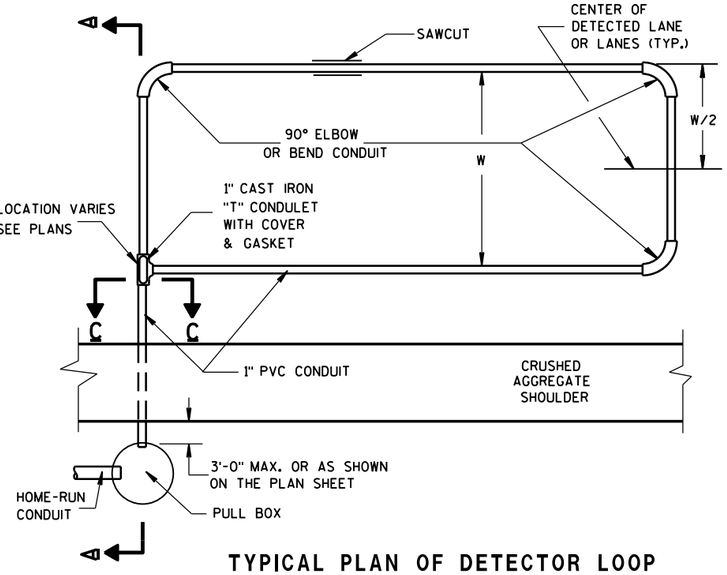
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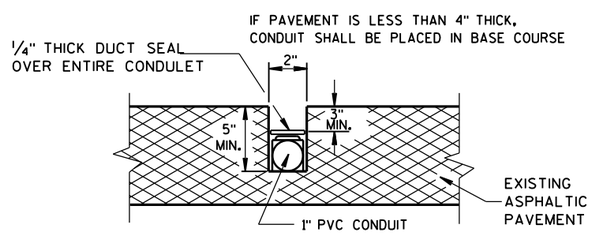
SECTION A-A
NO CURB & GUTTER

TYPICAL PLAN OF LOOP DETECTOR

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



TYPICAL PLAN OF DETECTOR LOOP



SIDE VIEW
SECTION C-C

LOOP DETECTOR SLOT DETAIL

GENERAL NOTES

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

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

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

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

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

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

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

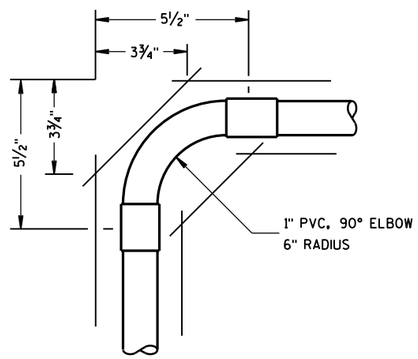
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

IN THE EVENT THAT THE EXISTING PAVEMENT IS MORE THAN 5 INCHES THICK, AND THEREFORE , THE 1 INCH CONDUIT DOES NOT REQUIRE INSTALLATION BELOW THE PAVEMENT INTO THE BASE COURSE, PLACE SOME OF THE TAR OR EPOXY SEALANT IN THE SLOT TO A DEPTH OF APPROXIMATELY 1/2 INCH BEFORE INSTALLATION OF THE CONDUIT. IF THE CONDUIT MUST BE PLACED IN THE BASE COURSE, DO NOT PLACE THE TAR OR EPOXY SEALANT IN THE SLOT.

ONCE THE 2" LOOP SLOT HAS BEEN CHIPPED OUT, THE LOOP INSTALLATION SHALL BE COMPLETED PRIOR TO OPENING THE LANE(S) TO TRAFFIC.

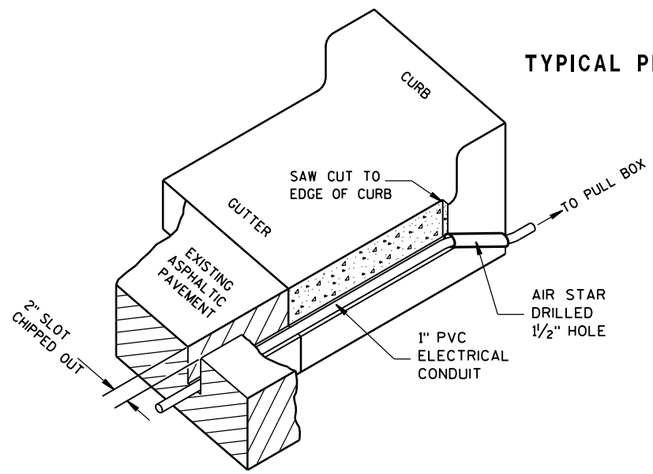
** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/ PAVEMENT OPENING WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

IN THE EVENT HIGH PERFORMANCE COLD PATCH IS NOT AVAILABLE, AND FLEXIBLE TYPE EPOXY IS USED AS A LOOP SLOT FILLER, THE 2 INCH SLOT SHALL BE TOTALLY CLEAN AND DRY BEFORE ITS INSTALLATION. EPOXY USE SHALL BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED AFTER WRITTEN APPROVAL BY THE PROJECT ENGINEER.



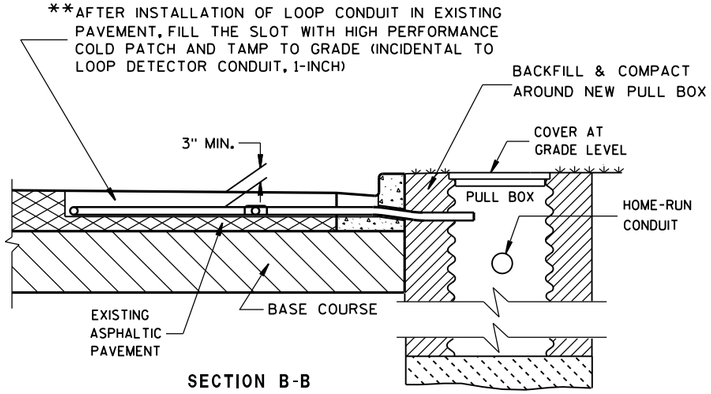
TOP VIEW

CORNER SAW SLOT DETAIL



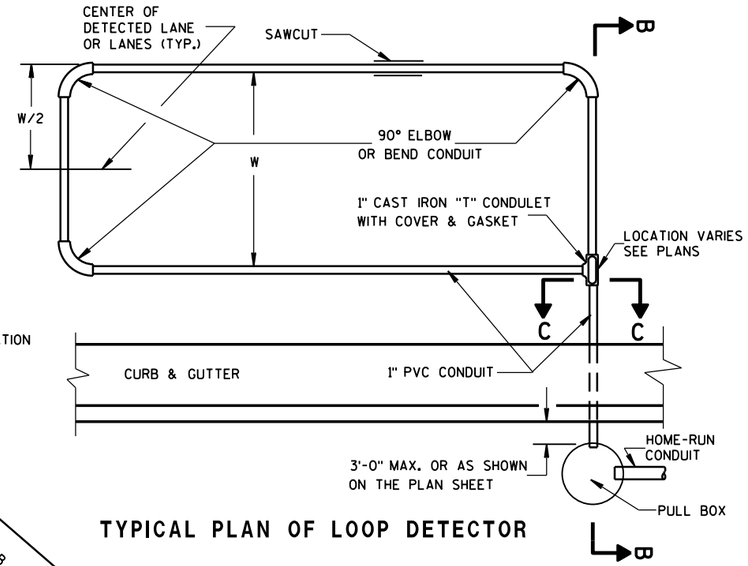
ISOMETRIC VIEW

TYPICAL SAW CUT DETAIL FOR LEAD-IN CONDUIT



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT

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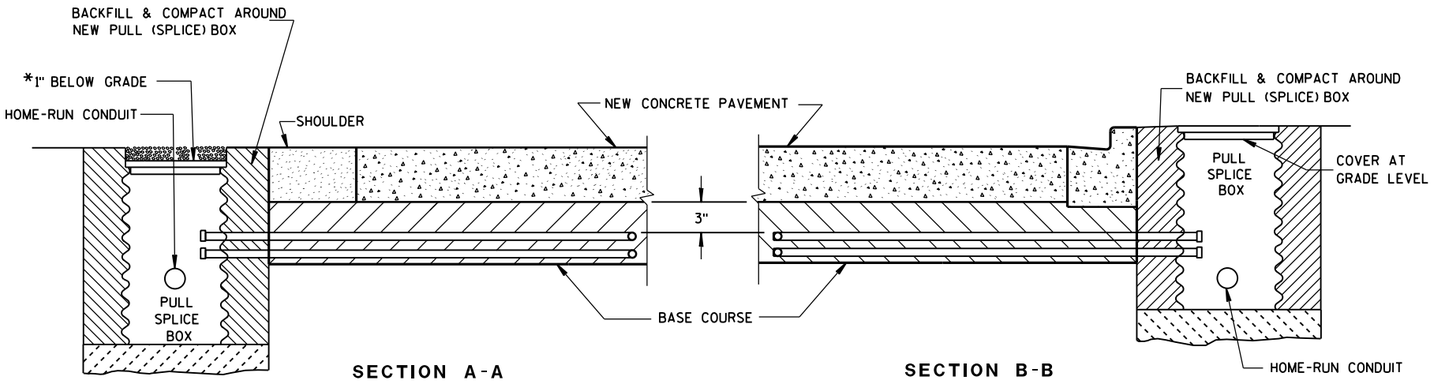
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Sept. 2014 — DATE
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SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

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

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

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

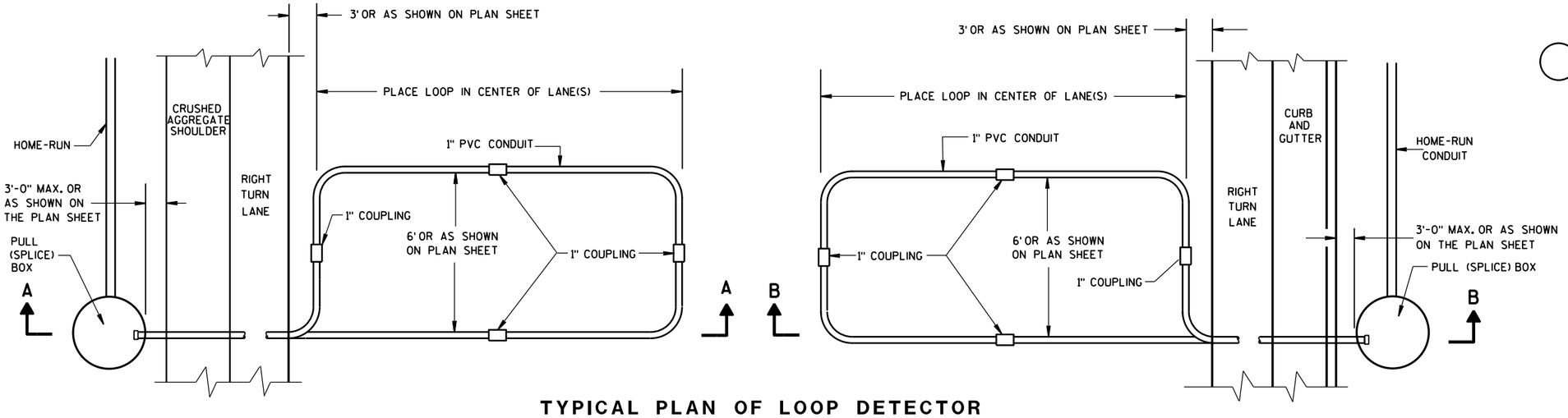
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

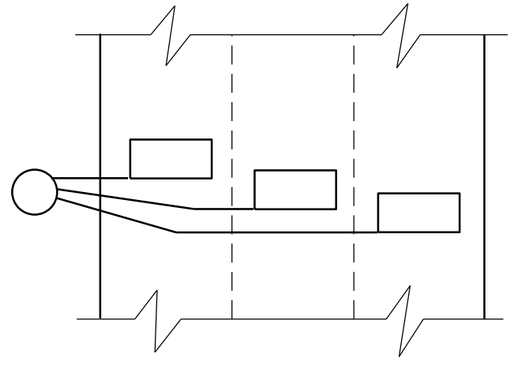
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
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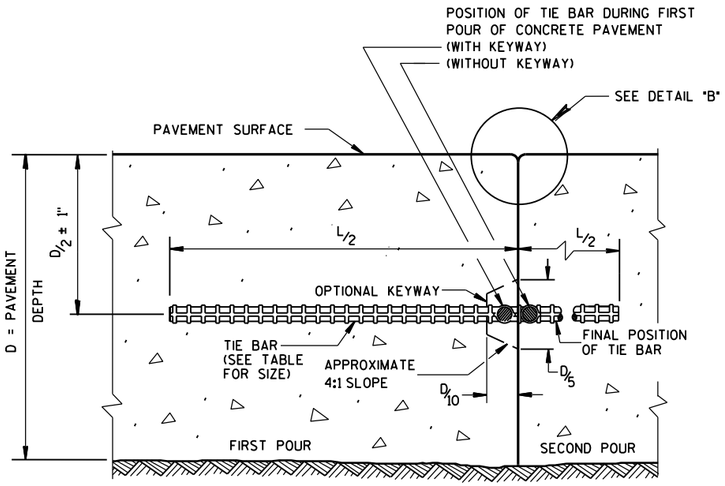
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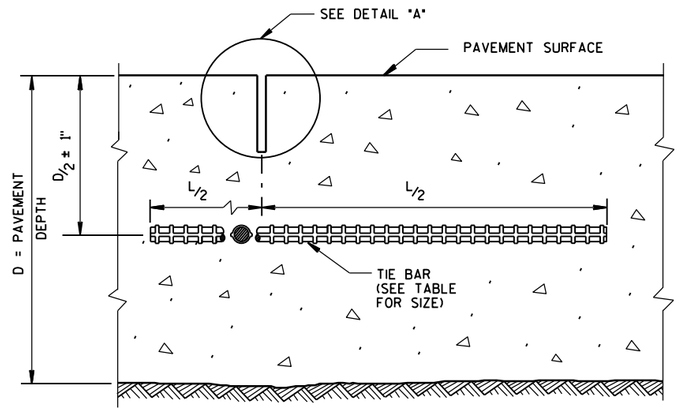
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S.D.D. 9 F 15-4b



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

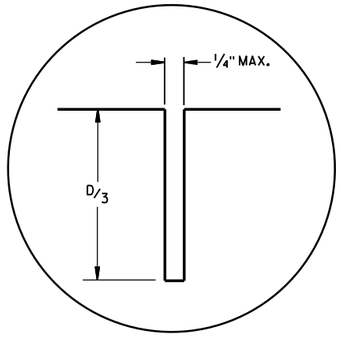
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

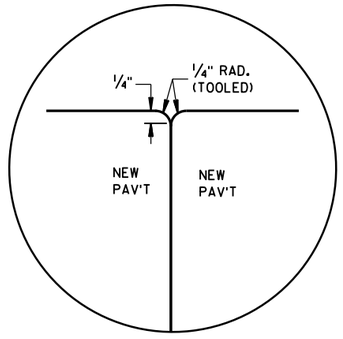
PLAN VIEW

SECTION A-A

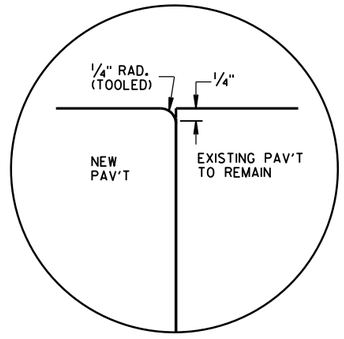
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



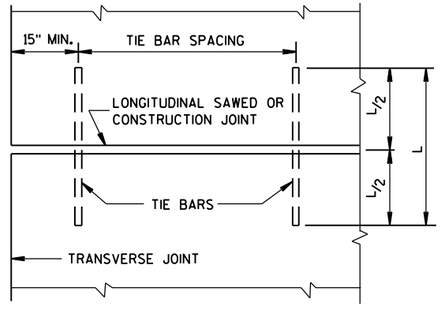
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

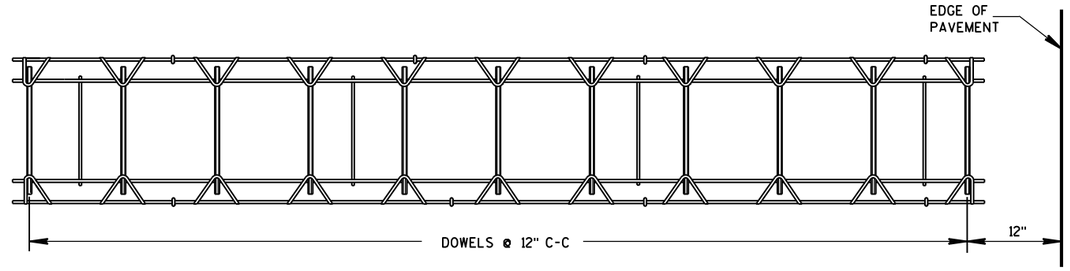
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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S.D.D. 13 C 1-18

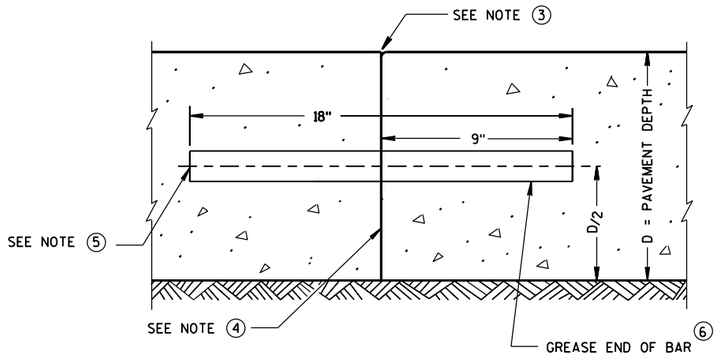


PLAN VIEW

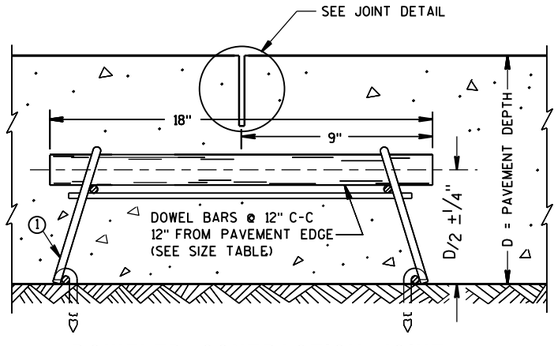


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



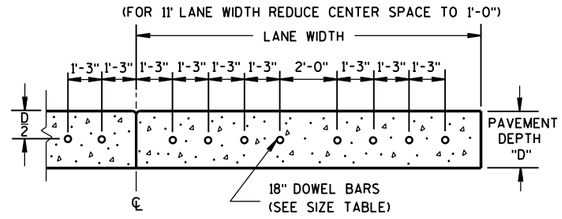
TRANSVERSE CONSTRUCTION JOINT



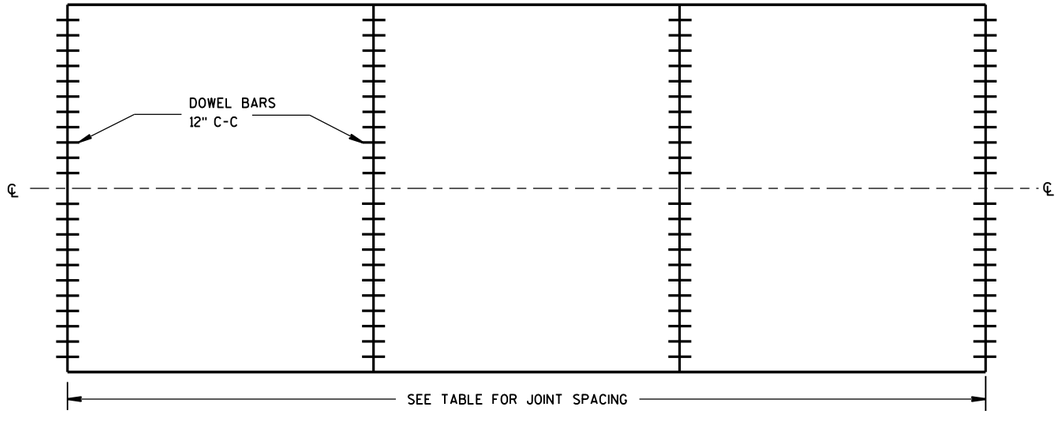
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① **OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.**

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

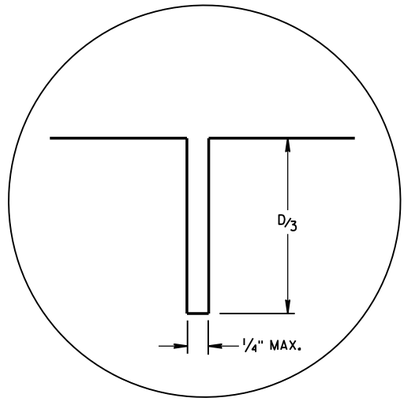
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

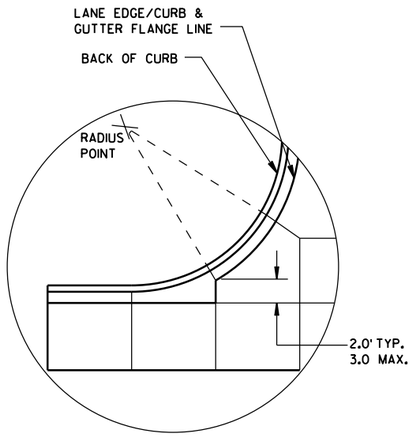
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

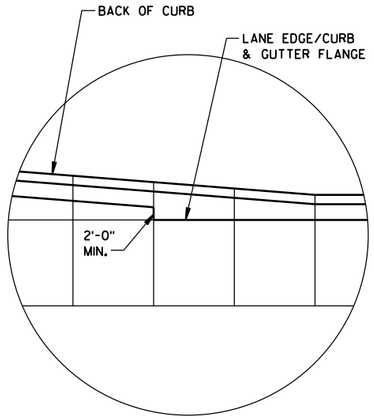
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

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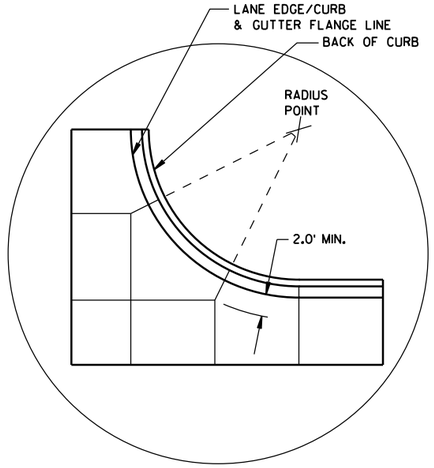
S.D.D. 13 C 13-8



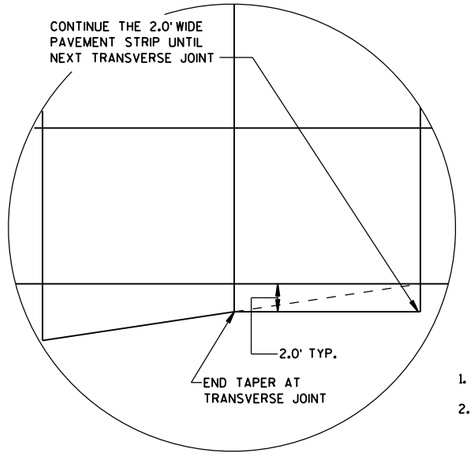
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

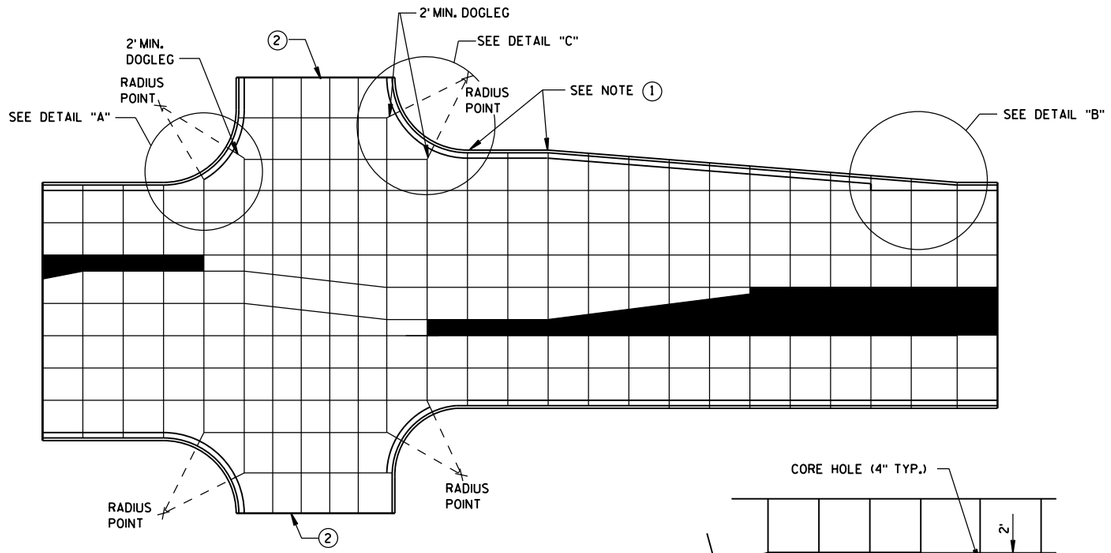
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

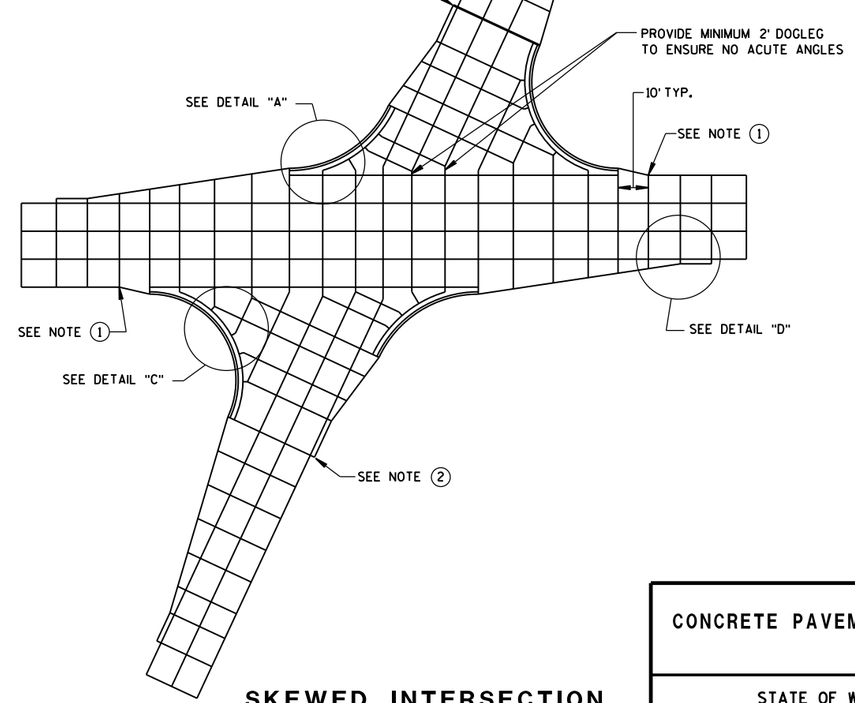
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



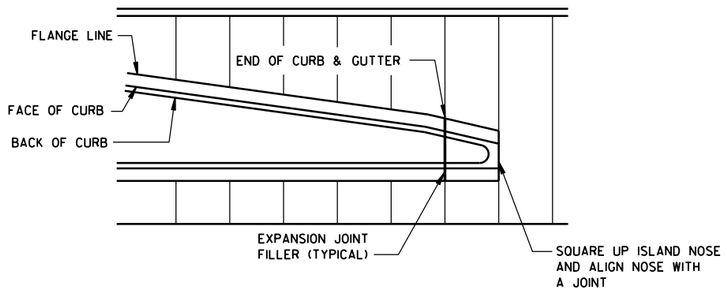
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

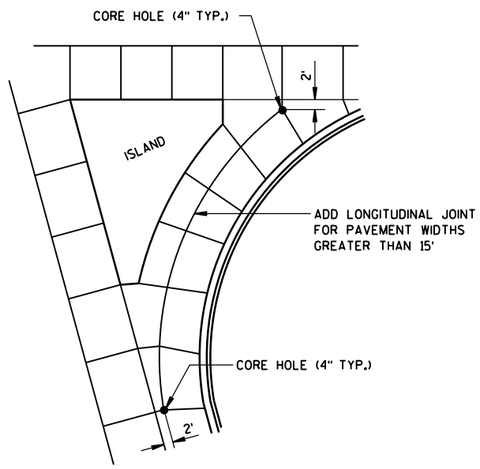
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 252

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S.D.D. 13 C 18-5a

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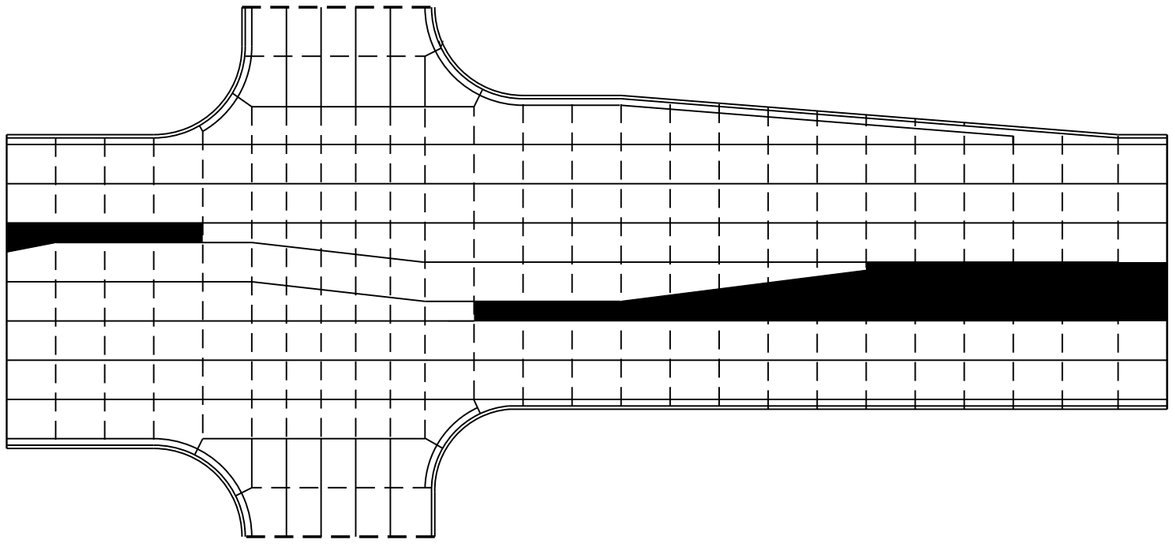
S.D.D. 13 C 18-5a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

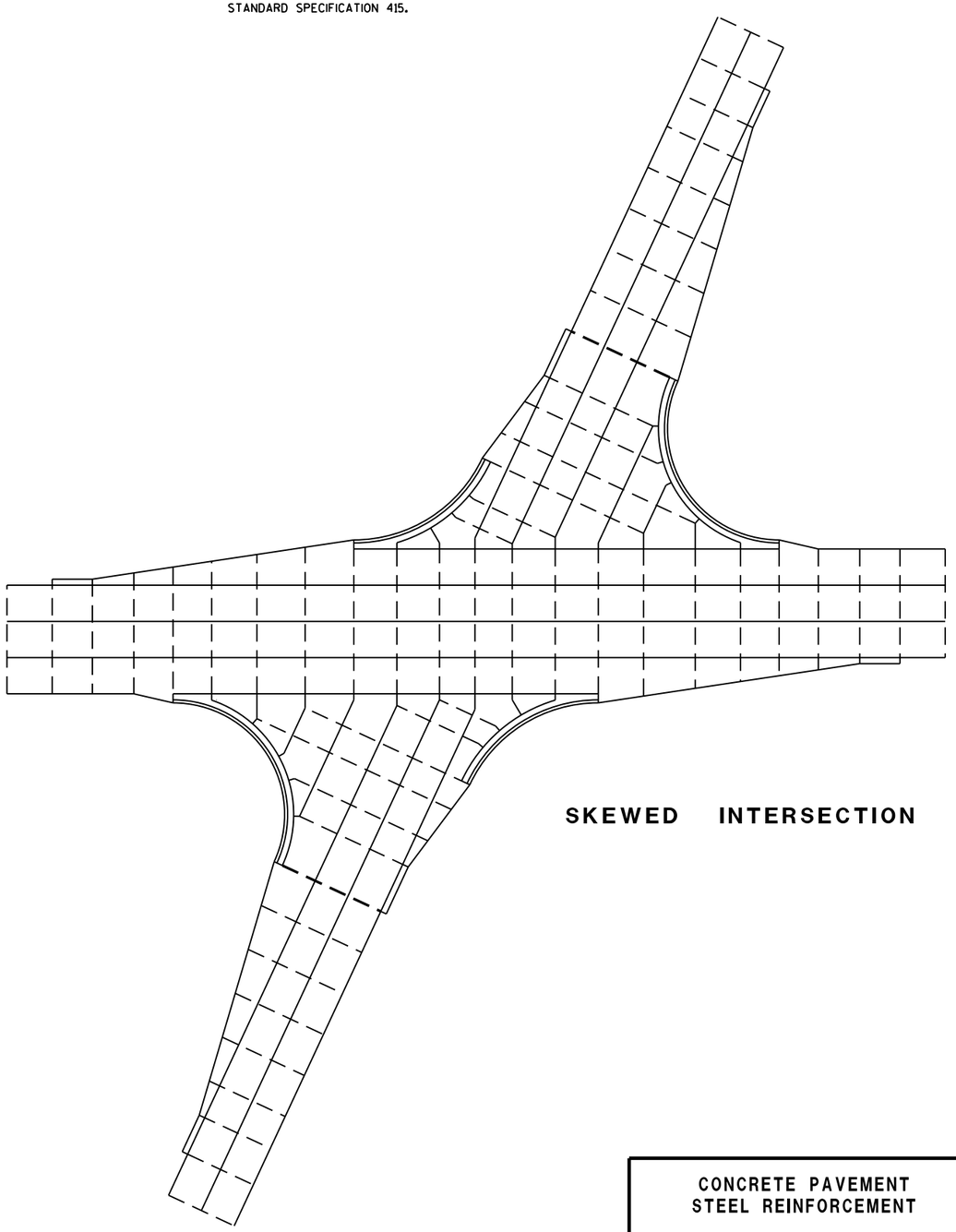
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

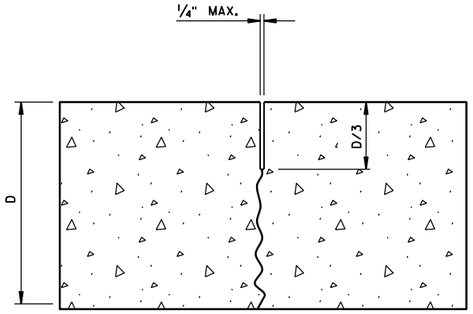
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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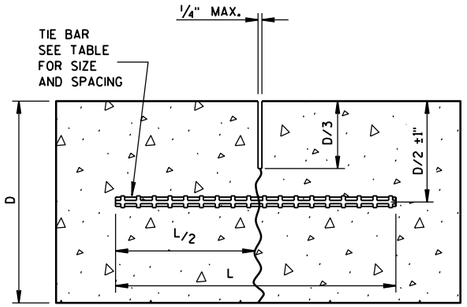
S.D.D. 13 C 18-5b

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S.D.D. 13 C 18-5b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

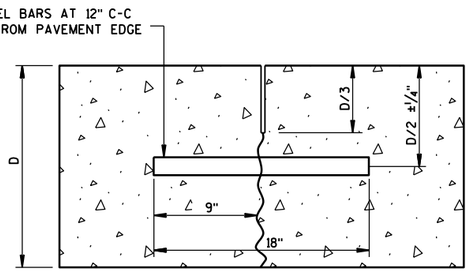
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

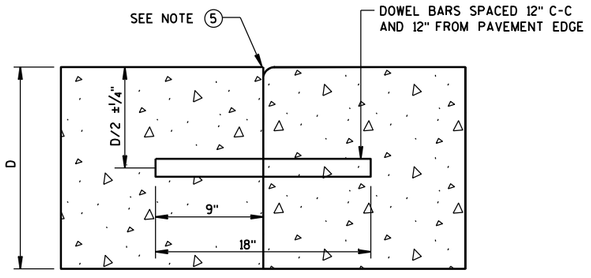
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



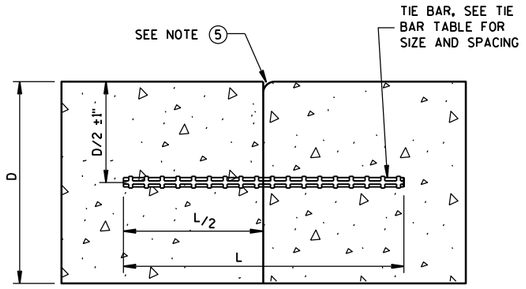
DOWELED-TRANSVERSE

CONTRACTION JOINTS

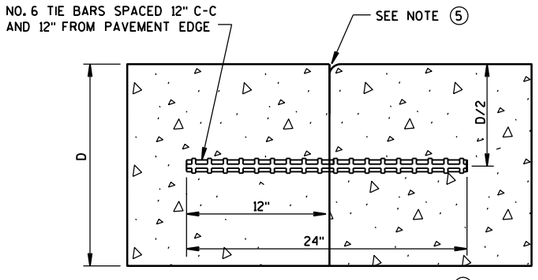
SEE NOTE (2)



DOWELED TRANSVERSE (3)

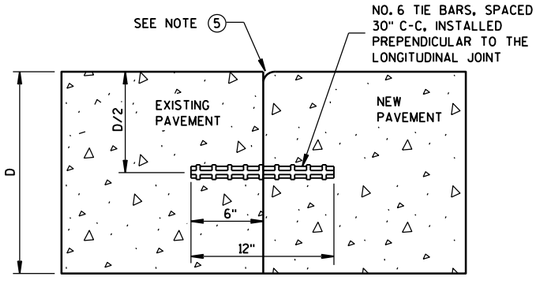


TIED LONGITUDINAL



TIED TRANSVERSE (3)

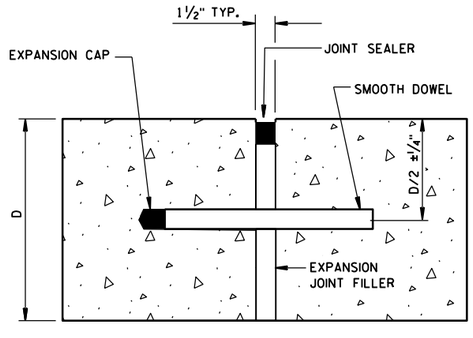
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

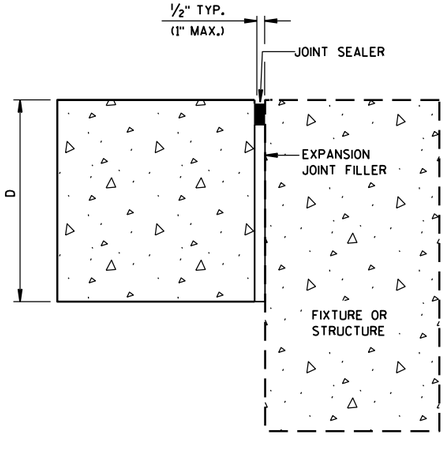
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

6

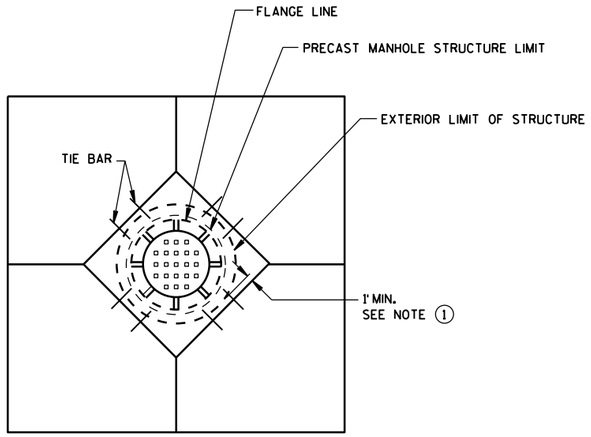
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S.D.D. 13 C 18-5c

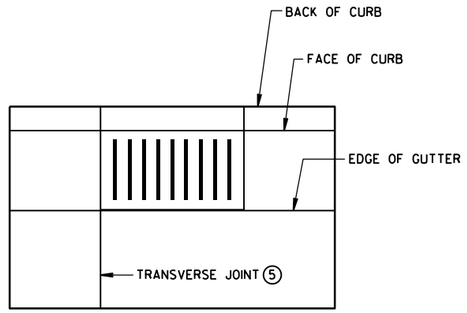
S.D.D. 13 C 18-5c

CONCRETE PAVEMENT
JOINT TYPES

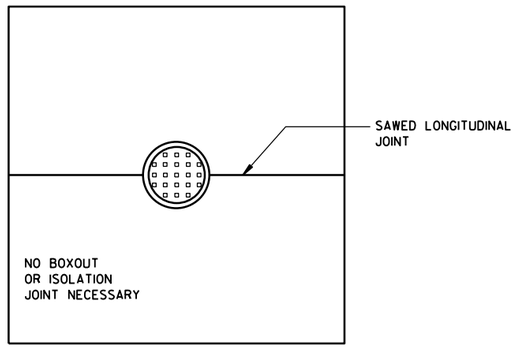
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



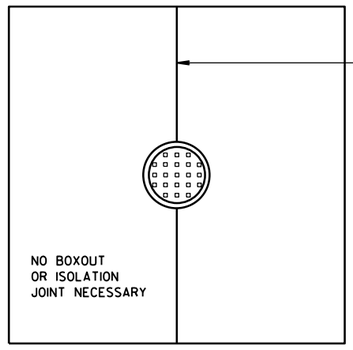
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



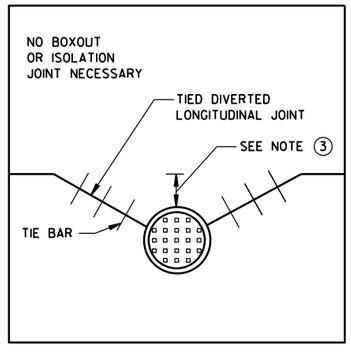
INLET WITH TRANSVERSE JOINT



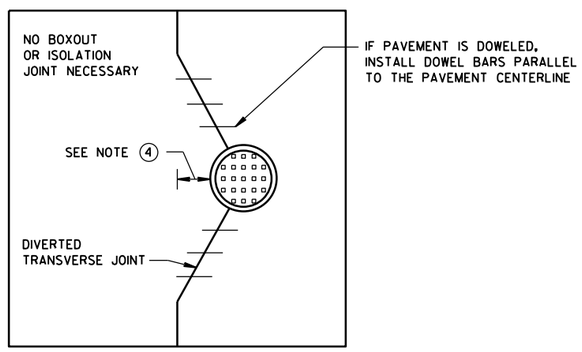
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 /S/ Peter Kemp, P.E.
DATE PAVEMENT SUPEF 255
FHWA

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S.D.D. 13 C 18-5d

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

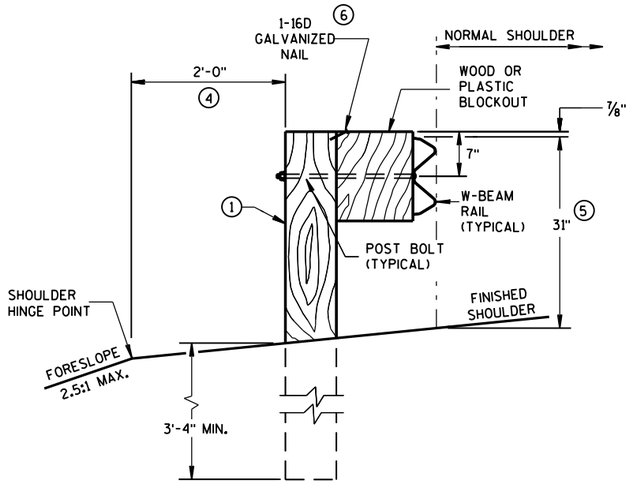
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

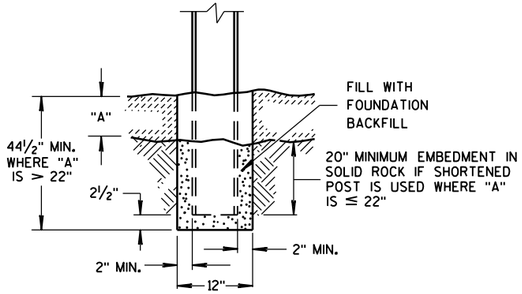
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



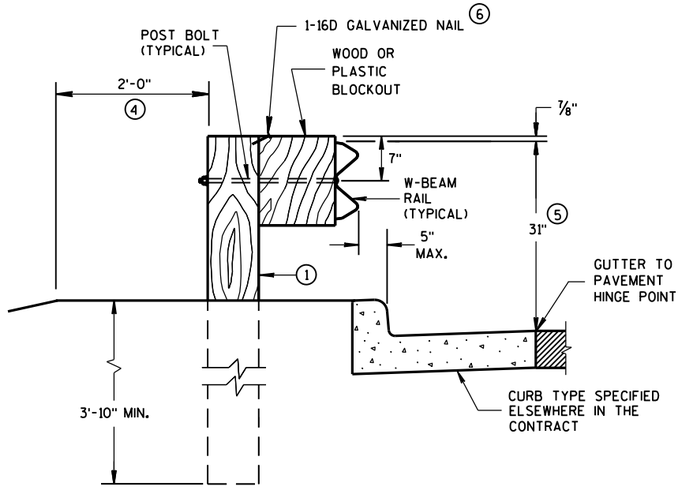
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



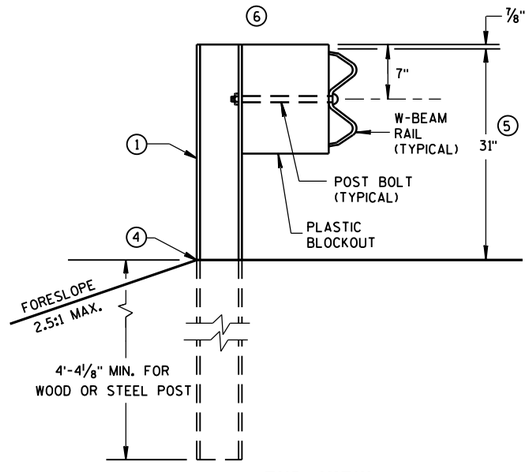
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



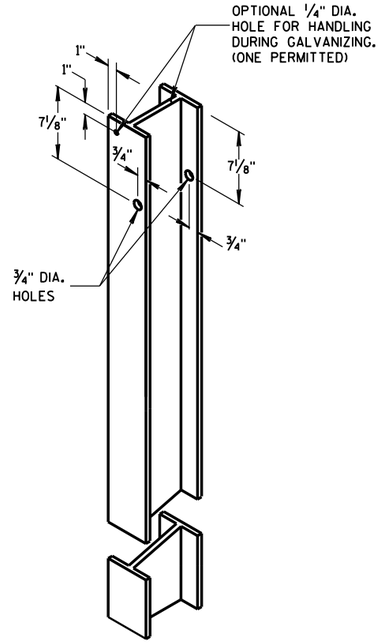
END VIEW

LOCATED ALONG A CURBED ROADWAY

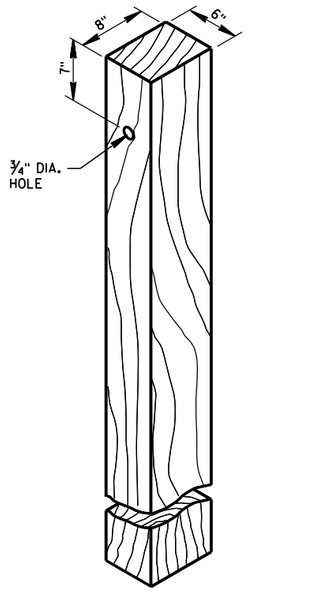


END VIEW

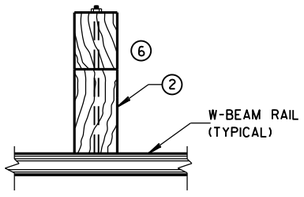
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



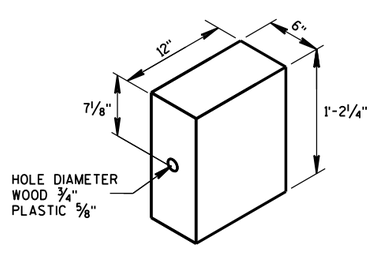
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



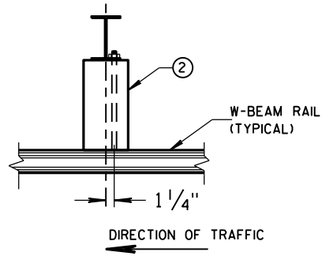
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)



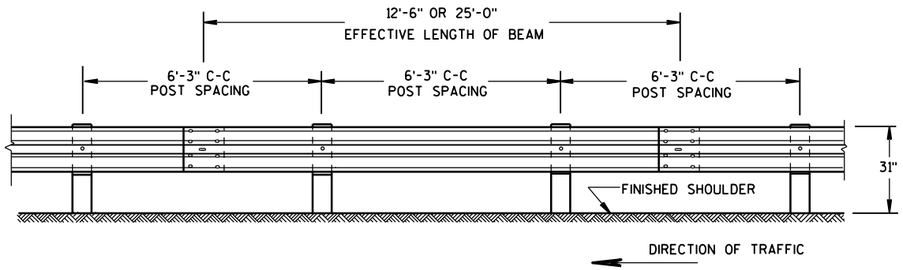
PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

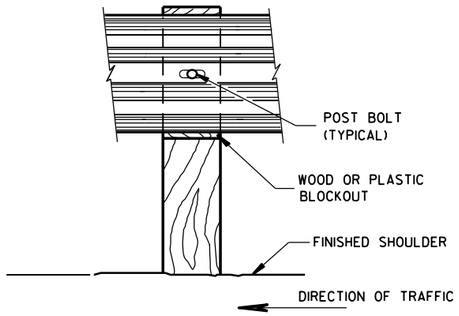
6

S.D.D. 14 B 42-5a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

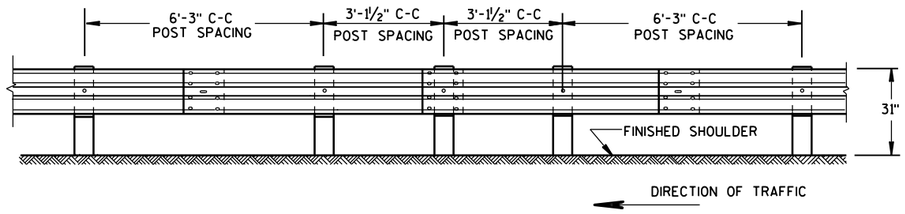
GENERAL NOTES

(8) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

(11) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

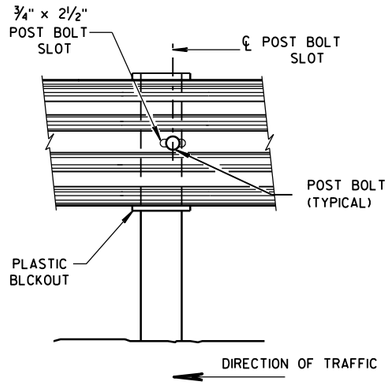
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

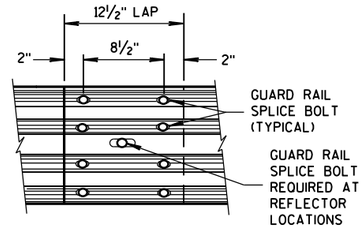


FRONT VIEW

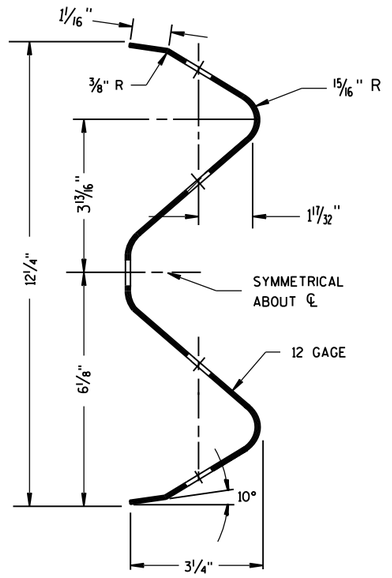
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



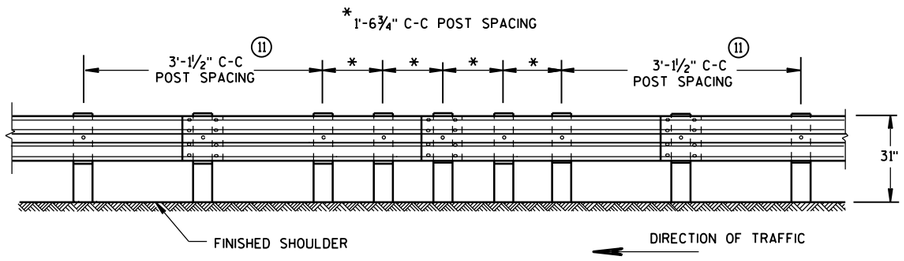
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

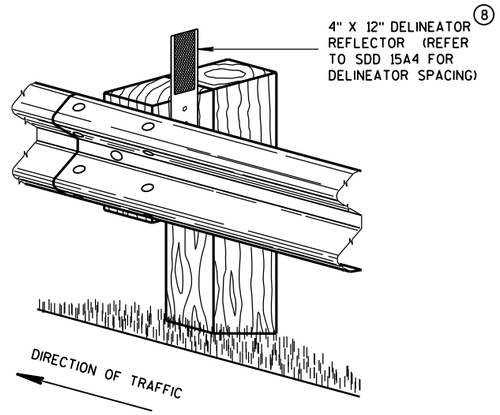


SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)



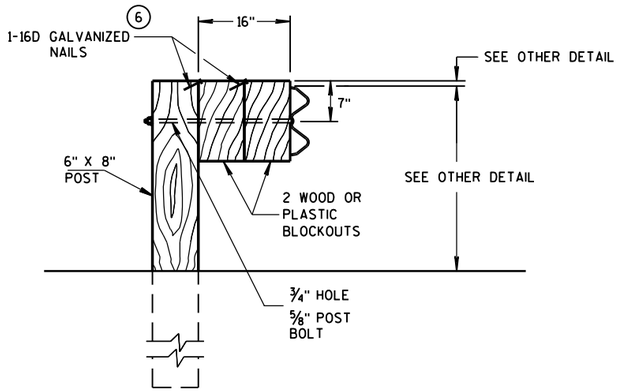
ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

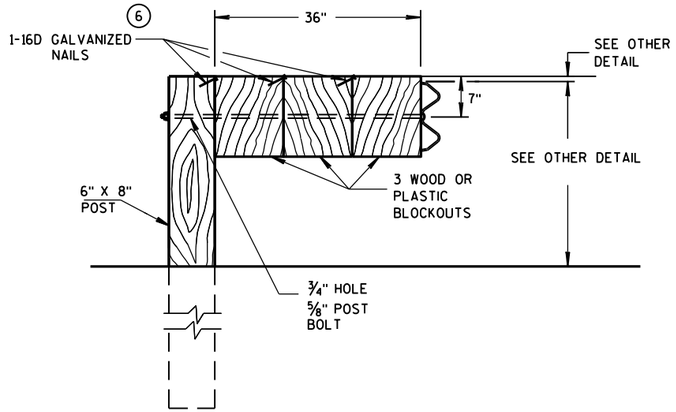
6

S.D.D. 14 B 42-5b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

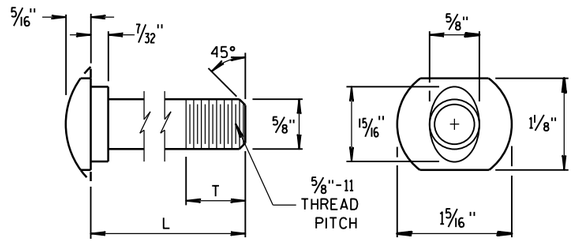


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

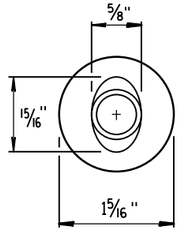
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

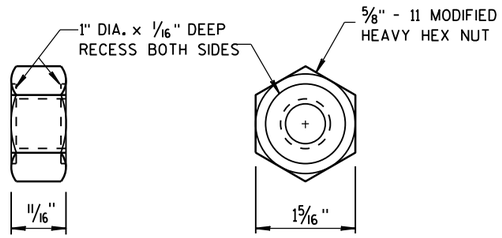


POST BOLT TABLE

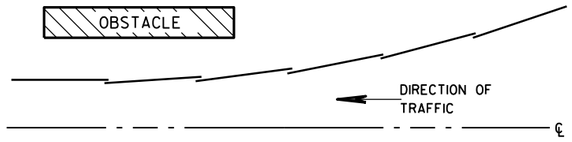
L	T (MIN.)
1¼"	1⅛"
2"	1¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

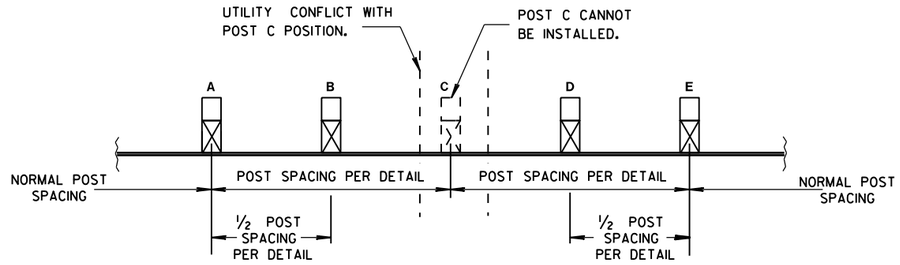


POST BOLT, SPLICE BOLT AND RECESS NUT

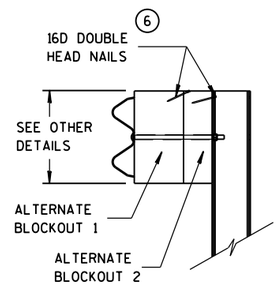


PLAN VIEW

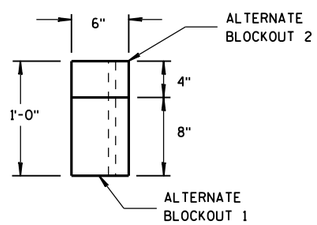
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

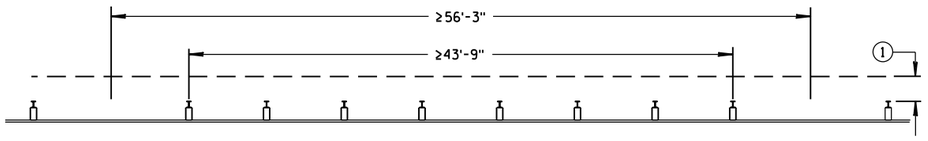
ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

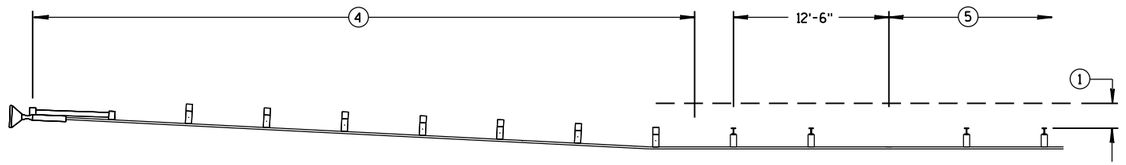
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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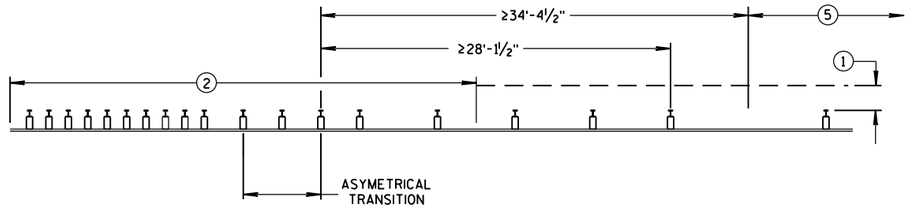
S.D.D. 14 B 42-5c



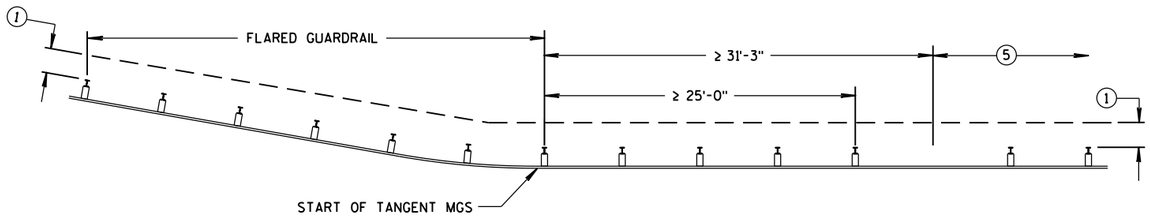
MISSING POST IN NORMAL BEAM GUARD RUN



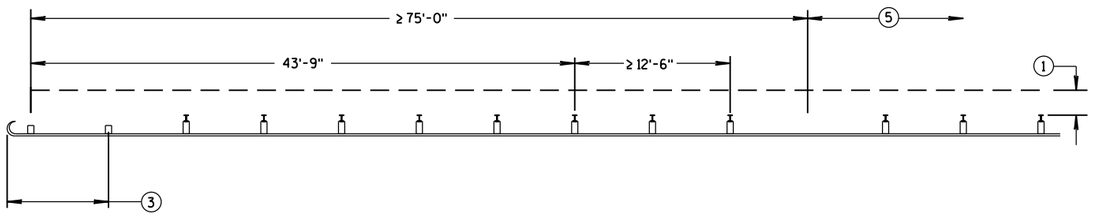
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



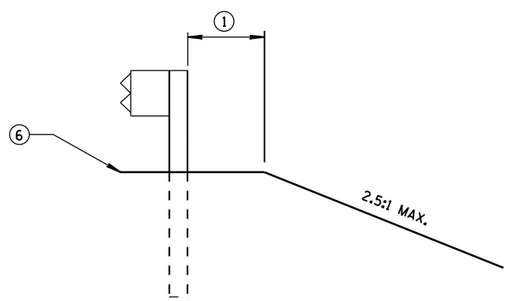
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



MISSING POST IN NORMAL BEAM GUARD RUN
NEAR FLARED BEAM GUARD



MISSING POST IN NORMAL BEAM GUARD RUN
NEAR TYPE 2 TERMINAL



CROSS SECTION VIEW

(1) MINIMUM OF 2 FEET OF GRADING BEHIND POST.

(2) SEE SDD 14B45 FOR MORE DETAILS.

(3) SEE SDD 14B47 FOR MORE DETAILS.

(4) SEE SDD 14B44 FOR MORE DETAILS.

(5) SEE MISSING POST IN NORMAL BEAM GUARD RUN FOR DISTANCE TO NEXT MISSING POST AND AREA FOR WELL DRAINED, COMPACTED SOILS.

(6) SEE PLAN FOR SHOULDER DESIGN.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

6

S.D.D. 14 B 42-5d

6

S.D.D. 14 B 42-5d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

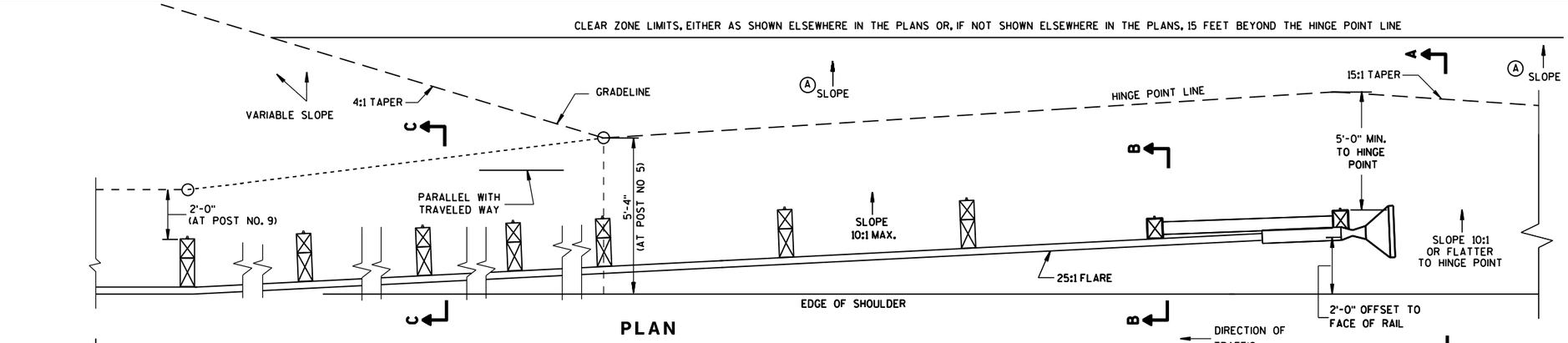
SEE SDD 14B42 FOR MORE INFORMATION.

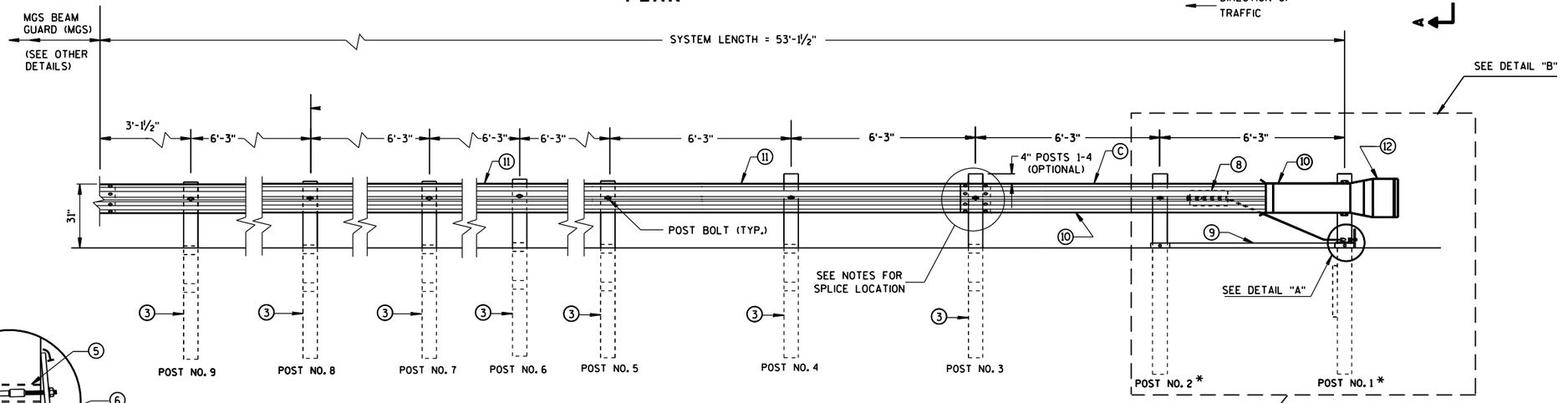
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

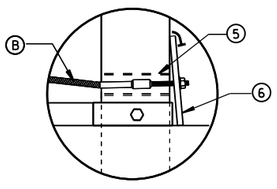
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

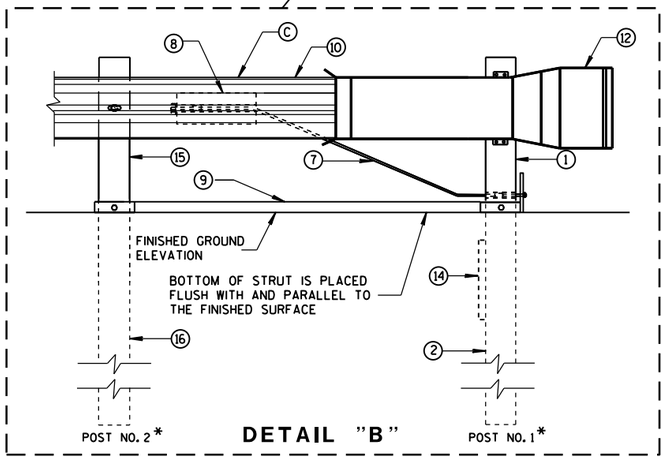
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

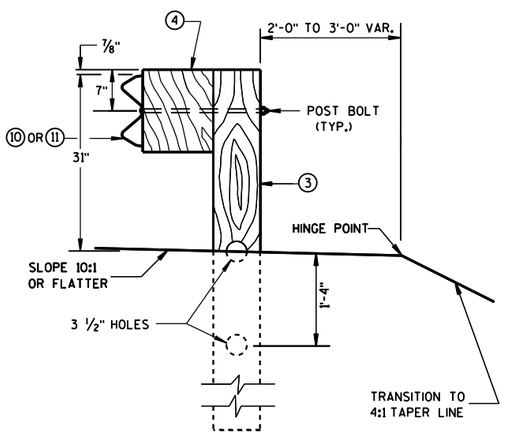
THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

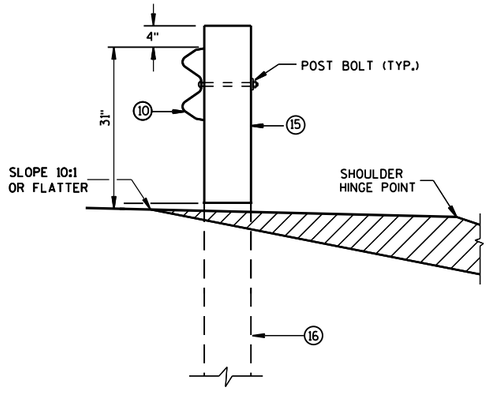


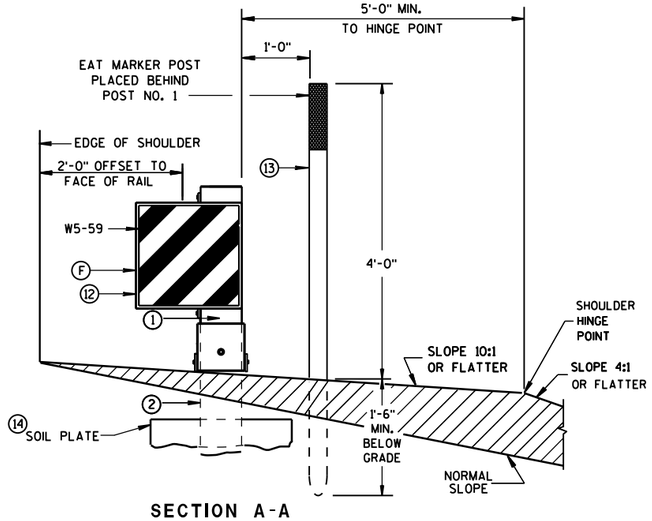












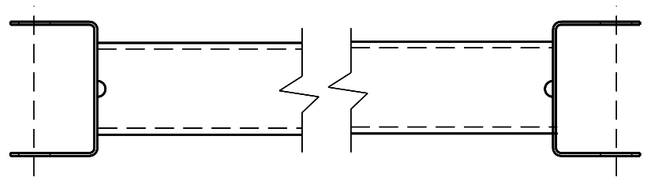
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPO

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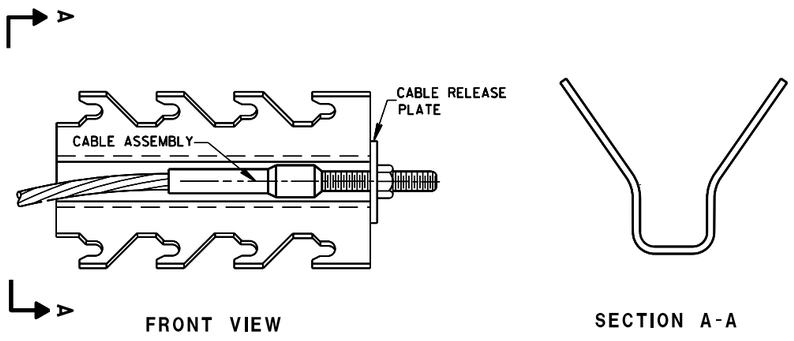
S.D.D. 14 B 44-3a

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S.D.D. 14 B 44-3a



GENERIC GROUND STRUT (9) (H)



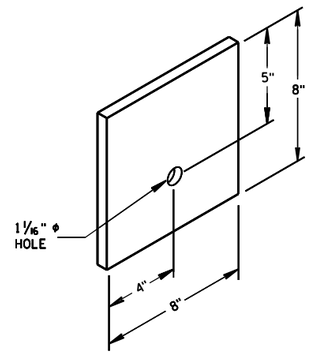
FRONT VIEW

SECTION A-A

GENERIC ANCHOR CABLE BOX (8) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



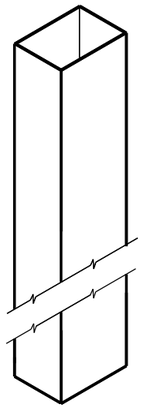
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

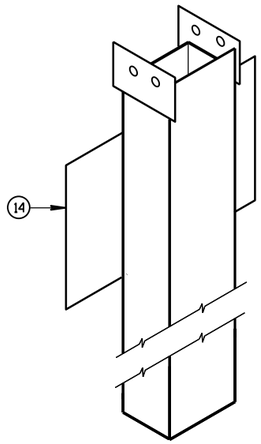
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

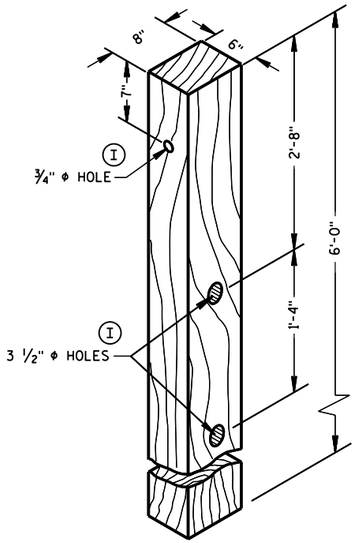
S.D.D. 14 B 44-3b



UPPER POST NO. 1 (1)

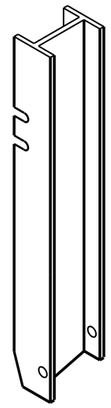


LOWER POST NO. 1 (2)

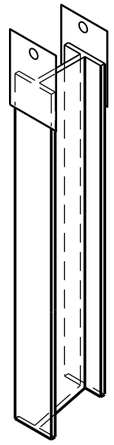


POSTS NUMBER 3-9

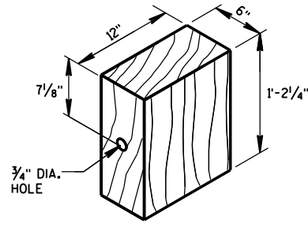
WOOD CRT POST (3)



UPPER POST NO. 2 (15)

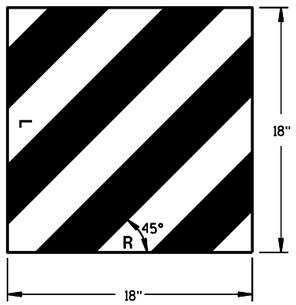


LOWER POST NO. 2 (16)



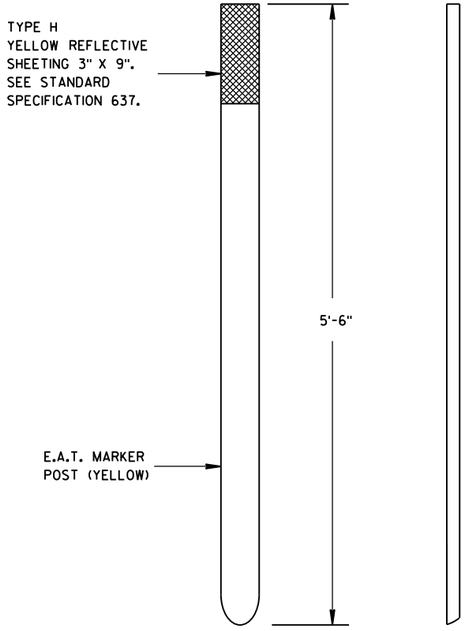
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



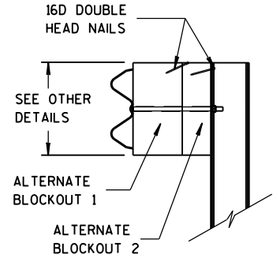
W5-59

REFLECTIVE SHEETING DETAIL (H)

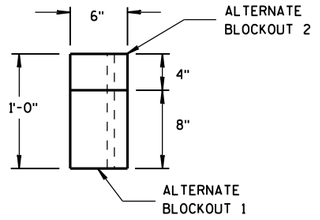


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

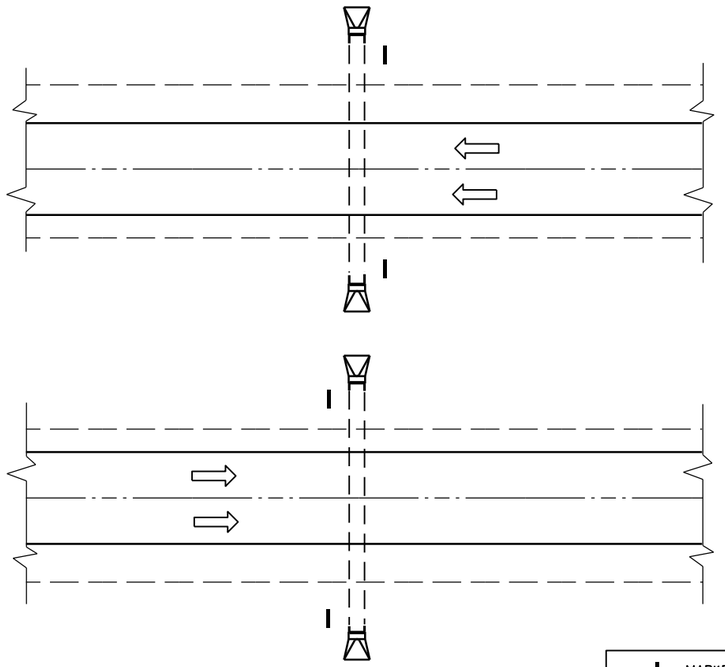
June 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS
UNIT SUPERVISOR

FHWA

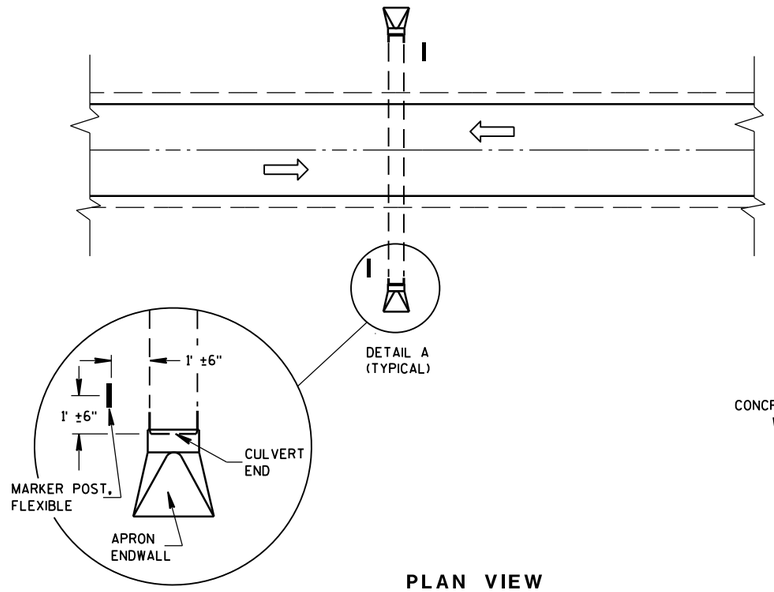
6

S.D.D. 14 B 44-3c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

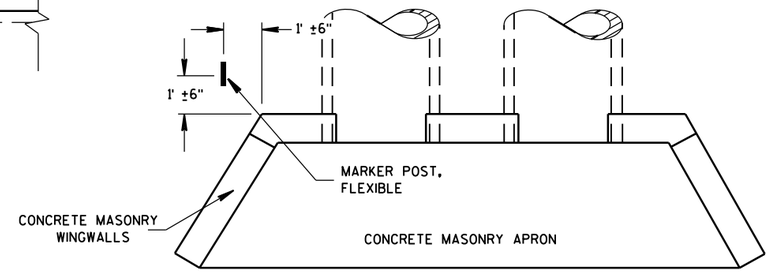
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

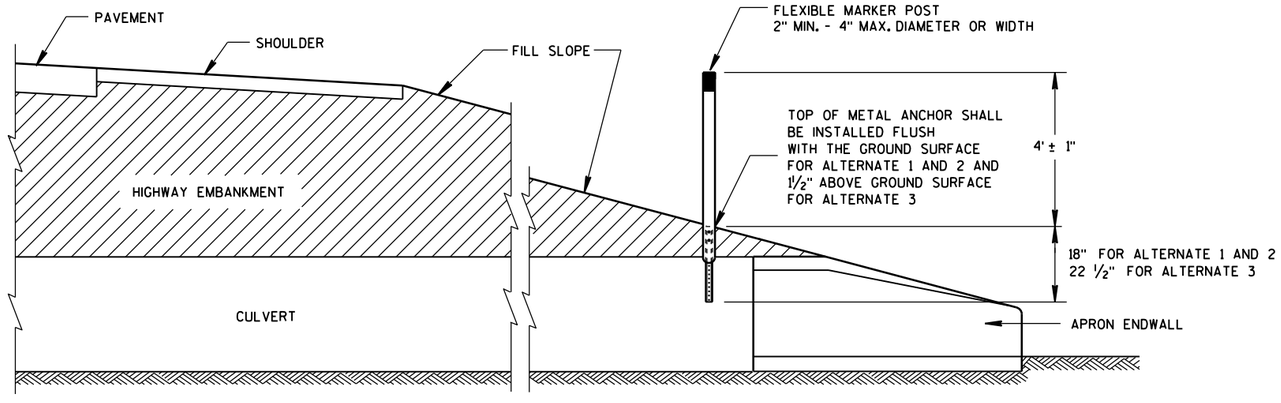
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

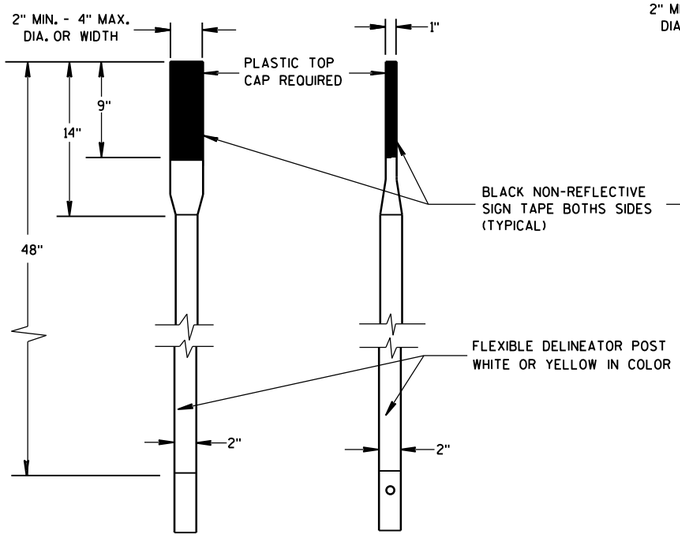
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

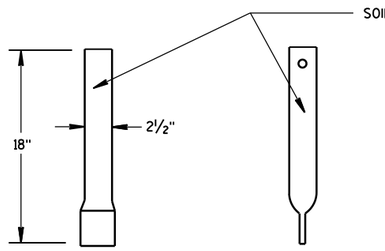
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S.D.D. 15 A 3-2a

6

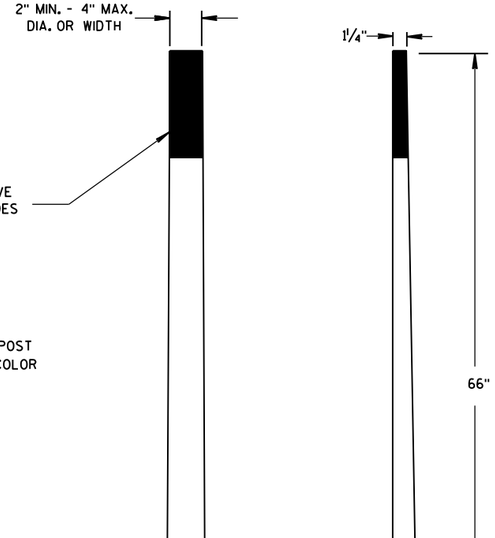
S.D.D. 15 A 3-2a





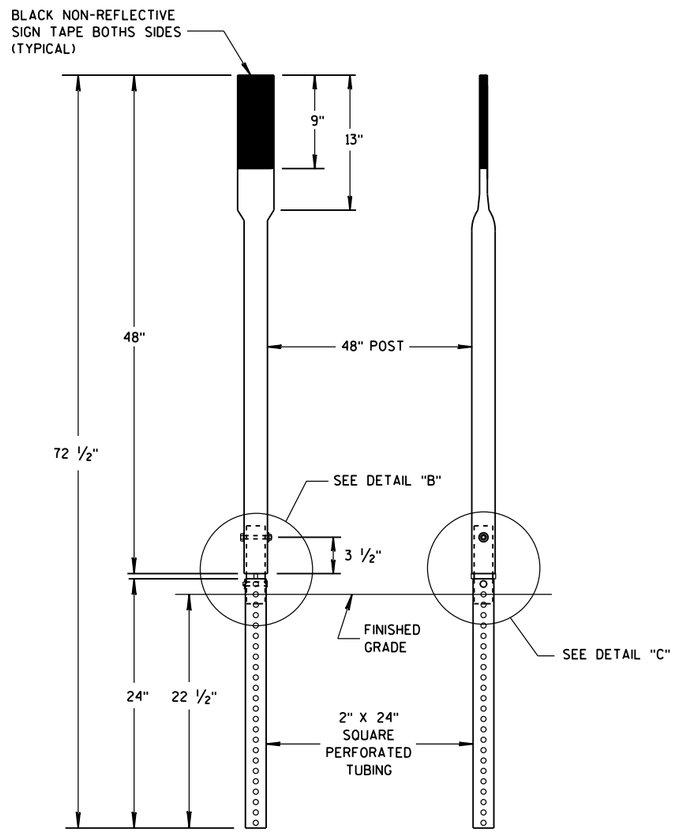
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

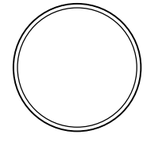
ALTERNATE 2



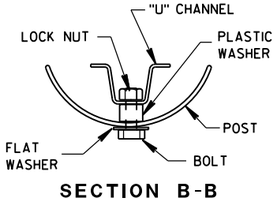
FRONT VIEW SIDE VIEW

ALTERNATE 3

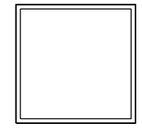
FLEXIBLE MARKER POSTS



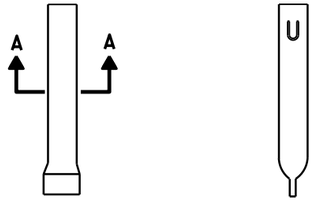
SECTION A-A



SECTION B-B

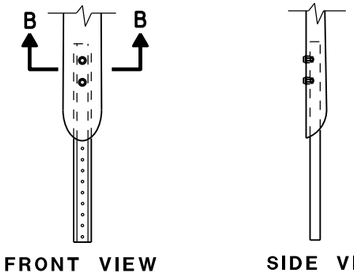


SECTION C-C



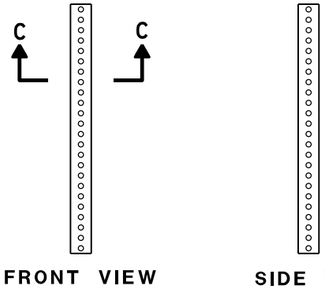
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

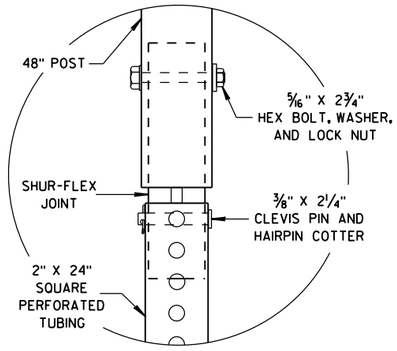
ALTERNATE 2



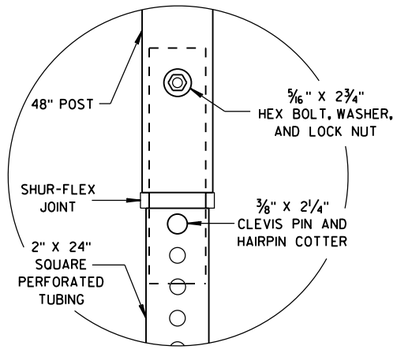
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

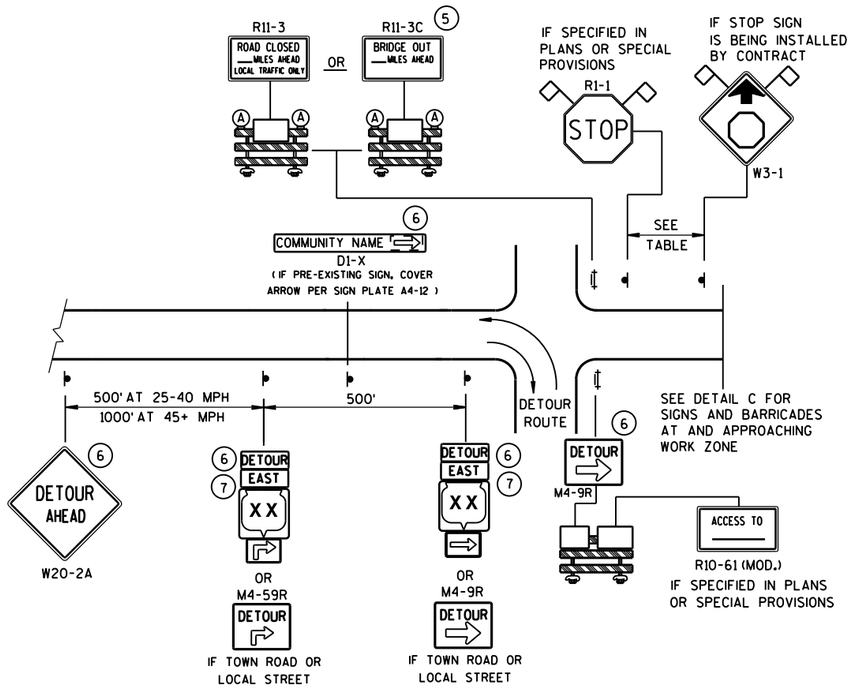
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
IGN
FHWA

6

S.D.D. 15 A 3-2b

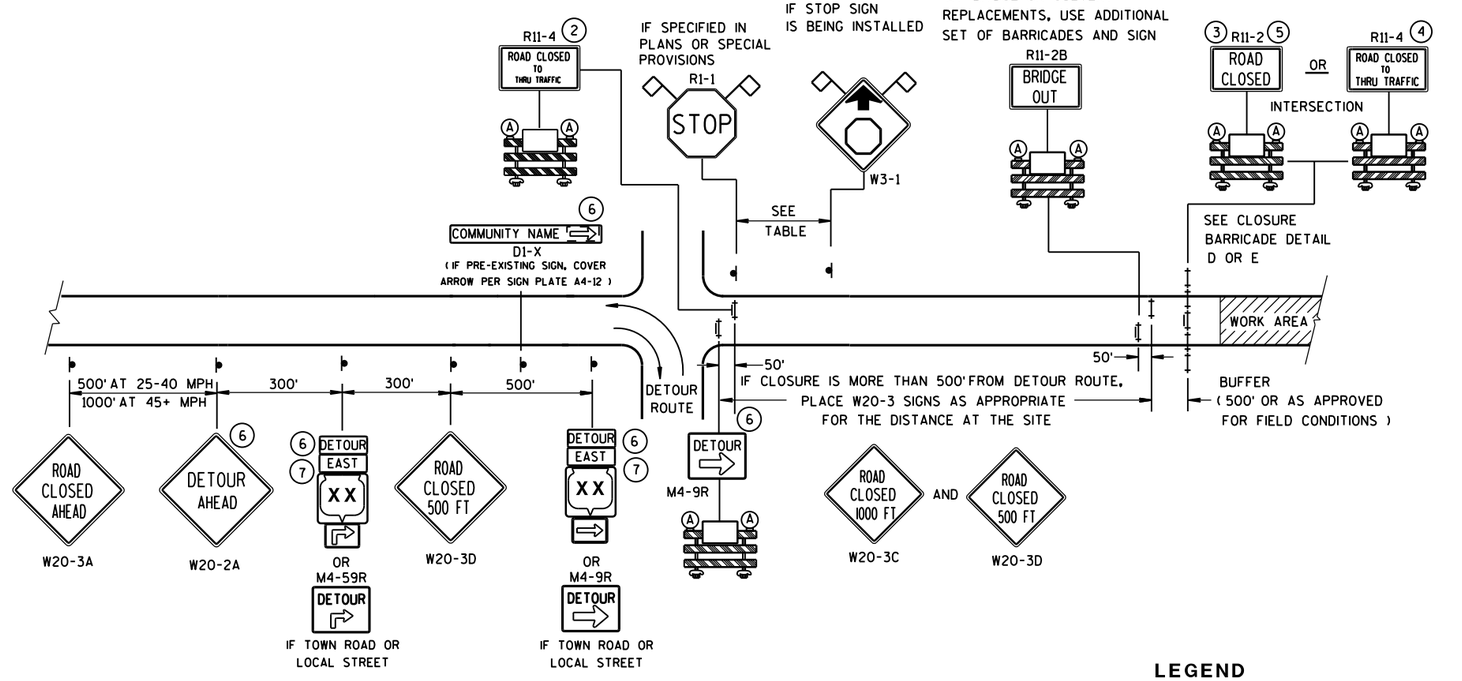
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S.D.D. 15 A 3-2b



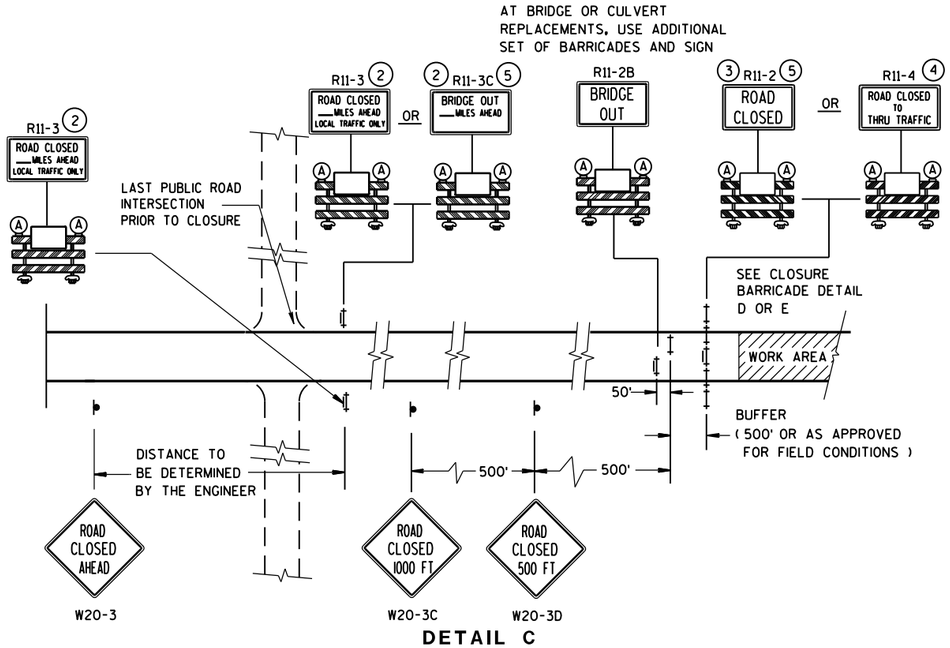
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

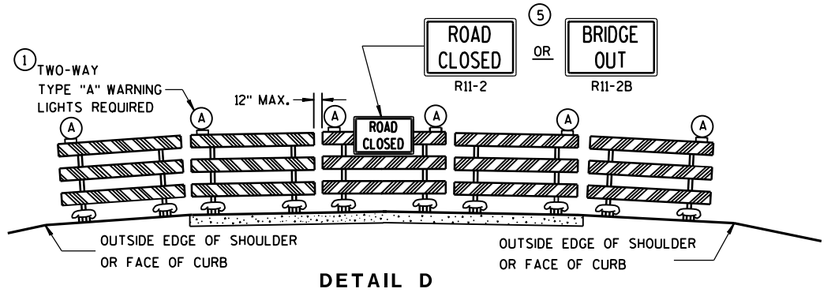
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

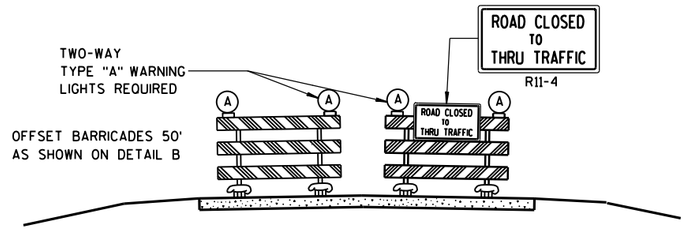
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI — FIC

FHWA

6

S.D.D. 15 C 2-6b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

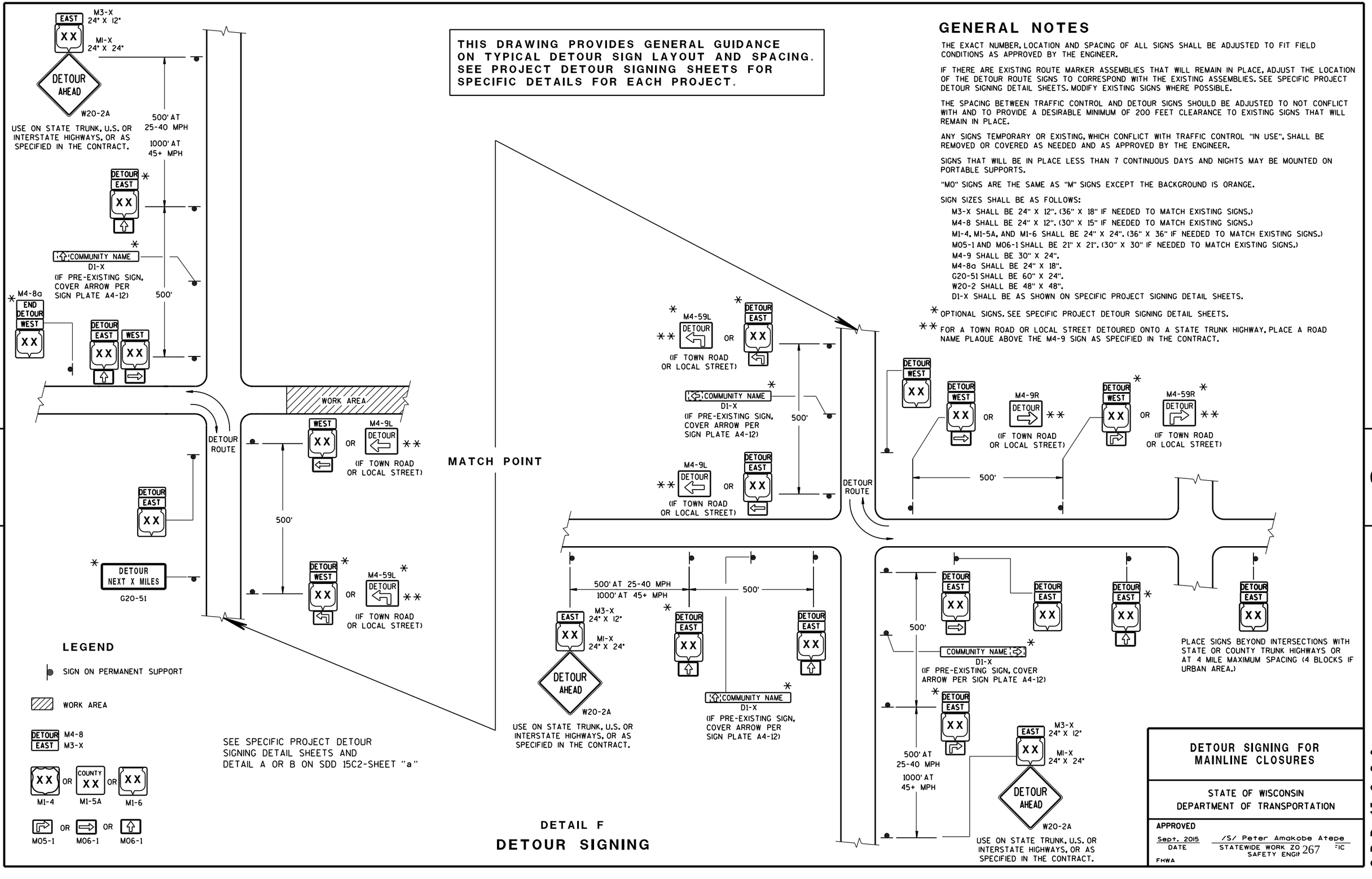
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

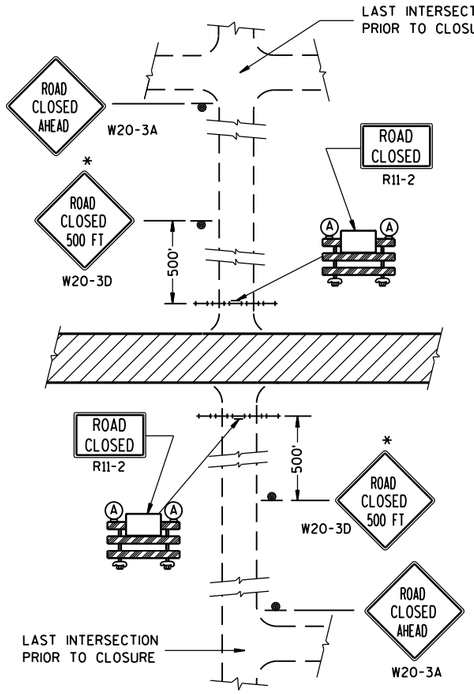
Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO... SAFETY ENGI...

FHWA

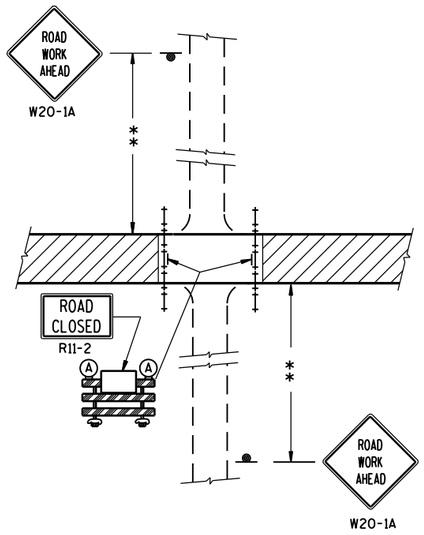
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S.D.D. 15 C 2-6c



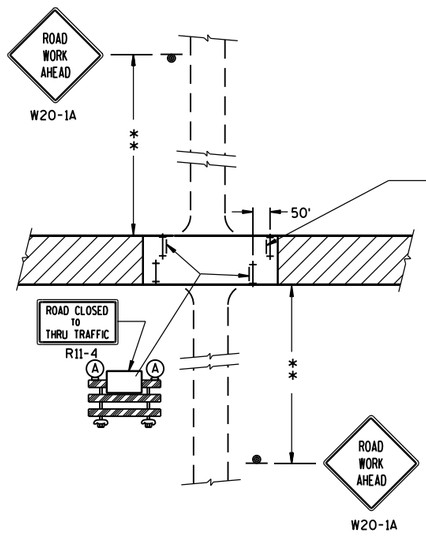
DETAIL 1

(NO ACCESS TO PROJECT)



DETAIL 2

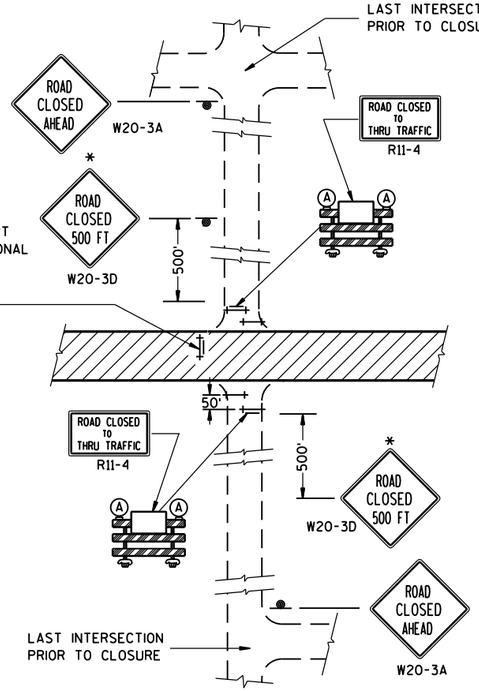
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).





DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... FIC
FHWA

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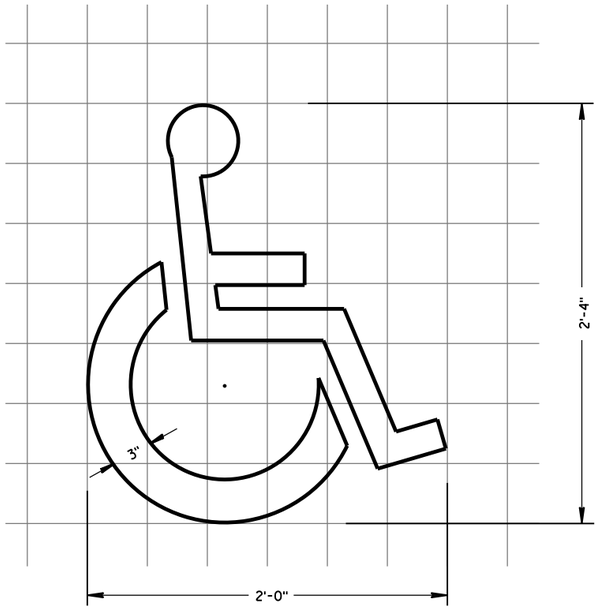
S.D.D. 15 C 3-3

6

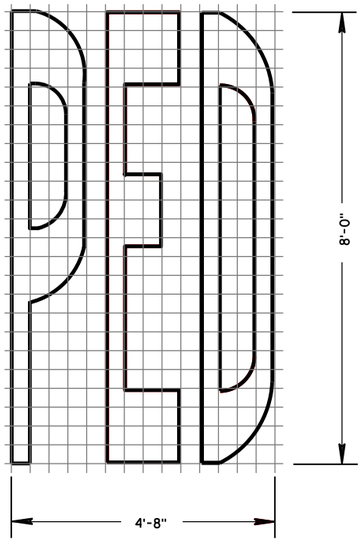
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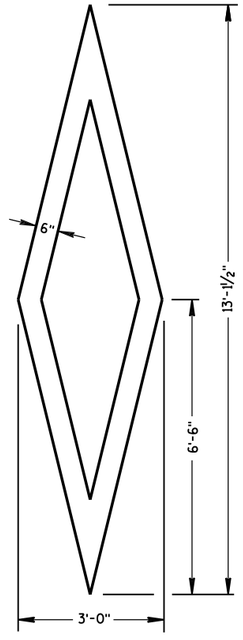
GENERAL NOTES

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.



HANDICAP SYMBOL





PREFERENTIAL LANE SYMBOL

6

6

S.D.D. 15 C 7-14a

S.D.D. 15 C 7-14a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

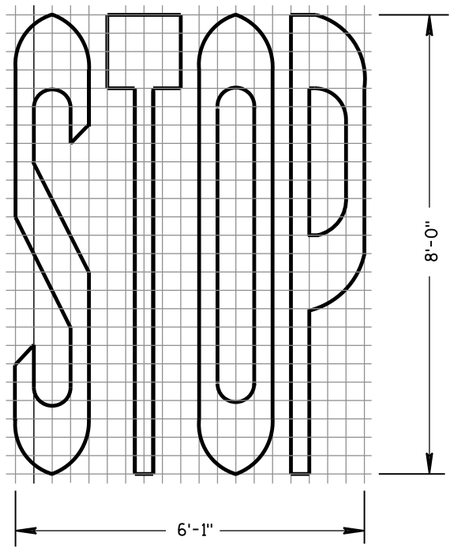
June 2017 — DATE

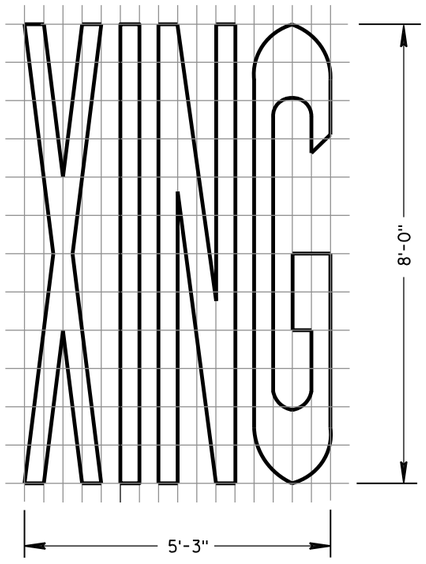
/S/ Matthew R. Rauch — STATE SIGNING AND MARK EER

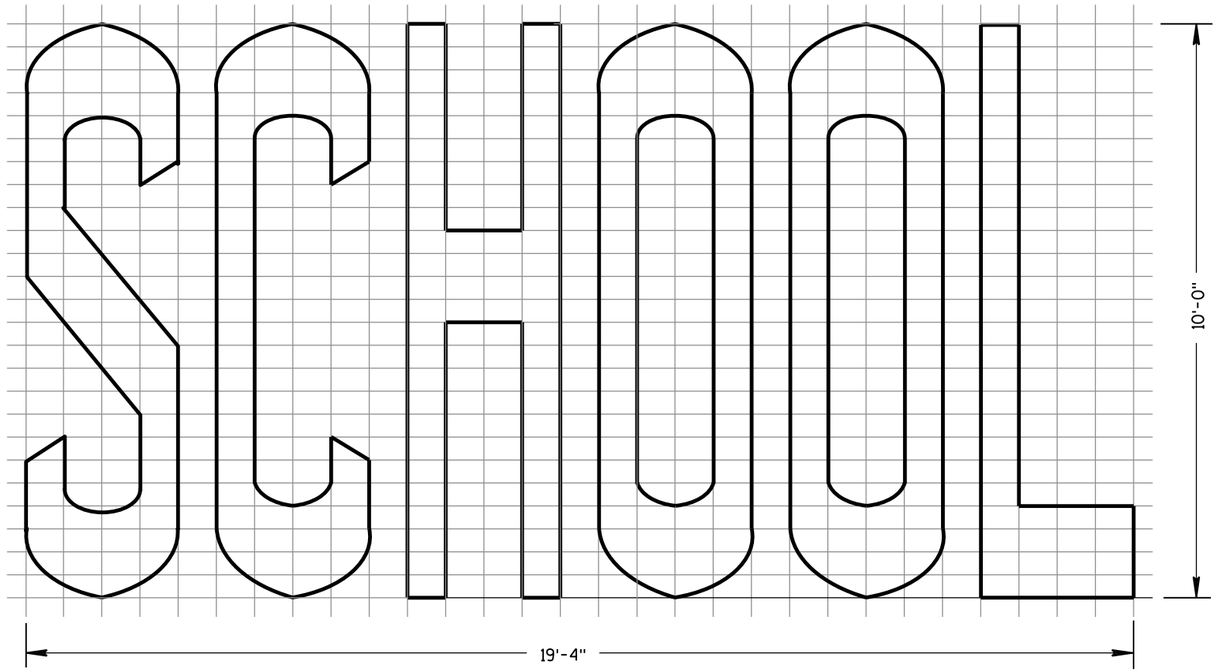
FHWA

GENERAL NOTES

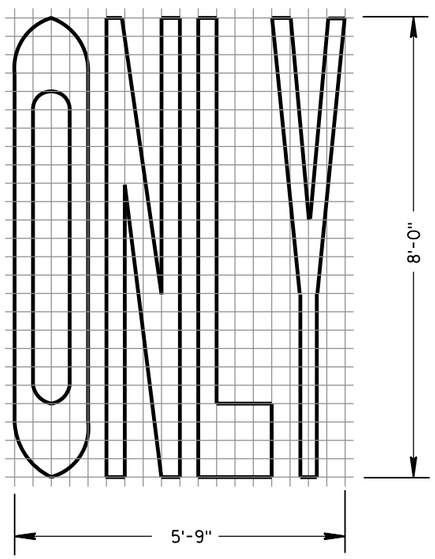
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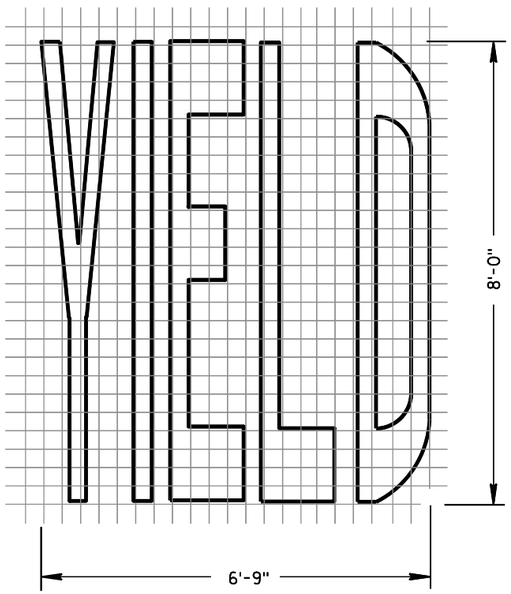


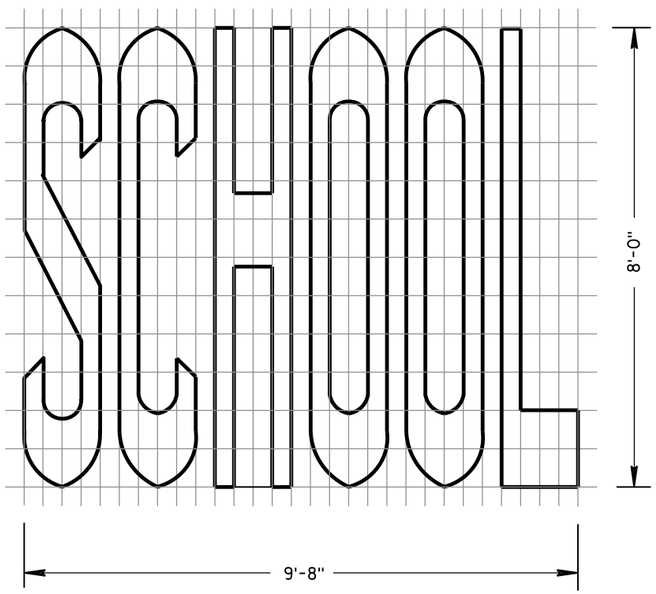




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

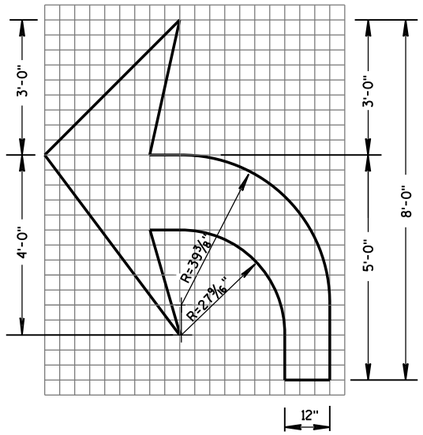
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June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARK
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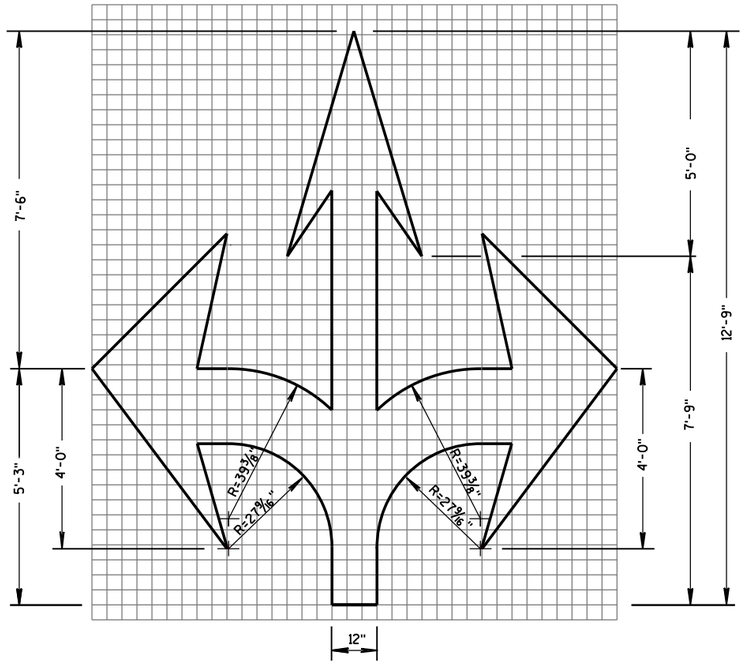
S.D.D. 15 C 7-14b

GENERAL NOTES

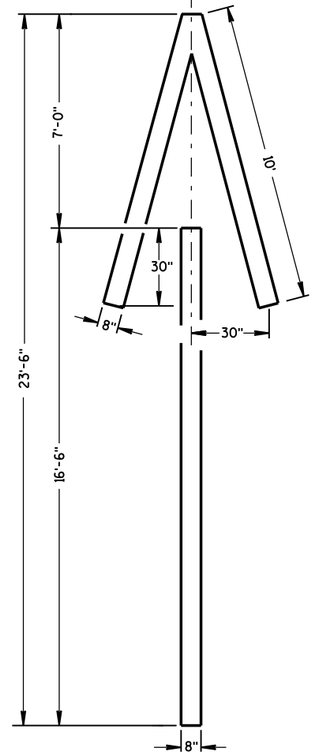
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



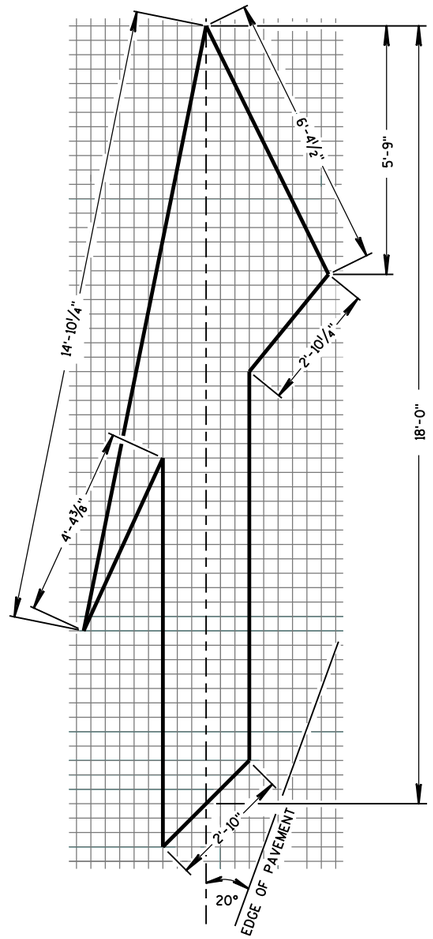
TYPE 2



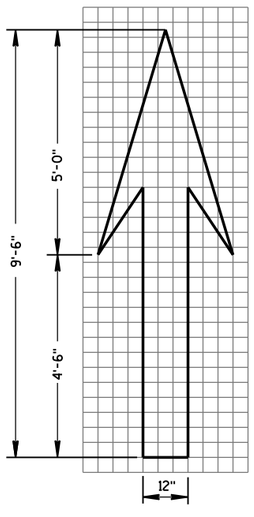
TYPE 6



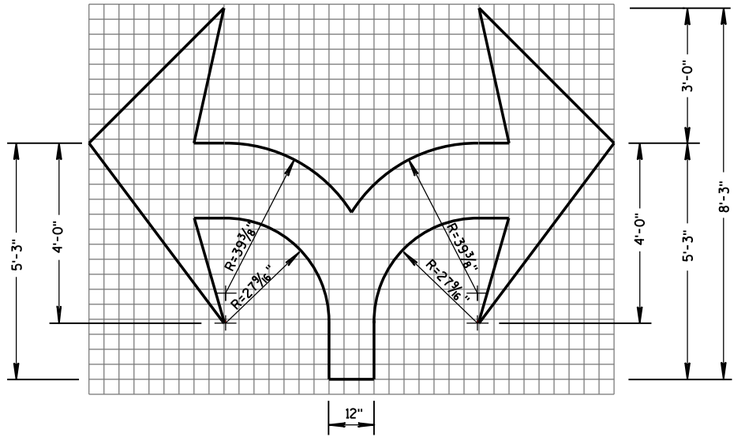
TYPE 4



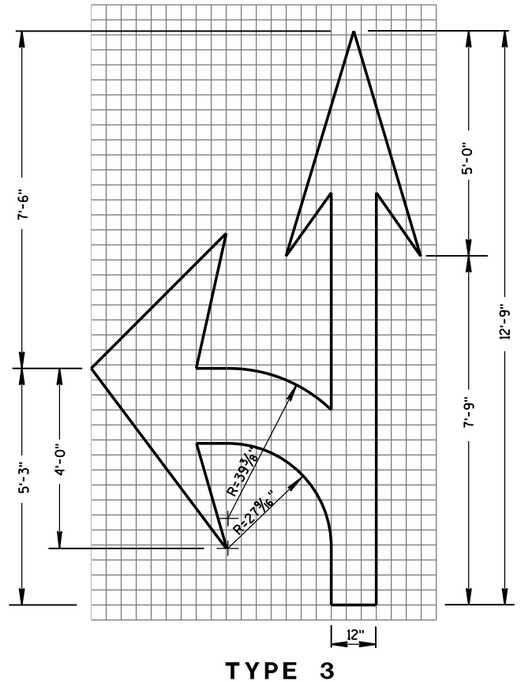
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

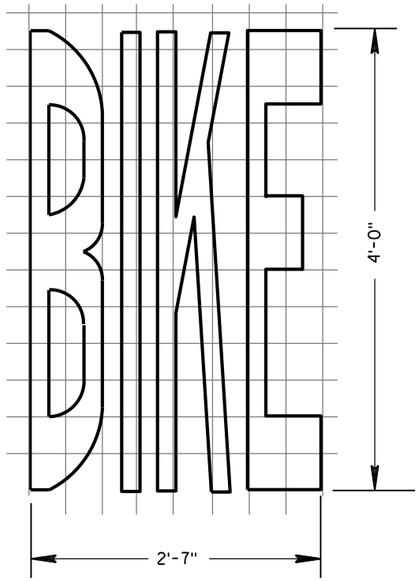
APPROVED
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FHWA

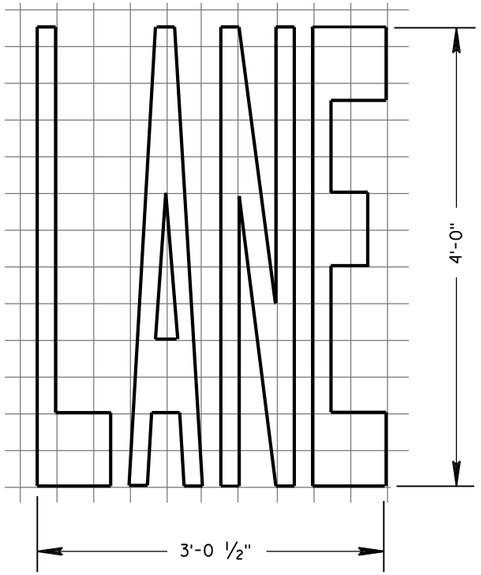
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S.D.D. 15 C 7-14c

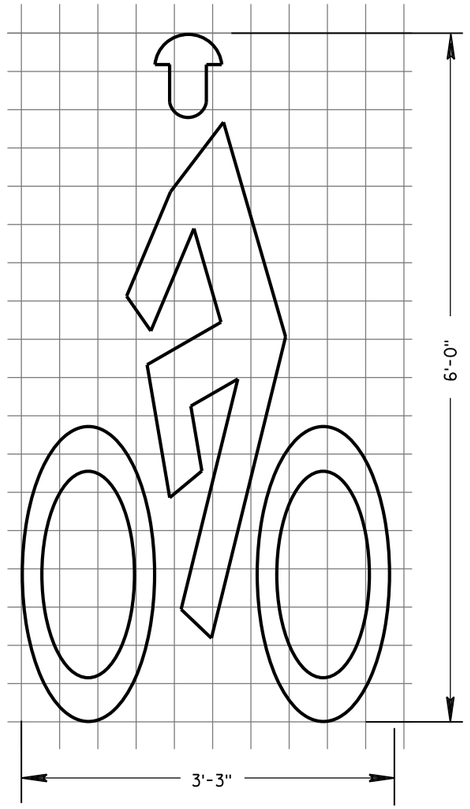
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S.D.D. 15 C 7-14c

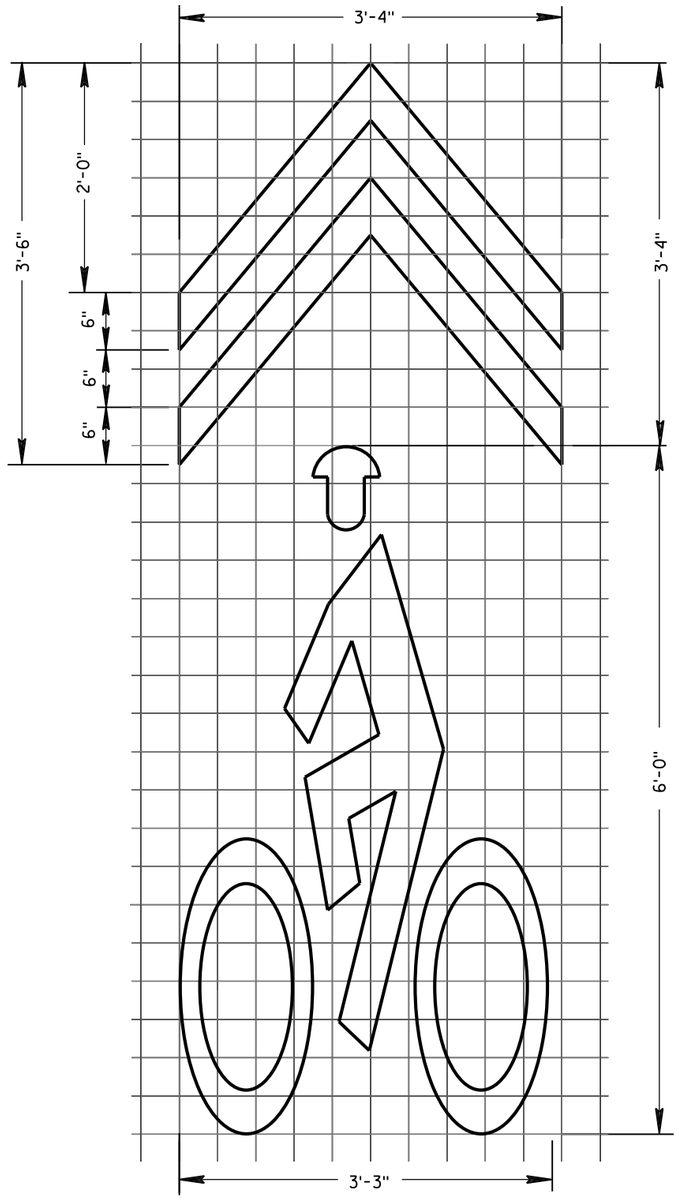




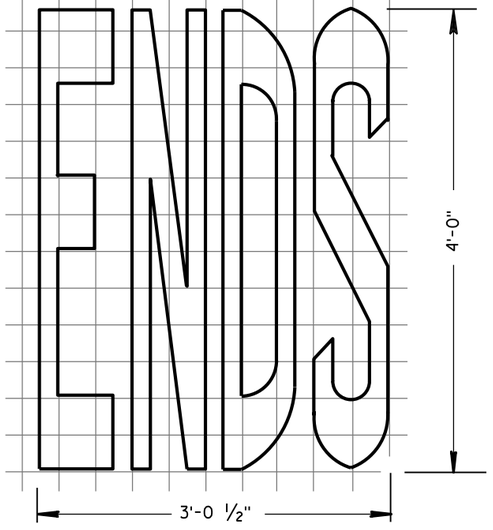
BIKE LANE WORDS



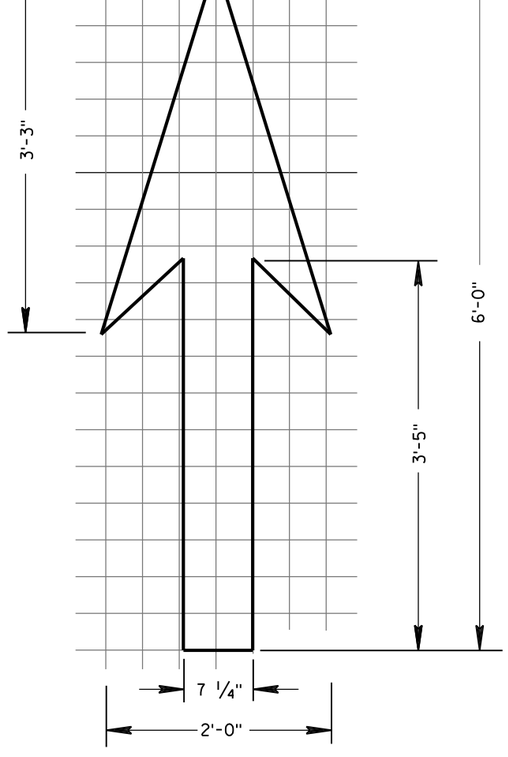
BIKE LANE SYMBOL



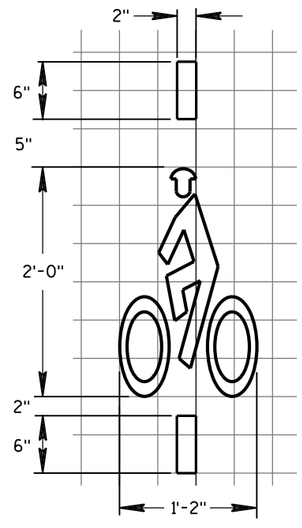
BIKE SYMBOL FOR SHARED LANE



BIKE LANE WORDS



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

GENERAL NOTES

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

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

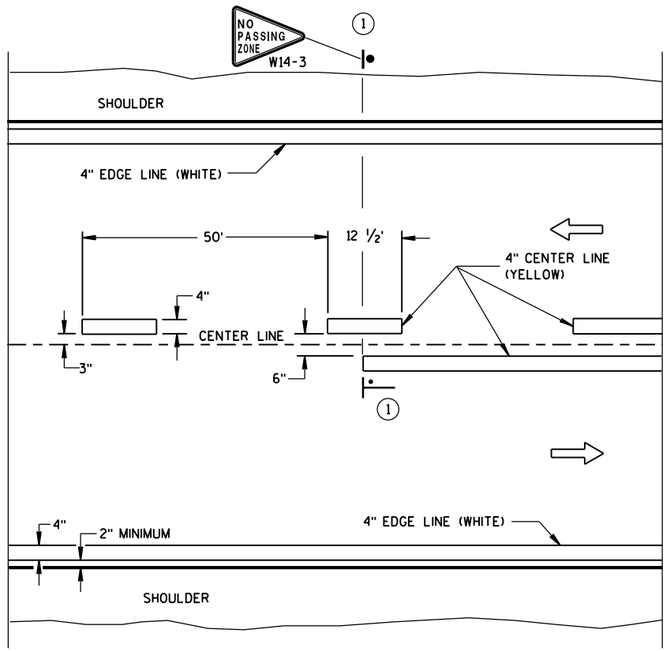
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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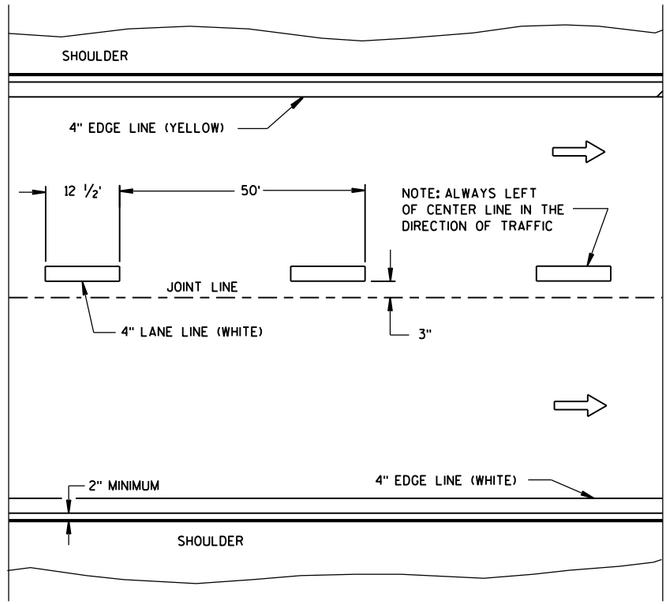
S.D.D. 15 C 7-14e

6

S.D.D. 15 C 7-14e



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

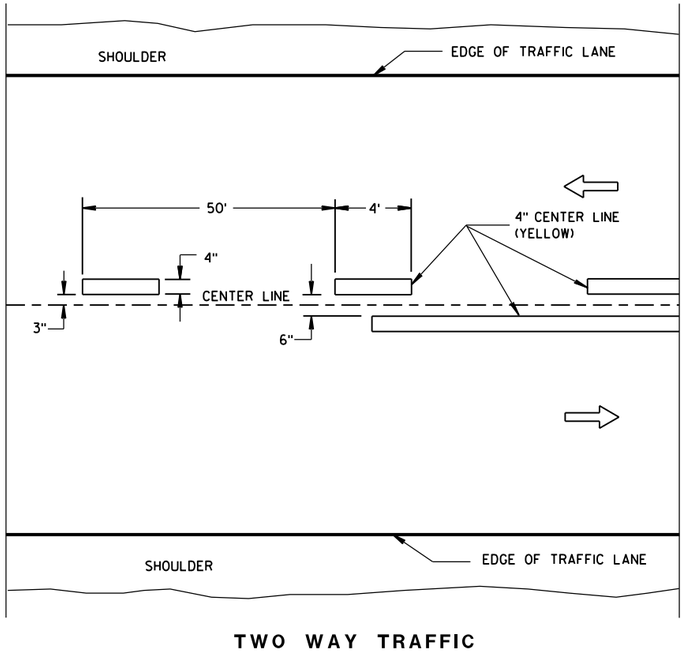
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

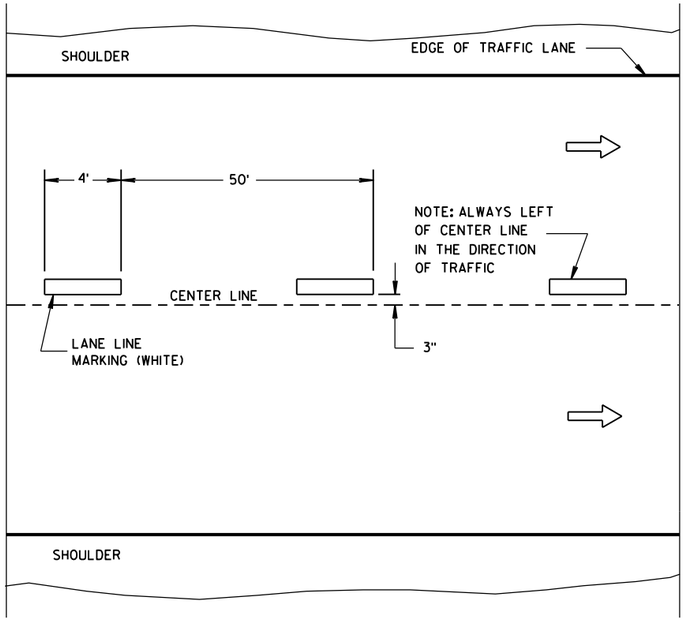
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

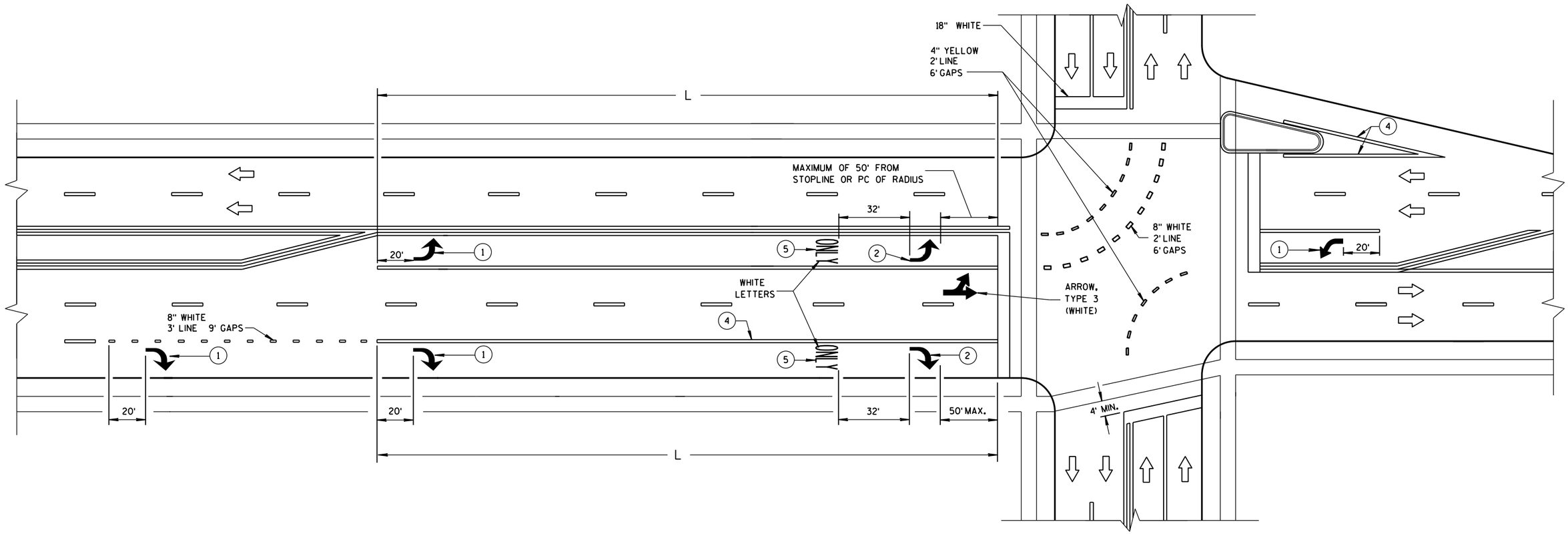
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]INEER
FHWA

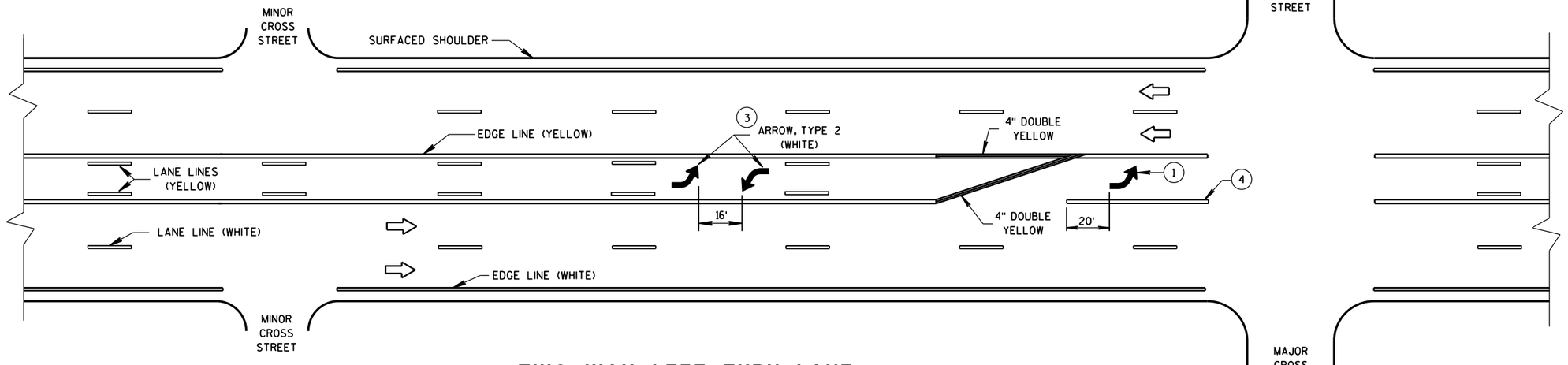
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S.D.D. 15 C 8-18a

6

S.D.D. 15 C 8-18a





GENERAL NOTES

(1) REQUIRED ARROW, TYPE 2 (WHITE).

(2) REQUIRED ARROW, TYPE 2 (WHITE) WHEN L IS GREATER THAN 78 FEET AND LESS THAN OR EQUAL TO 166 FEET.

(3) A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

(4) 8" WHITE

(5) REQUIRED WORD ONLY WHEN L IS GREATER THAN 166 FEET.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

L = LENGTH OF TURN BAY

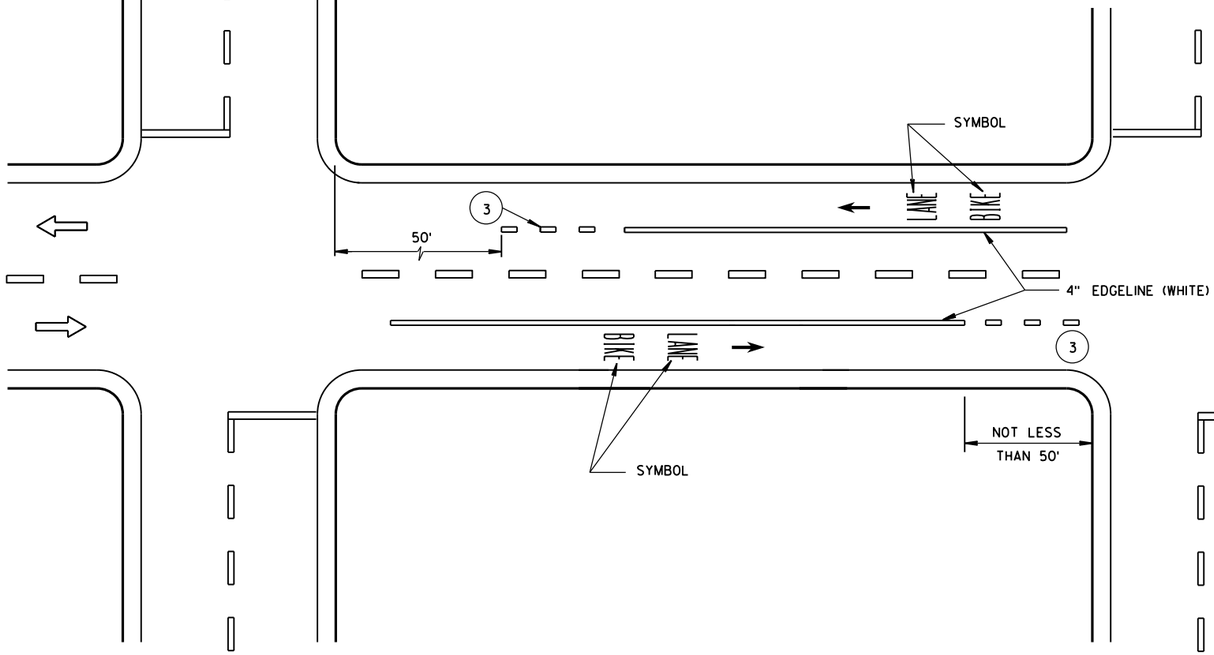
TWO WAY LEFT TURN LANE

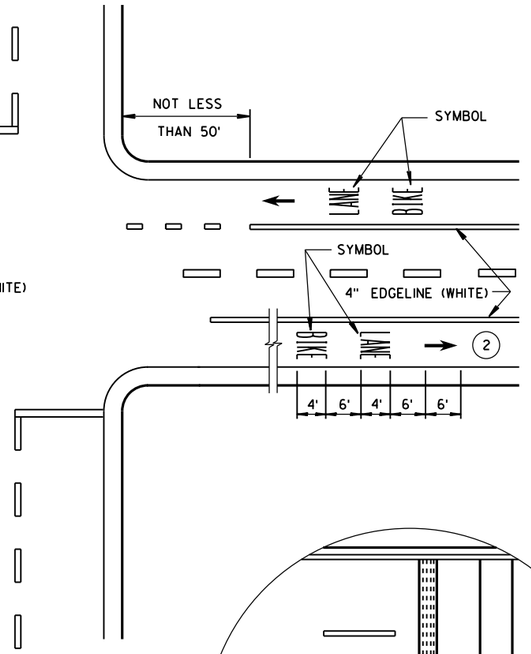
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-18b



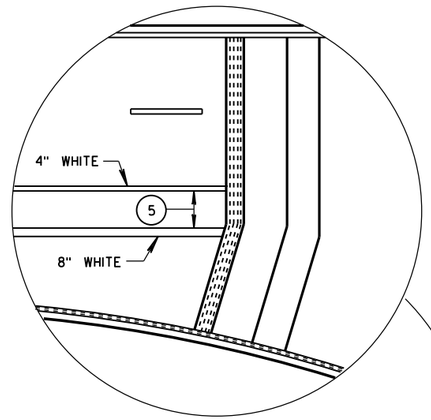


DESIGNATED BICYCLE LANE
NO PARKING

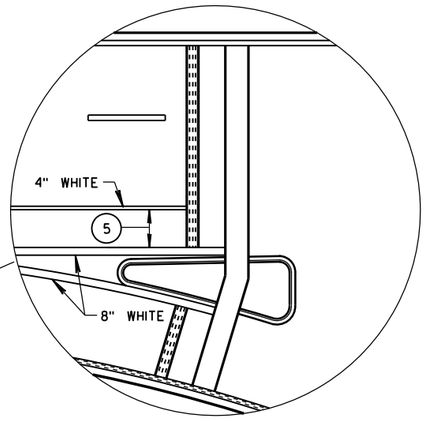
GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3'LINE, 9'GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
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.

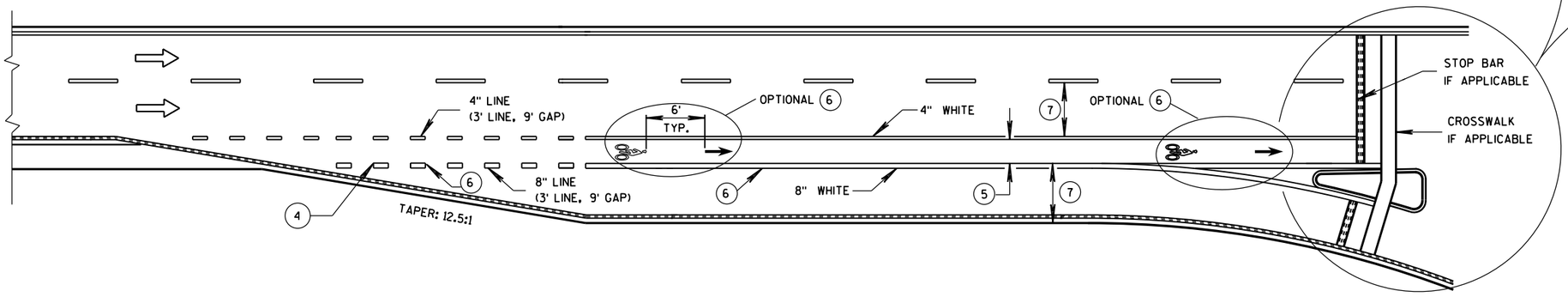
⇨ DIRECTION OF TRAVEL



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



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

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

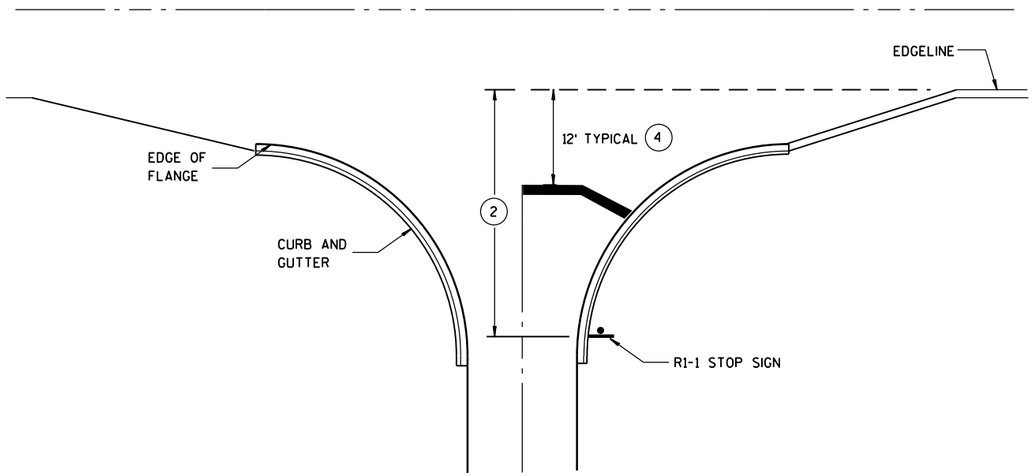
APPROVED
12-2016 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER
FHWA

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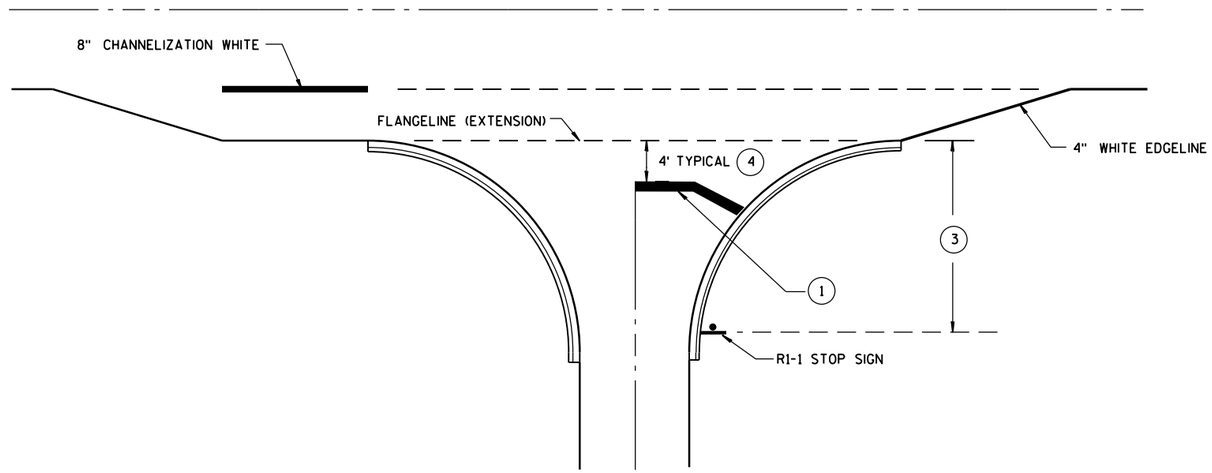
S.D.D. 15 C 29-5a

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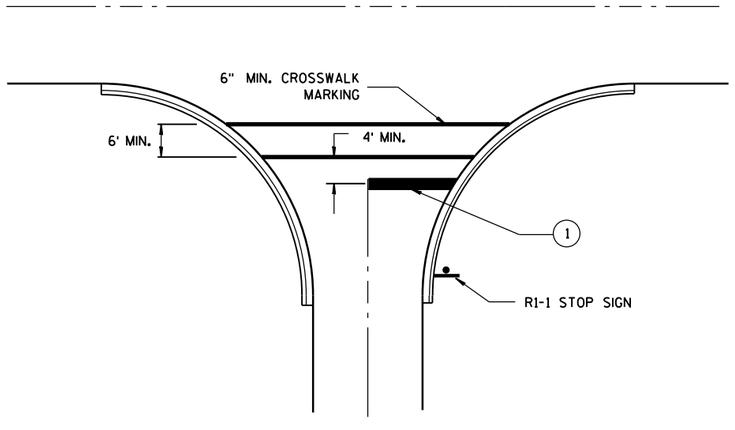
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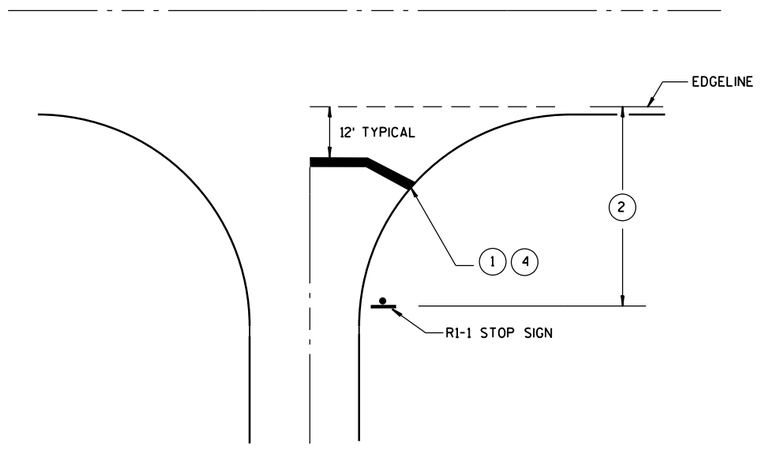
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

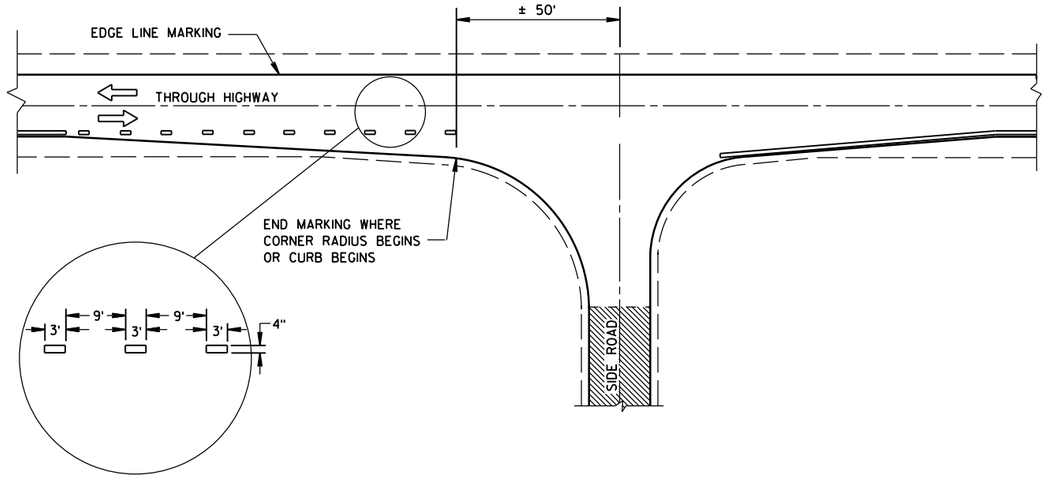
/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible]NEER

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S.D.D. 15 C 33-2

S.D.D. 15 C 33-2



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

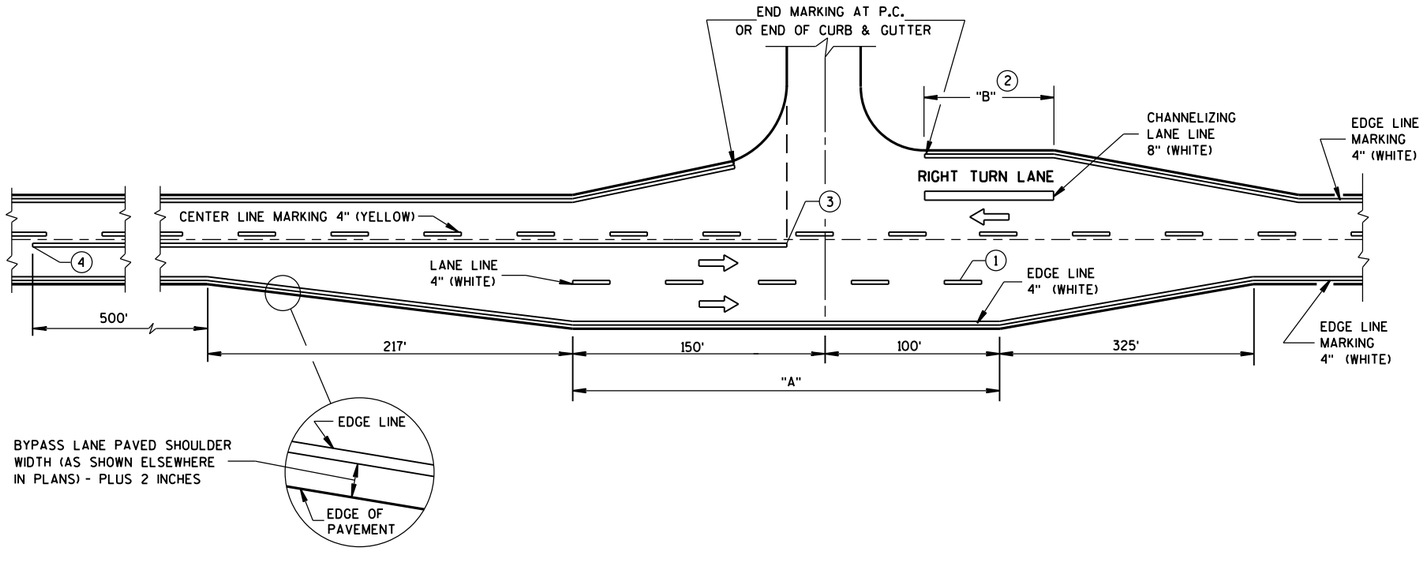
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(4) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)

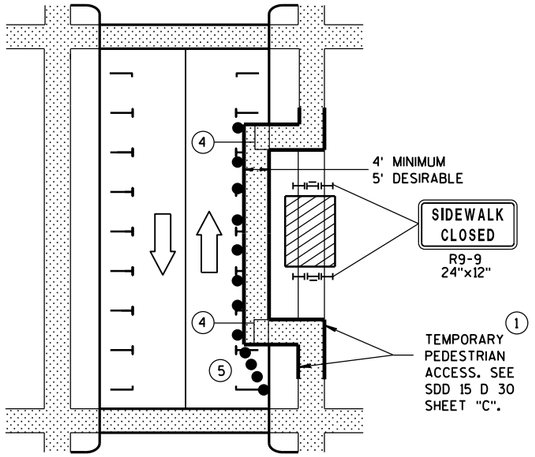
PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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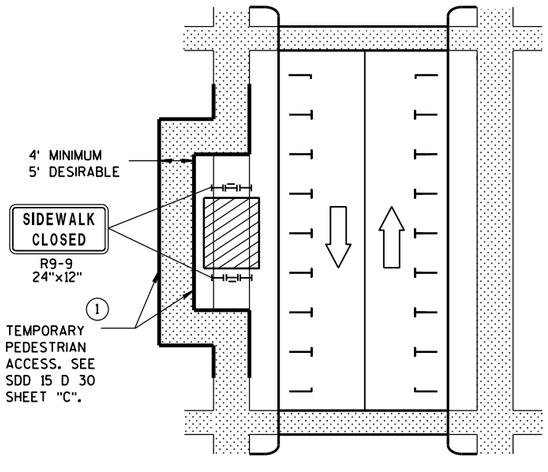
S.D.D. 15 C 35-1a

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

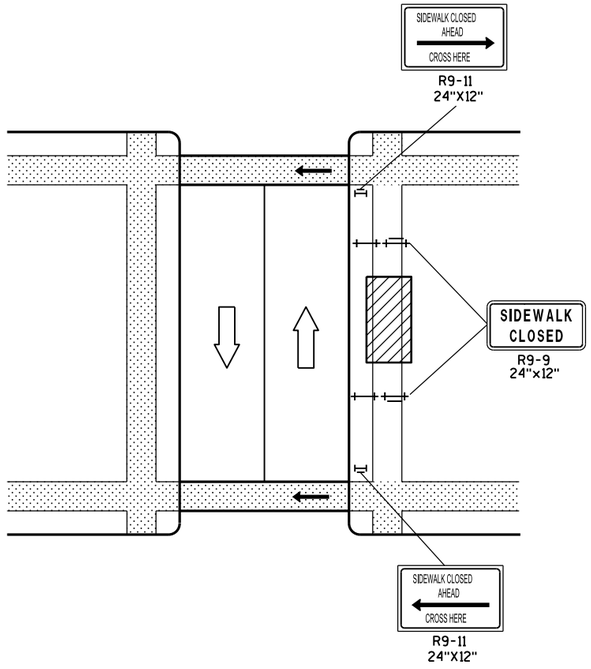


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

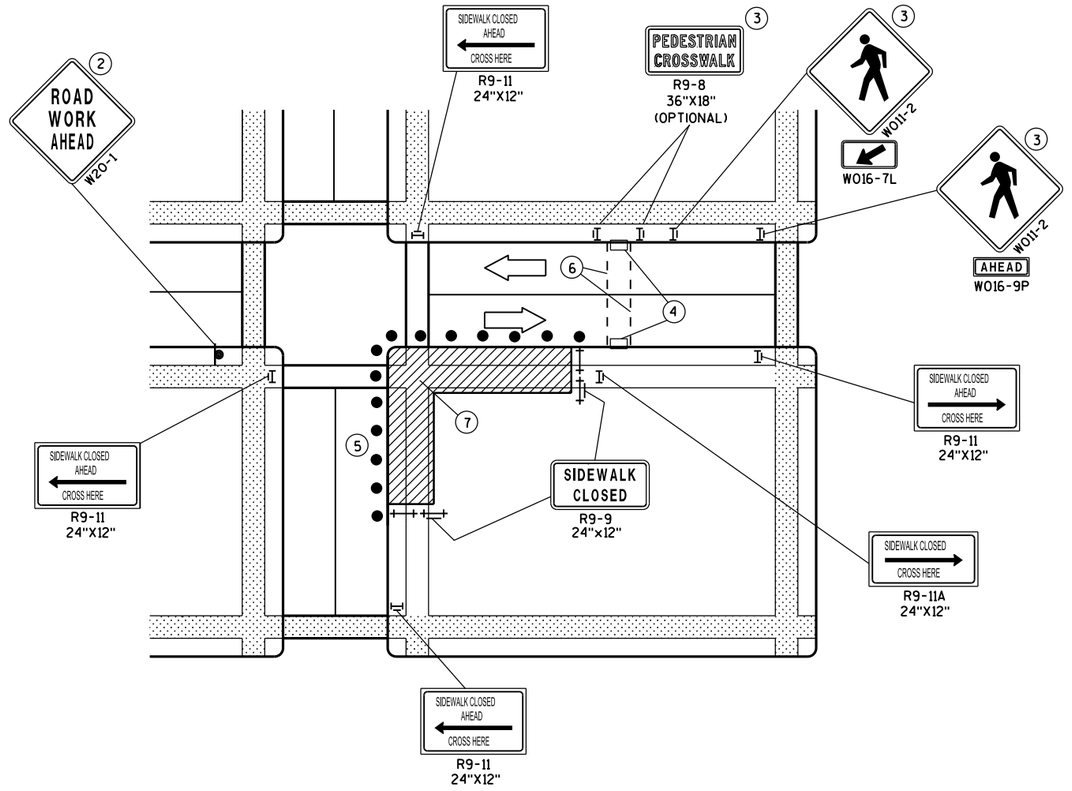
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

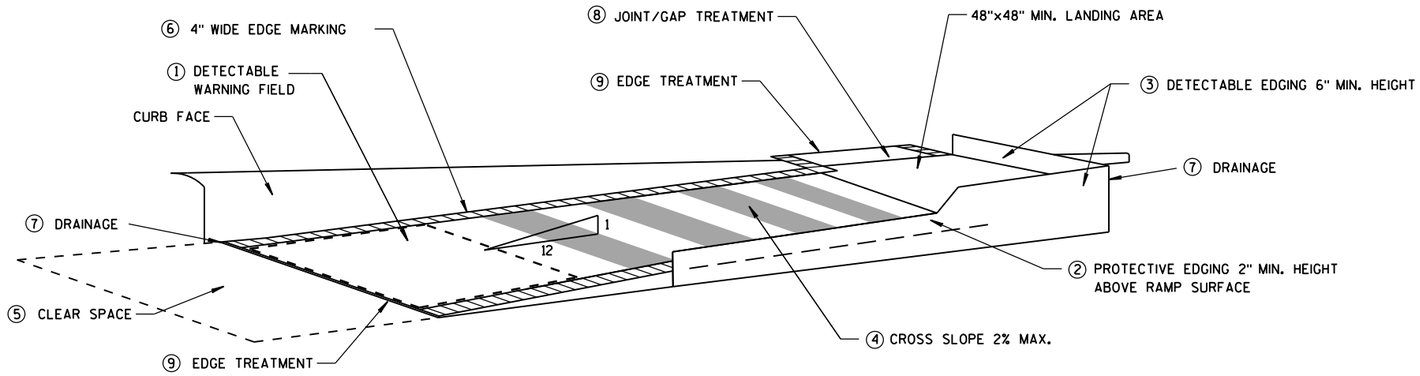
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

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



TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

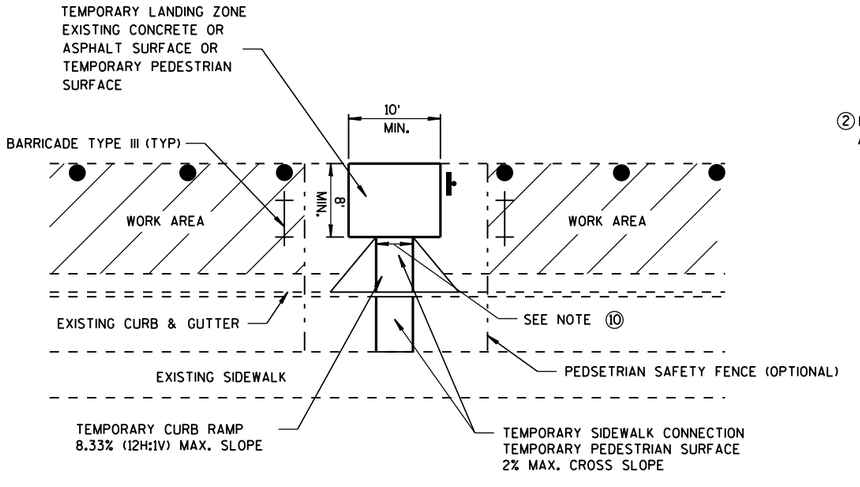
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

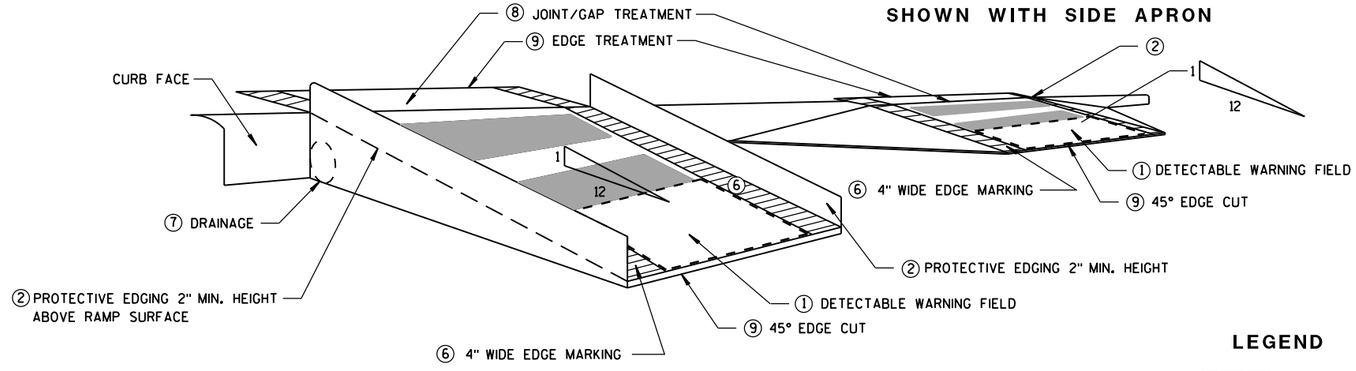
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO SAFETY ENGI IC

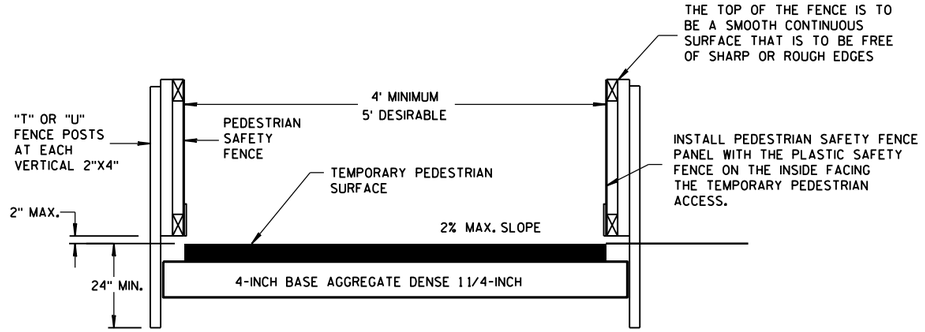
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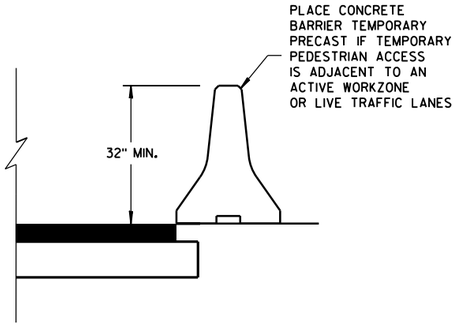
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S.D.D. 15 D 30-3b

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S.D.D. 15 D 30-3b

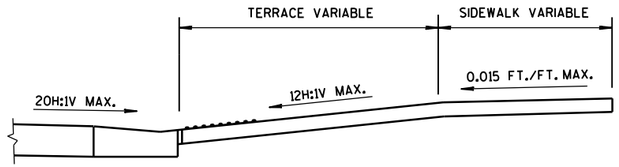




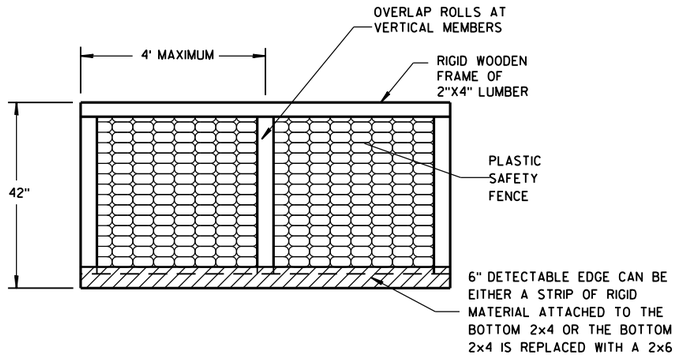
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

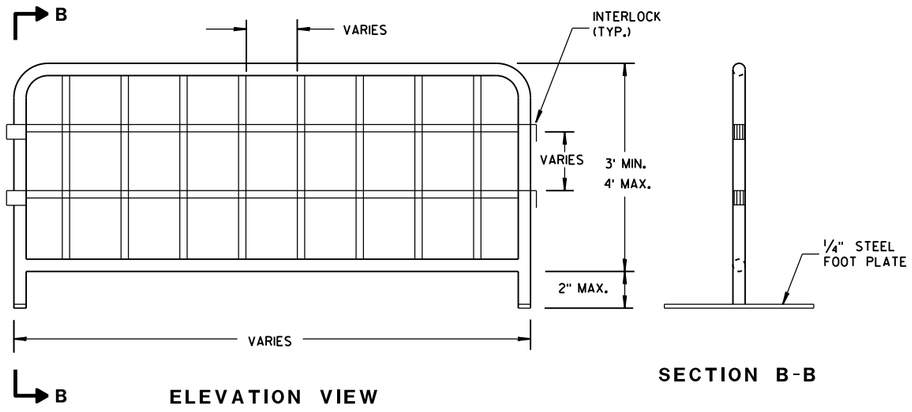
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



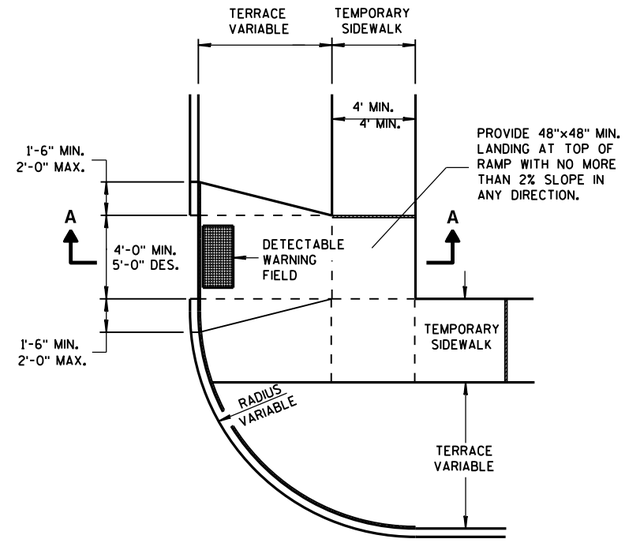
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

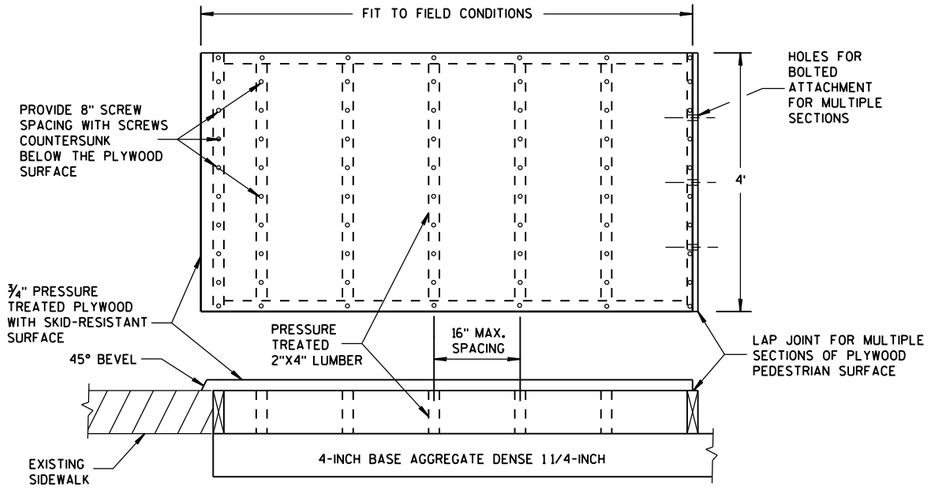
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



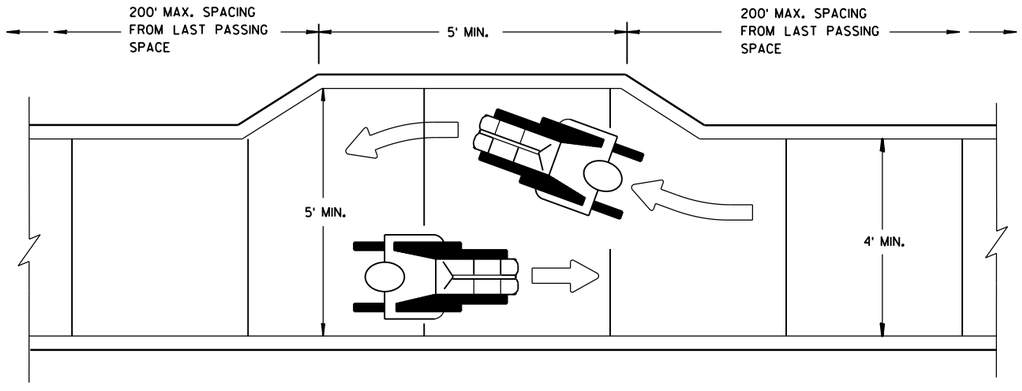
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

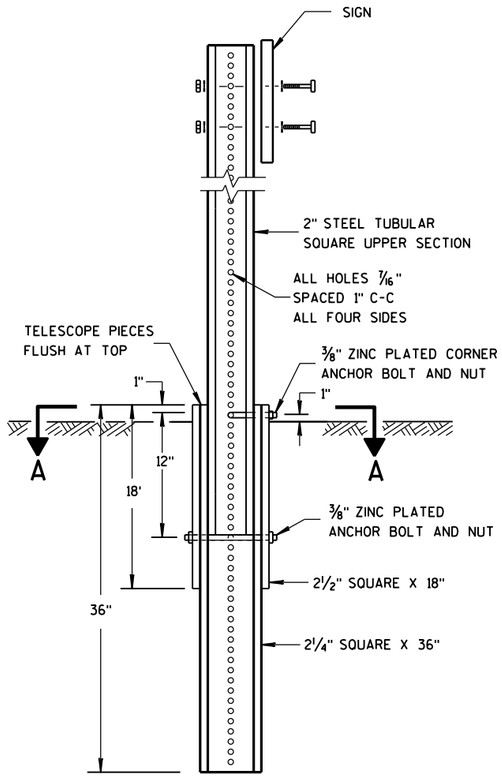
APPROVED
June 2016
DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGIN IC
FHWA

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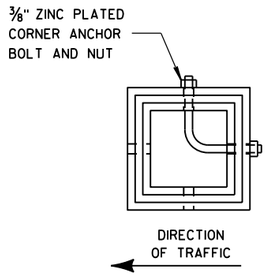
S.D.D. 15 D 30-3c

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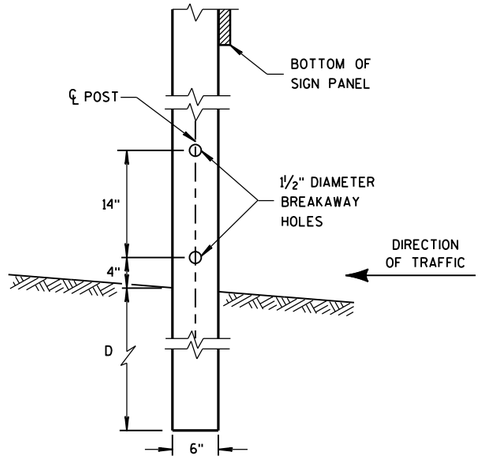
S.D.D. 15 D 30-3c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



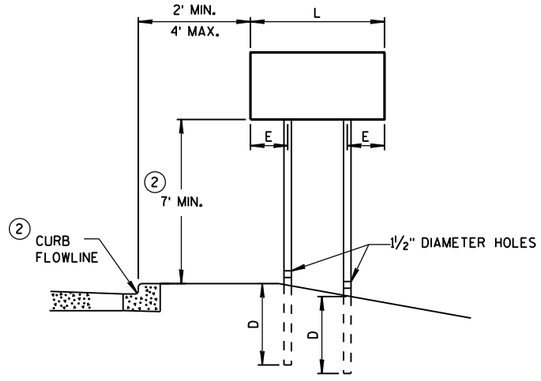
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

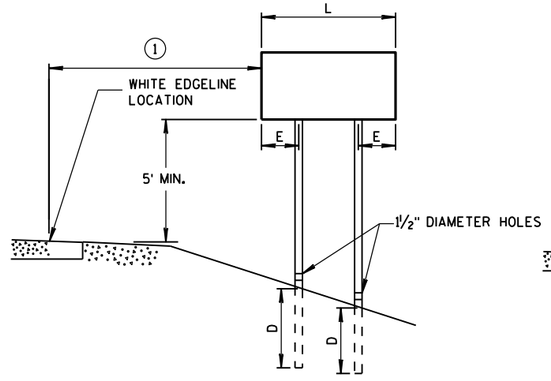
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

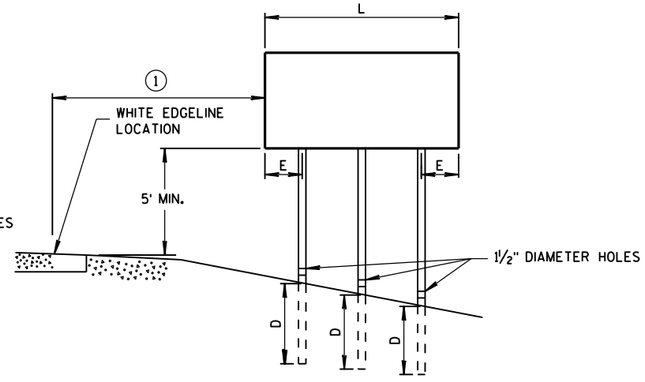
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

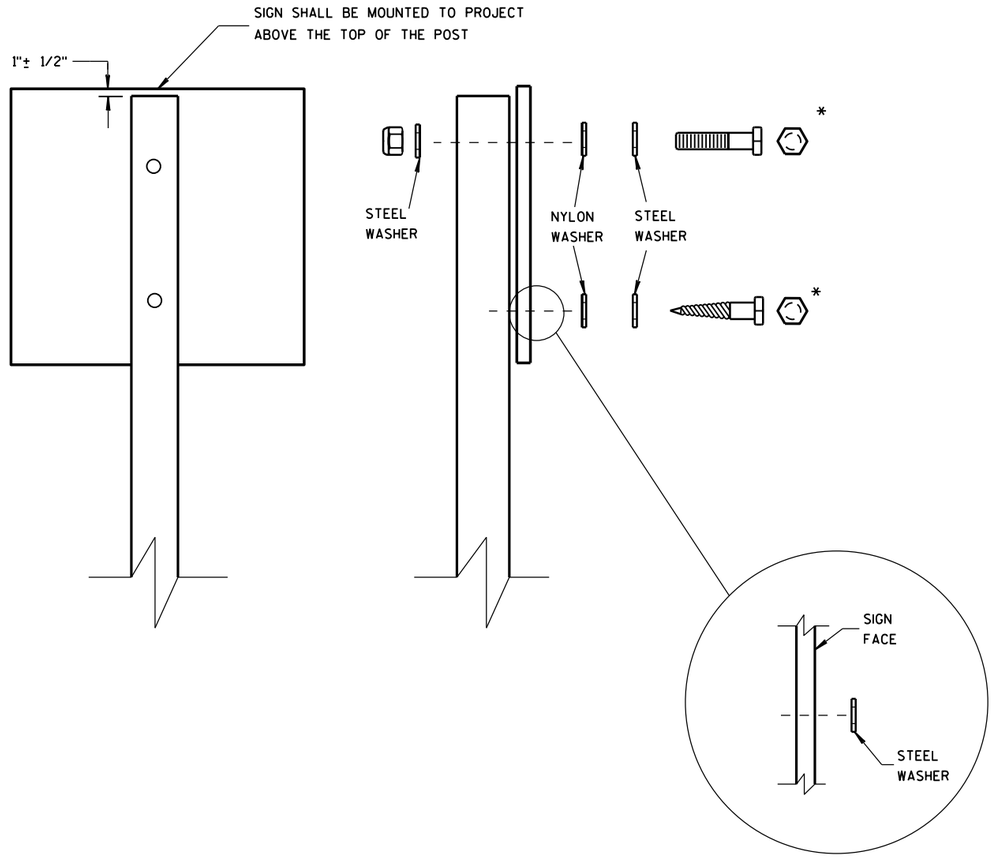
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 15 D 38-2a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

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S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017
DATE

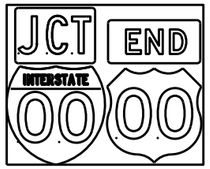
/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

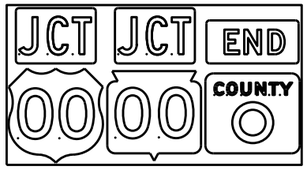
TYPICAL ASSEMBLIES



J1-1



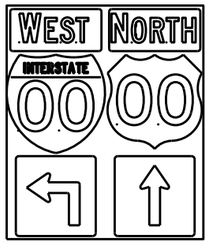
J1-2



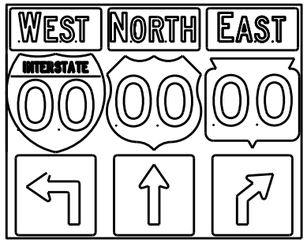
J1-3



J2-1



J2-2

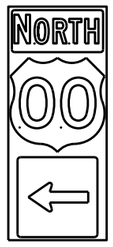


J2-3

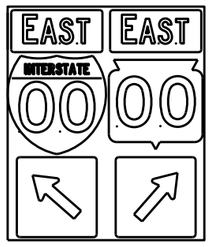


JV

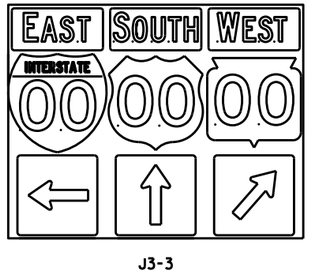
(Typical Vertical J-Assembly
See Note 10 and 11)



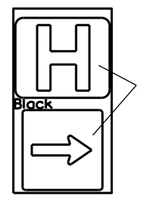
J3-1



J3-2



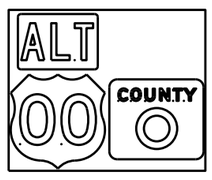
J3-3



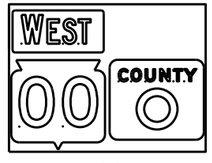
JH-1



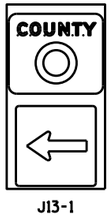
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

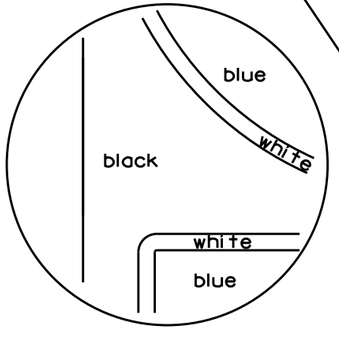


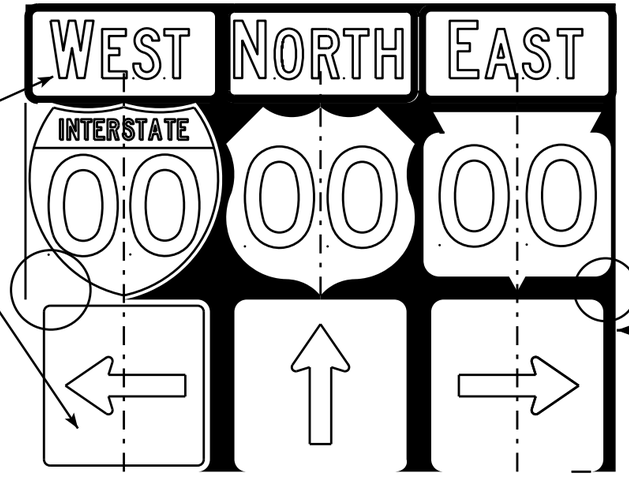
J23-1

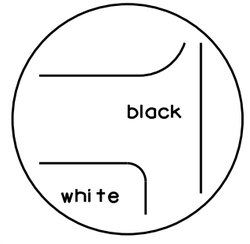


J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

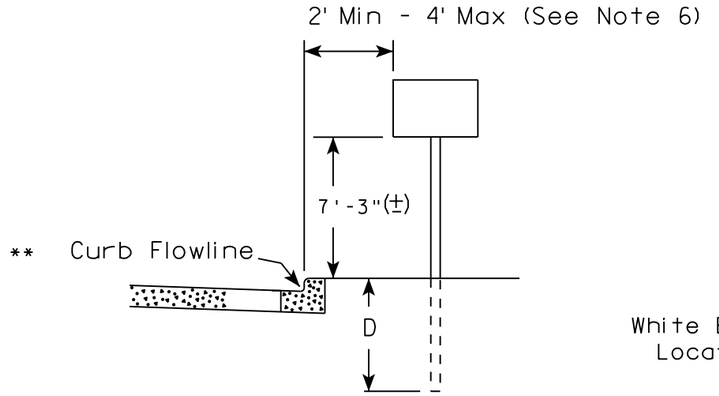
DATE 2/06/14 PL A2-1S.8

PROJECT NO: SHEET NO: E

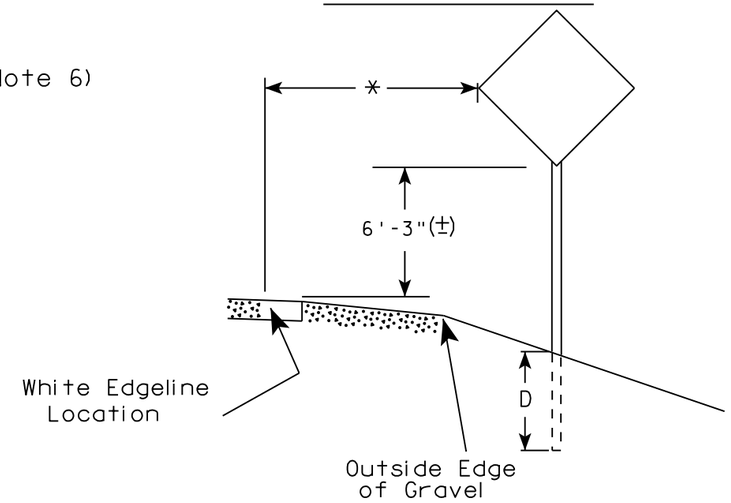
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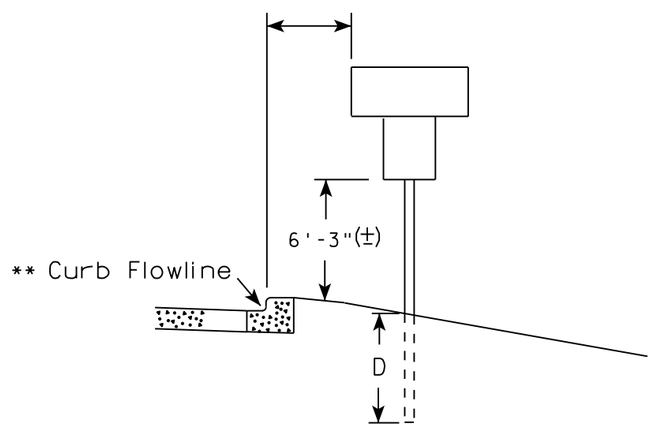
WISDOT/CADDS SHEET 42

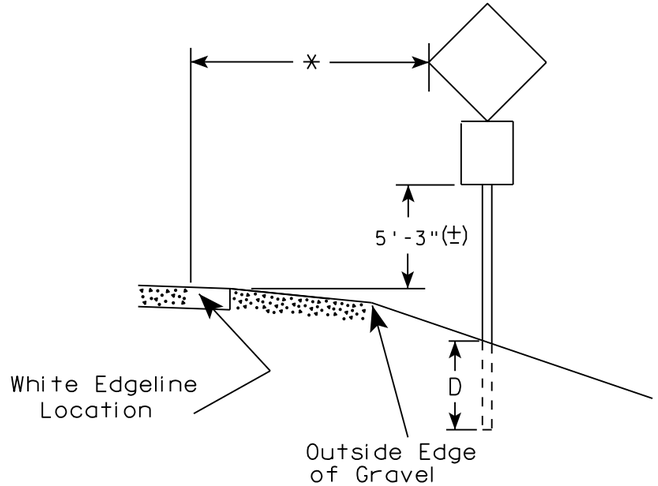
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

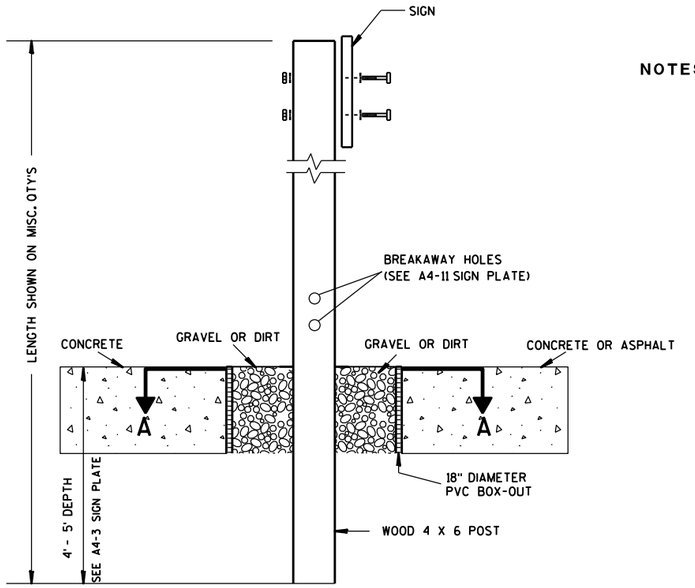
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

7 7

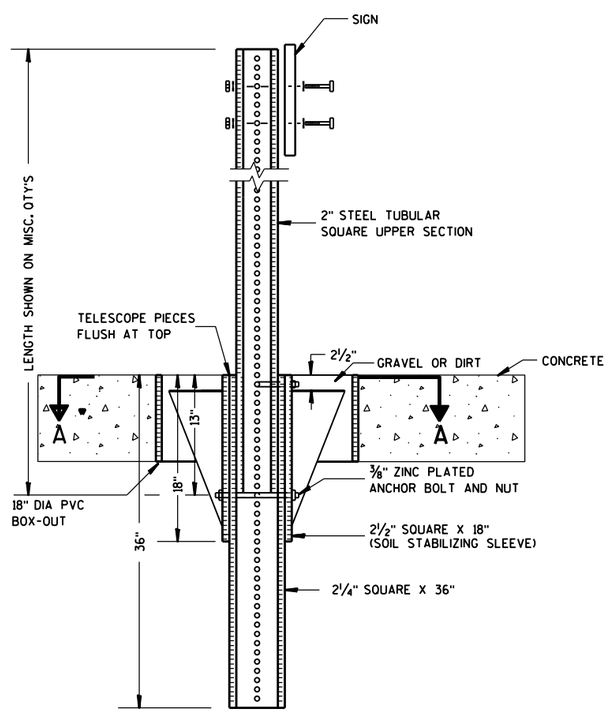
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 284	E



ELEVATION VIEW

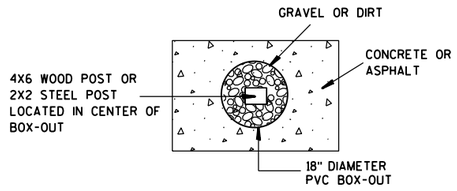
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

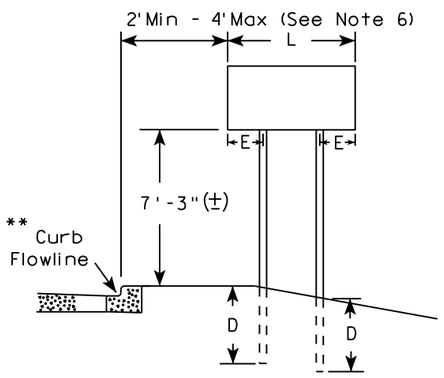
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

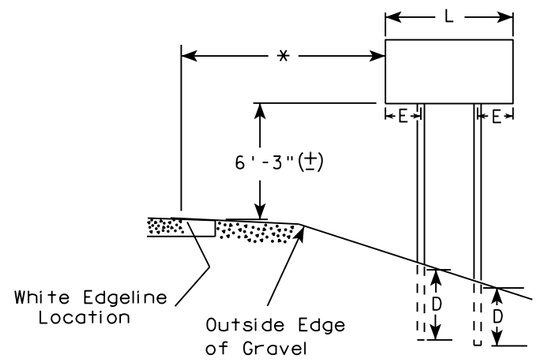
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

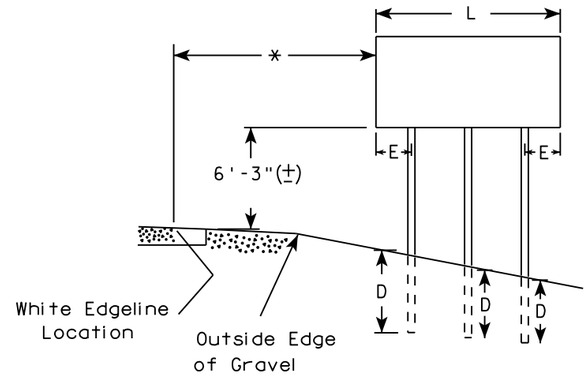
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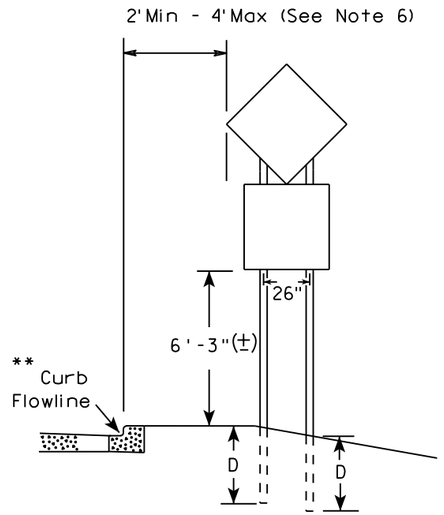
URBAN AREA



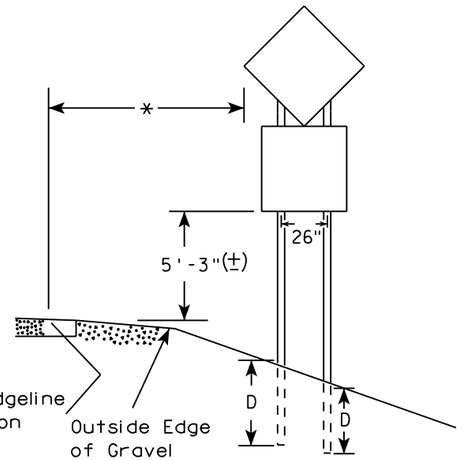
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

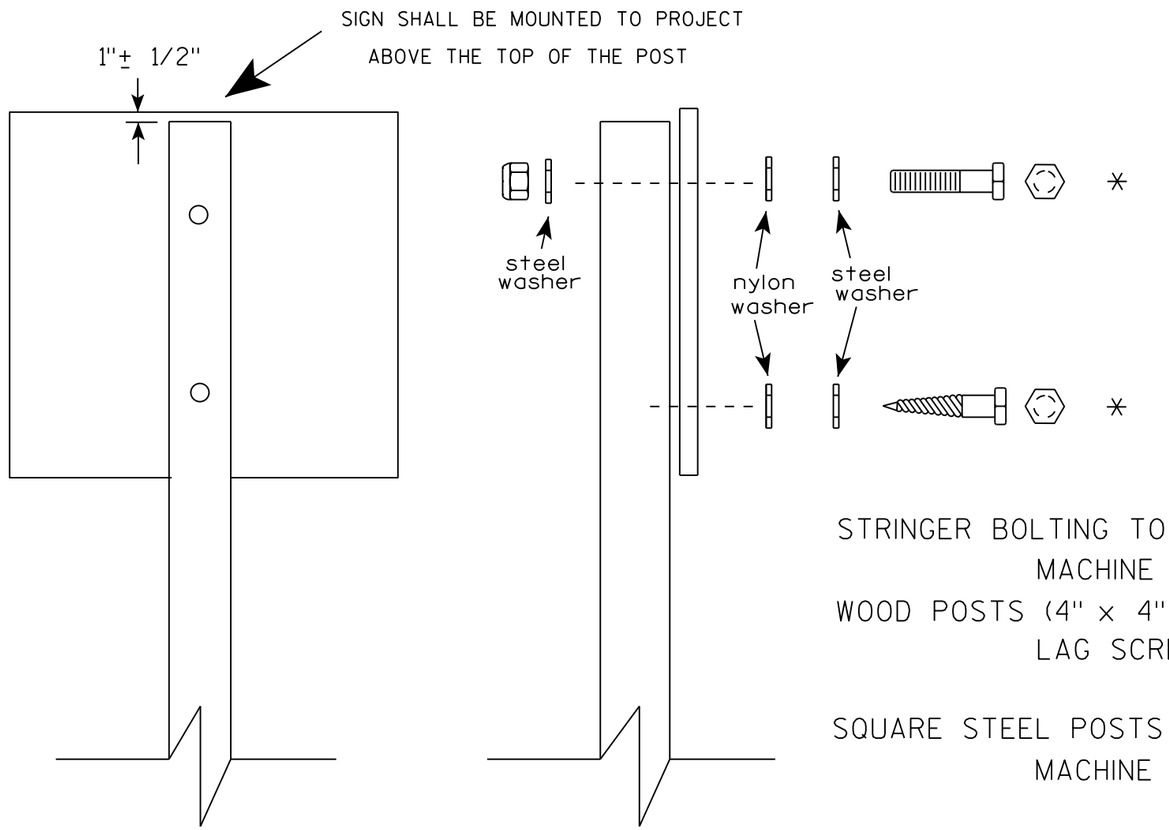
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 286	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

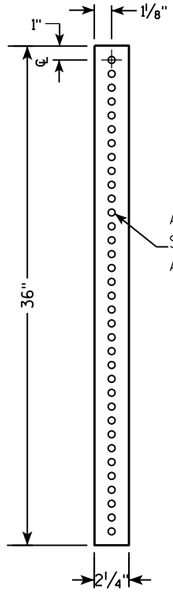
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

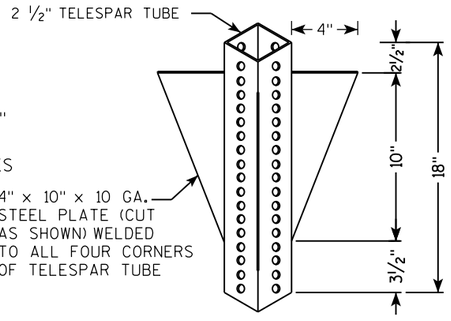
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

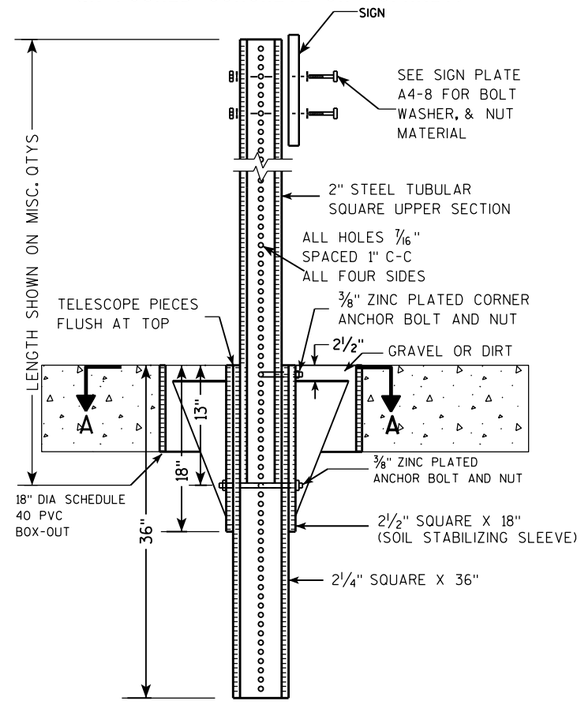
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



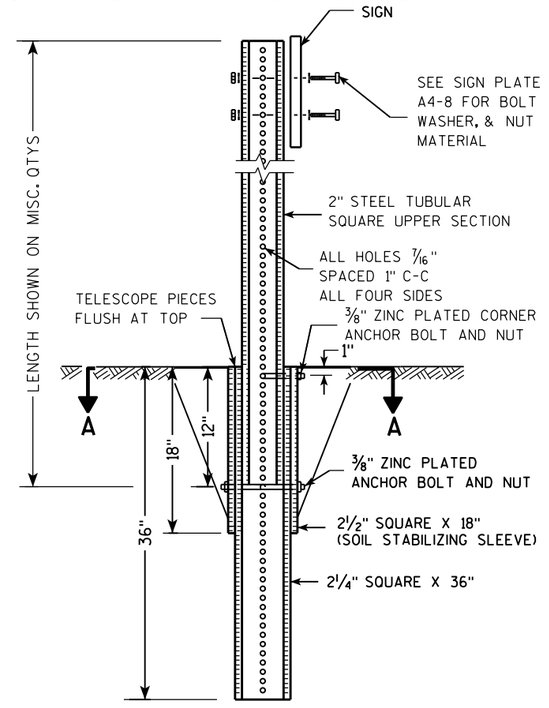
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

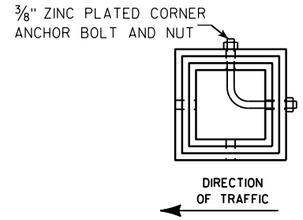


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

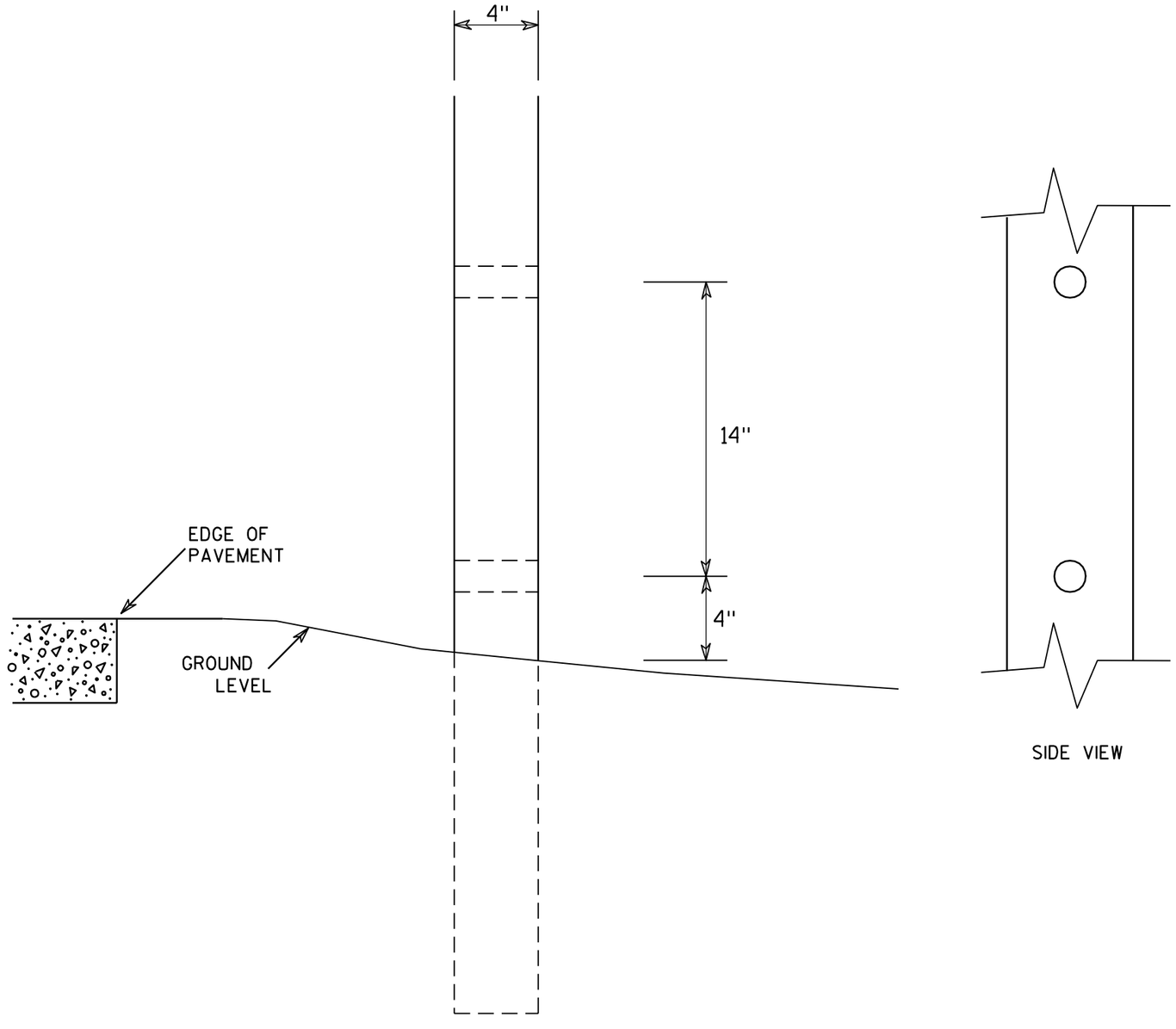
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 288 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

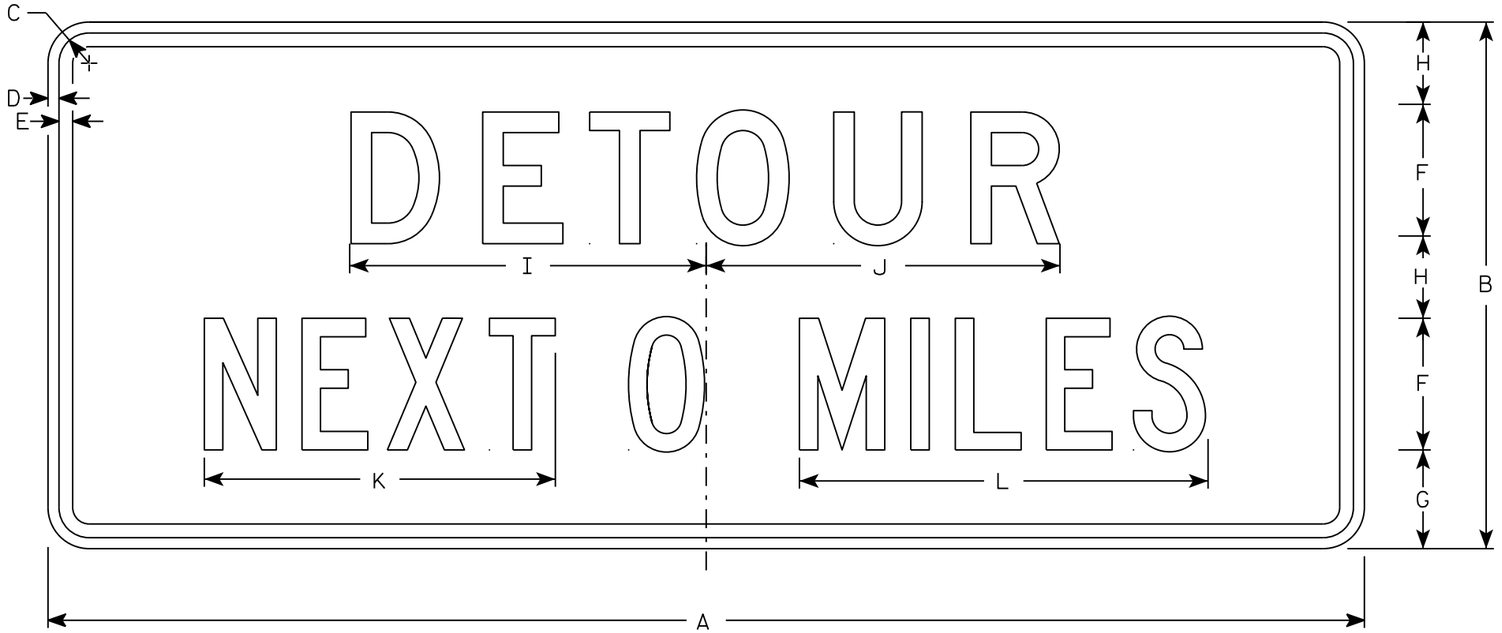
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 289	E



G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
5																											

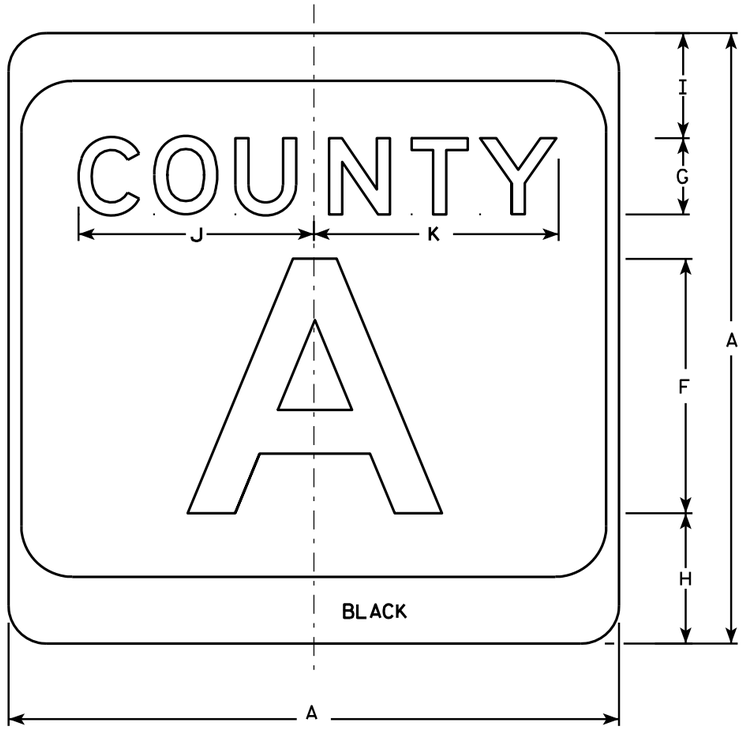
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

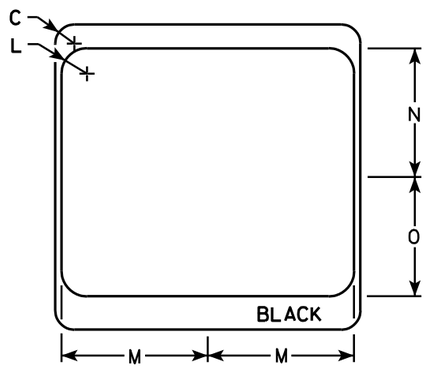
APPROVED Matthew R Rauch
for State Traffic Engineer

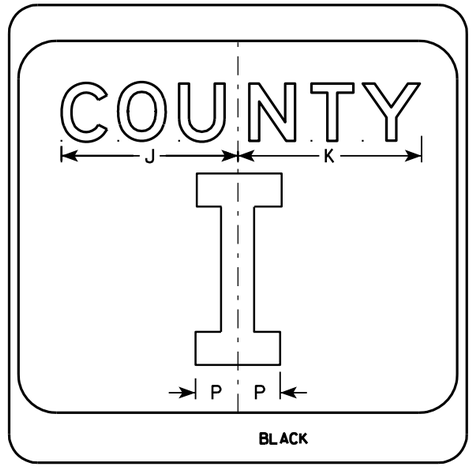
DATE 3/14/17 PLATE NO. G20-51.2

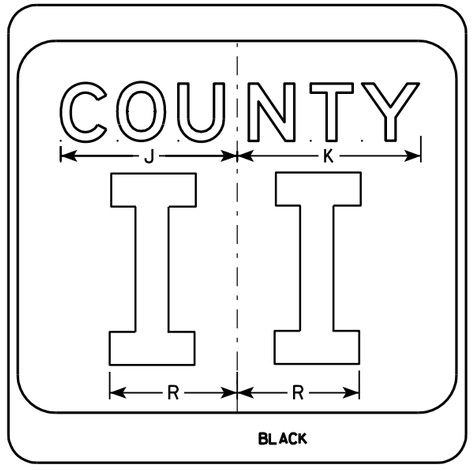
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 290 | E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

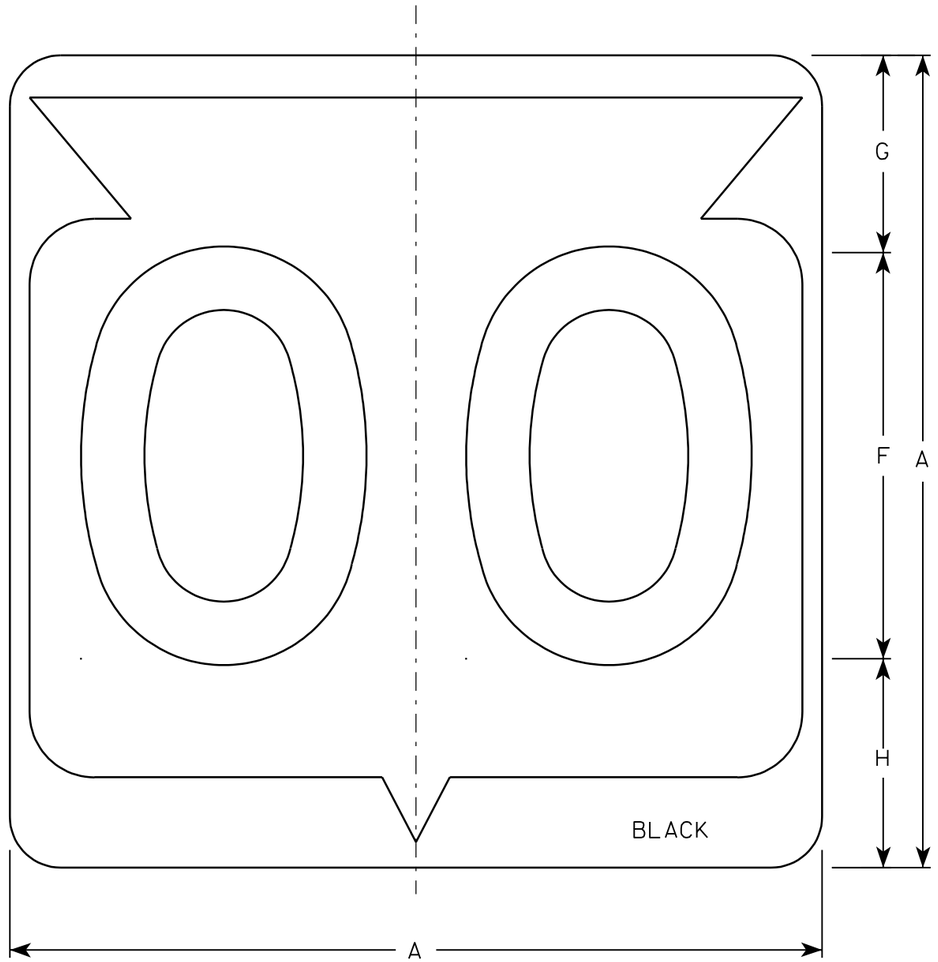
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

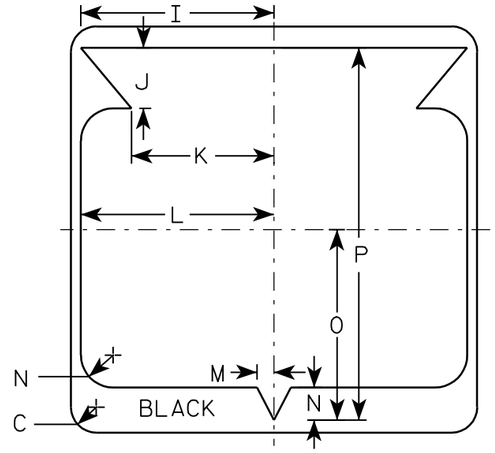
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 291 | E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

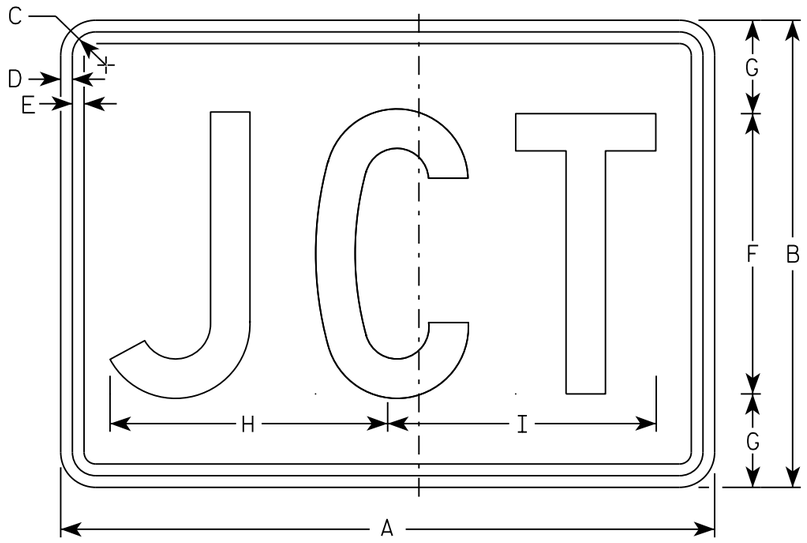
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

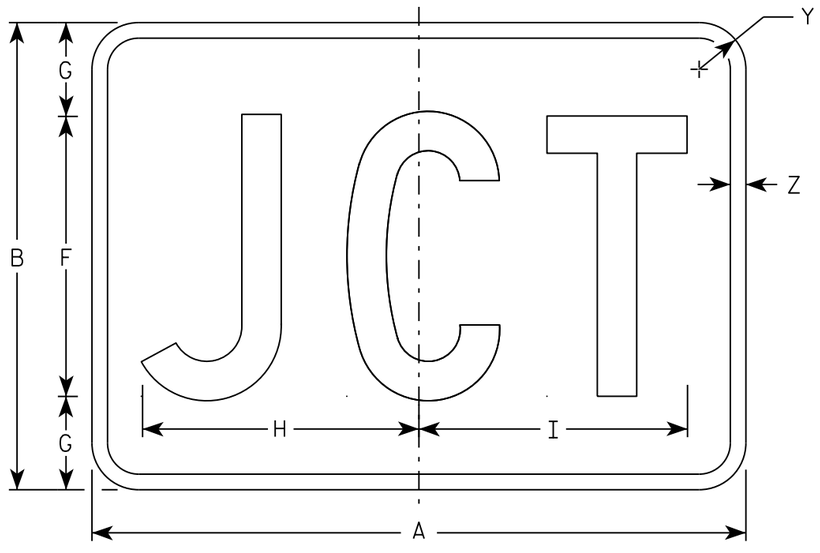
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 292	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

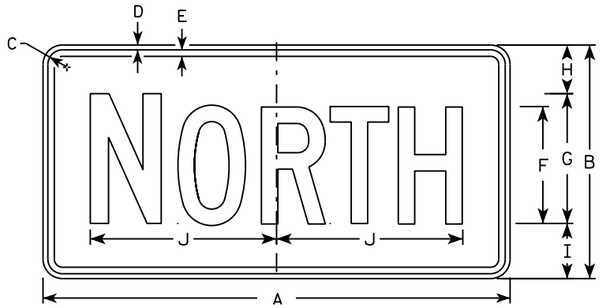
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

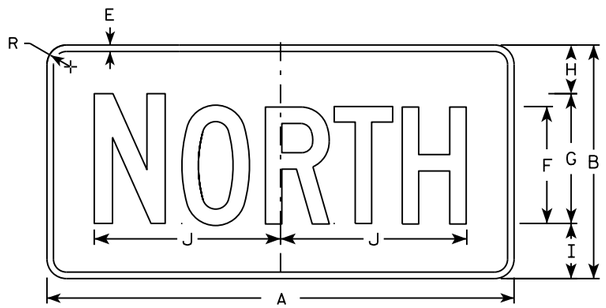
DATE 10/15/15 PLATE 293 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



M3-1
MM3-1
MP3-1



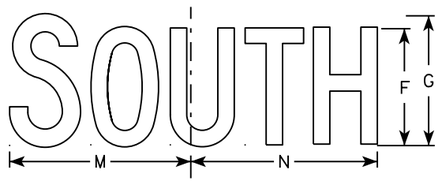
MB3-1
MK3-1
MN3-1



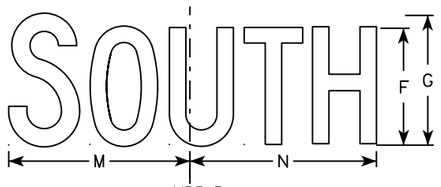
M3-2
MM3-2
MP3-2



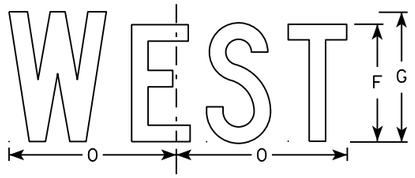
MB3-2
MK3-2
MN3-2



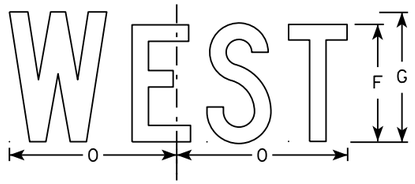
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

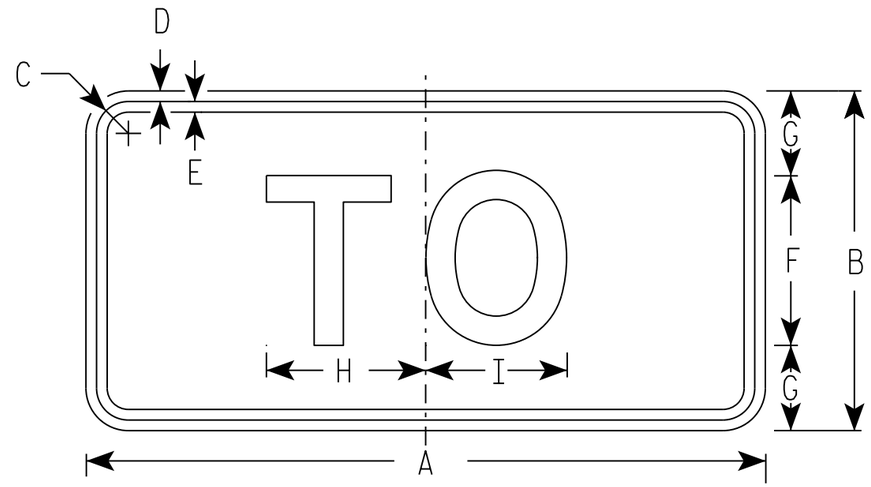
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

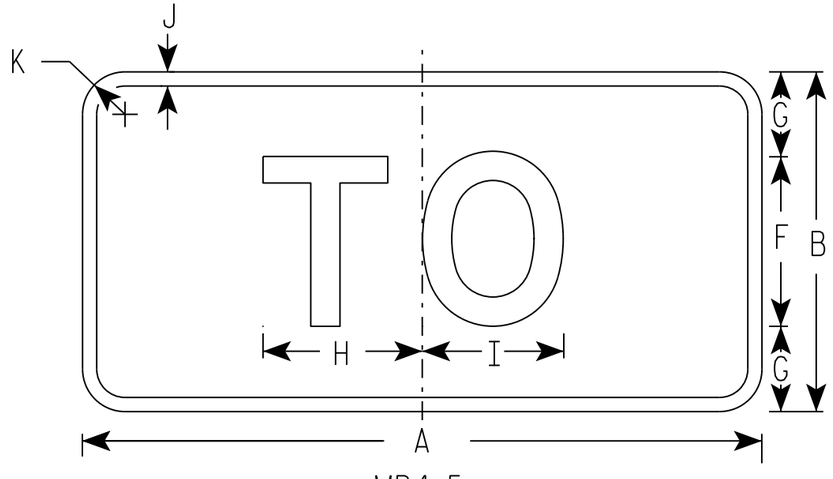
DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-5
MM4-5
MP4-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-5

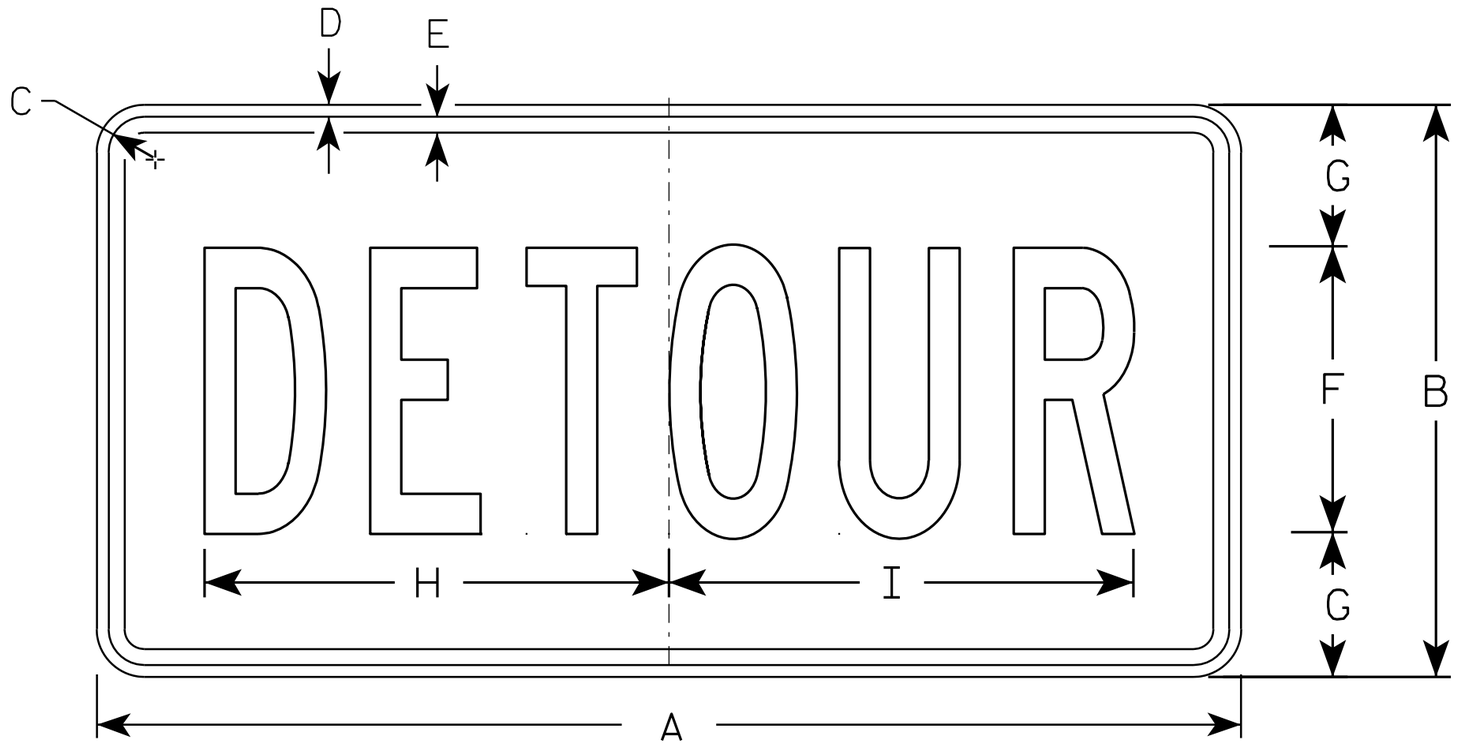
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 295 M4-5.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M45.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

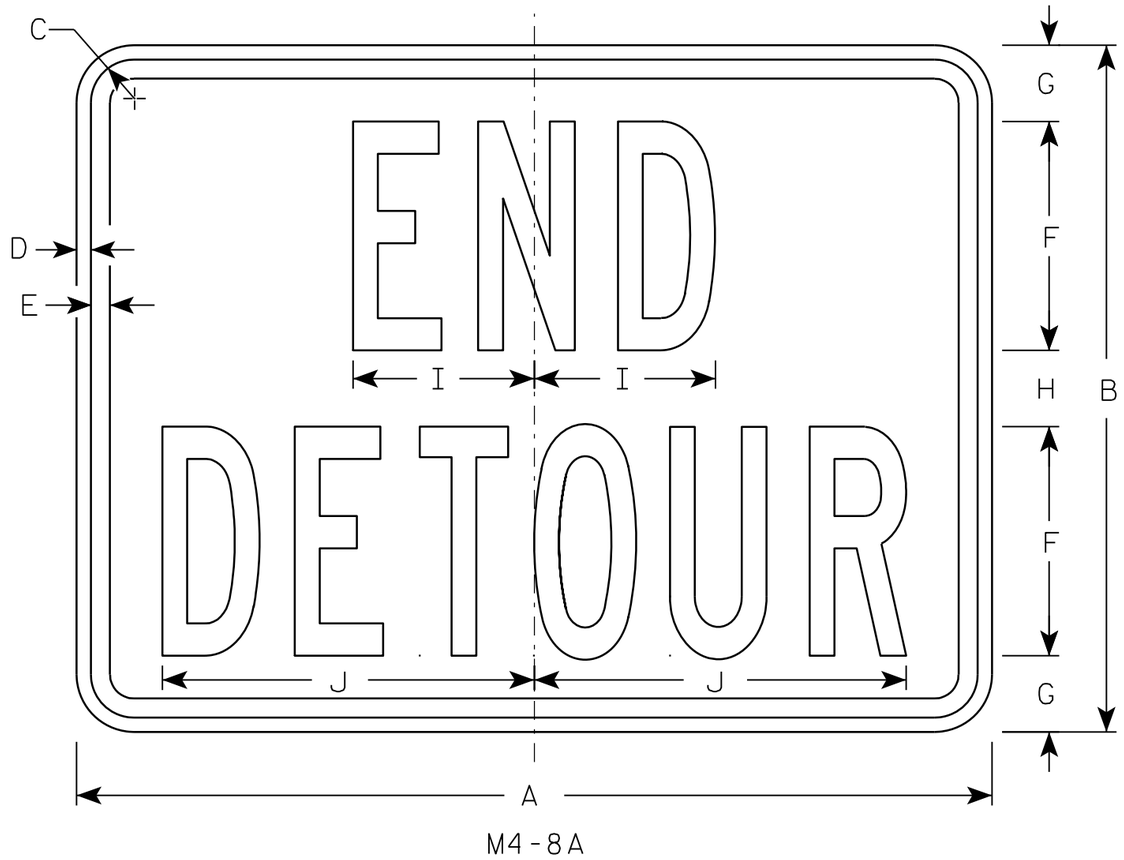
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 296	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

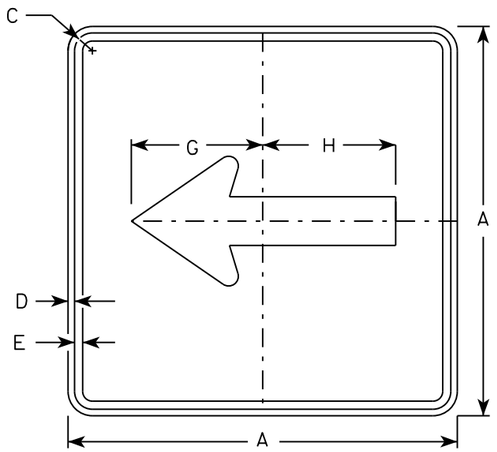
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

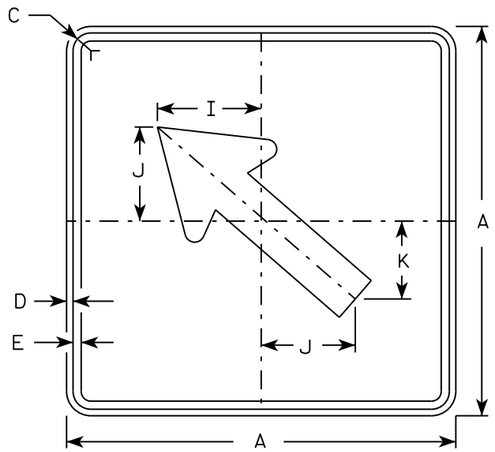
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 297	E



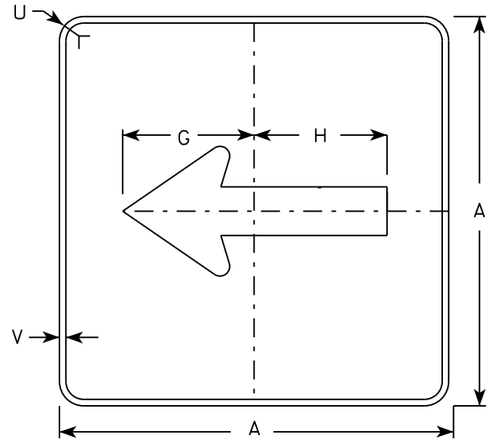
M6-1
MM6-1
MO6-1
MP6-1



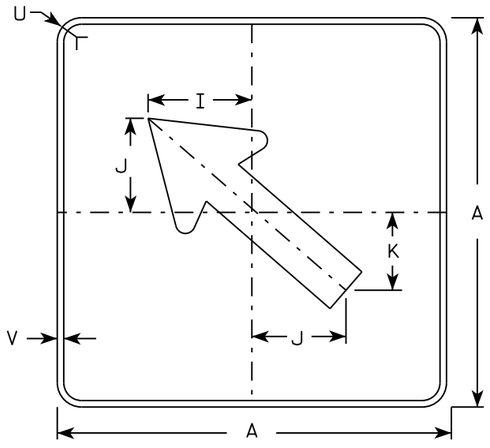
M6-2
MM6-2
MO6-2
MP6-2

NOTES

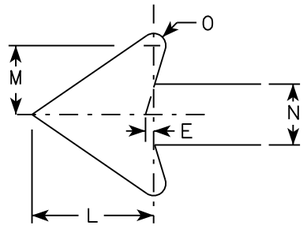
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

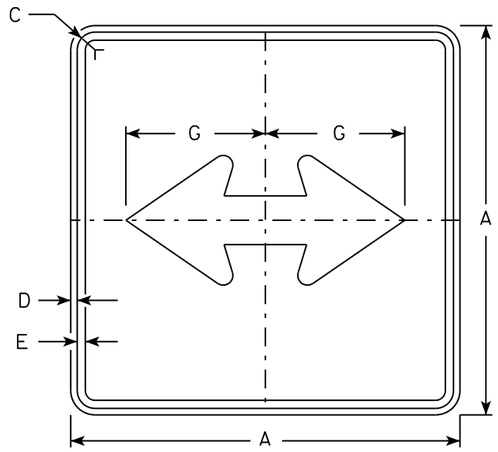
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

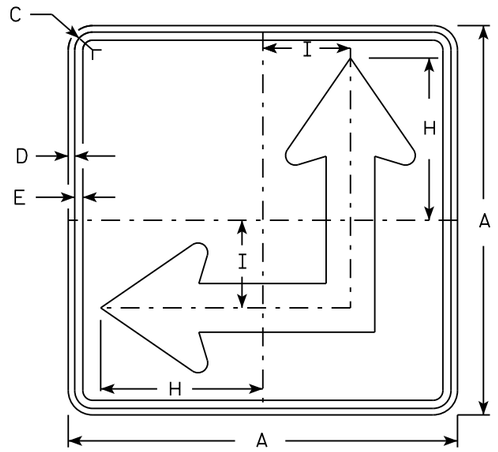
DATE 10/15/15 PLATE 298 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



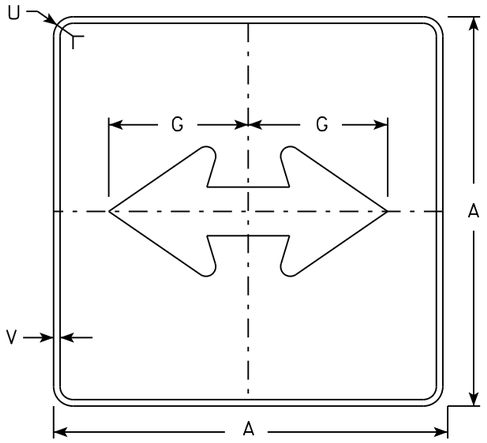
M6-4
MM6-4
MO6-4
MP6-4



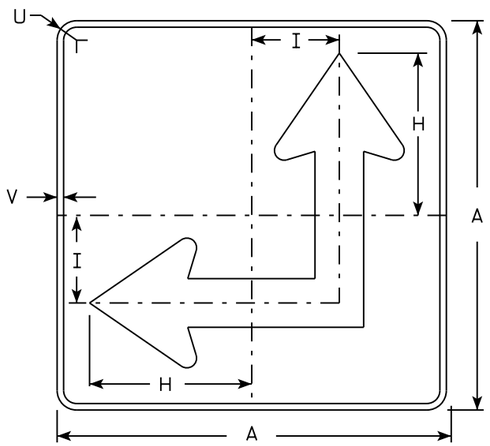
M6-6
MM6-6
MO6-6
MP6-6

NOTES

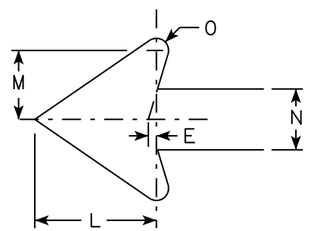
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

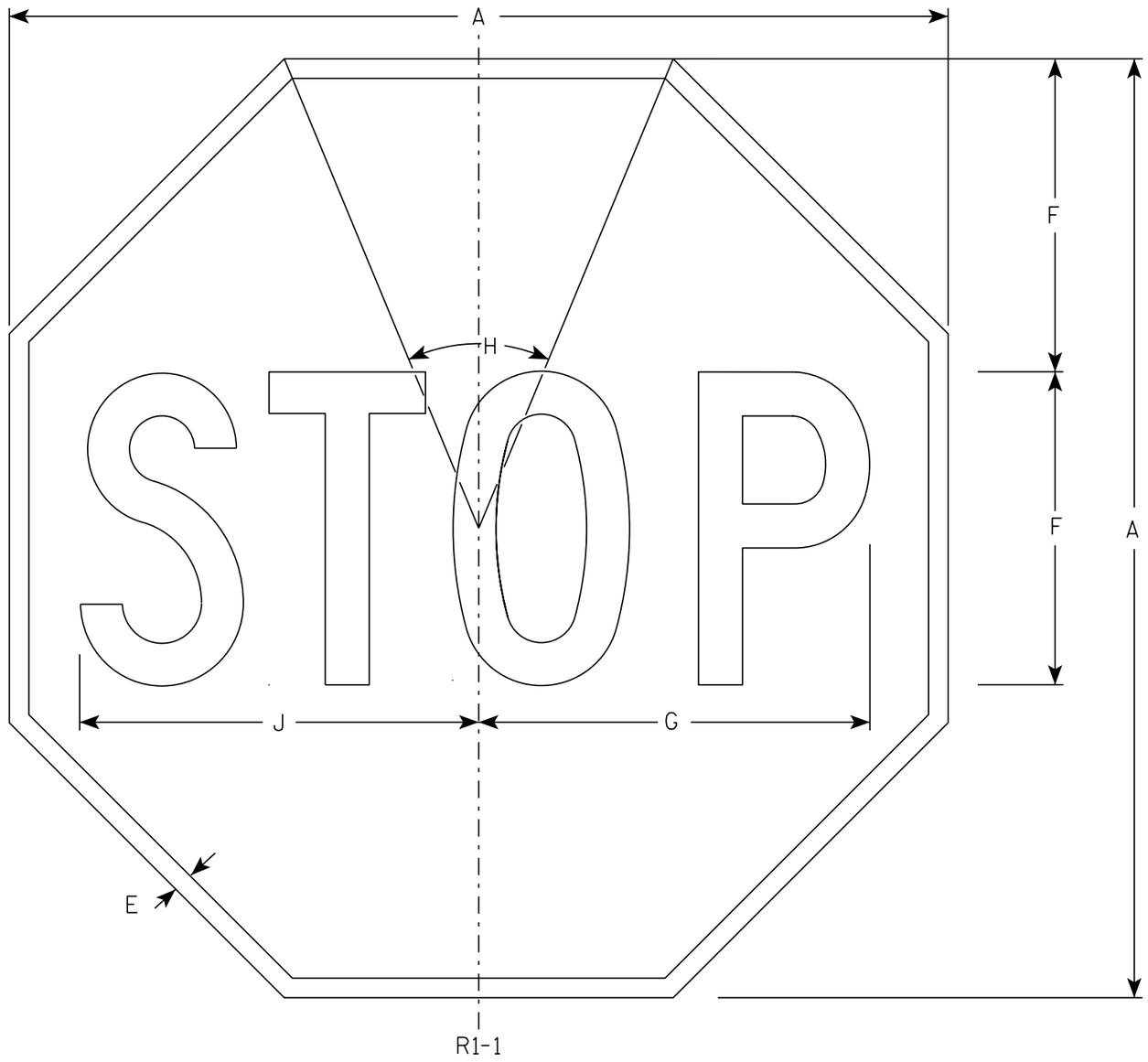
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 299 M6-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

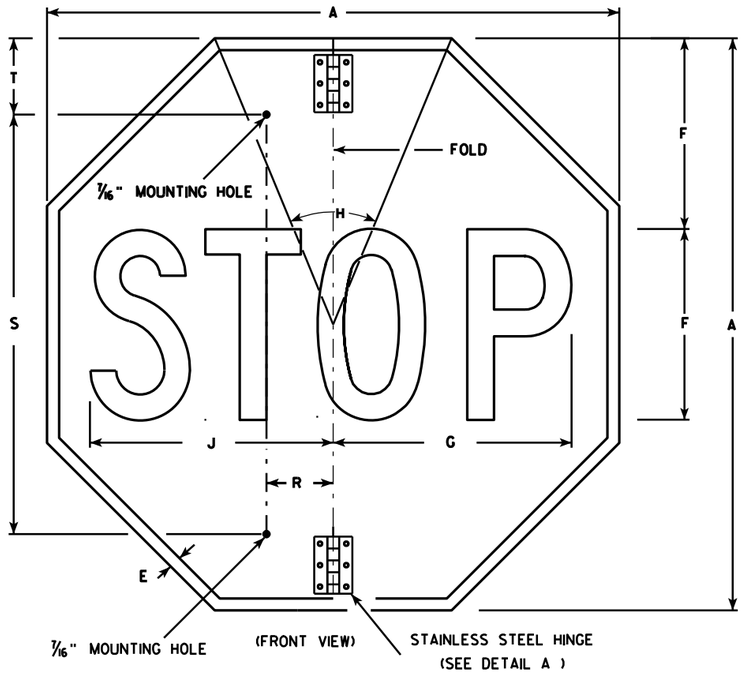
STANDARD SIGN
R1-1

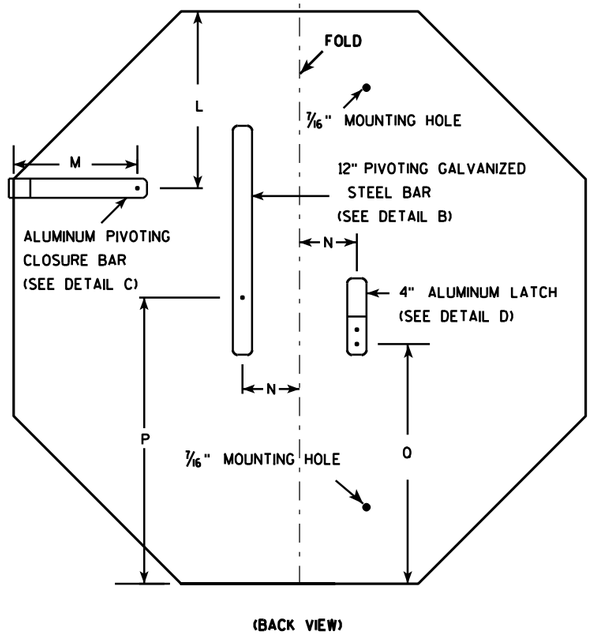
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

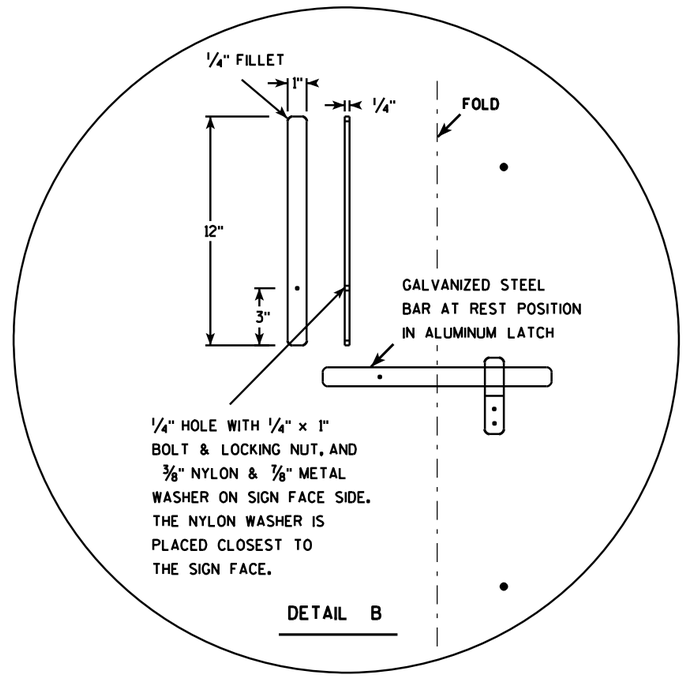
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 300	E



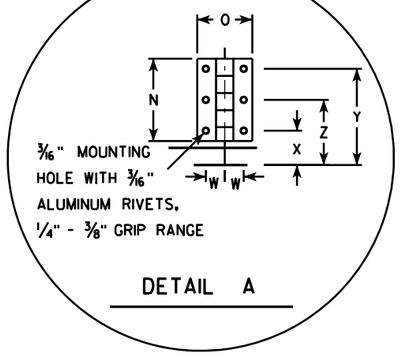


NOTES

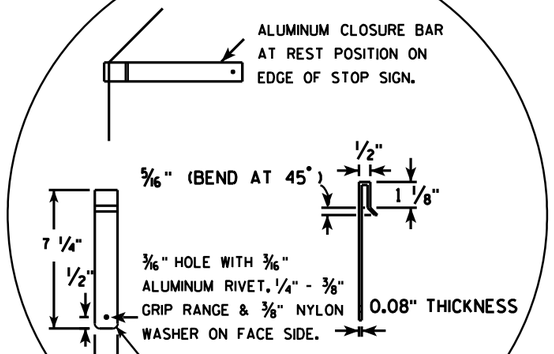
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



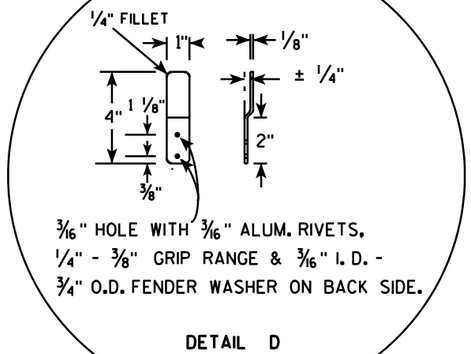
DETAIL B



DETAIL A



DETAIL C



DETAIL D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

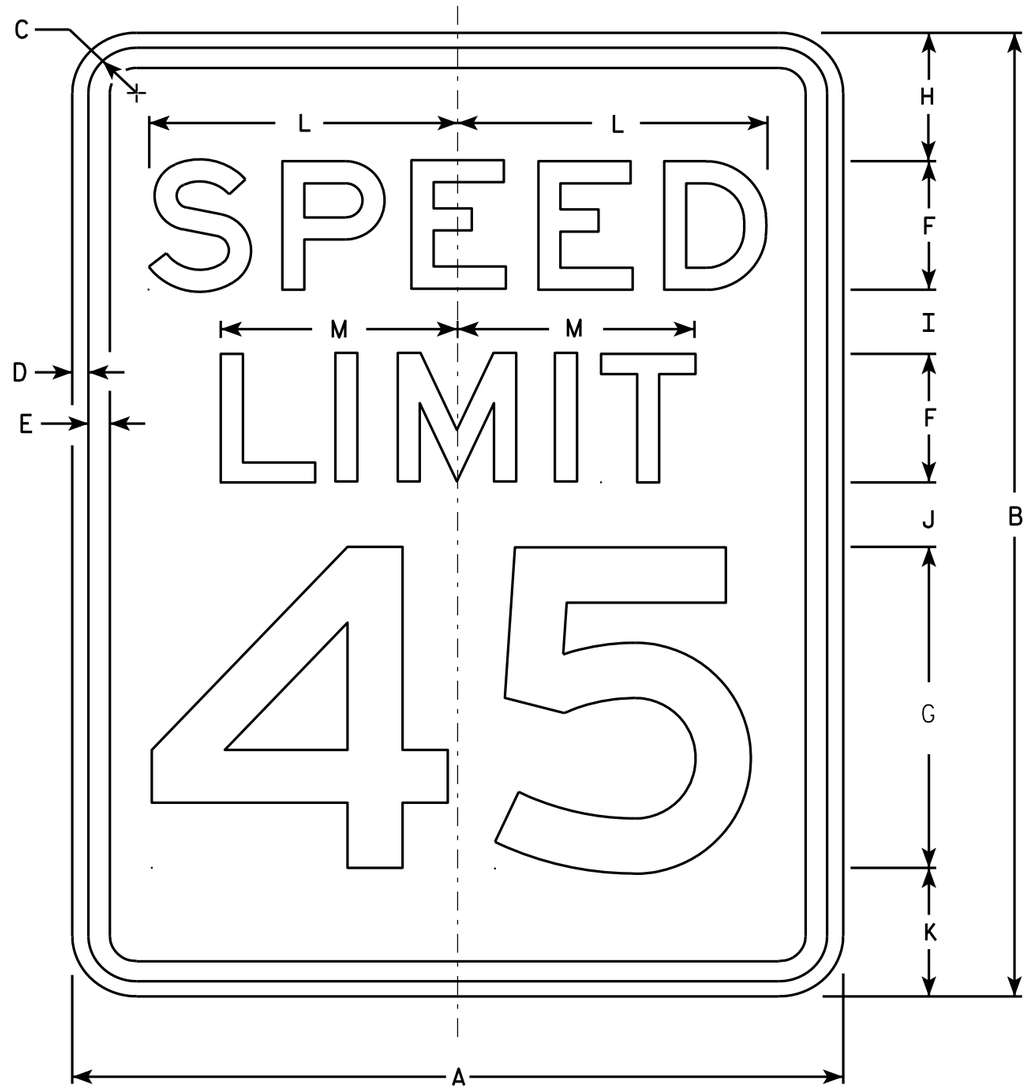
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 301 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11F.DGN PLOT DATE : 02-DEC-2010 15:26 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

WISDOT/CADDS SHEET 42



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

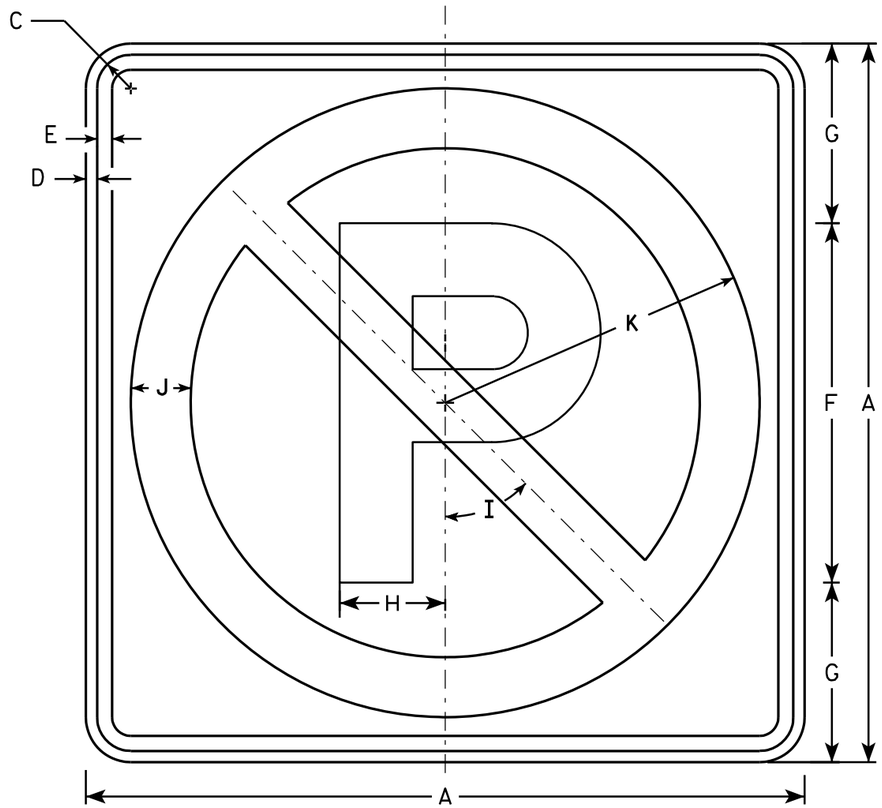
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 302	E



R3-8A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Letter P are non reflective black, the circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
2M	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
3																											
4																											
5																											

STANDARD SIGN
R3-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/01/12 PLATE NO. R3-8A.1

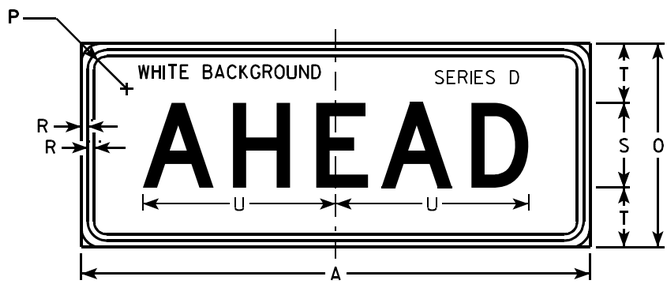
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 303 | E



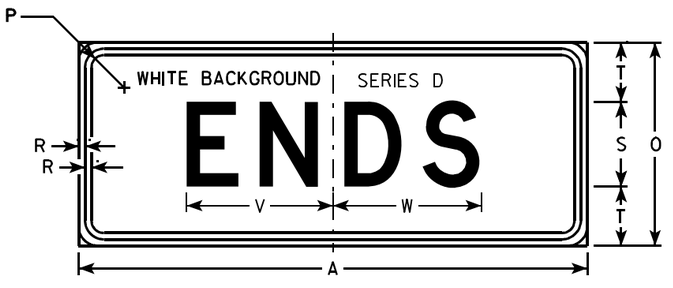
R3-17

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted on the Signs.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-17ap



R3-17bp

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

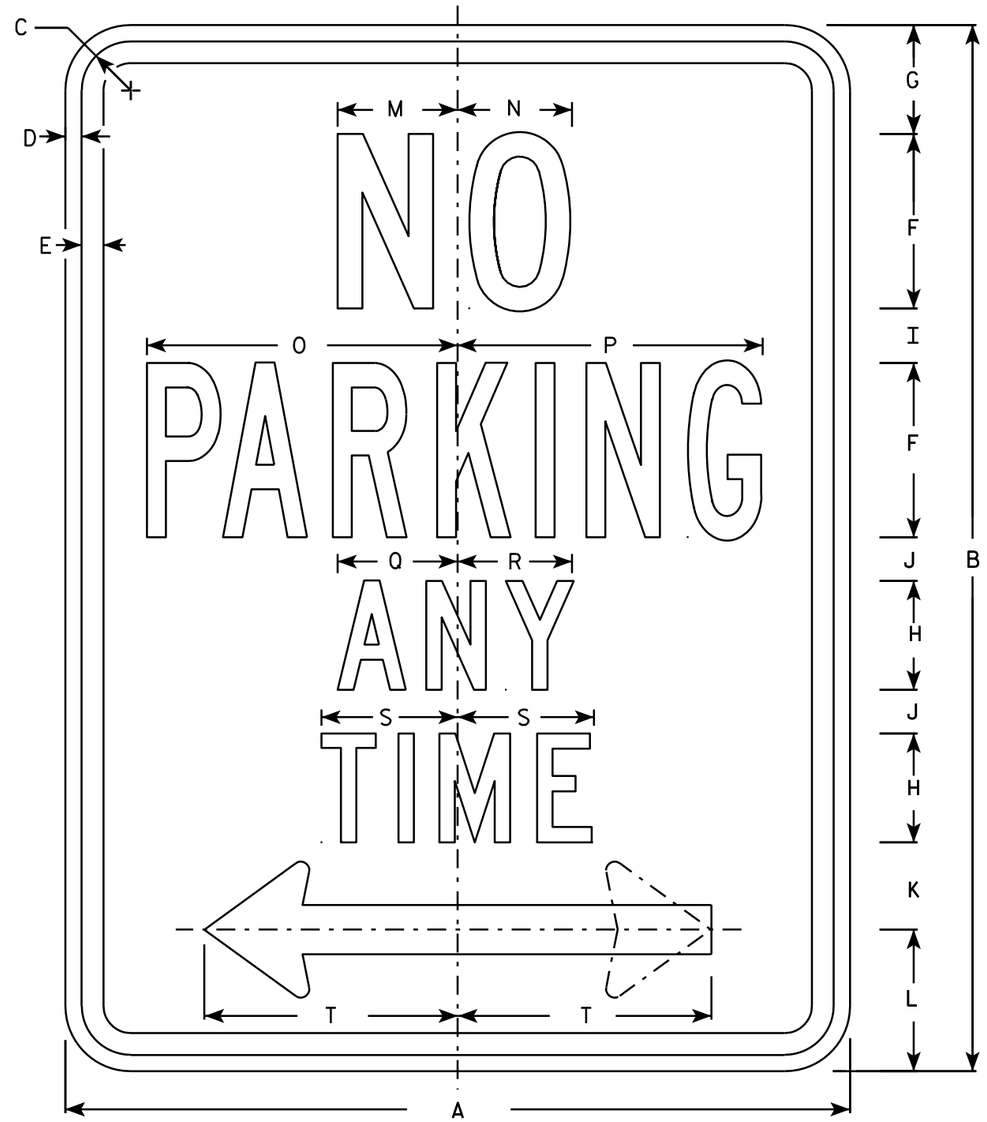
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/12/2011 PLATE NO. R3-17.2

PROJECT NO:

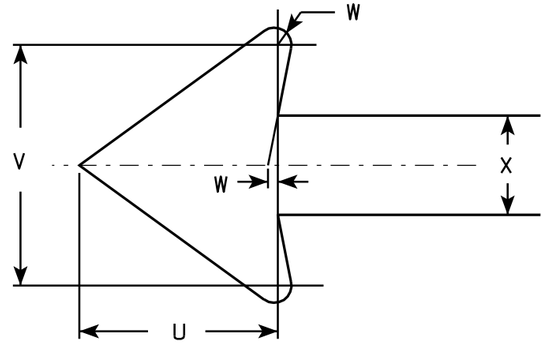
SHEET NO: 304 E



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

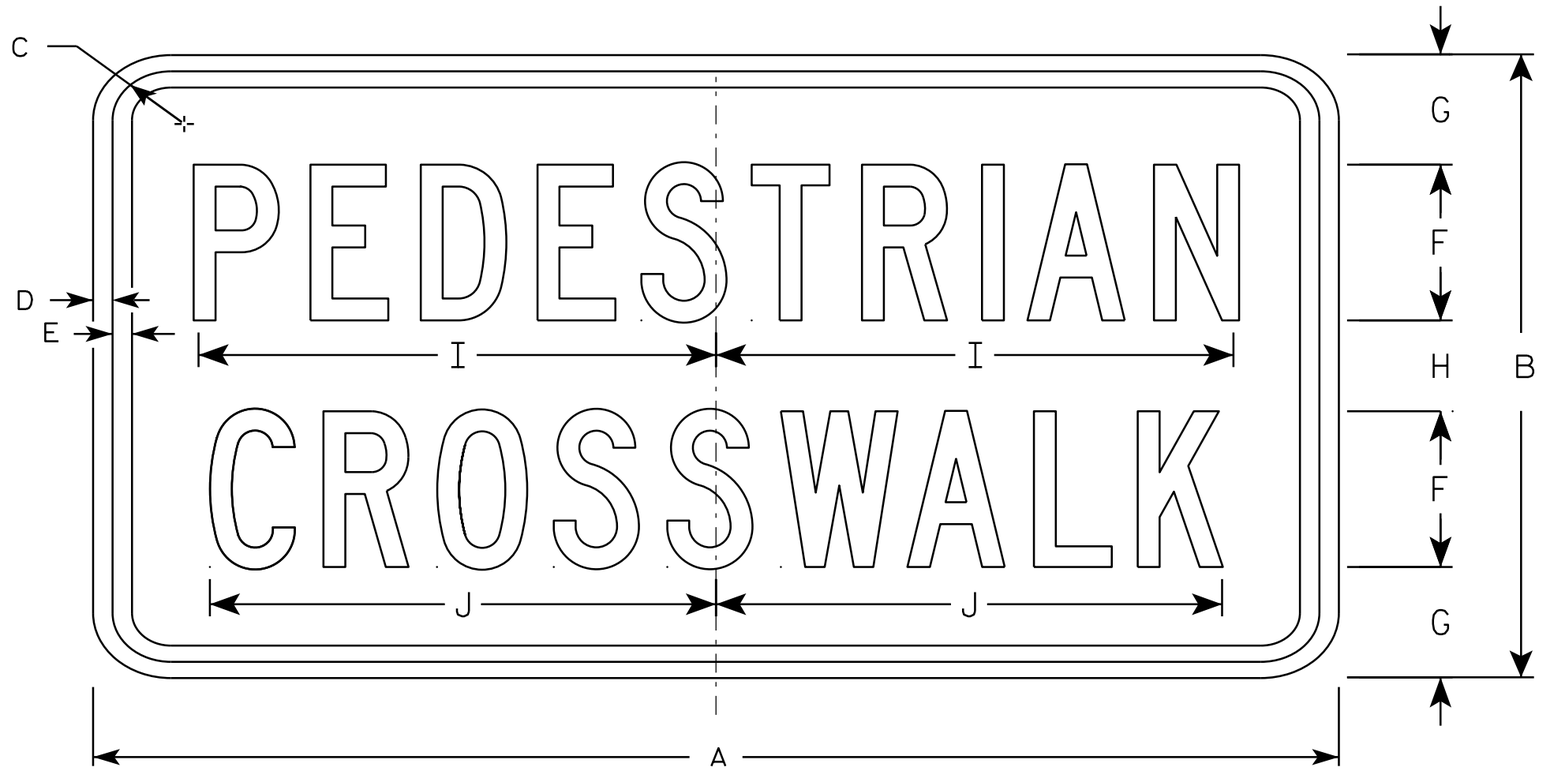
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 305	E



R9-8

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	9 3/4																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	9 3/4																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	13	13																	3.75
4																											
5																											

STANDARD SIGN
R9-8

WISCONSIN DEPT OF TRANSPORTATION

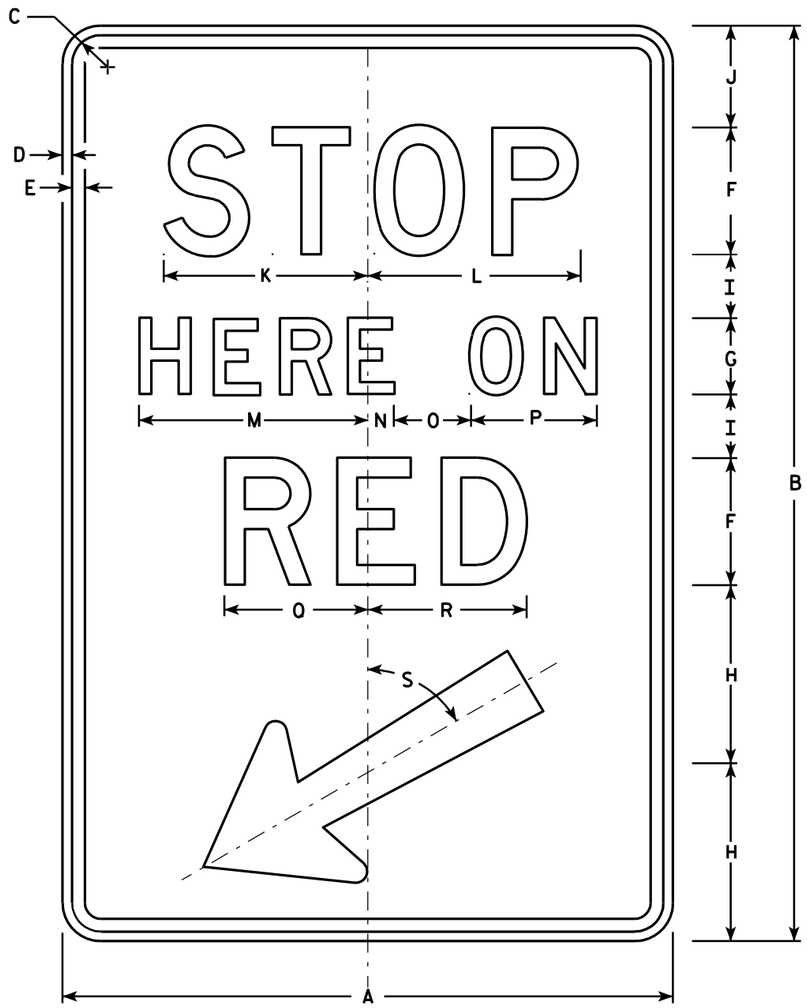
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/16 PLATE R9-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R98.DGN PLOT DATE : 17-MAR-2016 15:06 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 2.918761:1.000000
WISDOT/CADDS SHEET 42

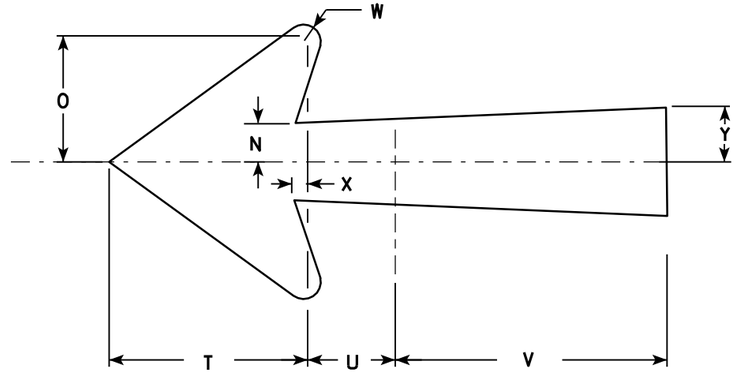
7



R10-6

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
2M	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
3																											
4																											
5																											

STANDARD SIGN
R10-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-6.6

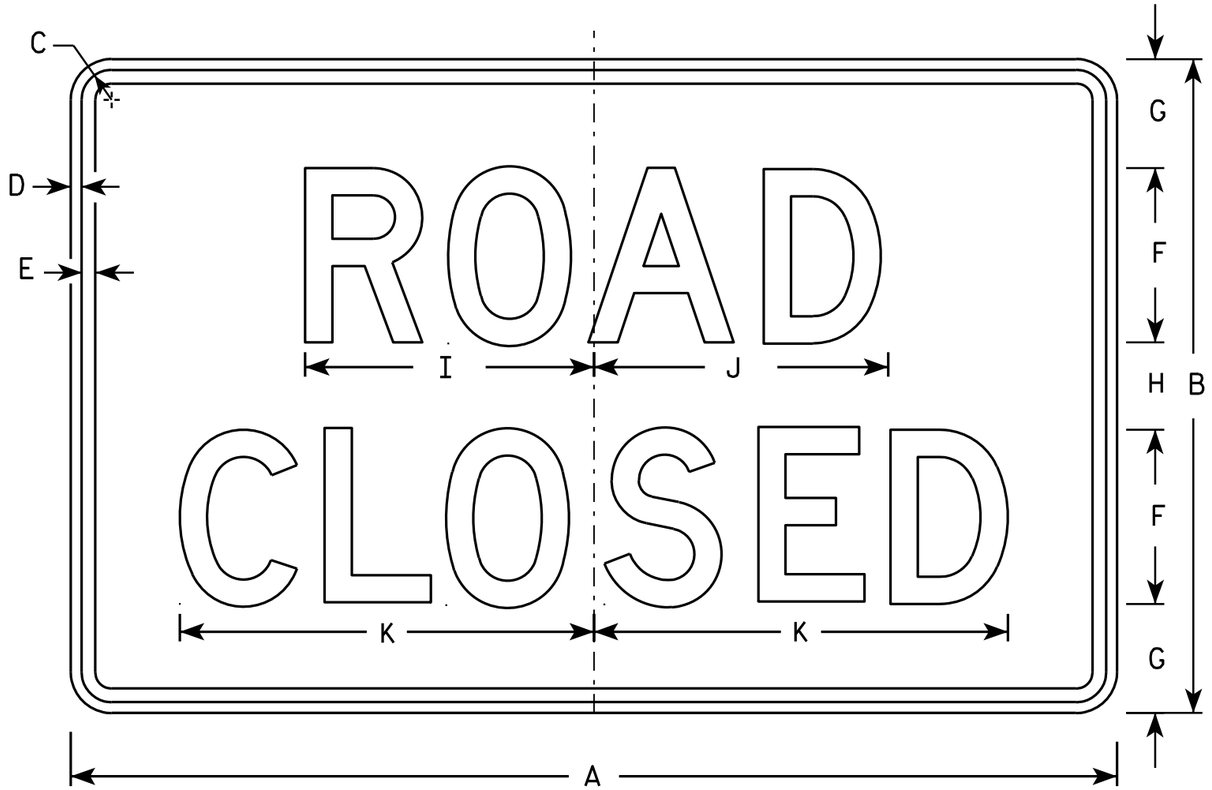
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 307	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R106.DGN PLOT DATE : 05-APR-2011 09:50 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

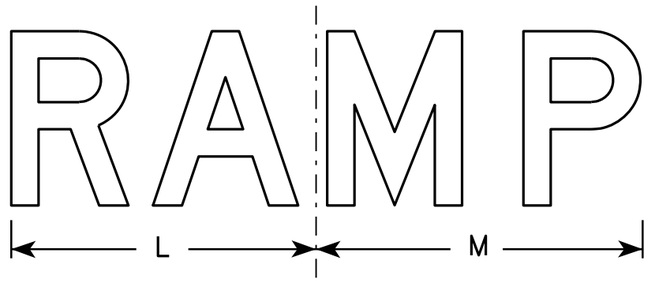
7



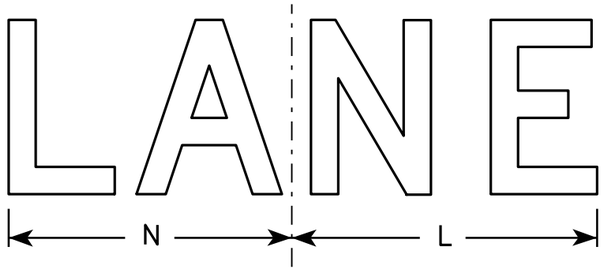
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

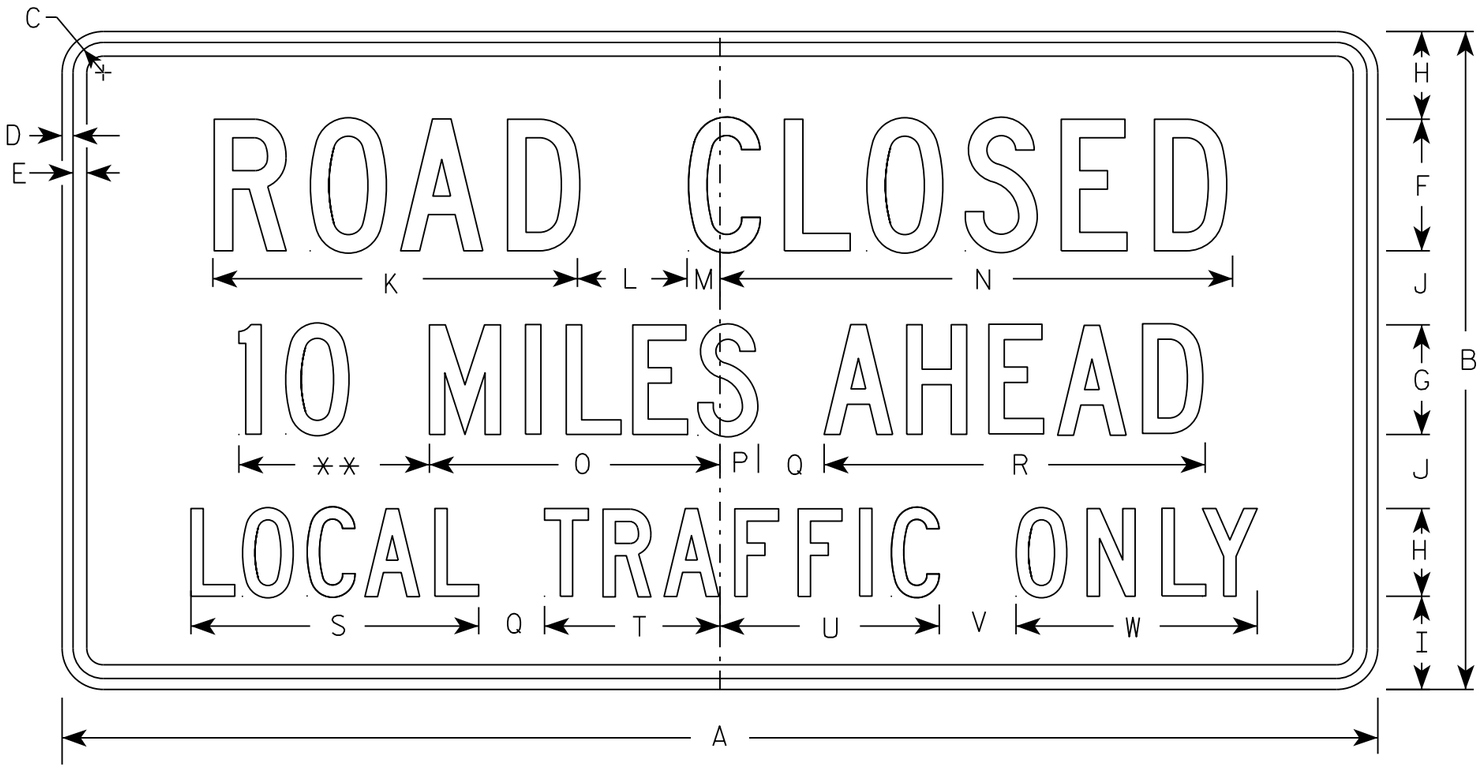
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 308	E

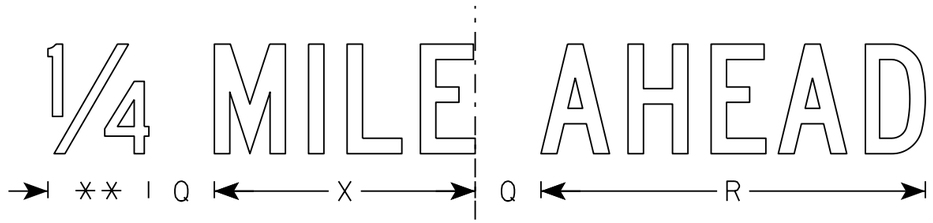
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

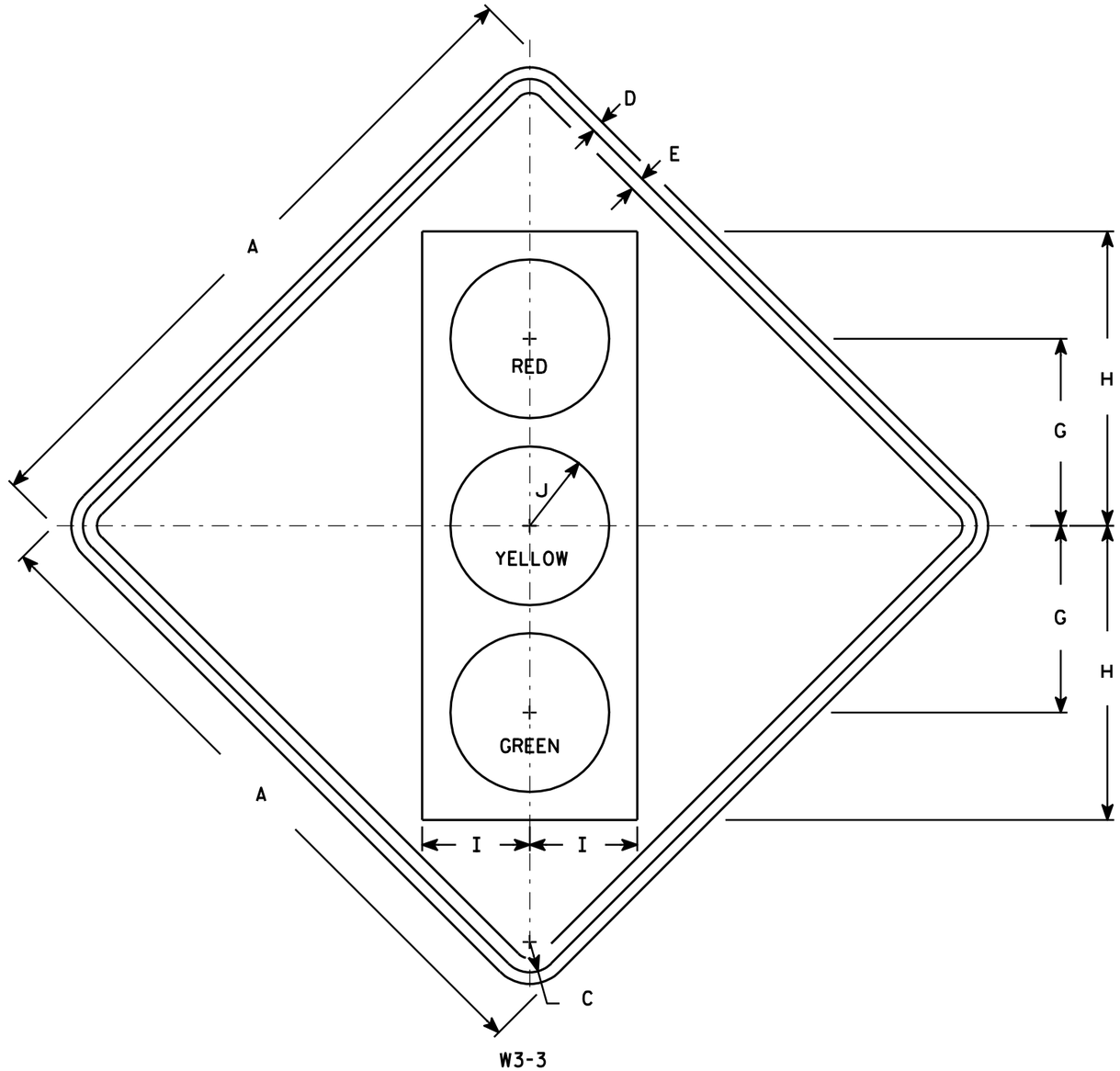
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/17 PLATE NO. R11-3.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 309	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

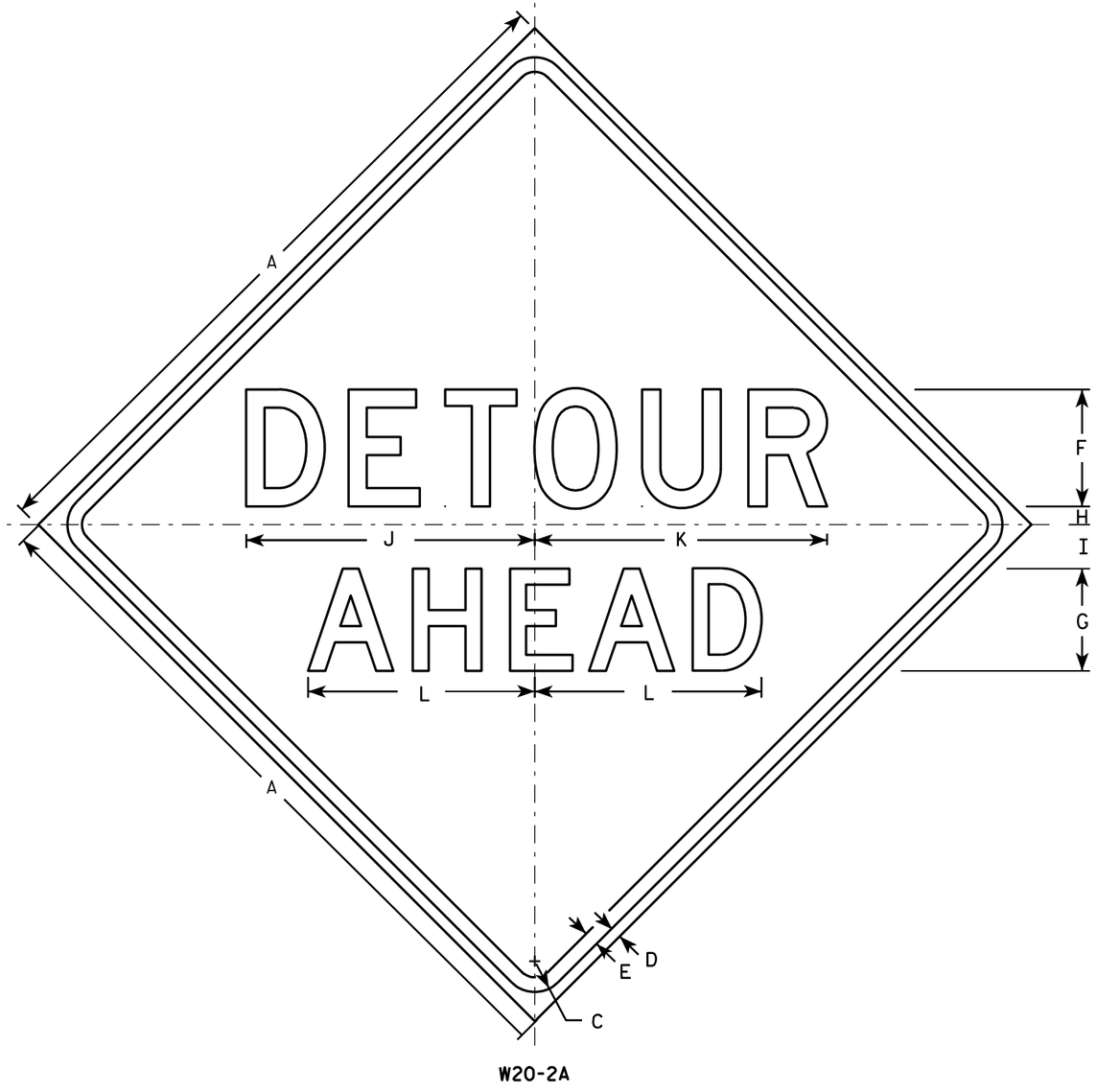
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

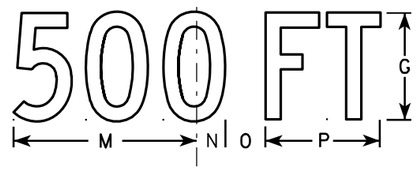
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 310 | E

7

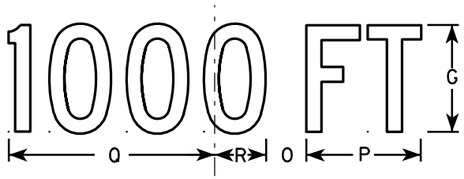
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W33.DGN PLOT DATE : 07-JUN-2010 13:07 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 7.448805:1.000000



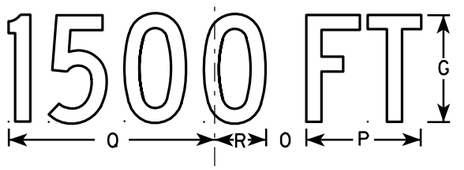
W20-2A



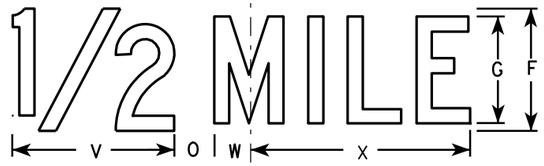
W20-2D



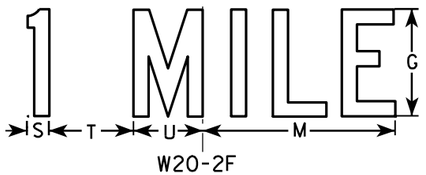
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 311 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42

STH 67

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
126+50.000	12650	0	106.5	0.0	0	0	0.0	0.0	0	0.0	0	0.0
126+75.000	12675	25	107.4	28.5	0	0	99.0	13.2	0	99.0	0	85.9
127+00.000	12700	25	105.9	28.5	0	0	98.8	26.4	0	197.8	0	158.2
127+25.000	12725	25	105.2	28.5	0	0	97.7	26.4	0	295.5	0	229.5
127+50.000	12750	25	103.7	28.5	0	0	96.7	26.4	0	392.2	0	299.8
127+75.000	12775	25	105.1	28.5	0	0	96.7	26.4	0	488.9	0	370.1
128+00.000	12800	25	91.7	28.5	0	0	91.1	26.4	0	580.0	0	434.8
128+25.000	12825	25	92.6	28.5	0	0	85.3	26.4	0	665.3	0	493.8
128+50.000	12850	25	87.5	28.5	0	0	83.4	26.4	0	748.7	0	550.8
128+75.000	12875	25	104.5	28.5	0	0	88.9	26.4	0	837.6	0	613.3
129+00.000	12900	25	106.6	28.5	0	0	97.7	26.4	0	935.3	0	684.6
129+25.000	12925	25	115.6	28.5	0	0	102.9	26.4	0	1038.2	0	761.1
129+50.000	12950	25	120.2	28.5	0	0	109.2	26.4	0	1147.4	0	843.9
129+75.000	12975	25	123.8	28.5	0	0	112.9	26.4	0	1260.3	0	930.4
130+00.000	13000	25	121.1	28.5	0	0	113.3	26.4	0	1373.6	0	1017.4
130+25.000	13025	25	125.2	28.5	0	0	114.0	26.4	0	1487.6	0	1105.0
130+50.000	13050	25	120.1	28.5	0	0	113.6	26.4	0	1601.2	0	1192.2
130+75.000	13075	25	119.1	28.5	0	0	110.7	26.4	0	1711.9	0	1276.5
131+00.000	13100	25	113.8	28.5	0	0	107.8	26.4	0	1819.7	0	1357.9
131+25.000	13125	25	110.5	28.5	0	0	103.8	26.4	0	1923.5	0	1435.4
131+50.000	13150	25	107.8	28.5	0	0	101.1	26.4	0	2024.6	0	1510.0
131+75.000	13175	25	109.4	28.5	0	0	100.6	26.4	0	2125.2	0	1584.2
132+00.000	13200	25	111.7	28.5	0	0	102.4	26.4	0	2227.5	0	1660.2
132+25.000	13225	25	114.2	28.5	0	0	104.6	26.4	0	2332.2	0	1738.4
132+50.000	13250	25	115.9	28.5	0	0	106.5	26.4	0	2438.7	0	1818.5
132+75.000	13275	25	115.0	28.5	0	0	106.9	26.4	0	2545.6	0	1899.0
133+00.000	13300	25	117.6	28.5	0	0	107.7	26.4	0	2653.3	0	1980.4
133+25.000	13325	25	118.8	28.5	0	0	109.5	26.4	0	2762.7	0	2063.4
133+50.000	13350	25	121.5	28.5	0	0	111.3	26.4	0	2874.0	0	2148.3
133+75.000	13375	25	120.3	28.5	0	0	112.0	26.4	0	2985.9	0	2233.9
134+00.000	13400	25	121.2	28.5	0	0	111.8	26.4	0	3097.8	0	2319.3
134+25.000	13425	25	121.7	28.5	0	0	112.4	26.4	0	3210.2	0	2405.3
134+50.000	13450	25	120.5	28.5	0	0	112.1	26.4	0	3322.3	0	2491.1
134+75.000	13475	25	121.4	28.5	0	0	112.0	26.4	0	3434.3	0	2576.7
135+00.000	13500	25	121.1	28.5	0	0	112.3	26.4	0	3546.6	0	2662.5
135+25.000	13525	25	122.1	28.5	0	0	112.6	26.4	0	3659.1	0	2748.7
135+50.000	13550	25	122.1	28.5	0	0	113.1	26.4	0	3772.2	0	2835.4
135+75.000	13575	25	120.6	28.5	0	0	112.4	26.4	0	3884.6	0	2921.4
136+00.000	13600	25	116.7	28.5	0	0	109.9	26.4	0	3994.4	0	3004.8
136+25.000	13625	25	121.0	28.5	0	0	110.1	26.4	0	4104.5	0	3088.5
136+50.000	13650	25	118.7	28.5	0	0	111.0	26.4	0	4215.5	0	3173.1

STH 67

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
136+75.000	13675	25	118.1	28.5	0	0	109.6	26.4	0	4325.1	0	3256.4
137+00.000	13700	25	116.2	28.5	0	0	108.4	26.4	0	4433.5	0	3338.4
137+25.000	13725	25	115.5	28.5	0	0	107.2	26.4	0	4540.8	0	3419.3
137+50.000	13750	25	117.8	28.5	0	0	108.0	26.4	0	4648.8	0	3500.8
137+75.000	13775	25	116.4	28.5	0	0	108.4	26.4	0	4757.2	0	3582.9
138+00.000	13800	25	120.7	28.5	0	0	109.8	26.4	0	4866.9	0	3666.3
138+25.000	13825	25	122.8	28.5	0	0	112.7	26.4	0	4979.6	0	3752.6
138+50.000	13850	25	116.7	28.5	0	0	110.9	26.4	0	5090.5	0	3837.0
138+75.000	13875	25	115.0	28.5	0	0	107.3	26.4	0	5197.8	0	3917.9
139+00.000	13900	25	112.1	28.5	0	0	105.1	26.4	0	5302.9	0	3996.6
139+25.000	13925	25	112.5	28.5	0	0	104.0	26.4	0	5406.9	0	4074.2
139+50.000	13950	25	115.0	28.5	0	0	105.3	26.4	0	5512.2	0	4153.2
139+75.000	13975	25	114.2	28.5	0	0	106.1	26.4	0	5618.3	0	4232.9
140+00.000	14000	25	116.8	28.5	0	0	106.9	26.4	0	5725.2	0	4313.4
140+25.000	14025	25	113.6	28.5	0	0	106.6	26.4	0	5831.9	0	4393.7
140+50.000	14050	25	113.8	28.5	0	0	105.3	26.4	0	5937.1	0	4472.6
140+75.000	14075	25	0.0	28.5	0	0	52.7	26.4	0	5989.8	0	4505.1

RUEDEBUSCH AVE.

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
9+40.000	940	0	84.3	0.0	0	0	0.0	0.0	0	0.0	0	0.0
9+50.000	950	10	95.7	25.5	0	0	33.3	4.7	0	33.3	0	28.6
9+60.000	960	10	85.6	25.5	0	0	33.6	9.4	0	66.9	0	52.8
9+70.000	970	10	111.2	25.5	0	0	36.4	9.4	0	103.4	0	79.8
9+78.043	978.043	8.043	192.3	25.5	0	0	45.2	7.6	0	148.6	0	117.4

STH 28

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
32+25.000	3225	0	135.2	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0
32+50.000	3250	25	134.7	29.3	0.0	0	124.9	13.5	0.0	124.9	0.0	111.4
32+75.000	3275	25	134.0	29.3	0.0	0	124.4	27.1	0.0	249.3	0.0	208.7
33+00.000	3300	25	139.2	29.3	0.0	0	126.5	27.1	0.0	375.8	0.0	308.1
33+25.000	3325	25	143.7	29.3	0.0	0	130.9	27.1	0.0	506.7	0.0	411.9
33+50.000	3350	25	144.1	29.3	0.0	0	133.2	27.1	0.0	639.9	0.0	518.1
33+75.000	3375	25	132.0	29.3	0.0	0	127.8	27.1	0.0	767.7	0.0	618.8
34+00.000	3400	25	127.8	29.3	0.0	0	120.3	27.1	0.0	888.0	0.0	712.0
34+25.000	3425	25	126.5	29.3	0.0	0	117.7	27.1	0.0	1005.7	0.0	802.6
34+50.000	3450	25	125.9	29.3	0.0	0	116.8	27.1	0.0	1122.5	0.0	892.3
34+75.000	3475	25	112.9	29.3	0.0	0	110.5	27.1	0.0	1233.1	0.0	975.8
35+00.000	3500	25	111.6	29.3	0.0	0	103.9	27.1	0.0	1337.0	0.0	1052.6
35+25.000	3525	25	109.2	29.3	0.0	0	102.2	27.1	0.0	1439.2	0.0	1127.8
35+50.000	3550	25	108.9	29.3	0.0	0	100.9	27.1	0.0	1540.2	0.0	1201.6
35+75.000	3575	25	105.4	29.3	0.0	0	99.2	27.1	0.0	1639.4	0.0	1273.7
36+00.000	3600	25	100.6	29.3	0.0	0	95.4	27.1	0.0	1734.7	0.0	1342.0
36+25.000	3625	25	101.1	29.3	0.0	0	93.4	27.1	0.0	1828.1	0.0	1408.4
36+50.000	3650	25	102.8	29.3	0.0	0	94.4	27.1	0.0	1922.6	0.0	1475.7
36+75.000	3675	25	104.4	29.3	0.0	0	95.9	27.1	0.0	2018.5	0.0	1544.5
37+00.000	3700	25	108.9	29.3	0.1	0	98.8	27.1	0.0	2117.3	0.0	1616.2
37+25.000	3725	25	110.8	29.3	0.1	0	101.7	27.1	0.0	2219.0	0.1	1690.8
37+50.000	3750	25	114.6	29.3	0.0	0	104.4	27.1	0.0	2323.4	0.1	1768.1
37+75.000	3775	25	119.6	29.3	0.0	0	108.4	27.1	0.0	2431.8	0.1	1849.4
38+00.000	3800	25	126.1	29.3	0.0	0	113.7	27.1	0.0	2545.5	0.1	1936.0
38+25.000	3825	25	125.9	29.3	0.0	0	116.7	27.1	0.0	2662.2	0.1	2025.6
38+50.000	3850	25	123.1	29.3	0.2	0	115.3	27.1	0.1	2777.5	0.3	2113.7
38+75.000	3875	25	106.4	29.3	0.0	0	106.2	27.1	0.1	2883.7	0.4	2192.7
39+00.000	3900	25	103.6	29.3	0.0	0	97.2	27.1	0.0	2980.9	0.4	2262.8
39+25.000	3925	25	93.8	29.3	2.0	0	91.4	27.1	0.9	3072.3	1.5	2325.9
39+50.000	3950	25	107.0	29.3	0.1	0	93.0	27.1	0.9	3165.2	2.7	2390.6
39+75.000	3975	25	104.9	29.3	0.0	0	98.1	27.1	0.0	3263.3	2.8	2461.6
40+00.000	4000	25	105.4	29.3	0.0	0	97.4	27.1	0.0	3360.7	2.8	2531.9
40+25.000	4025	25	106.1	29.3	0.0	0	97.9	27.1	0.0	3458.6	2.8	2602.7
40+50.000	4050	25	108.3	29.3	0.0	0	99.2	27.1	0.0	3557.8	2.8	2674.9
40+75.000	4075	25	110.6	29.3	0.0	0	101.3	27.1	0.0	3659.1	2.8	2749.1
41+00.000	4100	25	114.6	29.3	0.0	0	104.3	27.1	0.0	3763.4	2.8	2826.3
41+25.000	4125	25	116.3	29.3	0.4	0	106.9	27.1	0.2	3870.3	3.0	2905.9
41+50.000	4150	25	119.4	29.3	0.8	0	109.1	27.1	0.5	3979.4	3.6	2987.2
41+75.000	4175	25	129.1	29.3	0.0	0	115.0	27.1	0.4	4094.4	4.1	3074.7
42+00.000	4200	25	127.2	29.3	0.1	0	118.7	27.1	0.0	4213.1	4.1	3166.3
42+25.000	4225	25	129.2	29.3	0.0	0	118.7	27.1	0.0	4331.9	4.2	3257.9

STH 28

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	Mass Ordinate
							Note 1	Note 2	Note 3	1.00 Note 1	1.25	Note 8
42+50.000	4250	25	134.9	29.3	0.1	0	122.3	27.1	0.1	4454.2	4.3	3353.0
42+75.000	4275	25	145.7	29.3	0.0	0	129.9	27.1	0.1	4584.1	4.3	3455.8
43+00.000	4300	25	161.1	29.3	0.0	0	142.1	27.1	0.0	4726.2	4.3	3570.8
43+25.000	4325	25	175.4	29.3	0.0	0	155.8	27.1	0.0	4881.9	4.3	3699.5
43+50.000	4350	25	184.7	29.3	0.0	0	166.7	27.1	0.0	5048.7	4.3	3839.1
43+75.000	4375	25	196.6	29.3	0.0	0	176.5	27.1	0.0	5225.2	4.3	3988.6
44+00.000	4400	25	180.8	29.3	0.0	0	174.7	27.1	0.0	5399.9	4.3	4136.2
44+25.000	4425	25	183.2	29.3	0.0	0	168.5	27.1	0.0	5568.4	4.3	4277.6
44+50.000	4450	25	177.3	29.3	0.0	0	166.9	27.1	0.0	5735.3	4.3	4417.4
44+75.000	4475	25	184.7	29.3	0.0	0	167.6	27.1	0.0	5902.9	4.3	4557.9
45+00.000	4500	25	153.3	29.3	0.0	0	156.5	27.1	0.0	6059.4	4.3	4687.3
45+25.000	4525	25	127.3	29.3	0.0	0	129.9	27.1	0.0	6189.3	4.3	4790.1
45+50.000	4550	25	103.9	29.3	0.0	0	107.0	27.1	0.0	6296.3	4.4	4870.1
45+75.000	4575	25	80.9	29.3	0.1	0	85.5	27.1	0.1	6381.8	4.4	4928.4
46+00.000	4600	25	78.8	29.3	0.4	0	73.9	27.1	0.2	6455.8	4.7	4975.0
46+25.000	4625	25	78.2	29.3	0.5	0	72.7	27.1	0.4	6528.4	5.2	5020.1
46+50.000	4650	25	95.2	29.3	0.9	0	80.3	27.1	0.6	6608.7	6.0	5072.5
46+75.000	4675	25	113.5	29.25	0.1	0	96.6	27.1	0.4	6705.3	6.5	5141.5
47+00.000	4700	25	125.0	29.25	0.0	0	110.4	27.1	0.0	6815.8	6.6	5224.8
47+25.000	4725	25	119.9	29.25	0.0	0	113.4	27.1	0.0	6929.2	6.6	5311.1
47+50.000	4750	25	123.7	29.25	0.0	0	112.8	27.1	0.0	7041.9	6.6	5396.8
47+75.000	4775	25	127.9	29.25	0.0	0	116.5	27.1	0.0	7158.4	6.6	5486.3
48+00.000	4800	25	116.0	29.25	0.0	0	112.9	27.1	0.0	7271.4	6.6	5572.1
48+25.000	4825	25	112.4	29.25	0.2	0	105.8	27.1	0.1	7377.1	6.7	5650.7
48+50.000	4850	25	114.9	29.25	0.4	0	105.3	27.1	0.3	7482.4	7.0	5728.5
48+75.000	4875	25	128.3	29.25	0.0	0	112.6	27.1	0.2	7595.0	7.2	5813.8
49+00.000	4900	25	138.5	29.25	0.1	0	123.5	27.1	0.0	7718.5	7.3	5910.2
49+25.000	4925	25	146.3	29.25	0.0	0	131.9	27.1	0.0	7850.4	7.3	6014.9
49+50.000	4950	25	143.5	29.25	0.0	0	134.2	27.1	0.0	7984.6	7.3	6122.1
49+75.000	4975	25	140.3	29.25	0.0	0	131.4	27.1	0.0	8116.0	7.3	6226.4
50+00.000	5000	25	120.1	29.25	0.0	0	120.5	27.1	0.0	8236.5	7.3	6319.8
50+25.000	5025	25	105.4	29.25	0.0	0	104.4	27.1	0.0	8340.9	7.3	6397.2
50+50.000	5050	25	86.2	29.25	0.0	0	88.7	27.1	0.0	8429.6	7.3	6458.8
50+75.000	5075	25	80.8	29.25	0.1	0	77.3	27.1	0.1	8506.9	7.4	6508.9
51+00.000	5100	25	79.9	29.25	0.0	0	74.4	27.1	0.1	8581.3	7.5	6556.2
51+25.000	5125	25	70.4	29.25	0.0	0	69.6	27.1	0.0	8650.9	7.5	6598.7
51+50.000	5150	25	86.1	29.25	0.0	0	72.4	27.1	0.0	8723.3	7.5	6644.0
51+75.000	5175	25	89.4	29.25	0.0	0	81.2	27.1	0.0	8804.6	7.5	6698.2
52+00.000	5200	25	108.3	29.25	0.0	0	91.5	27.1	0.0	8896.1	7.5	6762.6
52+25.000	5225	25	113.4	29.25	0.1	0	102.6	27.1	0.1	8998.7	7.5	6838.1
52+50.000	5250	25	121.6	29.25	0.0	0	108.8	27.1	0.1	9107.5	7.6	6919.7

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
52+75.000	5275	25	126.3	29.25	0.0	0	114.7	27.1	0.0	9222.2	7.6	7007.4
53+00.000	5300	25	127.3	29.25	0.0	0	117.4	27.1	0.0	9339.6	7.6	7097.7
53+25.000	5325	25	133.4	29.25	0.0	0	120.7	27.1	0.0	9460.3	7.6	7191.3
53+50.000	5350	25	126.9	29.25	0.0	0	120.5	27.1	0.0	9580.8	7.6	7284.7
53+75.000	5375	25	127.0	29.25	0.0	0	117.5	27.1	0.0	9698.3	7.6	7375.1
54+00.000	5400	25	131.1	29.25	0.0	0	119.5	27.1	0.0	9817.8	7.6	7467.5
54+25.000	5425	25	138.7	29.25	0.0	0	124.9	27.1	0.0	9942.7	7.6	7565.3
54+50.000	5450	25	107.9	29.25	0.0	0	114.2	27.1	0.0	10056.9	7.6	7652.4
54+75.000	5475	25	106.5	29.25	0.0	0	99.3	27.1	0.0	10156.2	7.6	7724.6
55+00.000	5500	25	101.0	29.25	0.0	0	96.1	27.1	0.0	10252.3	7.6	7793.6
55+25.000	5525	25	123.9	29.25	0.0	0	104.1	27.1	0.0	10356.4	7.6	7870.6
55+50.000	5550	25	111.0	29.25	0.0	0	108.8	27.1	0.0	10465.2	7.7	7952.3
55+75.000	5575	25	111.8	29.25	0.0	0	103.2	27.1	0.0	10568.3	7.7	8028.4
56+00.000	5600	25	110.8	29.25	0.0	0	103.1	27.1	0.0	10671.4	7.7	8104.4
56+25.000	5625	25	120.5	29.25	0.0	0	107.1	27.1	0.0	10778.5	7.7	8184.4
56+50.000	5650	25	122.9	29.25	0.0	0	112.7	27.1	0.0	10891.2	7.7	8270.0
56+75.000	5675	25	126.1	29.25	0.0	0	115.3	27.1	0.0	11006.4	7.7	8358.2
57+00.000	5700	25	127.7	29.25	0.0	0	117.5	27.1	0.0	11123.9	7.7	8448.5
57+25.000	5725	25	121.7	29.25	0.0	0	115.4	27.1	0.0	11239.3	7.7	8536.9
57+50.000	5750	25	118.1	29.25	0.0	0	111.0	27.1	0.0	11350.4	7.7	8620.8
57+75.000	5775	25	113.4	29.25	0.0	0	107.2	27.1	0.0	11457.5	7.7	8700.9
58+00.000	5800	25	111.9	29.25	0.0	0	104.3	27.1	0.0	11561.8	7.7	8778.1
58+25.000	5825	25	117.3	29.25	0.1	0	106.1	27.1	0.0	11667.9	7.7	8857.1
58+50.000	5850	25	90.0	29.25	0.0	0	96.0	27.1	0.0	11763.9	7.8	8925.9
58+75.000	5875	25	88.1	29.25	0.0	0	82.4	27.1	0.0	11846.3	7.8	8981.3
59+00.000	5900	25	92.7	29.25	0.0	0	83.7	27.1	0.0	11930.0	7.8	9037.8
59+25.000	5925	25	110.7	29.25	0.0	0	94.1	27.1	0.0	12024.1	7.8	9104.9
59+50.000	5950	25	111.7	29.25	0.0	0	102.9	27.1	0.0	12127.1	7.8	9180.7
59+75.000	5975	25	110.2	29.25	0.0	0	102.7	27.1	0.0	12229.8	7.8	9256.4
60+00.000	6000	25	108.0	29.25	0.0	0	0.0	27.1	0.0	12229.8	7.8	9229.3
60+25.000	6025	25	108.5	29.25	0.0	0	100.2	27.1	0.0	12330.0	7.8	9302.5
60+50.000	6050	25	111.2	29.25	0.0	0	101.7	27.1	0.0	12431.7	7.8	9377.1
60+75.000	6075	25	112.9	29.25	0.0	0	103.7	27.1	0.0	12535.4	7.8	9453.7
61+00.000	6100	25	114.1	29.25	0.0	0	105.1	27.1	0.0	12640.6	7.8	9531.7
61+25.000	6125	25	114.0	29.25	0.0	0	105.6	27.1	0.0	12746.2	7.8	9610.3
61+50.000	6150	25	110.3	29.25	0.0	0	103.8	27.1	0.0	12850.0	7.8	9687.0
61+75.000	6175	25	103.7	29.25	0.0	0	99.1	27.1	0.0	12949.0	7.8	9759.0
62+00.000	6200	25	105.8	29.25	0.0	0	97.0	27.1	0.0	13046.0	7.8	9828.9
62+25.000	6225	25	108.4	29.25	0.0	0	99.1	27.1	0.0	13145.1	7.8	9900.9
62+50.000	6250	25	110.2	29.25	0.0	0	101.2	27.1	0.0	13246.3	7.8	9975.0

STH 28

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	Mass Ordinate
							Note 1	Note 2	Note 3	1.00 Note 1	1.25	Note 8
62+75.000	6275	25	102.9	29.25	0.0	0	98.6	27.1	0.0	13345.0	7.8	10046.6
63+00.000	6300	25	105.7	29.25	0.0	0	96.5	27.1	0.0	13441.5	7.8	10116.0
63+25.000	6325	25	113.4	29.25	0.0	0	101.4	27.1	0.0	13542.9	7.8	10190.4
63+50.000	6350	25	134.0	29.25	0.0	0	114.6	27.1	0.0	13657.5	7.8	10277.9
63+75.000	6375	25	130.6	29.25	0.0	0	122.5	27.1	0.0	13780.0	7.8	10373.3
64+00.000	6400	25	123.8	29.25	0.1	0	117.8	27.1	0.0	13897.8	7.8	10464.0
64+25.000	6425	25	125.6	29.25	0.0	0	115.5	27.1	0.0	14013.3	7.8	10552.3
64+50.000	6450	25	126.4	29.25	0.1	0	116.6	27.1	0.0	14129.9	7.9	10641.8
64+75.000	6475	25	132.4	29.25	0.0	0	119.8	27.1	0.0	14249.7	7.9	10734.5
65+00.000	6500	25	138.1	29.25	0.0	0	125.2	27.1	0.0	14374.9	7.9	10832.6
65+25.000	6525	25	131.1	29.25	0.0	0	124.7	27.1	0.0	14499.6	7.9	10930.2
65+50.000	6550	25	140.7	29.25	0.1	0	125.8	27.1	0.0	14625.4	8.0	11028.9
65+75.000	6575	25	187.1	29.25	0.3	0	151.7	27.1	0.2	14777.1	8.2	11161.2

CLARK ST. (SOUTH)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
8+75.000	875	0	77.5	0.0	0.0	0	0.0	0.0	0	0.0	0	0.0
8+80.000	880	5	105.8	43.0	0.5	0	17.0	4.0	0	17.0	0	12.9
8+90.000	890	10	108.9	43.0	0.3	0	39.8	15.9	0	56.7	0	36.6
9+00.000	900	10	113.6	43.0	0.0	0	41.2	15.9	0	97.9	0	61.8
9+10.000	910	10	115.7	43.0	0.1	0	42.5	15.9	0	140.4	0	88.3
9+20.000	920	10	114.8	43.0	0.3	0	42.7	15.9	0	183.1	0	114.9
9+30.000	930	10	99.9	43.0	0.0	0	39.8	15.9	0	222.8	1	138.7
9+40.000	940	10	100.8	43.0	0.0	0	37.2	15.9	0	260.0	1	160.0
9+50.000	950	10	105.3	43.0	0.6	0	38.2	15.9	0	298.2	1	182.0
9+60.000	960	10	163.2	43.0	0.0	0	49.7	15.9	0	347.9	1	215.7
9+70.000	970	10	285.7	43.0	0.0	0	83.1	15.9	0	431.0	1	282.9
9+71.071	971.071	1.071	121.0	43.0	0.0	0	8.1	1.7	0	439.1	1	289.3

CLARK ST. (NORTH)

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
10+30.000	1030	0	127.0	0.0	0.1	0	0.0	0.0	0	0.0	0	0.0
10+40.000	1040	10	90.0	35.2	0.0	0	40.2	6.5	0	40.2	0	33.6
10+50.000	1050	10	109.0	35.2	0.2	0	36.9	13.0	0	77.0	0	57.4
10+60.000	1060	10	107.1	35.2	0.1	0	40.0	13.0	0	117.1	0	84.4
10+70.000	1070	10	104.5	35.2	0.0	0	39.2	13.0	0	156.3	0	110.5
10+80.000	1080	10	91.8	35.2	0.0	0	36.3	13.0	0	192.6	0	133.8
10+90.000	1090	10	0.0	40.0	0.0	0	17.0	13.9	0	209.6	0	136.8

EWALD ST.

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
10+24.004	1024.004	0	176.3	0.0	0	0	0.0	0.0	0	0.0	0	0.0
10+30.000	1030	5.996	83.1	21.8	0	0	28.8	2.4	0	28.8	0	26.4
10+40.000	1040	10	56.8	21.8	0	0	25.9	8.1	0	54.7	0	44.3
10+50.000	1050	10	56.8	21.8	0	0	21.0	8.1	0	75.8	0	57.2
10+51.782	1051.782	1.782	57.2	21.8	0	0	3.8	1.4	0	79.5	0	59.6

HENNINGER ST.

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
10+21.889	1021.889	0	325.9	0.0	0	0	0.0	0.0	0	0.0	0	0.0
10+30.000	1030	8.111	175.0	30.6	0	0	75.2	4.6	0	75.2	0	70.7
10+40.000	1040	10	185.4	30.6	0	0	66.8	11.3	0	142.0	0	126.1
10+50.000	1050	10	139.5	30.6	0	0	60.2	11.3	0	202.2	0	174.9
10+60.000	1060	10	115.9	30.6	0	0	47.3	11.3	0	249.4	0	210.9
10+70.000	1070	10	117.0	30.6	0	0	43.1	11.3	0	292.6	0	242.6
10+80.000	1080	10	100.9	30.6	0	0	40.4	11.3	0	332.9	0	271.7
10+88.000	1088	8	93.7	30.6	0	0	28.8	9.1	0	361.8	0	290.2

COMMERCE ST.

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
9+45.866	945.866	0	53.2	0.0	0	0	0.0	0.0	0	0.0	0	0.0
9+50.000	950	4.134	54.7	25.5	0	0	8.3	2.0	0	8.3	0	6.3
9+60.000	960	10	57.3	25.5	2.4	0	20.7	9.4	0	29.0	1	17.0
9+70.000	970	10	93.6	25.5	0	0	27.9	9.4	0	56.9	1	35.0
9+79.999	979.999	9.999	132.1	25.5	0	0	41.8	9.4	0	98.7	1	67.3

OAK ST.

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
9+35.545	935.545	0	82.6	0.0	0.2	0	0.0	0.0	0	0.0	0	0.0
9+40.000	940	4.455	91.0	27.0	0.2	0	14.3	2.2	0	14.3	0	12.0
9+50.000	950	10	88.4	27.0	0.2	0	33.2	10.0	0	47.5	0	35.2
9+60.000	960	10	75.6	27.0	1.4	0	30.4	10.0	0	77.9	0	55.2
9+70.000	970	10	80.5	27.0	4.0	0	28.9	10.0	1	106.8	2	72.8
9+79.997	979.997	9.997	150.0	27.0	0	0	42.7	10.0	1	149.5	3	104.6

MUZZY ST.

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
10+20.003	1020.003	0	148.0	0.0	0	0	0.0	0.0	0	0.0	0	0.0
10+30.000	1030	9.997	74.1	36.0	0	0	41.1	6.7	0	41.1	0	34.4
10+40.000	1040	10	68.9	36.0	0	0	26.5	13.3	0	67.6	0	47.6
10+50.000	1050	10	69.6	36.0	0	0	25.7	13.3	0	93.2	0	59.9

WALNUT ST.

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
9+45.323	945.323	0	0.0	0.0	0	0	0.0	0.0	0	0.0	0	0.0
9+50.000	950	4.677	55.9	22.5	0	0	4.8	1.9	0	4.8	0	2.9
9+60.000	960	10	100.6	22.5	0	0	29.0	8.3	0	33.8	0	23.5
9+70.000	970	10	99.3	22.5	0	0	37.0	8.3	0	70.8	0	52.2
9+78.167	978.167	8.167	174.3	22.5	0	0	41.4	6.8	0	112.2	0	86.8
10+20.000	1020	0	201.5	23.3	0	0	0.0	0.0	0	112.2	0	86.8
10+30.000	1030	10	129.7	24.0	0	0	61.3	8.8	0	173.6	0	139.4
10+40.000	1040	10	142.6	24.8	0	0	50.4	9.0	0	224.0	0	180.8
10+50.000	1050	10	124.7	25.5	0	0	49.5	9.3	0	273.5	0	221.0
10+60.000	1060	10	111.1	26.3	0	0	43.7	9.6	0	317.1	0	255.0
10+64.000	1064	4	104.4	0.0	0	0	0.0	0.0	0	0.0	0	0.0

JOHN ST.

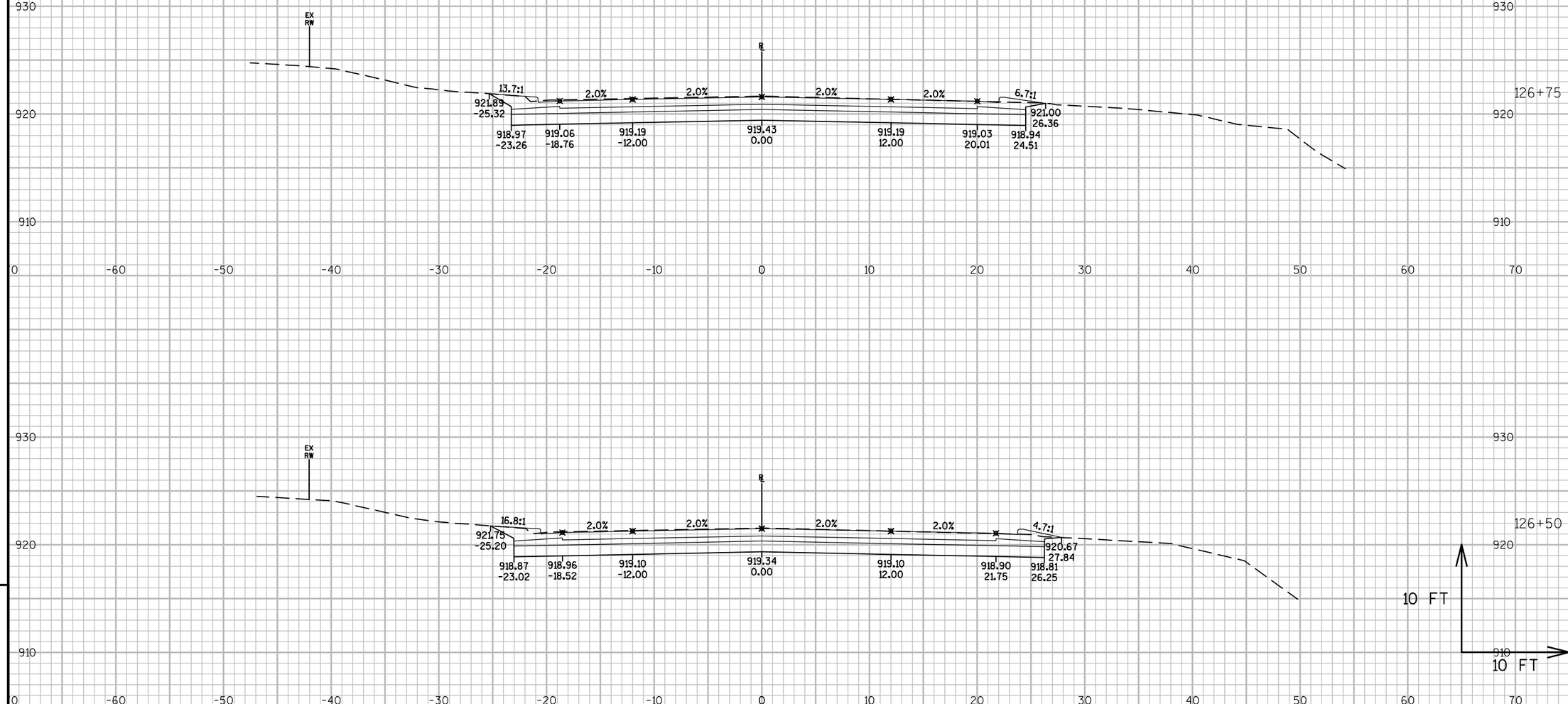
STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
9+48.354	948.354	0	56.7	0.0	3.5	0	0.0	0.0	0	0.0	0	0.0
9+50.000	950	1.646	109.0	22.5	0.0	0	5.0	0.7	0	5.0	0	4.2
9+60.000	960	10	112.7	22.5	0.0	0	41.0	8.3	0	46.1	0	36.9
9+70.000	970	10	127.8	22.5	0.1	0	44.5	8.3	0	90.6	0	73.1
9+75.998	975.998	5.998	149.3	22.5	0.0	0	30.8	5.0	0	121.4	0	98.9
10+16.003	1016.003	0	164.2	23.3	0.0	1	0.0	0.0	0	121.4	0	98.9
10+20.000	1020	3.997	153.1	24.0	1.0	2	23.5	3.5	0	144.9	0	118.6
10+30.000	1030	10	133.5	24.8	0.0	3	53.1	9.0	0	198.0	0	161.7
10+40.000	1040	10	108.9	25.5	0.0	4	44.9	9.3	0	242.9	0	196.2
10+49.443	1049.443	9.443	110.2	26.3	0.1	5	38.3	9.0	0	281.2	1	224.2

SCHOOL ST.

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
9+42.067	942.067	0	0.3	0.0	0	0	0.0	0.0	0	0.0	0	0.0
9+50.000	950	7.933	104.0	22.5	0	0	15.3	3.3	0	15.3	0	12.0
9+60.000	960	10	115.6	22.5	0	0	40.7	8.3	0	56.0	0	44.3
9+70.000	970	10	172.4	22.5	0	0	53.3	8.3	0	109.3	0	89.3
9+73.428	973.428	3.428	191.1	22.5	0	0	23.1	2.9	0	132.4	0	109.6
10+20.000	1020	0	131.7	23.3	0	0	0.0	0.0	0	132.4	0	109.6
10+30.000	1030	10	90.4	24.0	0	0	41.1	8.8	0	173.5	0	141.9
10+40.000	1040	10	78.6	24.8	0.9	0	31.3	9.0	0	204.8	0	164.0
10+48.740	1048.740	8.74	0.0	25.5	0	0	12.7	8.1	0	217.5	0	168.4

MICHAEL WENDLING WAY

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
							Note 1	Note 2	Note 3	Note 1		Note 8
10+33.008	1033.008	0	95.0	0.0	1.6	0	0.0	0.0	0	0.0	0	0.0
10+40.000	1040	6.992	77.6	9.0	0.2	0	22.4	1.2	0	22.4	0	20.9
10+50.000	1050	10	72.0	9.0	0	0	27.7	3.3	0	50.1	0	45.2
10+58.241	1058.241	8.241	71.2	8.0	0	0	21.9	2.6	0	71.9	0	64.5

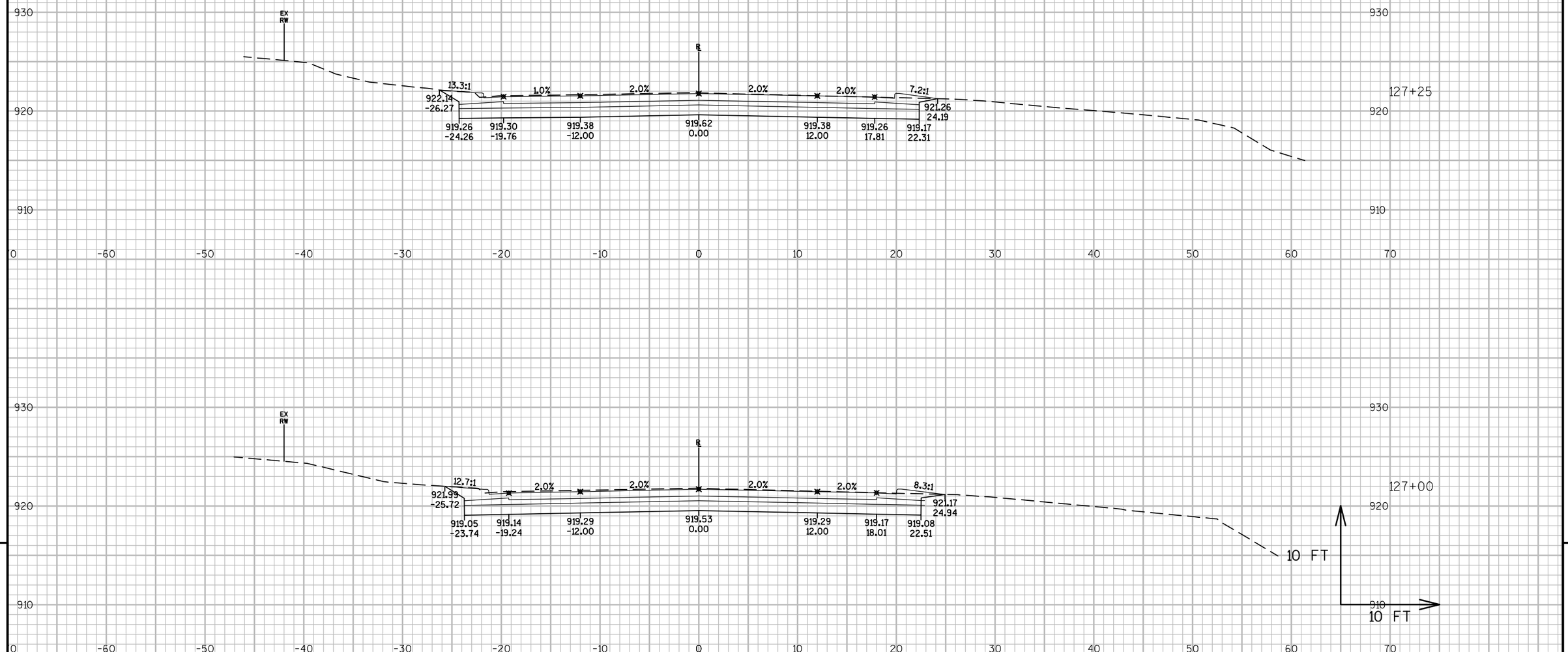


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WISDOT/CADDS SHEET 49

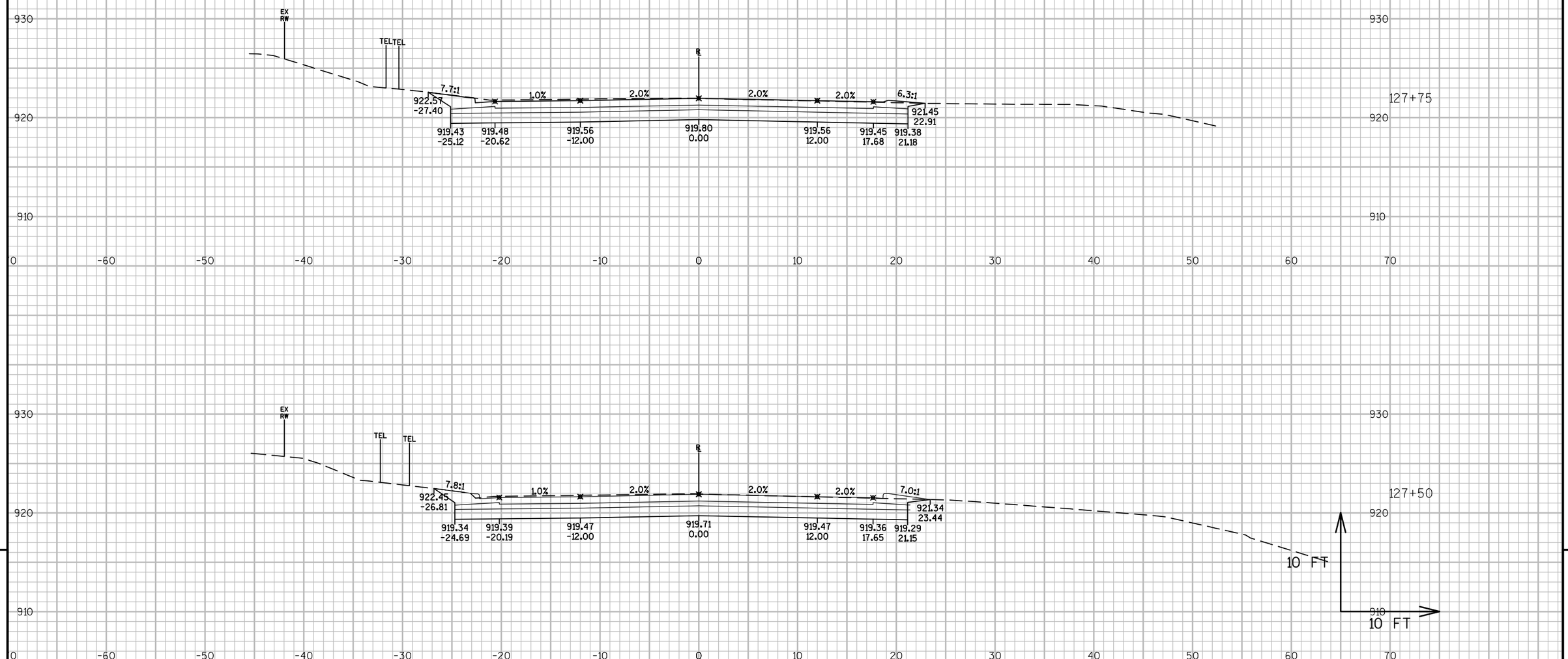


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WISDOT/CADDS SHEET 49

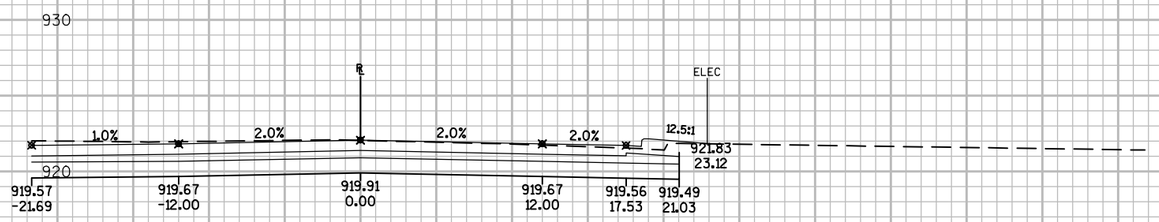


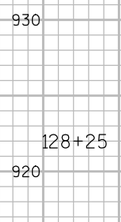
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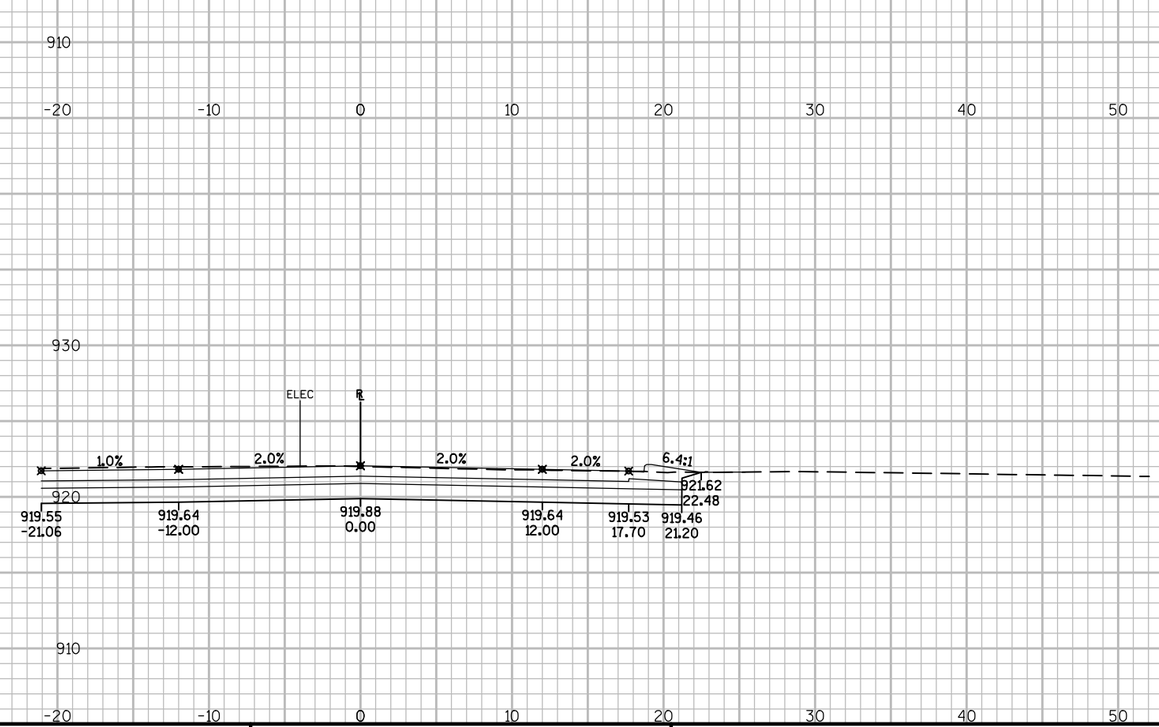
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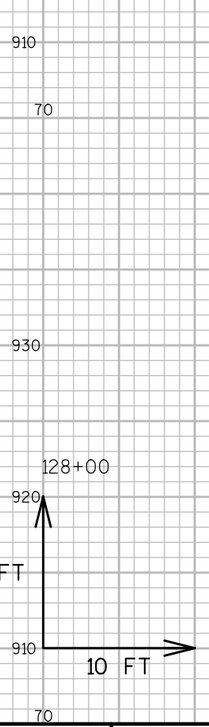
PLOT DATE : 6/27/2017 8:29 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49









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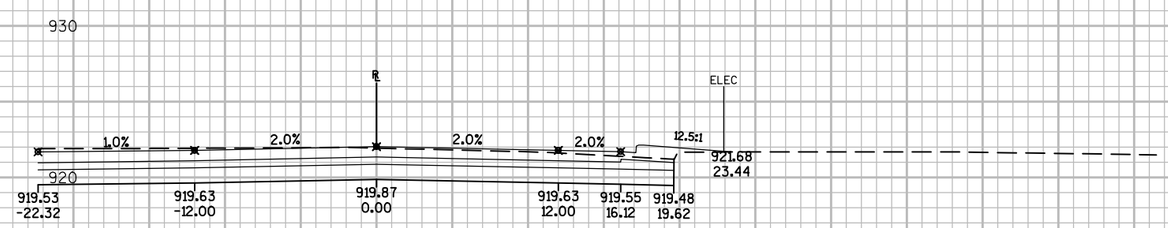
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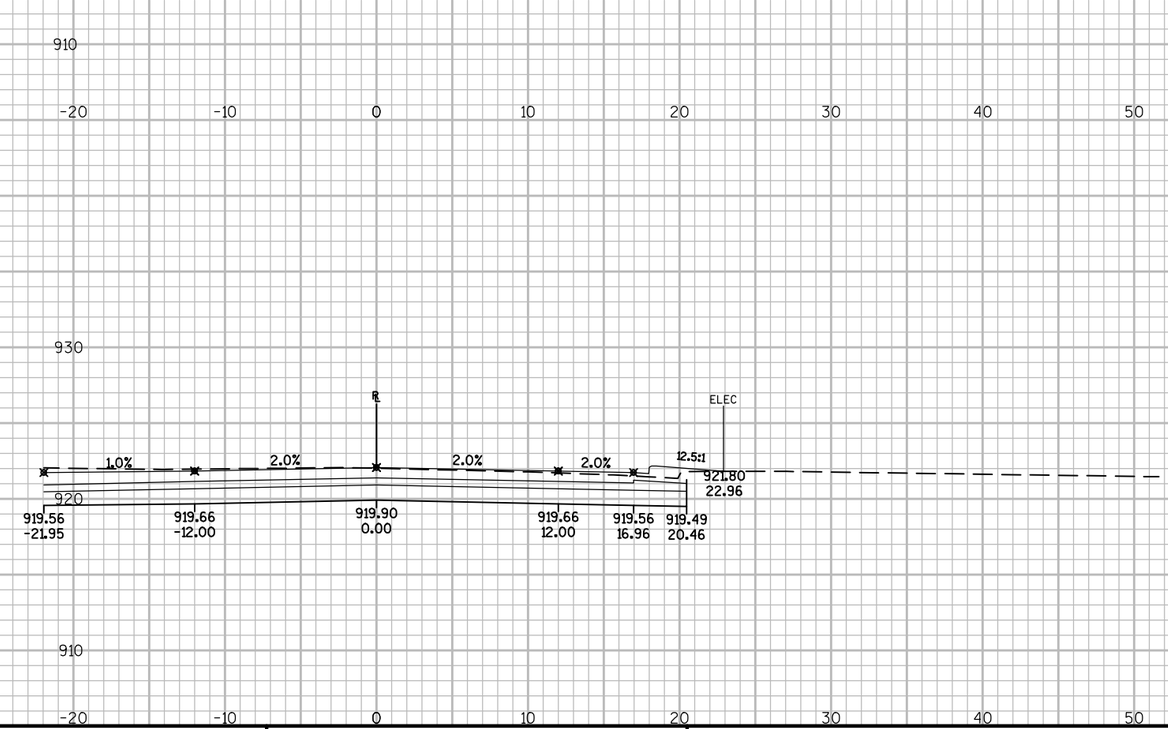
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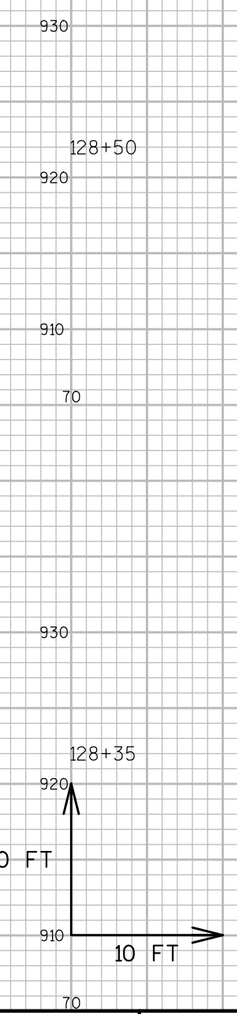
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LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:30 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49







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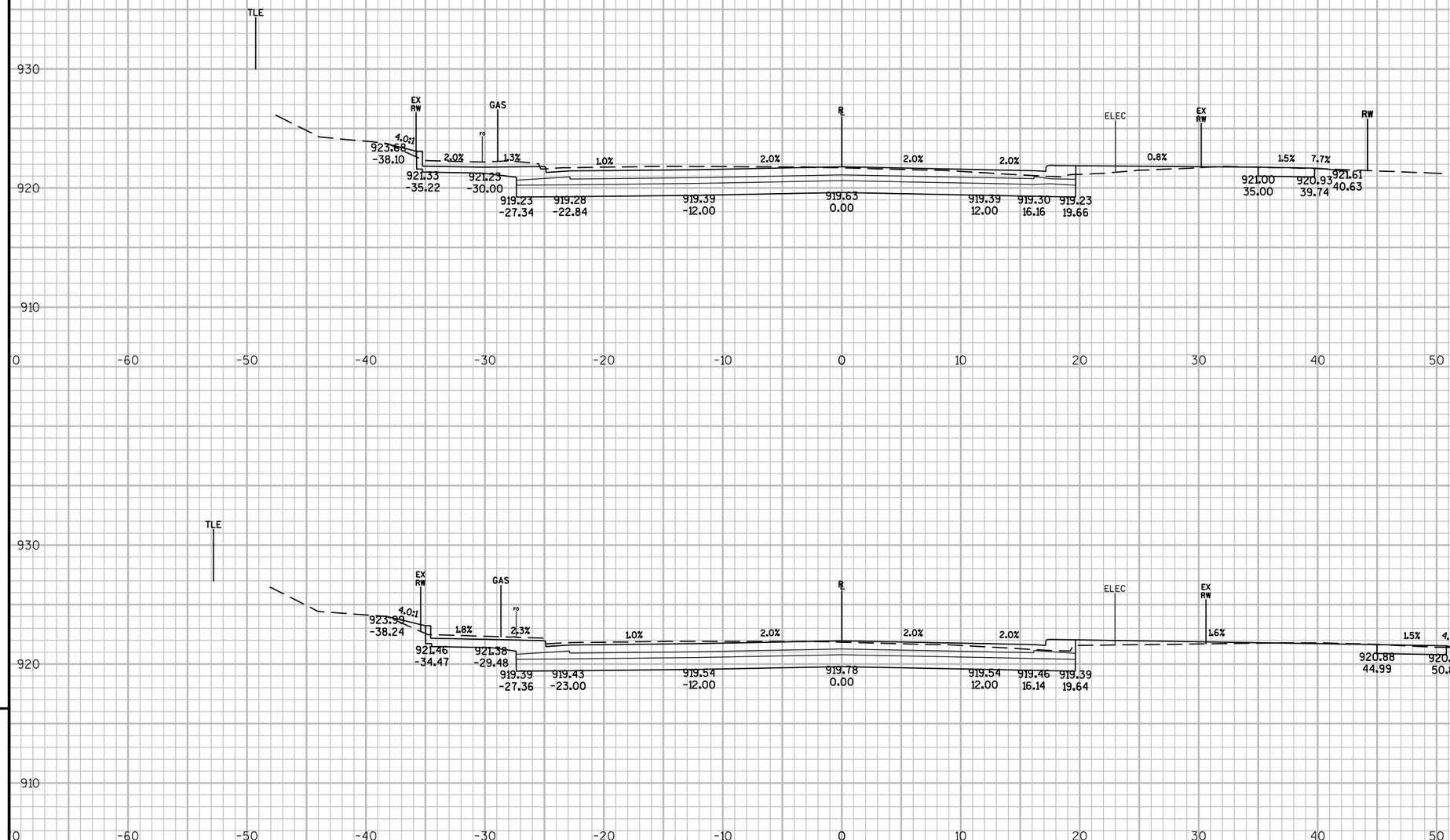
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LAYOUT NAME - ****

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WISDOT/CADDS SHEET 49



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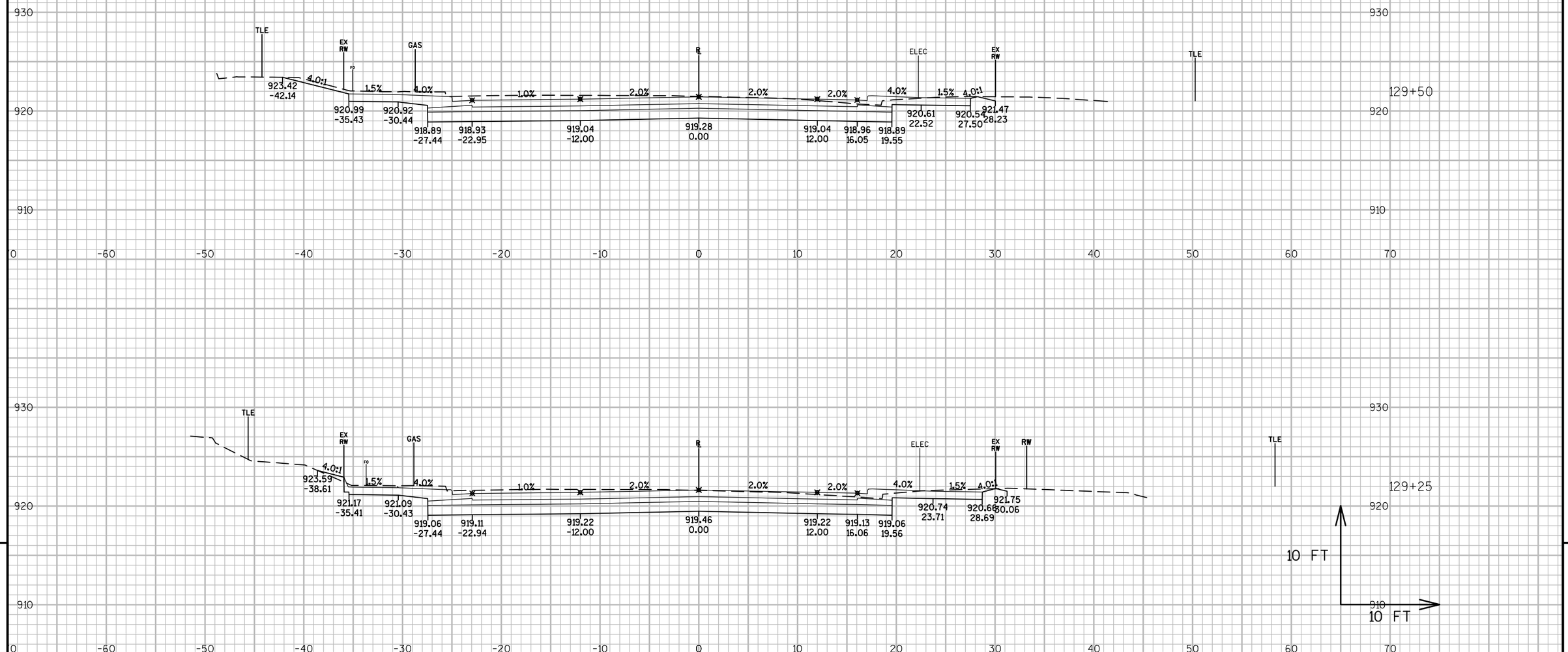
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WISDOT/CADDS SHEET 49



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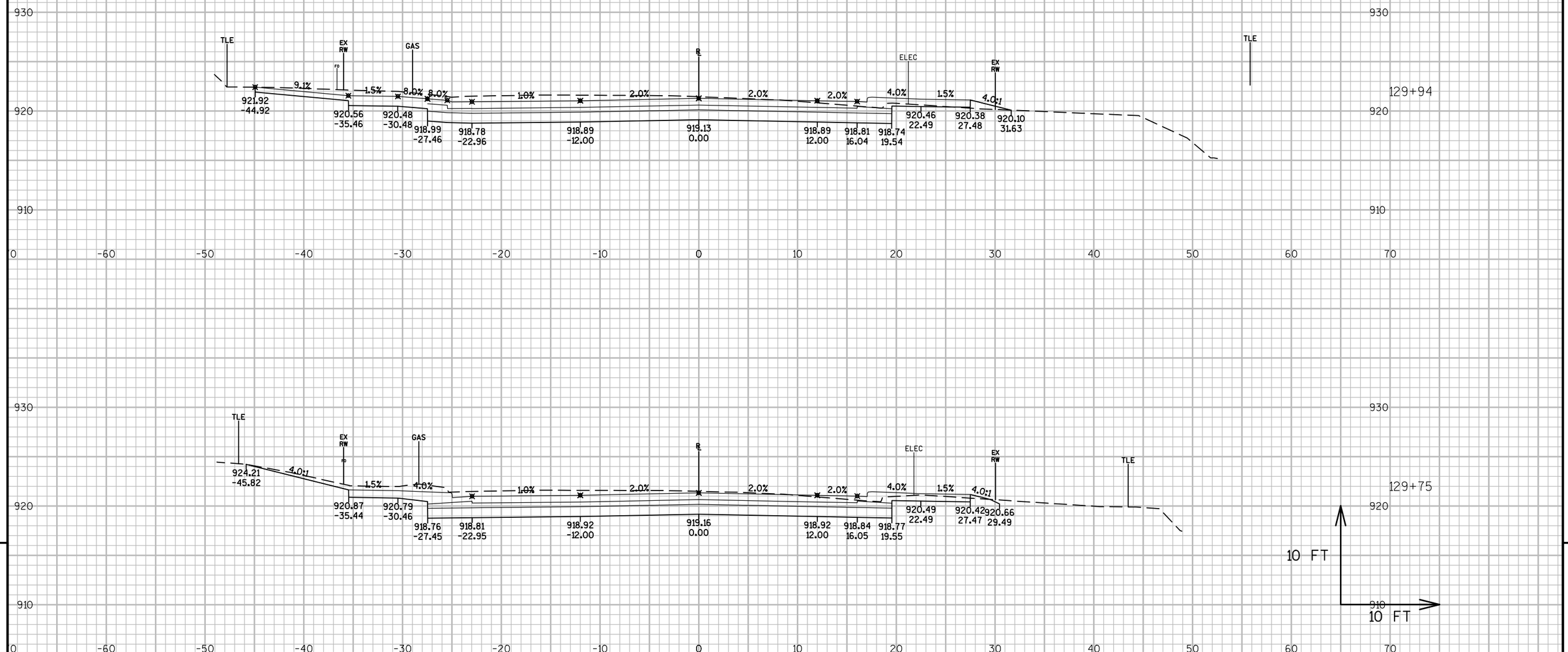
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WISDOT/CADDS SHEET 49

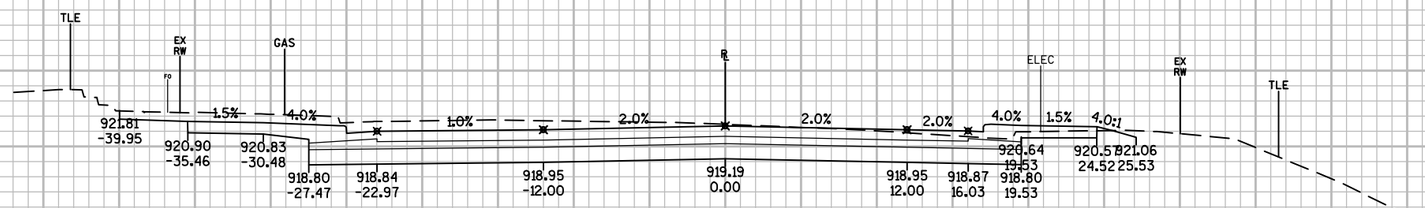


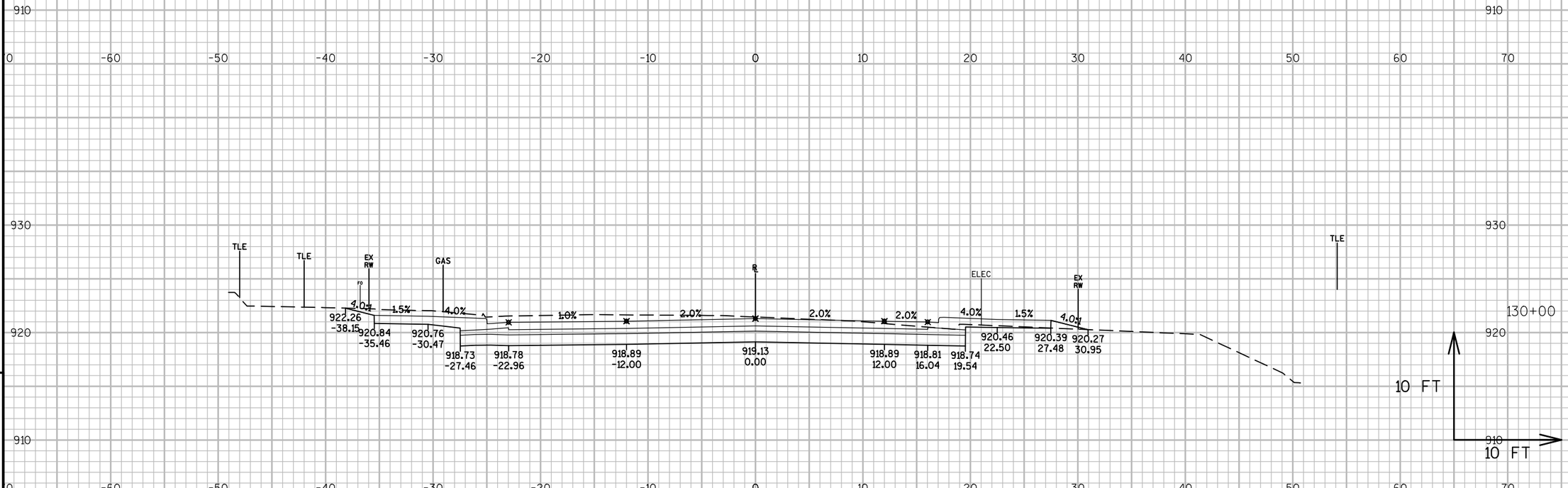
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LAYOUT NAME - ****

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WISDOT/CADDS SHEET 49





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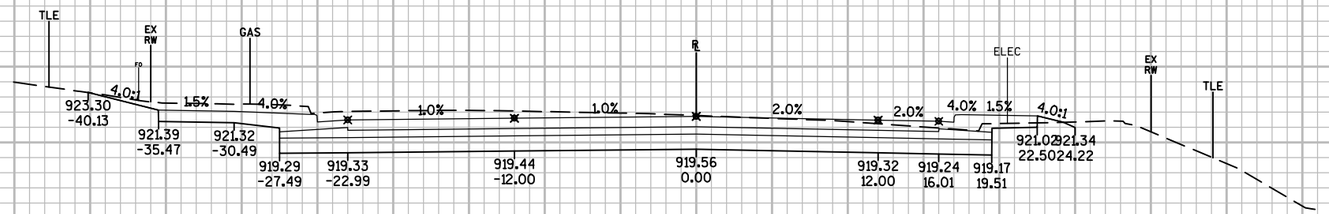
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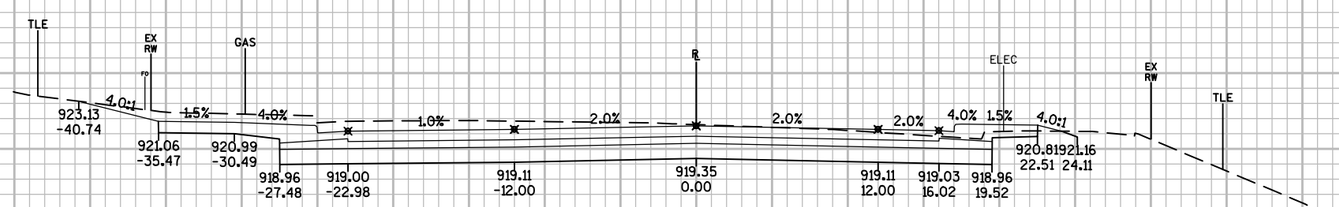
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LAYOUT NAME - ****

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WISDOT/CADDS SHEET 49





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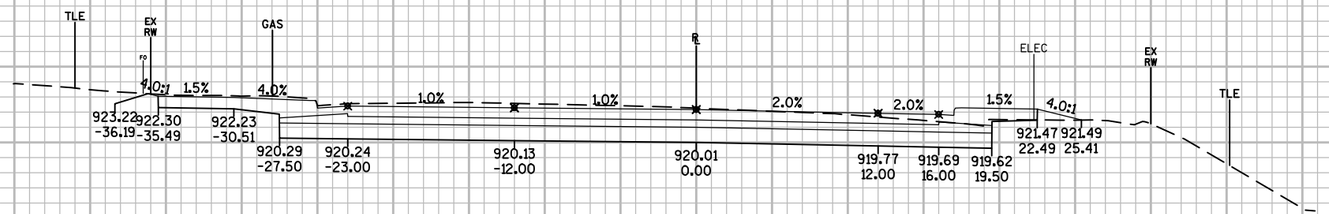
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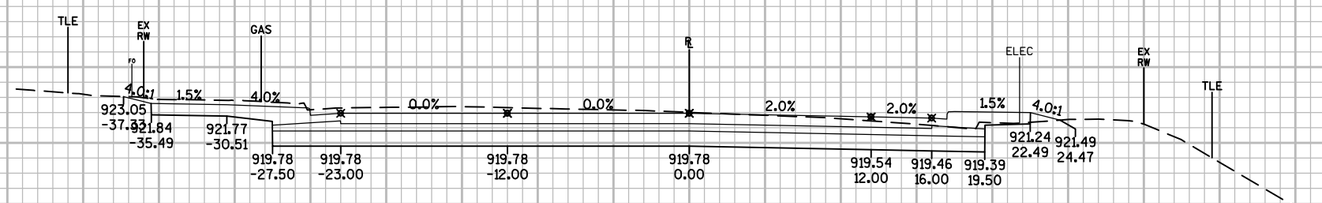
PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 331	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:31 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





9

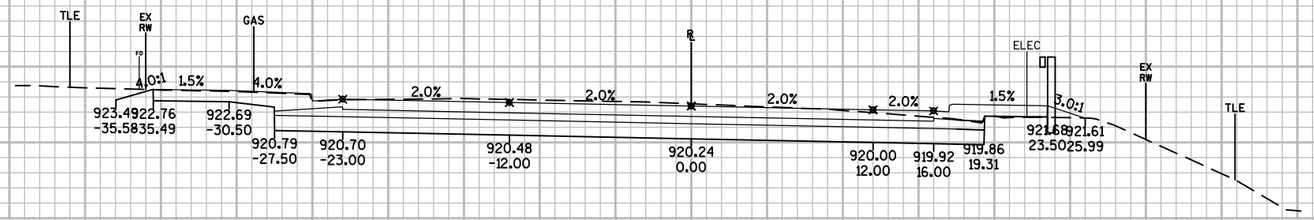
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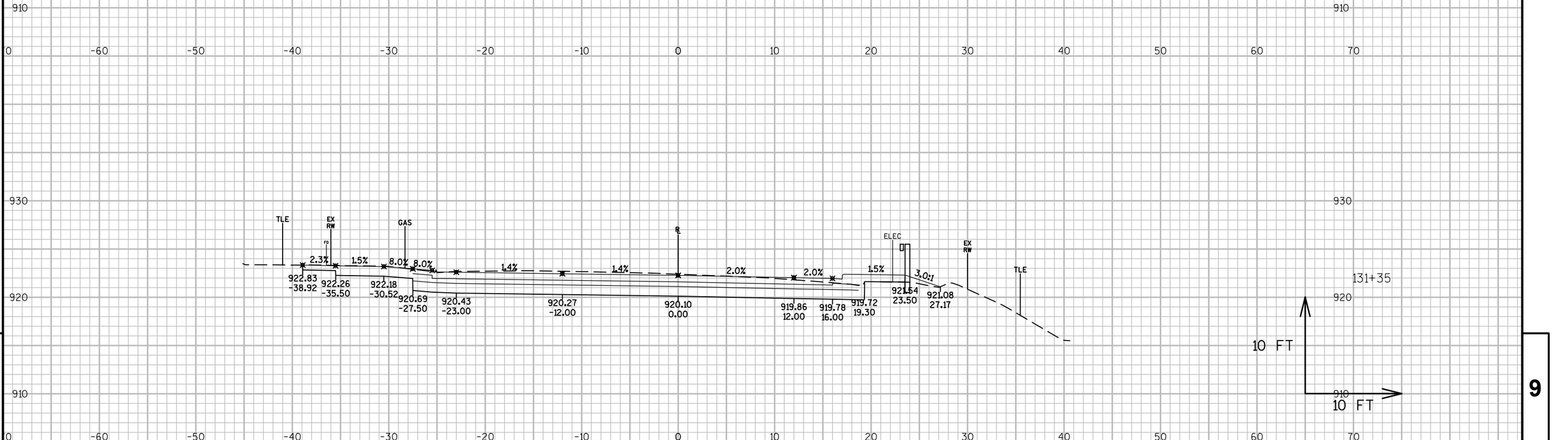
PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 332	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:31 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



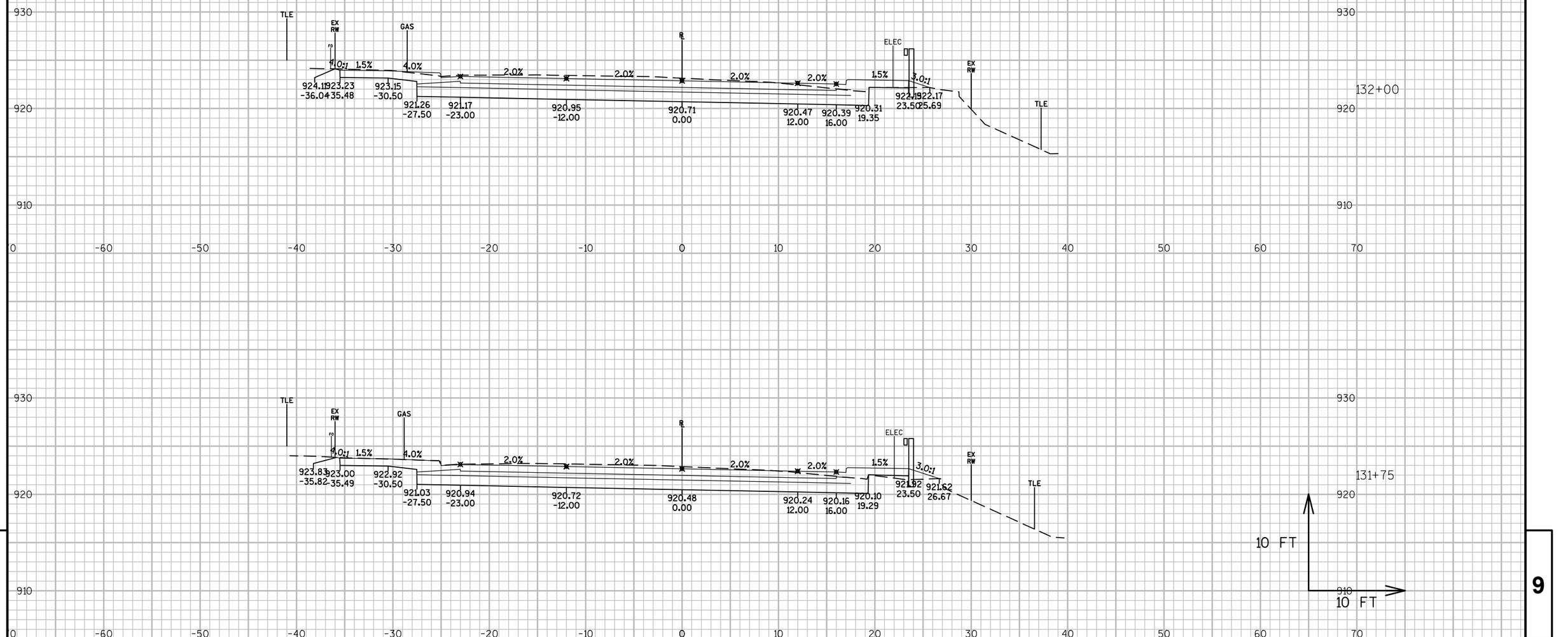


PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 333 E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

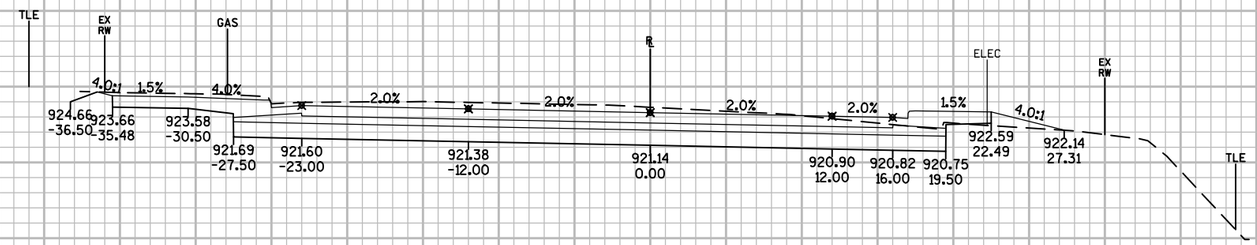
PLOT DATE : 6/27/2017 8:32 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

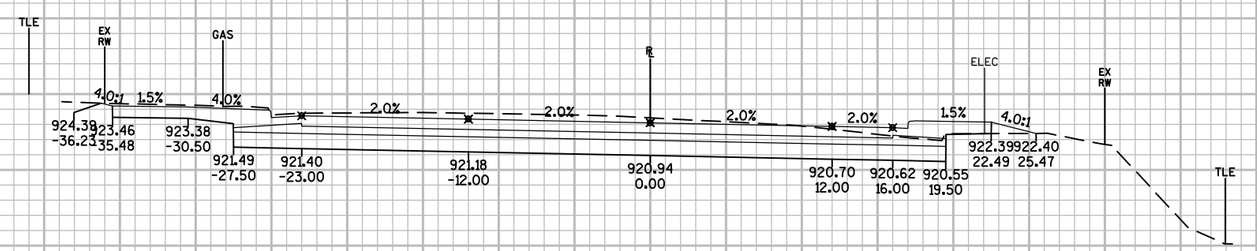
WISDOT/CADDS SHEET 49



PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 334	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****
PLOT DATE : 6/27/2017 8:32 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49





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132+50

132+25

10 FT

10 FT

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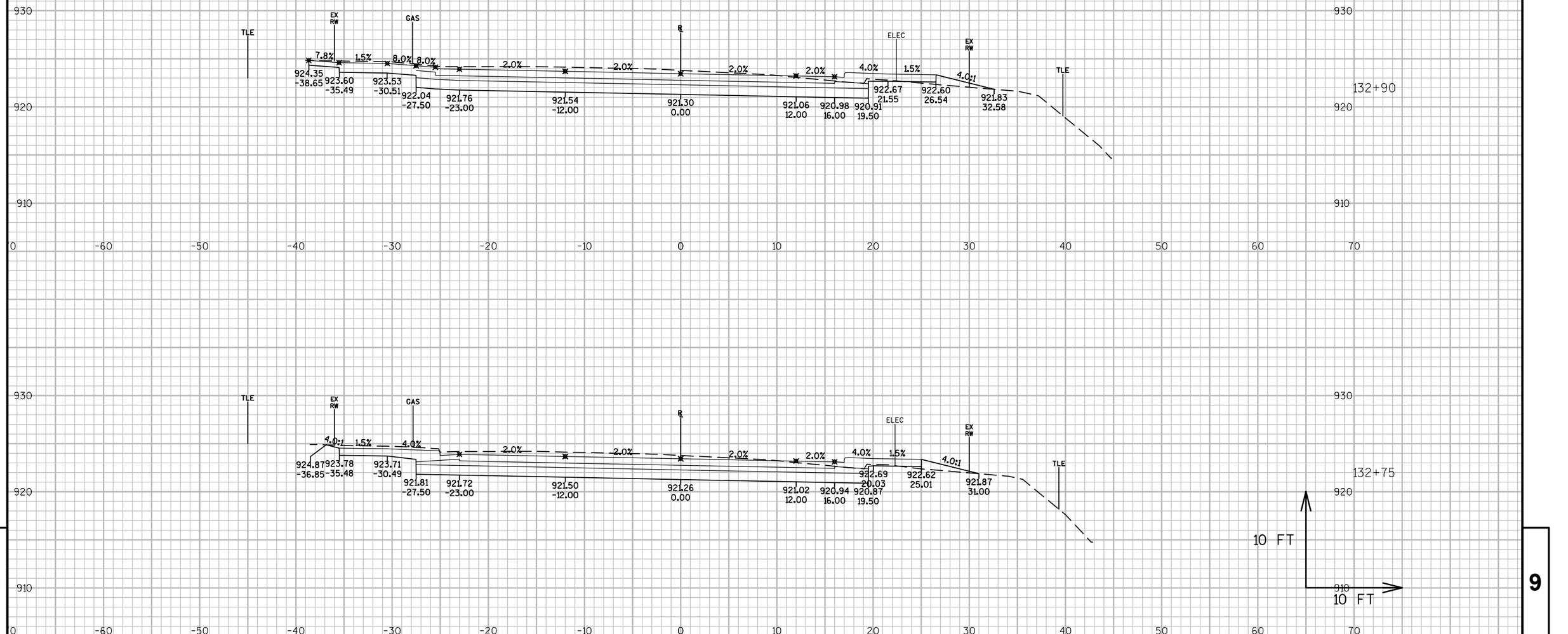
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 335	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:32 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

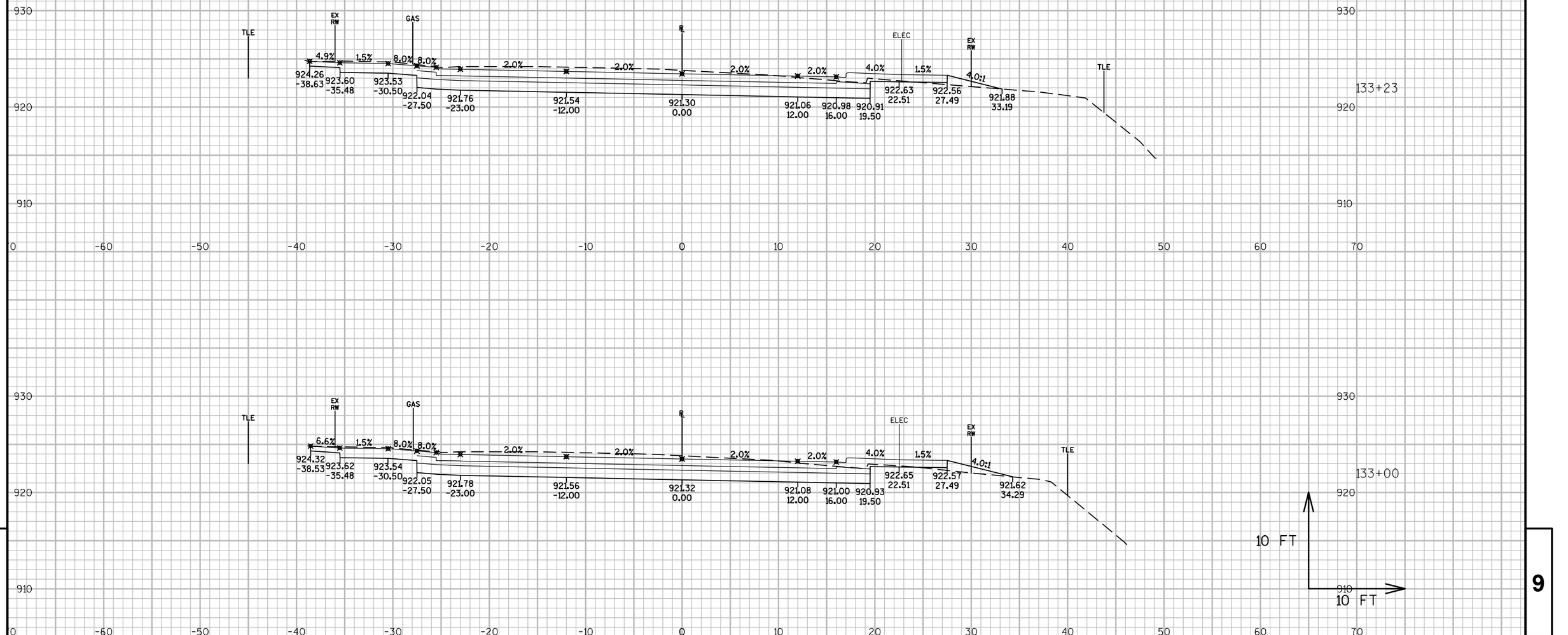


PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 336	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:32 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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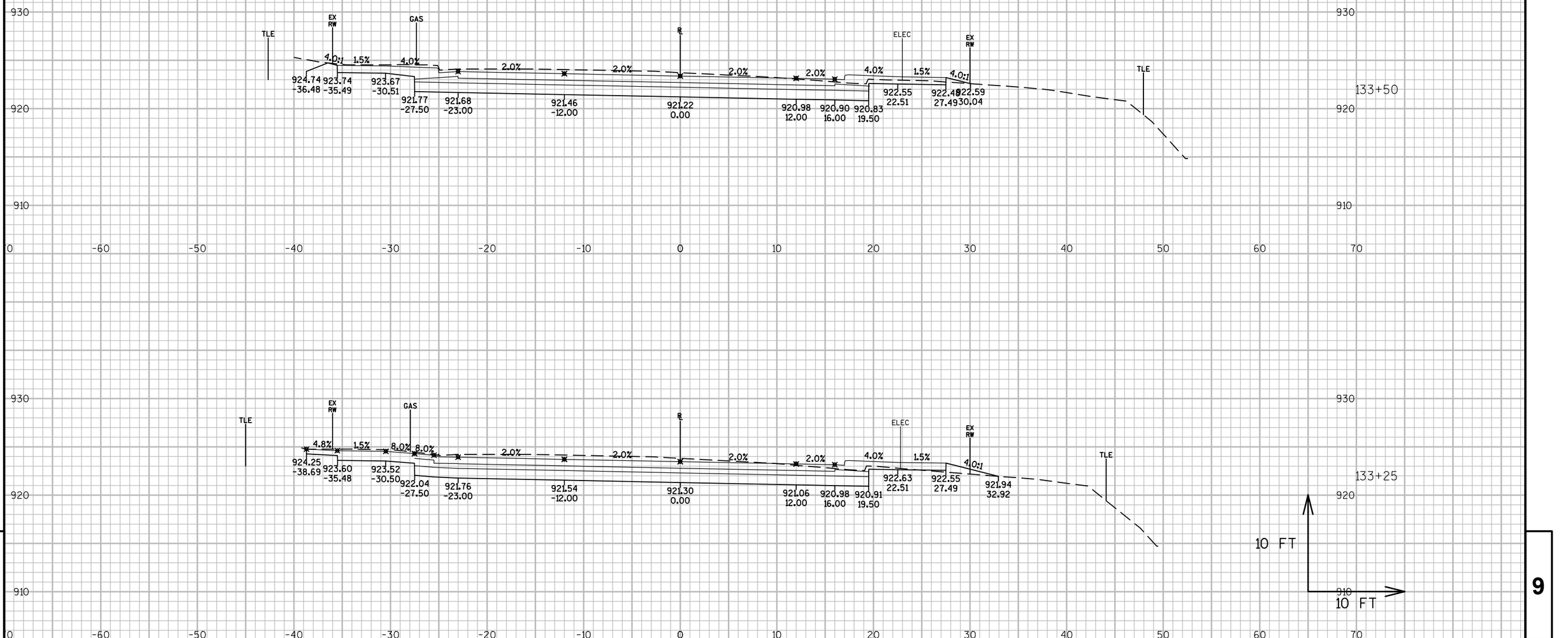
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 337	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:32 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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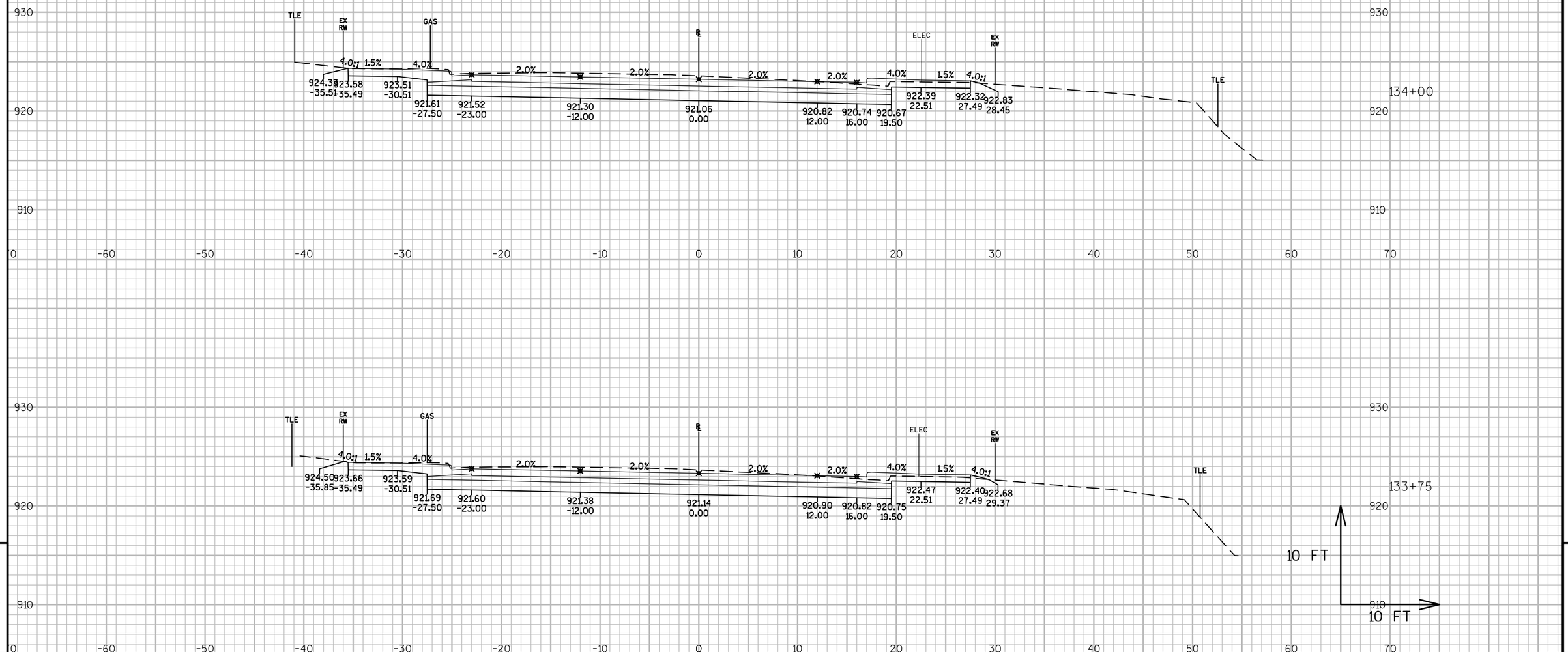
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 338	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:33 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

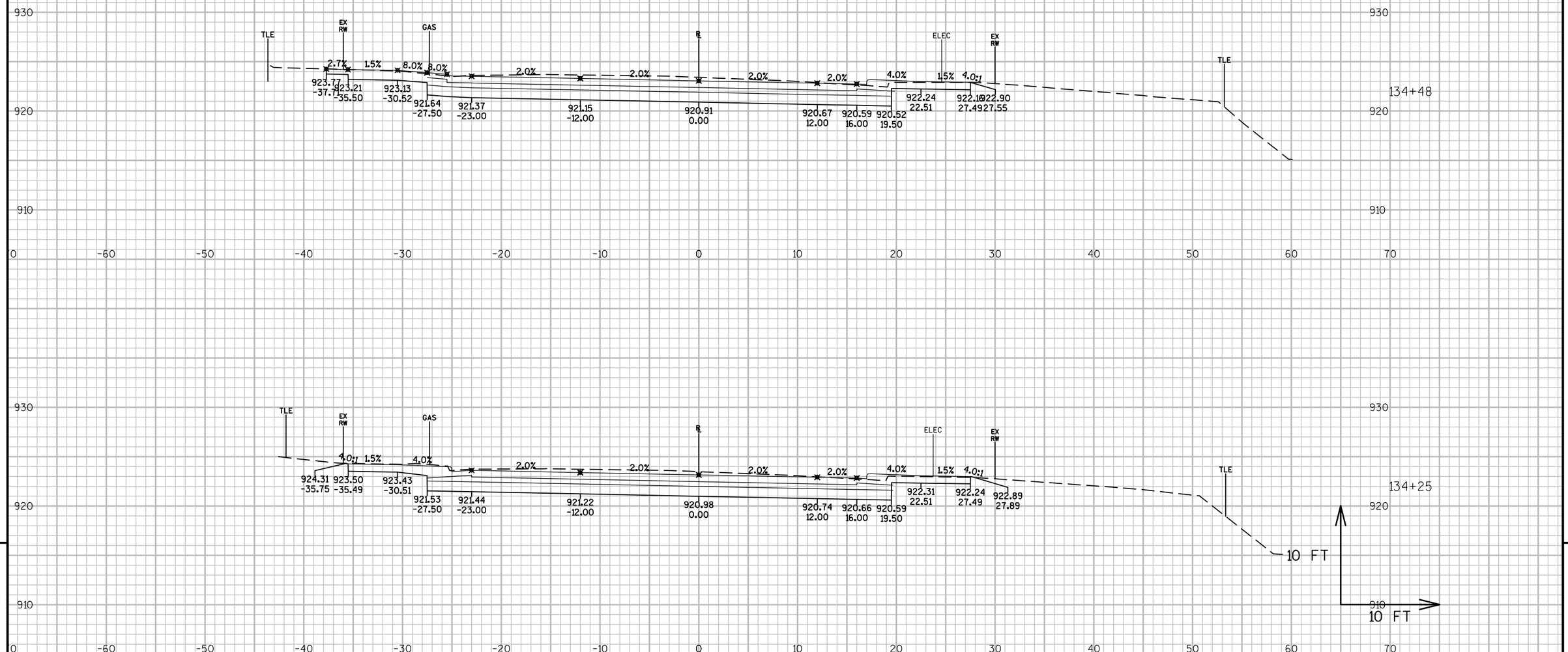


PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 339 E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:33 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



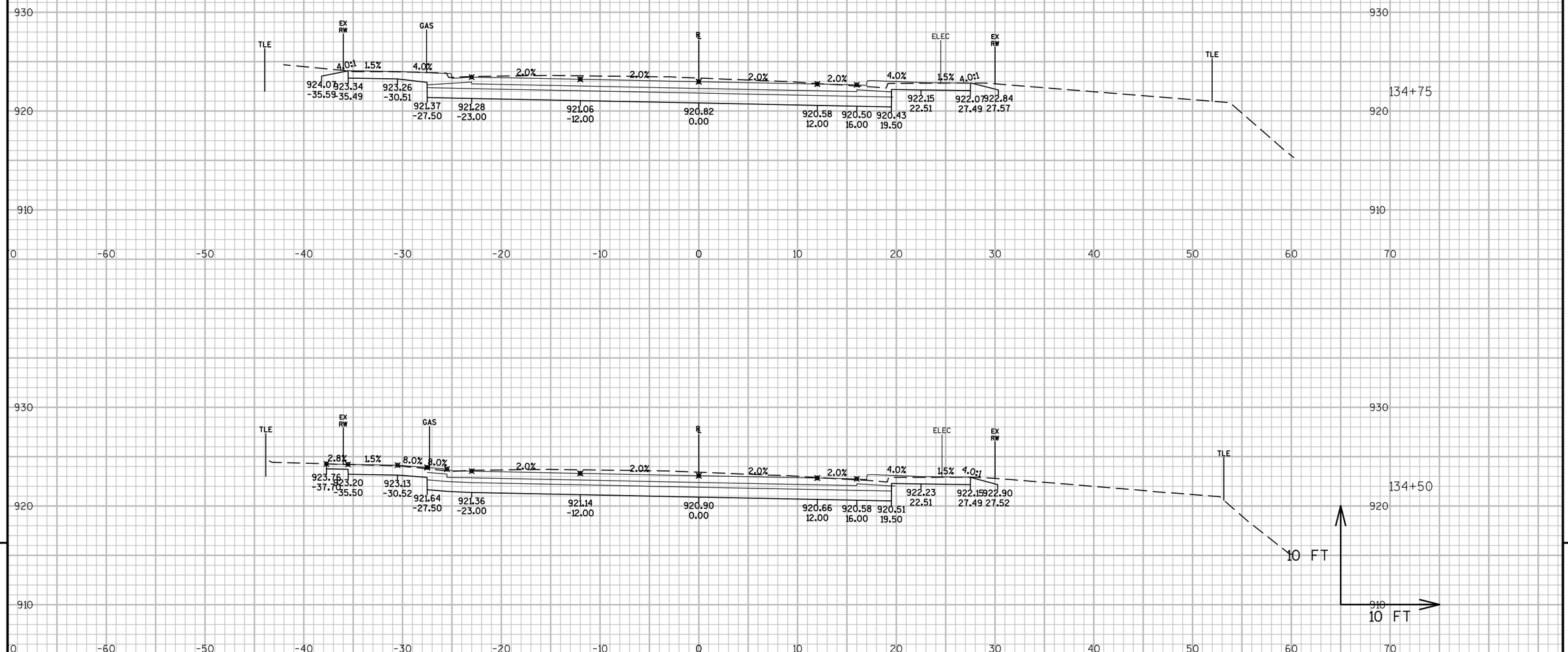
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 340	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:33 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

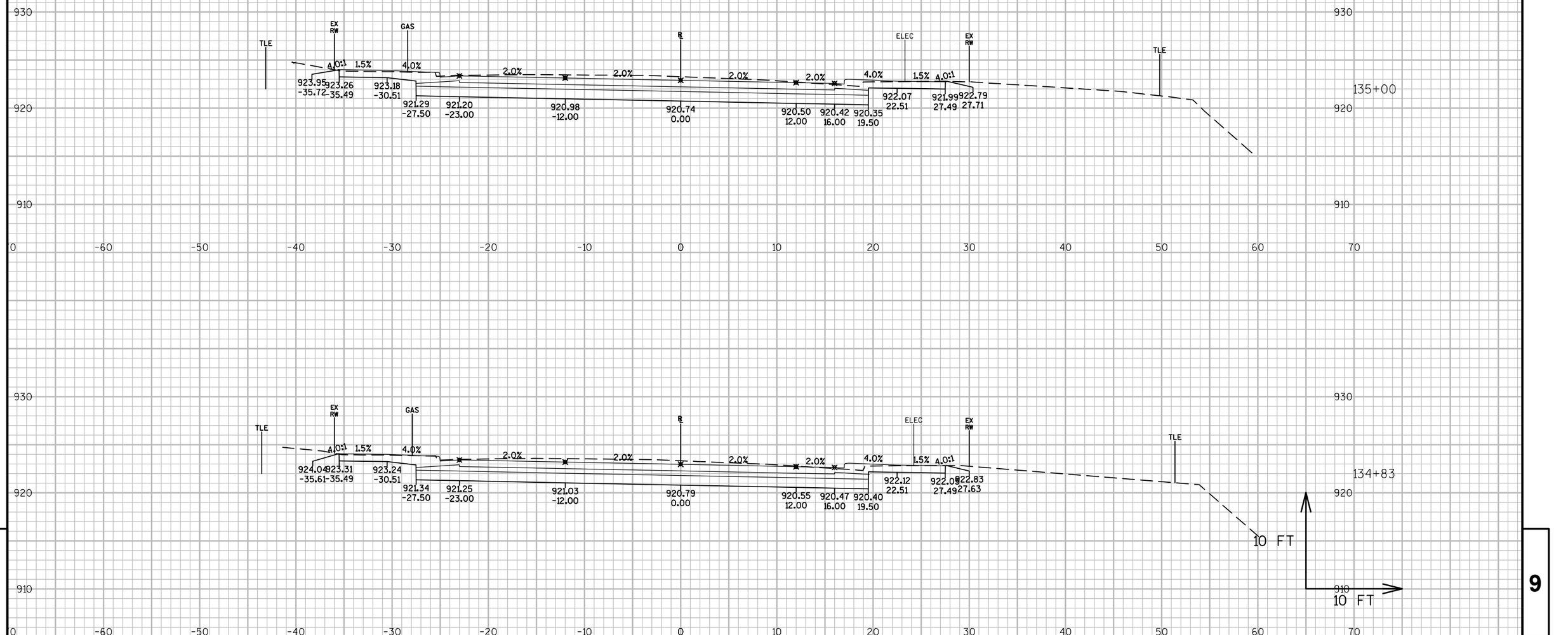


PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 341	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:33 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

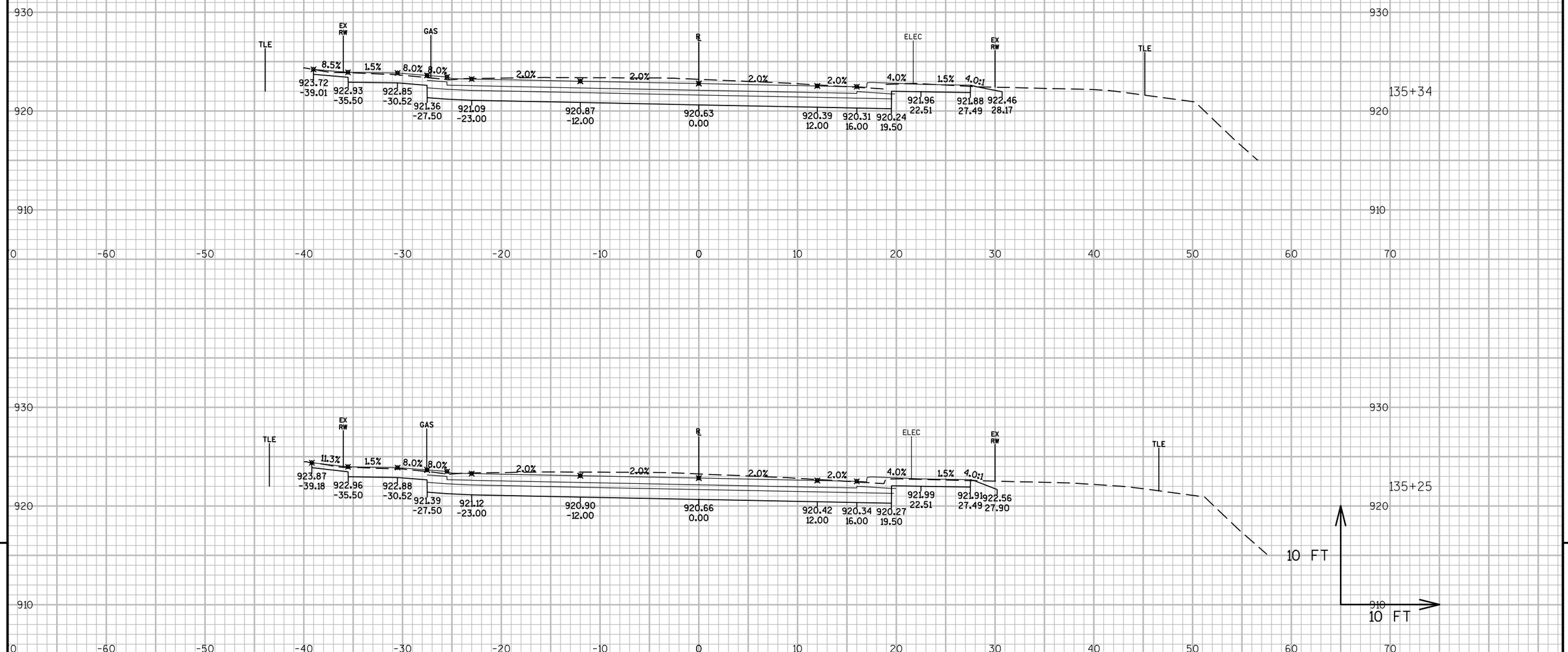


PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 342	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:33 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

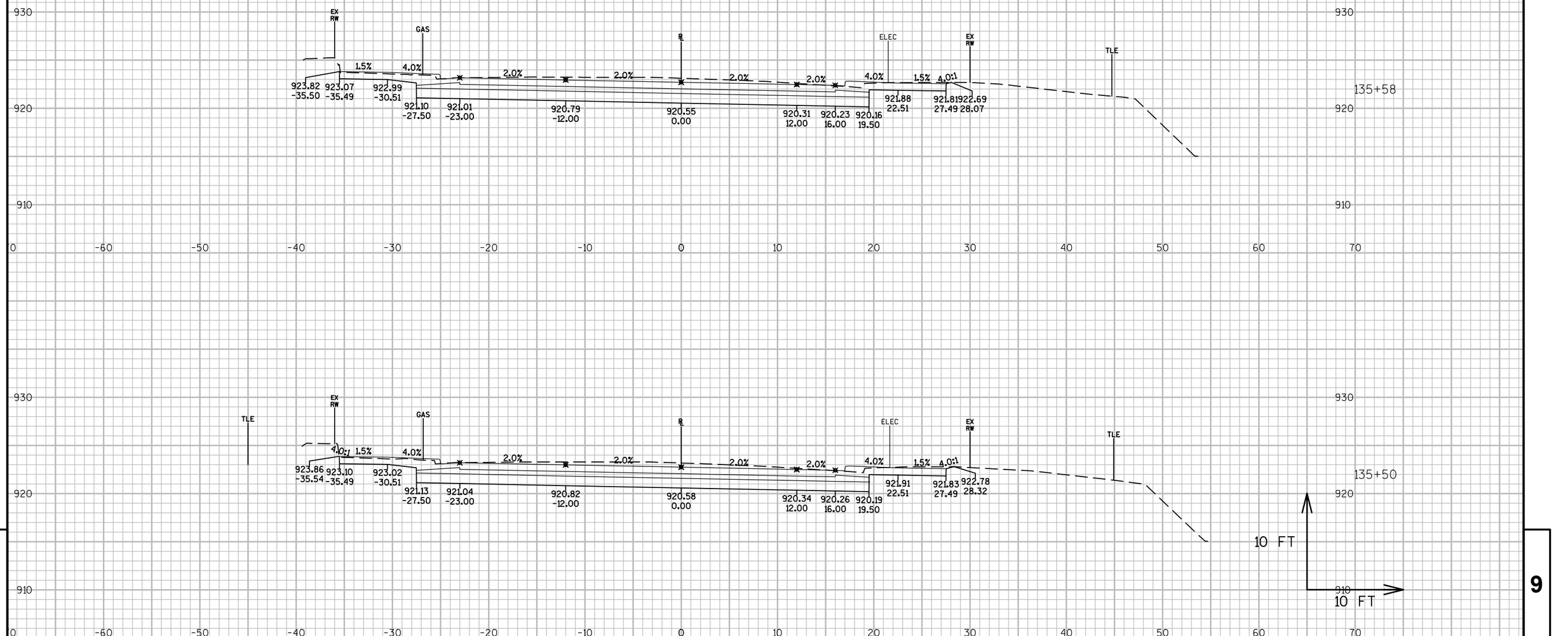


PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 343	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:34 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

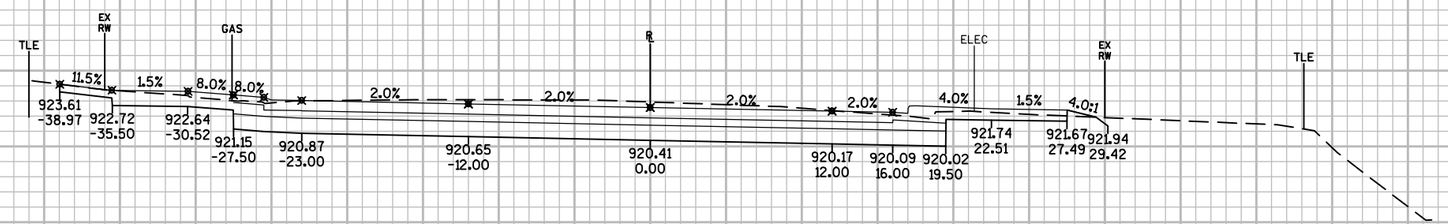
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 344	E

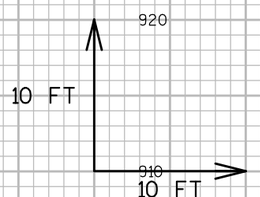
FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:34 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49







136+00

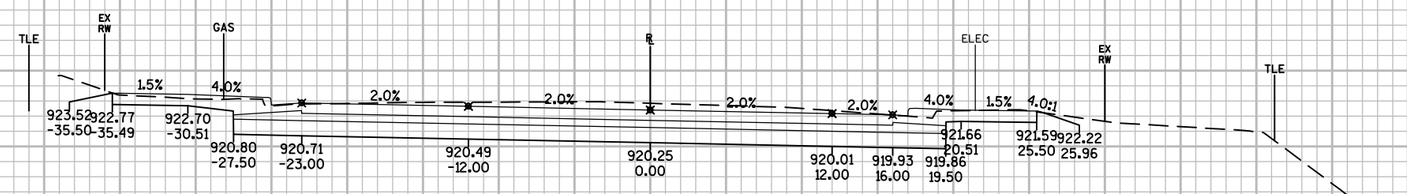
135+75

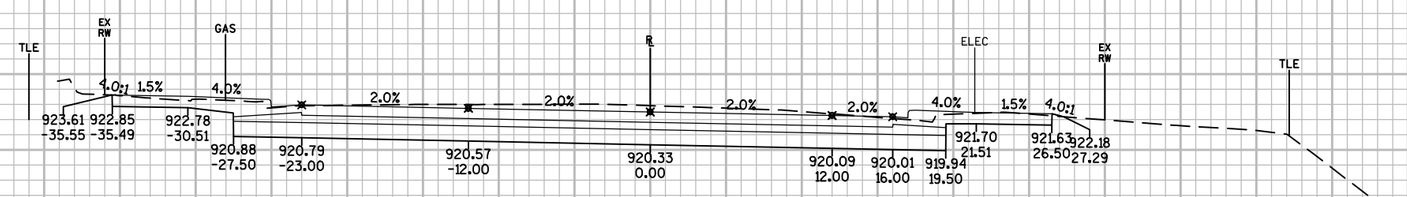
PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 345	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:34 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



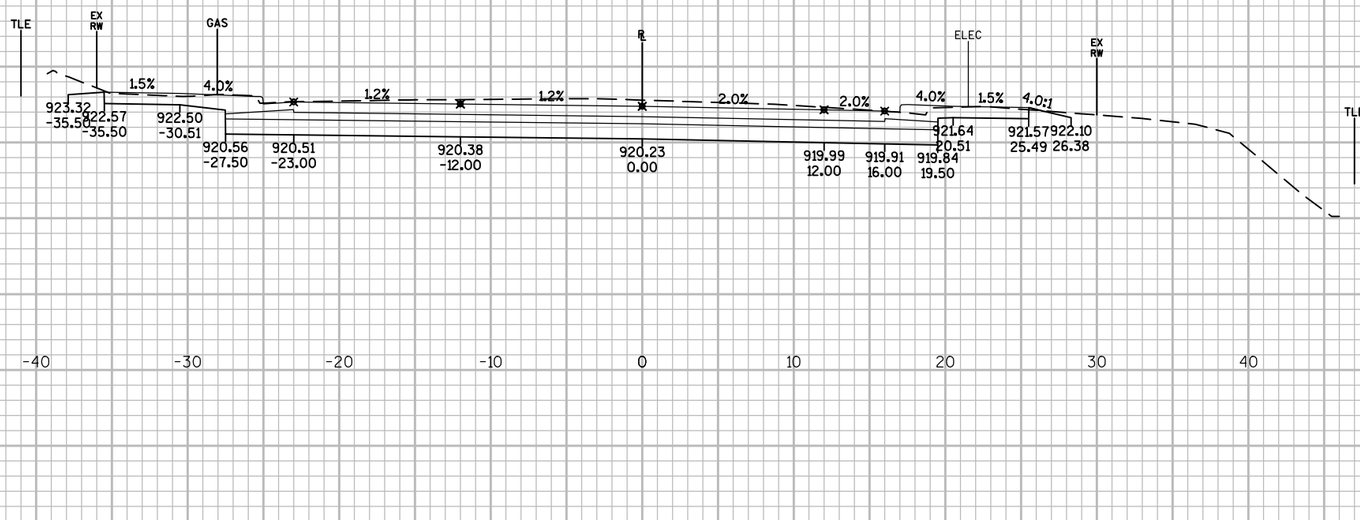


PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 346	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:34 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

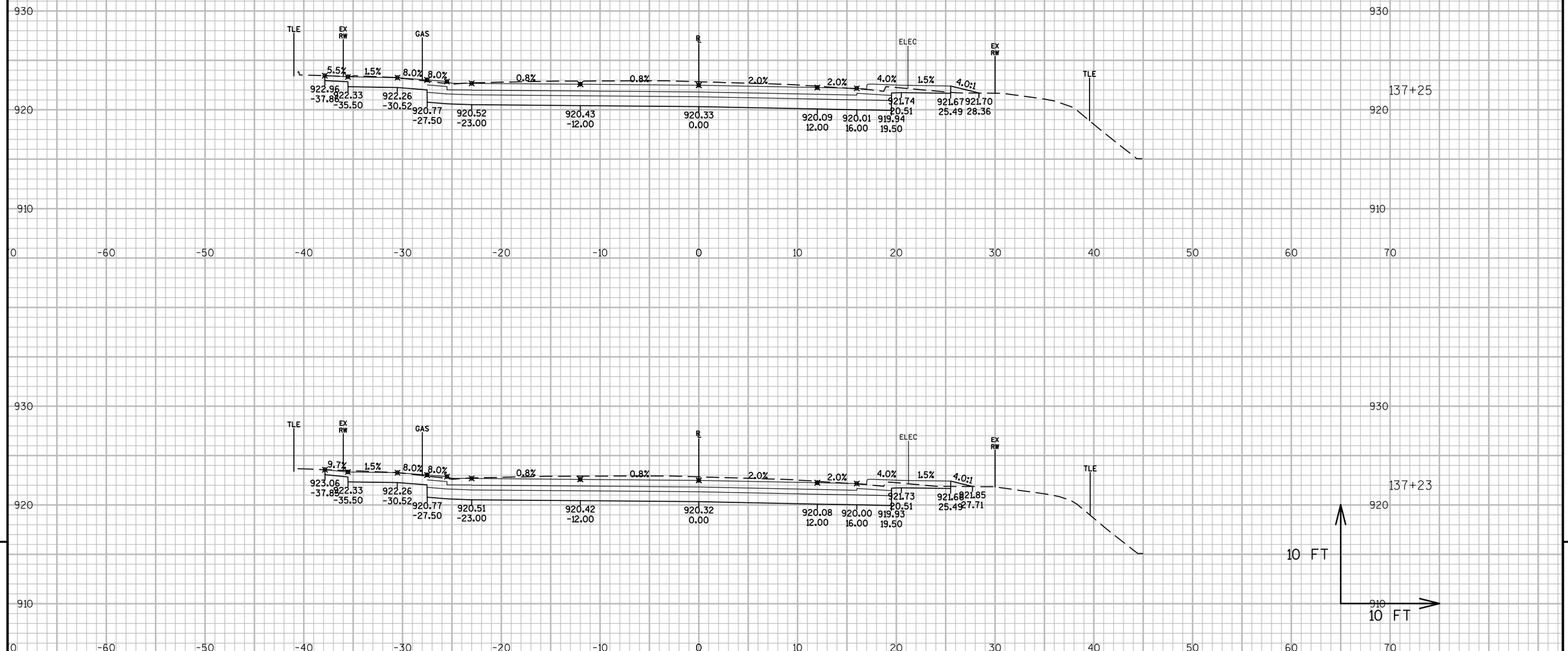
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 347	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:34 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

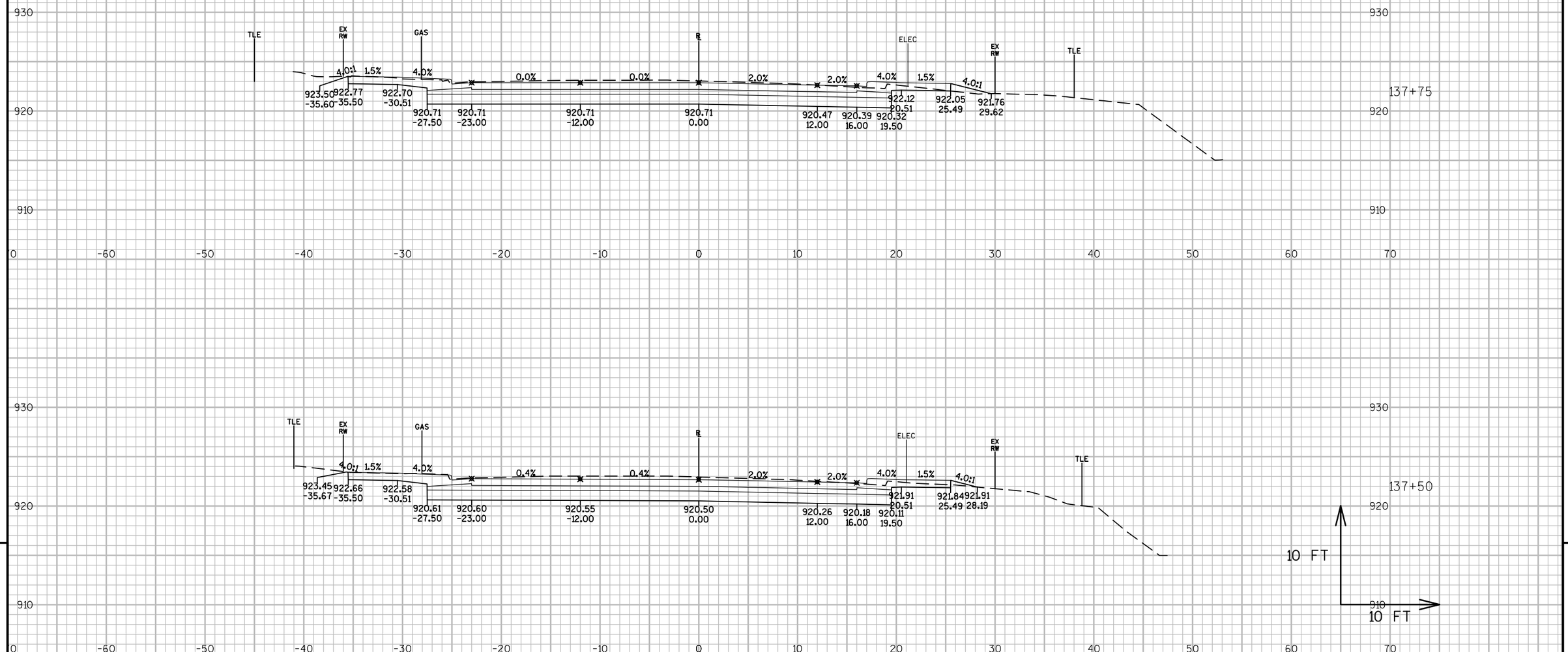
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 348	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:35 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

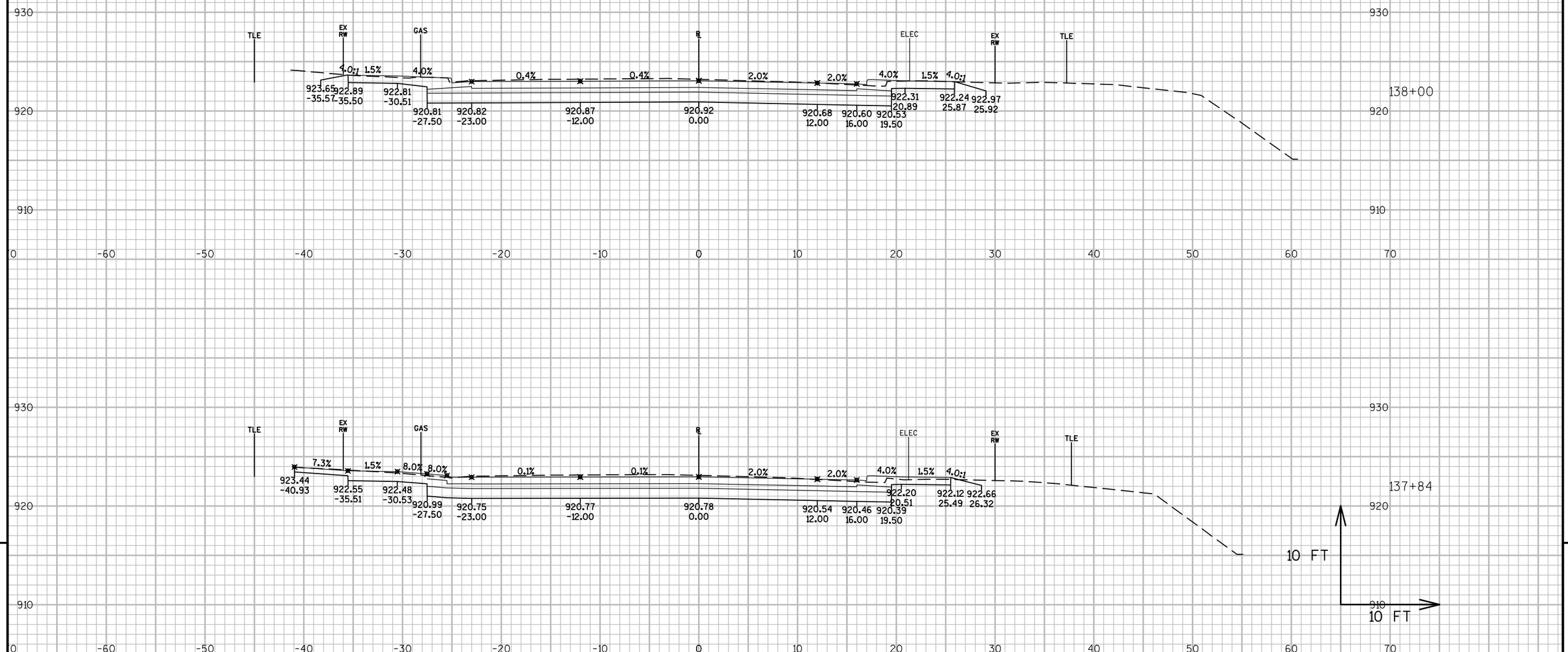
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 349	E

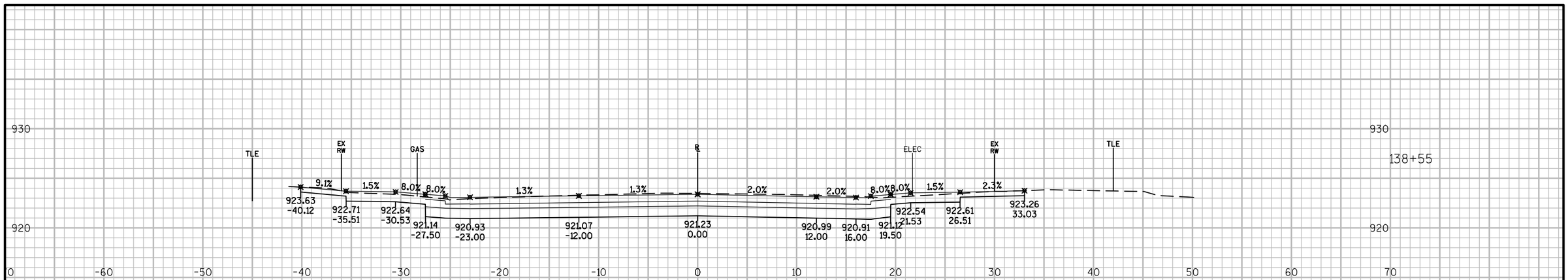
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LAYOUT NAME - ****

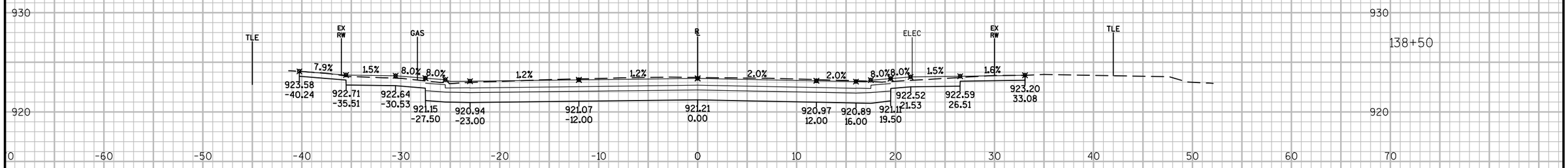
PLOT DATE : 6/27/2017 8:35 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

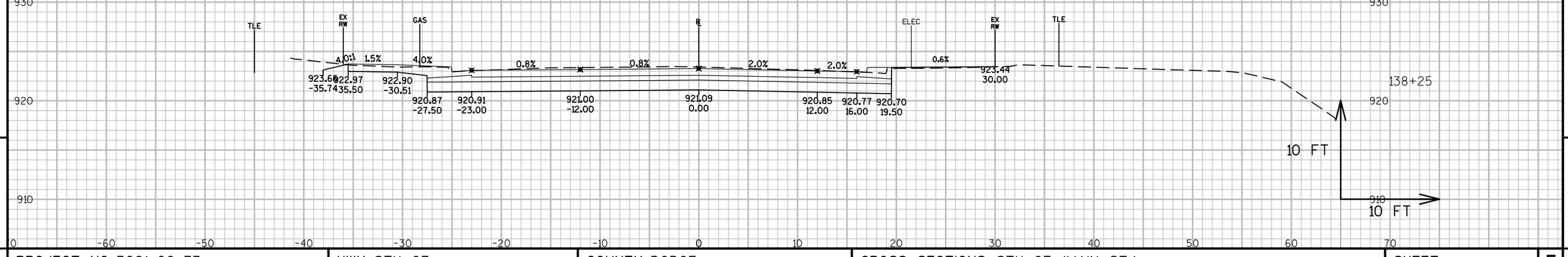
WISDOT/CADDS SHEET 49



PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 350	E







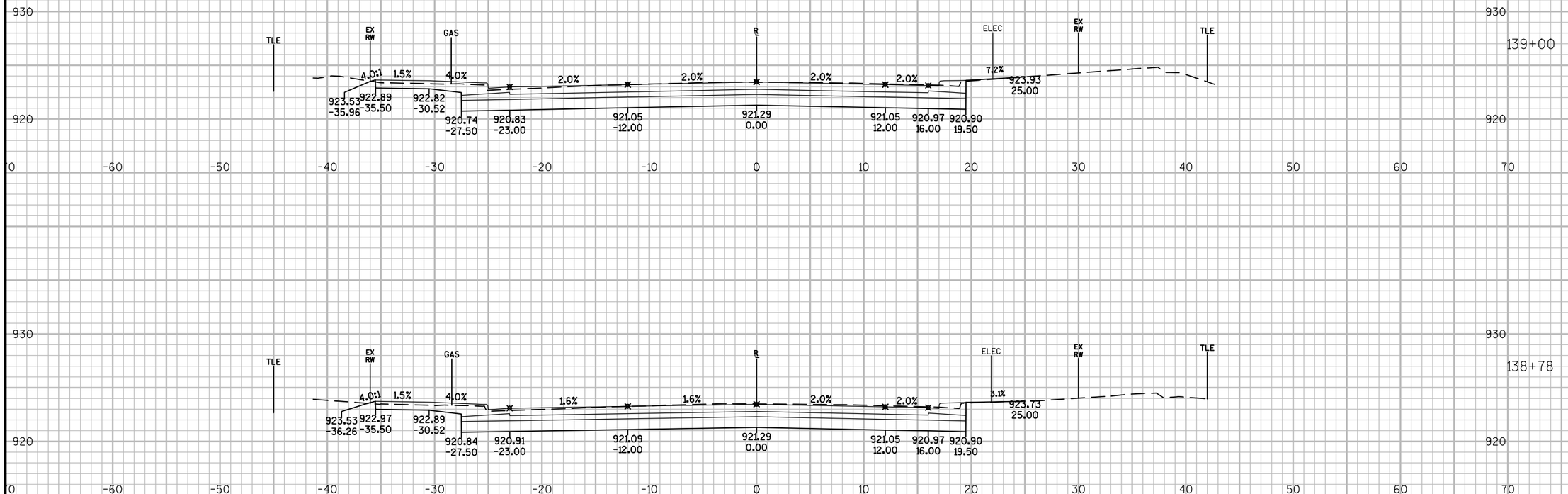
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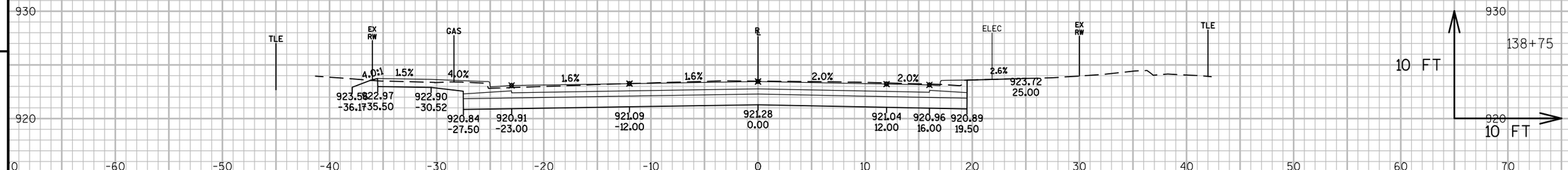
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 351	E

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LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:35 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT





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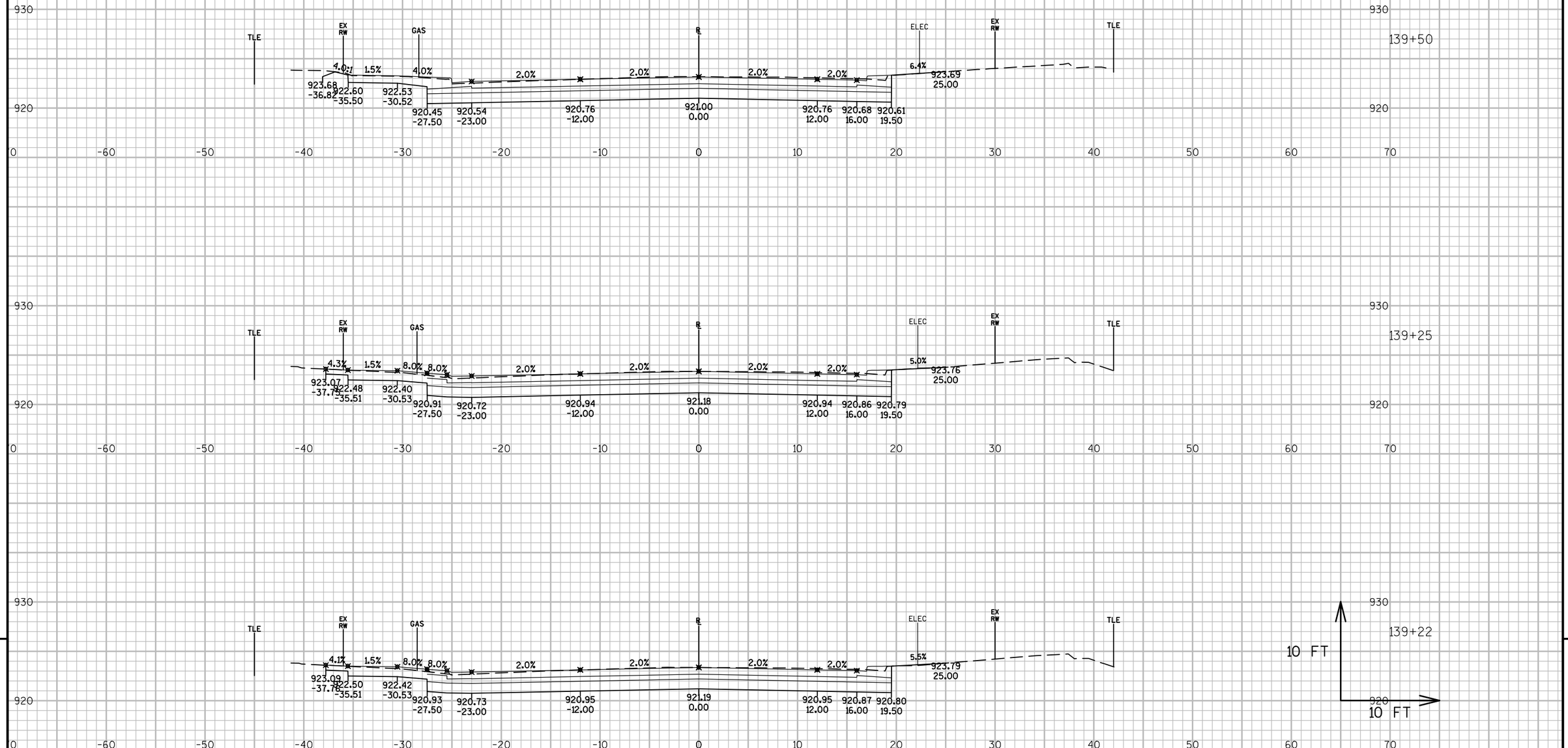
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 352	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:35 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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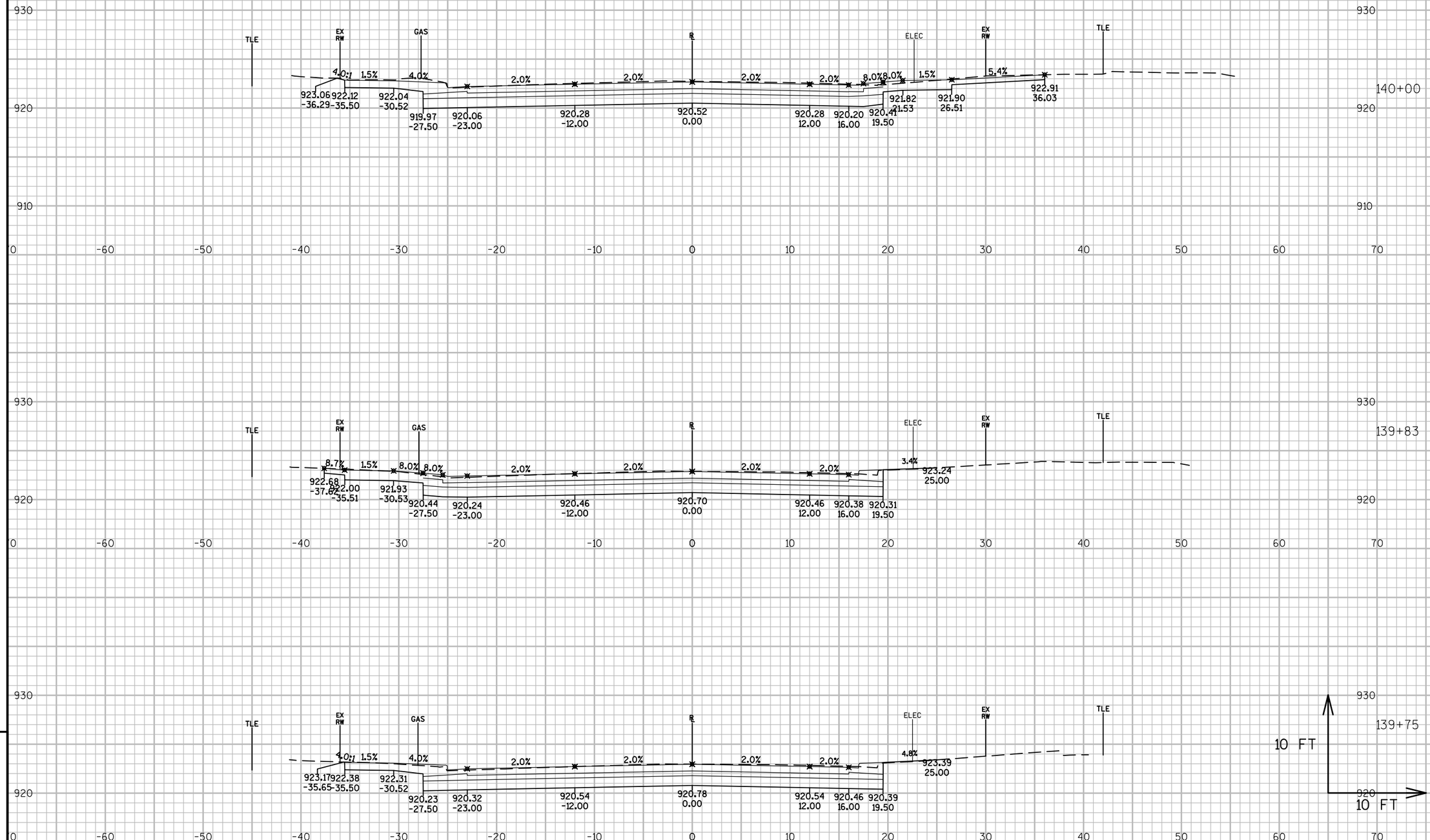
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 353	E

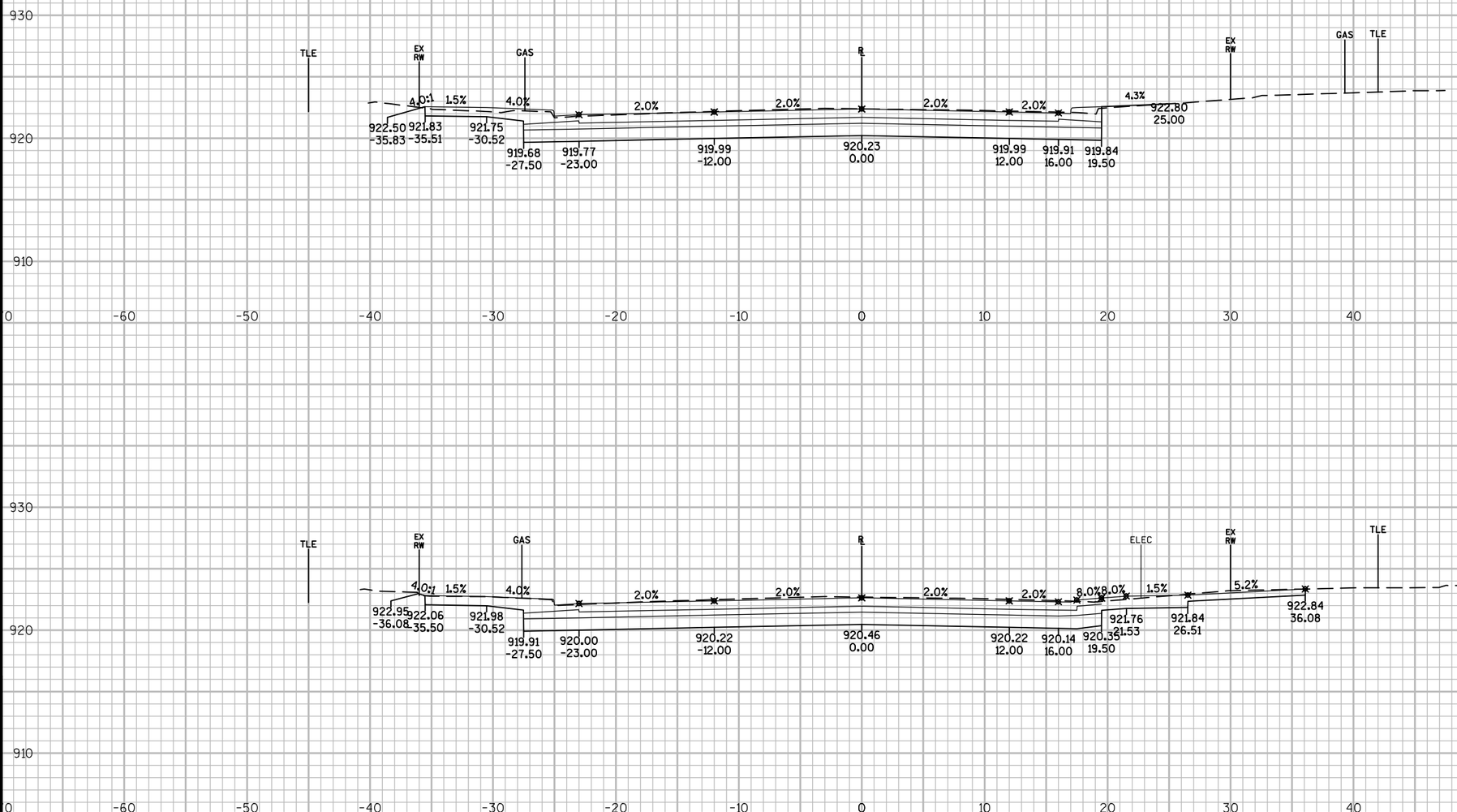
FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:36 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 354	E

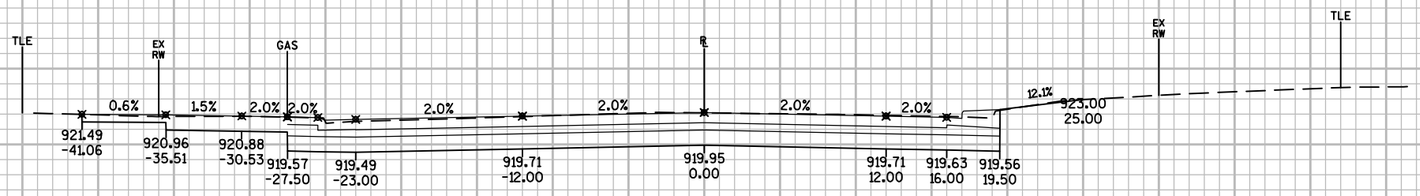


PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 355	E

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LAYOUT NAME - ****

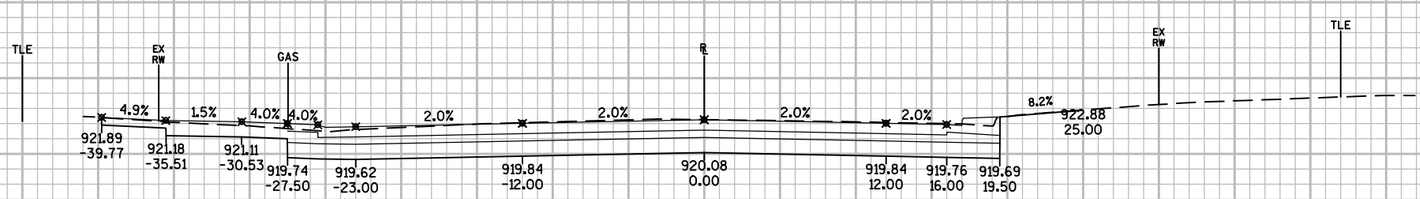
PLOT DATE : 6/27/2017 8:36 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



930
920
910
0 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

140+50



930
920
910
0 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

140+38

10 FT
10 FT

9

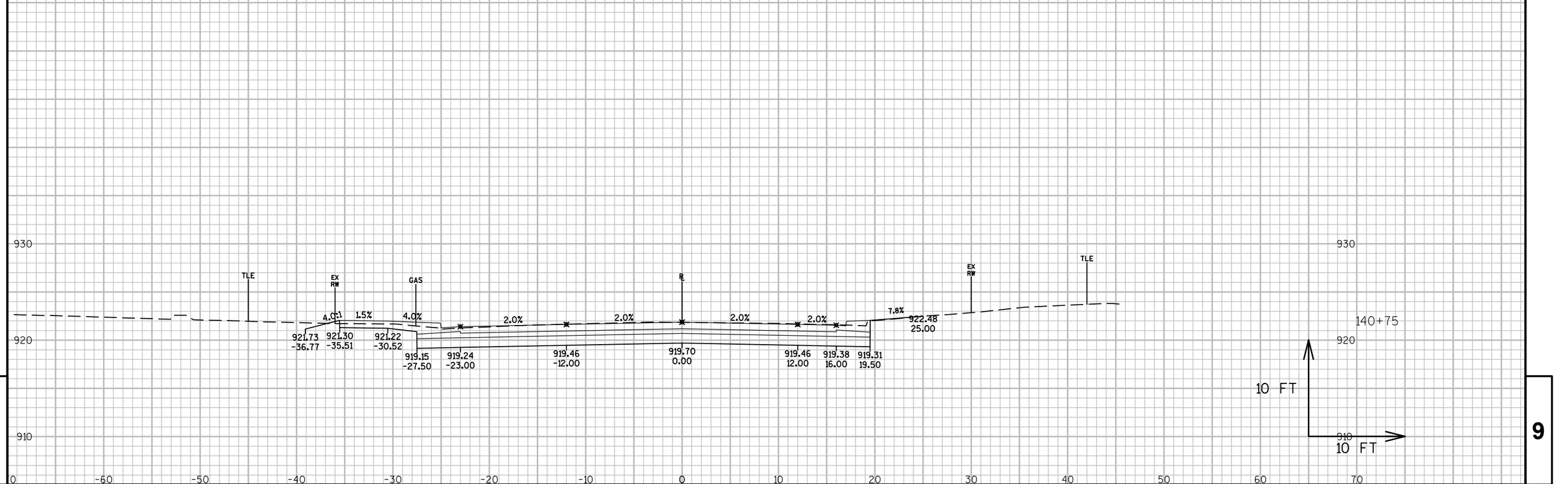
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 356	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:36 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 (MAIN ST.)	SHEET 357	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - ****

PLOT DATE : 6/27/2017 8:36 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

9

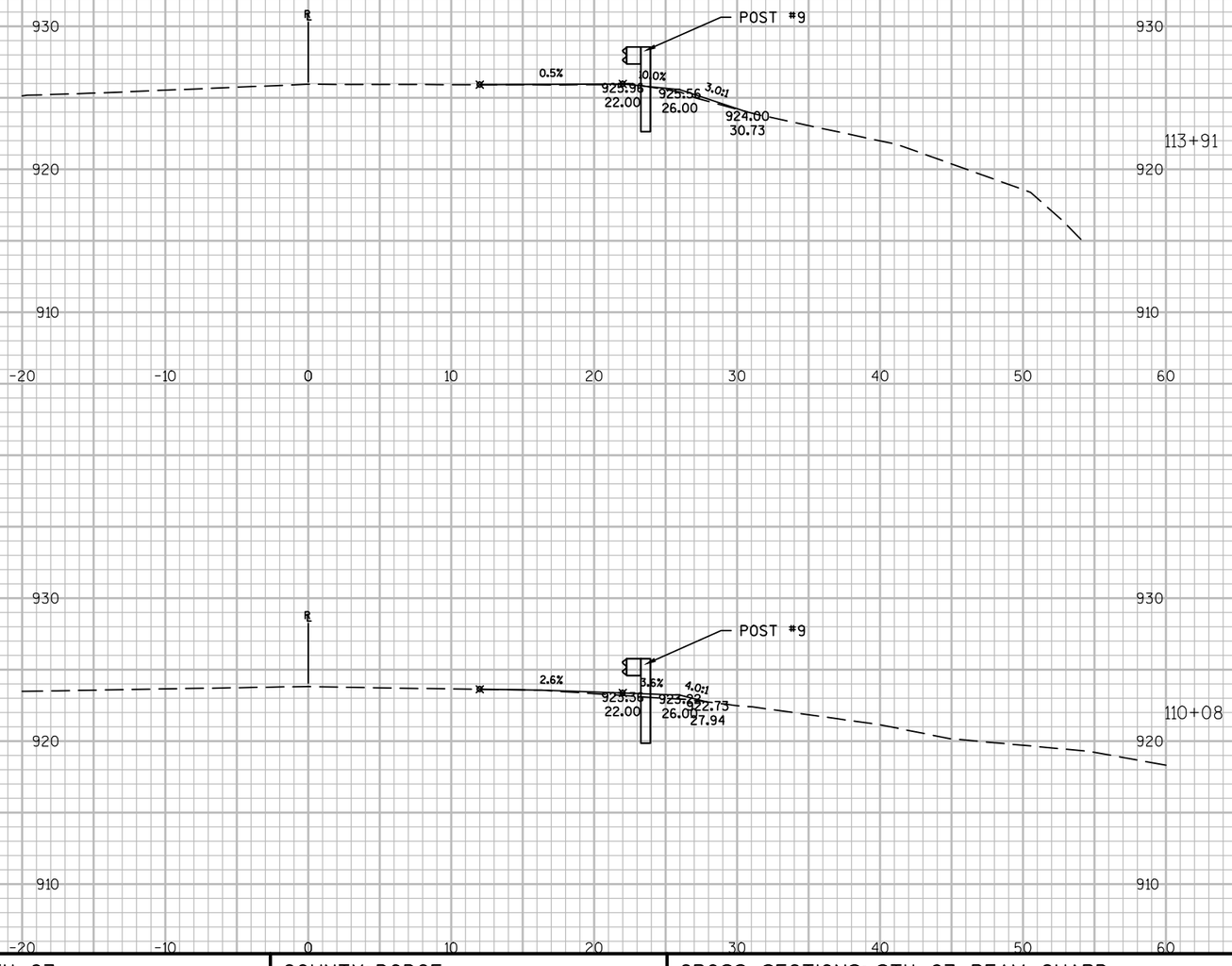
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 BEAM GUARD	SHEET 358	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - SECTION SHEET - (7)

PLOT DATE : 6/26/2017 2:46 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

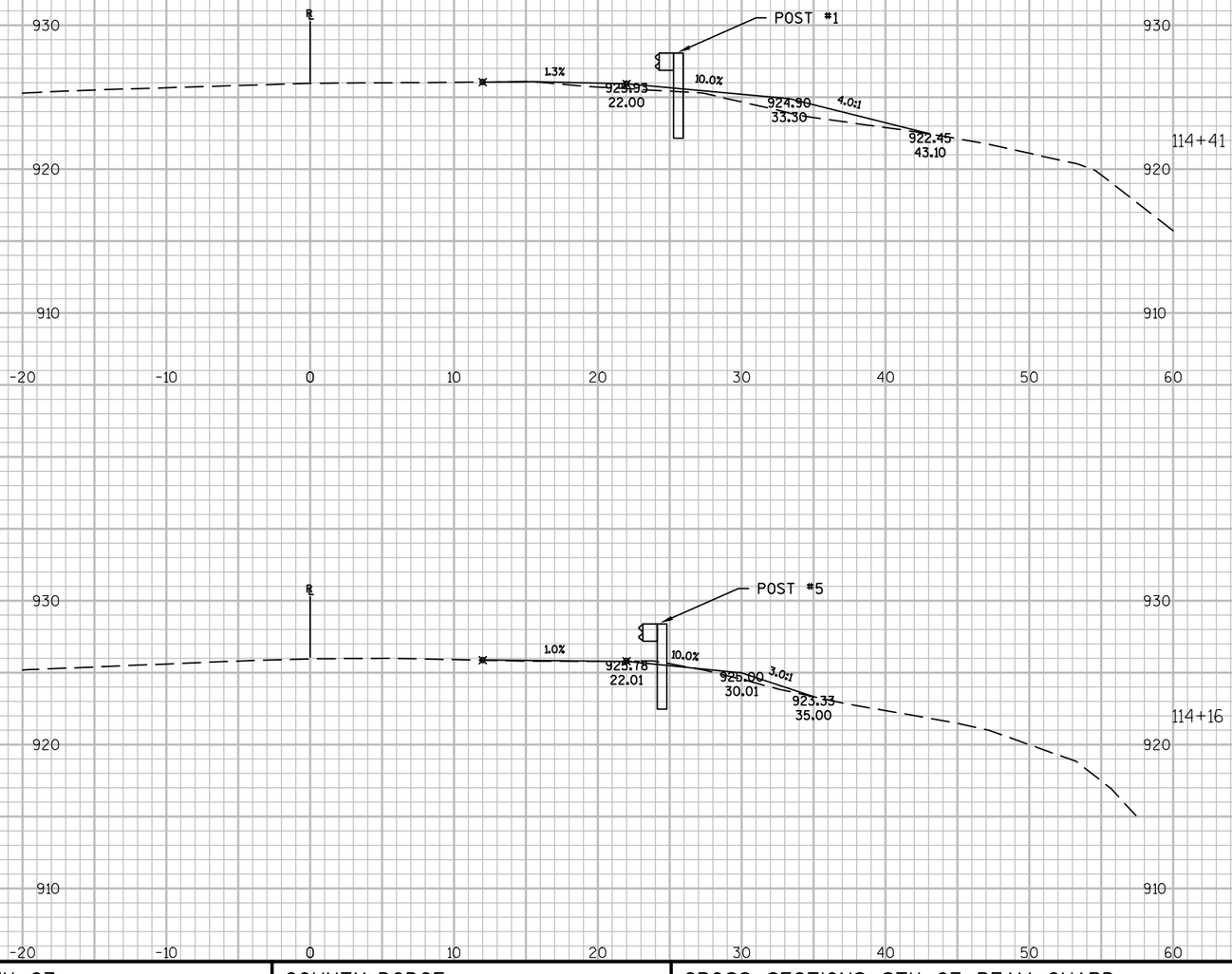
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 BEAM GUARD	SHEET 359	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - SECTION SHEET - (8)

PLOT DATE : 6/26/2017 2:47 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

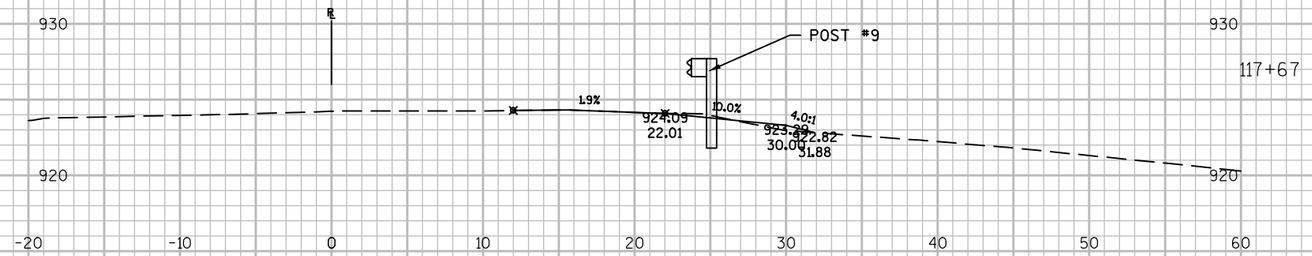
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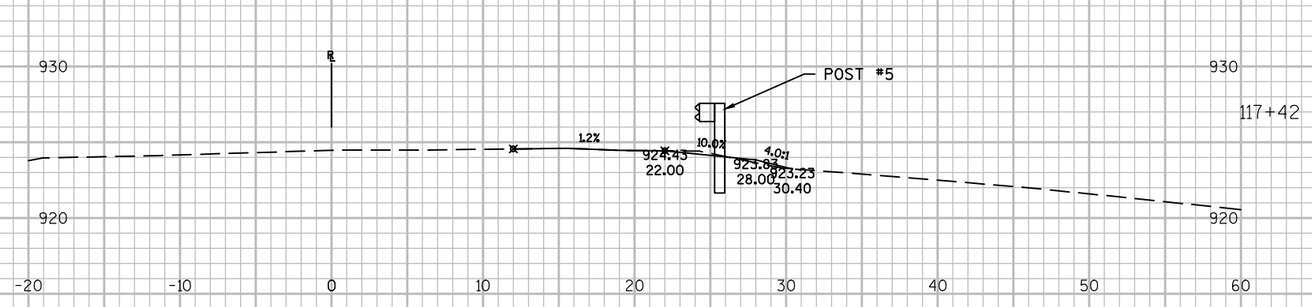
PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 BEAM GUARD	SHEET 360	E

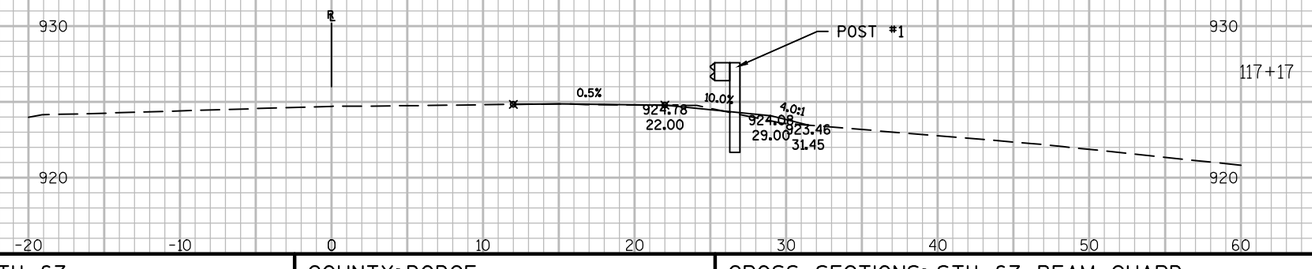
FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - SECTION SHEET - (9)

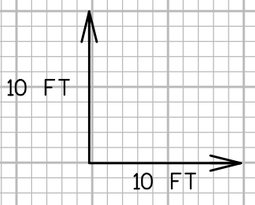
PLOT DATE : 6/26/2017 2:47 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49









9

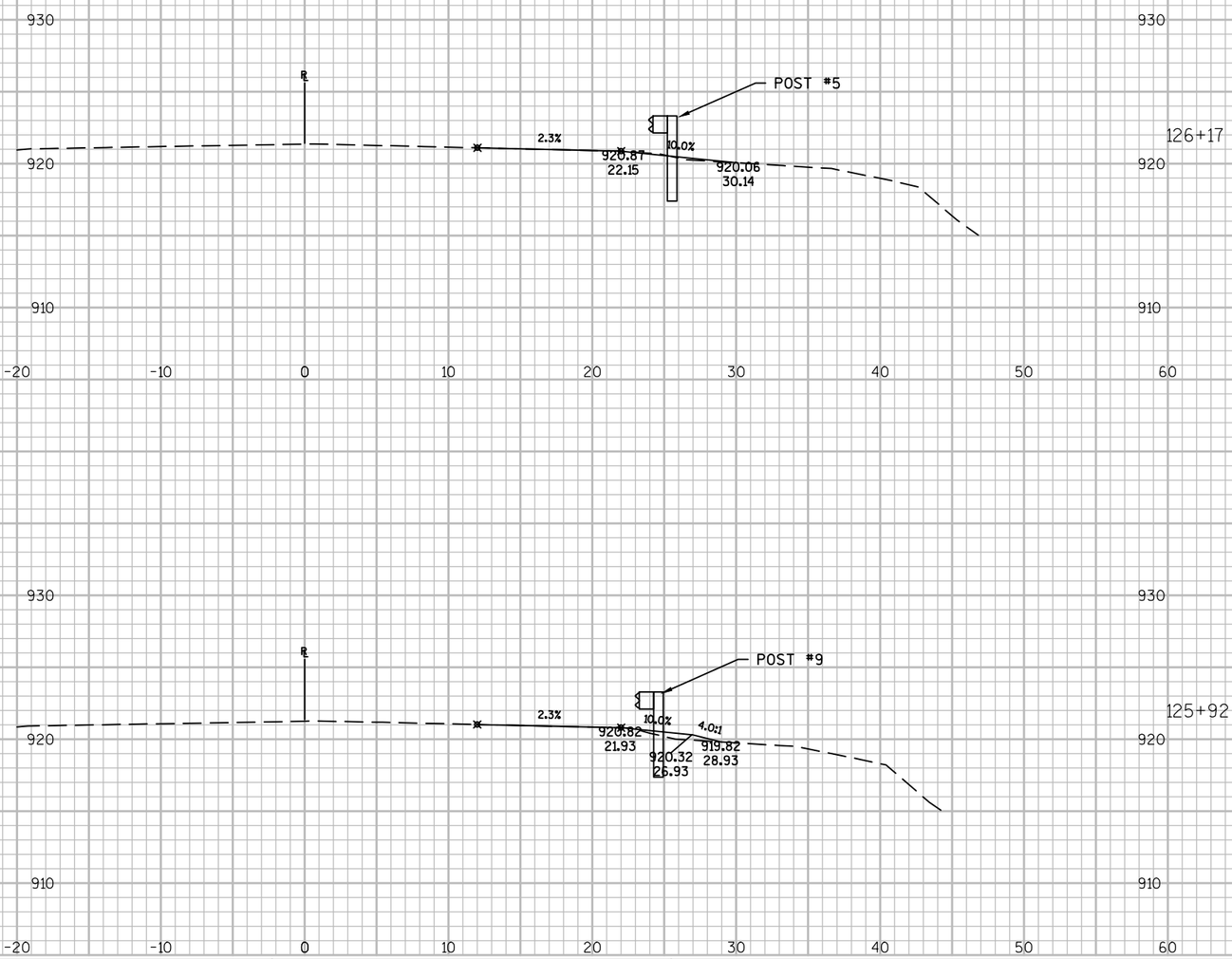
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 BEAM GUARD	SHEET 361	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - SECTION SHEET - (10)

PLOT DATE : 6/26/2017 2:47 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

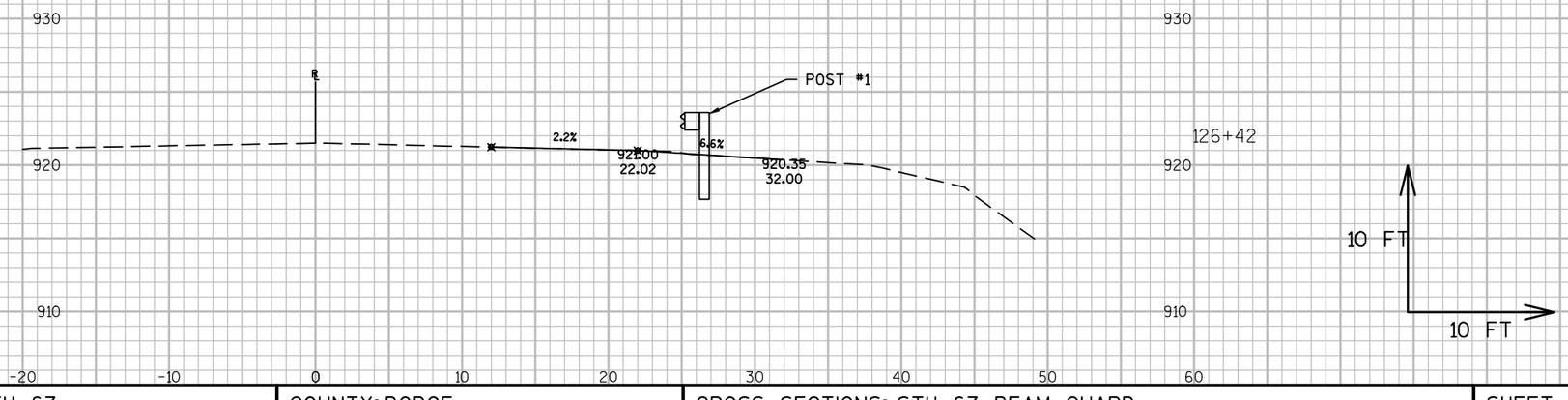
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 BEAM GUARD	SHEET 362	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - SECTION SHEET - (11)

PLOT DATE : 6/26/2017 2:48 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

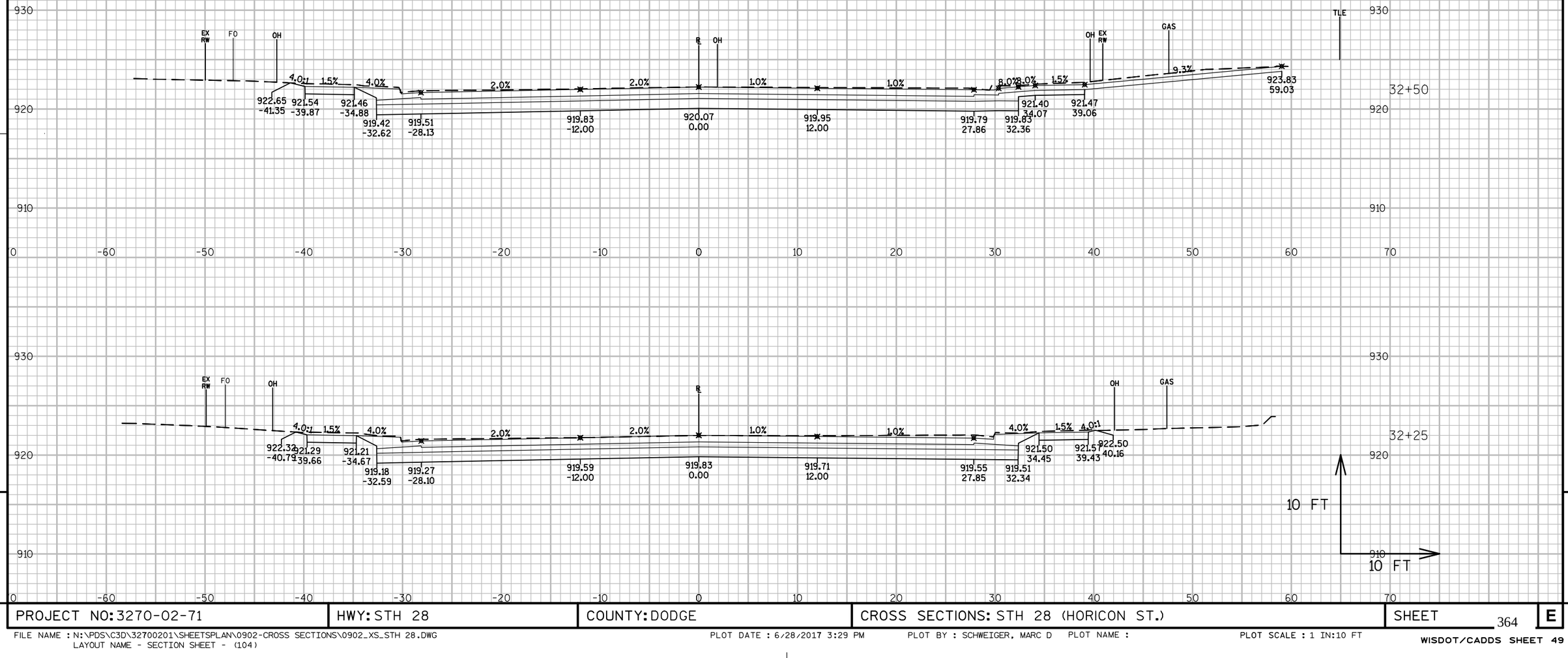
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PROJECT NO: 3021-02-73	HWY: STH 67	COUNTY: DODGE	CROSS SECTIONS: STH 67 BEAM GUARD	SHEET	E

FILE NAME : N:\PDS\C3D\30210202\SHEETSPLAN\0902 CROSS SECTIONS\0902_XS_STH67.DWG
LAYOUT NAME - SECTION SHEET - (12)

PLOT DATE : 6/26/2017 2:48 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



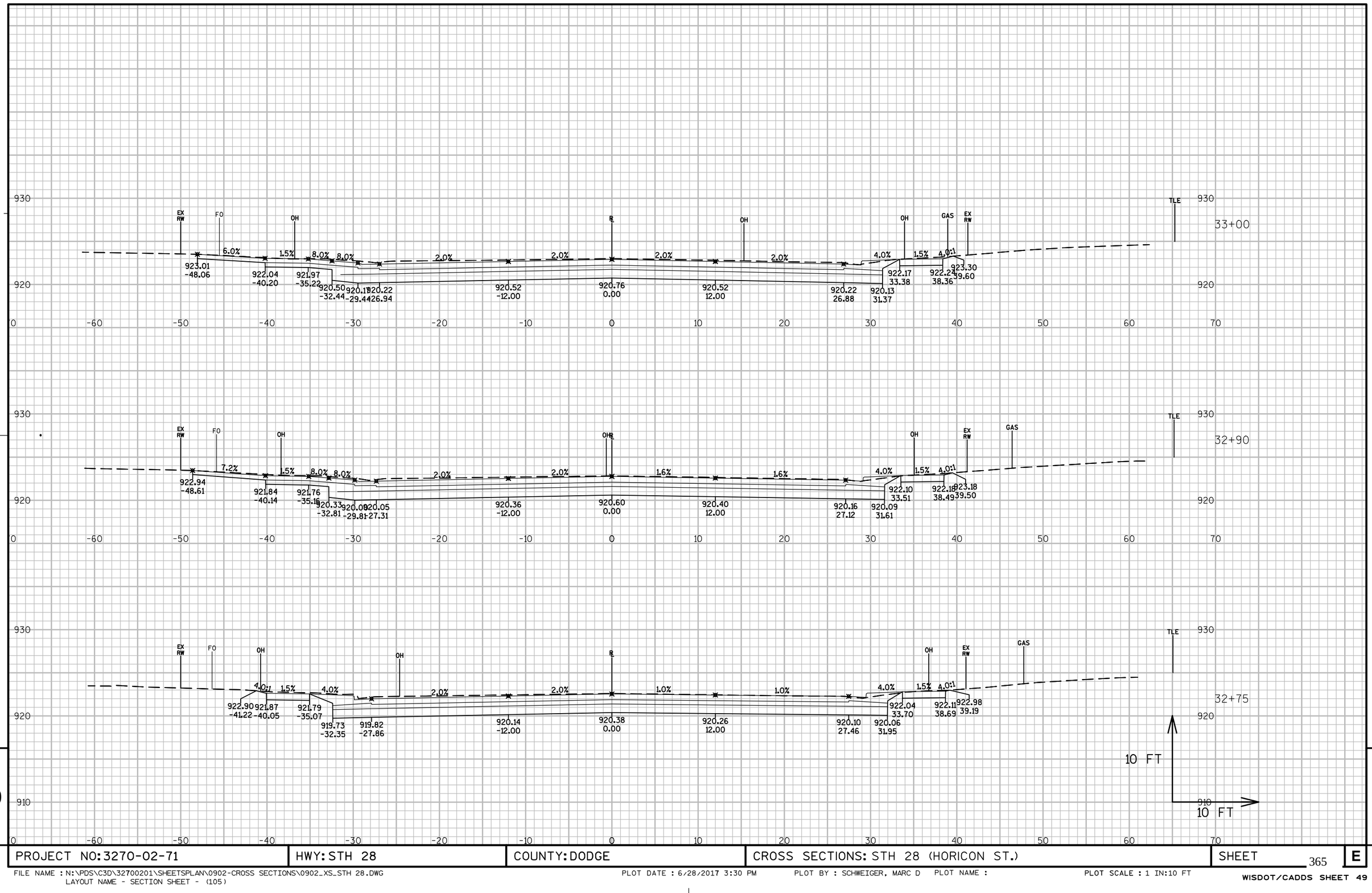
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9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 364	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (104)

PLOT DATE : 6/28/2017 3:29 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

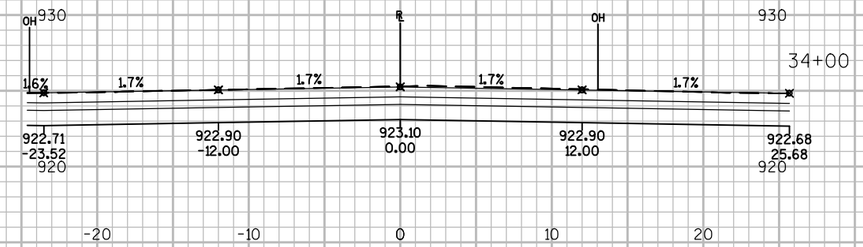


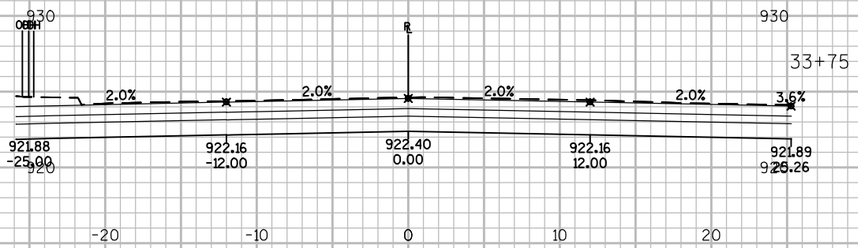
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 365	E

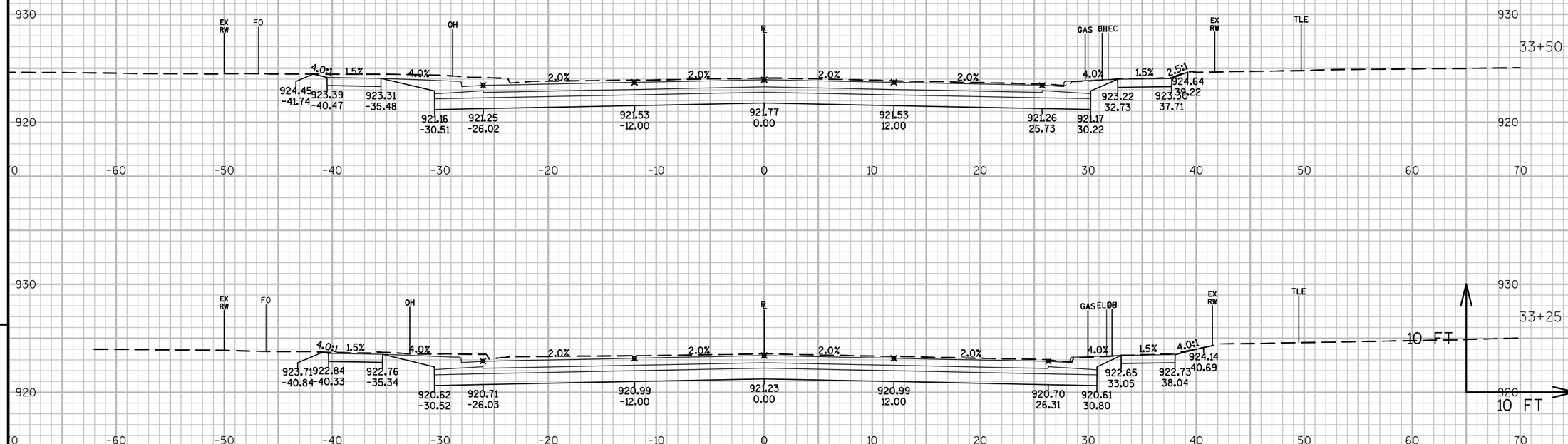
FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (105)

PLOT DATE : 6/28/2017 3:30 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





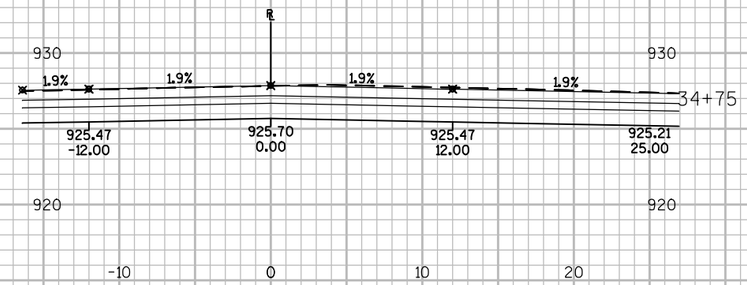


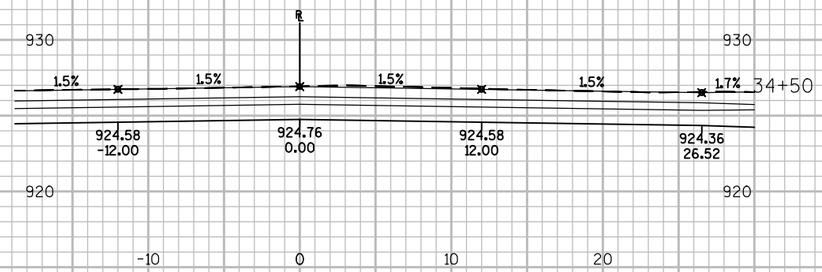
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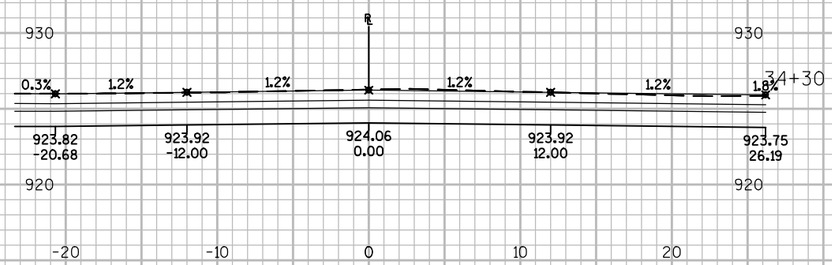
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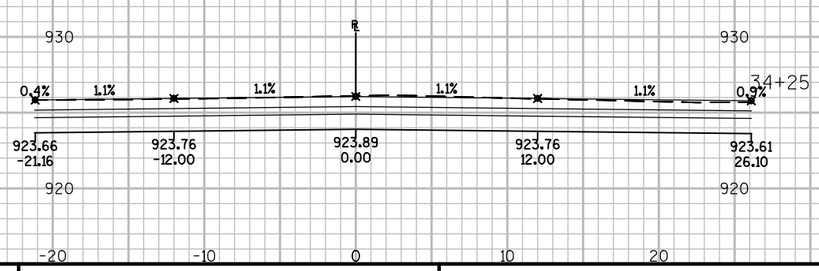
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 366	E

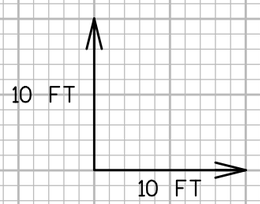
FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (106)
PLOT DATE : 6/28/2017 3:30 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49











9

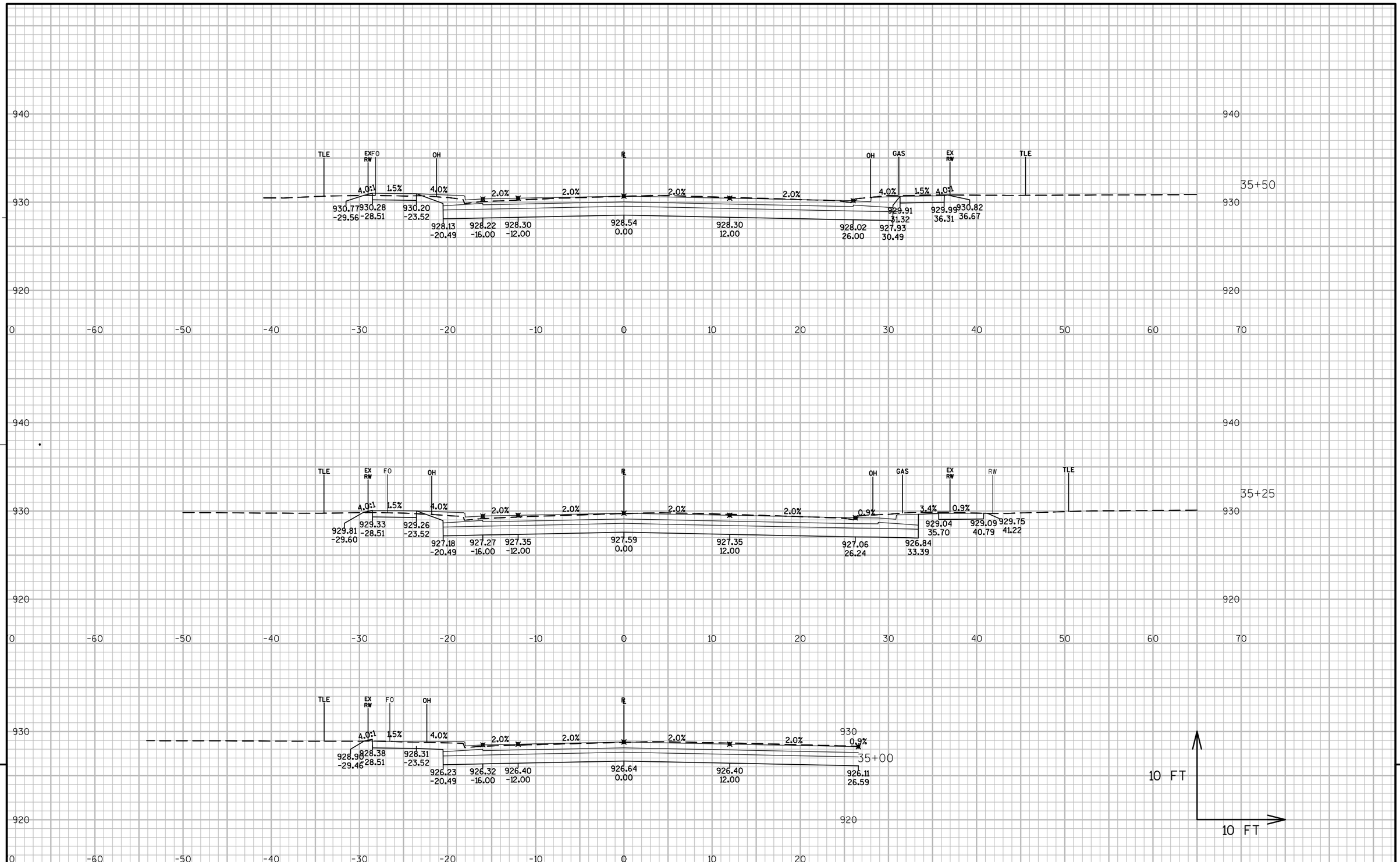
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PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 367	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (107)

PLOT DATE : 6/28/2017 3:31 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 368	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (108)

PLOT DATE : 6/28/2017 3:32 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

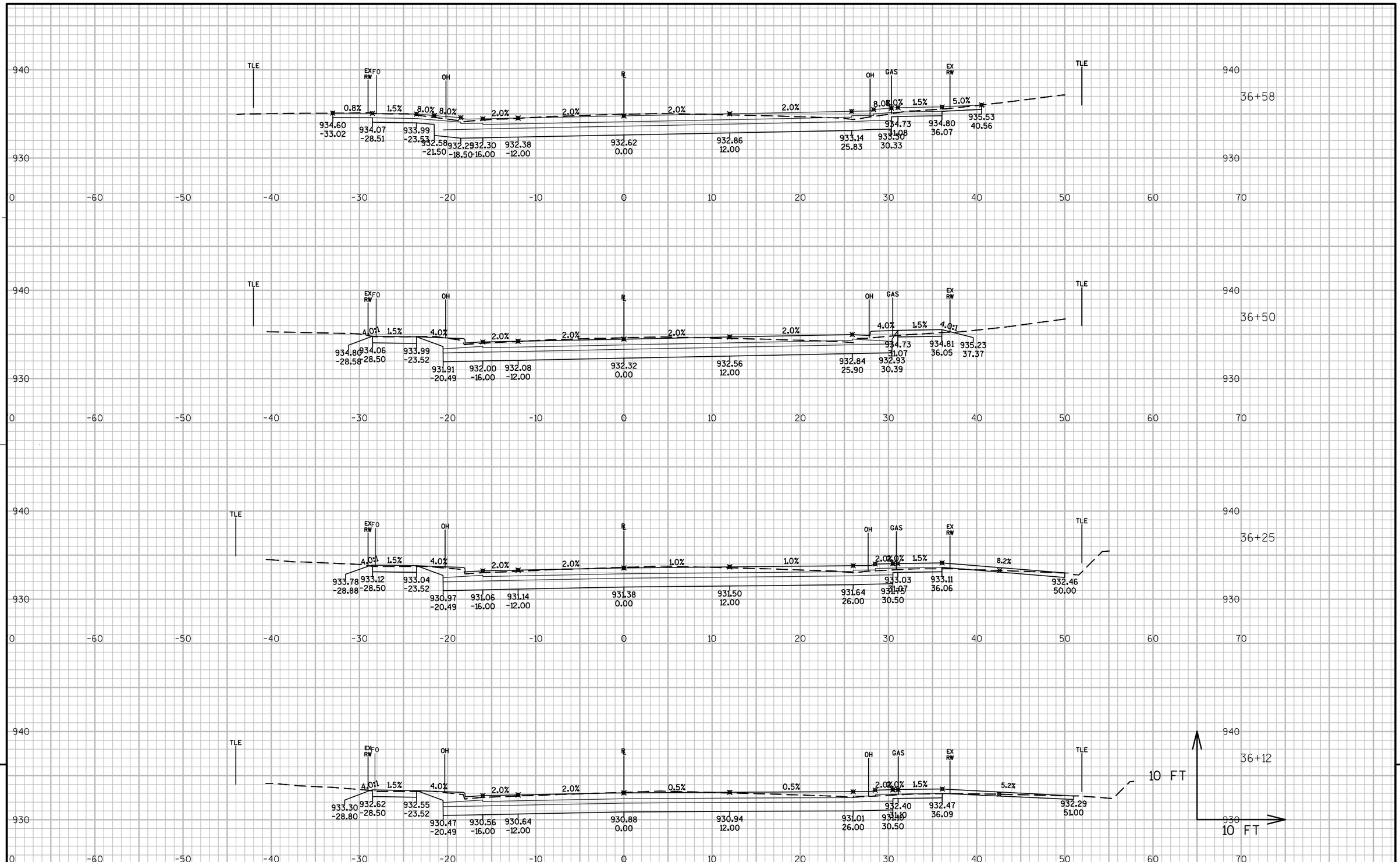
9

9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 369	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (109)

PLOT DATE : 6/28/2017 3:32 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT



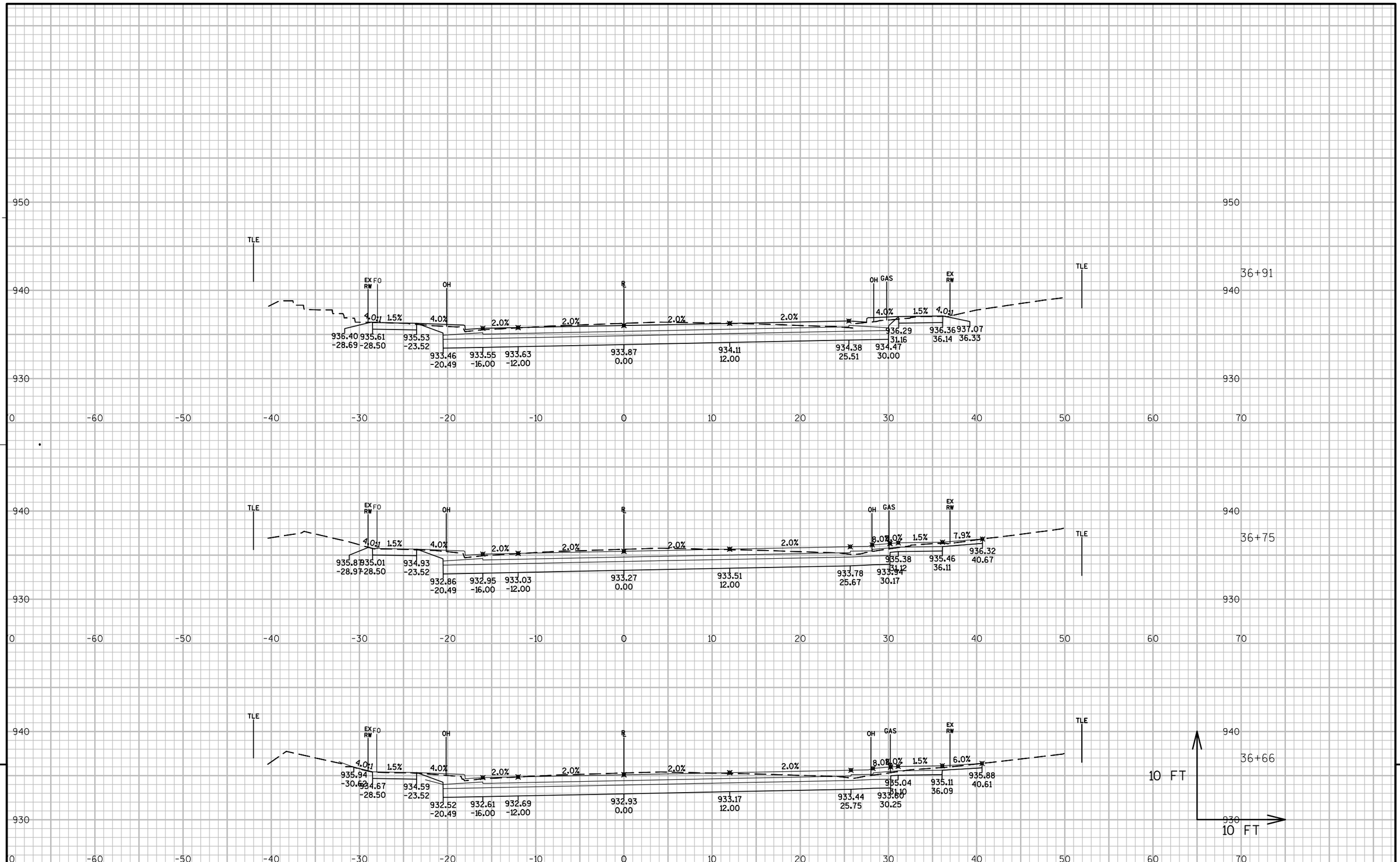
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9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 370	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (110)

PLOT DATE : 7/18/2017 11:48 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

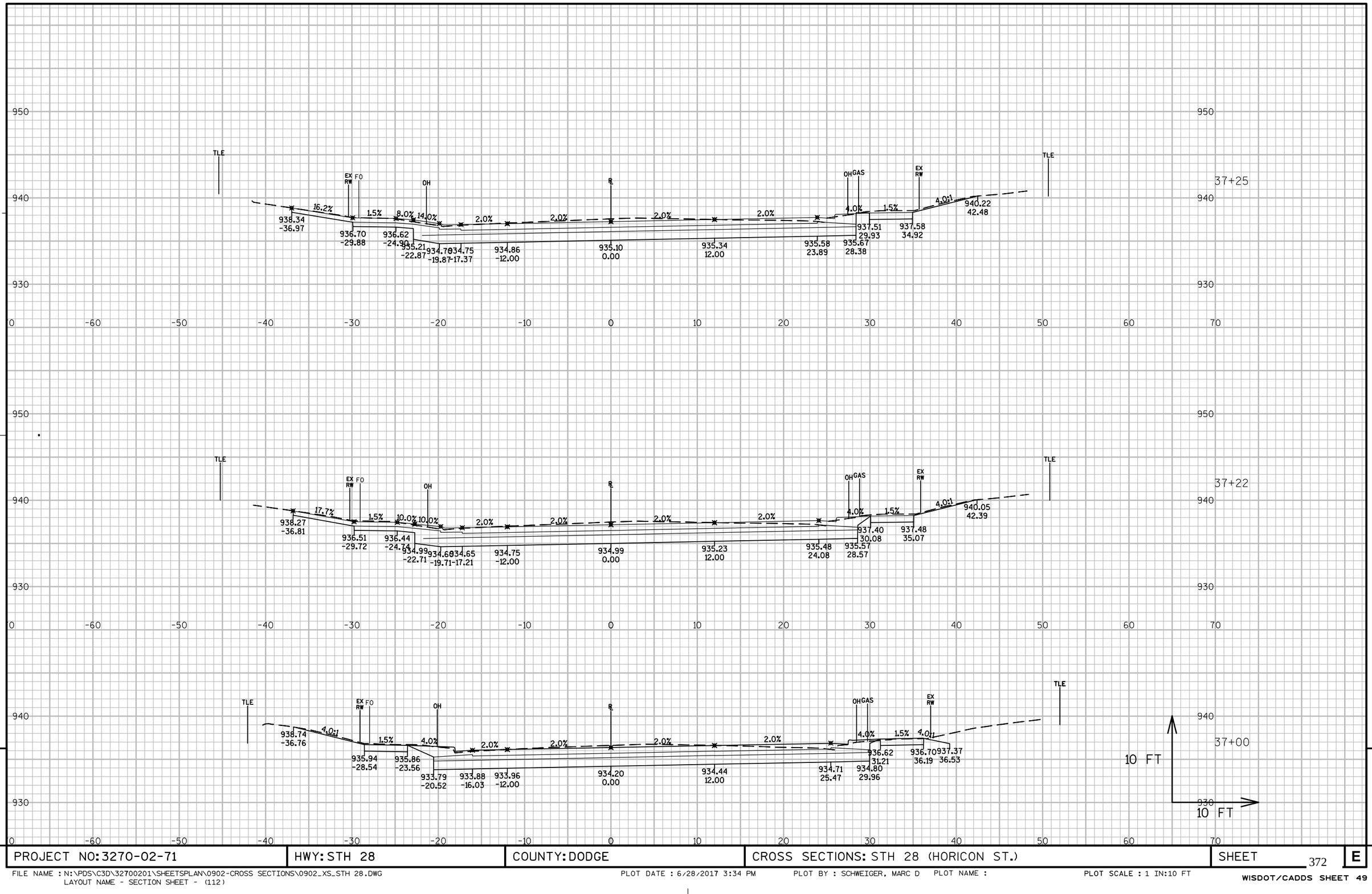


PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 371 E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (111)

PLOT DATE : 6/28/2017 3:33 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

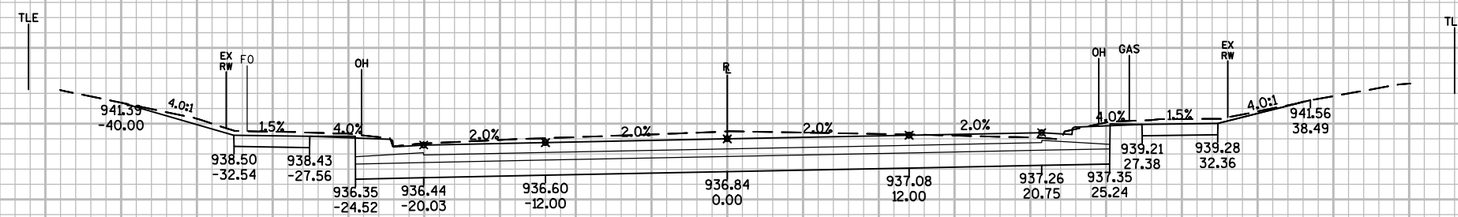


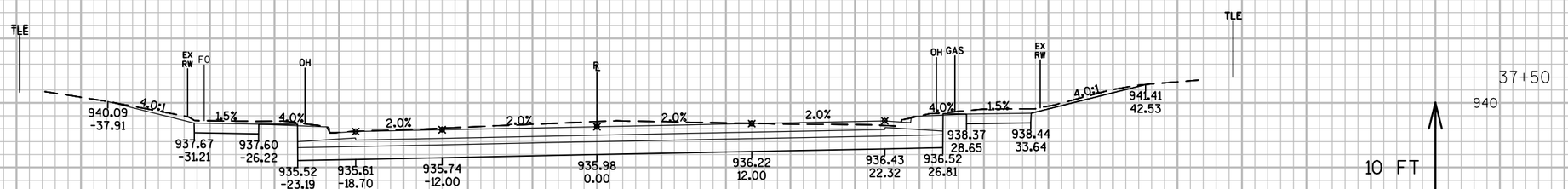
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 372 E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (112)

PLOT DATE : 6/28/2017 3:34 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





37+75

37+50

10 FT

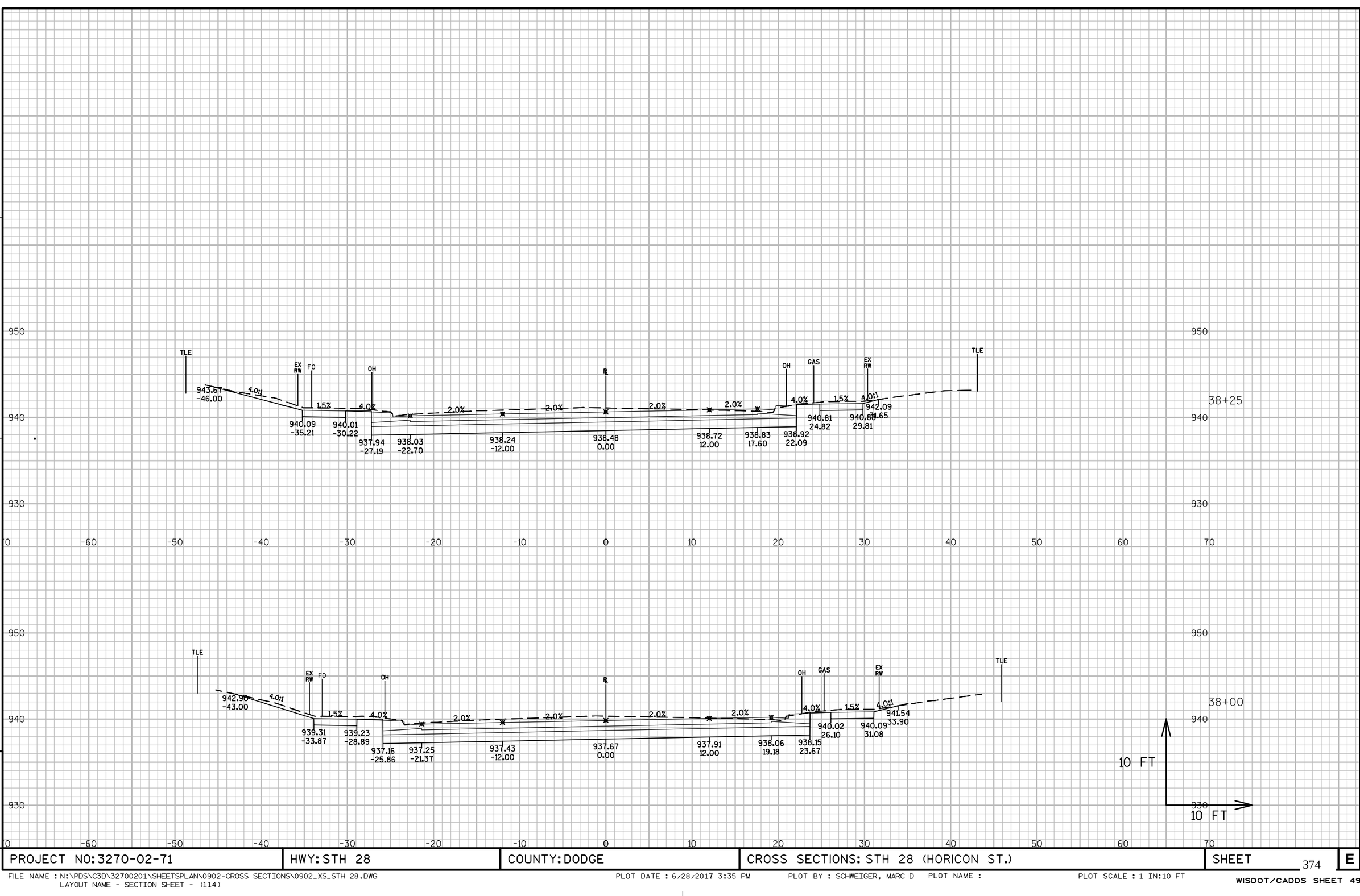
10 FT

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 373	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (113)

PLOT DATE : 6/28/2017 3:35 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

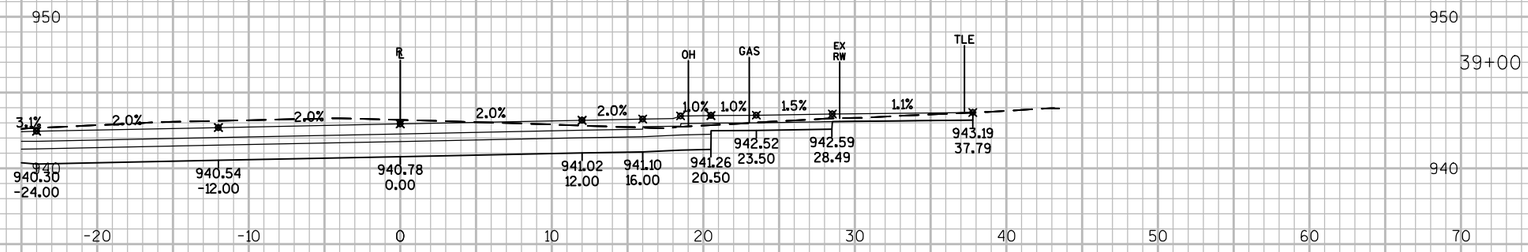


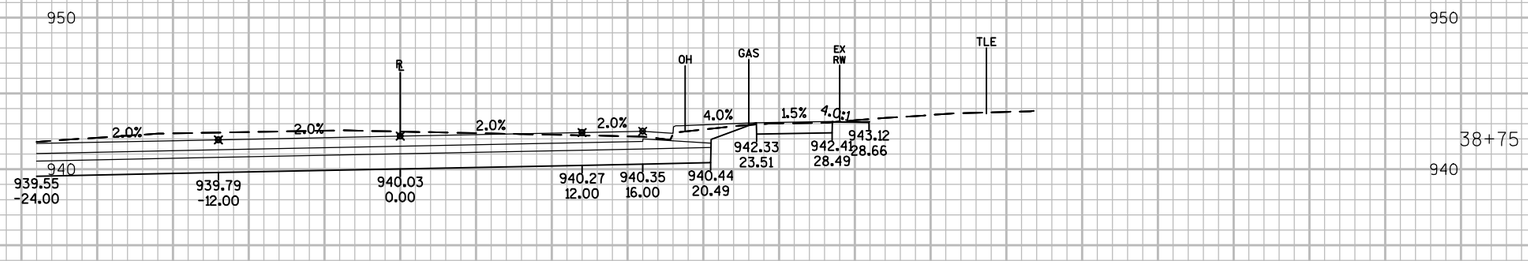
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 374	E

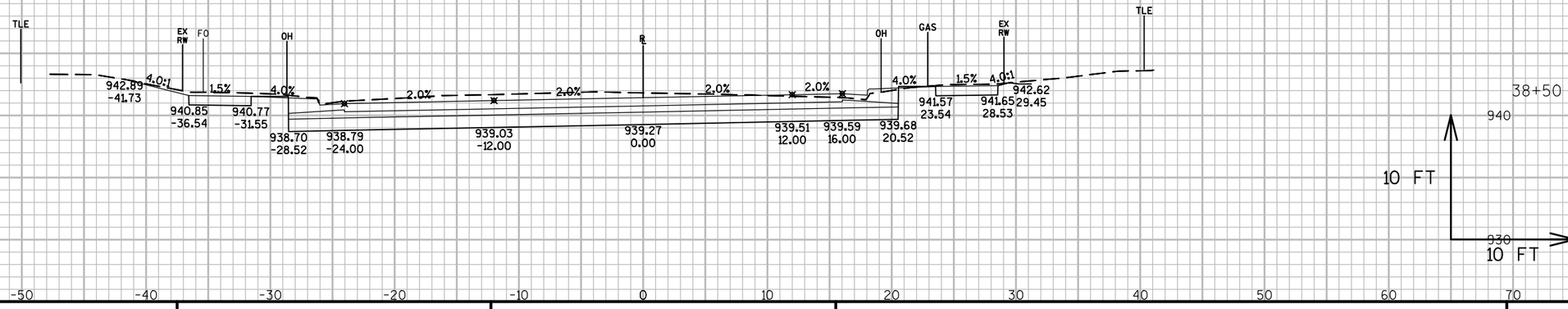
FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (114)

PLOT DATE : 6/28/2017 3:35 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

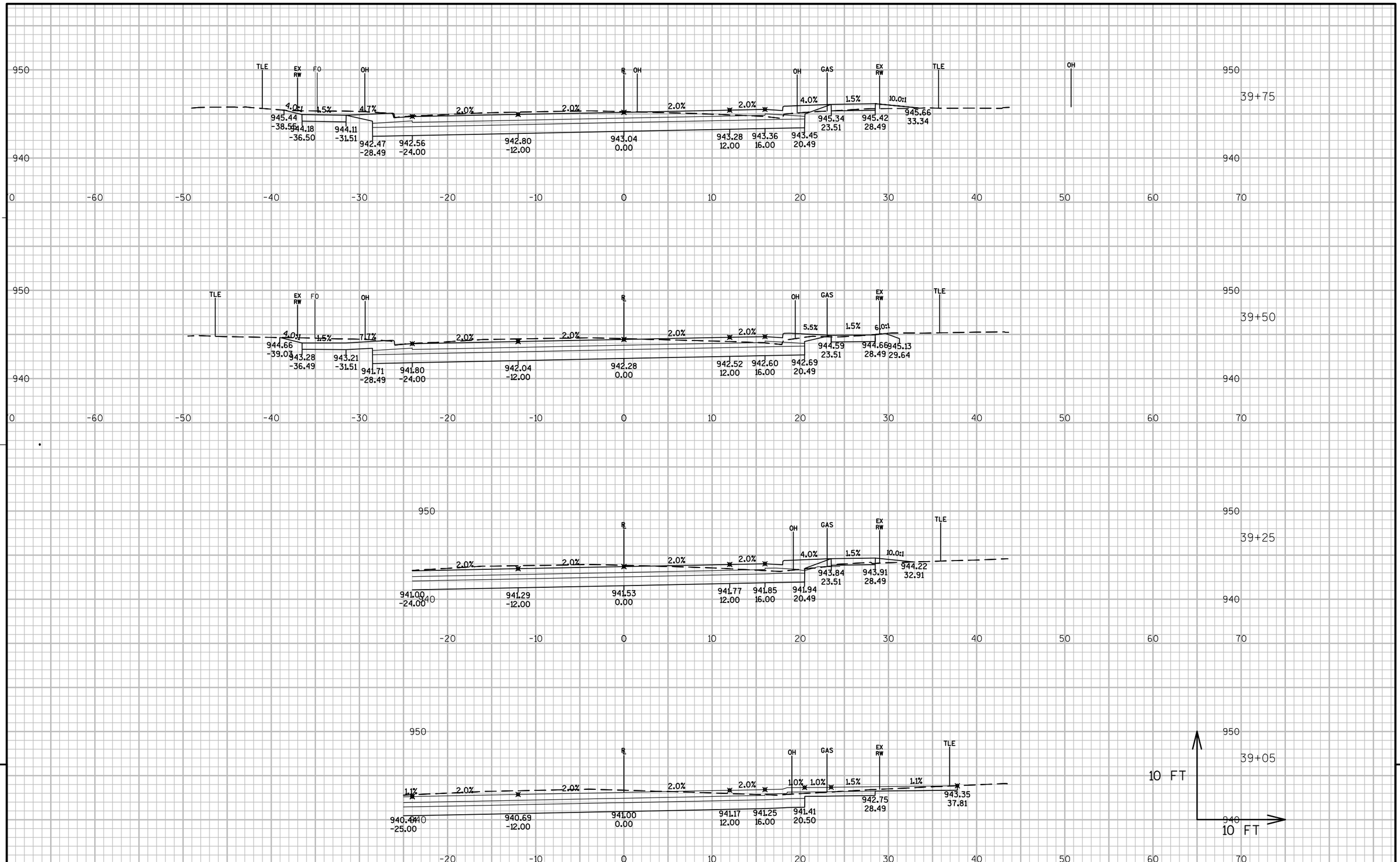
WISDOT/CADDS SHEET 49







PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 375	E



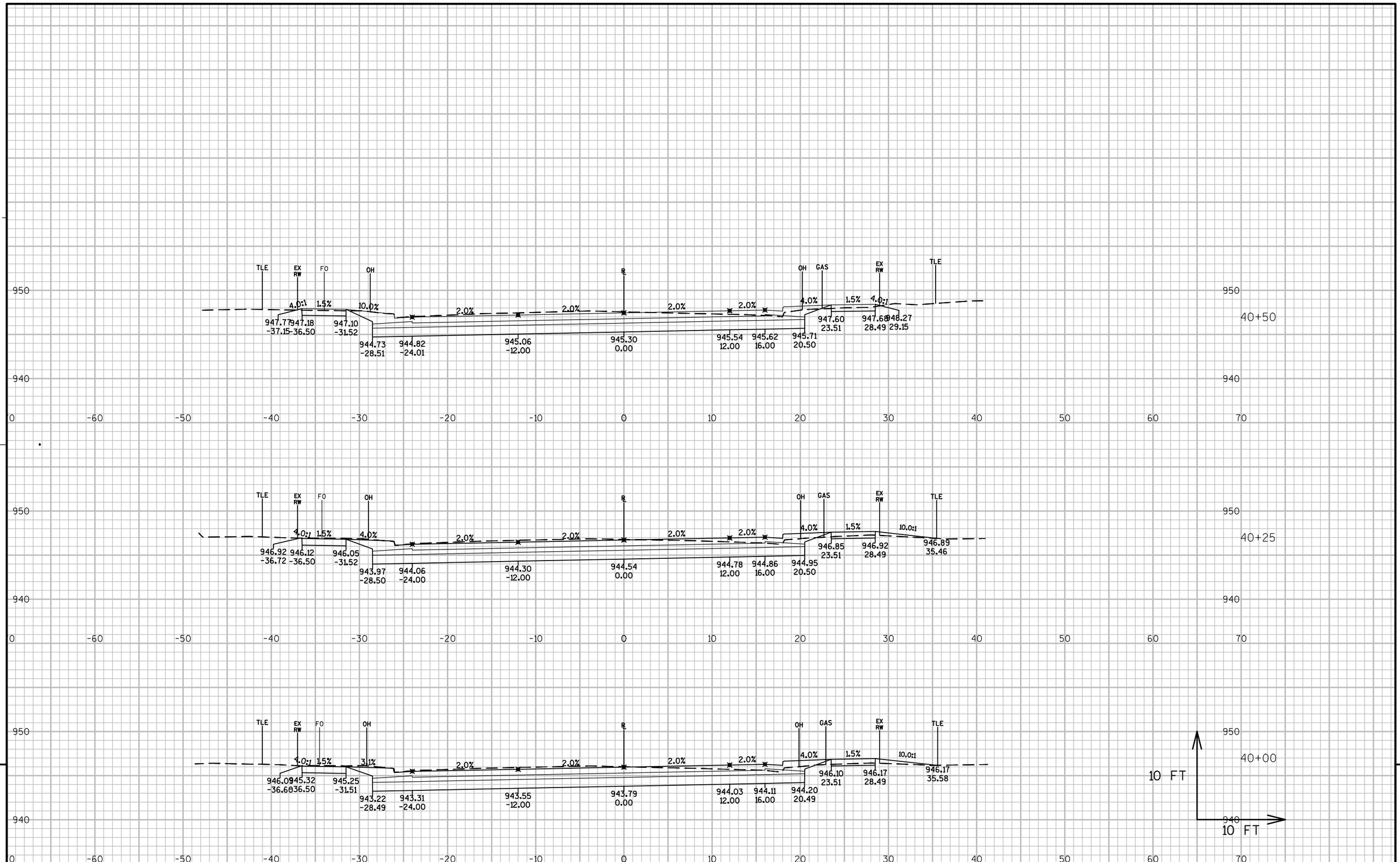
9

9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 376	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (116)

PLOT DATE : 7/18/2017 11:49 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

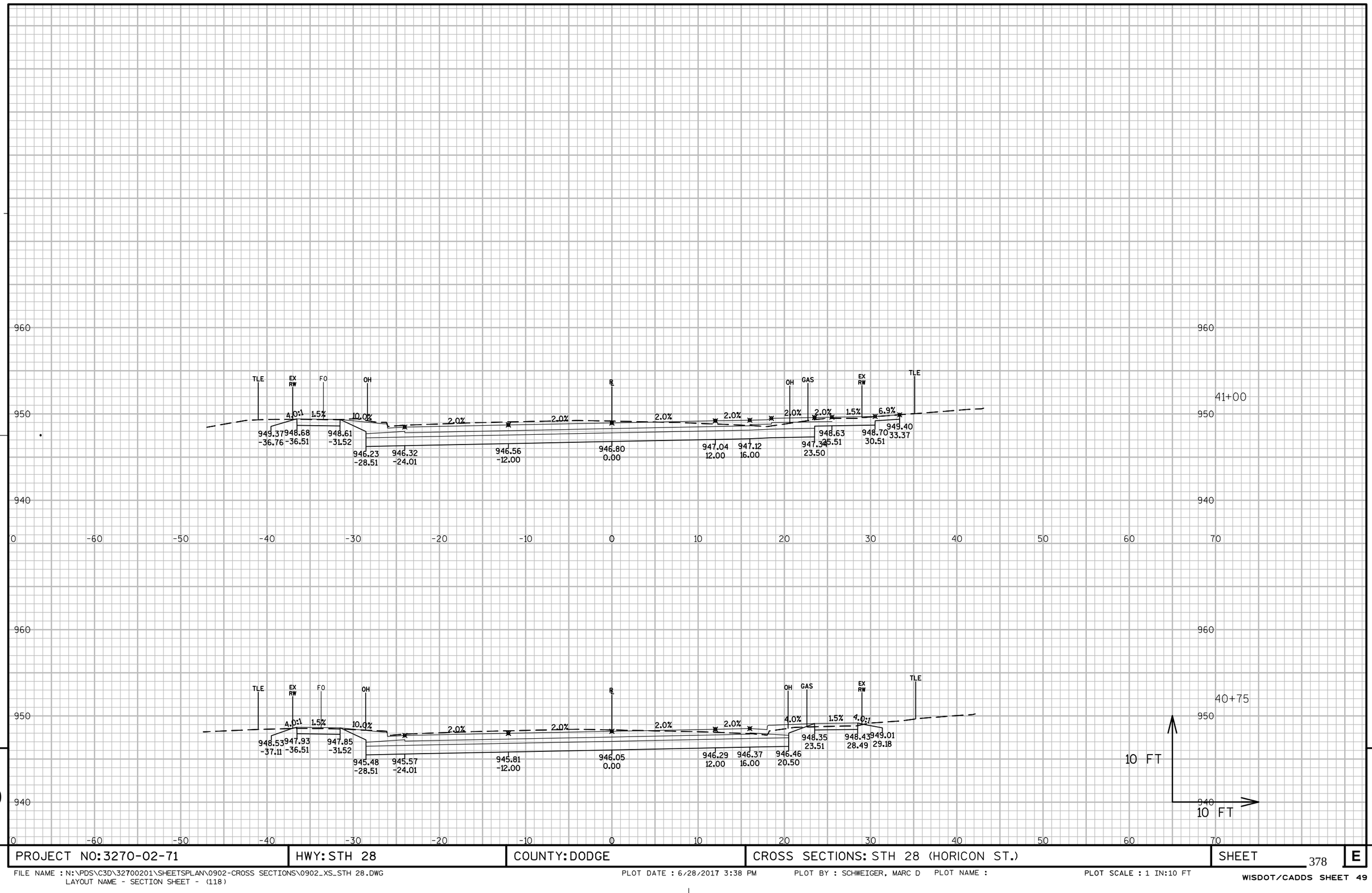


PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 377	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (117)

PLOT DATE : 7/18/2017 11:49 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



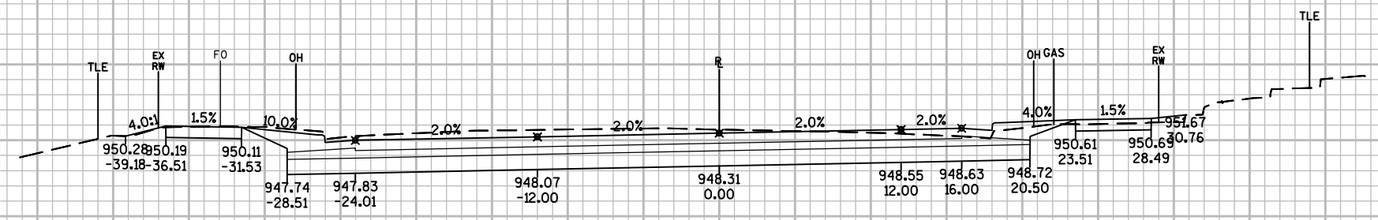
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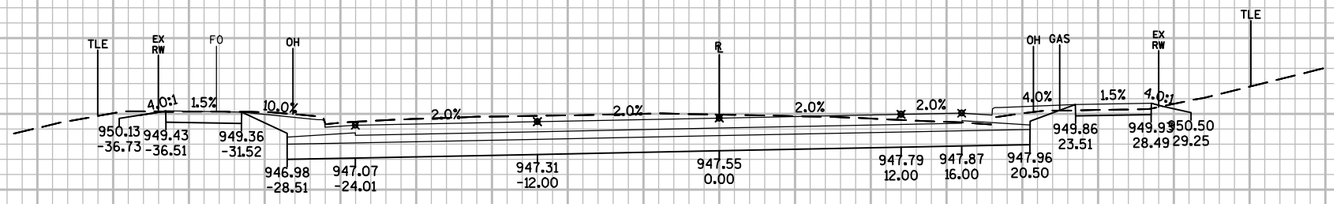
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PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 378	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (118)

PLOT DATE : 6/28/2017 3:38 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT





960 950 940 0 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

960 950 940 41+50

960 950 940 41+25

10 FT

10 FT

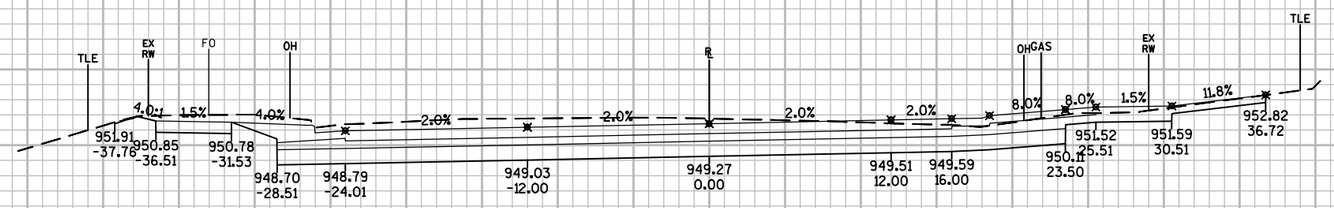
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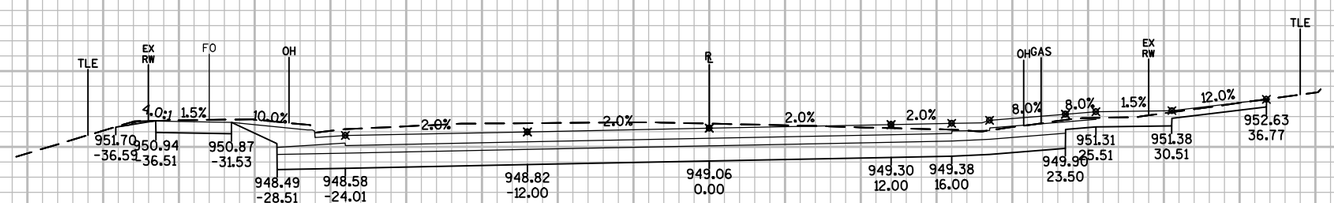
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 379	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (119)

PLOT DATE : 6/28/2017 3:38 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





960 950 940

0 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

41+82

41+75

10 FT

10 FT

9

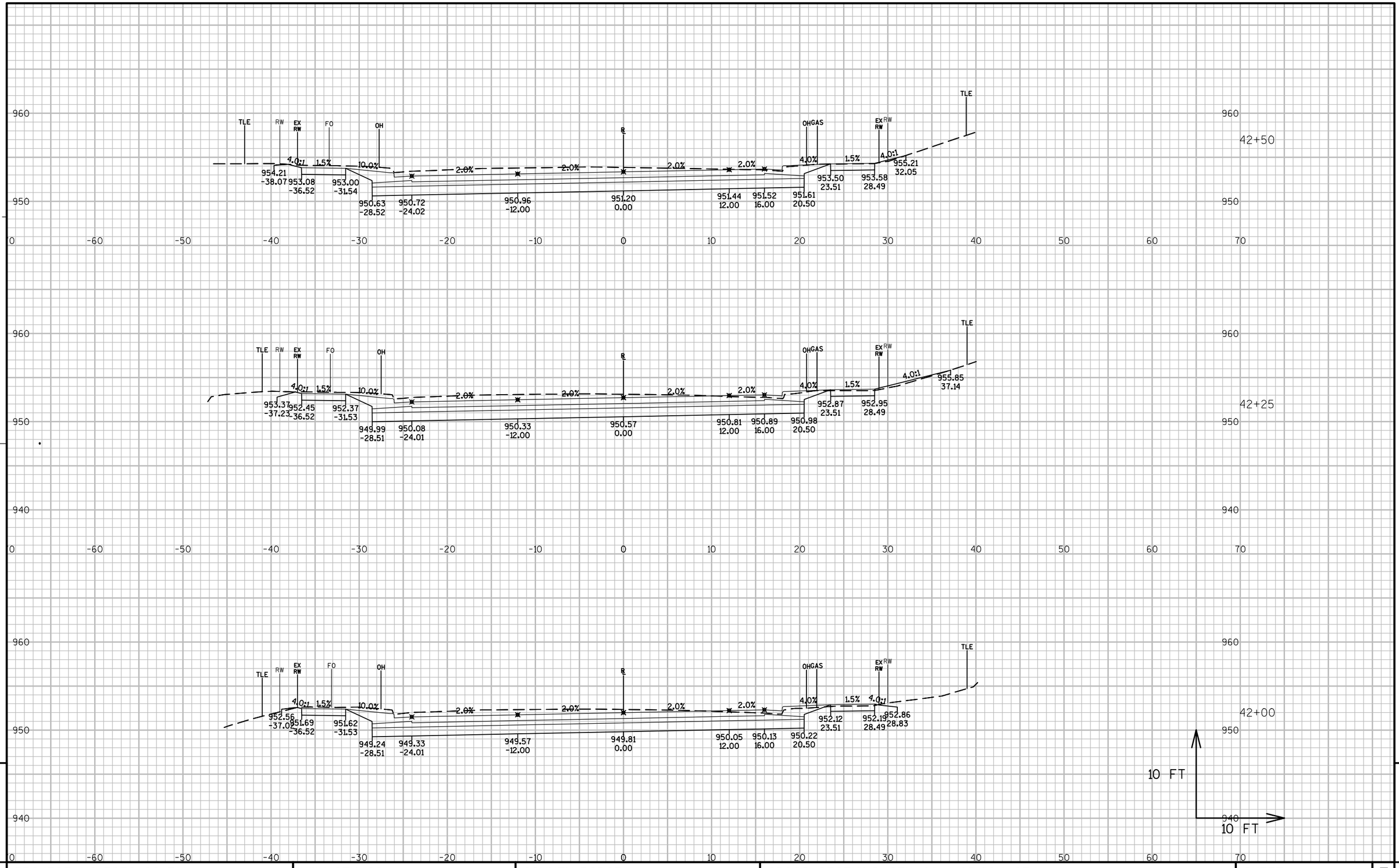
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PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 380	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (120)

PLOT DATE : 6/28/2017 3:39 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

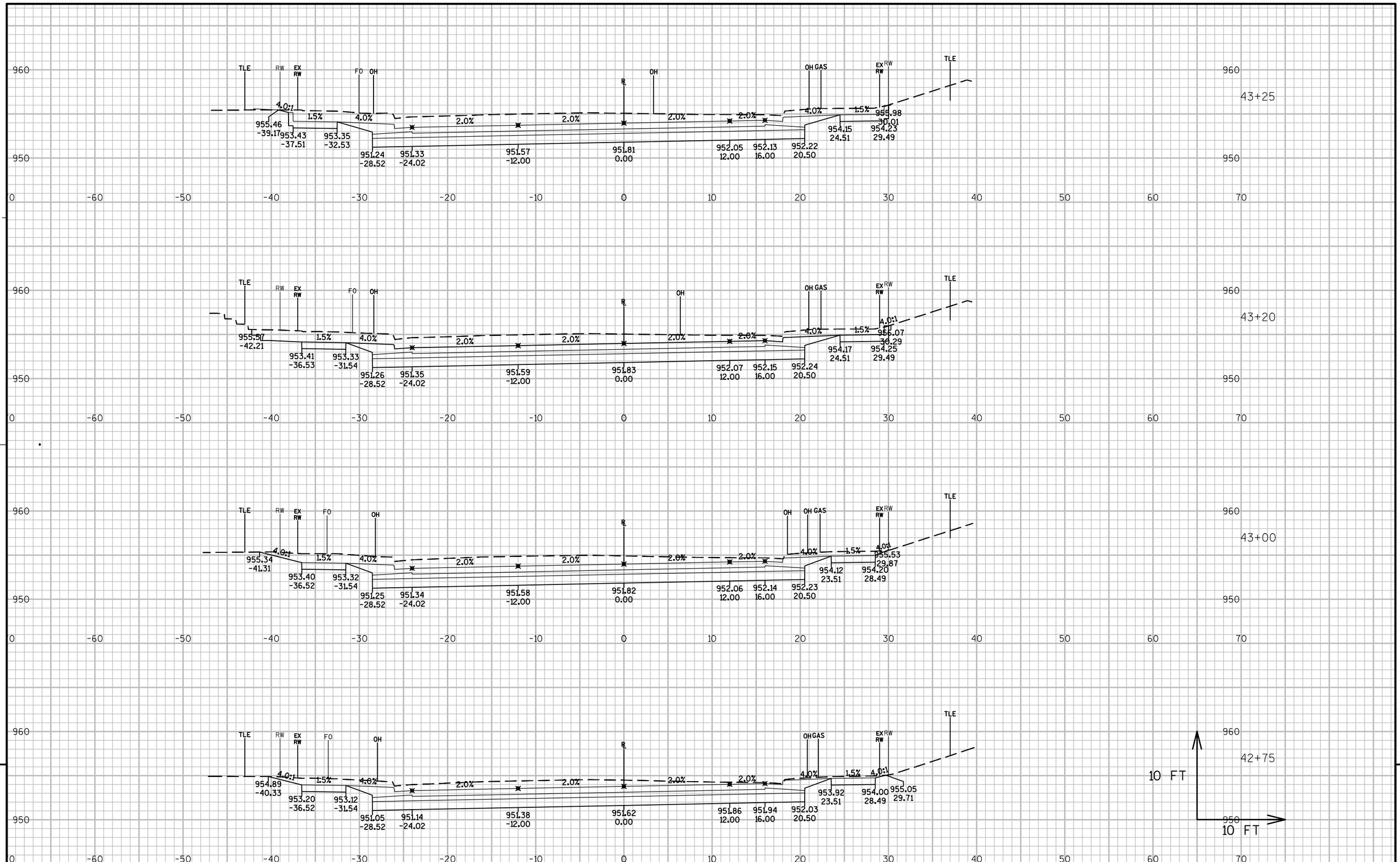


PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 381	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (121)

PLOT DATE : 6/28/2017 3:40 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

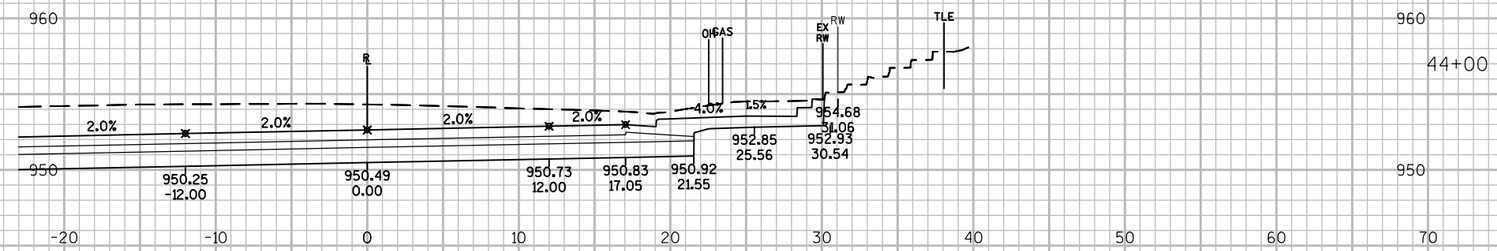


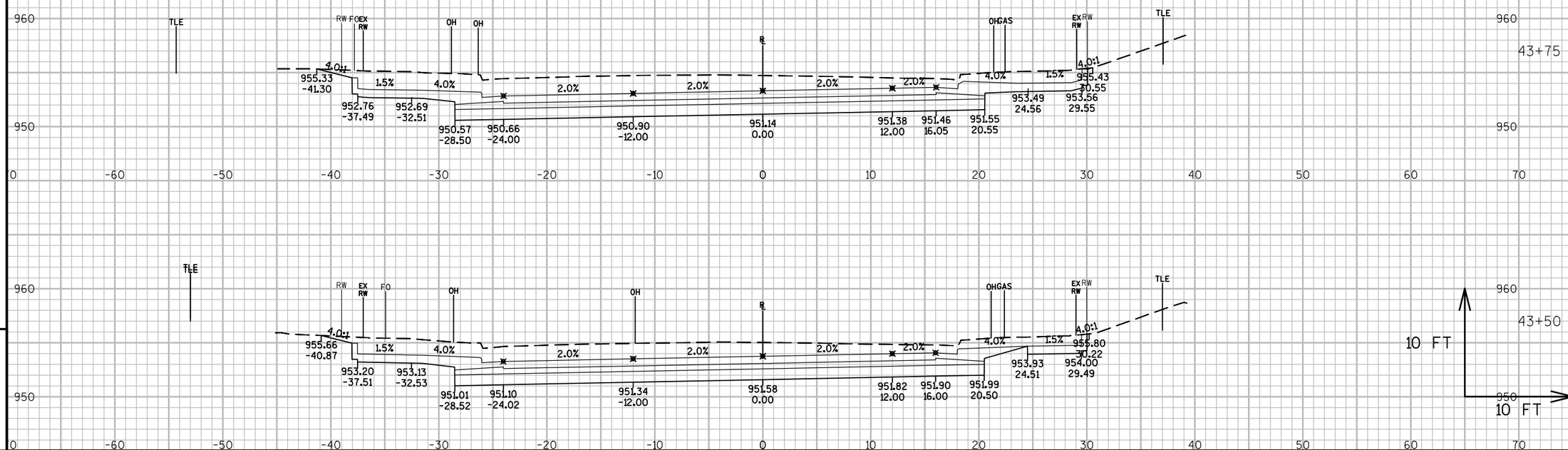
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 382 E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (122)

PLOT DATE : 6/28/2017 3:40 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

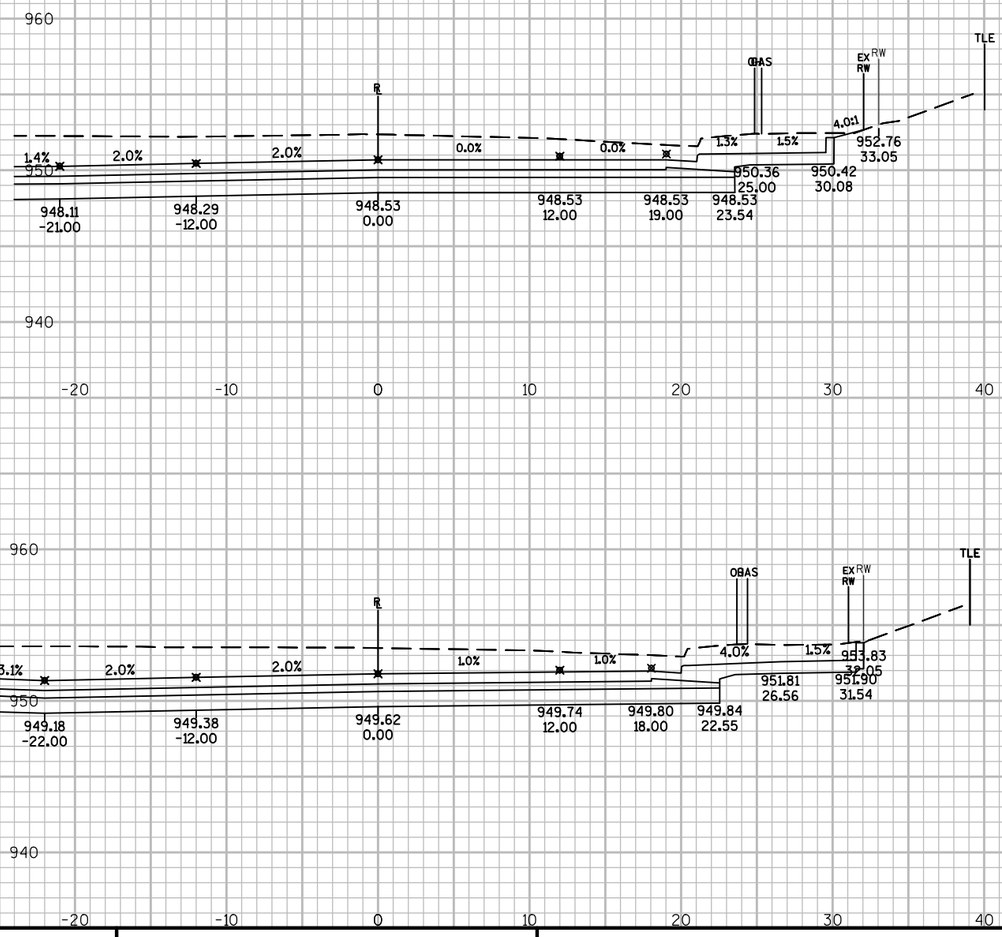




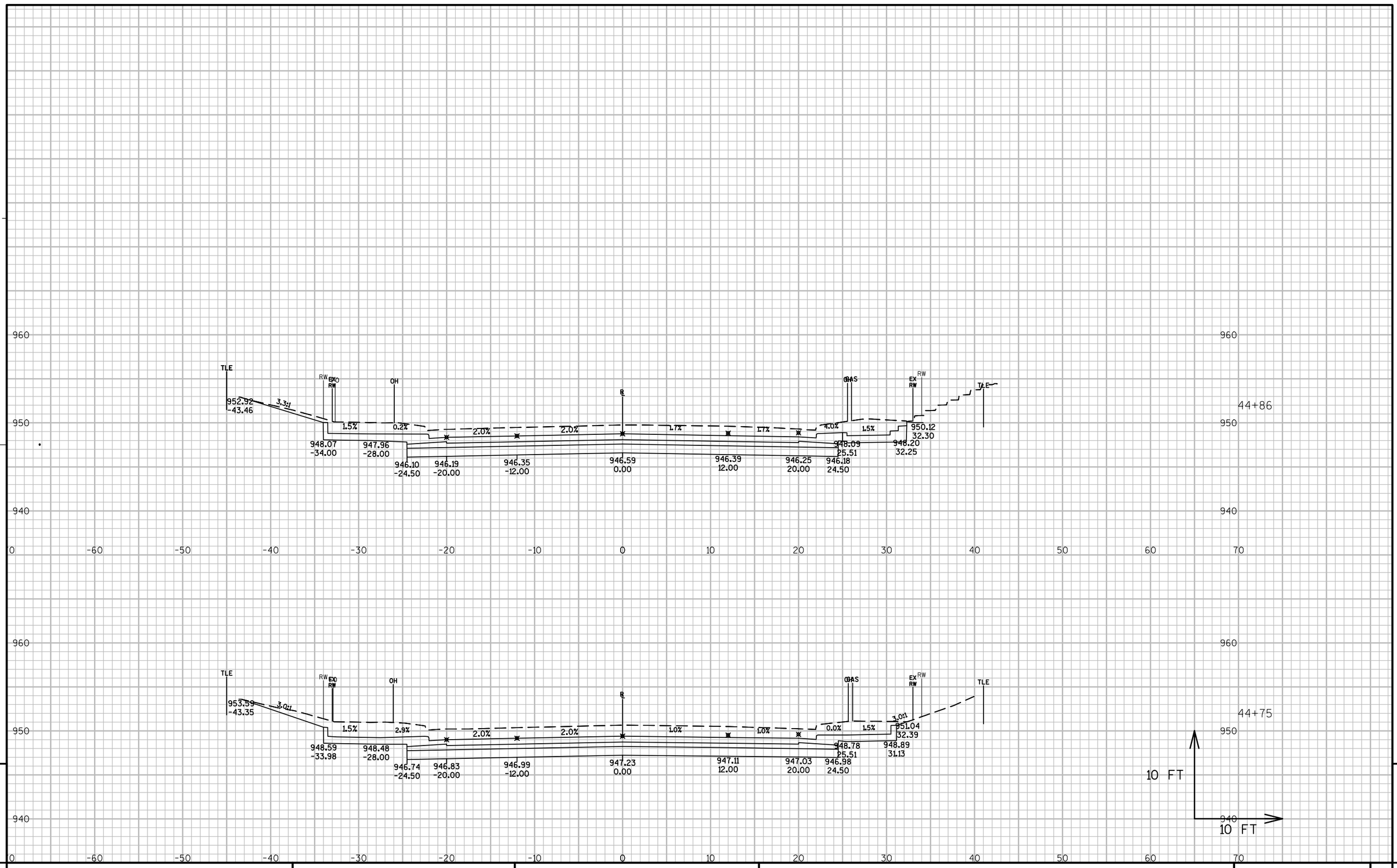
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PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 383	E



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 384	E

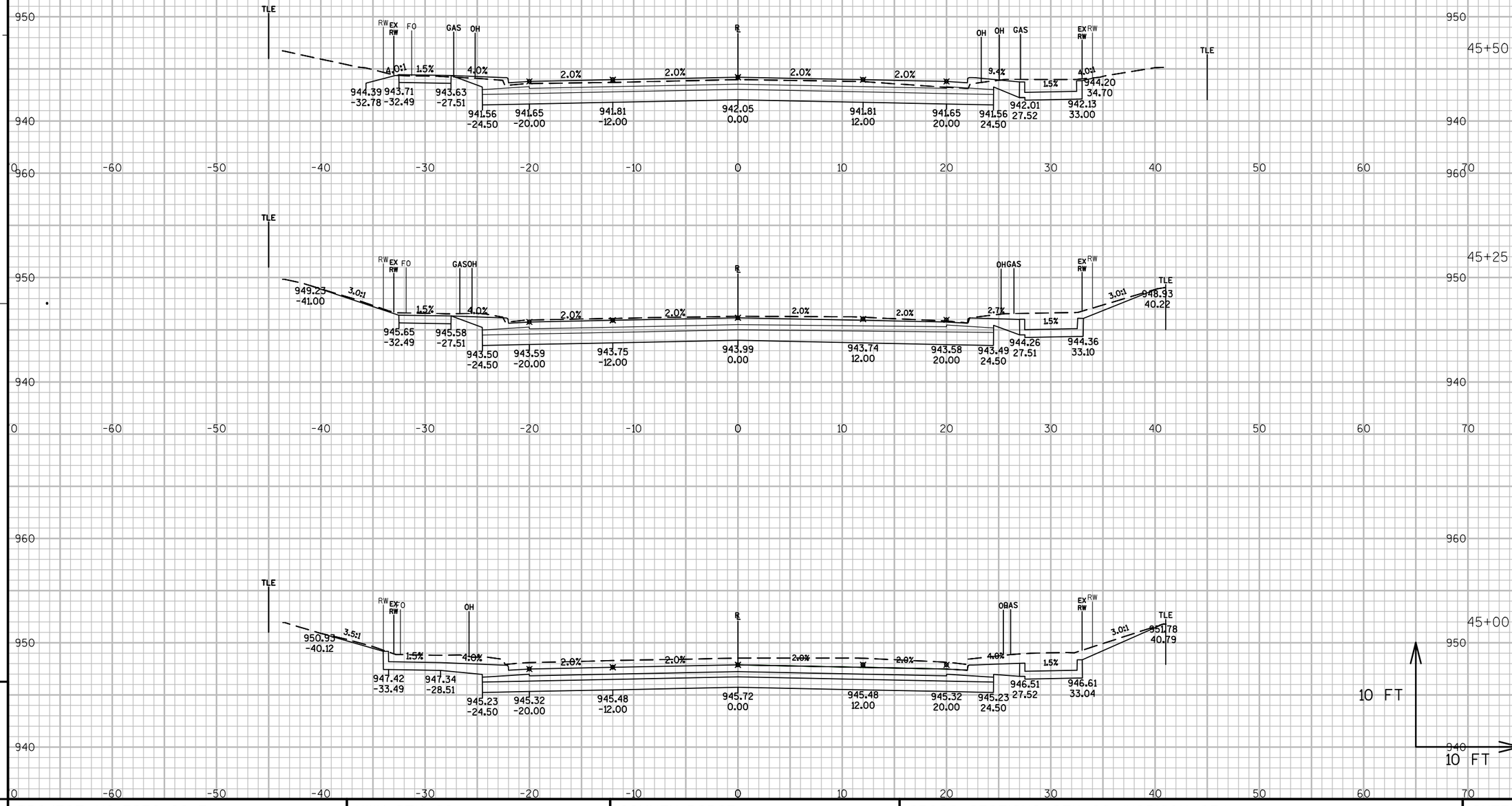


PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 385	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (125)

PLOT DATE : 7/6/2017 2:07 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

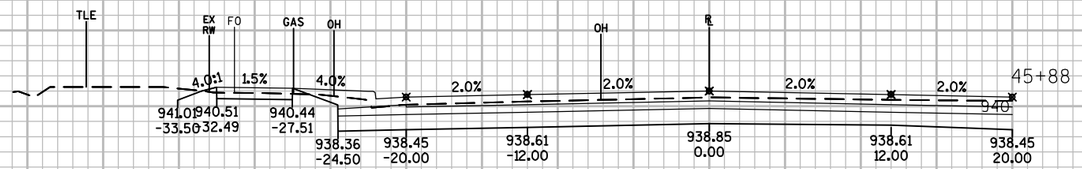
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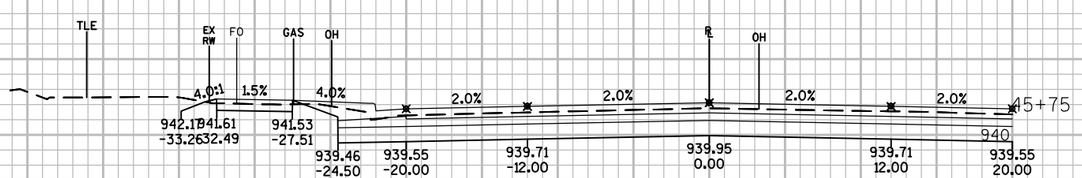
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 386	E

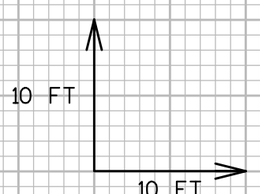
FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (126)

PLOT DATE : 7/6/2017 2:07 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49







9

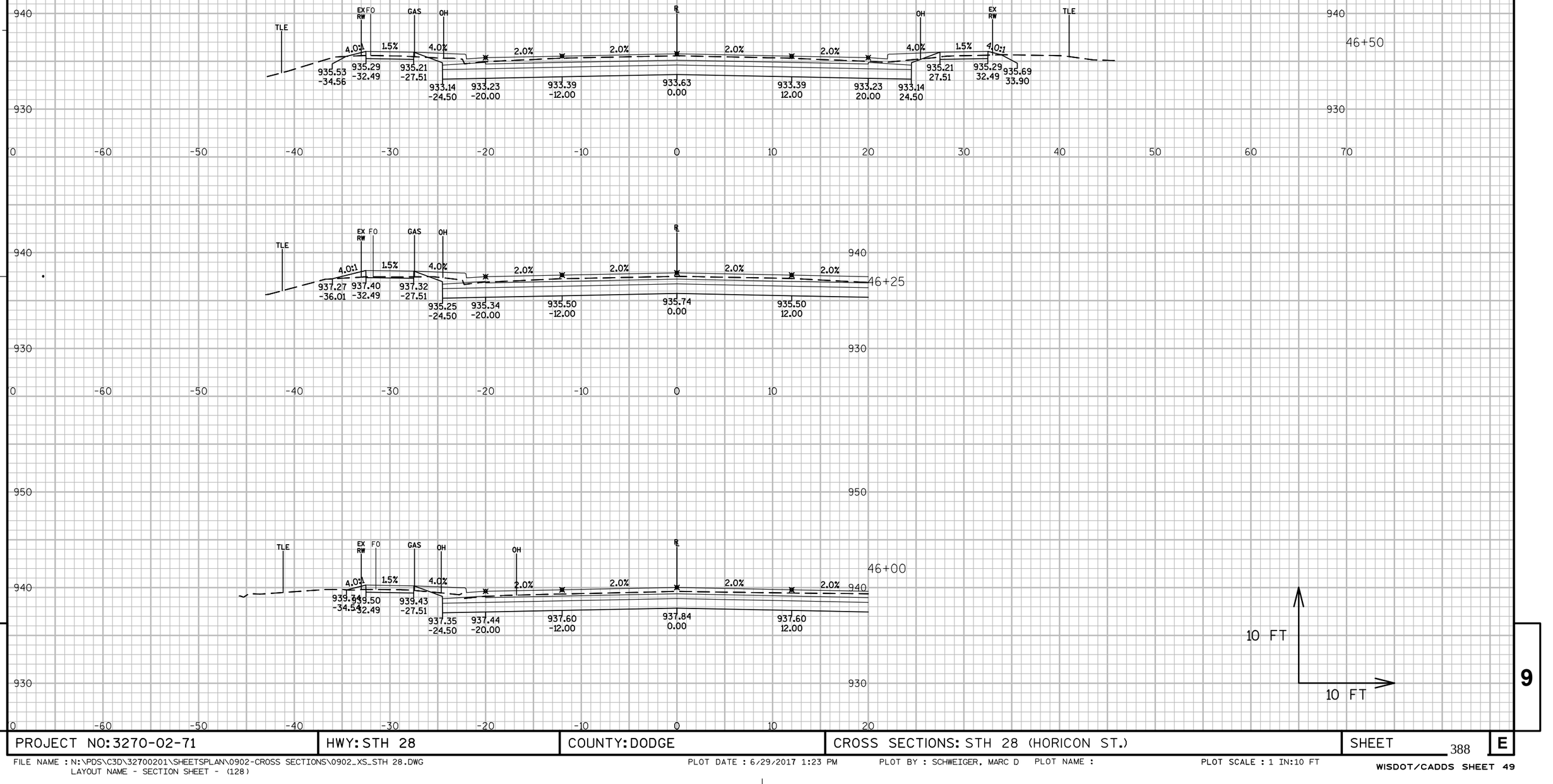
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PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 387	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (127)

PLOT DATE : 6/29/2017 1:22 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

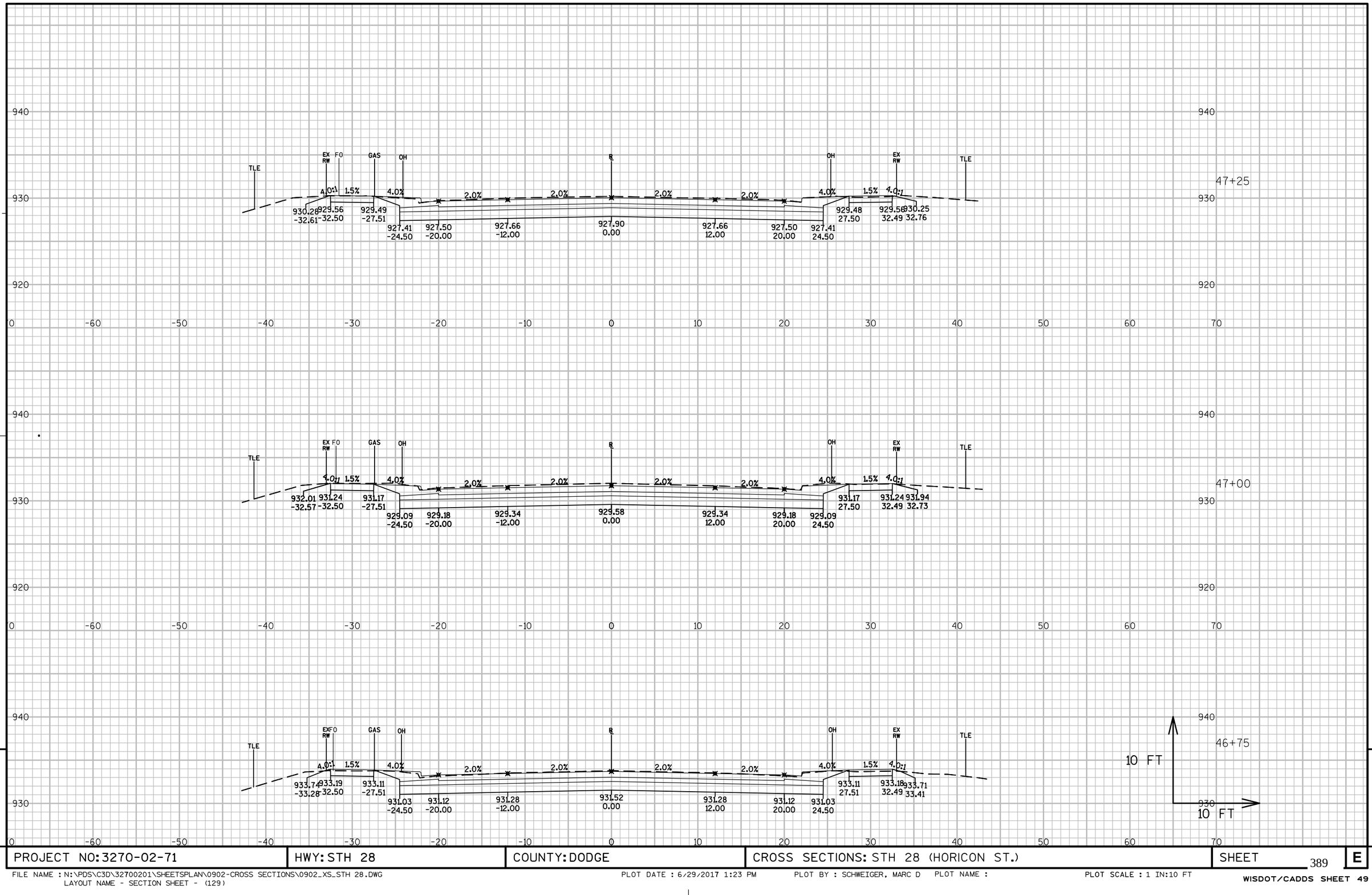
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PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 388	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (128)

PLOT DATE : 6/29/2017 1:23 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

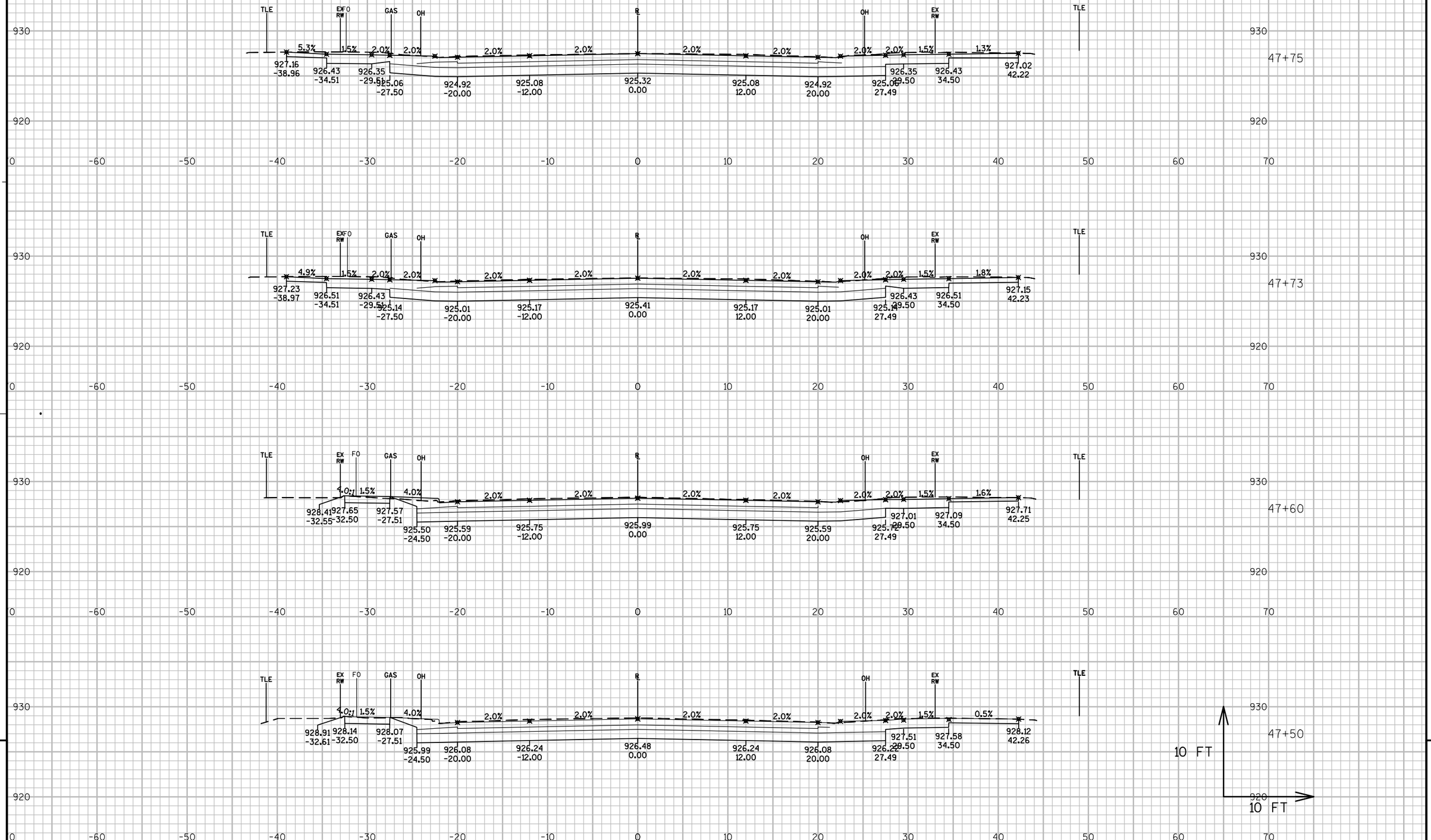


PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 389	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (129)

PLOT DATE : 6/29/2017 1:23 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

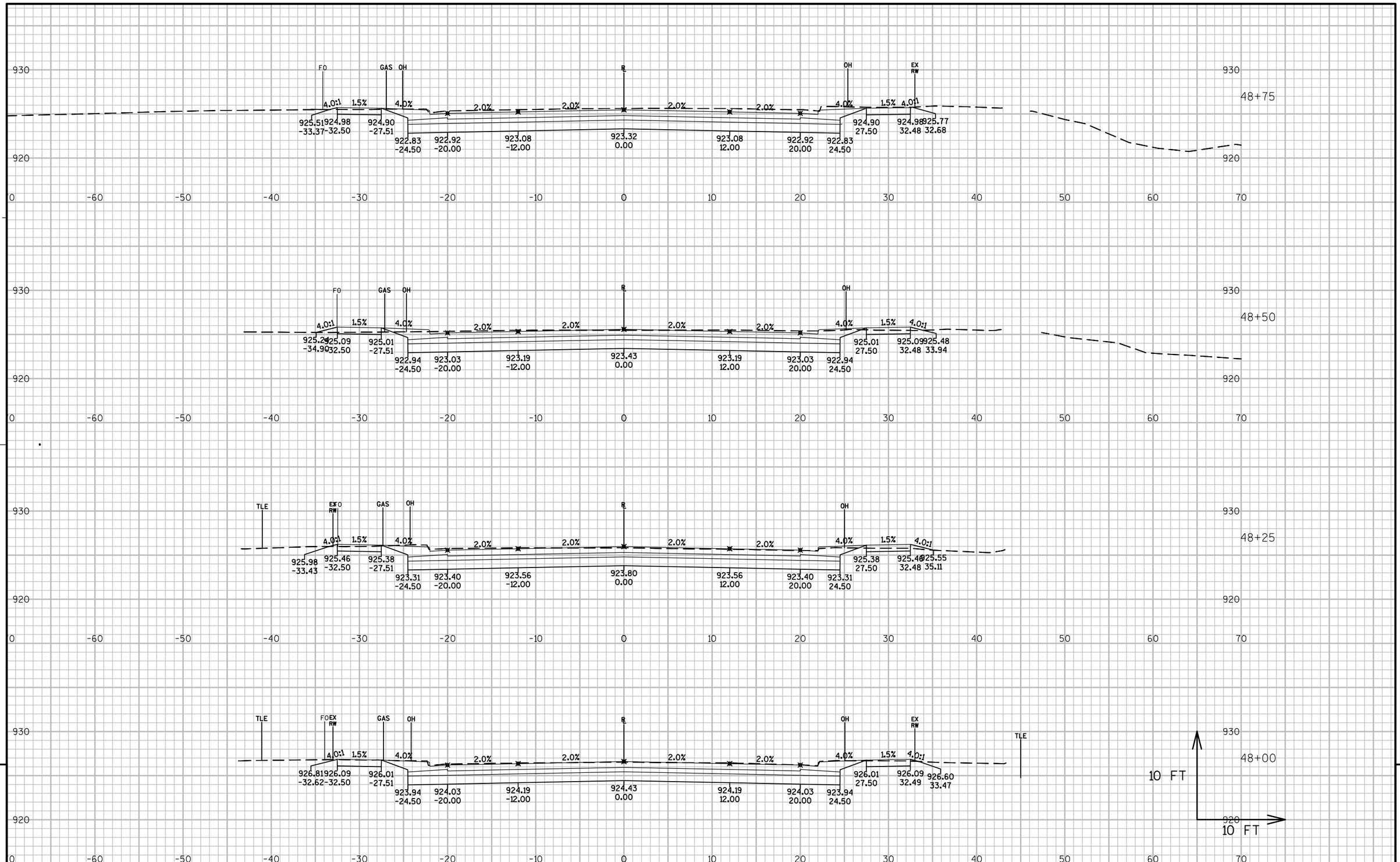


PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 390 E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (130)

PLOT DATE : 6/29/2017 1:24 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

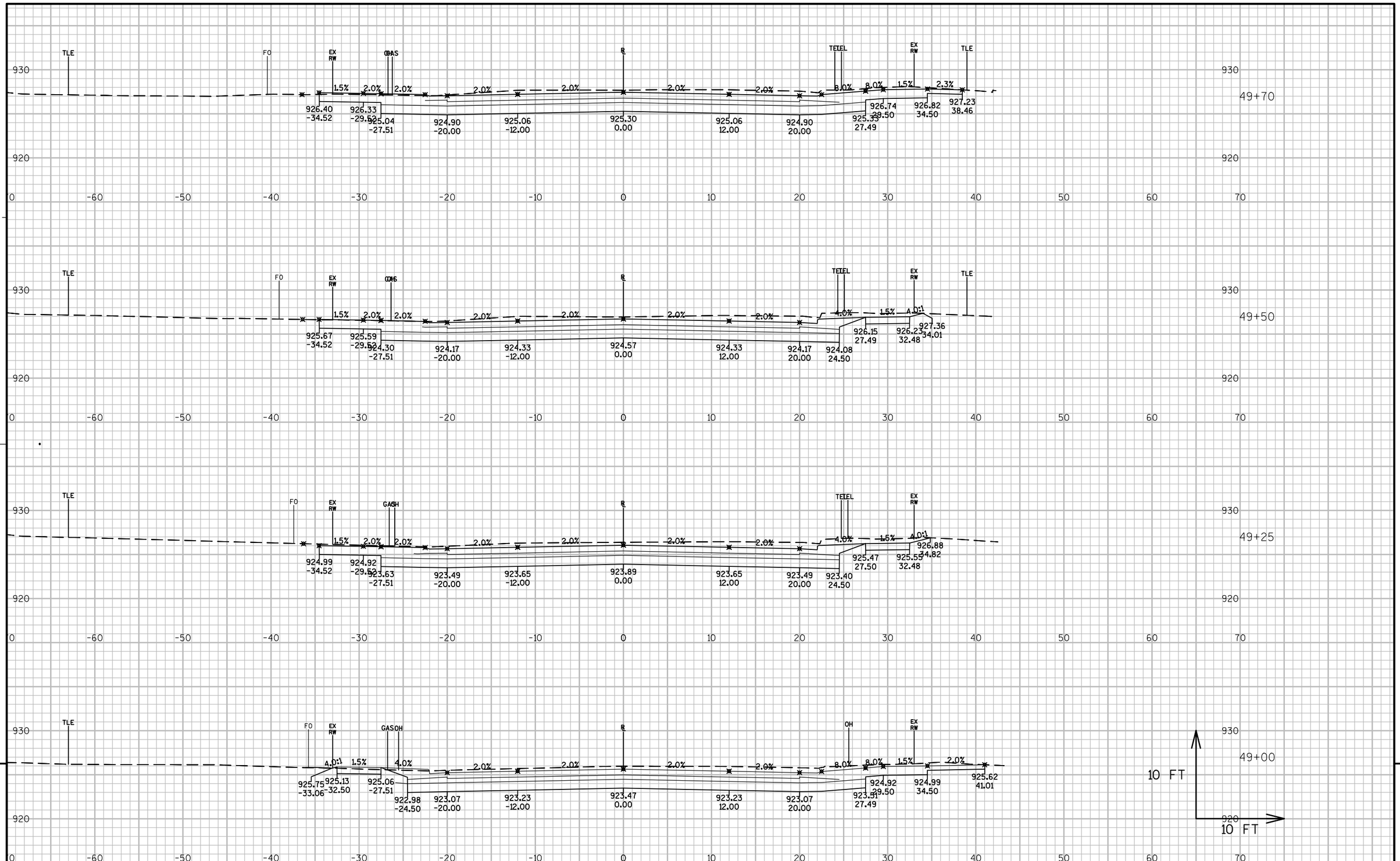


PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 391 E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (131)

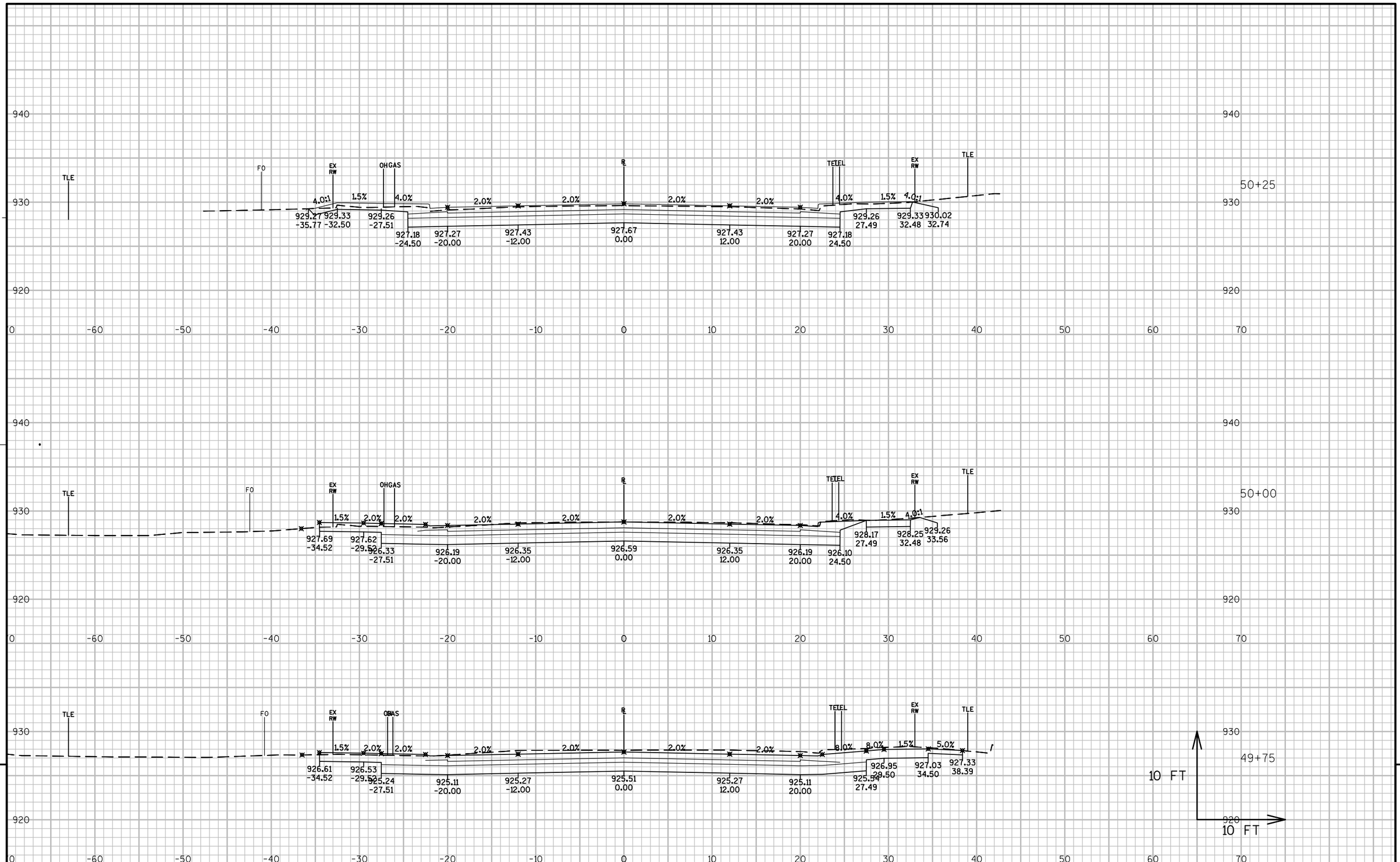
PLOT DATE : 6/29/2017 1:25 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 392	E



9

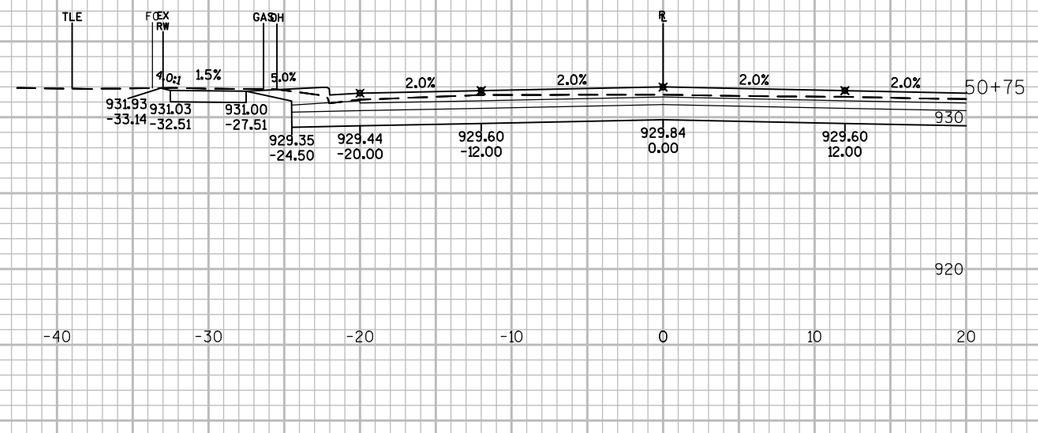
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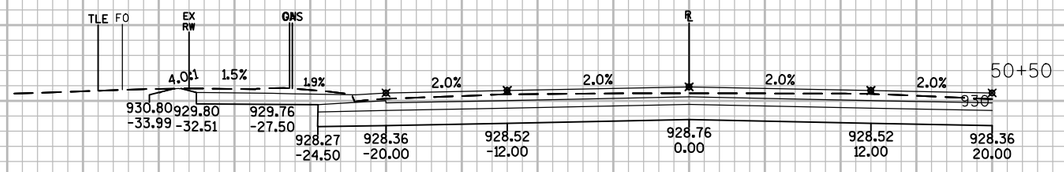
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 393	E

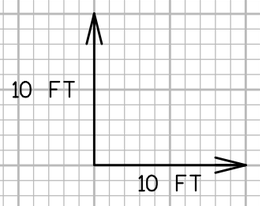
FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (133)

PLOT DATE : 6/29/2017 1:26 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





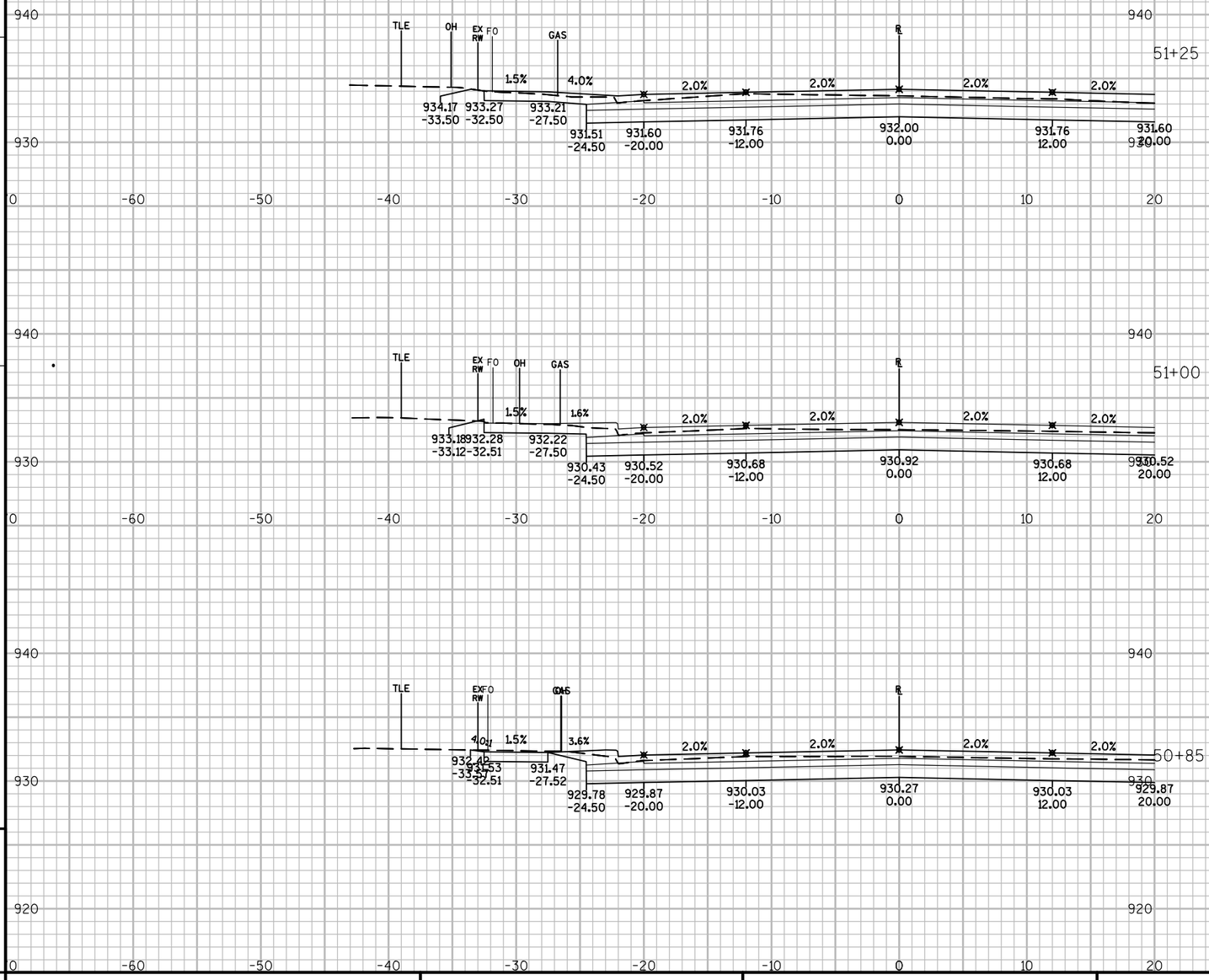


PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 394	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (134)

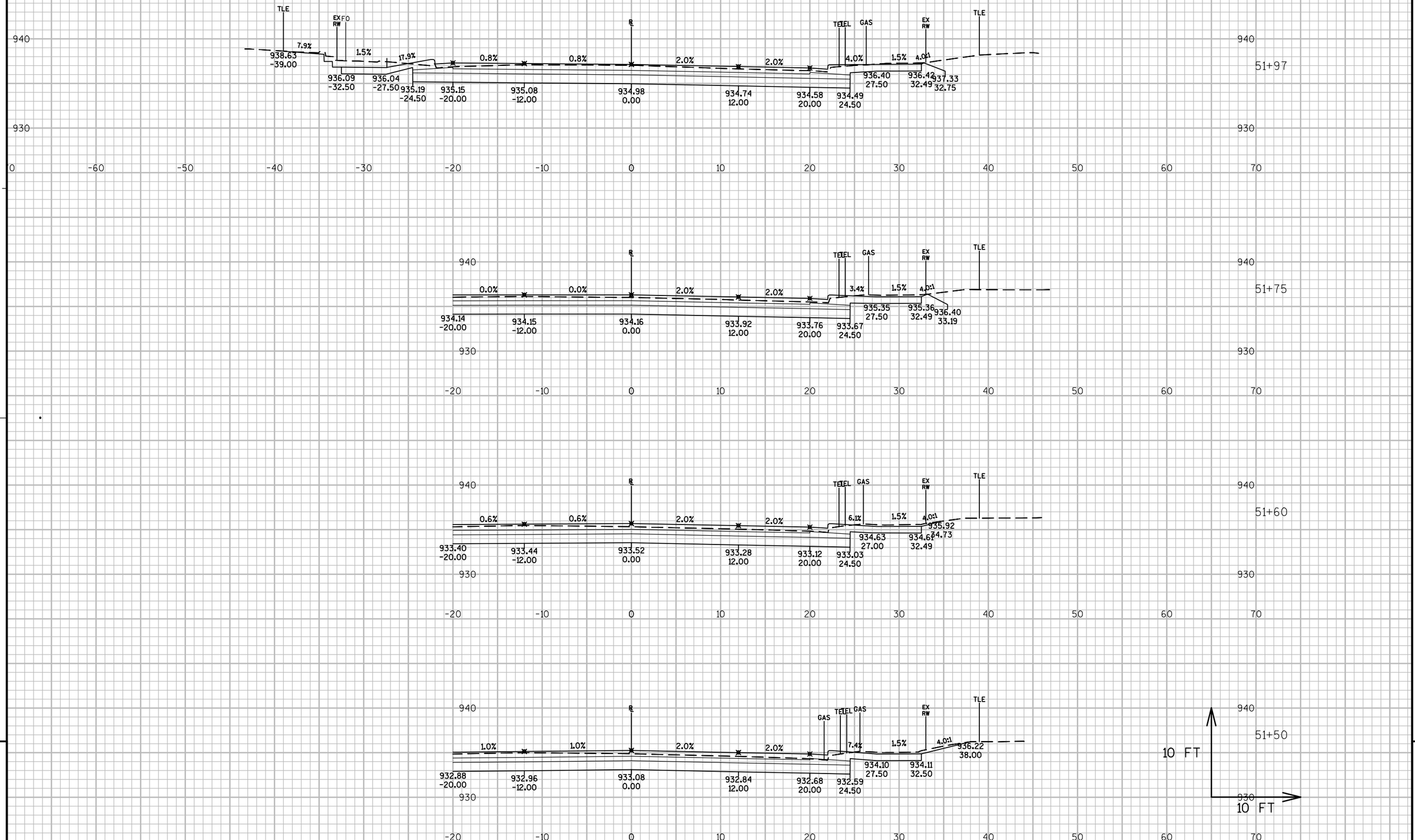
PLOT DATE : 7/5/2017 8:36 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



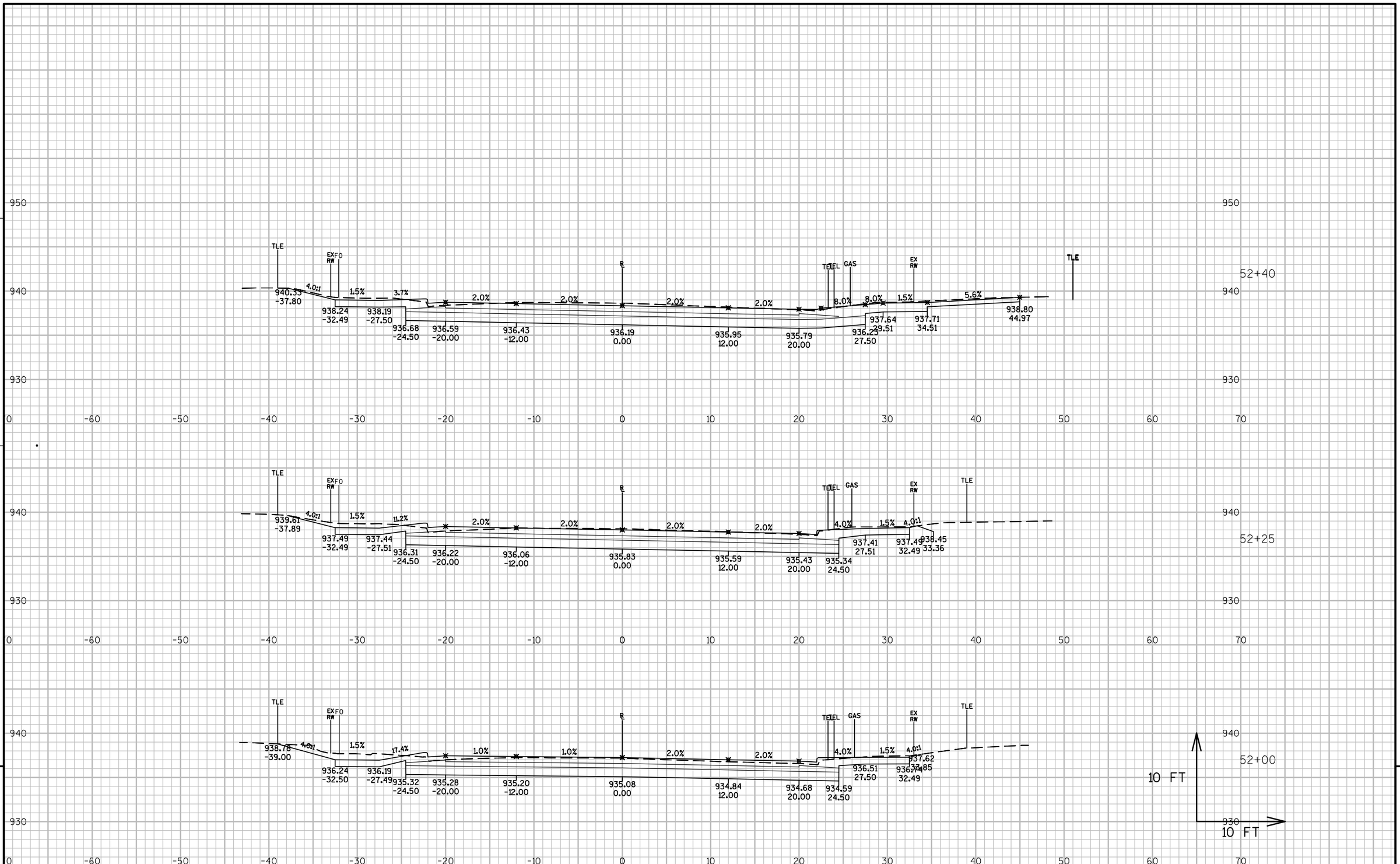
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 395	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (135)
PLOT DATE : 7/5/2017 8:37 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 396	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (136)
PLOT DATE : 7/5/2017 8:37 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 397 E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (137)

PLOT DATE : 7/5/2017 8:38 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

9

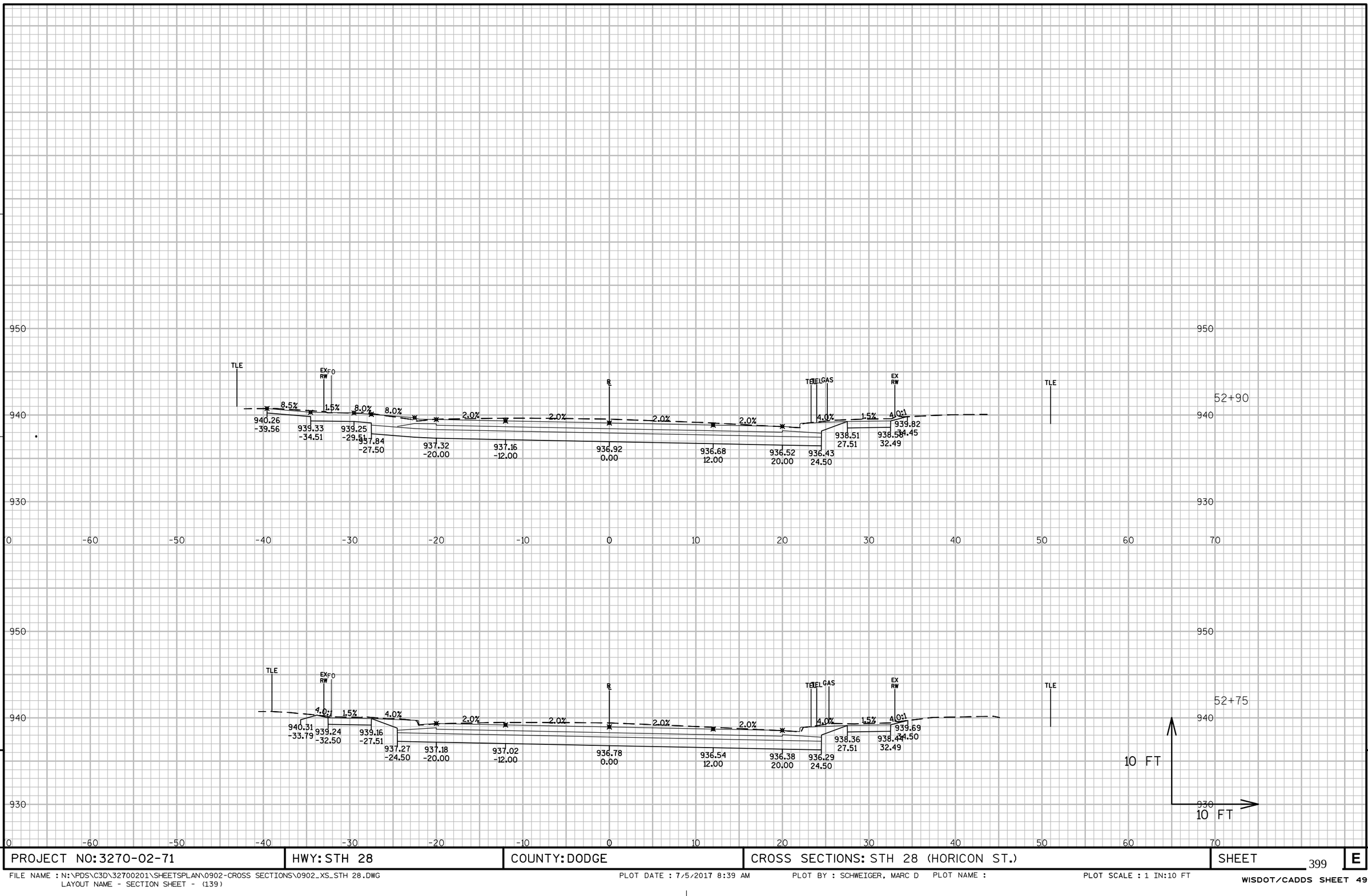
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PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 398	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (138)

PLOT DATE : 7/5/2017 8:39 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

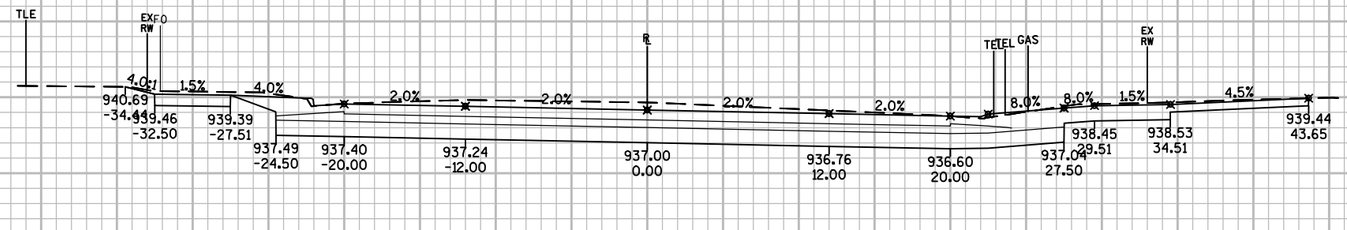


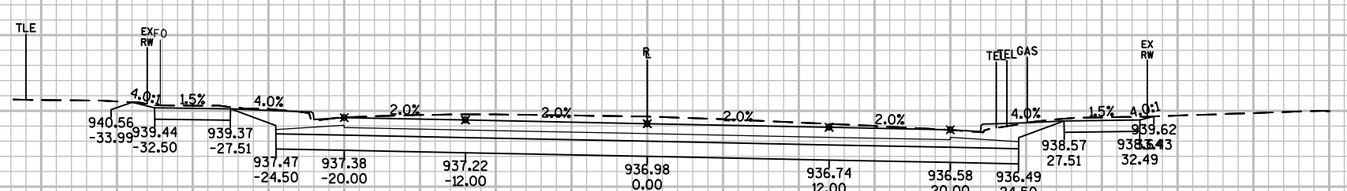
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 399	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (139)

PLOT DATE : 7/5/2017 8:39 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





950 940 930 950 940 930

0 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

53+05

53+00

10 FT

10 FT

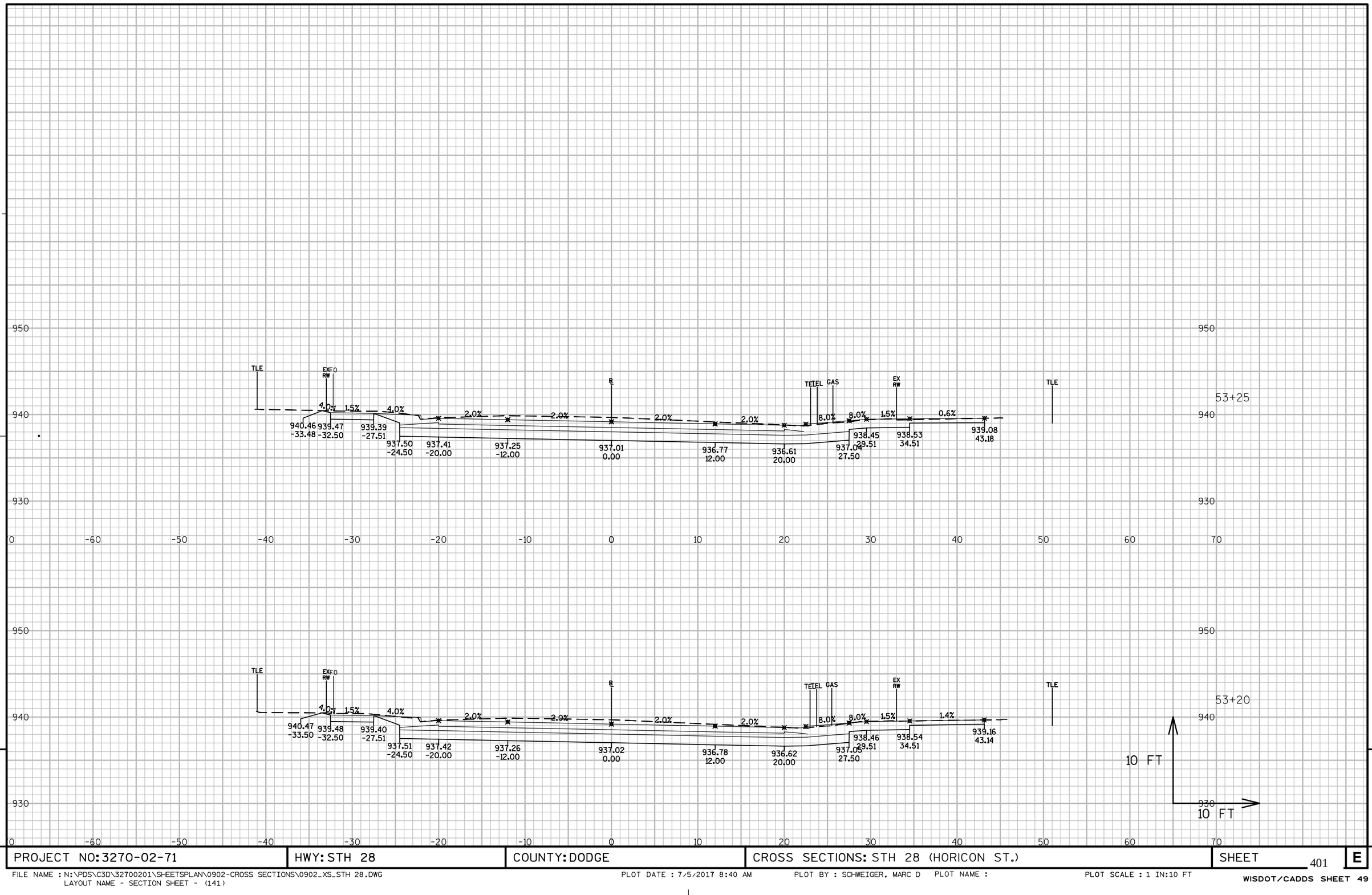
9 9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 400	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (140)

PLOT DATE : 7/5/2017 8:40 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 401	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (141)

PLOT DATE : 7/5/2017 8:40 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

9

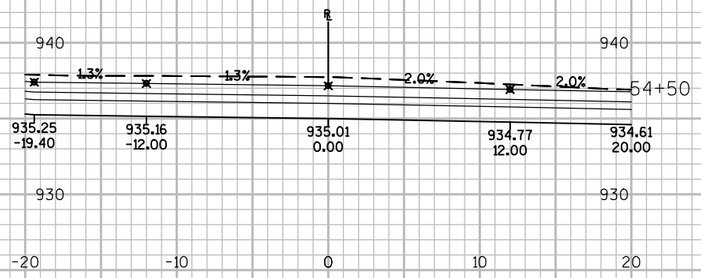
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PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 402	E

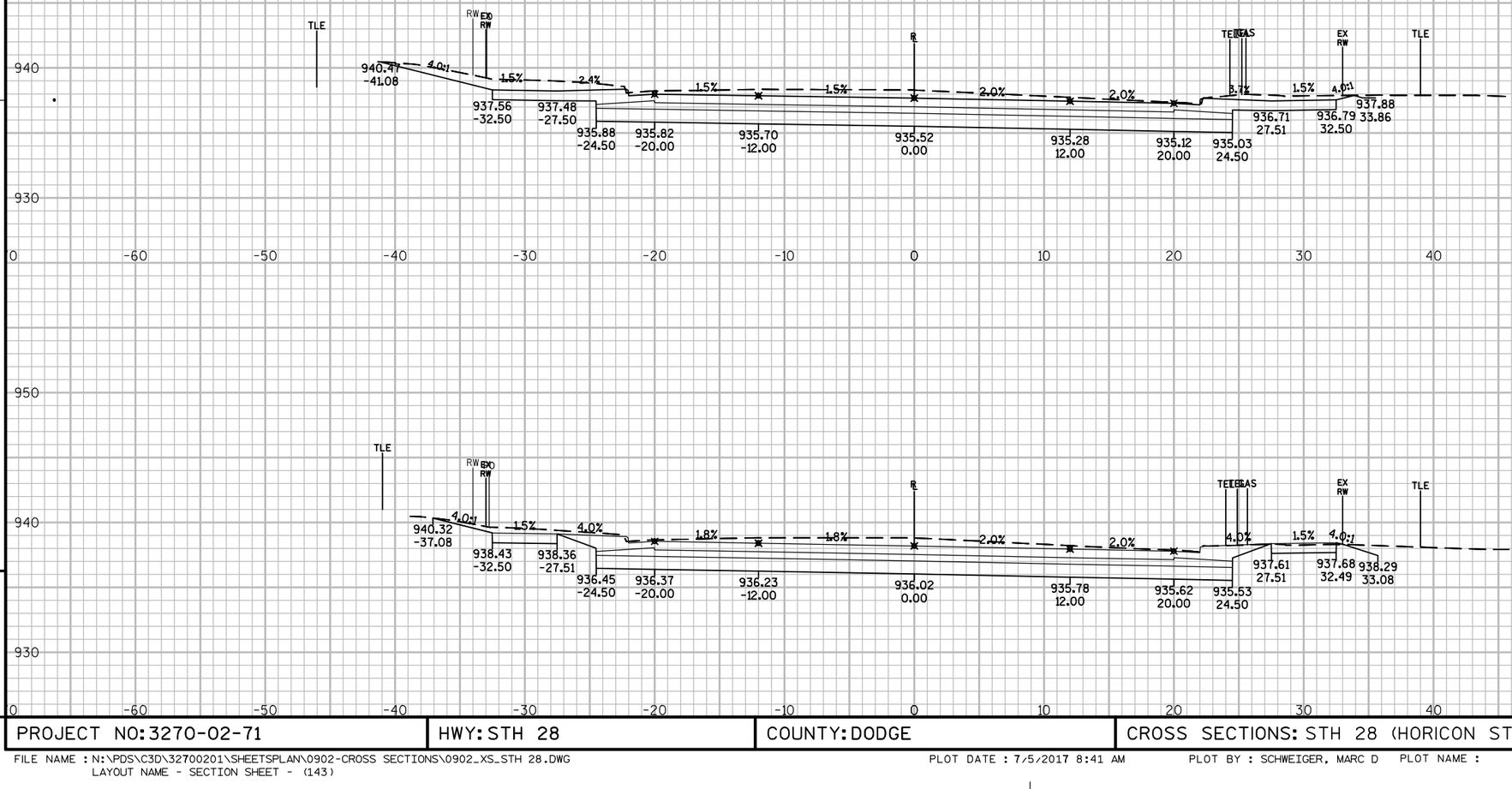
FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (142)

PLOT DATE : 7/5/2017 8:41 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

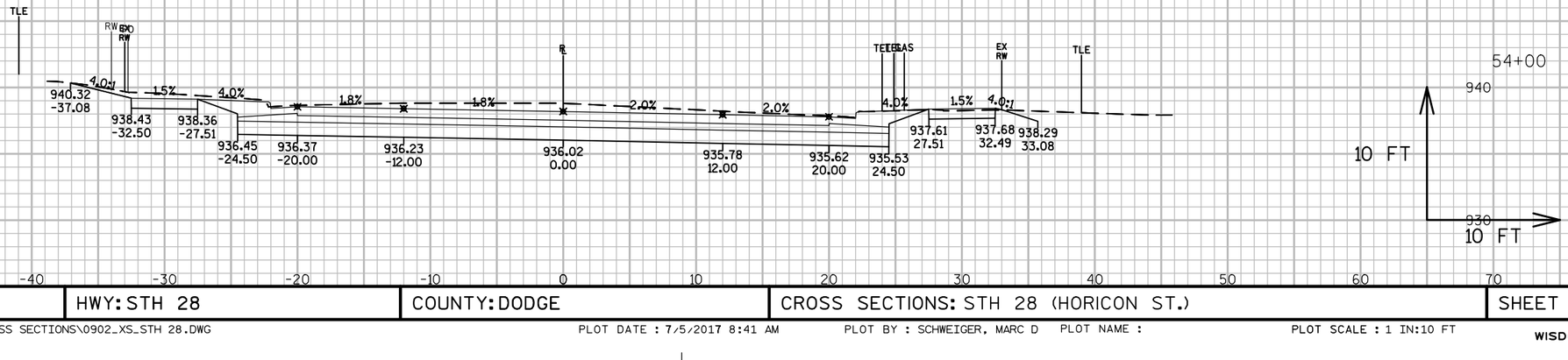
WISDOT/CADDS SHEET 49



54+50



54+25



54+00

9

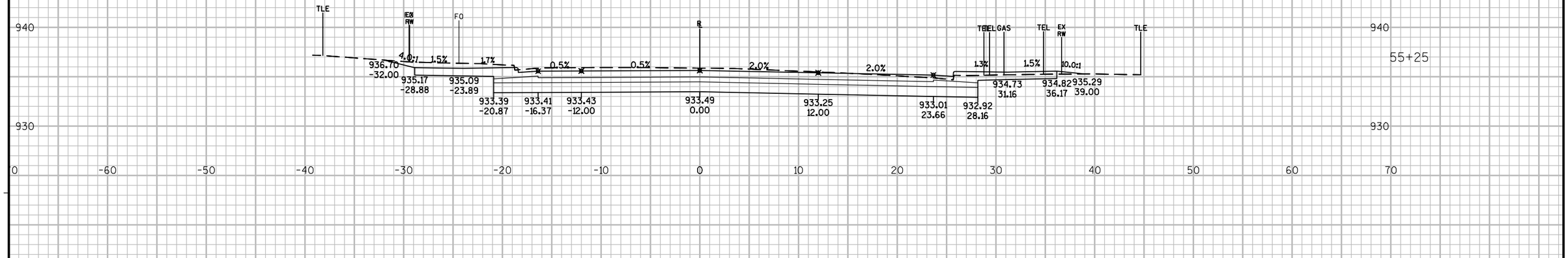
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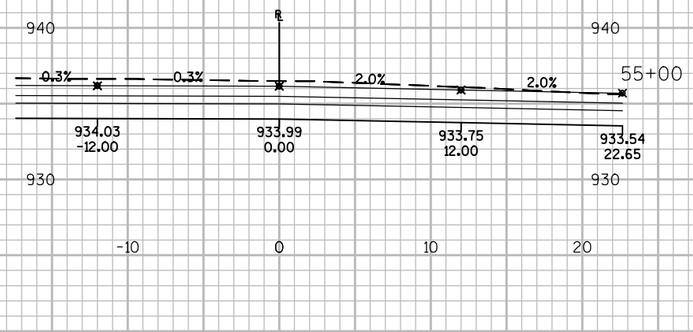
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 403	E

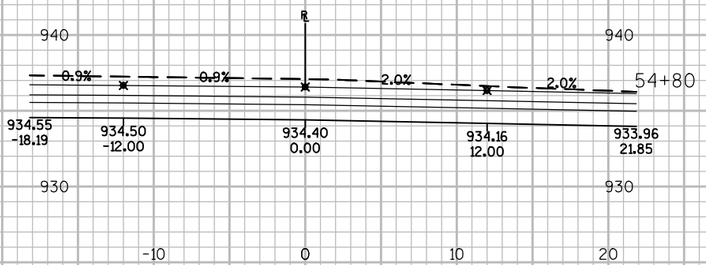
FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (143)

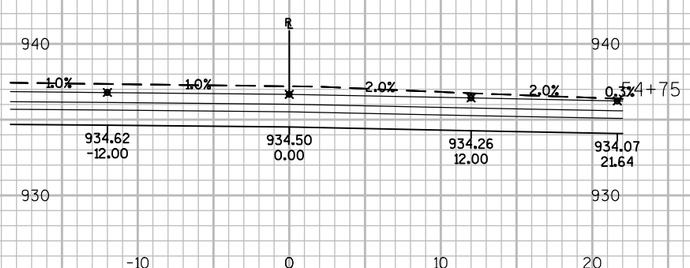
PLOT DATE : 7/5/2017 8:41 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49







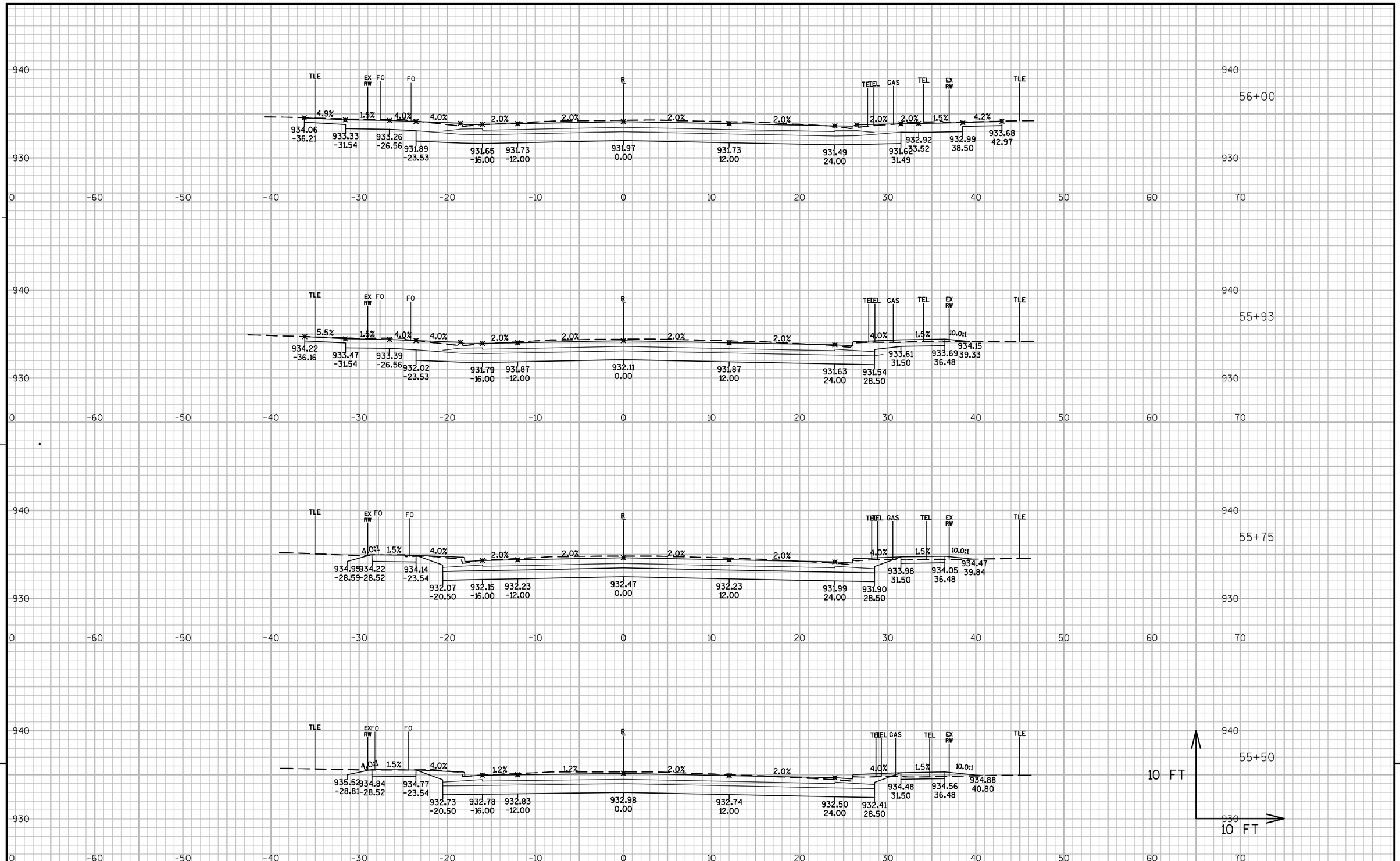




9

9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 404	E



9

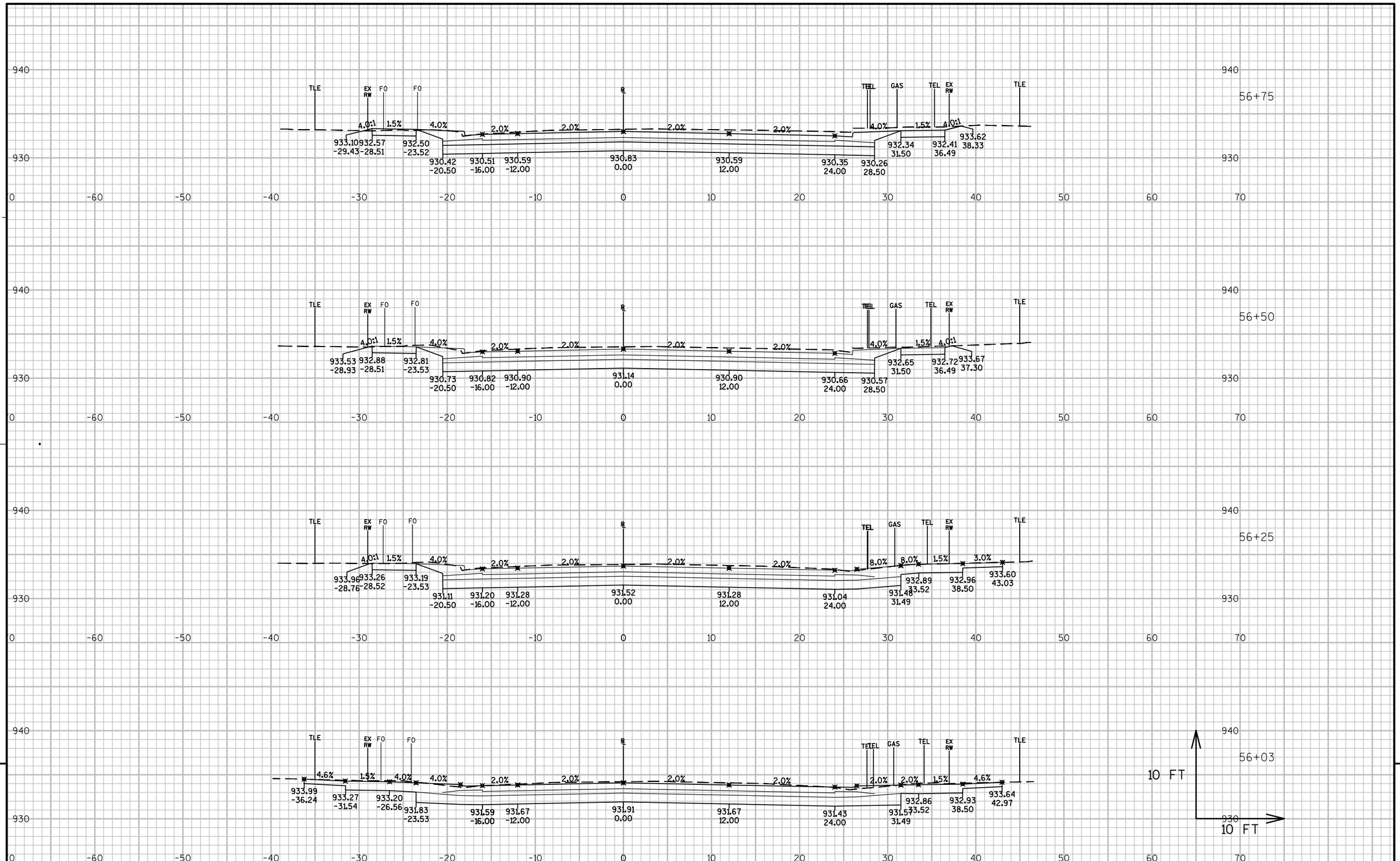
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PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 405	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (145)

PLOT DATE : 7/18/2017 11:51 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

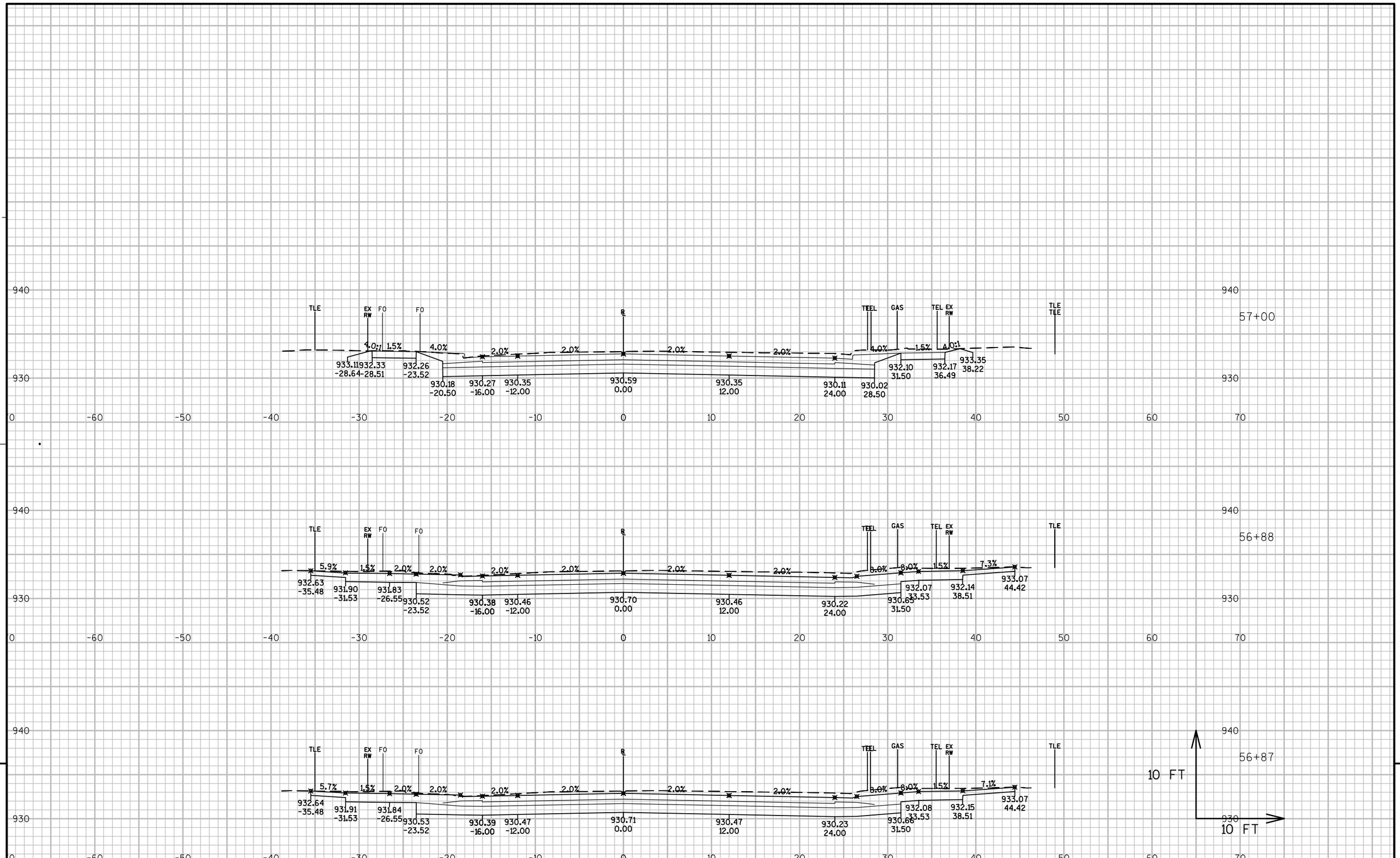
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PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 406	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (146)

PLOT DATE : 7/5/2017 12:40 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

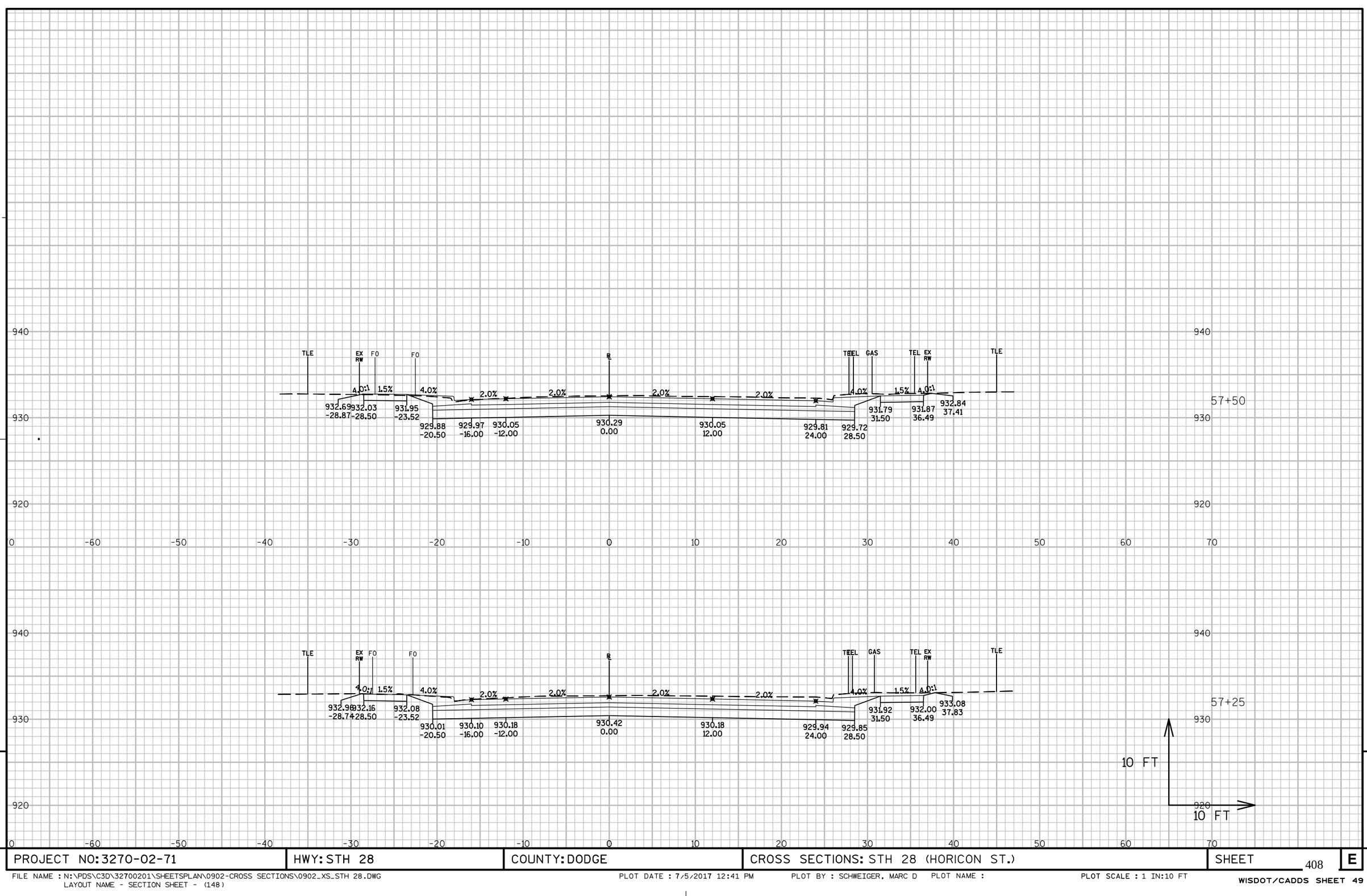
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PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 407	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (147)

PLOT DATE : 7/5/2017 12:41 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

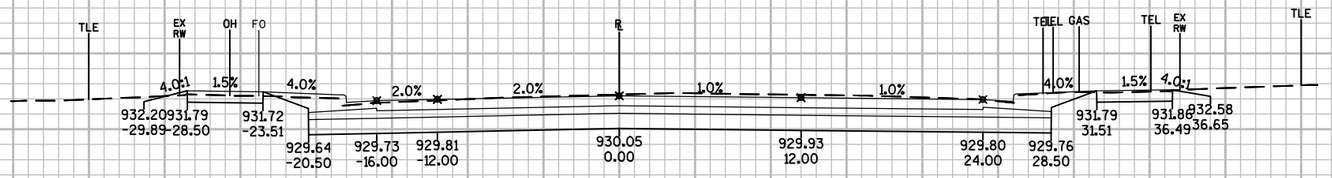


PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 408	E

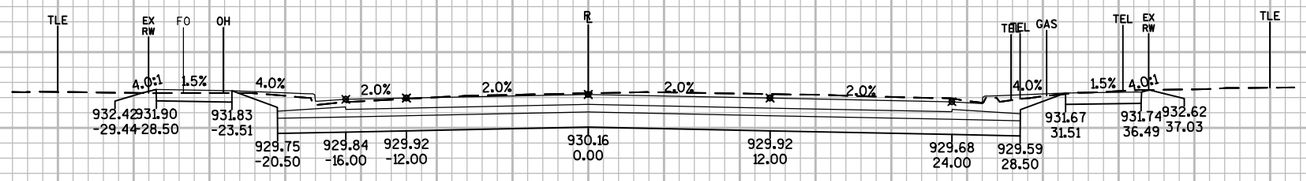
FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (148)

PLOT DATE : 7/5/2017 12:41 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



940
930
920
0 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70
940
930
920
58+00



940
930
920
0 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70
940
930
920
57+75

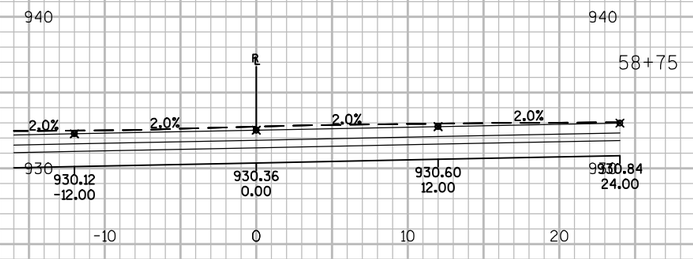
10 FT
10 FT

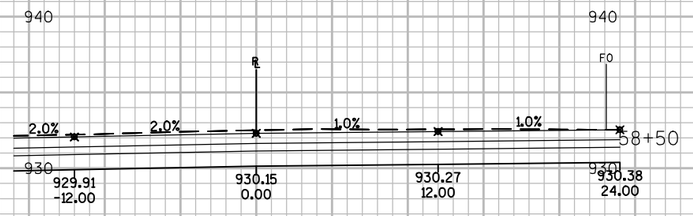
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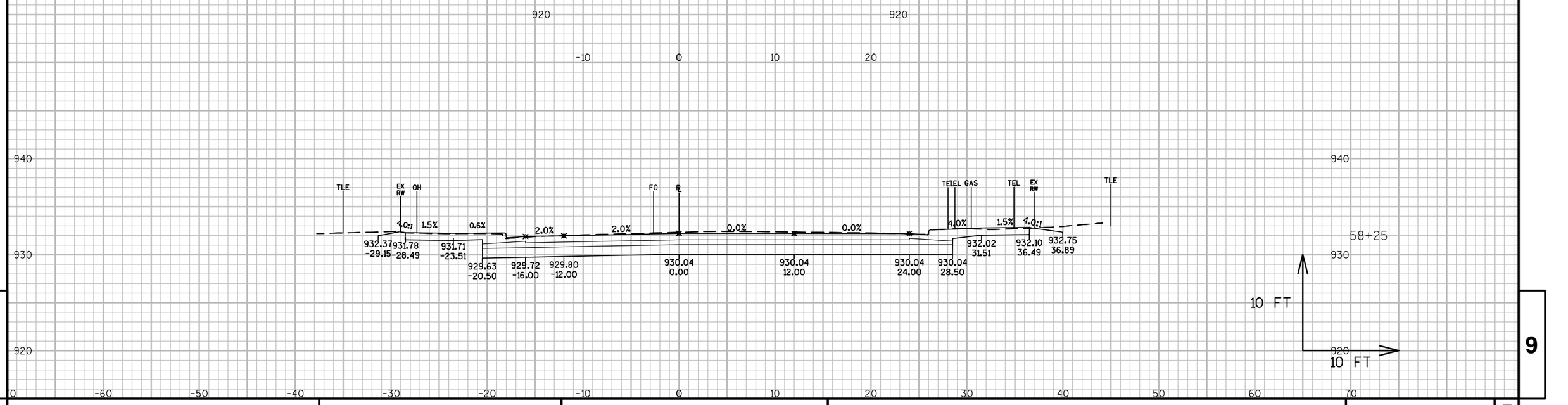
PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 409	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (149)
PLOT DATE : 7/18/2017 11:51 AM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

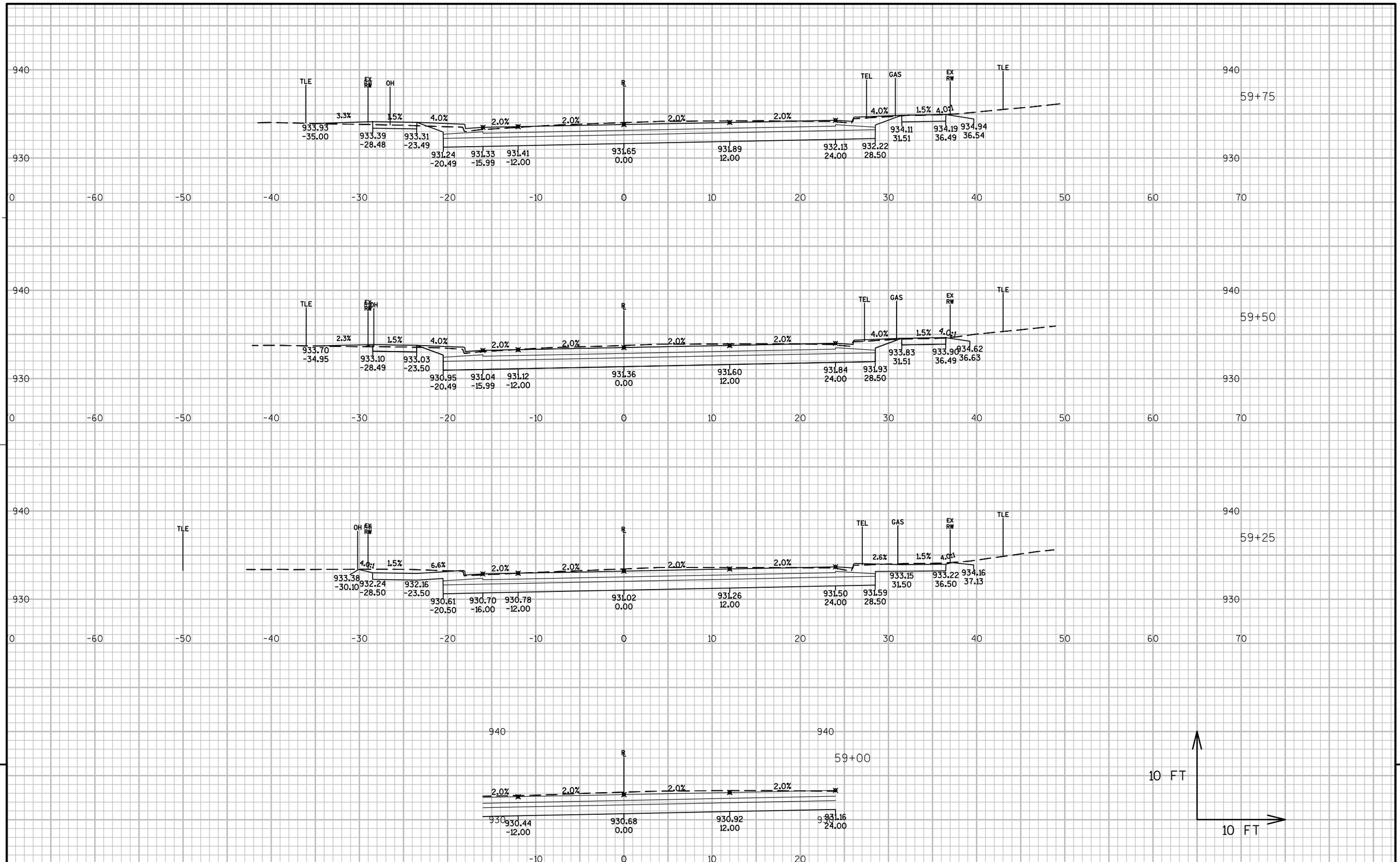
WISDOT/CADDS SHEET 49







PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 410	E



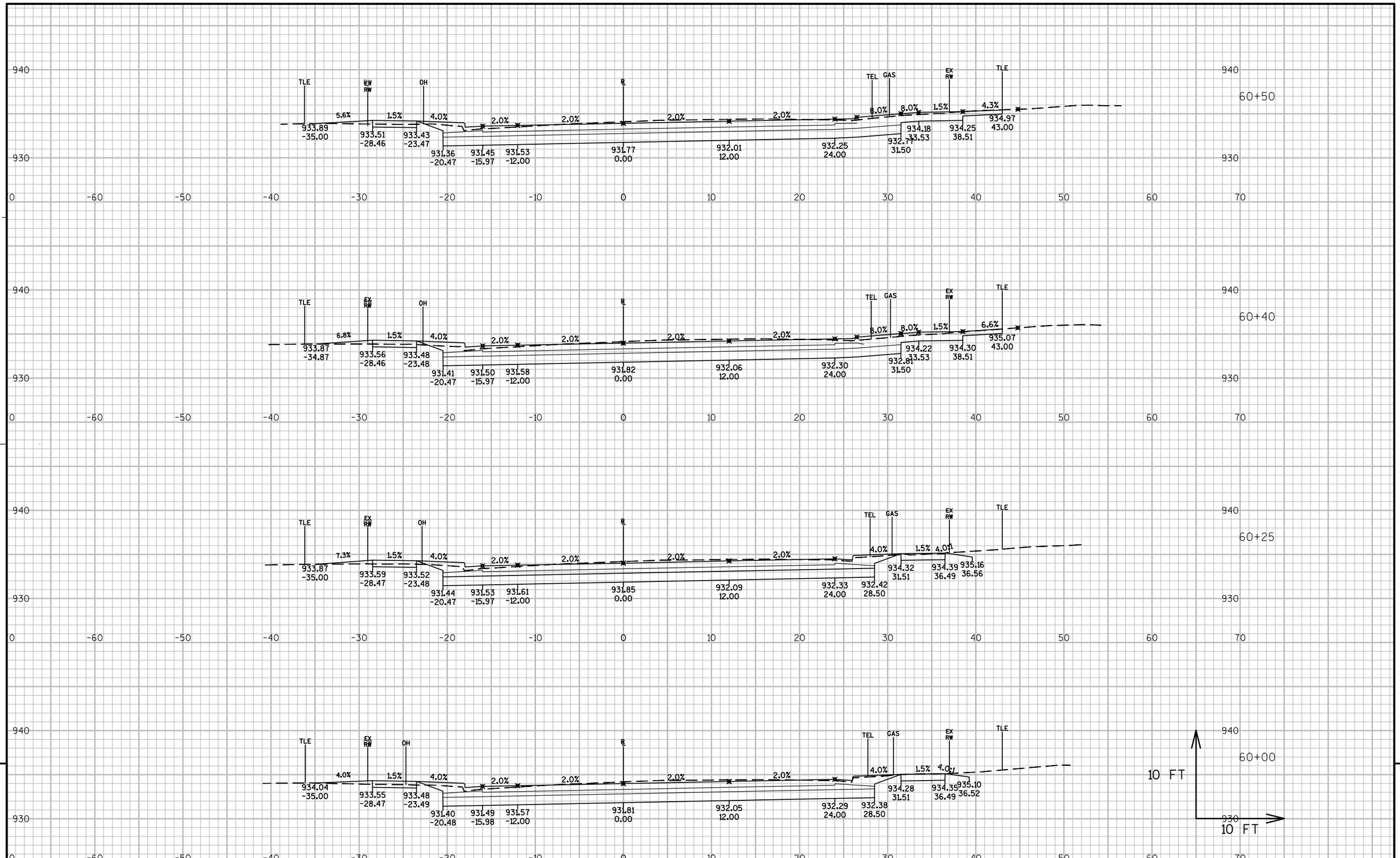
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9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 411	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (151)

PLOT DATE : 7/18/2017 3:25 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

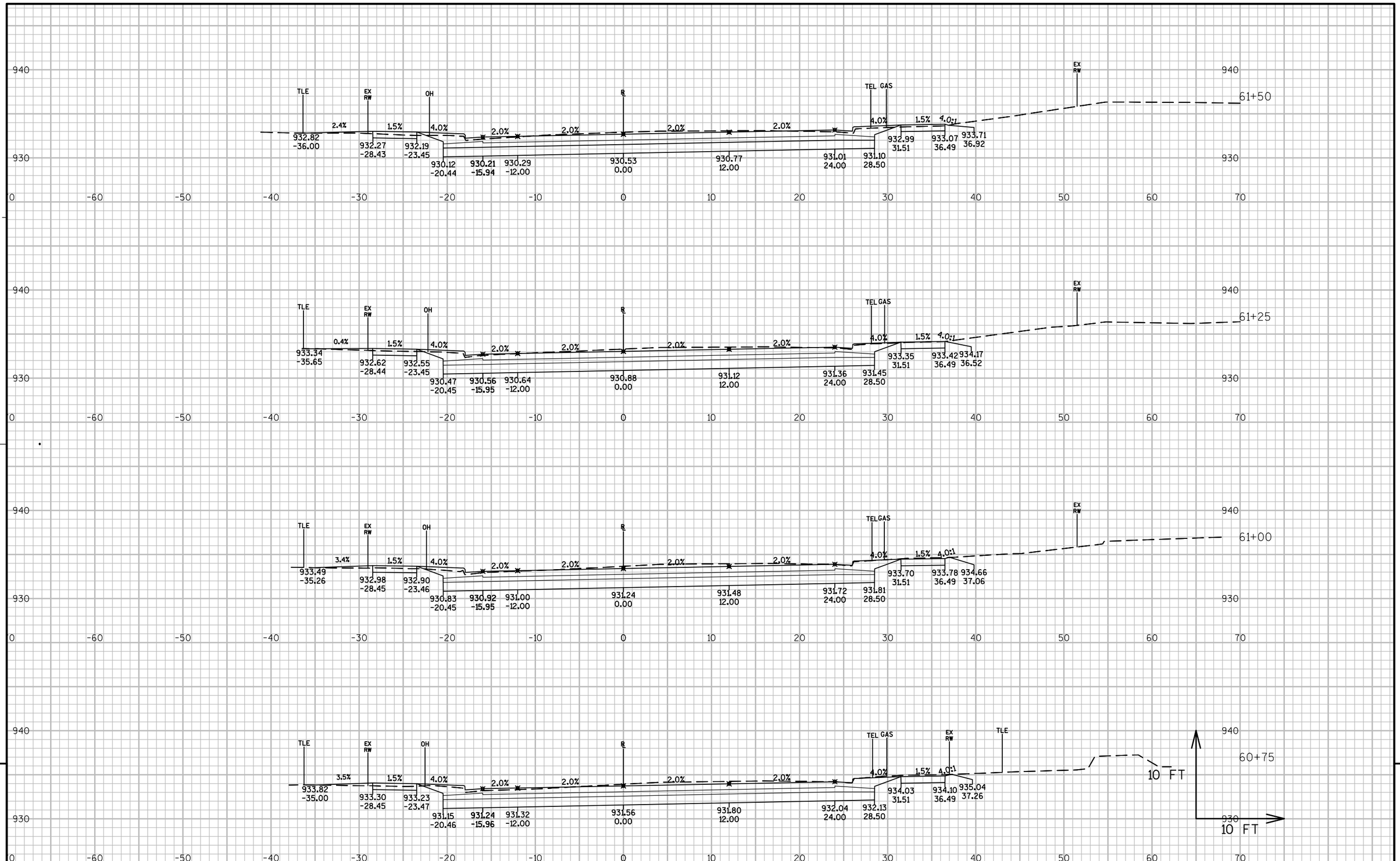
9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 412	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (152)

PLOT DATE : 7/18/2017 3:33 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 413	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (153)

PLOT DATE : 7/18/2017 3:26 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

9

9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 414	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (154)
PLOT DATE : 7/18/2017 3:27 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

9

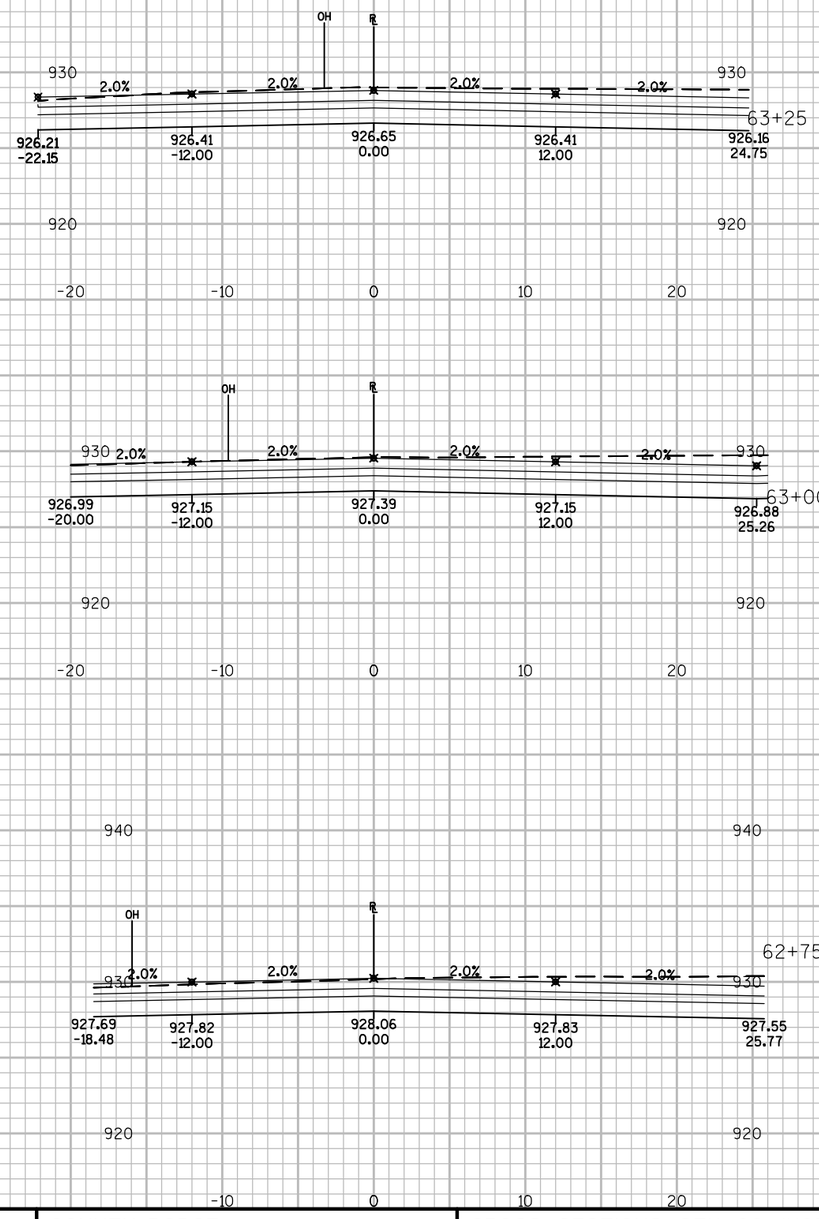
9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 415	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (155)

PLOT DATE : 7/18/2017 3:27 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

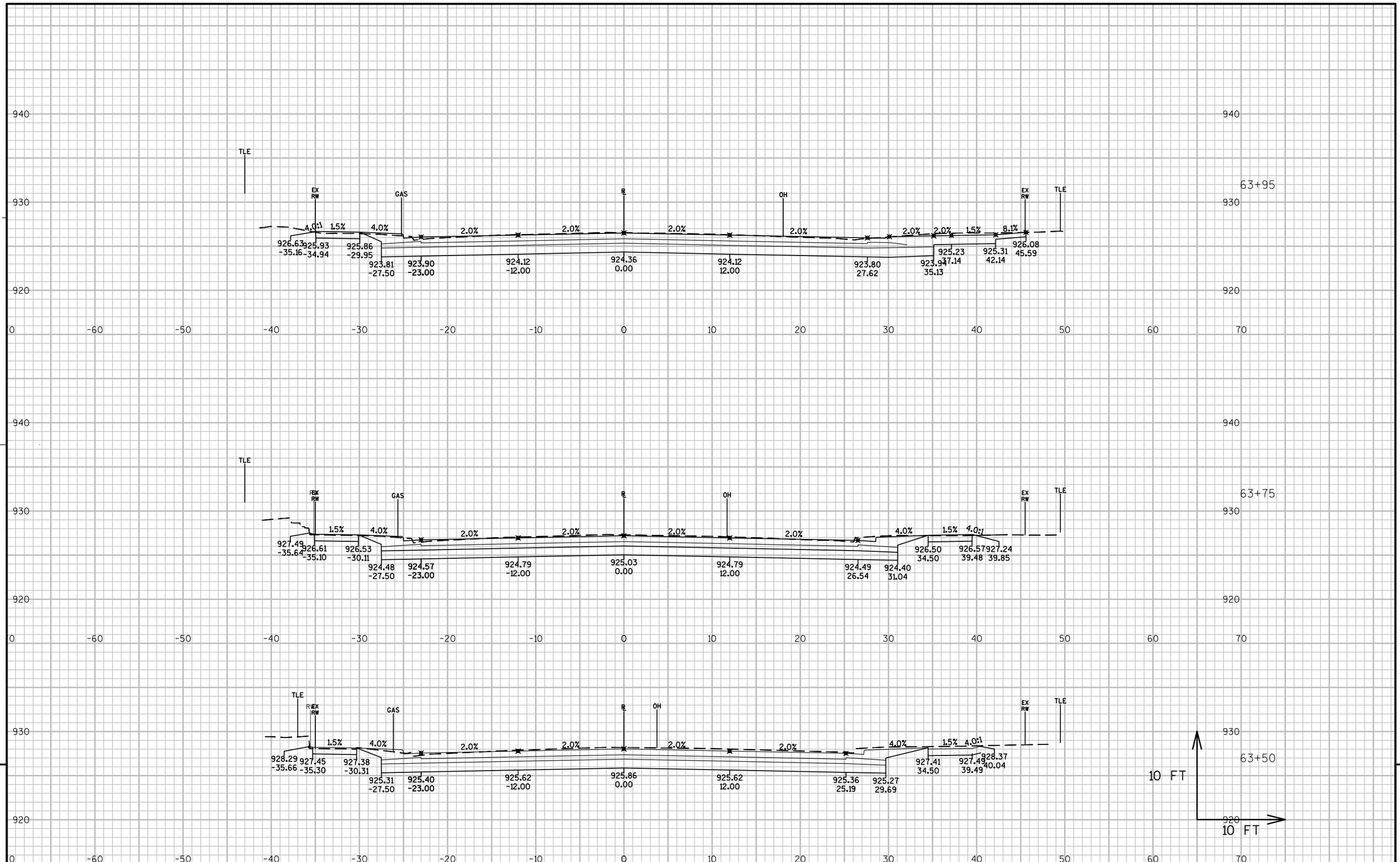
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 416	E

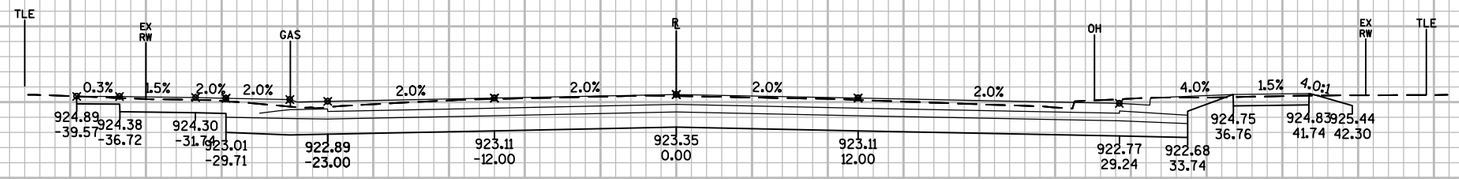


9

9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 417	E

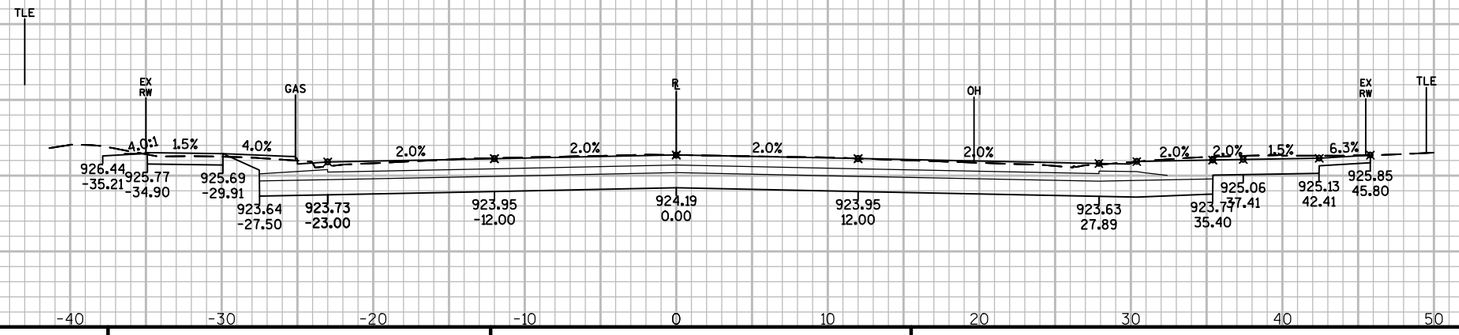
FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (157)
PLOT DATE : 6/29/2017 2:06 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



64+25



64+19



64+00

10 FT
10 FT

9

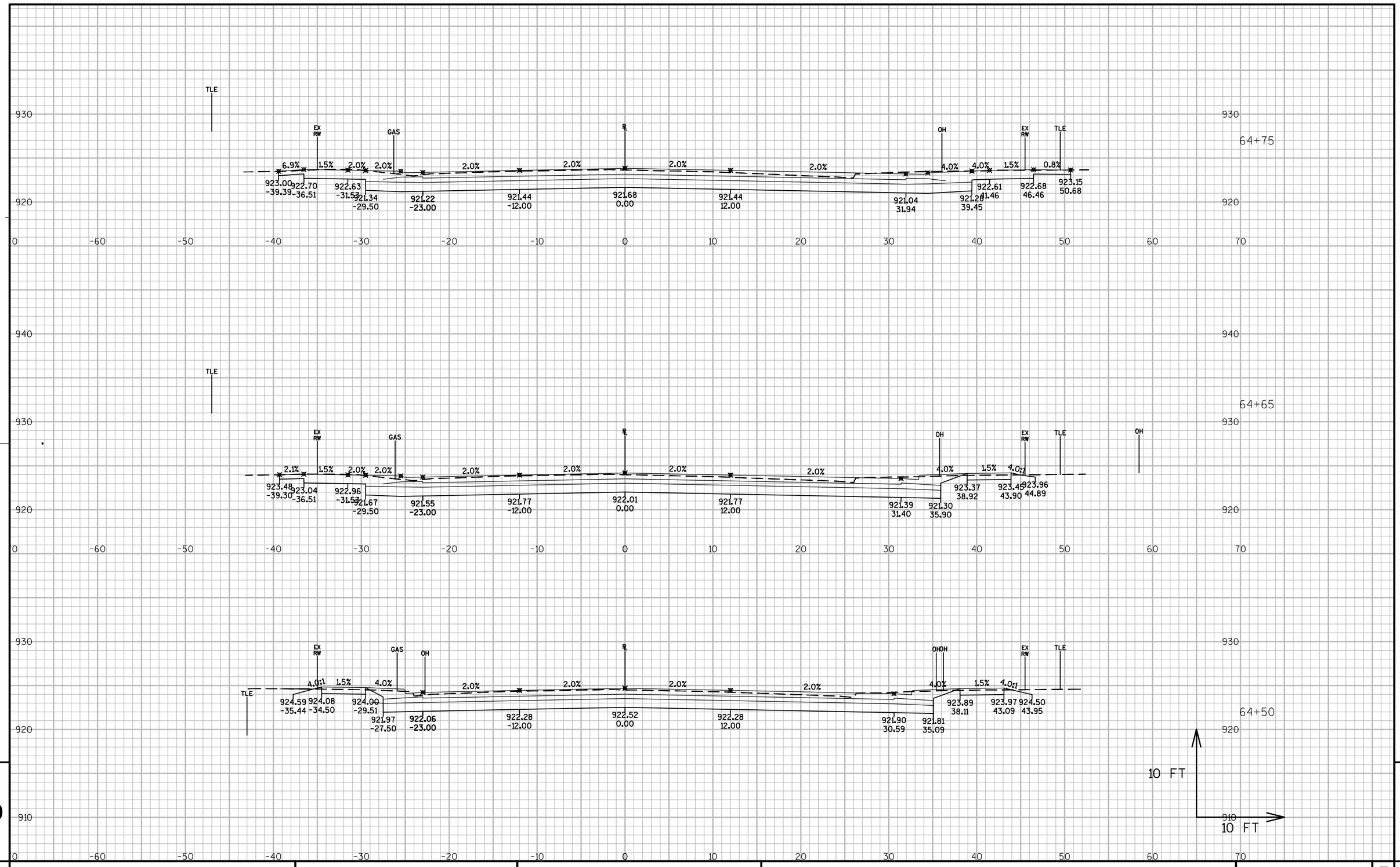
9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 418	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (158)

PLOT DATE : 6/29/2017 2:03 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



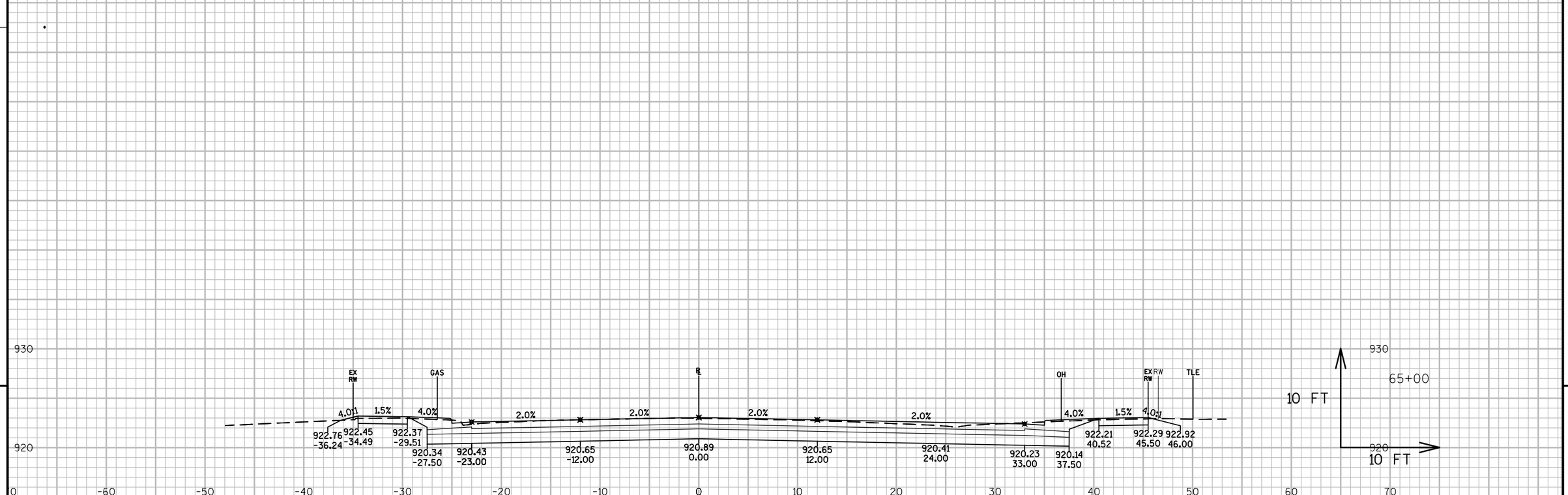
9

9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 419	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (159)

PLOT DATE : 6/29/2017 2:03 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

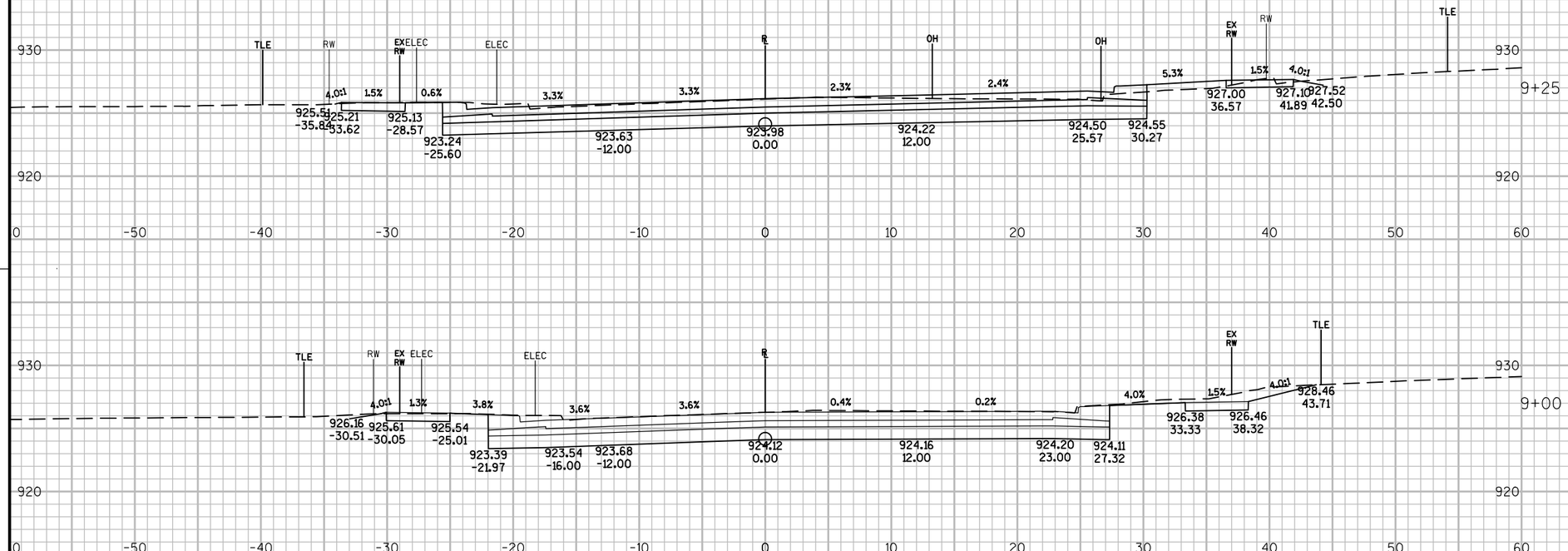
9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: STH 28 (HORICON ST.)	SHEET 420	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (160)

PLOT DATE : 6/29/2017 2:04 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: CLARK ST. (SOUTH)	SHEET 421	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (103)

PLOT DATE : 7/5/2017 1:11 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

9

9

PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: CLARK ST. (NORTH)	SHEET 422	E

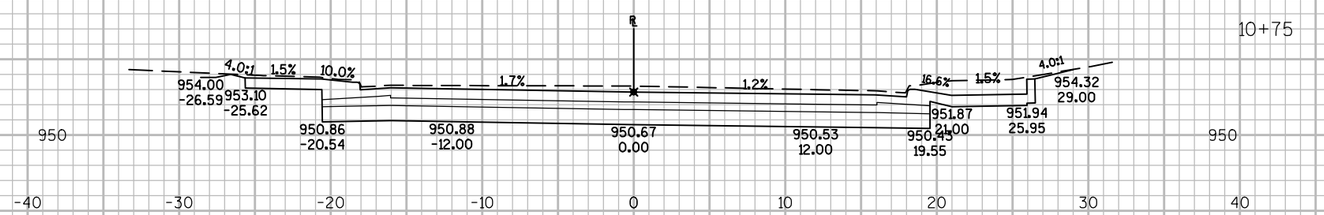
FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (102)

PLOT DATE : 7/5/2017 1:56 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

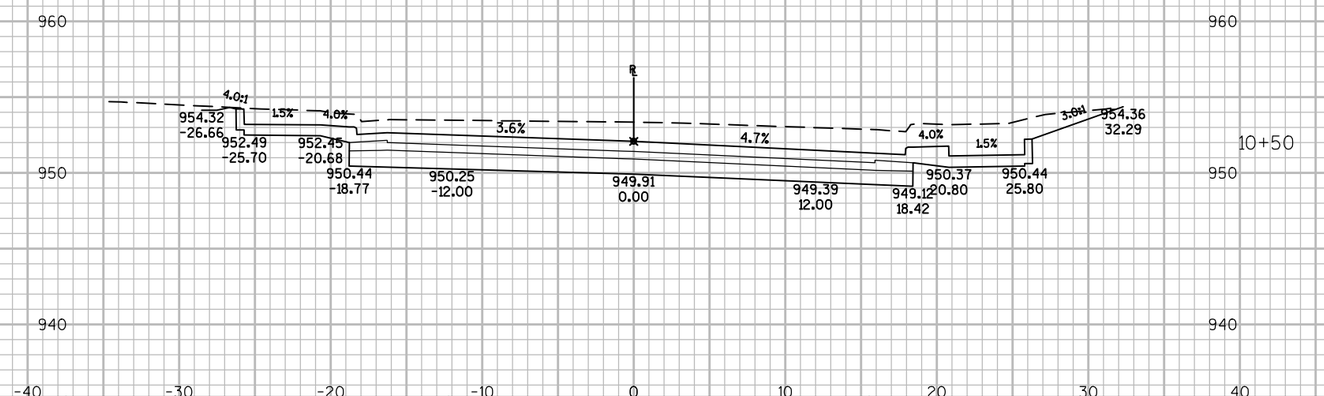
WISDOT/CADDS SHEET 49



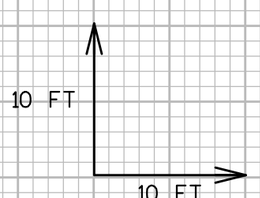
10+85



10+75



10+50



PROJECT NO: 3270-02-71	HWY: STH 28	COUNTY: DODGE	CROSS SECTIONS: HENNINGER ST.	SHEET 423	E

FILE NAME : N:\PDS\C3D\32700201\SHEETSPLAN\0902-CROSS SECTIONS\0902_XS_STH 28.DWG
LAYOUT NAME - SECTION SHEET - (101)

PLOT DATE : 7/5/2017 1:34 PM PLOT BY : SCHWEIGER, MARC D PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov