LAX

DECEMBER 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 = 442

PROJECT ID: 1650-07-71
WITH: 1650-07-81

COUNTY: GRANT

02

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MADISON STREET, CITY OF LANCASTER

CHERRY STREET TO CITY LIMITS STREET

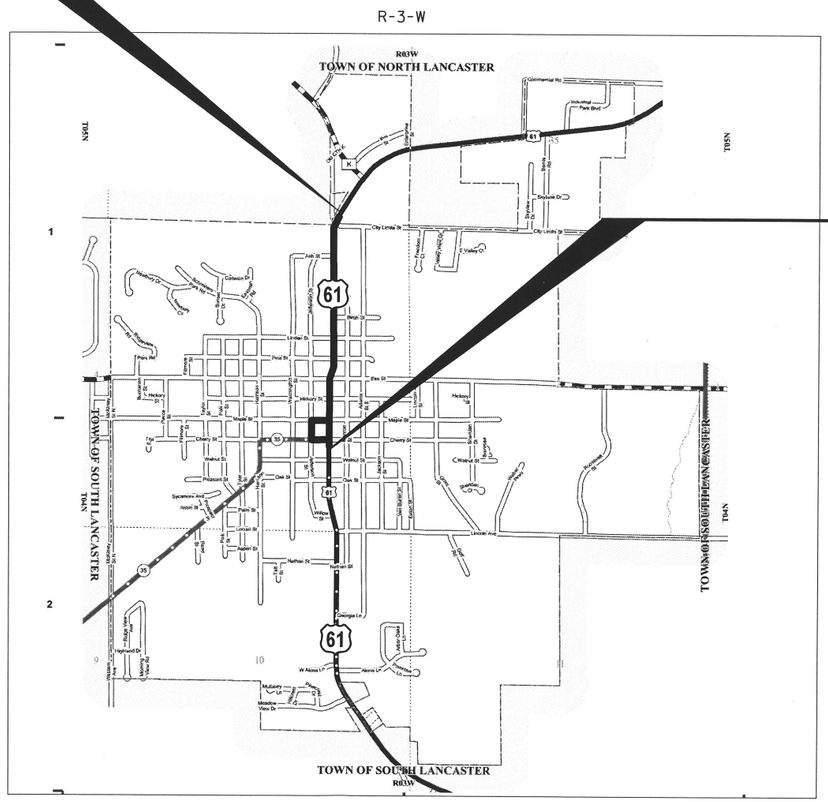
USH 61

GRANT COUNTY

STATE PROJECT NUMBER
1650-07-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1650-07-71	WISC 2019003	1

END PROJECT
STA. 60+73.86



BEGIN PROJECT
STA. 18+30.00
Y=523,101.939
X=819,242.941

T-4-N

LAYOUT
SCALE 0 1,320 FT.

TOTAL NET LENGTH OF CENTERLINE = 0.804 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, GRANT COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.



N

DESIGN DESIGNATION

A.A.D.T.	2017	= 8,300
A.A.D.T.	2037	= 10,200
D.H.V.		= 1,204 VPD
D.D.		= 59/41
T.		= 16.4%
DESIGN SPEED		= 30 MPH
ESALS		= 5,416,600

CONVENTIONAL SYMBOLS

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

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

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

ACCEPTED FOR
CITY OF LANCASTER

7/12/18 John Hauth DPW
(Date) (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY:

OES
An Oneida ESC Group Company

WISCONSIN
BRETT A. PETERSON
44665-6
SUN PRAIRIE WI
PROFESSIONAL ENGINEER

DATE: 7/17/18 (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	OES
Designer	OES
Project Manager	CRAIG FISHER
Regional Examiner	SW REGION
Regional Supervisor	OSCAR WINGER

APPROVED FOR THE DEPARTMENT

DATE: 07-17-2018 Oscar L. Winger (Signature)

E

2

GENERAL NOTES

THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE.
THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

RADIUS DIMENSIONS OF THE CURB AND GUTTER ARE TO THE FLANGE OF THE GUTTER UNLESS OTHERWISE NOTED.
ELEVATIONS SHOWN FOR CURB AND GUTTER ARE FLANGE ELEVATIONS.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO NAVD 1988.

DO NOT DISTURB THE USGS 0616 SURVEY VERTICAL CONTROL MONUMENT (NGVD 1929) BENEATH SIDEWALK AND MANHOLE COVER AT THE CORNER OF JEFFERSON STREET AND MAPLE STREET.

DO NOT REMOVE ANY TREES OR SHRUBS WITHOUT THE APPROVAL OF THE ENGINEER.

THE LIMITS OF PAVEMENT REMOVAL ON SIDEROADS IS APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE ENGINEER.

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

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

RESTORE EXISTING DRIVEWAYS IN KIND AND AT THE LOCATION AND WIDTH DETERMINED
BY THE ENGINEER IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, SHALL BE TOPSOILED, FERTILIZED, SEEDED AND MULCHED OR E-MAT AS DIRECTED BY THE ENGINEER.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES, EXCEPT AS DIRECTED BY THE ENGINEER. IN SITUATIONS WHERE SIGNIFICANT WORK OPERATIONS ARE IMMEDIATELY IN FRONT OF DRIVEWAY, OWNERS SHOULD BE CONTACTED PRIOR TO REMOVAL SO ARRANGEMENTS CAN BE MADE.

SEE EXCAVATION SUMMARY FOR EARTHWORK ADJUSTMENT FACTORS.

SOIL BORING LOG AVAILABLE AT WISDOT SW REGION. CONTACT CRAIG FISHER FOR INFORMATION.

NO EQUIPMENT SHALL BE STORED ON THE COURTHOUSE PROPERTY UNLESS APPROVED BY THE ENGINEER.

LOCATIONS SHOWN ON THE STORM SEWER PLANS FOR INLETS AND MANHOLES ARE BY STATION AND OFFSET TO THE CENTER OF THE STRUCTURE. (SEE DETAILS)

STORM SEWER PIPE ELEVATIONS, LENGTHS AND LOCATIONS SHOWN ON THE STORM SEWER PLANS, MAY BE ADJUSTED TO FIT EXISTING FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

WHERE TYING INTO EXISTING STRUCTURES, VERIFY EXISTING ELEVATIONS AND DIMENSIONS PRIOR TO ORDERING MATERIALS.

FIELD BORE 6" HOLE IN INLET STRUCTURES FOR UNDERDRAIN CONNECTIONS.

5' WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS AT 5' SPACING.
7' WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS AT 7' SPACING.

STANDARD ABBREVIATIONS

BM	BENCH MARK
C/L	CENTER LINE
CE	COMMERCIAL ENTRANCE
CONC	CONCRETE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CY	CUBIC-YARD
D	DEGREE OF CURVE
EB	EASTBOUND
EL	ELEVATION
F/C	FACE OF CURB
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LT	LEFT
MAX	MAXIMUM
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
PAV'T	PAVEMENT
PC	POINT-OF CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
REQ'D	REQUIRED
RT	RIGHT
SB	SOUTHBOUND
SF	SQUARE FOOT
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT
WB	WESTBOUND

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
PLAN DETAILS
PAVEMENT GRADES
EROSION CONTROL PLANS
STORM SEWER PLANS
EXISTING SIGN REMOVAL PLAN
PERMANENT SIGNING AND PAVEMENT MARKING
LIGHTING PLANS
TRAFFIC CONTROL
DETOUR PLANS
CONTROL POINTS
ALIGNMENT PLAN

WISDNR LIAISON

SOUTH CENTRAL REGION
ANDY H. BARTA
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 275-3308
ANDREW.BARTA@WISCONSIN.GOV

GRANT COUNTY SURVEYOR

LARRY AUSTIN
4211 HWY 81
LANCASTER, WI 53813-1342
(608) 723-6363

DESIGN CONTACT

WISDOT DESIGN CONTACT
ATTN: CRAIG FISHER, P.E.
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
(608) 785-9946
CRAIG.FISHER@DOT.WI.GOV

OES
ATTN: BRETT PETERSON, P.E.
5100 EASTPARK BLVD., SUITE 300
MADISON, WI 53718
(608) 241-6710
BPETERSON@OESLLC.COM

SANITARY AND WATER MAIN PLANS
ATTN: MARK FISHER, STRAND ASSOCIATES, INC.
910 W WINGRA DRIVE
MADISON, WI 53715
608-251-4843 EXT 1078
MARK.FISHER@STRAND.COM

LIGHTING PLANS
ATTN: GREG SADOWSKI, POWRTEK
20711 WATERPLANK ROAD, SUITE C
WAUKESHA WI 53186
(262-827-9575 X101
GREGS@POWRTEK.COM

UTILITIES

ALLIANT ENERGY - ELECTRICITY
AL MUMM
2200 E CAMPION BLVD
PRAIRIE DU CHIEN, WI 53821
(608) 326-9481 (WORK) 608-732-7925
(MOBILE)
ALLANMUMM@ALLIANTENERGY.COM

CITY OF LANCASTER - PUBLIC WORKS DIRECTOR - SEWER AND WATER
JOHN HAUTH
206 S. MADISON STREET
LANCASTER, WI 53813-1342
(608) 723-7543
JOHNH@LANCASTERWISCONSIN.COM

TDS TELECOM - COMMUNICATION LINE
KEN KLAAS
140 N. MONROE STREET
P.O. BOX 467
LANCASTER, WI 53813-1342
(608) 723-3633
KENNETH.KLAAS@TDSTELECOM.COM

WE ENERGIES - GAS/PETROLEUM
ADAM MARING
N3025 14TH AVE
MONROE WI 53566
(608) 328-5679 (WORK) 608-426-1715(MOBILE)
ADAM.MARING@WE-ENERGIES.COM

CHARTER COMMUNICATIONS - COMMUNICATION LINE
STEVE HEGGE
2701 DANIELS STREET
MADISON, WI 53718
(608) 576-2613 (MOBILE)
STEVE.HEGGE@CHARTERCOM.COM

WISCONSIN INDEPENDENT NETWORK, LLC
JIM BIRKENHEIER
SUITE 219 BLDG D02
800 WISCONSIN AVENUE
EAU CLAIRE, WI 54703
715-832-6041 (WORK) 715-838-4007 (MOBILE)
JBIRKENHEIERR@WINS.NET

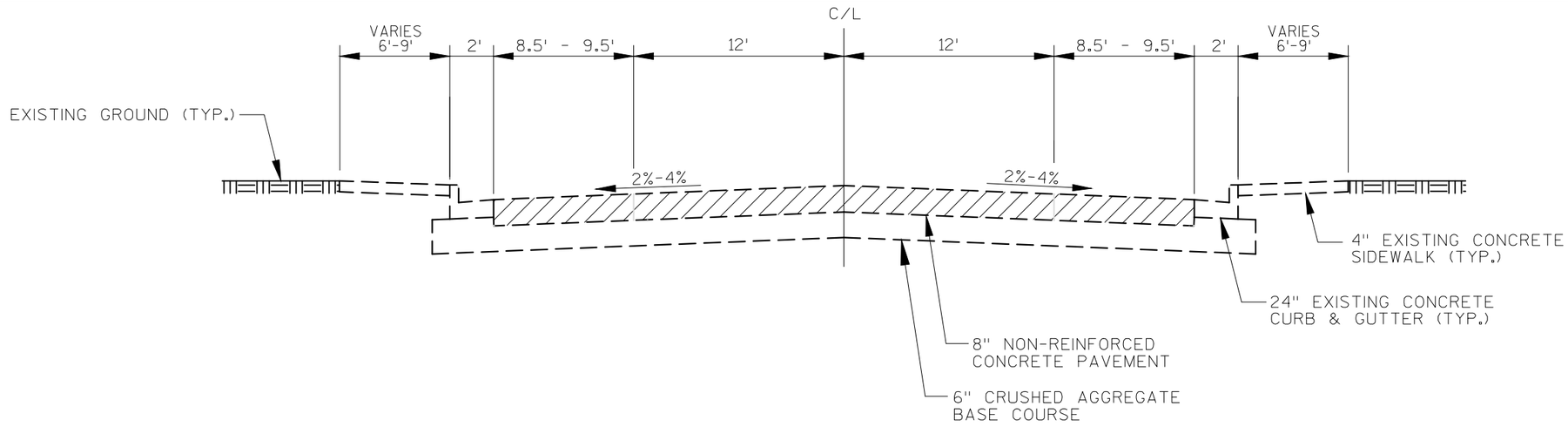
LANCASTER SCHOOL DISTRICT
DAN YOOSE - DIRECTOR OF MAINTENANCE
806 EAST ELM STREET
LANCASTER, WI 53813
608-723-2173, EXT. 327 (OFFICE) 608-330-0554 (MOBILE)
YOOSED@LANCASTERSD.K12.WI.US

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

TOTAL LAYER PAVEMENT THICKNESS	LAYERS	HMA PAVEMENT ITEM
3.5"	3.5" UPPER	ASPHALTIC SURFACE
4.0"	1.75" UPPER 2.25" LOWER	ASPHALTIC SURFACE ASPHALTIC SURFACE
6.0"	2.00" UPPER 2.00" LOWER 2.00" LOWER	HMA PAVEMENT ITEM 4 MT 58-28 S HMA PAVEMENT ITEM 4 MT 58-28 S HMA PAVEMENT ITEM 4 MT 58-28 S
3.0" 4.0"	3.0" UPPER 4.0" UPPER	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

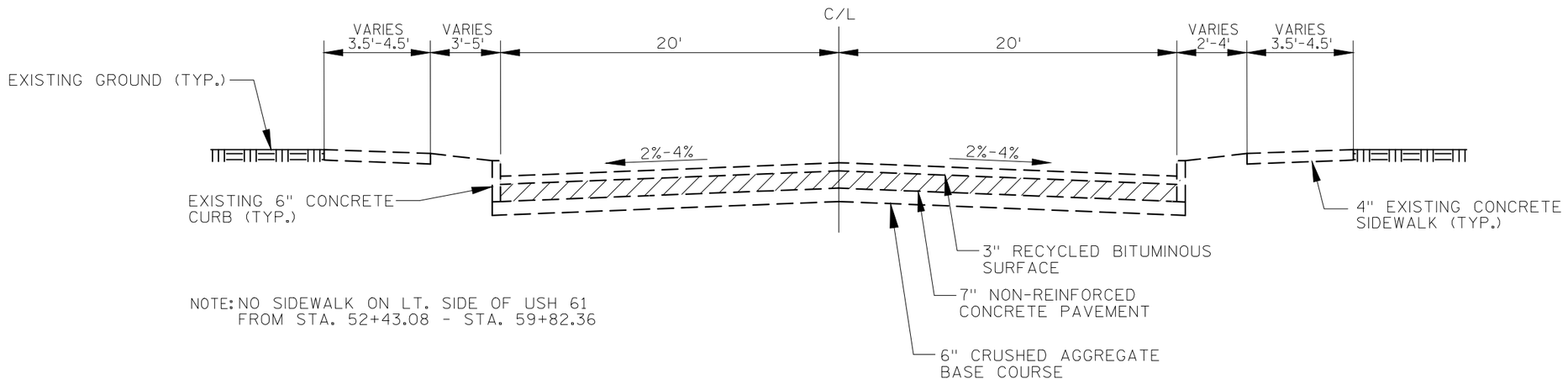
HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 110 LB./SY./IN.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PROJECT OVERVIEW	SHEET 3	E



TYPICAL EXISTING SECTION

USH 61 (MADISON STREET)
STA. 18+30.00 - STA. 35+15.48
USH 61 (MAPLE STREET)
STA. 5+85.00'M' - STA. 10+50.00'M'
USH 61 (JEFFERSON STREET)
STA. 19+75.00'J' - STA. 24+35.00'J'
USH 61 (CHERRY STREET)
STA. 5+80.00'C' - STA. 10+50.00'C'

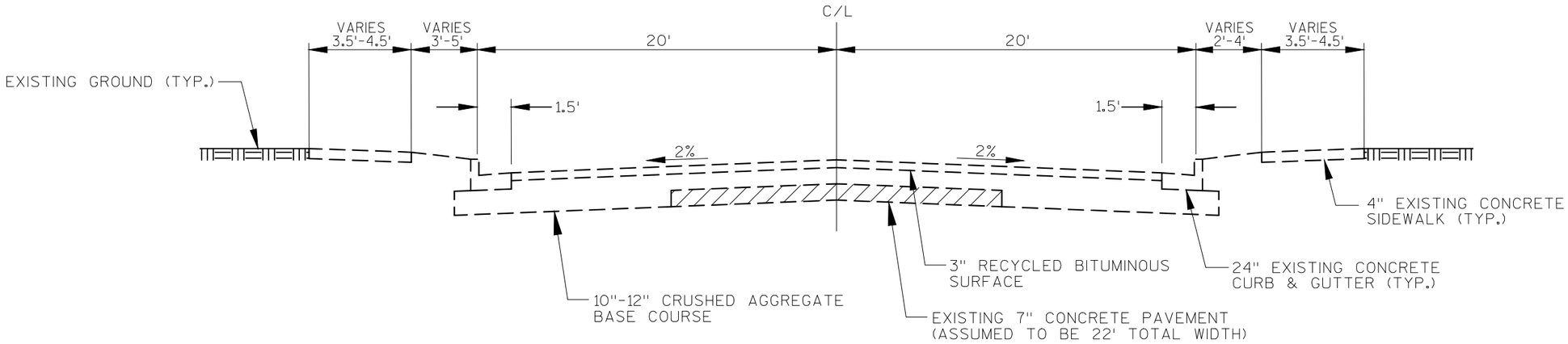


NOTE: NO SIDEWALK ON LT. SIDE OF USH 61
FROM STA. 52+43.08 - STA. 59+82.36

TYPICAL EXISTING SECTION

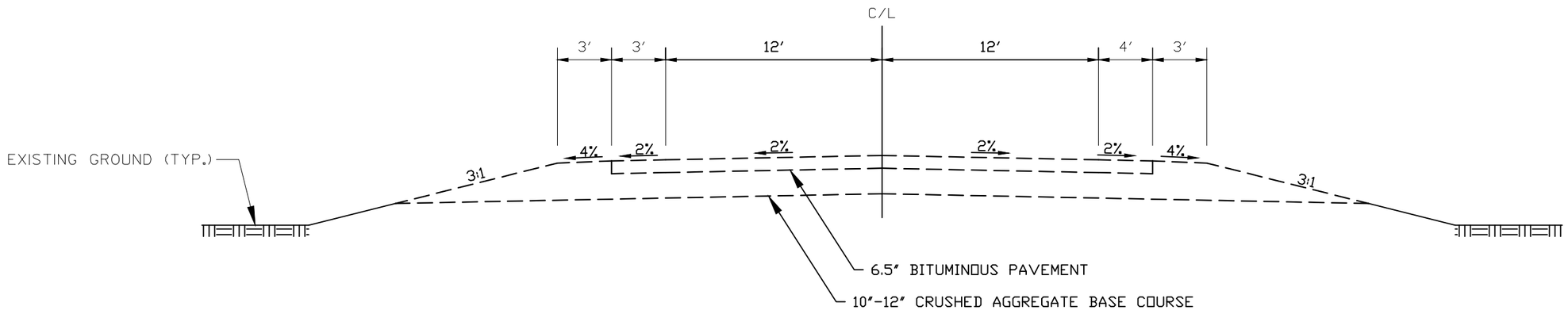
USH 61 (MADISON STREET)
STA. 35+15.48 - STA. 44+54.08
STA. 52+43.08 - STA. 59+82.36

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 4	E



TYPICAL EXISTING SECTION

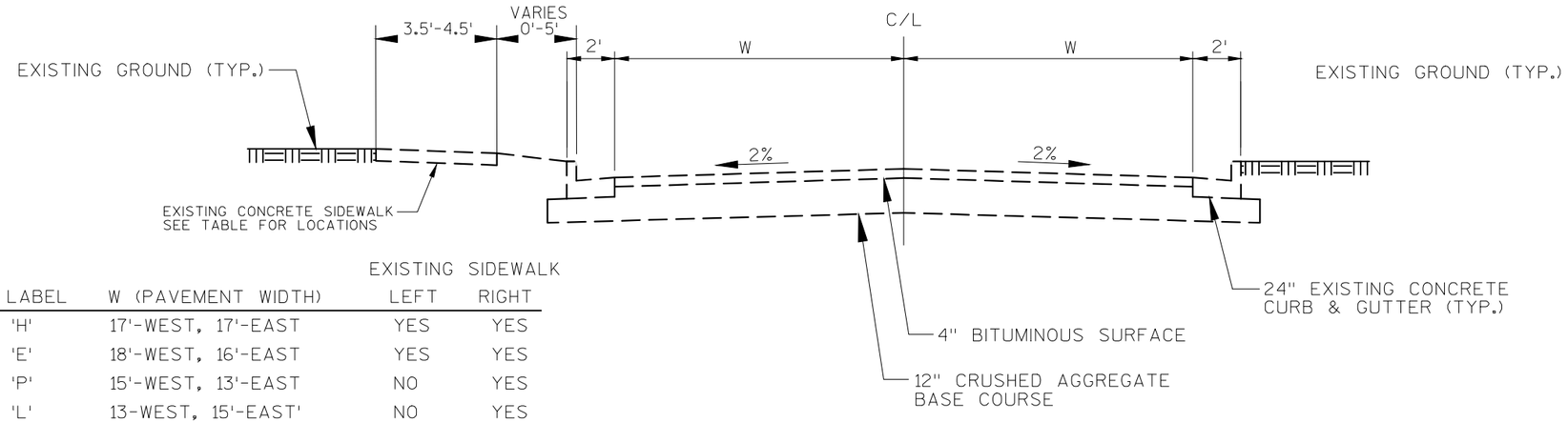
USH 61 (MADISON STREET)
STA. 44+54.08 - STA. 52+43.08



TYPICAL EXISTING SECTION

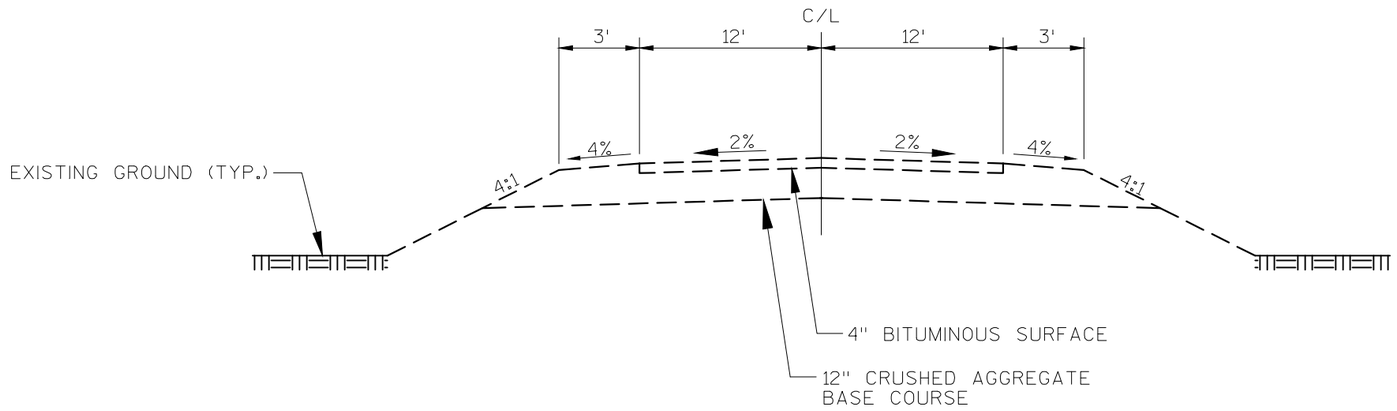
USH 61 (MADISON STREET)
STA. 59+82.36 - STA. 60+73.86

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 5	E



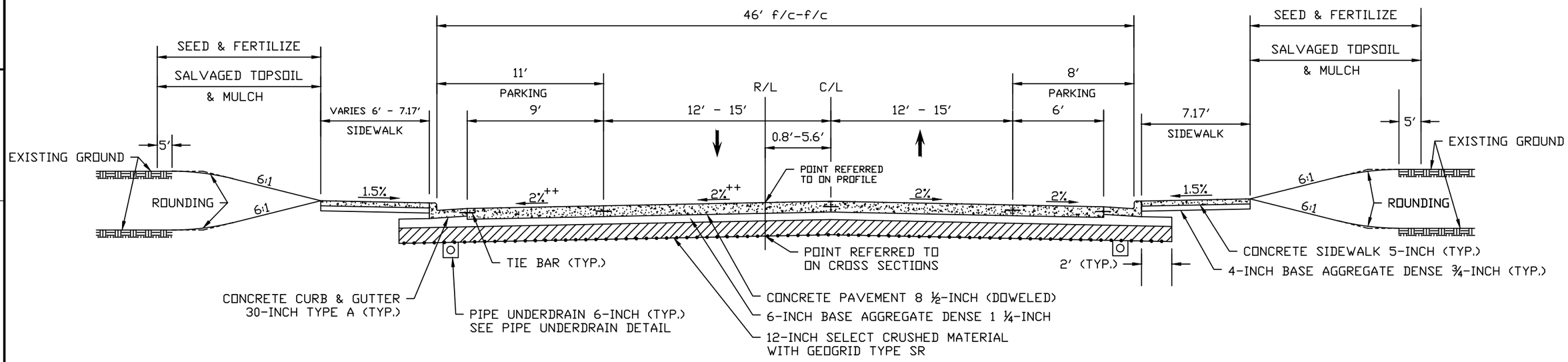
ROADWAY	LABEL	W (PAVEMENT WIDTH)	EXISTING SIDEWALK LEFT	EXISTING SIDEWALK RIGHT
HICKORY STREET	'H'	17'-WEST, 17'-EAST	YES	YES
ELM STREET	'E'	18'-WEST, 16'-EAST	YES	YES
PINE STREET	'P'	15'-WEST, 13'-EAST	NO	YES
LINDEN STREET	'L'	13-WEST, 15'-EAST'	NO	YES
BIRCH STREET	'B'	15'	NO	YES
ASH STREET	'A'	14'	NO	NO
CITY LIMITS STREET	'CL'	16'	NO	NO

TYPICAL EXISTING SECTION
URBAN SIDE ROADS



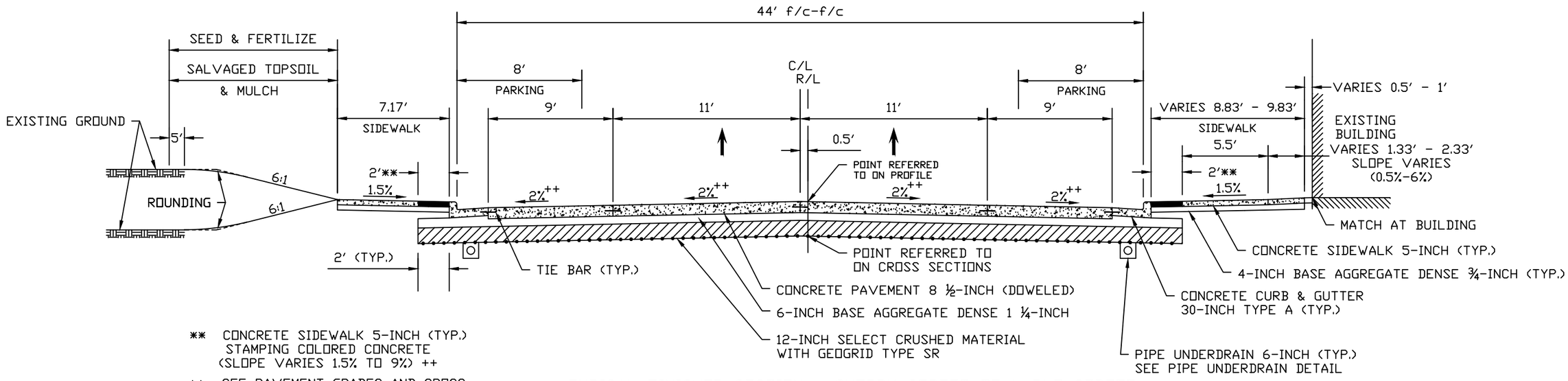
TYPICAL EXISTING SECTION
OLD CTH K

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 6	E



++ SEE PAVEMENT GRADES AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

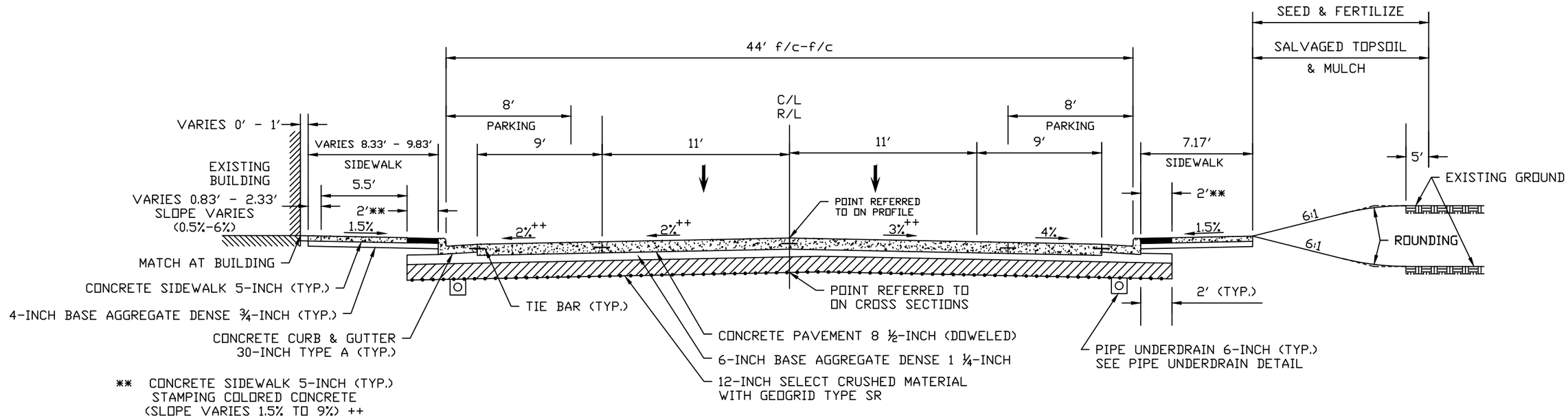
TYPICAL FINISHED SECTION
USH 61 (MADISON STREET)
STA. 18+30.00 - STA. 20+31.55



** CONCRETE SIDEWALK 5-INCH (TYP.)
STAMPING COLORED CONCRETE
(SLOPE VARIES 1.5% TO 9%) ++

++ SEE PAVEMENT GRADES AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

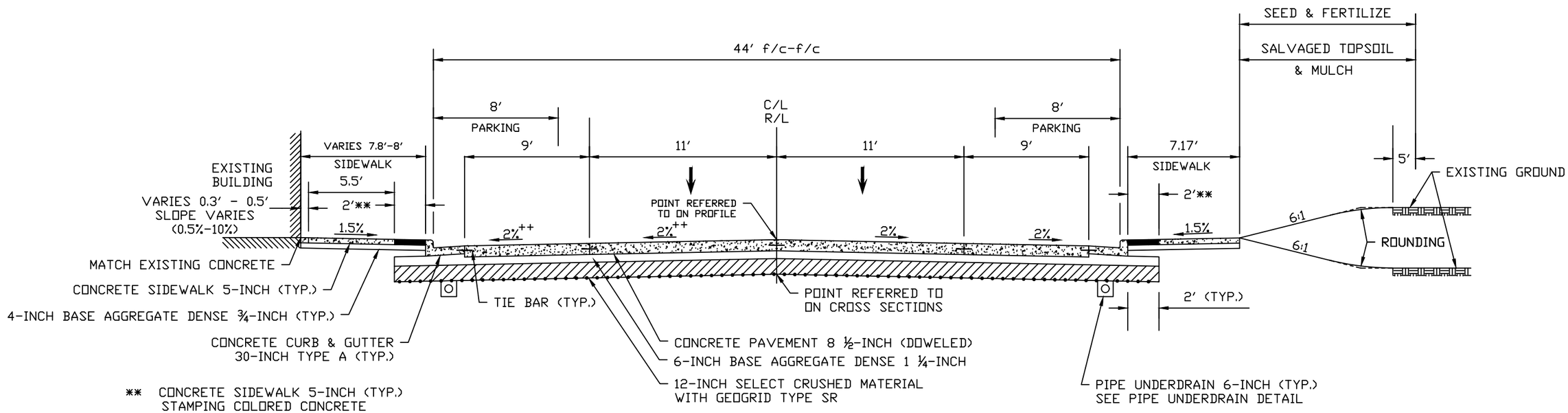
TYPICAL FINISHED SECTION - CHERRY STREET TO MAPLE STREET
USH 61 (MADISON STREET)
STA. 20+31.55 - STA. 23+84.82



** CONCRETE SIDEWALK 5-INCH (TYP.)
STAMPING COLORED CONCRETE
(SLOPE VARIES 1.5% TO 9%) ++

++ SEE PAVEMENT GRADES AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

TYPICAL FINISHED SECTION - JEFFERSON STREET TO USH 61
USH 61 (MAPLE STREET)
STA. 6+46.30'M' - STA. 10+36.08'M'

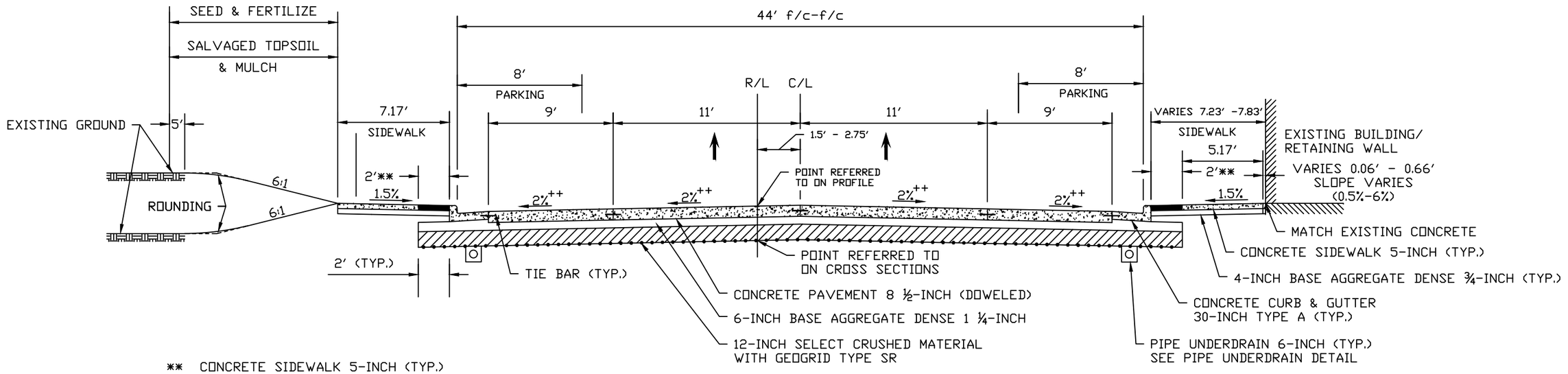


** CONCRETE SIDEWALK 5-INCH (TYP.)
STAMPING COLORED CONCRETE
(SLOPE VARIES 1.5% TO 9%) ++

++ SEE PAVEMENT GRADES AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

TYPICAL FINISHED SECTION - CHERRY STREET TO MAPLE STREET
USH 61 (JEFFERSON STREET)
STA. 19+79.66'J' - STA. 24+09.01'J'

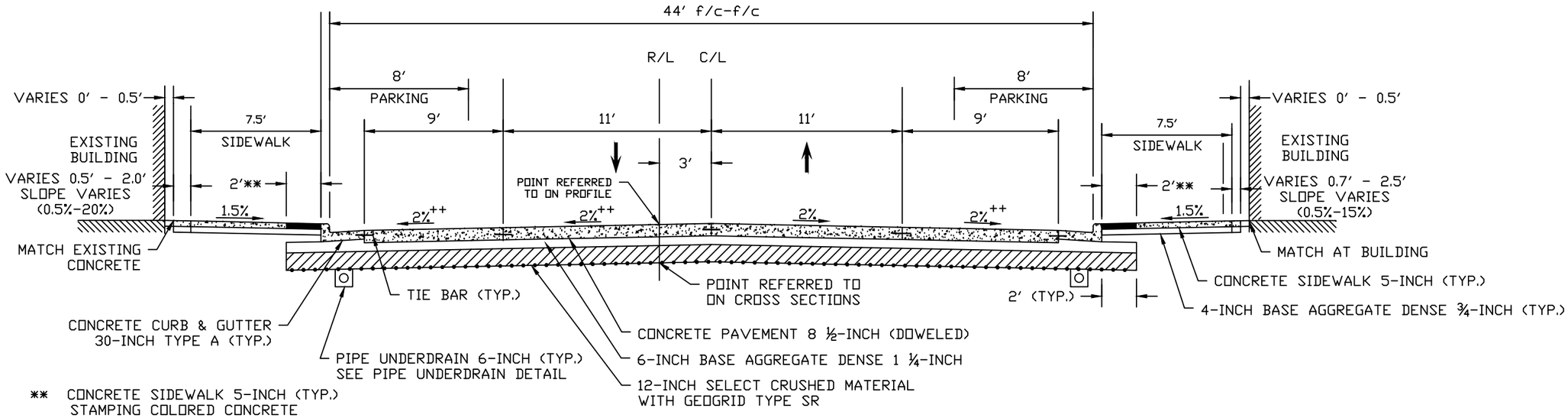
PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 8	E



** CONCRETE SIDEWALK 5-INCH (TYP.)
STAMPING COLORED CONCRETE
(SLOPE VARIES 1.5% TO 9%) ++

++ SEE PAVEMENT GRADES AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

TYPICAL FINISHED SECTION - JEFFERSON STREET TO USH 61
USH 61 (CHERRY STREET)
STA. 5+10.00'C' - STA. 10+38.94'C'

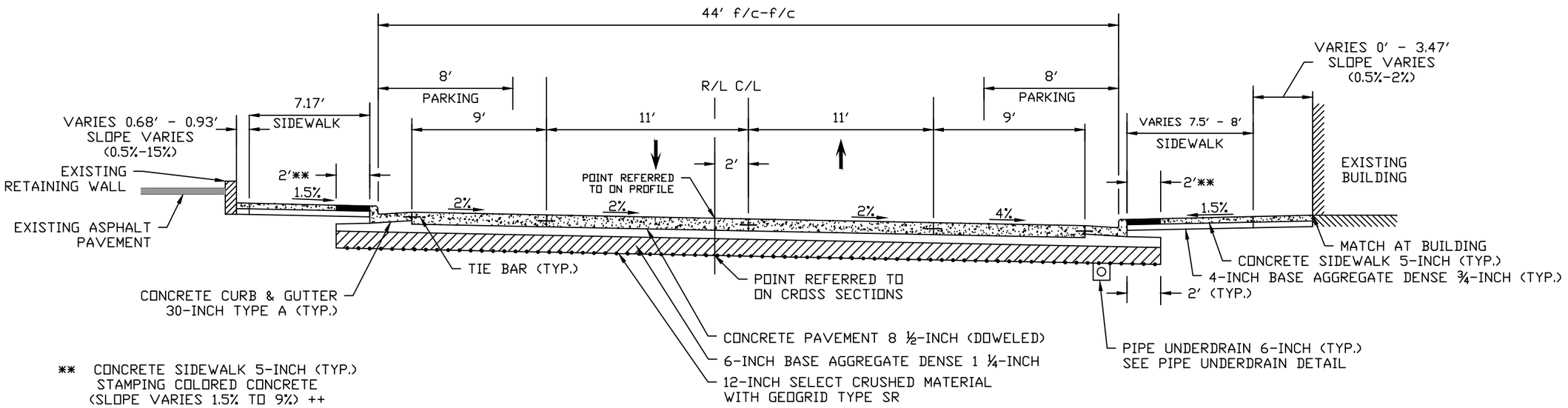


** CONCRETE SIDEWALK 5-INCH (TYP.)
STAMPING COLORED CONCRETE
(SLOPE VARIES 1.5% TO 9%) ++

++ SEE PAVEMENT GRADES AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

TYPICAL FINISHED SECTION - MAPLE STREET TO HICKORY STREET
USH 61 (MADISON STREET)
STA. 23+84.82 - STA. 27+50.53

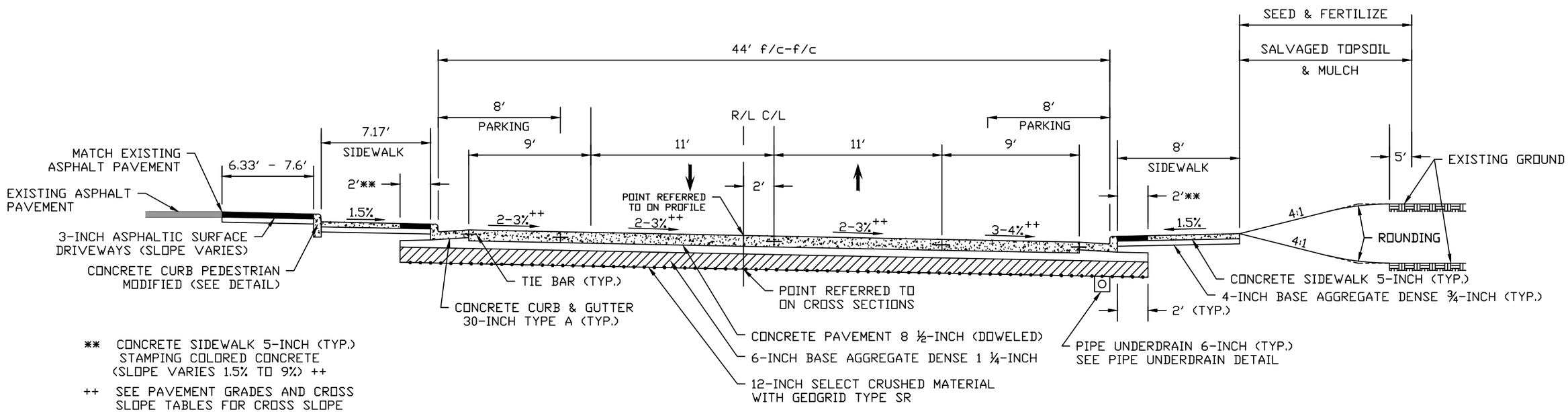
PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 9	E



** CONCRETE SIDEWALK 5-INCH (TYP.)
STAMPING COLORED CONCRETE
(SLOPE VARIES 1.5% TO 9%) ++

++ SEE PAVEMENT GRADES AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

TYPICAL FINISHED SECTION - HICKORY STREET TO ELM STREET
USH 61 (MADISON STREET)
STA. 27+50.53 - STA. 28+51.56

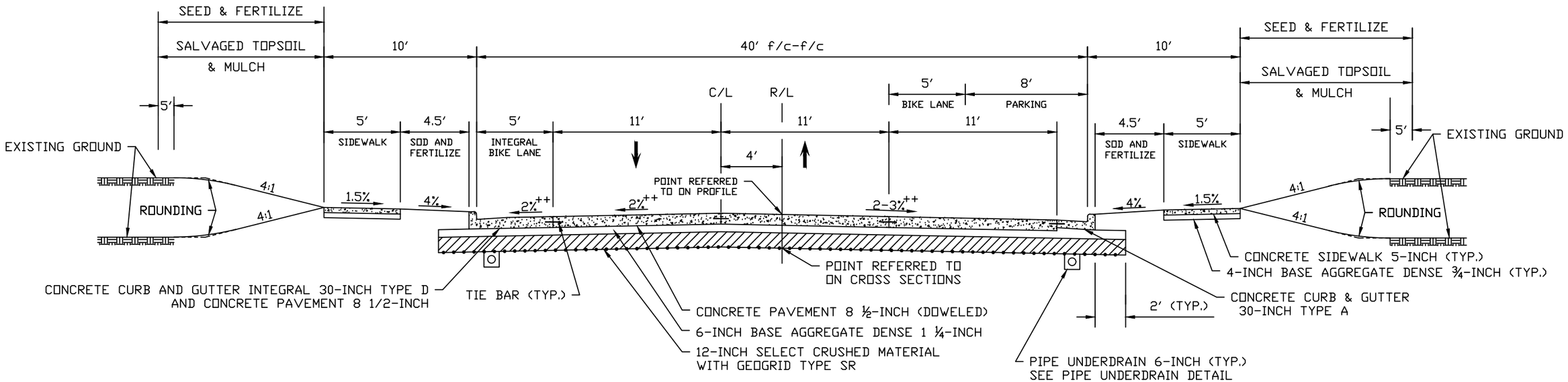


** CONCRETE SIDEWALK 5-INCH (TYP.)
STAMPING COLORED CONCRETE
(SLOPE VARIES 1.5% TO 9%) ++

++ SEE PAVEMENT GRADES AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

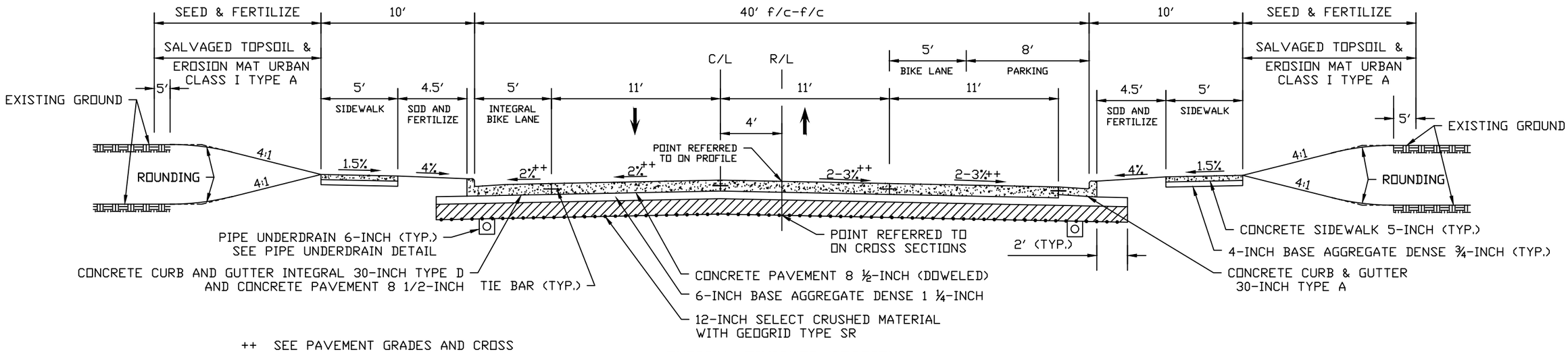
TYPICAL FINISHED SECTION - HICKORY STREET TO ELM STREET
USH 61 (MADISON STREET)
STA. 28+51.56 - STA. 31+39.89

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 10	E



++ SEE PAVEMENT GRADES AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

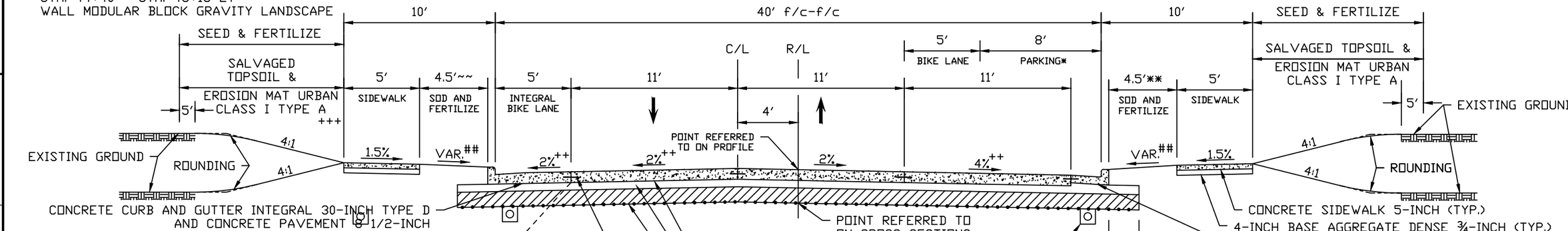
TYPICAL FINISHED SECTION
USH 61 (MADISON STREET)
STA. 31+39.89 - STA. 33+38.07

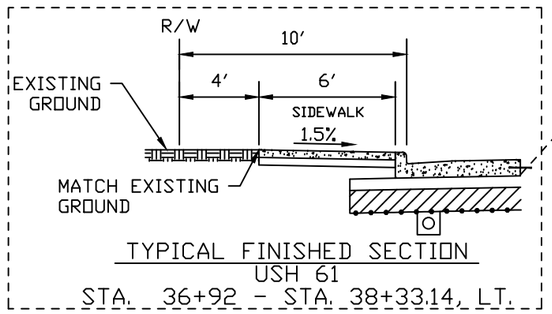


++ SEE PAVEMENT GRADES AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

TYPICAL FINISHED SECTION
USH 61 (MADISON STREET)
STA. 33+38.07 - STA. 34+76.64

+++ STA. 38+57 - STA. 41+30 LT
STA. 44+40 - STA. 45+15 LT
WALL MODULAR BLOCK GRAVITY LANDSCAPE





TYPICAL FINISHED SECTION
USH 61
STA. 36+92 - STA. 38+33.14, LT.

TYPICAL FINISHED SECTION
USH 61 (MADISON STREET)
STA. 34+76.64 - STA. 54+00.00

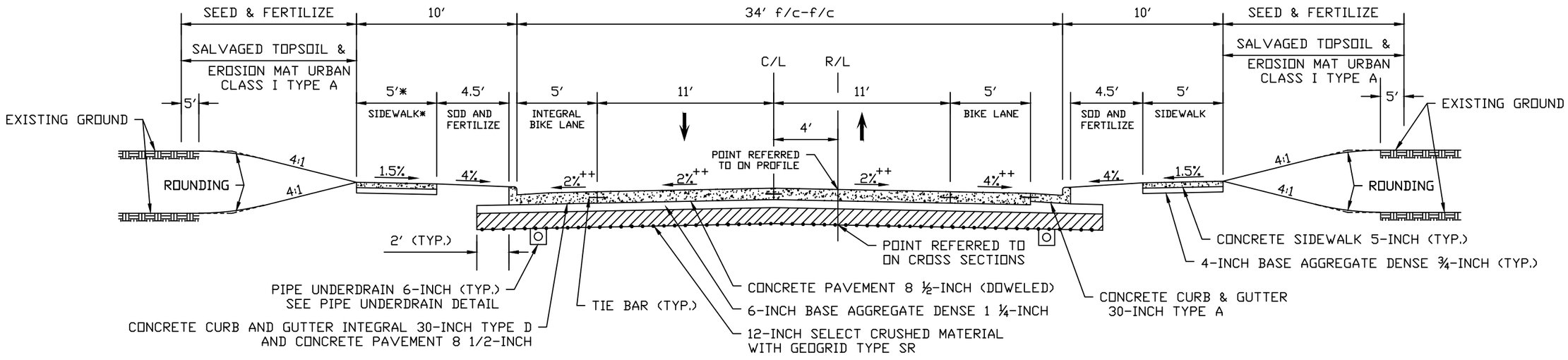
* PARKING END AT STA. 53+00, RT. AND PARKING LANE TAPERS DOWN TO 0′ AT STA. 54+00, RT.

** 3′ TERRACE FROM STA. 34+76.64 TO STA. 36+00, RT.

~~ 3′ TERRACE FROM STA. 38+57 TO STA. 41+30, LT. AND STA. 44+40 TO STA. 45+15, LT.

++ SEE PAVEMENT GRADES AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

SEE TERRACE SLOPE TABLES FOR TERRACE SLOPE INFORMATION

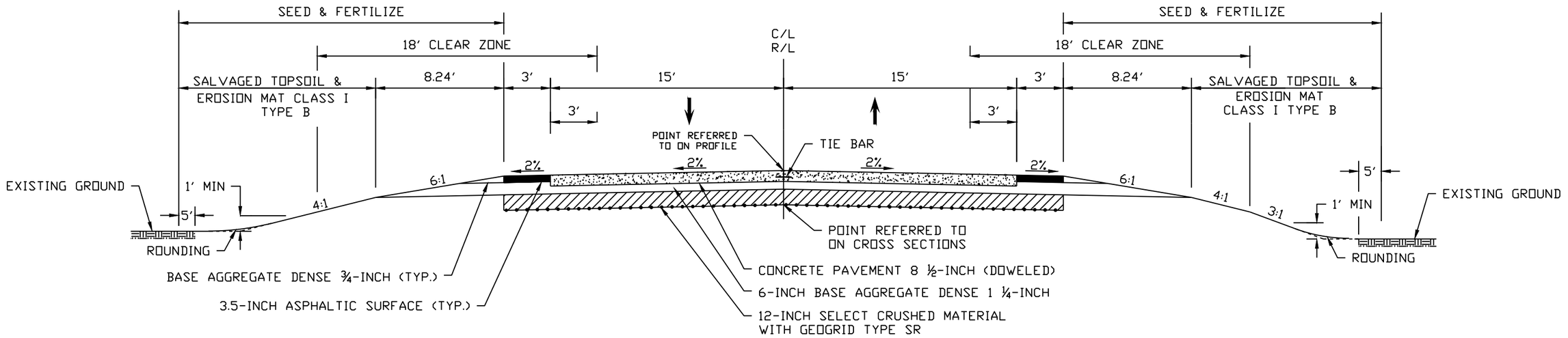


++ SEE PAVEMENT GRADES AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

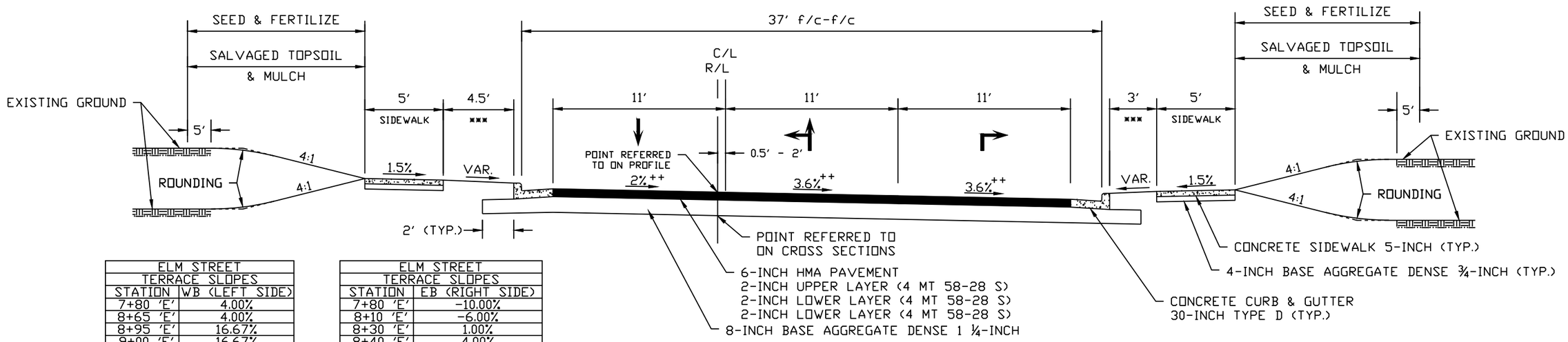
TYPICAL FINISHED SECTION
USH 61 (MADISON STREET)
STA. 54+00.00 - STA. 59+06.36

* SIDEWALK ENDS AT STA. 58+50

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 12	E



TYPICAL FINISHED SECTION
USH 61 (MADISON STREET)
STA. 59+06.36 - STA. 60+73.86



ELM STREET TERRACE SLOPES	
STATION	WB (LEFT SIDE)
7+80 'E'	4.00%
8+65 'E'	4.00%
8+95 'E'	16.67%
9+00 'E'	16.67%
9+30 'E'	4.00%
11+95 'E'	4.00%

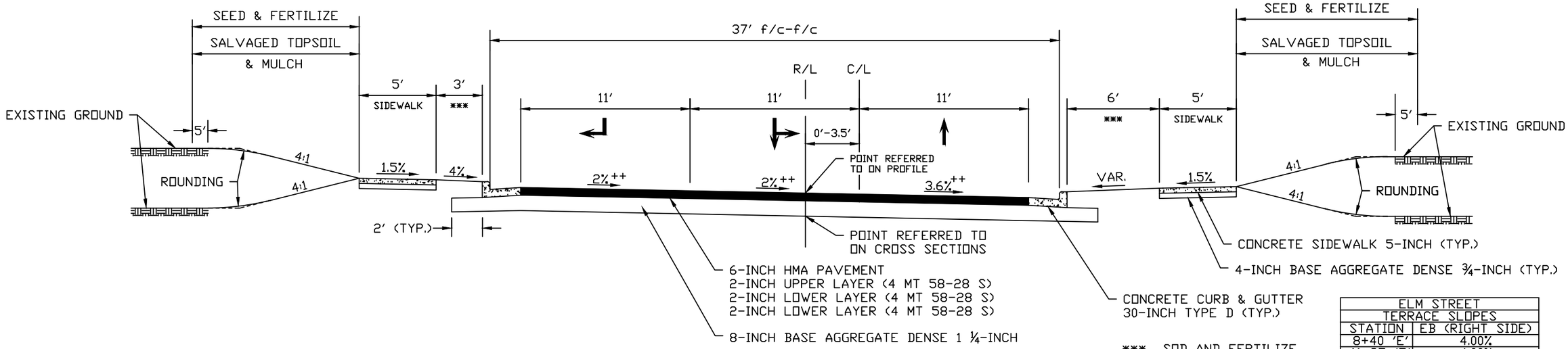
ELM STREET TERRACE SLOPES	
STATION	EB (RIGHT SIDE)
7+80 'E'	-10.00%
8+10 'E'	-6.00%
8+30 'E'	1.00%
8+40 'E'	4.00%
11+85 'E'	4.00%
11+95 'E'	1.00%

++ SEE PAVEMENT GRADES AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

TYPICAL FINISHED SECTION
ELM STREET
STA. 7+80.00'E' - STA. 9+34.05'E'

*** SOD AND FERTILIZE

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 13	E

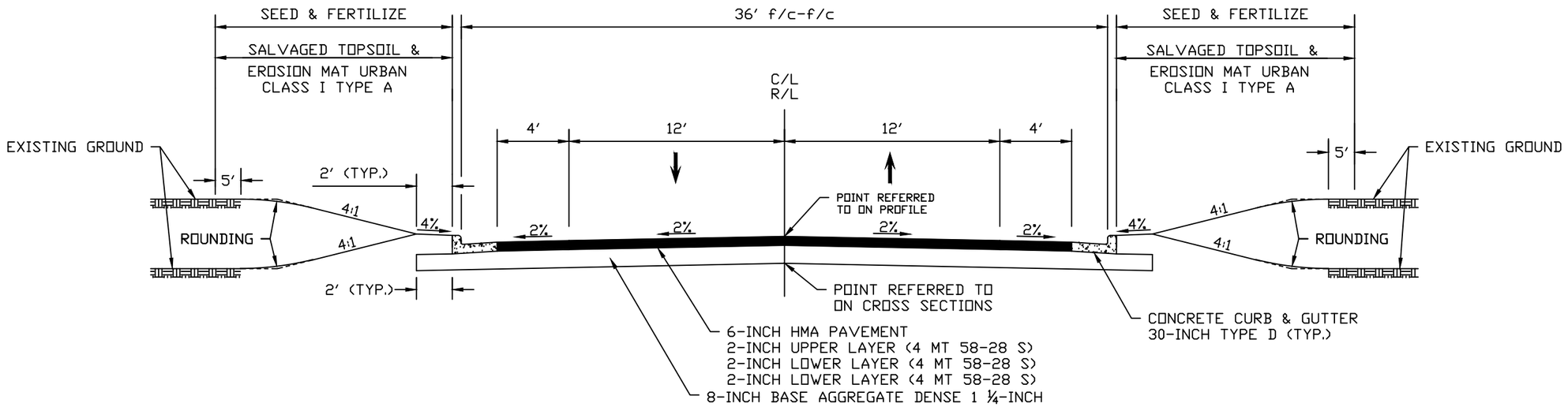


++ SEE PAVING DETAILS AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

*** SOD AND FERTILIZE

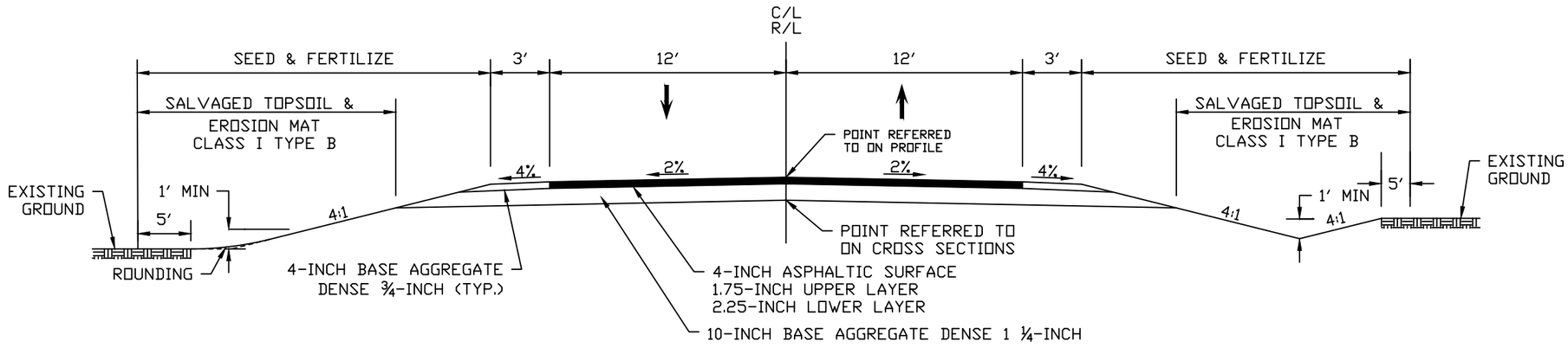
ELM STREET TERRACE SLOPES	
STATION	EB (RIGHT SIDE)
8+40 'E'	4.00%
11+85 'E'	4.00%
11+95 'E'	1.00%

TYPICAL FINISHED SECTION
ELM STREET
STA. 10+90.75'E' - STA. 11+95.00'E'

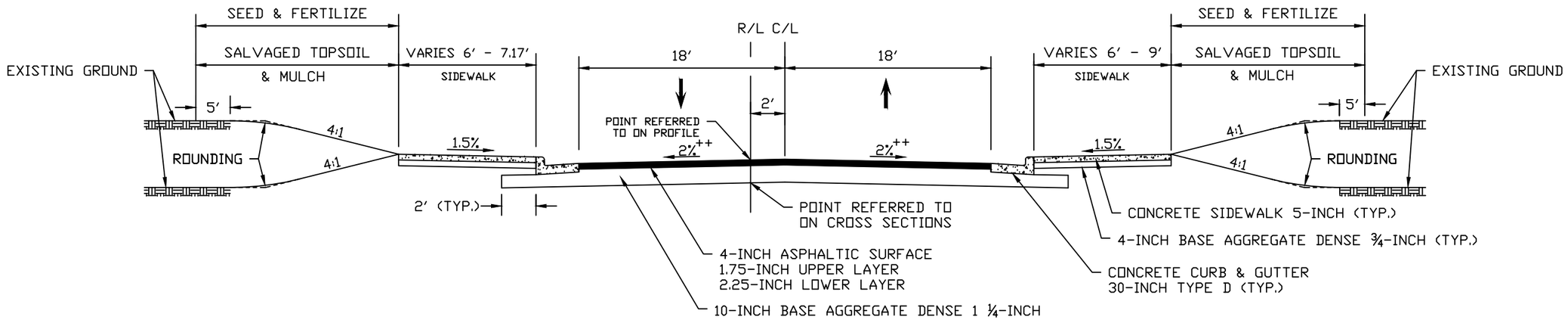


TYPICAL FINISHED SECTION
CITY LIMITS STREET
STA. 10+78.09'CL' - STA. 12+35.00'CL'

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 14	E



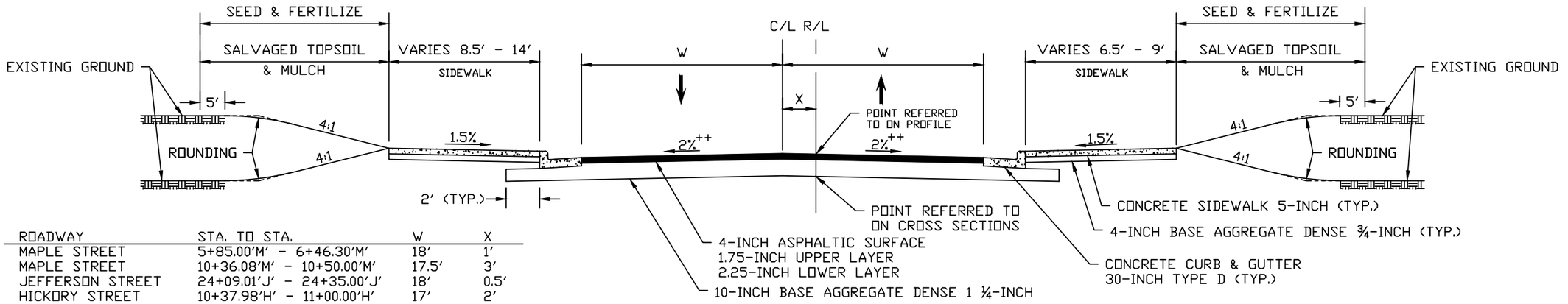
TYPICAL FINISHED SECTION
OLD CTH K
STA. 11+25.79′K′ – STA. 12+00.00′K′



++ SEE PAVING DETAILS AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

TYPICAL FINISHED SECTION
CHERRY STREET
STA. 10+38.94′C′ – STA. 10+50.00′C′

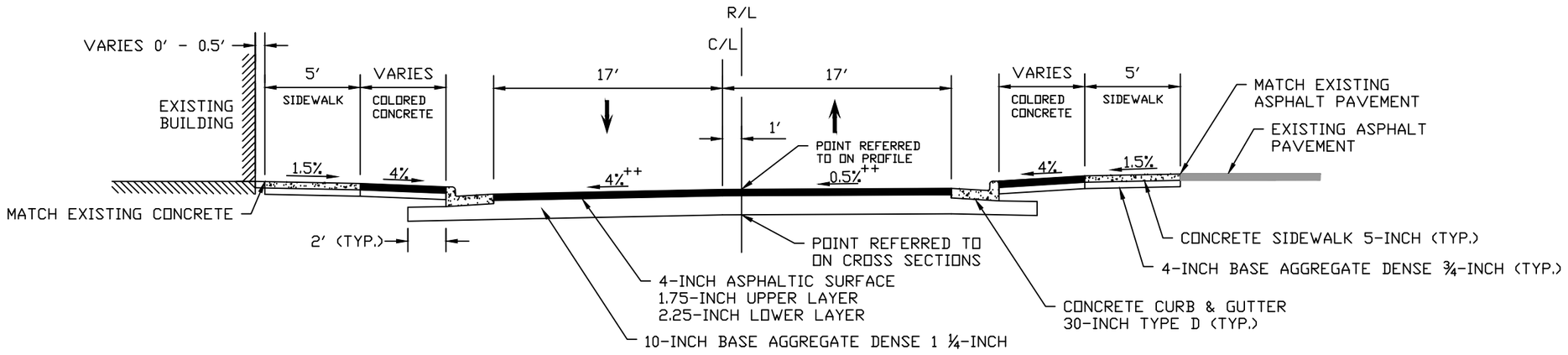
PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 15	E



ROADWAY	STA. TO STA.	W	X
MAPLE STREET	5+85.00'M' - 6+46.30'M'	18'	1'
MAPLE STREET	10+36.08'M' - 10+50.00'M'	17.5'	3'
JEFFERSON STREET	24+09.01'J' - 24+35.00'J'	18'	0.5'
HICKORY STREET	10+37.98'H' - 11+00.00'H'	17'	2'

++ SEE PAVING DETAILS AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

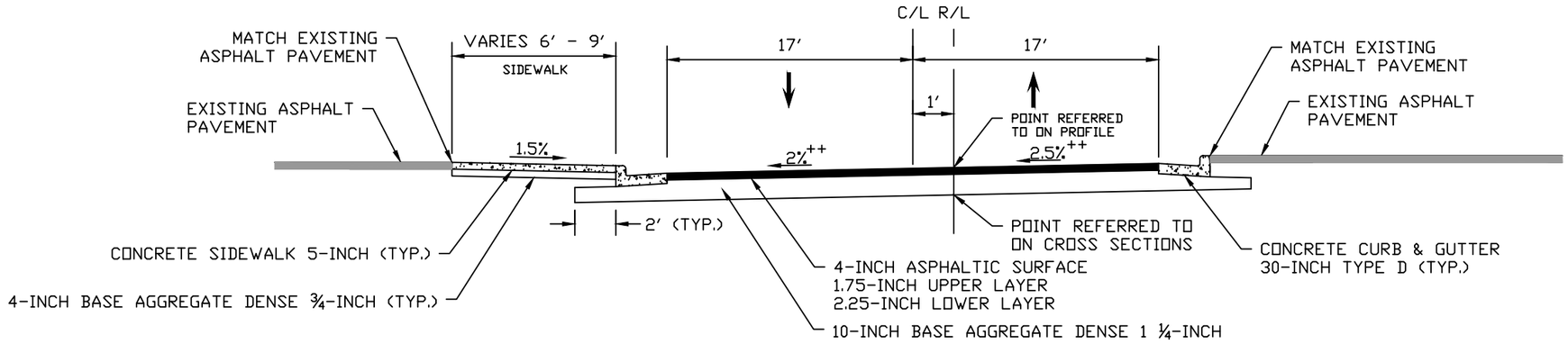
TYPICAL FINISHED SECTION
MAPLE STREET
JEFFERSON STREET
HICKORY STREET



++ SEE PAVING DETAILS AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

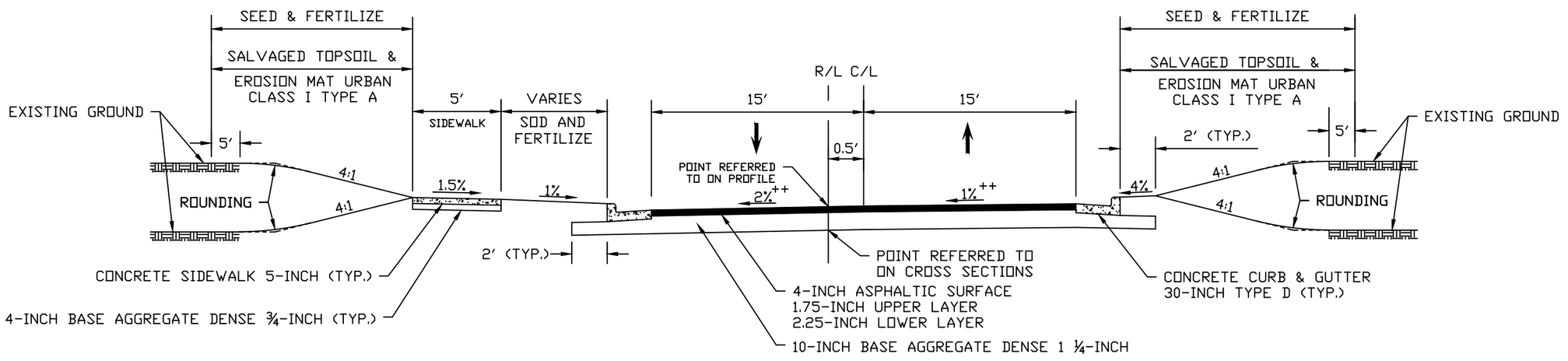
TYPICAL FINISHED SECTION
JEFFERSON STREET
STA. 19+75.00'J' - STA. 19+79.66'J'

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 16	E



TYPICAL FINISHED SECTION
HICKORY STREET
STA. 9+20.00′H′ - STA. 9+67.03′H′

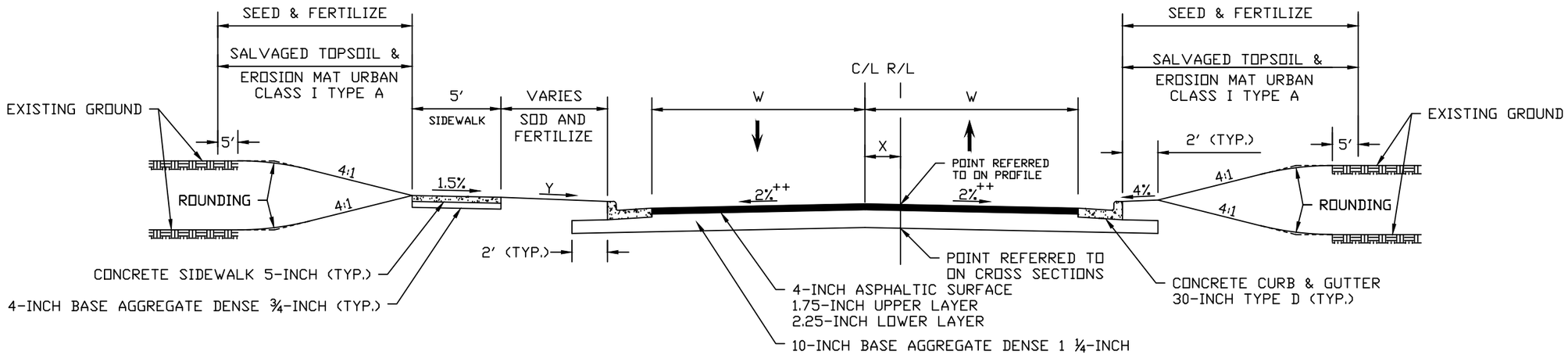
++ SEE PAVING DETAILS AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS



TYPICAL FINISHED SECTION
PINE STREET
STA. 9+50.00′P′ - STA. 9+66.87′P′

++ SEE PAVING DETAILS AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS

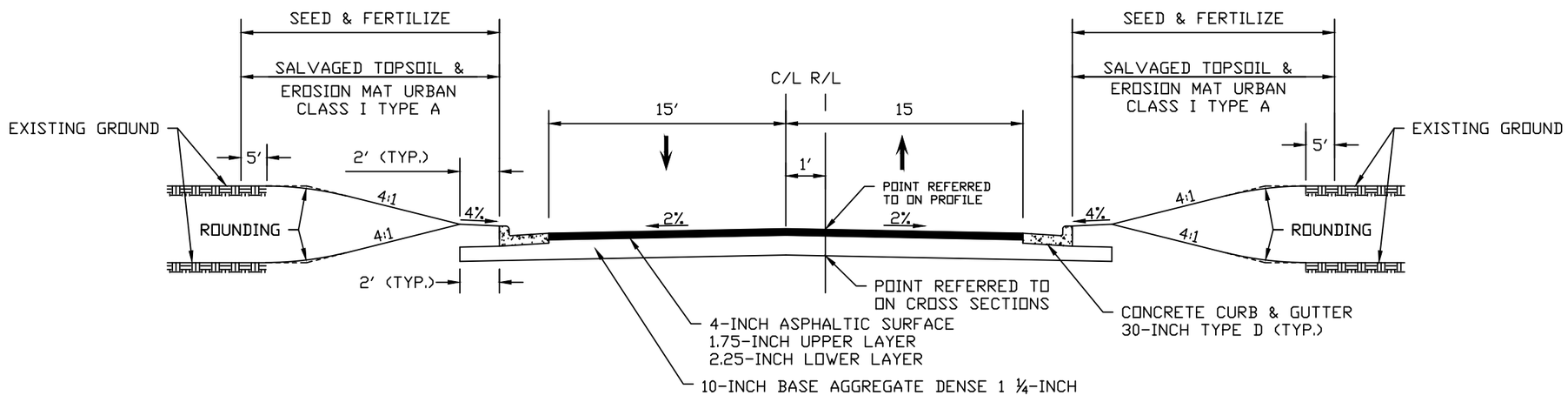
PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 17	E



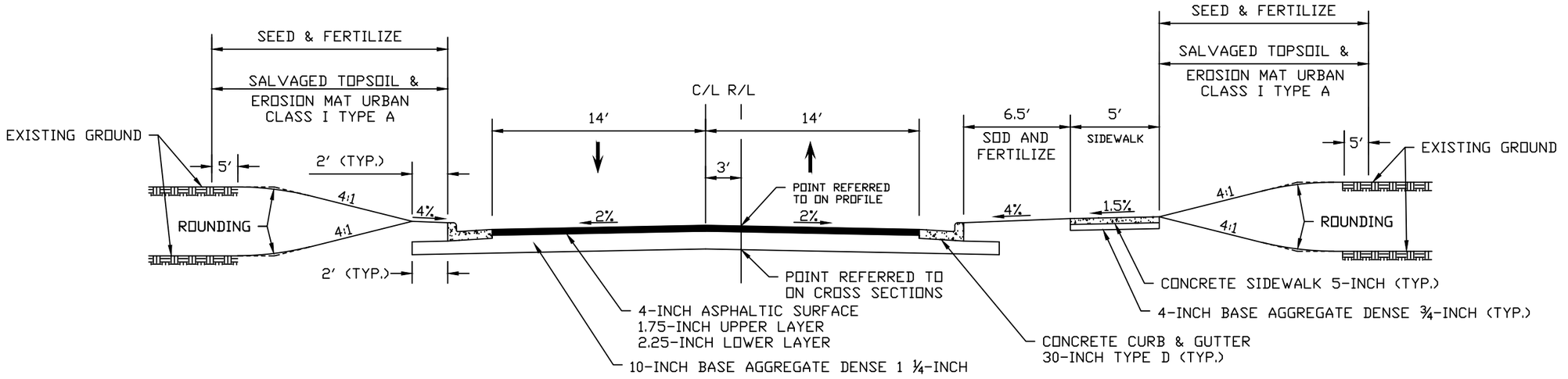
ROADWAY	STA. TO STA.	W	X	Y
PINE STREET	10+33.26'P' - 10+65.00'P'	12.5'	1'	1%
BIRCH STREET	10+38.30'B' - 10+75.00'B'	15'	1'	1%
LINDEN STREET	9+50.00'L' - 9+66.64'L'	13'	0.5'	4%

TYPICAL FINISHED SECTION
PINE STREET
BIRCH STREET
LINDEN STREET

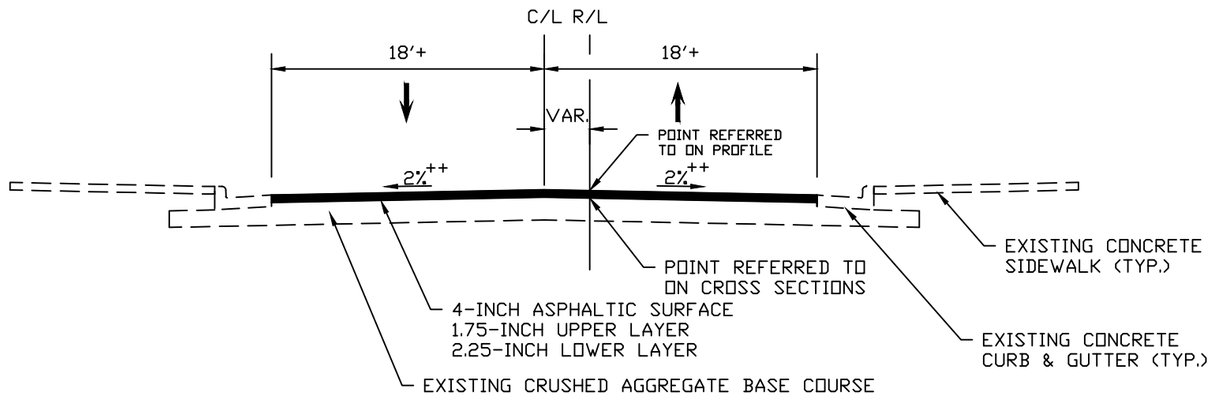
++ SEE PAVING DETAILS AND CROSS SLOPE TABLES FOR CROSS SLOPE TRANSITION LOCATIONS



TYPICAL FINISHED SECTION
LINDEN STREET
STA. 10+33.21'L' - STA. 10+50.00'L'



TYPICAL FINISHED SECTION
ASH STREET
STA. 9+45.00′A′ – STA. 9+60.71′A′



TYPICAL FINISHED SECTION
MAPLE STREET
STA. 5+35.00′M′ TO STA. 5+85.00′M′

\+ MATCH EXISTING ROADWAY WIDTH
++ MATCH EXISTING CROSS SLOPES

PROJECT NO:1650-07-71	HWY: USH 61	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 19	E

2

USH 61 (MADISON STREET)

STATION	CROSS SLOPES			
	SB		NB	
	PARKING/BIKE LANE	THRU LANE	THRU LANE	PARKING/BIKE LANE
18+30	-2.00%**	-2.00%**	-2.00%**	-2.00%**
19+50	-2.00%	-2.00%	-2.00%	-2.00%
20+00	0.50%	0.50%	-2.00%	-2.00%
20+35	0.50%	0.50%	-2.00%	-2.00%
20+50	0.50%	0.50%	-2.00%	-4.00%
20+75	-0.75%	-0.75%	-2.00%	-4.00%
21+00	-2.00%	-2.00%	-2.00%	-2.00%
22+50	-2.00%	-2.00%	-2.00%	-2.00%
22+75	-2.00%	-2.00%	-3.00%	-3.00%
23+25	-2.00%	-2.00%	-3.00%	-3.00%
23+50	-0.75%	-0.75%	-3.00%	-4.00%
23+60	-0.25%	-0.25%	-2.60%	-4.00%
23+75	0.50%	0.50%	-2.00%	-2.50%
23+80	0.50%	0.50%	-2.00%	-2.00%
24+00	0.50%	0.50%	-2.00%	-2.00%
24+50	-0.50%	-0.50%	-2.00%	-2.00%
25+00	-2.00%	-2.00%	-2.00%	-2.50%
25+50	-1.00%	-1.00%	-2.00%	-3.00%
26+50	1.00%	1.00%	-2.00%	-3.00%
27+00	2.00%	2.00%	-2.00%	-2.00%
27+25	2.00%	2.00%	-2.00%	-3.00%
27+50	2.00%	2.00%	-2.00%	-4.00%
29+60.68	2.00%	2.00%	-2.00%	-4.00%
30+25.68	3.00%	3.00%	-3.00%	-4.00%
30+50	3.00%	3.00%	-3.00%	-4.00%
30+75	3.00%	3.00%	-3.00%	-3.00%
31+30.20	3.00%	3.00%	-3.00%	-3.00%
31+84	0.00%	0.00%	0.00%	0.00%
32+38.44	-3.00%	-3.00%	3.00%	3.00%
33+13.74	-3.00%	-3.00%	3.00%	3.00%
33+50.24	-2.00%	-2.00%	2.00%	2.00%
33+86.74	-0.53%	-0.53%	0.00%	0.00%
34+23.24	0.93%	0.93%	-2.00%	-2.00%
34+50	2.00%	2.00%	-2.00%	-2.00%
35+25	2.00%	2.00%	-2.00%	-2.00%
35+50	1.00%	1.00%	-2.00%	-2.00%
36+00	-1.00%	-1.00%	-2.00%	-3.50%
36+25	-2.00%	-2.00%	-2.00%	-4.00%
36+70	-2.00%	-2.00%	-2.00%	-4.00%

** MATCH EXISTING CROSS SLOPES

USH 61 (MADISON STREET)

STATION	CROSS SLOPES			
	SB		NB	
	PARKING/BIKE LANE	THRU LANE	THRU LANE	PARKING/BIKE LANE
38+20	3.80%	3.80%	-2.00%	-4.00%
38+50	3.80%	3.80%	-2.00%	-4.00%
39+48	0.00%	0.00%	-2.00%	-4.00%
40+00	-2.00%	-2.00%	-2.00%	-4.00%
56+14.79	-2.00%	-2.00%	-2.00%	-4.00%
56+51.29	0.00%	0.00%	-2.00%	-4.00%
56+87.79	2.00%	2.00%	-2.00%	-4.00%
57+24.29	3.00%	3.00%	-3.00%	-4.00%
58+62.86	3.00%	3.00%	-3.00%	-4.00%
58+99.36	2.00%	2.00%	-2.00%	-4.00%
59+35.86	0.00%	0.00%	-2.00%	-4.00%
59+72.36	-2.00%	-2.00%	-2.00%	-4.00%
60+73.86	-	-2.00%**	-2.00%**	-

CHERRY STREET

STATION	CROSS SLOPES			
	WB		EB	
	PARKING/BIKE LANE	THRU LANE	THRU LANE	PARKING/BIKE LANE
5+80 'C'	0.50%**	0.50%**	-5.50%**	-5.50%**
6+10 'C'	1.50%	1.50%	-5.00%	-5.00%
6+40 'C'	0.50%	0.50%	-5.00%	-5.00%
6+60 'C'	0.50%	0.50%	-4.50%	-4.50%
6+75 'C'	2.00%	2.00%	-2.00%	-2.00%
7+00 'C'	2.00%	2.00%	-2.00%	-2.00%
7+20 'C'	-2.00%	-2.00%	-2.00%	-2.00%
7+80 'C'	-2.00%	-2.00%	-2.00%	-2.00%
8+00 'C'	-2.00%	-2.00%	-2.00%	-3.00%
8+30 'C'	-2.00%	-2.00%	-2.00%	-3.00%
8+50 'C'	-2.00%	-2.00%	-2.00%	-1.00%
8+60 'C'	-2.00%	-2.00%	-2.00%	-2.00%
9+00 'C'	-2.00%	-2.00%	-2.00%	-2.00%
9+05 'C'	-2.00%	-2.00%	-2.00%	-1.00%
9+15 'C'	-2.00%	-2.00%	-2.00%	-1.00%
9+20 'C'	-2.00%	-2.00%	-2.00%	-2.00%
9+40 'C'	-2.00%	-2.00%	-2.00%	-4.40%
9+70 'C'	-2.00%	-2.00%	-2.00%	-2.00%
10+00 'C'	-2.00%	-2.00%	-2.00%	-2.00%
10+30 'C'	-2.00%	-2.00%	-2.00%	-2.00%
10+50 'C'	-2.50%**	-2.50%**	-1.80%**	-1.80%**

MAPLE STREET

STATION	CROSS SLOPES			
	WB		EB	
	PARKING/BIKE LANE	THRU LANE	THRU LANE	PARKING/BIKE LANE
5+85 'M'	4.30%**	4.30%**	-4.30%**	-4.30%**
6+40 'M'	4.30%	4.30%	-5.50%	-5.50%
6+60 'M'	2.50%	2.50%	-5.00%	-5.00%
6+75 'M'	0.50%	0.50%	-3.00%	-3.00%
7+00 'M'	0.50%	0.50%	-3.00%	-3.00%
7+20 'M'	-2.00%	-2.00%	-3.00%	-4.00%
8+00 'M'	-2.00%	-2.00%	-3.00%	-4.00%
8+15 'M'	-2.00%	-2.00%	-4.00%	-4.00%
8+65 'M'	-2.00%	-2.00%	-4.00%	-4.00%
8+80 'M'	-2.00%	-2.00%	-3.00%	-4.00%
9+25 'M'	-2.00%	-2.00%	-3.00%	-4.00%
9+50 'M'	-1.00%	-1.00%	-3.00%	-4.00%
9+75 'M'	0.00%	0.00%	-3.00%	-4.00%
10+35 'M'	0.00%	0.00%	-3.00%	-3.00%
10+50 'M'	0.00%**	0.00%**	-3.50%**	-3.50%**

JEFFERSON STREET

STATION	CROSS SLOPES			
	SB		NB	
	PARKING/BIKE LANE	THRU LANE	THRU LANE	PARKING/BIKE LANE
19+75 'J'	-4.00%**	-4.00%**	0.50%**	0.50%**
19+95 'J'	-4.00%	-4.00%	0.50%	0.50%
20+35 'J'	-4.00%	-3.00%	0.50%	0.50%
20+60 'J'	-4.00%	-3.00%	-2.00%	-2.00%
21+10 'J'	-4.00%	-3.00%	-2.00%	-2.00%
21+25 'J'	-3.00%	-2.00%	-2.00%	-2.00%
21+50 'J'	-2.00%	-2.00%	-2.00%	-2.00%
22+50 'J'	-2.00%	-2.00%	-2.00%	-2.00%
22+75 'J'	-3.00%	-3.00%	-2.00%	-2.00%
23+00 'J'	-3.00%	-3.00%	-2.00%	-2.00%
23+25 'J'	-4.00%	-4.00%	-2.00%	-2.00%
23+50 'J'	-4.00%	-4.00%	-2.00%	-2.00%
23+95 'J'	-0.25%	-0.25%	-2.50%	-2.50%
24+10 'J'	-0.25%	-0.25%	-2.50%	-2.50%
24+35 'J'	-0.25%**	-0.25%**	-3.00%**	-3.00%**

2

HICKORY STREET

STATION	CROSS SLOPES WB THRU LANE	CROSS SLOPES EB THRU LANE
9+20 'H'	-1.9%**	2.5%**
9+30 'H'	-2.00%	2.50%
9+40 'H'	-2.00%	2.50%
9+50 'H'	-2.50%	2.50%
9+60 'H'	-2.50%	2.50%
9+80 'H'	-2.00%	2.00%
10+80 'H'	-2.00%	2.00%
11+00 'H'	-1.5%**	2.5%**

LINDEN STREET

STATION	CROSS SLOPES WB THRU LANE	CROSS SLOPES EB THRU LANE
9+50 'L'	-2.00%**	-2.00%**
10+50 'L'	-2.00%**	-2.00%**

OLD CTH K

STATION	CROSS SLOPES WB THRU LANE	CROSS SLOPES EB THRU LANE
10+00 'K'	-2.00%**	-2.00%**
12+00 'K'	-2.00%**	-2.00%**

ELM STREET

STATION	CROSS SLOPES WB THRU LANE	CROSS SLOPES EB THRU LANE
7+80 'E'	2.00%**	-3.60%**
11+00 'E'	2.00%	-3.60%
11+95 'E'	0.00%**	-4.00%**

BIRCH STREET

STATION	CROSS SLOPES WB THRU LANE	CROSS SLOPES EB THRU LANE
10+00 'B'	-3.00%**	-2.00%**
10+50 'B'	-3.00%	-2.00%
10+75 'B'	-2.00%**	-2.00%**

CITY LIMITS STREET

STATION	CROSS SLOPES WB THRU LANE	CROSS SLOPES EB THRU LANE
10+00 'CL'	-2.00%**	-2.00%**
12+35 'CL'	-2.00%**	-2.00%**

PINE STREET

STATION	CROSS SLOPES WB THRU LANE	CROSS SLOPES EB THRU LANE
9+50 'P'	-2.00%**	1.00%**
9+65 'P'	-2.00%	2.00%
9+80 'P'	-2.00%	2.00%
10+15 'P'	-2.00%	-2.00%
10+40 'P'	-2.00%	-2.00%
10+65 'P'	-3.50%**	-2.00%**

ASH STREET

STATION	CROSS SLOPES WB THRU LANE	CROSS SLOPES EB THRU LANE
9+45 'A'	-2.00%**	-2.00%**
10+00 'A'	-2.00%**	-2.00%**

** MATCH EXISTING CROSS SLOPES

USH 61 (MADISON ST)

COLORED CONCRETE TERRACE SLOPES

STATION	SB (LEFT SIDE)
20+80	1.50%
20+90	1.50%
21+40	8.00%
21+50	8.00%
21+60	9.00%
24+50	9.00%
24+60	5.50%
24+70	2.00%
24+80	1.00%
24+90	1.00%
25+00	1.50%
25+30	1.50%
25+40	9.00%
25+60	9.00%
25+65	1.00%
25+93	4.00%
26+00	4.00%
26+10	9.00%
26+40	9.00%
26+50	4.00%
26+55	0.50%
26+75	0.50%
26+80	4.00%
26+90	9.00%
27+70	9.00%
27+80	1.50%
27+90	1.50%
28+00	5.00%
28+10	7.00%
28+20	9.00%
28+40	9.00%
28+50	7.00%
28+55	5.00%
28+70	5.00%
28+75	4.00%
28+80	4.00%
29+20	6.00%
29+25	6.00%
29+55	9.00%
30+50	9.00%

USH 61 (MADISON ST)

COLORED CONCRETE TERRACE SLOPES

STATION	NB (RIGHT SIDE)
20+50	0.50%
20+70	0.50%
20+75	2.00%
20+80	3.00%
20+90	7.00%
21+00	9.00%
21+40	9.00%
21+50	8.00%
21+60	6.00%
21+70	5.00%
21+80	7.00%
21+90	9.00%
22+20	9.00%
22+30	8.00%
22+40	7.00%
22+50	5.00%
22+60	7.00%
22+80	7.00%
22+90	6.00%
23+00	5.00%
23+10	3.00%
23+20	1.50%
23+60	1.50%
24+20	9.00%
24+50	9.00%
24+60	6.00%
24+70	9.00%
24+90	9.00%
25+00	5.50%
25+10	1.50%
25+20	0.50%
25+40	0.50%
25+50	1.00%
25+60	0.50%
25+65	5.00%
25+66	7.00%
25+70	1.00%
26+30	1.00%
26+40	9.00%

USH 61 (MADISON ST)

COLORED CONCRETE TERRACE SLOPES

STATION	NB (RIGHT SIDE)
27+25	9.00%
27+30	1.00%
27+80	1.00%
27+90	0.50%
28+50	0.50%
28+60	1.50%
29+25	1.50%
29+55	4.50%
29+65	5.50%
29+75	1.50%
30+00	1.50%
30+20	3.50%
30+40	1.50%
30+55	1.50%

MAPLE STREET

COLORED CONCRETE TERRACE SLOPES

TERRACE	WB (LEFT SIDE)
7+10 'M'	1.00%
7+20 'M'	1.00%
7+25 'M'	2.00%
7+30 'M'	3.00%
7+40 'M'	5.00%
7+50 'M'	6.00%
7+60 'M'	5.00%
7+70 'M'	5.00%
7+75 'M'	6.00%
7+80 'M'	7.00%
7+90 'M'	9.00%
8+20 'M'	9.00%
8+25 'M'	8.00%
8+30 'M'	6.00%
8+40 'M'	3.00%
8+50 'M'	4.00%
8+60 'M'	5.00%
8+70 'M'	6.00%
8+75 'M'	7.00%
8+80 'M'	7.00%
8+90 'M'	5.00%
9+00 'M'	5.00%
9+10 'M'	4.00%
9+20 'M'	5.00%
9+25 'M'	6.00%
9+30 'M'	7.00%
9+40 'M'	7.00%
9+50 'M'	9.00%
9+70 'M'	9.00%

MAPLE STREET

COLORED CONCRETE TERRACE SLOPES

STATION	EB (RIGHT SIDE)
7+25 'M'	1.50%
9+60 'M'	1.50%

CHERRY STREET

COLORED TERRACE CONCRETE SLOPES

STATION	WB (LEFT SIDE)
7+00 'C'	6.00%
7+80 'C'	6.00%
7+90 'C'	4.50%
8+00 'C'	3.00%
8+10 'C'	1.50%
8+60 'C'	1.50%
8+70 'C'	3.00%
8+80 'C'	4.50%
8+85 'C'	6.00%
9+00 'C'	6.00%
9+25 'C'	1.50%
9+45 'C'	1.50%

CHERRY STREET

COLORED CONCRETE TERRACE SLOPES

STATION	EB (RIGHT SIDE)
7+00 'C'	1.50%
7+50 'C'	1.50%
7+58 'C'	4.20%
7+60 'C'	5.30%
7+70 'C'	9.00%
7+75 'C'	7.40%
7+80 'C'	5.20%
7+90 'C'	3.20%
8+00 'C'	3.20%
8+10 'C'	2.10%
8+20 'C'	4.10%
8+25 'C'	7.60%
8+30 'C'	1.50%
8+50 'C'	8.00%
8+60 'C'	9.00%
8+70 'C'	7.40%
8+75 'C'	7.10%
8+80 'C'	6.80%
8+85 'C'	6.70%
8+90 'C'	6.70%
9+00 'C'	9.00%
9+10 'C'	1.90%
9+12 'C'	1.50%
9+45 'C'	1.50%

JEFFERSON STREET

COLORED CONCRETE TERRACE SLOPES

STATION	SB (LEFT SIDE)
20+50 'J'	1.50%
21+10 'J'	1.50%
21+20 'J'	3.00%
21+25 'J'	4.00%
21+30 'J'	7.00%
21+37 'J'	6.00%
21+40 'J'	6.00%
21+50 'J'	2.00%
21+60 'J'	4.00%
21+70 'J'	6.00%
21+75 'J'	7.00%
21+80 'J'	7.00%
21+90 'J'	5.00%
22+00 'J'	3.00%
22+10 'J'	5.00%
22+11 'J'	5.00%
22+40 'J'	1.50%
22+50 'J'	1.50%
22+60 'J'	3.00%
22+70 'J'	8.00%
22+75 'J'	8.00%
22+80 'J'	9.00%
22+90 'J'	9.00%
23+00 'J'	6.00%
23+10 'J'	4.00%
23+20 'J'	1.50%
23+50 'J'	1.50%

JEFFERSON STREET

COLORED CONCRETE TERRACE SLOPES

STATION	NB (RIGHT SIDE)
20+50 'J'	1.50%
23+50 'J'	1.50%

USH 61 (MADISON ST)

TERRACE SLOPES

STATION	SB (LEFT SIDE)
31+00	4.00%
36+00	4.00%
36+50	1.00%
38+00	1.00%
38+50	4.00%
45+70	4.00%
45+90	16.67%
46+10	4.00%
46+80	4.00%
47+00	16.67%
47+20	4.00%
51+50	4.00%
52+00	1.00%
52+50	1.00%
52+75	4.00%
59+00	4.00%

USH 61 (MADISON ST)

TERRACE SLOPES

STATION	NB (RIGHT SIDE)
31+00	4.00%
36+00	4.00%
36+50	1.00%
38+75	1.00%
39+00	4.00%
39+50	4.00%
39+75	1.00%
40+20	1.00%
40+50	4.00%
41+75	4.00%
42+00	1.00%
50+00	1.00%
50+50	4.00%
59+00	4.00%

ELM STREET

TERRACE SLOPES

STATION	WB (LEFT SIDE)
7+80 'E'	4.00%
8+65 'E'	4.00%
8+95 'E'	16.67%
9+00 'E'	16.67%
9+30 'E'	4.00%
11+95 'E'	4.00%

ELM STREET

TERRACE SLOPES

STATION	EB (RIGHT SIDE)
7+80 'E'	-10.00%
8+10 'E'	-6.00%
8+30 'E'	1.00%
8+40 'E'	4.00%
11+85 'E'	4.00%
11+95 'E'	1.00%

PINE STREET

TERRACE SLOPES

STATION	WB (LEFT SIDE)
9+50 'P'	1.00%
10+65 'P'	1.00%

LINDEN STREET

TERRACE SLOPES

STATION	WB (LEFT SIDE)
9+50 'L'	4.00%
10+00 'L'	4.00%

BIRCH STREET

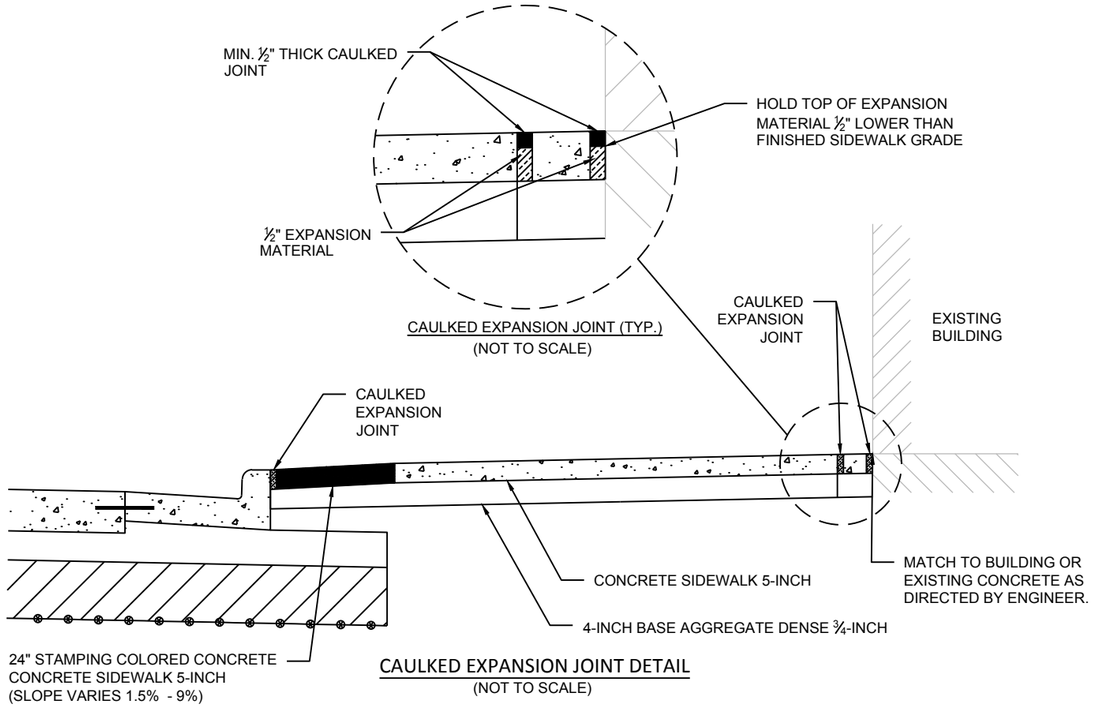
TERRACE SLOPES

STATION	WB (LEFT SIDE)
10+00 'B'	1.00%
10+75 'B'	1.00%

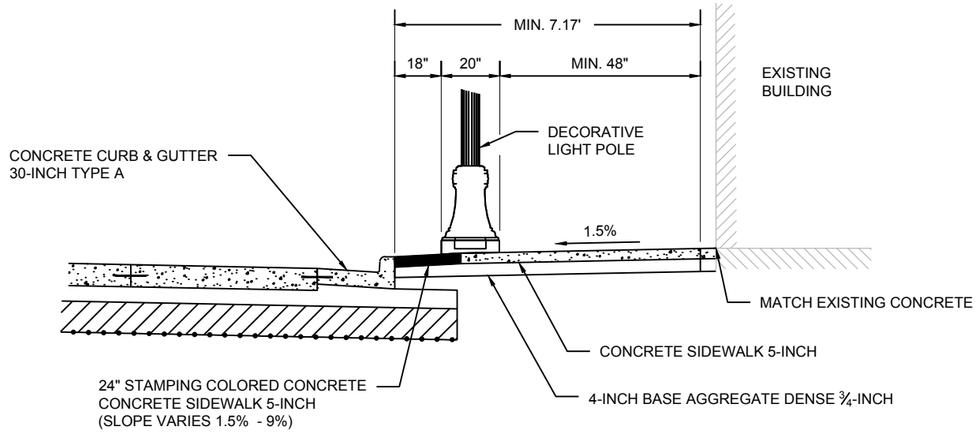
ASH STREET

TERRACE SLOPES

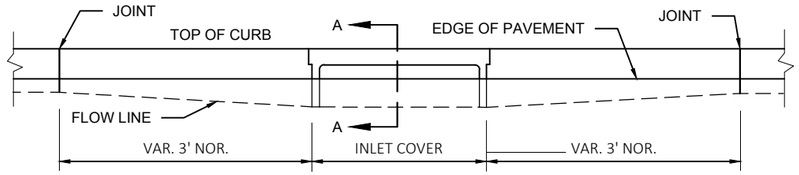
STATION	EB (RIGHT SIDE)
9+45 'A'	4.00%
10+00 'A'	4.00%



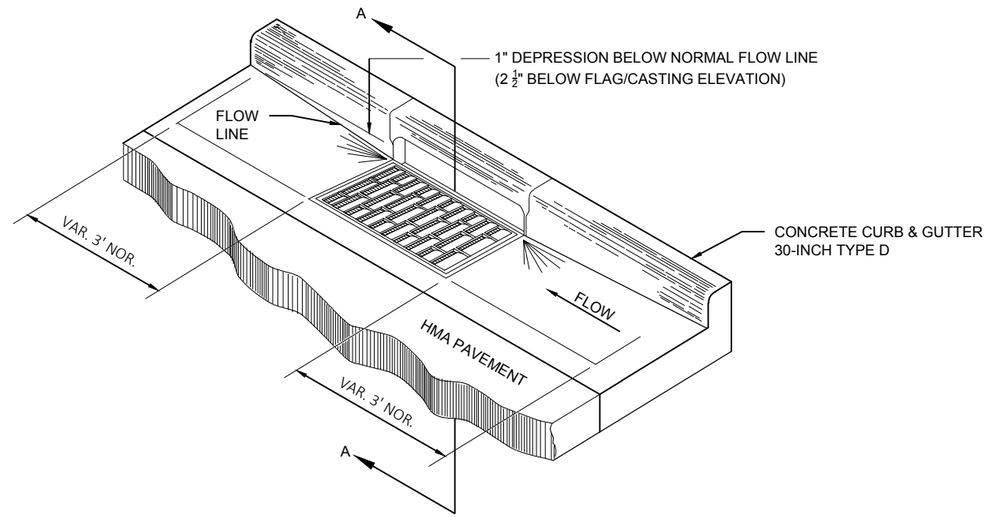
CAULKED EXPANSION JOINT DETAIL
(NOT TO SCALE)



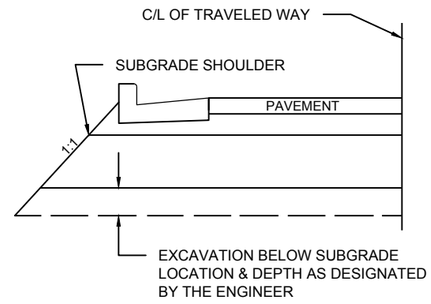
TYPICAL FINISHED SECTION AT DECORATIVE LIGHTS
(NOT TO SCALE)



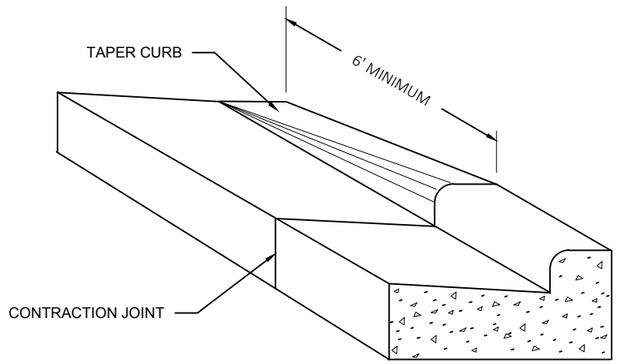
ELEVATION



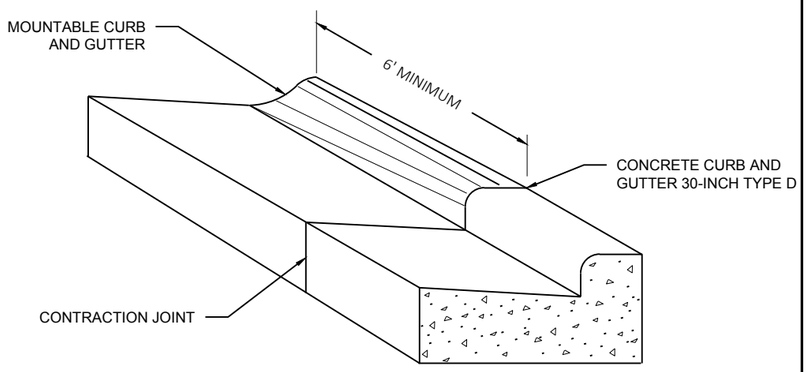
DETAIL OF CURB AND GUTTER AT INLETS
(INLET COVER TYPE H SHOWN)



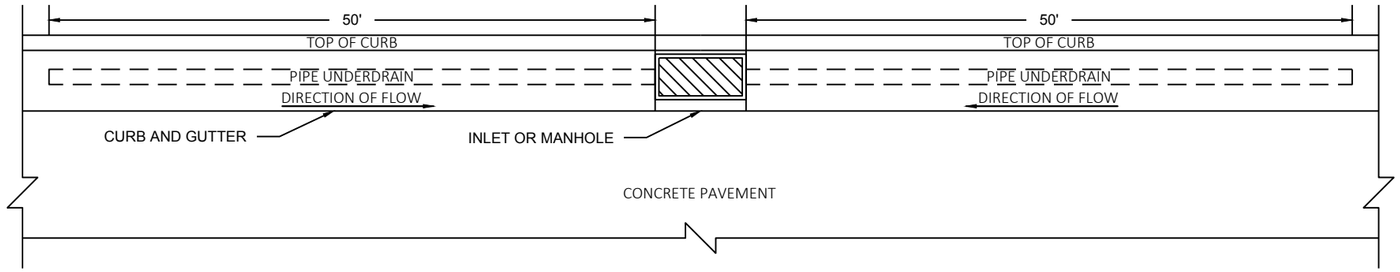
DETAIL FOR EXCAVATION BELOW SUBGRADE



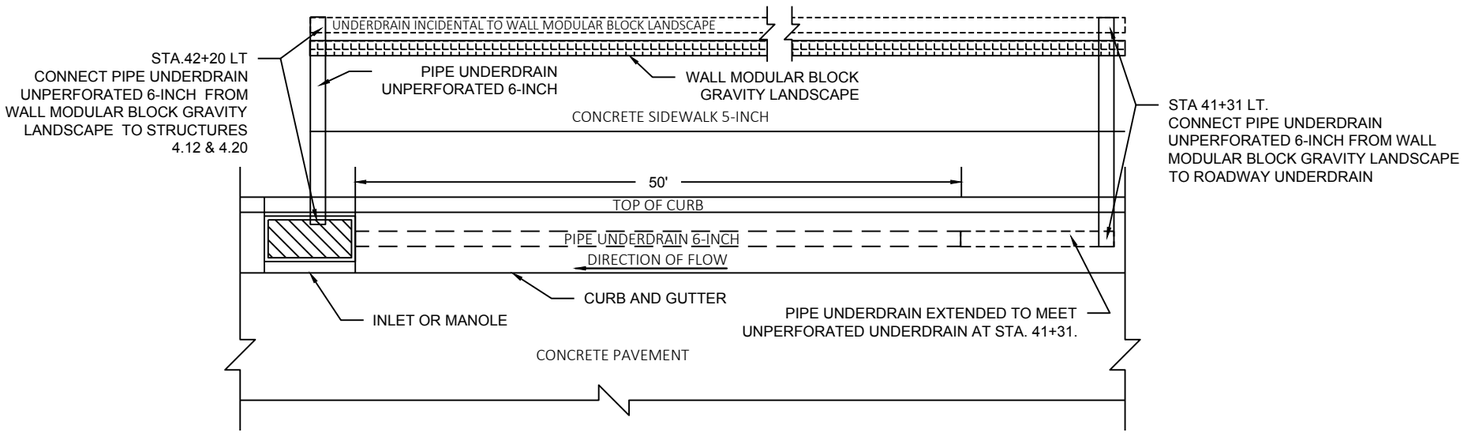
DETAIL OF CURB AND GUTTER TERMINI



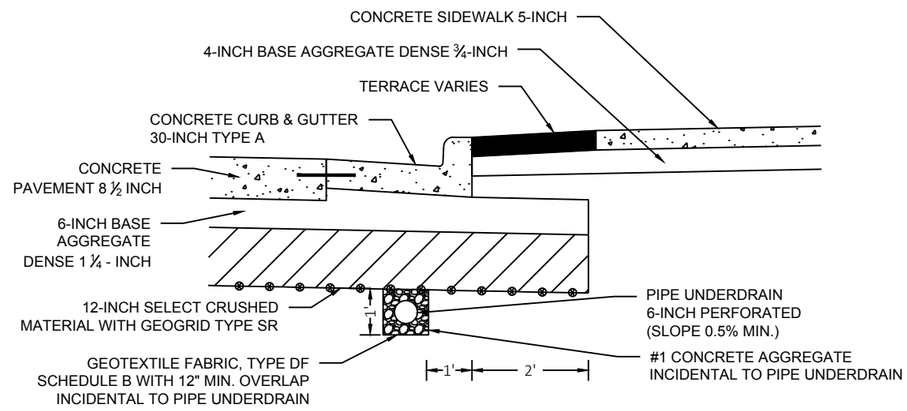
DETAIL FOR CURB AND GUTTER TRANSITION FROM FULL CURB HEAD TO MOUNTABLE CURB



PIPE UNDERDRAIN 6-INCH AT SAG INLET

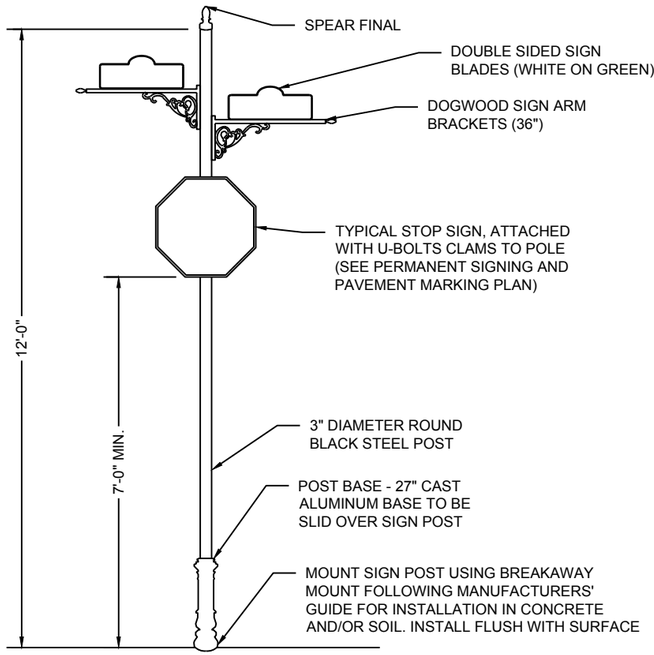


PIPE UNDERDRAIN 6-INCH AT NON-SAG INLET AND PIPE UNDERDRAIN UNPERFORATED AT CONNECTIONS TO WALL MODULAR BLOCK GRAVITY LANDSCAPE



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



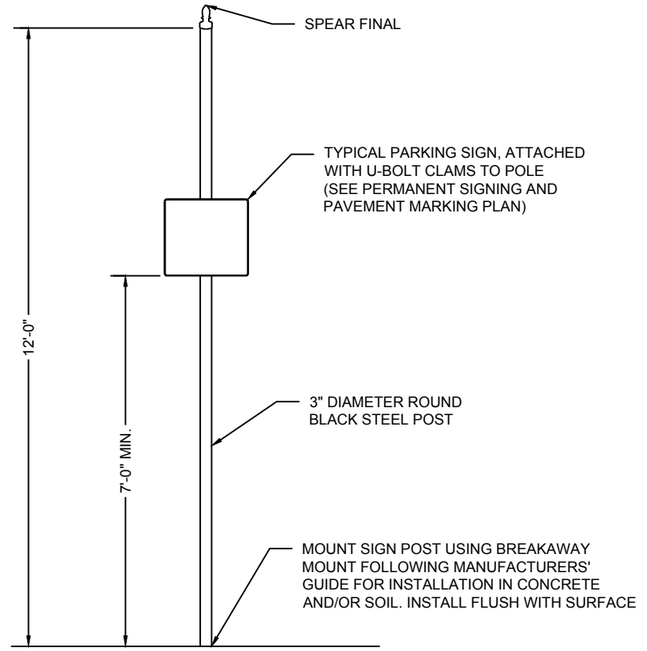
DECORATIVE OXFORD STYLE SIGN POST WITH BREAKAWAY ANCHOR
(NOT TO SCALE)

RUNOFF COEFFICIENT TABLE

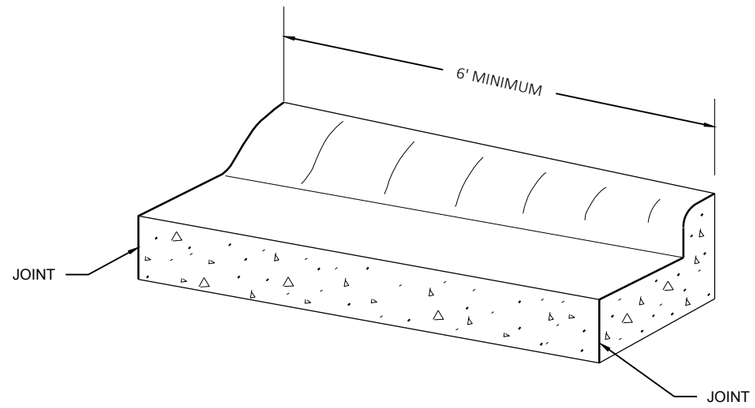
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 12.44 ACRES
ACRES TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 10.60 ACRES

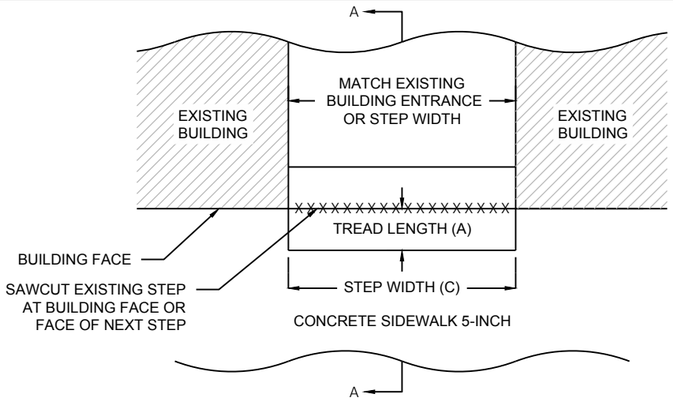
2



ROUND BLACK SIGN POST WITH BREAKAWAY ANCHOR
(NOT TO SCALE)



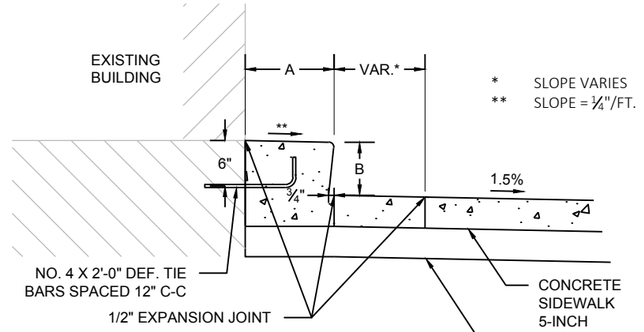
TRANSITION DETAIL
30" CURB & GUTTER TO 24" CURB & GUTTER
(TO BE MEASURED & PAID FOR AS 30" CONC. C&G)



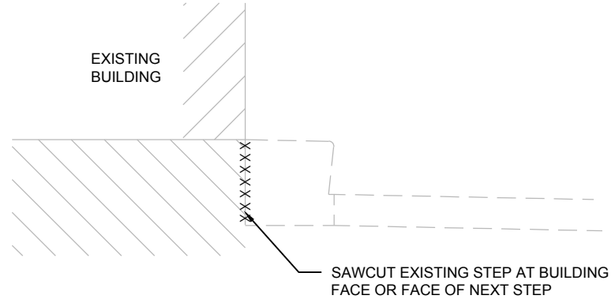
PLAN VIEW

GENERAL NOTES:

1. THE EXACT LOCATION, WIDTHS, HEIGHT OF STEPS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. CONSULT WITH BUSINESS OWNER/RESIDENT BEFORE REMOVING ANY STEPS.
3. STEPS NOT LISTED IN TABLE BELOW TO REMAIN IN PLACE. DO NOT REPLACE STEPS SET BACK INTO BUILDING.ONLY REPLACE STEP PROTRUDING OUT INTO SIDEWALK.
4. RISERS: 4" MINIMUM, 8" MAXIMUM. IF SECOND STEP PRESENT, PROVIDE EQUAL RISER HEIGHTS BETWEEN FIRST AN SECOND STEP. MAXIMUM DIFFERENCE BETWEEN RISERS SHALL NOT EXCEED 0.375"
5. TREADS: 9" MINIMUM. MATCH EXISTING TREAD WIDTH.
6. IF RAILING PRESENT, REMOVE AND REINSTALL USING SAME RAILING. SEE SPV.0105.01&.02. FURNISH BOLTS AND CONCRETE ANCHORS NECESSARY TO REINSTALL THE RAILINGS. THE ANCHORING SYSTEM SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.



SECTION A-A (PROPOSED STEP)



SECTION A-A (EXISTING STEP)

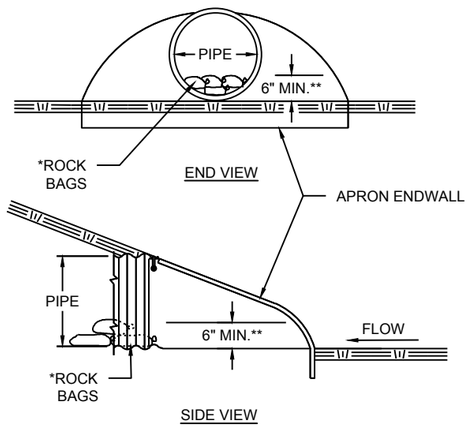
CONCRETE STEPS

ADDRESS	BUSINESS	TREAD LENGTH (A) INCH	RISER HEIGHT (C) INCH	STEP WIDTH (C) INCH	COMMENTS
114 S. MADISON ST.	FARMER'S FAMILY DENTAL	10	4.5	53	
114 ½ S. MADISON ST.	NA	13	5	45	
129 N. MADISON ST.	APPLIED MICRO	13	7.5	60	
113 W. MAPLE ST.	NA	13	7.5	72	
115 W. MAPLE ST.	NA	14	6.5	72	
125 ½ W. MAPLE ST.	NA	16	5.5	54	
135 S. JEFFERSON ST.	DOOLITTLE'S	17	7	80	SPV.0105.01 REMOVE, STORE AND REINSTALL RAILING
143 S. JEFFERSON ST.	TWIN DRAGON	29	5.5	110	SPV.0105.02 REMOVE, STORE AND REINSTALL RAILING

CONCRETE STEPS DETAIL

* 15-INCH PIPE HAS 2 ROCK BAGS.
* 19X30-INCH PIPE HAS 3 ROCK BAGS

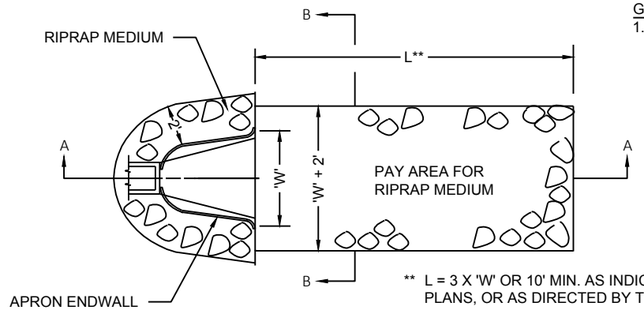
** OR AS DIRECTED BY THE ENGINEER



SIDE VIEW

CULVERT PIPE CHECK

(SEE EROSION CONTROL PLAN SHEETS FOR LOCATIONS)

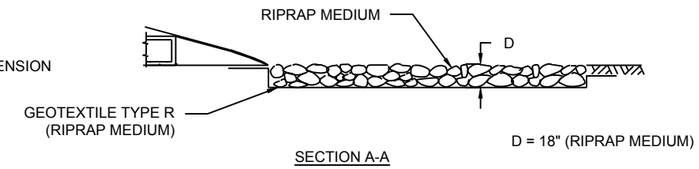


** L = 3 X 'W' OR 10' MIN. AS INDICATED IN THE PLANS, OR AS DIRECTED BY THE ENGINEER

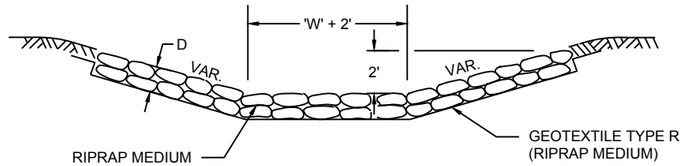
PLAN VIEW

GENERAL NOTES:

1. REFER TO S.D.D FOR 'W' DIMENSION



SECTION A-A



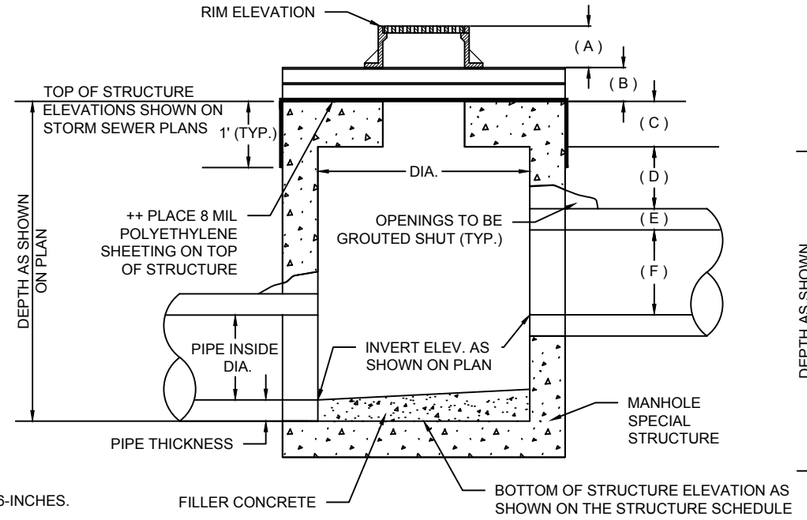
SECTION B-B

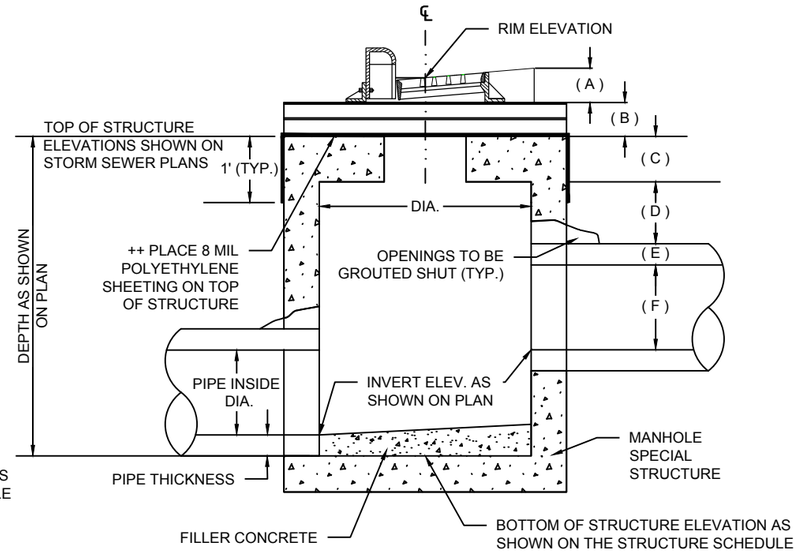
EROSION CONTROL TREATMENT AT PIPE ENDWALLS

(SEE EROSION CONTROL PLAN SHEETS FOR LOCATIONS)

MANHOLE SPECIAL X-FT DIAMETER INFORMATION								
STRUCTURE NO.	MANHOLE DIAMETER (FT)	COVER TYPE	(A) CASTING HEIGHT (INCHES)	(B) ADJUSTING RINGS HEIGHT (INCHES)	(C) TOP SLAB THICKNESS (INCHES)	(D) RISE OVER PIPE HEIGHT (INCHES)	(E) PIPE THICKNESS FOR CRITICAL PIPE (INCHES)	(F) CRITICAL PIPE DIAMETER (INCHES)
1.0	6	H	6.375	3.0	8.0	2.0	3.75	24X38
1.2	5	H	6.375	3.0	8.0	2.1	3.00	24
1.3	5	L	4.000	5.0	8.0	2.1	3.00	24
1.9	5	H	6.375	3.0	8.0	5.0	2.50	18
1.12	4	J	8.875	3.0	6.0	5.3	3.00	24
1.13	5	J	8.875	3.0	8.0	5.9	3.00	24
2.7	6	H	6.375	3.0	8.0	2.4	3.25	19X30
2.8	5	L	4.000	5.0	8.0	5.7	2.50	18
2.9	4	J	8.875	3.0	6.0	4.1	2.00	12
2.18	4	L	4.000	5.0	6.0	1.0	2.50	18
3.0	5	H	6.375	3.0	8.0	2.5	3.00	24
3.2	5	J	8.875	3.0	8.0	3.8	2.50	18
3.3	5	J	8.875	3.0	8.0	4.3	2.50	18
3.4	4	L	4.000	5.0	6.0	2.1	2.50	18
3.9	5	J	8.875	3.0	8.0	5.7	2.50	18
3.15	4	L	4.000	5.0	6.0	2.5	2.50	18
4.0	6	L	4.000	3.0	8.0	2.1	4.00	36
4.2	7	L	4.000	5.0	8.0	2.1	4.50	29X45
4.3	7	L	4.000	5.0	8.0	3.0	4.50	29X45
4.7	4	L	4.000	5.0	6.0	5.8	3.00	24
4.13	5	H	6.375	3.0	8.0	2.2	3.00	24

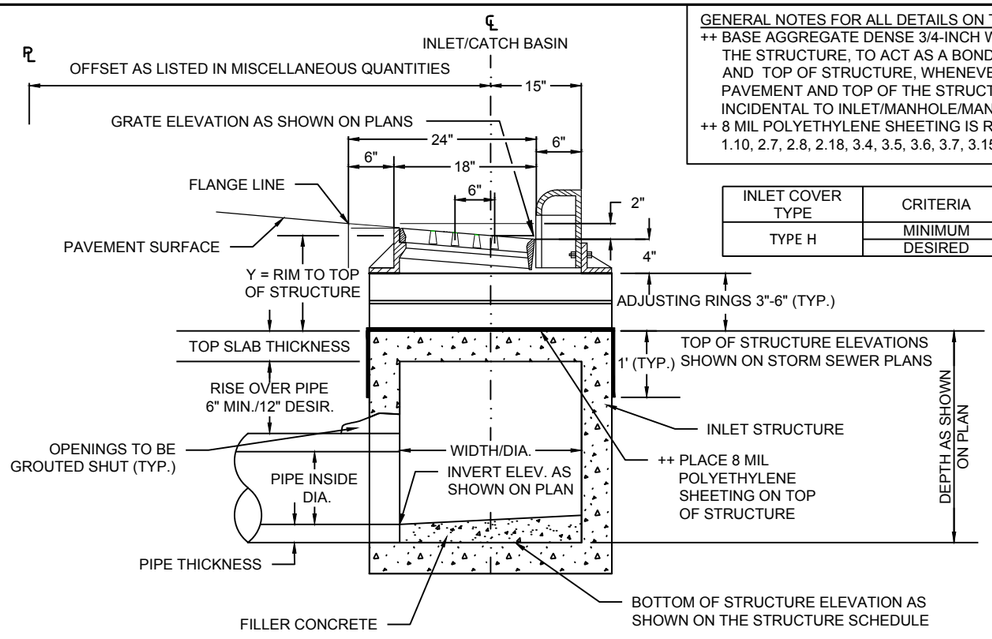
GENERAL NOTES:
1. MANHOLE SPECIAL X-FT DIAMETER ARE ALL MANHOLES WHERE THE RISE OVER PIPE IS LESS THAN 6-INCHES.
2. SEE STORM SEWER STRUCTURE SCHEDULE FOR MORE INFORMATION.
3. CONTRACTOR TO DETERMINE IF MANHOLE SPECIAL TO BE CAST-IN-PLACE OR PRECAST. SEE SPECIAL PROVISIONS FOR MORE INFORMATION.





MANHOLE SPECIAL X-FT DIAMETER DETAIL

(SEE STORM SEWER PLANS AND MISCELLANEOUS QUANTITIES FOR LOCATIONS)



INLET COVER TYPE	CRITERIA	Y
TYPE H	MINIMUM	9 3/8"
	DESIRED	12 3/8"

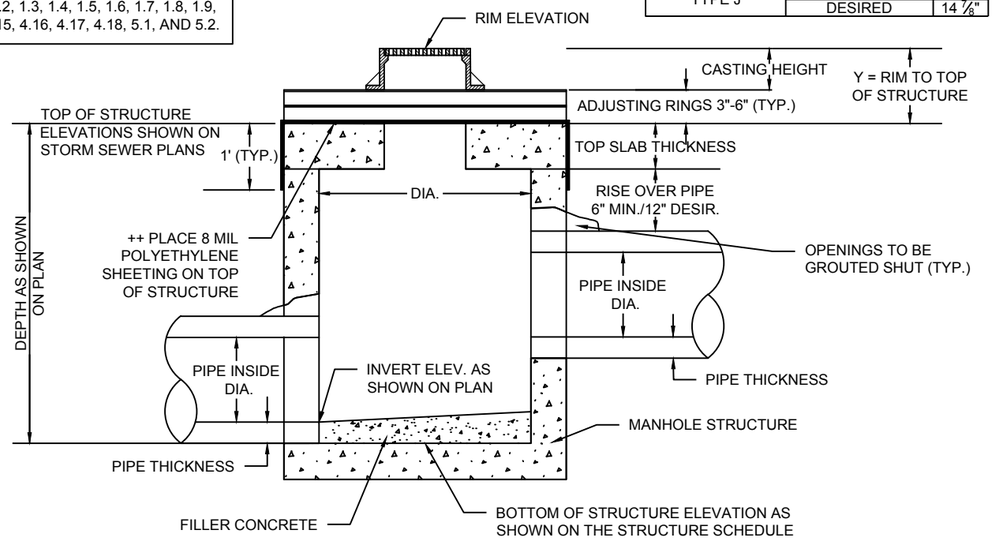
GENERAL NOTES:
1. SEE STORM SEWER STRUCTURE SCHEDULE FOR MORE INFORMATION.
2. TOP SLAB THICKNESS FOR INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT IS 0-INCHES.
3. SEE S.D.D.'S INLETS 3-FT & 4FT DIAMETER AND INLETS 2X2-FT, 2X2.5-FT, 2X3FT, & 2.5X3-FT FOR MORE INFORMATION.

DETAIL OF STRUCTURE DIMENSIONS FOR INLETS AND CATCH BASINS

(SEE STORM SEWER PLANS AND MISCELLANEOUS QUANTITIES FOR LOCATIONS)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:
++ BASE AGGREGATE DENSE 3/4-INCH WITH AN 8 MIL POLYETHYLENE SHEETING IS REQUIRED ON TOP OF THE STRUCTURE, TO ACT AS A BOND BREAKER BETWEEN THE BOTTOM OF THE CONCRETE PAVEMENT AND TOP OF STRUCTURE, WHENEVER THE DISTANCE BETWEEN THE BOTTOM OF THE CONCRETE PAVEMENT AND TOP OF THE STRUCTURE IS LESS THAN 3-INCHES. POLYETHYLENE SHEETING IS INCIDENTAL TO INLET/MANHOLE/MANHOLE SPECIAL.
++ 8 MIL POLYETHYLENE SHEETING IS REQUIRED FOR STRUCTURES: 1.0, 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 1.10, 2.7, 2.8, 2.18, 3.4, 3.5, 3.6, 3.7, 3.15, 4.1, 4.2, 4.3, 4.4, 4.7, 4.12, 4.13, 4.14, 4.15, 4.16, 4.17, 4.18, 5.1, AND 5.2.

MANHOLE COVER TYPE	CRITERIA	Y
TYPE L	MINIMUM	9"
	DESIRED	12"
TYPE J	MINIMUM	11 7/8"
	DESIRED	14 7/8"



GENERAL NOTES:
1. SEE STORM SEWER STRUCTURE SCHEDULE FOR MORE INFORMATION.
2. SEE S.D.D. MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, & 8-FT DIAMETER FOR MORE INFORMATION.

DETAIL FOR COMPUTING MANHOLE ELEVATIONS

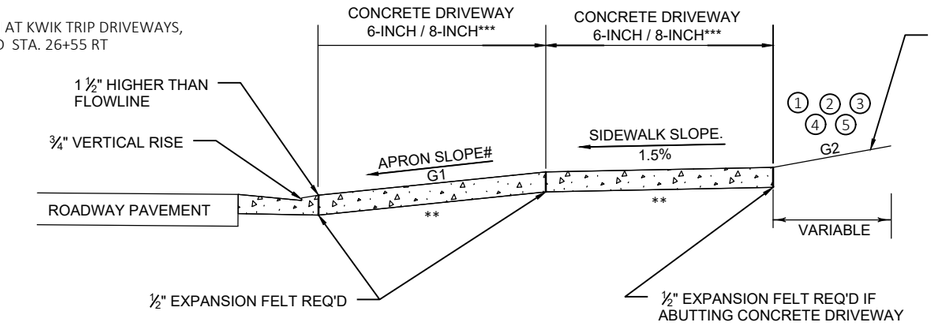
(SEE STORM SEWER PLANS AND MISCELLANEOUS QUANTITIES FOR LOCATIONS)

DRIVEWAY TABLE

STATION	OFFSET	TYPE	WIDTH	SURFACE	COMMENTS
25+78	LT	CE	25'	ASPHALT	
26+01	RT	CE	34'	CONCRETE	8-INCH***
26+55	RT	CE	34'	CONCRETE	8-INCH***
29+00	LT	CE	33'	ASPHALT	
29+84	RT	CE	15'	ASPHALT	
32+99	RT	PE	26'	CONCRETE	JOINT DRIVEWAY
33+53	RT	PE	16'	CONCRETE	
36+11	RT	PE	22'	CONCRETE	
36+33	RT	PE	16'	BAD	
36+91	RT	PE	12'	BAD	
39+40	RT	PE	24'	CONCRETE	
40+34	RT	PE	43'	ASPHALT	JOINT DRIVEWAY
40+55	RT	PE		CONCRETE	JOINT DRIVEWAY
41+63	LT	PE	30'	CONC/ASPH	JOINT DRIVEWAY
43+02	LT	PE	12'	ASPHALT	
43+24	RT	PE	12'	CONCRETE	
43+86	LT	PE	70'	ASPHALT	JOINT DRIVEWAY
44+18	RT	PE	12'	CONCRETE	
44+81	RT	PE	24'	CONCRETE	
45+37	RT	PE	16'	BAD	
45+44	LT	CE	24'	ASPHALT	
46+35	LT	CE	18'	ASPHALT	
46+58	RT	PE	12'	BAD	
46+62	LT	CE	15'	ASPHALT	
47+19	RT	PE	12'	ASPHALT	
47+26	LT	CE	16'	ASPHALT	
47+93	RT	PE	12'	ASPHALT	
48+03	LT	PE	12'	BAD	
48+74	LT	PE	16'	ASPHALT	
48+86	RT	PE	28'	BAD	JOINT DRIVEWAY
49+03	RT	PE		BAD	JOINT DRIVEWAY
48+98	LT	PE	12'	GRASS	
49+66	RT	PE	12'	BAD	
49+76	LT	PE	12'	CONCRETE	
50+30	RT	PE	12'	CONCRETE	
50+69	LT	PE	16'	ASPHALT	
51+52	RT	PE	12'	CONCRETE	
51+87	RT	PE	24'	ASPHALT	
52+84	RT	PE	12'	BAD	
53+80	RT	CE	25'	ASPHALT	
54+97	RT	CE	24'	ASPHALT	
55+65	RT	CE	35'	ASPHALT	
5+94 'C'	LT	CE	30'	ASPHALT	
7+29 'C'	RT	CE	24'	ASPHALT	
8+30 'C'	LT	CE	39'	CONCRETE	
8+40 'C'	RT	CE	20'	ASPHALT	
9+12 'C'	LT	CE	22'	ASPHALT	
20+88 'J'	RT	CE	29'	ASPHALT	
20+98 'J'	LT	CE	16'	CONCRETE	
22+24 'J'	LT	CE	25'	ASPHALT	
8+02 'E'	LT	CE	22'	CONCRETE	
8+49 'E'	RT	CE	24'	ASPHALT	
9+11 'E'	RT	CE	16'	ASPHALT	
10+94 'E'	RT	CE	31'	BAD	
11+63 'E'	LT	PE	12'	CONCRETE	
11+10 'CL'	RT	CE	26'	ASPHALT	
11+77 'CL'	RT	CE	70'	ASPHALT	
9+41 'H'	LT	CE	15'	ASPHALT	

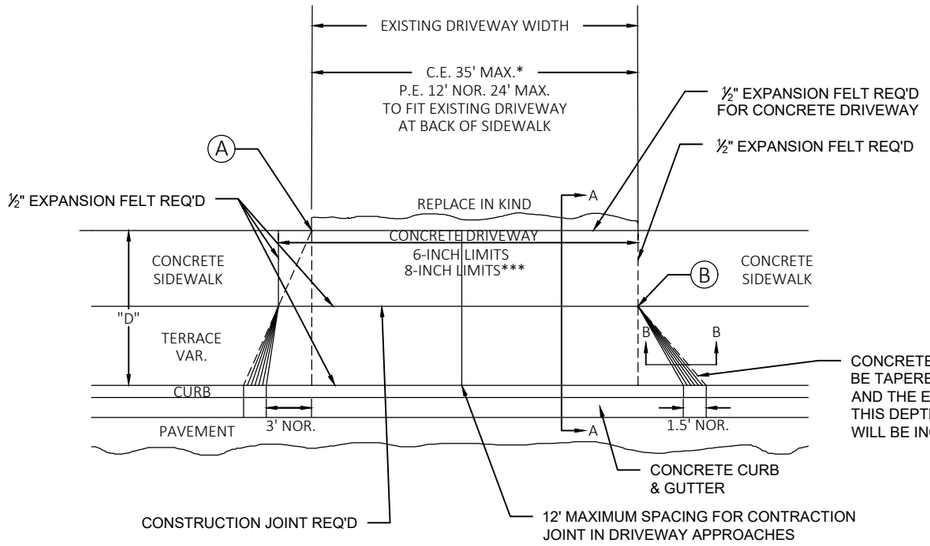
NOTE: SEE SDD DRIVEWAY AND SIDEWALK RAMPS TYPE X AND Y AND SDD DRIVEWAY AND SIDEWALK RAMPS TYPE Z FOR ADDITIONAL INFORMATION. USE THIS DETAIL FOR DRIVEWAY TYPE PAVEMENT STRUCTURE.

*** CONCRETE DRIVEWAY 8-INCH AT KWIK TRIP DRIVEWAYS, STA. 26+01 RT AND STA. 26+55 RT

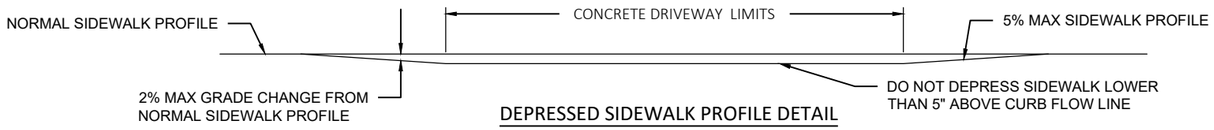


TYPICAL DRIVEWAY SECTION

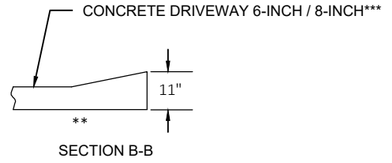
SECTION A-A



PLAN VIEW



DEPRESSED SIDEWALK PROFILE DETAIL



SECTION B-B

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

② COMMERCIAL CONCRETE DRIVEWAY ***
CONCRETE DRIVEWAY 8-INCH OVER
6" BASE AGGREGATE DENSE 1 1/4-INCH

③ COMMERCIAL ASPHALT DRIVEWAY
4" ASPHALTIC SURFACE DRIVEWAY OVER
6" BASE AGGREGATE DENSE 1 1/4-INCH

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

⑤ GRAVEL DRIVEWAY
6" BASE AGGREGATE DENSE 1 1/4-INCH

** 6" BASE AGGREGATE DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRIVEWAY

SEE CROSS SECTIONS FOR PROPOSED DRIVEWAY APRON SLOPES.

TERRRACE WIDTH	DRIVEWAY APRON SLOPE		
	MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	7.0	9.0
8 FT	3.0	7.0	9.0

NOTES:
1. ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%.
2. DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE.

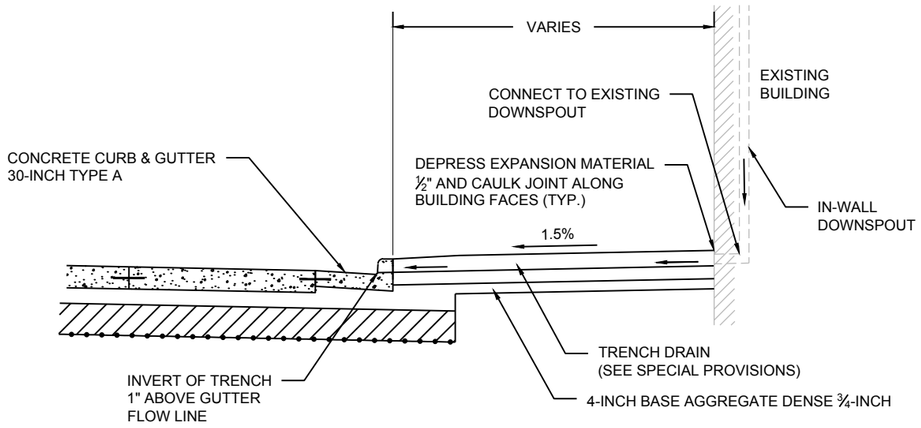
Ⓐ WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

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

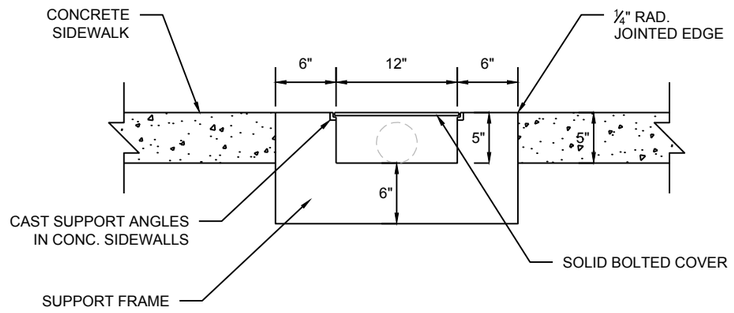
*UNLESS WIDTH SHOWN OTHERWISE IN THE DRIVEWAY TABLE

DRIVEWAY ENTRANCE DETAIL WITH CONCRETE SIDEWALK AND CURB & GUTTER

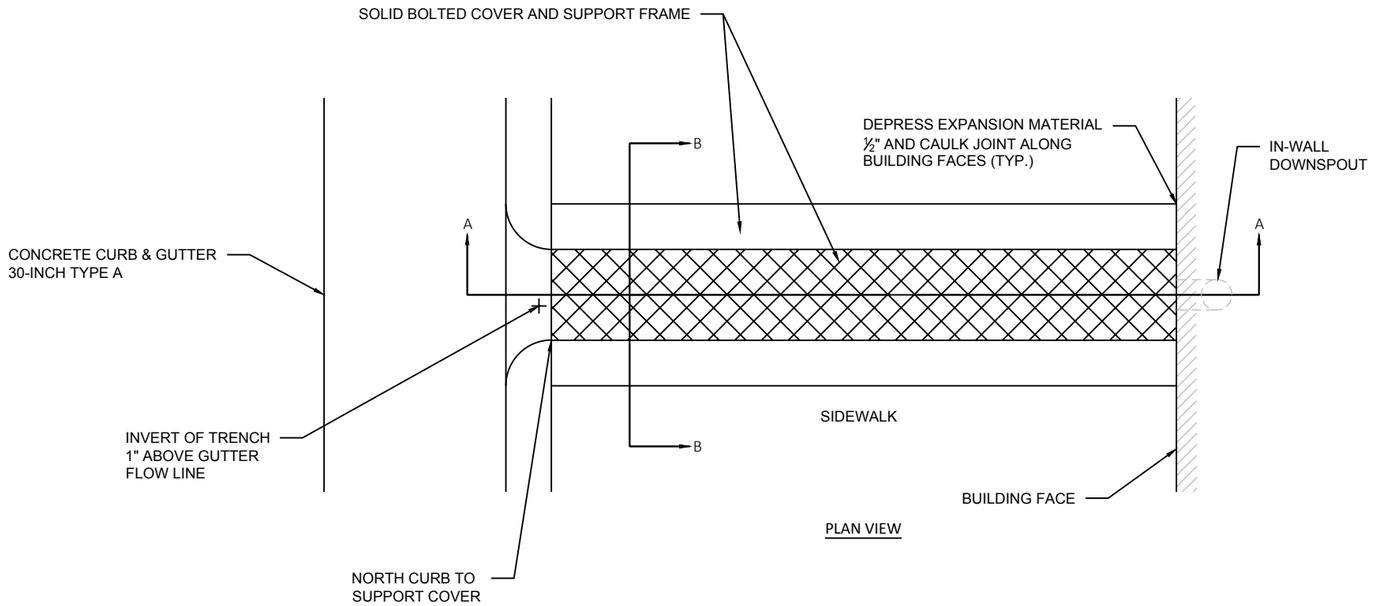
2



SECTION A-A



SECTION B-B



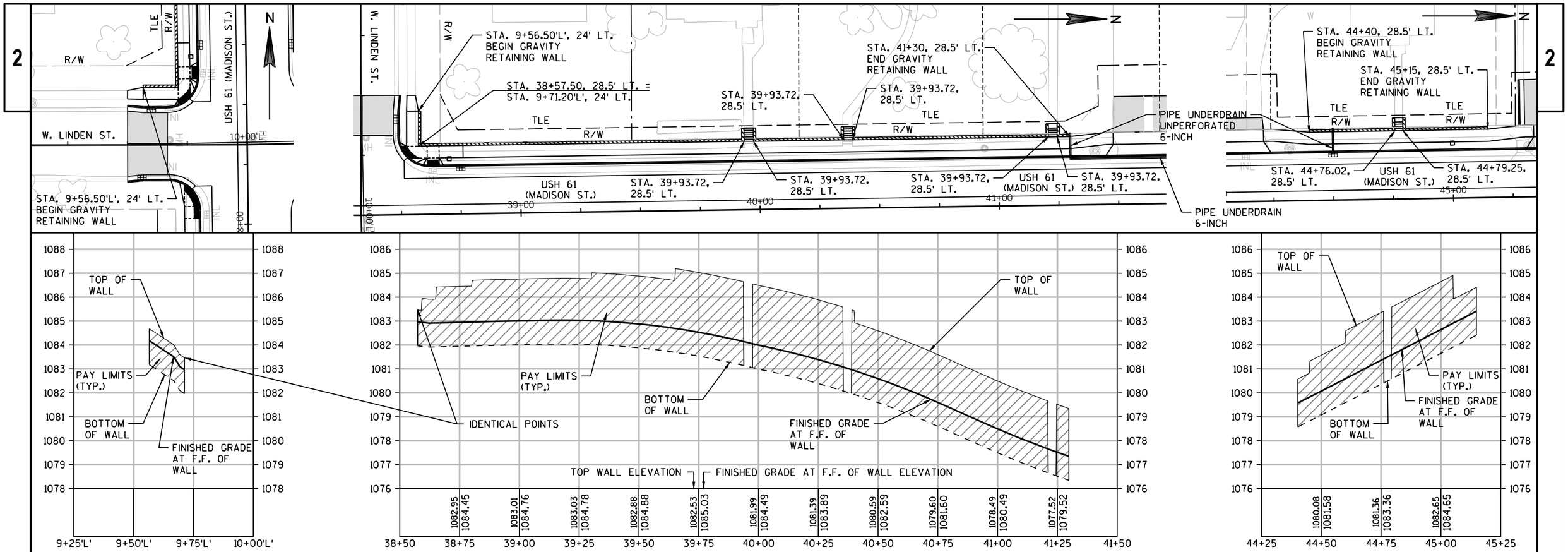
PLAN VIEW

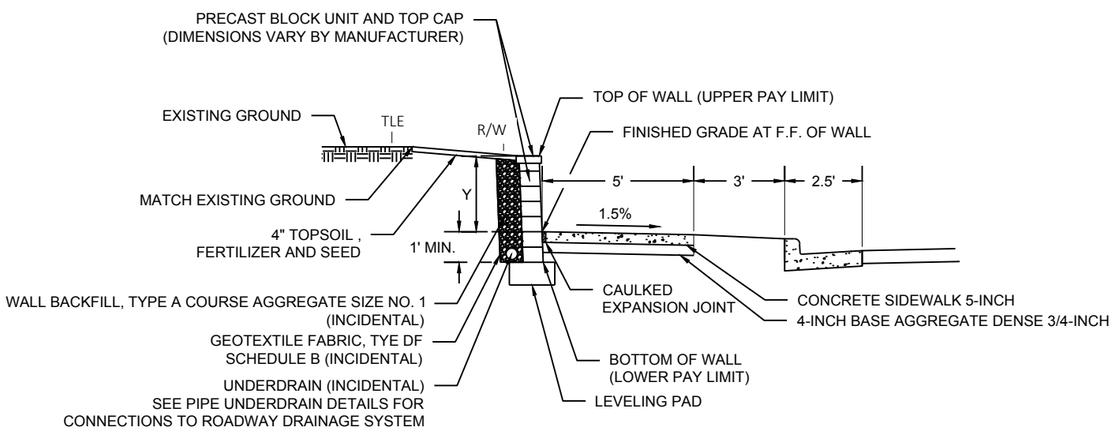
TRENCH DRAIN LOCATIONS:

- STA. 25+34, LT.
- STA. 8+88'C', RT.
- STA. 5+99'M', LT.
- STA. 6+18'M', RT.
- STA. 22+67'J', LT.
- STA. 24+24'J', LT.

TRENCH DRAIN DETAIL

(NOT TO SCALE)



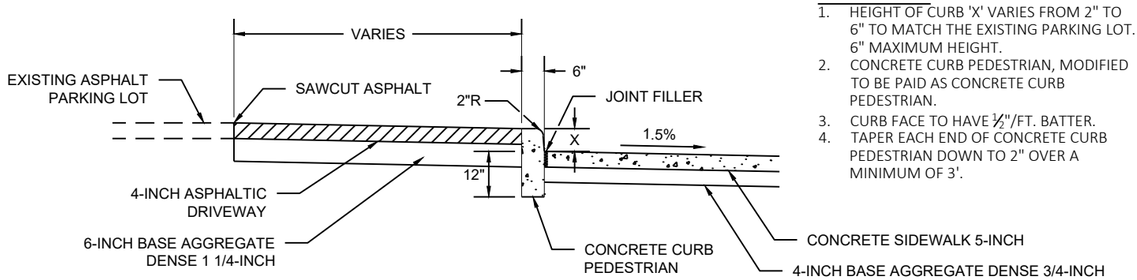


TYPICAL FINISHED SECTION OF WALL MODULAR BLOCK GRAVITY LANDSCAPE

STA. 9+56.50'L' TO STA. 9+71.50'L', LT.
STA. 38+57.50 TO STA. 41+30, LT.
STA. 44+40 TO STA. 45+15, LT.

WALL MODULAR BLOCK GRAVITY LANDSCAPE

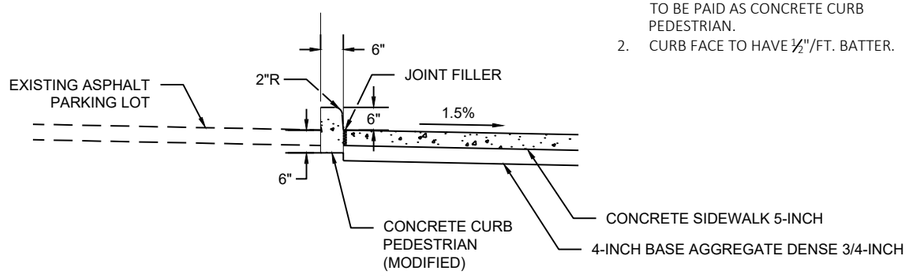
STATION	TO	STATION	OFFSET	HEIGHT (Y)
9+56.50'L'	-	9+71.50'L'	LT	0.5'
38+57.50	-	38+59	LT	0.5'
38+59	-	38+65	LT	1.0'
38+65	-	38+80	LT	1.5'
38+80	-	39+30	LT	1.75'
39+30	-	39+65	LT	2.0'
39+65	-	40+40	LT	2.5'
40+40	-	41+30	LT	2.0'
44+40	-	44+45	LT	1.0'
44+45	-	44+60	LT	1.5'
44+60	-	45+05	LT	2.0'
45+05	-	45+15	LT	1.0'



GENERAL NOTES:
1. HEIGHT OF CURB 'X' VARIES FROM 2" TO 6" TO MATCH THE EXISTING PARKING LOT. 6" MAXIMUM HEIGHT.
2. CONCRETE CURB PEDESTRIAN, MODIFIED TO BE PAID AS CONCRETE CURB PEDESTRIAN.
3. CURB FACE TO HAVE ½"/FT. BATTER.
4. TAPER EACH END OF CONCRETE CURB PEDESTRIAN DOWN TO 2" OVER A MINIMUM OF 3'.

TYPE 1

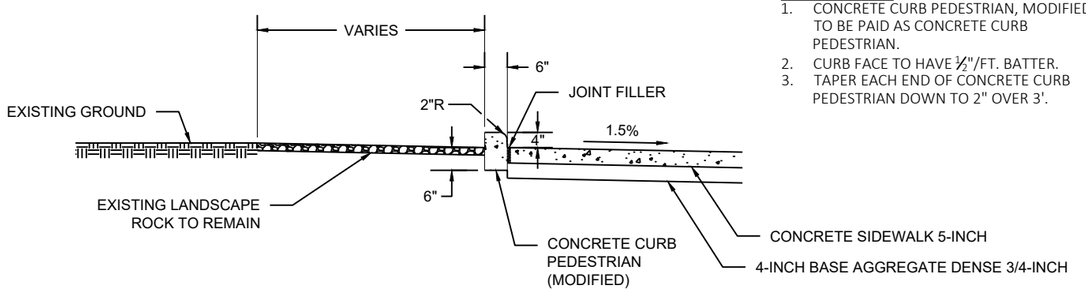
STA. 29+16.25 TO STA. 30+66.08, LT.
STA 46+53, LT DRIVEWAY



GENERAL NOTES:
1. CONCRETE CURB PEDESTRIAN, MODIFIED TO BE PAID AS CONCRETE CURB PEDESTRIAN.
2. CURB FACE TO HAVE ½"/FT. BATTER.

TYPE 2

STA. 24+89.87 TO STA. 25+36.98, LT.



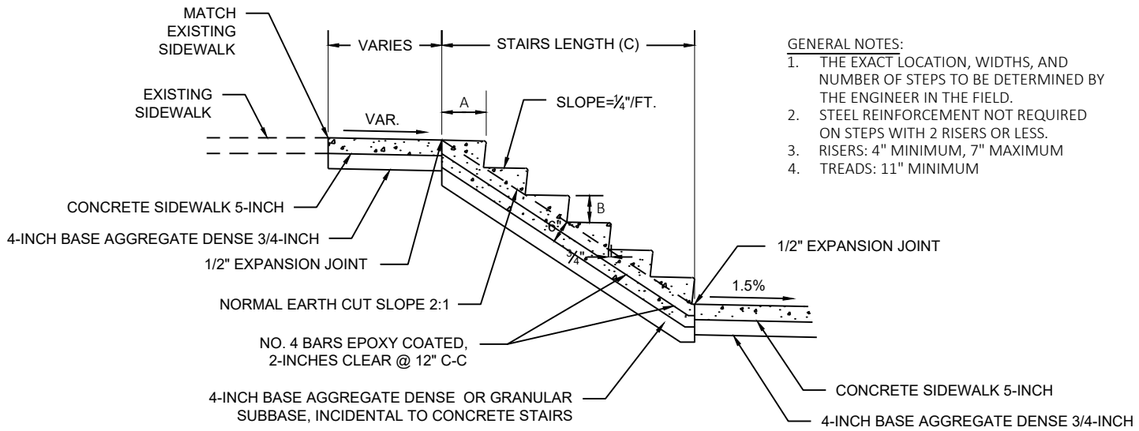
GENERAL NOTES:
1. CONCRETE CURB PEDESTRIAN, MODIFIED TO BE PAID AS CONCRETE CURB PEDESTRIAN.
2. CURB FACE TO HAVE ½"/FT. BATTER.
3. TAPER EACH END OF CONCRETE CURB PEDESTRIAN DOWN TO 2" OVER 3'.

TYPE 3

SE QUADRANT OF MAPLE/JEFFERSON STREET INTERSECTION

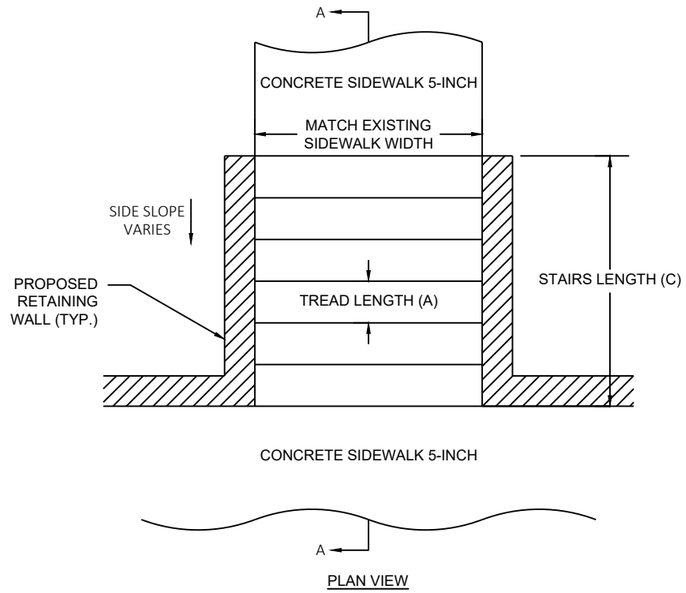
CONCRETE CURB PEDESTRIAN, MODIFIED

CONCRETE STEPS					
STATION	OFFSET	TREAD LENGTH (A) INCH	RISER HEIGHT (C) INCH	NUMBER OF RISERS	STAIR LENGTH (C) FT
39+95.66	LT	11	7	6	5.5
40+37.19	LT	11	6.75	6	5.5
41+22.81	LT	11	6.75	5	4.58
44+77.69	LT	11	7	4	3.67



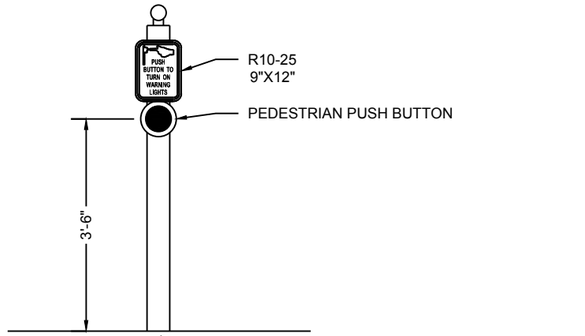
GENERAL NOTES:
1. THE EXACT LOCATION, WIDTHS, AND NUMBER OF STEPS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. STEEL REINFORCEMENT NOT REQUIRED ON STEPS WITH 2 RISERS OR LESS.
3. RISERS: 4" MINIMUM, 7" MAXIMUM
4. TREADS: 11" MINIMUM

SECTION A-A

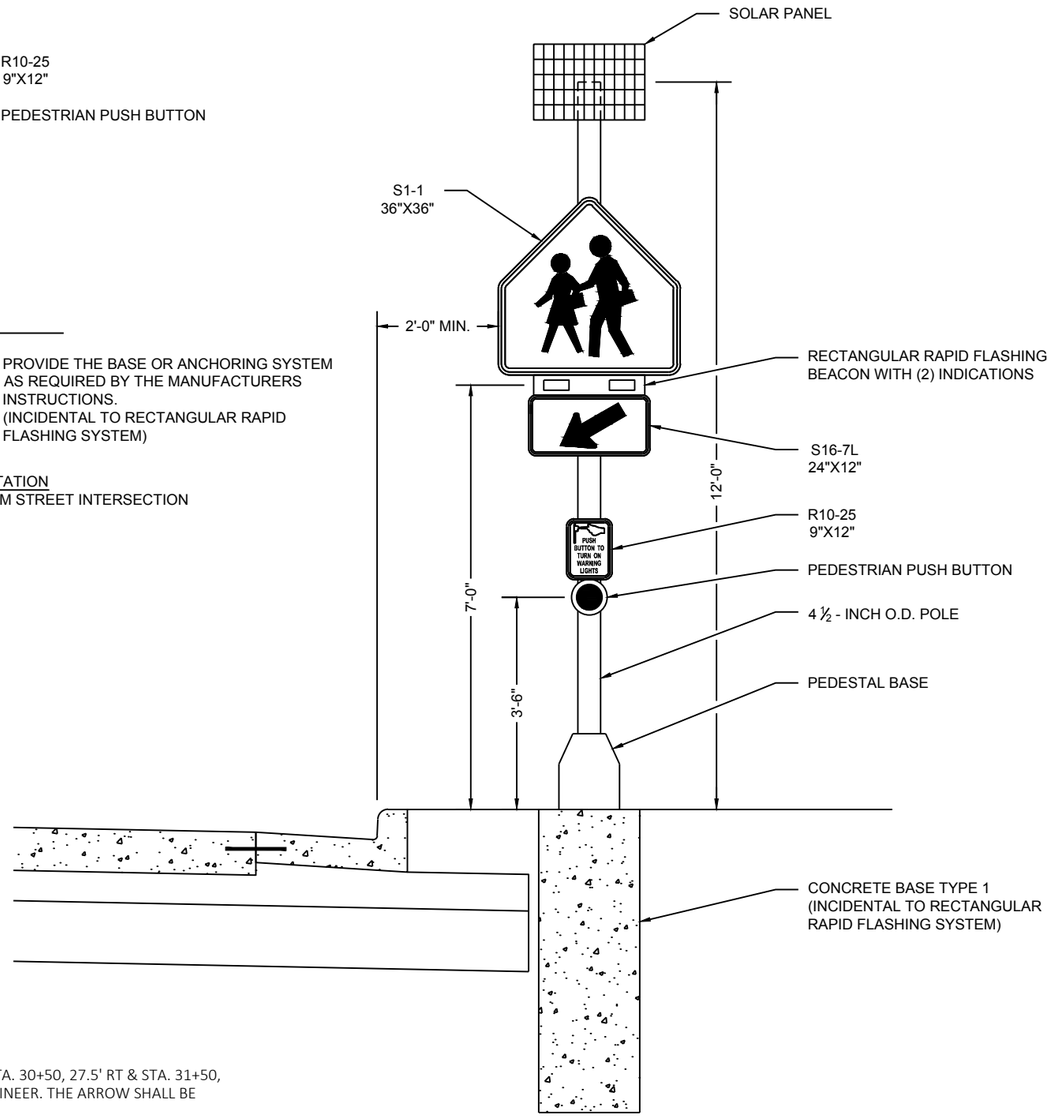


PLAN VIEW

CONCRETE STEPS DETAIL

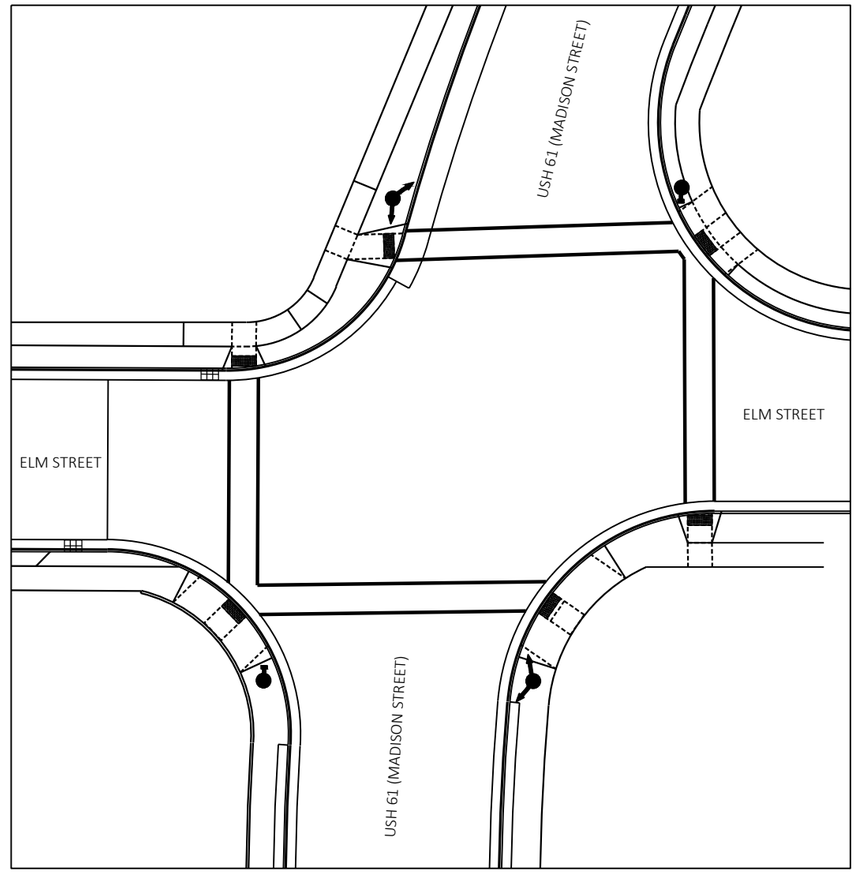


PEDESTRIAN PUSH BUTTON STATION
NE AND SW QUADRANTS OF MADISON STREET/ELM STREET INTERSECTION



GENERAL NOTES:
1. RRFB POLE TO BE LOCATED AT STA. 30+50, 27.5' RT & STA. 31+50, 20.5' LT OR AS DIRECTED BY ENGINEER. THE ARROW SHALL BE DIRECTED TOWARDS THE CURB.
2. PEDESTRIAN PUSH BUTTON STATIONS TO BE LOCATED AT STA. 30+61, 30'LT & STA. 31+71, 34' RT OR AS DIRECTED BY ENGINEER.

RECTANGULAR RAPID FLASH BEACON DETAIL
(NOT TO SCALE)
NW AND SE QUADRANTS OF MADISON STREET/ELM STREET INTERSECTION



MADISON STREET/ELM STREET INTERSECTION
(NOT TO SCALE)

LEGEND
RRFB WITH PEDESTRIAN PUSH BUTTON
PEDESTRIAN PUSH BUTTON

NOTE: CURB AND GUTTER ATTACHED TO CONCRETE PAVEMENT IS PAID FOR AS REMOVING PAVEMENT

BEGIN PROJECT
STA. 18+30.00
MATCH EXISTING

MATCHLINE STA. 9+25'C'

W. CHERRY ST.

10+00'C'

E. CHERRY ST.

18+00 19+00 USH 61 (MADISON ST.) 20+00 21+00 USH 61 (MADISON ST.) 22+00 23+

MATCHLINE STA. 23+00

STATUE

SIGN

CANOPY

FILLER CAP

REMOVE STEP TO
114 S. MADISON ST.
(FARMER'S FAMILY DENTAL)

REMOVE STEP TO
114 ½ S. MADISON ST.

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK
- REMOVING CURB & GUTTER
- REMOVING ASPHALTIC SURFACE (PAID AS EXCAVATION COMMON)
- CLEARING AND GRUBBING
- SAWCUT

MATCHLINE STA. 9+25'M'

W. MAPLE ST.

10+00'M'

E. MAPLE ST.

MATCHLINE STA. 23+00

00 24+00 25+00 USH 61 (MADISON, ST.) 26+00 27+00 28+00 29+

MATCHLINE STA. 29+00

10+00'H'

W. HICKORY ST.

E. HICKORY ST.

REMOVING MANHOLES
STA. 9+68'H', RT.

REMOVING INLETS
STA. 9+67'H', RT.

REMOVING MANHOLES
STA. 9+82'H', RT.

REMOVING STORM
SEWER (TYP.)

REMOVING INLETS
STA. 26+04. LT.

REMOVING INLETS
STA. 9+63'H', LT.

REMOVING INLETS
STA. 28+55, LT.

REMOVING INLETS
STA. 28+44, RT.

REMOVING INLETS
STA. 28+51, RT.

REMOVING INLETS
STA. 28+55, RT.

REMOVING INLETS
STA. 28+64, RT.

REMOVING MANHOLES
STA. 10+36'H', LT.

REMOVING MANHOLES
STA. 10+64'H', LT.

REMOVE STEP TO
129 N. MADISON ST.
(APPLIED MICRO)

INL SS MH W A/C

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	REMOVAL PLAN	SHEET 34	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021011_CD TO 021016_CD.DWG
LAYOUT NAME - ****
PLOT DATE : 7/16/2018 4:50 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

NOTE: CURB AND GUTTER ATTACHED TO CONCRETE PAVEMENT IS PAID FOR AS REMOVING PAVEMENT

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK
- REMOVING CURB & GUTTER
- REMOVING ASPHALTIC SURFACE (PAID AS EXCAVATION COMMON)
- CLEARING AND GRUBBING
- SAWCUT

MATCHLINE STA. 9+25'E'

REMOVING INLETS STA. 9+27'E', RT.

REMOVING INLETS STA. 31+36, LT.

REMOVING STORM SEWER (TYP.)

REMOVING MANHOLES STA. 10+39'E', RT.

REMOVING INLETS STA. 29+30, RT.

MATCHLINE STA. 29+00

MATCHLINE STA. 11+00'E'

MATCHLINE STA. 34+00

W. ELM ST.

E. ELM ST.

10+00'E'

USH 61 (MADISON ST.)

29+00

30+00

31+00

32+00

33+00

34+00

STATUE

SIGN

INL

SS

MH

W

A/C

REMOVING MANHOLES STA. 9+72'P', LT.

REMOVING INLETS STA. 9+72'P', LT.

REMOVING STORM SEWER (TYP.)

REMOVING INLETS STA. 34+41, LT.

REMOVING MANHOLES STA. 37+11, LT.

REMOVING INLETS STA. 37+12, LT.

REMOVING INLETS STA. 38+04, LT.

REMOVING INLETS STA. 9+68'L', RT.

REMOVING INLETS STA. 9+67'L', LT.

REMOVE EXISTING CONCRETE BLOCK LANDSCAPING WALL PAY AS REMOVING MASONRY. REMOVE PLANTINGS.

REMOVING INLETS STA. 38+63, LT.

REMOVING INLETS STA. 10+36'L', RT.

W. PINE ST.

E. PINE ST.

W. LINDEN ST.

E. LINDEN ST.

10+00'P'

11+00

35+00

36+00

37+00

38+00

39+00

40+00

ANT

WALLS

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	REMOVAL PLAN	SHEET 35	E

NOTE: CURB AND GUTTER ATTACHED TO CONCRETE PAVEMENT IS PAID FOR AS REMOVING PAVEMENT

REMOVING INLETS STA. 42+20, LT.

REMOVING INLETS STA. 42+40, LT.

REMOVING INLETS STA. 43+13, LT.

REMOVING INLETS STA. 44+14, LT.

REMOVING STORM SEWER (TYP.)

REMOVING INLETS STA. 44+29, RT.

REMOVING INLETS STA. 42+41, RT.

REMOVING INLETS STA. 42+31, RT.

REMOVING MANHOLES STA. 42+13, RT.

REMOVING MANHOLES STA. 10+51'B', LT.

REMOVE EXISTING CONCRETE WALL PAY AS REMOVING MASONRY

MATCHLINE STA. 40+00

MATCHLINE STA. 46+00

41+00 42+00 43+00 44+00 45+00 46+00

USH 61 (MADISON ST.)

BIRCH ST.

11+C

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK
- REMOVING CURB & GUTTER
- REMOVING ASPHALTIC SURFACE (PAID AS EXCAVATION COMMON)
- CLEARING AND GRUBBING
- SAWCUT

REMOVING INLETS STA. 47+55, LT.

REMOVING STORM SEWER (TYP.)

REMOVING INLETS STA. 49+85, LT.

REMOVING INLETS STA. 49+85, RT.

MATCHLINE STA. 46+00

MATCHLINE STA. 52+00

47+00 48+00 49+00 50+00 51+00 52+00

USH 61 (MADISON ST.)

SIGN

SIGN

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	REMOVAL PLAN	SHEET 36	E

2

2

NOTE: CURB AND GUTTER ATTACHED TO CONCRETE PAVEMENT IS PAID FOR AS REMOVING PAVEMENT

REMOVING MANHOLES STA. 52+47, LT.

REMOVING INLETS STA. 9+50'A', LT.

REMOVING STORM SEWER (TYP.)

REMOVING INLETS STA. 56+30, LT.

REMOVING STORM SEWER (TYP.)

REMOVING INLETS STA. 56+28, RT.

MATCHLINE STA. 52+00

MATCHLINE STA. 58+00

USH 61 (MADISON ST.)

ASH ST.

SIGN

MH

INL

W

VACUUM

A/C

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK
- REMOVING CURB & GUTTER
- REMOVING ASPHALTIC SURFACE (PAID AS EXCAVATION COMMON)
- CLEARING AND GRUBBING
- SAWCUT (XXXX)

MATCHLINE STA. 11+00'K'

OLD C.T.H. "K"

REMOVING SMALL PIPE CULVERTS

MATCHLINE STA. 58+00

CITY LIMITS ST.

REMOVING INLETS STA. 59+11, RT.

MATCHLINE STA. 10+75'CL'

END PROJECT
STA. 60+73.86
MATCH EXISTING

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	REMOVAL PLAN	SHEET 37	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021011_CD TO 021016_CD.DWG
LAYOUT NAME - ****

PLOT DATE : 7/16/2018 5:34 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

NOTE: CURB AND GUTTER ATTACHED TO CONCRETE PAVEMENT IS PAID FOR AS REMOVING PAVEMENT

REMOVE STEP TO 113 W. MAPLE ST.

REMOVE STEP TO 115 W MAPLE ST.

REMOVE STEP TO 125 ½ W. MAPLE ST.

5+00'M' W. MAPLE ST. 6+00'M' 7+00'M' 8+00'M' W. MAPLE ST. 9+00'M'

24+00'J'

23+00'J' JEFFERSON ST.

MATCHLINE STA. 9+25'M'

MATCHLINE STA. 22+75'J'

STATUE

STATUE

MATCHLINE STA. 21+25'J'

JEFFERSON ST. 21+00'J'

REMOVING INLETS STA. 20+64'J', RT.

REMOVING INLETS STA. 7+31'C', LT.

REMOVING INLETS STA. 7+34'C', LT.

REMOVING INLETS STA. 6+40'C', LT.

W

INL

A/C

STATUE

5+00'C W. CHERRY ST. 6+00'C' 7+00'C' 8+00'C' W. CHERRY ST. 9+00'C'

MH

SS

20+00'J'

MATCHLINE STA. 9+25'C'

REMOVING INLETS STA. 6+13'C', RT.

REMOVING STORM SEWER (TYP.)

JEFFERSON ST.

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK
- REMOVING CURB & GUTTER
- REMOVING ASPHALTIC SURFACE (PAID AS EXCAVATION COMMON)
- CLEARING AND GRUBBING
- SAWCUT

MATCHLINE STA. 22+75'J'

JEFFERSON ST. 22+00'J'

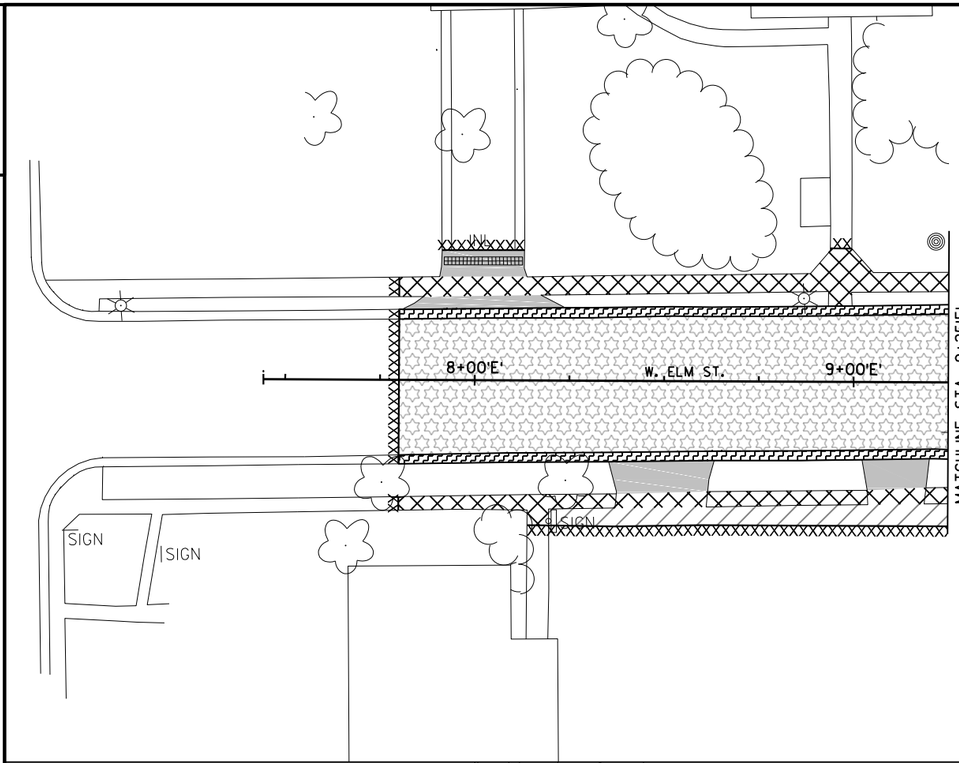
REMOVE STEP TO 135 S. JEFFERSON ST. (DOOLITTLE'S)

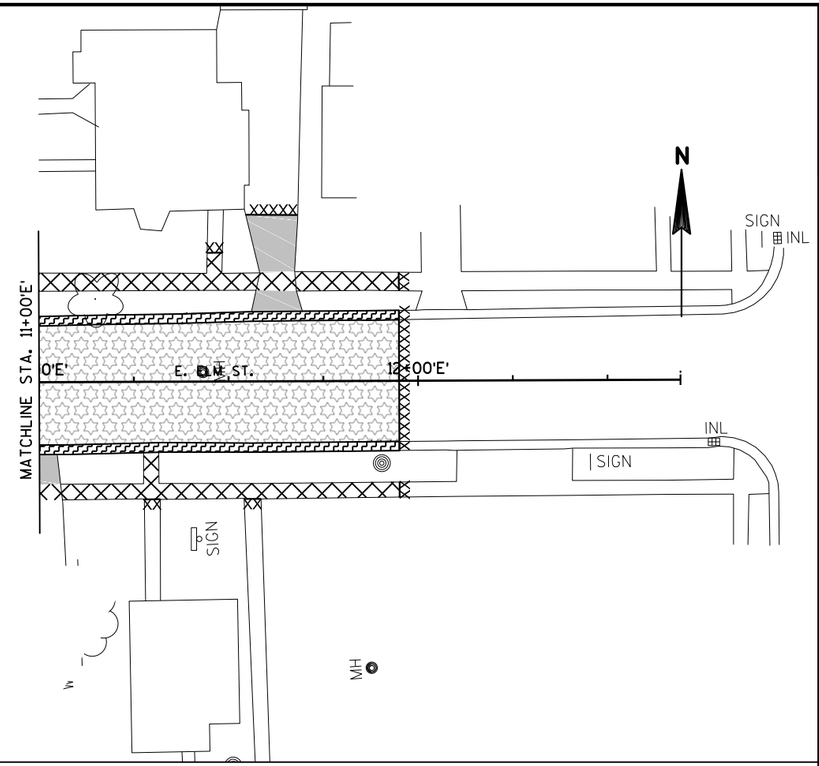
REMOVE STEP TO 143 S. JEFFERSON ST. (TWIN DRAGON)

MATCHLINE STA. 21+25'J'

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	REMOVAL PLAN	SHEET 38	E

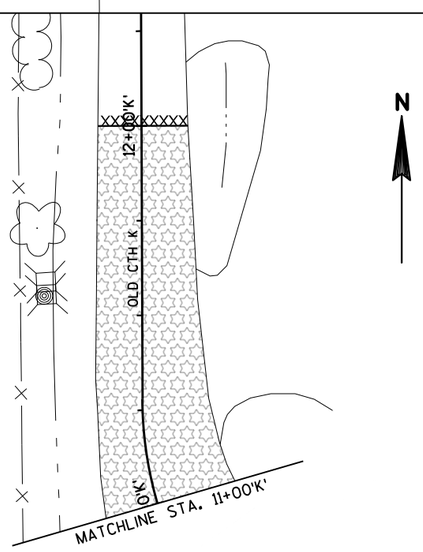
2



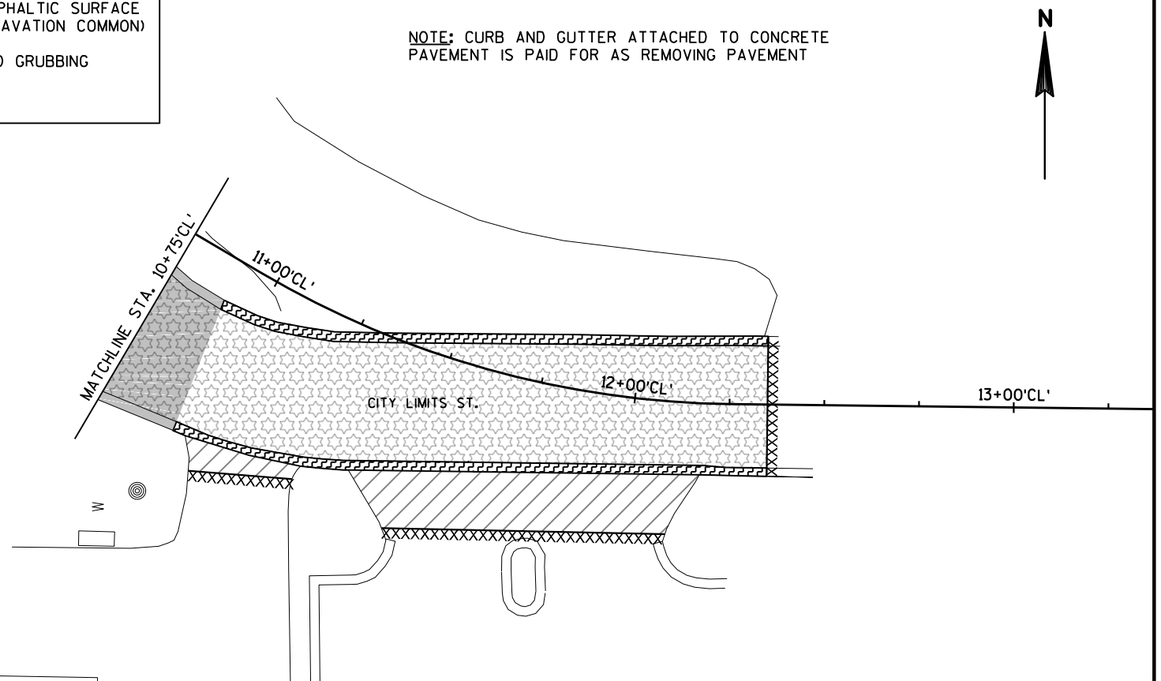


LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK
- REMOVING CURB & GUTTER
- REMOVING ASPHALTIC SURFACE (PAID AS EXCAVATION COMMON)
- CLEARING AND GRUBBING
- SAWCUT



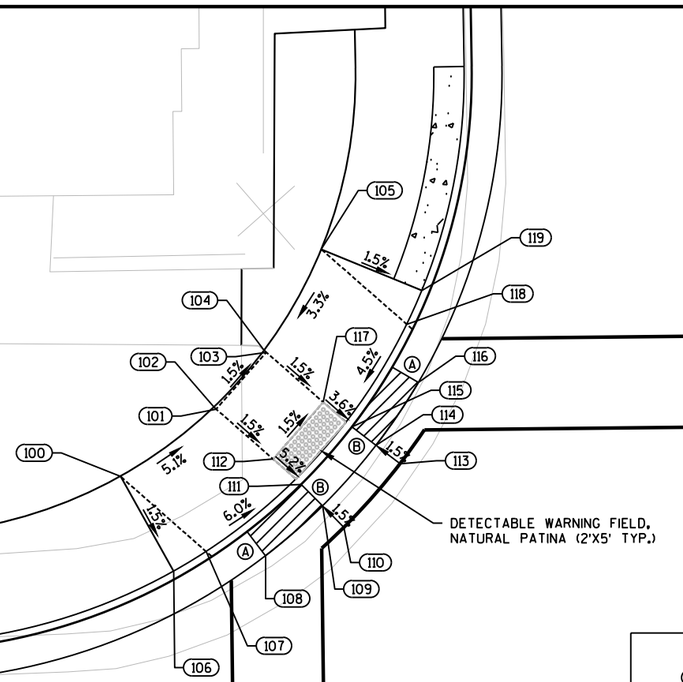
NOTE: CURB AND GUTTER ATTACHED TO CONCRETE PAVEMENT IS PAID FOR AS REMOVING PAVEMENT

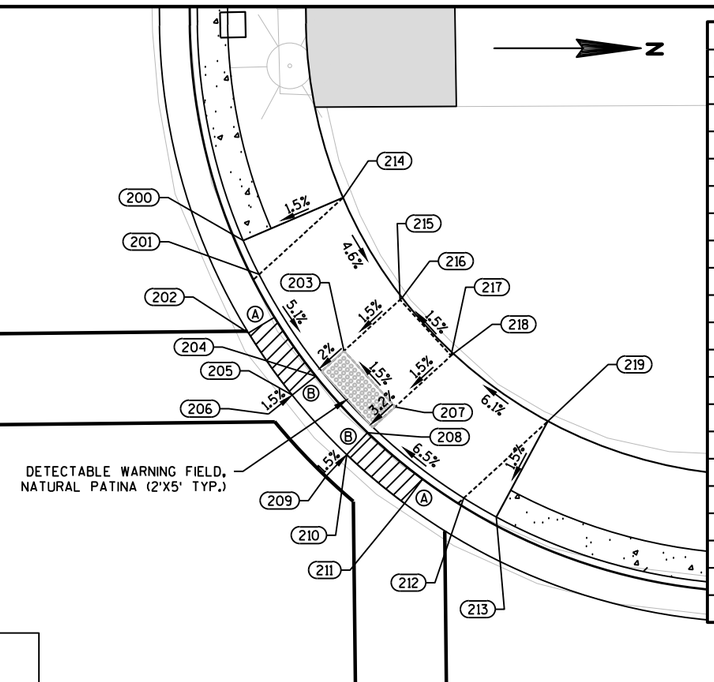


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	REMOVAL PLAN	SHEET 39	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021011_CD TO 021016_CD.DWG
LAYOUT NAME - ****
PLOT DATE : 7/16/2018 5:41 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
100	19+84.77	31.85 LT	1095.69
101	19+91.19	36.13 LT	1095.30
102	19+91.05	36.26 LT	1095.31
103	19+94.59	39.80 LT	1095.22
104	19+94.45	39.93 LT	1095.23
105	19+98.39	46.50 LT	1095.48
106	19+88.12	25.51 LT	1095.58
107	19+90.30	26.76 LT	1095.57
108	19+94.21	26.38 LT	1095.14
109	19+98.05	29.57 LT	1095.12
110	19+99.42	28.12 LT	1095.15
111	19+96.68	31.03 LT	1095.09
112	19+94.87	32.75 LT	1095.22
113	20+03.23	32.22 LT	1095.11
114	20+01.68	33.48 LT	1095.08
115	20+00.13	34.74 LT	1095.05
116	20+04.58	37.55 LT	1095.03
117	19+98.27	36.41 LT	1095.14
118	20+03.90	41.42 LT	1095.41
119	20+04.95	43.62 LT	1095.37





CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
200	20+55.05	46.04 LT	1095.43
201	20+56.08	43.78 LT	1095.45
202	20+55.35	39.93 LT	1095.06
203	20+61.64	38.69 LT	1095.11
204	20+59.76	37.04 LT	1095.06
205	20+58.18	35.81 LT	1095.09
206	20+56.61	34.58 LT	1095.12
207	20+64.98	34.97 LT	1095.19
208	20+63.14	33.28 LT	1095.11
209	20+60.35	30.41 LT	1095.17
210	20+61.75	31.84 LT	1095.14
211	20+65.54	28.59 LT	1095.17
212	20+69.45	28.91 LT	1095.62
213	20+71.58	27.64 LT	1095.64
214	20+61.67	48.80 LT	1095.54
215	20+65.36	42.03 LT	1095.19
216	20+65.50	42.16 LT	1095.20
217	20+68.70	38.31 LT	1095.27
218	20+68.84	38.44 LT	1095.28
219	20+75.04	33.92 LT	1095.75

LEGEND

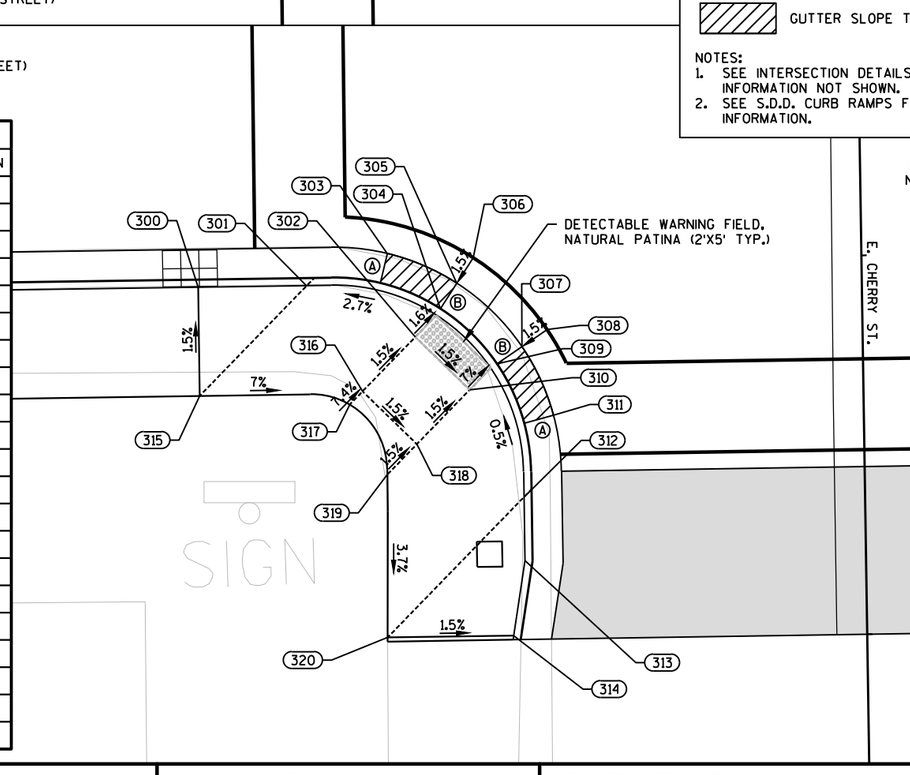
Ⓐ 4.00% GUTTER SLOPE

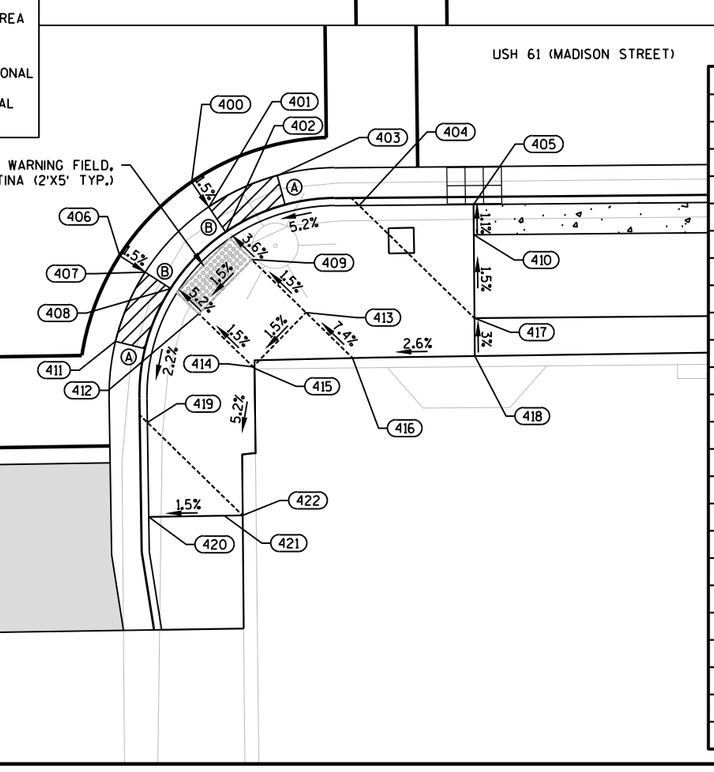
Ⓑ 1.50% GUTTER SLOPE

GUTTER SLOPE TRANSITION AREA

NOTES:
1. SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION NOT SHOWN.
2. SEE S.D.D. CURB RAMPS FOR ADDITIONAL INFORMATION.

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
300	19+87.50	26.01 RT	1095.45
301	19+94.67	26.09 RT	1095.42
302	20+01.75	29.65 RT	1094.69
303	20+00.05	24.11 RT	1094.86
304	20+03.46	27.83 RT	1094.65
305	20+04.58	26.18 RT	1094.68
306	20+05.70	24.52 RT	1094.71
307	20+08.78	30.46 RT	1094.46
308	20+10.46	29.37 RT	1094.49
309	20+07.10	31.55 RT	1094.43
310	20+05.25	33.22 RT	1094.61
311	20+10.75	35.03 RT	1094.27
312	20+08.67	40.37 RT	1094.51
313	20+08.63	44.58 RT	1094.37
314	20+07.75	49.50 RT	1094.21
315	19+87.43	33.18 RT	1095.56
316	19+98.18	33.15 RT	1094.77
317	19+97.31	34.00 RT	1094.86
318	20+01.68	36.72 RT	1094.69
319	19+99.68	38.68 RT	1094.73
320	19+99.43	49.42 RT	1094.33



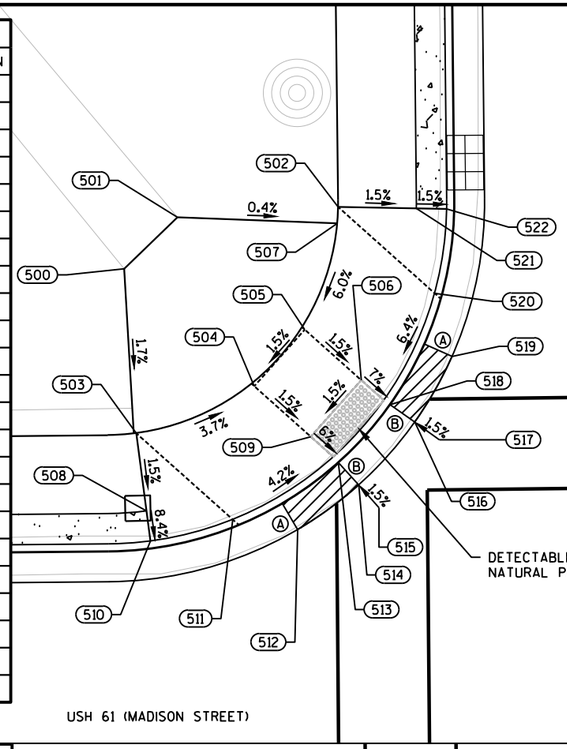


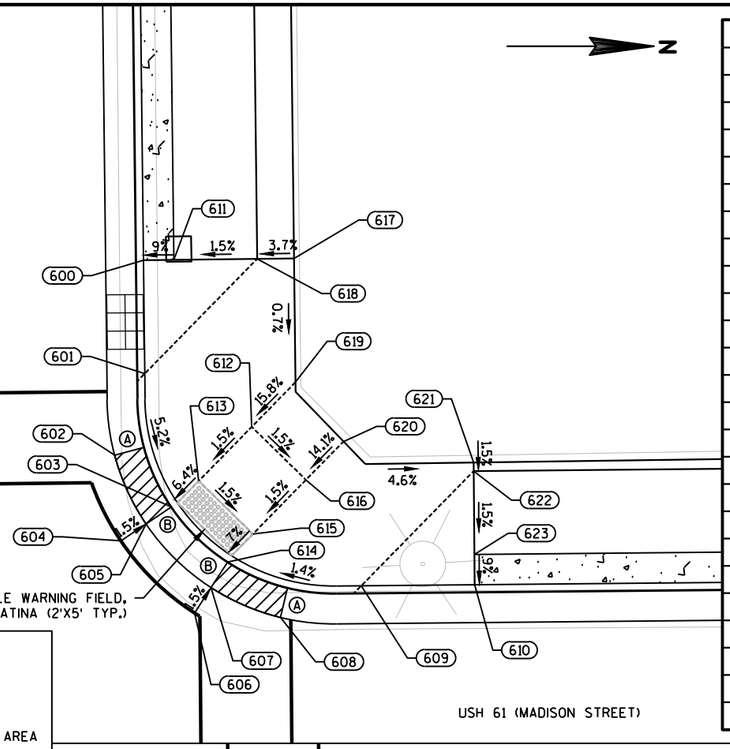
CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
400	20+53.36	20.35 RT	1094.95
401	20+54.47	22.01 RT	1094.92
402	20+55.58	23.68 RT	1094.89
403	20+59.01	19.98 RT	1094.93
404	20+64.39	22.00 RT	1095.37
405	20+71.94	22.00 RT	1095.41
406	20+48.57	25.17 RT	1094.83
407	20+50.24	26.27 RT	1094.80
408	20+51.91	27.37 RT	1094.77
409	20+57.27	25.50 RT	1094.98
410	20+71.94	24.00 RT	1095.43
411	20+48.24	30.83 RT	1094.52
412	20+53.75	29.05 RT	1094.90
413	20+60.82	29.03 RT	1095.06
414	20+57.29	32.58 RT	1094.98
415	20+57.40	32.68 RT	1094.99
416	20+63.87	32.06 RT	1095.38
417	20+71.94	29.50 RT	1095.51
418	20+71.94	32.00 RT	1095.59
419	20+50.29	36.19 RT	1094.60
420	20+50.33	42.43 RT	1094.36
421	20+55.33	42.39 RT	1094.44
422	20+56.53	42.38 RT	1094.44

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CURB RAMP DETAILS	SHEET 40	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021017_CD TO 02101X_CD.DWG
LAYOUT NAME - ****
PLOT DATE : 6/27/2018 1:43 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
500	23+40.87	41.15 LT	1099.22
501	23+44.41	44.51 LT	1099.28
502	23+55.02	45.09 LT	1099.25
503	23+41.57	30.29 LT	1099.03
504	23+49.39	33.32 LT	1098.72
505	23+52.75	37.02 LT	1098.80
506	23+56.45	33.66 LT	1098.72
507	23+54.96	44.02 LT	1099.24
508	23+42.21	25.15 LT	1098.96
509	23+53.09	29.96 LT	1098.64
510	23+42.45	23.17 LT	1098.79
511	23+47.89	24.55 LT	1098.85
512	23+52.16	23.83 LT	1098.47
513	23+54.90	28.24 LT	1098.49
514	23+56.22	26.74 LT	1098.52
515	23+57.54	25.24 LT	1098.55
516	23+59.95	30.85 LT	1098.57
517	23+61.57	29.68 LT	1098.60
518	23+58.33	32.02 LT	1098.54
519	23+62.46	35.17 LT	1098.63
520	23+61.34	39.35 LT	1099.08
521	23+60.19	44.95 LT	1099.17
522	23+62.19	44.90 LT	1099.14





CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
600	24+07.23	41.11 LT	1099.62
601	24+07.24	33.63 LT	1099.52
602	24+05.22	28.26 LT	1099.07
603	24+08.91	24.82 LT	1099.02
604	24+05.58	22.61 LT	1099.08
605	24+07.24	23.72 LT	1099.05
606	24+10.39	17.81 LT	1098.98
607	24+11.49	19.48 LT	1098.95
608	24+16.04	17.47 LT	1098.80
609	24+21.40	19.50 LT	1099.08
610	24+28.89	19.50 LT	1098.99
611	24+09.23	41.12 LT	1099.80
612	24+14.27	30.05 LT	1099.26
613	24+10.74	26.51 LT	1099.18
614	24+12.59	21.15 LT	1098.92
615	24+14.28	22.98 LT	1099.10
616	24+17.81	26.52 LT	1099.18
617	24+17.16	41.13 LT	1099.97
618	24+14.73	41.13 LT	1099.88
619	24+17.18	32.97 LT	1099.91
620	24+20.32	29.03 LT	1099.68
621	24+28.89	27.56 LT	1099.26
622	24+28.89	27.00 LT	1099.25
623	24+28.89	21.50 LT	1099.17

LEGEND

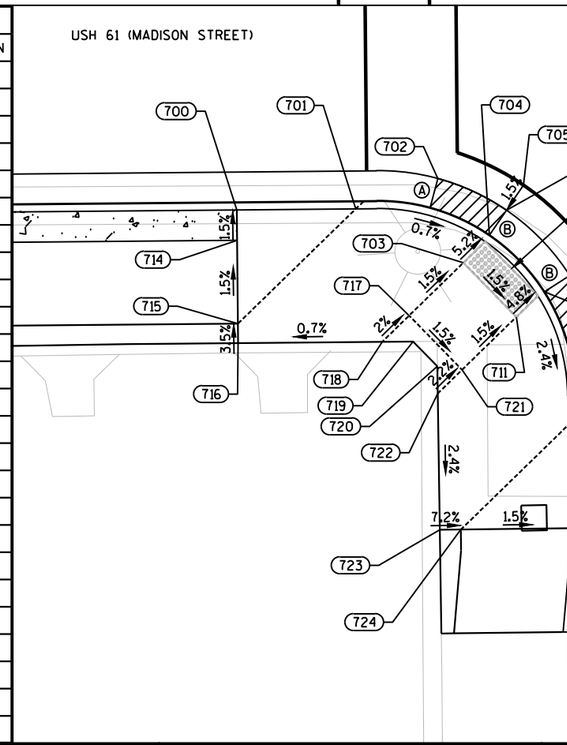
Ⓐ 4.00% GUTTER SLOPE

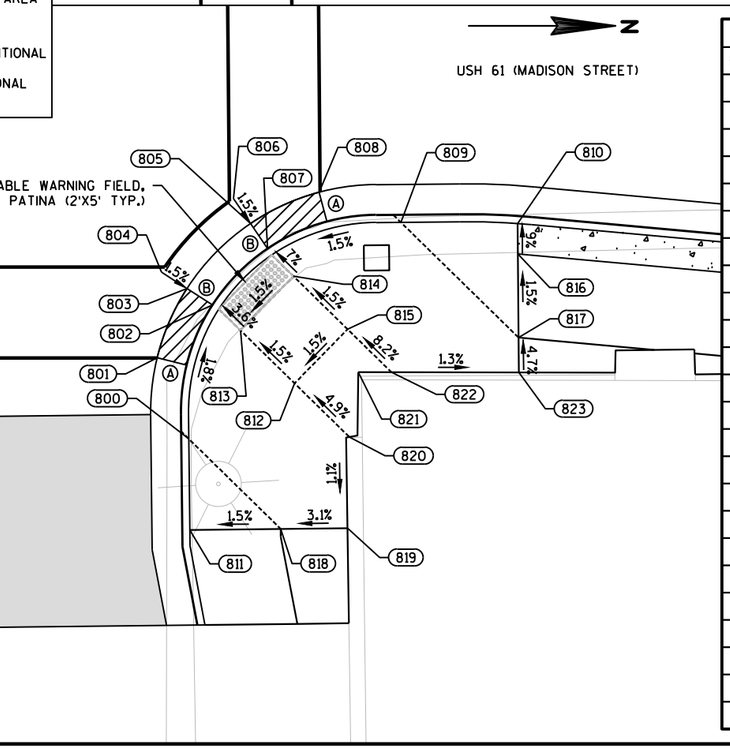
Ⓑ 1.50% GUTTER SLOPE

GUTTER SLOPE TRANSITION AREA

NOTES:
1. SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION NOT SHOWN.
2. SEE S.D.D. CURB RAMPS FOR ADDITIONAL INFORMATION.

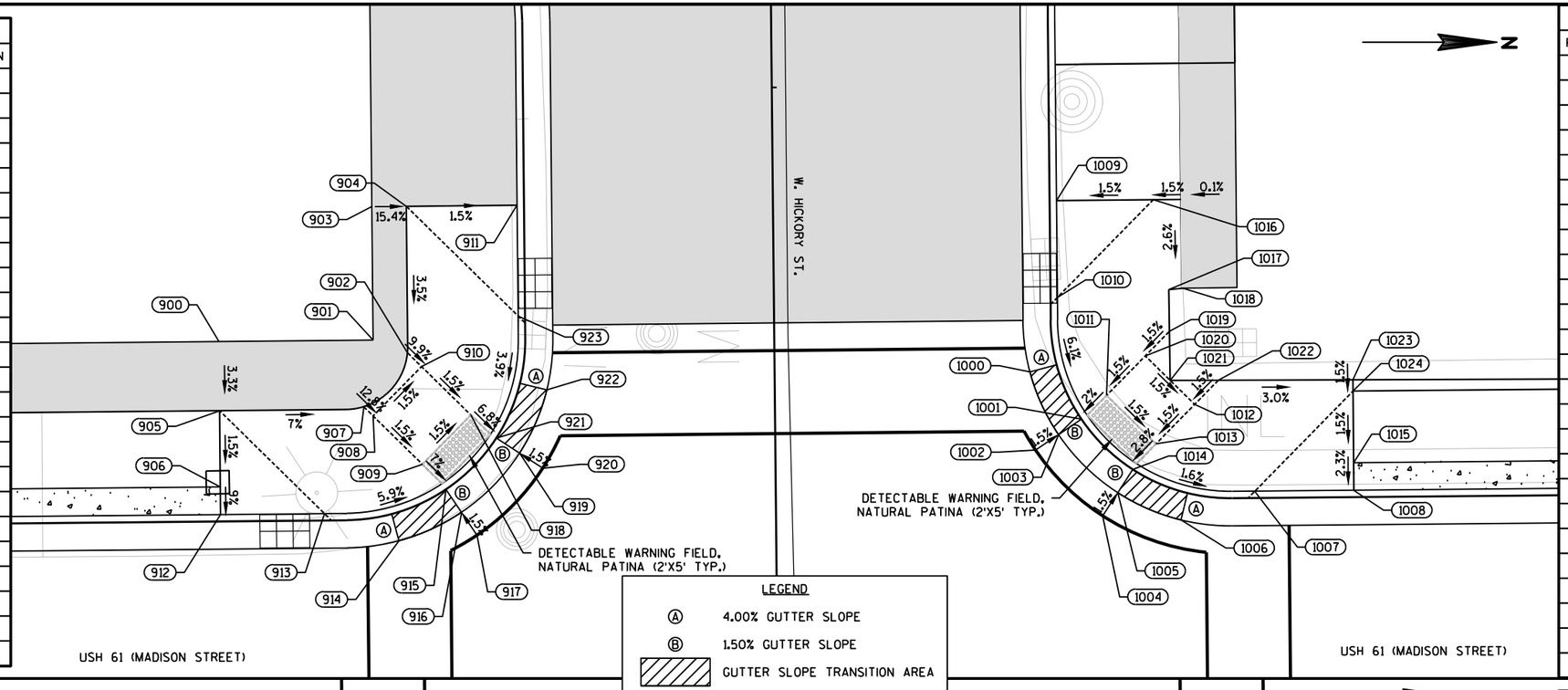
CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
700	23+46.17	22.00 RT	1098.39
701	23+54.01	22.00 RT	1098.44
702	23+59.45	20.05 RT	1098.20
703	23+61.08	25.61 RT	1098.48
704	23+62.81	23.82 RT	1098.35
705	23+65.09	20.53 RT	1098.41
706	23+63.95	22.17 RT	1098.38
707	23+69.79	25.44 RT	1098.34
708	23+68.10	26.51 RT	1098.31
709	23+66.41	27.57 RT	1098.28
710	23+70.02	31.10 RT	1098.01
711	23+64.54	29.22 RT	1098.40
712	23+67.91	36.38 RT	1098.20
713	23+67.93	43.20 RT	1098.10
714	23+46.17	24.00 RT	1098.42
715	23+46.17	29.50 RT	1098.50
716	23+46.17	30.78 RT	1098.54
717	23+57.47	29.07 RT	1098.56
718	23+55.68	30.78 RT	1098.61
719	23+57.72	30.78 RT	1098.63
720	23+59.31	32.44 RT	1098.58
721	23+60.93	32.68 RT	1098.48
722	23+59.32	34.22 RT	1098.53
723	23+59.37	43.22 RT	1098.31
724	23+60.76	43.22 RT	1098.21





CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
800	24+07.90	37.66 RT	1098.72
801	24+05.86	32.29 RT	1098.43
802	24+09.54	28.84 RT	1098.54
803	24+07.87	27.74 RT	1098.57
804	24+06.20	26.64 RT	1098.60
805	24+12.11	23.50 RT	1098.56
806	24+11.01	21.83 RT	1098.59
807	24+13.21	25.16 RT	1098.53
808	24+16.66	21.47 RT	1098.41
809	24+22.03	23.50 RT	1098.70
810	24+29.72	23.65 RT	1098.64
811	24+07.91	43.67 RT	1098.67
812	24+14.91	34.06 RT	1098.71
813	24+11.38	30.53 RT	1098.63
814	24+14.91	26.99 RT	1098.71
815	24+18.45	30.52 RT	1098.79
816	24+29.72	25.66 RT	1098.82
817	24+29.72	31.18 RT	1098.90
818	24+13.91	43.66 RT	1098.76
819	24+18.32	43.65 RT	1098.89
820	24+18.50	37.64 RT	1098.96
821	24+19.12	33.36 RT	1099.08
822	24+21.31	33.38 RT	1099.12
823	24+29.72	33.47 RT	1099.01

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
900	27+10.37	32.00 LT	1090.83
901	27+21.52	32.00 LT	1090.38
902	27+23.99	31.06 LT	1089.88
903	27+21.51	41.64 LT	1090.64
904	27+24.01	41.65 LT	1090.25
905	27+10.37	27.00 LT	1090.67
906	27+10.37	21.50 LT	1090.59
907	27+20.80	27.19 LT	1089.94
908	27+21.46	26.52 LT	1089.82
909	27+25.00	22.99 LT	1089.74
910	27+24.99	30.06 LT	1089.74
911	27+32.01	41.65 LT	1090.13
912	27+10.37	19.50 LT	1090.41
913	27+17.88	19.50 LT	1090.12
914	27+23.24	17.47 LT	1089.62
915	27+26.69	21.16 LT	1089.56
916	27+27.79	19.49 LT	1089.59
917	27+28.89	17.82 LT	1089.62
918	27+28.53	26.52 LT	1089.66
919	27+32.03	23.73 LT	1089.52
920	27+33.70	22.63 LT	1089.55
921	27+30.36	24.83 LT	1089.49
922	27+34.05	28.28 LT	1089.45
923	27+32.01	33.65 LT	1089.87



CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
1000	27+68.97	29.27 LT	1088.60
1001	27+72.66	25.83 LT	1088.53
1002	27+69.33	23.62 LT	1088.59
1003	27+70.99	24.72 LT	1088.56
1004	27+74.14	18.81 LT	1088.49
1005	27+75.24	20.48 LT	1088.46
1006	27+79.79	18.47 LT	1088.20
1007	27+85.15	20.50 LT	1088.30
1008	27+92.31	20.50 LT	1088.18
1009	27+71.00	41.63 LT	1089.28
1010	27+71.00	34.64 LT	1089.09
1011	27+74.49	27.52 LT	1088.58
1012	27+80.86	26.81 LT	1088.56
1013	27+78.03	23.98 LT	1088.50
1014	27+76.34	22.15 LT	1088.43
1015	27+92.31	22.50 LT	1088.22
1016	27+78.00	41.64 LT	1089.38
1017	27+79.06	35.13 LT	1089.22
1018	27+80.08	35.22 LT	1089.24
1019	27+79.08	32.11 LT	1088.68
1020	27+77.32	30.35 LT	1088.64
1021	27+79.11	28.57 LT	1088.60
1022	27+82.59	28.55 LT	1088.60
1023	27+92.31	28.49 LT	1088.31
1024	27+92.31	27.67 LT	1088.30

LEGEND

Ⓐ 4.00% GUTTER SLOPE

Ⓑ 1.50% GUTTER SLOPE

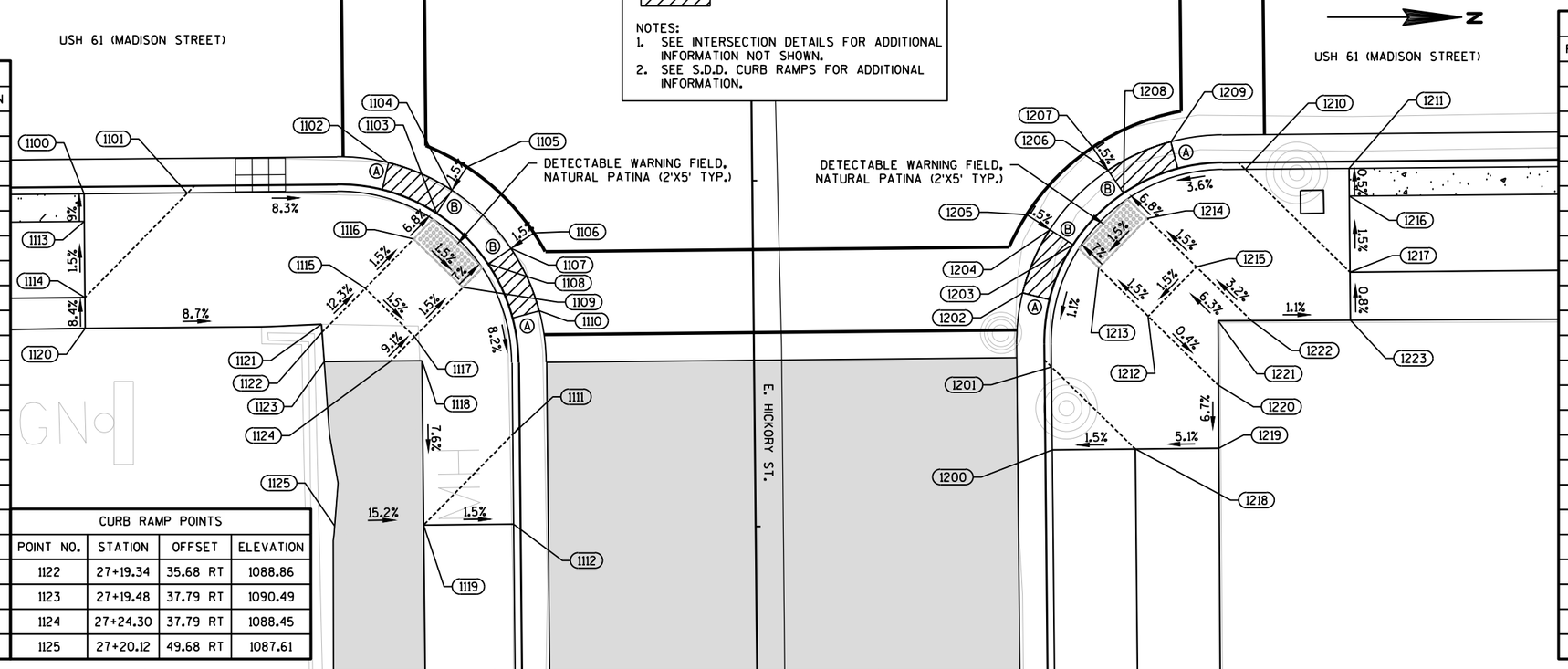
GUTTER SLOPE TRANSITION AREA

NOTES:
1. SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION NOT SHOWN.
2. SEE S.D.D. CURB RAMPS FOR ADDITIONAL INFORMATION.

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
1100	27+02.22	25.50 RT	1089.92
1101	27+09.69	25.53 RT	1089.60
1102	27+24.27	23.47 RT	1088.33
1103	27+27.72	27.15 RT	1088.06
1104	27+28.82	25.48 RT	1088.09
1105	27+29.93	23.82 RT	1088.12
1106	27+34.73	28.62 RT	1088.03
1107	27+33.07	29.73 RT	1088.00
1108	27+31.40	30.83 RT	1087.97
1109	27+29.57	32.52 RT	1088.15
1110	27+35.09	34.27 RT	1087.60
1111	27+33.06	43.17 RT	1086.98
1112	27+33.06	49.67 RT	1086.54
1113	27+02.22	27.50 RT	1090.10
1114	27+02.22	33.00 RT	1090.18
1115	27+22.50	32.52 RT	1088.31
1116	27+26.03	28.98 RT	1088.23
1117	27+26.03	36.06 RT	1088.23
1118	27+26.56	37.79 RT	1087.53
1119	27+26.56	49.67 RT	1086.63
1120	27+02.22	35.22 RT	1090.37
1121	27+19.30	35.09 RT	1088.88

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
1122	27+19.34	35.68 RT	1088.86
1123	27+19.48	37.79 RT	1090.49
1124	27+24.30	37.79 RT	1088.45
1125	27+20.12	49.68 RT	1087.61

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
1200	27+72.07	44.65 RT	1086.20
1201	27+72.07	38.65 RT	1086.61
1202	27+70.03	33.29 RT	1086.55
1203	27+73.72	29.84 RT	1086.67
1204	27+72.05	28.73 RT	1086.70
1205	27+70.38	27.63 RT	1086.73
1206	27+76.29	24.49 RT	1086.79
1207	27+75.19	22.82 RT	1086.82
1208	27+77.39	26.16 RT	1086.76
1209	27+80.84	22.47 RT	1086.76
1210	27+86.20	24.50 RT	1087.12
1211	27+93.71	24.50 RT	1086.99
1212	27+79.09	35.06 RT	1086.93
1213	27+75.55	31.53 RT	1086.85
1214	27+79.08	27.99 RT	1086.93
1215	27+82.62	31.52 RT	1087.01
1216	27+93.71	26.50 RT	1087.00
1217	27+93.71	32.00 RT	1087.09
1218	27+78.07	44.65 RT	1086.29
1219	27+84.12	44.64 RT	1086.60
1220	27+84.13	40.10 RT	1086.90
1221	27+84.14	35.43 RT	1087.22
1222	27+86.54	35.44 RT	1087.19
1223	27+93.71	35.47 RT	1087.12

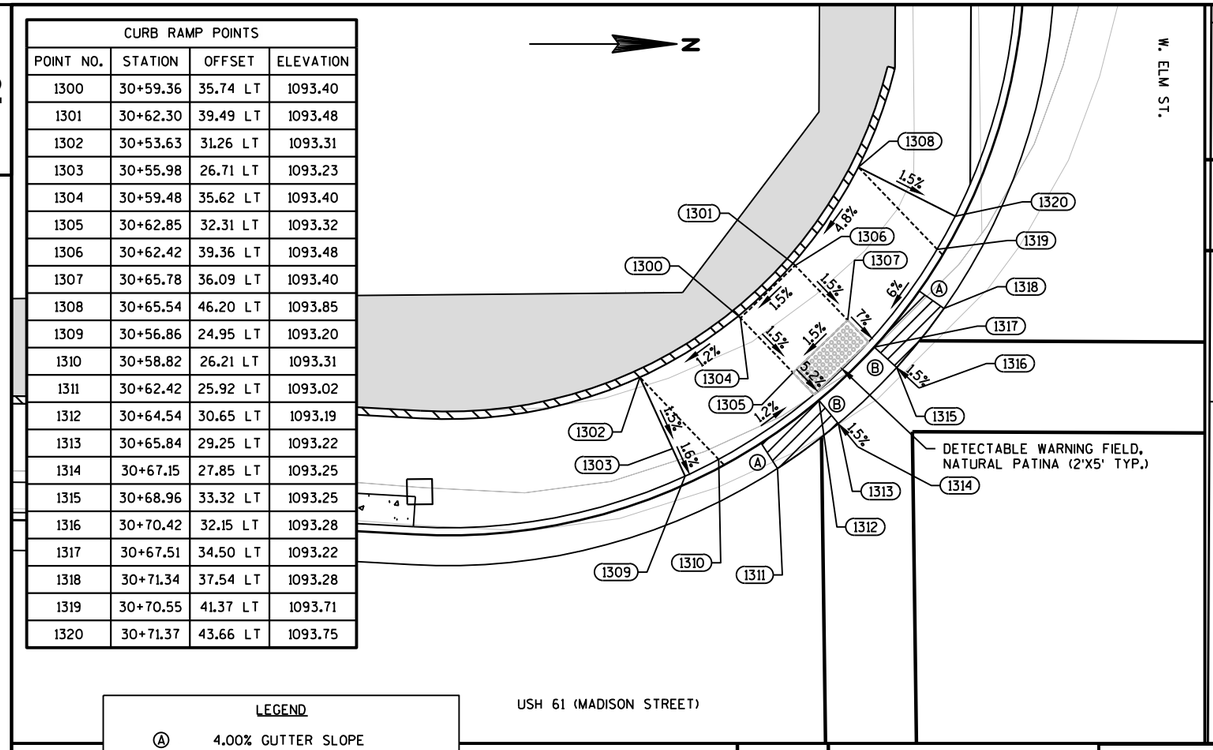


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CURB RAMP DETAILS	SHEET 42	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021017_CD TO 02101X_CD.DWG
LAYOUT NAME - ****
PLOT DATE : 7/12/2018 2:25 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

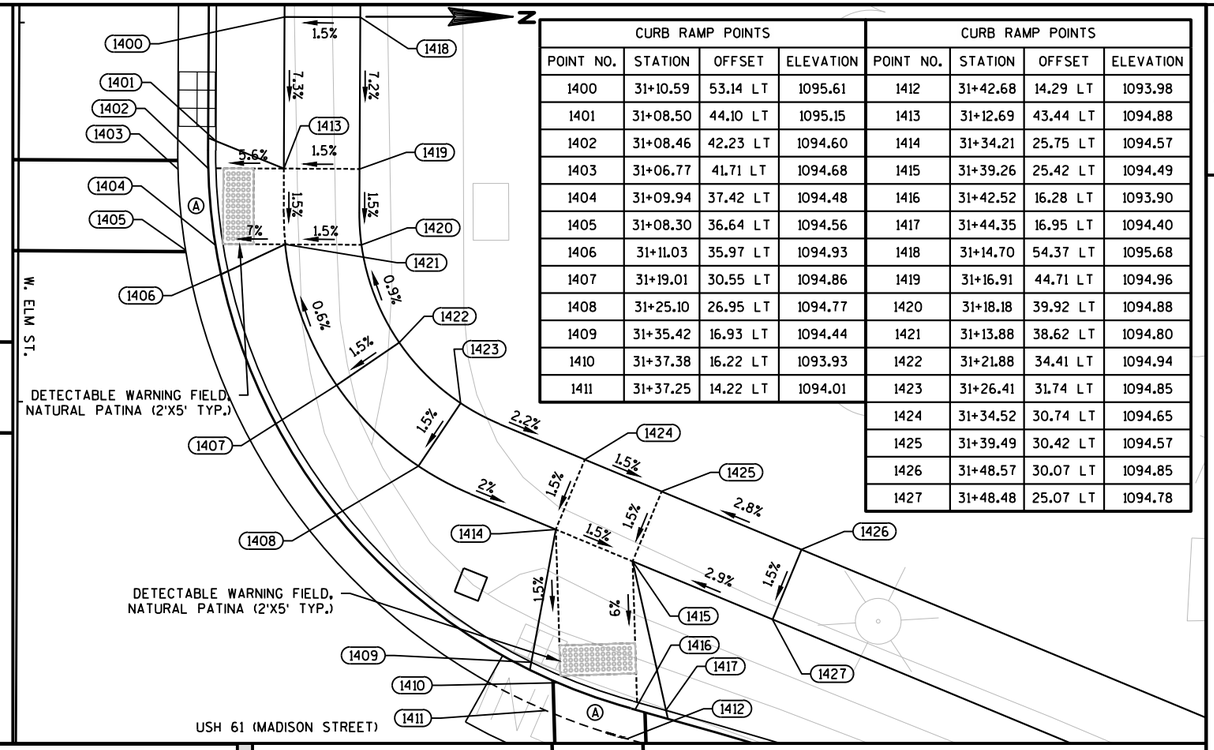
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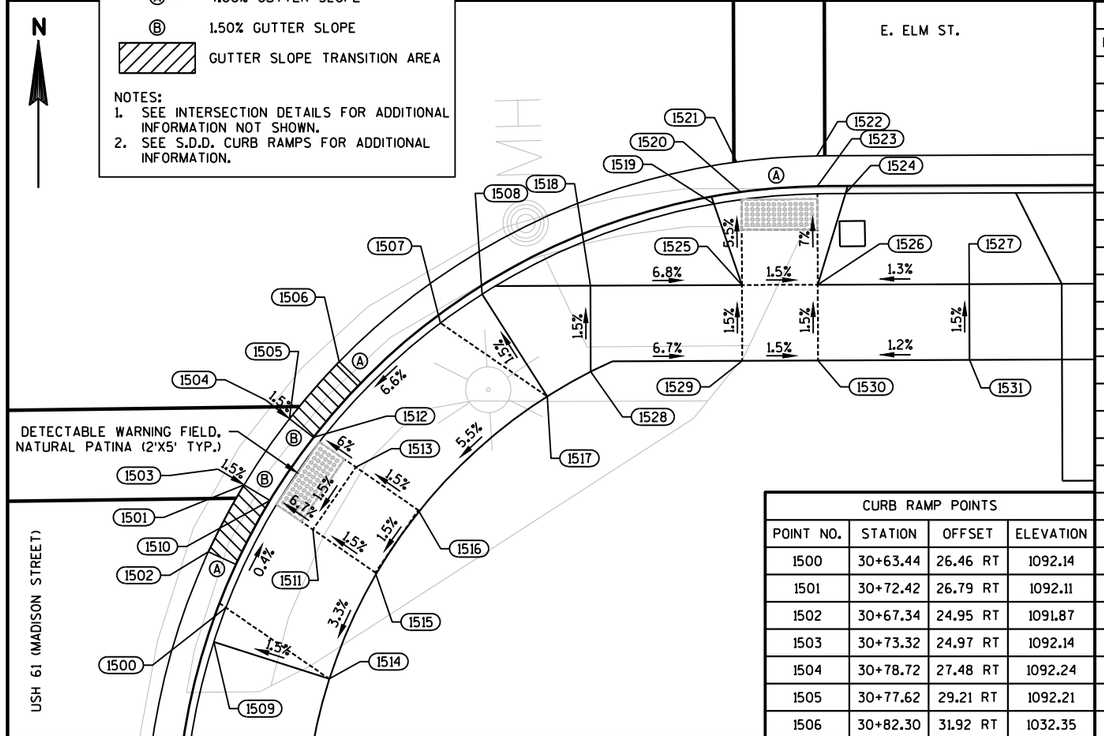
CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
1300	30+59.36	35.74 LT	1093.40
1301	30+62.30	39.49 LT	1093.48
1302	30+53.63	31.26 LT	1093.31
1303	30+55.98	26.71 LT	1093.23
1304	30+59.48	35.62 LT	1093.40
1305	30+62.85	32.31 LT	1093.32
1306	30+62.42	39.36 LT	1093.48
1307	30+65.78	36.09 LT	1093.40
1308	30+65.54	46.20 LT	1093.85
1309	30+56.86	24.95 LT	1093.20
1310	30+58.82	26.21 LT	1093.31
1311	30+62.42	25.92 LT	1093.02
1312	30+64.54	30.65 LT	1093.19
1313	30+65.84	29.25 LT	1093.22
1314	30+67.15	27.85 LT	1093.25
1315	30+68.96	33.32 LT	1093.25
1316	30+70.42	32.15 LT	1093.28
1317	30+67.51	34.50 LT	1093.22
1318	30+71.34	37.54 LT	1093.28
1319	30+70.55	41.37 LT	1093.71
1320	30+71.37	43.66 LT	1093.75



CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
1400	31+10.59	53.14 LT	1095.61
1401	31+08.50	44.10 LT	1095.15
1402	31+08.46	42.23 LT	1094.60
1403	31+06.77	41.71 LT	1094.68
1404	31+09.94	37.42 LT	1094.48
1405	31+08.30	36.64 LT	1094.56
1406	31+11.03	35.97 LT	1094.93
1407	31+19.01	30.55 LT	1094.86
1408	31+25.10	26.95 LT	1094.77
1409	31+35.42	16.93 LT	1094.44
1410	31+37.38	16.22 LT	1093.93
1411	31+37.25	14.22 LT	1094.01

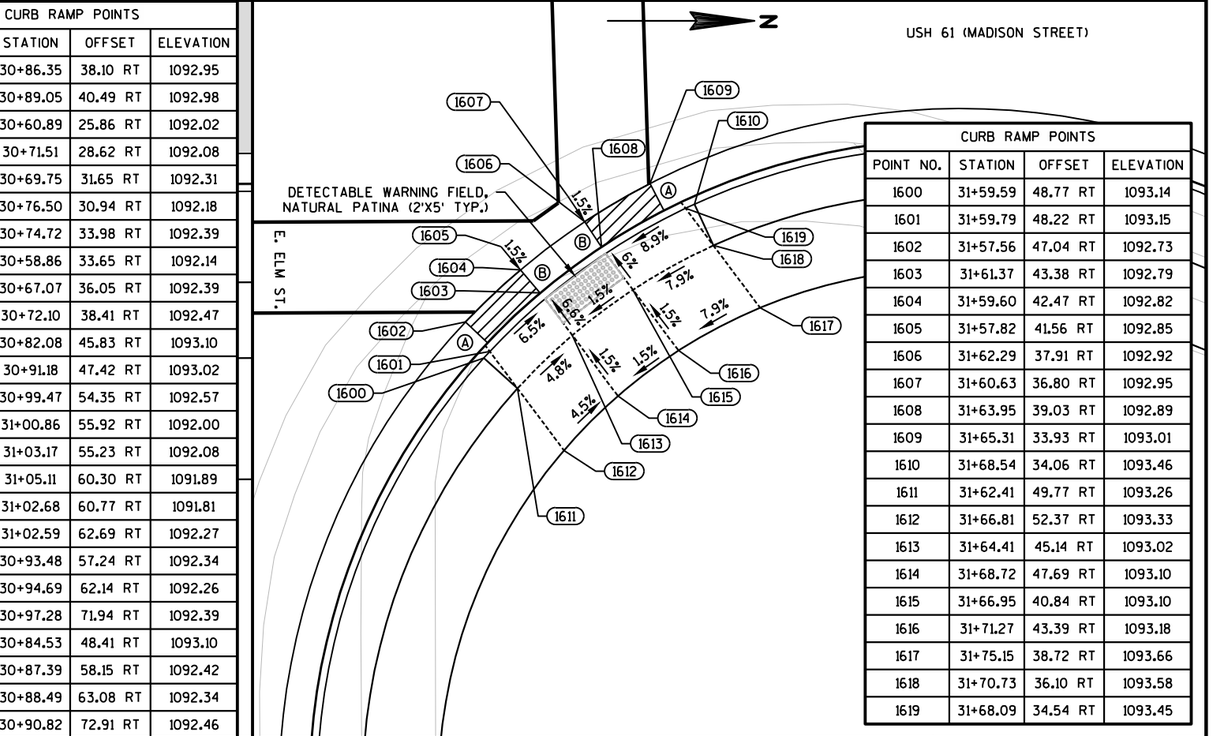
CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
1412	31+42.68	14.29 LT	1093.98
1413	31+12.69	43.44 LT	1094.88
1414	31+34.21	25.75 LT	1094.57
1415	31+39.26	25.42 LT	1094.49
1416	31+42.52	16.28 LT	1093.90
1417	31+44.35	16.95 LT	1094.40
1418	31+14.70	54.37 LT	1095.68
1419	31+16.91	44.71 LT	1094.96
1420	31+18.18	39.92 LT	1094.88
1421	31+13.88	38.62 LT	1094.80
1422	31+21.88	34.41 LT	1094.94
1423	31+26.41	31.74 LT	1094.85
1424	31+34.52	30.74 LT	1094.65
1425	31+39.49	30.42 LT	1094.57
1426	31+48.57	30.07 LT	1094.85
1427	31+48.48	25.07 LT	1094.78





CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
1507	30+86.35	38.10 RT	1092.95
1508	30+89.05	40.49 RT	1092.98
1509	30+60.89	25.86 RT	1092.02
1510	30+71.51	28.62 RT	1092.08
1511	30+69.75	31.65 RT	1092.31
1512	30+76.50	30.94 RT	1092.18
1513	30+74.72	33.98 RT	1092.39
1514	30+58.86	33.65 RT	1092.14
1515	30+67.07	36.05 RT	1092.39
1516	30+72.10	38.41 RT	1092.47
1517	30+82.08	45.83 RT	1093.10
1518	30+91.18	47.42 RT	1093.02
1519	30+99.47	54.35 RT	1092.57
1520	31+00.86	55.92 RT	1092.00
1521	31+03.17	55.23 RT	1092.08
1522	31+05.11	60.30 RT	1091.89
1523	31+02.68	60.77 RT	1091.81
1524	31+02.59	62.69 RT	1092.27
1525	30+93.48	57.24 RT	1092.34
1526	30+94.69	62.14 RT	1092.26
1527	30+97.28	71.94 RT	1092.39
1528	30+84.53	48.41 RT	1093.10
1529	30+87.39	58.15 RT	1092.42
1530	30+88.49	63.08 RT	1092.34
1531	30+90.82	72.91 RT	1092.46

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
1500	30+63.44	26.46 RT	1092.14
1501	30+72.42	26.79 RT	1092.11
1502	30+67.34	24.95 RT	1091.87
1503	30+73.32	24.97 RT	1092.14
1504	30+78.72	27.48 RT	1092.24
1505	30+77.62	29.21 RT	1092.21
1506	30+82.30	31.92 RT	1032.35

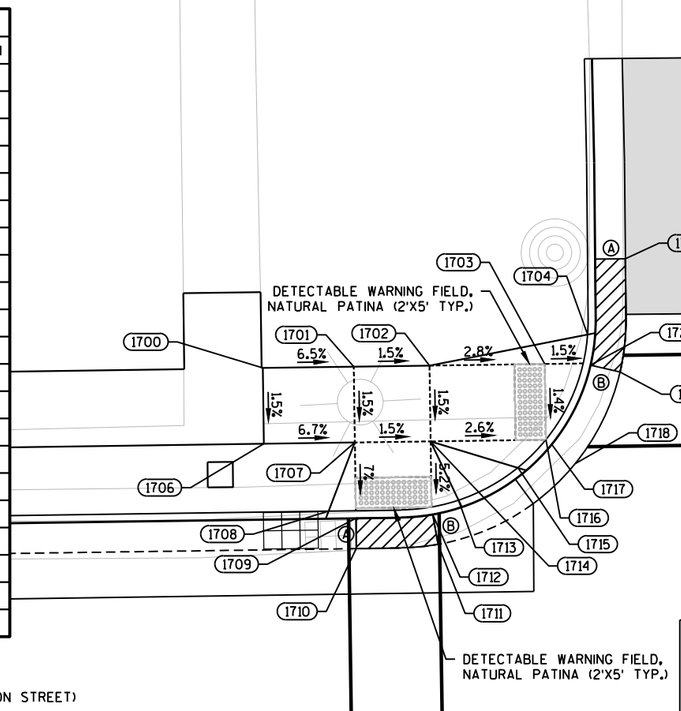


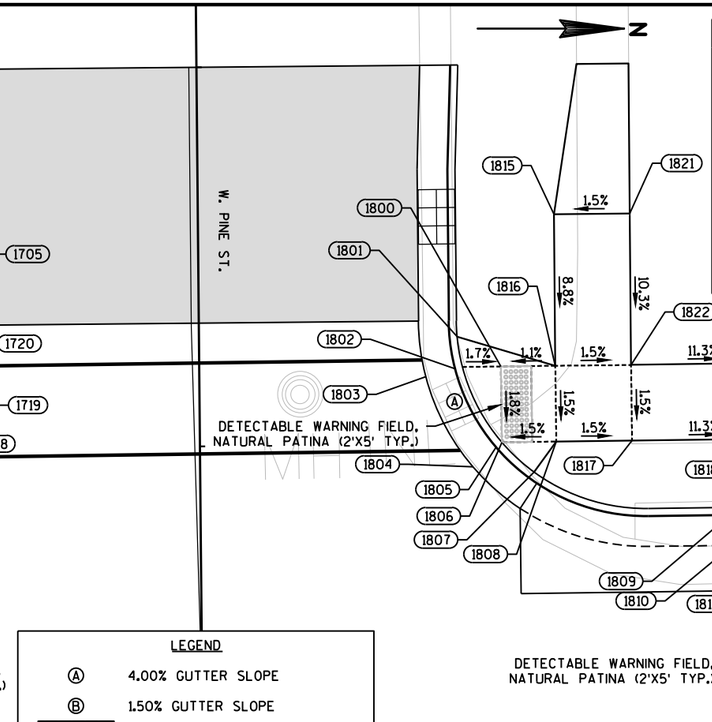
CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
1600	31+59.59	48.77 RT	1093.14
1601	31+59.79	48.22 RT	1093.15
1602	31+57.56	47.04 RT	1092.73
1603	31+61.37	43.38 RT	1092.79
1604	31+59.60	42.47 RT	1092.82
1605	31+57.82	41.56 RT	1092.85
1606	31+62.29	37.91 RT	1092.92
1607	31+60.63	36.80 RT	1092.95
1608	31+63.95	39.03 RT	1092.89
1609	31+65.31	33.93 RT	1093.01
1610	31+68.54	34.06 RT	1093.46
1611	31+62.41	49.77 RT	1093.26
1612	31+66.81	52.37 RT	1093.33
1613	31+64.41	45.14 RT	1093.02
1614	31+68.72	47.69 RT	1093.10
1615	31+66.95	40.84 RT	1093.10
1616	31+71.27	43.39 RT	1093.18
1617	31+75.15	38.72 RT	1093.66
1618	31+70.73	36.10 RT	1093.58
1619	31+68.09	34.54 RT	1093.45

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CURB RAMP DETAILS	SHEET 43	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021017_CD TO 02101X_CD.DWG
LAYOUT NAME - ****
PLOT DATE : 6/29/2018 5:24 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
1700	34+37.31	30.00 LT	1092.97
1701	34+43.31	30.00 LT	1092.58
1702	34+48.31	30.00 LT	1092.50
1703	34+55.91	30.00 LT	1092.29
1704	34+58.76	31.91 LT	1092.71
1705	34+61.33	36.86 LT	1092.41
1706	34+37.31	25.00 LT	1092.90
1707	34+43.31	25.00 LT	1092.50
1708	34+41.51	20.50 LT	1092.67
1709	34+43.31	20.00 LT	1092.15
1710	34+43.31	18.00 LT	1092.23
1711	34+48.71	18.19 LT	1092.20
1712	34+48.39	20.17 LT	1092.17
1713	34+50.10	21.09 LT	1092.63
1714	34+48.31	25.00 LT	1092.42
1715	34+54.04	23.18 LT	1092.64
1716	34+55.91	25.00 LT	1092.22
1717	34+56.30	24.68 LT	1092.21
1718	34+57.83	23.40 LT	1092.24
1719	34+60.87	29.40 LT	1092.28
1720	34+58.93	29.88 LT	1092.25





DETECTABLE WARNING FIELD, NATURAL PATINA (2'X5' TYP.)

DETECTABLE WARNING FIELD, NATURAL PATINA (2'X5' TYP.)

USH 61 (MADISON STREET)

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
1800	34+96.68	30.00 LT	1091.50
1801	34+93.83	32.00 LT	1092.10
1802	34+93.67	29.88 LT	1091.55
1803	34+91.72	29.40 LT	1091.63
1804	34+94.76	23.40 LT	1091.48
1805	34+96.30	24.68 LT	1091.40
1806	34+96.68	25.00 LT	1091.41
1807	34+98.77	23.01 LT	1091.72

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
1808	35+00.27	25.00 LT	1091.46
1809	35+12.28	20.50 LT	1090.71
1810	35+14.27	20.00 LT	1090.13
1811	35+14.27	18.00 LT	1090.21
1812	35+19.27	18.00 LT	1090.01
1813	35+19.27	20.00 LT	1089.93
1814	35+21.28	20.50 LT	1090.34
1815	35+00.31	40.00 LT	1092.42
1816	35+00.27	30.00 LT	1091.54
1817	35+05.27	25.00 LT	1091.38
1818	35+14.27	24.99 LT	1090.36
1819	35+19.27	25.00 LT	1090.28
1820	35+29.27	25.00 LT	1090.15
1821	35+05.31	39.98 LT	1092.49
1822	35+05.27	29.98 LT	1091.46
1823	35+14.27	30.00 LT	1090.44
1824	35+19.27	30.00 LT	1090.36
1825	35+29.27	30.00 LT	1090.23

LEGEND

Ⓐ 4.00% GUTTER SLOPE

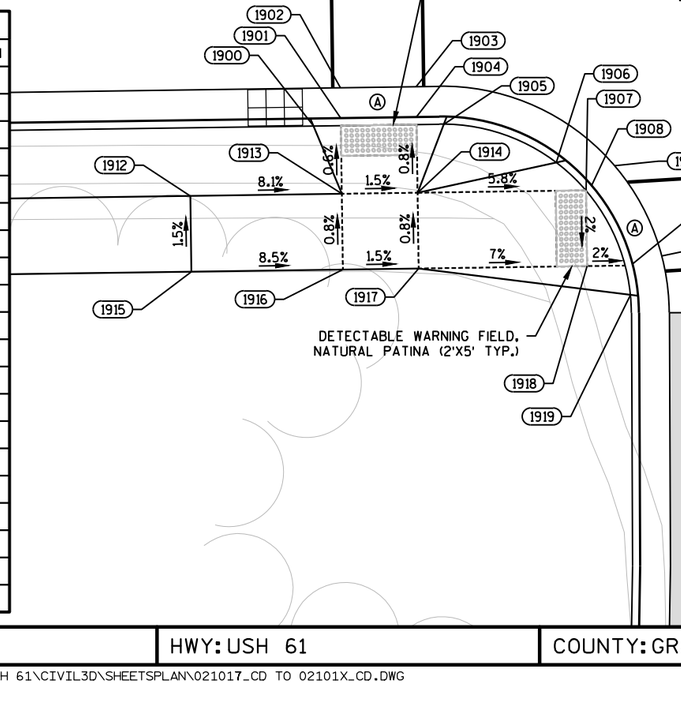
Ⓑ 1.50% GUTTER SLOPE

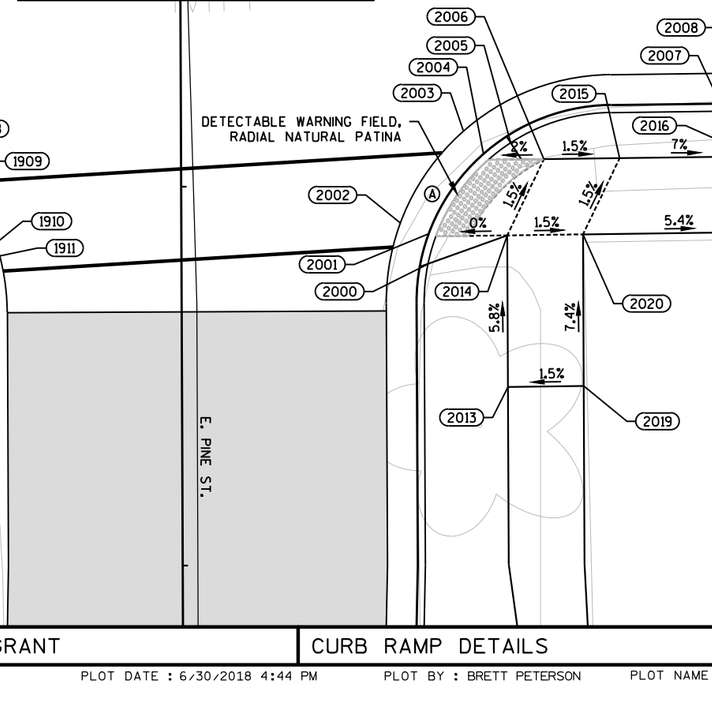
GUTTER SLOPE TRANSITION AREA

NOTES:
1. SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION NOT SHOWN.
2. SEE S.D.D. CURB RAMPS FOR ADDITIONAL INFORMATION.

USH 61 (MADISON STREET)

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
1900	34+41.51	20.50 RT	1092.00
1901	34+43.31	20.00 RT	1091.47
1902	34+43.31	18.00 RT	1091.55
1903	34+48.31	18.00 RT	1091.46
1904	34+48.31	20.00 RT	1091.38
1905	34+50.11	20.50 RT	1091.82
1906	34+57.49	23.13 RT	1091.30
1907	34+59.42	25.00 RT	1090.78
1908	34+59.81	24.68 RT	1090.77
1909	34+61.34	23.40 RT	1090.85
1910	34+62.44	29.88 RT	1090.62
1911	34+64.38	29.40 RT	1090.70
1912	34+33.31	25.00 RT	1092.31
1913	34+43.31	25.00 RT	1091.50
1914	34+48.31	25.00 RT	1091.42
1915	34+33.31	30.00 RT	1092.39
1916	34+43.31	30.00 RT	1091.54
1917	34+48.31	30.00 RT	1091.46
1918	34+59.42	30.00 RT	1090.68
1919	34+62.27	31.93 RT	1090.96





DETECTABLE WARNING FIELD, RADIAL NATURAL PATINA

DETECTABLE WARNING FIELD, NATURAL PATINA (2'X5' TYP.)

USH 61 (MADISON STREET)

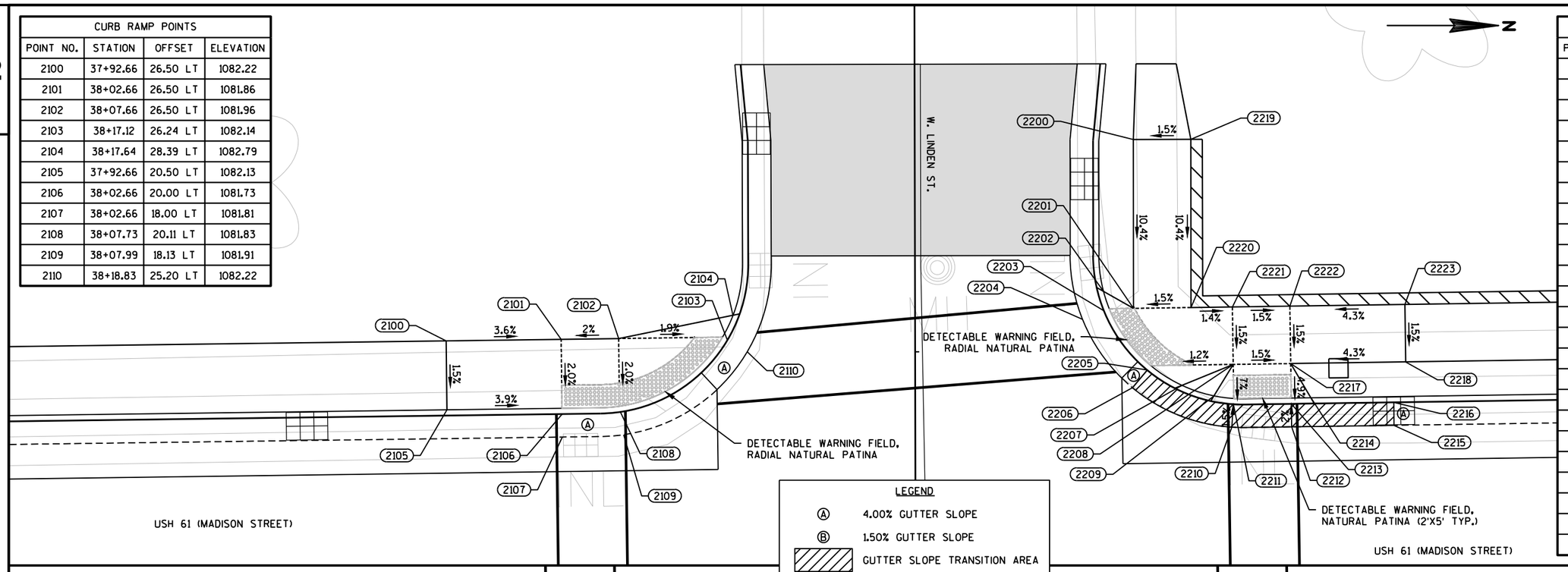
CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
2000	34+92.64	30.31 RT	1090.82
2001	34+92.71	28.32 RT	1090.28
2002	34+90.85	27.60 RT	1090.36
2003	34+95.09	21.60 RT	1090.20
2004	34+96.39	23.12 RT	1090.12
2005	34+98.20	22.41 RT	1090.56
2006	35+00.37	23.50 RT	1090.20
2007	35+12.27	20.50 RT	1089.99
2008	35+14.27	20.00 RT	1089.41
2009	35+14.27	18.00 RT	1089.49
2010	35+19.27	18.00 RT	1089.29
2011	35+19.27	20.00 RT	1089.21
2012	35+21.27	20.50 RT	1089.62
2013	34+97.79	38.50 RT	1090.86
2014	34+97.88	28.50 RT	1090.28
2015	35+05.37	23.50 RT	1090.12
2016	35+14.27	23.50 RT	1089.50
2017	35+19.27	23.50 RT	1089.42
2018	35+29.27	23.50 RT	1089.38
2019	35+02.79	38.50 RT	1090.94
2020	35+02.88	28.50 RT	1090.20
2021	35+14.27	28.50 RT	1089.58
2022	35+19.27	28.50 RT	1089.50
2023	35+29.27	28.50 RT	1089.46

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CURB RAMP DETAILS	SHEET 44	E

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PLOT DATE : 6/30/2018 4:44 PM
PLOT BY : BRETT PETERSON
PLOT NAME :
PLOT SCALE : **********
WISDOT/CADDS SHEET 42

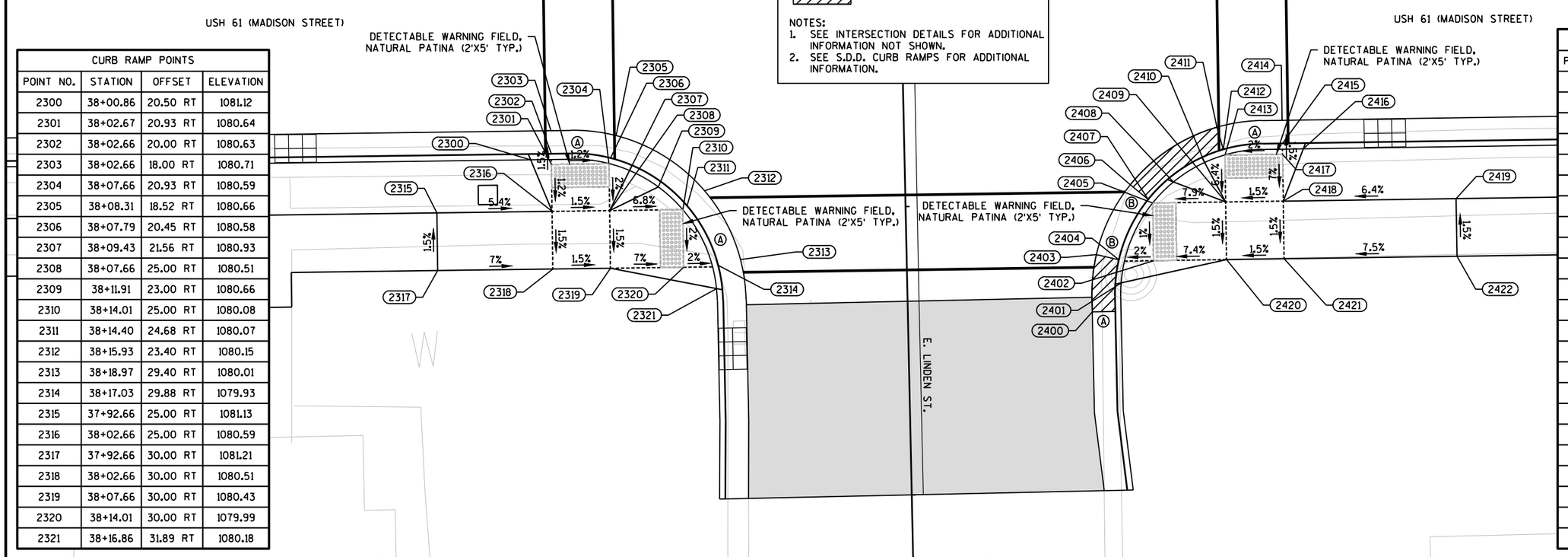
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CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
2100	37+92.66	26.50 LT	1082.22
2101	38+02.66	26.50 LT	1081.86
2102	38+07.66	26.50 LT	1081.96
2103	38+17.12	26.24 LT	1082.14
2104	38+17.64	28.39 LT	1082.79
2105	37+92.66	20.50 LT	1082.13
2106	38+02.66	20.00 LT	1081.73
2107	38+02.66	18.00 LT	1081.81
2108	38+07.73	20.11 LT	1081.83
2109	38+07.99	18.13 LT	1081.91
2110	38+18.83	25.20 LT	1082.22



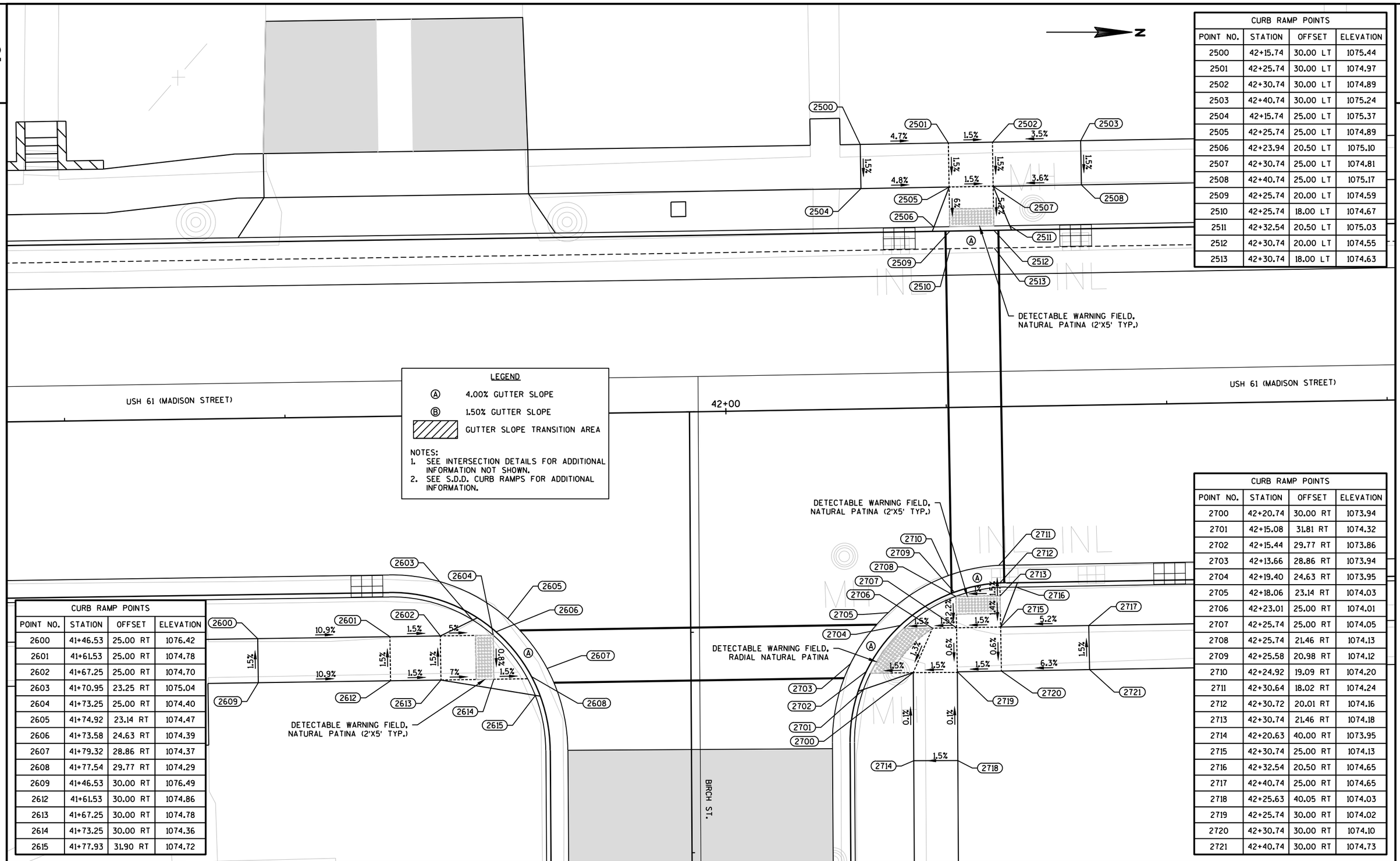
CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
2200	38+52.69	43.18 LT	1084.10
2201	38+52.50	28.50 LT	1082.57
2202	38+49.92	30.00 LT	1083.10
2203	38+49.93	28.32 LT	1082.53
2204	38+48.07	27.60 LT	1082.61
2205	38+53.61	23.12 LT	1082.43
2206	38+52.31	21.60 LT	1082.51
2207	38+56.62	21.74 LT	1082.83
2208	38+61.09	23.50 LT	1082.52
2209	38+59.38	20.79 LT	1082.75
2210	38+60.90	18.04 LT	1082.31
2211	38+61.05	20.04 LT	1082.28
2212	38+66.09	18.00 LT	1082.31
2213	38+66.09	20.00 LT	1082.27
2214	38+67.81	20.50 LT	1082.74
2215	38+75.00	18.00 LT	1082.33
2216	38+75.00	20.00 LT	1082.25
2217	38+66.09	23.50 LT	1082.44
2218	38+76.09	23.50 LT	1082.87
2219	38+57.69	43.12 LT	1084.18
2220	38+57.50	28.50 LT	1082.65
2221	38+61.09	28.50 LT	1082.60
2222	38+66.09	28.50 LT	1082.52
2223	38+76.09	28.50 LT	1082.95

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
2300	38+00.86	20.50 RT	1081.12
2301	38+02.67	20.93 RT	1080.64
2302	38+02.66	20.00 RT	1080.63
2303	38+02.66	18.00 RT	1080.71
2304	38+07.66	20.93 RT	1080.59
2305	38+08.31	18.52 RT	1080.66
2306	38+07.79	20.45 RT	1080.58
2307	38+09.43	21.56 RT	1080.93
2308	38+07.66	25.00 RT	1080.51
2309	38+11.91	23.00 RT	1080.66
2310	38+14.01	25.00 RT	1080.08
2311	38+14.40	24.68 RT	1080.07
2312	38+15.93	23.40 RT	1080.15
2313	38+18.97	29.40 RT	1080.01
2314	38+17.03	29.88 RT	1079.93
2315	37+92.66	25.00 RT	1081.13
2316	38+02.66	25.00 RT	1080.59
2317	37+92.66	30.00 RT	1081.21
2318	38+02.66	30.00 RT	1080.51
2319	38+07.66	30.00 RT	1080.43
2320	38+14.01	30.00 RT	1079.99
2321	38+16.86	31.89 RT	1080.18



CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
2400	38+49.38	34.36 RT	1079.46
2401	38+51.92	31.89 RT	1080.29
2402	38+54.77	30.00 RT	1080.23
2403	38+49.81	29.40 RT	1080.20
2404	38+51.75	29.88 RT	1080.17
2405	38+54.77	25.00 RT	1080.28
2406	38+52.84	23.40 RT	1080.30
2407	38+54.38	24.68 RT	1080.27
2408	38+56.60	23.21 RT	1080.87
2409	38+61.09	25.00 RT	1080.78
2410	38+59.32	21.56 RT	1081.33
2411	38+60.44	18.52 RT	1081.11
2412	38+60.96	20.45 RT	1081.03
2413	38+61.09	20.94 RT	1081.04
2414	38+66.09	18.00 RT	1081.21
2415	38+66.09	20.00 RT	1081.13
2416	38+67.89	20.50 RT	1081.64
2417	38+66.09	20.94 RT	1081.14
2418	38+66.09	25.00 RT	1080.86
2419	38+81.09	25.00 RT	1081.82
2420	38+61.09	30.00 RT	1080.70
2421	38+66.09	30.00 RT	1080.78
2422	38+81.09	30.00 RT	1081.90

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CURB RAMP DETAILS	SHEET 45	E



CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
2500	42+15.74	30.00 LT	1075.44
2501	42+25.74	30.00 LT	1074.97
2502	42+30.74	30.00 LT	1074.89
2503	42+40.74	30.00 LT	1075.24
2504	42+15.74	25.00 LT	1075.37
2505	42+25.74	25.00 LT	1074.89
2506	42+23.94	20.50 LT	1075.10
2507	42+30.74	25.00 LT	1074.81
2508	42+40.74	25.00 LT	1075.17
2509	42+25.74	20.00 LT	1074.59
2510	42+25.74	18.00 LT	1074.67
2511	42+32.54	20.50 LT	1075.03
2512	42+30.74	20.00 LT	1074.55
2513	42+30.74	18.00 LT	1074.63

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
2600	41+46.53	25.00 RT	1076.42
2601	41+61.53	25.00 RT	1074.78
2602	41+67.25	25.00 RT	1074.70
2603	41+70.95	23.25 RT	1075.04
2604	41+73.25	25.00 RT	1074.40
2605	41+74.92	23.14 RT	1074.47
2606	41+73.58	24.63 RT	1074.39
2607	41+79.32	28.86 RT	1074.37
2608	41+77.54	29.77 RT	1074.29
2609	41+46.53	30.00 RT	1076.49
2612	41+61.53	30.00 RT	1074.86
2613	41+67.25	30.00 RT	1074.78
2614	41+73.25	30.00 RT	1074.36
2615	41+77.93	31.90 RT	1074.72

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
2700	42+20.74	30.00 RT	1073.94
2701	42+15.08	31.81 RT	1074.32
2702	42+15.44	29.77 RT	1073.86
2703	42+13.66	28.86 RT	1073.94
2704	42+19.40	24.63 RT	1073.95
2705	42+18.06	23.14 RT	1074.03
2706	42+23.01	25.00 RT	1074.01
2707	42+25.74	25.00 RT	1074.05
2708	42+25.74	21.46 RT	1074.13
2709	42+25.58	20.98 RT	1074.12
2710	42+24.92	19.09 RT	1074.20
2711	42+30.64	18.02 RT	1074.24
2712	42+30.72	20.01 RT	1074.16
2713	42+30.74	21.46 RT	1074.18
2714	42+20.63	40.00 RT	1073.95
2715	42+30.74	25.00 RT	1074.13
2716	42+32.54	20.50 RT	1074.65
2717	42+40.74	25.00 RT	1074.65
2718	42+25.63	40.05 RT	1074.03
2719	42+25.74	30.00 RT	1074.02
2720	42+30.74	30.00 RT	1074.10
2721	42+40.74	30.00 RT	1074.73

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CURB RAMP DETAILS	SHEET 46 E

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
2800	52+29.16	30.00 LT	1109.29
2801	52+39.16	30.00 LT	1108.86
2802	52+39.50	40.16 LT	1109.28
2803	52+29.16	25.00 LT	1109.22
2804	52+39.16	25.00 LT	1108.81
2805	52+44.17	30.00 LT	1108.78
2806	52+44.50	39.99 LT	1109.21
2807	52+42.85	23.25 LT	1109.31
2808	52+45.48	24.63 LT	1108.79
2809	52+46.81	23.14 LT	1108.87
2810	52+51.21	28.86 LT	1108.78
2811	52+49.44	29.77 LT	1108.70
2812	52+49.79	31.81 LT	1109.15

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
2900	52+83.73	28.86 LT	1109.09
2901	52+85.51	29.77 LT	1109.01
2902	52+85.11	31.91 LT	1109.48
2903	52+89.80	30.00 LT	1109.07
2904	53+02.02	30.00 LT	1109.87
2905	53+07.02	30.00 LT	1109.95
2906	53+17.02	30.00 LT	1110.49
2907	52+89.80	25.00 LT	1109.12
2908	52+89.47	24.63 LT	1109.11
2909	52+88.13	23.14 LT	1109.19
2910	52+92.15	23.22 LT	1109.75
2911	53+02.02	25.00 LT	1109.79
2912	53+00.22	20.55 LT	1110.10
2913	53+02.02	20.00 LT	1109.64
2914	53+02.02	18.00 LT	1109.72
2915	53+07.02	18.00 LT	1109.75
2916	53+07.02	20.00 LT	1109.67
2917	53+08.82	20.50 LT	1110.18
2918	53+07.02	25.00 LT	1109.87
2919	53+17.02	25.00 LT	1110.41

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
3000	53+01.90	17.89 RT	1109.34
3001	53+02.02	19.88 RT	1109.26
3002	53+06.90	17.59 RT	1109.39
3003	53+07.02	19.58 RT	1109.31
3004	53+02.02	20.38 RT	1109.27
3005	53+07.02	20.38 RT	1109.32
3006	52+92.03	25.00 RT	1109.86
3007	53+00.22	20.49 RT	1109.75
3008	53+02.02	24.89 RT	1109.49
3009	53+07.02	24.59 RT	1109.57
3010	53+08.82	19.98 RT	1109.83
3011	53+17.01	23.99 RT	1110.07
3012	52+92.03	30.00 RT	1109.93
3013	53+02.02	29.90 RT	1109.57
3014	53+07.02	29.57 RT	1109.65
3015	53+17.30	28.98 RT	1110.15

ASH ST.

USH 61 (MADISON STREET)

52+00

53+00

DETECTABLE WARNING FIELD, RADIAL NATURAL PATINA

DETECTABLE WARNING FIELD, NATURAL PATINA (2'X5' TYP.)

DETECTABLE WARNING FIELD, NATURAL PATINA (2'X5' TYP.)

LEGEND

Ⓐ 4.00% GUTTER SLOPE

Ⓑ 1.50% GUTTER SLOPE

GUTTER SLOPE TRANSITION AREA

NOTES:
1. SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION NOT SHOWN.
2. SEE S.D.D. CURB RAMPS FOR ADDITIONAL INFORMATION.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CURB RAMP DETAILS	SHEET 47	E

2

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
3100	58+36.03	30.00 LT	1112.37
3101	58+45.41	30.00 LT	1112.16
3102	58+50.00	30.00 LT	1112.24
3103	58+36.03	25.00 LT	1112.29
3104	58+45.34	25.00 LT	1112.08
3105	58+50.00	25.00 LT	1112.16
3106	58+51.70	20.52 LT	1112.55
3107	58+43.59	20.50 LT	1112.33
3108	58+45.28	20.00 LT	1111.88
3109	58+45.28	18.00 LT	1111.82
3110	58+50.00	18.00 LT	1111.96
3111	58+50.00	20.00 LT	1112.02

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
3200	58+42.43	19.76 RT	111.06
3201	58+44.41	20.01 RT	1110.61
3202	58+45.26	18.18 RT	1110.69
3203	58+50.24	20.46 RT	1110.81
3204	58+49.24	22.22 RT	1110.73
3205	58+50.69	23.54 RT	111.27
3206	58+57.45	33.25 RT	1111.66
3207	58+30.98	20.92 RT	1110.99
3208	58+42.18	24.56 RT	1110.91
3209	58+47.03	26.79 RT	1110.99
3210	58+29.65	25.76 RT	1111.07
3211	58+39.89	29.09 RT	1110.99
3212	58+44.78	31.37 RT	1111.07
3213	58+53.88	37.09 RT	1111.74

LEGEND

Ⓐ 4.00% GUTTER SLOPE

Ⓑ 1.50% GUTTER SLOPE

GUTTER SLOPE TRANSITION AREA

NOTES:
1. SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION NOT SHOWN.
2. SEE S.D.D. CURB RAMPS FOR ADDITIONAL INFORMATION.

DETECTABLE WARNING FIELD, NATURAL PATINA (2'X5' TYP.)

DETECTABLE WARNING FIELD, NATURAL PATINA (2'X5' TYP.)

USH 61 (MADISON STREET)

58+00

59+00

OLD CTH K

CITY LIMITS ST.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CURB RAMP DETAILS	SHEET 48	E

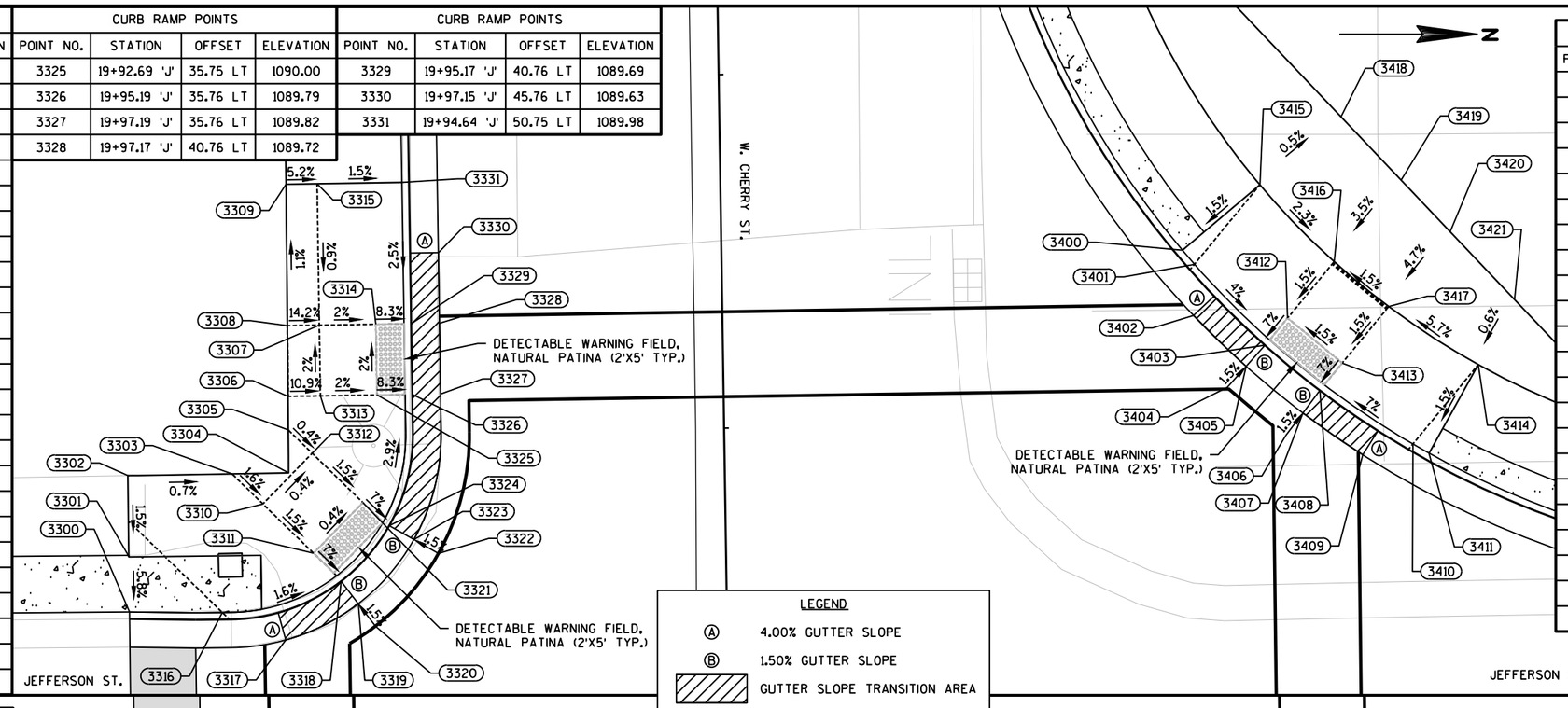
CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
3300	19+75.00 'J'	20.62 LT	1090.13
3301	19+75.00 'J'	24.56 LT	1090.36
3302	19+75.00 'J'	30.26 LT	1090.45
3303	19+82.37 'J'	30.29 LT	1090.40
3304	19+86.38 'J'	30.31 LT	1090.36
3305	19+86.39 'J'	33.35 LT	1090.34
3306	19+86.40 'J'	35.73 LT	1090.33
3307	19+88.67 'J'	40.73 LT	1089.98
3308	19+86.41 'J'	40.73 LT	1090.30
3309	19+86.44 'J'	50.73 LT	1090.19
3310	19+84.53 'J'	28.14 LT	1090.35
3311	19+88.07 'J'	24.61 LT	1090.27
3312	19+88.06 'J'	31.68 LT	1090.33
3313	19+88.69 'J'	35.73 LT	1090.08
3314	19+92.67 'J'	40.75 LT	1089.90
3315	19+88.64 'J'	50.73 LT	1090.07
3316	19+81.57 'J'	20.50 LT	1090.26
3317	19+86.03 'J'	18.50 LT	1089.97
3318	19+89.99 'J'	22.60 LT	1090.09
3319	19+91.19 'J'	21.00 LT	1090.12
3320	19+92.39 'J'	19.40 LT	1090.15
3321	19+91.60 'J'	28.15 LT	1090.25
3322	19+96.91 'J'	24.49 LT	1090.13
3323	19+95.18 'J'	25.49 LT	1090.10
3324	19+93.45 'J'	26.49 LT	1090.07

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
3325	19+92.69 'J'	35.75 LT	1090.00
3326	19+95.19 'J'	35.76 LT	1089.79
3327	19+97.19 'J'	35.76 LT	1089.82
3328	19+97.17 'J'	40.76 LT	1089.72

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
3329	19+95.17 'J'	40.76 LT	1089.69
3330	19+97.15 'J'	45.76 LT	1089.63
3331	19+94.64 'J'	50.75 LT	1089.98

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
3400	20+49.75 'J'	45.30 LT	1091.59
3401	20+50.59 'J'	44.29 LT	1091.61
3402	20+50.49 'J'	40.66 LT	1091.23
3403	20+55.50 'J'	38.51 LT	1091.27
3404	20+52.80 'J'	35.56 LT	1091.33
3405	20+54.15 'J'	37.03 LT	1091.30
3406	20+56.90 'J'	32.10 LT	1091.41
3407	20+58.13 'J'	33.68 LT	1091.38
3408	20+59.35 'J'	35.26 LT	1091.35
3409	20+62.32 'J'	30.68 LT	1091.45
3410	20+65.88 'J'	31.40 LT	1091.91
3411	20+67.01 'J'	30.73 LT	1091.94
3412	20+57.13 'J'	40.41 LT	1091.45
3413	20+60.95 'J'	37.18 LT	1091.53
3414	20+70.57 'J'	36.96 LT	1092.04
3415	20+55.28 'J'	49.85 LT	1091.70
3416	20+60.47 'J'	44.36 LT	1091.53
3417	20+64.29 'J'	41.14 LT	1091.61
3418	20+61.07 'J'	54.61 LT	1091.66
3419	20+65.28 'J'	50.07 LT	1091.79
3420	20+68.71 'J'	46.38 LT	1091.93
3421	20+73.19 'J'	41.54 LT	1092.07

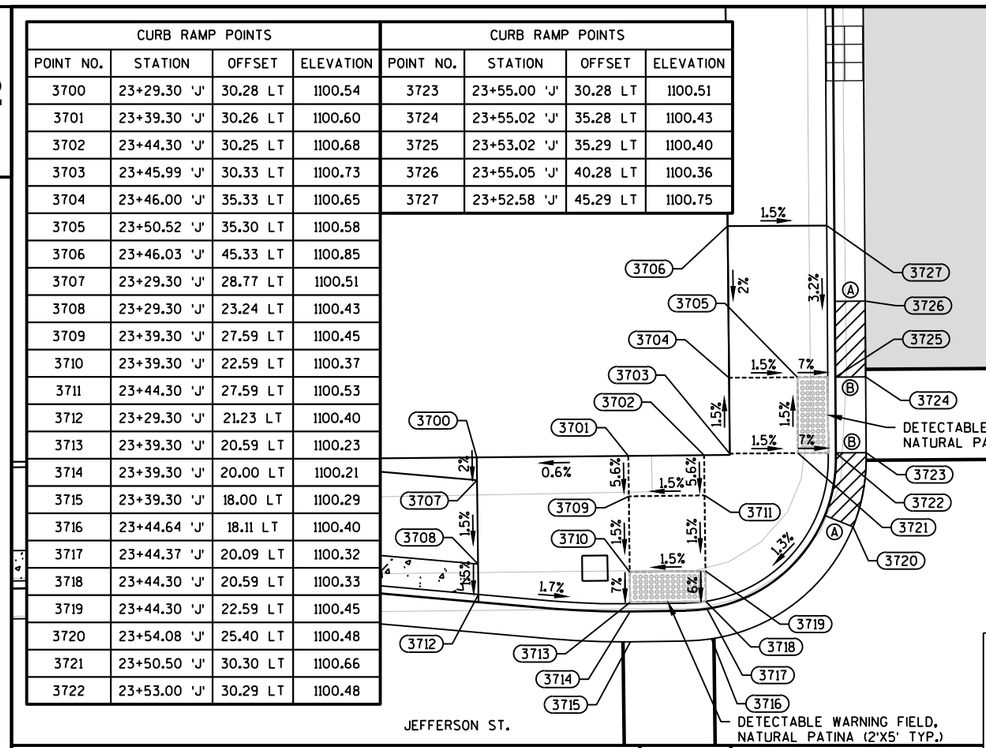
CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
3500	19+71.03 'J'	18.37 RT	1090.58
3501	19+79.55 'J'	18.50 RT	1090.99
3502	19+84.55 'J'	16.82 RT	1090.77
3503	19+88.20 'J'	21.20 RT	1090.90
3504	19+90.83 'J'	18.18 RT	1090.96
3505	19+89.52 'J'	19.69 RT	1090.93
3506	19+94.96 'J'	23.58 RT	1091.05
3507	19+93.16 'J'	24.45 RT	1091.02
3508	19+91.36 'J'	25.33 RT	1090.99
3509	19+89.32 'J'	26.76 RT	1091.16
3510	19+94.63 'J'	30.00 RT	1091.31
3511	19+92.17 'J'	33.52 RT	1091.42
3512	19+90.17 'J'	33.53 RT	1091.54
3513	19+71.02 'J'	22.37 RT	1090.77
3514	19+83.11 'J'	25.22 RT	1091.14
3515	19+86.29 'J'	22.79 RT	1091.08
3516	19+86.15 'J'	29.19 RT	1091.22
3517	19+70.97 'J'	27.37 RT	1091.08
3518	19+70.97 'J'	28.50 RT	1091.14
3519	19+80.25 'J'	27.40 RT	1091.25
3520	19+79.41 'J'	28.50 RT	1091.32
3521	19+84.92 'J'	30.13 RT	1091.38
3522	19+79.42 'J'	33.56 RT	1091.66
3523	19+85.00 'J'	33.54 RT	1091.62



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CURB RAMP DETAILS	SHEET 49	E

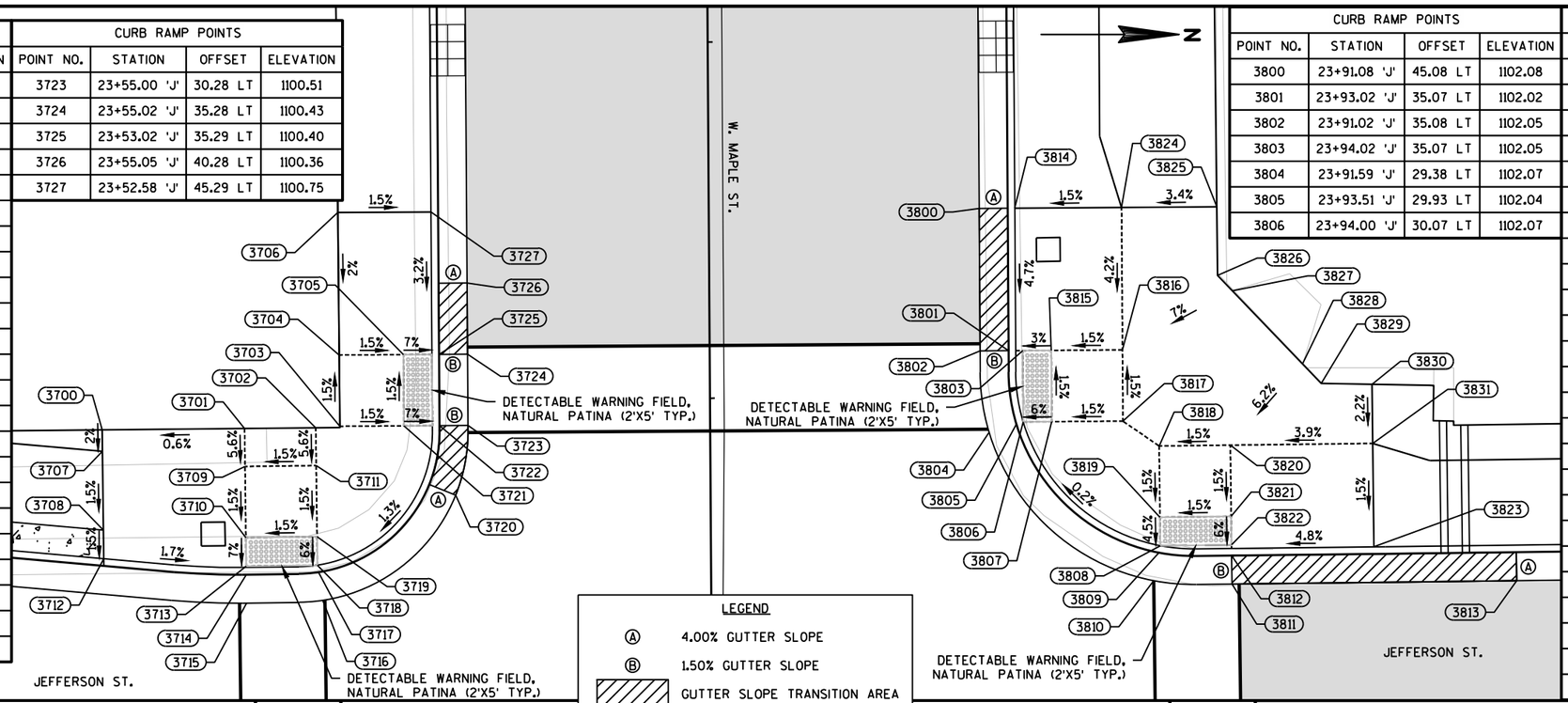
CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
3700	23+29.30 'J'	30.28 LT	1100.54
3701	23+39.30 'J'	30.26 LT	1100.60
3702	23+44.30 'J'	30.25 LT	1100.68
3703	23+45.99 'J'	30.33 LT	1100.73
3704	23+46.00 'J'	35.33 LT	1100.65
3705	23+50.52 'J'	35.30 LT	1100.58
3706	23+46.03 'J'	45.33 LT	1100.85
3707	23+29.30 'J'	28.77 LT	1100.51
3708	23+29.30 'J'	23.24 LT	1100.43
3709	23+39.30 'J'	27.59 LT	1100.45
3710	23+39.30 'J'	22.59 LT	1100.37
3711	23+44.30 'J'	27.59 LT	1100.53
3712	23+29.30 'J'	21.23 LT	1100.40
3713	23+39.30 'J'	20.59 LT	1100.23
3714	23+39.30 'J'	20.00 LT	1100.21
3715	23+39.30 'J'	18.00 LT	1100.29
3716	23+44.64 'J'	18.11 LT	1100.40
3717	23+44.37 'J'	20.09 LT	1100.32
3718	23+44.30 'J'	20.59 LT	1100.33
3719	23+44.30 'J'	22.59 LT	1100.45
3720	23+54.08 'J'	25.40 LT	1100.48
3721	23+50.50 'J'	30.30 LT	1100.66
3722	23+53.00 'J'	30.29 LT	1100.48

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
3723	23+55.00 'J'	30.28 LT	1100.51
3724	23+55.02 'J'	35.28 LT	1100.43
3725	23+53.02 'J'	35.29 LT	1100.40
3726	23+55.05 'J'	40.28 LT	1100.36
3727	23+52.58 'J'	45.29 LT	1100.75



CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
3800	23+91.08 'J'	45.08 LT	1102.08
3801	23+93.02 'J'	35.07 LT	1102.02
3802	23+91.02 'J'	35.08 LT	1102.05
3803	23+94.02 'J'	35.07 LT	1102.05
3804	23+91.59 'J'	29.38 LT	1102.07
3805	23+93.51 'J'	29.93 LT	1102.04
3806	23+94.00 'J'	30.07 LT	1102.07

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
3807	23+96.00 'J'	30.05 LT	1102.19
3808	24+03.51 'J'	21.25 LT	1102.10
3809	24+03.41 'J'	20.76 LT	1102.08
3810	24+03.01 'J'	18.80 LT	1102.11
3811	24+08.51 'J'	18.50 LT	1102.13
3812	24+08.51 'J'	20.50 LT	1102.10
3813	24+28.51 'J'	18.51 LT	1102.24
3814	23+93.58 'J'	45.07 LT	1102.50
3815	23+96.02 'J'	35.05 LT	1102.11
3816	24+01.02 'J'	35.03 LT	1102.19
3817	24+01.00 'J'	30.03 LT	1102.27
3818	24+03.51 'J'	28.25 LT	1102.27
3819	24+03.51 'J'	23.25 LT	1102.19
3820	24+08.51 'J'	28.25 LT	1102.35
3821	24+08.51 'J'	23.25 LT	1102.27
3822	24+08.51 'J'	21.25 LT	1102.15
3823	24+18.51 'J'	21.00 LT	1102.63
3824	24+01.08 'J'	45.03 LT	1102.61
3825	24+07.76 'J'	44.99 LT	1102.84
3826	24+07.76 'J'	40.17 LT	1102.82
3827	24+08.79 'J'	39.08 LT	1102.83
3828	24+13.64 'J'	33.89 LT	1102.83
3829	24+14.95 'J'	32.50 LT	1102.84
3830	24+18.51 'J'	32.40 LT	1102.83
3831	24+18.51 'J'	28.25 LT	1102.74

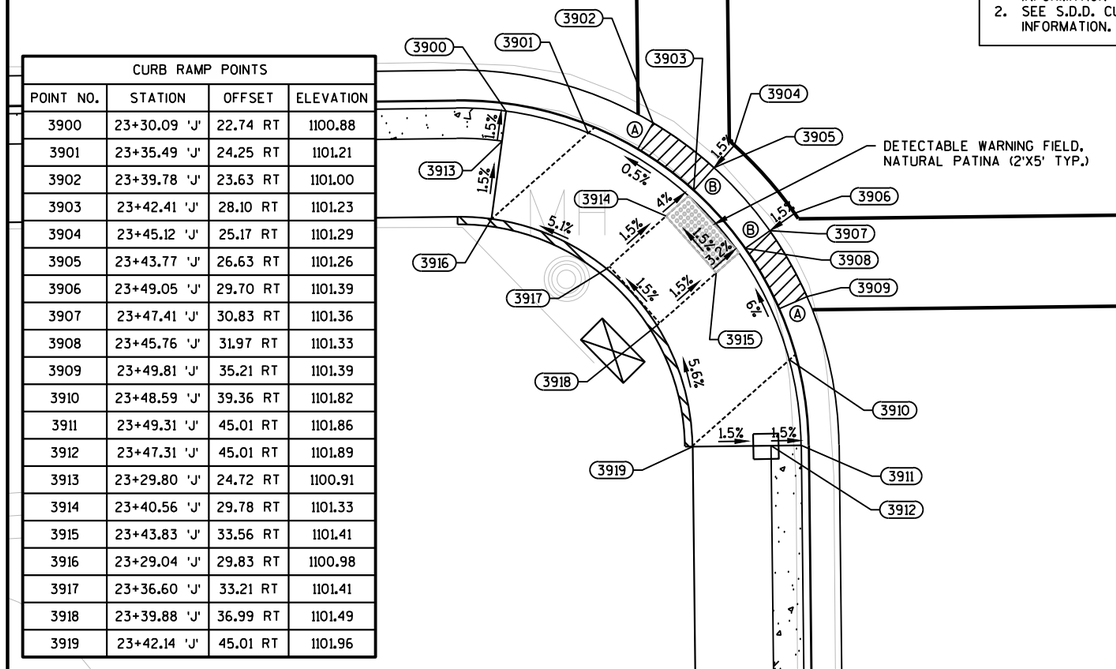


LEGEND

- (A) 4.00% GUTTER SLOPE
- (B) 1.50% GUTTER SLOPE
- GUTTER SLOPE TRANSITION AREA

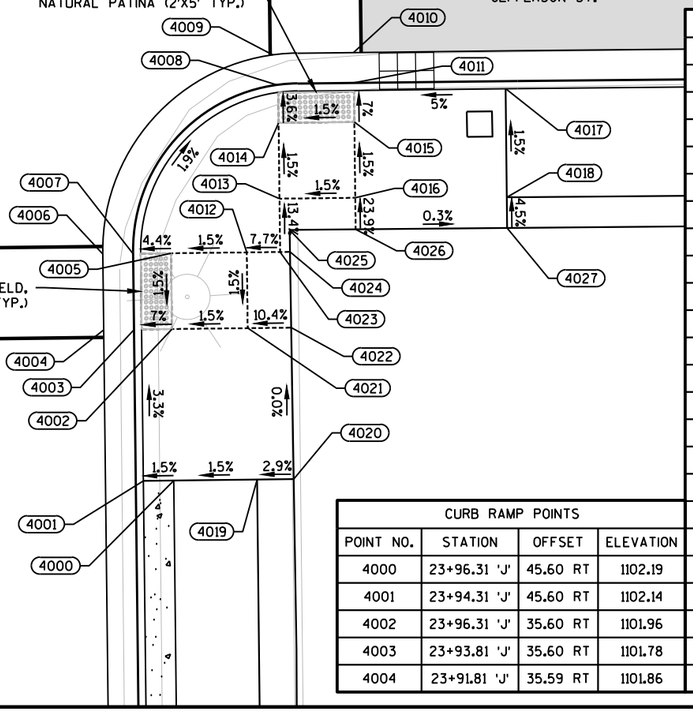
NOTES:
1. SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION NOT SHOWN.
2. SEE S.D.D. CURB RAMPS FOR ADDITIONAL INFORMATION.

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
3900	23+30.09 'J'	22.74 RT	1100.88
3901	23+35.49 'J'	24.25 RT	1101.21
3902	23+39.78 'J'	23.63 RT	1101.00
3903	23+42.41 'J'	28.10 RT	1101.23
3904	23+45.12 'J'	25.17 RT	1101.29
3905	23+43.77 'J'	26.63 RT	1101.26
3906	23+49.05 'J'	29.70 RT	1101.39
3907	23+47.41 'J'	30.83 RT	1101.36
3908	23+45.76 'J'	31.97 RT	1101.33
3909	23+49.81 'J'	35.21 RT	1101.39
3910	23+48.59 'J'	39.36 RT	1101.82
3911	23+49.31 'J'	45.01 RT	1101.86
3912	23+47.31 'J'	45.01 RT	1101.89
3913	23+29.80 'J'	24.72 RT	1100.91
3914	23+40.56 'J'	29.78 RT	1101.33
3915	23+43.83 'J'	33.56 RT	1101.41
3916	23+29.04 'J'	29.83 RT	1100.98
3917	23+36.60 'J'	33.21 RT	1101.41
3918	23+39.88 'J'	36.99 RT	1101.49
3919	23+42.14 'J'	45.01 RT	1101.96



CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
4000	23+96.31 'J'	45.60 RT	1102.19
4001	23+94.31 'J'	45.60 RT	1102.14
4002	23+96.31 'J'	35.60 RT	1101.96
4003	23+93.81 'J'	35.60 RT	1101.78
4004	23+91.81 'J'	35.59 RT	1101.86

CURB RAMP POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
4005	23+96.31 'J'	30.60 RT	1102.04
4006	23+91.81 'J'	30.59 RT	1102.01
4007	23+93.81 'J'	30.60 RT	1101.93
4008	24+03.45 'J'	19.58 RT	1101.65
4009	24+03.20 'J'	17.60 RT	1101.73
4010	24+08.51 'J'	17.50 RT	1101.72
4011	24+08.51 'J'	19.50 RT	1101.64
4012	24+01.31 'J'	30.60 RT	1102.12
4013	24+03.51 'J'	27.08 RT	1101.82
4014	24+03.51 'J'	22.08 RT	1101.74
4015	24+08.51 'J'	22.08 RT	1101.82
4016	24+08.51 'J'	27.08 RT	1101.90
4017	24+18.51 'J'	20.00 RT	1102.17
4018	24+18.51 'J'	27.17 RT	1102.28
4019	24+01.81 'J'	45.60 RT	1102.27
4020	24+04.23 'J'	45.60 RT	1102.34
4021	24+01.31 'J'	35.60 RT	1102.04
4022	24+04.19 'J'	35.60 RT	1102.34
4023	24+03.51 'J'	30.60 RT	1102.29
4024	24+04.17 'J'	30.60 RT	1102.34
4025	24+04.16 'J'	29.16 RT	1102.33
4026	24+08.51 'J'	29.17 RT	1102.40
4027	24+18.51 'J'	29.20 RT	1102.37



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CURB RAMP DETAILS	SHEET 50	E

2

2

N

EXISTING CHURCH STEPS

BLDG

5.0'

5.0'

20'

CONC. PAV'T.

20'

1.5'

CONC. C.E.

CONCRETE DRIVEWAY 6-INCH (TYP.)

HMA PAV'T.

2'

7.17'

4'

STA. 9+39.54'C'
36.46' RT.

STA. 9+41.91'C'
21.50' RT.

STA. 19+70.61, 58.67' LT. =
STA. 9+41.91'C', 61.50' RT.
40'R.

STA. 9+39.88'C'
18.50' LT.

STA. 20+89.65, 60.50' LT. =
STA. 9+39.88'C', 58.50' LT.
40'R.

STATUE

STA. 18+76.93
34.00' LT.

STA. 18+89.14
34.00' LT.

CONCRETE SIDEWALK 5-INCH (TYP.)

W. CHERRY ST.

STA. 9+41.91'C'
1.50' RT.

DECORATIVE LIGHT (TYP.)

STA. 21+40.85
35.00' LT.

STA. 21+45.81
35.00' LT.

SIGN

STA. 19+49.79
28.56' LT.

STA. 19+34.77
27.55' LT.

5X5-FT LEVEL
LANDING

5X5-FT LEVEL
LANDING

4'

7.17'

2'

STA. 18+89.07
28.04' LT.

6'

7.17'

4'

PAV'T. CENTER LINE

STA. 20+89.65
20.50' LT.

STA. 21+45.81
30.17' LT.

STA. 21+40.85
30.17' LT.

STA. 18+76.86
28.17' LT.

CONC. PAV'T.

24'

STA. 19+70.18
18.68' LT.

STA. 20+31.55 =
STA. 10+00.00'C'

STA. 20+62.78
0.50' LT.

0.5'

20'

PAV'T. CENTER LINE

USH 61 (MADISON ST.) 19+00

20+00 USH 61

10+00'C'

21+00

USH 61 (MADISON ST.)

89.62°

5X5-FT LEVEL
LANDING

STA. 20+62.78
19.50' RT.

20'

CONC. PAV'T.

STA. 19+96.34
5.61' RT.

STA. 19+96.34
23.61' RT.

STA. 10+34.71'C'
2.00' RT.

STA. 18+95.00
4.53' RT.

PAV'T. CENTER LINE

18'

STA. 18+73.93
31.98' RT.

10'

6.9'

9.7'

4.33'

7.5'

4'

STA. 19+00.30
32.26' RT.

7.17'

STA. 19+58.46
32.87' RT.

5X5-FT LEVEL
LANDING

CONC. PAV'T.

2'

STA. 20+62.78, 34.50' RT. =
STA. 10+34.71'C', 31.00' LT.
15'R.

CONCRETE SIDEWALK 5-INCH
STAMPING COLORED CONCRETE (TYP.)

CONCRETE SIDEWALK 5-INCH (TYP.)

CONCRETE CURB & GUTTER
30-INCH TYPE A (TYP.)

STA. 19+96.18, 38.61' RT. =
STA. 10+38.94'C', 35.00' RT.
15'R.

9'

18'

18'

6'

HMA PAV'T.

SIGN

SIGN

STA. 19+54.44
38.00' RT.

STA. 18+73.91
34.00' RT.

STA. 19+00.24
38.00' RT.

STA. 10+34.71'C'
16.00' LT.

STA. 10+38.94'C'
20.00' RT.

STA. 10+45.00'C'
16.00' LT.

STA. 10+45.00'C'
20.00' RT.

STA. 10+50.00'C'
16.71' LT.

STA. 10+50.00'C'
20.84' RT.

STA. 10+50.00'C'
SAWCUT & MATCH
EXISTING PAV'T.

CONCRETE CURB & GUTTER
30-INCH TYPE A (TYP.)

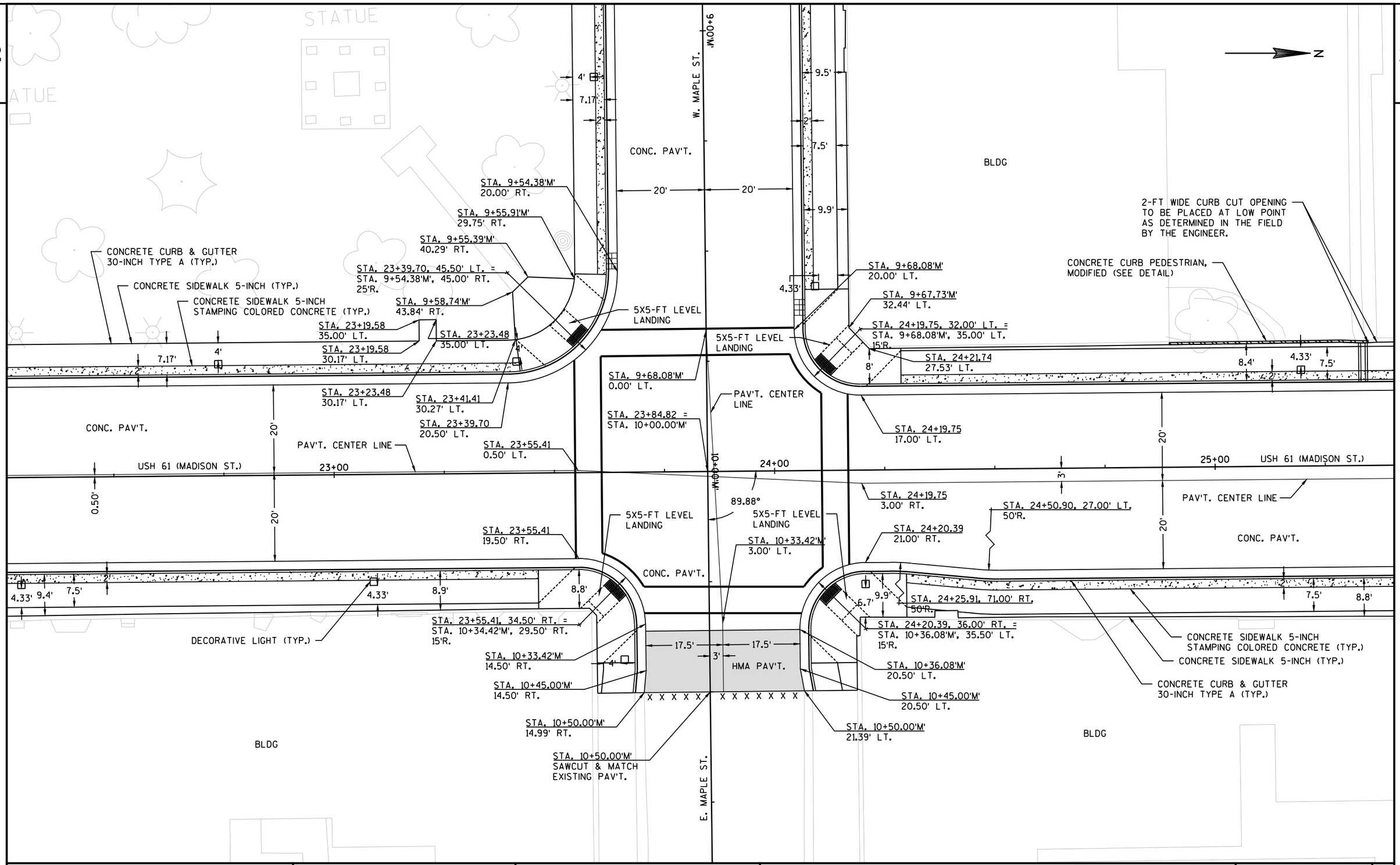
BLDG

BLDG

E. CHERRY ST.

11+

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - USH 61/CHERRY STREET	SHEET 51	E



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - USH 61/MAPLE STREET	SHEET	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021102_ID.DWG
LAYOUT NAME - 021102_ID
PLOT DATE : 7/16/2018 1:29 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

N

BLDG.

STA. 9+20.00'H'
16.84' RT.

STA. 9+20.00'H'
18.44' LT.

STA. 9+20.00'H'
SAWCUT & MATCH
EXISTING PAV'T.

W. HICKORY ST.

CONC. C.E.

HMA PAV'T.

STA. 9+45.00'H'
16.00' RT.

STA. 9+45.00'H'
18.00' LT.

STA. 9+67.98'H'
1.00' LT.

STA. 9+67.03'H'
18.00' LT.

HMA PAV'T.

9'

8'

17'

17'

1'

8.1'

CONCRETE CURB & GUTTER
30-INCH TYPE A (TYP.)

CONCRETE SIDEWALK 5-INCH (TYP.)

CONCRETE DRIVEWAY 6-INCH (TYP.)

DECORATIVE LIGHT (TYP.)

EXISTING RETAINING WALL
TO REMAIN

STA. 9+67.98'H'
16.00' RT.

STA. 27+19.52, 32.00' LT. =
STA. 9+67.98'H', 31.00' RT.
15'R.

STA. 27+83.50, 33.00' LT. =
STA. 9+67.03'H', 33.00' LT.
15'R.

HMA PAV'T.

CONC. C.E.

8.8'

7.5'

4.33'

7.17'

8'

4'

CONC. PAV'T.

5X5-FT LEVEL
LANDING

4X5-FT LEVEL
LANDING

STA. 27+19.52
17.00' LT.

STA. 27+83.50
18.00' LT.

CONC. PAV'T

20'

STA. 27+50.53 =
STA. 10+00.00'H'

10+00'H'

26+00

USH 61 (MADISON ST.)

27+00

USH 61

28+00

USH 61 (MADISON ST.)

29+00

3'

2'

PAV'T. CENTER LINE

STA. 27+20.56
3.00' RT.

89.95°

STA. 27+83.50
2.00' RT.

PAV'T. CENTER LINE

STA. 29+07.22
32.50' RT.

STA. 28+99.36
32.50' RT.

CONC. PAV'T

STA. 28+94.32
32.50' RT.

STA. 27+20.56
23.00' RT.

5X5-FT LEVEL
LANDING

5X5-FT LEVEL
LANDING

STA. 27+84.57
22.00' RT.

CONC. C.E.

9.1'

4.33'

7.5'

CONC. C.E.

9.6'

9.7'

CONC. PAV'T.

10.9'

7.7'

7.5'

11.2'

8'

6'

2'

STA. 27+20.56, 38.00' RT. =
STA. 10+37.98'H', 30.00' RT.
15'R.

STA. 27+84.57, 37.00' RT. =
STA. 10+37.03'H', 34.00' LT.
15'R.

CONCRETE SIDEWALK 5-INCH
STAMPING COLORED CONCRETE
(TYP.)

CONCRETE SIDEWALK 5-INCH (TYP.)

CONCRETE DRIVEWAY 8-INCH (TYP.)

CONCRETE CURB & GUTTER
30-INCH TYPE A (TYP.)

STA. 10+37.98'H'
15.00' RT.

STA. 10+37.03'H'
19.00' LT.

STA. 10+37.03'H'
2.00' LT.

STA. 28+94.32
36.00' RT.

STA. 28+99.36
36.00' RT.

STA. 29+07.22
36.00' RT.

HMA PAV'T.

2'

12'

17'

17'

6'

HMA PAV'T.

6.5'

E. HICKORY ST.

BLDG.

BLDG.

STA. 10+85.00'H'
15.00' RT.

STA. 10+85.00'H'
19.00' LT.

STA. 11+00.00'H'
SAWCUT & MATCH
EXISTING PAV'T.

11+00'H'

11.8'

STA. 11+00.00'H'
15.71' RT.

STA. 11+00.00'H'
19.29' LT.

BLDG.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - USH 61/HICKORY STREET	SHEET 53	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021103_ID.DWG
LAYOUT NAME - 021103_ID

PLOT DATE : 8/23/2018 10:28 AM PLOT BY : MARY PAMPERIN-VOLK PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

2

N

HMA PAV'T.

CONC. C.E.

5'

22'

11'

3'

HMA PAV'T.

STA. 9+34.05'E'
22.50' RT.

STA. 30+39.34, 58.00' LT. =
STA. 9+34.05'E', 62.50' RT.
40'R.

0.5'

CONCRETE CURB & GUTTER
30-INCH TYPE A (TYP.)

CONCRETE CURB PEDESTRIAN, MODIFIED (SEE DETAIL)

CONCRETE SIDEWALK, 5-INCH (TYP.)

CONCRETE SIDEWALK 5-INCH
STAMPING COLORED CONCRETE
(TYP.)

DECORATIVE LIGHT (TYP.)

CONC. PAV'T.

W. ELM ST.

5'

4.5'

STA. 9+58.38'E'
10.50' LT.

BLDG.

HMA PAV'T.

7.17'

2'

4'

7.17'

STA. 31+39.57, 54.14' LT. =
STA. 9+58.38'E', 50.50' LT.
40'R.

STA. 9+68.26'E'
0.50' RT.

5X5-FT LEVEL
LANDING
STA. 30+39.34
18.00' LT.

CONCRETE CURB INTEGRAL
TYPE D (TYP.)

CONC. PAV'T.

20'

STA. 31+05.72 =
STA. 10+00.00'E'

CONCRETE SIDEWALK, 5-INCH (TYP.)

USH 61 (MADISON ST.)

30+00

5X5-FT
LEVEL
LANDING

5'

VARIES

PAV'T. CENTER LINE

2'

USH 61

31+00

10+00'E'

STA. 31+33.23
14.77' LT.

20'

STA. 32+05.76, 496.00' RT.
520'R.

76.54°

STA. 29+53.58
32.50' RT.

5X5-FT LEVEL
LANDING

STA. 31+39.89
0' LT.

4.5'

5'

5'

PAV'T. CENTER LINE

32+00

4.8'

CONC. C.E.

CONC. C.E.

2'

8'

STA. 32+05.76, 496.00' RT.
500'R.

STA. 32+05.76, 496.00' RT.
511'R.

STA. 29+53.58
36.00' RT.

CONCRETE DRIVEWAY
6-INCH (TYP.)

STA. 30+51.07
22.14' RT.

8'

STA. 31+98.98
18.05' RT.

11'

4'

USH 61 (MADISON ST.)

STA. 32+05.76, 496.00' RT.
480'R.

5X5-FT LEVEL
LANDING

3'

5'

22'

CONC. PAV'T.

STA. 10+51.12'E'
3.5' RT.

5X5-FT LEVEL
LANDING

STA. 30+49.99, 67.12' RT. =
STA. 10+59.06'E', 59.50' RT.
45'R.

STA. 10+59.06'E'
14.50' RT.

5'

4.5'

BLDG.

6'

BLDG.

STA. 10+90.75'E'
14.50' RT.

E. ELM ST.

STA. 32+05.76, 496.00' RT.
478'R.

5'

CONC. PAV'T.

STA. 10+90.75'E'
18.50' LT.

CONCRETE DRIVEWAY
6-INCH (TYP.)

3.5'

STA. 31+99.62, 63.04' RT. =
STA. 10+90.75'E', 63.50' LT.
45'R.

STA. 32+65.56
33.90' RT.

5'

STA. 32+69.94
32.70' RT.

STA. 32+65.41
39.10' RT.

STA. 32+72.28
37.49' RT.

BAD C.E.

HMA C.E.

11'

22'

3'

5'

10+00'E'

HMA PAV'T.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - USH 61/ELM STREET	SHEET 54	E

2

N

CONCRETE CURB & GUTTER
30-INCH TYPE A (TYP.)

CONCRETE SIDEWALK 5-INCH (TYP.)

STA. 31+39.57, 54.14' LT. =
STA. 9+58.38'E', 50.50' LT.
40'R.

STA. 7+84.99'E'
26.99' LT.

STA. 8+93.74'E'
35.22' LT.

STA. 8+99.40'E'
35.22' LT.

STA. 8+16.03'E'
22.06' LT.

STA. 8+88.50'E'
28.55' LT.

STA. 9+05.11'E'
28.88' LT.

STA. 7+80.00'E', LT.
SAWCUT & MATCH
EXISTING 5' SIDEWALK.
REMOVE SIDEWALK TO
NEAREST JOINT.

STA. 8+60.24'E'
17.50' LT.

CONCRETE CURB & GUTTER
30-INCH TYPE D (TYP.)

STA. 7+80.00'E'
16.03' LT.

STA. 7+85.00'E'
21.99' LT.

STA. 8+60.00'E'
10.50' LT.

STA. 9+58.38'E'
10.50' LT.

8+00'E'

W. ELM ST.

9+00'E'

10+00'E'

HMA PAV'T.

PAV'T. CENTER LINE

STA. 8+68.26'E'
0.50' RT.

STA. 9+68.26'E'
0.50' RT.

STA. 7+80.00'E'
SAWCUT & MATCH
EXISTING PAV'T.

STA. 8+05.03'E'
28.97' RT.

STA. 8+60.00'E'
22.50' RT.

STA. 9+34.05'E'
22.50' RT.

STA. 7+80.00'E'
19.84' RT.

STA. 7+80.00'E', RT.
SAWCUT & MATCH
EXISTING 3.5' SIDEWALK.
REMOVE SIDEWALK TO
NEAREST JOINT.

STA. 8+05.12'E'
33.97' RT.

STA. 8+19.69'E'
38.26' RT.

STA. 8+13.99'E'
38.21' RT.

CONCRETE CURB & GUTTER
30-INCH TYPE D (TYP.)

CONCRETE DRIVEWAY, 6-INCH (TYP.)

CONCRETE SIDEWALK 5-INCH (TYP.)

BLDG.

CONC. C.E.

HMA PAV'T.

HMA C.E.

CONC. PAV'T.

USH 61
(MADISON ST.)

32+00

31+00

STA. 31+33.23
14.77' LT.

5X5-FT LEVEL
LANDING

STA. 31+05.72 =
STA. 10+00.00'E'

STA. 10+51.12'E'
3.50' RT.

STA. 30+39.34, 58.00' LT. =
STA. 9+34.05'E', 62.50' RT.
40'R.

DECORATIVE LIGHT (TYP.)

STA. 30+39.34
18.00' LT.

CONCRETE SIDEWALK 5-INCH
STAMPING COLORED CONCRETE (TYP.)

CONCRETE CURB PEDESTRIAN, MODIFIED (SEE DETAIL)

CONCRETE CURB & GUTTER
30-INCH TYPE A (TYP.)

VARIES

5'
11'
4'
22'
3'
4.5'
0.5'
7.17'
8'
2'
20'

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - USH 61/ELM STREET	SHEET 55	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021105_ID.DWG
LAYOUT NAME - 021105_ID

PLOT DATE : 7/16/2018 10:46 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

N

USH 61 (MADISON ST.)

32+00

CONC. PAV'T.

4'

4.5'

5'

11'

5'

PAV'T. CENTER LINE

STA. 32+05.76, 496.00' LT. 511'R.

STA. 31+98.98 18.05' RT.

CARRIAGE WALK TO BE REPLACED BY OTHERS

STA. 32+05.76, 496.00' LT. 478'R.

HOUSE

STA. 31+99.62, 63.04' RT. = STA. 10+90.75'E', 63.50' LT. 45'R.

CARRIAGE WALK TO BE REPLACED BY OTHERS

STA. 11+48.54'E' 37.00' LT.

CONCRETE DRIVEWAY 6-INCH (TYP.)

CONCRETE CURB & GUTTER 30-INCH TYPE D (TYP.)

CONCRETE SIDEWALK 5-INCH (TYP.)

STA. 11+95.00'E' SAWCUT & MATCH EXISTING 5' SIDEWALK REMOVE SIDEWALK TO NEAREST JOINT.

VARIES

5X5-FT LEVEL LANDING

STA. 11+44.52'E' 37.00' LT.

CONC. P.E.

5'

3'

CONC. P.E.

STA. 10+90.75'E' 18.50' LT.

STA. 11+55.00'E' 18.50' LT.

STA. 11+95.00'E' 16.12' LT.

5X5-FT LEVEL LANDING

STA. 10+51.12'E' 3.50' RT.

CONC. PAV'T.

HMA PAV'T.

22'

11+00'E'

E. ELM ST.

12+00'E'

0.5'

10+00'E'

3.5'

STA. 9+68.26'E' 0.50' RT.

31+08

STA. 31+05.72 = STA. 10+00.00'E'

STA. 32+05.76, 496.00' RT. 500'R.

STA. 10+59.06'E' 14.50' RT.

PAV'T. CENTER LINE

STA. 11+55.00'E' 14.50' RT.

STA. 11+51.12'E' 3.50' RT.

STA. 11+95.00'E' SAWCUT & MATCH EXISTING PAV'T.

5X5-FT LEVEL LANDING

CONC. PAV'T.

CONC. C.E.

6'

STA. 11+55.00'E' 23.00' RT.

STA. 11+95.00'E' 15.97' RT.

5X5-FT LEVEL LANDING

5'

5'

STA. 10+90.75'E' 14.50' RT.

BAD C.E.

CONCRETE DRIVEWAY 6-INCH (TYP.)

STA. 11+27.61'E' 31.00' RT.

STA. 11+31.79'E' 31.00' RT.

STA. 11+53.96'E' 31.00' RT.

STA. 11+58.40'E' 31.00' RT.

STA. 11+95.00'E' SAWCUT & MATCH EXISTING 4' SIDEWALK. REMOVE SIDEWALK TO NEAREST JOINT.

SIGN

7.17'

8'

DECORATIVE LIGHT (TYP.)

STA. 30+51.07 22.14' RT.

STA. 30+49.99, 67.12' RT. = STA. 10+59.06'E', 59.50' RT. 45'R.

4'

PAV'T. CENTER LINE

CONCRETE SIDEWALK 5-INCH STAMPING COLORED CONCRETE (TYP.)

2'

CONCRETE CURB & GUTTER 30-INCH TYPE A (TYP.)

BLDG.

BLDG.

20'

20'

STA. 32+05.76, 496.00' RT. 480'R.

STA. 32+05.76, 496.00' RT. 520'R.

HMA PAV'T.

USH 61 (MADISON ST.)

CONC. PAV'T.

2'

7.17'

8'

SIGN

MH

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - USH 61/ELM STREET	SHEET 56	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021106_ID.DWG
LAYOUT NAME - 021106_ID

PLOT DATE : 7/16/2018 10:51 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

BLDG.

N

W. PINE ST.

STA. 9+50.00'P'
SAWCUT & MATCH
EXISTING PAV'T.

STA. 9+50.00'P'
15.59' RT.

STA. 9+50.00'P'
14.74' LT.

STA. 9+50.00'P', LT.
SAWCUT & MATCH
EXISTING 3.5' SIDEWALK.
REMOVE SIDEWALK TO
NEAREST JOINT.

STA. 9+56.85'P'
15.50' RT.

STA. 9+56.85'P'
14.50' LT.

STA. 9+59.90'P'
23.50' LT.

STA. 9+67.15'P'
0.50' RT.

STA. 9+67.15'P'
15.50' RT.

STA. 9+66.87'P'
14.50' LT.

CONCRETE CURB INTEGRAL
TYPE D (TYP.)

CONCRETE SIDEWALK 5-INCH (TYP.)

STA. 34+46.31, 33.00' LT. =
STA. 9+67.15'P', 30.50' RT.
15'R.

STA. 35+06.29, 33.00' LT. =
STA. 9+66.87'P', 29.50' LT.
15'R.

VAR.

0.5'

15'

15'

HMA PAV'T.

6.5'

5'

5'

4.5'

5'

5'

4.5'

5'

STA. 34+32.13
35.00' LT.

STA. 34+37.22
35.00' LT.

CONC. PAV'T.

STA. 34+55.02
20.79' LT.

STA. 34+97.82
20.62' LT.

5X5-FT LEVEL LANDING

LIGHT POLE (TYP.)

STA. 34+76.64 =
STA. 10+00.00'P'

PAV'T. CENTER LINE

PAV'T. CENTER LINE

5X5-FT LEVEL
LANDING

11'

11'

USH 61 (MADISON ST.)

34+00

4'

USH 61

10+00'P'

35+00

4'

36+00

USH 61 (MADISON ST.)

CONC. PAV'T.

22'

22'

CONC. PAV'T.

90.53°

STA. 34+49.82
18.00' RT.

STA. 35+04.84
18.00' RT.

5X5-FT LEVEL LANDING

PAV'T.
CENTER LINE

5X5-FT LEVEL LANDING

CONC. PAV'T.

CONC. P.E.

4.5'

5'

3'

5'

CONC. P.E.

STA. 34+49.82, 33.00' RT. =
STA. 10+33.26'P', 26.50' RT.
15'R.

STA. 35+04.84, 33.00' RT. =
STA. 10+32.74'P', 28.50' LT.
15'R.

STA. 36+00.00
23.50' RT.

CONC. P.E.

BAD P.E.

STA. 33+30.86
33.00' RT.

STA. 33+27.60
33.12' RT.

STA. 33+96.98
33.00' RT.

STA. 34+00.47
33.00' RT.

STA. 10+33.26'P'
11.50' RT.

STA. 10+32.74'P'
13.50' LT.

CONCRETE DRIVEWAY 6-INCH (TYP.)

12.5'

12.5'

5.5'

5'

STA. 10+32.74'P'
1.00' LT.

STA. 10+32.74'P'
13.50' LT.

CONCRETE SIDEWALK 5-INCH (TYP.)

1'

HMA PAV'T.

STA. 10+50.00'P'
21.50' LT.

CONCRETE CURB & GUTTER
30-INCH TYPE A (TYP.)

STA. 10+50.00'P'
11.50' RT.

STA. 10+50.00'P'
13.50' LT.

STA. 10+65.00'P'
11.85' RT.

CONCRETE DRIVEWAY 6-INCH (TYP.)

STA. 10+65.00'P', LT.
SAWCUT & MATCH
EXISTING 4' SIDEWALK.
REMOVE SIDEWALK TO
NEAREST JOINT.

STA. 10+65.00'P'
SAWCUT & MATCH
EXISTING PAV'T.

STA. 10+65.00'P'
13.16' LT.

HOUSE

HOUSE

HOUSE

GARAGE

WALLS

E. PINE ST.

11+00'P'

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - USH 61/PINE STREET	SHEET 57	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021107_ID.DWG
LAYOUT NAME - 021107_ID

PLOT DATE : 7/16/2018 9:07 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

HOUSE

HOUSE

N

W. LINDEN ST.

STA. 9+50.00'L'
SAWCUT & MATCH
EXISTING PAV'T.

STA. 9+50.00'L'
13.11' RT.

STA. 9+56.58'L'
12.50' RT.

STA. 9+67.31'L'
0.50' LT.

STA. 9+50.00'L'
14.13' LT.

STA. 9+50.00'L', LT.
SAWCUT & MATCH
EXISTING 3.5' SIDEWALK.
REMOVE SIDEWALK TO
NEAREST JOINT.

STA. 9+56.58'L'
13.50' LT.

CONCRETE CURB INTEGRAL
TYPE D (TYP.)

CONCRETE SIDEWALK 5-INCH (TYP.)

STA. 9+67.31'L'
12.50' RT.

STA. 38+06.02, 33.00' LT. =
STA. 9+67.31'L', 27.50' RT.
15'R.

0.5'
13'
HMA
PAV'T.
13'
5'
3'

CONC.
PAV'T.

STA. 9+66.64'L'
13.50' LT.

STA. 38+62.06, 33.00' LT. =
STA. 9+66.64'L', 28.50' LT.
15'R.

WALL MODULAR BLOCK
GRAVITY LANDSCAPE

STA. 39+97.59
34.00' LT.

STA. 39+93.72
34.00' LT.

CONCRETE STEPS

STA. 36+92.35
26.50' LT.

STA. 36+92.00
20.50' LT.

6'
5'
11'
4'
22'

4X5-FT LEVEL
LANDING

STA. 38+16.16
21.95' LT.

STA. 38+51.39
22.46' LT.

STA. 38+34.25
4.00' LT.

5X5-FT LEVEL
LANDING

7X5-FT LEVEL
LANDING

5'
3'
5'
11'
4'
22'

PAV'T. CENTER LINE

37+00

USH 61 (MADISON ST.)

38+00

USH 61

39+00

USH 61 (MADISON ST.)

40+00

PAV'T. CENTER LINE

CONC. PAV'T.

STA. 38+04.41
18.00' RT.

STA. 38+33.14 =
STA. 10+00.00'L'

89.60°

PAV'T.
CENTER
LINE

STA. 38+64.37
18.00' RT.

CONC. PAV'T.

LIGHT POLE (TYP.)

5X5-FT LEVEL
LANDING

CONC.
PAV'T.

CONC.
P.E.

4.5'
5'

STA. 37+76.56
33.00' RT.

STA. 37+79.97
33.00' RT.

STA. 38+99.33
33.00' RT.

4.5'
5'

CONC. P.E.

HMA
P.E.

CONCRETE SIDEWALK
5-INCH (TYP.)

STA. 38+04.41, 33.00' RT. =
STA. 10+32.77'L', 29.00' RT.
15'R.

15'
15'
HMA
PAV'T.
1'

5X5-FT LEVEL
LANDING

STA. 38+64.37, 33.00' RT. =
STA. 10+33.21'L', 31.00' LT.
15'R.

CONC. P.E.

STA. 40+01.38
33.00' RT.

CONCRETE DRIVEWAY 6-INCH (TYP.)

STA. 37+14.01
33.00' RT.

CONCRETE CURB & GUTTER
30-INCH TYPE A (TYP.)

STA. 37+17.89
33.00' RT.

STA. 10+32.77'L'
14.00' RT.

STA. 10+43.25'L'
14.00' RT.

STA. 10+50.00'L'
14.17' RT.

STA. 10+33.21'L'
16.00' LT.

STA. 10+43.25'L'
16.00' LT.

STA. 10+50.00'L'
16.71' LT.

STA. 39+03.20
33.00' RT.

STA. 10+50.00'L'
SAWCUT & MATCH
EXISTING PAV'T.

STA. 10+32.77'L'
1.00' LT.

E. LINDEN ST.

HOUSE

HOUSE

HOUSE

GARAGE

HOUSE

WALLS

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - USH 61/LINDEN STREET	SHEET 58	E

2

2

N

CONCRETE CURB INTEGRAL TYPE D (TYP.)

CONCRETE SIDEWALK 5-INCH (TYP.)

STA. 41+24.65
34.00' LT.

STA. 41+30.00
23.50' LT.

STA. 41+45.00
25.00' LT.

STA. 42+10.08
33.00' LT.

STA. 42+13.47
33.00' LT.

STA. 42+68.45
33.00' LT.

STA. 42+70.95
33.00' LT.

STA. 41+20.98
34.00' LT.

WALL MODULAR BLOCK GRAVITY LANDSCAPE

CONCRETE STEPS

HMA P.E.

HMA P.E.

HMA P.E.

CONCRETE DRIVEWAY 6-INCH (TYP.)

5'

3'

5'

CONC. P.E.

5'

4.5'

CONC. P.E.

5'

STA. 41+95.87 =
STA. 10+00.00'B'

STA. 41+96.91
4.00' LT.

5X5-FT LEVEL LANDING

PAV'T. CENTER LINE

USH 61 (MADISON ST.)

41+00

4'

11'

42+00

4'

43+00

PAV'T. CENTER LINE

USH 61 (MADISON ST.)

22'

CONC. PAV'T.

90.63°

STA. 42+31.45
18.00' RT.

22'

CONC. PAV'T.

PAV'T. CENTER LINE

STA. 41+61.53
18.00' RT.

5X5-FT LEVEL LANDING

5X5-FT LEVEL LANDING

LIGHT POLE (TYP.)

CONC. P.E.

4.5'

5'

4.5'

5'

CONC. P.E.

HMA P.E.

CONC. P.E.

STA. 41+37.68
37.00' RT.

STA. 41+40.82
37.00' RT.

CONC. PAV'T.

CONCRETE DRIVEWAY 6-INCH (TYP.)

STA. 42+31.45, 38.00' RT. =
STA. 10+37.60'B', 36.00' LT.
20'R.

STA. 41+61.53, 38.00' RT. =
STA. 10+38.30'B', 34.00' RT.
20'R.

STA. 10+38.30'B'
14.00' RT.

STA. 10+37.60'B'
16.00' LT.

CONCRETE SIDEWALK 5-INCH (TYP.)

CONCRETE CURB & GUTTER
30-INCH TYPE A (TYP.)

1'

BIRCH ST.

HMA PAV'T.

5'

15'

15'

6.7'

STA. 10+65.00'B'
25.20' LT.

STA. 10+65.00'B'
14.00' RT.

STA. 10+65.00'B'
16.00' LT.

HOUSE

HOUSE

HOUSE

STA. 10+75.00'B'
14.70' RT.

STA. 10+75.00'B'
SAWCUT & MATCH
EXISTING PAV'T.

STA. 10+75.00'B'
16.85' LT.

STA. 10+75.00'B', LT.
SAWCUT & MATCH
EXISTING 4' SIDEWALK.
REMOVE SIDEWALK TO
NEAREST JOINT.

11+00.00'B'

GARAGE

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - USH 61/BIRCH STREET	SHEET 59	E

2

2

N

9+00.04

ASH ST.

STA. 9+45.00'A'
11.62' RT.

STA. 9+55.00'A'
11.00' LT.

STA. 9+45.00'A'
20.00' RT.

STA. 9+45.00'A'
25.00' RT.

STA. 9+45.00'A'
SAWCUT & MATCH
EXISTING PAV'T.

STA. 9+45.00'A'
17.33' LT.

PAV'T. CENTER LINE

STA. 9+55.00'A'
17.00' LT.

STA. 9+60.71'A'
17.00' LT.

STA. 9+63.00'A'
11.00' RT.

6.5'

3'

HMA PAV'T.

14'

14'

5'

STA. 52+33.43, 38.00' LT. =
STA. 9+63.00'A', 31.00' RT.
20'R.

CONC. PAV'T.

STA. 53+01.52, 38.00' LT. =
STA. 9+60.71'A', 37.00' LT.
20'R.

CONCRETE CURB INTEGRAL
TYPE D (TYP.)

CONCRETE SIDEWALK 5-INCH (TYP.)

5'

4.5'

5'

5X5-FT LEVEL LANDING

STA. 52+91.52
20.68' LT.

5'

4.5'

5'

5X5-FT LEVEL LANDING

STA. 52+43.43
20.68' LT.

91.89°

STA. 52+66.33
4.00' LT.

PAV'T. CENTER LINE

11'

11'

PAV'T. CENTER LINE

USH 61 (MADISON ST.)

4'

52+00

53+00

4'

USH 61 (MADISON ST.)

54+00

22'

CONC. PAV'T.

CONC. PAV'T.

STA. 54+00.00
12.00' RT.

STA. 52+63.19 =
STA. 10+00.00'A'

STA. 53+00.00
18.00' RT.

5X5-FT LEVEL LANDING

LIGHT POLE (TYP.)

CONC. P.E.

4.5'

CONC. P.E.

CONC. P.E.

4.5'

CONC. P.E.

4.5'

5'

5'

HMA P.E.

STA. 54+15.85
28.00' RT.

STA. 54+19.55
28.00' RT.

STA. 51+19.58
30.85' RT.

STA. 51+16.81
30.85' RT.

CONC.
P.E.

HMA P.E.

CONCRETE SIDEWALK 5-INCH (TYP.)

CONCRETE CURB & GUTTER
30-INCH TYPE A (TYP.)

STA. 52+59.65
40.00' RT.

STA. 52+62.34
40.00' RT.

BAD
P.E.

CONCRETE DRIVEWAY 6-INCH (TYP.)

HOUSE

HOUSE

HOUSE

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - USH 61/ASH STREET	SHEET 60	E

2

N

CONCRETE CURB INTEGRAL TYPE D (TYP.)

CONCRETE SIDEWALK 5-INCH (TYP.)

5'

4.5'

5'

11'

4'

16'

USH 61 (MADISON ST.)

PAV'T. CENTER LINE

57+00

CONC. PAV'T.

58+00

4.5'

5'

CONCRETE CURB & GUTTER 30-INCH TYPE A (TYP.)

CONCRETE SIDEWALK 5-INCH (TYP.)

LIGHT POLE (TYP.)

5'

4.5'

STA. 58+14.55
12.00' RT.

STA. 56+96.96, 340.00' RT.
344'R.

STA. 56+99.96, 340.00' RT.
355'R.

BLDG.

STA. 56+99.96, 340.00' RT.
328'R.

STA. 58+14.55, 72.00' RT. =
STA. 10+78.09'CL', 76.00' RT.
60'R.

A/C

STA. 58+50.45, 78.00' LT. =
STA. 10+54.65'K', 72.00' LT.
60'R.

3' BAD SHOULDER

STA. 10+54.65'K'
12.00' LT.

12'

OLD CTH K

5X5-FT LEVEL LANDING

4'

STA. 58+59.92
18.98' LT.

STA. 58+87.19
4.00' LT.

CONC. PAV'T.

5X5-FT LEVEL LANDING

59+00

90°

PAV'T. CENTER LINE

STA. 59+06.36 =
STA. 10+00.00'K' =
STA. 10+00.00'CL'

USH 61 (MADISON ST.)

CITY LIMITS STREET

CONC. PAV'T.

CONC. PAV'T.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - USH 61/CITY LIMITS STREET/OLD CTH K	SHEET 61	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021111_ID.DWG
LAYOUT NAME - 021111_ID

PLOT DATE : 7/16/2018 9:38 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

N

STA. 12+00.00'K'
11.52' LT.

STA. 12+00.00'K'
SAWCUT & MATCH
EXISTING PAV'T.

12+00'K'

STA. 11+27.99'K'
12.00' LT.

STA. 11+25.79'K'
12.00' LT.

OLD CTH K

HMA PAV'T.

STA. 12+00.00'K'
12.27' RT.

3' BAD SHOULDER

CONC. PAV'T.

12'

STA. 11+36.06'K'
12.00' RT.

STA. 11+25.79'K'
12.00' RT.

3' BAD SHOULDER

12'

11+00'K'

STA. 58+50.45, 78.00' LT. =
STA. 10+54.65'K', 72.00' LT.
60'R.

STA. 10+63.59'K'
12.00' LT.

STA. 10+54.65'K'
12.00' LT.

STA. 59+83.59, 61.00' LT. =
STA. 11+25.79'K', 57.00' RT.
45'R.

LIGHT POLE (TYP.)

CONCRETE SIDEWALK 5-INCH (TYP.)

CONCRETE CURB INTEGRAL
TYPE D (TYP.)

STA. 58+59.92
18.98' LT.

STA. 59+83.59
16.00' LT.

STA. 60+03.59
15.00' LT.

3' HMA SHOULDER

5'

4.5'

5'

STA. 59+06.36 =
STA. 10+00.00'K' =
STA. 10+00.00'CL'

STA. 58+87.19
4.00' LT.

PAV'T. CENTER LINE

STA. 59+82.36
0.00' RT.

15'

11'

4'

59+00

60+00

USH 61 (MADISON ST.)

PAV'T. CENTER LINE

58+00

USH 61 (MADISON ST.)

STA. 58+14.55
12.00' RT.

5X5-FT LEVEL
LANDING

CONC. PAV'T.

90.00°

STA. 59+82.36
16.00' RT.

CONC. PAV'T.

15'

16'

3' HMA SHOULDER

CONC. PAV'T.

4.5'

STA. 60+02.36
15.00' RT.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - USH 61/CTH K	SHEET 62	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021112_ID.DWG
LAYOUT NAME - 021112_ID

PLOT DATE : 7/16/2018 9:45 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

STA. 60+03.59
15.00' RT.

STA. 60+02.36
15.00' RT.

STA. 59+82.36
0.00' RT.

STA. 59+82.36
16.00' RT.

USH 61 (MADISON ST.) 60+00

CONC. PAV'T.

STA. 59+82.36, 76.00' RT. =
STA. 10+76.00'CL', 76.00' LT.
60'R.

STA. 10+95.22'CL', 250' LT.
234'R.

STA. 10+95.22'CL', 250' LT.
266'R.

STA. 12+35.00'CL'
15.45' LT.

STA. 12+25.31'CL'
16.00' LT.

CONCRETE CURB & GUTTER
30-INCH TYPE D (TYP.)

STA. 10+76.00'CL'
16.00' RT.

LIGHT POLE (TYP.)

STA. 12+35.00'CL'
SAWCUT & MATCH
EXISTING PAV'T.

STA. 12+35.00'CL'
16.74' RT.

PAV'T. CENTER LINE

STA. 59+06.36 =
STA. 10+00.00'K' =
STA. 10+00.00'CL'

CONC. PAV'T.

HMA PAV'T.

16'

12+00'CL'

CITY LIMITS ST.

11+00'CL'

STA. 12+25.31'CL'
16.00' RT.

13

N

2

59+00

STA. 10+78.09'CL'
16.00' LT.

STA. 58+87.19
4.00' LT.

16'

HMA C.E.

HMA C.E.

4'

CONC. PAV'T.

CONCRETE CURB & GUTTER
30-INCH TYPE A (TYP.)

CONCRETE CURB & GUTTER
30-INCH TYPE D (TYP.)

5X5-FT LEVEL
LANDING

4.5'

5'

4.5'

5'

11'

16'

USH 61 (MADISON ST.)

STA. 58+14.55, 72.00' RT. =
STA. 10+78.09'CL', 76.00' RT.
60'R.

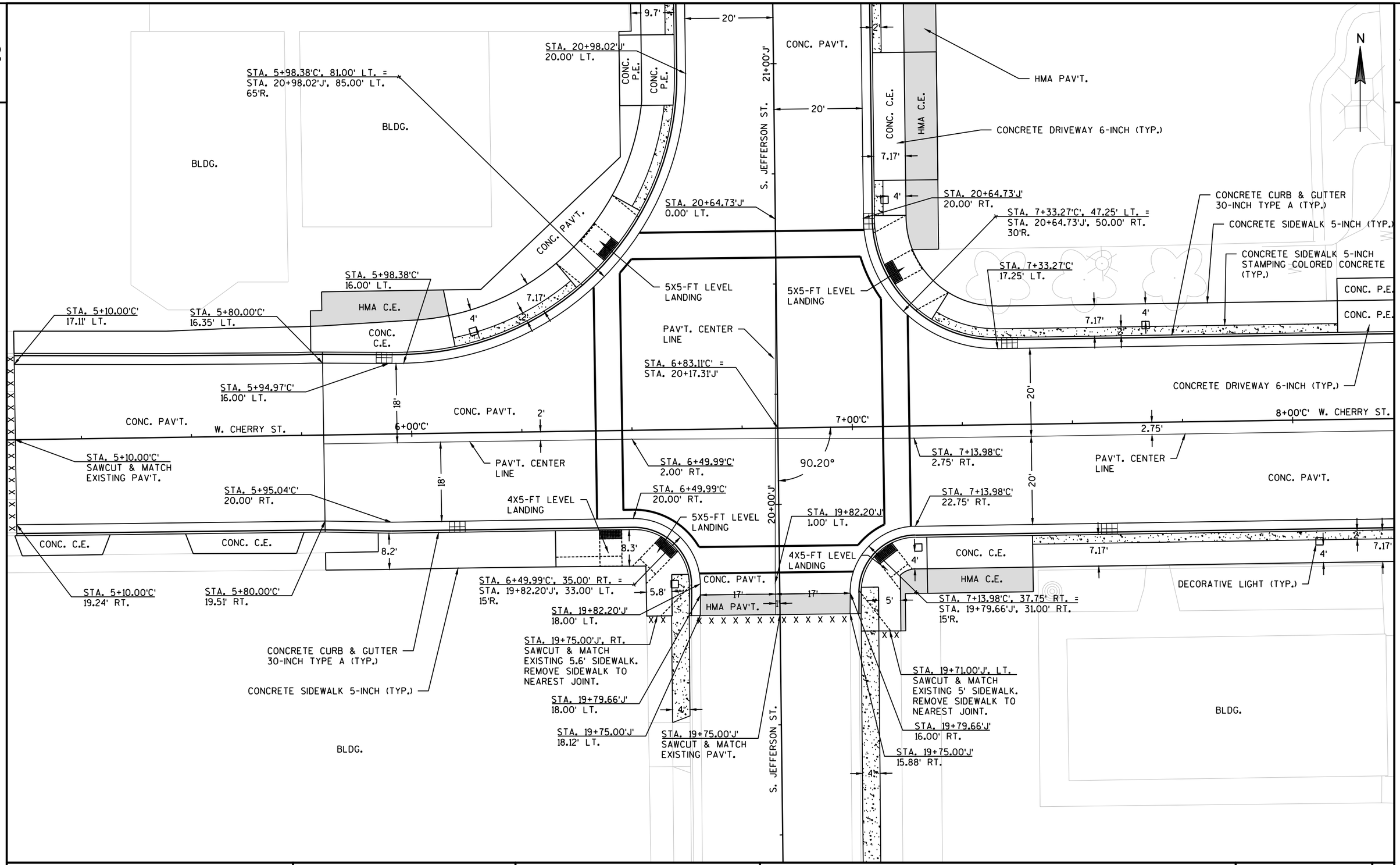
STA. 58+14.55
12.00' RT.

5'

CONCRETE SIDEWALK 5-INCH (TYP.)

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - USH 61/CITY LIMITS STREET	SHEET 63	E

2



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - CHERRY STREET/JEFFERSON STREET	SHEET 64	E

2

N

BLDG.

S. JEFFERSON ST.

STA. 24+35.00'J'
SAWCUT & MATCH
EXISTING PAV'T.

STA. 24+35.00'J'
18.51' LT.

STA. 24+35.00'J'
17.55' RT.

X X X X X X

X X X X X X

8.5'
6'

9.4'
7.17'

STA. 24+19.31'J'
18.50' LT.

PAV'T.
CENTER
LINE

STA. 24+19.31'J'
17.50' RT.

STA. 24+04.81'J'
0.50' LT.

STA. 24+06.01'J'
18.50' LT.

18'

18'

6.0'

STA. 24+04.81'J'
17.50' RT.

HMA PAV'T.

0.5'

STA. 7+12.46'M', 33.00' LT. =
STA. 24+04.81'J', 30.50' RT.
13'R.

CONCRETE CURB & GUTTER
30-INCH TYPE A (TYP.)

CONCRETE SIDEWALK 5-INCH (TYP.)

CONCRETE SIDEWALK 5-INCH
STAMPING COLORED CONCRETE (TYP.)

DECORATIVE LIGHT (TYP.)

STA. 5+35.00'M'
19.24' LT.

STA. 5+85.00'M'
19.27' LT.

STA. 6+48.30'M', 34.00' LT. =
STA. 24+06.01'J', 33.50' LT.
15'R.

14.2'

6'

4.3'

CONC. PAV'T.

24+00'J'

10'

4.3'

9.8'

7.5'

5X5-FT LEVEL
LANDING

5X5-FT LEVEL
LANDING

STA. 7+12.46'M'
20.00' LT.

STA. 6+48.30'M'
19.00' LT.

STA. 6+81.98'M' =
STA. 23+71.83'J'

STA. 6+00.00'M'
19.00' LT.

18'

STA. 6+52.14'M'
1.00' LT.

20'

STA. 7+12.46'M'
0.00' LT.

HMA PAV'T.

PAV'T. CENTER
LINE

1'

6+00'M'

7+00'M'

8+00'M'

W. MAPLE ST.

W. MAPLE ST.

STA. 5+35.00'M'
SAWCUT & MATCH
EXISTING PAV'T.

HMA PAV'T.

STA. 6+00.00'M'
17.00' RT.

18'

STA. 6+52.14'M'
17.00' RT.

89.97°

CONC. PAV'T.

5X5-FT
LEVEL
LANDING

STA. 23+42.99'J'
18.00' LT.

STA. 23+42.99'J'
0.00' LT.

5X5-FT LEVEL
LANDING

STA. 7+27.01'M'
20.00' RT.

20'

CONC. PAV'T.

STA. 8+35.42'M'
31.27' RT.

5X4.5-FT
LANDING

LEVEL

6.6'

STA. 6+52.14'M', 29.00' RT. =
STA. 23+42.99'J', 30.00' LT.
12'R.

6.6'

2'

7.17'

2'

14.5'

4'

STA. 5+85.00'M'
18.41' RT.

STA. 5+35.00'M'
18.53' RT.

STA. 23+39.01'J', 68.00' LT.
50'R.

STA. 7+28.22'M'
29.67' RT.

CONCRETE CURB PEDESTRIAN,
MODIFIED (SEE DETAIL)

STA. 8+23.66'M'
37.00' RT.

STA. 7+27.01'M', 45.00' RT. =
STA. 23+26.81'J', 45.00' RT.
25'R.

CONCRETE SIDEWALK 5-INCH (TYP.)

CONCRETE CURB & GUTTER
30-INCH TYPE A (TYP.)

STA. 23+26.81'J'
20.00' RT.

STA. 23+26.47'J'
29.67' RT.

STA. 8+31.21'M'
34.33' RT.

STA. 23+14.02'J', 30.00' RT.
50'R.

STA. 8+31.67'M'
37.00' RT.

7.8'

7.5'

2'

7.9'

S. JEFFERSON ST.

23+00'J'

CONC. PAV'T.

CONCRETE SIDEWALK 5-INCH
STAMPING COLORED CONCRETE (TYP.)

20'

20'

2'

7.17'

4'

STATUE

BLDG.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	INTERSECTION DETAILS - MAPLE STREET/JEFFERSON STREET	SHEET 65	E

BEGIN PROJECT
STA. 18+30.00
MATCH EXISTING

18+45.00
28.51'LT
18+30.00
28.16'LT

CONCRETE CURB & GUTTER
30-INCH TYPE A
CONCRETE SIDEWALK, 5-INCH

19+49.79
28.56'LT
19+34.77
27.55'LT

W. CHERRY ST.

COLORING CONCRETE WISDOT RED
(TYP)

CONCRETE SIDEWALK, 5-INCH
CONCRETE SIDEWALK, 5-INCH
STAMPING COLORED CONCRETE
CONCRETE CURB & GUTTER
30-INCH TYPE A

18+00
15'+00
USH 61 (MADISON ST.)
20+00
21+00
22+00
MATCHLINE STA. 23+00

19+00.31
38.00'RT
18+44.91
31.67'RT
18+30.00
29.41'RT
19+54.44
38.00'RT

20+71.94
22.00'RT

CANOPY

CONCRETE SIDEWALK, 5-INCH
CONCRETE CURB & GUTTER
30-INCH TYPE A
LIGHT POSTS (TYP)

CONCRETE CURB & GUTTER
30-INCH TYPE A
CONCRETE SIDEWALK, 5-INCH
STAMPING COLORED SIDEWALK
CONCRETE SIDEWALK, 5-INCH

E. CHERRY ST.

NOTES:
ALL SIDEWALK AT DRIVEWAY CROSSINGS WILL BE CONCRETE DRIVEWAY, 6-INCH.
ALL MATCHES TO EXISTING SIDEWALK WILL HAVE SAWING CONCRETE AT THE MATCH.
ALL MATCHES TO ASPHALT SIDEROADS WILL HAVE SAWING ASPHALT ON THE ROADWAY, AND SAWING CONCRETE AT THE CURB & GUTTER.
ALL DRIVEWAY MATCHES WILL HAVE SAWING ASPHALT OR SAWING CONCRETE AT THE MATCH LINE.

2-FT WIDE CURB CUT OPENING TO BE
PLACED AT LOW POINT AS DETERMINED
IN THE FIELD BY THE ENGINEER.

STA. 25+78.00, LT.
RECONSTRUCT HMA C.E.

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

STA. 9+41.00'H', LT.
RECONSTRUCT HMA C.E.

STA. 29+00.00, LT.
RECONSTRUCT HMA C.E.

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

COLORING CONCRETE WISDOT RED
(TYP)

TRENCH DRAIN
(SEE CONSTRUCTION DETAIL)
CONCRETE SIDEWALK, 5-INCH
STAMPING COLORED CONCRETE
CONCRETE CURB & GUTTER
30-INCH TYPE A

CONCRETE SIDEWALK, 5-INCH

EXISTING RETAINING
WALL TO REMAIN

CONCRETE SIDEWALK, 5-INCH
STAMPING COLORED CONCRETE
CONCRETE CURB & GUTTER
30-INCH TYPE A

PEDESTRIAN
CURB, MODIFIED

24+89.88
28.47'LT
25+34.98
28.33'LT
25+90.26
32.00'LT
26+59.52
32.00'LT
27+21.52
32.00'LT
28+78.46
34.50'LT

W. MAPLE ST.
W. HICKORY ST.
HMA C.E.

MATCHLINE STA. 23+00
24+00
25+00
USH 61 (MADISON ST.)
26+00
27+00
28+00
MATCHLINE STA. 29+00

24+29.72
25.66'RT
23+46.17
22.00'RT
25+83.70
25.50'RT
26+17.70
25.50'RT
26+37.96
25.50'RT
26+71.98
25.50'RT
27+02.22
25.50'RT
27+93.71
24.50'RT

LIGHT POSTS (TYP)
CONCRETE CURB & GUTTER
30-INCH TYPE A
CONCRETE SIDEWALK, 5-INCH
STAMPING COLORED SIDEWALK
CONCRETE SIDEWALK, 5-INCH

CONCRETE SIDEWALK, 5-INCH
CONCRETE CURB
& GUTTER
30-INCH TYPE A

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

COLORING CONCRETE WISDOT RED
(TYP)

E. MAPLE ST.
E. HICKORY ST.

NOTES:
ALL SIDEWALK AT DRIVEWAY CROSSINGS WILL BE CONCRETE DRIVEWAY, 6-INCH.
ALL MATCHES TO EXISTING SIDEWALK WILL HAVE SAWING CONCRETE AT THE MATCH.
ALL MATCHES TO ASPHALT SIDEROADS WILL HAVE SAWING ASPHALT ON THE ROADWAY, AND SAWING CONCRETE AT THE CURB & GUTTER.
ALL DRIVEWAY MATCHES WILL HAVE SAWING ASPHALT OR SAWING CONCRETE AT THE MATCH LINE.

STA. 26+01.00, RT.
RECONSTRUCT CONC. C.E.

CANOPY

STA. 26+55.00, RT.
RECONSTRUCT CONC. C.E.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN DETAILS: PLAN DETAILS	SHEET	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021201_PD TO 021204_PD.DWG
LAYOUT NAME - ****
PLOT DATE : 7/16/2018 1:53 PM
PLOT BY : BRETT PETERSON
PLOT NAME :
PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

NOTES:
ALL SIDEWALK AT DRIVEWAYS CROSSING WILL BE CONCRETE DRIVEWAY, 6-INCH.
ALL MATCHES TO EXISTING SIDEWALK WILL HAVE SAWING CONCRETE AT THE MATCH.
ALL MATCHES TO ASPHALT SIDEROADS WILL HAVE SAWING ASPHALT ON THE ROADWAY, AND SAWING CONCRETE AT THE CURB & GUTTER.
ALL DRIVEWAY MATCHES WILL HAVE SAWING ASPHALT OR SAWING CONCRETE AT THE MATCH LINE.

N

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

PEDESTRIAN CURB, MODIFIED

30+63.01
49.59'LT

30+55.98
37.02'LT

30+39.34
22.50'LT

MATCHLINE STA. 29+00

USH 61 (MADISON ST.)

30+00

31+00

10+00'E.

29+91.64
24.50'RT

29+91.69
37.50'RT

29+76.64
24.50'RT

CONCRETE SIDEWALK, 5-INCH

CONCRETE CURB & GUTTER
30-INCH TYPE A

30+51.01
24.64'RT

31+39.89
0.00'

COLORING CONCRETE WISDOT RED
(TYP)

*CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
AND 3-FEET PAID AS CONCRETE PAVEMENT 8 1/2-INCH

CONCRETE SIDEWALK, 5-INCH

32+00

USH 61 (MADISON ST.)

33+00

MATCHLINE STA. 34+00

31+87.84
25.34'RT

CONCRETE CURB & GUTTER
30-INCH TYPE A

CONCRETE SIDEWALK, 5-INCH

32+69.35
30.00'RT

32+64.66
30.00'RT

32+88.18
35.00'RT

33+11.88
35.00'RT

33+60.67
35.00'RT

E. ELM ST.

11+00'E.

STA. 29+84.00, RT.
RECONSTRUCT HMA C.E.

STA. 10+94.00'E', RT.
RECONSTRUCT GRAVEL C.E.

STA. 32+99.00, RT.
RECONSTRUCT CONC. P.E.

STA. 33+53.00, RT.
RECONSTRUCT CONC. P.E.

NOTES:
ALL SIDEWALK AT DRIVEWAYS CROSSING WILL BE CONCRETE DRIVEWAY, 6-INCH.
ALL MATCHES TO EXISTING SIDEWALK WILL HAVE SAWING CONCRETE AT THE MATCH.
ALL MATCHES TO ASPHALT SIDEROADS WILL HAVE SAWING ASPHALT ON THE ROADWAY, AND SAWING CONCRETE AT THE CURB & GUTTER.
ALL DRIVEWAY MATCHES WILL HAVE SAWING ASPHALT OR SAWING CONCRETE AT THE MATCH LINE.

N

W. PINE ST.

*CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
AND 3-FEET PAID AS CONCRETE PAVEMENT 8 1/2-INCH

LIGHT POSTS
(TYP)

CONCRETE SIDEWALK, 5-INCH

36+92.00
21.50'LT

36+67.00
25.00'LT

W. LINDEN ST.

WALL MODULAR BLOCK GRAVITY LANDSCAPE
(SEE DETAIL WALL MODULAR BLOCK GRAVITY LANDSCAPE)

MATCHLINE STA. 34+00

35+00

USH 61 (MADISON ST.)

36+00

37+00

38+00

10+00'L.

39+00

MATCHLINE STA. 40+00

36+00.03
23.50'RT

36+00.54
36.50'RT

36+24.42
37.50'RT

36+40.00
25.00'RT

36+97.05
38.00'RT

CONCRETE SIDEWALK, 5-INCH

CONCRETE CURB & GUTTER
30-INCH TYPE A

LIGHT POSTS (TYP)

39+21.42
30.00'RT

39+51.52
43.00'RT

CONCRETE SIDEWALK, 5-INCH

CONCRETE CURB & GUTTER
30-INCH TYPE A

E. PINE ST.

11+00'L.

E. LINDEN ST.

STA. 36+11, RT. RECONSTRUCT CONC. P.E.
STA. 36+33, RT. RECONSTRUCT GRAVEL P.E.

STA. 36+91.00, RT.
RECONSTRUCT GRAVEL P.E.

STA. 39+40.00, RT.
RECONSTRUCT CONC. P.E.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN DETAILS: PLAN DETAILS	SHEET 67	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021201_PD TO 021204_PD.DWG
LAYOUT NAME - ****
PLOT DATE : 7/16/2018 1:54 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

NOTES:
ALL SIDEWALK AT DRIVEWAYS CROSSING WILL BE CONCRETE DRIVEWAY, 6-INCH.
ALL MATCHES TO EXISTING SIDEWALK WILL HAVE SAWING CONCRETE AT THE MATCH.
ALL MATCHES TO ASPHALT SIDEROADS WILL HAVE SAWING ASPHALT ON THE ROADWAY, AND SAWING CONCRETE AT THE CURB & GUTTER.
ALL DRIVEWAY MATCHES WILL HAVE SAWING ASPHALT OR SAWING CONCRETE AT THE MATCH LINE.

STA. 41+63.00, LT.
RECONSTRUCT HMA AND CONC. P.E.

STA. 43+02.00, LT.
RECONSTRUCT HMA P.E.

STA. 43+86.00, LT.
RECONSTRUCT HMA C.E.

STA. 45+44.00, LT.
RECONSTRUCT HMA C.E.

CONCRETE STEPS (TYP)

WALL MODULAR BLOCK GRAVITY LANDSCAPE

41+45.00
25.00'LT

41+30.00
23.50'LT

41+77.61
45.00'LT

*CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D AND 3-FEET PAID AS CONCRETE PAVEMENT 8 1/2-INCH

CONCRETE SIDEWALK, 5-INCH

43+06.23
40.00'LT

44+39.61
23.54'LT

44+25.00
25.00'LT

44+20.63
35.00'LT

WALL MODULAR BLOCK GRAVITY LANDSCAPE
(SEE DETAIL WALL MODULAR BLOCK GRAVITY LANDSCAPE)

45+30.25
49.57'LT

CONCRETE SIDEWALK, 5-INCH

45+30.00
25.00'LT

45+15.00
23.61'LT

MATCHLINE STA. 40+00

MATCHLINE STA. 46+00

USH 61 (MADISON ST.)

41+00 42+00 43+00 44+00 45+00

11' 11' 4' 5"*

40+24.25
38.00'RT

40+66.76
43.00'RT

CONCRETE SIDEWALK, 5-INCH

CONCRETE CURB & GUTTER
30-INCH TYPE A

43+18.56
35.00'RT

LIGHT POSTS
(TYP)

CONCRETE SIDEWALK, 5-INCH

CONCRETE CURB & GUTTER
30-INCH TYPE A

44+12.60
35.00'RT

44+68.80
35.00'RT

44+96.57
35.00'RT

45+44.24
35.00'RT

STA. 40+34.00, RT.
RECONSTRUCT HMA P.E.

STA. 40+55.00, RT.
RECONSTRUCT CONC. P.E.

STA. 43+24.00, RT.
RECONSTRUCT CONC. P.E.

STA. 44+18.00, RT.
RECONSTRUCT CONC. P.E.

STA. 44+81.00, RT.
RECONSTRUCT CONC. P.E.

STA. 45+37.00, RT.
RECONSTRUCT GRAVEL P.E.

STA. 46+35.00, LT.
RECONSTRUCT HMA C.E.

STA. 46+62.00, LT.
RECONSTRUCT HMA C.E.

STA. 47+26.00, LT.
RECONSTRUCT HMA C.E.

STA. 48+03.00, LT.
RECONSTRUCT GRAVEL P.E.

STA. 48+74.00, LT.
RECONSTRUCT HMA P.E.

STA. 48+98.00, LT.
RECONSTRUCT GRASS P.E.

STA. 49+76.00, LT.
RECONSTRUCT CONC. P.E.

STA. 50+69.00, LT.
RECONSTRUCT HMA P.E.

CONCRETE CURB
& GUTTER
30-INCH TYPE D

46+68.85
49.00'LT

46+41.34
40.00'LT

PEDESTRIAN
CURB MODIFIED

47+32.25
45.00'LT

48+07.25
60.00'LT

48+80.75
54.90'LT

49+03.78
42.00'LT

49+81.09
48.00'LT

*CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D AND 3-FEET PAID AS CONCRETE PAVEMENT 8 1/2-INCH

CONCRETE SIDEWALK, 5-INCH

50+75.93
45.00'LT

MATCHLINE STA. 46+00

MATCHLINE STA. 52+00

USH 61 (MADISON ST.)

47+00 48+00 49+00 50+00 51+00

11' 11' 4' 5"*

46+62.45
38.00'RT

47+23.87
37.00'RT

47+98.03
36.00'RT

CONCRETE SIDEWALK, 5-INCH

CONCRETE CURB & GUTTER
30-INCH TYPE A

48+79.52
35.00'RT

49+06.59
35.00'RT

49+70.56
35.00'RT

50+34.67
35.00'RT

51+46.59
40.00'RT

51+76.25
45.00'RT

LIGHT POSTS (TYP)

NOTES:
ALL SIDEWALK AT DRIVEWAYS CROSSING WILL BE CONCRETE DRIVEWAY, 6-INCH.
ALL MATCHES TO EXISTING SIDEWALK WILL HAVE SAWING CONCRETE AT THE MATCH.
ALL MATCHES TO ASPHALT SIDEROADS WILL HAVE SAWING ASPHALT ON THE ROADWAY, AND SAWING CONCRETE AT THE CURB & GUTTER.
ALL DRIVEWAY MATCHES WILL HAVE SAWING ASPHALT OR SAWING CONCRETE AT THE MATCH LINE.

STA. 46+58.00, RT.
RECONSTRUCT GRAVEL P.E.

STA. 47+19.00, RT.
RECONSTRUCT HMA P.E.

STA. 47+93.00, RT.
RECONSTRUCT HMA P.E.

STA. 48+86.00, RT.
RECONSTRUCT GRAVEL P.E.

STA. 49+03.00, RT.
RECONSTRUCT GRAVEL P.E.

STA. 49+66.00, RT.
RECONSTRUCT GRAVEL P.E.

STA. 50+30.00, RT.
RECONSTRUCT CONC. P.E.

STA. 51+52.00, RT.
RECONSTRUCT CONC. P.E.

STA. 51+87.00, RT.
RECONSTRUCT HMA P.E.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN DETAILS: PLAN DETAILS	SHEET 68	E

2

N

ASH ST.

MATCHLINE STA. 52+00

MATCHLINE STA. 58+00

USH 61 (MADISON ST.)

53+00 54+00 55+00 56+00 57+00

*CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D AND 3-FEET PAID AS CONCRETE PAVEMENT 8 1/2-INCH

CONCRETE SIDEWALK, 5-INCH

11' 4' 11' 11' 5'* 11' 4' 11' 5' 11' 11' 5'* 11' 4' 11' 5'

52+88.17
40.00'RT

LIGHT POSTS (TYP)

53+92.50
32.00'RT

CONCRETE SIDEWALK, 5-INCH

CONCRETE CURB & GUTTER 30-INCH TYPE A

54+74.95
29.00'RT

55+09.09
29.00'RT

55+47.28
29.00'RT

55+86.77
29.00'RT

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

NOTES:
ALL SIDEWALK AT DRIVEWAYS CROSSING WILL BE CONCRETE DRIVEWAY, 6-INCH.
ALL MATCHES TO EXISTING SIDEWALK WILL HAVE SAWING CONCRETE AT THE MATCH.
ALL MATCHES TO ASPHALT SIDEROADS WILL HAVE SAWING ASPHALT ON THE ROADWAY, AND SAWING CONCRETE AT THE CURB & GUTTER.
ALL DRIVEWAY MATCHES WILL HAVE SAWING ASPHALT OR SAWING CONCRETE AT THE MATCH LINE.

& G. TYPE A

STA. 52+84.00, RT.
RECONSTRUCT GRAVEL P.E.

STA. 53+44.00, RT.
RECONSTRUCT GRASS P.E.

STA. 53+80.00, RT.
RECONSTRUCT HMA C.E.

STA. 54+97.00, RT.
RECONSTRUCT HMA C.E.

STA. 55+65.00, RT.
RECONSTRUCT HMA C.E.

N

OLD C.T.H. K 11+00'K'

CONCRETE CURB INTEGRAL TYPE D

CONCRETE SIDEWALK, 5-INCH

58+50.00
25.00'LT

MATCHLINE STA. 58+00

59+00 60+00 61+00 62+00

USH 61 (MADISON ST.)

60+03.59
15.00'LT

59+83.59
16.00'LT

60+73.86
18.00'LT

60+73.86
14.67'LT

END PROJECT
STA. 60+73.86
MATCH EXISTING

3' 15' 2% 15' 2% 3'

60+73.86
15.00'RT

60+73.86
18.00'RT

59+82.36
16.00'RT

60+02.36
15.00'RT

CONCRETE SIDEWALK, 5-INCH

CONCRETE CURB & GUTTER 30-INCH TYPE A

CITY LIMITS ST.

NOTES:
ALL MATCHES TO ASPHALT SIDEROADS WILL HAVE SAWING ASPHALT ON THE ROADWAY, AND SAWING CONCRETE AT THE CURB & GUTTER.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN DETAILS: PLAN DETAILS	SHEET 69	E

STA. 5+94.00'C', LT.
RECONSTRUCT HMA C.E.

STA. 20+98.00'J', LT.
RECONSTRUCT CONC. C.E.

STA. 20+88.00'J', RT.
RECONSTRUCT HMA C.E.

STA. 8+30.00'C', LT.
RECONSTRUCT CONC. C.E.

STA. 9+12.00'C', LT.
RECONSTRUCT HMA C.E.

21+00'J'

JEFFERSON ST.

21+00

USH 61 (MADISON ST.)

N

COLORING CONCRETE WISDOT RED (TYP)

6+48.32 'C'
62.06'LT

CONCRETE DRIVEWAY, 8-INCH

5+44.65 'C'
24.11'LT

5+80.00 'C'
32.50'LT

5+77.41 'C'
28.25'LT

6+16.20 'C'
32.50'LT

CONCRETE SIDEWALK, 5-INCH

CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE SIDEWALK, 5-INCH

CONCRETE CURB & GUTTER 30-INCH TYPE A

8+10.53 'C'
32.00'LT

8+78.37 'C'
38.00'LT

9+45.50 'C'
38.00'LT

W. CHERRY ST.

E. CHERRY ST.

5+00'C'

6+00'C'

7+00'C'

8+00'C'

9+00'C'

10+00'C'

11+00'C'

7.3'

7'

11'

11'

6.5'

7'

9'

11'

11'

11'

9'

9'

STA. 8+50'C'
2.75' OFFSET

STA. 9+00'C'
1.5' OFFSET

1092.13

20+00'J'

20+00

9+39.28 'C'
29.15'RT

9+60.07 'C'
38.97'RT

10+50.00 'C'
31.66'RT

SIGN

CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE SIDEWALK, 5-INCH

7+11.48 'C'
38.00'RT

7+40.54 'C'
38.00'RT

CONCRETE SIDEWALK, 5-INCH

CONCRETE CURB & GUTTER 30-INCH TYPE A

8+30.28 'C'
38.00'RT

8+50.28 'C'
38.00'RT

9+04.59 'C'
32.57'RT

9+39.54 'C'
36.46'RT

TRENCH DRAIN (TYP)
SEE CONSTRUCTION DETAIL

NOTES:
ALL SIDEWALK AT DRIVEWAYS CROSSING WILL BE CONCRETE DRIVEWAY, 6-INCH.
ALL MATCHES TO EXISTING SIDEWALK WILL HAVE SAWING CONCRETE AT THE MATCH.
ALL MATCHES TO ASPHALT SIDEROADS WILL HAVE SAWING ASPHALT ON THE ROADWAY, AND SAWING CONCRETE AT THE CURB & GUTTER.
ALL DRIVEWAY MATCHES WILL HAVE SAWING ASPHALT OR SAWING CONCRETE AT THE MATCH LINE.

STA. 7+29.00'C', RT.
RECONSTRUCT HMA C.E.

STA. 8+40.00'C', RT.
RECONSTRUCT HMA C.E.

NOTES:
ALL MATCHES TO EXISTING SIDEWALK WILL HAVE SAWING CONCRETE AT THE MATCH.
ALL MATCHES TO ASPHALT SIDEROADS WILL HAVE SAWING ASPHALT ON THE ROADWAY, AND SAWING CONCRETE AT THE CURB & GUTTER.

COLORING CONCRETE WISDOT RED (TYP)

CONCRETE SIDEWALK, 5-INCH

CONCRETE SIDEWALK, 5-INCH STAMPING COLORED CONCRETE

CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE SIDEWALK, 5-INCH

CONCRETE CURB & GUTTER 30-INCH TYPE A

6+49.43 'M'
50.84'LT

6+49.25 'M'
43.02'LT

6+41.46 'M'
35.71'LT

TRENCH DRAIN (TYP)
SEE CONSTRUCTION DETAIL

JEFFERSON ST.

24+00'J'

23+00'J'

W. MAPLE ST.

6+00'M'

7+00'M'

8+00'M'

9+00'M'

10+00'M'

11+00'M'

18'

18'

11'

11'

11'

11'

11'

11'

11'

11'

17.5'

17.5'

24+00

23+00

8+19.79 'M'
29.67'RT

8+62.48 'M'
29.67'RT

8+31.67 'M'
37.00'RT

8+50.94 'M'
37.00'RT

10+50.00 'M'
14.99'RT

USH 61 (MADISON ST.)

N

COLORING CONCRETE WISDOT RED (TYP)

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN DETAILS: PLAN DETAILS	SHEET 70	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\021205_PD.DWG
LAYOUT NAME - ****

PLOT DATE : 7/16/2018 11:14 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

STA. 5+94.00'C', LT.
RECONSTRUCT HMA C.E.

STA. 20+98.00'J', LT.
RECONSTRUCT CONC. C.E.

STA. 22+24.00'J', LT.
RECONSTRUCT HMA C.E.

N

6+00'C'

W. CHERRY ST.

COLORING CONCRETE WISDOT RED (TYP)

20+90.88 'J'
35.00'LT

21+06.88 'J'
35.00'LT

CONCRETE SIDEWALK, 5-INCH

CONCRETE CURB & GUTTER 30-INCH TYPE A

22+11.15 'J'
37.50'LT

22+11.15 'J'
30.50'LT

22+36.35 'J'
30.50'LT

TRENCH DRAIN (TYP)

6+00'M'

W. MAPLE ST.

19+50.83 'J'
24.71'LT

9'
11'
11'
9'

19+00'J'

JEFFERSON ST.

20+00'J'

21+00'J'

JEFFERSON ST.

22+00'J'

23+00'J'

24+00'J'

JEFFERSON ST.

25+00'J'

7+00'C'

7+00'M'

19+13.54 'J'
22.18'RT

20+57.44 'J'
37.00'RT

21+32.02 'J'
37.00'RT

CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE SIDEWALK, 5-INCH COLORING STAMPED SIDEWALK

CONCRETE SIDEWALK, 5-INCH

23+26.81 'J'
29.67'RT

23+41.64 'J'
45.01'RT

STATUE

COLORING CONCRETE WISDOT RED (TYP)

STA. 7+29.00'C', RT.
RECONSTRUCT HMA C.E.

STA. 20+88.00'J', RT.
RECONSTRUCT HMA C.E.

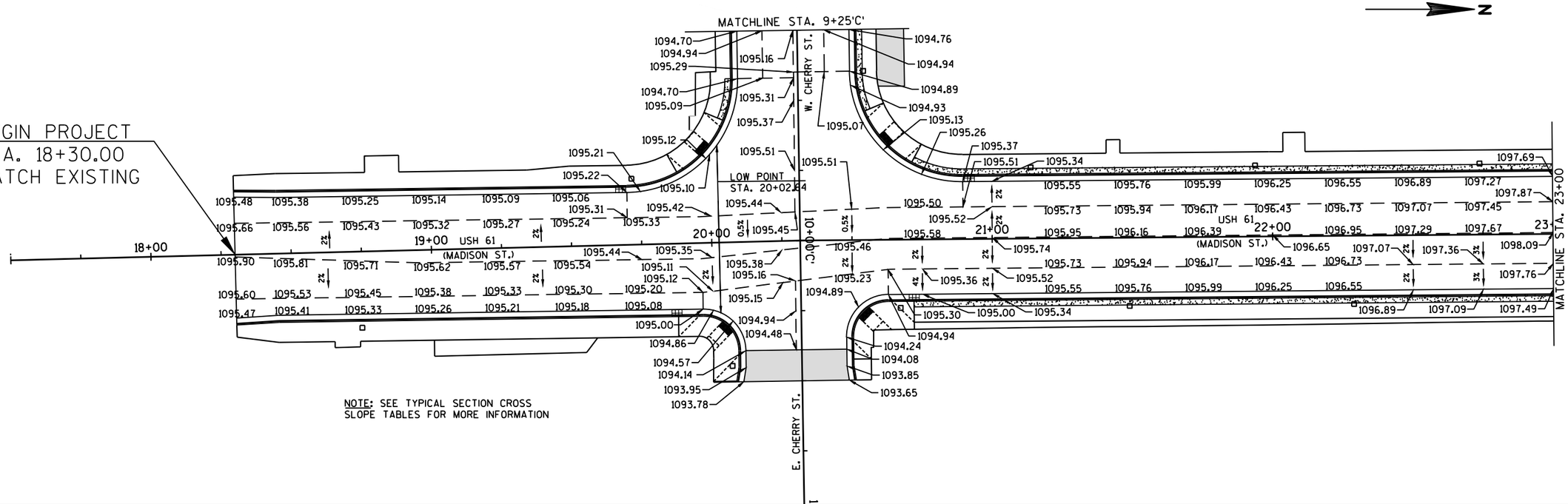
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PROJECT NO:1650-07-71	HWY:USH 61	COUNTY:GRANT	PLAN DETAILS: PLAN DETAILS	SHEET 71	E

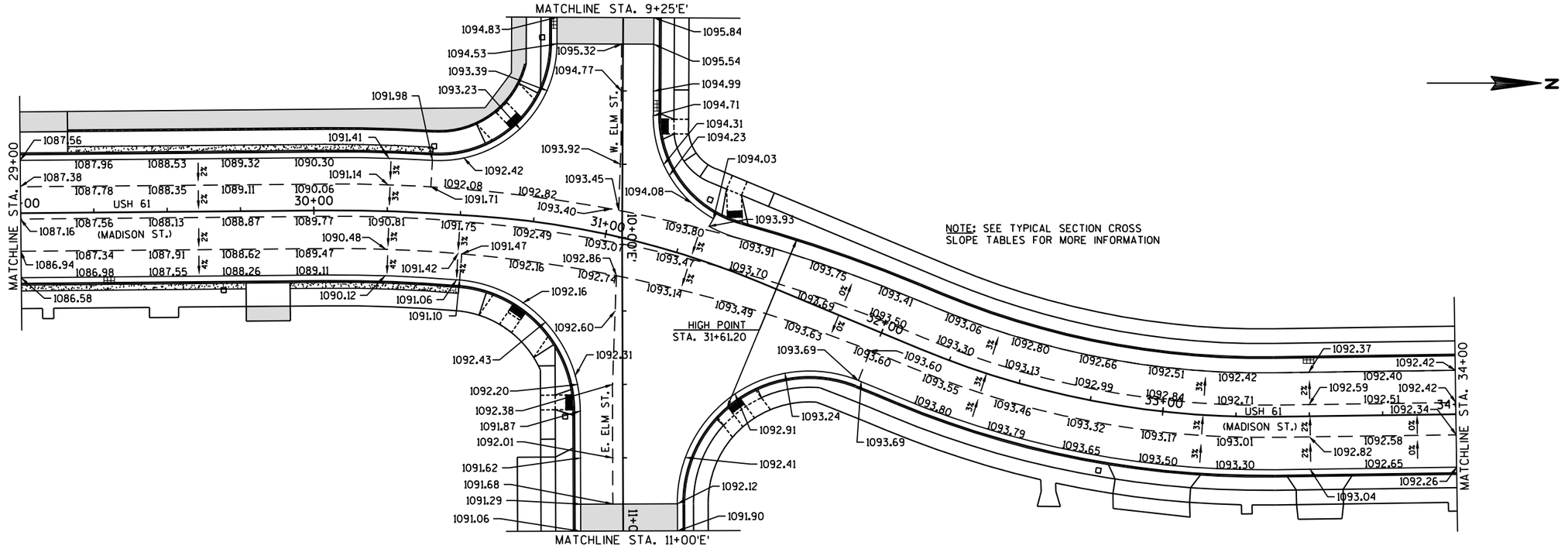
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LAYOUT NAME - ****

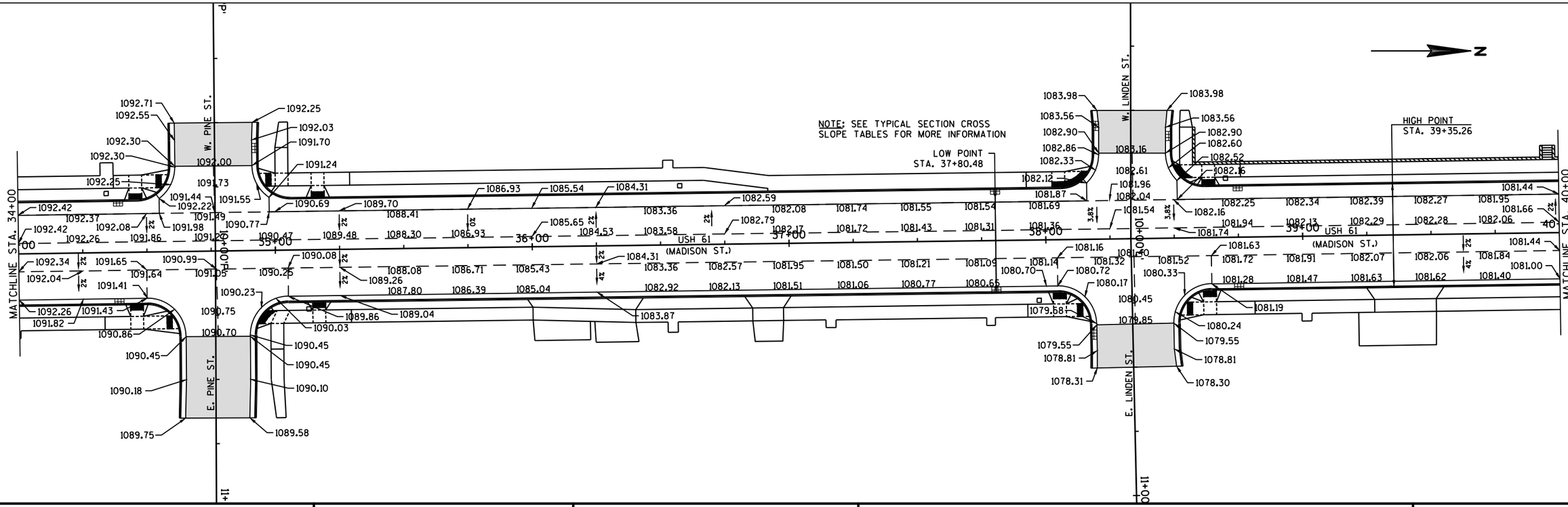
PLOT DATE : 7/16/2018 11:19 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42



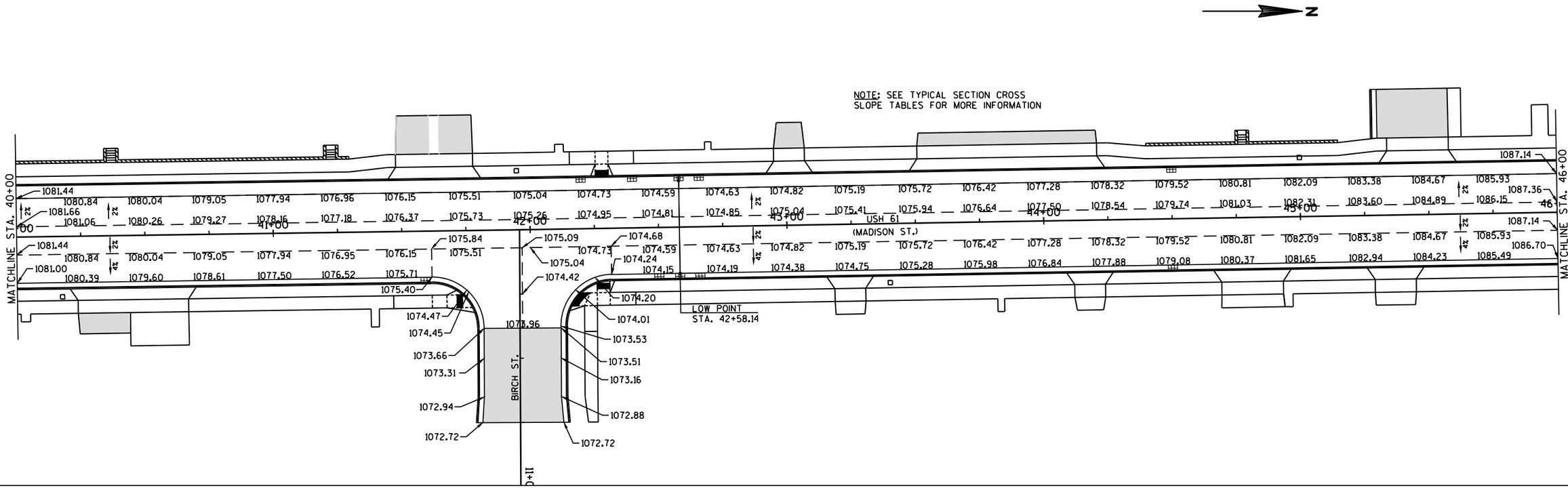
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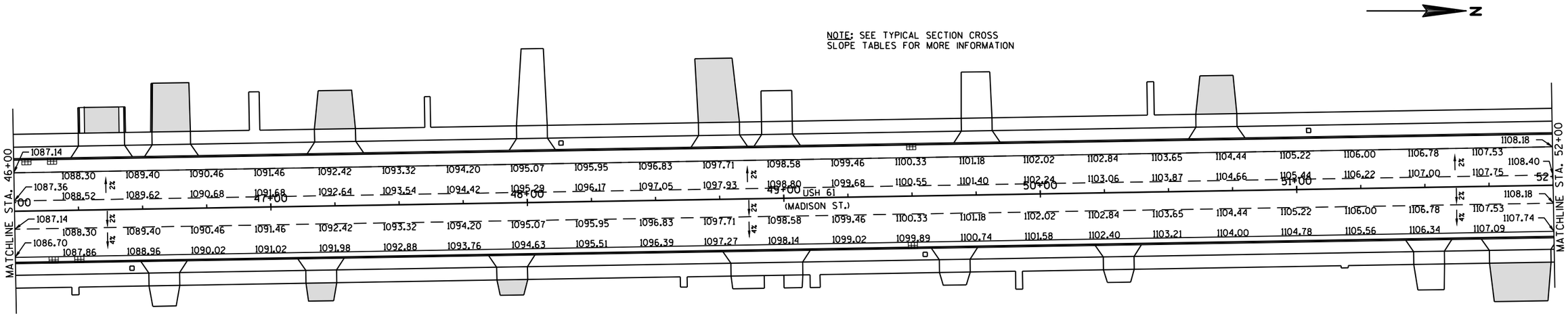




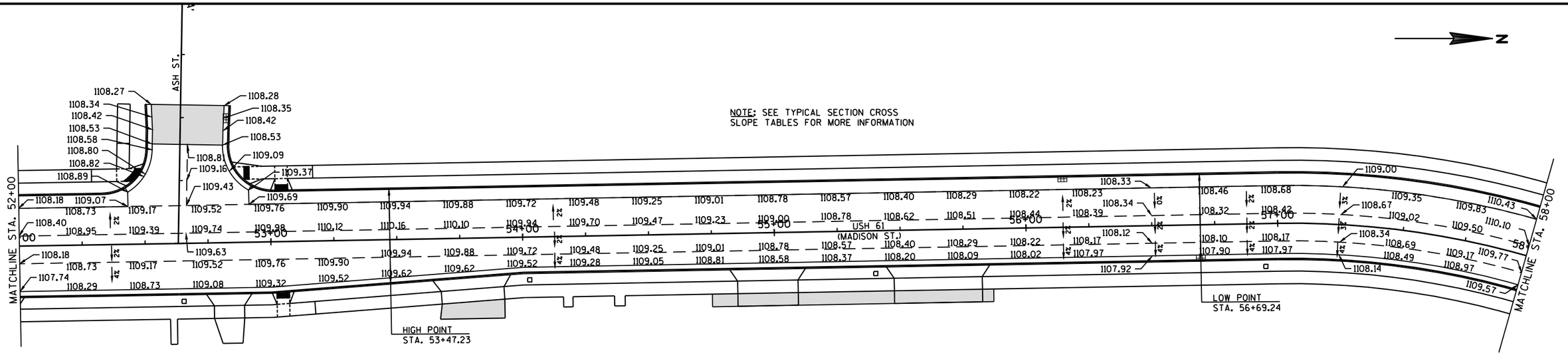
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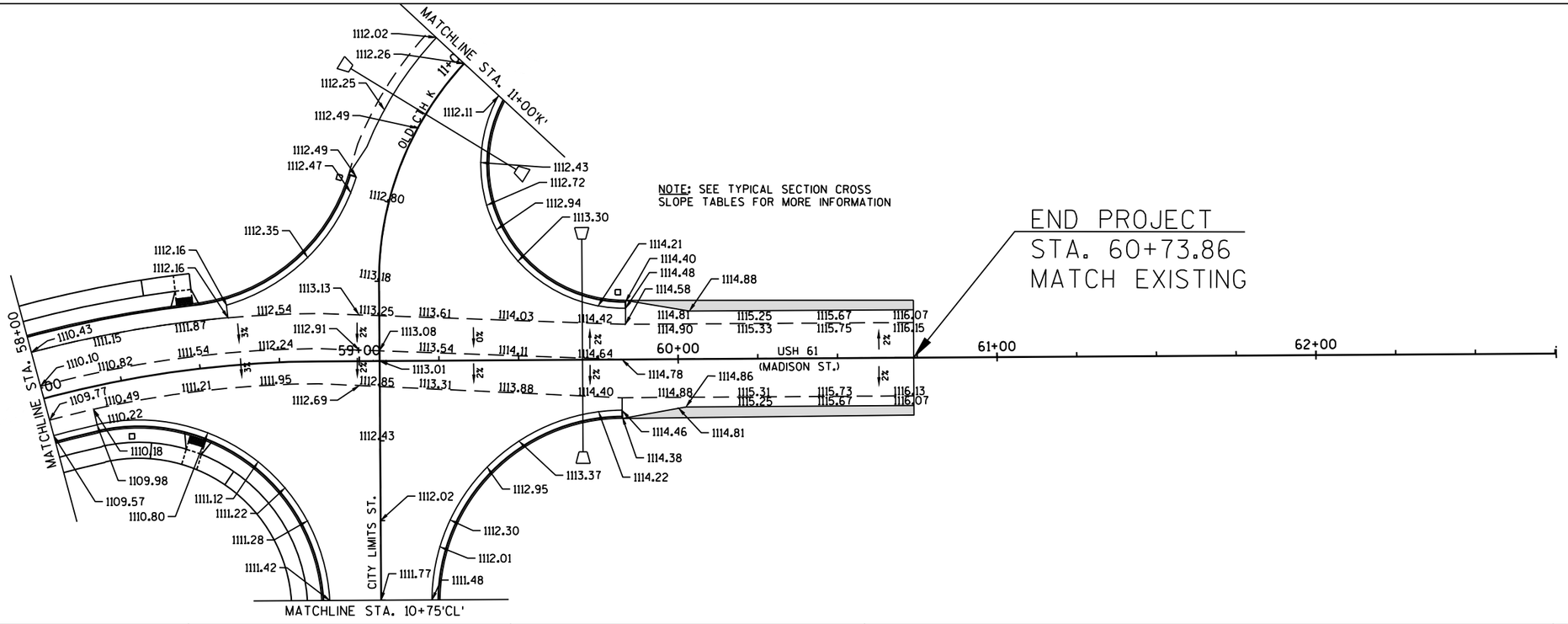
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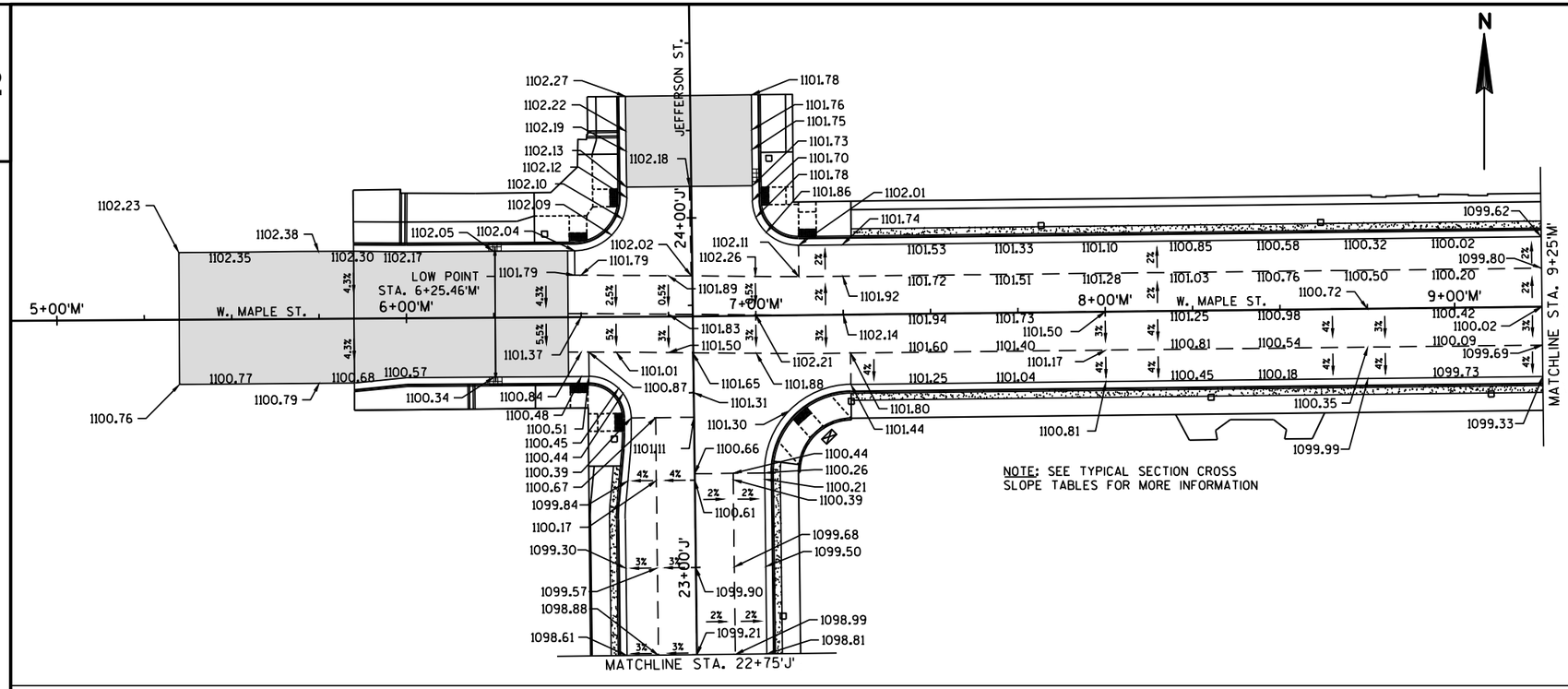


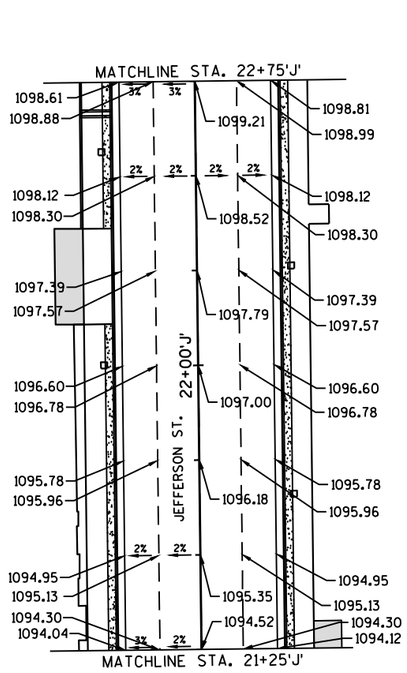
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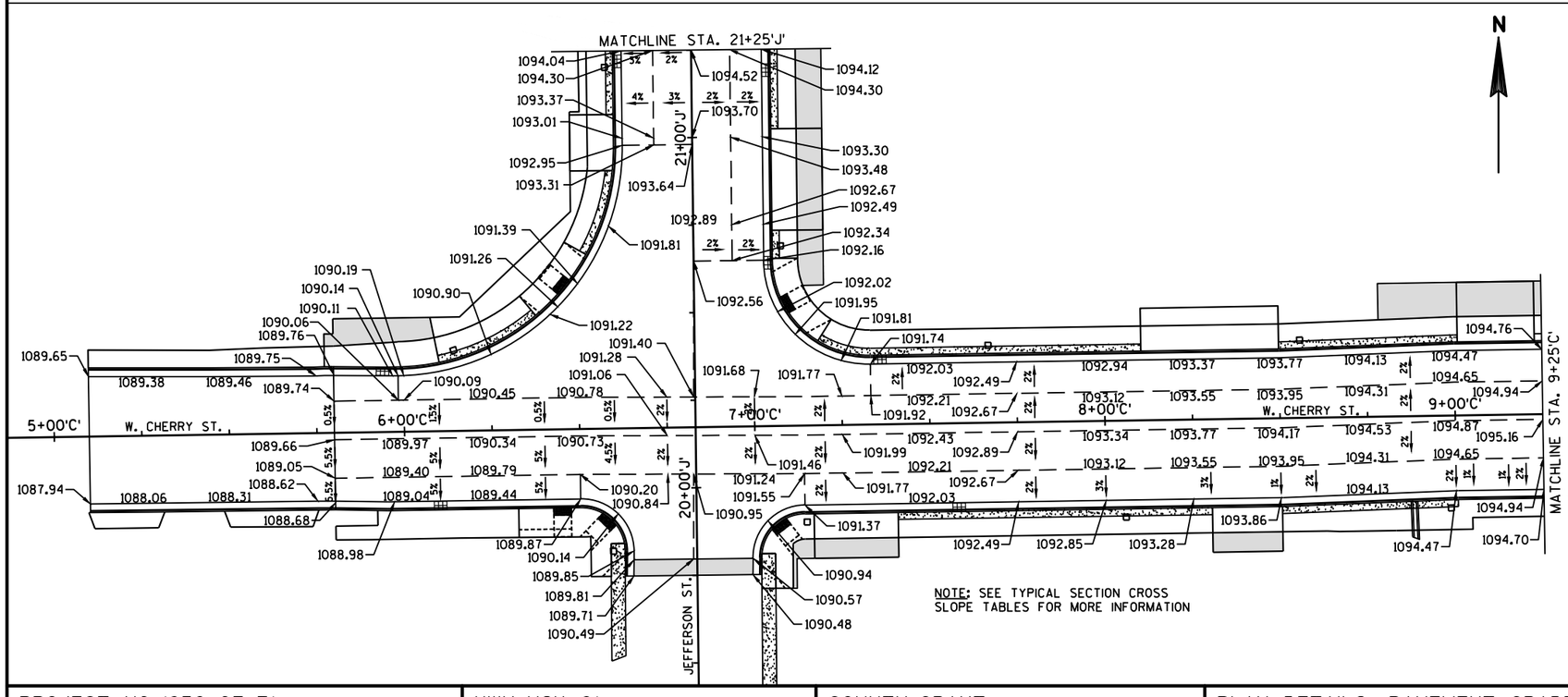




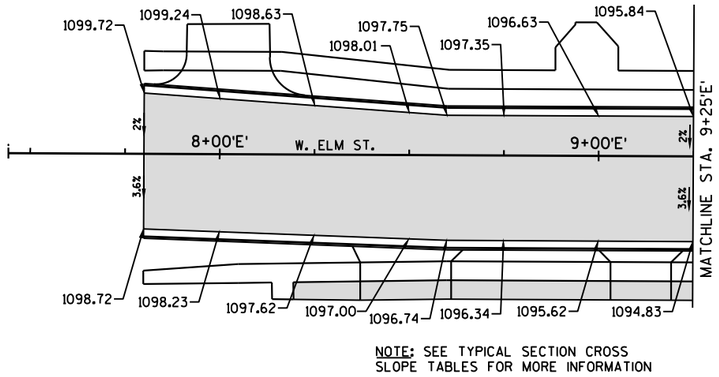
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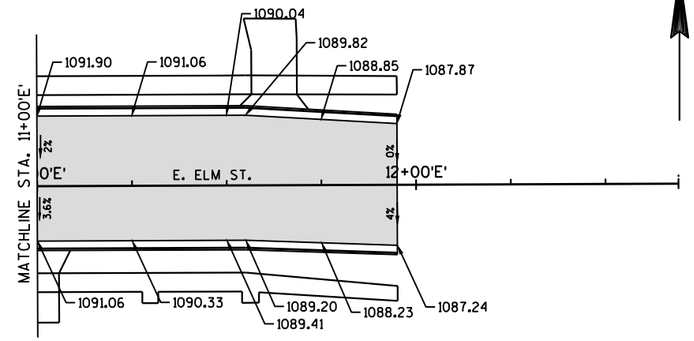


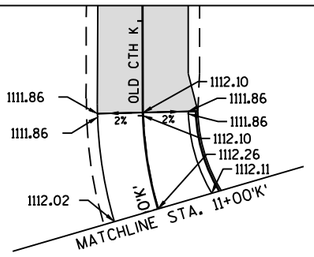


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN DETAILS: PAVEMENT GRADES	SHEET 76	E

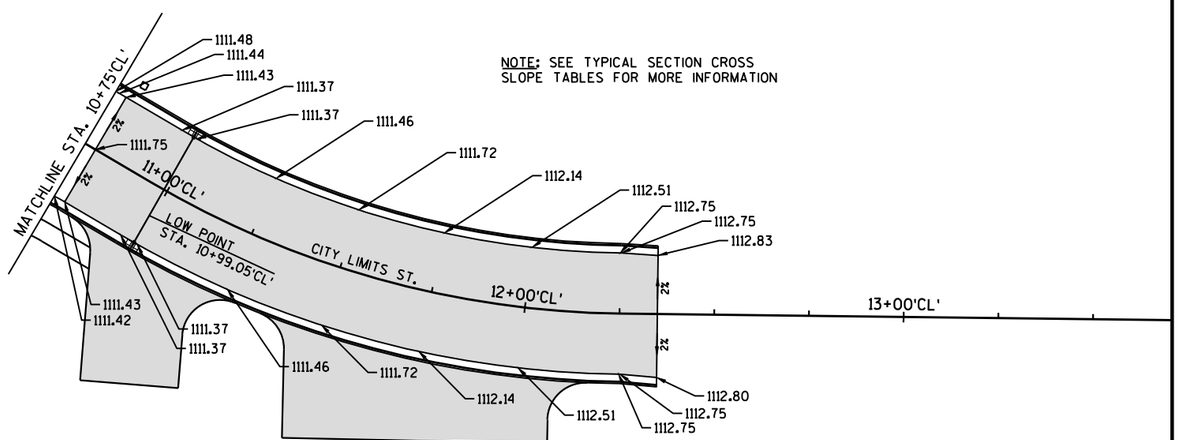


NOTE: SEE TYPICAL SECTION CROSS SLOPE TABLES FOR MORE INFORMATION









NOTE: SEE TYPICAL SECTION CROSS SLOPE TABLES FOR MORE INFORMATION

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN DETAILS: PAVEMENT GRADES	SHEET 77	E

LEGEND

- INLET PROTECTION TYPE A AND C
- SILT FENCE
- SURFACE WATER FLOW
- CULVERT PIPE CHECK
- EROSION MAT URBAN CLASS I TYPE A
- SOD LAWN
- MULCHING
- TRACKING PADS

ADD INLET PROTECTION TYPE C TO DOWNSTREAM INLETS OUTSIDE OF PROJECT LIMITS OR AS DIRECTED BY ENGINEER.

MATCHLINE STA. 9+00'C'

W. CHERRY ST.

E. CHERRY ST.

BEGIN PROJECT
STA. 18+30.00
MATCH EXISTING

TRACKING PAD STAGE 1

SLOPE INTERCEPTS

USH 61 (MADISON ST.)

18+00 19+00 20+00 21+00 22+00 23+00

MATCHLINE STA. 23+00

MATCHLINE STA. 9+25'M'

W. MAPLE ST.

E. MAPLE ST.

24+00 25+00 26+00 27+00 28+00 29+00

MATCHLINE STA. 29+00

W. HICKORY ST.

E. HICKORY ST.

ADD INLET PROTECTION TYPE C TO DOWNSTREAM INLETS OUTSIDE OF PROJECT LIMITS OR AS DIRECTED BY ENGINEER.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	EROSION CONTROL	SHEET 78	E

ADD INLET PROTECTION TYPE C TO DOWNSTREAM INLETS
OUTSIDE OF PROJECT LIMITS OR AS DIRECTED BY ENGINEER.

MATCHLINE STA. 9+25'E

MATCHLINE STA. 11+00'E

MATCHLINE STA. 23+00

MATCHLINE STA. 34+00

MATCHLINE STA. 40+00

W. ELM ST.

E. ELM ST.

W. PINE ST.

E. PINE ST.

W. LINDEN ST.

E. LINDEN ST.

USH 61 (MADISON ST.)

TRACKING PAD STAGE 2

SAFETY FENCE
FOR PROTECTION OF
LIBRARY MONUMENT

SLOPE INTERCEPTS

BLDG.

TLE

R/W

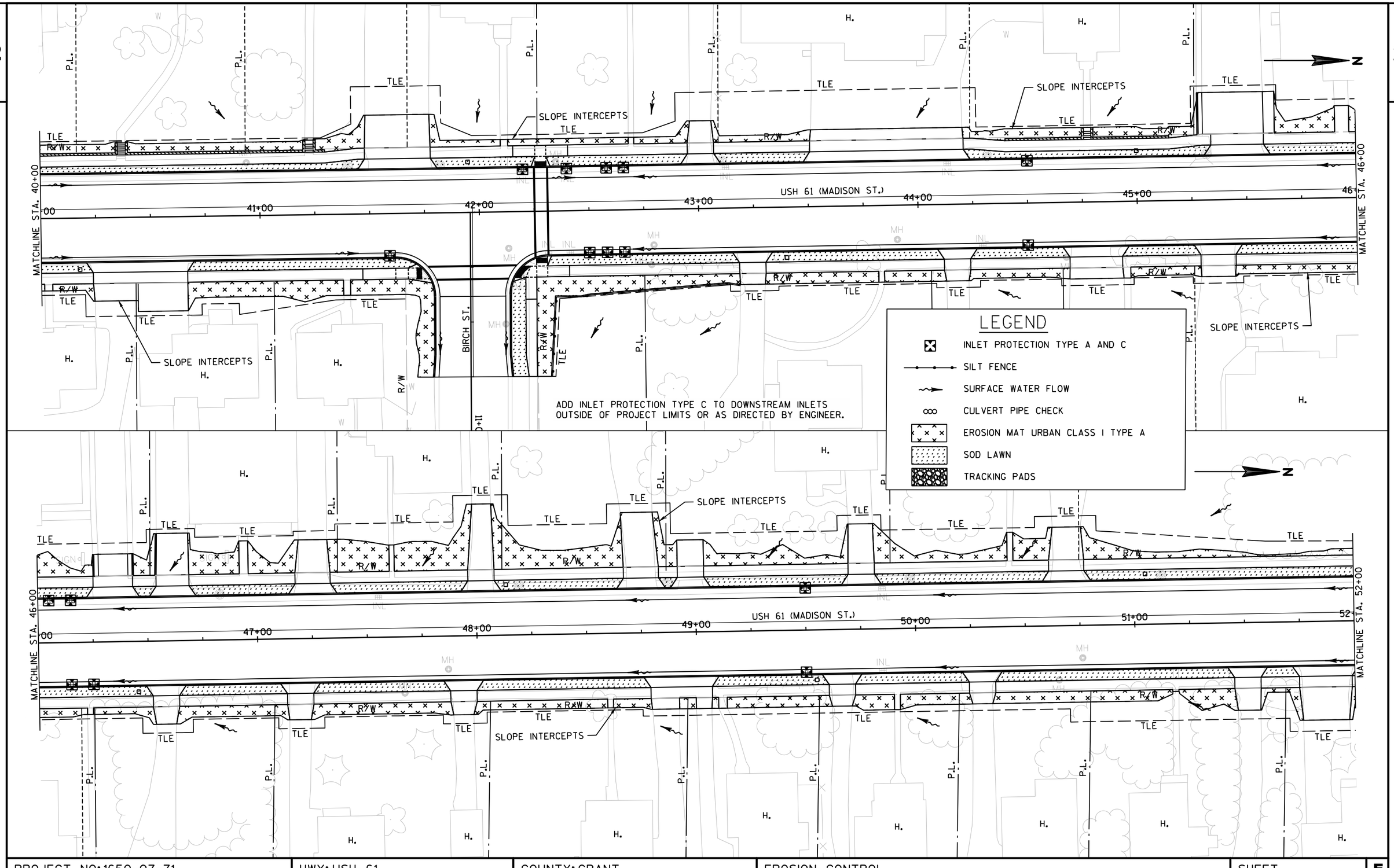
P.L.

LEGEND

- INLET PROTECTION TYPE A AND C
- SILT FENCE
- SURFACE WATER FLOW
- CULVERT PIPE CHECK
- EROSION MAT URBAN CLASS I TYPE A
- SOD LAWN
- MULCHING
- TRACKING PADS

ADD INLET PROTECTION TYPE C TO DOWNSTREAM INLETS
OUTSIDE OF PROJECT LIMITS OR AS DIRECTED BY ENGINEER.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	EROSION CONTROL	SHEET 79	E



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	EROSION CONTROL	SHEET 80	E

ADD INLET PROTECTION TYPE C TO DOWNSTREAM INLETS
OUTSIDE OF PROJECT LIMITS OR AS DIRECTED BY ENGINEER.

N

ASH ST.

R/W

TLE

SLOPE INTERCEPTS

MATCHLINE STA. 52+00

52+00

53+00

54+00

USH 61 (MADISON ST.)

55+00

56+00

57+00

58+00

MATCHLINE STA. 58+00

SLOPE INTERCEPTS

P.L.

H.

BLDG.

VACUUM

SIGN

W

TEMPORARY DITCH CHECK

MATCHLINE STA. 11+00'K'

OLD CTH K

RIPRAP MEDIUM (TYP)
SEE CONSTRUCTION DETAIL)

MATCHLINE STA. 58+00

59+00

60+00

61+00

62+00

TRACKING PAD STAGE 3

CITY LIMITS ST.

CULVERT PIPE CHECK (TYP)
SEE CONSTRUCTION DETAIL)

MATCHLINE STA. 10+75'CL'

END PROJECT
STA. 60+73.86
MATCH EXISTING

LEGEND

- INLET PROTECTION TYPE A AND C
- SILT FENCE
- SURFACE WATER FLOW
- CULVERT PIPE CHECK
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SOD LAWN
- TRACKING PADS
- TEMPORARY DITCH CHECK

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	EROSION CONTROL	SHEET 81	E

LEGEND

- INLET PROTECTION TYPE A AND C
- SILT FENCE
- SURFACE WATER FLOW
- CULVERT PIPE CHECK
- EROSION MAT URBAN CLASS I TYPE A
- SOD LAWN
- MULCHING
- TRACKING PADS

CONTINUE EROSION CONTROL ITEMS FROM 21+50'J' TO 22+75'J'

BLDG. P.L. P.L. BLDG. BLDG. TLE R/W 21+00'J' S. JEFFERSON ST. R/W TLE BLDG. SLOPE INTERCEPTS TLE R/W R/W TLE R/W 5+00'C' 6+00'C' 7+00'C' 8+00'C' W. CHERRY ST. 9+0 MATCHLINE STA. 9+00'C' W. CHERRY ST. TRACKING PAD STAGE 1 20+00'J' R/W R/W BLDG.

ADD INLET PROTECTION TYPE C TO DOWNSTREAM INLETS OUTSIDE OF PROJECT LIMITS OR AS DIRECTED BY ENGINEER.

ADD INLET PROTECTION TYPE C TO DOWNSTREAM INLETS OUTSIDE OF PROJECT LIMITS OR AS DIRECTED BY ENGINEER.

BLDG. R/W N. JEFFERSON ST. R/W P.L. P.L. P.L. BLDG. P.L. P.L. R/W R/W 24+00'J' 5+00'M' 6+00'M' 7+00'M' 8+00'M' W. MAPLE ST. 9+00'M' MATCHLINE STA. 9+25'M' TRACKING PAD STAGE 1 R/W R/W R/W BLDG. R/W S. JEFFERSON ST. 23+00'J' TLE SLOPE INTERCEPTS TLE TLE TLE STATUE STATUE

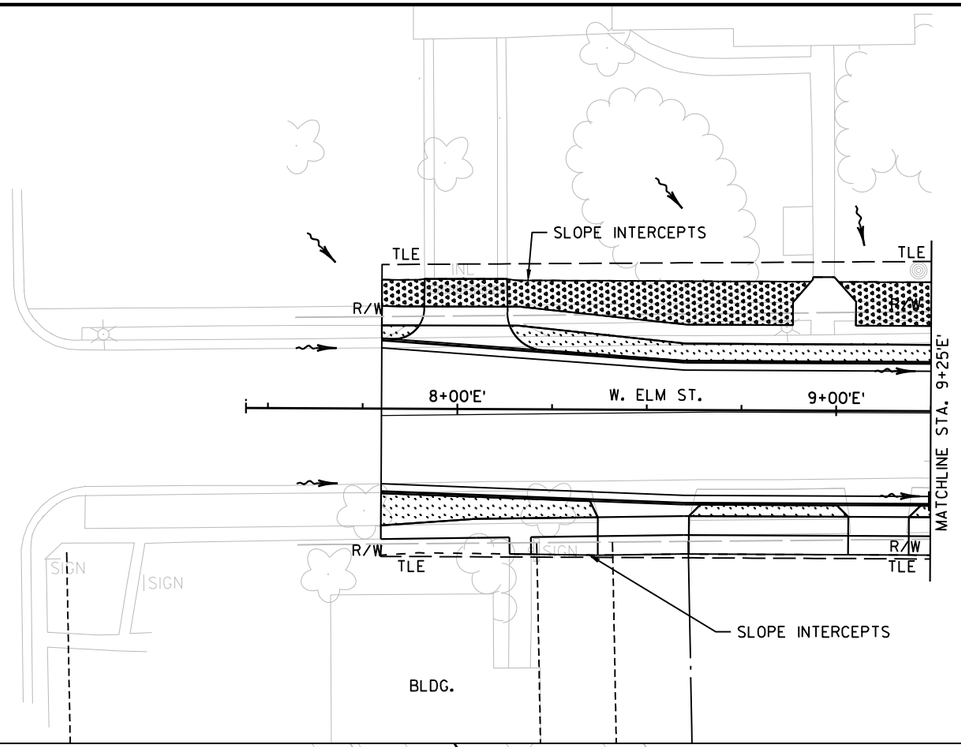
CONTINUE EROSION CONTROL ITEMS FROM 21+50'J' TO 22+75'J'

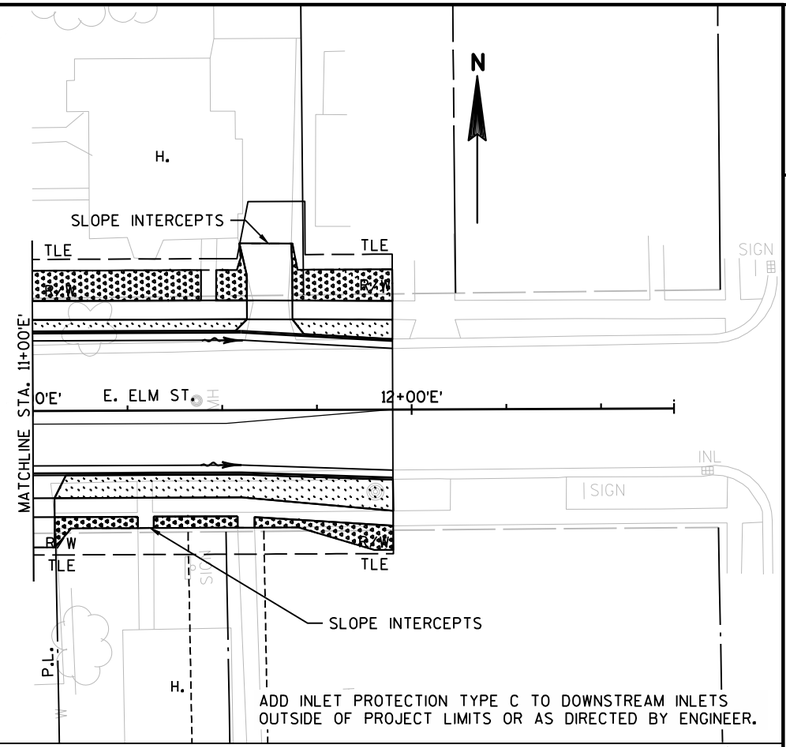
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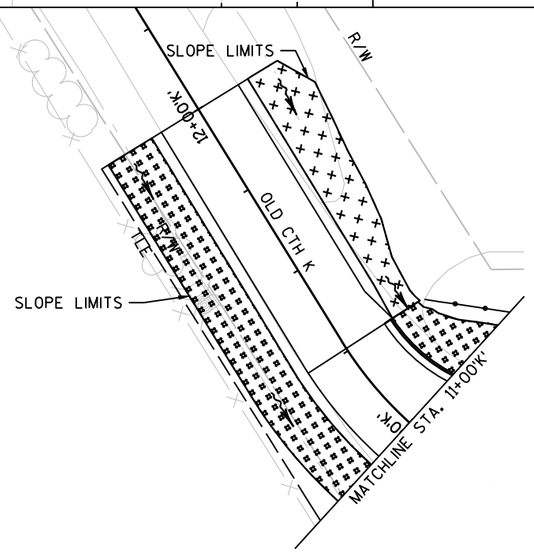
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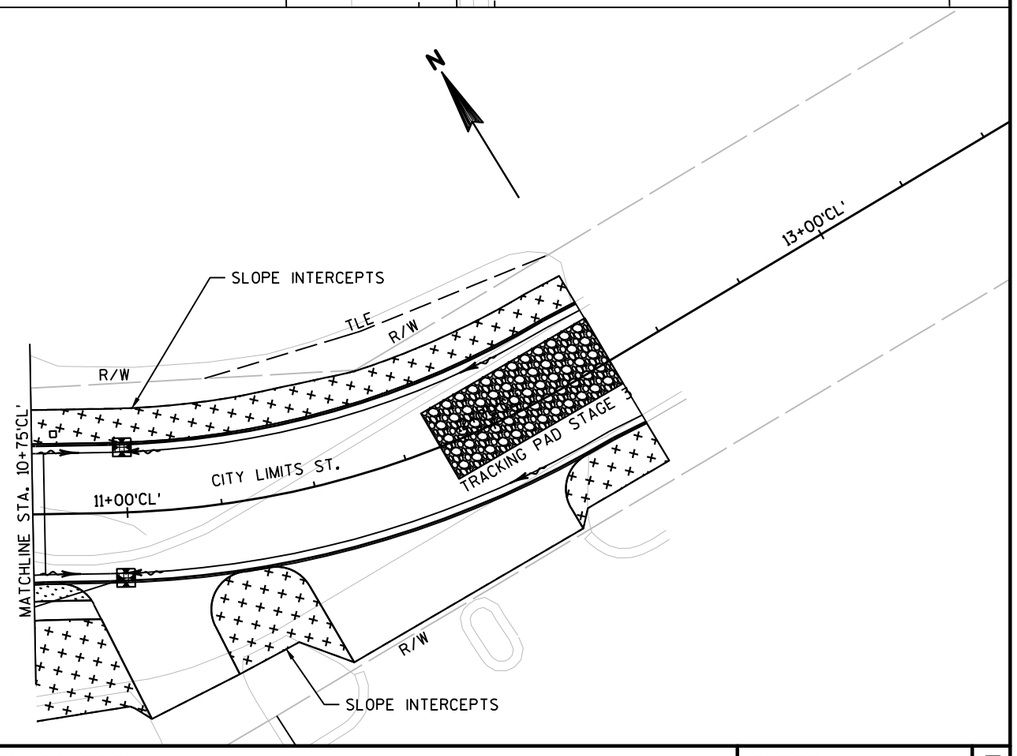
LEGEND

- INLET PROTECTION TYPE A AND C
- SILT FENCE
- SURFACE WATER FLOW
- CULVERT PIPE CHECK
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SOD LAWN
- TRACKING PADS

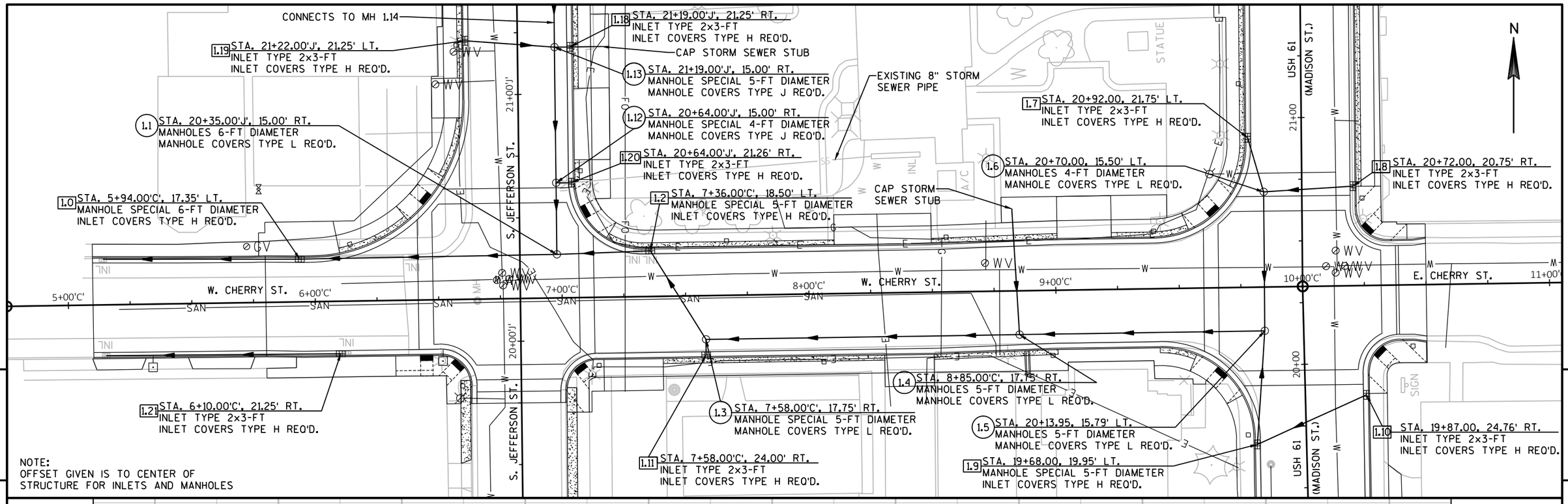


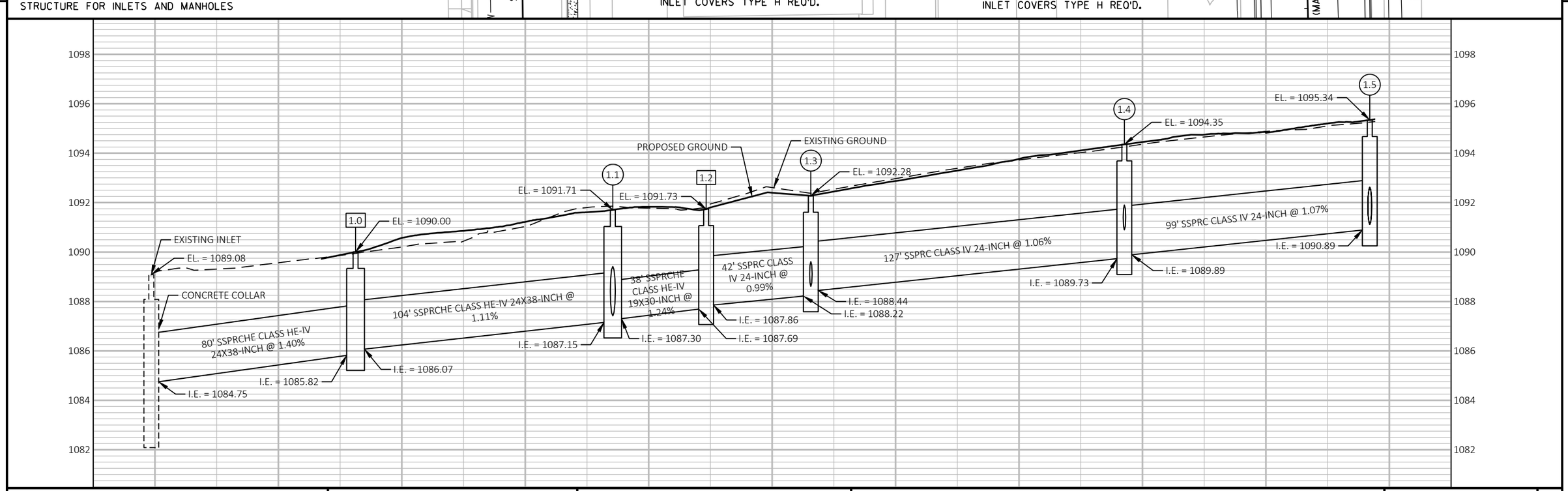




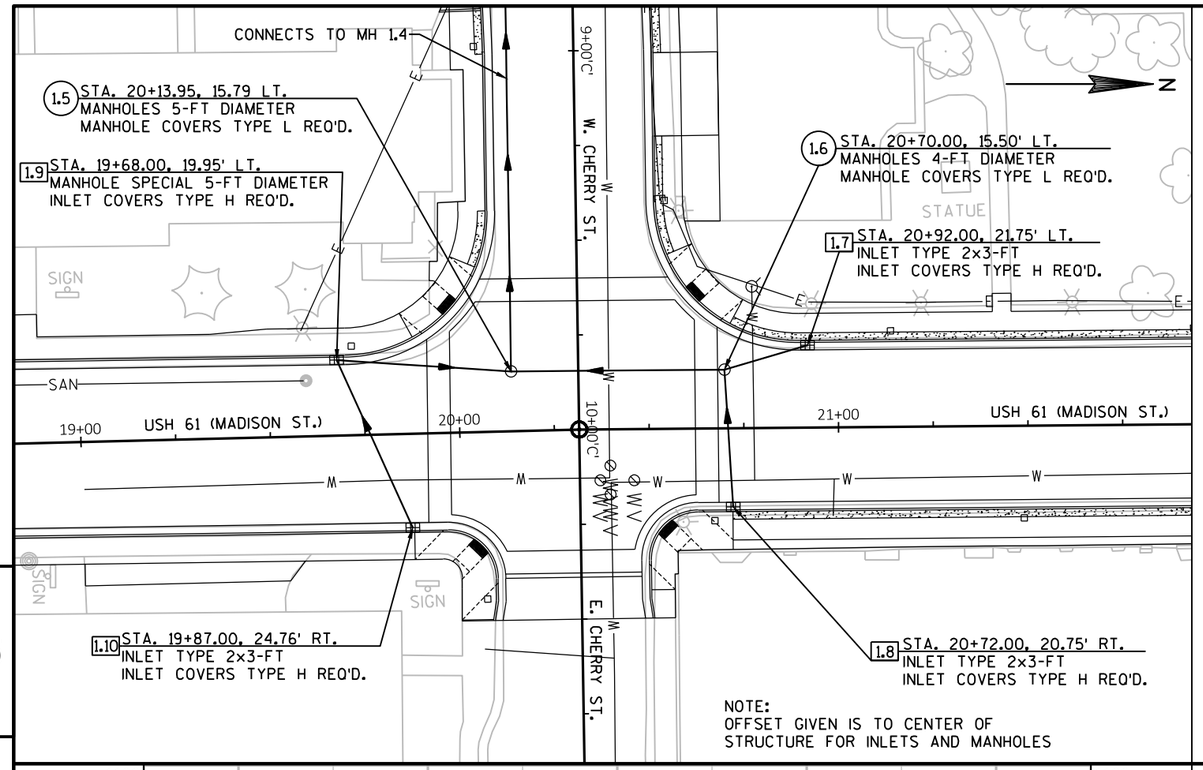


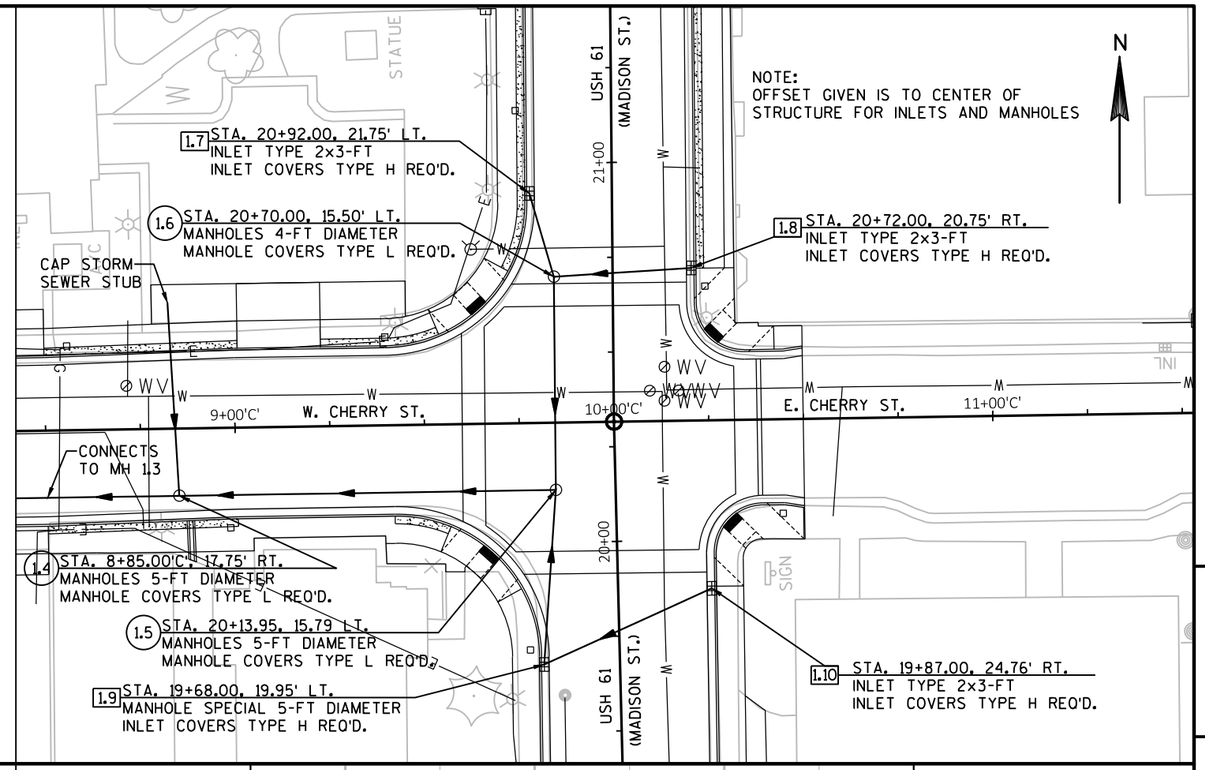
PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	EROSION CONTROL	SHEET 83	E

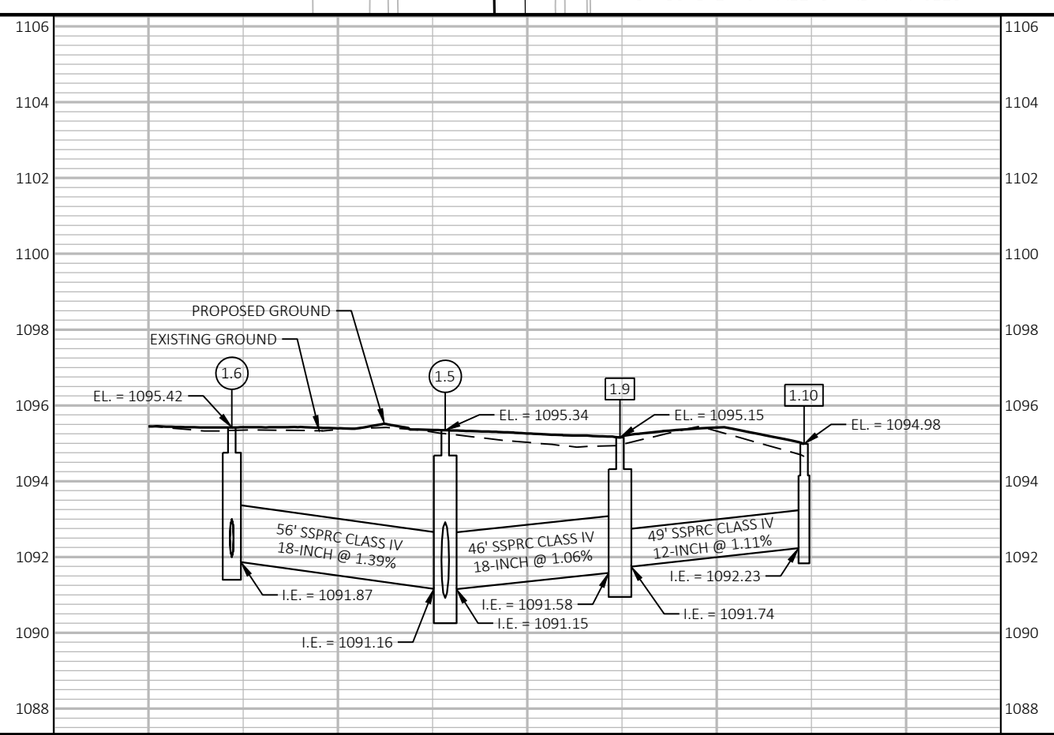


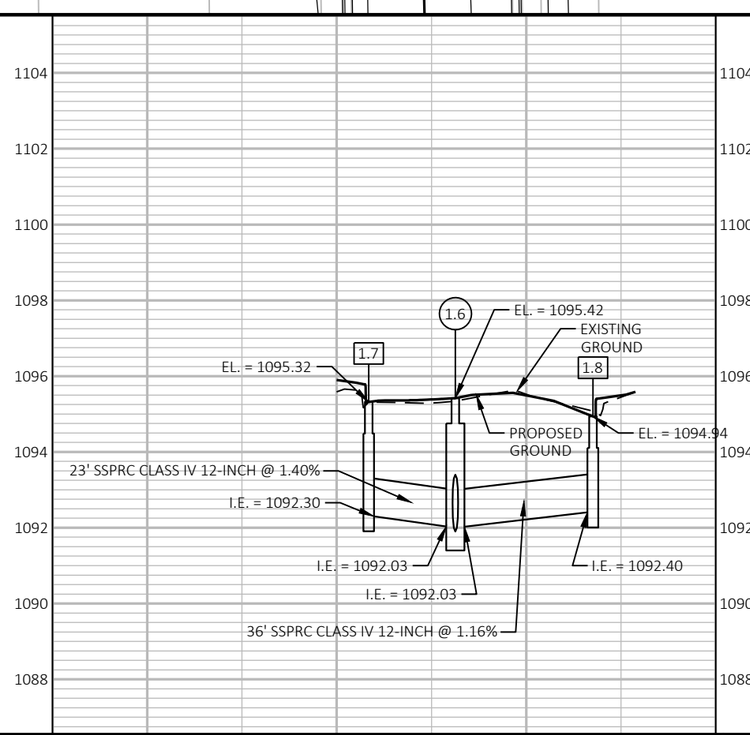


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 84	E









PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 85	E

CONNECTS TO EXISTING MH

CONNECTS TO EXISTING MH

NOTE:
OFFSET GIVEN IS TO CENTER OF STRUCTURE FOR INLETS AND MANHOLES

1.0 STA. 5+94.00'C', 17.35' LT.
MANHOLE SPECIAL 6-FT DIAMETER
INLET COVERS TYPE H REQ'D.

1.1 STA. 20+35.00'J', 15.00' RT.
MANHOLES 6-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

1.21 STA. 6+10.00'C', 21.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

1.19 STA. 21+22.00'J', 21.25' LT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

1.15 STA. 6+25.46'M', 18.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

1.16 STA. 6+25.46'M', 20.25' LT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

1.3 STA. 7+58.00'C', 17.75' RT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

1.11 STA. 7+58.00'C', 24.00' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

CONNECTS TO MH 1.4

1.20 STA. 20+64.00'J', 21.26' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

1.12 STA. 20+64.00'J', 15.00' RT.
MANHOLE SPECIAL 4-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

1.2 STA. 7+36.00'C', 18.50' LT.
MANHOLE SPECIAL 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

1.18 STA. 21+19.00'J', 21.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

CAP STORM SEWER STUB

1.13 STA. 21+19.00'J', 15.00' RT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

1.14 STA. 23+54.00'J', 15.00' RT.
MANHOLES 4-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

1.17 STA. 24+12.00'J', 18.75' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

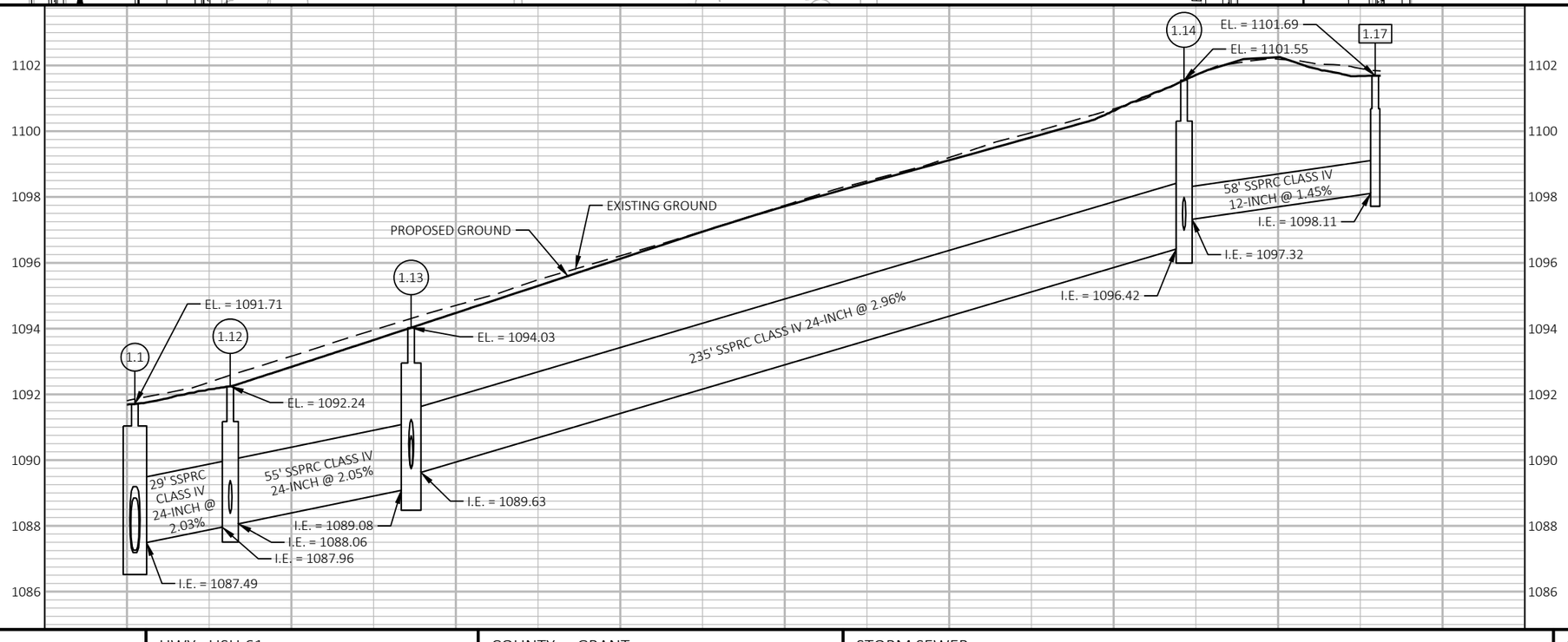
S. JEFFERSON ST. 19+00'J' 20+00'J' 21+00'J' 22+00'J' 23+00'J'

N. JEFFERSON ST. 24+00'J' 25+00'J'

W. CHERRY ST. 6+00'C' 7+00'C'

W. MAPLE ST. 6+00'M' 7+00'M'

STATUE



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 86	E

NOTE:
OFFSET GIVEN IS TO CENTER OF
STRUCTURE FOR INLETS AND MANHOLES

1.15 STA. 6+25.46'M', 18.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

1.16 STA. 6+25.46'M', 20.25' LT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

CONNECTS TO MH 1.13

1.14 STA. 23+54.00'J', 15.00' RT.
MANHOLES 4-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

1.17 STA. 24+12.00'J', 18.75' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

CONNECTS TO MH 1.14

1.19 STA. 21+22.00'J', 21.25' LT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

1.1 STA. 20+35.00'J', 15.00' RT.
MANHOLES 6-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

1.0 STA. 5+94.00'C', 17.35' LT.
MANHOLE SPECIAL 6-FT DIAMETER
INLET COVERS TYPE H REQ'D.

CONNECTS TO
EXISTING INLETS

1.21 STA. 6+10.00'C', 21.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

1.18 STA. 21+19.00'J', 21.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.
CAP STORM SEWER STUB

1.13 STA. 21+19.00'J', 15.00' RT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

1.12 STA. 20+64.00'J', 15.00' RT.
MANHOLE SPECIAL 4-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

1.20 STA. 20+64.00'J', 21.26' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

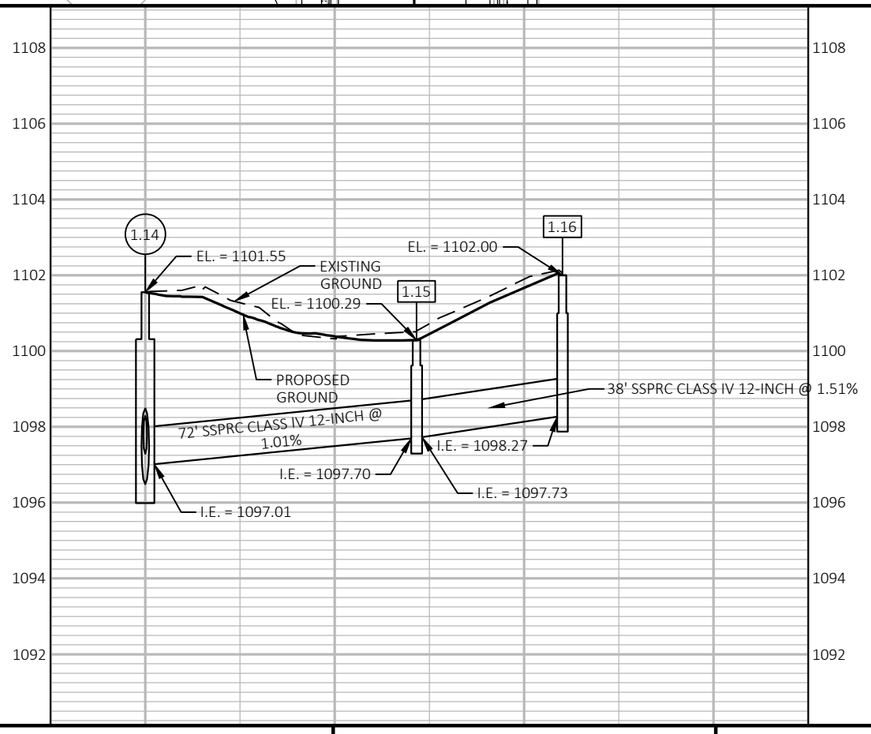
1.2 STA. 7+36.00'C', 18.50' LT.
MANHOLE SPECIAL 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

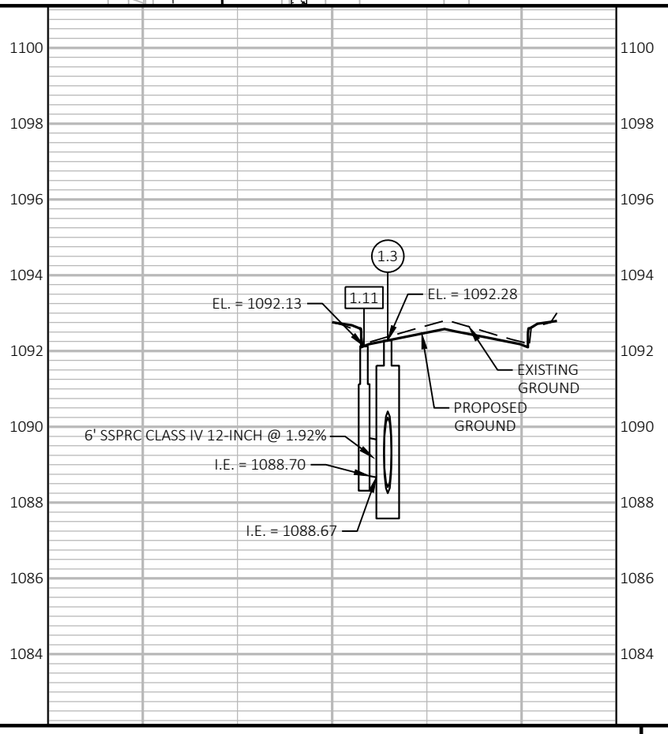
EXISTING 8" STORM
SEWER PIPE

CONNECTS TO MH 1.4

1.3 STA. 7+58.00'C', 17.75' RT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

1.11 STA. 7+58.00'C', 24.00' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.





PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 87	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\022501_SS TO 022506_SS.DWG
LAYOUT NAME - 022504_ss
PLOT DATE : 7/24/2018 1:51 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

CONNECTS TO MH 1.14

1.19 STA. 21+22.00'J', 21.25' LT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

1.18 STA. 21+19.00'J', 21.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.
CAP STORM SEWER STUB

1.13 STA. 21+19.00'J', 15.00' RT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

1.12 STA. 20+64.00'J', 15.00' RT.
MANHOLE SPECIAL 4-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

1.1 STA. 20+35.00'J', 15.00' RT.
MANHOLES 6-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

1.20 STA. 20+64.00'J', 21.26' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

1.0 STA. 5+94.00'C', 17.35' LT.
MANHOLE SPECIAL 6-FT DIAMETER
INLET COVERS TYPE H REQ'D.

1.2 STA. 7+36.00'C', 18.50' LT.
MANHOLE SPECIAL 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

EXISTING 8" STORM SEWER PIPE

S. JEFFERSON ST. 21+00'J'

6+00'C' W. CHERRY ST. 7+00'C' 8+00'C' W. CHERRY ST.

S. JEFFERSON ST. 20+00'J'

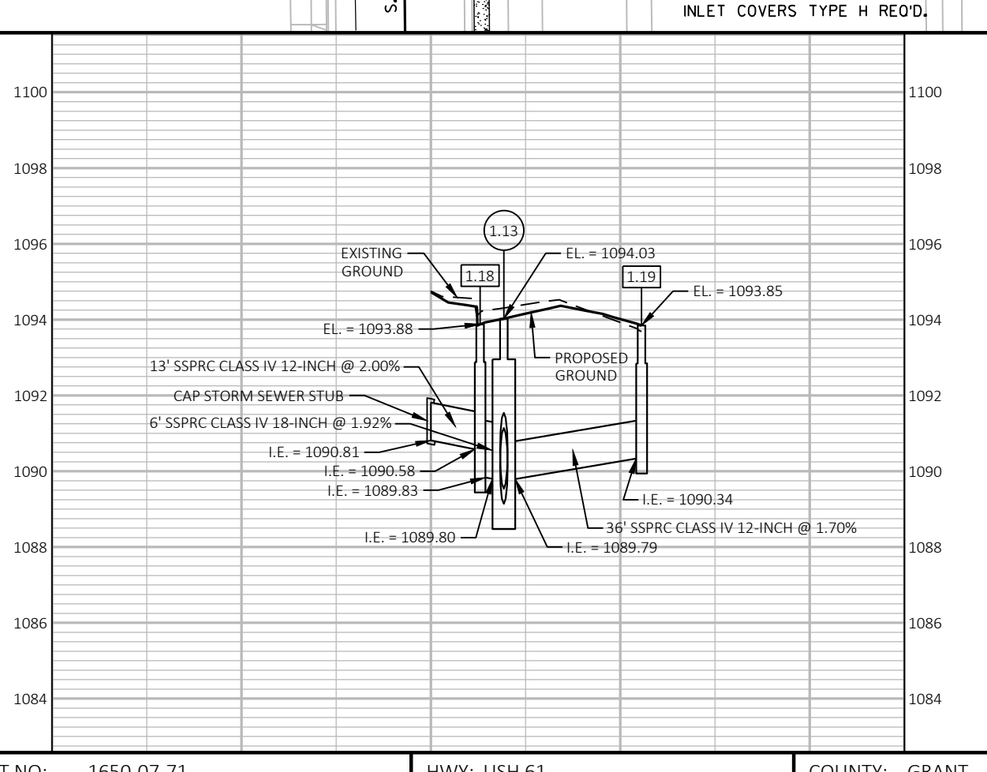
CONNECTS TO EXISTING INLETS

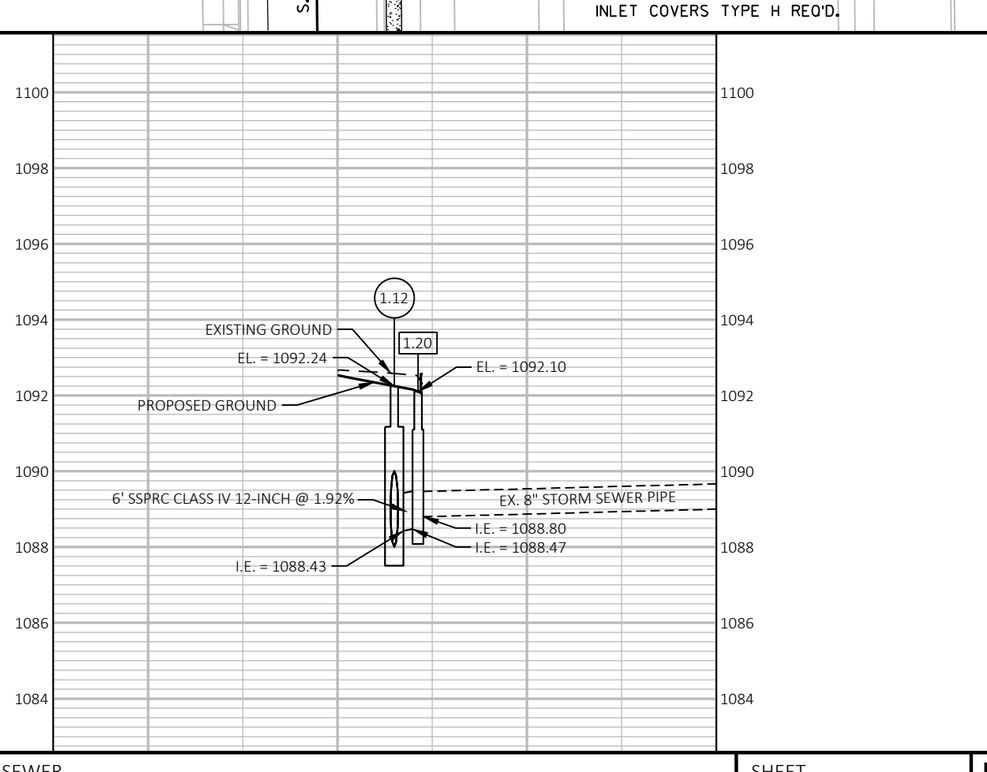
1.21 STA. 6+10.00'C', 21.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

CONNECTS TO MH 1.4

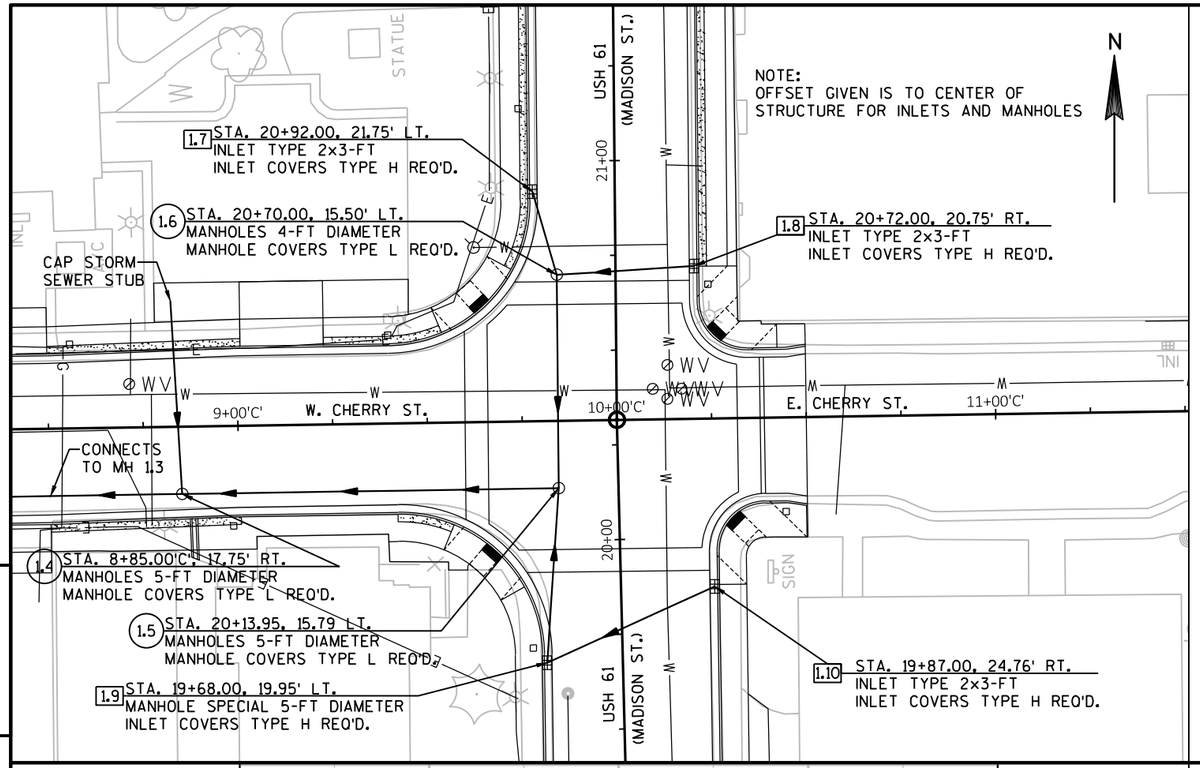
1.3 STA. 7+58.00'C', 17.75' RT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

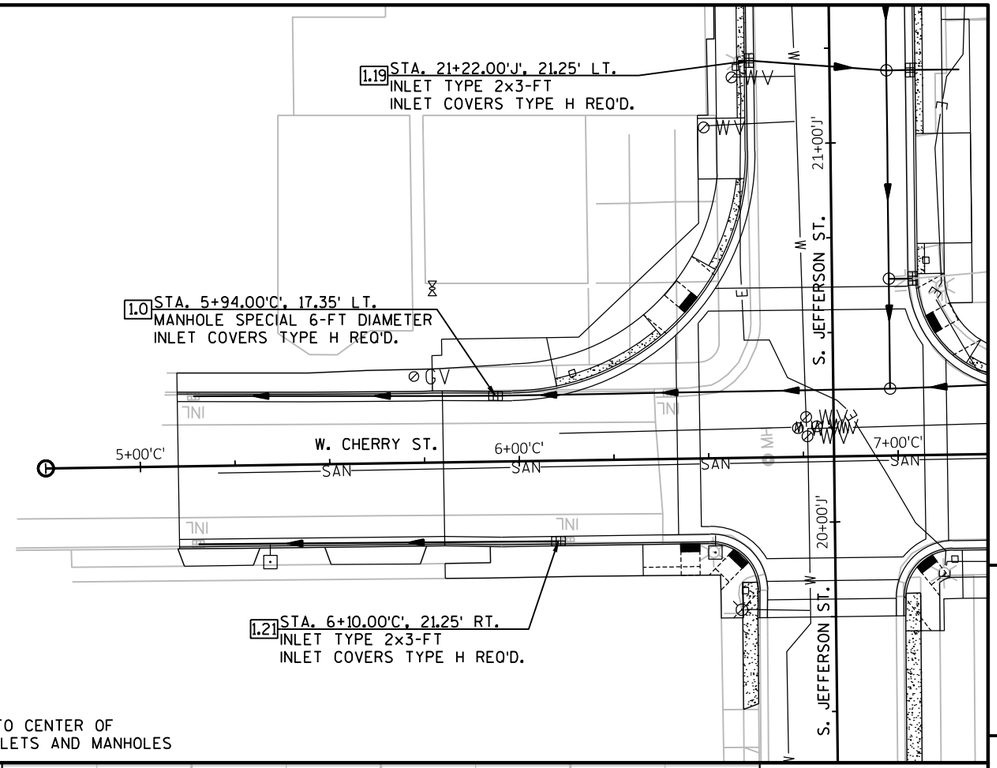
1.11 STA. 7+58.00'C', 24.00' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

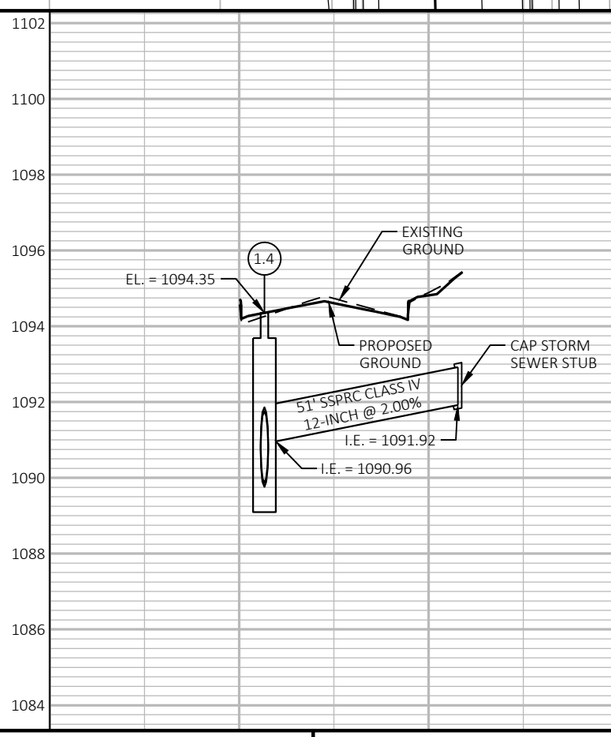


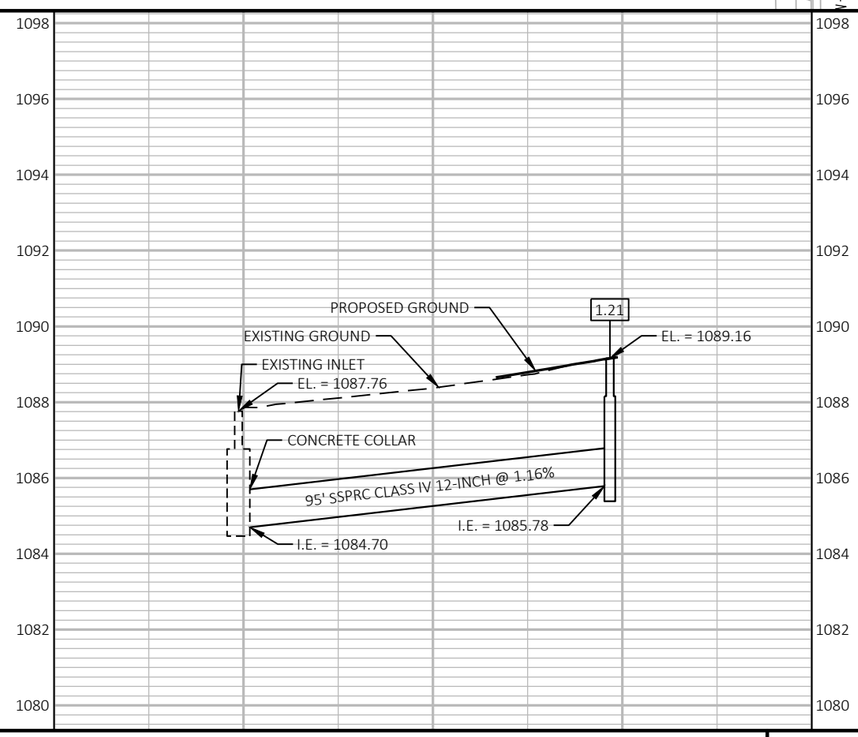


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 88	E









PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 89	E

EXISTING 18" STORM SEWER PIPE

2.15 STA. 9+67.72'H', 8.49' RT.
MANHOLES 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

2.16 STA. 9+64.00'H', 17.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

2.13 STA. 27+15.00, 18.25' LT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

2.8 STA. 27+15.00, 12.00' LT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

CONNECTS TO MH 2.9

2.14 STA. 9+64.00'H', 19.25' LT.
INLETS 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

2.2 STA. 28+35.00, 18.00' RT.
MANHOLES 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

EXISTING 8" STORM SEWER PIPE

2.17 STA. 28+52.95, 19.25' LT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

2.20 STA. 9+27.00'E', 23.75' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

2.19 STA. 9+55.00'E', 11.75' LT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

EXISTING 15" STORM SEWER PIPE

USH 61 (MADISON ST.)

2.5 STA. 28+60.00, 23.25' RT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

2.6 STA. 29+30.00, 23.25' RT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

2.4 STA. 28+52.95, 23.25' RT.
MANHOLES 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

2.18 STA. 10+39.27'E', 18.81' RT.
MANHOLE SPECIAL 4-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

2.7 STA. 27+15.00, 24.25' RT.
MANHOLE SPECIAL 6-FT DIAMETER
INLET COVERS TYPE H REQ'D.

2.1 STA. 27+69.00, 18.00' RT.
MANHOLES 7-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

2.3 STA. 28+45.00, 23.25' RT.
MANHOLES 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

2.0 STA. 10+63.96'H', 9.40' LT.
MANHOLES 6-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

EXISTING 30" STORM SEWER PIPE

EXISTING 18" STORM SEWER PIPE

NOTE:
OFFSET GIVEN IS TO CENTER OF STRUCTURE FOR INLETS AND MANHOLES

W. HICKORY ST.

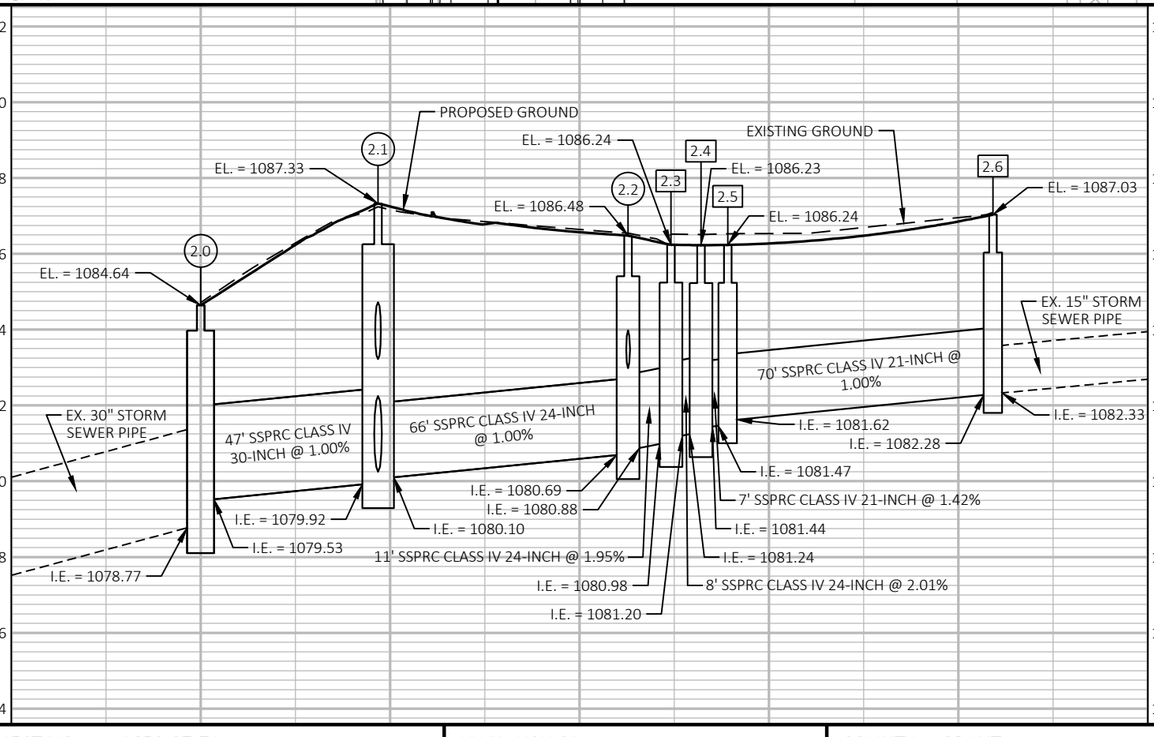
E. HICKORY ST.

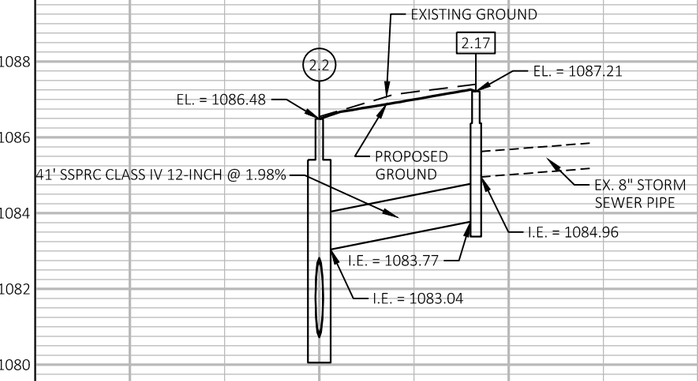
W. ELM ST.

E. ELM ST.

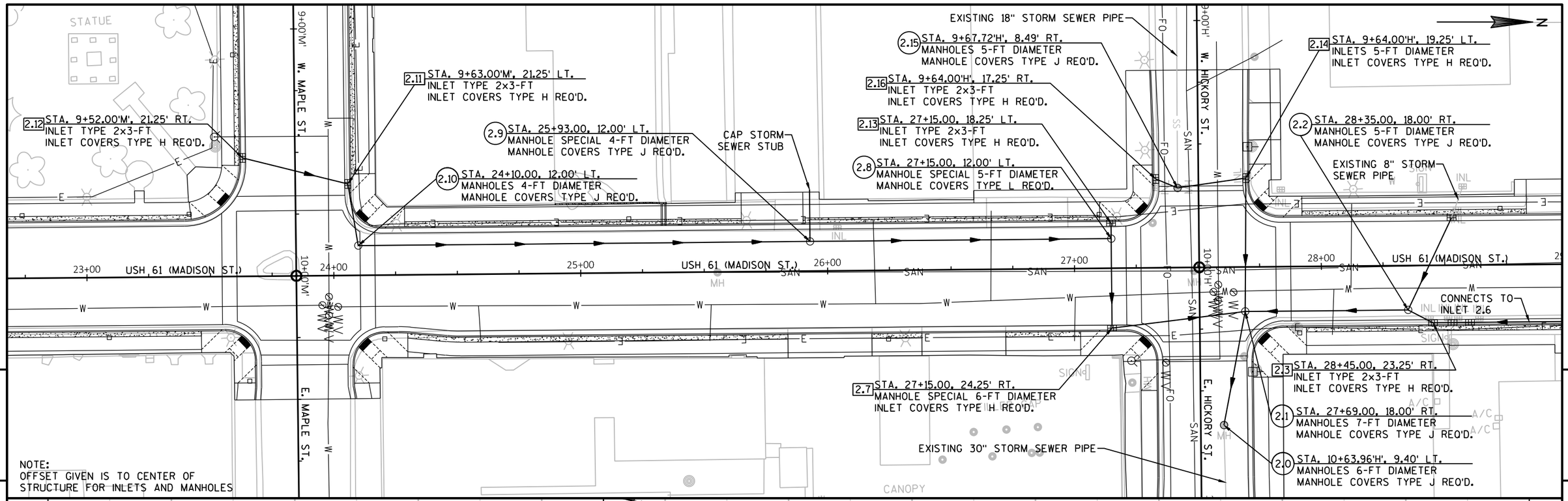
STATUE

USH 61 (MADISON ST.)

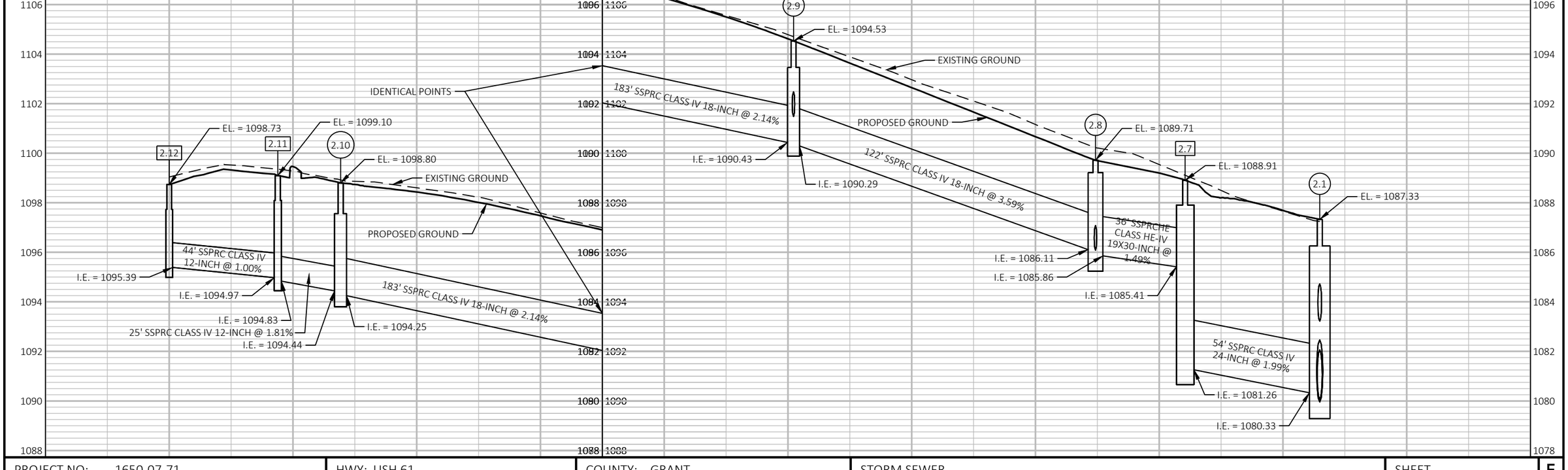




PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 90	E



NOTE:
OFFSET GIVEN IS TO CENTER OF
STRUCTURE FOR INLETS AND MANHOLES



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 91	E

EXISTING 18" STORM SEWER PIPE

2.15 STA. 9+67.72'H', 8.49' RT.
MANHOLES 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

2.16 STA. 9+64.00'H', 17.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

2.13 STA. 27+15.00, 18.25' LT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

2.8 STA. 27+15.00, 12.00' LT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

CONNECTS TO MH 2.9

2.14 STA. 9+64.00'H', 19.25' LT.
INLETS 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

2.2 STA. 28+35.00, 18.00' RT.
MANHOLES 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

EXISTING 8" STORM SEWER PIPE

2.17 STA. 28+52.95, 19.25' LT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

2.20 STA. 9+27.00'E', 23.75' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

EXISTING 15" STORM SEWER PIPE

2.19 STA. 9+55.00'E', 11.75' LT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

USH 61 (MADISON ST.)

2.5 STA. 28+60.00, 23.25' RT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

2.6 STA. 29+30.00, 23.25' RT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

2.4 STA. 28+52.95, 23.25' RT.
MANHOLES 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

2.18 STA. 10+39.27'E', 18.81' RT.
MANHOLE SPECIAL 4-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

2.7 STA. 27+15.00, 24.25' RT.
MANHOLE SPECIAL 6-FT DIAMETER
INLET COVERS TYPE H REQ'D.

2.1 STA. 27+69.00, 18.00' RT.
MANHOLES 7-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

2.3 STA. 28+45.00, 23.25' RT.
MANHOLES 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

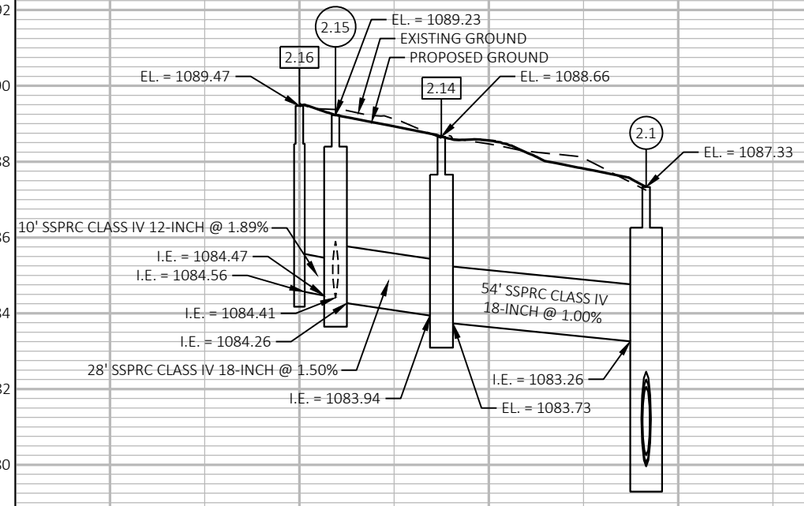
EXISTING 18" STORM SEWER PIPE

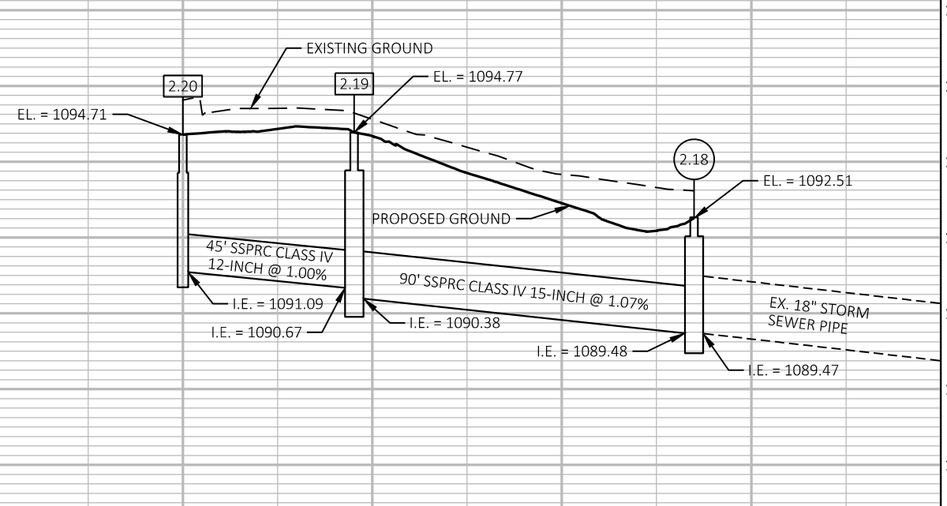
EXISTING 30" STORM SEWER PIPE

2.0 STA. 10+63.96'H', 9.40' LT.
MANHOLES 6-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

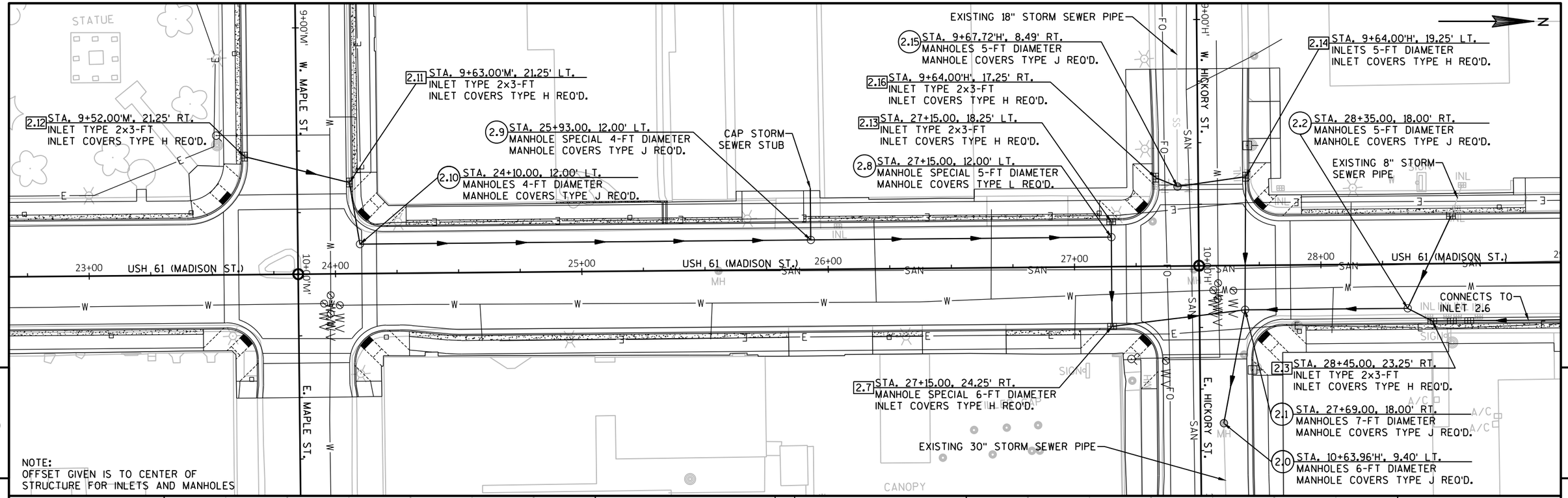
NOTE:
OFFSET GIVEN IS TO CENTER OF
STRUCTURE FOR INLETS AND MANHOLES

W. HICKORY ST.
E. HICKORY ST.
W. ELM ST.
E. ELM ST.
USHM 61 (MADISON ST.)
STATUE

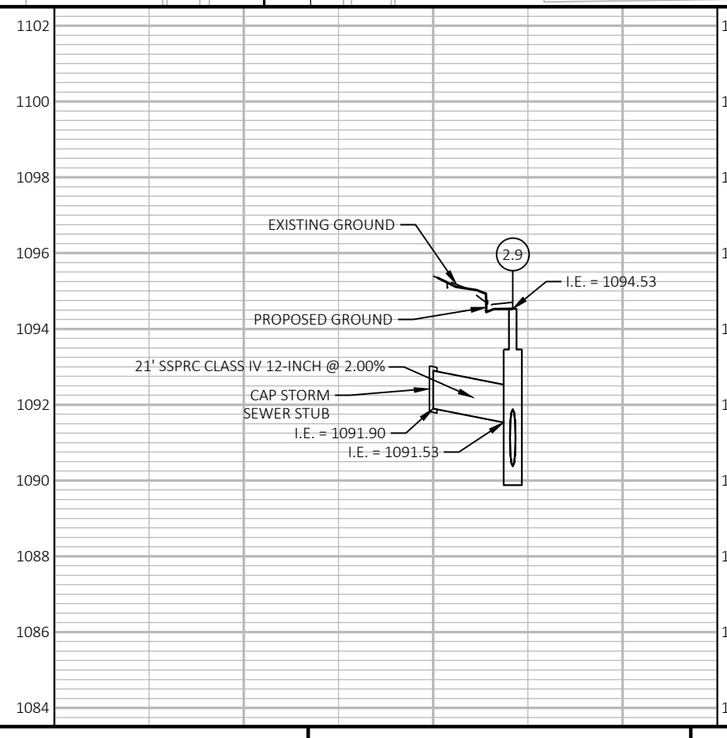


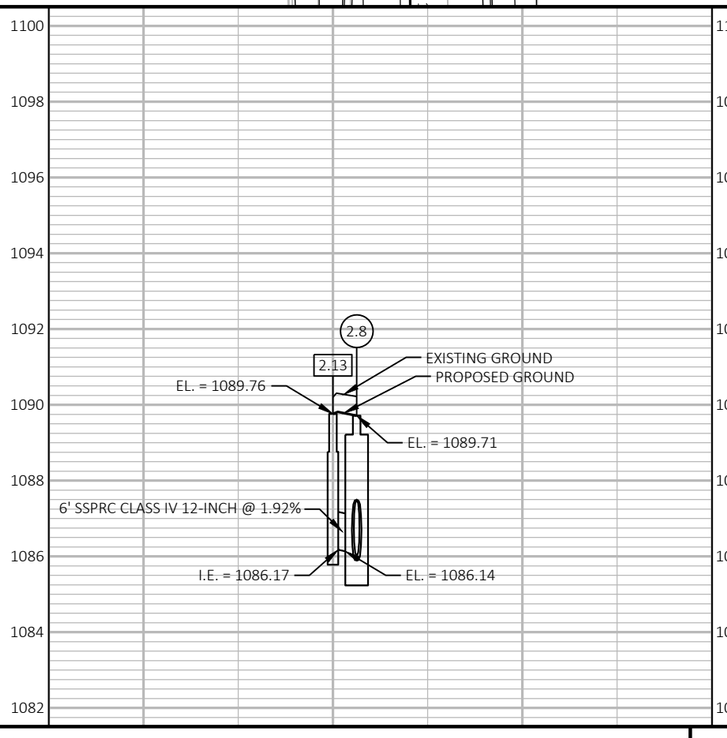


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 92	E



NOTE:
OFFSET GIVEN IS TO CENTER OF
STRUCTURE FOR INLETS AND MANHOLES





PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 93	E

NOTE:
OFFSET GIVEN IS TO CENTER OF
STRUCTURE FOR INLETS AND MANHOLES

3.6 STA. 34+39.00, 19.25' LT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

3.7 STA. 33+50.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

3.5 STA. 34+39.00, 13.00' RT.
MANHOLES 4-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

3.8 STA. 34+39.00, 19.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

EXISTING 15" STORM SEWER PIPE

3.12 STA. 9+60.00'P', 15.75' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

3.11 STA. 9+71.57'P', 6.73' LT.
MANHOLES 8-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

3.10 STA. 35+12.00, 27.53' LT.
MANHOLES 4-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

EXISTING 18" STORM SEWER PIPE

3.4 STA. 35+00.00, 13.00' RT.
MANHOLE SPECIAL 4-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

3.3 STA. 37+10.00, 13.00' RT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

EXISTING 12" STORM SEWER PIPE

3.14 STA. 37+80.48, 19.25' LT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

3.9 STA. 37+10.71, 27.39' LT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

EXISTING 4-FT DIAMETER MANHOLE
(ADJUST HEIGHT WITH RINGS)

3.2 STA. 37+80.48, 13.00' RT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

3.13 STA. 37+80.48, 19.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

3.17 STA. 9+56.00'L', 13.75' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

3.1 STA. 38+12.00, 13.00' RT.
MANHOLES 6-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

3.0 STA. 10+37.00'L', 15.25' RT.
MANHOLE SPECIAL 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

3.16 STA. 9+60.00'L', 14.75' LT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

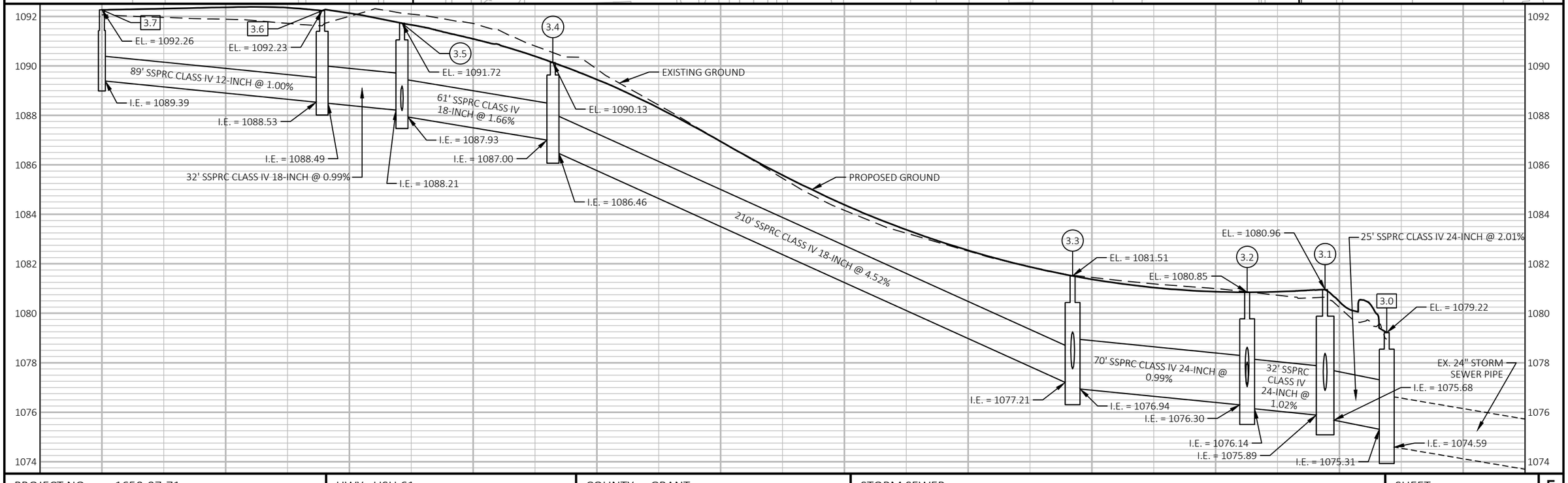
3.19 STA. 38+75.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

3.18 STA. 38+75.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

3.15 STA. 38+49.00, 13.00' RT.
MANHOLE SPECIAL 4-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

EXISTING 24" STORM SEWER PIPE

W. PINE ST. SAN
E. PINE ST. SAN
W. LINDEN ST. SAN
E. LINDEN ST. SAN
USH 61 (MADISON ST.)
34+00
35+00
36+00
37+00
38+00
39+00
9+00'P'
9+00'L'
N



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 94	E

NOTE:
OFFSET GIVEN IS TO CENTER OF
STRUCTURE FOR INLETS AND MANHOLES

3.6 STA. 34+39.00, 19.25' LT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

3.7 STA. 33+50.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

3.5 STA. 34+39.00, 13.00' RT.
MANHOLES 4-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

3.8 STA. 34+39.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

EXISTING 15" STORM SEWER PIPE

3.12 STA. 9+60.00'P', 15.75' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

3.11 STA. 9+71.57'P', 6.73' LT.
MANHOLES 8-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

3.10 STA. 35+12.00, 27.53' LT.
MANHOLES 4-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

EXISTING 18" STORM SEWER PIPE

3.4 STA. 35+00.00, 13.00' RT.
MANHOLE SPECIAL 4-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

3.3 STA. 37+10.00, 13.00' RT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

EXISTING 12" STORM SEWER PIPE

3.14 STA. 37+80.48, 19.25' LT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

3.9 STA. 37+10.71, 27.39' LT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

EXISTING 4-FT DIAMETER MANHOLE
(ADJUST HEIGHT WITH RINGS)

3.2 STA. 37+80.48, 13.00' RT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

3.13 STA. 37+80.48, 19.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

3.17 STA. 9+56.00'L', 13.75' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

3.1 STA. 38+12.00, 13.00' RT.
MANHOLES 6-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

3.0 STA. 10+37.00'L', 15.25' RT.
MANHOLE SPECIAL 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

3.16 STA. 9+60.00'L', 14.75' LT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

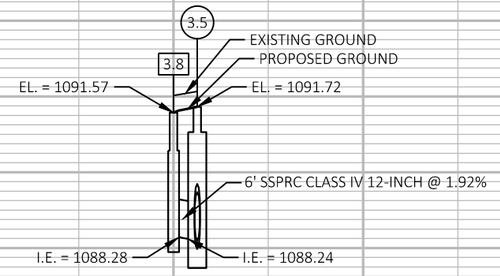
3.19 STA. 38+75.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

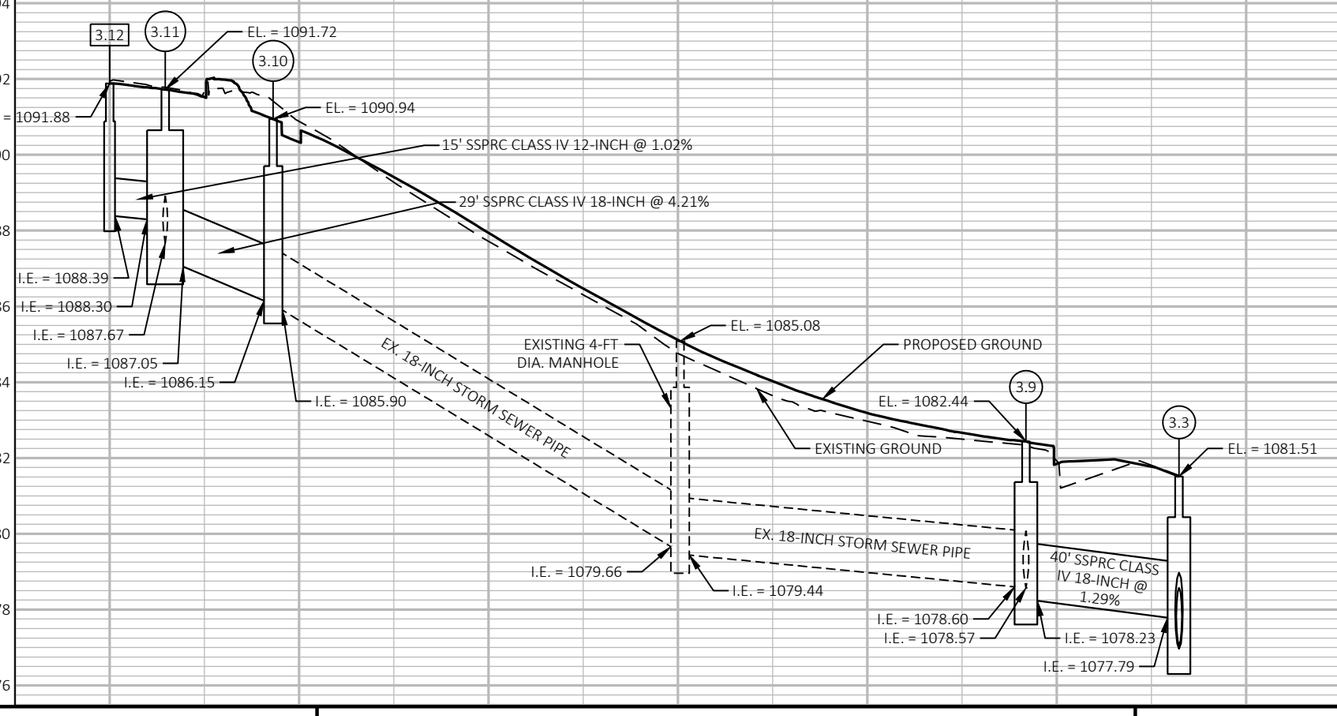
3.18 STA. 38+75.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

3.15 STA. 38+49.00, 13.00' RT.
MANHOLE SPECIAL 4-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

EXISTING 24" STORM SEWER PIPE

W. PINE ST. SAN
E. PINE ST. SAN
W. LINDEN ST. SAN
E. LINDEN ST. SAN
USH 61 (MADISON ST.)
9+00'P'
10+00'P'
9+00'L'
34+00
35+00
36+00
37+00
38+00
39+00
N





PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 95	E

NOTE:
OFFSET GIVEN IS TO CENTER OF
STRUCTURE FOR INLETS AND MANHOLES

3.6 STA. 34+39.00, 19.25' LT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

3.7 STA. 33+50.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

3.5 STA. 34+39.00, 13.00' RT.
MANHOLES 4-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

3.8 STA. 34+39.00, 19.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

EXISTING 15" STORM SEWER PIPE

3.12 STA. 9+60.00'P', 15.75' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

3.11 STA. 9+71.57'P', 6.73' LT.
MANHOLES 8-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

3.10 STA. 35+12.00, 27.53' LT.
MANHOLES 4-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

EXISTING 18" STORM SEWER PIPE

3.4 STA. 35+00.00, 13.00' RT.
MANHOLE SPECIAL 4-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

3.3 STA. 37+10.00, 13.00' RT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

EXISTING 12" STORM SEWER PIPE

3.14 STA. 37+80.48, 19.25' LT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

3.9 STA. 37+10.71, 27.39' LT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

EXISTING 4-FT DIAMETER MANHOLE
(ADJUST HEIGHT WITH RINGS)

3.2 STA. 37+80.48, 13.00' RT.
MANHOLE SPECIAL 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

3.13 STA. 37+80.48, 19.25' RT.
INLET TYPE 2x3-FT
INLET COVERS TYPE H REQ'D.

3.17 STA. 9+56.00'L', 13.75' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

3.1 STA. 38+12.00, 13.00' RT.
MANHOLES 6-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

3.0 STA. 10+37.00'L', 15.25' RT.
MANHOLE SPECIAL 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

3.16 STA. 9+60.00'L', 14.75' LT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

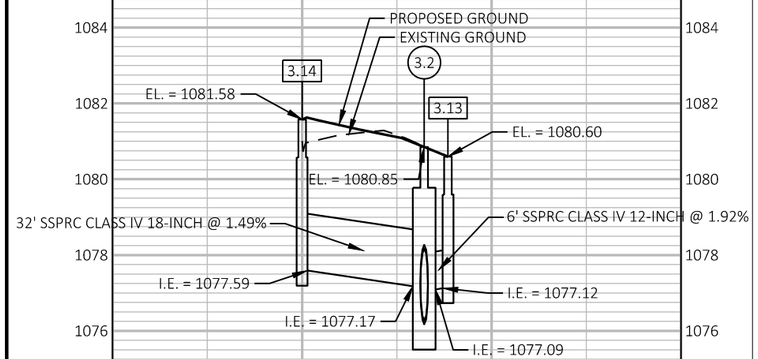
3.19 STA. 38+75.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

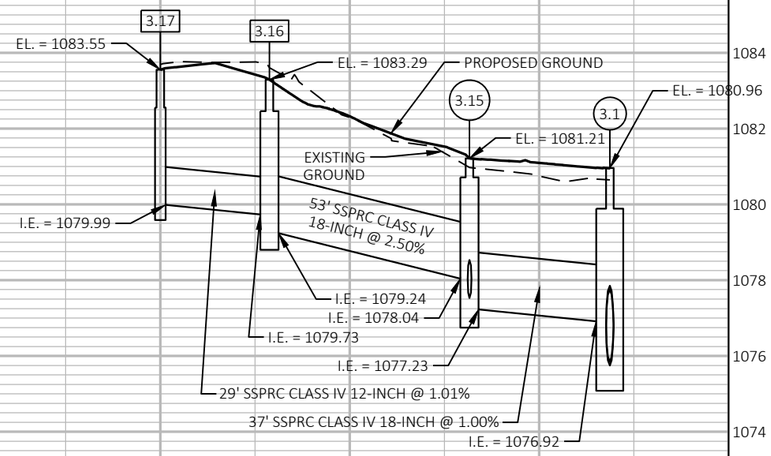
3.18 STA. 38+75.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

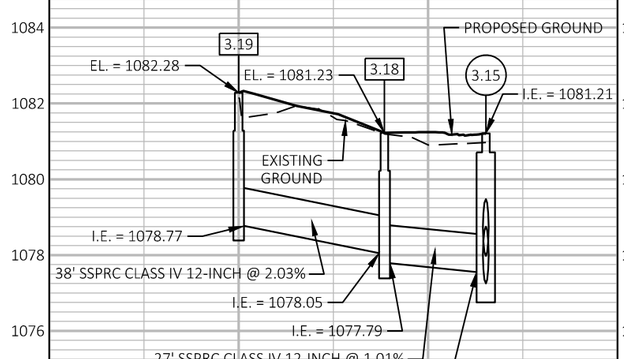
3.15 STA. 38+49.00, 13.00' RT.
MANHOLE SPECIAL 4-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

EXISTING 24" STORM SEWER PIPE

USH 61 (MADISON ST.)
W. PINE ST.
E. PINE ST.
W. LINDEN ST.
E. LINDEN ST.
9+00'P'
10+00'P'
9+00'L'
34+00
35+00
36+00
37+00
38+00
39+00







PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 96	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\022511_SS TO 022513_SS.DWG
LAYOUT NAME - 022513_ss
PLOT DATE : 7/24/2018 2:40 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

NOTE:
OFFSET GIVEN IS TO CENTER OF
STRUCTURE FOR INLETS AND MANHOLES

4.0 STA. 10+51.04'B', 16.01' LT.
MANHOLE SPECIAL 6-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.1 STA. 42+12.00, 8.00' RT.
MANHOLES 8-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.2 STA. 42+58.14, 8.00' RT.
MANHOLE SPECIAL 7-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.3 STA. 43+50.00, 8.00' RT.
MANHOLE SPECIAL 7-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.4 STA. 44+50.00, 8.00' RT.
MANHOLES 7-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.5 STA. 46+15.00, 8.00' RT.
MANHOLES 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

4.11 STA. 41+59.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.12 STA. 42+20.00, 19.25' LT.
MANHOLES 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

4.13 STA. 42+40.00, 19.25' LT.
MANHOLE SPECIAL 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

4.14 STA. 42+58.14, 19.25' LT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

4.15 STA. 42+66.00, 19.25' LT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

4.16 STA. 42+58.14, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.17 STA. 42+50.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.18 STA. 42+66.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.19 STA. 44+50.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.20 STA. 44+50.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.21 STA. 46+15.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.22 STA. 46+25.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

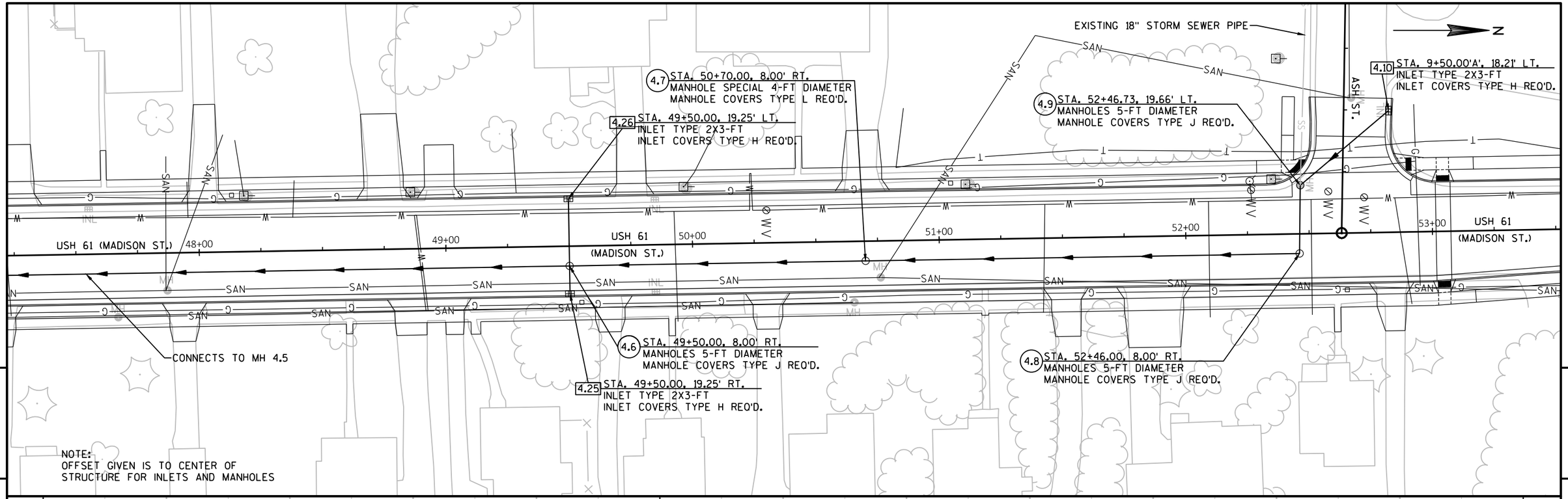
4.23 STA. 46+15.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

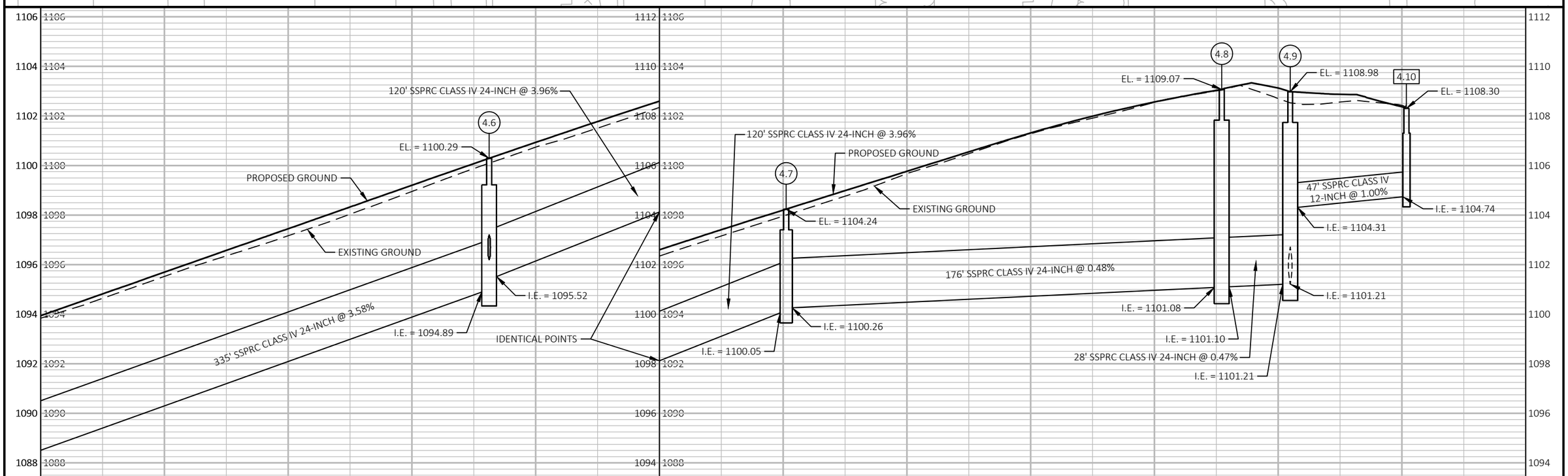
4.24 STA. 46+05.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

EXISTING 12" STORM SEWER PIPE
EXISTING 24" STORM SEWER PIPE
EXISTING 36" STORM SEWER PIPE
CONNECTS TO MH 4.6
USH 61 (MADISON ST.)
BIRCH ST.
1+00 42+00 43+00 44+00 45+00 46+00 47+00

EL. = 1073.14
EL. = 1074.83
EL. = 1074.55
EL. = 1075.68
EL. = 1079.48
EL. = 1087.80
EX. 36" STORM SEWER PIPE
43' SSPRC CLASS IV 36-INCH @ 0.99%
46' SSPRCHE CLASS HE-IV 29X45-INCH @ 1.00%
92' SSPRCHE CLASS HE-IV 29X45-INCH @ 1.00%
100' SSPRCHE CLASS HE-IV 29X45-INCH @ 3.00%
PROPOSED GROUND
EXISTING GROUND
335' SSPRC CLASS IV 24-INCH @ 3.58%
165' SSPRC CLASS IV 30-INCH @ 4.91%
I.E. = 1068.37
I.E. = 1068.38
I.E. = 1068.72
I.E. = 1069.77
I.E. = 1070.14
I.E. = 1070.17
I.E. = 1071.01
I.E. = 1071.22
I.E. = 1073.97
I.E. = 1074.60
I.E. = 1082.35
I.E. = 1083.11
IDENTICAL POINTS

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 97	E





PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 98	E

NOTE:
OFFSET GIVEN IS TO CENTER OF
STRUCTURE FOR INLETS AND MANHOLES

N

4.0 STA. 10+51.04'B', 16.01' LT.
MANHOLE SPECIAL 6-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.1 STA. 42+12.00, 8.00' RT.
MANHOLES 8-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.2 STA. 42+58.14, 8.00' RT.
MANHOLE SPECIAL 7-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.3 STA. 43+50.00, 8.00' RT.
MANHOLE SPECIAL 7-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.4 STA. 44+50.00, 8.00' RT.
MANHOLES 7-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.5 STA. 46+15.00, 8.00' RT.
MANHOLES 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

4.11 STA. 41+59.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.12 STA. 42+20.00, 19.25' LT.
MANHOLES 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

4.13 STA. 42+40.00, 19.25' LT.
MANHOLE SPECIAL 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

4.14 STA. 42+58.14, 19.25' LT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

4.15 STA. 42+66.00, 19.25' LT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

4.16 STA. 42+58.14, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.17 STA. 42+50.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.18 STA. 42+66.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.19 STA. 44+50.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.20 STA. 44+50.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

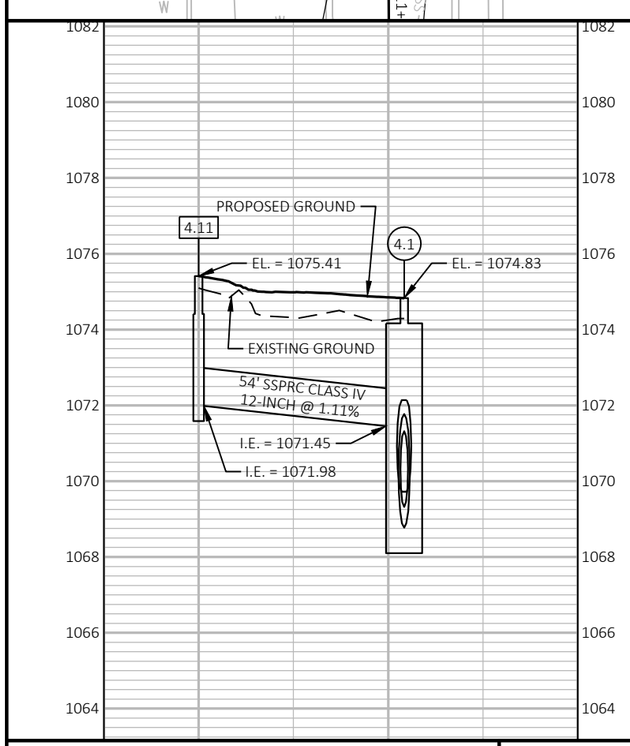
4.21 STA. 46+15.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

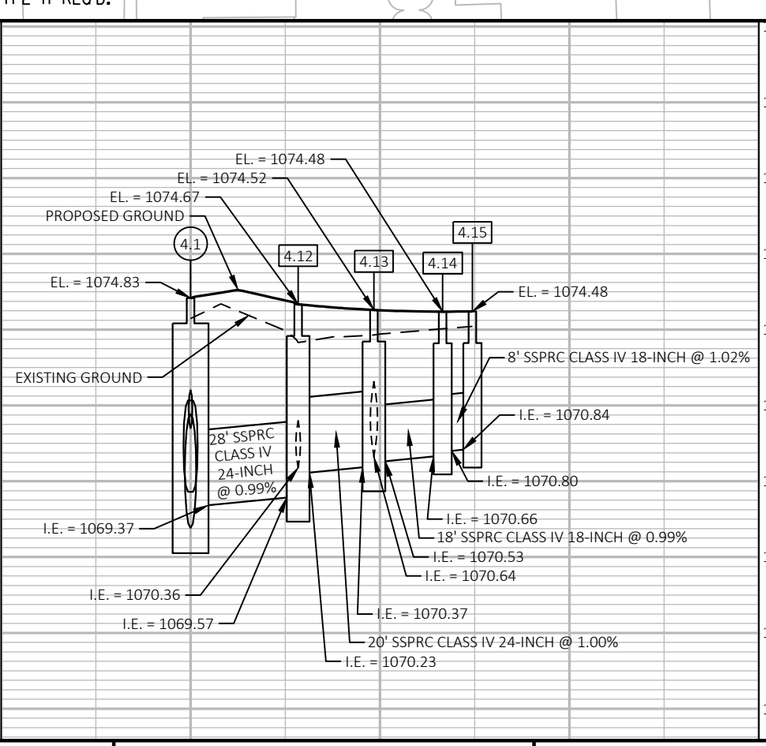
4.22 STA. 46+25.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

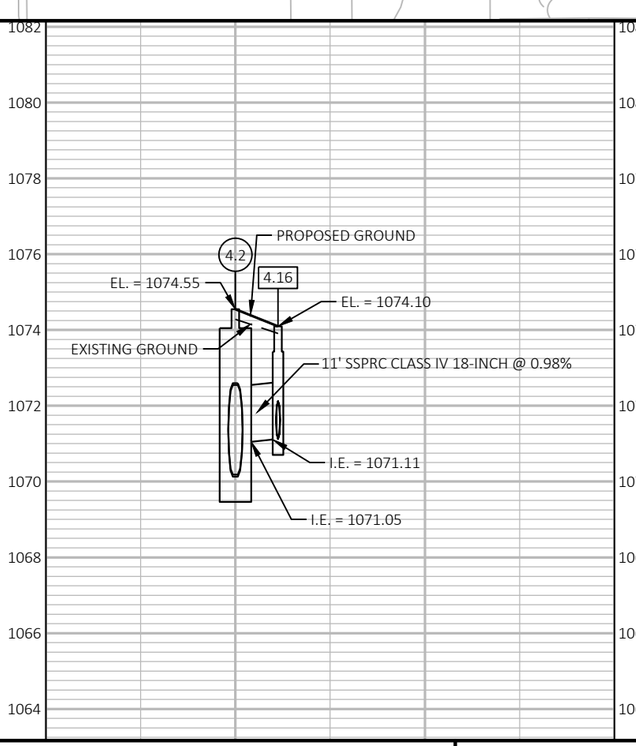
4.23 STA. 46+15.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.24 STA. 46+05.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

EXISTING 12" STORM SEWER PIPE
EXISTING 24" STORM SEWER PIPE
EXISTING 36" STORM SEWER PIPE
CONNECTS TO MH 4.6
BIRCH ST.
USH 61 (MADISON ST.)
1+00 42+00 43+00 44+00 45+00 46+00 47+00







PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 99	E

NOTE:
OFFSET GIVEN IS TO CENTER OF
STRUCTURE FOR INLETS AND MANHOLES

N

4.0 STA. 10+51.04'B', 16.01' LT.
MANHOLE SPECIAL 6-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.1 STA. 42+12.00, 8.00' RT.
MANHOLES 8-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.2 STA. 42+58.14, 8.00' RT.
MANHOLE SPECIAL 7-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.3 STA. 43+50.00, 8.00' RT.
MANHOLE SPECIAL 7-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.4 STA. 44+50.00, 8.00' RT.
MANHOLES 7-FT DIAMETER
MANHOLE COVERS TYPE L REQ'D.

4.5 STA. 46+15.00, 8.00' RT.
MANHOLES 5-FT DIAMETER
MANHOLE COVERS TYPE J REQ'D.

4.11 STA. 41+59.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.12 STA. 42+20.00, 19.25' LT.
MANHOLES 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

4.13 STA. 42+40.00, 19.25' LT.
MANHOLE SPECIAL 5-FT DIAMETER
INLET COVERS TYPE H REQ'D.

4.14 STA. 42+58.14, 19.25' LT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

4.15 STA. 42+66.00, 19.25' LT.
INLETS 4-FT DIAMETER
INLET COVERS TYPE H REQ'D.

4.16 STA. 42+58.14, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.17 STA. 42+50.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.18 STA. 42+66.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.19 STA. 44+50.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.20 STA. 44+50.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

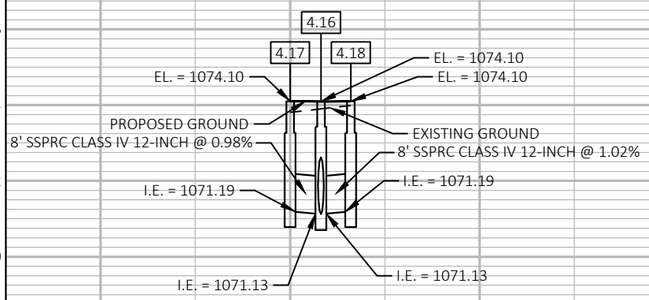
4.21 STA. 46+15.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

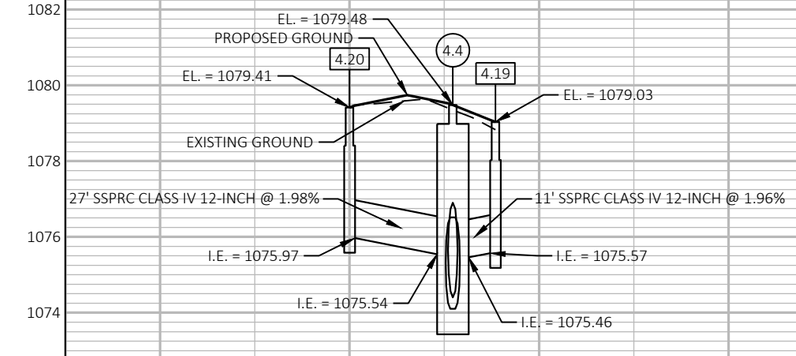
4.22 STA. 46+25.00, 19.25' RT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.23 STA. 46+15.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

4.24 STA. 46+05.00, 19.25' LT.
INLET TYPE 2X3-FT
INLET COVERS TYPE H REQ'D.

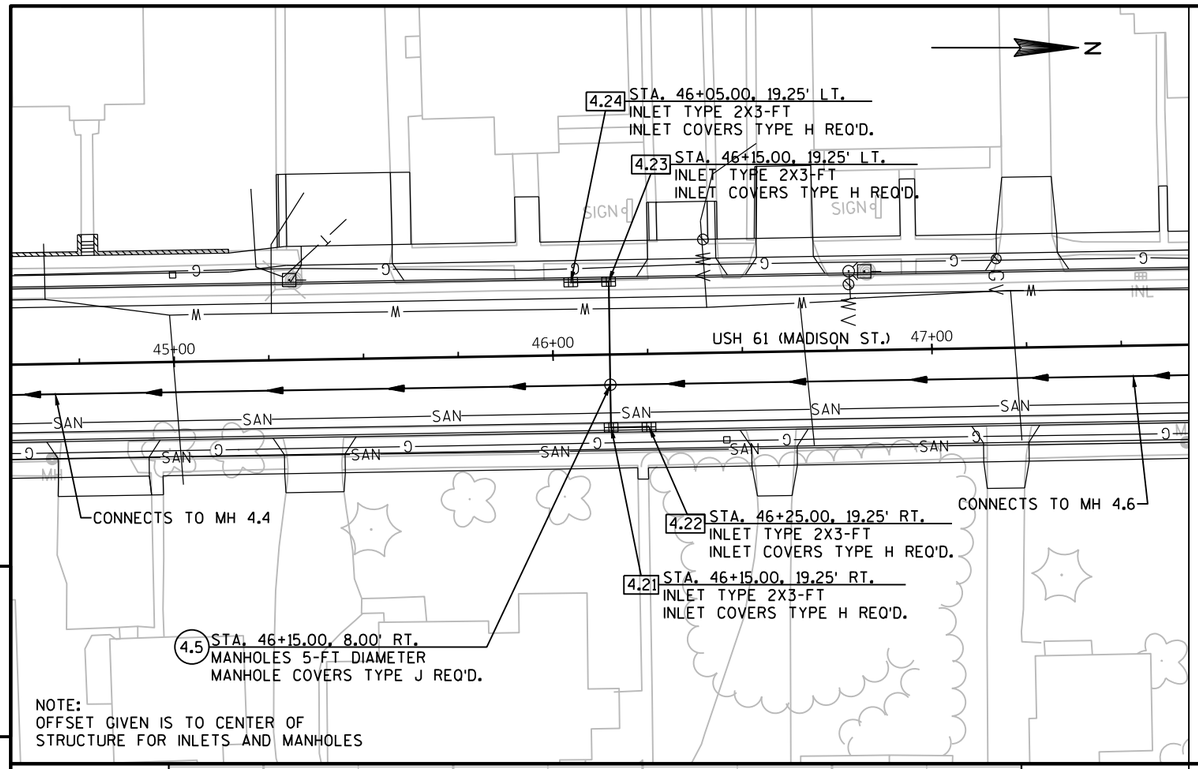
EXISTING 12" STORM SEWER PIPE
EXISTING 24" STORM SEWER PIPE
EXISTING 36" STORM SEWER PIPE
CONNECTS TO MH 4.6
BIRCH ST.
USH 61 (MADISON ST.)
1+00 42+00 43+00 44+00 45+00 46+00 47+00

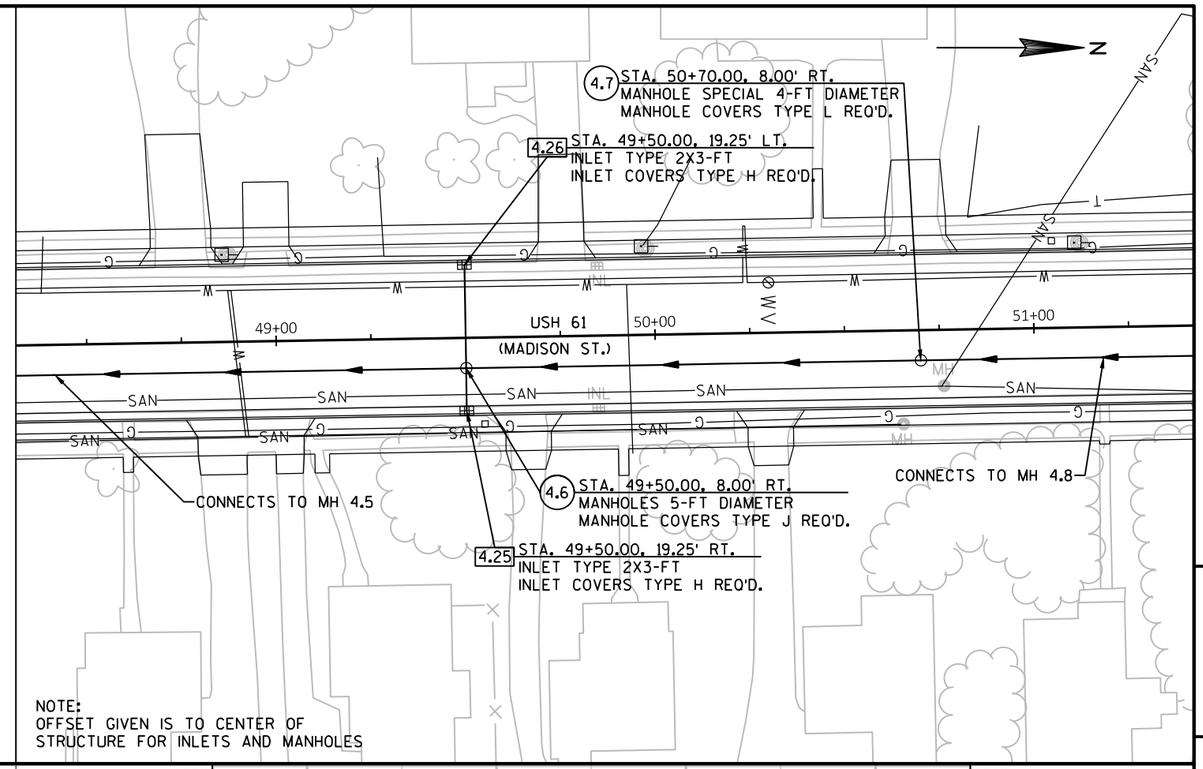


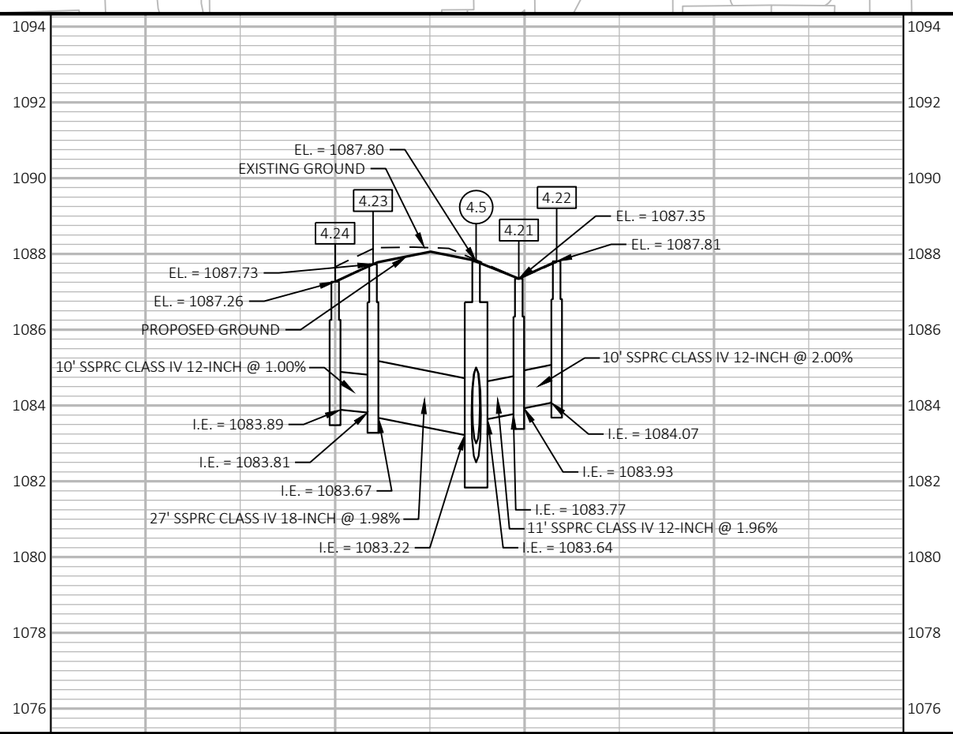


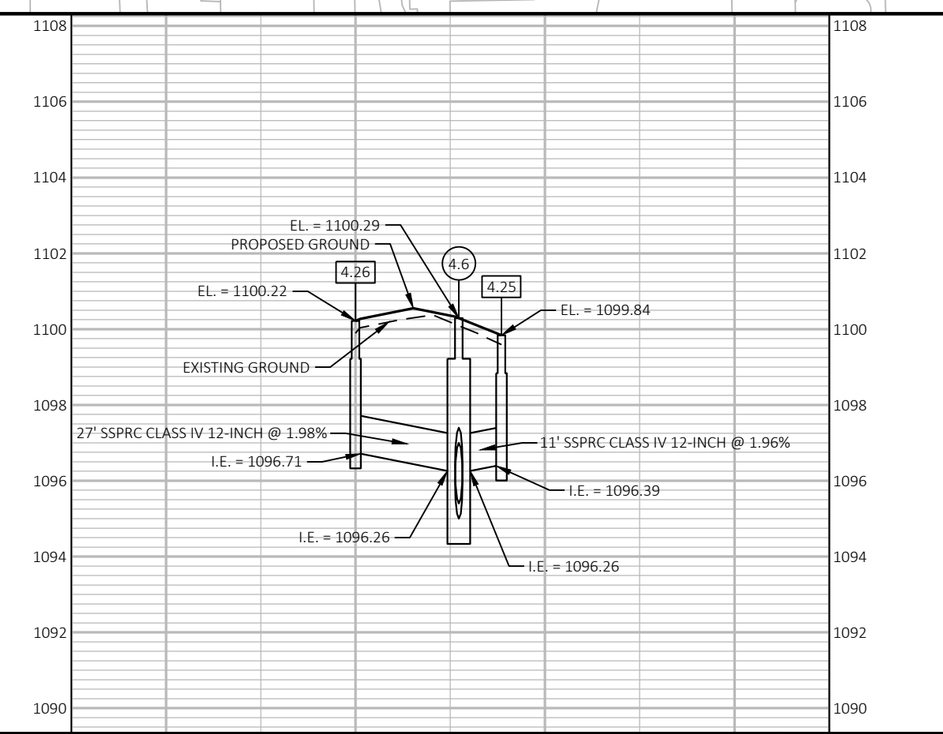
PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 100	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\022514_SS TO 022518_SS.DWG
LAYOUT NAME - 022517_ss
PLOT DATE : 7/24/2018 3:02 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

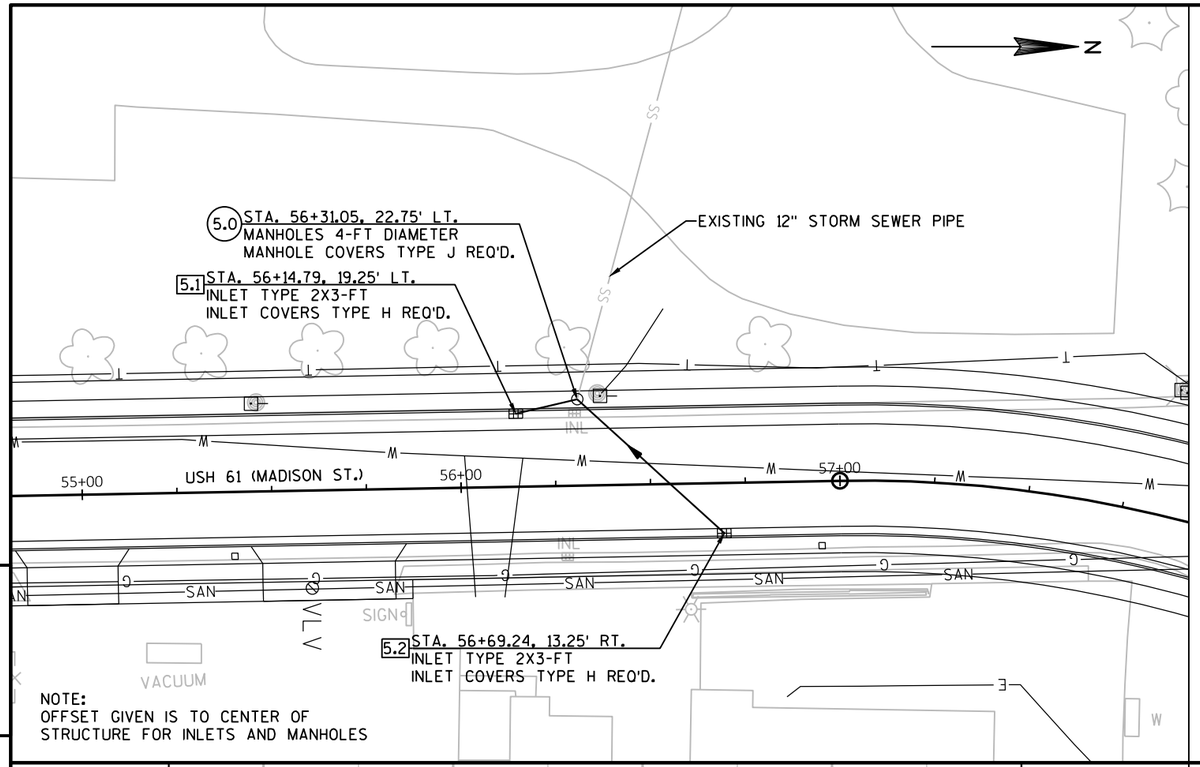


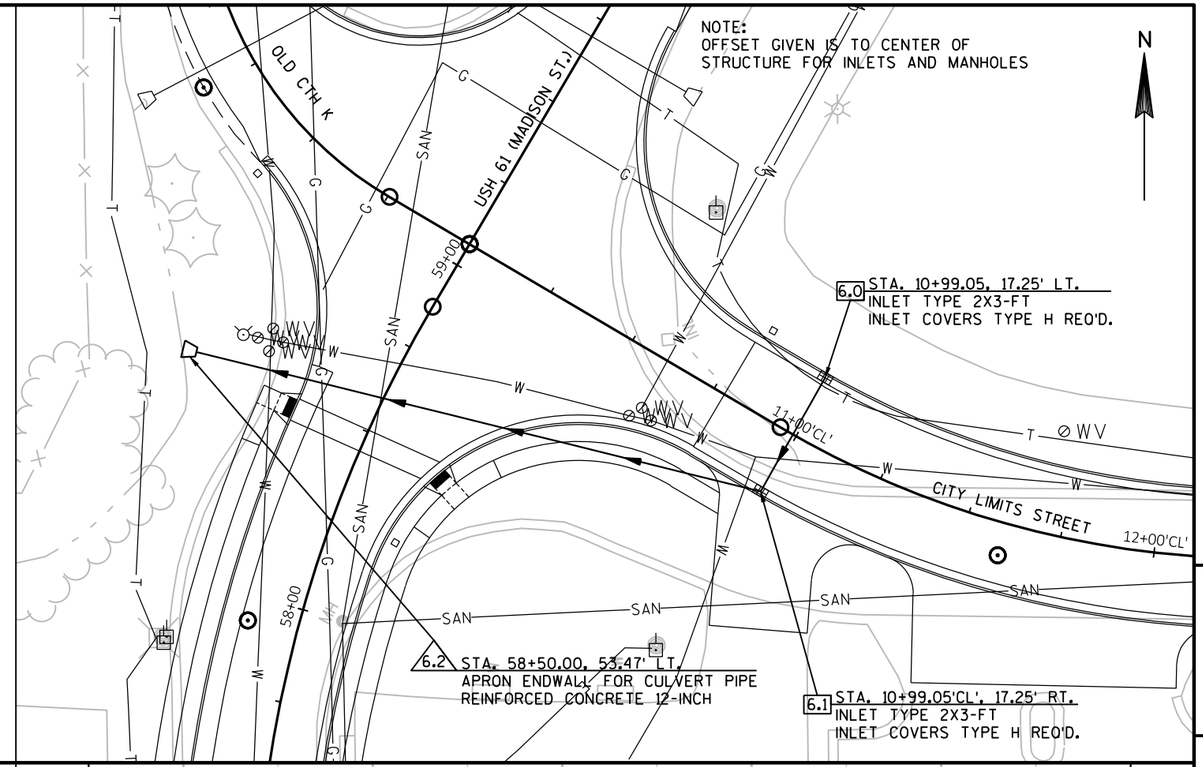


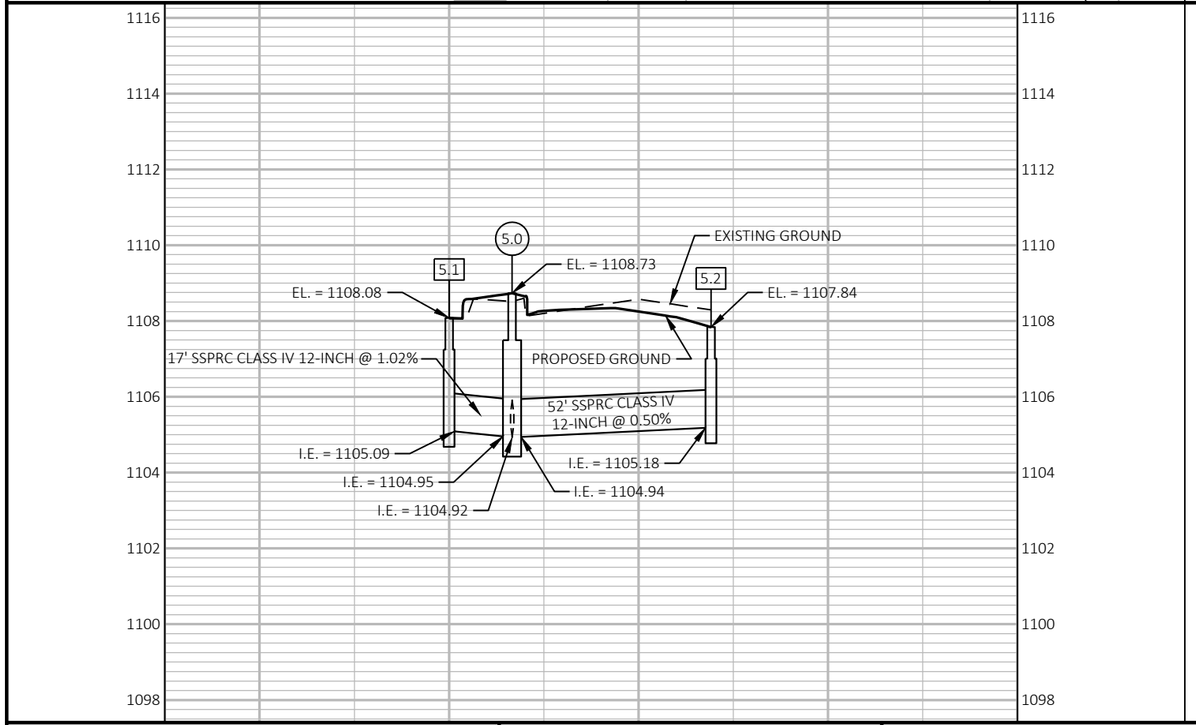


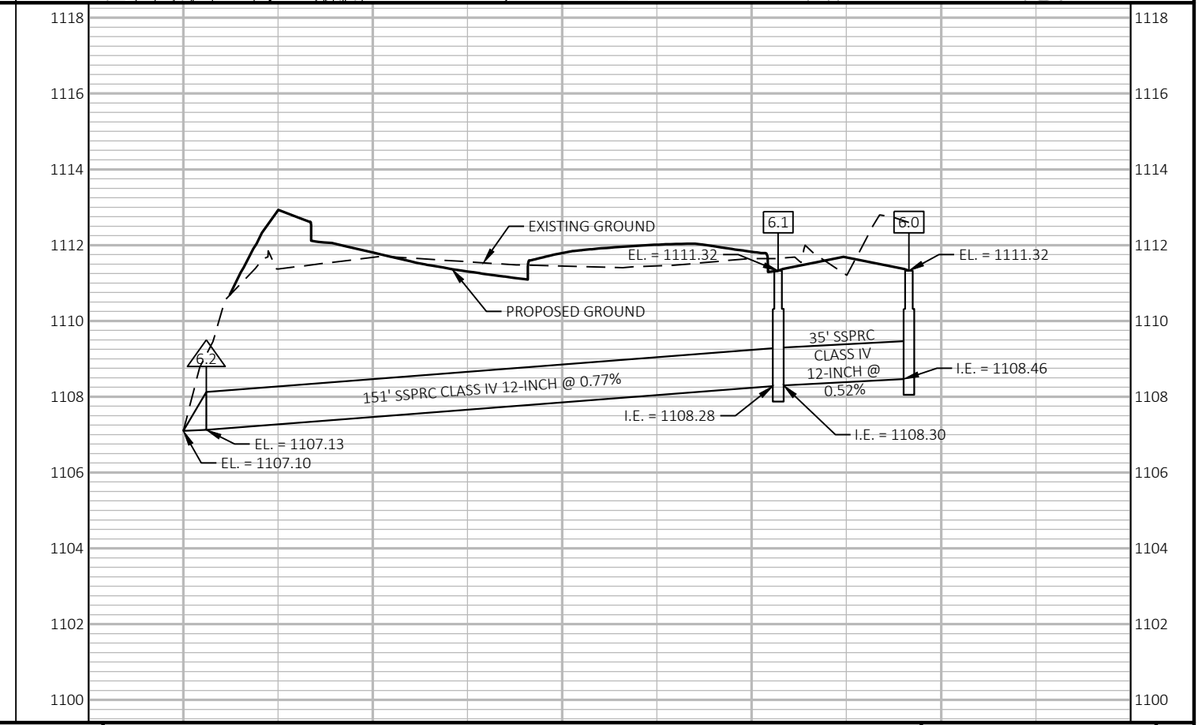


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 101	E

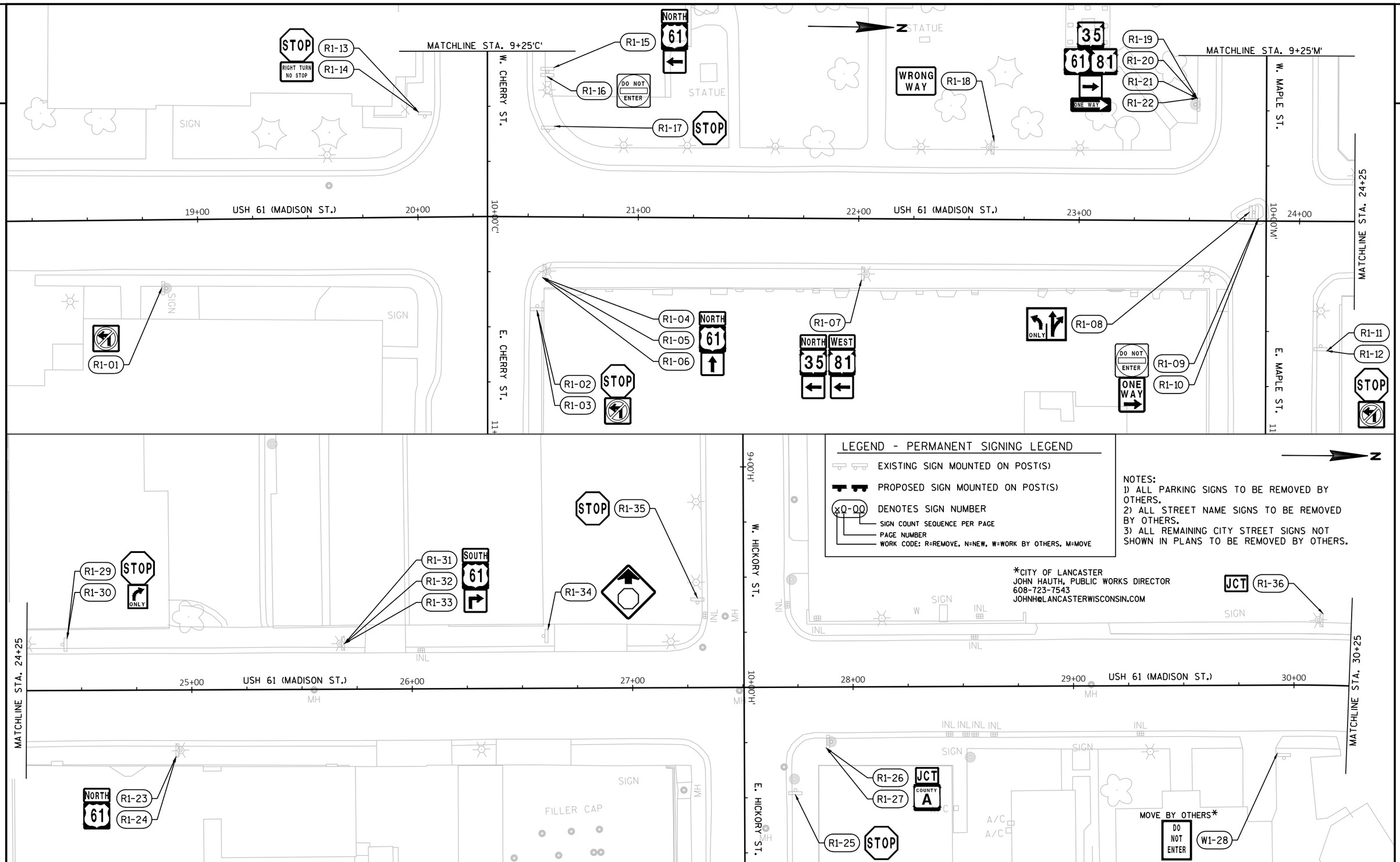






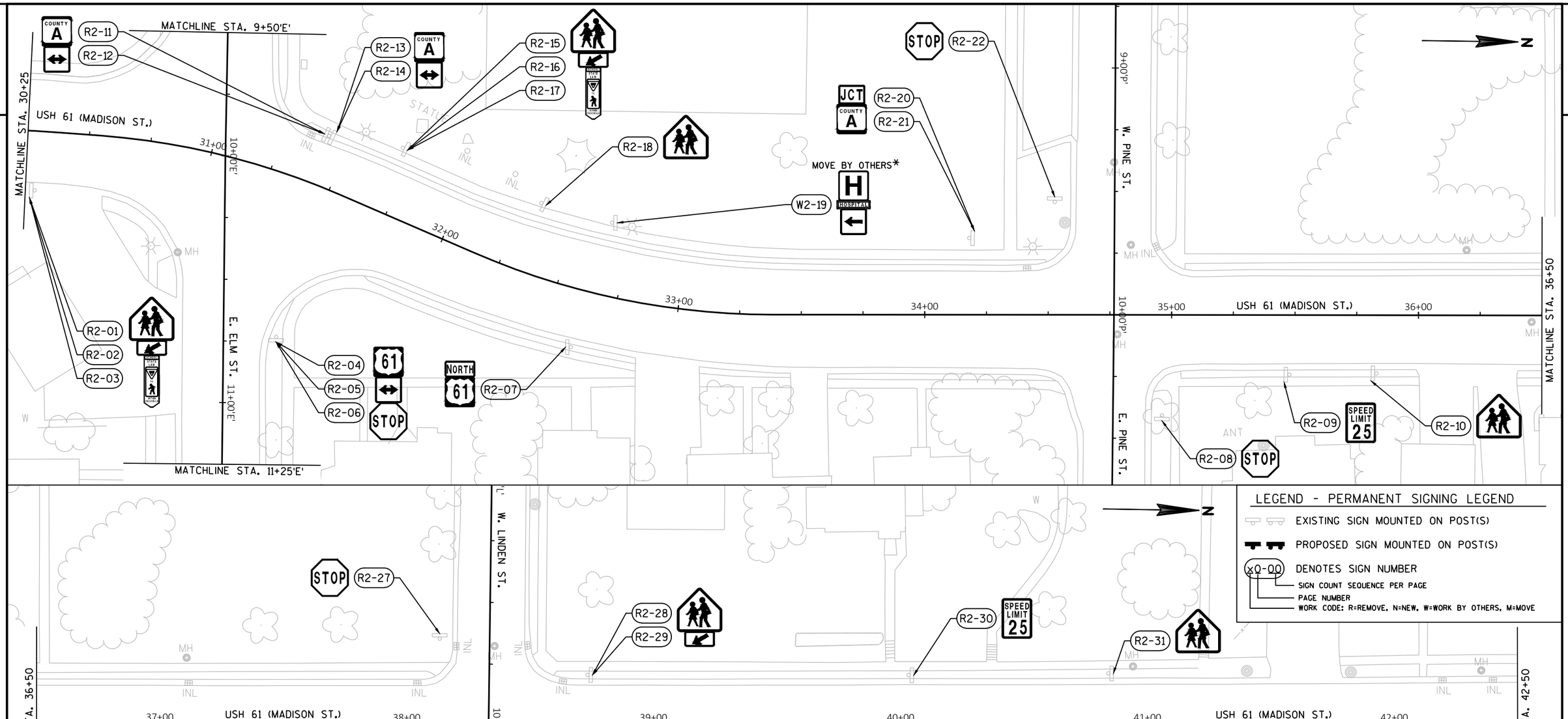


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET 102	E



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	EXISTING SIGN REMOVALS	SHEET 103	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\023201_PS TO 023205_PS.DWG
LAYOUT NAME - 023201_ps
PLOT DATE : 7/16/2018 6:16 PM
PLOT BY : BRETT PETERSON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



LEGEND - PERMANENT SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- xQ-00 DENOTES SIGN NUMBER
  - SIGN COUNT SEQUENCE PER PAGE
  - PAGE NUMBER
  - WORK CODE: R=REMOVE, N=NEW, W=WORK BY OTHERS, M=MOVE

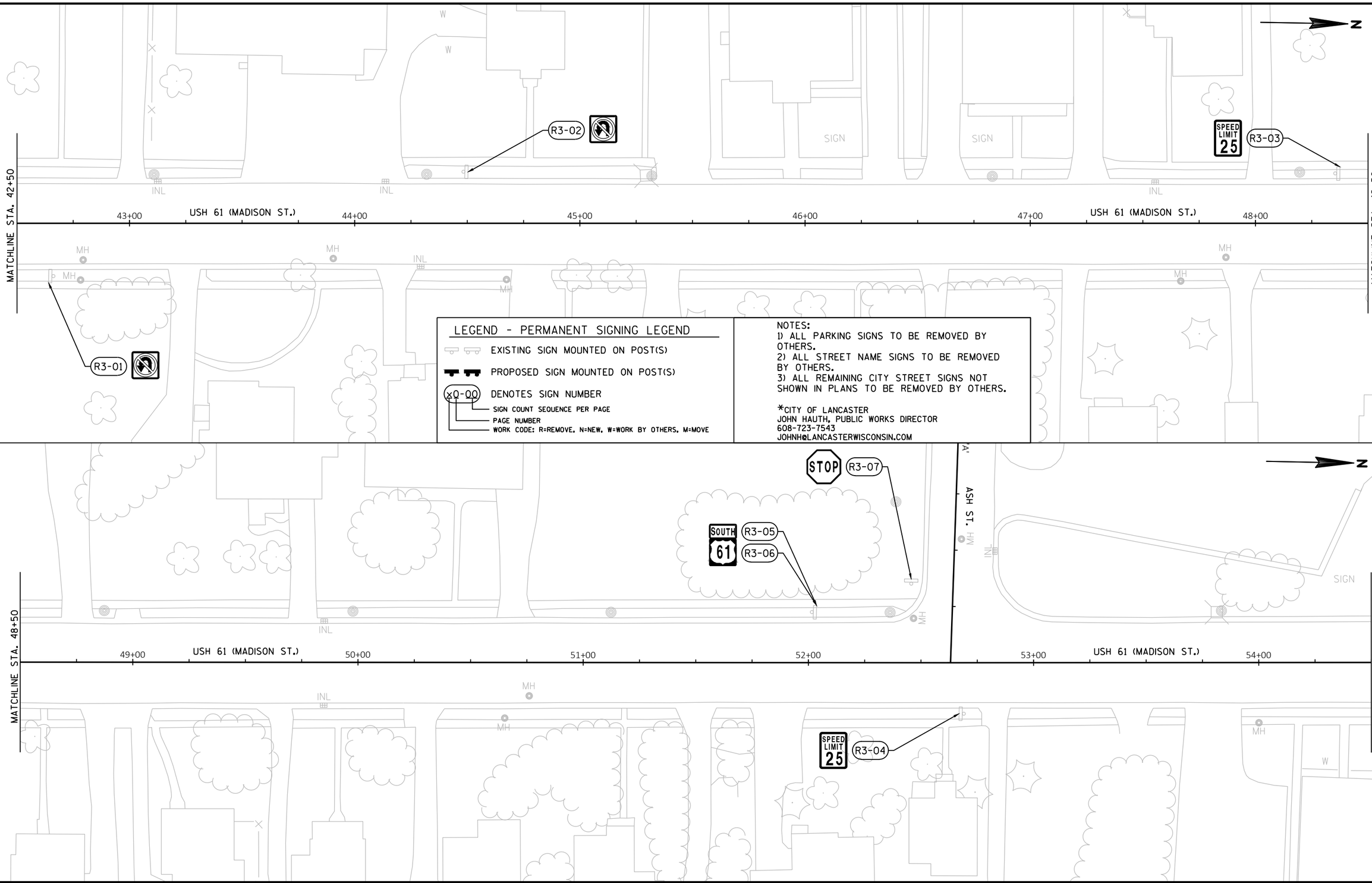
NOTES:
1) ALL PARKING SIGNS TO BE REMOVED BY OTHERS.
2) ALL STREET NAME SIGNS TO BE REMOVED BY OTHERS.
3) ALL REMAINING CITY STREET SIGNS NOT SHOWN IN PLANS TO BE REMOVED BY OTHERS.

*CITY OF LANCASTER
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JOHNH@LANCASTERWISCONSIN.COM

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	EXISTING SIGN REMOVALS	SHEET 104	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\023201_PS TO 023205_PS.DWG
LAYOUT NAME - 023202_ps
PLOT DATE : 7/16/2018 6:18 PM
PLOT BY : BRETT PETERSON
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

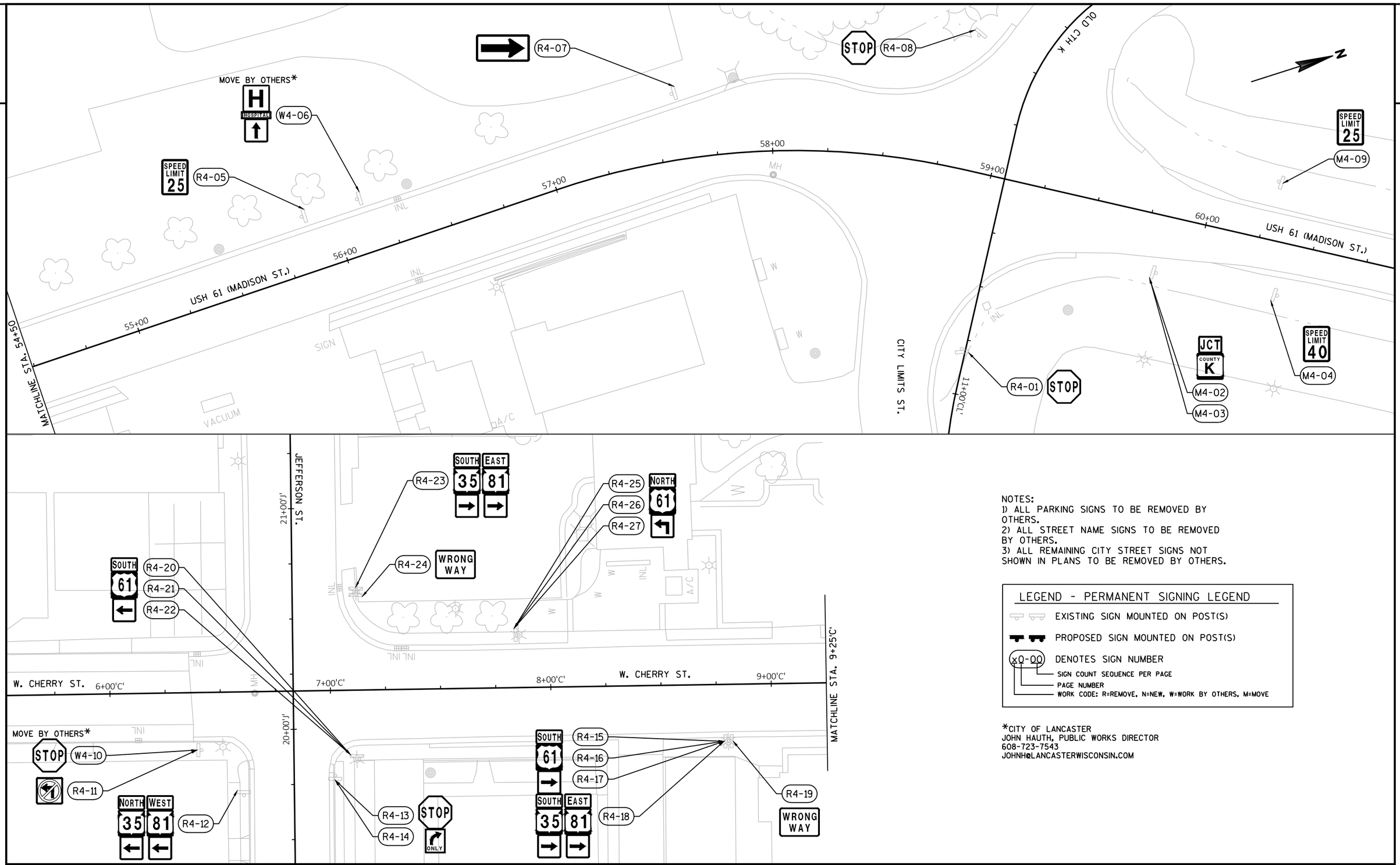
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2

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	EXISTING SIGN REMOVALS	SHEET 105	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\023201_PS TO 023205_PS.DWG
LAYOUT NAME - 023203_ps
PLOT DATE : 7/16/2018 6:20 PM
PLOT BY : BRETT PETERSON
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



NOTES:
1) ALL PARKING SIGNS TO BE REMOVED BY OTHERS.
2) ALL STREET NAME SIGNS TO BE REMOVED BY OTHERS.
3) ALL REMAINING CITY STREET SIGNS NOT SHOWN IN PLANS TO BE REMOVED BY OTHERS.

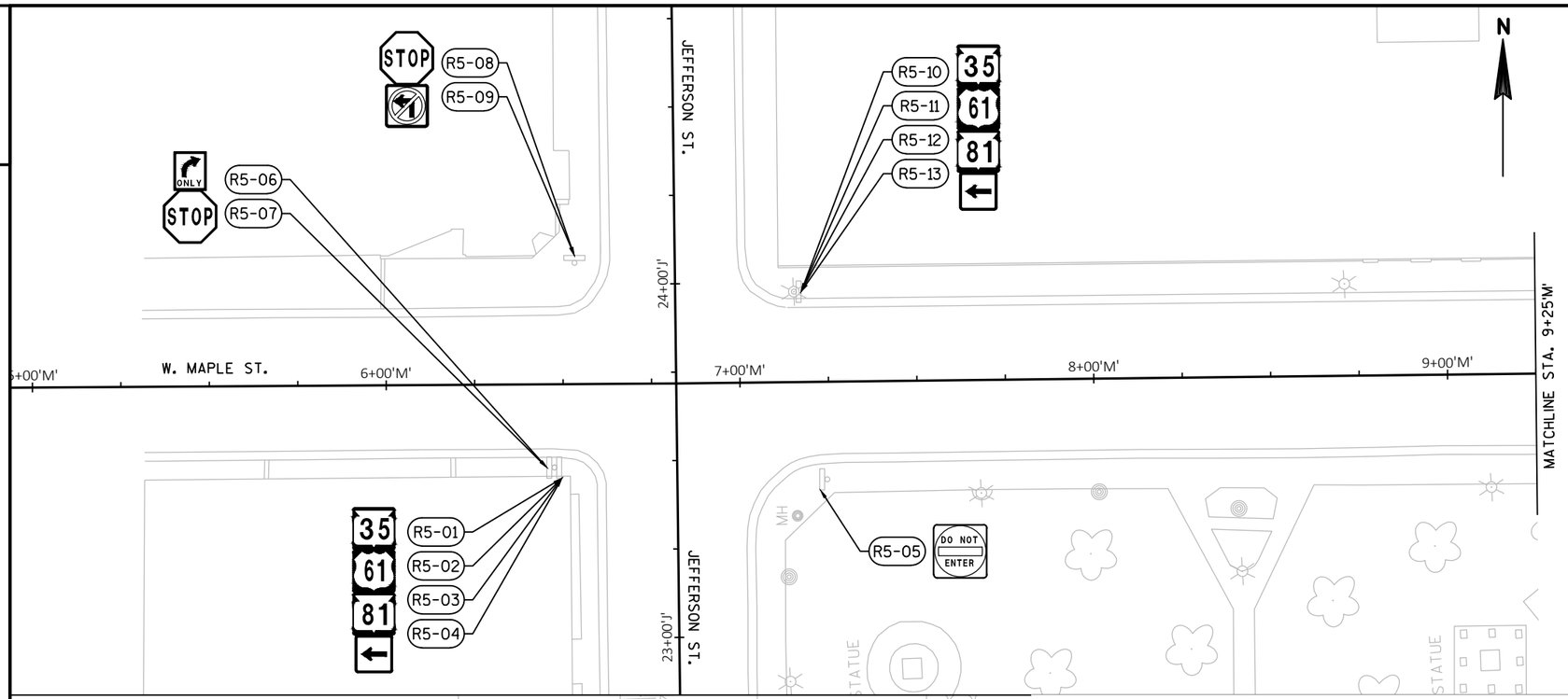
LEGEND - PERMANENT SIGNING LEGEND

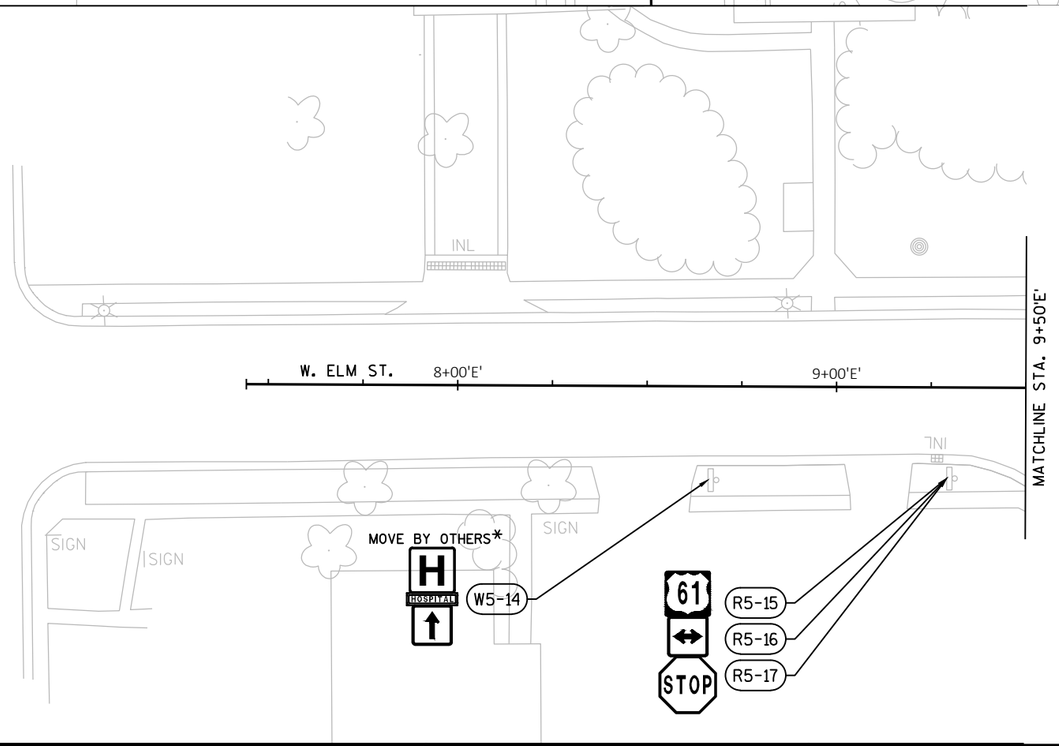
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (x0-00) DENOTES SIGN NUMBER
  - SIGN COUNT SEQUENCE PER PAGE
  - PAGE NUMBER
  - WORK CODE: R=REMOVE, N=NEW, W=WORK BY OTHERS, M=MOVE

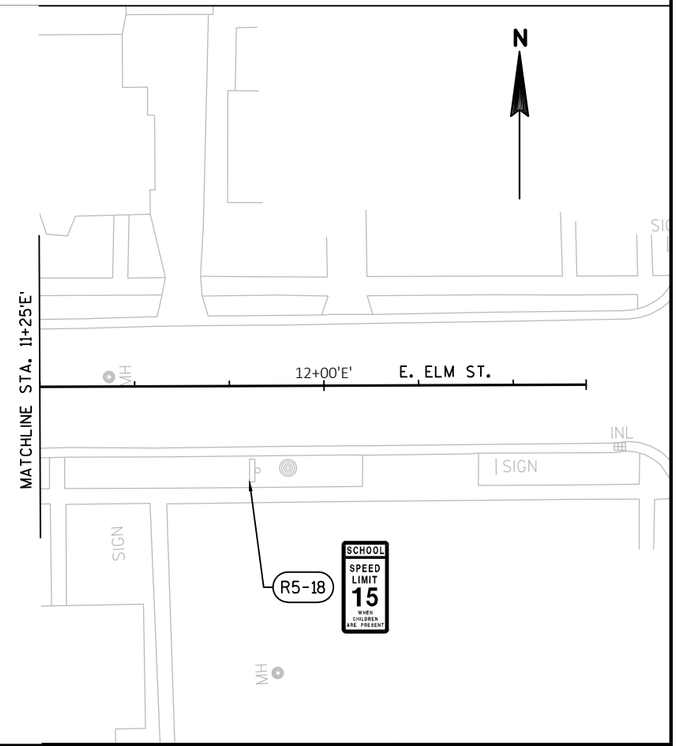
*CITY OF LANCASTER
JOHN HAUTH, PUBLIC WORKS DIRECTOR
608-723-7543
JOHNH@LANCASTERWISCONSIN.COM

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	EXISTING SIGN REMOVALS	SHEET 106	E

2







NOTES:
1) ALL PARKING SIGNS TO BE REMOVED BY OTHERS.
2) ALL STREET NAME SIGNS TO BE REMOVED BY OTHERS.
3) ALL REMAINING CITY STREET SIGNS NOT SHOWN IN PLANS TO BE REMOVED BY OTHERS.

LEGEND - PERMANENT SIGNING LEGEND

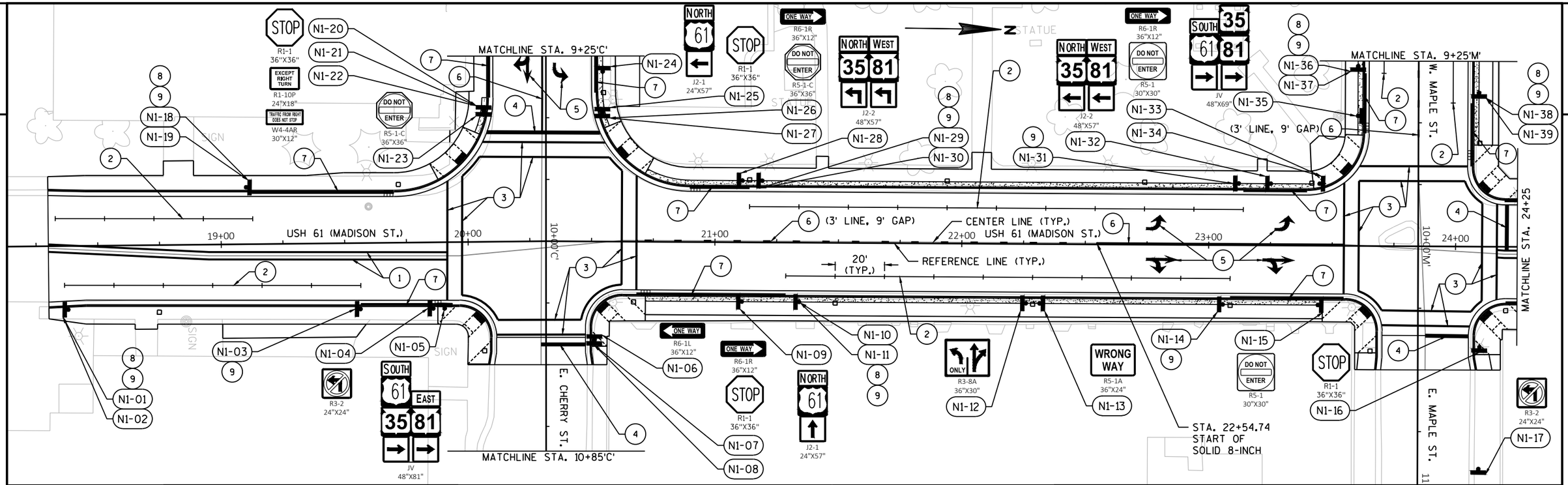
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- x0-00 DENOTES SIGN NUMBER
  - SIGN COUNT SEQUENCE PER PAGE
  - PAGE NUMBER
  - WORK CODE: R=REMOVE, N=NEW, W=WORK BY OTHERS, M=MOVE

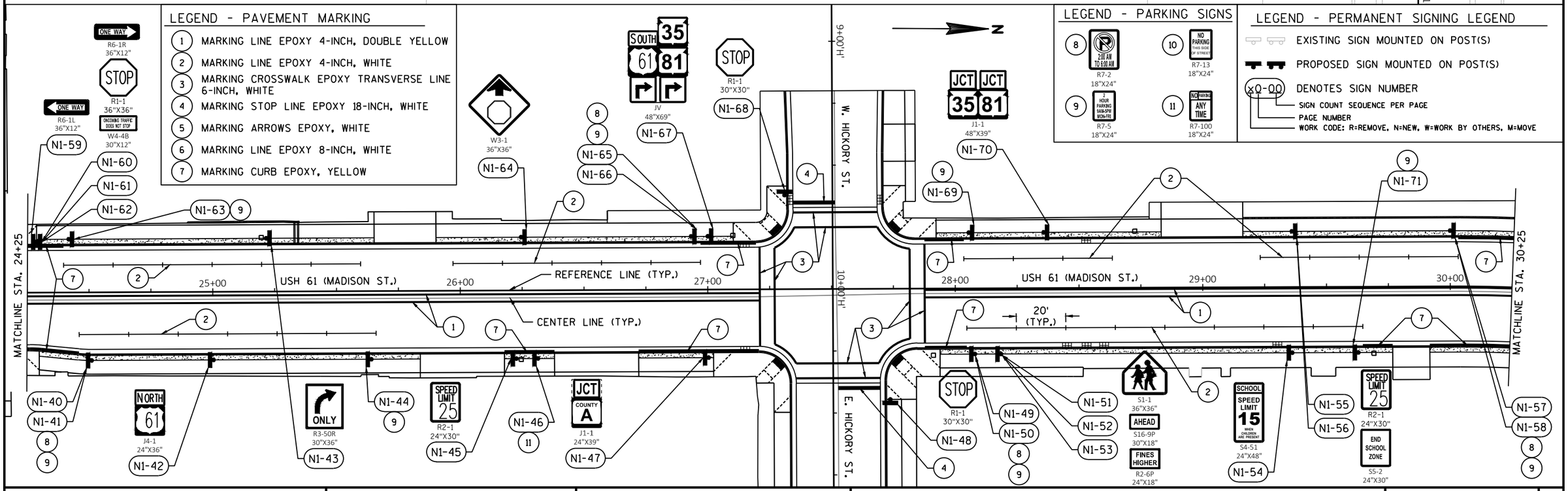
*CITY OF LANCASTER
JOHN HAUTH, PUBLIC WORKS DIRECTOR
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2

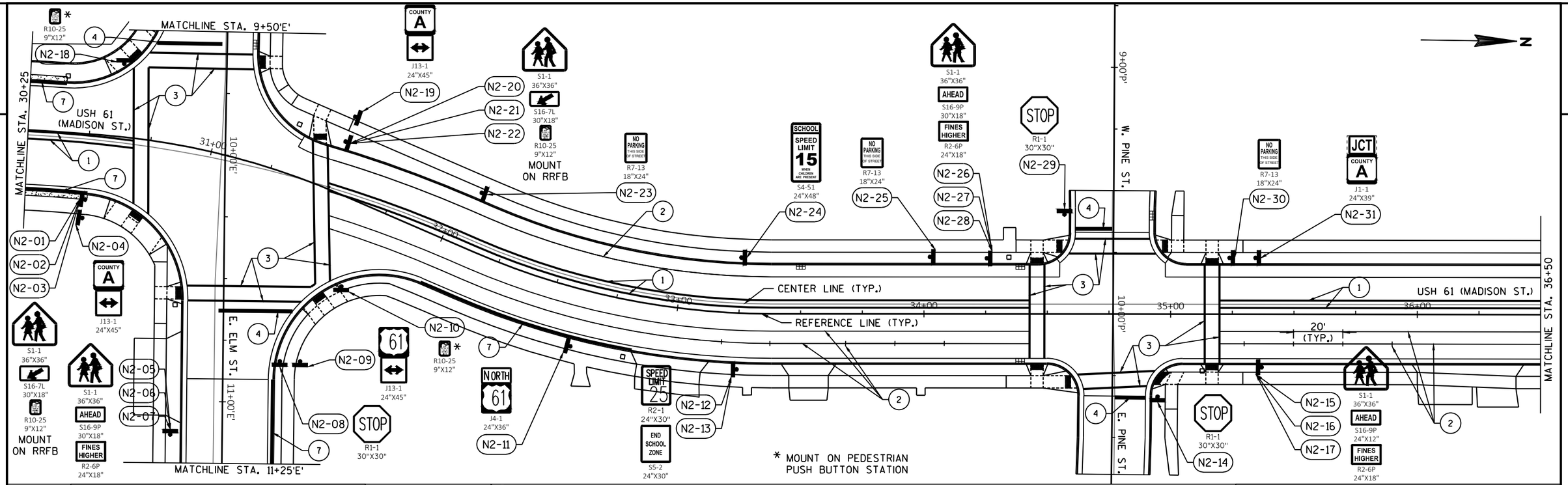
PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	EXISTING SIGN REMOVALS	SHEET 107	E

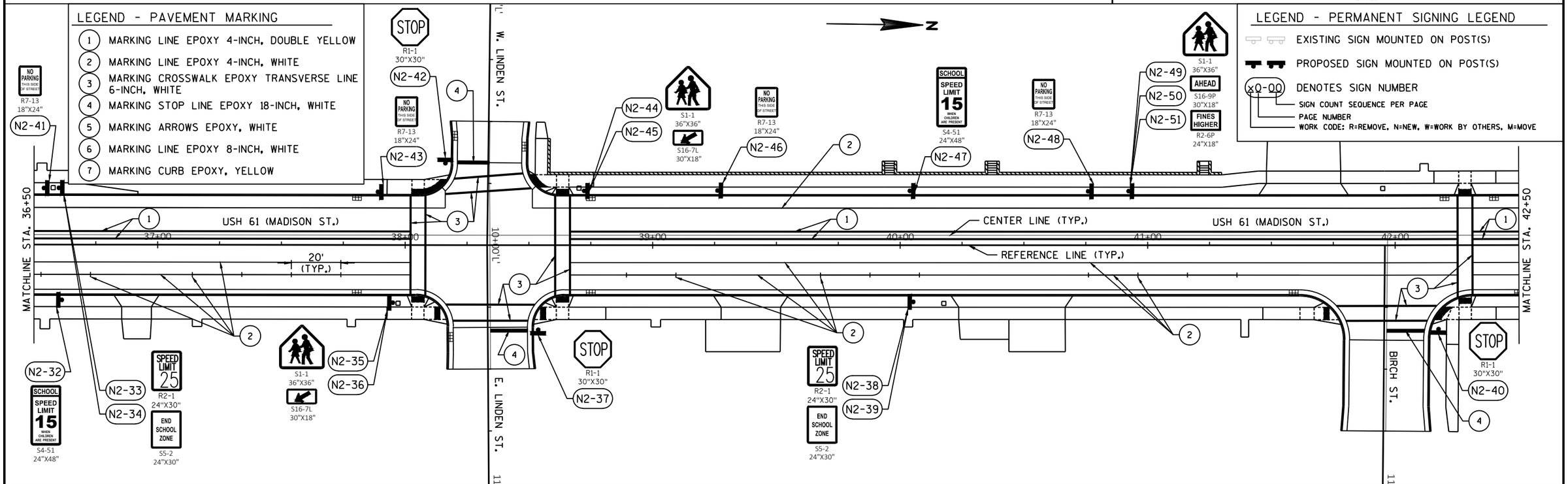
FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\023201_PS TO 023205_PS.DWG
LAYOUT NAME - 023205_ps
PLOT DATE : 7/16/2018 6:22 PM
PLOT BY : BRETT PETERSON
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42





PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 108	E





LEGEND - PAVEMENT MARKING

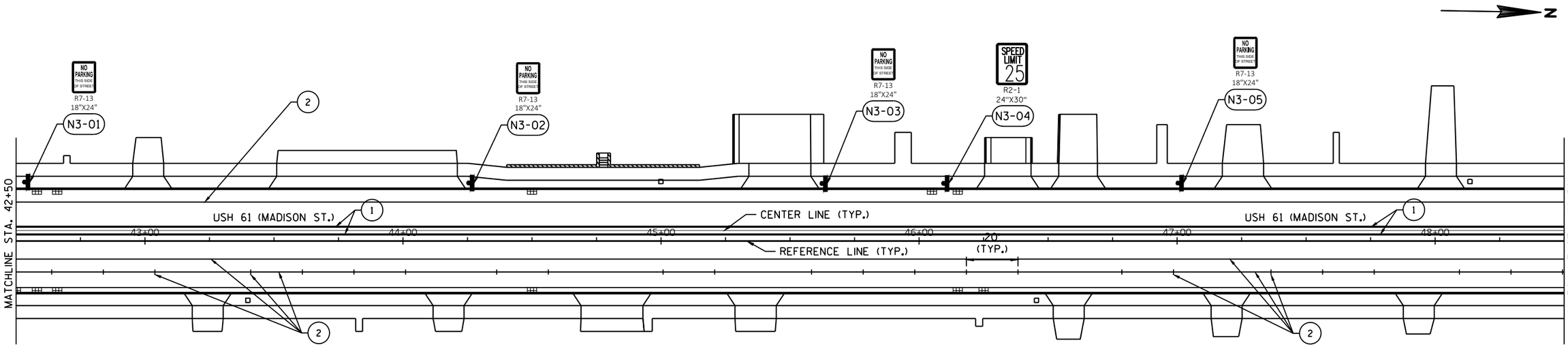
1. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
2. MARKING LINE EPOXY 4-INCH, WHITE
3. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
4. MARKING STOP LINE EPOXY 18-INCH, WHITE
5. MARKING ARROWS EPOXY, WHITE
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING CURB EPOXY, YELLOW

LEGEND - PERMANENT SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- x0-00 DENOTES SIGN NUMBER
  - SIGN COUNT SEQUENCE PER PAGE
  - PAGE NUMBER
  - WORK CODE: R=REMOVE, N=NEW, W=WORK BY OTHERS, M=MOVE

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 109	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\023206_PS TO 023211_PS.DWG
LAYOUT NAME - 023207_ps
PLOT DATE : 8/22/2018 1:16 PM
PLOT BY : MARY PAMPERIN-VOLK
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



LEGEND - PAVEMENT MARKING

1	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
2	MARKING LINE EPOXY 4-INCH, WHITE
3	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
4	MARKING STOP LINE EPOXY 18-INCH, WHITE

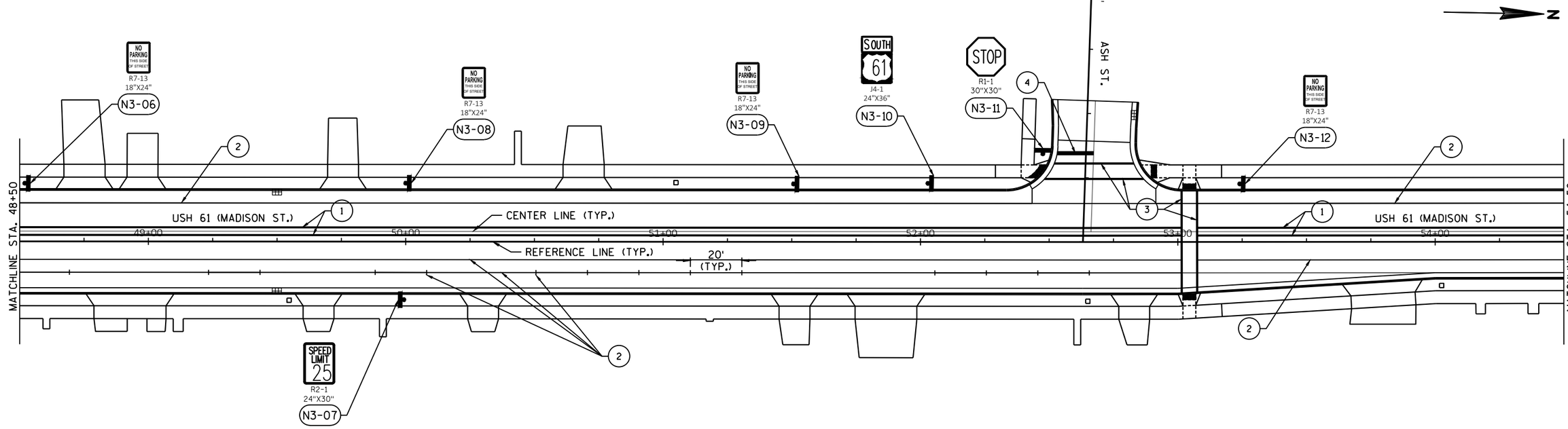
LEGEND - PERMANENT SIGNING LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

xQ-00 DENOTES SIGN NUMBER

- SIGN COUNT SEQUENCE PER PAGE
- PAGE NUMBER
- WORK CODE: R=REMOVE, N=NEW, W=WORK BY OTHERS, M=MOVE



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 110	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\023206_PS TO 023211_PS.DWG
LAYOUT NAME - 023208_ps
PLOT DATE : 8/22/2018 1:17 PM PLOT BY : MARY PAMPERIN-VOLK PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

LEGEND - PAVEMENT MARKING

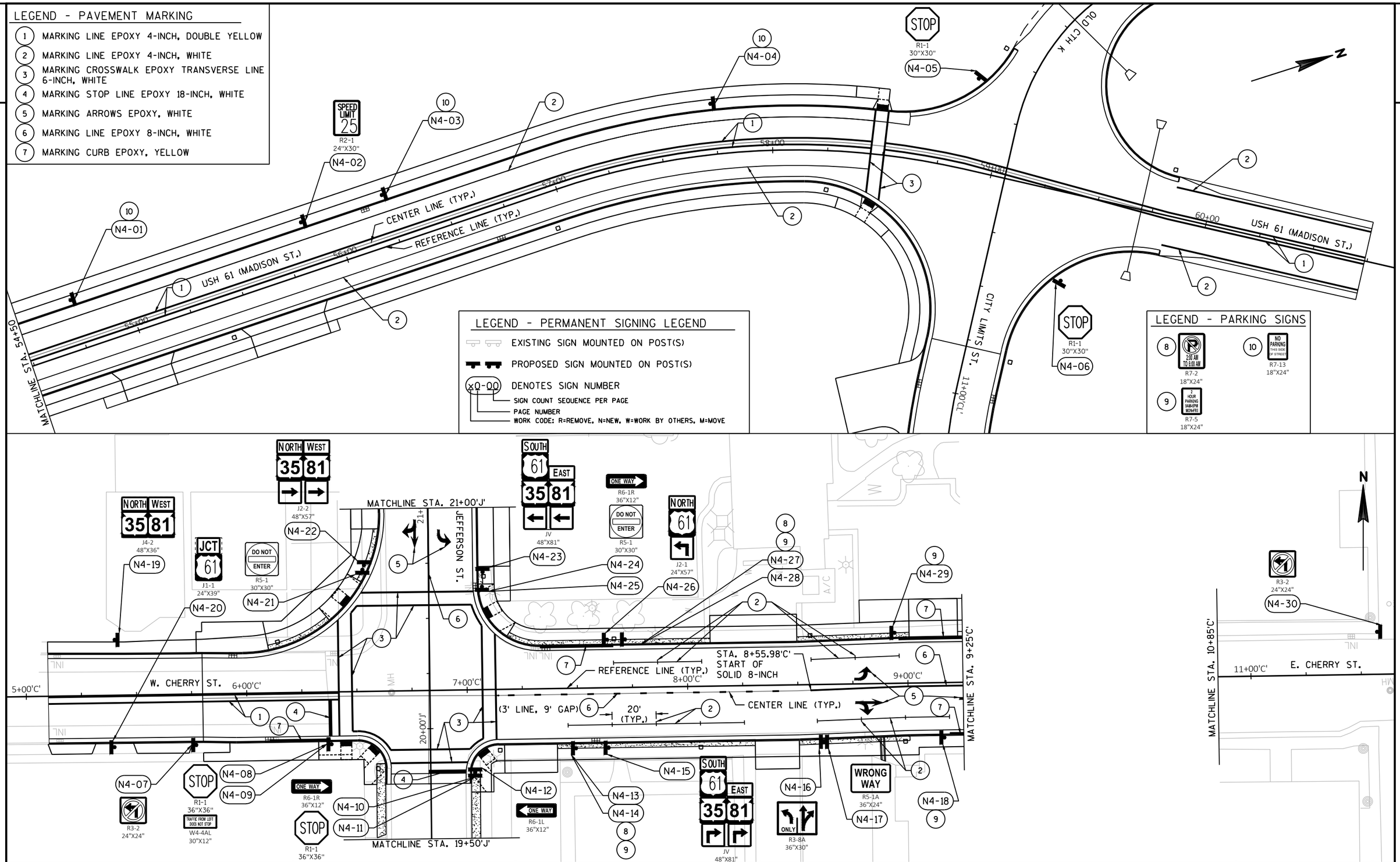
1. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
2. MARKING LINE EPOXY 4-INCH, WHITE
3. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
4. MARKING STOP LINE EPOXY 18-INCH, WHITE
5. MARKING ARROWS EPOXY, WHITE
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING CURB EPOXY, YELLOW

LEGEND - PERMANENT SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- x0-00 DENOTES SIGN NUMBER
  - SIGN COUNT SEQUENCE PER PAGE
  - PAGE NUMBER
  - WORK CODE: R=REMOVE, N=NEW, W=WORK BY OTHERS, M=MOVE

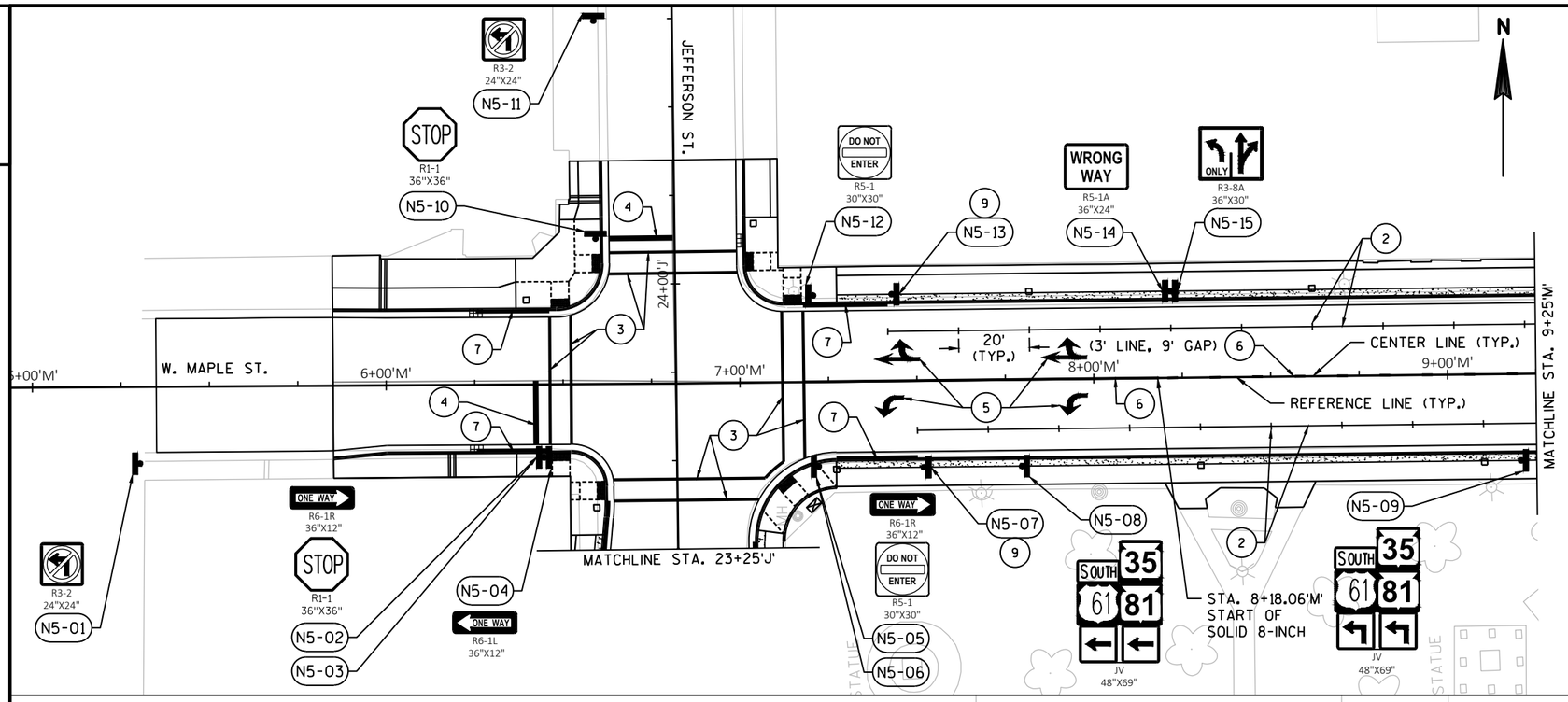
LEGEND - PARKING SIGNS

8. R7-2, 18"X24", 2:00 AM TO 6:00 AM
9. R7-5, 18"X24", 2 HOUR PARKING 8AM-6PM MON-FRI
10. R7-13, 18"X24", NO PARKING THIS SIDE OF STREET



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 111	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\023206_PS TO 023211_PS.DWG
LAYOUT NAME - 023209_ps
PLOT DATE : 8/22/2018 1:17 PM
PLOT BY : MARY PAMPERIN-VOLK
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



LEGEND - PAVEMENT MARKING

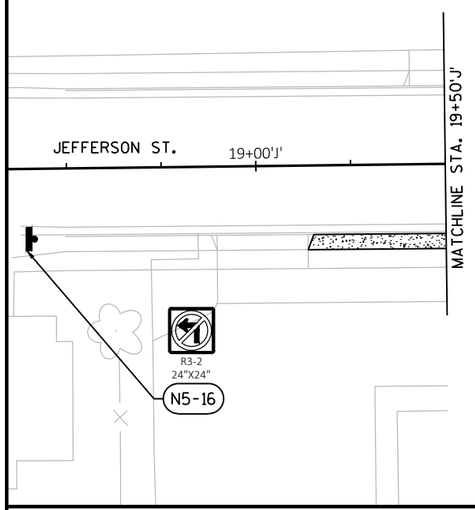
1. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
2. MARKING LINE EPOXY 4-INCH, WHITE
3. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
4. MARKING STOP LINE EPOXY 18-INCH, WHITE
5. MARKING ARROWS EPOXY, WHITE
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING CURB EPOXY, YELLOW

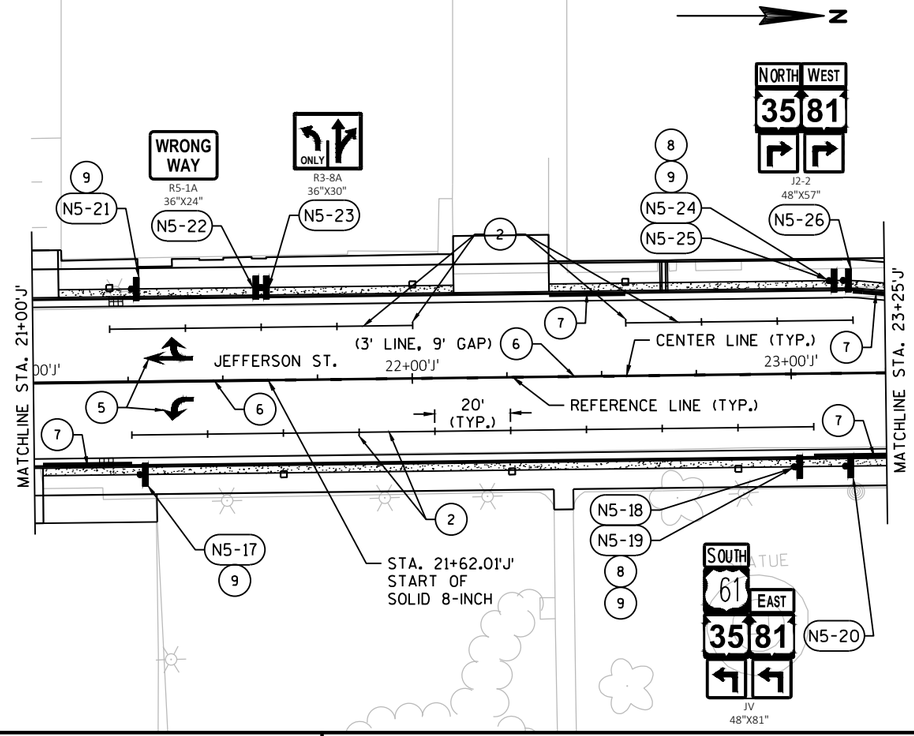
LEGEND - PERMANENT SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- x0-00 DENOTES SIGN NUMBER
  - SIGN COUNT SEQUENCE PER PAGE
  - PAGE NUMBER
  - WORK CODE: R=REMOVE, N=NEW, W=WORK BY OTHERS, M=MOVE

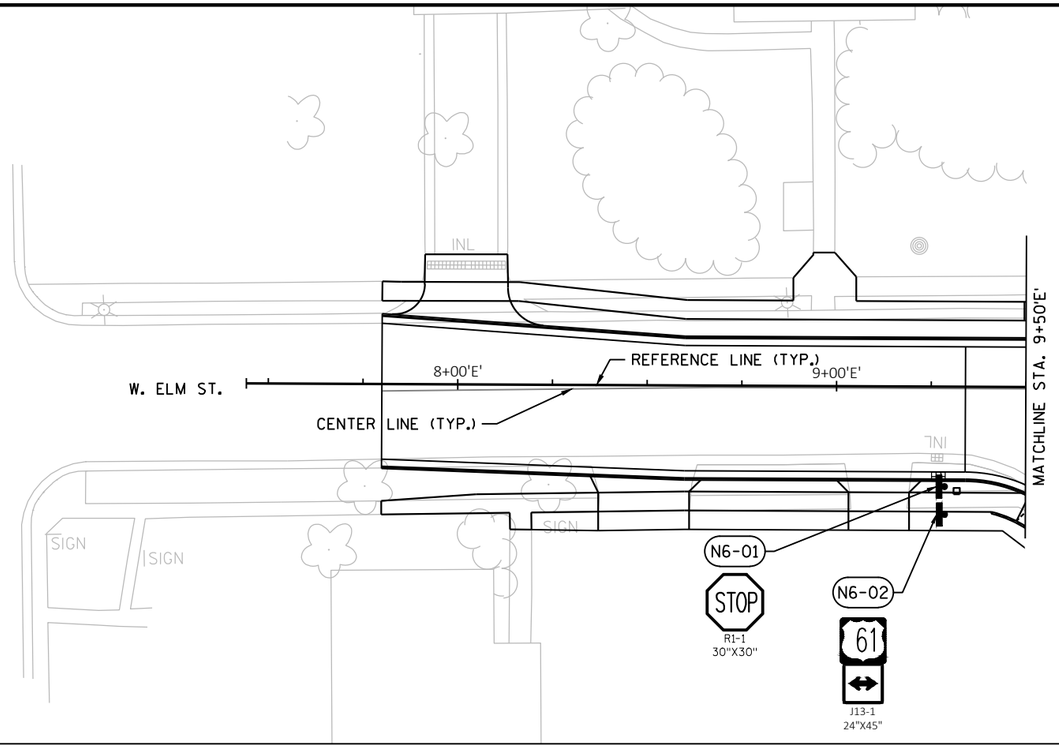
LEGEND - PARKING SIGNS

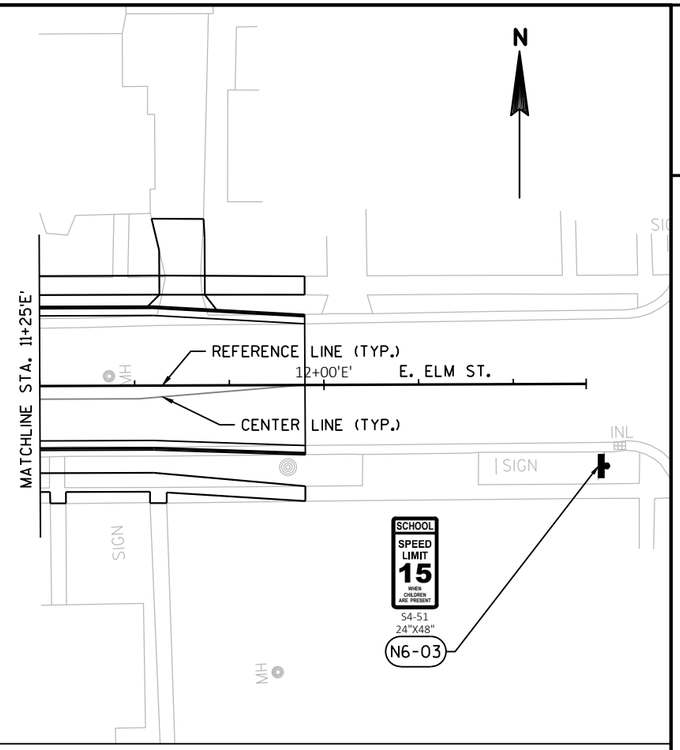
8. R7-2 18"X24" — 2:00 AM TO 6:00 AM
9. R7-5 18"X24" — 3 HOUR PARKING 8AM-5PM MON-FRI





PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 112	E





2

LEGEND - PAVEMENT MARKING

1. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
2. MARKING LINE EPOXY 4-INCH, WHITE
3. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
4. MARKING STOP LINE EPOXY 18-INCH, WHITE
5. MARKING ARROWS EPOXY, WHITE
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING CURB EPOXY, YELLOW

LEGEND - PERMANENT SIGNING LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

x0-00 DENOTES SIGN NUMBER

- SIGN COUNT SEQUENCE PER PAGE
- PAGE NUMBER
- WORK CODE: R=REMOVE, N=NEW, W=WORK BY OTHERS, M=MOVE

KEYED NOTES

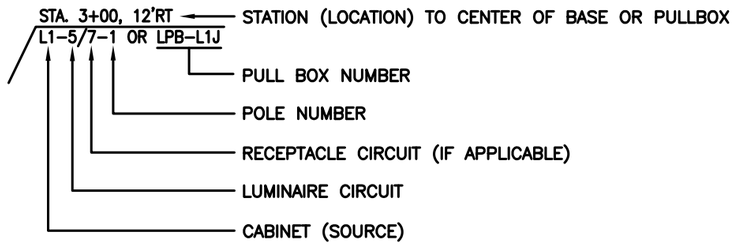
1. AERIAL CABLE FOR 'FESTIVAL' POWER.
2. DISCONNECT SWITCH FOR 'STREET LIGHTING' ON UTILITY POLE. COORDINATE REMOVAL WITH UTILITY
3. DISCONNECT SWITCH FOR 'LIBRARY BLOCK LIGHTING' ON UTILITY POLE.
4. EXISTING FLOODLIGHT.
5. EXISTING FLASHING RED TRAFFIC LIGHT.
6. DIRECTIONAL BORE DUCT.
7. INTERCEPT EXISTING UNDERGROUND WIRING WITH NEW PULL BOX. RECONNECT EXISTING WIRING TO NEW WIRING.
8. NO SPLICES ALLOWED IN PULL BOX.
9. INSTALL NEW LIGHTING UNIT IN LOCATION OF REMOVED LIGHTING UNIT.
10. COORDINATE DISCONNECTION OF EXISTING AERIAL CABLE WITH UTILITY.
11. CUT AND PATCH AREA TO MATCH TO ACCOMMODATE NEW LIGHTING UNIT OR PULL BOX.
12. NEW LIGHTING UNIT FOR COURTHOUSE PARKING AND WALKS PROVIDED WITHOUT RECEPTACLE, EYEBOLTS AND PLANTER ARMS.
13. VERIFY EXACT LOCATION OF LIGHTING UNIT OR PULL BOX IN FIELD TO BE CONSISTENT WITH 28-INCH SETBACK FROM CENTER OF BASE TO BACK OF CURB.
14. STUB-OUT A 1" CONDUIT SLEEVE FROM CONCRETE BASE TO LOCATION FOR SIGNAGE CONNECTION BY CITY – COORDINATE EXACT LOCATION WITH CITY. INCIDENTAL TO CONCRETE BASE.

GENERAL NOTES

1. COORDINATE LIGHTING REMOVAL AND INSTALLATION WITH CONSTRUCTION STAGING TO MAINTAIN PARTIAL ILLUMINATION AS NEEDED.
2. EXACT LOCATIONS OF LIGHTING UNITS, PULL BOXES AND WIRING SHALL BE VERIFIED WITH CITY.
3. FESTOON RECEPTACLE LOADING/VOLTAGE DROP BASED ON USE OF LED LIGHTS WITH A MAX LOAD OF 100W PER RECEPTACLE.
4. MATERIALS AND WORK NOT SPECIFICALLY IDENTIFIED AS A BID ITEM SHALL BE INCIDENTAL AND INCLUDED IN A RELATED BID ITEM.
5. EXISTING INFORMATION IS BASED ON AVAILABLE ORIGINAL PLANS AND SITE OBSERVATIONS AND IS NOT GUARANTEED 100% ACCURATE. SOME AREAS HAVE NO INFORMATION. CONTRACTOR TO VERIFY EXISTING CONDITIONS, AND ADJUST DEMOLITION AND INSTALLATION ACCORDINGLY.

LEGEND

- EXISTING PULL BOX.
- EXISTING POST TOP LIGHTING UNIT
- EXISTING TWIN DECORATIVE LIGHTING UNIT
- EXISTING STANDARD LIGHTING UNIT
- NEW BLACK STANDARD LIGHTING UNIT (80W LED LUMINAIRE/30FT POLE/6FT ARM)
- NEW POST TOP LIGHTING UNIT (55W LED HARP LUMINAIRE/12FT POLE)
- NEW DECORATIVE ARM MOUNTED LIGHTING UNIT (57W LED TEARDROP LUMINAIRE/22FT POLE/4FT ARM)
- NEW DECORATIVE ARM MOUNTED LIGHTING UNIT (83W LED TEARDROP LUMINAIRE/22FT POLE/4FT ARM)
- NEW LIGHTING PULL BOX
- EXISTING STREET LIGHTING (UNLESS NOTED) AERIAL CABLE TO BE REMOVED
- EXISTING OVERHEAD UTILITY CABLE
- EXISTING LIGHTING CONDUCTORS/CONDUIT
- EXISTING LIGHTING CONDUCTORS/CONDUIT TO BE REMOVED COMPLETELY.
- NEW 2-INCH SCHEDULE 40 HDPE DUCT WITH CONDUCTORS (OR EMPTY) AS NOTED.
- NEW CONDUCTORS IN DUCT: 2-4 AWG (LTG) AND 1-4 AWG GROUND IN 2-INCH SCHEDULE 40 HDPE DUCT.
- NEW CONDUCTORS IN DUCT: 3-4 AWG AND 1-4 AWG GROUND IN 2-INCH SCHEDULE 40 HDPE DUCT.
- NEW CONDUCTORS IN DUCT: 2-4 AWG (LTG), 2-4 AWG (REC) AND 1-4 AWG GROUND IN 2-INCH SCHEDULE 40 HDPE DUCT.



NA	–	NOT APPLICABLE
PB	–	PULL BOX
REL	–	RELOCATED
REM	–	REMOVE
TS	–	TRAFFIC SIGNAL
UTIL	–	UTILITY (OWNED/LEASED)

MATCHLINE STA. 20+96'J'

MATCHLINE STA. 21+10

CHERRY ST

JEFFERSON ST

MADISON ST

MONROE ST

WALNUT ST

STA. 6+14.36'C', 22.99'LT
L1-5/6-26

STA. 20+68.77'J', 24.83'RT
L1-7/8-34

EXISTING LTG. CONTROL CAB. 'ELC'

L1-7/NA-35A

L1-7/NA-36A

STA. 9+39.88'C', 23.33'LT
L1-7/8-37

STA. 7+66.95'C', 22.09'LT
L1-7/8-35

STA. 8+55.89'C', 22.23'LT
L1-7/8-36

REM E39

REM E84

REM E82

REM ELPB1

REM E48

REM E37

REM E38

STA. 20+67.15, 24.33'RT
L1-13/14-55

STA. 11+48.20'C', 19.50'LT
L1-13/14-57

REM E12

REM E18

REM E17

REM E13

STA. 19+82.18'J', 23.83'LT
L1-5/6-27

REM ELS10

STA. 8+5.66'C', 27.58'RT
L1-5/6-29

STA. 8+98.48'C', 26.39'RT
L1-5/6-30

STA. 7+14.56'C', 27.59'RT
L1-5/6-28

STA. 10+44.33'C', 24.83'RT
L1-13/14-56

ELS2

STA. 12+88.25'C', 28.29'RT
L1-13/14-58

STA. 19+71.95, 23.53'LT
L1-11/12-48

REM E16

REM E14

STA. 18+71.3, 24.56'LT
LPB-L1D

STA. 18+74.69, 27.14'RT
L1-11/12-49

ELS1

STA. 17+88.33, 25.43'LT
L1-11/12-50

STA. 16+91.69, 32.82'LT
L1-11/12-51

REM E15

ELS9

CANOPY

FILLER CAP

SIGN

OH

INL

W

MH

HW

N

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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	LIGHTING PLAN	SHEET NO: 115 E

MATCHLINE STA. 25+40'J'

MATCHLINE STA. 25+50

MATCHLINE STA. 5+70'M'

MATCHLINE STA. 20+96'J'

MATCHLINE STA. 21+10

N

STA. 24+96.78'J', 23.32'LT
L1-1/2-3

STA. 24+15.68'J', 23.33'LT
LPB-L1B

STA. 6+39.72'M', 23.83'LT
L1-1/2-5

STA. 6+44.42'M', 21.83'RT
LPB-L1C

STA. 23+37.00'J', 22.87'LT
L1-5/6-22

STA. 22+56.52'J', 24.83'LT
L1-5/6-23

STA. 22+00.30'J', 24.83'LT
L1-5/6-24

STA. 21+20.30'J', 24.83'LT
L1-5/6-25

STA. 24+16.77'J', 22.32'RT
L1-1/2-4

STA. 7+81.95'M', 24.83'LT
L1-3/4-21

STA. 8+59.70'M', 24.83'LT
L1-3/4-20

STA. 9+58.22'M', 24.83'LT
L1-3/4-19

2#4 (LTG.)
2#4 (RCPT.)
1#4 (GND.)

STA. 8+30.03'M', 24.83'RT
L1-9/10-39

STA. 9+10.05'M', 24.83'RT
L1-9/10-40

STA. 7+27.05'M', 24.83'RT
L1-9/10-38

NEW LIGHTING CONTROL
CABINET 'L1' (120/240V)
STA. 7+20.9'M', 35.8'RT
(INSTALL PARALLEL WITH R/W)

STA. 23+85.79'J', 24.83'RT
L1-7/8-31

STA. 22+26.05'J', 24.83'RT
L1-7/8-32

STA. 21+65.79'J', 24.83'RT
L1-7/8-33

L1-7/NA-33A

L1-7/NA-39A

STA. 25+19.67, 21.83'LT
L1-3/4-17

STA. 24+31.93, 21.83'LT
LPB-L1G

STA. 9+43.53'M', 28.83'RT
LPB-L1E

STA. 23+41.63, 25.33'LT
L1-11/12-44

STA. 22+73.92, 25.33'LT
L1-11/12-45

STA. 21+93.92, 25.33'LT
L1-11/12-46

STA. 21+13.92, 25.33'LT
L1-11/12-47

STA. 24+20.40, 25.83'RT
L1-3/4-18

STA. 10+42.44'M', 19.33'RT
L1-9/10-41

STA. 23+08.80, 24.33'RT
L1-13/14-52

STA. 22+28.80, 24.33'RT
L1-13/14-53

STA. 21+48.80, 24.33'RT
L1-13/14-54

STA. 11+78.9'M', 25.3'LT
L1-9/10-42

STA. 12+93.3'M', 21.7'RT
L1-9/10-43

STA. 11+90.9'M', 22.3'RT
LPB-L1F

MAPLE ST

JEFFERSON ST

MADISON ST

MONROE ST

STREET

#205 BILL MURRAY (MURRAY ELECTRIC)

#201 BILL MURRAY (WEBER BROS.)

#111 S. JEFFERSON ST. COURT HOUSE ANNEX

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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	LIGHTING PLAN	SHEET NO: 116	E

2

N

MATCHLINE STA. 29+90

STA. 29+63.5, 23.0'LT
LPB-L1K

REM
ELPB13

STA. 29+68.92, 26.83'RT
L1-3/4-12

REM
E2

STA. 28+72.59, 22.83'LT
L1-3/4-13

REM
E32

STA. 27+94.6, 23.83'LT
LPB-L1J

STA. 27+91.02, 26.83'RT
L1-3/4-14

REM
ELPB11

REM
E3

REM
ELPB12

REM
ELS5

REM
ELS6

HICKORY ST

9+00'H'

10+00'H'

11+00'H'

12+00'H'

MADISON ST

29+00

28+00

REM
E31

STA. 27+10.19, 21.83'LT
L1-3/4-15

27+00

STA. 27+00.0'J', 25.0'LT
L1-1/2-1

JEFFERSON ST

STA. 26+05.3'J', 19.4'RT
L1-1/2-2

REM
E4

STA. 26+24.44, 27.83'RT
L1-3/4-16

STA. 26+00.0'J', 24.4'LT
LPB-L1A

STA. 26+19.5, 22.5'LT
LPB-L1H

26+00

REM
E26

REM
E30

MATCHLINE STA. 25+40'J'

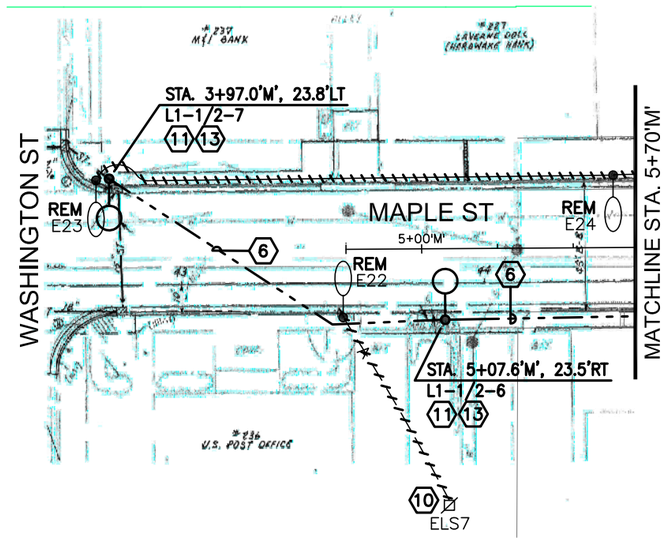
MATCHLINE STA. 25+50

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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	LIGHTING PLAN	SHEET NO: 117	E

2

N

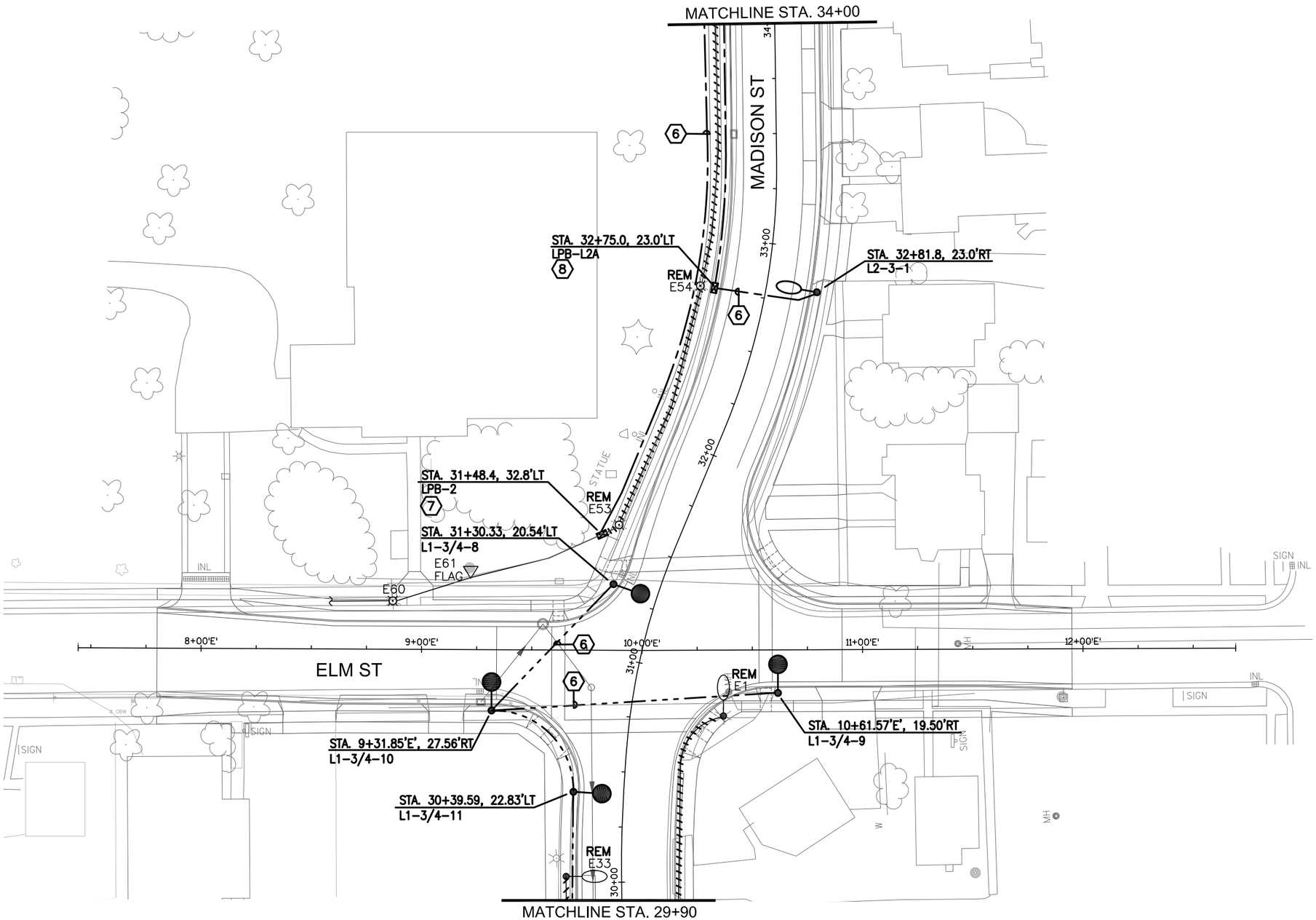


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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	LIGHTING PLAN	SHEET NO: 118	E

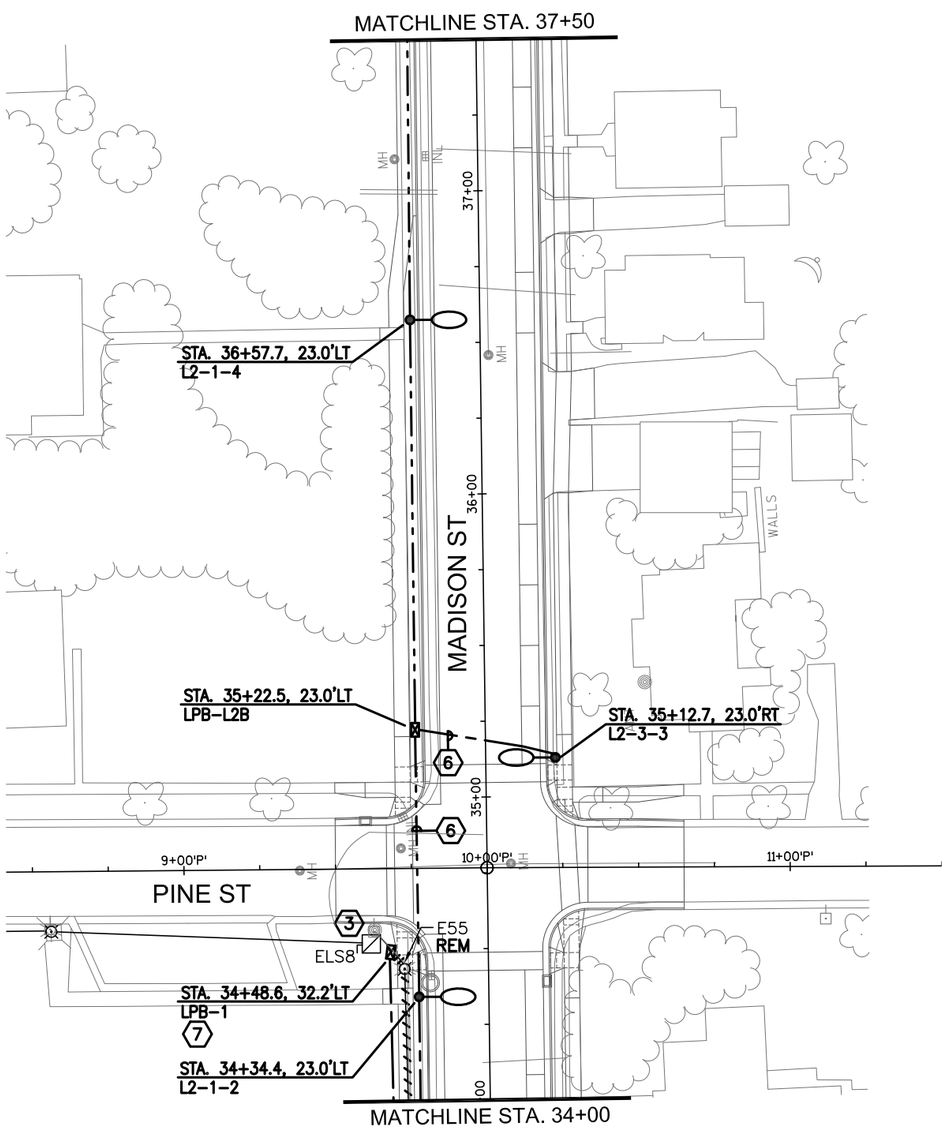
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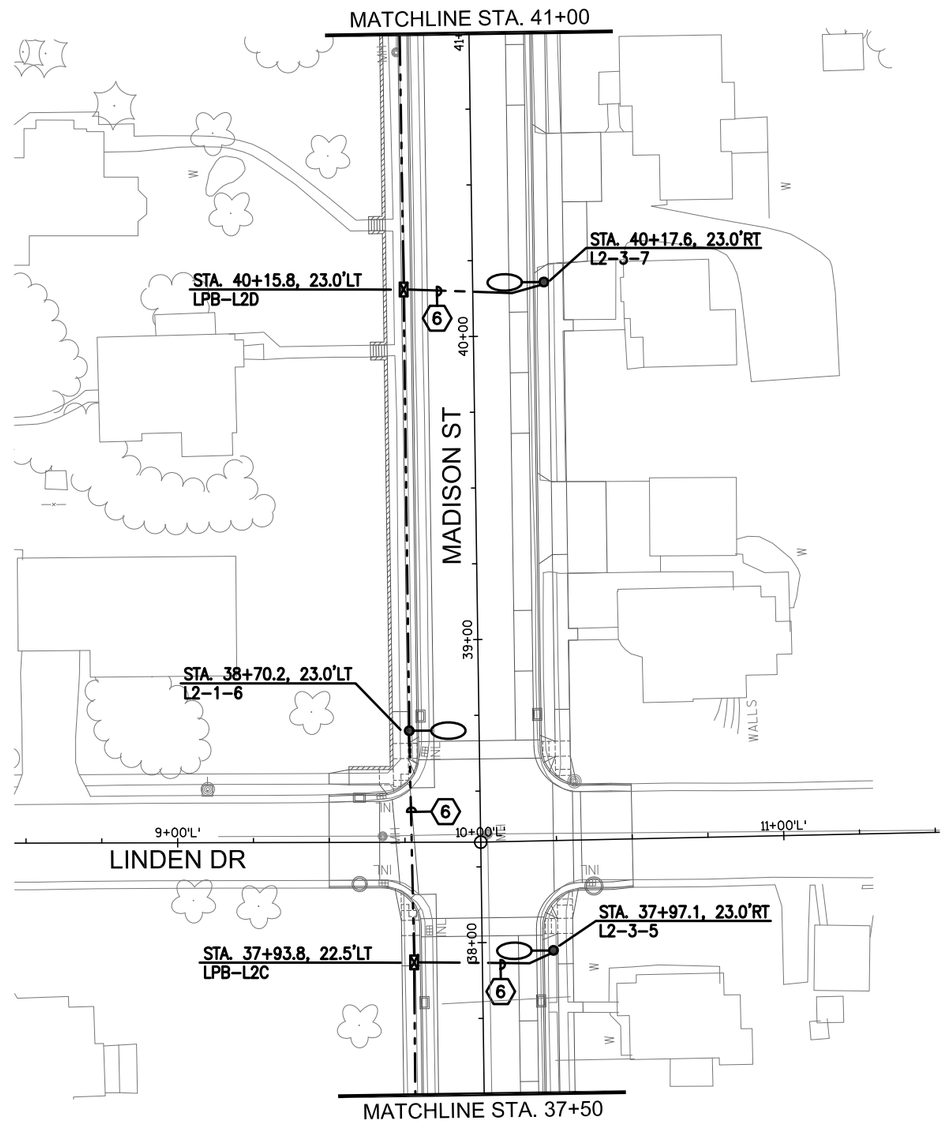
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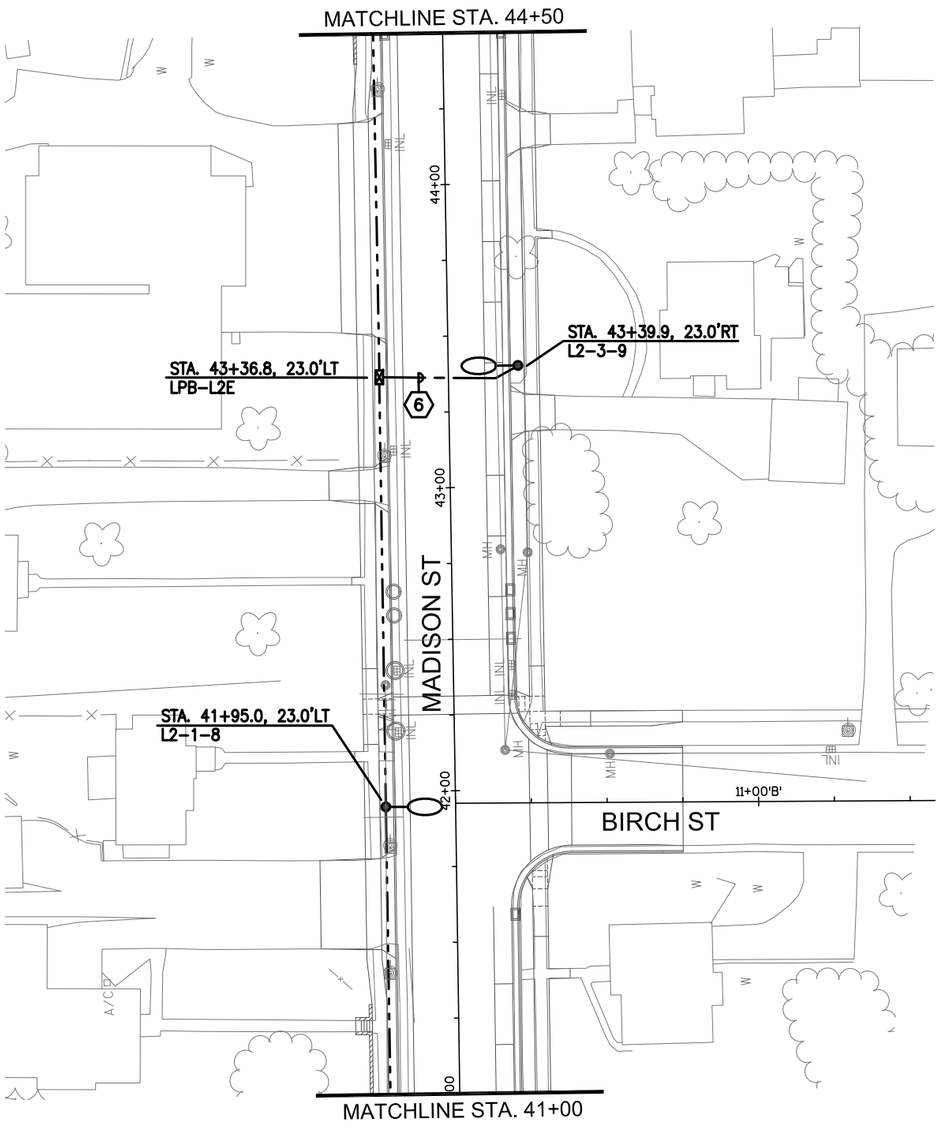
PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	LIGHTING PLAN	SHEET NO: 119	E

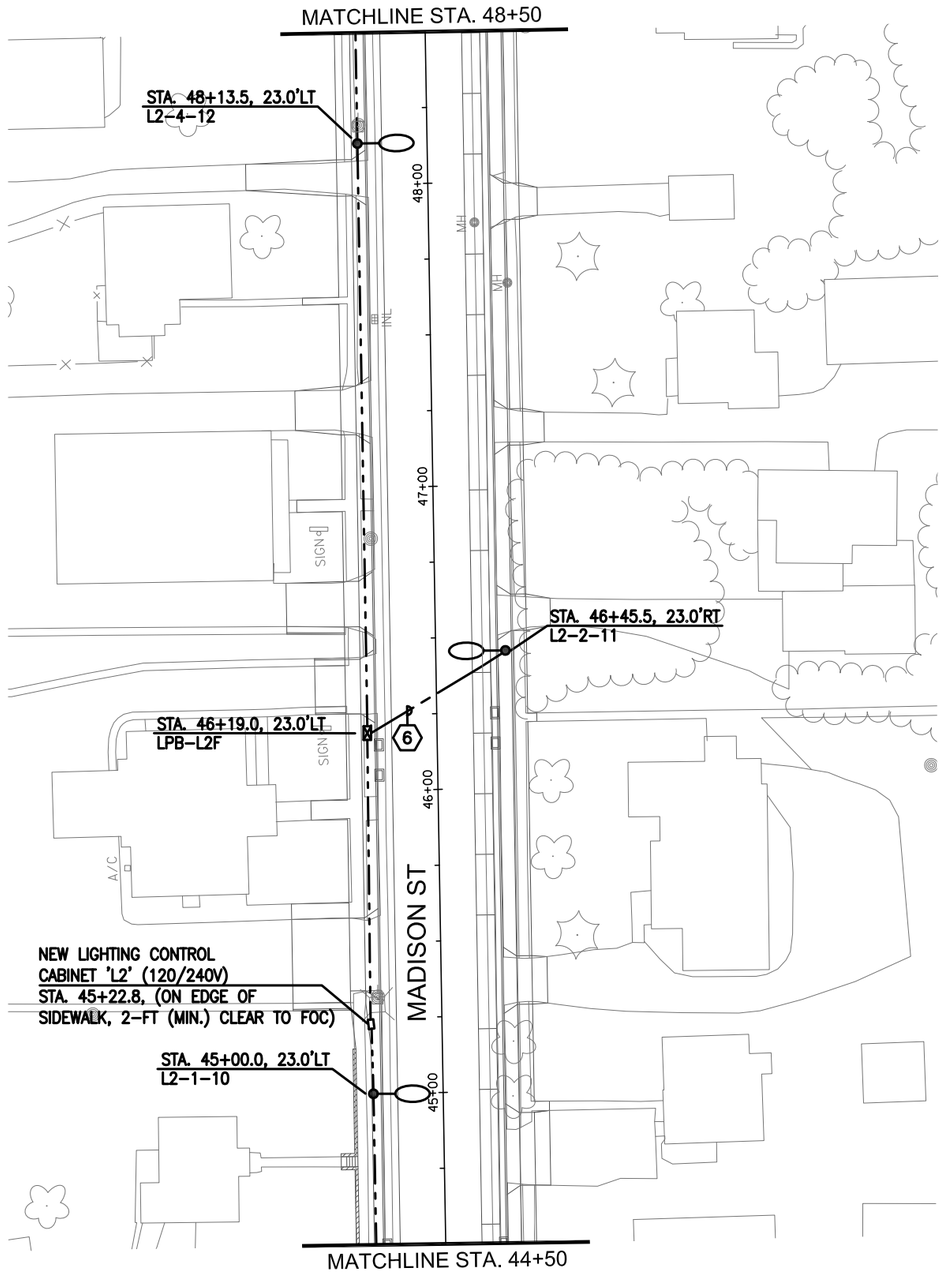




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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	LIGHTING PLAN	SHEET NO: 120 E



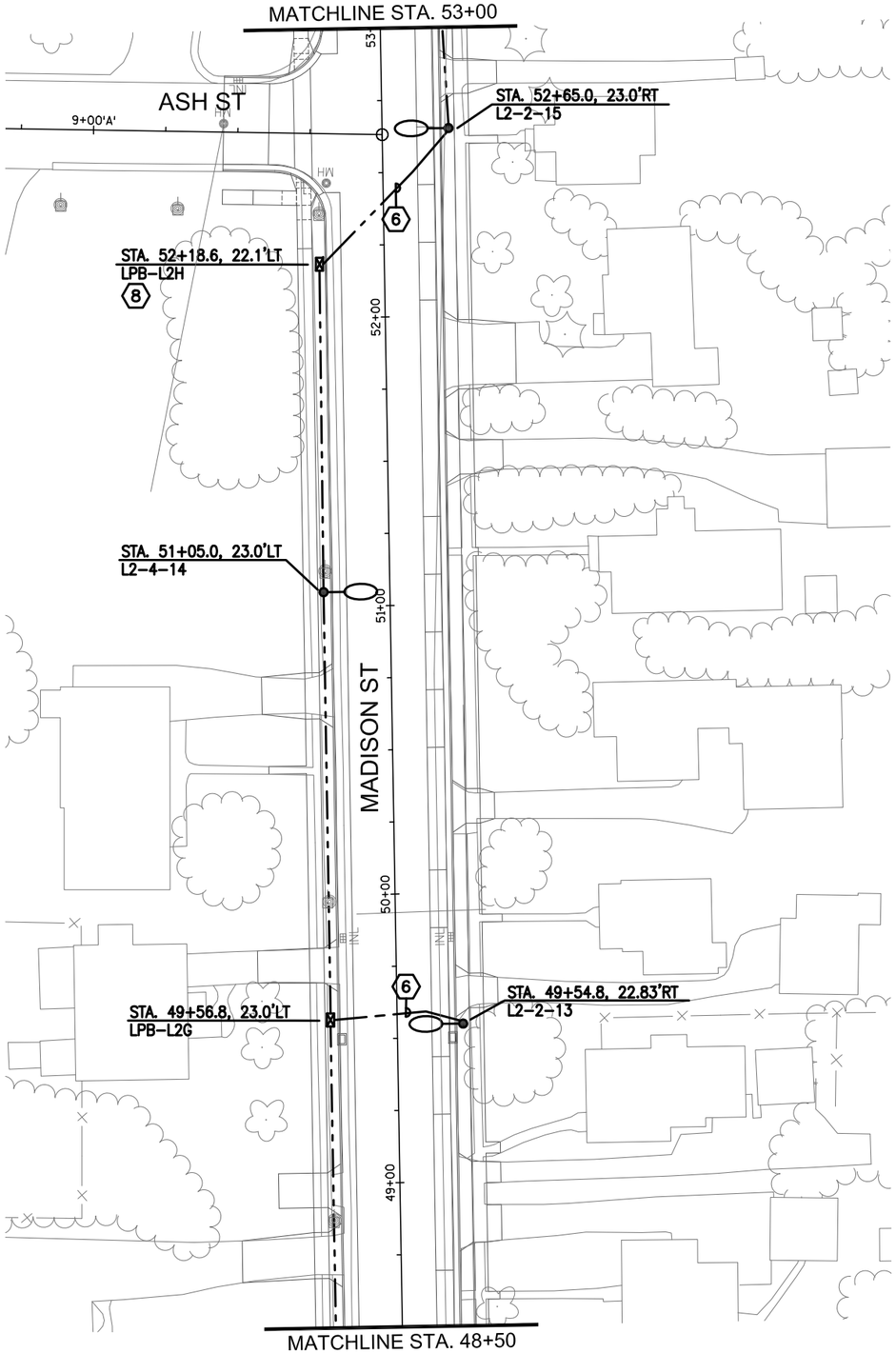


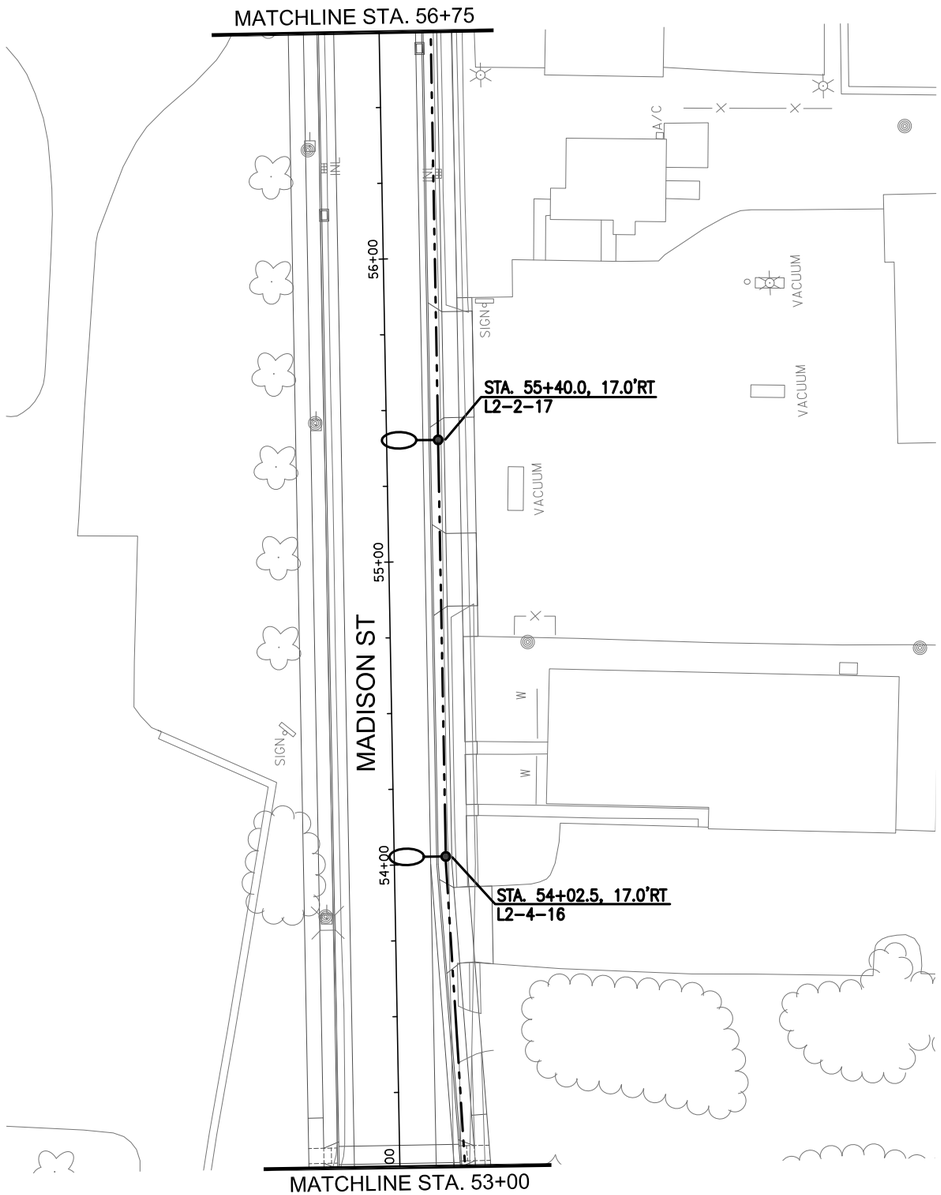
N

2

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 8 OF 17

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	LIGHTING PLAN	SHEET NO: 121 E





N

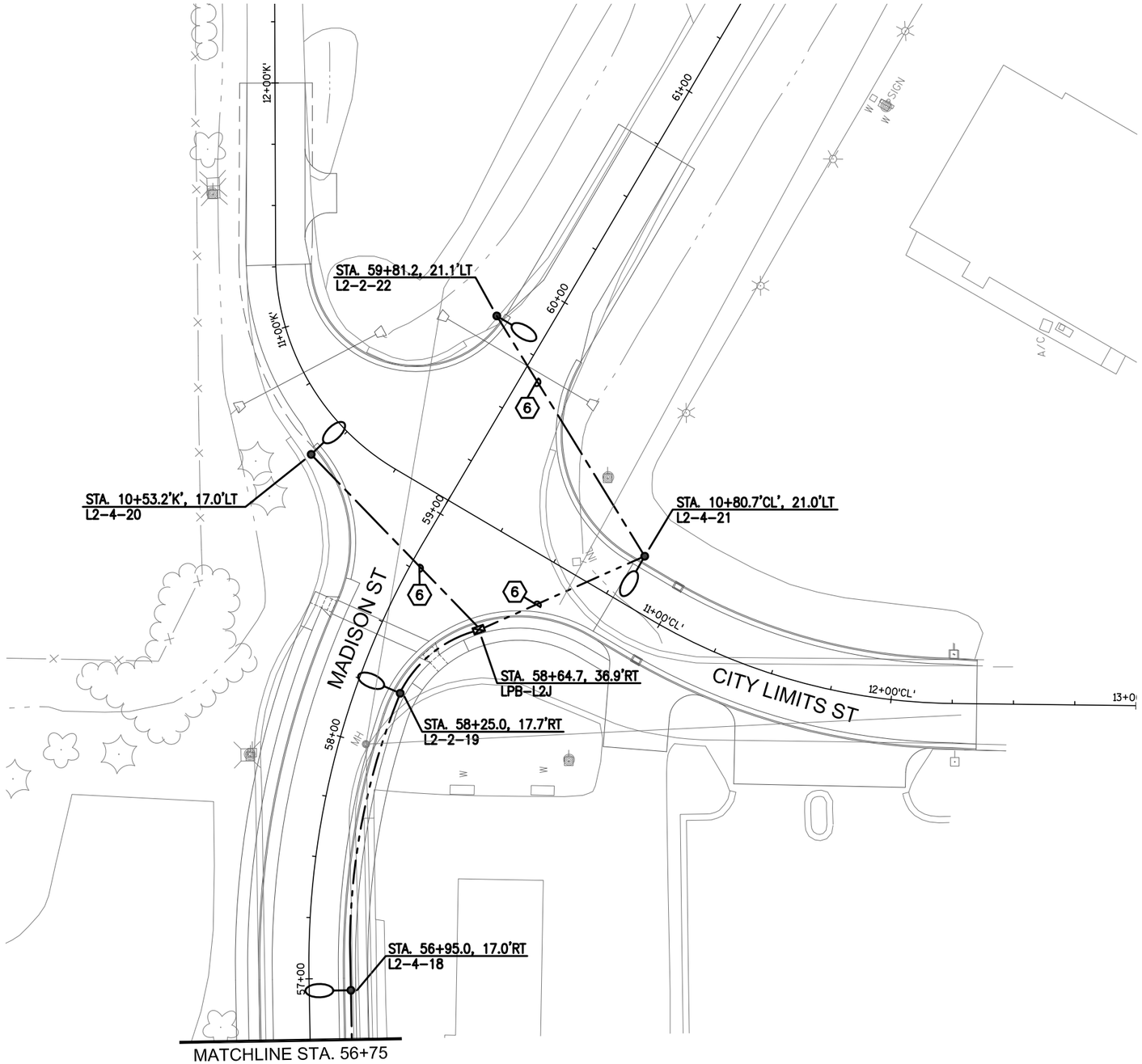
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	LIGHTING PLAN	SHEET NO: 122	E

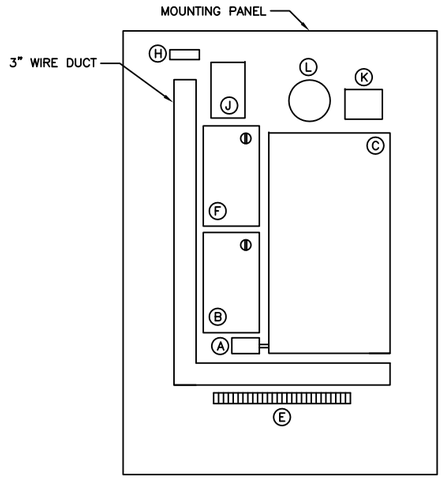
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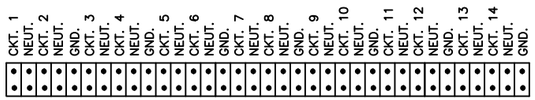


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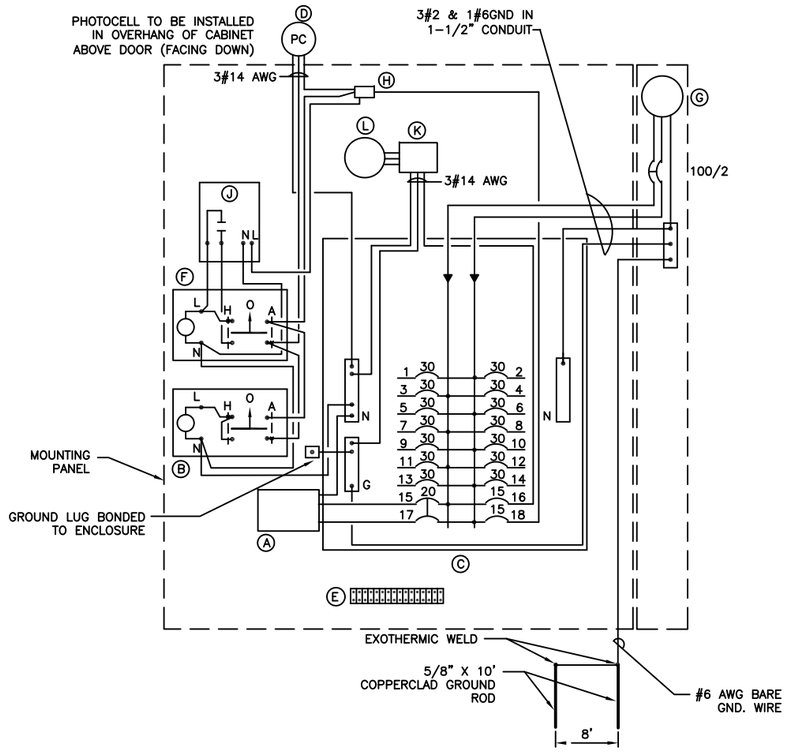
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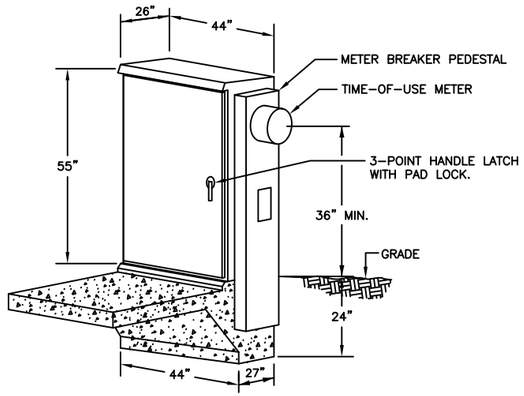
EQUIPMENT LAYOUT



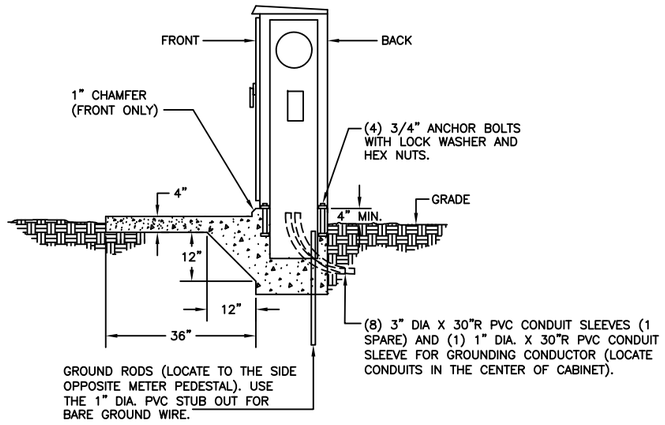
FIELD WIRING TERMINATION STRIP DETAIL



CONTROL DIAGRAM



CABINET – FRONT VIEW



CABINET – SIDE VIEW

EQUIPMENT:

- (A) SURGE ARRESTOR.
- (B) 8 POLE. 30A 600V ELECTRICALLY HELD "LIGHTING" CONTACTOR, 120V CONTROL COIL, H-O-A SWITCH, NEMA 1 ENCLOSURE.
- (C) 100A MLO. 120/240V, 1PH. 3W. 18CKT., PANELBOARD WITH BOLT-ON BRANCH BREAKERS AS INDICATED, 22KAIC RMS INTERRUPTING CAPACITY.
- (D) BUTTON TYPE PHOTOCELL, 120V
- (E) FIELD WIRING TERMINATION STRIP – SEE TERMINAL BLOCK LAYOUT.
- (F) 8 POLE, 30A 600V ELECTRICALLY HELD "RECEPTACLE" CONTACTOR, 120V CONTROL COIL, H-O-A SWITCH, NEMA 1 ENCLOSURE.
- (G) UTILITY APPROVED 0-200A, 120/240V, 1PH, 3W METER BREAKER PEDESTAL WITH 100A/2P, 22KAIC CIRCUIT BREAKER.
- (H) CONTROL TERMINAL BLOCK.
- (J) TIMECLOCK.
- (K) 20A GFCI RECEPTACLE AND LIGHT SWITCH.
- (L) ENCLOSED LIGHT FIXTURE.

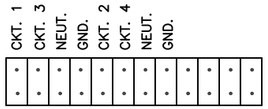
NOTES:

1. ALL CONTROL WIRING SHALL BE COLOR CODED #14 AWG, XLP UNLESS OTHERWISE NOTED.
2. ALL POWER AND CONTROL WIRING SHALL BE NEATLY ROUTED, LABELED AND SUPPORTED. USE PANDUIT CCH SERIES MOUNTING DEVICES TO SUPPORT CONDUCTORS (FOR OTHER THAN IN WIRE DUCT).
3. THE LIGHTING CONTROL CABINET SHALL BE COMPLETELY WIRED UP TO THE FIELD WIRING TERMINATION STRIP IN THE CONTRACTORS SHOP AND TESTED PRIOR TO INSTALLATION AT THE SITE.
4. AN 11X17-INCH SET OF PLANS WITH AS-BUILT (RECORD) CONDITIONS SHALL BE PUT IN A PLASTIC PROTECTOR IN THE CABINET.
5. THE CONTRACTOR SHALL COMPLY WITH UTILITY INSTALLATION REQUIREMENTS.
6. USE #10 AWG XLP CONDUCTORS FROM THE 30A CB'S TO THE FIELD WIRING TERMINATION STRIP. PROVIDE A #10 AWG XLP GROUND WIRE AND NEUTRAL WIRE TO FIELD WIRING TERMINATION STRIP FROM PANELBOARD FOR EACH UNDERGROUND CABLE RUN AS REQUIRED.
7. CIRCUITS 1, 3, 5, 7, 9, 11, & 13 SHALL BE RUN THROUGH THE "LIGHTING" CONTACTOR. CIRCUITS 2, 4, 6, 8, 10, 12 & 14 SHALL BE RUN THROUGH THE "RECEPTACLE" CONTACTOR.
8. PROVIDE ENGRAVED PLAQUES ON CONTACTORS.
9. ENCLOSURE SHALL BE GROUNDED.
10. PROVIDE TYPED CIRCUIT DIRECTORY IN PANELBOARD.
11. ORIENT CONDUITS IN APPROPRIATE DIRECTION. CAP SPARE CONDUITS.

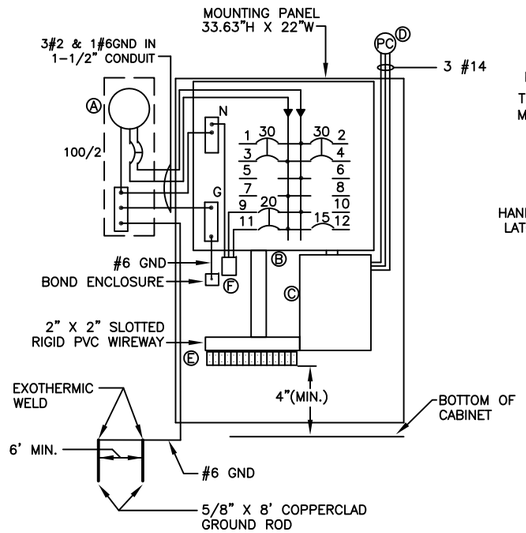
LIGHTING CONTROL CABINET – L1

NO SCALE

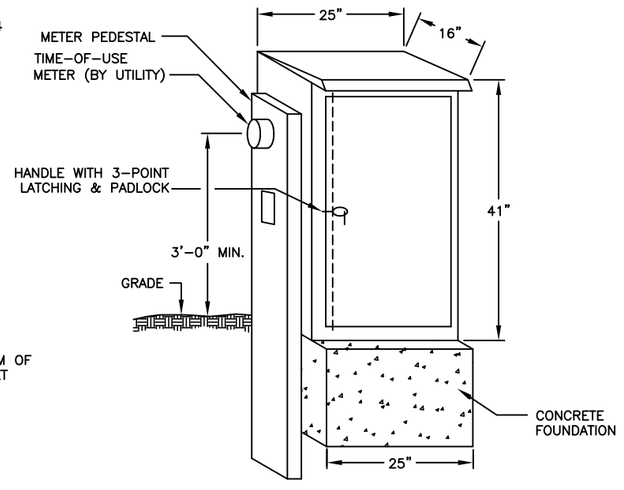
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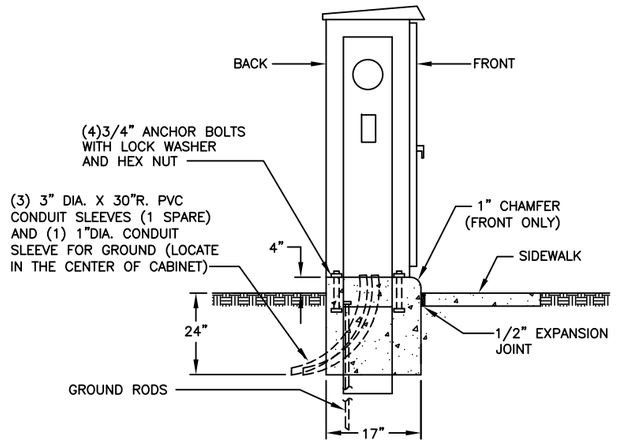
TERMINAL BLOCK LAYOUT



EQUIPMENT LAYOUT



CABINET VIEW



SIDE VIEW

EQUIPMENT LAYOUT NOTES:

Ⓐ UTILITY APPROVED 0–200A, 1PH, 3W, 120/240V METER PEDESTAL WITH 100A/2P, 22KAIC CIRCUIT BREAKER.

Ⓑ 100A MLO, 120/240V, 1PH, 3W, 12CKT. PANELBOARD WITH (2)30A/2P (LTG), (1)20A/2P (SURGE ARRESTER) & (1)15A/1P (CONTROL) PLUG-ON BRANCH CIRCUIT BREAKERS, RATED 22K AIC (MIN.).

Ⓒ 30A, 6P, 600V ELECTRICALLY HELD CONTACTOR, WITH 120V CONTROL COIL, AND HAND–OFF–AUTO SWITCH IN FACTORY ASSEMBLED NEMA 1 ENCLOSURE.

Ⓓ PHOTOCELL INSTALLED IN OVERHANG OF CABINET ABOVE DOOR (FACING DOWN).

Ⓔ FIELD WIRING TERMINATION STRIP (12 BLOCKS).

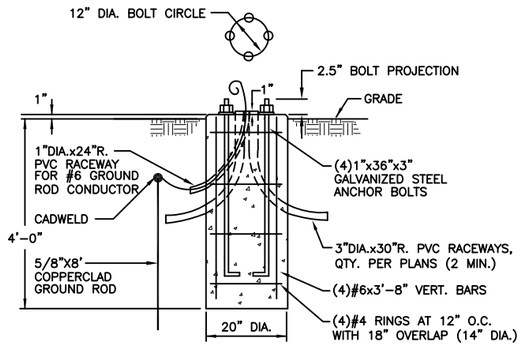
Ⓕ SURGE ARRESTER.

LIGHTING CONTROL CABINET NOTES:

1. ALL CONTROL WIRING SHALL BE COLOR CODED #14 AWG, XLP UNLESS OTHERWISE NOTED.
2. ALL POWER AND CONTROL WIRING SHALL BE NEATLY ROUTED, LABELED AND SUPPORTED.
3. THE LIGHTING CONTROL CABINET SHALL BE COMPLETELY WIRED UP TO THE FIELD WIRING TERMINATION STRIP IN THE CONTRACTORS SHOP AND TESTED PRIOR TO INSTALLATION AT THE SITE.
4. AN 11X17–INCH SET OF PLANS WITH AS–BUILT (RECORD) CONDITIONS SHALL BE PUT IN A PLASTIC PROTECTOR IN THE CABINET.
5. THE CONTRACTOR SHALL COMPLY WITH UTILITY INSTALLATION REQUIREMENTS.
6. USE #10 AWG XLP CONDUCTORS FROM THE 30A CB'S TO THE FIELD WIRING TERMINATION STRIP. PROVIDE A GROUND WIRE AND NEUTRAL WIRE TO FIELD WIRING TERMINATION STRIP FROM PANELBOARD FOR EACH UNDERGROUND CABLE RUN TO LIGHTING UNITS AS REQUIRED. ROUTE CIRCUITS 1, 2, 3 & 4 (LUMINAIRES ONLY) THROUGH THE CONTACTOR.
7. CABINET TO OPEN AWAY FROM ROADWAY.
8. ORIENT CONDUITS AS APPROPRIATE. CAP SPARE CONDUITS.

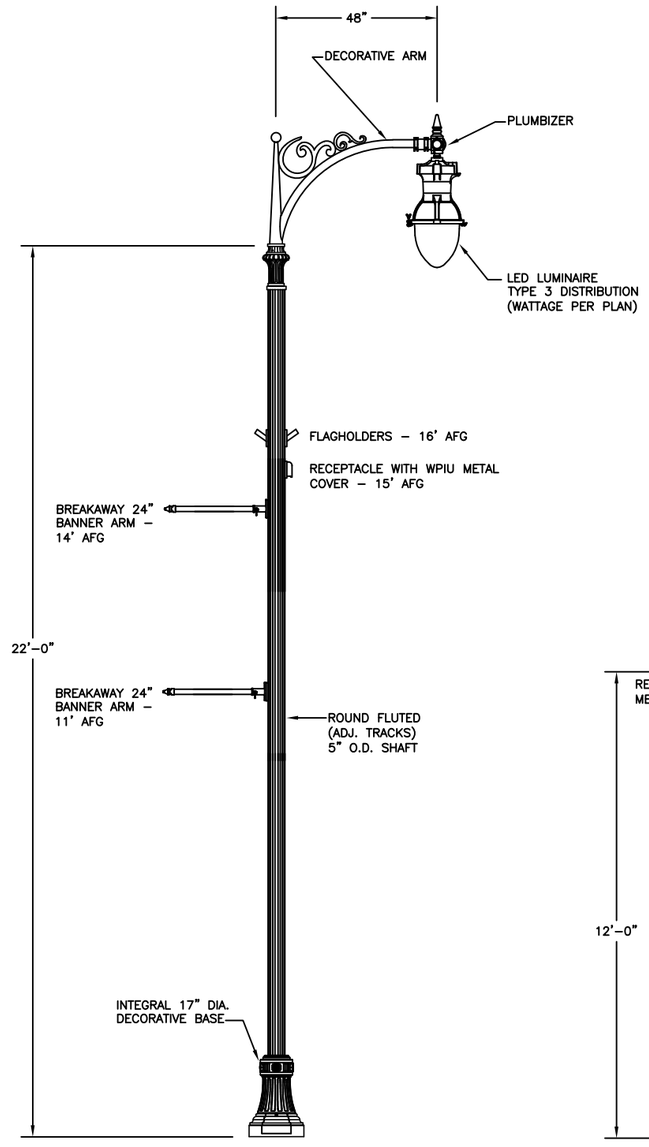
LIGHTING CONTROL CABINET – L2

NOT TO SCALE



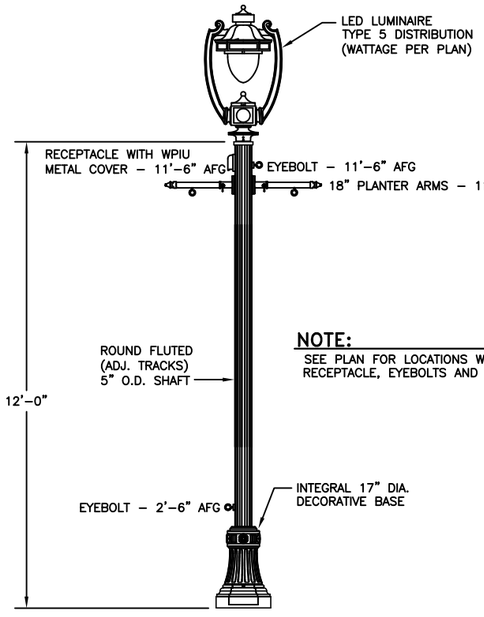
DECORATIVE POST TOP LIGHTING UNIT CONCRETE BASE

NO SCALE

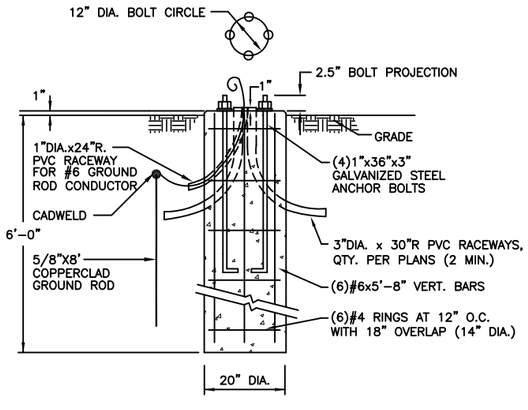


DECORATIVE LIGHTING UNIT NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
2. POLE SHAFT SHALL BE DESIGNED TO INCLUDE COMPONENTS AS INDICATED.
3. POLES SHALL BE CONSTRUCTED OF 6063–T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.
4. POLES SHALL HAVE MINIMUM WALL THICKNESS OF 0.219".
5. ENTIRE LIGHTING UNIT TO BE BLACK COLOR PER SPECIFICATIONS.
6. REFER TO ORIENTATION DIAGRAM FOR LOCATION OF APPURTENANCES ON POLE. PROVIDE MOCKUP OF FIELD INSTALLED FLAG HOLDERS, BANNER ARMS, EYEBOLTS AND PLANTER ARMS PER PLANS FOR EACH DECORATIVE LIGHTING UNIT TYPE AND CONFIRM/ADJUST EXACT LOCATIONS WITH OWNER PRIOR TO COMPLETING INSTALLATION ON REMAINING LIGHTING UNITS.

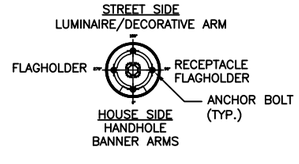


NOTE:
SEE PLAN FOR LOCATIONS WHERE UNIT WITHOUT RECEPTACLE, EYEBOLTS AND PLANTER ARMS.



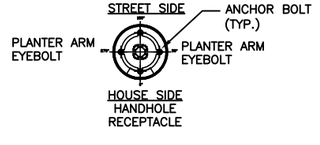
DECORATIVE ARM MOUNTED LIGHTING UNIT CONCRETE BASE

NO SCALE



DECORATIVE ARM MOUNTED LIGHTING UNIT DETAIL

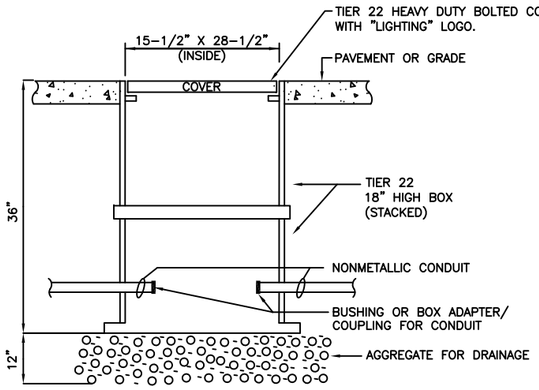
NO SCALE



DECORATIVE POST TOP LIGHTING UNIT DETAIL

NO SCALE

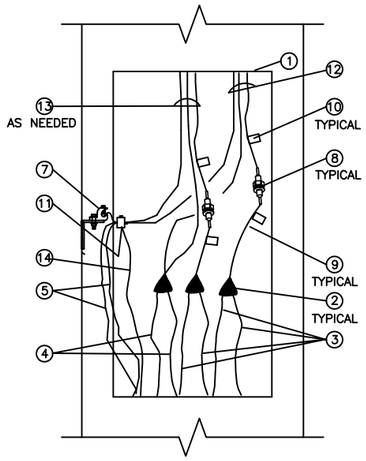
DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 13 OF 17



NOTES:

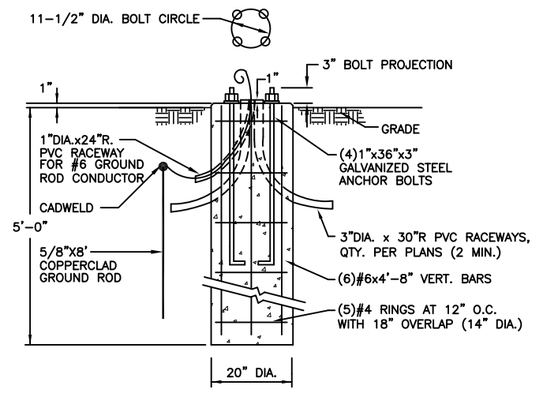
1. PULLBOX IS A UL LISTED CONCRETE COMPOSITE.
2. SHIM BETWEEN SECTIONS AS REQUIRED SO BOX IS LEVEL WITH FINAL GRADE/PAVEMENT.

LIGHTING PULL BOX
NO SCALE

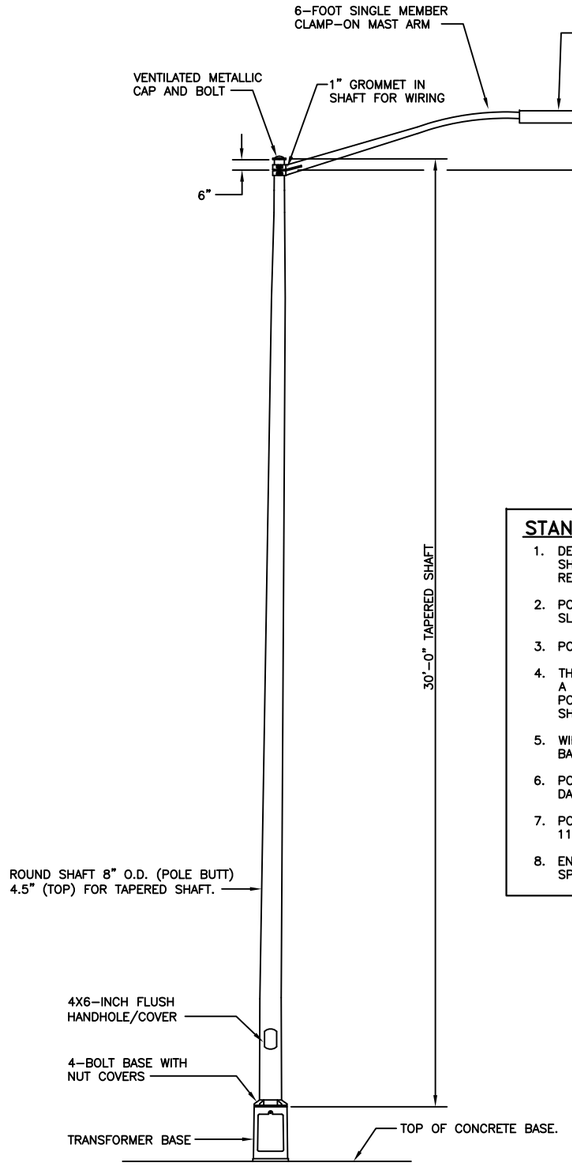


1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED CONDUCTORS
4. GROUNDED CONDUCTORS
5. SYSTEM GROUNDING CONDUCTORS
6. NOT USED
7. HANDHOLE GROUNDING LUG
8. INLINE FUSE ASSEMBLY, WITH WATERPROOF BOOTS AND 5A KTK FUSE
9. 12" PIGTAIL BETWEEN SPLICE AND FUSE ASSEMBLY
10. CIRCUIT TAG
11. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTION (NOT INSULATED)
12. 3#12 RHW/USE TO LUMINAIRE
13. 3#12 RHW/USE TO RECEPTACLE
14. #6 CONDUCTOR TO GROUND ROD

POLE WIRING DETAIL
NO SCALE



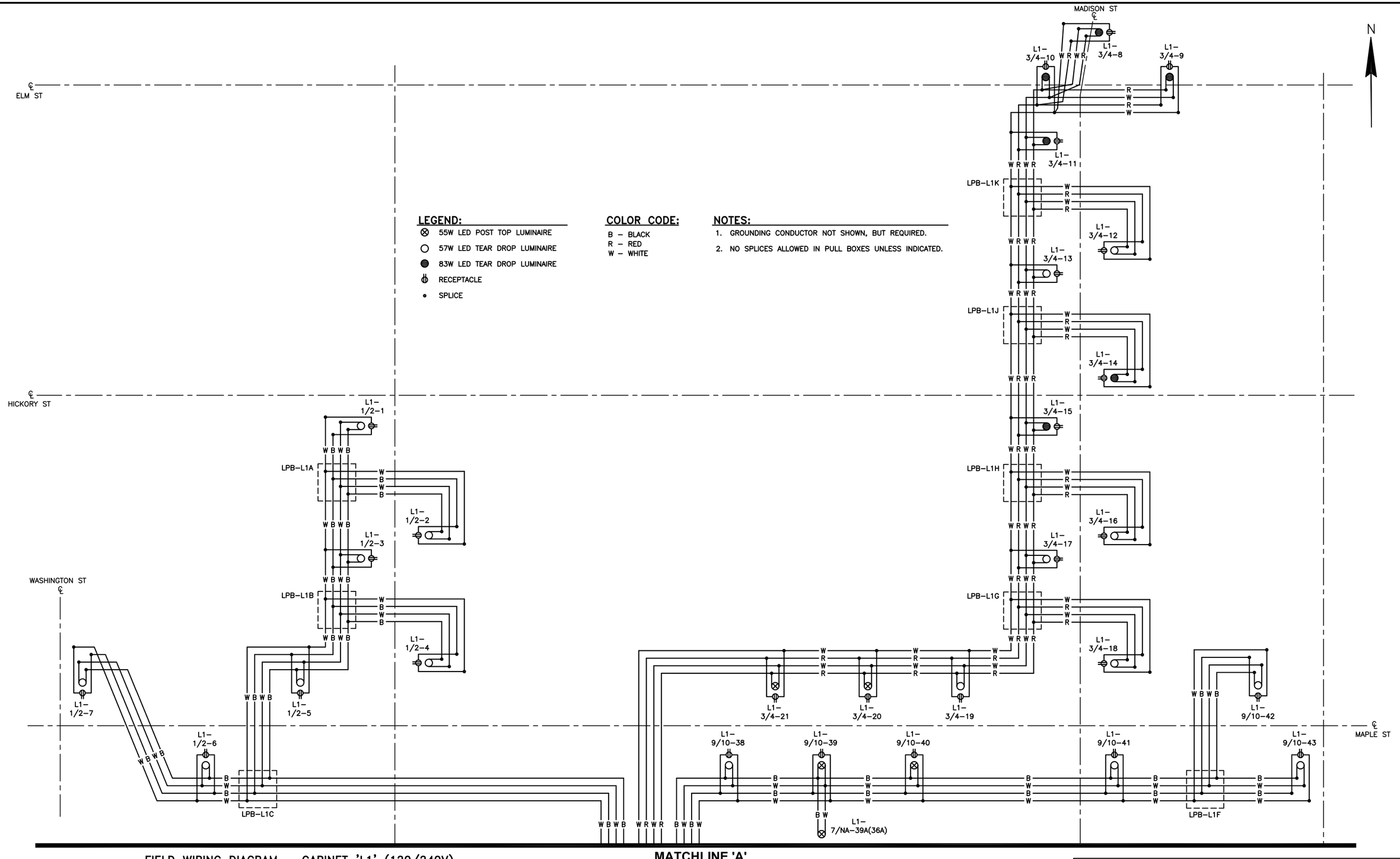
STANDARD LIGHTING UNIT CONCRETE BASE
NO SCALE



BLACK STANDARD LIGHTING UNIT DETAIL
NO SCALE

STANDARD LIGHTING UNIT NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
2. POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.
3. POLES SHALL HAVE MINIMUM WALL THICKNESS OF 0.188".
4. THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.
5. WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.
6. POLE SHALL INCLUDE INTERNAL DUMBBELL STYLE VIBRATION DAMPENER.
7. POLE BASE AND TRANSFORMER BASES SHALL ACCOMMODATE 11-INCH TO 12-INCH BOLT CIRCLE
8. ENTIRE LIGHTING UNIT TO BE BLACK COLOR PER SPECIFICATIONS.

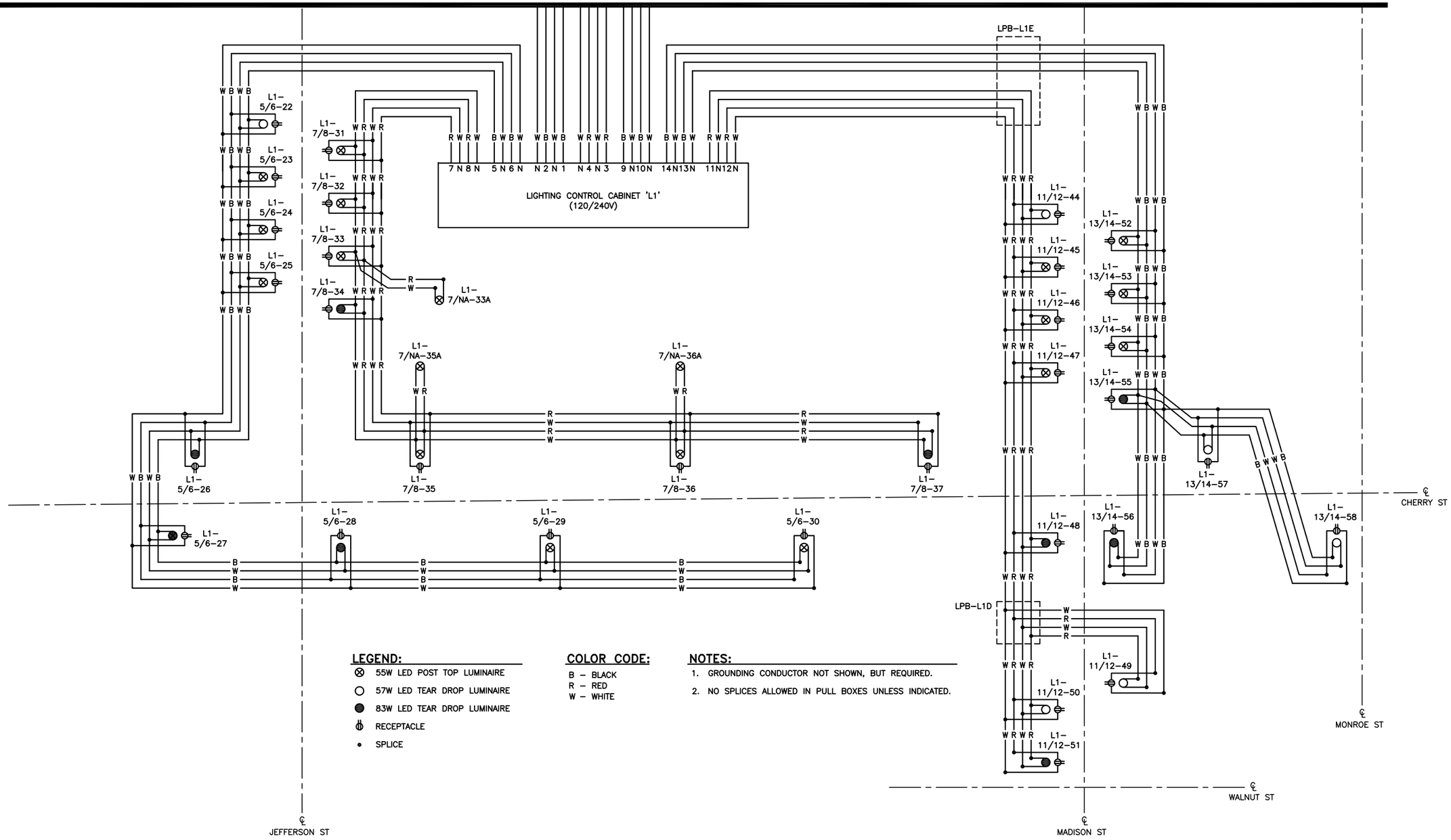


FIELD WIRING DIAGRAM – CABINET 'L1' (120/240V)
NO SCALE

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 15 OF 17

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PARTIAL FIELD WIRING DIAGRAM (CONTINUED) – CABINET 'L1' (120/240V)	SHEET NO: 128	E

MATCHLINE 'A'



LEGEND:

- ⊗ 55W LED POST TOP LUMINAIRE
- ○ 57W LED TEAR DROP LUMINAIRE
- ● 83W LED TEAR DROP LUMINAIRE
- RECEPTACLE
- • SPLICE

COLOR CODE:

B – BLACK
R – RED
W – WHITE

NOTES:

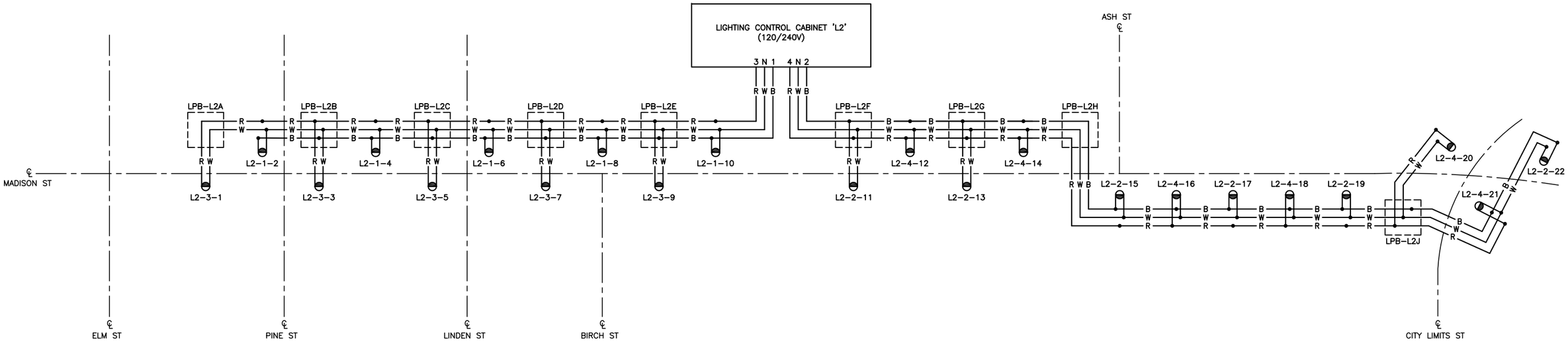
1. GROUNDING CONDUCTOR NOT SHOWN, BUT REQUIRED.
2. NO SPLICES ALLOWED IN PULL BOXES UNLESS INDICATED.

FIELD WIRING DIAGRAM (CONTINUED) – CABINET 'L1' (120/240V)
NO SCALE

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 16 OF 17

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	FIELD WIRING DIAGRAM – CABINET 'L1' (120/240V)	SHEET NO: 129	E

2



LEGEND:

- 80W LED LUMINAIRE
- SPLICE

COLOR CODE:

B – BLACK
R – RED
W – WHITE

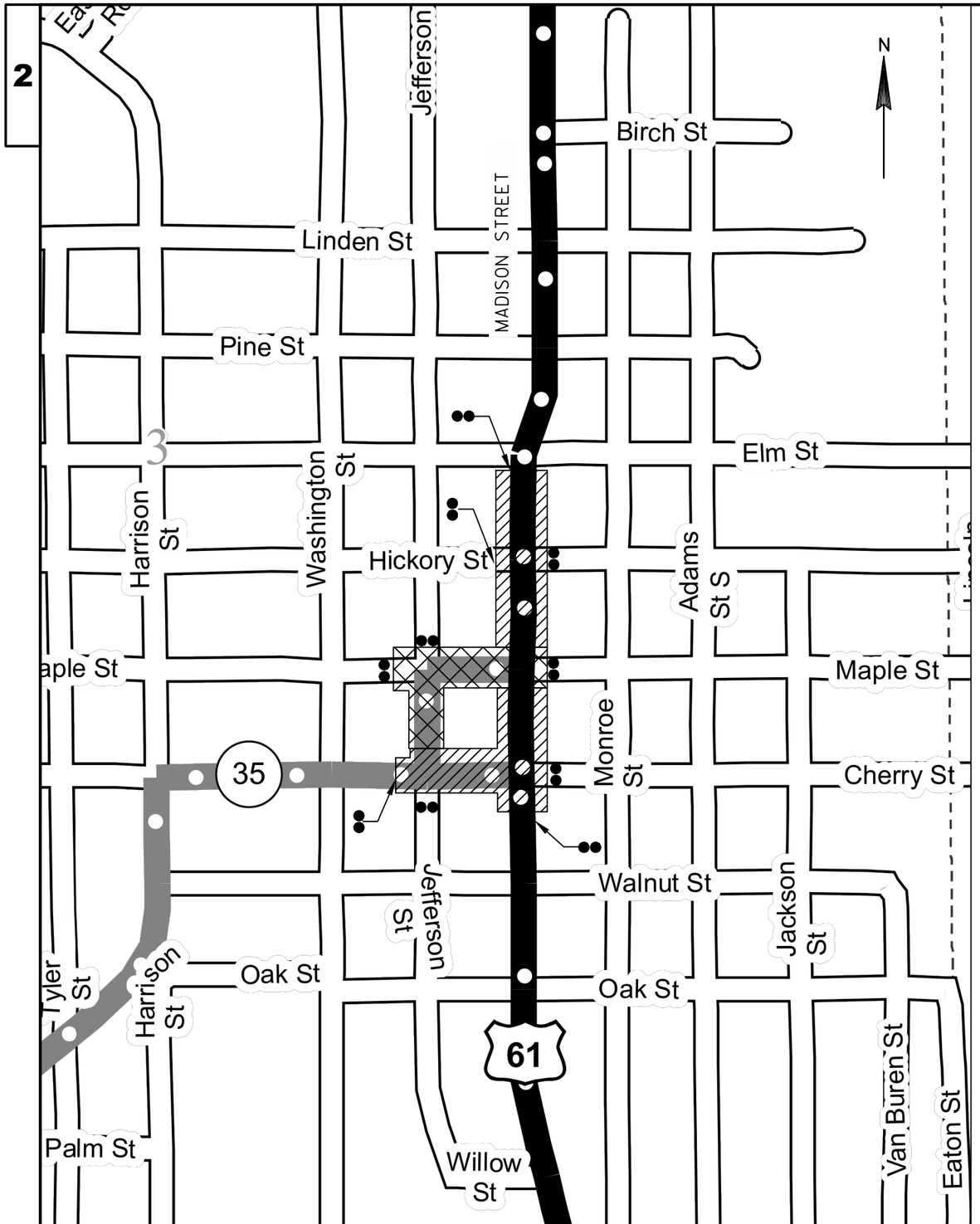
NOTES:

1. GROUNDING CONDUCTOR NOT SHOWN, BUT REQUIRED.
2. NO SPLICES ALLOWED IN PULL BOXES UNLESS INDICATED.

FIELD WIRING DIAGRAM – CABINET 'L2' (120/240V)

NO SCALE

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 17 OF 17



GENERAL NOTES

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

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.

ALL 'W' SIGNS SHALL BE 48"x48" UNLESS OTHERWISE NOTED AND SHALL HAVE REFLECTIVE FLUORESCENT DIAMOND GRADE SHEETING.

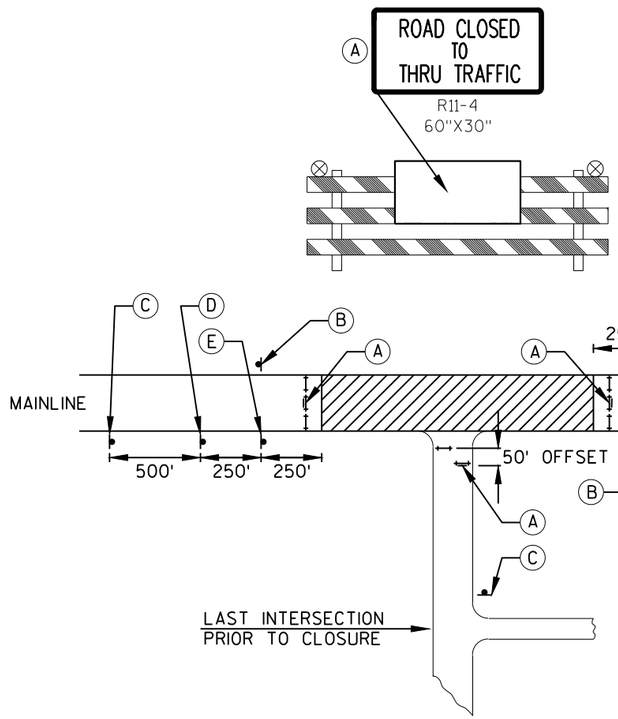
TRAFFIC CONTROL BARRICADES TYPE III STRIPES SHALL SLOPE DOWNWARD TOWARD THE TRAFFIC LANE.

ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE 'ROAD WORK 500 FT' SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

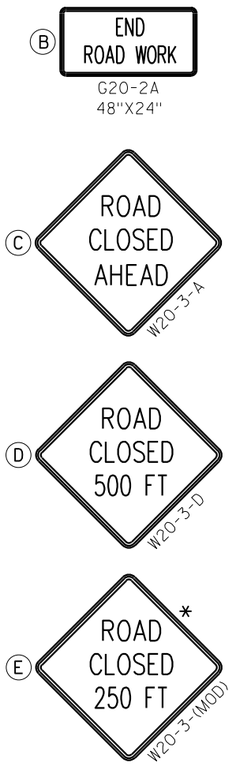
LEGEND

- STAGE 1A WORK AREA
- STAGE 1B WORK AREA
- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN
- TRAFFIC CONTROL SIGNS ON PERMANENT SUPPORT
- MAINLINE AND SIDEROAD CLOSURE DETAIL

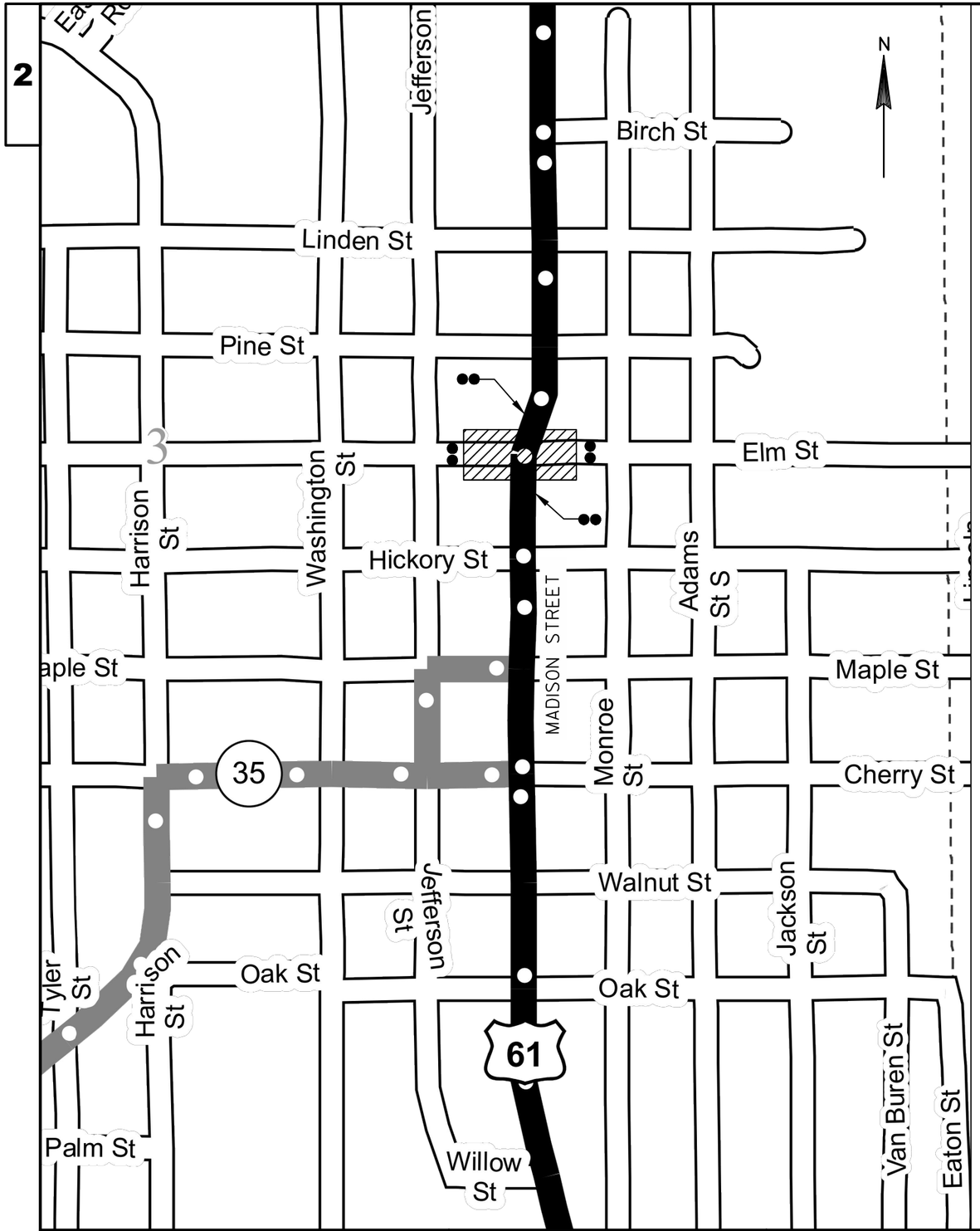


MAINLINE AND SIDE ROAD CLOSURE DETAIL

PUBLIC ACCESS RESTRICTED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS PERMITTED.



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TRAFFIC CONTROL - STAGE 1A AND 1B OVERVIEW	SHEET 131	E



GENERAL NOTES

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

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.

ALL 'W' SIGNS SHALL BE 48"x48" UNLESS OTHERWISE NOTED AND SHALL HAVE REFLECTIVE FLUORESCENT DIAMOND GRADE SHEETING.

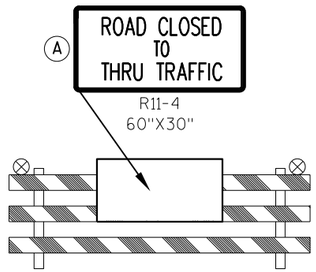
TRAFFIC CONTROL BARRICADES TYPE III STRIPES SHALL SLOPE DOWNWARD TOWARD THE TRAFFIC LANE.

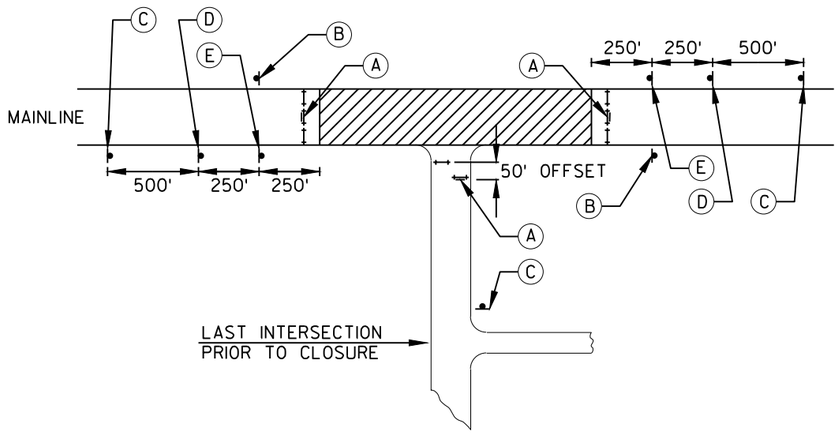
ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE 'ROAD WORK 500 FT' SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

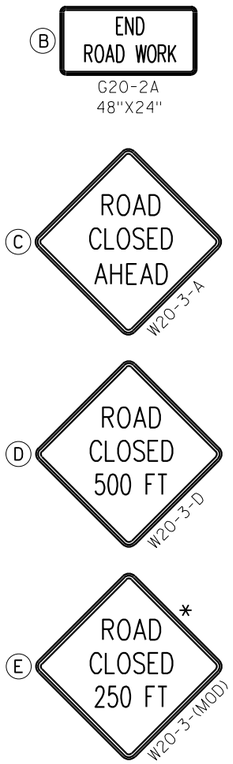
- STAGE 2 WORK AREA
- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN
- TRAFFIC CONTROL SIGNS ON PERMANENT SUPPORT
- MAINLINE AND SIDEROAD CLOSURE DETAIL



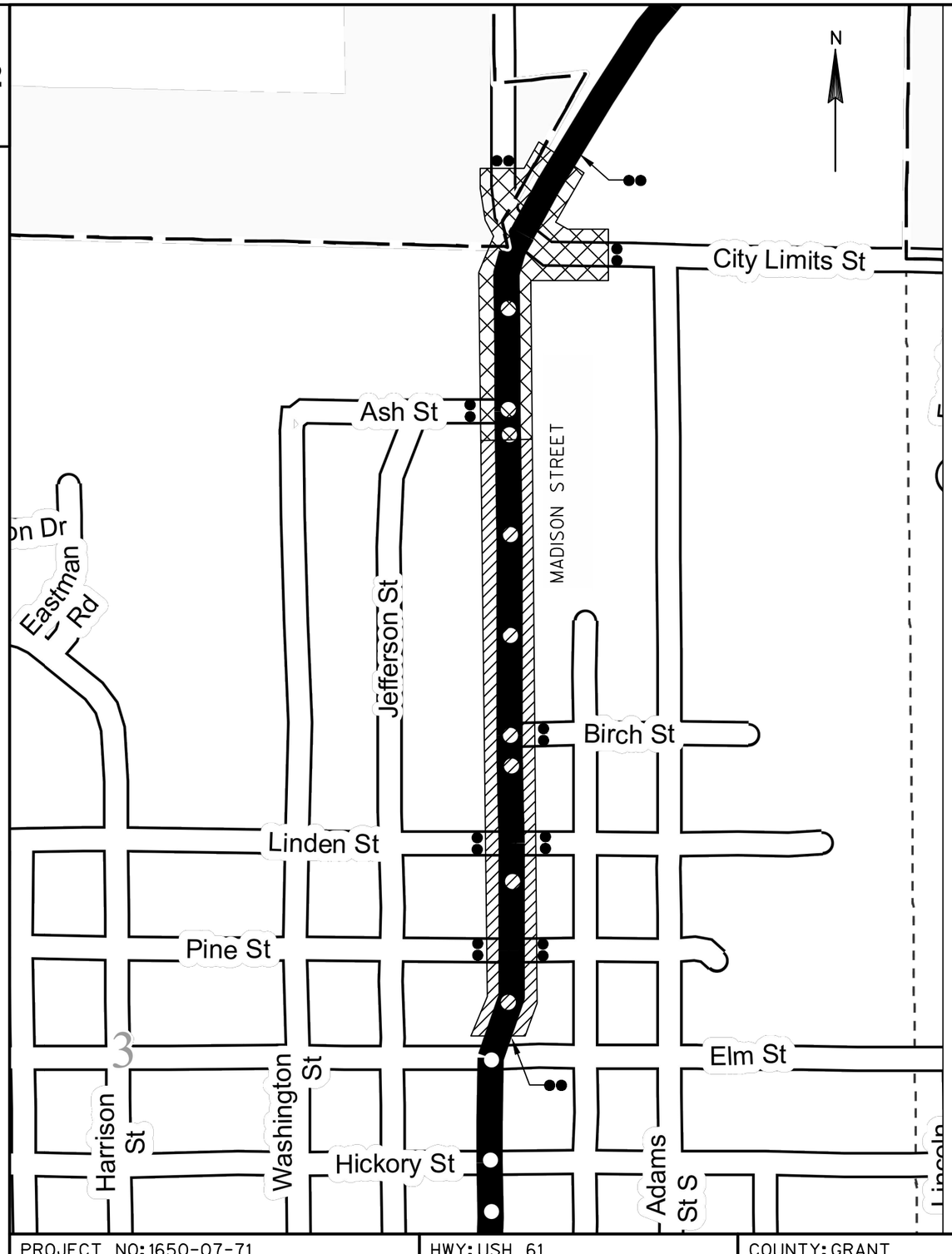


MAINLINE AND SIDE ROAD CLOSURE DETAIL

PUBLIC ACCESS RESTRICTED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS PERMITTED.



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TRAFFIC CONTROL - STAGE 2 OVERVIEW	SHEET 132	E



GENERAL NOTES

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

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.

ALL 'W' SIGNS SHALL BE 48"x48" UNLESS OTHERWISE NOTED AND SHALL HAVE REFLECTIVE FLUORESCENT DIAMOND GRADE SHEETING.

TRAFFIC CONTROL BARRICADES TYPE III STRIPES SHALL SLOPE DOWNWARD TOWARD THE TRAFFIC LANE.

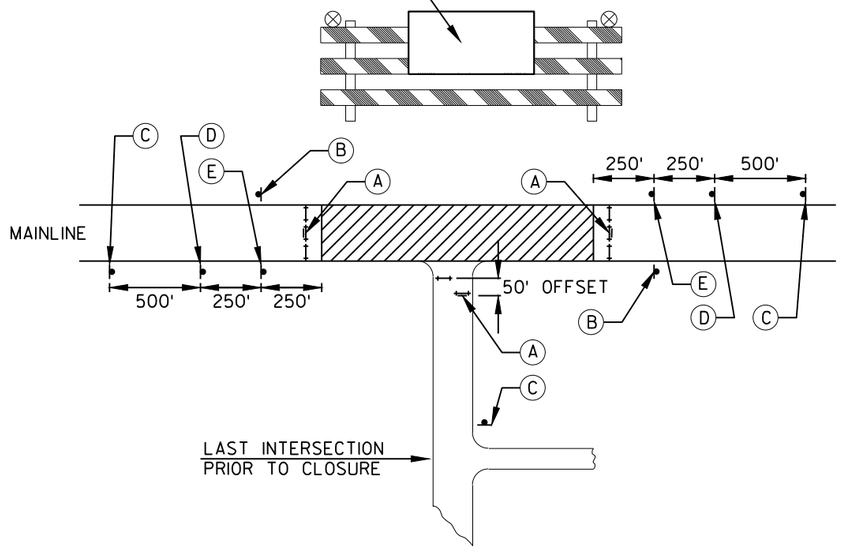
ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL.

EVERY OTHER SIDE ROAD CROSSING SHALL REMAIN ASSESSABLE FOR LOCAL TRAFFIC DURING STAGE 3 CONSTRUCTION.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE 'ROAD WORK 500 FT' SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

- STAGE 3A WORK AREA
- STAGE 3B WORK AREA
- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN
- TRAFFIC CONTROL SIGNS ON PERMANENT SUPPORT
- MAINLINE AND SIDEROAD CLOSURE DETAIL



MAINLINE AND SIDE ROAD CLOSURE DETAIL

PUBLIC ACCESS RESTRICTED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS PERMITTED.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TRAFFIC CONTROL - STAGE 3A AND 3B OVERVIEW	SHEET 133	E

NOTES

1. LIMIT ROADWAY WORK CLOSURES AROUND THE COURTHOUSE TO A MAXIMUM OF TWO STREETS AT A TIME TO MINIMIZE BUSINESS DISRUPTION.
2. SEE TRAFFIC CONTROL STAGE 1A AND 1B OVERVIEW MAINLINE AND SIDEROAD CLOSURE DETAIL FOR MORE INFORMATION.
3. SEE STAGE 1A-P1, 1A-P2, AND 1A-P3 - PEDESTRIAN ACCESS FOR PEDESTRIAN ACCESS INFORMATION.

* PLACE AT LAST INTERSECTION PRIOR TO CLOSURE

S.D.D.

- S.D.D. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
- S.D.D. BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN
- TRAFFIC CONTROL SIGNS ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC
- WORK AREA

ROAD CLOSED AHEAD W20-3-A

ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

END ROAD WORK G20-2A 48"X24"

STOP R1-1 36"X36"

ACCESS TO COURTHOUSE PARKING LOT

FIXED MESSAGE SIGN.

VEHICULAR ACCESS TO ONE COURT HOUSE PARKING LOT MUST BE PROVIDED AT ALL TIMES.

W. CHERRY ST. 62'J' 41' 20'J' 32'E'

W. MAPLE ST. 6'M' 8'M' 10'M'

S. JEFFERSON ST. 22'J' N. JEFFERSON ST. 24'J' N. JEFFERSON ST.

W. HICKORY ST. 10'H' 12'H' E. HICKORY ST.

W. ELM ST. 8'E' 10'E' 12'E' E. ELM ST.

USH 61 (MADISON ST.) 18 20 22 24'M' 26 28 30 32 USH 61

E. CHERRY ST. E. MAPLE ST.

N

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: STAGE 1A	SHEET 134 E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\026001_S1 TO 026010_S1.DWG
LAYOUT NAME - ****
PLOT DATE : 7/17/2018 11:26 AM PLOT BY : MARY PAMPERIN-VOLK PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

NOTES

1. LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.
2. PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.
3. LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.
4. TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE RECONSTRUCTION PROJECT AND TO ONE ADJACENT BUSINESS/BUILDING ENTRANCE DOOR.
5. SEE DETAIL 1: CONSTRUCTION STAGE 1-P1 - PEDESTRIAN ACCESS TYPICAL SECTION
6. STAGE 1A-P1 HAS EXISTING SIDEWALKS REMAINING OPEN WHILE THE ROADWAY IS CONSTRUCTED. SEE "STAGE 1 PEDESTRIAN ACCESS" TYPICAL SECTIONS.

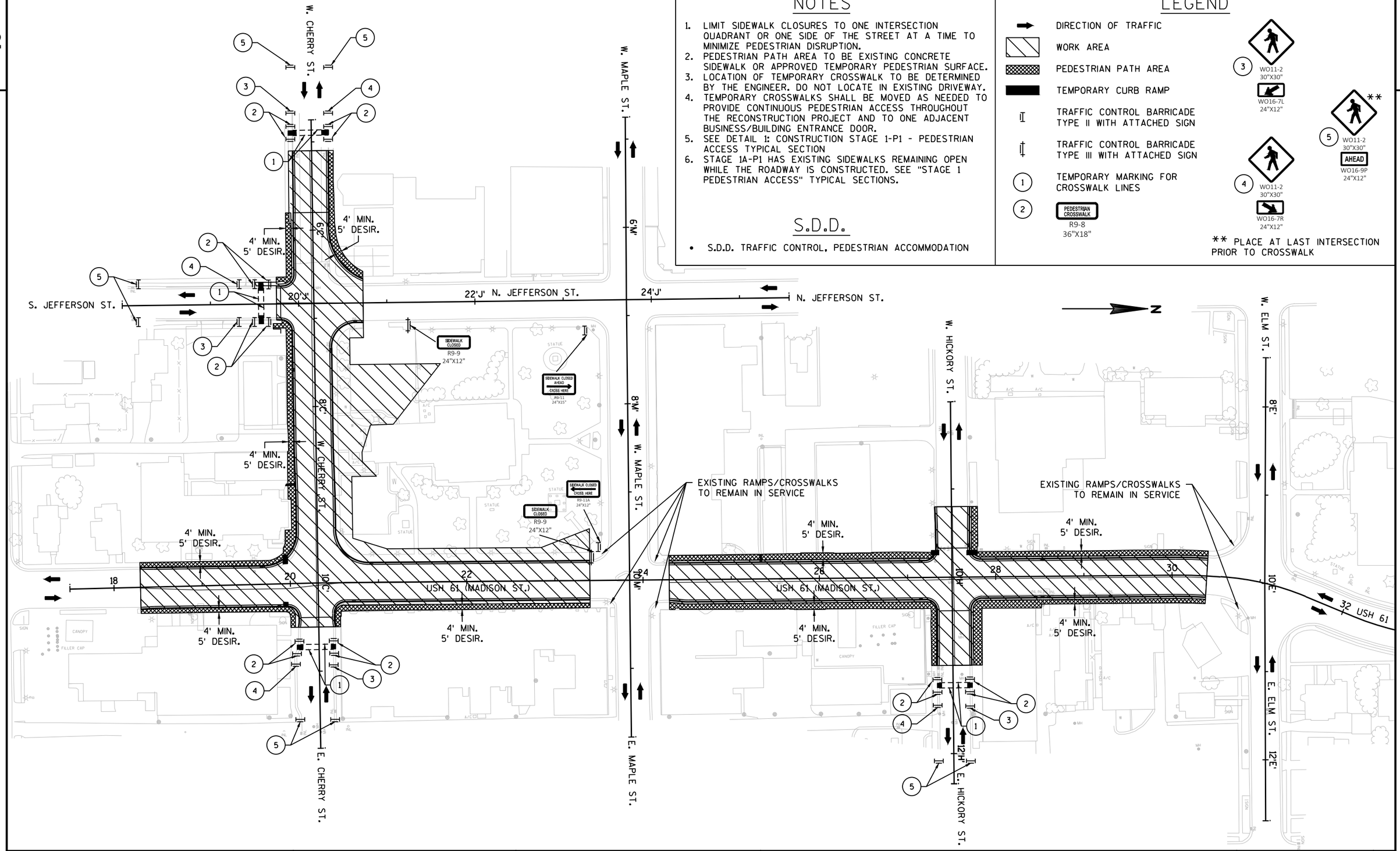
S.D.D.

- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- PEDESTRIAN PATH AREA
- TEMPORARY CURB RAMP
- TRAFFIC CONTROL BARRICADE TYPE II WITH ATTACHED SIGN
- TRAFFIC CONTROL BARRICADE TYPE III WITH ATTACHED SIGN
- (1) TEMPORARY MARKING FOR CROSSWALK LINES
- (2) PEDESTRIAN CROSSWALK R9-8 36"X18"
- (3) WO11-2 30"X30" / WO16-7L 24"X12"
- (4) WO11-2 30"X30" / WO16-7R 24"X12"
- (5) ** WO11-2 30"X30" AHEAD WO16-9P 24"X12"

** PLACE AT LAST INTERSECTION PRIOR TO CROSSWALK



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: STAGE 1A-P1 - PEDESTRIAN ACCESS	SHEET 135	E

NOTES

1. PEDESTRIAN PATH AREA TO BE PROPOSED/EXISTING CONCRETE SIDEWALK OR TEMPORARY PEDESTRIAN SURFACE.
2. LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.
3. TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE RECONSTRUCTION PROJECT.
4. ONE "TEMPORARY PROPERTY PEDESTRIAN ACCESS " SHALL BE PROVIDED TO EACH BUSINESS/BUILDING ENTRANCE DOOR.
5. SEE DETAIL 2: CONSTRUCTION STAGING 1-P2 - PEDESTRIAN ACCESS TYPICAL SECTION.
6. STAGE 1A-P2 UTILIZES EXISTING SIDEWALKS AND THE NEWLY CONSTRUCTED ROADWAY FOR PEDESTRIANS WHILE THE NEW SIDEWALKS ARE CONSTRUCTED. SEE "STAGE 1 PEDESTRIAN ACCESS" TYPICAL SECTIONS.

S.D.D.

- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- PEDESTRIAN PATH AREA
- TEMPORARY CURB RAMP
- PEDESTRIAN SAFETY FENCE WITH TRAFFIC CONTROL DRUMS, SPACED EVERY 25 FEET
- TRAFFIC CONTROL BARRICADE TYPE II WITH ATTACHED SIGN
- TRAFFIC CONTROL BARRICADE TYPE III WITH ATTACHED SIGN
- (1) TEMPORARY MARKING FOR CROSSWALK LINES
- (2) PEDESTRIAN CROSSWALK R9-8 36"X18"
- (3) WO11-2 30"X30" + WO16-7L 24"X12"
- (4) WO11-2 30"X30" + WO16-7R 24"X12"
- (5) WO11-2 30"X30" + AHEAD WO16-9P 24"X12" **

**PLACE AT LAST INTERSECTION PRIOR TO CROSSWALK

W. CHERRY ST. · W. MAPLE ST. · S. JEFFERSON ST. · N. JEFFERSON ST. · W. HICKORY ST. · W. ELM ST. · E. CHERRY ST. · E. MAPLE ST. · E. HICKORY ST. · E. ELM ST. · USH 61 (MADISON ST.) · 32 USH 61

SIDEWALK CLOSED R9-9 24"X12" · 4' MIN. 5' DESIR. · TEMPORARY RAMP FROM PROPOSED SIDEWALK TO EXISTING SIDEWALK · TEMPORARY PROPERTY PEDESTRIAN ACCESS (TYP) · EXISTING RAMPS/CROSSWALKS TO REMAIN IN SERVICE

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: STAGE 1A-P2 - PEDESTRIAN ACCESS	SHEET 136	E

NOTES

1. LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.
2. PEDESTRIAN PATH AREA TO BE PROPOSED/EXISTING CONCRETE SIDEWALK OR TEMPORARY PEDESTRIAN SURFACE.
3. LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.
4. TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE RECONSTRUCTION PROJECT
5. ONE "TEMPORARY PROPERTY PEDESTRIAN ACCESS" SHALL BE PROVIDED TO EACH BUSINESS/BUILDING ENTRANCE DOOR.
6. SEE DETAIL 3: CONSTRUCTION STAGING 1-P3 - PEDESTRIAN ACCESS TYPICAL SECTION.
7. STAGE 1A-P3 UTILIZES EXISTING AND NEWLY BUILT SIDEWALK ROADWAY FOR PEDESTRIANS WHILE THE SIDEWALKS ARE CONSTRUCTED. SEE "STAGE 1 PEDESTRIAN ACCESS" TYPICAL SECTIONS.

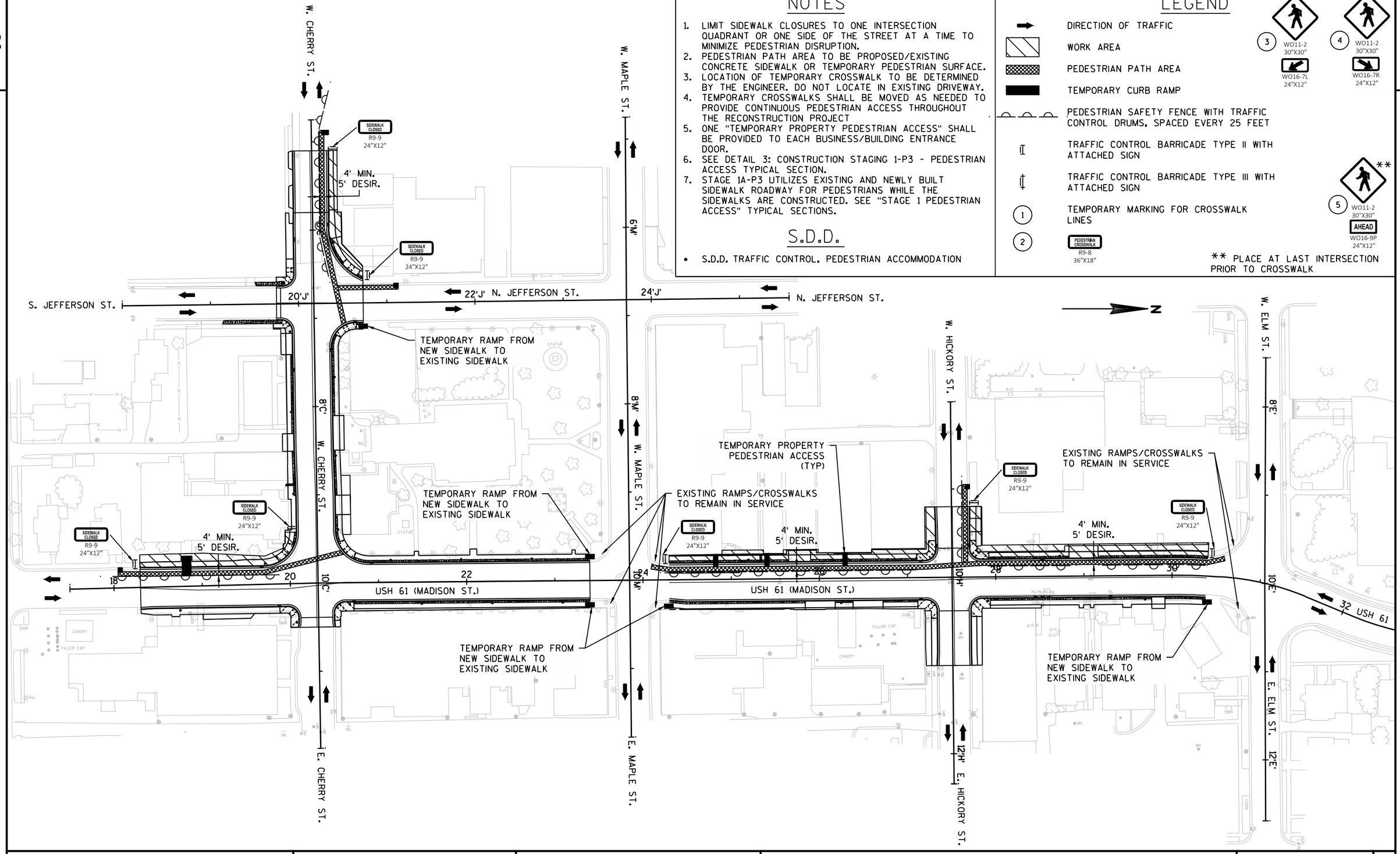
S.D.D.

- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- PEDESTRIAN PATH AREA
- TEMPORARY CURB RAMP
- PEDESTRIAN SAFETY FENCE WITH TRAFFIC CONTROL DRUMS, SPACED EVERY 25 FEET
- II TRAFFIC CONTROL BARRICADE TYPE II WITH ATTACHED SIGN
- III TRAFFIC CONTROL BARRICADE TYPE III WITH ATTACHED SIGN
- (1) TEMPORARY MARKING FOR CROSSWALK LINES
- (2) PEDESTRIAN CROSSWALK R9-8 36"X18"
- (3) WO11-2 30"X30" / WO16-7L 24"X12"
- (4) WO11-2 30"X30" / WO16-7R 24"X12"
- (5) WO11-2 30"X30" AHEAD WO16-9P 24"X12" **

** PLACE AT LAST INTERSECTION PRIOR TO CROSSWALK



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: STAGE 1A-P3 - PEDESTRIAN ACCESS	SHEET 137	E

NOTES

1. LIMIT ROADWAY WORK CLOSURES AROUND THE COURTHOUSE TO A MAXIMUM OF TWO STREETS AT A TIME TO MINIMIZE BUSINESS DISRUPTION.
2. LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.
3. SEE TRAFFIC CONTROL - STAGE 1: MAINLINE AND SIDEROAD CLOSURE DETAIL FOR MORE INFORMATION.
4. SEE STAGE 1B-P1 AND 1B-P2 - PEDESTRIAN ACCESS FOR PEDESTRIAN ACCESS INFORMATION.

S.D.D.

- S.D.D. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
- S.D.D. BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

* PLACE AT LAST INTERSECTION PRIOR TO CLOSURE

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN
- TRAFFIC CONTROL SIGNS ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC
- WORK AREA

ROAD CLOSED AHEAD W20-3-A *
ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"
END ROAD WORK G20-2A 48"X24"
STOP R1-1 36"X36"
W. CHERRY ST.
W. MAPLE ST.
W. HICKORY ST.
W. ELM ST.
E. CHERRY ST.
E. MAPLE ST.
E. HICKORY ST.
E. ELM ST.
S. JEFFERSON ST.
N. JEFFERSON ST.
22'J' N. JEFFERSON ST.
USH 61 (MADISON ST.)
32 USH 61
LIMIT CLOSURE TIME OF USH 61/MAPLE STREET INTERSECTION AS SHOWN IN SPECIAL PROVISIONS
N

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: STAGE 1B	SHEET 138 E

NOTES

1. LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.
2. PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.
3. LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.
4. TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE RECONSTRUCTION PROJECT.
5. ONE "TEMPORARY PROPERTY PEDESTRIAN ACCESS " SHALL BE PROVIDED TO EACH BUSINESS/BUILDING ENTRANCE DOOR.
6. SEE DETAIL 1: CONSTRUCTION STAGING 1-P1 - PEDESTRIAN ACCESS TYPICAL SECTION.
7. STAGE 1B-P1 HAS EXISTING SIDEWALKS REMAINING OPEN WHILE THE ROADWAY IS CONSTRUCTED. SEE TYPICALS AT THE END OF THE STAGE.

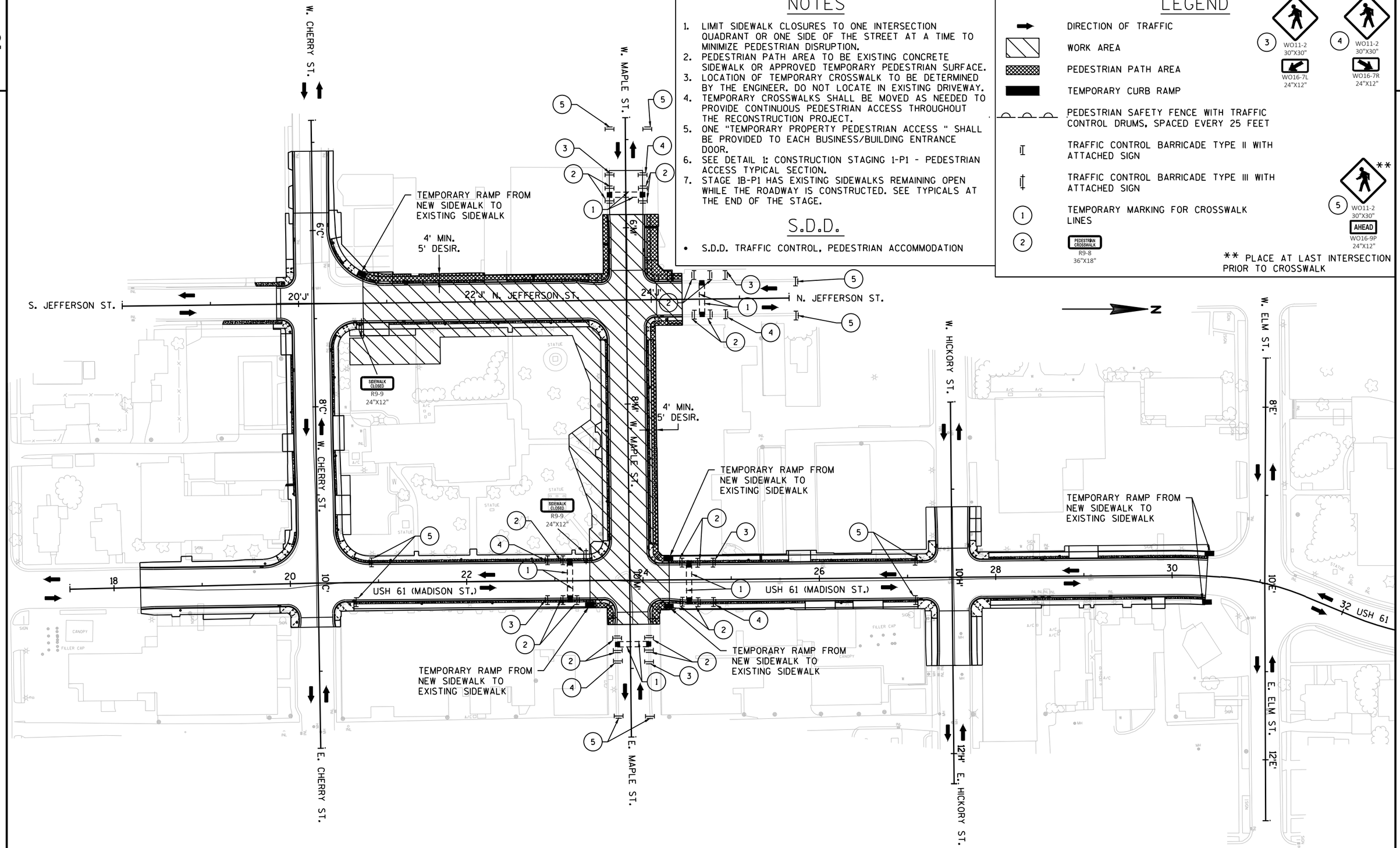
S.D.D.

- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- PEDESTRIAN PATH AREA
- TEMPORARY CURB RAMP
- PEDESTRIAN SAFETY FENCE WITH TRAFFIC CONTROL DRUMS, SPACED EVERY 25 FEET
- TRAFFIC CONTROL BARRICADE TYPE II WITH ATTACHED SIGN
- TRAFFIC CONTROL BARRICADE TYPE III WITH ATTACHED SIGN
- (1) TEMPORARY MARKING FOR CROSSWALK LINES
- (2)
- PEDESTRIAN CROSSWALK R9-8 36"X18"
- (3) WO11-2 30"X30" / WO16-7L 24"X12"
- (4) WO11-2 30"X30" / WO16-7R 24"X12"
- (5) ** WO11-2 30"X30" / AHEAD WO16-9P 24"X12"

** PLACE AT LAST INTERSECTION PRIOR TO CROSSWALK



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: STAGE 1B-P1 - PEDESTRIAN ACCESS	SHEET 139	E

NOTES

1. LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.
2. PEDESTRIAN PATH AREA TO BE PROPOSED/EXISTING CONCRETE SIDEWALK OR TEMPORARY PEDESTRIAN SURFACE.
3. LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.
4. TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE RECONSTRUCTION PROJECT. ONE "TEMPORARY PROPERTY PEDESTRIAN ACCESS " SHALL BE PROVIDED TO EACH BUSINESS/BUILDING ENTRANCE DOOR.
5. SEE DETAIL 2: CONSTRUCTION STAGING 1-P2 - PEDESTRIAN ACCESS TYPICAL SECTION.
6. STAGE 1B-P2 UTILIZES EXISTING AND PROPOSED SIDEWALKS AND THE PROPOSED ROADWAYS FOR PEDESTRIANS WHILE PROPOSED SIDEWALKS ARE CONSTRUCTED. SEE TYPICALS AT THE END OF THE STAGE.

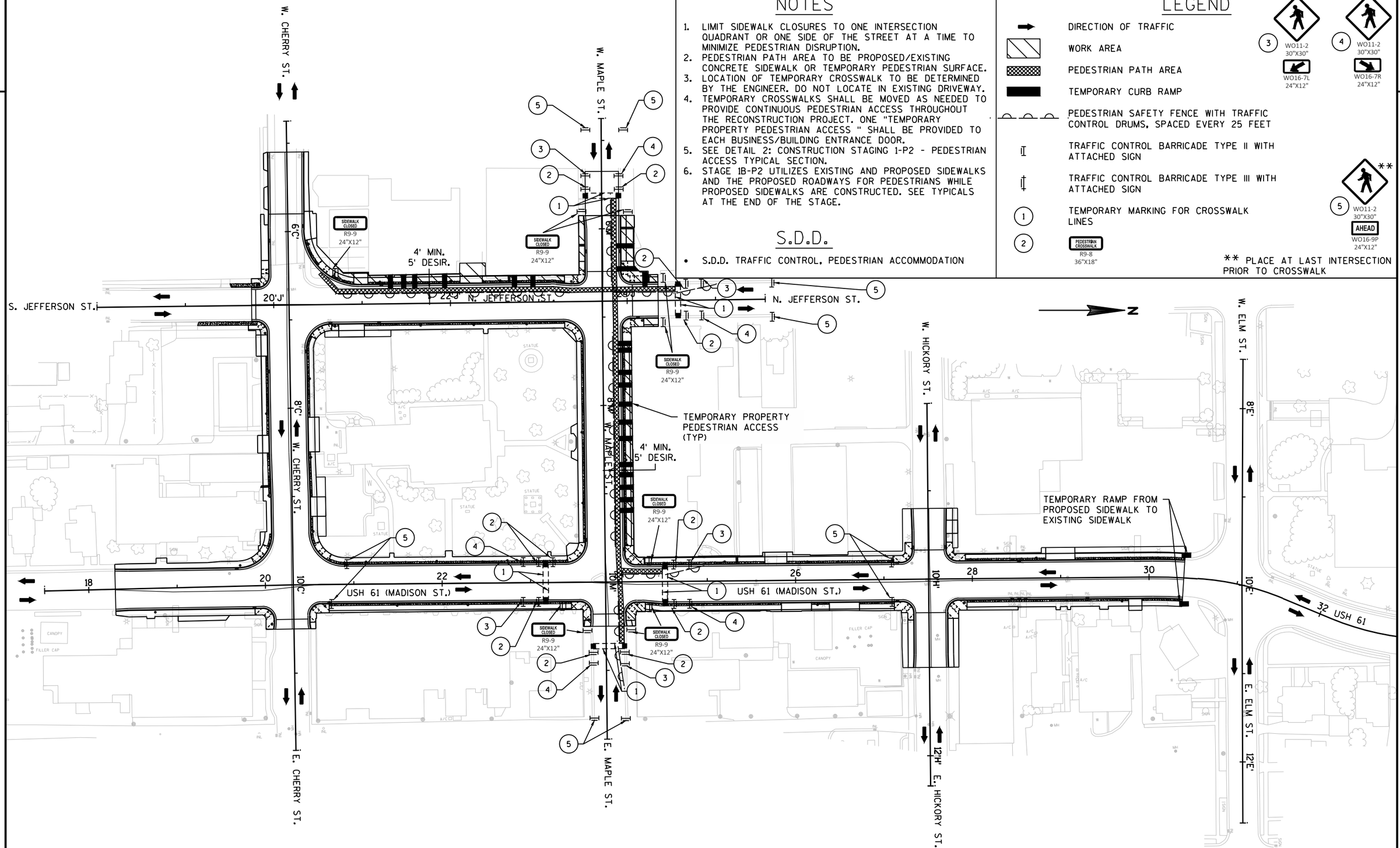
S.D.D.

- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

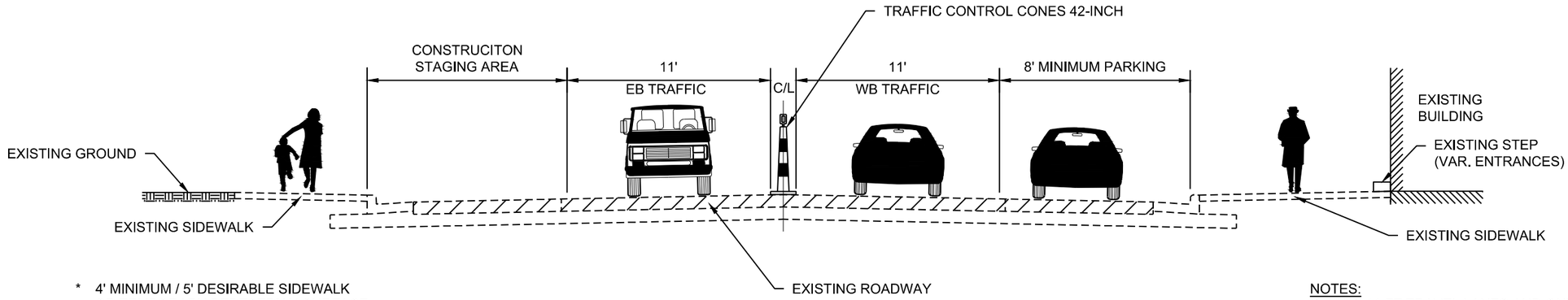
- DIRECTION OF TRAFFIC
- WORK AREA
- PEDESTRIAN PATH AREA
- TEMPORARY CURB RAMP
- PEDESTRIAN SAFETY FENCE WITH TRAFFIC CONTROL DRUMS, SPACED EVERY 25 FEET
- TRAFFIC CONTROL BARRICADE TYPE II WITH ATTACHED SIGN
- TRAFFIC CONTROL BARRICADE TYPE III WITH ATTACHED SIGN
- (1) TEMPORARY MARKING FOR CROSSWALK LINES
- (2) PEDESTRIAN CROSSWALK R9-8 36"X18"
- (3) WO11-2 30"X30" / WO16-7L 24"X12"
- (4) WO11-2 30"X30" / WO16-7R 24"X12"
- (5) WO11-2 30"X30" AHEAD WO16-9P 24"X12" **

** PLACE AT LAST INTERSECTION PRIOR TO CROSSWALK



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: STAGE 1B-P2 - PEDESTRIAN ACCESS	SHEET 140	E

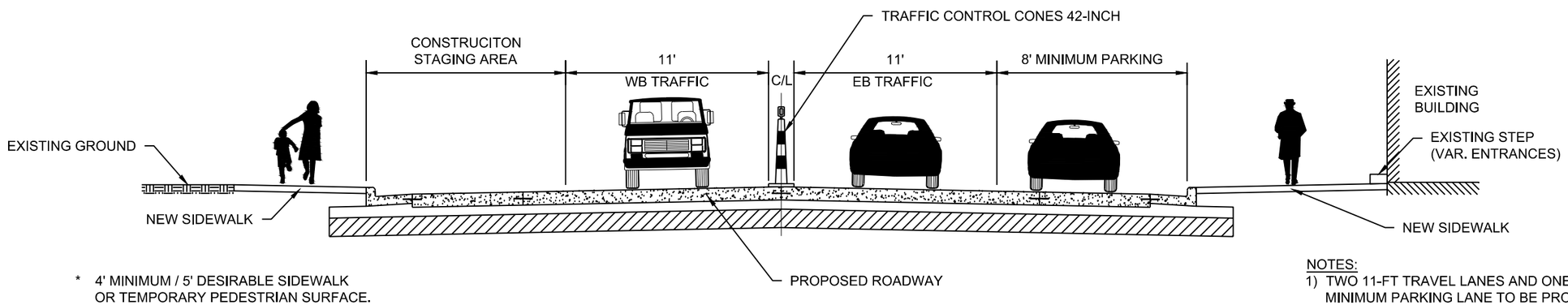
2



* 4' MINIMUM / 5' DESIRABLE SIDEWALK OR TEMPORARY PEDESTRIAN SURFACE. 2% MAX CROSS SLOPE

CONSTRUCTION STAGE 1A - TYPICAL SECTION
(BIDIRECTIONAL TRAFFIC ON MAPLE STREET)

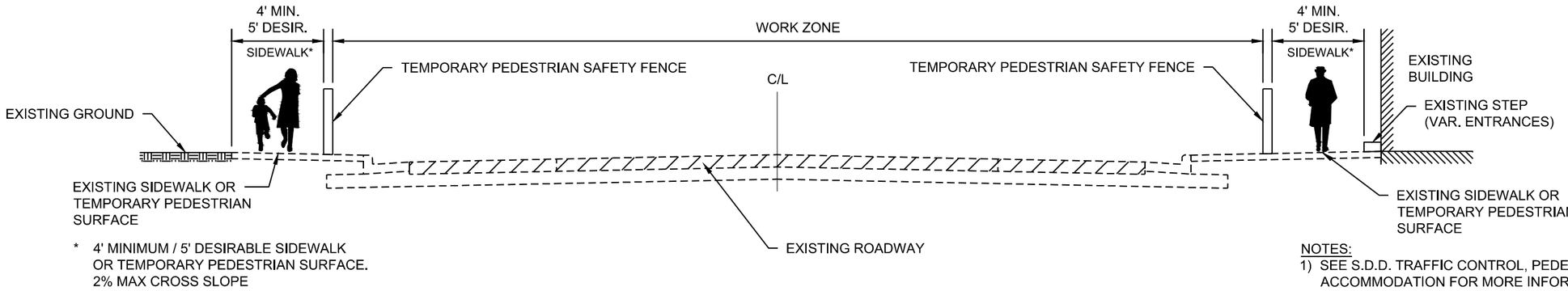
NOTES:
1) TWO 11-FT TRAVEL LANES AND ONE 8-FT MINIMUM PARKING LANE TO BE PROVIDED. REMAINING ROADWAY WIDTH CAN BE USED FOR CONSTRUCTION STAGING IF NEEDED.
2) TRAFFIC CONTROL CONES 42-INCH TO BE SPACED AT 25-FT INTERVALS AND ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY ENGINEER.
3) MINIMUM 16LB BASE FOR TRAFFIC CONTROL CONES 42-INCH REQUIRED, 30LB BASE PREFERRED.



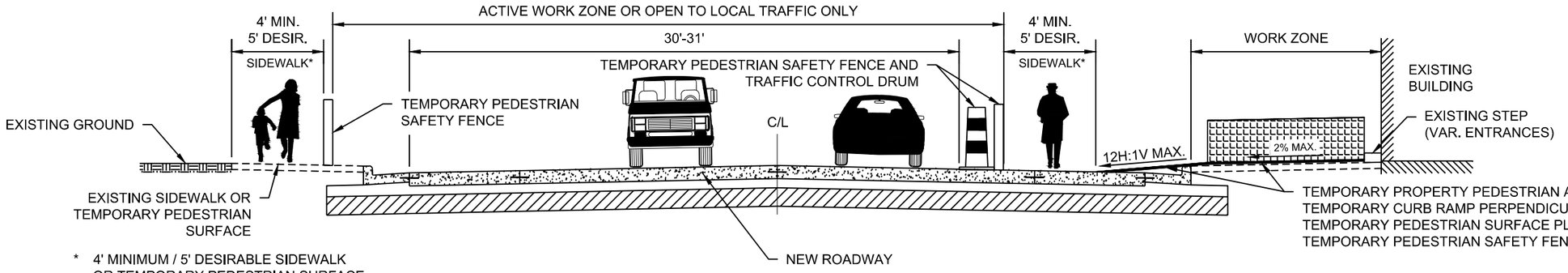
* 4' MINIMUM / 5' DESIRABLE SIDEWALK OR TEMPORARY PEDESTRIAN SURFACE. 2% MAX CROSS SLOPE

CONSTRUCTION STAGE 1B - TYPICAL SECTION
(BIDIRECTIONAL TRAFFIC ON CHERRY STREET)

NOTES:
1) TWO 11-FT TRAVEL LANES AND ONE 8-FT MINIMUM PARKING LANE TO BE PROVIDED. REMAINING ROADWAY WIDTH CAN BE USED FOR CONSTRUCTION STAGING IF NEEDED.
2) TRAFFIC CONTROL CONES 42-INCH TO BE SPACED AT 25-FT INTERVALS AND ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY ENGINEER.
3) MINIMUM 16LB BASE FOR TRAFFIC CONTROL CONES 42-INCH REQUIRED, 30LB BASE PREFERRED.

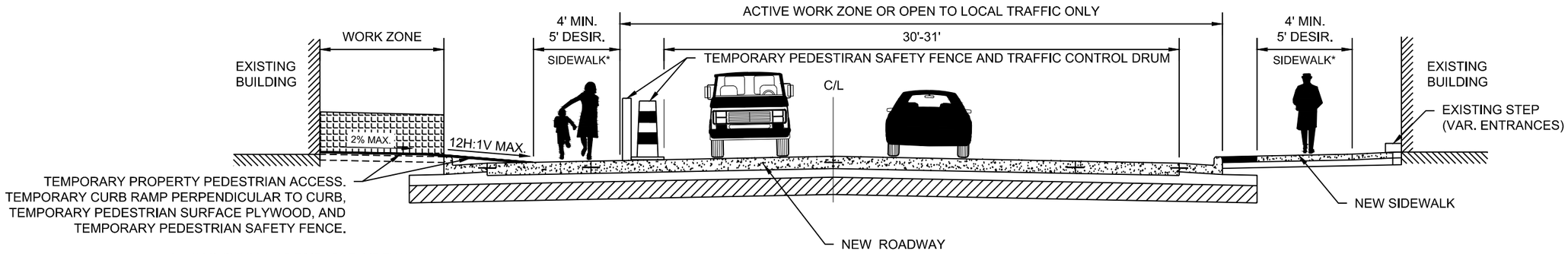


DETAIL 1: CONSTRUCTION STAGE 1-P1 - PEDESTRIAN ACCESS TYPICAL SECTION
(PRIOR TO ROADWAY AND CURB & GUTTER COMPLETION)



DETAIL 2: CONSTRUCTION STAGE 1-P2 - PEDESTRIAN ACCESS TYPICAL SECTION
(AFTER ROADWAY AND CURB & GUTTER COMPLETION)

2



* 4' MINIMUM / 5' DESIRABLE SIDEWALK
OR TEMPORARY PEDESTRIAN SURFACE.
2% MAX CROSS SLOPE

DETAIL 3: CONSTRUCTION STAGE 1-P3 - PEDESTRIAN ACCESS TYPICAL SECTION
(AFTER ROADWAY AND CURB & GUTTER COMPLETION)

NOTES:
1) SEE S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION.
2) PEDESTRIANS USE NEW ROADWAY, EXISTING SIDEWALK, OR TEMPORARY PEDESTRIAN SURFACE.
3) USE TEMPORARY CURB RAMPS NEAR INTERSECTIONS.
4) TEMPORARY PROPERTY PEDESTRIAN ACCESS TO BE PROVIDED FOR BUSINESS ACCESS.
5) COORDINATE ALL TEMPORARY SIDEWALK CLOSURES WITH LOCAL BUSINESS OWNERS.

2

NOTES

1. SEE TRAFFIC CONTROL - STAGE 2: MAINLINE AND SIDEROAD CLOSURE DETAIL FOR MORE INFORMATION.
2. SEE STAGE 2-P1 AND 2-P2 - PEDESTRIAN DETOUR FOR PEDESTRIAN ACCESS INFORMATION.

S.D.D.

- S.D.D. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
- S.D.D. BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

2

N

33+00

USH 61 (MADISON ST.)

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

32+00

ROAD CLOSED AHEAD
W20-3-A

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

W. ELM STREET

8+00 E

9+00 E

10+00 E

11+00 E

12+00 E

E. ELM STREET

31+00

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD CLOSED AHEAD
W20-3-A

30+00

USH 61 (MADISON ST.)

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN
- TRAFFIC CONTROL SIGNS ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: STAGE 2	SHEET 144	E

2

NOTES

1. PEDESTRIAN PATH AREA TO BE NEW/EXISTING CONCRETE SIDEWALK OR TEMPORARY PEDESTRIAN SURFACE.
2. LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.
3. CONSTRUCT ONE SIDE OF SIDEWALK ON ELM STREET AT A TIME. DETOUR PEDESTRIANS TO THE OTHER SIDE WHILE CONSTRUCTING SIDEWALK.
4. TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE RECONSTRUCTION PROJECT.

S.D.D.

- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

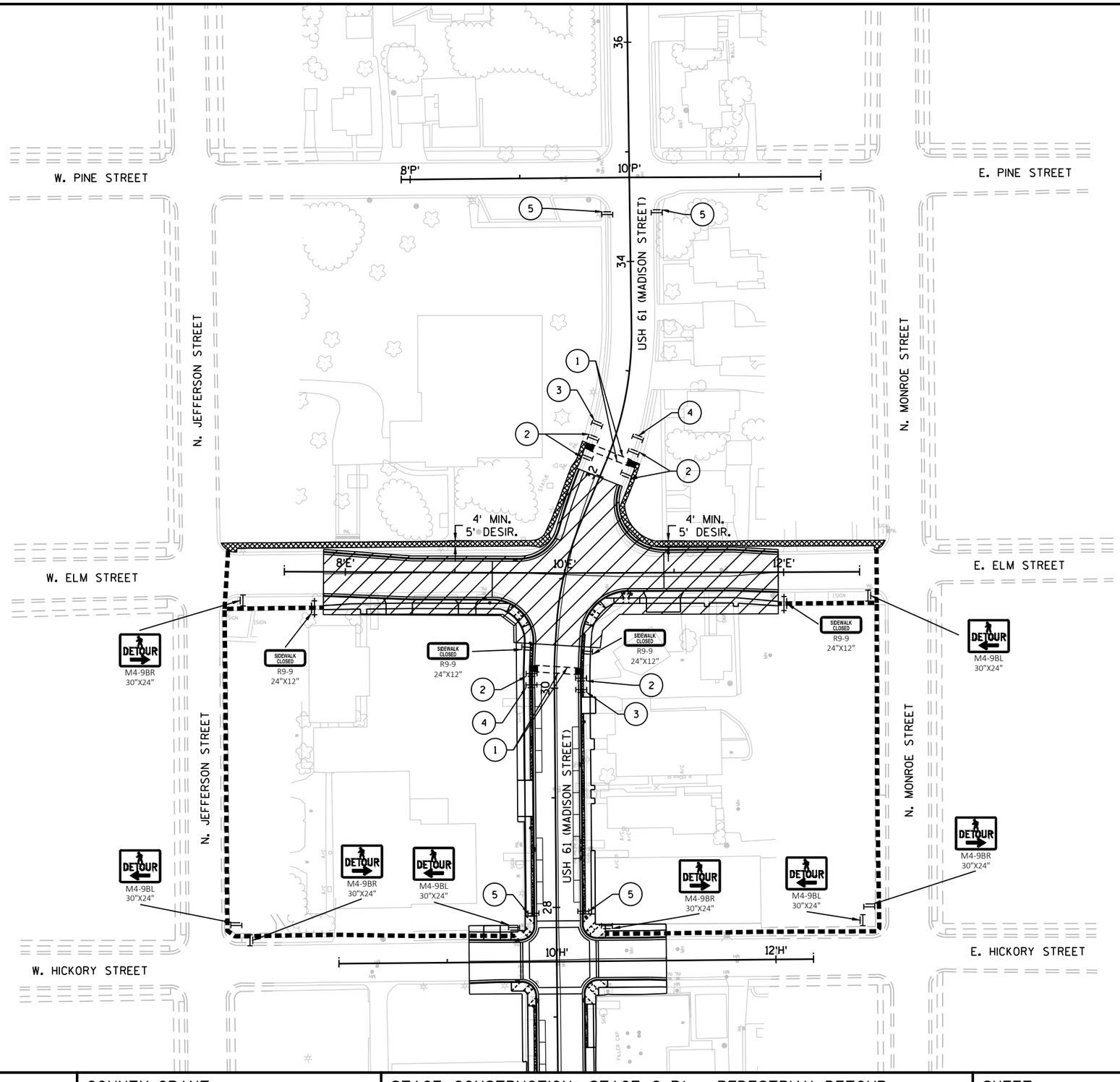
- DIRECTION OF TRAFFIC
- WORK AREA
- PEDESTRIAN PATH AREA
- TEMPORARY CURB RAMP
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL BARRICADE TYPE II WITH ATTACHED SIGN
- TRAFFIC CONTROL BARRICADE TYPE III WITH ATTACHED SIGN
- (1) TEMPORARY MARKING FOR CROSSWALK LINES
- (2) PEDESTRIAN CROSSWALK R9-8 36"X18"

(3) WO11-2 30"X30" / WO16-7L 24"X12"

(4) WO11-2 30"X30" / WO16-7R 24"X12"

(5) WO11-2 30"X30" AHEAD WO16-9P 24"X12" **

** PLACE AT LAST INTERSECTION PRIOR TO CROSSWALK



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: STAGE 2-P1 - PEDESTRIAN DETOUR	SHEET 145	E

2

NOTES

1. PEDESTRIAN PATH AREA TO BE NEW/EXISTING CONCRETE SIDEWALK OR TEMPORARY PEDESTRIAN SURFACE.
2. LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.
3. CONSTRUCT ONE SIDE OF SIDEWALK ON ELM STREET AT A TIME. DETOUR PEDESTRIANS TO THE OTHER SIDE WHILE CONSTRUCTING SIDEWALK.
4. TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE RECONSTRUCTION PROJECT.

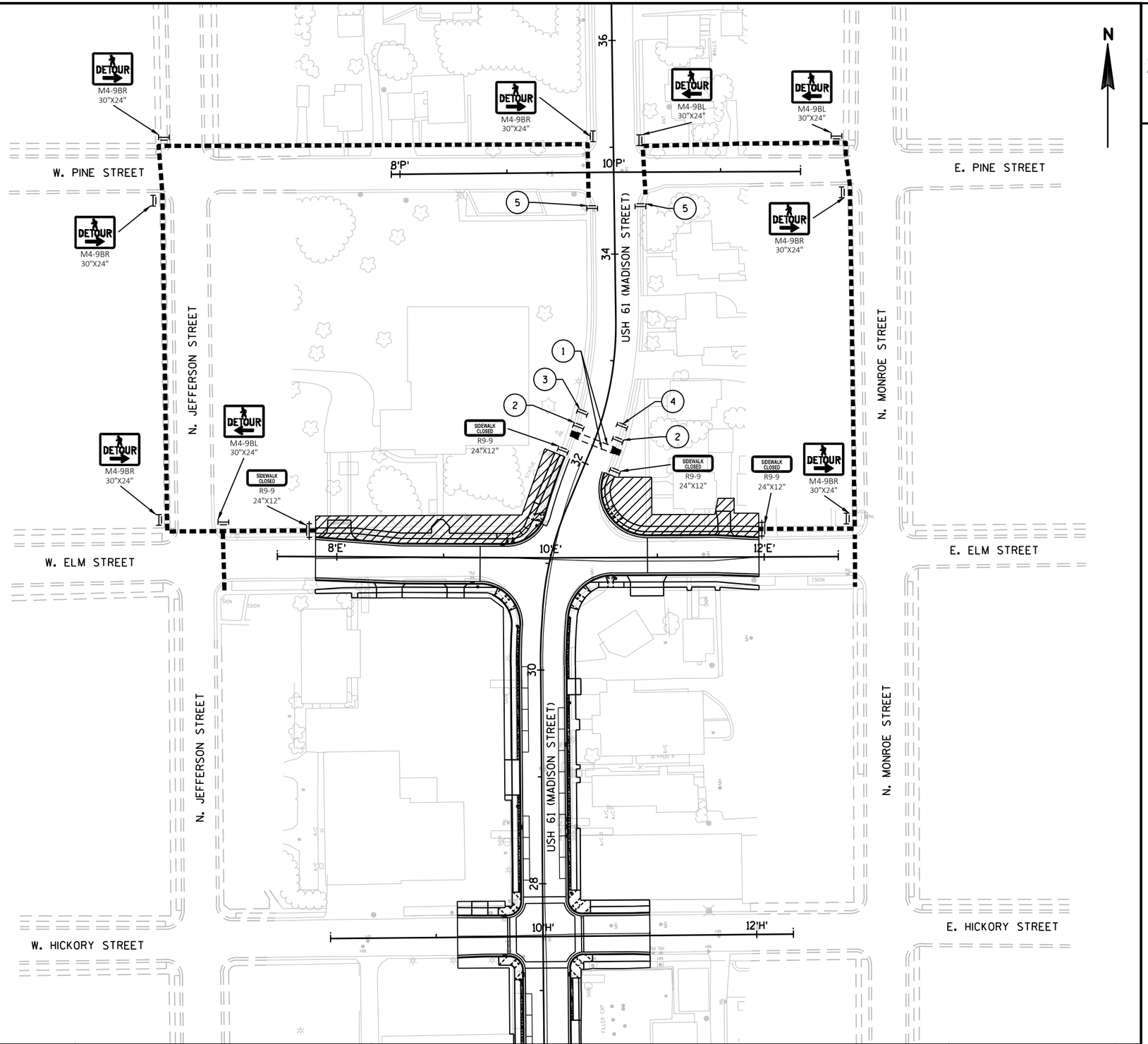
S.D.D.

- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- PEDESTRIAN PATH AREA
- TEMPORARY CURB RAMP
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL BARRICADE TYPE II WITH ATTACHED SIGN
- TRAFFIC CONTROL BARRICADE TYPE III WITH ATTACHED SIGN
- (1) TEMPORARY MARKING FOR CROSSWALK LINES
- (2) PEDESTRIAN CROSSWALK R9-8 36"X18"
- (3) WO11-2 30"X30" + WO16-7L 24"X12"
- (4) WO11-2 30"X30" + WO16-7R 24"X12"
- (5) ** WO11-2 30"X30" + AHEAD WO16-9P 24"X12"

** PLACE AT LAST INTERSECTION PRIOR TO CROSSWALK



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: STAGE 2-P2 - PEDESTRIAN DETOUR	SHEET 146 E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\026102_S2 TO 026103_S2.DWG
LAYOUT NAME - ****
PLOT DATE : 7/16/2018 7:43 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : **********

NOTES

1. LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.
2. LIMIT SIDEWALK CLOSURES TO ONE SIDE OF USH 61 AT A TIME. PROVIDE PEDESTRIAN ACCESS ON THE OPEN SIDE WITH THE USE OF TEMPORARY PEDESTRIAN SURFACES OR EXISTING/PROPOSED SIDEWALK.
3. SEE TRAFFIC CONTROL - STAGE 3: MAINLINE AND SIDEROAD CLOSURE DETAIL FOR MORE INFORMATION.

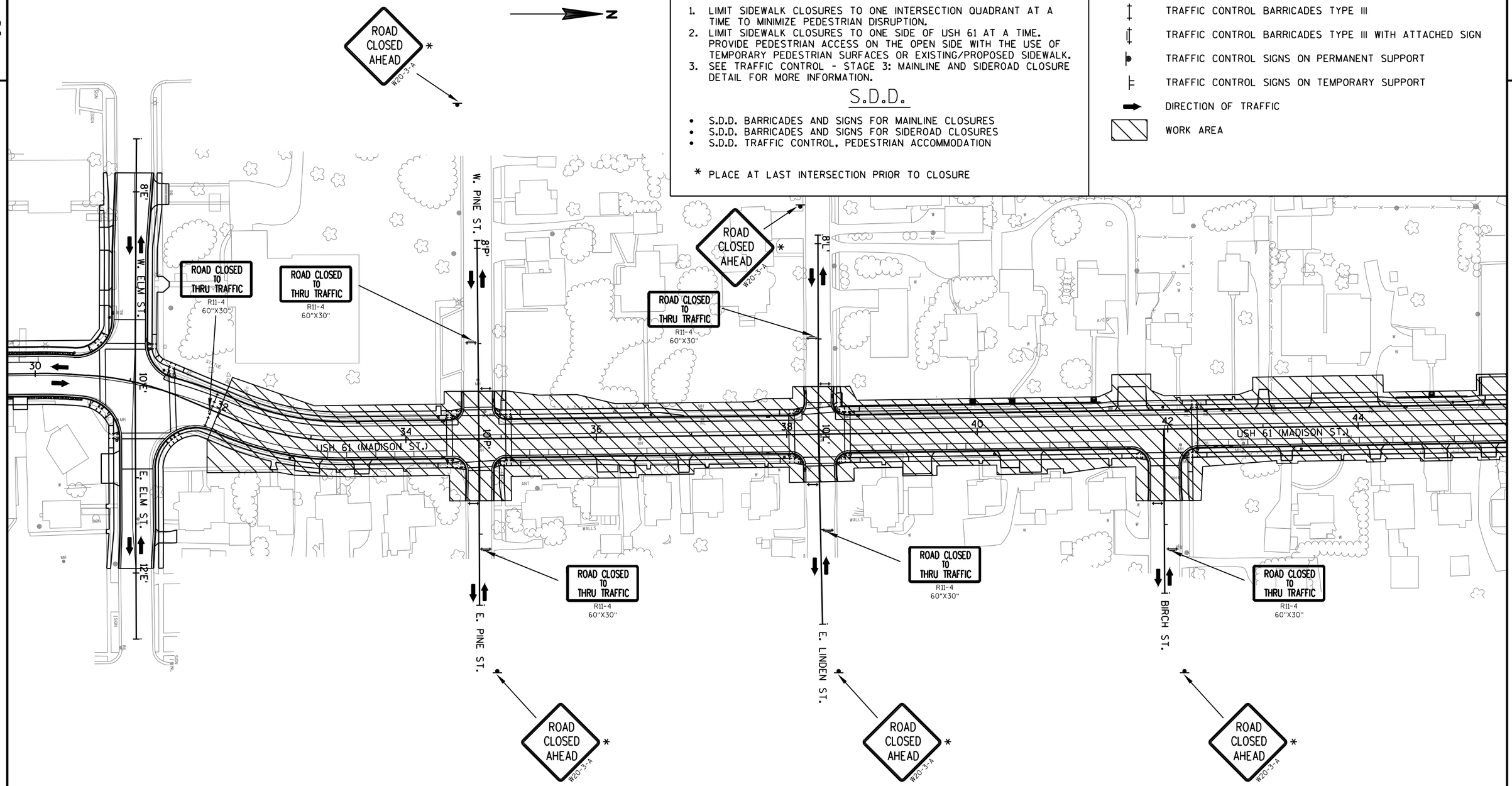
S.D.D.

- S.D.D. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
- S.D.D. BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

* PLACE AT LAST INTERSECTION PRIOR TO CLOSURE

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN
- TRAFFIC CONTROL SIGNS ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: STAGE 3A	SHEET 147 E

2

NOTES

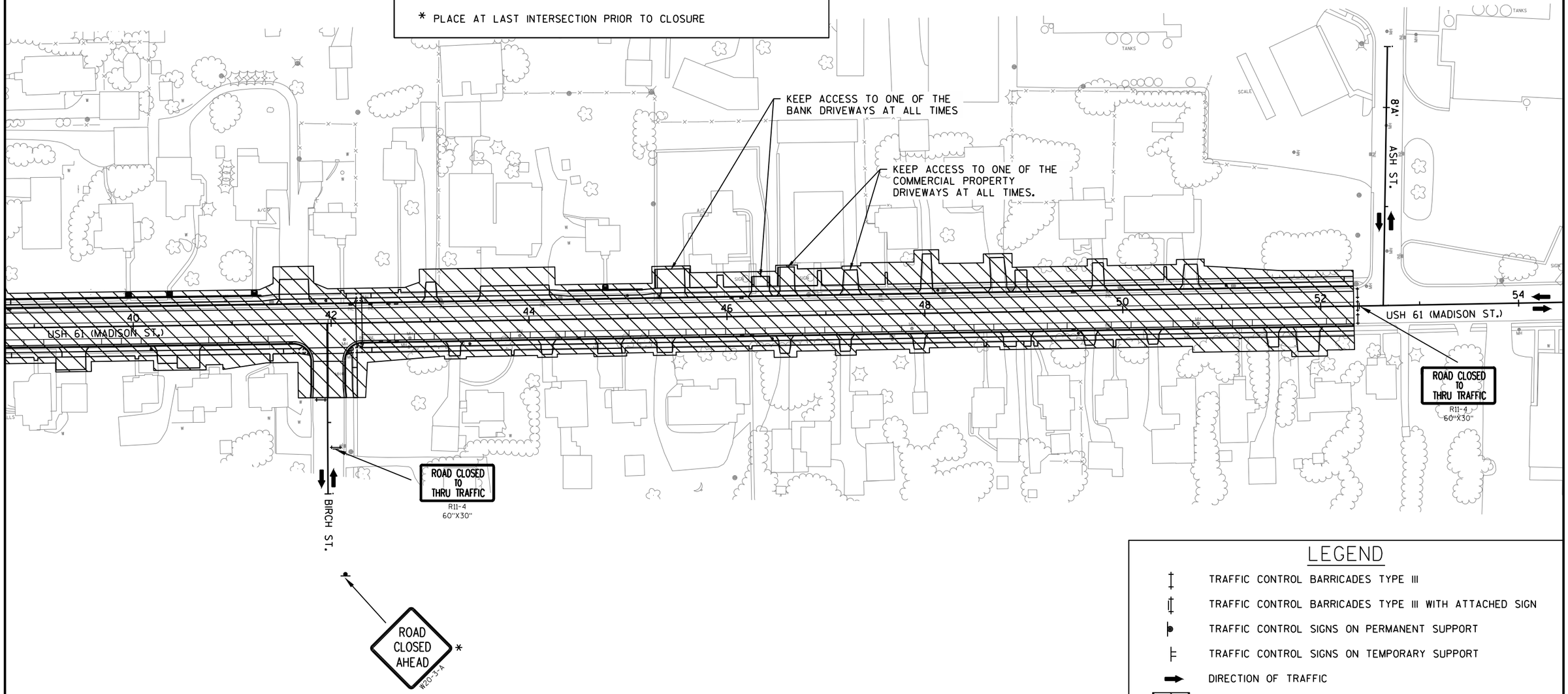
1. LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.
2. LIMIT SIDEWALK CLOSURES TO ONE SIDE OF USH 61 AT A TIME. PROVIDE PEDESTRIAN ACCESS ON THE OPEN SIDE WITH THE USE OF TEMPORARY PEDESTRIAN SURFACES OR EXISTING/PROPOSED SIDEWALK.
3. SEE TRAFFIC CONTROL - STAGE 3: MAINLINE AND SIDEROAD CLOSURE DETAIL FOR MORE INFORMATION.

S.D.D.

- S.D.D. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
- S.D.D. BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

* PLACE AT LAST INTERSECTION PRIOR TO CLOSURE

N



LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN
- TRAFFIC CONTROL SIGNS ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: STAGE 3A	SHEET 148	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\026201_S3 TO 026205_S3.DWG
LAYOUT NAME - ****
PLOT DATE : 7/17/2018 11:42 AM PLOT BY : MARY PAMPERIN-VOLK PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

NOTES

1. LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.
2. LIMIT SIDEWALK CLOSURES TO ONE SIDE OF USH 61 AT A TIME. PROVIDE PEDESTRIAN ACCESS ON THE OPEN SIDE WITH THE USE OF TEMPORARY PEDESTRIAN SURFACES OR EXISTING/PROPOSED SIDEWALK.
3. SEE TRAFFIC CONTROL - STAGE 3: MAINLINE AND SIDEROAD CLOSURE DETAIL FOR MORE INFORMATION.

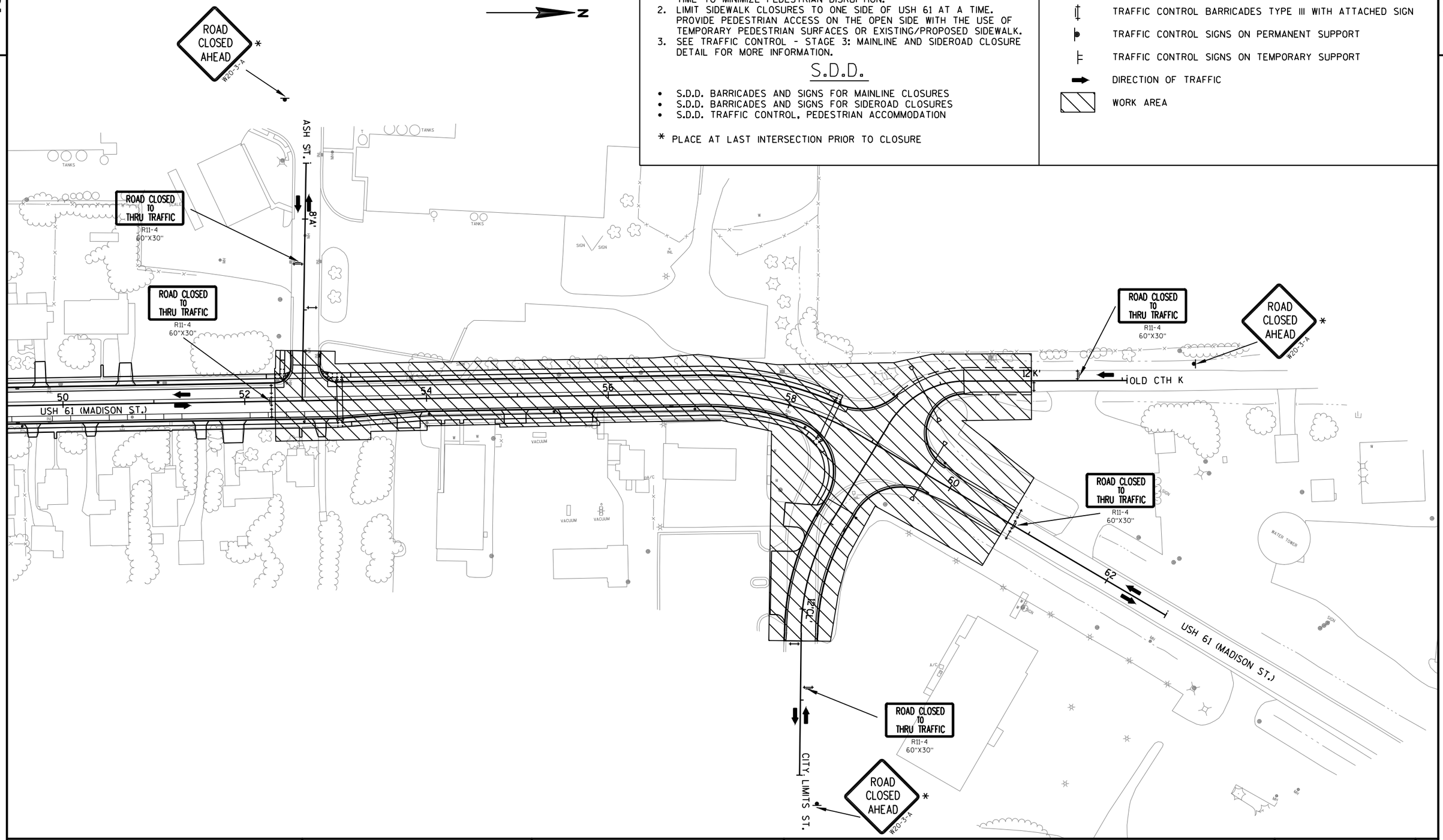
S.D.D.

- S.D.D. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
- S.D.D. BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

* PLACE AT LAST INTERSECTION PRIOR TO CLOSURE

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN
- TRAFFIC CONTROL SIGNS ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: STAGE 3B	SHEET 149	E

NOTES

1. LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.
2. PEDESTRIAN PATH AREA SHALL BE PROPOSED/EXISTING CONCRETE SIDEWALK OR TEMPORARY PEDESTRIAN SURFACE.
3. LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.
4. CONSTRUCT ONE SIDE OF SIDEWALK ON USH 61 AT A TIME. DETOUR PEDESTRIAN TRAFFIC TO THE OTHER SIDE WHILE CONSTRUCTING SIDEWALK.
5. 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.
6. 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 PROPOSED SIDEWALK.
7. CONSTRUCT THE SIDEWALK ON THE WEST SIDE OF USH 61, FROM ASH STREET TO CITY LIMITS STREET, FIRST WHILE LEAVING THE EAST SIDEWALK OPEN FOR PEDESTRIANS. ONCE THE WEST SIDEWALK IS COMPLETED THEN THE EAST SIDEWALK CAN BE REMOVED AND REPLACED.

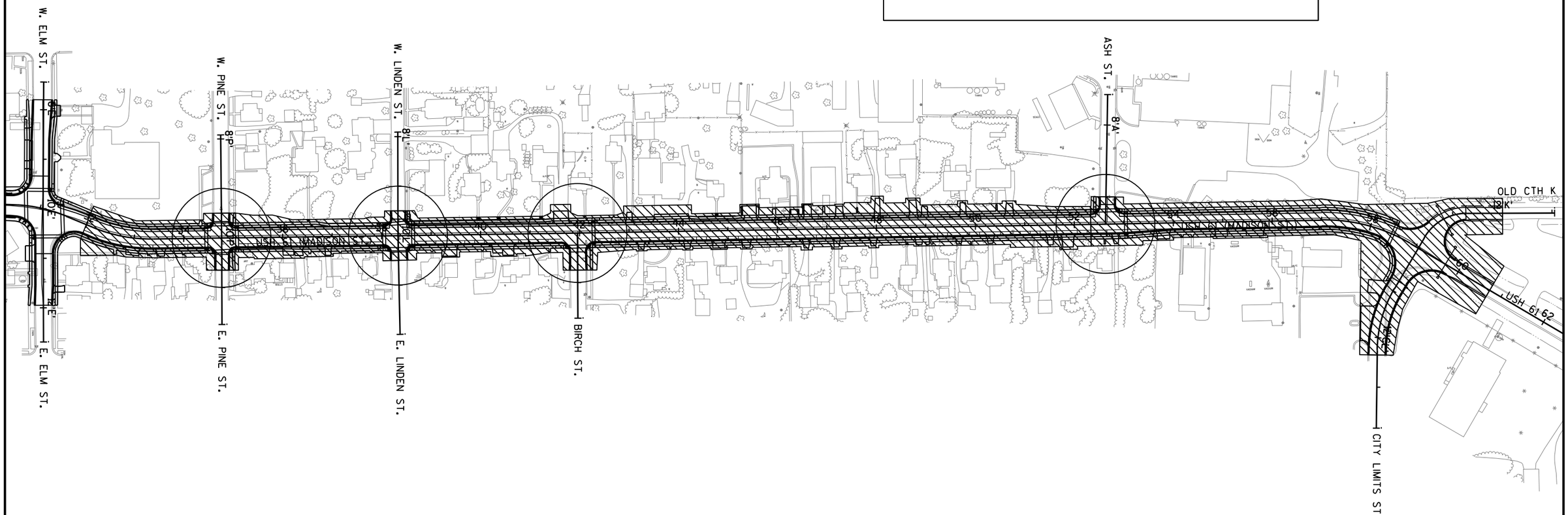
S.D.D.

- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

WORK AREA

TEMPORARY CROSSWALK LOCATIONS ACROSS USH 61



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: STAGE 3 - PEDESTRIAN ACCESS	SHEET 150	E

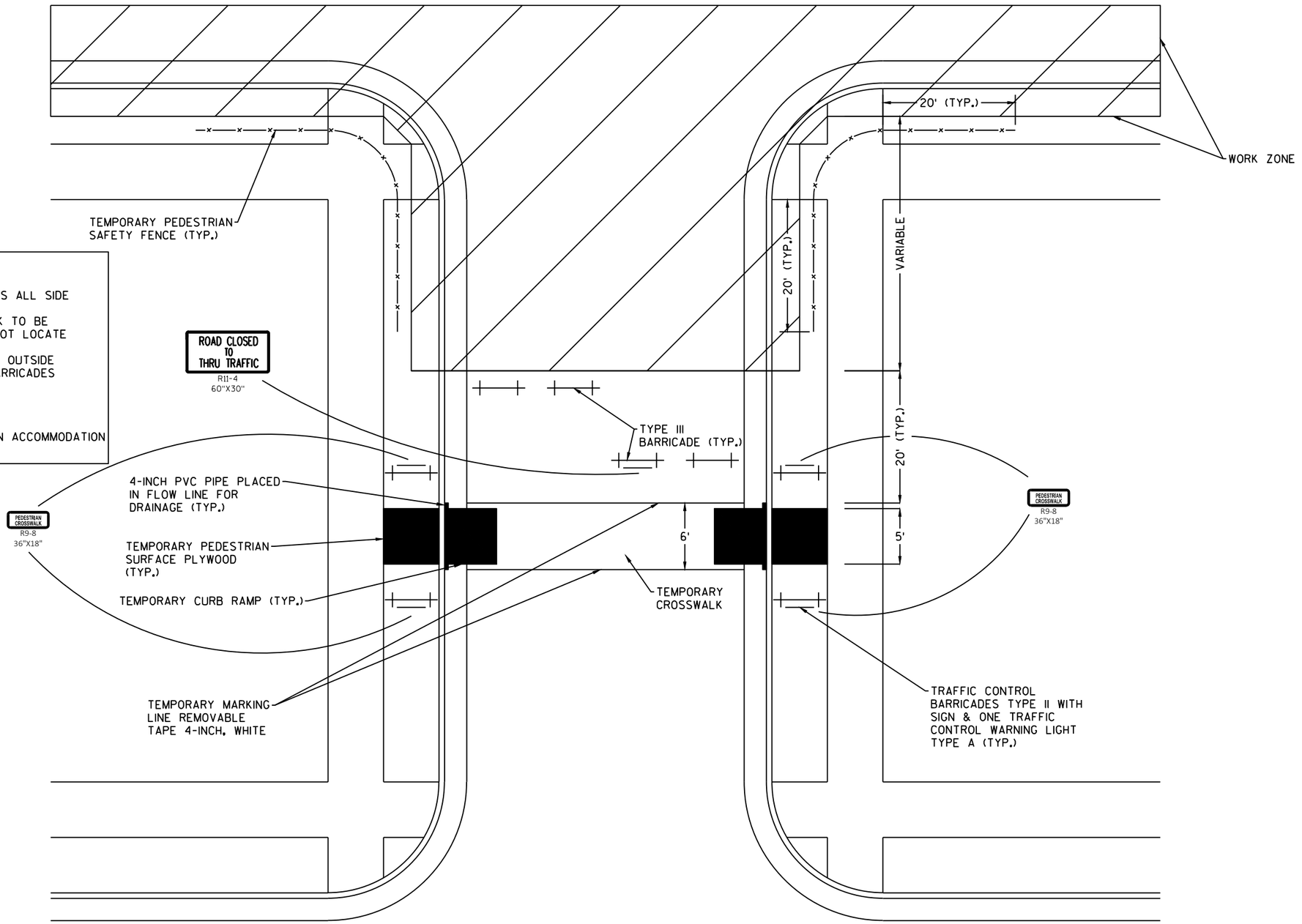
2

NOTES

1. USE TEMPORARY CROSSWALKS ACROSS ALL SIDE STREETS WITHIN PROJECT LIMITS.
2. LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.
3. LOCATE THE TEMPORARY CROSSWALK OUTSIDE THE WORK ZONE, BUT INSIDE THE BARRICADES WHERE POSSIBLE.

S.D.D.

- S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



TEMPORARY CROSSWALK DETAIL - STREET CROSSINGS
(REQUIRED AT ALL CLOSED STREETS)

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	STAGE CONSTRUCTION: TEMPORARY CROSSWALK DETAIL	SHEET 151	E

DETOUR NOTES:

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

ROAD CLOSED SIGNS AND BARRICADE PLACEMENTS ARE TO BE PLACED AND CHANGED BASED ON CONSTRUCTION STAGING AND DETOUR STAGING.

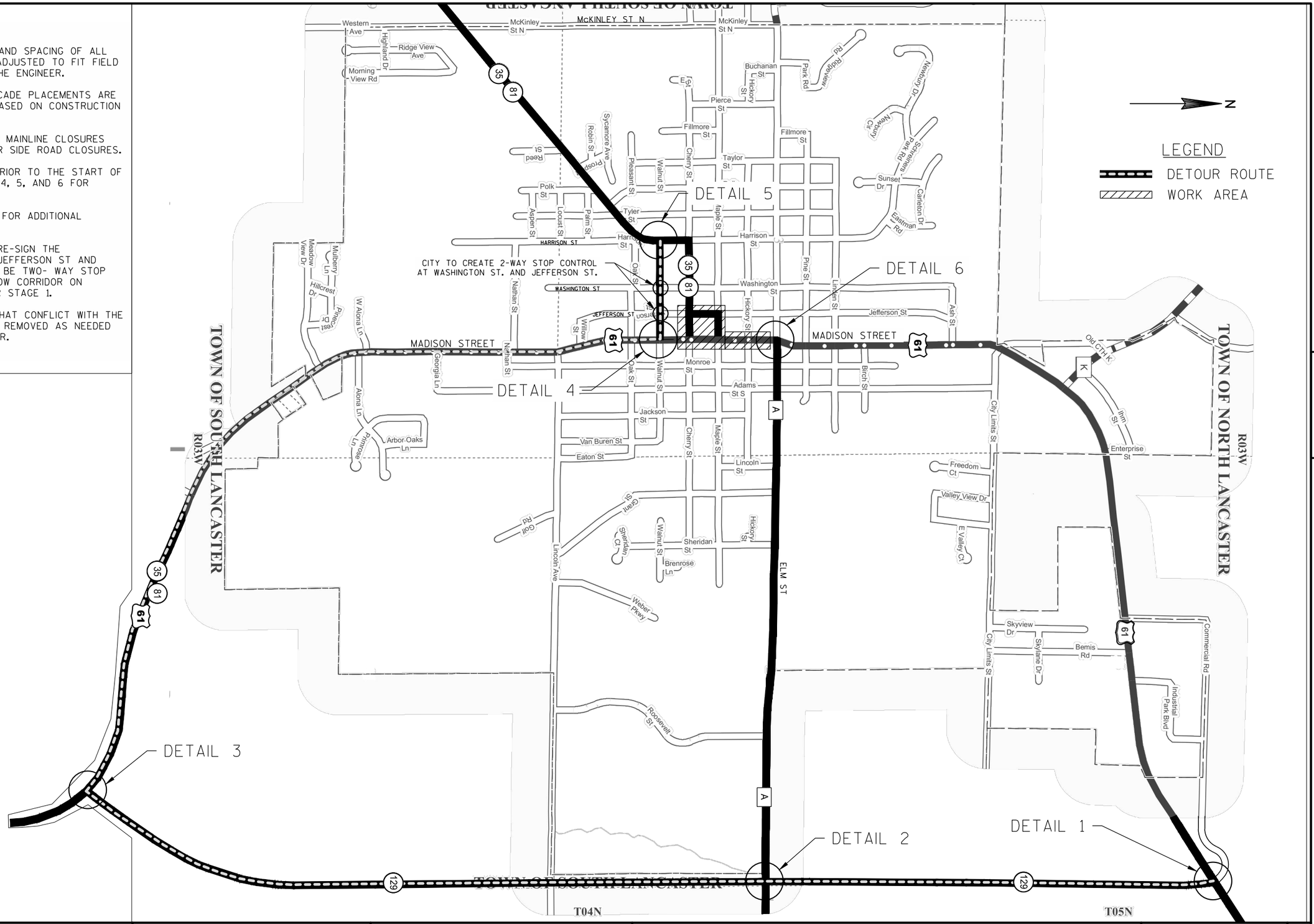
SEE S.D.D. DETOUR SIGNING FOR MAINLINE CLOSURES AND BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES.

PCMS TO BE PLACED 7 DAYS PRIOR TO THE START OF STAGE 1 DETOUR. SEE DETAILS 4, 5, AND 6 FOR LOCATION AND MESSAGES.

SEE TRAFFIC CONTROL DETAILS FOR ADDITIONAL SIGNING.

THE CITY OF LANCASTER WILL RE-SIGN THE INTERSECTIONS OF WALNUT ST/JEFFERSON ST AND WALNUT ST/WASHINGTON ST TO BE TWO- WAY STOP CONTROL, CREATING A FREE FLOW CORRIDOR ON WALNUT STREET DURING DETOUR STAGE 1.

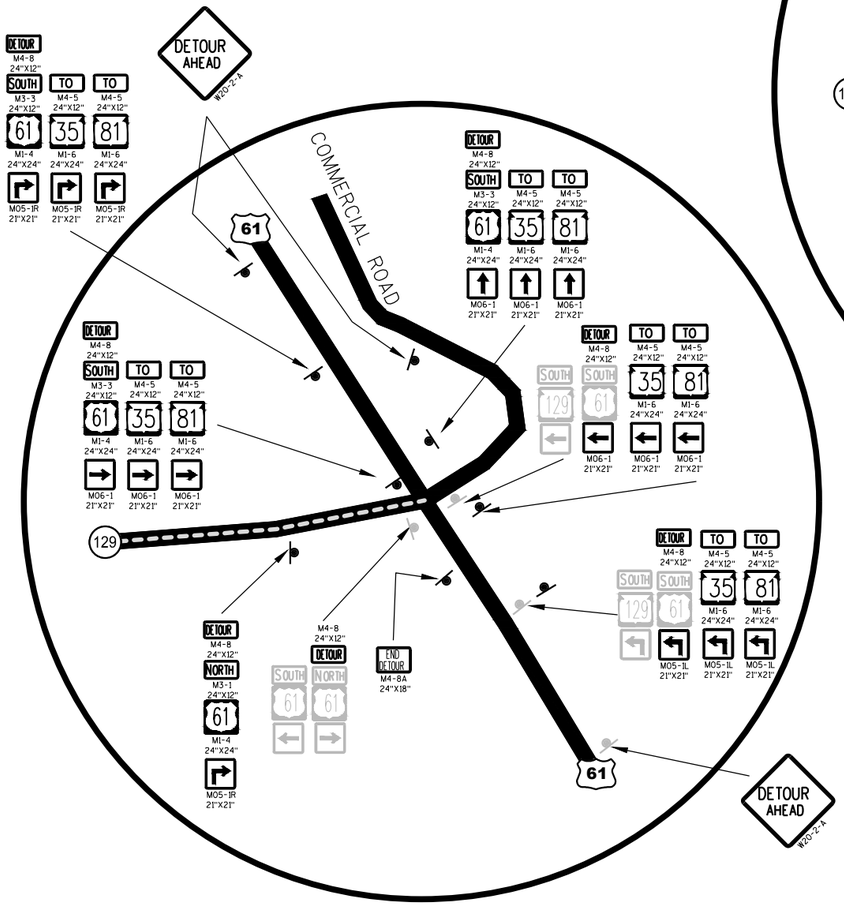
ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH THE DETOUR SHALL BE COVERED OR REMOVED AS NEEDED AND APPROVED BY THE ENGINEER.



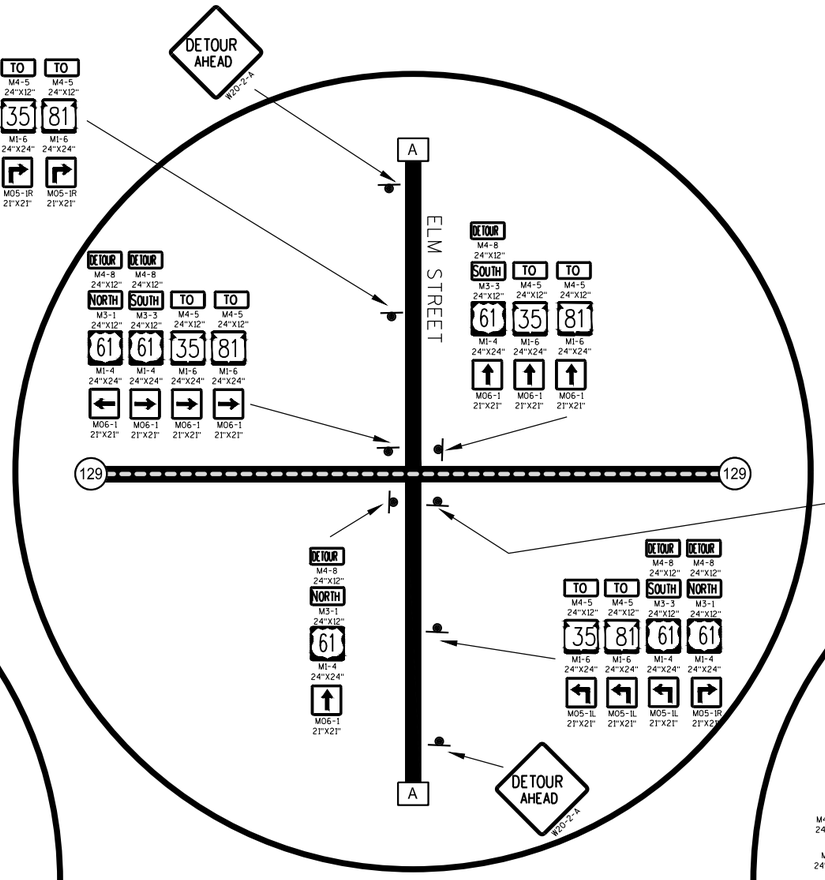
PROJECT NO:1650-07-71	HWY: USH 61	COUNTY: GRANT	DETOUR - USH 61 - STAGE 1	SHEET 152	E

5

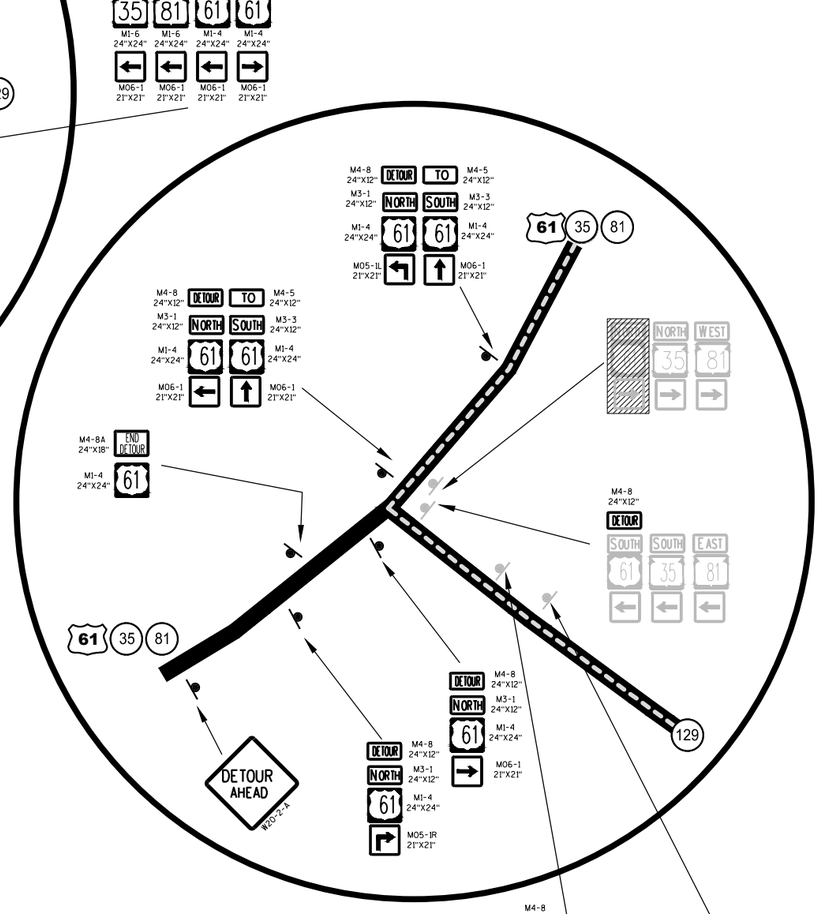
5



DETAIL 1



DETAIL 2



DETAIL 3

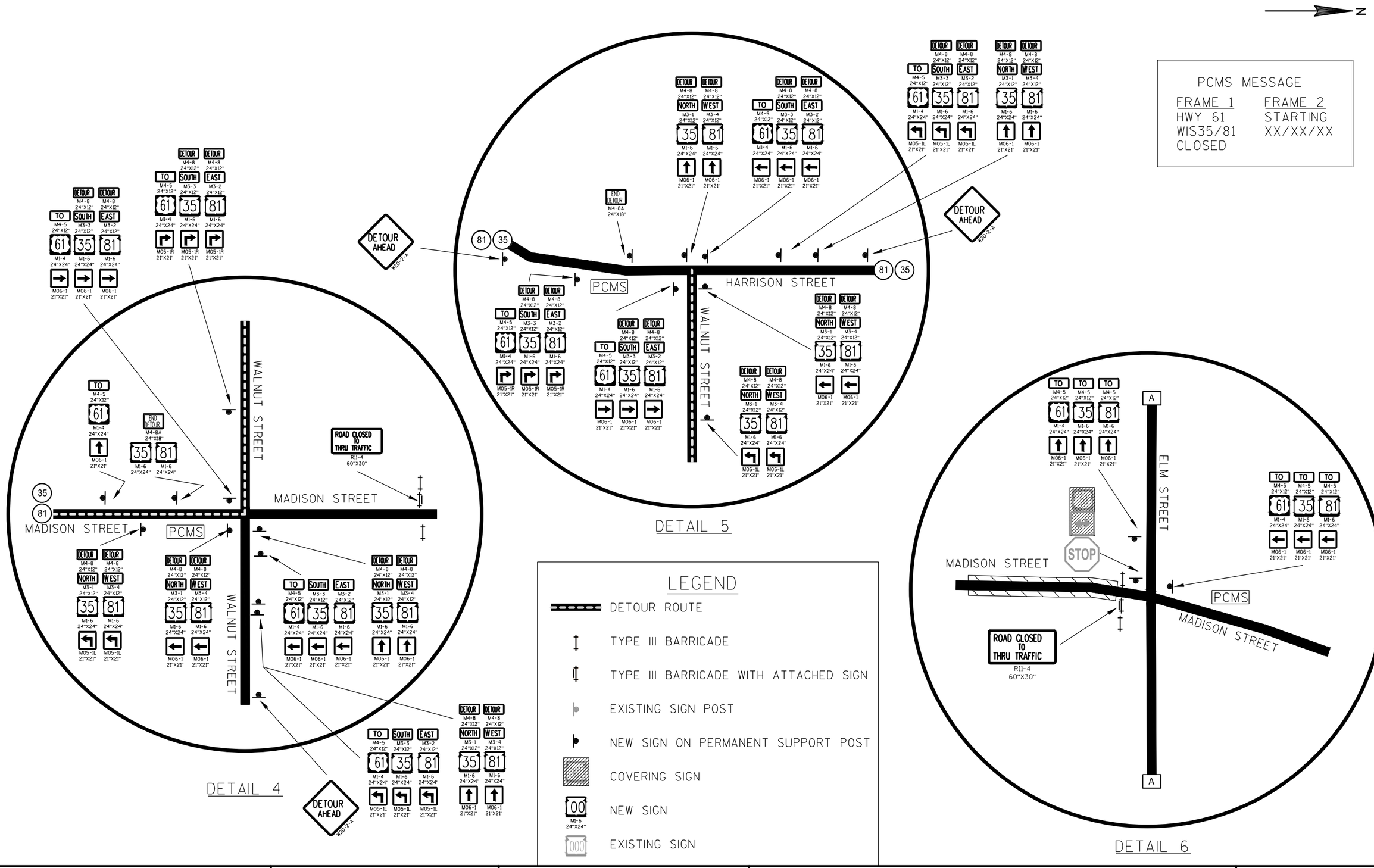
NOTE:

DETAILS 1, 2 AND 3 REMAIN THE SAME FOR ALL STAGES.

LEGEND

- DETOUR ROUTE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- EXISTING SIGN POST
- NEW SIGN ON PERMANENT SUPPORT POST
- COVERING SIGN
- NEW SIGN (00, M1-6 24"X24")
- EXISTING SIGN (000)

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	DETOUR - STAGE 1 - DETAILS 1 & 2 & 3	SHEET 153	E



5

5

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	DETOUR - STAGE 1 - DETAILS 4 & 5 & 6	SHEET 154	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\027001_DT TO 027010_DT.DWG
LAYOUT NAME - ****
PLOT DATE : 6/29/2018 2:37 PM PLOT BY : MARY PAMPERIN-VOLK PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

DETOUR NOTES:

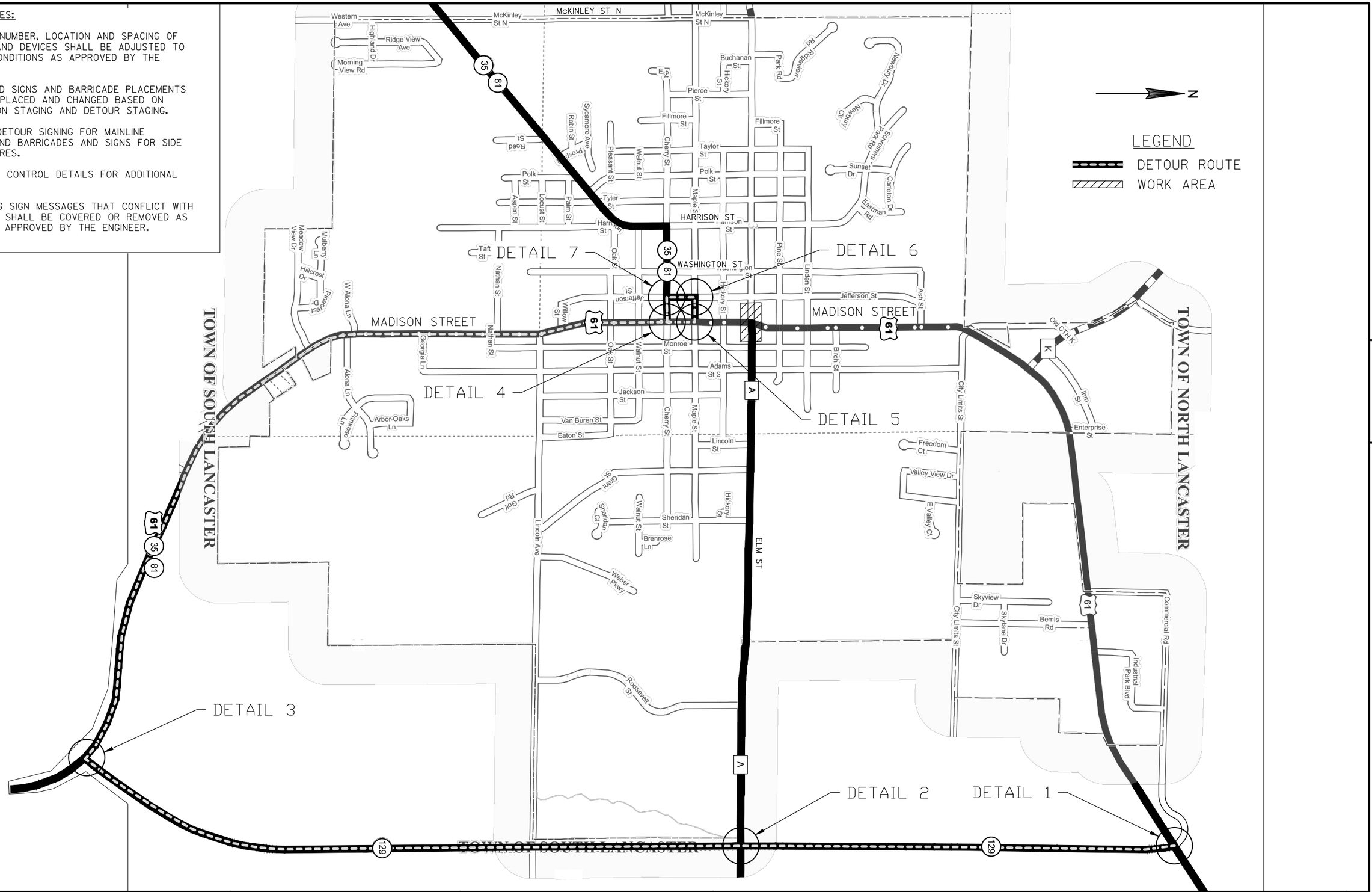
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ROAD CLOSED SIGNS AND BARRICADE PLACEMENTS ARE TO BE PLACED AND CHANGED BASED ON CONSTRUCTION STAGING AND DETOUR STAGING.

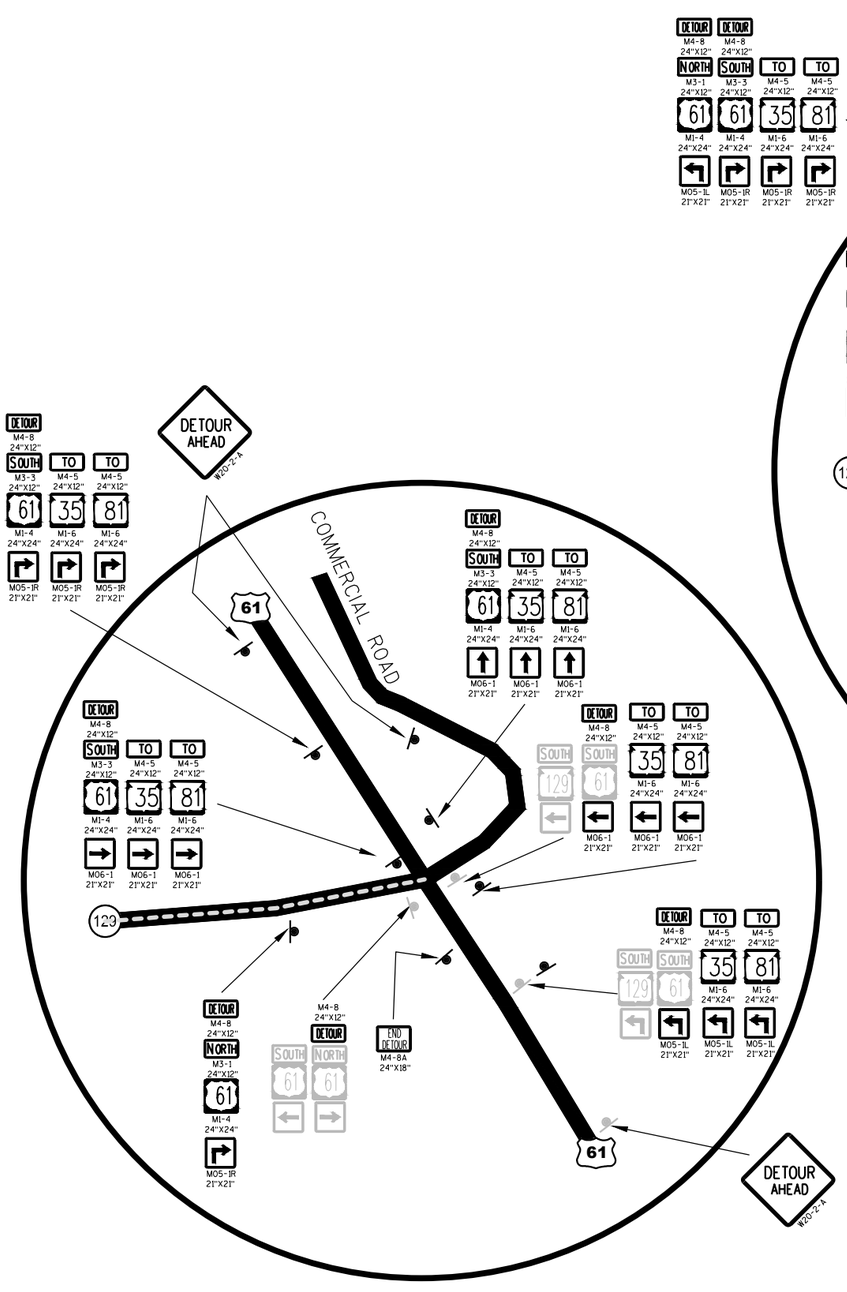
SEE S.D.D. DETOUR SIGNING FOR MAINLINE CLOSURES AND BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES.

SEE TRAFFIC CONTROL DETAILS FOR ADDITIONAL SIGNING.

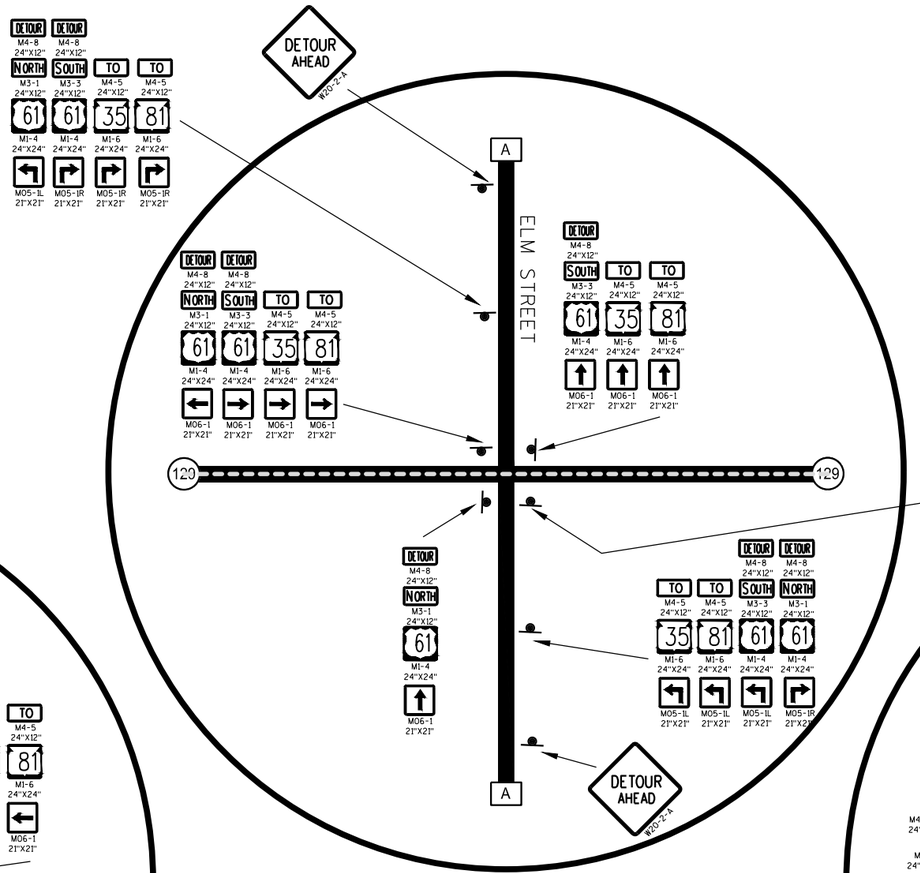
ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH THE DETOUR SHALL BE COVERED OR REMOVED AS NEEDED AND APPROVED BY THE ENGINEER.



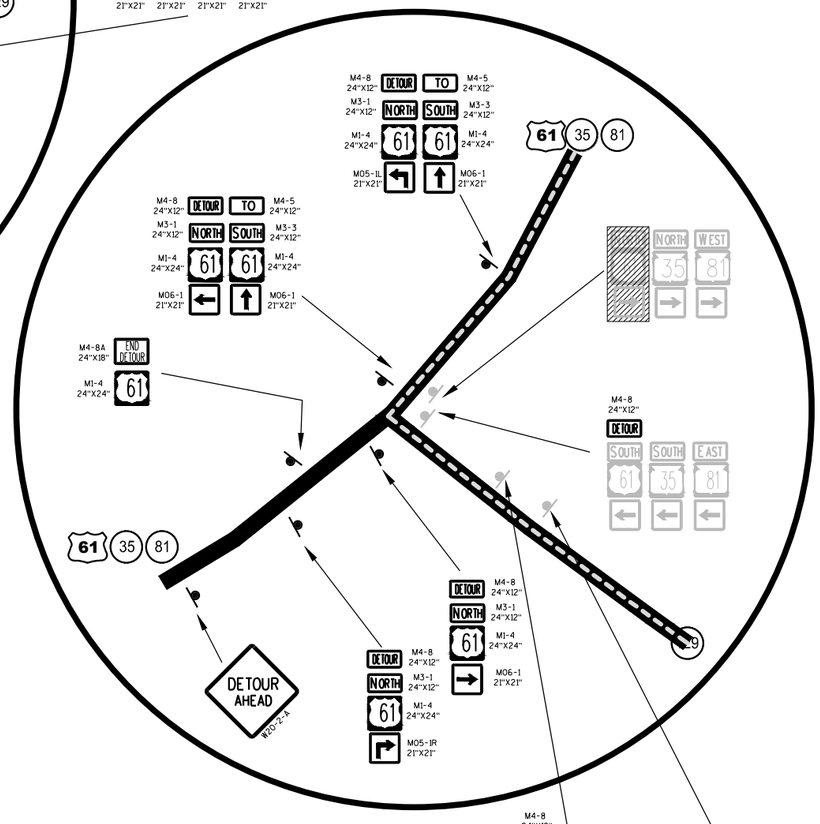
PROJECT NO:1650-07-71	HWY: USH 61	COUNTY: GRANT	DETOUR - USH 61 - STAGE 2	SHEET 155	E



DETAIL 1



DETAIL 2



DETAIL 3

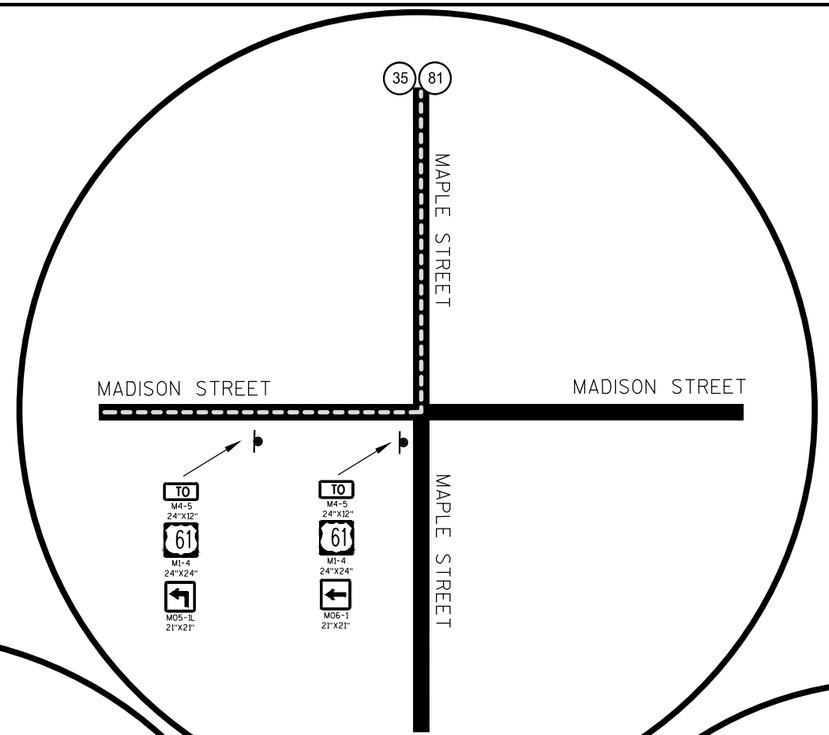
LEGEND

- DETOUR ROUTE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- EXISTING SIGN POST
- NEW SIGN ON PERMANENT SUPPORT POST
- COVERING SIGN
- NEW SIGN (M1-6 24"X24")
- EXISTING SIGN

NOTE:

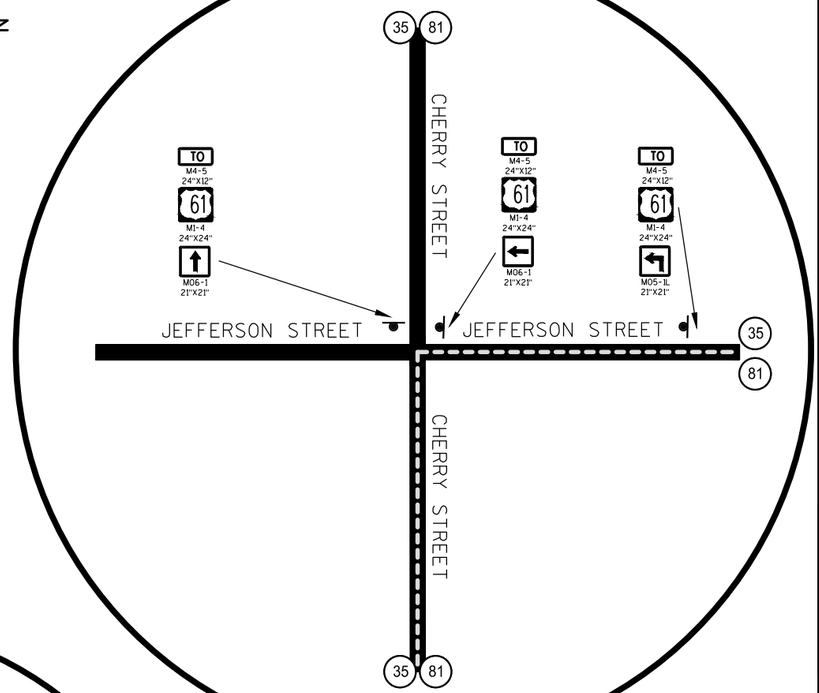
DETAILS 1, 2 AND 3 REMAIN THE SAME FOR ALL STAGES.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	DETOUR - STAGE 2 - DETAILS 1 & 2 & 3	SHEET 156	E

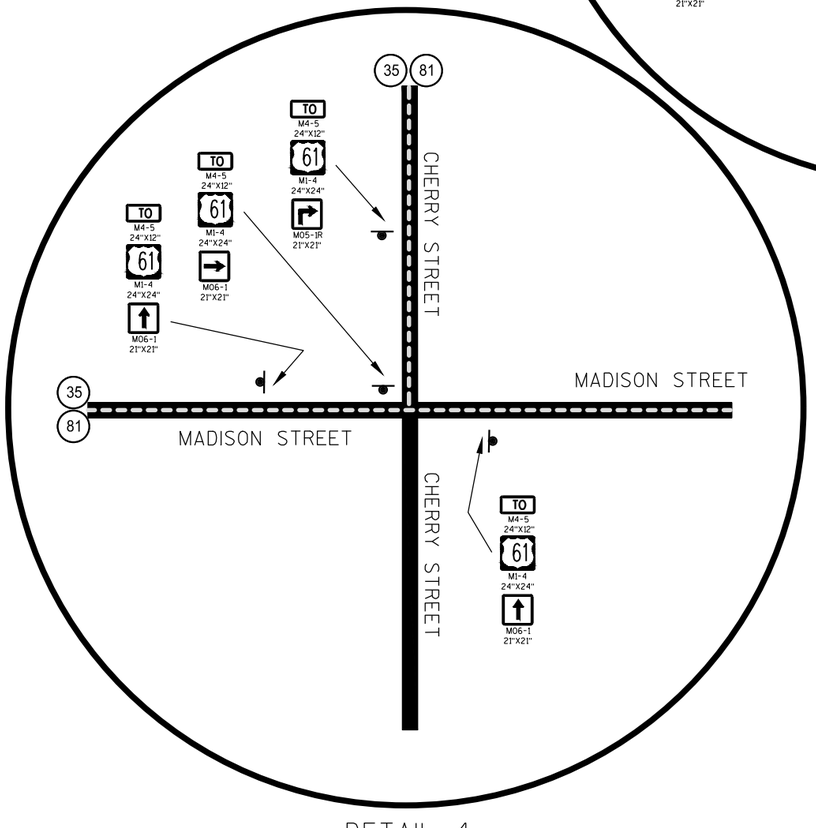


DETAIL 5

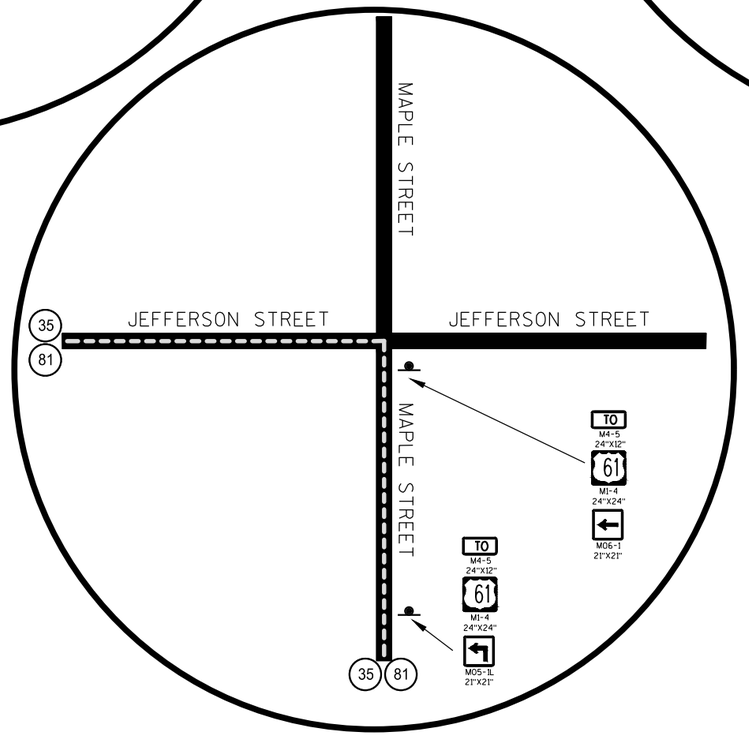
N



DETAIL 7



DETAIL 4



DETAIL 6

LEGEND

- DETOUR ROUTE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- EXISTING SIGN POST
- NEW SIGN ON PERMANENT SUPPORT POST
- COVERING SIGN
- NEW SIGN (M1-6 24"X24")
- EXISTING SIGN

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	DETOUR - STAGE 2 - DETAILS 4 & 5 & 6 & 7	SHEET 157	E

DETOUR NOTES:

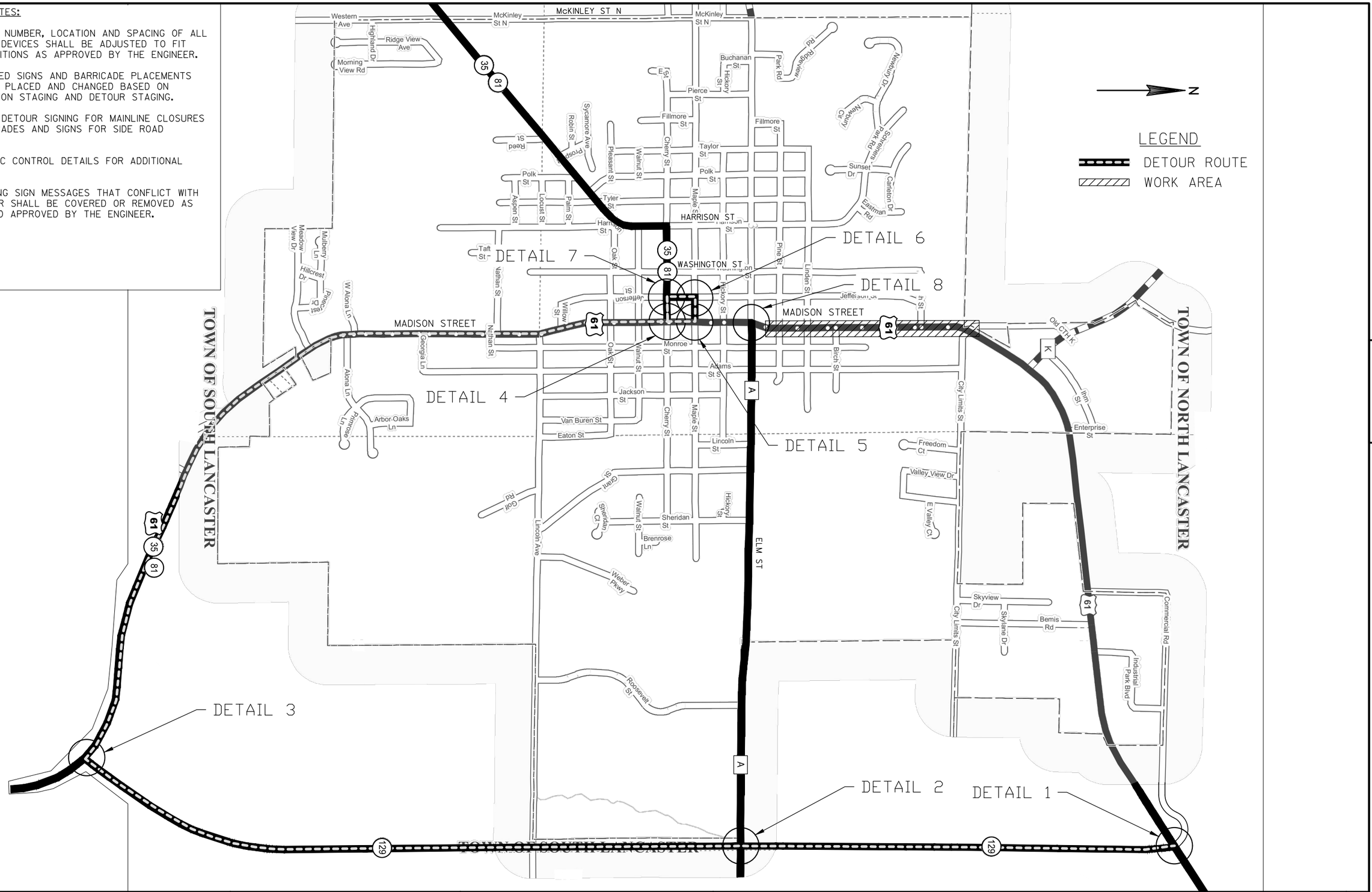
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ROAD CLOSED SIGNS AND BARRICADE PLACEMENTS ARE TO BE PLACED AND CHANGED BASED ON CONSTRUCTION STAGING AND DETOUR STAGING.

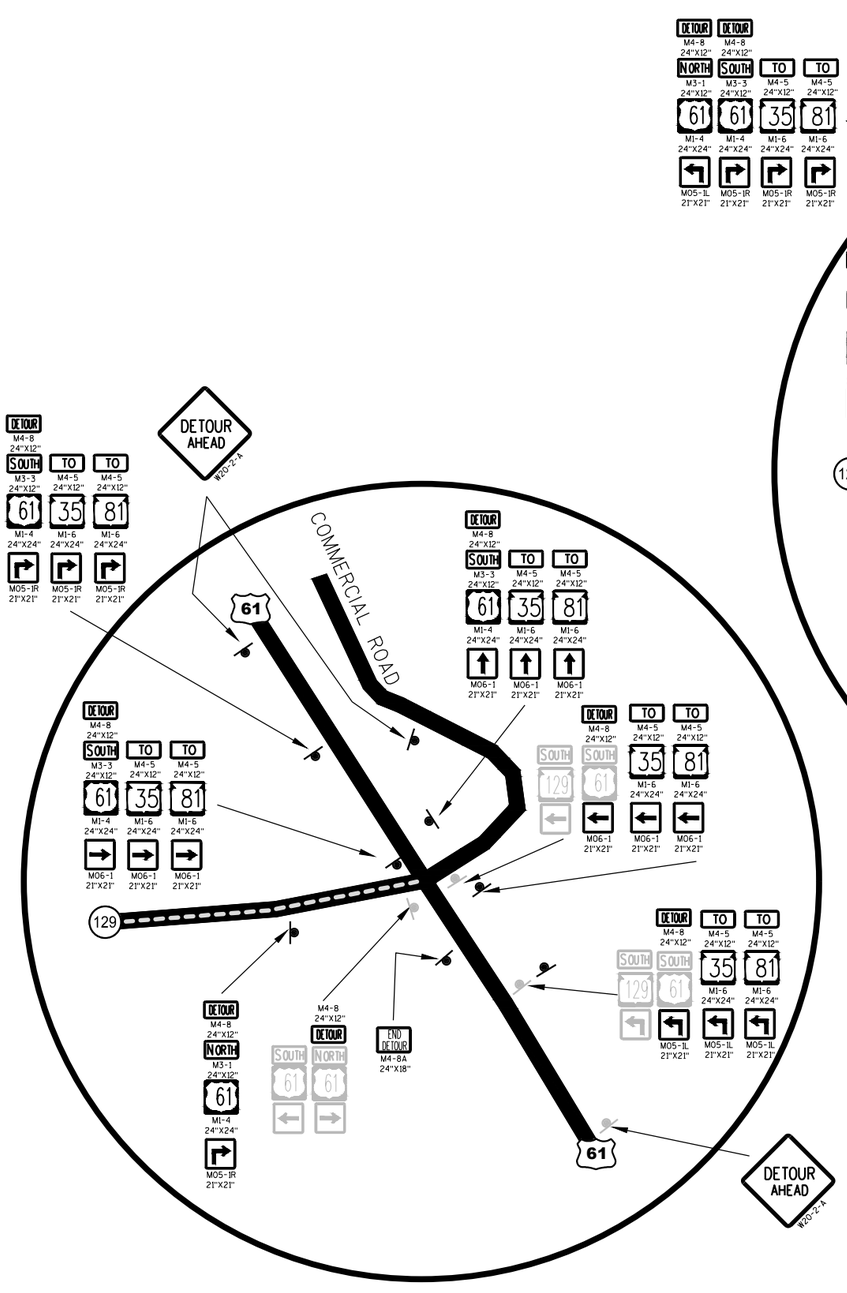
SEE S.D.D. DETOUR SIGNING FOR MAINLINE CLOSURES AND BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES.

SEE TRAFFIC CONTROL DETAILS FOR ADDITIONAL SIGNING.

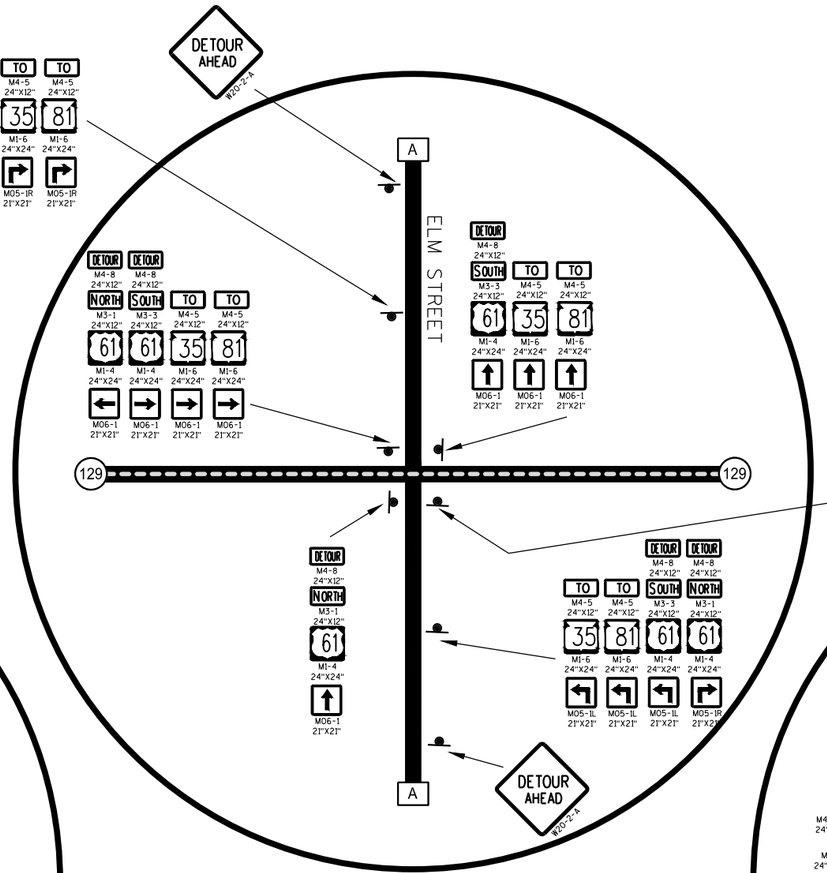
ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH THE DETOUR SHALL BE COVERED OR REMOVED AS NEEDED AND APPROVED BY THE ENGINEER.



PROJECT NO:1650-07-71	HWY: USH 61	COUNTY: GRANT	DETOUR - USH 61 - STAGE 3	SHEET 158	E



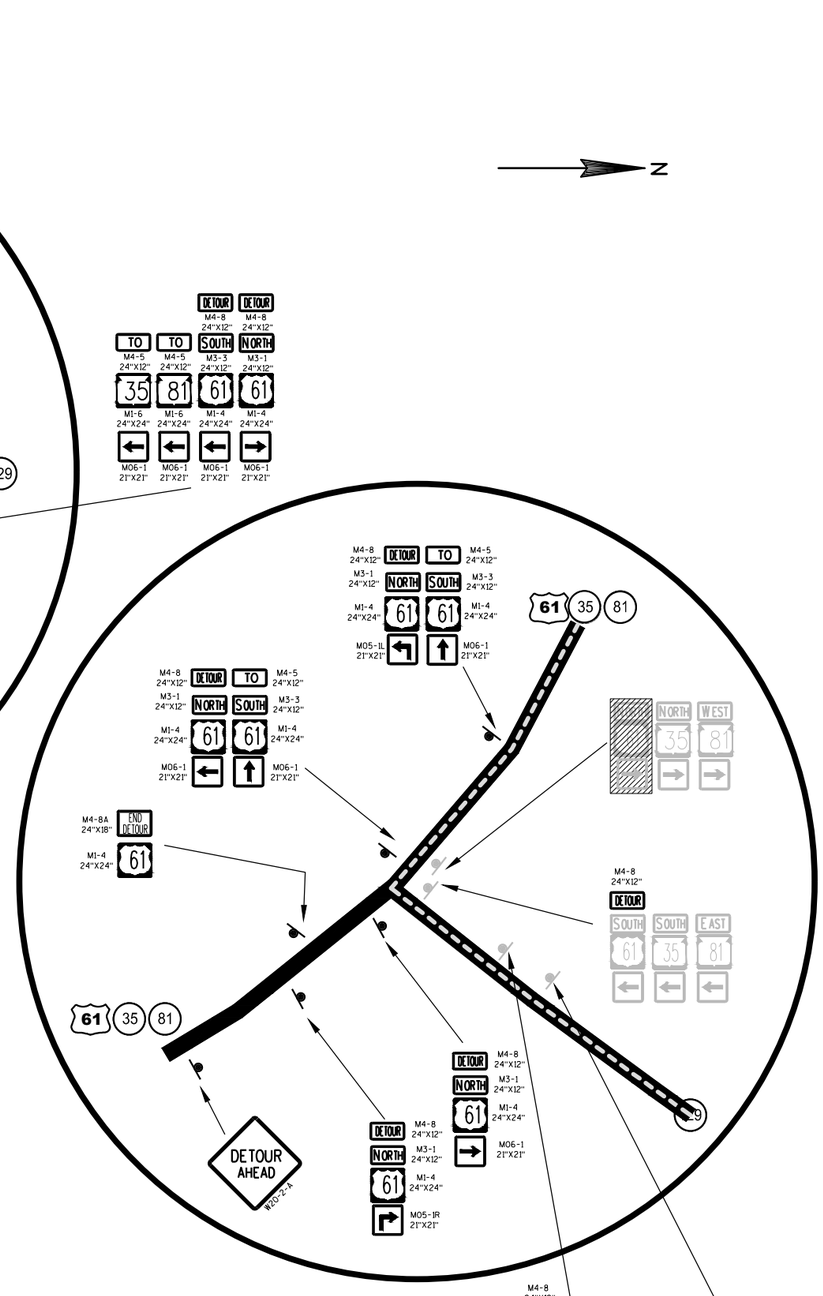
DETAIL 1



DETAIL 2

LEGEND

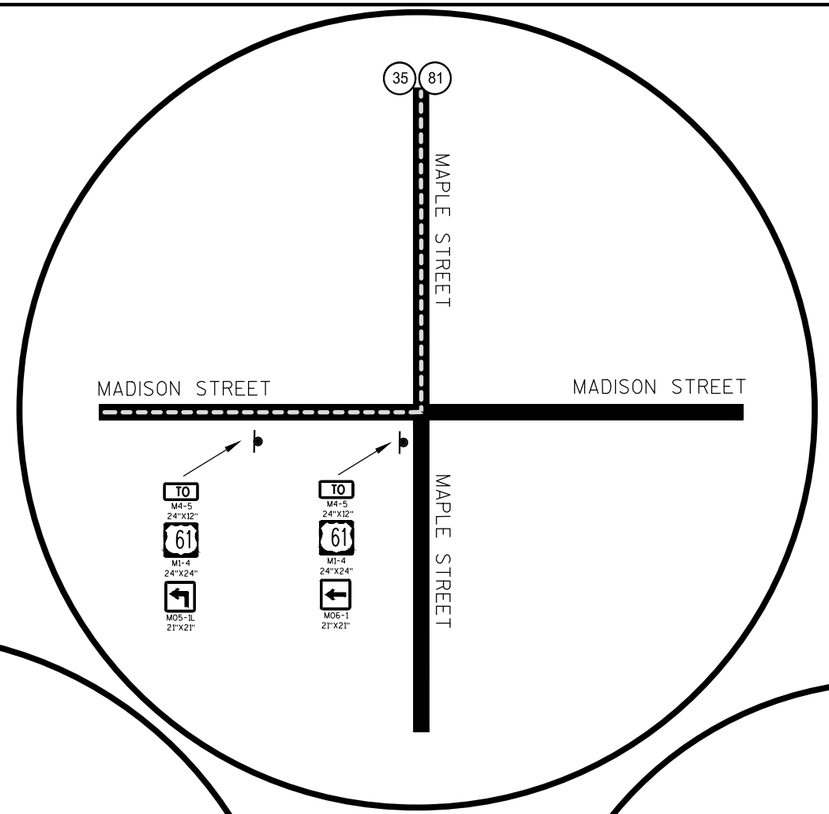
- DETOUR ROUTE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- EXISTING SIGN POST
- NEW SIGN ON PERMANENT SUPPORT POST
- COVERING SIGN
- NEW SIGN (00, M1-6 24"X24")
- EXISTING SIGN (000)



DETAIL 3

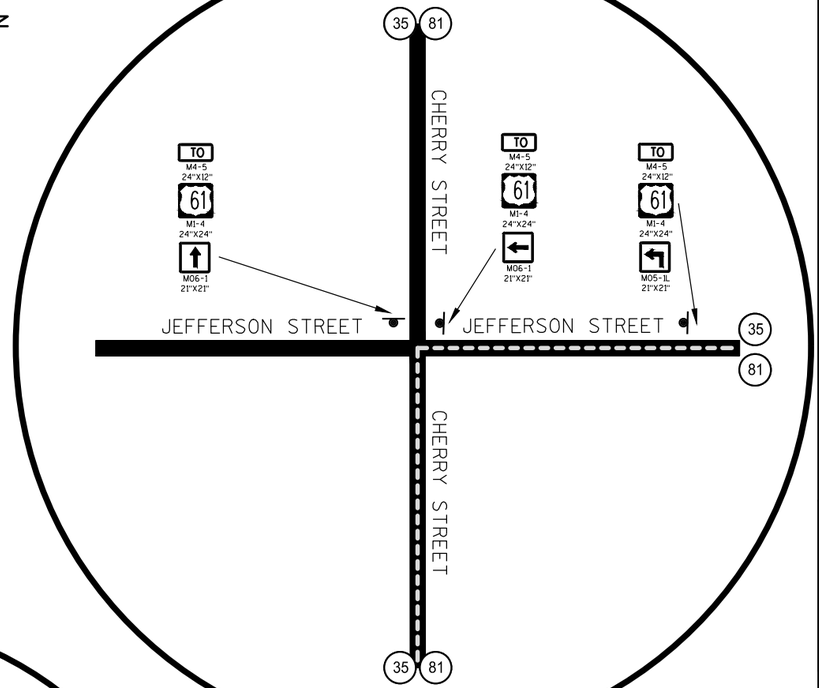
NOTE:

DETAILS 1, 2 AND 3 REMAIN THE SAME FOR ALL STAGES.

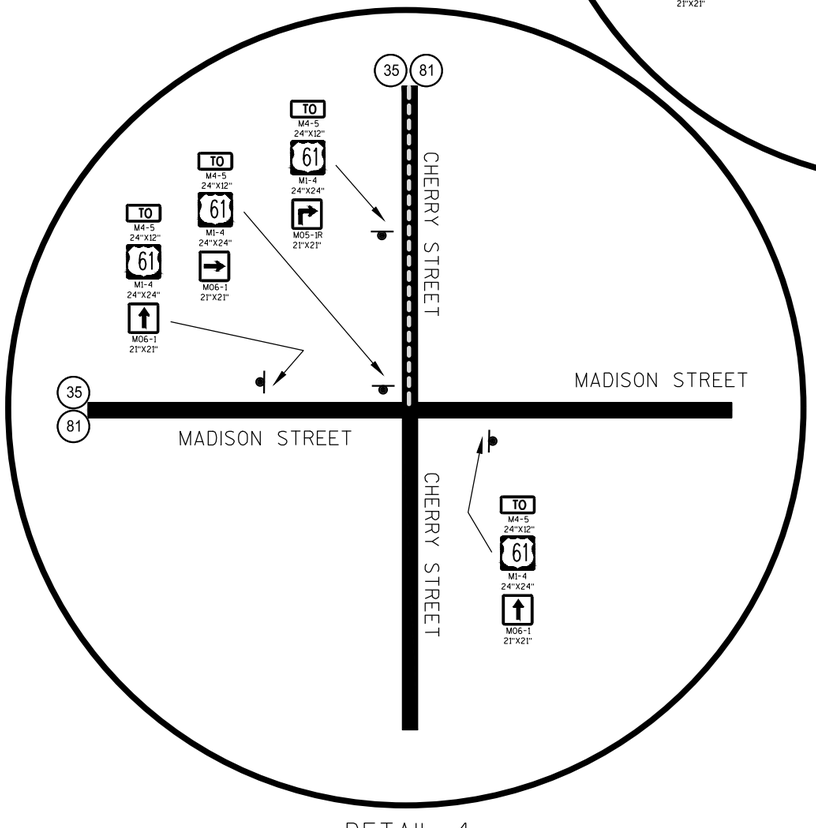


DETAIL 5

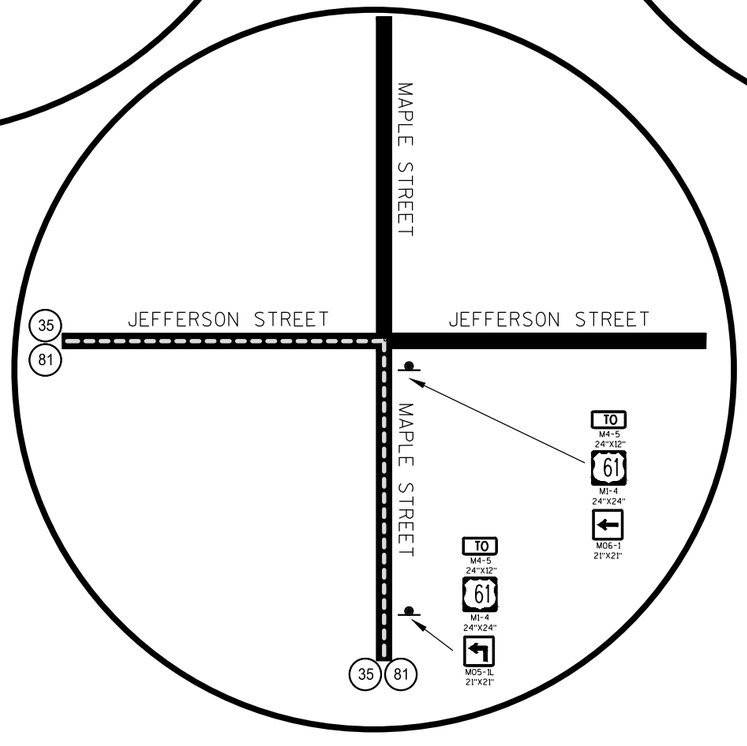
N



DETAIL 7



DETAIL 4

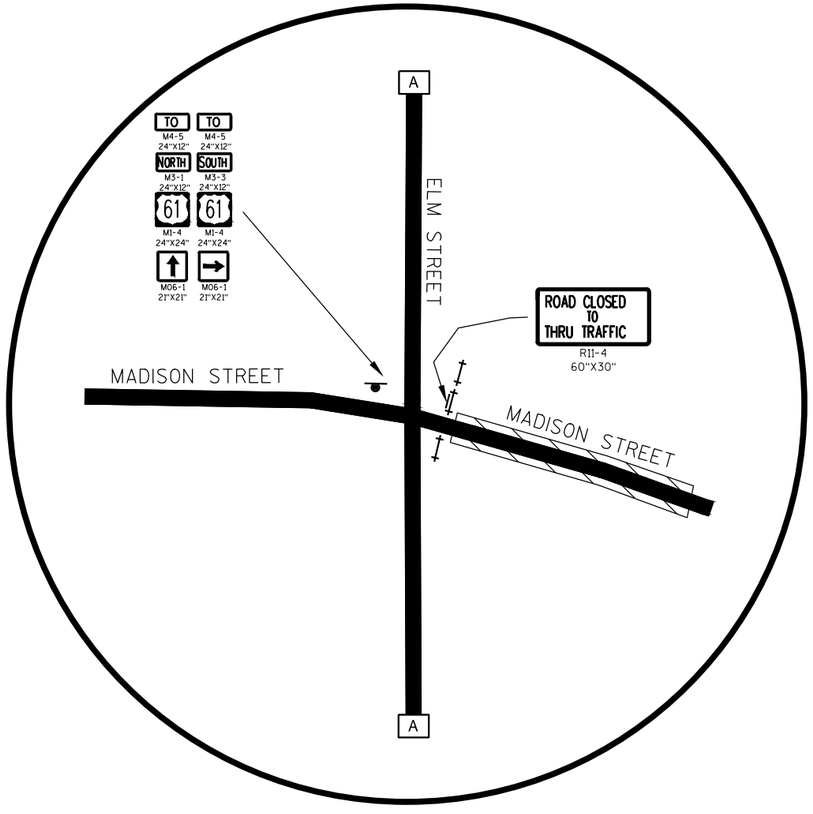


DETAIL 6

LEGEND

- DETOUR ROUTE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- EXISTING SIGN POST
- NEW SIGN ON PERMANENT SUPPORT POST
- COVERING SIGN
- NEW SIGN (M1-6 24"X24")
- EXISTING SIGN

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	DETOUR - STAGE 3 - DETAILS 4 & 5 & 6 & 7	SHEET 160	E



DETAIL 8

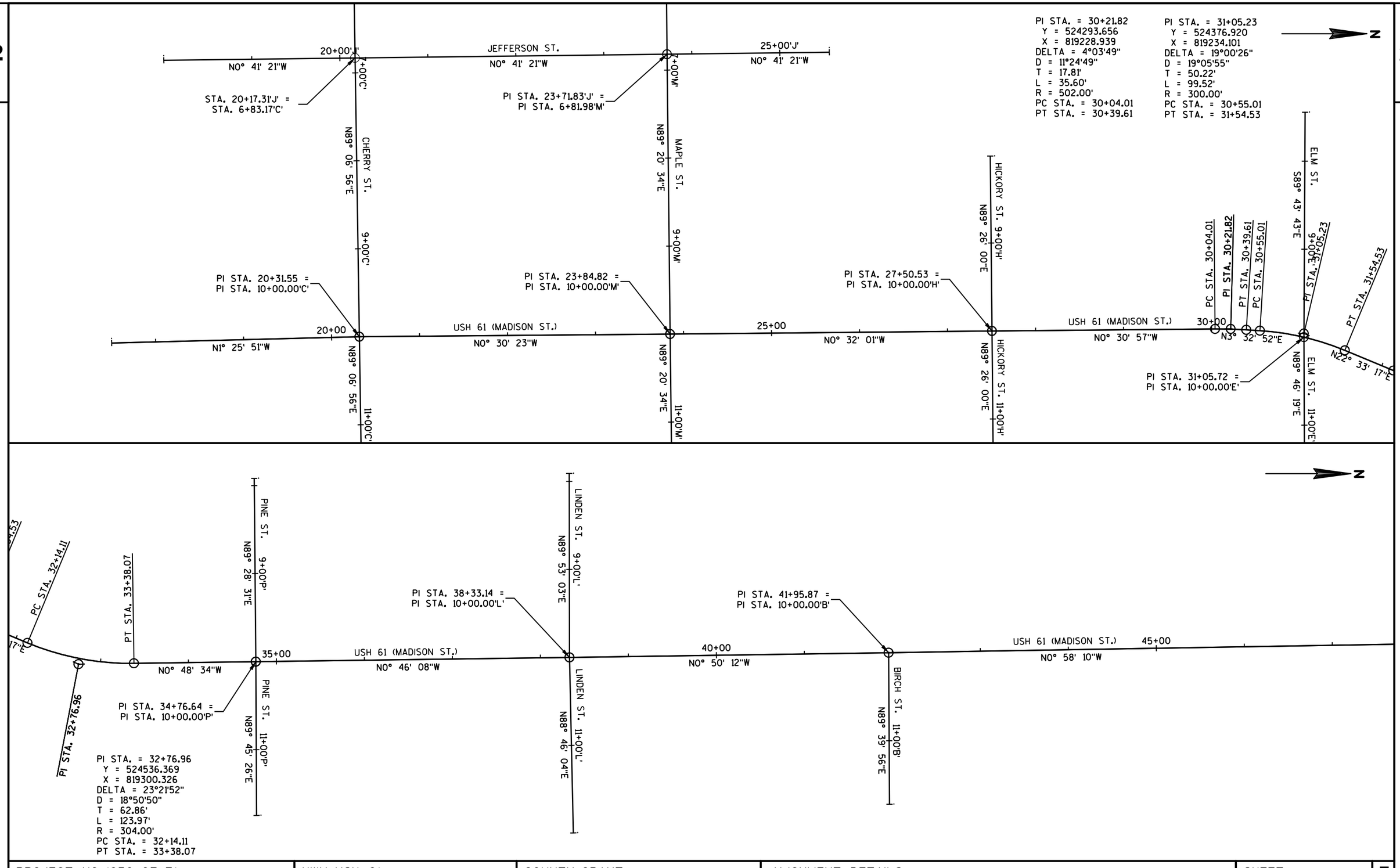
N

LEGEND

- DETOUR ROUTE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- EXISTING SIGN POST
- NEW SIGN ON PERMANENT SUPPORT POST
- COVERING SIGN
- NEW SIGN (00, M1-6, 24"X24")
- EXISTING SIGN (000)

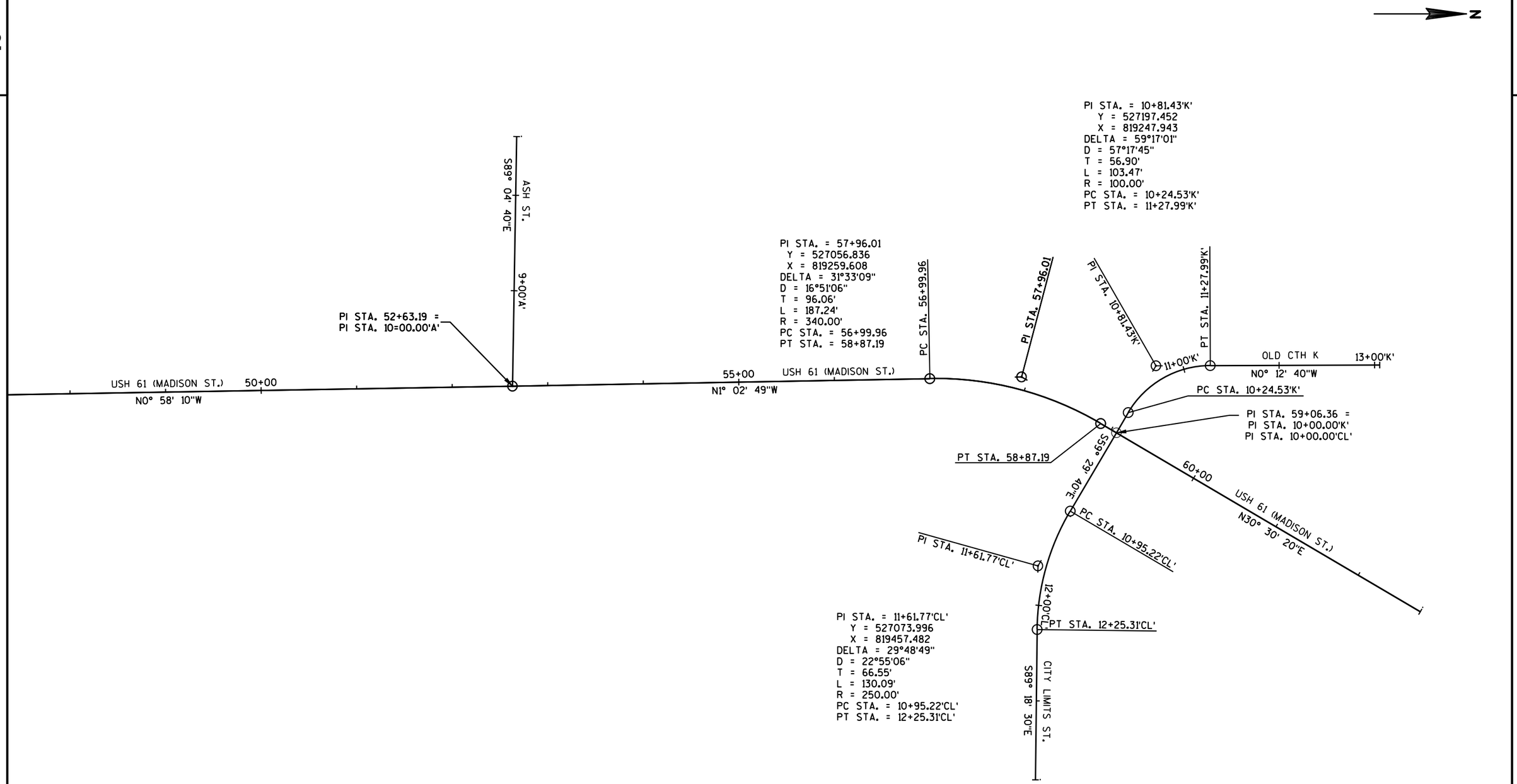
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	DETOUR - STAGE 3 - DETAILS 8	SHEET 161	E



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 162	E

2



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 163	E

CONTROL POINT 205
Y=819210.44' X=523329.91' Z=1095.14'
STATION 20+58.28 OFFSET -27.23'
BRONZE SURVEY DISK
LOCATED IN THE NW QUADRANT OF THE
INTERSECTION OF MADISON ST. AND CHERRY ST.

CONTROL POINT 204
X=819208.03' Y=523628.05' Z=1098.70'
STATION 23+56.42 OFFSET -27.01
BRONZE SURVEY DISK
IN THE SW QUADRANT OF THE INTERSECTION
OF MADISON ST. AND MAPLE ST.

CONTROL POINT 328
X=819266.10' Y=523992.43' Z=1088.38' STATION
27+20.26 OFFSET 34.44
MON /.25
LOCATED IN THE SE QUADRANT OF THE
INTERSECTION OF MADISON ST. AND HICKORY ST.

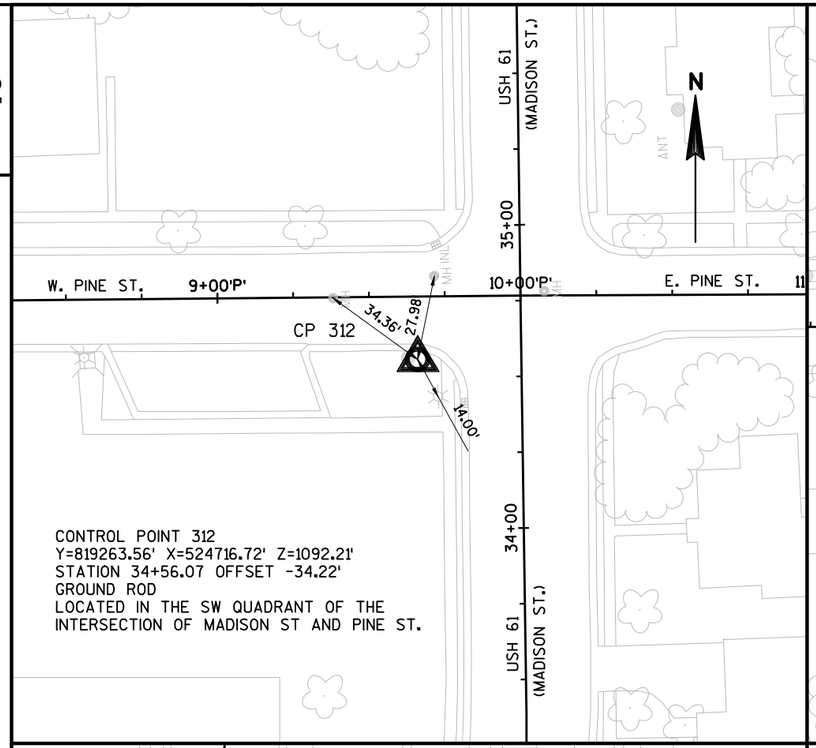
CONTROL POINT 318
Y=819351.98' X=524345.12' Z=1091.00'
STATION 30+97.60 OFFSET 117.79'
1-1/4" IRON PIPE
IN THE SE QUADRANT OF THE INTERSECTION
OF MADISON ST. AND ELM ST.

CONTROL POINT 209
X=818949.65' Y=523326.55' Z=1091.83'
STATION 71+12.12 OFFSET -26.80
BRONZE SURVEY DISK
LOCATED IN THE NE QUADRANT OF THE
INTERSECTION OF JEFFERSON ST AND CHERRY ST.

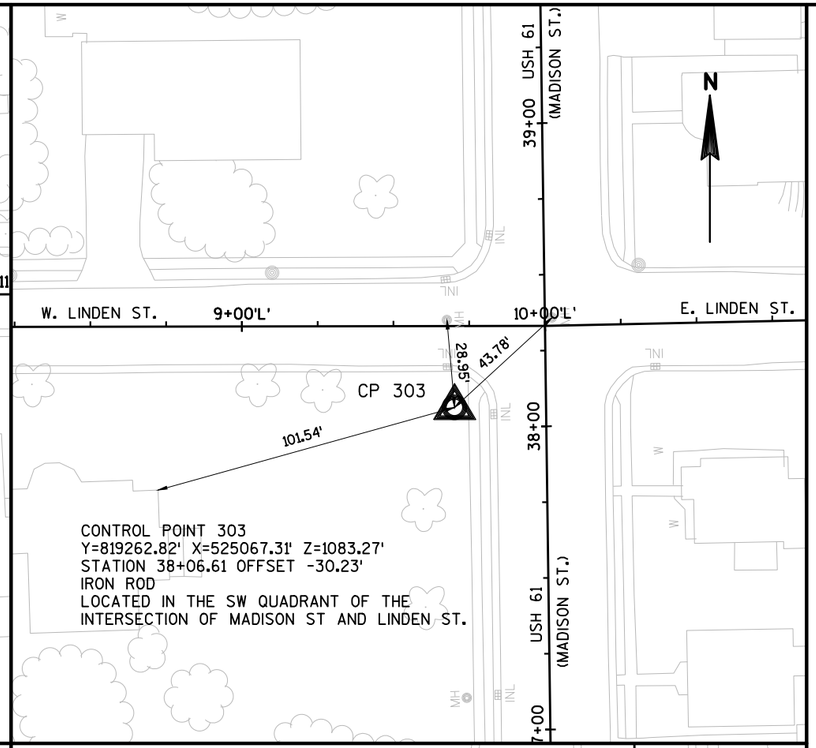
CONTROL POINT 202
Y=818946.70' X=523626.89' Z=1100.85'
STATION 7+11.59 'M' OFFSET 26.49'
BRONZE SURVEY DISK
LOCATED IN THE SE QUADRANT OF THE
INTERSECTION OF JEFFERSON ST AND MAPLE ST.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	ALIGNMENT DETAILS - CONTROL POINTS	SHEET 164	E

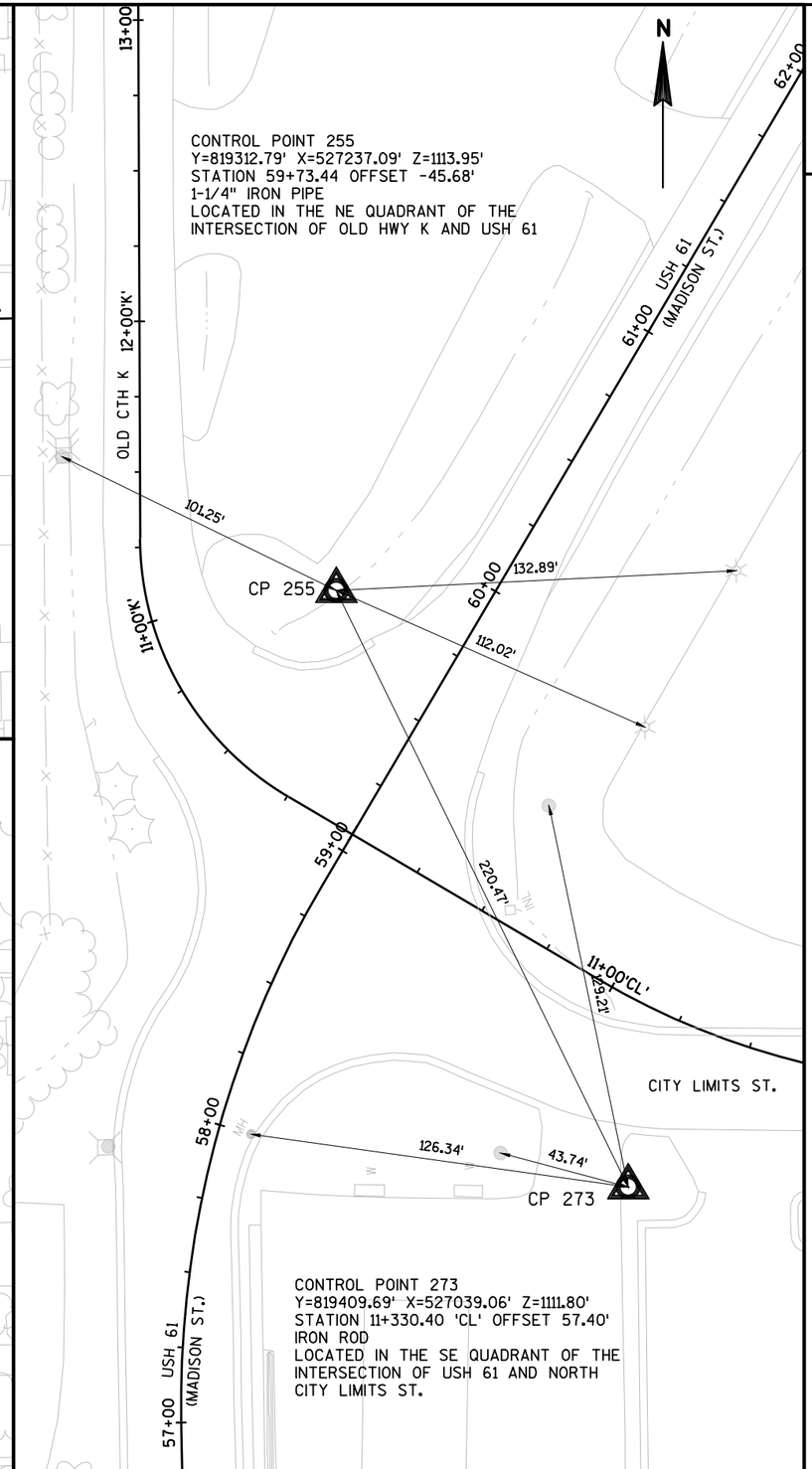
FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\027203_AD TO 027204_AD.DWG
LAYOUT NAME - 0207202_AD
PLOT DATE : 7/17/2018 8:22 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



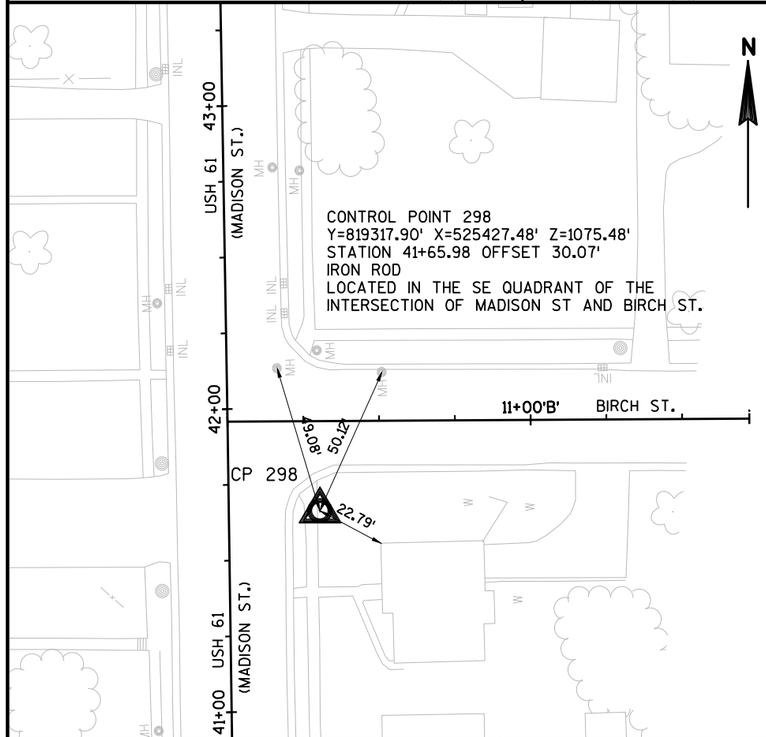
CONTROL POINT 312
Y=819263.56' X=524716.72' Z=1092.21'
STATION 34+56.07 OFFSET -34.22'
GROUND ROD
LOCATED IN THE SW QUADRANT OF THE
INTERSECTION OF MADISON ST AND PINE ST.



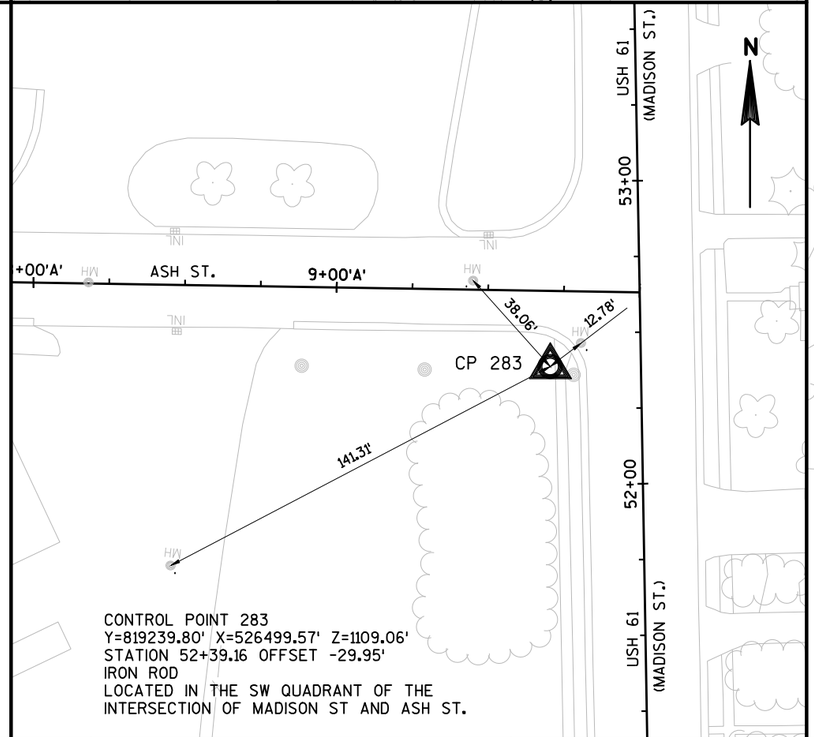
CONTROL POINT 303
Y=819262.82' X=525067.31' Z=1083.27'
STATION 38+06.61 OFFSET -30.23'
IRON ROD
LOCATED IN THE SW QUADRANT OF THE
INTERSECTION OF MADISON ST AND LINDEN ST.



CONTROL POINT 255
Y=819312.79' X=527237.09' Z=1113.95'
STATION 59+73.44 OFFSET -45.68'
1-1/4" IRON PIPE
LOCATED IN THE NE QUADRANT OF THE
INTERSECTION OF OLD HWY K AND USH 61



CONTROL POINT 298
Y=819317.90' X=525427.48' Z=1075.48'
STATION 41+65.98 OFFSET 30.07'
IRON ROD
LOCATED IN THE SE QUADRANT OF THE
INTERSECTION OF MADISON ST AND BIRCH ST.



CONTROL POINT 283
Y=819239.80' X=526499.57' Z=1109.06'
STATION 52+39.16 OFFSET -29.95'
IRON ROD
LOCATED IN THE SW QUADRANT OF THE
INTERSECTION OF MADISON ST AND ASH ST.

CONTROL POINT 273
Y=819409.69' X=527039.06' Z=1111.80'
STATION 11+330.40 'CL' OFFSET 57.40'
IRON ROD
LOCATED IN THE SE QUADRANT OF THE
INTERSECTION OF USH 61 AND NORTH
CITY LIMITS ST.

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	ALIGNMENT DETAILS - CONTROL POINTS	SHEET	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\027203_AD TO 027204_AD.DWG
LAYOUT NAME - 0207202_AD
PLOT DATE : 7/17/2018 8:18 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

1650-07-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	312.000	312.000
0004	201.0220	Grubbing	ID	348.000	348.000
0006	203.0100	Removing Small Pipe Culverts **P**	EACH	2.000	2.000
0008	204.0100	Removing Pavement	SY	27,527.000	27,527.000
0010	204.0110	Removing Asphaltic Surface	SY	1,415.000	1,415.000
0012	204.0150	Removing Curb & Gutter **P**	LF	3,086.000	3,086.000
0014	204.0155	Removing Concrete Sidewalk **P**	SY	6,419.000	6,419.000
0016	204.0185	Removing Masonry	CY	2.000	2.000
0018	204.0195	Removing Concrete Bases **P**	EACH	56.000	56.000
0020	204.0210	Removing Manholes **P**	EACH	10.000	10.000
0022	204.0220	Removing Inlets **P**	EACH	38.000	38.000
0024	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	864.000	864.000
0026	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	113.000	113.000
0028	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	807.000	807.000
0030	204.0245	Removing Storm Sewer (size) 04. 21-Inch	LF	75.000	75.000
0032	204.0245	Removing Storm Sewer (size) 05. 24-Inch	LF	541.000	541.000
0034	204.0245	Removing Storm Sewer (size) 06. 30-Inch	LF	210.000	210.000
0036	204.0245	Removing Storm Sewer (size) 07. 36-Inch	LF	69.000	69.000
0038	204.9165.S	Removing (item description) 01. Removing Concrete Steps	SF	115.000	115.000
0040	204.9165.S	Removing (item description) 02. Removing Wood Steps	SF	22.000	22.000
0042	205.0100	Excavation Common	CY	30,557.000	30,557.000
0044	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1650-07-71	LS	1.000	1.000
0046	213.0100	Finishing Roadway (project) 01. 1650-07-71	EACH	1.000	1.000
0048	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,768.000	1,768.000
0050	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	14,316.000	14,316.000
0052	312.0110	Select Crushed Material	TON	25,113.000	25,113.000
0054	405.0100	Coloring Concrete WisDOT Red	CY	179.000	179.000
0056	405.1000	Stamping Colored Concrete	CY	90.000	90.000
0058	415.0085	Concrete Pavement 8 1/2-Inch **P**	SY	24,652.000	24,652.000
0060	415.0210	Concrete Pavement Gaps	EACH	4.000	4.000
0062	415.4100	Concrete Pavement Joint Filling	SY	24,652.000	24,652.000
0064	415.5110.S	Concrete Pavement Joint Layout	LS	1.000	1.000
0066	415.6000.S	Rout and Seal	LF	182.000	182.000
0068	416.0160	Concrete Driveway 6-Inch	SY	1,495.000	1,495.000
0070	416.0180	Concrete Driveway 8-Inch	SY	71.000	71.000
0072	416.0620	Drilled Dowel Bars	EACH	62.000	62.000
0074	450.4000	HMA Cold Weather Paving	TON	83.000	83.000
0076	455.0605	Tack Coat	GAL	299.000	299.000

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Line	Item	Item Description	Unit	Total	Qty
0078	460.2000	Incentive Density HMA Pavement	DOL	340.000	340.000
0080	460.6224	HMA Pavement 4 MT 58-28 S	TON	525.000	525.000
0082	465.0105	Asphaltic Surface	TON	405.000	405.000
0084	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	288.000	288.000
0086	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000
0088	522.0415	Culvert Pipe Reinforced Concrete Class IV 15-Inch	LF	50.000	50.000
0090	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000
0092	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	2.000	2.000
0094	522.2419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	57.000	57.000
0096	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	2.000	2.000
0098	601.0409	Concrete Curb & Gutter 30-Inch Type A **P**	LF	7,596.000	7,596.000
0100	601.0411	Concrete Curb & Gutter 30-Inch Type D **P**	LF	1,554.000	1,554.000
0102	601.0452	Concrete Curb & Gutter Integral 30-Inch Type D **P**	LF	2,599.000	2,599.000
0104	601.0600	Concrete Curb Pedestrian	LF	233.000	233.000
0106	602.0410	Concrete Sidewalk 5-Inch **P**	SF	63,764.000	63,764.000
0108	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	500.000	500.000
0110	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	81.000	81.000
0112	602.1500	Concrete Steps	SF	135.000	135.000
0114	606.0200	Riprap Medium	CY	11.000	11.000
0116	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	1,364.000	1,364.000
0118	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	90.000	90.000
0120	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	1,053.000	1,053.000
0122	608.0421	Storm Sewer Pipe Reinforced Concrete Class IV 21-Inch	LF	77.000	77.000
0124	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	1,560.000	1,560.000
0126	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	212.000	212.000
0128	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	43.000	43.000
0130	608.2419	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	74.000	74.000
0132	608.2424	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	184.000	184.000

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Line	Item	Item Description	Unit	Total	Qty
0134	608.2429	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	LF	238.000	238.000
0136	611.0530	Manhole Covers Type J	EACH	20.000	20.000
0138	611.0545	Manhole Covers Type L	EACH	16.000	16.000
0140	611.0624	Inlet Covers Type H	EACH	59.000	59.000
0142	611.2004	Manholes 4-FT Diameter	EACH	6.000	6.000
0144	611.2005	Manholes 5-FT Diameter	EACH	12.000	12.000
0146	611.2006	Manholes 6-FT Diameter	EACH	3.000	3.000
0148	611.2007	Manholes 7-FT Diameter	EACH	2.000	2.000
0150	611.2008	Manholes 8-FT Diameter	EACH	2.000	2.000
0152	611.3004	Inlets 4-FT Diameter	EACH	7.000	7.000
0154	611.3230	Inlets 2x3-FT	EACH	42.000	42.000
0156	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0158	612.0106	Pipe Underdrain 6-Inch	LF	2,390.000	2,390.000
0160	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	28.000	28.000
0162	616.0700.S	Fence Safety	LF	30.000	30.000
0164	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1650-07-71	EACH	1.000	1.000
0166	619.1000	Mobilization	EACH	1.000	1.000
0168	623.0200	Dust Control Surface Treatment	SY	36,814.000	36,814.000
0170	624.0100	Water	MGAL	259.000	259.000
0172	625.0500	Salvaged Topsoil	SY	4,910.000	4,910.000
0174	627.0200	Mulching	SY	1,250.000	1,250.000
0176	628.1504	Silt Fence	LF	1,470.000	1,470.000
0178	628.1520	Silt Fence Maintenance	LF	1,470.000	1,470.000
0180	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0182	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0184	628.2004	Erosion Mat Class I Type B	SY	950.000	950.000
0186	628.2006	Erosion Mat Urban Class I Type A	SY	3,670.000	3,670.000
0188	628.6510	Soil Stabilizer Type B	ACRE	0.600	0.600
0190	628.7005	Inlet Protection Type A	EACH	30.000	30.000
0192	628.7015	Inlet Protection Type C	EACH	81.000	81.000
0194	628.7504	Temporary Ditch Checks	LF	20.000	20.000
0196	628.7555	Culvert Pipe Checks	EACH	10.000	10.000
0198	628.7560	Tracking Pads	EACH	6.000	6.000
0200	628.7570	Rock Bags	EACH	20.000	20.000
0202	629.0210	Fertilizer Type B	CWT	5.000	5.000
0204	630.0140	Seeding Mixture No. 40	LB	100.000	100.000
0206	630.0200	Seeding Temporary	LB	30.000	30.000
0208	631.0300	Sod Water	MGAL	60.000	60.000

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Line	Item	Item Description	Unit	Total	Qty
0210	631.1000	Sod Lawn	SY	2,615.000	2,615.000
0212	633.5200	Markers Culvert End	EACH	5.000	5.000
0214	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	27.000	27.000
0216	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	31.000	31.000
0218	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	13.000	13.000
0220	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	4.000	4.000
0222	637.2210	Signs Type II Reflective H	SF	972.440	972.440
0224	637.2230	Signs Type II Reflective F	SF	171.250	171.250
0226	638.2102	Moving Signs Type II	EACH	4.000	4.000
0228	638.2602	Removing Signs Type II	EACH	111.000	111.000
0230	638.3000	Removing Small Sign Supports	EACH	44.000	44.000
0232	638.4000	Moving Small Sign Supports	EACH	3.000	3.000
0234	642.5401	Field Office Type D	EACH	1.000	1.000
0236	643.0300	Traffic Control Drums	DAY	3,600.000	3,600.000
0238	643.0410	Traffic Control Barricades Type II	DAY	4,705.000	4,705.000
0240	643.0420	Traffic Control Barricades Type III	DAY	5,594.000	5,594.000
0242	643.0705	Traffic Control Warning Lights Type A	DAY	15,893.000	15,893.000
0244	643.0715	Traffic Control Warning Lights Type C	DAY	300.000	300.000
0246	643.0900	Traffic Control Signs	DAY	68,528.000	68,528.000
0248	643.0920	Traffic Control Covering Signs Type II	EACH	3.000	3.000
0250	643.1000	Traffic Control Signs Fixed Message	SF	13.500	13.500
0252	643.1050	Traffic Control Signs PCMS	DAY	21.000	21.000
0254	643.1070	Traffic Control Cones 42-Inch	DAY	946.000	946.000
0256	643.5000	Traffic Control	EACH	1.000	1.000
0258	644.1420.S	Temporary Pedestrian Surface Plywood	SF	4,750.000	4,750.000
0260	644.1601.S	Temporary Curb Ramp	EACH	105.000	105.000
0262	644.1616.S	Temporary Pedestrian Safety Fence	LF	8,776.000	8,776.000
0264	645.0130	Geotextile Type R	SY	20.000	20.000
0266	645.0220	Geogrid Type SR	SY	31,311.000	31,311.000
0268	646.1020	Marking Line Epoxy 4-Inch	LF	17,117.000	17,117.000
0270	646.3020	Marking Line Epoxy 8-Inch	LF	565.000	565.000
0272	646.5020	Marking Arrow Epoxy	EACH	16.000	16.000
0274	646.6120	Marking Stop Line Epoxy 18-Inch	LF	352.000	352.000
0276	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	13,503.000	13,503.000
0278	646.6468	Cold Weather Marking Epoxy 8-Inch	LF	85.000	85.000
0280	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	3,233.000	3,233.000
0282	646.8120	Marking Curb Epoxy	LF	1,003.000	1,003.000
0284	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	1,057.000	1,057.000
0286	650.4000	Construction Staking Storm Sewer	EACH	96.000	96.000
0288	650.4500	Construction Staking Subgrade	LF	5,709.000	5,709.000

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Line	Item	Item Description	Unit	Total	Qty
0290	650.5000	Construction Staking Base	LF	1,375.000	1,375.000
0292	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,076.000	1,076.000
0294	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
0296	650.6500	Construction Staking Structure Layout (structure) 01. Wall Modular Block Gravity Landscape (Sta 38+57 LT)	LS	1.000	1.000
0298	650.6500	Construction Staking Structure Layout (structure) 02. Wall Modular Block Gravity Landscape (Sta 44+40 LT)	LS	1.000	1.000
0300	650.7000	Construction Staking Concrete Pavement	LF	5,709.000	5,709.000
0302	650.8500	Construction Staking Electrical Installations (project) 01. 1650-07-71	LS	1.000	1.000
0304	650.9000	Construction Staking Curb Ramps	EACH	55.000	55.000
0306	650.9910	Construction Staking Supplemental Control (project) 01. 1650-07-71	LS	1.000	1.000
0308	650.9920	Construction Staking Slope Stakes	LF	7,084.000	7,084.000
0310	653.0905	Removing Pull Boxes **P**	EACH	13.000	13.000
0312	655.0630	Electrical Wire Lighting 4 AWG **P**	LF	48,174.000	48,174.000
0314	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. Cabinet L1	LS	1.000	1.000
0316	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. Cabinet L2	LS	1.000	1.000
0318	690.0150	Sawing Asphalt	LF	1,969.000	1,969.000
0320	690.0250	Sawing Concrete	LF	1,129.000	1,129.000
0322	715.0415	Incentive Strength Concrete Pavement	DOL	1,560.000	1,560.000
0324	715.0710	Optimized Aggregate Gradation Incentive	DOL	18,857.000	18,857.000
0326	740.0440	Incentive IRI Ride	DOL	3,200.000	3,200.000
0328	999.1500.S	Crack and Damage Survey	LS	1.000	1.000
0330	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,250.000	1,250.000
0332	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	500.000	500.000
0334	SPV.0060	Special 01. Research and Locate Exisitng Land Parcel Monuments	EACH	39.000	39.000
0336	SPV.0060	Special 02. Verify and Replace Existing Land Parcel Monuments	EACH	69.000	69.000
0338	SPV.0060	Special 03. Removing Electrified Sign Fireball Lanes	EACH	1.000	1.000
0340	SPV.0060	Special 04. Decorative Oxford Style Sign Post with Breakaway Mount	EACH	13.000	13.000
0342	SPV.0060	Special 05. Round Black Sign Post with Breakaway Mount	EACH	51.000	51.000
0344	SPV.0060	Special 14. Manhole Special 4-FT Diameter	EACH	6.000	6.000
0346	SPV.0060	Special 15. Manhole Special 5-FT Diameter	EACH	10.000	10.000
0348	SPV.0060	Special 16. Manhole Special 6-FT Diameter	EACH	3.000	3.000
0350	SPV.0060	Special 17. Manhole Special 7-FT Diameter	EACH	2.000	2.000
0352	SPV.0060	Special 21. Removing Lighting Units	EACH	56.000	56.000

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Line	Item	Item Description	Unit	Total	Qty
0354	SPV.0060	Special 22. Removing Existing Lighting Service	EACH	9.000	9.000
0356	SPV.0060	Special 23. Removing Existing Lighting Control Cabinets	EACH	1.000	1.000
0358	SPV.0060	Special 24. Decorative Arm Mounted Lighting Units 57W	EACH	23.000	23.000
0360	SPV.0060	Special 25. Decorative Arm Mounted Lighting Units 83W	EACH	15.000	15.000
0362	SPV.0060	Special 26. Decorative Post Top Lighting Units	EACH	20.000	20.000
0364	SPV.0060	Special 27. Decorative Post Top Lighting Units without Appurtenances	EACH	4.000	4.000
0366	SPV.0060	Special 28. Black Standard Lighting Units	EACH	22.000	22.000
0368	SPV.0060	Special 29. Decorative Arm Mounted Lighting Unit Concrete Bases	EACH	38.000	38.000
0370	SPV.0060	Special 30. Decorative Post Top Lighting Unit Concrete Bases	EACH	24.000	24.000
0372	SPV.0060	Special 31. Standard Lighting Unit Concrete Bases	EACH	22.000	22.000
0374	SPV.0060	Special 32. Lighting Pull Boxes	EACH	21.000	21.000
0416	SPV.0090	Special 01. Sidewalk Trench Drain	LF	62.000	62.000
0418	SPV.0090	Special 21. HDPE Duct 2-Inch Schedule 40 In Trench	LF	5,951.000	5,951.000
0420	SPV.0090	Special 22. HDPE Duct 2-Inch Schedule 40 Directional Bore	LF	4,136.000	4,136.000
0438	SPV.0105	Special 01. Remove, Store, and Reinstall Step Railings, Sta. 21+50"J" LT	LS	1.000	1.000
0440	SPV.0105	Special 02. Remove, Store, and Reinstall Step Railing, Sta.21+30"J" LT	LS	1.000	1.000
0442	SPV.0105	Special 03. Rectangular Rapid Flashing Beacon	LS	1.000	1.000
0444	SPV.0105	Special 21.Lighting Control Cabinet L1	LS	1.000	1.000
0446	SPV.0105	Special 22. Lighting Control Cabinet L2	LS	1.000	1.000
0452	SPV.0165	Special 01. Wall Modular Block Gravity Landscape (STA 38+57 LT)	SF	855.000	855.000
0454	SPV.0165	Special 02. Wall Modular Block Gravity Landscape (STA 44+40 LT)	SF	205.000	205.000
0456	SPV.0195	Special 01. Excavation, Hauling, and Disposal of Contaminated Soil (Direct Landfill)	TON	1,020.000	1,020.000
0458	SPV.0195	Special 02. Excavation, Hauling and Disposal of Contaminated Soil, Bioremediation	TON	300.000	300.000

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CLEARING AND GRUBBING

CATEGORY	STATION	LOCATION	O/S	201.0120 CLEARING ID	201.0220 GRUBBING ID
0010	33+18	USH 61	RT.	36	36
0010	33+40	USH 61	RT.	36	36
0010	34+30	USH 61	RT.	36	36
0010	35+35	USH 61	RT.	18	18
0010	36+80	USH 61	RT.	18	18
0010	43+75	USH 61	RT.	-	36
0010	45+00	USH 61	RT.	18	18
0010	45+15	USH 61	RT.	18	18
0010	48+55	USH 61	RT.	36	36
0010	51+65	USH 61	RT.	24	24
0010	52+25	USH 61	RT.	12	12
0010	54+70	USH 61	LT.	24	24
0010	56+30	USH 61	LT.	18	18
0010	56+80	USH 61	LT.	18	18
			TOTAL:	312	348

203.0100
REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	SIZE	TYPE	EACH
0010	58+66.25	USH 61	18"	CMP	1
0010	10+78.95 K	OLD CTH K	24"	CMP	1
			TOTAL:		2

204.0185
REMOVING MASONRY

CATEGORY	STAGE	STATION	TO	STATION	O/S	ROADWAY	CY
0010	STAGE 3	39+50	-	40+00	LT.	USH 61	1
0010	STAGE 3	10+30 B	-	10+75 B	RT.	BIRCH STREET	1
						TOTAL:	2

PAVEMENT REMOVAL

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY
0010	STAGE 1	18+30.00	-	24+50.00	USH 61 (CHERRY STREET TO MAPLE STREET)	3,749	-
0010	STAGE 1	24+50.00	-	30+39.34	USH 61 (MAPLE STREET TO ELM STREET)	3,148	-
0010	STAGE 2	30+39.34	-	31+98.98	USH 61 (ELM STREET)	1,461	-
0010	STAGE 3	31+98.98	-	35+15.48	USH 61 (ELM STREET TO PINE STREET)	1,649	-
0010	STAGE 3	35+15.48	-	44+54.08	USH 61 (PINE STREET TO BIRCH STREET)	4,419	-
0010	STAGE 3	44+54.08	-	52+43.08	USH 61 (BIRCH STREET TO ASH STREET)	2,455	-
0010	STAGE 3	52+43.08	-	59+82.36	USH 61 (ASH STREET TO CITY LIMITS STREET)	4,451	-
0010	STAGE 3	59+82.36	-	60+73.86	USH 61 (CITY LIMITS TO PROJECT END)	-	-
0010	STAGE 1	5+10.00 C	-	9+41.91 C	CHERRY STREET (JEFFERSON STREET TO USH 61)	2,331	-
0010	STAGE 1	6+48.67 M	-	9+43.86 M	MAPLE STREET (JEFFERSON STREET TO USH 61)	1,769	-
0010	STAGE 1	20+71.12 J	-	23+16.80 J	JEFFERSON STREET (CHERRY STREET TO MAPLE STREET)	1,216	-
0010	STAGE 1		-		DRIVEWAYS AND PARKING LOTS	173	529
0010	STAGE 2		-		DRIVEWAYS AND PARKING LOTS	139	102
0010	STAGE 3		-		DRIVEWAYS AND PARKING LOTS	567	574
0040	STAGE 1	5+35.00 M	-	5+85.00 M	W. MAPLE STREET	-	210
					CATEGORY 0010 SUBTOTALS:	27,527	1,205
					CATEGORY 0040 SUBTOTALS:	-	210
					TOTALS:	27,527	1,415

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204.0150
REMOVING CURB AND GUTTER

CATEGORY	STAGE	STATION	TO	STATION	O/S	ROADWAY	LF
0010	STAGE 1	10+37 C	-	10+50 C	RT.	E. CHERRY STRETT	13
0010	STAGE 1	10+37 C	-	10+50 C	LT.	E. CHERRY STRETT	13
0010	STAGE 1	5+85 M	-	6+46 M	RT.	W. MAPLE STREET	61
0010	STAGE 1	5+85 M	-	6+46 M	LT.	W. MAPLE STREET	61
0010	STAGE 1	10+36 M	-	10+50 M	RT.	E. MAPLE STREET	14
0010	STAGE 1	10+36 M	-	10+50 M	LT.	E. MAPLE STREET	14
0010	STAGE 1	19+75 J	-	19+80 J	RT.	S. JEFFERSON STREET	5
0010	STAGE 1	19+75 J	-	19+80 J	LT.	S. JEFFERSON STREET	5
0010	STAGE 1	24+09 J	-	24+35 J	RT.	N. JEFFERSON STREET	26
0010	STAGE 1	24+09 J	-	24+35 J	LT.	N. JEFFERSON STREET	26
0010	STAGE 1	9+20 H	-	9+64 H	RT.	W. HICKORY STREET	44
0010	STAGE 1	9+20 H	-	9+64 H	LT.	W. HICKORY STREET	44
0010	STAGE 1	10+44 H	-	11+00 H	RT.	E. HICKORY STREET	56
0010	STAGE 1	10+44 H	-	11+00 H	LT.	E. HICKORY STREET	56
0010	STAGE 2	7+80 E	-	9+31 E	RT.	W. ELM STREET	151
0010	STAGE 2	7+80 E	-	9+31 E	LT.	W. ELM STREET	151
0010	STAGE 2	10+97 E	-	11+95 E	RT.	E. ELM STREET	98
0010	STAGE 2	10+97 E	-	11+95 E	LT.	E. ELM STREET	98
0010	STAGE 3	9+50 P	-	9+67 P	RT.	W. PINE STREET	17
0010	STAGE 3	9+50 P	-	9+67 P	LT.	W. PINE STREET	17
0010	STAGE 3	10+33 P	-	10+65 P	RT.	E. PINE STREET	33
0010	STAGE 3	10+33 P	-	10+65 P	LT.	E. PINE STREET	32
0010	STAGE 3	9+50 L	-	9+69 L	RT.	W. LINDEN STREET	19
0010	STAGE 3	9+50 L	-	9+69 L	LT.	W. LINDEN STREET	19
0010	STAGE 3	9+50 L	-	9+69 L	RT.	E. LINDEN STREET	14
0010	STAGE 3	9+50 L	-	9+69 L	LT.	E. LINDEN STREET	14
0010	STAGE 3	10+35 B	-	10+75 B	RT.	BIRCH STREET	40
0010	STAGE 3	10+35 B	-	10+75 B	LT.	BIRCH STREET	40
0010	STAGE 3	44+54.08	-	52+43.08	RT.	USH 61	789
0010	STAGE 3	44+54.08	-	52+43.08	LT.	USH 61	789
0010	STAGE 3	9+45 A	-	9+57 A	RT.	ASH STREET	12
0010	STAGE 3	9+45 A	-	9+57 A	LT.	ASH STREET	12
0010	STAGE 3	10+96 CL	-	12+35 CL	RT.	CITY LIMITS STREET	157
0010	STAGE 3	10+91 CL	-	12+35 CL	LT.	CITY LIMITS STREET	146
						TOTAL:	3,086

204.0210
REMOVING MANHOLES

CATEGORY	STATION	LOCATION	EACH
0010	9+68 H	HICKORY STREET, RT.	1
0010	9+82 H	HICKORY STREET, RT.	1
0010	10+36 H	HICKORY STREET, LT.	1
0010	10+64 H	HICKORY STREET, LT.	1
0010	10+39 E	ELM STREET, RT.	1
0010	9+72 P	PINE STREET, LT.	1
0010	37+11	USH 61, LT.	1
0010	42+13	USH 61, RT.	1
0010	10+51 B	BIRCH STREET, LT.	1
0010	52+47	USH 61, LT.	1
		TOTAL:	10

204.0220
REMOVING INLETS

CATEGORY	STATION	LOCATION	EACH
0010	26+04	USH 61, LT.	1
0010	28+44	USH 61, RT.	1
0010	28+51	USH 61, RT.	1
0010	28+55	USH 61, LT.	1
0010	28+55	USH 61, RT.	1
0010	28+64	USH 61, RT.	1
0010	29+30	USH 61, RT.	1
0010	31+36	USH 61, LT.	1
0010	34+41	USH 61, LT.	1
0010	37+12	USH 61, LT.	1
0010	38+04	USH 61, LT.	1
0010	38+63	USH 61, LT.	1
0010	42+20	USH 61, LT.	1
0010	42+31	USH 61, RT.	1
0010	42+40	USH 61, LT.	1
0010	42+41	USH 61, RT.	1
0010	43+13	USH 61, LT.	1
0010	44+14	USH 61, LT.	1
0010	44+29	USH 61, RT.	1
0010	47+55	USH 61, LT.	1
0010	49+85	USH 61, RT.	1
0010	49+85	USH 61, LT.	1
0010	56+28	USH 61, RT.	1
0010	56+30	USH 61, LT.	1
0010	59+11	USH 61, RT.	1
0010	6+13 C	CHERRY STREET, RT.	1
0010	6+40 C	CHERRY STREET, LT.	1
0010	7+31 C	CHERRY STREET, LT.	1
0010	7+34 C	CHERRY STREET, LT.	1
0010	20+64 J	JEFFERSON STREET, RT.	1
0010	9+63 H	HICKORY STREET, LT.	1
0010	9+67 H	HICKORY STREET, RT.	1
0010	9+27 E	ELM STREET, RT.	1
0010	9+72 P	PINE STREET, LT.	1
0010	9+67 L	LINDEN STREET, LT.	1
0010	9+68 L	LINDEN STREET, RT.	1
0010	10+36 L	LINDEN STREET, RT.	1
0010	9+50 A	ASH STREET, LT.	1
		TOTAL:	38

REMOVING STORM SEWER

CATEGORY	STATION	TO	STATION	LOCATION	204.0245.01 12-INCH LF	204.0245.02 15-INCH LF	204.0245.03 18-INCH LF	204.0245.04 21-INCH LF	204.0245.05 24-INCH LF	204.0245.06 30-INCH LF	204.0245.07 36-INCH LF
0010	5+15 C	-	6+13 C	CHERRY STREET, RT.	98	-	-	-	-	-	-
0010	5+14 C	-	6+40 C	CHERRY STREET, LT.	-	-	126	-	-	-	-
0010	6+40 C	-	7+31 C	CHERRY STREET, LT.	91	-	-	-	-	-	-
0010	6+40 C	-	7+05 C	CHERRY STREET, LT.	-	-	71	-	-	-	-
0010	7+31 C	-	7+34 C	CHERRY STREET, LT.	3	-	-	-	-	-	-
0010	26+04	-	27+32	USH 61, LT.	128	-	-	-	-	-	-
0010	9+63 H	-	9+68 H	HICKORY STREET	29	-	-	-	-	-	-
0010	9+67 H	-	9+68 H	HICKORY STREET, RT.	-	-	9	-	-	-	-
0010	9+67 H	-	9+82 H	HICKORY STREET, RT.	-	-	15	-	-	-	-
0010	9+82 H	-	10+36 H	HICKORY STREET	-	-	66	-	-	-	-
0010	10+36 H	-	10+64 H	HICKORY STREET, LT.	-	-	-	-	-	29	-
0010	27+68	-	28+44	USH 61, RT.	-	-	-	-	-	77	-
0010	28+44	-	28+51	USH 61, RT.	-	-	-	-	-	7	-
0010	28+51	-	28+55	USH 61, RT.	-	-	-	-	-	4	-
0010	28+55	-	28+55	USH 61	44	-	-	-	-	-	-
0010	28+55	-	28+64	USH 61, RT.	-	-	-	9	-	-	-
0010	28+64	-	29+30	USH 61, RT.	-	-	-	66	-	-	-
0010	9+27 E	-	10+39 E	ELM STREET, RT.	-	113	-	-	-	-	-
0010	9+91 E	-	10+39 E	ELM STREET	72	-	-	-	-	-	-
0010	34+41	-	34+83	USH 61, LT.	43	-	-	-	-	-	-
0010	34+83	-	34+94	USH 61, LT.	-	-	10	-	-	-	-
0010	34+94	-	35+12	USH 61, LT.	-	-	18	-	-	-	-
0010	37+11	-	37+12	USH 61, LT.	-	-	-	-	10	-	-
0010	37+12	-	38+04	USH 61, LT.	-	-	-	-	93	-	-
0010	38+04	-	38+63	USH 61, LT.	59	-	-	-	-	-	-
0010	9+67 L	-	9+82 L	LINDEN STREET, LT.	20	-	-	-	-	-	-
0010	9+68 L	-	9+83 L	LINDEN STREET, RT.	22	-	-	-	-	-	-
0010	9+83 L	-	10+36 L	LINDEN STREET, RT.	-	-	-	-	55	-	-
0010	10+16 B	-	10+51 B	BIRCH STREET, LT.	-	-	-	-	-	-	34
0010	42+13	-	42+20	USH 61	-	-	-	-	-	-	35
0010	42+13	-	42+31	USH 61, RT.	18	-	-	-	-	-	-
0010	42+20	-	42+40	USH 61, LT.	-	-	-	-	-	20	-
0010	42+31	-	42+41	USH 61, RT.	10	-	-	-	-	-	-
0010	42+40	-	43+13	USH 61, LT.	-	-	-	-	-	73	-
0010	43+13		44+14	USH 61, LT.	101	-	-	-	-	-	-
0010	44+14	-	44+29	USH 61	-	-	-	-	41	-	-
0010	44+14	-	47+55	USH 61, LT.	-	-	-	-	342	-	-
0010	47+55	-	49+85	USH 61, LT.	-	-	230	-	-	-	-
0010	49+85	-	49+85	USH 61	37	-	-	-	-	-	-
0010	49+85	-	52+47	USH 61, LT.	-	-	262	-	-	-	-
0010	52+47	-	52+83	USH 61, LT.	47	-	-	-	-	-	-
0010	56+28	-	56+30	USH 61	38	-	-	-	-	-	-
0010	56+30	-	56+31	USH 61, LT.	4	-	-	-	-	-	-
				TOTALS:	864	113	807	75	541	210	69

3

204.0155
REMOVING CONCRETE SIDEWALK

CATEGORY	STAGE	STATION	TO	STATION	O/S	ROADWAY	SY
0010	STAGE 1	18+30.00	-	24+50.00	RT.	USH 61	544
0010	STAGE 1	18+30.00	-	24+50.00	LT.	USH 61	532
0010	STAGE 1	24+50.00	-	30+39.34	RT.	USH 61	646
0010	STAGE 1	24+50.00	-	30+39.34	LT.	USH 61	487
0010	STAGE 2	30+39.34	-	31+98.98	RT.	USH 61 (ELM STREET)	218
0010	STAGE 2	30+39.34	-	31+98.98	LT.	USH 61 (ELM STREET)	260
0010	STAGE 3	31+98.98	-	35+50.00	RT.	USH 61	199
0010	STAGE 3	31+98.98	-	35+50.00	LT.	USH 61	146
0010	STAGE 3	35+50.00	-	42+50.00	RT.	USH 61	275
0010	STAGE 3	35+50.00	-	42+50.00	LT.	USH 61	294
0010	STAGE 3	42+50.00	-	52+00.00	RT.	USH 61	384
0010	STAGE 3	42+50.00	-	52+00.00	LT.	USH 61	478
0010	STAGE 3	52+00.00	-	59+82.36	RT.	USH 61	228
0010	STAGE 1	5+80.00 C	-	9+39.88 C	RT.	CHERRY STREET	274
0010	STAGE 1	5+10.00 C	-	9+39.88 C	LT.	CHERRY STREET	310
0010	STAGE 1	5+85.00 M	-	9+54.38 M	RT.	MAPLE STREET	331
0010	STAGE 1	5+85.00 M	-	9+54.38 M	LT.	MAPLE STREET	426
0010	STAGE 1	20+98.02 J	-	23+14.02 J	RT.	JEFFERSON STREET	196
0010	STAGE 1	20+98.02 J	-	23+14.02 J	LT.	JEFFERSON STREET	191
						TOTAL:	6,419

213.0100
FINISHING ROADWAY (1650-07-71)

GROUP CODE	LOCATION	EACH
0010	PROJECT LIMITS	1
	TOTAL:	1

211.0100
PREPARE FOUNDATION FOR ASPHALTIC PAVING

CATEGORY	LOCATION	LS
0010	PROJECT 1650-07-71	1
	TOTAL:	1

REMOVING STEPS

CATEGORY	STAGE	LOCATION	BUSINESS	204.9165.S REMOVING CONCRETE STEPS SF	204.9165.S REMOVING WOOD STEPS SF	SPV.0105.01 REMOVE, STORE AND REINSTALL STEP RAILING LS	SPV.0105.02 REMOVE, STORE AND REINSTALL STEP RAILING LS	COMMENTS
0040	STAGE 1	114 S. MADISON STREET	FARMER'S FAMILY DENTAL	4	-	-	-	
0040	STAGE 1	114 1/2 S. MADISON STREET	NA	4	-	-	-	
0040	STAGE 1	129 N. MADISON STREET	APPLIED MICRO	5	-	-	-	
0040	STAGE 1	113 W. MAPLE STREET	NA	7	-	-	-	
0040	STAGE 1	115 W. MAPLE STREET	NA	7	-	-	-	
0040	STAGE 1	125 1/2 W. MAPLE STREET	NA	6	-	-	-	
0040	STAGE 1	135 S. JEFFERSON STREET	DOOLITTLE'S	9	-	1	-	REMOVE, STORE AND REINSTALL RAILING
0040	STAGE 1	143 S. JEFFERSON STREET	TWIN DRAGON	-	22	-	1	REMOVE, STORE AND REINSTALL RAILING
0010	STAGE 3	USH 61 (STA. 39+95.66, LT.)	NA	31	-	-	-	
0010	STAGE 3	USH 61 (STA. 40+37.19, LT.)	NA	28	-	-	-	
0010	STAGE 3	USH 61 (STA. 41+22.81, LT.)	NA	14	-	-	-	
			CATEGORY 0010 SUBTOTALS:	73	-	-	-	
			CATEGORY 0040 SUBTOTALS:	42	22	1	1	
			TOTAL:	115	22	1	1	

EARTHWORK SUMMARY

EARTHWORK - STAGE 1

CATEGORY	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY	AVAILABLE MATERIAL (4) CY	UNEXPANDED FILL CY	EXPANDED FILL (5) FACTOR = 1.15 CY	MASS ORDINATE +/- (6) CY	WASTE CY	* 312.0110 SELECT CRUSHED MATERIAL (7) TON
0010	18+30.00	-	30+39.34	USH 61 (CHERRY STREET TO ELM STREET)	6,354	635	6,354	2	2	6,352	6,352	1,207
0010	5+10.00 C	-	10+50.00 C	CHERRY STREET	2,291	229	2,291	1	1	2,290	2,290	435
0010	5+85.00 M	-	10+50.00 M	MAPLE STREET	1,638	164	1,638	13	15	1,623	1,623	312
0010	19+75.00 J	-	24+35.00 J	JEFFERSON STREET	1,370	137	1,370	0	0	1,370	1,370	260
0010	9+20.00 H	-	11+00.00 H	HICKORY STREET	299	30	299	0	0	299	299	57
				SUBTOTALS:	11,952	1,195	11,952	16	18	11,934	11,934	2,271
				STAGE 1 TOTALS:		13,147						2,271

EARTHWORK - STAGE 2

CATEGORY	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY	AVAILABLE MATERIAL (4) CY	UNEXPANDED FILL CY	EXPANDED FILL (5) FACTOR = 1.15 CY	MASS ORDINATE +/- (6) CY	WASTE CY	* 312.0110 SELECT CRUSHED MATERIAL (7) TON
0010	30+39.34	-	31+98.98	USH 61 (ELM STREET)	1,556	156	1,556	2	2	1,554	1,554	296
0010	5+10.00 E	-	10+50.00 E	ELM STREET	960	96	960	7	8	952	952	182
				SUBTOTALS:	2,516	252	2,516	9	10	2,506	2,506	478
				STAGE 2 TOTALS:		2,768						478

EARTHWORK - STAGE 3

CATEGORY	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY	AVAILABLE MATERIAL (4) CY	UNEXPANDED FILL CY	EXPANDED FILL (5) FACTOR = 1.15 CY	MASS ORDINATE +/- (6) CY	WASTE CY	* 312.0110 SELECT CRUSHED MATERIAL (7) TON
0010	31+98.98	-	60+73.86	USH 61 (ELM STREET TO END PROJECT)	12,185	1,219	12,185	235	270	11,915	11,915	2,316
0010	9+50.00 P	-	10+65.00 P	PINE STREET	97	10	97	2	2	95	95	19
0010	9+50.00 L	-	10+50.00 L	LINDEN STREET	65	7	65	0	0	65	65	13
0010	10+00.00 B	-	10+75.00 B	BIRCH STREET	72	7	72	3	3	69	69	13
0010	9+45.00 A	-	10+00.00 A	ASH STREET	28	3	28	0	0	28	28	6
0010	10+00.00 CL	-	12+35.00 CL	CITY LIMITS STREET	445	45	445	13	15	430	430	86
0010	10+00.00 K	-	12+00.00 K	OLD CTH K	417	42	417	3	3	414	414	80
				SUBTOTALS:	13,309	1,333	13,309	256	293	13,016	13,016	2,533
				STAGE 3 TOTALS:		14,642						2,533
				PROJECT TOTALS:		30,557						5,282

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

NOTES:

1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. BID ITEM NUMBER 205.0100. EXCAVATION COMMON WILL BE PAID AS PLAN QUANTITY EXCEPTING FOR EBS EXCAVATION. EBS WILL BE FIELD MEASURED PER STANDARD SPEC 205.
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN THE CUT.
3) EBS EXCAVATION = 10 % OF THE CUT. EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.
4) AVAILABLE MATERIAL = CUT.
5) EXPANDED FILL = (UNEXPANDED FILL) * (EXPANDED FILL FACTOR). EXPANDED FILL FACTOR = 1.15.
6) MASS ORDINATE = AVAILABLE MATERIAL - EXPANDED FILL. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL. MINUS INDICATES A SHORTAGE OF MATERIAL.
7) USED FOR BACKFILL OF EBS.

BASE AGGREGATE ITEMS

CATEGORY	STAGE	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	645.0220 GEOGRID TYPE SR SY
0010	STAGE 1	18+30.00	-	24+50.00	USH 61 (CHERRY STREET TO MAPLE STREET)	-	1,118	1,968	3,107
0010	STAGE 1	24+50.00	-	30+39.34	USH 61 (MAPLE STREET TO ELM STREET)	-	973	1,699	2,682
0010	STAGE 2	30+39.34		31+98.98	USH 61 (ELM STREET)	-	520	938	1,481
0010	STAGE 3	31+98.98	-	35+50.00	USH 61 (ELM STREET TO PINE STREET)	-	616	1,082	1,708
0010	STAGE 3	35+50.00	-	42+50.00	USH 61 (PINE STREET TO BIRCH STREET)	-	1,205	2,112	3,335
0010	STAGE 3	42+50.00	-	52+00.00	USH 61 (BIRCH STREET TO ASH STREET)	-	1,482	2,566	4,051
0010	STAGE 3	52+00.00	-	59+82.36	USH 61 (ASH STREET TO CITY LIMITS STREET)	-	1,633	2,903	4,583
0010	STAGE 3	59+82.36	-	60+73.86	USH 61 (CITY LIMITS STREET TO END PROJECT)	8	191	232	366
0010	STAGE 1	5+10.00 C	-	9+39.88 C	CHERRY STREET (JEFFERSON STREET TO USH 61)	-	888	1,572	2,482
0010	STAGE 1	6+46.30 M	-	9+54.38 M	MAPLE STREET (JEFFERSON STREET TO USH 61)	-	500	869	1,372
0010	STAGE 1	20+98.02 J	-	23+14.02 J	JEFFERSON STREET (CHERRY STREET TO MAPLE STREET)	-	236	391	618
0010	STAGE 1	10+38.94 C	-	10+50 C	E. CHERRY STREET	-	30	-	-
0010	STAGE 1	5+85 M	-	6+46.30 M	W. MAPLE STREET	-	164	-	-
0010	STAGE 1	10+36.08 M	-	10+50 M	E. MAPLE STREET	-	37	-	-
0010	STAGE 1	19+75 J	-	19+79.66 J	S. JEFFERSON STREET	-	12	-	-
0010	STAGE 1	24+09.01 J	-	24+35 J	N. JEFFERSON STREET	-	69	-	-
0010	STAGE 1	9+20 H	-	9+67.03 H	W. HICKORY STREET	-	121	-	-
0010	STAGE 1	10+37.98 H		11+00 H	E. HICKORY STREET	-	158	-	-
0010	STAGE 2	7+80 E	-	9+34.05 E	W. ELM STREET	-	325	-	-
0010	STAGE 2	10+90.75 E	-	11+95 E	E. ELM STREET	-	215	-	-
0010	STAGE 3	9+50 P	-	9+66.87 P	W. PINE STREET	-	39	-	-
0010	STAGE 3	10+33.26 P	-	10+65 P	E. PINE STREET	-	63	-	-
0010	STAGE 3	9+50 L	-	9+66.64 L	W. LINDEN STREET	-	34	-	-
0010	STAGE 3	10+33.21 L	-	10+50 L	E. LINDEN STREET	-	39	-	-
0010	STAGE 3	10+38.30 B	-	10+75 B	BIRCH STREET	-	85	-	-
0010	STAGE 3	9+45 A	-	9+60.71 A	ASH STRET	-	34	-	-
0010	STAGE 3	10+78.09 CL	-	12+35.00 CL	CITY LIMITS STREET	-	318	-	-
0010	STAGE 3	11+25.79 K	-	12+00.00 K	OLD CTH K	22	197	-	-
0010	STAGE 1	-	-	-	DRIVEWAYS/SIDEWALKS	908	297	-	-
0010	STAGE 2	-	-	-	DRIVEWAYS/SIDEWALKS	114	84	-	-
0010	STAGE 3	-	-	-	DRIVEWAYS/SIDEWALKS	631	604	-	-
					UNDISTRIBUTED	84	614	817	1,289
					CATEGORY 0010 SUBTOTALS:	1,768	12,903	17,147	27,073
0050	STAGE 1				PARKING - USH 61 (CHERRY STREET TO MAPLE STREET)	-	274	521	823
0050	STAGE 1				PARKING - USH 61 (MAPLE STREET TO ELM STREET)	-	214	406	641
0050	STAGE 3				PARKING - USH 61 (ELM STREET TO PINE STREET)	-	48	92	145
0050	STAGE 3				PARKING - USH 61 (PINE STREET TO BIRCH STREET)	-	115	218	344
0050	STAGE 3				PARKING - USH 61 (BIRCH STREET TO ASH STREET)	-	233	443	699
0050	STAGE 1				PARKING (CHERRY STREET)	-	90	171	270
0050	STAGE 1				PARKING (MAPLE STREET)	-	185	352	556
0050	STAGE 1				PARKING (JEFFERSON STREET)	-	186	353	558
					UNDISTRIBUTED	-	67	128	202
					CATEGORY 0050 SUBTOTALS:	-	1,413	2,684	4,238
					TOTALS:	1,768	14,316	19,831	31,311

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE PAVEMENT

CATEGORY	STAGE	STA	TO	STA	ROADWAY	405.0100 COLORING CONCRETE WISDOT RED CY	415.0085 CONCRETE PAVEMENT 8 1/2-INCH SY	415.0210 CONCRETE PAVEMET GAPS EACH	415.4100 CONCRETE PAVEMET JOINT FILLING SY	415.6000.S ROUT AND SEAL LF	COMMENTS
0010	STAGE 1	18+30.00	-	24+50.00	USH 61 (CHERRY STREET TO MAPLE STREET)	-	2,514	1	2,514	-	GAP AT MAPLE STREET
0010	STAGE 1	24+50.00	-	30+39.34	USH 61 (MAPLE STREET TO ELM STREET)	-	2,116	1	2,116	-	GAP AT KWIK TRIP DRIVEWAY
0010	STAGE 2	30+39.34		31+98.98	USH 61 (ELM STREET)	-	1,289	-	1,289	-	
0010	STAGE 3	31+98.98	-	35+50.00	USH 61 (ELM STREET TO PINE STREET)	-	1,374	-	1,374	-	
0010	STAGE 3	35+50.00	-	42+50.00	USH 61 (PINE STREET TO BIRCH STREET)	-	2,659	-	2,659	-	
0010	STAGE 3	42+50.00	-	52+00.00	USH 61 (BIRCH STREET TO ASH STREET)	-	3,101	1	3,101	-	GAP AT OLD NATIONAL BANK DRIVEWAY
0010	STAGE 3	52+00.00	-	59+82.36	USH 61 (ASH STREET TO CITY LIMITS STREET)	-	3,742	1	3,742	-	GAP AT MICHELLE'S CAR WASH DRIVEWAY
0010	STAGE 3	59+82.36	-	60+73.86	USH 61 (CITY LIMITS STREET TO END PROJECT)	-	312	-	312	182	
0010	STAGE 1	5+10.00 C	-	9+39.88 C	CHERRY STREET (JEFFERSON STREET TO USH 61)	-	2,043	-	2,043	-	
0010	STAGE 1	6+46.30 M	-	9+54.38 M	MAPLE STREET (JEFFERSON STREET TO USH 61)	-	1,065	-	1,065	-	
0010	STAGE 1	20+98.02 J	-	23+14.02 J	JEFFERSON STREET (CHERRY STREET TO MAPLE STREET)	-	402	-	402	-	
					CATEGORY 0010 SUBTOTALS:	-	20,616	4	20,616	182	
0040	STAGE 1		-		USH 61 (CHERRY STREET INTERSECTION)	33	-	-	-	-	
0040	STAGE 1		-		USH 61 (MAPLE STREET INTERSECTION)	28	-	-	-	-	
0040	STAGE 1		-		USH 61 (HICKORY STREET INTERSECTION)	27	-	-	-	-	
0040	STAGE 2		-		USH 61 (ELM STREET INTERSECTION)	33	-	-	-	-	
0040	STAGE 1		-		JEFFERSON STREET (CHERRY STREET INTERSECTION)	33	-	-	-	-	
0040	STAGE 1		-		JEFFERSON STREET (MAPLE STREET INTERSECTION)	25	-	-	-	-	
					CATEGORY 0040 SUBTOTALS:	179	-	-	-	-	
0050	STAGE 1		-		PARKING - USH 61 (CHERRY STREET TO MAPLE STREET)	-	823	-	823	-	
0050	STAGE 1		-		PARKING - USH 61 (MAPLE STREET TO ELM STREET)	-	641	-	641	-	
0050	STAGE 3		-		PARKING - USH 61 (ELM STREET TO PINE STREET)	-	145	-	145	-	
0050	STAGE 3		-		PARKING - USH 61 (PINE STREET TO BIRCH STREET)	-	344	-	344	-	
0050	STAGE 3		-		PARKING - USH 61 (BIRCH STREET TO ASH STREET)	-	699	-	699	-	
0050	STAGE 1		-		PARKING (CHERRY STREET)	-	270	-	270	-	
0050	STAGE 1		-		PARKING (MAPLE STREET)	-	556	-	556	-	
0050	STAGE 1		-		PARKING (JEFFERSON STREET)	-	558	-	558	-	
					CATEGORY 0050 SUBTOTALS:	-	4,036	-	4,036	-	
					TOTALS:	179	24,652	4	24,652	182	

415.5110.S

CONCRETE PAVEMENT JOINT LAYOUT

CATEGORY	LOCATION	LS
0010	PROJECT 1650-07-71	1
	TOTAL:	1

3

CONCRETE DRIVEWAY

CATEGORY	STAGE	STATION	LOCATION	416.0160 6-INCH SY	416.0180 8-INCH SY	REMARKS
0010	STAGE 1	25+78	USH 61, LT.	21		C.E.
0010	STAGE 1	26+01	USH 61, RT.	-	36	C.E.
0010	STAGE 1	26+55	USH 61, RT.	-	35	C.E.
0010	STAGE 1	29+00	USH 61, LT.	26	-	C.E.
0010	STAGE 1	29+84	USH 61, RT.	13	-	C.E.
0010	STAGE 3	32+99	USH 61, RT.	43	-	P.E.
0010	STAGE 3	33+53	USH 61, RT.	27	-	P.E.
0010	STAGE 3	36+11	USH 61, RT.	41	-	P.E.
0010	STAGE 3	36+33	USH 61, RT.	18	-	P.E.
0010	STAGE 3	36+91	USH 61, RT.	14	-	P.E.
0010	STAGE 3	39+40	USH 61, RT.	70	-	P.E.
0010	STAGE 3	40+34	USH 61, RT.	22	-	P.E.
0010	STAGE 3	40+55	USH 61, RT.	58	-	P.E.
0010	STAGE 3	41+63	USH 61, LT.	40	-	P.E.
0010	STAGE 3	43+02	USH 61, LT.	14	-	P.E.
0010	STAGE 3	43+24	USH 61, RT.	21	-	P.E.
0010	STAGE 3	43+86	USH 61, LT.	75	-	P.E.
0010	STAGE 3	44+18	USH 61, RT.	20	-	P.E.
0010	STAGE 3	44+81	USH 61, RT.	40	-	P.E.
0010	STAGE 3	45+37	USH 61, RT.	18	-	P.E.
0010	STAGE 3	45+44	USH 61, LT.	27	-	C.E.
0010	STAGE 3	46+35	USH 61, LT.	21	-	C.E.
0010	STAGE 3	46+58	USH 61, RT.	14	-	P.E.
0010	STAGE 3	46+62	USH 61, LT.	17	-	C.E.
0010	STAGE 3	47+19	USH 61, RT.	14	-	P.E.
0010	STAGE 3	47+26	USH 61, LT.	18	-	C.E.
0010	STAGE 3	47+93	USH 61, RT.	14	-	P.E.
0010	STAGE 3	48+03	USH 61, LT.	14	-	P.E.
0010	STAGE 3	48+74	USH 61, LT.	18	-	P.E.
0010	STAGE 3	48+86	USH 61, RT.	16	-	P.E.
0010	STAGE 3	48+98	USH 61, LT.	14	-	P.E.
0010	STAGE 3	49+03	USH 61, RT.	16	-	P.E.
0010	STAGE 3	49+66	USH 61, RT.	14	-	P.E.
0010	STAGE 3	49+76	USH 61, LT.	37	-	P.E.
0010	STAGE 3	50+30	USH 61, RT.	20	-	P.E.
0010	STAGE 3	50+69	USH 61, LT.	18	-	P.E.
0010	STAGE 3	51+52	USH 61, RT.	27	-	P.E.
0010	STAGE 3	51+87	USH 61, RT.	27	-	P.E.
0010	STAGE 3	52+84	USH 61, RT.	14	-	P.E.
0010	STAGE 3	53+80	USH 61, RT.	28	-	C.E.
0010	STAGE 3	54+97	USH 61, RT.	27	-	C.E.
0010	STAGE 3	55+65	USH 61, RT.	38	-	C.E.
0010	STAGE 1	5+20 C	CHERRY STREET, RT.	10	-	C.E.
0010	STAGE 1	5+62 C	CHERRY STREET, RT.	13	-	C.E.
0010	STAGE 1	5+94 C	CHERRY STREET, LT.	24	-	C.E.
0010	STAGE 1	7+29 C	CHERRY STREET, RT.	19	-	C.E.
0010	STAGE 1	8+30 C	CHERRY STREET, LT.	54	-	C.E.
0010	STAGE 1	8+40 C	CHERRY STREET, RT.	16	-	C.E.
0010	STAGE 1	9+12 C	CHERRY STREET, LT.	18	-	C.E.
0010	STAGE 1	20+88 J	JEFFERSON STREET, RT.	23	-	C.E.

CONCRETE DRIVEWAY (CONTINUED)

CATEGORY	STAGE	STATION	LOCATION	416.0160 6-INCH SY	416.0180 8-INCH SY	REMARKS
0010	STAGE 1	20+98 J	JEFFERSON STREET, LT.	22	-	C.E.
0010	STAGE 1	22+24 J	JEFFERSON STREET, LT.	21	-	C.E.
0010	STAGE 1	9+41 H	HICKORY STREET, LT.	12	-	C.E.
0010	STAGE 2	8+02 E	ELM STREET, LT.	46	-	C.E.
0010	STAGE 2	8+49 E	ELM STREET, RT.	24	-	C.E.
0010	STAGE 2	9+11 E	ELM STREET, RT.	15	-	C.E.
0010	STAGE 2	10+94 E	ELM STREET, RT.	40	-	C.E.
0010	STAGE 2	11+63 E	ELM STREET, LT.	33	-	P.E.
0010			UNDISTRIBUTED	71	-	
			TOTAL:	1,495	71	

416.0620

DRILLED DOWEL BARS

CATEGORY	STATION	LOCATION	EACH
0010	18+30.00	USH 61	34
0010	5+10.00 C	CHERRY STREET	28
		TOTAL:	62

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ASPHALT PAVEMENT ITEMS

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON
0010	STAGE 1	10+38.94 C	-	10+50 C	E. CHERRY STREET	-	3	-	10
0010	STAGE 1	5+85 M	-	6+46.30 M	W. MAPLE STREET	-	15	-	54
0010	STAGE 1	10+36.08 M	-	10+50 M	E. MAPLE STREET	-	3	-	12
0010	STAGE 1	19+75 J	-	19+79.66 J	S. JEFFERSON STREET	-	1	-	4
0010	STAGE 1	24+09.01 J	-	24+35 J	N. JEFFERSON STREET	-	6	-	23
0010	STAGE 1	9+20 H	-	9+67.03 H	W. HICKORY STREET	-	11	-	39
0010	STAGE 1	10+37.98 H		11+00 H	E. HICKORY STREET	-	14	-	52
0010	STAGE 2	7+80 E	-	9+34.05 E	W. ELM STREET	-	69	191	-
0010	STAGE 2	10+90.75 E	-	11+95 E	E. ELM STREET	-	46	125	-
0010	STAGE 3	9+50 P	-	9+66.87 P	W. PINE STREET	3	3	-	12
0010	STAGE 3	10+33.26 P	-	10+65 P	E. PINE STREET	5	5	-	19
0010	STAGE 3	9+50 L	-	9+66.64 L	W. LINDEN STREET	3	3	-	11
0010	STAGE 3	10+33.21 L	-	10+50 L	E. LINDEN STREET	3	3	-	12
0010	STAGE 3	10+38.30 B	-	10+75 B	BIRCH STREET	7	7	-	27
0010	STAGE 3	9+45 A	-	9+60.71 A	ASH STREET	3	3	-	11
0010	STAGE 3	10+78.09 CL	-	12+35.00 CL	CITY LIMITS STREET	46	67	184	-
0010	STAGE 3	11+25.79 K	-	12+00.00 K	OLD CTH K	11	12	-	44
0010	STAGE 3	59+82.36	-	60+73.86	USH 61	3	-	-	10
					UNDISTRIBUTED	-	14	25	17
					CATEGORY 0010 SUBTOTALS:	83	285	525	357
0040	STAGE 1	5+35 M	-	5+85 M	W. MAPLE STREET	-	13	-	46
					UNDISTRIBUTED	-	1	-	2
					CATEGORY 0040 SUBTOTALS:	-	14	-	48
					TOTALS:	83	299	525	405

3

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465.0120

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CATEGORY	STAGE	STATION	LOCATION	TON	REMARKS
0010	STAGE 1	25+78	USH 61, LT.	3	C.E.
0010	STAGE 1	29+00	USH 61, LT.	31	C.E.
0010	STAGE 1	29+84	USH 61, RT.	2	C.E.
0010	STAGE 3	40+34	USH 61, RT.	3	P.E.
0010	STAGE 3	41+63	USH 61, LT.	7	P.E.
0010	STAGE 3	43+02	USH 61, LT.	2	P.E.
0010	STAGE 3	43+86	USH 61, LT.	6	P.E.
0010	STAGE 3	45+44	USH 61, LT.	13	C.E.
0010	STAGE 3	46+35	USH 61, LT.	3	C.E.
0010	STAGE 3	46+62	USH 61, LT.	7	C.E.
0010	STAGE 3	47+19	USH 61, RT.	1	P.E.
0010	STAGE 3	47+26	USH 61, LT.	5	C.E.
0010	STAGE 3	47+93	USH 61, RT.	1	P.E.
0010	STAGE 3	48+74	USH 61, LT.	7	P.E.
0010	STAGE 3	50+69	USH 61, LT.	4	P.E.
0010	STAGE 3	51+87	USH 61, RT.	6	P.E.
0010	STAGE 3	53+80	USH 61, RT.	4	C.E.
0010	STAGE 3	54+97	USH 61, RT.	4	C.E.
0010	STAGE 3	55+65	USH 61, RT.	9	C.E.
0010	STAGE 1	5+94 C	CHERRY STREET, LT.	5	C.E.
0010	STAGE 1	7+29 C	CHERRY STREET, RT.	4	C.E.
0010	STAGE 1	8+40 C	CHERRY STREET, RT.	3	C.E.
0010	STAGE 1	9+12 C	CHERRY STREET, LT.	16	C.E.
0010	STAGE 1	20+88 J	JEFFERSON STREET, RT.	13	C.E.
0010	STAGE 1	22+24 J	JEFFERSON STREET, LT.	5	C.E.
0010	STAGE 1	9+41 H	HICKORY STREET, LT.	6	C.E.
0010	STAGE 1	9+50 H	HICKORY STREET, RT.	18	PARKING LOT
0010	STAGE 1	10+65 H	HICKORY STREET, RT.	10	ASPHALT TERRACE
0010	STAGE 2	8+49 E	ELM STREET, RT.	10	C.E.
0010	STAGE 2	9+11 E	ELM STREET, RT.	5	C.E.
0010	STAGE 3	11+10 CL	CITY LIMITS STREET, RT.	23	C.E.
0010	STAGE 3	11+77 CL	CITY LIMITS STREET, RT.	38	C.E.
0010			UNDISTRIBUTED	14	
			TOTAL:	288	

CONCRETE CURB AND GUTTER

CATEGORY	STAGE	O/S	ROADWAY	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0452 CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	COMMENTS
0010	STAGE 1	RT.	USH 61 (STA. 18+30 TO CHERRY STREET)	187	-	-	-	-	
0010	STAGE 1	LT.	USH 61 (STA. 18+30 TO CHERRY STREET)	200	-	-	-	-	
0010	STAGE 1	RT.	USH 61 (CHERRY STREET TO MAPLE STREET)	339	-	-	-	-	
0010	STAGE 1	LT.	USH 61 (CHERRY STREET TO MAPLE STREET)	346	-	-	-	-	
0010	STAGE 1	RT.	USH 61 (MAPLE STREET TO HICKORY STREET)	341	-	-	-	-	
0010	STAGE 1	LT.	USH 61 (MAPLE STREET TO HICKORY STREET)	342	-	-	47	-	TYPE 2 CONCRETE CURB PEDESTRIAN, MODIFIED
0010	STAGE 1	RT.	USH 61 (HICKORY STREET TO ELM STREET)	274	-	-	-	-	
0010	STAGE 1	LT.	USH 61 (HICKORY STREET TO ELM STREET)	278	-	-	125	-	TYPE 1 CONCRETE CURB PEDESTRIAN, MODIFIED
0010	STAGE 2	RT.	USH 61 (ELM STREET)	191	-	-	-	-	
0010	STAGE 2	LT.	USH 61 (ELM STREET)	127	-	67	37	-	TYPE 1 CONCRETE CURB PEDESTRIAN, MODIFIED
0010	STAGE 3	RT.	USH 61 (ELM STREET TO PINE STREET)	280	-	-	-	-	
0010	STAGE 3	LT.	USH 61 (ELM STREET TO PINE STREET)	13	-	247	-	-	
0010	STAGE 3	RT.	USH 61 (PINE STREET TO LINDEN STREET)	341	-	-	-	-	
0010	STAGE 3	LT.	USH 61 (PINE STREET TO LINDEN STREET)	24	-	317	-	-	
0010	STAGE 3	RT.	USH 61 (LINDEN STREET TO BIRCH STREET)	346	-	-	-	-	
0010	STAGE 3	LT.	USH 61 (LINDEN STREET TO ASH STREET)	31	-	1,391	-	-	
0010	STAGE 3	RT.	USH 61 (BIRCH STREET TO CITY LIMITS STREET)	1,711	-	-	-	-	
0010	STAGE 3	LT.	USH 61 (ASH STREET TO CITY LIMITS STREET)	77	-	577	-	-	
0010	STAGE 3	RT.	USH 61 (CITY LIMITS STREET TO END PROJECT)	93	-	-	-	-	
0010	STAGE 3	LT.	USH 61 (CITY LIMITS STREET TO END PROJECT)	111	-	-	-	-	
0010	STAGE 1	RT.	W. CHERRY STREET (STA. 5+10'C' TO JEFFERSON STREET)	163	-	-	-	-	
0010	STAGE 1	LT.	W. CHERRY STREET (STA. 5+10'C' TO JEFFERSON STREET)	187	-	-	-	-	
0010	STAGE 1	RT.	W. CHERRY STREET (JEFFERSON STREET TO USH 61)	248	-	-	-	-	
0010	STAGE 1	LT.	W. CHERRY STREET (JEFFERSON STREET TO USH 61)	251	-	-	-	-	
0010	STAGE 1	RT.	E. CHERRY STREET	-	11	-	-	-	
0010	STAGE 1	LT.	E. CHERRY STREET	-	11	-	-	-	
0010	STAGE 1	RT.	W. MAPLE STREET (STA. 5+85'M' TO JEFFERSON STREET)	25	61	-	-	61	
0010	STAGE 1	LT.	W. MAPLE STREET (STA. 5+85'M' TO JEFFERSON STREET)	-	61	-	-	61	
0010	STAGE 1	RT.	W. MAPLE STREET (JEFFERSON STREET TO USH 61)	264	-	-	24	-	TYPE 3 CONCRETE CURB PEDESTRIAN, MODIFIED
0010	STAGE 1	LT.	W. MAPLE STREET (JEFFERSON STREET TO USH 61)	277	-	-	-	-	
0010	STAGE 1	RT.	E. MAPLE STREET	-	14	-	-	-	
0010	STAGE 1	LT.	E. MAPLE STREET	-	14	-	-	-	
0010	STAGE 1	RT.	S. JEFFERSON STREET	-	5	-	-	-	
0010	STAGE 1	LT.	S. JEFFERSON STREET	-	5	-	-	-	
0010	STAGE 1	RT.	S. JEFFERSON STREET (CHERRY STREET TO MAPLE STREET)	262	-	-	-	-	
0010	STAGE 1	LT.	S. JEFFERSON STREET (CHERRY STREET TO MAPLE STREET)	267	-	-	-	-	
0010	STAGE 1	RT.	N. JEFFERSON STREET	-	26	-	-	-	
0010	STAGE 1	LT.	N. JEFFERSON STREET	-	26	-	-	-	
0010	STAGE 1	RT.	W. HICKORY STREET	-	47	-	-	-	
0010	STAGE 1	LT.	W. HICKORY STREET	-	47	-	-	-	
0010	STAGE 1	RT.	E. HICKORY STREET	-	62	-	-	62	
0010	STAGE 1	LT.	E. HICKORY STREET	-	62	-	-	62	
0010	STAGE 2	RT.	W. ELM STREET	-	154	-	-	154	
0010	STAGE 2	LT.	W. ELM STREET	-	154	-	-	154	
0010	STAGE 2	RT.	E. ELM STREET	-	104	-	-	104	
0010	STAGE 2	LT.	E. ELM STREET	-	104	-	-	104	
0010	STAGE 3	RT.	W. PINE STREET	-	17	-	-	-	
0010	STAGE 3	LT.	W. PINE STREET	-	17	-	-	-	
0010	STAGE 3	RT.	E. PINE STREET	-	32	-	-	-	
0010	STAGE 3	LT.	E. PINE STREET	-	32	-	-	-	

CONCRETE CURB AND GUTTER (CONTINUED)

CATEGORY	STAGE	O/S	ROADWAY	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0452 CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	COMMENTS
0010	STAGE 3	RT.	W. LINDEN STREET	-	17	-	-	-	
0010	STAGE 3	LT.	W. LINDEN STREET	-	17	-	-	-	
0010	STAGE 3	RT.	E. LINDEN STREET	-	17	-	-	-	
0010	STAGE 3	LT.	E. LINDEN STREET	-	17	-	-	-	
0010	STAGE 3	RT.	BIRCH STREET	-	37	-	-	-	
0010	STAGE 3	LT.	BIRCH STREET	-	37	-	-	-	
0010	STAGE 3	RT.	ASH STREET	-	16	-	-	-	
0010	STAGE 3	LT.	ASH STREET	-	16	-	-	-	
0010	STAGE 3	RT.	CITY LIMITS STREET	-	166	-	-	166	
0010	STAGE 3	LT.	CITY LIMITS STREET	-	148	-	-	148	
			TOTALS:	7,596	1,554	2,599	233	1,076	

CONCRETE SIDEWALK

CATEGORY	STAGE	STATION	TO	STATION	O/S	ROADWAY	405.1000 STAMPING COLORED CONCRETE CY	* 602.0410 CONCRETE SIDEWALK 5-INCH SF	REMARKS
0010	STAGE 1	18+30	-	24+25	RT.	USH 61 (CHERRY STREET TO MAPLE STREET)	-	4,179	
0010	STAGE 1	18+30	-	24+25	LT.	USH 61 (CHERRY STREET TO MAPLE STREET)	-	3,231	
0010	STAGE 1	24+25	-	30+39.34	RT.	USH 61 (MAPLE STREET TO ELM STREET)	-	4,971	
0010	STAGE 1	24+25	-	30+39.34	LT.	USH 61 (MAPLE STREET TO ELM STREET)	-	4,058	
0010	STAGE 2	30+39.34	-	31+98.98	RT.	USH 61 (ELM STREET)	-	1,555	
0010	STAGE 2	30+39.34	-	31+98.98	LT.	USH 61 (ELM STREET)	-	2,173	
0010	STAGE 3	31+98.98	-	38+50	RT.	USH 61 (ELM STREET TO LINDEN STREET)	-	2,554	
0010	STAGE 3	31+98.98	-	38+50	LT.	USH 61 (ELM STREET TO LINDEN STREET)	-	2,869	
0010	STAGE 3	38+50	-	52+75	RT.	USH 61 (LINDEN STREET TO ASH STREET)	-	5,815	
0010	STAGE 3	38+50	-	52+75	LT.	USH 61 (LINDEN STREET TO ASH STREET)	-	6,046	
0010	STAGE 3	52+75	-	59+00	RT.	USH 61 (ASH STREET TO CITY LIMITS STREET)	-	2,670	
0010	STAGE 3	52+75	-	59+00	LT.	USH 61 (ASH STREET TO CITY LIMITS STREET)	-	2,751	
0010	STAGE 1	5+10 C	-	9+75 C	RT.	CHERRY STREET	-	1,838	
0010	STAGE 1	5+10 C	-	9+75 C	LT.	CHERRY STREET	-	2,323	
0010	STAGE 1	5+85 M	-	9+75 M	RT.	MAPLE STREET	-	2,151	
0010	STAGE 1	5+85 M	-	9+75 M	LT.	MAPLE STREET	-	3,029	
0010	STAGE 1	19+75 J	-	24+35 J	RT.	JEFFERSON STREET	-	1,863	
0010	STAGE 1	19+75 J	-	24+35 J	LT.	JEFFERSON STREET	-	2,101	
			-			CATEGORY 0010 SUBTOTALS:	-	56,177	
0040	STAGE 1	18+30	-	24+25	RT.	USH 61 (CHERRY STREET TO MAPLE STREET)	8	-	548 SF CONCRETE SIDEWALK 5-INCH OF STAMPING COLORED CONCRETE
0040	STAGE 1	18+30	-	24+25	LT.	USH 61 (CHERRY STREET TO MAPLE STREET)	8	-	542 SF CONCRETE SIDEWALK 5-INCH OF STAMPING COLORED CONCRETE
0040	STAGE 1	24+25	-	30+39.34	RT.	USH 61 (MAPLE STREET TO ELM STREET)	14	-	886 SF CONCRETE SIDEWALK 5-INCH OF STAMPING COLORED CONCRETE
0040	STAGE 1	24+25	-	30+39.34	LT.	USH 61 (MAPLE STREET TO ELM STREET)	15	-	944 SF CONCRETE SIDEWALK 5-INCH OF STAMPING COLORED CONCRETE
0040	STAGE 2	30+39.34	-	31+98.98	RT.	USH 61 (ELM STREET)	0	-	23 SF CONCRETE SIDEWALK 5-INCH OF STAMPING COLORED CONCRETE
0040	STAGE 1	5+10 C	-	9+75 C	RT.	CHERRY STREET	5	-	309 SF CONCRETE SIDEWALK 5-INCH OF STAMPING COLORED CONCRETE
0040	STAGE 1	5+10 C	-	9+75 C	LT.	CHERRY STREET	6	-	410 SF CONCRETE SIDEWALK 5-INCH OF STAMPING COLORED CONCRETE
0040	STAGE 1	5+85 M	-	9+75 M	RT.	MAPLE STREET	7	-	456 SF CONCRETE SIDEWALK 5-INCH OF STAMPING COLORED CONCRETE
0040	STAGE 1	5+85 M	-	9+75 M	LT.	MAPLE STREET	7	-	463 SF CONCRETE SIDEWALK 5-INCH OF STAMPING COLORED CONCRETE
0040	STAGE 1	19+75 J	-	24+35 J	RT.	JEFFERSON STREET	11	266	736 SF CONCRETE SIDEWALK 5-INCH OF STAMPING COLORED CONCRETE
0040	STAGE 1	19+75 J	-	24+35 J	LT.	JEFFERSON STREET	9	136	581 SF CONCRETE SIDEWALK 5-INCH OF STAMPING COLORED CONCRETE
						CATEGORY 0040 SUBTOTALS:	90	402	
						TOTAL:	90	56,579	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

CURB RAMP ITEMS

CATEGORY	STAGE	LOCATION	QUADRANT	* 602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
0010	STAGE 1	USH 61/CHERRY STREET	SE	270	10	-	1
0010	STAGE 1	USH 61/CHERRY STREET	NE	254	10	-	1
0010	STAGE 1	USH 61/CHERRY STREET	SW	163	10	-	1
0010	STAGE 1	USH 61/CHERRY STREET	NW	163	10	-	1
0010	STAGE 1	USH 61/MAPLE STREET	SE	264	10	-	1
0010	STAGE 1	USH 61/MAPLE STREET	NE	292	10	-	1
0010	STAGE 1	USH 61/MAPLE STREET	SW	193	10	-	1
0010	STAGE 1	USH 61/MAPLE STREET	NW	286	10	-	1
0010	STAGE 1	USH 61/HICKORY STREET	SE	266	10	-	1
0010	STAGE 1	USH 61/HICKORY STREET	NE	314	10	-	1
0010	STAGE 1	USH 61/HICKORY STREET	SW	250	10	-	1
0010	STAGE 1	USH 61/HICKORY STREET	NW	236	10	-	1
0010	STAGE 2	USH 61/ELM STREET	SE	246	20	-	2
0010	STAGE 2	USH 61/ELM STREET	NE	123	10	-	1
0010	STAGE 2	USH 61/ELM STREET	SW	163	10	-	1
0010	STAGE 2	USH 61/ELM STREET	NW	147	20	-	2
0010	STAGE 3	USH 61/PINE STREET	SE	165	20	-	2
0010	STAGE 3	USH 61/PINE STREET	NE	118	10	13	2
0010	STAGE 3	USH 61/PINE STREET	SW	128	20	-	2
0010	STAGE 3	USH 61/PINE STREET	NW	134	20	-	2
0010	STAGE 3	USH 61/LINDEN STREET	SE	115	20	-	2
0010	STAGE 3	USH 61/LINDEN STREET	NE	114	20	-	2
0010	STAGE 3	USH 61/LINDEN STREET	SW	74	-	29	1
0010	STAGE 3	USH 61/LINDEN STREET	NW	135	10	13	2
0010	STAGE 3	USH 61/BIRCH STREET	SE	84	10	-	1
0010	STAGE 3	USH 61/BIRCH STREET	NE	107	10	13	2
0010	STAGE 3	USH 61/BIRCH STREET	NW	56	10	-	1
0010	STAGE 3	USH 61/ASH STREET	NE	56	10	-	1
0010	STAGE 3	USH 61/ASH STREET	SW	101	-	13	1
0010	STAGE 3	USH 61/ASH STREET	NW	145	20	-	2
0010	STAGE 3	USH 61/CITY LIMITS STREET	SE	56	10	-	1
0010	STAGE 3	USH 61/CITY LIMITS STREET	SW	56	10	-	1
0010	STAGE 1	JEFFERSON STREET/CHERRY STREET	SE	162	10	-	1
0010	STAGE 1	JEFFERSON STREET/CHERRY STREET	NE	176	10	-	1
0010	STAGE 1	JEFFERSON STREET/CHERRY STREET	SW	285	20	-	2
0010	STAGE 1	JEFFERSON STREET/CHERRY STREET	NW	154	10	-	1
0010	STAGE 1	JEFFERSON STREET/MAPLE STREET	SE	197	10	-	1
0010	STAGE 1	JEFFERSON STREET/MAPLE STREET	NE	361	20	-	2
0010	STAGE 1	JEFFERSON STREET/MAPLE STREET	SW	302	20	-	2
0010	STAGE 1	JEFFERSON STREET/MAPLE STREET	NW	274	20	-	2
		TOTALS:		7185	500	81	55

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE STEPS

CATEGORY	STAGE	LOCATION	BUSINESS	602.1500 CONCRETE STEPS SF	COMMENTS
0040	STAGE 1	114 S. MADISON STREET	FARMER'S FAMILY DENTAL	4	
0040	STAGE 1	114 1/2 S. MADISON STREET	NA	4	
0040	STAGE 1	129 N. MADISON STREET	APPLIED MICRO	5	
0040	STAGE 1	113 W. MAPLE STREET	NA	7	
0040	STAGE 1	115 W. MAPLE STREET	NA	7	
0040	STAGE 1	125 1/2 W. MAPLE STREET	NA	6	
0040	STAGE 1	135 S. JEFFERSON STREET	DOOLITTLE'S	9	REMOVE, STORE AND REINSTALL RAILING
0040	STAGE 1	143 S. JEFFERSON STREET	TWIN DRAGON	22	REMOVE, STORE AND REINSTALL RAILING
0010	STAGE 3	USH 61 (STA. 39+95.66, LT.)	NA	22	
0010	STAGE 3	USH 61 (STA. 40+37.19, LT.)	NA	20	
0010	STAGE 3	USH 61 (STA. 41+22.81, LT.)	NA	17	
0010	STAGE 3	USH 61 (STA. 44+77.69, LT.)	NA	12	
			CATEGORY 0010 SUBTOTALS:	71	
			CATEGORY 0040 SUBTOTALS:	64	
			TOTAL:	135	

520.8000
CONCRETE COLLARS FOR PIPE

CATEGORY	STAGE	STATION	LOCATION	EACH	COMMENTS
0010	STAGE 1	5+14.00 C	CHERRY STREET, LT.	1	PROPOSED STORM SEWER CONNECTING INTO EXISTING INLET
0010	STAGE 1	5+15.00 C	CHERRY STREET, RT.	1	PROPOSED STORM SEWER CONNECTING INTO EXISTING INLET
			TOTAL:	2	

CULVERT PIPES

CATEGORY	STATION	INLET OFFSET	INLET ELEV.	STATION	OUTLET OFFSET	OUTLET ELEV.	LOCATION	SLOPE (%)	522.0415 CULVERT PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.2419 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	522.2619 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH EACH	* 633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	** JOINT TIES EACH
0010	10+80 K	30.82' RT.	1109.40	10+80 K	18.68' LT.	1108.65	OLD CTH K	1.51%	50	2	-	-	2	1	6
0010	59+70	23.06' RT.	1111.77	59+70	33.44' LT.	1110.71	USH 61	1.87%	-	-	57	2	2	1	6
							TOTALS:		50	2	57	2	4	2	12

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

** NON BID ITEM. FOR INFORMATION ONLY.

NOTES:

1) JOINT TIES FOR CONCRETE PIPE SHALL BE USED AT ALL CONCETE APRON ENDWALL. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT BOTH CULVERT ENDS.

2) THE COST OF THESE TIES SHALL BE INCIDENTAL TO THE COST OF THE PIPE.

STORM SEWER PIPE SCHEDULE

CATEGORY	STAGE	PIPE LOCATION FROM	PIPE LOCATION TO	LOCATION	INVERT INLET	INVERT DISCHARGE	SLOPE(%)	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	STORM SEWER PIPE REINFORCED CONCRETE 608.0412 CLASS IV 12-INCH LF	608.0415 CLASS IV 15-INCH LF	608.0418 CLASS IV 18-INCH LF	608.0421 CLASS IV 21-INCH LF	608.0424 CLASS IV 24-INCH LF	608.0430 CLASS IV 30-INCH LF	608.0436 CLASS IV 36-INCH LF	608.2419 HORIZONTAL ELLIPTICAL CLASS HE-IV 19x30-INCH LF	608.2424 HORIZONTAL ELLIPTICAL CLASS HE-IV 24x38-INCH LF	608.2429 HORIZONTAL ELLIPTICAL CLASS HE-IV 29x45-INCH LF	* 633.5200 MARKERS CULVERT END EACH	** JOINT TIES EACH	COMMENTS
0010	STAGE 1	EXIST	1.0	CHERRY STREET	1085.82	1084.75	1.40%	-	-	-	-	-	-	-	-	-	80	-	-	-	
0010	STAGE 1	1.0	1.1	CHERRY STREET	1087.15	1086.07	1.11%	-	-	-	-	-	-	-	-	-	104	-	-	-	
0010	STAGE 1	1.1	1.2	CHERRY STREET	1087.69	1087.30	1.24%	-	-	-	-	-	-	-	-	38	-	-	-	-	
0010	STAGE 1	1.2	1.3	CHERRY STREET	1088.22	1087.86	0.99%	-	-	-	-	-	42	-	-	-	-	-	-	-	
0010	STAGE 1	1.3	1.4	CHERRY STREET	1089.73	1088.44	1.06%	-	-	-	-	-	127	-	-	-	-	-	-	-	
0010	STAGE 1	1.4	1.5	CHERRY STREET	1090.89	1089.89	1.07%	-	-	-	-	-	99	-	-	-	-	-	-	-	
0010	STAGE 1	1.5	1.6	USH 61	1091.87	1091.16	1.39%	-	-	-	56	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	1.5	1.9	USH 61	1091.58	1091.15	1.06%	-	-	-	46	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	1.9	1.10	USH 61	1092.23	1091.74	1.11%	-	49	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	1.6	1.7	USH 61	1092.30	1092.03	1.40%	-	23	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	1.6	1.8	USH 61	1092.40	1092.03	1.16%	-	36	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	1.1	1.12	JEFFERSON STREET	1087.96	1087.49	2.03%	-	-	-	-	-	29	-	-	-	-	-	-	-	
0010	STAGE 1	1.12	1.13	JEFFERSON STREET	1089.08	1088.06	2.05%	-	-	-	-	-	55	-	-	-	-	-	-	-	
0010	STAGE 1	1.13	1.14	JEFFERSON STREET	1096.42	1089.63	2.96%	-	-	-	-	-	235	-	-	-	-	-	-	-	
0010	STAGE 1	1.14	1.17	JEFFERSON STREET	1098.11	1097.32	1.45%	-	58	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	1.14	1.15	MAPLE STREET	1097.70	1097.01	1.01%	-	72	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	1.15	1.16	MAPLE STREET	1098.27	1097.73	1.51%	-	38	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	1.3	1.11	CHERRY STREET	1088.70	1088.67	1.92%	-	6	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	1.13	1.18	JEFFERSON STREET	1089.83	1089.80	1.92%	-	-	-	6	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	1.13	1.19	JEFFERSON STREET	1090.34	1089.79	1.70%	-	36	-	-	-	-	-	-	-	-	-	-	-	
0040	STAGE 1	1.18	CAP	JEFFERSON STREET	1090.81	1090.58	2.00%	-	13	-	-	-	-	-	-	-	-	-	-	-	12" CLASS IV STUB AT 1.18 TO BE CAPPED
0010	STAGE 1	1.12	1.20	JEFFERSON STREET	1088.47	1088.43	1.92%	-	6	-	-	-	-	-	-	-	-	-	-	-	
0040	STAGE 1	1.4	CAP	CHERRY STREET	1091.92	1090.96	2.00%	-	51	-	-	-	-	-	-	-	-	-	-	-	12" CLASS IV STUB AT 1.4 TO BE CAPPED
0010	STAGE 1	EXIST	1.21	CHERRY STREET	1085.78	1084.70	1.16%	-	95	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 2	2.0	2.1	HICKORY STREET	1079.92	1079.53	1.00%	-	-	-	-	-	-	47	-	-	-	-	-	-	
0010	STAGE 1	2.1	2.2	USH 61	1080.69	1080.10	1.00%	-	-	-	-	-	66	-	-	-	-	-	-	-	
0010	STAGE 1	2.2	2.3	USH 61	1080.98	1080.88	1.95%	-	-	-	-	-	11	-	-	-	-	-	-	-	
0010	STAGE 1	2.3	2.4	USH 61	1081.24	1081.20	2.01%	-	-	-	-	-	8	-	-	-	-	-	-	-	
0010	STAGE 1	2.4	2.5	USH 61	1081.47	1081.44	1.42%	-	-	-	-	7	-	-	-	-	-	-	-	-	
0010	STAGE 1	2.5	2.6	USH 61	1082.28	1081.62	1.00%	-	-	-	-	70	-	-	-	-	-	-	-	-	
0010	STAGE 1	2.2	2.17	USH 61	1083.77	1083.04	1.98%	-	41	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	2.1	2.7	USH 61	1081.26	1080.33	1.99%	-	-	-	-	-	54	-	-	-	-	-	-	-	
0010	STAGE 1	2.7	2.8	USH 61	1085.86	1085.41	1.49%	-	-	-	-	-	-	-	-	36	-	-	-	-	
0010	STAGE 1	2.8	2.9	USH 61	1090.29	1086.11	3.59%	-	-	-	122	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	2.9	2.10	USH 61	1094.25	1090.43	2.14%	-	-	-	183	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	2.10	2.11	MAPLE STREET	1094.83	1094.44	1.81%	-	25	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	2.11	2.12	MAPLE STREET	1095.39	1094.97	1.00%	-	44	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	2.1	2.14	HICKORY STREET	1083.73	1083.26	1.00%	-	-	-	54	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	2.14	2.15	HICKORY STREET	1084.26	1083.94	1.50%	-	-	-	28	-	-	-	-	-	-	-	-	-	
0010	STAGE 1	2.15	2.16	HICKORY STREET	1084.56	1084.47	1.89%	-	10	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 2	2.18	2.19	ELM STREET	1090.38	1089.48	1.07%	-	-	90	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 2	2.19	2.20	ELM STREET	1091.09	1090.67	1.00%	-	45	-	-	-	-	-	-	-	-	-	-	-	
0040	STAGE 1	2.9	CAP	USH 61	1091.90	1091.53	2.00%	-	21	-	-	-	-	-	-	-	-	-	-	-	12" CLASS IV STUB AT 2.9 TO BE CAPPED
0010	STAGE 1	2.8	2.13	USH 61	1086.17	1086.14	1.92%	-	6	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	3.0	3.1	LINDEN STREET	1075.68	1075.31	2.01%	-	-	-	-	-	25	-	-	-	-	-	-	-	
0010	STAGE 3	3.1	3.2	USH 61	1076.14	1075.89	1.02%	-	-	-	-	-	32	-	-	-	-	-	-	-	
0010	STAGE 3	3.2	3.3	USH 61	1076.94	1076.30	0.99%	-	-	-	-	-	70	-	-	-	-	-	-	-	
0010	STAGE 3	3.3	3.4	USH 61	1086.46	1077.21	4.52%	-	-	-	210	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	3.4	3.5	USH 61	1087.93	1087.00	1.66%	-	-	-	61	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	3.5	3.6	USH 61	1088.49	1088.21	0.99%	-	-	-	32	-	-	-	-	-	-	-	-	-	

STORM SEWER PIPE SCHEDULE (CONTINUED)

CATEGORY	STAGE	PIPE LOCATION FROM	PIPE LOCATION TO	LOCATION	INVERT INLET	INVERT DISCHARGE	SLOPE(%)	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	STORM SEWER PIPE REINFORCED CONCRETE 608.0412 CLASS IV 12-INCH LF	608.0415 CLASS IV 15-INCH LF	608.0418 CLASS IV 18-INCH LF	608.0421 CLASS IV 21-INCH LF	608.0424 CLASS IV 24-INCH LF	608.0430 CLASS IV 30-INCH LF	608.0436 CLASS IV 36-INCH LF	608.2419 HORIZONTAL ELLIPTICAL CLASS HE-IV 19x30-INCH LF	608.2424 HORIZONTAL ELLIPTICAL CLASS HE-IV 24x38-INCH LF	608.2429 HORIZONTAL ELLIPTICAL CLASS HE-IV 29x45-INCH LF	* 633.5200 MARKERS CULVERT END EACH	** JOINT TIES EACH	COMMENTS
0010	STAGE 3	3.6	3.7	USH 61	1089.39	1088.53	1.00%	-	89	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	3.5	3.8	USH 61	1088.28	1088.24	1.92%	-	6	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	3.3	3.9	USH 61	1078.23	1077.79	1.29%	-	-	-	40	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	3.10	3.11	USH 61	1087.05	1086.15	4.21%	-	-	-	29	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	3.11	3.12	PINE STREET	1088.39	1088.30	1.02%	-	15	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	3.2	3.13	USH 61	1077.12	1077.09	1.92%	-	6	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	3.2	3.14	USH 61	1077.59	1077.17	1.49%	-	-	-	32	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	3.1	3.15	USH 61	1077.23	1076.92	1.00%	-	-	-	37	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	3.15	3.16	LINDEN STREET	1079.24	1078.04	2.50%	-	-	-	53	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	3.16	3.17	LINDEN STREET	1079.99	1079.73	1.01%	-	29	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	3.15	3.18	USH 61	1077.79	1077.55	1.01%	-	27	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	3.18	3.19	USH 61	1078.77	1078.05	2.03%	-	38	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.0	4.1	BIRCH STREET	1068.72	1068.38	0.99%	-	-	-	-	-	-	-	43	-	-	-	-	-	
0010	STAGE 3	4.1	4.2	USH 61	1070.14	1069.77	1.00%	-	-	-	-	-	-	-	-	-	-	46	-	-	
0010	STAGE 3	4.2	4.3	USH 61	1071.01	1070.17	1.00%	-	-	-	-	-	-	-	-	-	-	92	-	-	
0010	STAGE 3	4.3	4.4	USH 61	1073.97	1071.22	3.00%	-	-	-	-	-	-	-	-	-	-	100	-	-	
0010	STAGE 3	4.4	4.5	USH 61	1082.35	1074.60	4.91%	-	-	-	-	-	-	165	-	-	-	-	-	-	
0010	STAGE 3	4.5	4.6	USH 61	1094.89	1083.11	3.58%	-	-	-	-	-	335	-	-	-	-	-	-	-	
0010	STAGE 3	4.6	4.7	USH 61	1100.05	1095.52	3.96%	-	-	-	-	-	120	-	-	-	-	-	-	-	
0010	STAGE 3	4.7	4.8	USH 61	1101.08	1100.26	0.48%	-	-	-	-	-	176	-	-	-	-	-	-	-	
0010	STAGE 3	4.8	4.9	USH 61	1101.21	1101.10	0.47%	-	-	-	-	-	28	-	-	-	-	-	-	-	
0010	STAGE 3	4.9	4.10	ASH STREET	1104.74	1104.31	1.00%	-	47	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.1	4.11	USH 61	1071.98	1071.45	1.11%	-	54	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.1	4.12	USH 61	1069.57	1069.37	0.99%	-	-	-	-	-	28	-	-	-	-	-	-	-	
0010	STAGE 3	4.12	4.13	USH 61	1070.37	1070.23	1.00%	-	-	-	-	-	20	-	-	-	-	-	-	-	
0010	STAGE 3	4.13	4.14	USH 61	1070.66	1070.53	0.99%	-	-	-	18	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.14	4.15	USH 61	1070.84	1070.80	1.02%	-	-	-	8	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.2	4.16	USH 61	1071.11	1071.05	0.98%	-	-	-	11	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.16	4.17	USH 61	1071.19	1071.13	0.98%	-	8	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.16	4.18	USH 61	1071.19	1071.13	1.02%	-	8	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.4	4.19	USH 61	1075.57	1075.46	1.96%	-	11	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.4	4.2	USH 61	1075.97	1075.54	1.98%	-	27	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.5	4.21	USH 61	1083.77	1083.64	1.96%	-	11	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.21	4.22	USH 61	1084.07	1083.93	2.00%	-	10	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.5	4.23	USH 61	1083.67	1083.22	1.98%	-	-	-	27	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.23	4.24	USH 61	1083.89	1083.81	1.00%	-	10	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.6	4.25	USH 61	1096.39	1096.26	1.96%	-	11	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	4.6	4.26	USH 61	1096.71	1096.26	1.98%	-	27	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	5.0	5.1	USH 61	1105.09	1104.95	1.02%	-	17	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	5.0	5.2	USH 61	1105.18	1104.94	0.50%	-	52	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	6.0	6.1	CITY LIMITS STREET	1108.46	1108.30	0.52%	-	35	-	-	-	-	-	-	-	-	-	-	-	
0010	STAGE 3	6.1	6.2	USH 61	1108.28	1107.13	0.77%	1	151	-	-	-	-	-	-	-	-	-	1	3	
					CATEGORY 0010 SUBTOTALS:			1	1279	90	1053	77	1560	212	43	74	184	238	1	3	
					CATEGORY 0040 SUBTOTALS:			-	85	-	-	-	-	-	-	-	-	-	-	-	
							TOTALS:	1	1364	90	1053	77	1560	212	43	74	184	238	1	3	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

** NON BID ITEM. FOR INFORMATION ONLY.

NOTES: 1) STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL. 2) PIPE LENGTHS ARE MEASURED TO THE CENTER OF STRUCTURES.
3) JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL REINFORCED CONCRETE APRON ENDWALL LOCATIONS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE REINFORCED CONCRETE STORM SEWER PIPE.

STORM SEWER STRUCTURE SCHEDULE

CATEGORY	STAGE	STRUCTURE NO.	(1) STATION	LOCATION	(1) OFFSET TO CENTER OF STRUCTURE	611.0530 MANHOLE COVERS TYPE J EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0624 INLET COVERS TYPE H EACH
0010	STAGE 1	1.0	5+94.00 C	CHERRY STREET	17.35' LT.	-	-	1
0010	STAGE 1	1.1	20+35.00 J	JEFFERSON STREET	15.00' RT.	-	1	-
0010	STAGE 1	1.2	7+36.00 C	CHERRY STREET	18.50' LT.	-	-	1
0010	STAGE 1	1.3	7+58.00 C	CHERRY STREET	17.75' RT.	-	1	-
0040	STAGE 1	1.4	8+85.00 C	CHERRY STREET	17.75' RT.	-	1	-
0010	STAGE 1	1.5	20+13.95	USH 61	15.79' LT.	-	1	-
0010	STAGE 1	1.6	20+70.00	USH 61	15.50' LT.	-	1	-
0010	STAGE 1	1.7	20+92.00	USH 61	21.75' LT.	-	-	1
0010	STAGE 1	1.8	20+72.00	USH 61	20.75' RT.	-	-	1
0010	STAGE 1	1.9	19+68.00	USH 61	19.95' LT.	-	-	1
0010	STAGE 1	1.10	19+87.00	USH 61	24.76' RT.	-	-	1
0010	STAGE 1	1.11	7+58.00 C	CHERRY STREET	24.00' RT.	-	-	1
0010	STAGE 1	1.12	20+64.00 J	JEFFERSON STREET	15.00' RT.	1	-	-
0010	STAGE 1	1.13	21+19.00 J	JEFFERSON STREET	15.00' RT.	1	-	-
0010	STAGE 1	1.14	23+54.00 J	JEFFERSON STREET	15.00' RT.	1	-	-
0010	STAGE 1	1.15	6+25.46 M	MAPLE STREET	18.25' RT.	-	-	1
0010	STAGE 1	1.16	6+25.46 M	MAPLE STREET	20.25' LT.	-	-	1
0010	STAGE 1	1.17	24+12.00 J	JEFFERSON STREET	18.75' RT.	-	-	1
0040	STAGE 1	1.18	21+19.00 J	JEFFERSON STREET	21.25' RT.	-	-	1
0010	STAGE 1	1.19	21+22.00 J	JEFFERSON STREET	21.25' LT.	-	-	1
0010	STAGE 1	1.20	20+64.00 J	JEFFERSON STREET	21.26' RT.	-	-	1
0010	STAGE 1	1.21	6+10.00 C	CHERRY STREET	21.25' RT.	-	-	1
0010	STAGE 1	2.0	10+63.96 H	HICKORY STREET	9.40' LT.	1	-	-
0010	STAGE 1	2.1	27+69.00	USH 61	18.00' RT.	1	-	-
0010	STAGE 1	2.2	28+35.00	USH 61	18.00' RT.	1	-	-
0010	STAGE 1	2.3	28+45.00	USH 61	23.25' RT.	-	-	1
0010	STAGE 1	2.4	28+52.95	USH 61	23.25' RT.	-	-	1
0010	STAGE 1	2.5	28+60.00	USH 61	23.25' RT.	-	-	1
0010	STAGE 1	2.6	29+30.00	USH 61	23.25' RT.	-	-	1
0010	STAGE 1	2.7	27+15.00	USH 61	24.25' RT.	-	-	1
0010	STAGE 1	2.8	27+15.00	USH 61	12.00' LT.	-	1	-
0040	STAGE 1	2.9	25+93.00	USH 61	12.00' LT.	1	-	-
0010	STAGE 1	2.10	24+10.00	USH 61	12.00' LT.	1	-	-
0010	STAGE 1	2.11	9+63.00 M	MAPLE STREET	21.25' LT.	-	-	1
0010	STAGE 1	2.12	9+52.00 M	MAPLE STREET	21.25' RT.	-	-	1
0010	STAGE 1	2.13	27+15.00	USH 61	18.25' LT.	-	-	1
0010	STAGE 1	2.14	9+64.00 H	HICKORY STREET	19.25' LT.	-	-	1
0010	STAGE 1	2.15	9+67.72 H	HICKORY STREET	8.49' RT.	1	-	-
0010	STAGE 1	2.16	9+64.00 H	HICKORY STREET	17.25' RT.	-	-	1
0010	STAGE 1	2.17	28+52.95	USH 61	19.25' LT.	-	-	1
0010	STAGE 2	2.18	10+39.27 E	ELM STREET	18.81' RT.	-	1	-
0010	STAGE 2	2.19	9+55.00 E	ELM STREET	11.75' LT.	-	-	1
0010	STAGE 2	2.20	9+27.00 E	ELM STREET	23.75' RT.	-	-	1
0010	STAGE 3	3.0	10+37.00 L	LINDEN STREET	15.25' RT.	-	-	1
0010	STAGE 3	3.1	38+12.00	USH 61	13.00' RT.	1	-	-
0010	STAGE 3	3.2	37+80.48	USH 61	13.00' RT.	1	-	-
0010	STAGE 3	3.3	37+10.00	USH 61	13.00' RT.	1	-	-
0010	STAGE 3	3.4	35+00.00	USH 61	13.00' RT.	-	1	-
0010	STAGE 3	3.5	34+39.00	USH 61	13.00' RT.	-	1	-
0010	STAGE 3	3.6	34+39.00	USH 61	19.25' LT.	-	-	1

STORM SEWER STRUCTURE SCHEDULE (CONTINUED)

CATEGORY	STAGE	STRUCTURE NO.	(1) STATION	LOCATION	(1) OFFSET TO CENTER OF STRUCTURE	611.0530 MANHOLE COVERS TYPE J EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0624 INLET COVERS TYPE H EACH
0010	STAGE 3	3.7	33+50.00	USH 61	19.25' LT.	-	-	1
0010	STAGE 3	3.8	34+39.00	USH 61	19.25' RT.	-	-	1
0010	STAGE 3	3.9	37+10.71	USH 61	27.39' LT.	1	-	-
0010	STAGE 3	EXISTING	36+19.40	USH 61	26.33' LT.	-	-	-
0010	STAGE 3	3.10	35+12.00	USH 61	27.53' LT.	1	-	-
0010	STAGE 3	3.11	9+71.57 P	PINE STREET	6.73' LT.	1	-	-
0010	STAGE 3	3.12	9+60.00 P	PINE STREET	15.75' LT.	-	-	1
0010	STAGE 3	3.13	37+80.48	USH 61	19.25' RT.	-	-	1
0010	STAGE 3	3.14	37+80.48	USH 61	19.25' LT.	-	-	1
0010	STAGE 3	3.15	38+49.00	USH 61	13.00' RT.	-	1	-
0010	STAGE 3	3.16	9+60.00 L	LINDEN STREET	14.75' LT.	-	-	1
0010	STAGE 3	3.17	9+56.00 L	LINDEN STREET	13.75' RT.	-	-	1
0010	STAGE 3	3.18	38+75.00	USH 61	19.25' RT.	-	-	1
0010	STAGE 3	3.19	38+75.00	USH 61	19.25' LT.	-	-	1
0010	STAGE 3	4.0	10+51.04 B	BIRCH STRET	16.01' LT.	-	1	-
0010	STAGE 3	4.1	42+12.00	USH 61	8.00' RT.	-	1	-
0010	STAGE 3	4.2	42+58.14	USH 61	8.00' RT.	-	1	-
0010	STAGE 3	4.3	43+50.00	USH 61	8.00' RT.	-	1	-
0010	STAGE 3	4.4	44+50.00	USH 61	8.00' RT.	-	1	-
0010	STAGE 3	4.5	46+15.00	USH 61	8.00' RT.	1	-	-
0010	STAGE 3	4.6	49+50.00	USH 61	8.00' RT.	1	-	-
0010	STAGE 3	4.7	50+70.00	USH 61	8.00' RT.	-	1	-
0010	STAGE 3	4.8	52+46.00	USH 61	8.00' RT.	1	-	-
0010	STAGE 3	4.9	52+46.73	USH 61	19.66' LT.	1	-	-
0010	STAGE 3	4.10	9+50.00 A	ASH STREET	18.21' LT.	-	-	1
0010	STAGE 3	4.11	41+59.00	USH 61	19.25' RT.	-	-	1
0010	STAGE 3	4.12	42+20.00	USH 61	19.25' LT.	-	-	1
0010	STAGE 3	4.13	42+40.00	USH 61	19.25' LT.	-	-	1
0010	STAGE 3	4.14	42+58.14	USH 61	19.25' LT.	-	-	1
0010	STAGE 3	4.15	42+66.00	USH 61	19.25' LT.	-	-	1
0010	STAGE 3	4.16	42+58.14	USH 61	19.25' RT.	-	-	1
0010	STAGE 3	4.17	42+50.00	USH 61	19.25' RT.	-	-	1
0010	STAGE 3	4.18	42+66.00	USH 61	19.25' RT.	-	-	1
0010	STAGE 3	4.19	44+50.00	USH 61	19.25' RT.	-	-	1
0010	STAGE 3	4.20	44+50.00	USH 61	19.25' LT.	-	-	1
0010	STAGE 3	4.21	46+15.00	USH 61	19.25' RT.	-	-	1
0010	STAGE 3	4.22	46+25.00	USH 61	19.25' RT.	-	-	1
0010	STAGE 3	4.23	46+15.00	USH 61	19.25' LT.	-	-	1
0010	STAGE 3	4.24	46+05.00	USH 61	19.25' LT.	-	-	1
0010	STAGE 3	4.25	49+50.00	USH 61	19.25' RT.	-	-	1
0010	STAGE 3	4.26	49+50.00	USH 61	19.25' LT.	-	-	1
0010	STAGE 3	5.0	56+31.05	USH 61	22.75' LT.	1	-	-
0010	STAGE 3	5.1	56+14.79	USH 61	19.25' LT.	-	-	1
0010	STAGE 3	5.2	56+69.24	USH 61	13.25' RT.	-	-	1
0010	STAGE 3	6.0	10+99.05 CL	CITY LIMITS STREET	17.25' LT.	-	-	1
0010	STAGE 3	6.1	10+99.05 CL	CITY LIMITS STREET	17.25' RT.	-	-	1
0010	STAGE 3	6.2	58+50.00	USH 61	53.47' LT.	-	-	-
					CATEGORY 0010 SUBTOTALS:	19	15	58
					CATEGORY 0040 SUBTOTALS:	1	1	1
						20	16	59

NOTES:

1) STATIONS AND OFFSETS ARE TO THE CENTER OF THE STRUCTURE

STORM SEWER STRUCTURE SCHEDULE

CATEGORY	STAGE	STRUCTURE NO.	(1) STATION	LOCATION	(1) OFFSET TO CENTER OF STRUCTURE	RIM ELEVATION	(2) TOP OF STRUCTURE ELEVATION	BOTTOM OF STRUCTURE ELEVATION	(3) DEPTH OF STRUCTURE FT	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS TYPE 2X3-FT EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	SPV.0060.14 MANHOLE SPECIAL 4-FT DIAMETER EACH	SPV.0060.15 MANHOLE SPECIAL 5-FT DIAMETER EACH	SPV.0060.16 MANHOLE SPECIAL 6-FT DIAMETER EACH	SPV.0060.17 MANHOLE SPECIAL 7-FT DIAMETER EACH	COMMENTS
0010	STAGE 1	1.0 ++	5+94.00 C	CHERRY STREET	17.35' LT.	1090.00	1089.22	1085.50	3.72	-	-	-	-	-	-	-	-	1	-	-	1	-	
0010	STAGE 1	1.1 ++	20+35.00 J	JEFFERSON STREET	15.00' RT.	1091.71	1090.96	1086.83	4.13	-	-	1	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 1	1.2 ++	7+36.00 C	CHERRY STREET	18.50' LT.	1091.73	1090.95	1087.41	3.54	-	-	-	-	-	-	-	-	1	-	1	-	-	
0010	STAGE 1	1.3 ++	7+58.00 C	CHERRY STREET	17.75' RT.	1092.28	1091.53	1087.97	3.56	-	-	-	-	-	-	-	-	1	-	1	-	-	
0040	STAGE 1	1.4 ++	8+85.00 C	CHERRY STREET	17.75' RT.	1094.35	1093.60	1089.48	4.12	-	1	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 1	1.5 ++	20+13.95	USH 61	15.79' LT.	1095.34	1094.59	1090.64	3.95	-	1	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 1	1.6 ++	20+70.00	USH 61	15.50' LT.	1095.42	1094.67	1091.66	3.01	1	-	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 1	1.7 ++	20+92.00	USH 61	21.75' LT.	1095.32	1094.54	1092.13	2.41	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 1	1.8 ++	20+72.00	USH 61	20.75' RT.	1094.94	1094.16	1092.23	1.93	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 1	1.9 ++	19+68.00	USH 61	19.95' LT.	1095.15	1094.37	1091.37	3.00	-	-	-	-	-	-	-	-	1	-	1	-	-	
0010	STAGE 1	1.10 ++	19+87.00	USH 61	24.76' RT.	1094.98	1094.20	1092.06	2.14	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 1	1.11	7+58.00 C	CHERRY STREET	24.00' RT.	1092.13	1091.10	1088.53	2.57	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 1	1.12	20+64.00 J	JEFFERSON STREET	15.00' RT.	1092.24	1091.25	1087.71	3.54	-	-	-	-	-	-	-	-	1	1	-	-	-	
0010	STAGE 1	1.13	21+19.00 J	JEFFERSON STREET	15.00' RT.	1094.03	1093.04	1088.83	4.21	-	-	-	-	-	-	-	-	1	-	1	-	-	
0010	STAGE 1	1.14	23+54.00 J	JEFFERSON STREET	15.00' RT.	1101.55	1100.31	1096.17	4.14	1	-	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 1	1.15	6+25.46 M	MAPLE STREET	18.25' RT.	1100.29	1099.51	1097.53	1.98	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 1	1.16	6+25.46 M	MAPLE STREET	20.25' LT.	1102.00	1100.97	1098.10	2.87	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 1	1.17	24+12.00 J	JEFFERSON STREET	18.75' RT.	1101.69	1100.66	1097.94	2.72	-	-	-	-	-	-	1	-	1	-	-	-	-	
0040	STAGE 1	1.18	21+19.00 J	JEFFERSON STREET	21.25' RT.	1093.88	1092.85	1089.62	3.23	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 1	1.19	21+22.00 J	JEFFERSON STREET	21.25' LT.	1093.85	1092.82	1090.17	2.65	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 1	1.20	20+64.00 J	JEFFERSON STREET	21.26' RT.	1092.10	1091.07	1088.30	2.77	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 1	1.21	6+10.00 C	CHERRY STREET	21.25' RT.	1089.16	1088.13	1085.61	2.52	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 1	2.0	10+63.96 H	HICKORY STREET	9.40' LT.	1084.64	1083.65	1078.47	5.18	-	-	1	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 1	2.1	27+69.00	USH 61	18.00' RT.	1087.33	1086.34	1079.62	6.72	-	-	-	1	-	-	-	-	1	-	-	-	-	
0010	STAGE 1	2.2	28+35.00	USH 61	18.00' RT.	1086.48	1085.49	1080.44	5.05	-	1	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 1	2.3	28+45.00	USH 61	23.25' RT.	1086.24	1085.21	1080.73	4.48	-	1	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 1	2.4	28+52.95	USH 61	23.25' RT.	1086.23	1085.20	1080.99	4.21	-	1	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 1	2.5	28+60.00	USH 61	23.25' RT.	1086.24	1085.21	1081.24	3.97	-	-	-	-	-	1	-	-	1	-	-	-	-	
0010	STAGE 1	2.6	29+30.00	USH 61	23.25' RT.	1087.03	1086.00	1082.05	3.95	-	-	-	-	-	1	-	-	1	-	-	-	-	
0010	STAGE 1	2.7 ++	27+15.00	USH 61	24.25' RT.	1088.91	1088.13	1081.01	7.12	-	-	-	-	-		-	-	1	-	-	1	-	
0010	STAGE 1	2.8 ++	27+15.00	USH 61	12.00' LT.	1089.71	1088.96	1085.58	3.38	-	-	-	-	-	-	-	-	1	-	1	-	-	
0040	STAGE 1	2.9	25+93.00	USH 61	12.00' LT.	1094.53	1093.54	1090.08	3.46	-	-	-	-	-	-	-	-	1	1	-	-	-	
0010	STAGE 1	2.10	24+10.00	USH 61	12.00' LT.	1098.80	1097.56	1094.04	3.52	1	-	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 1	2.11	9+63.00 M	MAPLE STREET	21.25' LT.	1099.10	1098.07	1094.66	3.41	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 1	2.12	9+52.00 M	MAPLE STREET	21.25' RT.	1098.73	1097.70	1095.22	2.48	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 1	2.13	27+15.00	USH 61	18.25' LT.	1089.76	1088.73	1086.00	2.73	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 1	2.14	9+64.00 H	HICKORY STREET	19.25' LT.	1088.66	1087.63	1083.52	4.11	-	1	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 1	2.15	9+67.72 H	HICKORY STREET	8.49' RT.	1089.23	1087.99	1084.05	3.94	-	1	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 1	2.16	9+64.00 H	HICKORY STREET	17.25' RT.	1089.47	1088.44	1084.39	4.05	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 1	2.17	28+52.95	USH 61	19.25' LT.	1087.21	1086.18	1083.60	2.58	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 2	2.18 ++	10+39.27 E	ELM STREET	18.81' RT.	1092.51	1091.76	1089.26	2.50	-	-	-	-	-	-	-	-	1	1	-	-	-	
0010	STAGE 2	2.19	9+55.00 E	ELM STREET	11.75' LT.	1094.77	1093.74	1090.19	3.55	-	-	-	-	-	1	-	-	1	-	-	-	-	
0010	STAGE 2	2.20	9+27.00 E	ELM STREET	23.75' RT.	1094.71	1093.68	1090.92	2.76	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	3.0	10+37.00 L	LINDEN STREET	15.25' RT.	1079.22	1078.44	1074.34	4.10	-	-	-	-	-	-	-	-	1	-	1	-	-	
0010	STAGE 3	3.1	38+12.00	USH 61	13.00' RT.	1080.96	1079.97	1075.43	4.54	-	-	1	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 3	3.2	37+80.48	USH 61	13.00' RT.	1080.85	1079.86	1075.89	3.97	-	-	-	-	-	-	-	-	1	-	1	-	-	
0010	STAGE 3	3.3	37+10.00	USH 61	13.00' RT.	1081.51	1080.52	1076.69	3.83	-	-	-	-	-	-	-	-	1	-	1	-	-	
0010	STAGE 3	3.4 ++	35+00.00	USH 61	13.00' RT.	1090.13	1089.38	1086.25	3.13	-	-	-	-	-	-	-	-	1	1	-	-	-	
0010	STAGE 3	3.5 ++	34+39.00	USH 61	13.00' RT.	1091.72	1090.97	1087.72	3.25	1	-	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 3	3.6 ++	34+39.00	USH 61	19.25' LT.	1092.23	1091.45	1088.28	3.17	-	-	-	-	-	1	-	-	1	-	-	-	-	
0010	STAGE 3	3.7 ++	33+50.00	USH 61	19.25' LT.	1092.26	1091.48	1089.22	2.26	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	3.8	34+39.00	USH 61	19.25' RT.	1091.57	1090.54	1088.11	2.43	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	3.9	37+10.71	USH 61	27.39' LT.	1082.44	1081.45	1078.02	3.43	-	-	-	-	-	-	-	-	1	-	-	1	-	
0010	STAGE 3	EXISTING	36+19.40	USH 61	26.33' LT.	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	
0010	STAGE 3	3.10	35+12.00	USH 61	27.53' LT.	1090.94	1089.70	1085.69	4.01	1	-	-	-	-	-	-	-	1	-	-	-	-	

STORM SEWER STRUCTURE SCHEDULE (CONTINUED)

CATEGORY	STAGE	STRUCTURE NO.	(1) STATION	LOCATION	(1) OFFSET TO CENTER OF STRUCTURE	RIM ELEVATION	(2) TOP OF STRUCTURE ELEVATION	BOTTOM OF STRUCTURE ELEVATION	(3) DEPTH OF STRUCTURE FT	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS TYPE 2X3-FT EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	SPV.0060.14 MANHOLE SPECIAL 4-FT DIAMETER EACH	SPV.0060.15 MANHOLE SPECIAL 5-FT DIAMETER EACH	SPV.0060.16 MANHOLE SPECIAL 6-FT DIAMETER EACH	SPV.0060.17 MANHOLE SPECIAL 7-FT DIAMETER EACH	COMMENTS
0010	STAGE 3	3.11	9+71.57 P	PINE STREET	6.73' LT.	1091.72	1090.73	1086.84	3.89	-	-	-	-	1	-	-	-	1	-	-	-	-	
0010	STAGE 3	3.12	9+60.00 P	PINE STREET	15.75' LT.	1091.88	1090.85	1088.22	2.63	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	3.13	37+80.48	USH 61	19.25' RT.	1080.60	1079.57	1076.95	2.62	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	3.14	37+80.48	USH 61	19.25' LT.	1081.58	1080.55	1077.38	3.17	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	3.15 ++	38+49.00	USH 61	13.00' RT.	1081.21	1080.46	1077.02	3.44	-	-	-	-	-	-	-	-	1	1	-	-	-	
0010	STAGE 3	3.16	9+60.00 L	LINDEN STREET	14.75' LT.	1083.29	1082.51	1079.03	3.48	-	-	-	-	-	1	-	-	1	-	-	-	-	
0010	STAGE 3	3.17	9+56.00 L	LINDEN STREET	13.75' RT.	1083.55	1082.52	1079.82	2.70	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	3.18	38+75.00	USH 61	19.25' RT.	1081.23	1080.20	1077.62	2.58	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	3.19	38+75.00	USH 61	19.25' LT.	1082.28	1081.25	1078.60	2.65	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	4.0	10+51.04 B	BIRCH STRET	16.01' LT.	1073.14	1072.56	1068.03	4.53	-	-	-	-	-	-	-	-	1	-	-	1	-	
0010	STAGE 3	4.1* ++	42+12.00	USH 61	8.00' RT.	1074.83	1074.08	1068.38	5.70	-	-	-	-	1	-	-	-	1	-	-	-	-	
0010	STAGE 3	4.2* ++	42+58.14	USH 61	8.00' RT.	1074.55	1073.80	1069.76	4.04	-	-	-	-	-	-	-	-	1	-	-	-	1	
0010	STAGE 3	4.3* ++	43+50.00	USH 61	8.00' RT.	1075.68	1074.93	1070.63	4.30	-	-	-	-	-	-	-	-	1	-	-	-	1	
0010	STAGE 3	4.4* ++	44+50.00	USH 61	8.00' RT.	1079.48	1078.73	1073.59	5.14	-	-	-	1	-	-	-	-	1	-	-	-	-	
0010	STAGE 3	4.5*	46+15.00	USH 61	8.00' RT.	1087.80	1086.81	1082.05	4.76	-	1	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 3	4.6*	49+50.00	USH 61	8.00' RT.	1100.29	1099.30	1094.64	4.66	-	1	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 3	4.7 ++	50+70.00	USH 61	8.00' RT.	1104.24	1103.49	1099.80	3.69	-	-	-	-	-	-	-	-	1	1	-	-	-	
0010	STAGE 3	4.8*	52+46.00	USH 61	8.00' RT.	1109.07	1107.83	1100.83	7.00	-	1	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 3	4.9	52+46.73	USH 61	19.66' LT.	1108.98	1107.74	1100.96	6.78	-	1	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 3	4.10	9+50.00 A	ASH STREET	18.21' LT.	1108.30	1107.27	1104.57	2.70	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	4.11	41+59.00	USH 61	19.25' RT.	1075.41	1074.38	1071.81	2.57	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	4.12 ++	42+20.00	USH 61	19.25' LT.	1074.67	1073.89	1069.32	4.57	-	1	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 3	4.13 ++	42+40.00	USH 61	19.25' LT.	1074.52	1073.74	1070.12	3.62	-	-	-	-	-	-	-	-	1	-	1	-	-	
0010	STAGE 3	4.14 ++	42+58.14	USH 61	19.25' LT.	1074.48	1073.70	1070.45	3.25	-	-	-	-	-	1	-	-	1	-	-	-	-	
0010	STAGE 3	4.15 ++	42+66.00	USH 61	19.25' LT.	1074.48	1073.70	1070.63	3.07	-	-	-	-	-	1	-	-	1	-	-	-	-	
0010	STAGE 3	4.16 ++	42+58.14	USH 61	19.25' RT.	1074.10	1073.32	1070.90	2.42	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	4.17 ++	42+50.00	USH 61	19.25' RT.	1074.10	1073.32	1071.02	2.30	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	4.18 ++	42+66.00	USH 61	19.25' RT.	1074.10	1073.32	1071.02	2.30	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	4.19	44+50.00	USH 61	19.25' RT.	1079.03	1078.00	1075.40	2.60	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	4.20	44+50.00	USH 61	19.25' LT.	1079.41	1078.38	1075.80	2.58	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	4.21	46+15.00	USH 61	19.25' RT.	1087.35	1086.32	1083.60	2.72	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	4.22	46+25.00	USH 61	19.25' RT.	1087.81	1086.78	1083.90	2.88	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	4.23	46+15.00	USH 61	19.25' LT.	1087.73	1086.70	1083.46	3.24	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	4.24	46+05.00	USH 61	19.25' LT.	1087.26	1086.23	1083.72	2.51	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	4.25	49+50.00	USH 61	19.25' RT.	1099.84	1098.81	1096.22	2.59	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	4.26	49+50.00	USH 61	19.25' LT.	1100.22	1099.19	1096.54	2.65	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	5.0	56+31.05	USH 61	22.75' LT.	1108.73	1107.74	1104.75	2.99	1	-	-	-	-	-	-	-	1	-	-	-	-	
0010	STAGE 3	5.1 ++	56+14.79	USH 61	19.25' LT.	1108.08	1107.30	1104.92	2.38	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	5.2 ++	56+69.24	USH 61	13.25' RT.	1107.84	1107.06	1105.01	2.05	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	6.0	10+99.05 CL	CITY LIMITS STREET	17.25' LT.	1111.32	1110.54	1108.29	2.25	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	6.1	10+99.05 CL	CITY LIMITS STREET	17.25' RT.	1111.32	1110.54	1108.11	2.43	-	-	-	-	-	-	1	-	1	-	-	-	-	
0010	STAGE 3	6.2	58+50.00	USH 61	53.47' LT.	-	-	-	-	-	-	-	-	-	-	-		1	-	-	-	-	ENDWALL
						CATEGORY 0010 SUBTOTALS:				6	11	3	2	2	7	41	1	93	5	10	3	2	
						CATEGORY 0040 SUBTOTALS:				-	1	-	-	-	-	1	-	3	1	-	-	-	
										6	12	3	2	2	7	42	1	96	6	10	3	2	

NOTES:
1) STATIONS AND OFFSETS ARE TO THE CENTER OF THE STRUCTURE.
2) TOP OF STRUCTURE ELEVATION = RIM ELEVATION - CASTING HEIGHT - ADJUSTING RINGS HEIGHT.
3) DEPTH OF STRUCTURE = TOP OF STRUCTURE ELEVATION - BOTTOM OF STRUCTURE ELEVATION.
* WHEN ECCENTRIC COVER OPENING ARE PROVIDED, ORIENTATE CENTER OF OPENING TO BE COINCIDENT WITH JOINT LINE AT 7.00' RT.
++ 8 MIL POLYETHYLENE SHEETING REQUIRED AS A BOND BREAKER BETWEEN BOTTOM OF PAVEMENT AND TOP OF STRUCTURE.

PIPE UNDERDRAIN 6-INCH

CATEGORY	STAGE	STA	TO	STA	O/S	ROADWAY	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	COMMENT
0010	STAGE 1	19+18	-	19+68	LT.	USH 61	50		DRAINS INTO STRUCTURE 1.9
0010	STAGE 1	19+37	-	19+87	RT.	USH 61	50		DRAINS INTO STRUCTURE 1.10
0010	STAGE 1	20+72	-	21+22	RT.	USH 61	50		DRAINS INTO STRUCTURE 1.8
0010	STAGE 1	20+90	-	21+40	LT.	USH 61	50		DRAINS INTO STRUCTURE 1.7
0010	STAGE 1	5+14 C	-	5+64 C	LT.	CHERRY STREET	50		DRAINS INTO EXISTING INLET
0010	STAGE 1	5+15 C	-	5+65 C	RT.	CHERRY STREET	50		DRAINS INTO EXISTING INLET
0010	STAGE 1	5+94 C	-	6+44 C	LT.	CHERRY STREET	50		DRAINS INTO STRUCTURE 1.1
0010	STAGE 1	6+10 C	-	6+60 C	RT.	CHERRY STREET	50		DRAINS INTO STRUCTURE 1.21
0010	STAGE 1	7+36 C	-	7+86 C	LT.	CHERRY STREET	50		DRAINS INTO STRUCTURE 1.2
0010	STAGE 1	7+58 C	-	8+08 C	RT.	CHERRY STREET	50		DRAINS INTO STRUCTURE 1.11
0010	STAGE 1	20+64 J	-	21+14 J	RT.	JEFFERSON STREET	50		DRAINS INTO STRUCTURE 1.20
0010	STAGE 1	21+19 J	-	21+69 J	RT.	JEFFERSON STREET	50		DRAINS INTO STRUCTURE 1.18
0010	STAGE 1	21+22 J	-	21+72 J	LT.	JEFFERSON STREET	50		DRAINS INTO STRUCTURE 1.19
0010	STAGE 1	9+02 M	-	9+52 M	RT.	MAPLE STREET	50		DRAINS INTO STRUCTURE 2.12
0010	STAGE 1	9+13 M	-	9+63 M	LT.	MAPLE STREET	50		DRAINS INTO STRUCTURE 2.11
0010	STAGE 1	26+65	-	27+15	RT.	USH 61	50		DRAINS INTO STRUCTURE 2.7
0010	STAGE 1	26+65	-	27+15	LT.	USH 61	50		DRAINS INTO STRUCTURE 2.13
0010	STAGE 1	27+95	-	28+45	RT.	USH 61	50		DRAINS INTO STRUCTURE 2.3
0010	STAGE 1	28+03	-	29+03	LT.	USH 61	100		DRAINS INTO STRUCTURE 2.17
0010	STAGE 1	28+60	-	29+10	RT.	USH 61	50		DRAINS INTO STRUCTURE 2.5
0010	STAGE 3	33+00	-	33+50	LT.	USH 61	50		DRAINS INTO STRUCTURE 3.7
0010	STAGE 3	33+89	-	34+39	LT.	USH 61	50		DRAINS INTO STRUCTURE 3.6
0010	STAGE 3	33+89	-	34+39	RT.	USH 61	50		DRAINS INTO STRUCTURE 3.8
0010	STAGE 3	37+30	-	38+30	RT.	USH 61	100		DRAINS INTO STRUCTURE 3.13
0010	STAGE 3	37+30	-	38+30	LT.	USH 61	100		DRAINS INTO STRUCTURE 3.14
0010	STAGE 3	38+75	-	39+25	RT.	USH 61	50		DRAINS INTO STRUCTURE 3.18
0010	STAGE 3	38+75	-	39+25	LT.	USH 61	50		DRAINS INTO STRUCTURE 3.19
0010	STAGE 3	41+09	-	41+59	RT.	USH 61	50		DRAINS INTO STRUCTURE 4.11
0010	STAGE 3	41+31	-		LT.	USH 61		14	CONNECTION FROM WALL TO ROADWAY UNDERDRAIN
0010	STAGE 3	41+30	-	42+20	LT.	USH 61	90		CONNECT TO WALL UNDERDRAIN AND DRAINS INTO 4.12
0010	STAGE 3	42+00	-	42+50	RT.	USH 61	50		DRAINS INTO STRUCTURE 4.17
0010	STAGE 3	42+66	-	43+16	LT.	USH 61	50		DRAINS INTO STRUCTURE 4.15
0010	STAGE 3	42+66	-	43+16	RT.	USH 61	50		DRAINS INTO STRUCTURE 4.18
0010	STAGE 3	44+50	-	45+00	RT.	USH 61	50		DRAINS INTO STRUCTURE 4.19
0010	STAGE 3	44+50			LT.	USH 61		14	CONNECT TO WALL UNDERDRAIN AND DRAINS INTO 4.20
0010	STAGE 3	44+50	-	45+00	LT.	USH 61	50		DRAINS INTO STRUCTURE 4.20
0010	STAGE 3	46+15	-	46+65	LT.	USH 61	50		DRAINS INTO STRUCTURE 4.23
0010	STAGE 3	46+25	-	46+75	RT.	USH 61	50		DRAINS INTO STRUCTURE 4.22
0010	STAGE 3	49+50	-	50+00	RT.	USH 61	50		DRAINS INTO STRUCTURE 4.25
0010	STAGE 3	49+50	-	50+00	LT.	USH 61	50		DRAINS INTO STRUCTURE 4.26
0010	STAGE 3	55+65	-	56+65	LT.	USH 61	100		DRAINS INTO STRUCTURE 5.1
0010	STAGE 3	56+19	-	57+19	RT.	USH 61	100		DRAINS INTO STRUCTURE 5.2
0010						UNDISTRIBUTED	100		
						TOTALS:	2,390	28	

NOTE: GEOTEXTILE FABRIC, TYPE DF SCHEDULE B AND #1 CONCRETE AGGREGATE FOR PIPE UNDERDRAIN ARE INCIDENTAL TO PIPE UNDERDRAIN.

619.1000
MOBILIZATION

CATEGORY	LOCATION	EACH
0010	PROJECT 1650-07-71	1
	TOTAL:	1

DUST CONTROL AND WATER

CATEGORY	LOCATION	USE	623.0200 DUST CONTROL SURFACE TREATMENT SY	624.0100 WATER MGAL
0010	PROJECT 1650-07-71	DUST CONTROL	36,814	18
0010	PROJECT 1650-07-71	BASE AND SUBGRADE PLACEMENT	-	241
	TOTAL:		36,814	259

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EROSION CONTROL ITEMS

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	616.0700.S FENCE SAFETY LF	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.6510 SOIL STABILIZER TYPE B ACRE	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	628.7570 ROCK BAGS EACH	628.2004 EROSION MAT CLASS I TYPE B SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	606.0200 RIPRAP MEDIUM CY	645.0130 GEOTEXTILE TYPE R SY
0010	STAGE 1	18+30	-	24+50	USH 61	-	-	-	-	-	-	1	-	-	-	-	-
0010	STAGE 1	24+50	-	30+39	USH 61	-	-	-	-	-	-	-	-	-	-	-	-
0010	STAGE 2	30+39	-	32+00	USH 61	25	25	25	-	-	-	1	-	-	-	-	-
0010	STAGE 3	32+00	-	38+50	USH 61	-	80	80	-	-	-	-	-	-	687	-	-
0010	STAGE 3	38+50	-	49+00	USH 61	-	125	125	-	-	-	-	-	-	1,074	-	-
0010	STAGE 3	38+50	-	60+73.86	USH 61	-	895	895	0.5	15	5	2	-	864	1,569	10	18
0010	STAGE 1	5+10 C	-	10+50 C	CHERRY STREET	-	-	-	-	-	-	1	-	-	-	-	-
0010	STAGE 1	5+35 M	-	10+50 M	MAPLE STREET	-	210	210	-	-	-	1	-	-	-	-	-
0010	STAGE 1	19+75 J	-	24+35 J	JEFFERSON STREET	-	-	-	-	-	-	-	-	-	-	-	-
0010	STAGE 2	7+80 E	-	11+95 E	ELM STREET	-	-	-	-	-	-	-	-	-	-	-	-
0010					UNDISTRIBUTED	5	135	135	0.1	5	5	-	20	86	340	1	2
					TOTALS:	30	1,470	1,470	0.6	20	10	6	20	950	3,670	11	20

MOBILIZATION FOR EROSION CONTROL

CATEGORY	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT 1650-07-71	10	5
	TOTAL:	10	5

LANDSCAPING

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
0010	STAGE 1	18+30	-	24+50	USH 61	297	297	0.2	5	-	-	-
0010	STAGE 1	24+50	-	30+39	USH 61	68	68	0.1	1	-	-	-
0010	STAGE 2	30+39	-	32+00	USH 61	165	165	0.2	3	-	2	76
0010	STAGE 3	32+00	-	38+50	USH 61	687	-	0.7	12	-	10	453
0010	STAGE 3	38+50	-	49+00	USH 61	1,074	-	1.1	19	-	17	744
0010	STAGE 3	49+00	-	60+73.86	USH 61	1,569	-	1.5	28	21	19	851
0010	STAGE 1	5+10 C	-	10+50 C	CHERRY STREET	28	28	0.1	1	-	-	-
0010	STAGE 1	5+35 M	-	10+50 M	MAPLE STREET	187	187	0.1	3	-	-	-
0010	STAGE 1	19+75 J	-	24+35 J	JEFFERSON STREET	113	113	0.1	2	-	-	-
0010	STAGE 2	7+80 E	-	11+95 E	ELM STREET	275	275	0.2	5	-	6	253
0010					UNDISTRIBUTED	447	117	0.4	21	9	6	238
					TOTALS:	4,910	1,250	5	100	30	60	2,615

INLET PROTECTION

CATEGORY	STATION	LOCATION	628.7005 TYPE A EACH	628.7015 TYPE C EACH
0010	5+14.00 C	CHERRY STREET, LT.	1	1
0010	5+15.00 C	CHERRY STREET, RT.	1	1
0010	5+94.00 C	CHERRY STREET, LT.	-	1
0010	6+10.00 C	CHERRY STREET, RT.	-	1
0010	7+36.00 C	CHERRY STREET, LT.	-	1
0010	7+58.00 C	CHERRY STREET, RT.	-	1
0010	6+25.46 M	MAPLE STREET, RT.	1	1
0010	6+25.46 M	MAPLE STREET, LT.	1	1
0010	9+52.00 M	MAPLE STREET, RT.	-	1
0010	9+63.00 M	MAPLE STREET, LT.	-	1
0010	20+64.00 J	JEFFERSON STREET, RT.	-	1
0010	21+19.00 J	JEFFERSON STREET, RT.	-	1
0010	21+22.00 J	JEFFERSON STREET, LT.	-	1
0010	24+12.00 J	JEFFERSON STREET, RT.	-	1
0010	19+68.00	USH 61, LT.	1	1
0010	19+87.00	USH 61, RT.	1	1
0010	20+72.00	USH 61, RT.	1	1
0010	20+92.00	USH 61, LT.	1	1
0010	27+15.00	USH 61, LT.	-	1
0010	27+15.00	USH 61, RT.	-	1
0010	9+64.00 H	HICKORY STREET, RT.	-	1
0010	9+64.00 H	HICKORY STREET, LT.	-	1
0010	28+45.00	USH 61, RT.	1	1
0010	28+52.95	USH 61, RT.	1	1
0010	28+52.95	USH 61, LT.	1	1
0010	28+52.95	USH 61, RT.	1	1
0010	28+52.95	USH 61, LT.	1	1
0010	28+60.00	USH 61, RT.	1	1
0010	29+30.00	USH 61, RT.	-	1
0010	9+27.00 E	ELM STREET, RT.	-	1
0010	9+55.00 E	ELM STREET, LT.	-	1
0010	33+50.00	USH 61, LT.	1	1
0010	34+39.00	USH 61, LT.	-	1
0010	34+39.00	USH 61, RT.	-	1
0010	9+60.00 P	PINE STREET, LT.	-	1
0010	37+80.48	USH 61, LT.	1	1
0010	37+80.40	USH 61, RT.	1	1
0010	9+56.00 L	LINDEN STREET, RT.	-	1
0010	9+60.00 L	LINDEN STREET, LT.	-	1
0010	10+37.00 L	LINDEN STREET, RT.	-	1
0010	38+75.00	USH 61, RT.	-	1
0010	38+75.00	USH 61, LT.	-	1
0010	41+59.00	USH 61, RT.	-	1
0010	42+20.00	USH 61, LT.	-	1
0010	42+40.00	USH 61, LT.	1	1
0010	42+50.00	USH 61, RT.	1	1
0010	42+58.14	USH 61, LT.	1	1
0010	42+58.14	USH 61, RT.	1	1
0010	42+66.00	USH 61, LT.	1	1
0010	42+66.00	USH 61, RT.	1	1
0010	44+50.00	USH 61, LT.	-	1
0010	44+50.00	USH 61, RT.	-	1
0010	46+05.00	USH 61, LT.	-	1

INLET PROTECTION (CONTINUED)

CATEGORY	STATION	LOCATION	628.7005 TYPE A EACH	628.7015 TYPE C EACH
0010	46+15.00	USH 61, LT.	-	1
0010	46+15.00	USH 61, RT.	-	1
0010	46+25.00	USH 61, RT.	-	1
0010	49+50.00	USH 61, LT.	-	1
0010	49+50.00	USH 61, RT.	-	1
0010	9+50.00 A	ASH STREET, LT.	-	1
0010	56+14.79	USH 61, LT.	1	1
0010	56+69.24	USH 61, RT.	1	1
0010	10+99.05 CL	CITY LIMITS STREET, RT.	1	1
0010	10+99.05 CL	CITY LIMITS STREET, LT.	1	1
		UNDISTRIBUTED	5	20
		TOTALS:	30	81

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REMOVING SIGNS

CATEGORY	SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SPV.0060.03 REMOVING ELECTRIFIED SIGN FIREBALL LANES EACH	REMARKS
0010	R1-01	R3-2	NO LEFT TURN	-	1	-	-	-	ON LIGHT POLE
0010	R1-02	R1-1	STOP	-	1	1	-	-	SAME LOCATION AS R1-03
0010	R1-03	R3-2	NO LEFT TURN	-	1	-	-	-	SAME LOCATION AS R1-02
0010	R1-04	M3-1	NORTH	-	1	-	-	-	SAME LOCATION AS R1-05 & R1-06, ON LIGHT POLE
0010	R1-05	M1-4	USH 61	-	1	-	-	-	SAME LOCATION AS R1-04 & R1-06, ON LIGHT POLE
0010	R1-06	M6-1	AHEAD ARROW	-	1	-	-	-	SAME LOCATION AS R1-04 & R1-05, ON LIGHT POLE
0010	R1-07	J2-2	NORTH STH 35 LEFT, WEST STH 81 LEFT	-	1	-	-	-	ON LIGHT POLE
0010	R1-08	R3-8A	INTERSECTION LANE CONTROL	-	1	1	-	-	SAME LOCATION AS R1-09 & R1-10
0010	R1-09	R5-1	DO NOT ENTER	-	1	-	-	-	SAME LOCATION AS R1-08 & R1-10
0010	R1-10	R6-2	ONE WAY	-	1	-	-	-	SAME LOCATION AS R1-08 & R1-09
0010	R1-11	R1-1	STOP	-	1	1	-	-	SAME LOCATION AS R-12
0010	R1-12	R3-2	NO LEFT TURN	-	1	-	-	-	SAME LOCATION AS R-11
0010	R1-13	R1-1	STOP	-	1	1	-	-	SAME LOCATION AS R1-14
0010	R1-14	-	RIGHT TURN NO STOP	-	1	-	-	-	SAME LOCATION AS R1-13
0010	R1-15	J2-1	NORTH USH 61 LEFT	-	1	-	-	-	SAME LOCATION AS R1-16, ON LIGHT POLE
0010	R1-16	R5-1	DO NOT ENTER	-	1	-	-	-	SAME LOCATION AS R1-15, ON LIGHT POLE
0010	R1-17	R1-1	STOP	-	1	1	-	-	
0010	R1-18	R5-1A	WRONG WAY	-	1	-	-	-	ON LIGHT POLE
0010	R1-19	M1-6	STH 35	-	1	-	-	-	SAME LOCATION AS R1-20,R1-21 & R1-22, ON LIGHT POLE
0010	R1-20	-	USH 61, STH 81	-	1	-	-	-	SAME LOCATION AS R1-19,R1-21 & R1-22, ON LIGHT POLE
0010	R1-21	M6-1	RIGHT ARROW	-	1	-	-	-	SAME LOCATION AS R1-19,R1-20 & R1-22, ON LIGHT POLE
0010	R1-22	R6-1	ONE WAY	-	1	-	-	-	SAME LOCATION AS R1-19,R1-20 & R1-21, ON LIGHT POLE
0010	R1-23	M3-1	NORTH	-	1	-	-	-	SAME LOCATION AS R1-24, ON LIGHT POLE
0010	R1-24	M1-4	USH 61	-	1	-	-	-	SAME LOCATION AS R1-23, ON LIGHT POLE
0010	R1-25	R1-1	STOP	-	1	1	-	-	
0010	R1-26	M2-1	JCT	-	1	-	-	-	SAME LOCATION AS R1-27, ON LIGHT POLE
0010	R1-27	M1-5A	CTH A	-	1	-	-	-	SAME LOCATION AS R1-26, ON LIGHT POLE
0040	W1-28	R5-1	DO NOT ENTER	-	-	-	-	-	MOVE BY OTHERS
0010	R1-29	R1-1	STOP	-	1	1	-	-	SAME LOCATION AS R1-30
0010	R1-30	R3-5R	RIGHT TURN ONLY	-	1	-	-	-	SAME LOCATION AS R1-29
0010	R1-31	M3-1	NORTH	-	1	-	-	-	SAME LOCATION AS R1-32 & R1-33, ON LIGHT POLE
0010	R1-32	M1-4	USH 61	-	1	-	-	-	SAME LOCATION AS R1-31 & R1-33, ON LIGHT POLE
0010	R1-33	M5-1	RIGHT AHEAD	-	1	-	-	-	SAME LOCATION AS R1-31 & R1-32, ON LIGHT POLE
0010	R1-34	W3-1	STOP AHEAD	-	1	1	-	-	
0010	R1-35	R1-1	STOP	-	1	1	-	-	
0010	R1-36	M2-1	JCT	-	1	-	-	-	ON LIGHT POLE
0010	R2-01	S1-1	SCHOOL CROSSING	-	1	1	-	-	SAME LOCATION AS R2-02 & R2-03
0010	R2-02	W16-7	DIAGONAL ARROW	-	1	-	-	-	SAME LOCATION AS R2-01 & R2-03
0010	R2-03	S4-52	IN-STREET SCHOOLCHILDREN CROSSING	-	1	-	-	-	SAME LOCATION AS R2-02 & R2-05
0010	R2-04	M1-4	USH 61	-	1	1	-	-	SAME LOCATION AS R2-05 & R2-06
0010	R2-05	M6-4	DOUBLE ARROW	-	1	-	-	-	SAME LOCATION AS R2-04 & R2-06
0010	R2-06	R1-1	STOP	-	1	-	-	-	SAME LOCATION AS R2-04 & R2-05
0010	R2-07	J4-1	NORTH, USH 61	-	1	1	-	-	
0010	R2-08	R1-1	STOP	-	1	1	-	-	
0010	R2-09	R2-1	SPEED LIMIT 25	-	1	1	-	-	
0010	R2-10	S1-1	SCHOOL CROSSING	-	1	1	-	-	
0010	R2-11	M1-5A	CTH A	-	1	1	-	-	SAME LOCATION AS R2-12,R2-13 & R2-14
0010	R2-12	M6-4	DOUBLE ARROW	-	1	-	-	-	SAME LOCATION AS R2-11,R2-13 & R2-14
0010	R2-13	M1-5A	CTH A	-	1	-	-	-	SAME LOCATION AS R2-11,R2-12 & R2-14
0010	R2-14	M6-4	DOUBLE ARROW	-	1	-	-	-	SAME LOCATION AS R2-11,R2-12 & R2-13

REMOVING SIGNS (CONTINUED)

CATEGORY	SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SPV.0060.03 REMOVING ELECTRIFIED SIGN FIREBALL LANES EACH	REMARKS
0010	R2-15	S1-1	SCHOOL CROSSING	-	1	1	-	-	SAME LOCATION AS R2-16 & R2-17
0010	R2-16	W16-7	DIAGONAL ARROW	-	1	-	-	-	SAME LOCATION AS R2-15 & R2-17
0010	R2-17	S4-52	IN-STREET SCHOOLCHILDREN CROSSING	-	1	-	-	-	SAME LOCATION AS R2-15 & R2-16
0010	R2-18	S1-1	SCHOOL CROSSING	-	1	1	-	-	
0040	W2-19	D9-2	HOSPITAL, LEFT ARROW	-	-	-	-	-	MOVE BY OTHERS
0010	R2-20	M2-1	JCT	-	1	1	-	-	SAME LOCATION AS R2-21
0010	R2-21	M1-5A	CTH A	-	1	-	-	-	SAME LOCATION AS R2-20
0010	R2-22	R1-1	STOP	-	1	1	-	-	
0010	R2-23	S1-1	SCHOOL CROSSING	-	1	1	-	-	SAME LOCATION AS R2-24
0010	R2-24	W16-7	DIAGONAL ARROW	-	1	-	-	-	SAME LOCATION AS R2-23
0010	R2-25	R1-1	STOP	-	1	1	-	-	
0010	R2-26	R1-1	STOP	-	1	1	-	-	
0010	R2-27	R1-1	STOP	-	1	1	-	-	
0010	R2-28	S1-1	SCHOOL CROSSING	-	1	1	-	-	SAME LOCATION AS R2-29
0010	R2-29	W16-7	DIAGONAL ARROW	-	1	-	-	-	SAME LOCATION AS R2-28
0010	R2-30	R2-1	SPEED LIMIT 25	-	1	1	-	-	
0010	R2-31	S1-1	SCHOOL CROSSING	-	1	1	-	-	
0010	R3-01	R3-4	NO U-TURN	-	1	1	-	-	
0010	R3-02	R3-4	NO U-TURN	-	1	1	-	-	
0010	R3-03	R2-1	SPEED LIMIT 25	-	1	1	-	-	
0010	R3-04	R2-1	SPEED LIMIT 25	-	1	1	-	-	
0010	R3-05	M3-3	SOUTH	-	1	1	-	-	SAME LOCATION AS R3-06
0010	R3-06	M1-4	USH 61	-	1	-	-	-	SAME LOCATION AS R3-05
0010	R3-07	R1-1	STOP	-	1	1	-	-	
0010	R4-01	R1-1	STOP	-	1	1	-	-	
0010	M4-02	M2-1	JCT	1	-	-	1	-	SAME LOCATION AS R4-03
0010	M4-03	M1-5A	CTH K	1	-	-	-	-	SAME LOCATION AS R4-02
0010	M4-04	R2-1	SPEED LIMIT 40	1	-	-	1	-	
0010	R4-05	R2-1	SPEED LIMIT 25	-	1	1	-	-	
0040	W4-06	D9-2	HOSPITAL, AHEAD ARROW	-	-	-	-	-	MOVE BY OTHERS
0010	R4-07	W1-6	LEFT DIRECTION LARGE ARROW	-	1	1	-	-	
0010	R4-08	R1-1	STOP	-	1	1	-	-	
0010	M4-09	R2-1	SPEED LIMIT 25	1	-	-	1	-	
0040	W4-10	R1-1	STOP	-	1	-	-	-	MOVE BY OTHERS
0010	R4-11	R3-2	NO LEFT TURN	-	1	1	-	-	
0010	R4-12	J2-2	NORTH STH 35 RIGHT, WEST STH 81 RIGHT	-	1	1	-	-	
0010	R4-13	R1-1	STOP	-	1	1	-	-	SAME LOCATION AS R4-14
0010	R4-14	R3-5R	RIGHT TURN ONLY	-	1	-	-	-	SAME LOCATION AS R4-13
0010	R4-15	M3-3	SOUTH	-	1	-	-	-	SAME LOCATION AS R4-16,R4-17 & R4-18, ON LIGHT POLE
0010	R4-16	M1-4	USH 61	-	1	-	-	-	SAME LOCATION AS R4-15,R4-17 & R4-18, ON LIGHT POLE
0010	R4-17	M6-1	RIGHT ARROW	-	1	-	-	-	SAME LOCATION AS R4-15,R4-16 & R4-18, ON LIGHT POLE
0010	R4-18	J2-2	SOUTH STH 35 RIGHT, EAST STH 81 RIGHT	-	1	-	-	-	SAME LOCATION AS R4-15,R4-16 & R4-17, ON LIGHT POLE
0010	R4-19	R5-1A	WRONG WAY	-	1	-	-	-	ON LIGHT POLE
0010	R4-20	M3-3	SOUTH	-	1	-	-	-	SAME LOCATION AS R4-21 & R4-22, ON LIGHT POLE
0010	R4-21	M1-4	USH 61	-	1	-	-	-	SAME LOCATION AS R4-20 & R4-22, ON LIGHT POLE
0010	R4-22	M6-1	LEFT ARROW	-	1	-	-	-	SAME LOCATION AS R4-20 & R4-21, ON LIGHT POLE
0010	R4-23	J2-2	SOUTH STH 35 LEFT, EAST STH 81 LEFT	-	1	-	-	-	SAME LOCATION AS R4-24, ON LIGHT POLE
0010	R4-24	R5-1A	WRONG WAY	-	1	-	-	-	SAME LOCATION AS R4-23, ON LIGHT POLE
0010	R4-25	M3-1	NORTH	-	1	-	-	-	SAME LOCATION AS R4-26 & R4-27, ON LIGHT POLE
0010	R4-26	M1-4	USH 61	-	1	-	-	-	SAME LOCATION AS R4-25 & R4-27, ON LIGHT POLE

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REMOVING SIGNS (CONTINUED)

CATEGORY	SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SPV.0060.03 REMOVING ELECTRIFIED SIGN FIREBALL LANES EACH	REMARKS
0010	R4-27	M5-1	LEFT AHEAD ARROW	-	1	-	-	-	SAME LOCATION AS R4-25 & R4-26, ON LIGHT POLE
0010	R5-01	M1-6	STH 35	-	1	1	-	-	SAME LOCATION AS R5-02,R5-03 & R5-04
0010	R5-02	M1-4	USH 61	-	1	-	-	-	SAME LOCATION AS R5-01,R5-03 & R5-04
0010	R5-03	M1-6	STH 81	-	1	-	-	-	SAME LOCATION AS R5-01,R5-02 & R5-04
0010	R5-04	M6-1	LEFT ARROW	-	1	-	-	-	SAME LOCATION AS R5-01,R5-02 & R5-03
0010	R5-05	R5-1	DO NOT ENTER	-	1	1	-	-	
0010	R5-06	R3-5R	RIGHT TURN ONLY	-	1	-	-	-	SAME LOCATION AS R5-07
0010	R5-07	R1-1	STOP	-	1	-	-	-	SAME LOCATION AS R5-06
0010	R5-08	R1-1	STOP	-	1	1	-	-	SAME LOCATION AS R5-09
0010	R5-09	R3-2	NO LEFT TURN	-	1	-	-	-	SAME LOCATION AS R5-08
0010	R5-10	M1-6	STH 35	-	1	-	-	-	SAME LOCATION AS R5-11,R5-12 & R5-13, ON LIGHT POLE
0010	R5-11	M1-4	USH 61	-	1	-	-	-	SAME LOCATION AS R5-10,R5-12 & R5-13, ON LIGHT POLE
0010	R5-12	M1-6	STH 81	-	1	-	-	-	SAME LOCATION AS R5-10,R5-11 & R5-13, ON LIGHT POLE
0010	R5-13	M6-1	LEFT ARROW	-	1	-	-	-	SAME LOCATION AS R5-10,R5-11 & R5-12, ON LIGHT POLE
0040	W5-14	D9-2	HOSPITAL, AHEAD ARROW	-	-	-	-	-	MOVE BY OTHERS
0010	R5-15	M1-4	USH 61	-	1	-	-	-	SAME LOCATION AS R5-16 & R5-17
0010	R5-16	M6-4	DOUBLE ARROW	-	1	-	-	-	SAME LOCATION AS R5-15 & R5-17
0010	R5-17	R1-1	STOP	-	1	-	-	-	SAME LOCATION AS R5-15 & R5-16
0010	R5-18	S4-51	SCHOOL SPEED LIMIT 15	-	1	1	-	-	
0010	-	-	FIREBALL LANES SIGN	-	-	-	-	1	USH 61, STA. 28+50, RT.
			TOTALS:	4	111	44	3	1	

PERMANENT SIGNS

CATEGORY	SIGN NO.	SIGN CODE	SIGN MESSAGE	SIGN DIMENSIONS W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	SPV.0060.04 DECORATIVE OXFORD STYLE SIGN POST WITH BREAKAWAY MOUNT EACH	SPV.0060.05 ROUND BLACK SIGN POST WITH BREAKAWAY MOUNT EACH	MOUNT ON SAME POST AS SIGN #	REMARKS
0040	N1-01	R7-2	NO PARKING 2 AM - 6 AM	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N1-02	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	-	N1-02	
0040	N1-03	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N1-04	R3-2		24	X	24	4.00	-	1	-	-	-	-	-		
0010	N1-05	JV	SOUTH USH 61 STH 35, EAST STH 81	48	X	81	27.00	-	-	-	-	1	-	-		M3-3 M1-4 M1-6 M6-1R, M3-2 M1-6 M6-1R
0010	N1-06	R6-1L		36	X	12	3.00	-	-	-	-	-	1	-		POST IS CATEGORY 0040, SIGN CATEGORY 0010
0010	N1-07	R6-1R		36	X	12	3.00	-	-	-	-	-	-	-	N1-06	
0010	N1-08	R1-1		36	X	36	7.46	-	-	-	-	-	-	-	N1-06	
0010	N1-09	J2-1	NORTH USH 61 AHEAD	24	X	57	9.50	-	-	1	-	-	-	-		M3-1 M1-4 M6-1U
0040	N1-10	R7-2	NO PARKING 2 AM - 6 AM	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N1-11	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	-	N1-10	
0010	N1-12	R3-8A		36	X	30	7.50	-	1	-	-	-	-	-		
0010	N1-13	R5-1A		36	X	24	6.00	-	1	-	-	-	-	-		
0040	N1-14	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N1-15	R5-1		30	X	30	6.25	-	1	-	-	-	-	-		
0010	N1-16	R1-1		36	X	36	7.46	-	-	-	-	-	1	-		POST IS CATEGORY 0040, SIGN CATEGORY 0010
0010	N1-17	R3-2		24	X	24	4.00	-	1	-	-	-	-	-		
0040	N1-18	R7-2	NO PARKING 2 AM - 6 AM	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N1-19	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	-	N1-18	
0010	N1-20	R1-1		36	X	36	9.00	-	-	-	-	-	1	-		POST IS CATEGORY 0040, SIGN CATEGORY 0010
0010	N1-21	R1-10P		24	X	18	3.00	-	-	-	-	-	-	-	N1-20	
0010	N1-22	W4-4AR		30	X	12	-	2.50	-	-	-	-	-	-	N1-20	
0010	N1-23	R5-1-C	DO NOT ENTER	36	X	36	7.46	-	-	-	-	-	-	-	N1-20	
0010	N1-24	J2-1	NORTH USH 61 LEFT	24	X	57	9.50	-	-	1	-	-	-	-		M3-1 M1-4 M6-1L
0010	N1-25	R1-1		36	X	36	9.00	-	-	-	-	-	1	-		POST IS CATEGORY 0040, SIGN CATEGORY 0010
0010	N1-26	R6-1R		36	X	12	3.00	-	-	-	-	-	-	-	N1-25	
0010	N1-27	R5-1-C	DO NOT ENTER	36	X	36	7.46	-	-	-	-	-	-	-	N1-25	
0010	N1-28	J2-2	NORTH STH 35, WEST STH 81	48	X	57	19.00	-	-	1	-	-	-	-		M3-1 M1-6 M5-1L, M3-4 M1-6 M5-1L
0040	N1-29	R7-2	NO PARKING 2 AM - 6 AM	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N1-30	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-		N1-29	
0040	N1-31	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N1-32	J2-2	NORTH STH 35, WEST STH 81	48	X	57	19.00	-	-	1	-	-	-	-		M3-1 M1-6 M6-1L, M3-4 M1-6 M6-1L
0010	N1-33	R6-1R		36	X	12	3.00	-	-	1	-	-	-	-		
0010	N1-34	R5-1		30	X	30	6.25	-	-	-	-	-	-	-	N1-33	
0010	N1-35	JV	SOUTH USH 61, STH 35 STH 81	48	X	69	23.00	-	-	-	1	-	-	-		M3-3 M1-4 M6-1R, M1-6 M1-6 M6-1R
0040	N1-36	R7-2	NO PARKING 2 AM - 6 AM	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N1-37	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	-	N1-36	
0040	N1-38	R7-2	NO PARKING 2 AM - 6 AM	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N1-39	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	-	N1-38	
0040	N1-40	R7-2	NO PARKING 2 AM - 6 AM	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N1-41	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	-	N1-40	
0010	N1-42	J4-1	NORTH USH 61	24	X	36	6.00	-	-	1	-	-	-	-		M3-1 M1-4
0010	N1-43	R3-50R		30	X	36	7.50	-	-	1	-	-	-	-		
0040	N1-44	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N1-45	R2-1	SPEED LIMIT 25	24	X	30	5.00	-	1	-	-	-	-	-		
0040	N1-46	R7-100	NO PARKING ANY TIME	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N1-47	J1-1	JCT CTH A	24	X	39	6.50	-	-	1	-	-	-	-		M2-1 M1-5A
0010	N1-48	R1-1		30	X	30	5.18	-	-	-	-	-	1	-		POST IS CATEGORY 0040, SIGN CATEGORY 0010
0040	N1-49	R7-2	NO PARKING 2 AM - 6 AM	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N1-50	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	-	N1-49	

PERMANENT SIGNS (CONTINUED)

CATEGORY	SIGN NO.	SIGN CODE	SIGN MESSAGE	SIGN DIMENSIONS W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	SPV.0060.04 DECORATIVE OXFORD STYLE SIGN POST WITH BREAKAWAY MOUNT EACH	SPV.0060.05 ROUND BLACK SIGN POST WITH BREAKAWAY MOUNT EACH	MOUNT ON SAME POST AS SIGN #	REMARKS
0010	N1-51	S1-1		36	X	36	-	9.00	-	-	1	-	-	-		
0010	N1-52	S16-9P		30	X	18	-	3.75	-	-	-	-	-	-	N1-51	
0010	N1-53	R2-6P		24	X	18	3.00	-	-	-	-	-	-	-	N1-51	
0010	N1-54	S4-51	SCHOOL SPEED LIMIT 15	24	X	48	-	8.00	-	1	-	-	-	-		
0010	N1-55	R2-1	SPEED LIMIT 25	24	X	30	5.00	-	-	-	1	-	-	-		
0010	N1-56	S5-2		24	X	30	5.00	-	-	-	-	-	-	-	N1-55	
0040	N1-57	R7-2	NO PARKING 2 AM - 6 AM	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N1-58	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	-	N1-57	
0010	N1-59	R6-1L		36	X	12	3.00	-	-	-	-	-	1	-		POST IS CATEGORY 0040, SIGN CATEGORY 0010
0010	N1-60	R6-1R		36	X	12	3.00	-	-	-	-	-	-	-	N1-59	
0010	N1-61	R1-1		36	X	36	7.46	-	-	-	-	-	-	-	N1-59	
0010	N1-62	W4-4B		30	X	12	-	2.50	-	-	-	-	-	-	N1-59	
0040	N1-63	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N1-64	W3-1		36	X	36	-	9.00	-	1	-	-	-	-		
0040	N1-65	R7-2	NO PARKING 2 AM - 6 AM	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N1-66	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	-	N1-65	
0010	N1-67	JV	SOUTH USH 61, STH 35 STH 81	48	X	69	23.00	-	-	-	1	-	-	-		M3-3 M1-4 M5-1R, M1-6 M1-6 M5-1R
0010	N1-68	R1-1		30	X	30	6.25	-	-	-	-	-	1	-		POST IS CATEGORY 0040, SIGN CATEGORY 0010
0040	N1-69	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N1-70	J1-1	JCT STH 35, JCT STH 81	48	X	39	13.00	-	-	1	-	-	-	-		M2-1 M1-6, M2-1 M1-6
0040	N1-71	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N2-01	S1-1		36	X	36	-	9.00	-	-	-	-	-	-		MOUNT ON RRFB
0010	N2-02	S16-7L		30	X	18	-	3.75	-	-	-	-	-	-	N2-01	MOUNT ON RRFB
0010	N2-03	R10-25		9	X	12	0.75	-	-	-	-	-	-	-	N2-01	MOUNT ON RRFB
0010	N2-04	J13-1	CTH A, DOUBLE ARROW	24	X	45	7.50	-	-	1	-	-	-	-		M1-5A M6-4
0010	N2-05	S1-1		36	X	36	-	9.00	-	-	1	-	-	-		
0010	N2-06	S16-9P		30	X	18	-	3.75	-	-	-	-	-	-	N2-05	
0010	N2-07	R2-6P		24	X	18	3.00	-	-	-	-	-	-	-	N2-05	
0010	N2-08	R1-1		30	X	30	5.18	-	-	-	-	-	1	-		POST IS CATEGORY 0040, SIGN CATEGORY 0010
0010	N2-09	J13-1	USH 61, DOUBLE ARROW	24	X	45	7.50	-	-	1	-	-	-	-		M1-4 M6-4
0010	N2-10	R10-25		9	X	12	0.75	-	-	-	-	-	-	-		MOUNT ON PEDESTRIAN PUSH BUTTON STATION
0010	N2-11	J4-1	NORTH USH 61	24	X	36	6.00	-	-	1	-	-	-	-		M3-1 M1-4
0010	N2-12	R2-1	SPEED LIMIT 25	24	X	30	5.00	-	-	-	1	-	-	-		
0010	N2-13	S5-2		24	X	30	5.00	-	-	-	-	-	-	-	N2-12	
0010	N2-14	R1-1		30	X	30	5.18	-	1	-	-	-	-	-		
0010	N2-15	S1-1		36	X	36	-	9.00	-	-	1	-	-	-		
0010	N2-16	S16-9P		30	X	18	-	3.75	-	-	-	-	-	-	N2-15	
0010	N2-17	R2-6P		24	X	18	3.00	-	-	-	-	-	-	-	N2-15	
0010	N2-18	R10-25		9	X	12	0.75	-	-	-	-	-	-	-		MOUNT ON PEDESTRIAN PUSH BUTTON STATION
0010	N2-19	J13-1	CTH A, DOUBLE ARROW	24	X	45	7.50	-	-	1	-	-	-	-		M1-5A M6-4
0010	N2-20	S1-1		36	X	36	-	9.00	-	-	-	-	-	-		MOUNT ON RRFB
0010	N2-21	S16-7L		30	X	18	-	3.75	-	-	-	-	-	-	N2-20	MOUNT ON RRFB
0010	N2-22	R10-25		9	X	12	0.75	-	-	-	-	-	-	-	N2-20	MOUNT ON RRFB
0040	N2-23	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N2-24	S4-51	SCHOOL SPEED LIMIT 15	24	X	48	-	8.00	-	1	-	-	-	-		
0040	N2-25	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00		-	-	-	-	-	1		
0010	N2-26	S1-1		36	X	36	-	9.00	-	-	1	-	-	-		
0010	N2-27	S16-9P		30	X	18	-	3.75	-	-	-	-	-	-	N2-26	
0010	N2-28	R2-6P		24	X	18	3.00	-	-	-	-	-	-	-	N2-26	
0010	N2-29	R1-1		30	X	30	5.18	-	1	-	-	-	-	-		

PERMANENT SIGNS (CONTINUED)

CATEGORY	SIGN NO.	SIGN CODE	SIGN MESSAGE	SIGN DIMENSIONS W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	SPV.0060.04 DECORATIVE OXFORD STYLE SIGN POST WITH BREAKAWAY MOUNT EACH	SPV.0060.05 ROUND BLACK SIGN POST WITH BREAKAWAY MOUNT EACH	MOUNT ON SAME POST AS SIGN #	REMARKS
0040	N2-30	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N2-31	J1-1	JCT CTH A	24	X	39	6.50	-	-	1	-	-	-	-		M2-1 M1-5A
0010	N2-32	S4-51	SCHOOL SPEED LIMIT 15	24	X	48	-	8.00	-	1	-	-	-	-		
0010	N2-33	R2-1	SPEED LIMIT 25	24	X	30	5.00	-	-	-	1	-	-	-		
0010	N2-34	S5-2		24	X	30	5.00	-	-	-	-	-	-	-	N2-33	
0010	N2-35	S1-1		36	X	36	-	9.00	-	1	-	-	-	-		
0010	N2-36	S16-7L		30	X	18	-	3.75	-	-	-	-	-	-	N2-35	
0010	N2-37	R1-1		30	X	30	5.18	-	1	-	-	-	-	-		
0010	N2-38	R2-1	SPEED LIMIT 25	24	X	30	5.00	-	-	-	1	-	-	-		
0010	N2-39	S5-2		24	X	30	5.00	-	-	-	-	-	-	-	N2-38	
0010	N2-40	R1-1		30	X	30	6.25	-	1	-	-	-	-	-		
0040	N2-41	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N2-42	R1-1		30	X	30	5.18	-	1	-	-	-	-	-		
0040	N2-43	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N2-44	S1-1		36	X	36	-	9.00	-	1	-	-	-	-		
0010	N2-45	S16-7L		30	X	18	-	3.75	-	-	-	-	-	-	N2-44	
0040	N2-46	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N2-47	S4-51	SCHOOL SPEED LIMIT 15	24	X	48	-	8.00	-	1	-	-	-	-		
0040	N2-48	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N2-49	S1-1		36	X	36	-	9.00	-	-	1	-	-	-		
0010	N2-50	S16-9P		30	X	18	-	3.75	-	-	-	-	-	-	N2-49	
0010	N2-51	R2-6P		24	X	18	3.00	-	-	-	-	-	-	-	N2-49	
0040	N3-01	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N3-02	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N3-03	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N3-04	R2-1	SPEED LIMIT 25	24	X	30	5.00	-	1	-	-	-	-	-		
0040	N3-05	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N3-06	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N3-07	R2-1	SPEED LIMIT 25	24	X	30	5.00	-	1	-	-	-	-	-		
0040	N3-08	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N3-09	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N3-10	J4-1	SOUTH USH 61	24	X	36	6.00	-	-	1	-	-	-	-		M3-3 M1-4
0010	N3-11	R1-1		30	X	30	5.18	-	1	-	-	-	-	-		
0040	N3-12	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N4-01	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N4-02	R2-1	SPEED LIMIT 25	24	X	30	5.00	-	1	-	-	-	-	-		
0040	N4-03	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N4-04	R7-13	NO PARKING THIS SIDE OF STREET	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N4-05	R1-1		30	X	30	5.18	-	1	-	-	-	-	-		
0010	N4-06	R1-1		30	X	30	5.18	-	1	-	-	-	-	-		
0010	N4-07	R3-2		24	X	24	4.00	-	1	-	-	-	-	-		
0010	N4-08	R1-1		36	X	36	7.46	-	-	-	-	-	1	-		POST IS CATEGORY 0040, SIGN CATEGORY 0010
0010	N4-09	W4-4AL		30	X	12	-	2.50	-	-	-	-	-	-	N4-08	
0010	N4-10	R6-1R		36	X	12	3.00	-	-	-	-	-	1	-		POST IS CATEGORY 0040, SIGN CATEGORY 0010
0010	N4-11	R1-1		36	X	36	7.46	-	-	-	-	-	-	-	N4-10	
0010	N4-12	R6-1L		36	X	12	3.00	-	-	-	-	-	-	-	N4-10	
0040	N4-13	R7-2	NO PARKING 2 AM - 6 AM	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N4-14	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	-	N4-13	
0010	N4-15	JV	SOUTH USH 61 STH 35, EAST STH 81	48	X	81	27.00	-	-	-	-	1	-	-		M3-3 M1-4 M1-6 M1-5R, M3-2 M1-6 M5-1R
0010	N4-16	R3-8A		36	X	30	7.50	-	1	-	-	-	-	-		

PERMANENT SIGNS (CONTINUED)

CATEGORY	SIGN NO.	SIGN CODE	SIGN MESSAGE	SIGN DIMENSIONS W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	SPV.0060.04 DECORATIVE OXFORD STYLE SIGN POST WITH BREAKAWAY MOUNT EACH	SPV.0060.05 ROUND BLACK SIGN POST WITH BREAKAWAY MOUNT EACH	MOUNT ON SAME POST AS SIGN #	REMARKS
0010	N4-17	R5-1A		36	X	24	6.00	-	-	-	-	-	-	-	N4-16	
0040	N4-18	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N4-19	J4-2	NORTH STH 35, WEST STH 81	48	X	36	12.00	-	-	1	-	-	-	-		M3-1 M1-6, M3-4 M1-6
0010	N4-20	J1-1	JCT USH 61	24	X	39	6.50	-	-	1	-	-	-	-		M2-1 M1-4
0010	N4-21	R5-1		30	X	30	6.25	-	1		-	-	-	-		
0010	N4-22	J2-2	NORTH STH 35, WEST STH 81	48	X	57	19.00	-	-	1	-	-	-	-		M3-1 M1-6 M6-1R, M3-4 M1-6 M6-1R
0010	N4-23	JV	SOUTH USH 61 STH 35, EAST STH 81	48	X	81	27.00	-	-	-	-	1	-	-		M3-3 M1-4 M1-6 M6-1L, M3-2 M1-6 M6-1L
0010	N4-24	R6-1R		36	X	12	3.00	-	-	1	-	-	-	-		
0010	N4-25	R5-1		30	X	30	6.25	-	-	-	-	-	-	-	N4-24	
0010	N4-26	J2-1	NORTH USH 61	24	X	57	9.50	-	-	1	-	-	-	-		M3-1 M1-4 M5-1L
0040	N4-27	R7-2	NO PARKING 2 AM - 6 AM	24	X	30	5.00	-	-	-	-	-	-	1		
0040	N4-28	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	-	N4-27	
0040	N4-29	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N4-30	R3-2		24	X	24	4.00	-	1	-	-	-	-	-		
0010	N5-01	R3-2		24	X	24	4.00	-	1	-	-	-	-	-		
0010	N5-02	R6-1R		36	X	12	3.00	-	-	-	-	-	1	-		POST IS CATEGORY 0040, SIGN CATEGORY 0010
0010	N5-03	R1-1		36	X	36	7.46	-	-	-	-	-	-	-	N5-02	
0010	N5-04	R6-1L		36	X	12	3.00	-	-	-	-	-	-	-	N5-02	
0010	N5-05	R6-1R		36	X	12	3.00	-	-	1	-	-	-	-		
0010	N5-06	R5-1		30	X	30	6.25	-	-	-	-	-	-	-	N5-05	
0040	N5-07	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N5-08	JV	SOUTH USH 61, STH 35 STH 81	48	X	69	23.00	-	-	-	1	-	-	-		M3-3 M1-4 M6-1L, M1-6 M1-6 M6-1L
0010	N5-09	JV	SOUTH USH 61, STH 35 STH 81	48	X	69	23.00	-	-	-	1	-	-	-		M3-3 M1-4 M5-1L, M1-6 M1-6 M5-1L
0010	N5-10	R1-1		36	X	36	7.46	-	-	-	-	-	1	-		POST IS CATEGORY 0040, SIGN CATEGORY 0010
0010	N5-11	R3-2		24	X	24	4.00	-	1	-	-	-	-	-		
0010	N5-12	R5-1		30	X	30	6.25	-	1	-	-	-	-	-		
0040	N5-13	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N5-14	R5-1A		36	X	24	6.00	-	1	-	-	-	-	-		
0010	N5-15	R3-8A		36	X	30	7.50	-	-	-	-	-	-	-	N5-14	
0010	N5-16	R3-2		24	X	24	4.00	-	1	-	-	-	-	-		
0040	N5-17	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N5-18	R7-2	NO PARKING 2 AM - 6 AM	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N5-19	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	-	N5-18	
0010	N5-20	JV	SOUTH USH 61 STH 35, EAST STH 81	48	X	81	27.00	-	-	-	-	1	-	-		M3-3 M1-4 M1-6 M5-1L, M3-2 M1-6 M5-1L
0040	N5-21	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-	-	-	-	-	1		
0010	N5-22	R5-1A		36	X	24	6.00	-	1	-	-	-	-	-		
0010	N5-23	R3-8A		36	X	30	7.50	-	-	-	-	-	-	-	N5-22	
0040	N5-24	R7-2	NO PARKING 2 AM - 6 AM	18	X	24	3.00	-	-	-	-	-	-	1		
0040	N5-25	R7-5	2-HOUR PARKING	18	X	24	3.00	-	-		-	-	-	-	N5-24	
0010	N5-26	J2-2	NORTH STH 35, WEST STH 81	48	X	57	19.00	-	-	1	-	-	-	-		M3-1 M1-6 M5-1R, M3-4 M1-6 M5-1R
0010	N6-01	R1-1		30	X	30	5.18	-	-	-	-	-	1	-		POST IS CATEGORY 0040, SIGN CATEGORY 0010
0010	N6-02	J13-1	USH 61, DOUBLE ARROW	24	X	45	7.50	-	-	1	-	-	-	-		M1-4 M6-4
0010	N6-03	S4-51	SCHOOL SPEED LIMIT 15	24	X	48	-	8.00	-	1	-	-	-	-		
0010			UNDISTRIBUTED				-	-	-	-	-	-	-	5		CITY OF LANCASTER WANTS 5 ADDITIONAL POSTS
			CATEGORY 0010 SUBTOTALS:				790.44	171.25	27	31	13	4	-	-		
			CATEGORY 0040 SUBTOTALS:				182.00	-	-	-	-	-	13	51		
			TOTALS:				972.44	171.25	27.00	31.00	13.00	4.00	13	51		

PAVEMENT MARKING ITEMS

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) LF	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) LF	646.5020 MARKING ARROW EPOXY (WHITE) EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH (WHITE) LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH (YELLOW) LF	646.6468 COLD WEATHER MARKING EPOXY 8-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	646.8120 MARKING CURB EPOXY (YELLOW) LF
0010	STAGE 1	18+30	-	20+32	USH 61	-	324	-	-	-	-	-	-	125	-
0010	STAGE 1	20+32	-	23+85	USH 61	-	-	147	4	-	-	-	-	224	-
0010	STAGE 1	23+85	-	27+51	USH 61	-	608	-	-	20	-	-	-	200	-
0010	STAGE 1	27+51	-	30+39.34	USH 61	-	504	-	-	-	-	-	-	108	-
0010	STAGE 2	30+39.34	-	31+98.98	USH 61	90	158	-	-	-	-	-	-	230	-
0010	STAGE 3	31+98.98	-	34+77	USH 61	492	484	-	-	-	568	484	-	76	-
0010	STAGE 3	34+77	-	38+33	USH 61	582	582	-	-	-	743	582	-	161	-
0010	STAGE 3	38+33	-	42+25	USH 61	718	718	-	-	-	799	718	-	81	-
0010	STAGE 3	42+25	-	53+02	USH 61	2,140	2,140	-	-	-	2,221	2,140	-	81	-
0010	STAGE 3	53+02	-	58+45	USH 61	1,076	1,077	-	-	-	1,156	1,077	-	80	-
0010	STAGE 3	58+45	-	60+73.86	USH 61	184	448	-	-	-	79	448	-	79	-
0010	STAGE 1	5+10'C'	-	6+83'C'	CHERRY STREET	-	264	-	-	18	-	-	-	131	-
0010	STAGE 1	6+83'C'	-	10+00'C'	CHERRY STREET	-	-	136	4	46	-	-	-	221	-
0010	STAGE 1	10+00'C'	-	10+50'C'	CHERRY STREET	-	-	-	-	18	-	-	-	70	-
0010	STAGE 1	5+35'M'	-	6+82'M'	MAPLE STREET	-	-	-	-	18	-	-	-	73	-
0010	STAGE 1	6+82'M'	-	10+00'M'	MAPLE STREET	-	-	138	4	-	-	-	-	179	-
0010	STAGE 1	10+00'M'	-	10+50'M'	MAPLE STREET	-	-	-	-	18	-	-	-	72	-
0010	STAGE 1	19+75'J'	-	20+17'J'	JEFFERSON STREET	-	-	-	-	17	-	-	-	71	-
0010	STAGE 1	20+17'J'	-	23+72'J'	JEFFERSON STREET	-	-	144	4	-	-	-	-	187	-
0010	STAGE 1	23+72'J'	-	24+35'J'	JEFFERSON STREET	-	-	-	-	18	-	-	-	72	-
0010	STAGE 1	9+20'H'	-	11+00'H'	HICKORY STREET	-	-	-	-	34	-	-	-	136	-
0010	STAGE 2	7+80'E'	-	11+95'E'	ELM STREET	-	-	-	-	60	-	-	-	181	-
0010	STAGE 3	9+50'P'	-	10+50'P'	PINE STREET	-	-	-	-	28	123	-	28	123	-
0010	STAGE 3	9+50'L'	-	10+50'L'	LINDEN STREET	-	-	-	-	28	129	-	28	129	-
0010	STAGE 3	10+00'B'	-	10+75'B'	BIRCH STREET	-	-	-	-	15	73	-	15	73	-
0010	STAGE 3	9+45'A'	-	10+00'A'	ASH STREET	-	-	-	-	14	70	-	14	70	-
					CATEGORY 0010 SUBTOTALS:	5,282	7,307	565	16	352	5,961	5,449	85	3,233	-
0040	STAGE 1	18+30	-	20+32	USH 61	224	-	-	-	-	-	-	-	-	93
0040	STAGE 1	20+32	-	23+85	USH 61	422	-	-	-	-	-	-	-	-	156
0040	STAGE 1	23+85	-	27+51	USH 61	380	-	-	-	-	-	-	-	-	136
0040	STAGE 1	27+51	-	30+39.34	USH 61	336	-	-	-	-	-	-	-	-	128
0040	STAGE 2	30+39.34	-	31+98.98	USH 61	43	-	-	-	-	-	-	-	-	12
0040	STAGE 3	31+98.98	-	34+77	USH 61	259	-	-	-	-	259	-	-	-	90
0040	STAGE 3	34+77	-	38+33	USH 61	311	-	-	-	-	311	-	-	-	-
0040	STAGE 3	38+33	-	42+25	USH 61	377	-	-	-	-	377	-	-	-	-
0040	STAGE 3	42+25	-	53+02	USH 61	1,146	-	-	-	-	1,146	-	-	-	-
0040	STAGE 1	5+10'C'	-	6+83'C'	CHERRY STREET	-	-	-	-	-	-	-	-	-	28
0040	STAGE 1	6+83'C'	-	10+00'C'	CHERRY STREET	250	-	-	-	-	-	-	-	-	100
0040	STAGE 1	5+35'M'	-	6+82'M'	MAPLE STREET	-	-	-	-	-	-	-	-	-	42
0040	STAGE 1	6+82'M'	-	10+00'M'	MAPLE STREET	422	-	-	-	-	-	-	-	-	97
0040	STAGE 1	20+17'J'	-	23+72'J'	JEFFERSON STREET	358	-	-	-	-	-	-	-	-	87
0040	STAGE 2	7+80'E'	-	11+95'E'	ELM STREET	-	-	-	-	-	-	-	-	-	34
					CATEGORY 0040 SUBTOTALS:	4,528	-	-	-	-	2,093	-	-	-	1,003
					SUBTOTALS:	9,810	7,307								
					TOTALS:	17,117		565	16	352	8,054	5,449	85	3,233	1,003

TRAFFIC CONTROL SUMMARY

CATEGORY	STAGE	DURATION CALENDAR DAYS*	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS** TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	643.5000 TRAFFIC CONTROL EACH
0010	1	90	3,180	2,979	2,346	7,671	-	6,797	-	-	946	-
0010	2	31	-	674	372	1,418	-	1,130	-	-	-	-
0010	3	115	-	1,052	2,876	6,804	-	2,679	-	-	-	-
0010	DETOUR	-	-	-	-	-	-	57,922	3	21	-	-
0010	UNDISTRIBUTED		420	-	-	-	300	-	-	-	-	-
0010	PROJECT 1650-07-71		-	-	-	-	-	-	-	-	-	1
	TOTALS:	236	3,600	4,705	5,594	15,893	300	68,528	3	21	946	1

* FOR INFORMATION ONLY

** COVERING SIGNS IS FOR ONE CYCLE.

TEMPORARY PEDESTRIAN ACCESS

CATEGORY	STAGE	644.1420.S TEMPORARY PEDESTRIAN SURFACE PLYWOOD SF	644.1601.S TEMPORARY CURB RAMP EACH	644.1616.S TEMPORARY PEDESTRIAN SAFETY FENCE LF
0010	1A	2124	58	5701
0010	1B	1313	31	2199
0010	2	26	4	112
0010	3A	1047	6	330
0010	3B	-	-	-
0010	UNDISTRIBUTED	240	6	434
	TOTALS:	4750	105	8776

643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	STAGE	SF	COMMENT
0010	1A	13.5	ACCESS TO COURTHOUSE PARKING LOT
	TOTALS:	13.5	

TEMPORARY PAVEMENT MARKING

CATEGORY	STAGE	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH	REMARKS
0010	1A	297	USED FOR TEMPORARY CROSSWALKS
0010	1B	380	USED FOR TEMPORARY CROSSWALKS
0010	2	158	USED FOR TEMPORARY CROSSWALKS
0010	3A	172	USED FOR TEMPORARY CROSSWALKS
0010	3B	-	NO EXISTING CROSSWALKS IN STAGE
0010	UNDISTRIBUTED	50	
	TOTALS:	1057	

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.7000 CONCRETE PAVEMENT LF	650.9920 SLOPE STAKES LF	650.9910 SUPPLEMENTAL CONTROL LS
0010	18+30.00	-	24+50.00	USH 61 (CHERRY STREET TO MAPLE STREET)	620	-	620	620	-
0010	24+50.00	-	30+00.00	USH 61 (MAPLE STREET TO ELM STREET)	550	-	550	550	-
0010	30+00.00	-	35+50.00	USH 61 (ELM STREET TO PINE STREET)	550	-	550	550	-
0010	35+50.00	-	42+50.00	USH 61 (PINE STREET TO BIRCH STREET)	700	-	700	700	-
0010	42+50.00	-	52+00.00	USH 61 (BIRCH STREET TO ASH STREET)	950	-	950	950	-
0010	52+00.00	-	59+00.00	USH 61 (ASH STREET TO CITY LIMITS STREET)	700	-	700	700	-
0010	59+00.00	-	60+73.86	USH 61 (CITY LIMITS STREET TO END PROJECT)	174	-	174	174	-
0010	5+10.00 C	-	10+50.00 C	CHERRY STREET (JEFFERSON STREET TO USH 61)	540	-	540	540	-
0010	5+85.00 M	-	10+50.00 M	MAPLE STREET (JEFFERSON STREET TO USH 61)	465	-	465	465	-
0010	19+75.00 J	-	24+35.00 J	JEFFERSON STREET (CHERRY STREET TO MAPLE STREET)	460	-	460	460	-
0010	9+20.00 H	-	11+00.00 H	HICKORY STREET	-	180	-	180	-
0010	7+80.00 E	-	11+95.00 E	ELM STREET	-	415	-	415	-
0010	9+50.00 P	-	10+65.00 P	PINE STREET	-	115	-	115	-
0010	9+50.00 L	-	10+50.00 L	LINDEN STREET	-	100	-	100	-
0010	10+00.00 B	-	10+75.00 B	BIRCH STREET	-	75	-	75	-
0010	9+45.00 A	-	10+00.00 A	ASH STREET	-	55	-	55	-
0010	10+00.00 CL	-	12+35.00 CL	CITY LIMITS STREET	-	235	-	235	-
0010	10+00.00 K	-	12+00.00 K	OLD CTH K	-	200	-	200	-
				TOTALS:	5,709	1,375	5,709	7,084	1

SAWING PAVEMENT

CATEGORY	STAGE	STATION	ROADWAY	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	STAGE 1	18+30.00	USH 61	-	48
0010	STAGE 3	60+73.86	USH 61	29	-
0010	STAGE 1	5+10.00 C	W. CHERRY STREET	-	41
0010	STAGE 1	10+50.00 C	E. CHERRY STREET	42	-
0010	STAGE 1	5+35.00 M	W. MAPLE STREET	38	-
0010	STAGE 1	10+50.00 M	E. MAPLE STREET	40	-
0010	STAGE 1	19+75.00 J	S. JEFFERSON STREET	34	-
0010	STAGE 1	24+35.00 J	N. JEFFERSON STREET	36	-
0010	STAGE 1	9+20.00 H	W. HICKORY STREET	35	-
0010	STAGE 1	11+00.00 H	E. HICKORY STREET	35	-
0010	STAGE 2	7+80.00 E	W. ELM STREET	36	-
0010	STAGE 2	11+95.00 E	E. ELM STREET	32	-
0010	STAGE 3	9+50.00 P	W. PINE STREET	30	-
0010	STAGE 3	10+65.00 P	E. PINE STREET	25	-
0010	STAGE 3	9+50.00 L	W. LINDEN STREET	27	-
0010	STAGE 3	10+50.00 L	E. LINDEN STREET	31	-
0010	STAGE 3	10+75.00 B	BIRCH STREET	32	-
0010	STAGE 3	9+45.00 A	ASH STREET	29	-
0010	STAGE 3	12+00.00 K	OLD CTH K	24	-
0010	STAGE 3	12+35.00 CL	CITY LIMITS STREET	32	-
0010	STAGE 1	-	DRIVEWAY/SIDEWALK/PARKING LOTS	731	600
0010	STAGE 2	-	DRIVEWAY/SIDEWALK/PARKING LOTS	156	84
0010	STAGE 3	-	DRIVEWAY/SIDEWALK/PARKING LOTS	495	356
			TOTAL:	1,969	1,129

999.1500.S
CRACK AND DAMAGE SURVEY

CATEGORY	LOCATION	LS
0010	PROJECT 1650-07-71	1
	TOTAL:	1

SPV.0105.03
RECTANGULAR RAPID FLASHING BEACON

CATEGORY	LOCATION	LS
0040	USH 61/ELM STREET INTERSECTION	1
	TOTAL:	1

SPV.0090.01
SIDEWALK TRENCH DRAIN

CATEGORY	STAGE	STATION	ROADWAY	LF
0010	STAGE 1	25+34	USH 61, LT.	9
0010	STAGE 1	8+88.00 C	CHERRY STREET, RT.	11
0010	STAGE 1	5+99 M	MAPLE STREET, LT.	15
0010	STAGE 1	6+18 M	MAPLE STREET, RT.	8
0010	STAGE 1	22+67 J	JEFFERSON STREET, LT.	9
0010	STAGE 1	24+24 J	JEFFERSON STREET, LT.	10
			TOTAL:	62

EXISTING LAND PARCEL MONUMENTS

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.01 RESEARCH AND LOCATE EACH	SPV.0060.02 VERIFY AND REPLACE EACH	COMMENTS
0010	18+30.00	-	60+73.86	USH 61 (CHERRY STREET TO MAPLE STREET)	34	34	38 IRON PIPES/REVBAR AND 2 CHISELED X
0010	19+75.00 J	-	24+35.00 J	JEFFERSON STREET (CHERRY STREET TO MAPLE STREET)	2	2	1 IRON PIPES/REVBAR AND 1 CHISELED X
0010	7+80.00 E	-	11+95.00 E	ELM STREET	1	1	1 IRON PIPE/REBAR
0010	10+00.00 CL	-	12+35.00 CL	CITY LIMITS STREET	2	2	2 IRON PIPE/REBAR
0010		-		THROUGH OUT PROJECT NEW R/W IRONS	-	30	SEE TPP FOR LOCATIONS
0010					-	-	-
				TOTALS:	39	69	

WALL MODULAR BLOCK GRAVITY LANDSCAPE

CATEGORY	STAGE	STATION	TO	STATION	ROADWAY	SPV.0165.01 SF	SPV.0165.02 SF	650.6500 CONSTRUCTION STAKING STRUCTURE LAYOUT LS
0010	STAGE 3	9+56.50 L	-	9+71.50 L	LINDEN STRETT, LT.	25	-	
0010	STAGE 3	38+57.50	-	41+30	USH 61, LT.	830	-	1
0010	STAGE 3	44+40	-	45+15	USH 61, LT.	-	205	1
					TOTAL:	855	205	2

EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL

CATEGORY	STATION	TO	STATION	ROADWAY	SPV.0195.02 BIOREMEDIATION TON	SPV.0195.01 DIRECT LANDFILLL TON	REMARKS
0010	20+15 J	-	20+50 J	CHERRY STREET/JEFFERSON STREET	300	-	SITE 8
0010	26+50	-	27+00	USH 61	-	1,020	SITE 12 & 30
0010	54+50	-	57+00				
				TOTAL:	300	1,020	

LIGHTING UNIT REMOVAL QUANTITIES (1 OF 2)

CATEGORY	NO	204.0195 REMOVING CONCRETE BASES EACH	SPV.0060.21 REMOVING LIGHTING UNITS EACH
020	E14	1	1
	E16	1	1
	E17	1	1
	E18	1	1
	E39	1	1
	E81	1	1
	E38	1	1
	E82	1	1
	E37	1	1
	E48	1	1
	E12	1	1
	E19	1	1
	E49	1	1
	E80	1	1
	E40	1	1
	E50	1	1
	E51	1	1
	E41	1	1
	E25	1	1
	E27	1	1
	E52	1	1
	E42	1	1
	E43	1	1
	E44	1	1
	E34	1	1
	E28	1	1
	E29	1	1
	E6	1	1
	E10	1	1
	E45	1	1
	E35	1	1
	E46	1	1
	E47	1	1
	E36	1	1
	E11	1	1
	E5	1	1
	E30	1	1
	E4	1	1
	E31	1	1
	E3	1	1
	E32	1	1
	E2	1	1
	E33	1	1
	E1	1	1
	CATEGORY 020 TOTALS	44	44

LIGHTING UNIT REMOVAL QUANTITIES (2 OF 2)

CATEGORY	NO	204.0195 REMOVING CONCRETE BASES EACH	SPV.0060.21 REMOVING LIGHTING UNITS EACH
030	E15	1	1
	E53	1	1
	E54	1	1
	E55	1	1
	CATEGORY 030 TOTALS	4	4
040	E13	1	1
	E9	1	1
	E7	1	1
	E8	1	1
	E24	1	1
	E22	1	1
	E23	1	1
	E26	1	1
	CATEGORY 040 TOTALS	8	8
	TOTALS	56	56

LIGHTING PULL BOX REMOVAL QUANTITIES

CATEGORY	NO.	653.0905 REMOVING PULL BOXES EACH
020	ELPB1	1
	ELPB2	1
	ELPB3	1
	ELPB4	1
	ELPB6	1
	ELPB7	1
	ELPB8	1
	ELPB10	1
	ELPB11	1
	ELPB12	1
	ELPB13	1
	CATEGORY 020 TOTAL	11
040	ELPB5	1
	ELPB9	1
	CATEGORY 040 TOTAL	2
	TOTAL	13

LIGHTING SERVICE REMOVAL QUANTITIES

CATEGORY	NO.	SPV.0060.22 REMOVING EXISTING LIGHTING SERVICES EACH	SPV.0060.23 REMOVING EXISTING LIGHTING CONTROL CABINETS EACH
020	ELS1	1	
	ELC		1
	ELS5	1	
	ELS6	1	
	ELS10	1	
	CATEGORY 020 TOTALS	4	1
030	ELS4	1	
	ELS9	1	
	CATEGORY 030 TOTALS	2	0
040	ELS2	1	
	ELS3	1	
	ELS7	1	
	CATEGORY 040 TOTALS	3	0
	TOTALS	9	1

LIGHTING PULL BOX QUANTITIES

CATEGORY	NO.	SPV.0060.32 LIGHTING PULL BOXES EACH
020	LPB-L1D	1
	LPB-L1E	1
	LPB-L1G	1
	LPB-L1C	1
	LPB-L1B	1
	LPB-L1H	1
	LPB-L1J	1
	LPB-L1K	1
	CATEGORY 020 TOTAL	8
030	LPB-2	1
	LPB-L2A	1
	LPB-1	1
	LPB-L2B	1
	LPB-L2C	1
	LPB-L2D	1
	LPB-L2E	1
	LPB-L2F	1
	LPB-L2G	1
	LPB-L2H	1
	LPB-L2J	1
	CATEGORY 030 TOTAL	11
040	LPB-L1F	1
	LPB-L1A	1
	CATEGORY 040 TOTAL	2
	TOTAL	21

LIGHTING CONTROL QUANTITIES

CATEGORY	LOCATION	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS LS	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL CABINET L1 LS	656.0200.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL CABINET L2 LS	SPV.0105.21 LIGHTING CONTROL CABINET L1 LS	SPV.0105.22 LIGHTING CONTROL CABINET L2 LS
020	L1	1	1		1	
	CATEGORY 020 TOTALS	1	1	0	1	0
030	L2			1		1
	CATEGORY 030 TOTALS	0	0	1	0	1
	TOTALS	1	1	1	1	1

LIGHTING UNIT QUANTITIES (1 OF 2)

CATEGORY	NO.	SPV.0060.24 DECORATIVE ARM MOUNTED LIGHTING UNITS 57W EACH	SPV.0060.25 DECORATIVE ARM MOUNTED LIGHTING UNITS 83W EACH	SPV.0060.26 DECORATIVE POST TOP LIGHTING UNITS EACH	SPV.0060.27 DECORATIVE POST TOP LIGHTING UNITS WITHOUT APPURTENANCES EACH	SPV.0060.28 BLACK STANDARD LIGHTING UNITS EACH	SPV.0060.29 DECORATIVE ARM MOUNTED LIGHTING UNIT CONCRETE BASES EACH	SPV.0060.30 DECORATIVE POST TOP LIGHTING UNIT CONCRETE BASES EACH	SPV.0060.31 STANDARD LIGHTING UNIT CONCRETE BASES EACH
020	L1-1/2-4	1					1		
	L1-1/2-5	1					1		
	L1-3/4-21			1				1	
	L1-3/4-20			1				1	
	L1-3/4-19	1					1		
	L1-3/4-18	1					1		
	L1-3/4-17	1					1		
	L1-3/4-16	1					1		
	L1-3/4-15		1				1		
	L1-3/4-14		1				1		
	L1-3/4-13	1					1		
	L1-3/4-12	1					1		
	L1-3/4-11		1				1		
	L1-5/6-22	1					1		
	L1-5/6-23			1				1	
	L1-5/6-24			1				1	
	L1-5/6-25			1				1	
	L1-5/6-26		1				1		
	L1-5/6-27		1				1		
	L1-5/6-28		1				1		
	L1-5/6-29			1				1	
	L1-5/6-30			1				1	
	L1-7/8-31			1				1	
	L1-7/8-32			1				1	
	L1-7/8-33			1				1	
	L1-7/NA-33A				1			1	
	L1-7/8-34		1				1		
	L1-7/8-35			1				1	
	L1-7/NA-35A				1			1	
	L1-7/8-36			1				1	
	L1-7/NA-36A				1			1	
	L1-7/8-34		1				1		
	L1-9/10-38	1					1		
	L1-9/10-39			1				1	
	L1-9/NA-39A				1			1	
	L1-9/10-40			1				1	
	L1-9/10-41	1					1		
	L1-11/12-44	1					1		
	L1-11/12-45			1				1	
	L1-11/12-46			1				1	
	L1-11/12-47			1				1	
	L1-11/12-48		1				1		
	L1-11/12-49	1					1		
	L1-13/14-52			1				1	
	L1-13/14-53			1				1	
	L1-13/14-54			1				1	
	L1-13/14-55		1				1		
	L1-13/14-56		1				1		
CATEGORY 020 TOTALS		13	11	20	4	0	24	24	0

LIGHTING UNIT QUANTITIES (2 OF 2)

CATEGORY	NO.	SPV.0060.24 DECORATIVE ARM MOUNTED LIGHTING UNITS 57W EACH	SPV.0060.25 DECORATIVE ARM MOUNTED LIGHTING UNITS 83W EACH	SPV.0060.26 DECORATIVE POST TOP LIGHTING UNITS EACH	SPV.0060.27 DECORATIVE POST TOP LIGHTING UNITS WITHOUT APPURTENANCES EACH	SPV.0060.28 BLACK STANDARD LIGHTING UNITS EACH	SPV.0060.29 DECORATIVE ARM MOUNTED LIGHTING UNIT CONCRETE BASES EACH	SPV.0060.30 DECORATIVE POST TOP LIGHTING UNIT CONCRETE BASES EACH	SPV.0060.31 STANDARD LIGHTING UNIT CONCRETE BASES EACH
030	L1-11/12-50	1					1		
	L1-11/12-51		1				1		
	L1-3/4-8		1				1		
	L1-3/4-9		1				1		
	L1-3/4-10		1				1		
	L2-3-1					1			1
	L2-1-2					1			1
	L2-3-3					1			1
	L2-1-4					1			1
	L2-3-5					1			1
	L2-1-6					1			1
	L2-3-7					1			1
	L2-1-8					1			1
	L2-3-9					1			1
	L2-1-10					1			1
	L2-2-11					1			1
	L2-4-12					1			1
	L2-2-13					1			1
	L2-4-14					1			1
	L2-2-15					1			1
	L2-4-16					1			1
	L2-2-17					1			1
	L2-4-18					1			1
	L2-2-19					1			1
	L2-4-20					1			1
	L2-4-21					1			1
	L2-2-22					1			1
	CATEGORY 030 TOTALS	1	4	0	0	22	5	0	22
040	L1-1/2-1	1					1		
	L1-1/2-2	1					1		
	L1-1/2-3	1					1		
	L1-1/2-6	1					1		
	L1-1/2-7	1					1		
	L1-9/10-42	1					1		
	L1-9/10-43	1					1		
	L1-13/14-57	1					1		
	L1-13/14-58	1					1		
	CATEGORY 040 TOTALS	9	0	0	0	0	9	0	0
	TOTALS	23	15	20	4	22	38	24	22

LIGHTING BRANCH CIRCUIT WIRE AND CONDUIT QUANTITIES (1 OF 3)

CATEGORY	FROM	TO	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF	SPV.0090.21 HDPE DUCT 2-INCH SCHEDULE 40 IN TRENCH LF	SPV.0090.22 HDPE DUCT 2-INCH SCHEDULE 40 DIRECTIONAL BORED LF
020	CAB. L1	LPB-L1C	430		80
	LPB-L1C	L1-1/2-5	275		50
	L1-1/2-5	LPB-L1B	115	18	
	LPB-L1B	L1-1/2-4	265		48
	CAB. L1	L1-3/4-21	475		90
	L1-3/4-21	L1-3/4-20	450	86	
	L1-3/4-20	L1-3/4-19	585	113	
	L1-3/4-19	LPB-L1G	130	21	
	LPB-L1G	L1-3/4-18	315		58
	LPB-L1G	L1-3/4-17	535	102	
	L1-3/4-17	LPB-L1H	490	93	
	LPB-L1H	L1-3/4-16	300		55
	LPB-L1H	L1-3/4-15	545	104	
	L1-3/4-12	LPB-L1J	390		73
	LPB-L1J	L1-3/4-14	305		56
	LPB-L1J	L1-3/4-13	455	86	
	L1-3/4-13	LPB-L1K	480	93	
	LPB-L1K	L1-3/4-12	305		56
	LPB-L1K	L1-3/4-11	455	86	
	CAB. L1	L1-5/6-22	355		66
	L1-5/6-22	L1-5/6-23	500	96	
	L1-5/6-23	L1-5/6-24	330	62	
	L1-5/6-24	L1-5/6-25	460	88	
	L1-5/6-25	L1-5/6-26	540	104	
	L1-5/6-26	L1-5/6-27	420		80
	L1-5/6-27	L1-5/6-28	325		61
	L1-5/6-28	L1-5/6-29	545	105	
	L1-5/6-29	L1-5/6-30	485	93	
	CAB. L1	L1-7/8-31	350	65	
	L1-7/8-28	L1-7/8-32	350	66	
	L1-7/8-32	L1-7/8-33	350	66	
	L1-7/8-33	L1-7/NA-33A	270	86	
	L1-7/8-33	L1-7/8-34	550	106	
	L1-7/8-34	L1-7/8-35	450	86	
	L1-7/8-35	L1-7/NA-35A	81	23	
	L1-7/8-35	L1-7/8-36	500	96	
	L1-7/8-36	L1-7/NA-36A	141	43	
	L1-7/8-36	L1-7/8-37	480	92	
	CAB. L1	L1-9/10-38	105	17	
	L1-9/10-38	L1-9/10-39	570	110	
	CATEGORY 020 SUB TOTALS		15457	2206	773

LIGHTING BRANCH CIRCUIT WIRE AND CONDUIT QUANTITIES (2 OF 3)

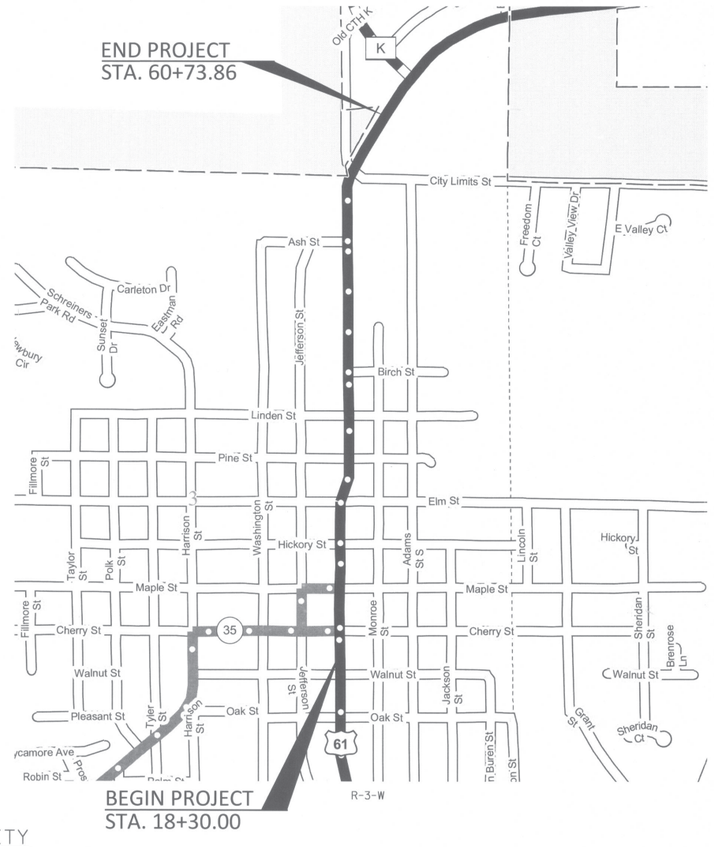
CATEGORY	FROM	TO	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF	SPV.0090.21 HDPE DUCT 2-INCH SCHEDULE 40 IN TRENCH LF	SPV.0090.22 HDPE DUCT 2-INCH SCHEDULE 40 DIRECTIONAL BORED LF
020	L1-9/10-39	L1-9/NA-39A	132		40
	L1-9/10-39	L1-9/10-40	450	86	
	L1-9/10-40	L1-9/10-41	721	40	132
	CAB. L1	LPB-L1E	2420	474	
	LPB-L1E	L1-11/12-44	377	40	
	L1-11/12-44	L1-11/12-45	395	75	
	L1-11/12-45	L1-11/12-46	450	86	
	L1-11/12-46	L1-11/12-47	450	86	
	L1-11/12-47	L1-11/12-48	760		148
	L1-11/12-48	LPB-L1D	545	104	
	LPB-L1D	L1-11/12-49	305		56
	LPB-L1E	L1-13/14-52	490		82
	L1-13/14-52	L1-13/14-53	450	86	
	L1-13/14-53	L1-13/14-54	450	86	
	L1-13/14-54	L1-13/14-55	475	91	
	L1-13/14-55	L1-13/14-56	335		63
	CATEGORY 020 SUB TOTALS		9205	1254	521
	CATEGORY 020 TOTALS		24662	3460	1294
030	LPB-L1D	L1-11/12-50	355		66
	L1-11/12-50	L1-11/12-51	570		110
	LPB-2	LPB-1	1480		290
	L1-3/4-8	L1-3/4-10	440		86
	L1-3/4-10	L1-3/4-9	690		136
	L1-3/4-10	L1-3/4-11	330	64	
	LPB-L2A	L2-3-1	165		50
	LPB-L2A	L2-1-2	483	154	
	L2-1-2	LPB-L2B	380		90
	LPB-L2B	L2-3-3	162		51
	LPB-L2B	L2-1-4	576	139	
	L2-1-4	LPB-L2C	576	139	
	LPB-L2C	L2-3-5	165		50
	LPB-L2C	L2-1-6	348		82
	L2-1-6	LPB-L2D	600	147	
	LPB-L2D	L2-3-7	165		50
	L2-3-7	L2-1-8	748	182	
	L2-1-8	LPB-L2E	604	146	
	LPB-L2E	L2-3-9	165		50
	LPB-L2E	L2-1-10	688	167	
	CATEGORY 030 SUB TOTALS		9690	1138	1111

LIGHTING BRANCH CIRCUIT WIRE AND CONDUIT QUANTITIES (3 OF 3)

CATEGORY	FROM	TO	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF	SPV.0090.21 HDPE DUCT 2-INCH SCHEDULE 40 IN TRENCH LF	SPV.0090.22 HDPE DUCT 2-INCH SCHEDULE 40 DIRECTIONAL BORED LF
030	L2-1-10	CAB. L2	132	25	
	CAB. L2	LPB-L2F	412	99	
	LPB-L2F	L2-2-11	189		58
	LPB-L2F	L2-4-12	804	198	
	L2-4-12	LPB-L2G	584	143	
	LPB-L2G	L2-2-13	165		50
	LPB-L2G	L2-4-14	640	155	
	L2-4-14	LPB-L2H	480	113	
	LPB-L2H	L2-2-15	288		65
	L2-2-15	L2-4-16	588	143	
	L2-4-16	L2-2-17	592	144	
	L2-2-17	L2-4-18	664	162	
	L2-4-18	L2-2-19	528	128	
	L2-2-19	LPB-L2J	192	43	
	LPB-L2J	L2-4-20	324		103
	LPB-L2J	L2-4-21	332		78
	L2-4-24	L2-2-22	378		122
	CATEGORY 030 SUB TOTALS		7292	1353	476
	CATEGORY 030 TOTALS		16982	2491	1587
040	LPB-L1B	L1-1/2-3	475		91
	L1-1/2-3	LPB-L1A	575		110
	LPB-L1A	L1-1/2-2	260		47
	LPB-L1A	L1-1/2-1	575		110
	LPB-L1C	L1-1/2-6	755		146
	L1-1/2-6	L1-1/2-7	695		135
	L1-9/10-38	LPB-L1F	820		159
	LPB-L1F	L1-9/10-42	290		53
	LPB-L1F	L1-9/10-43	570		109
	L1-13/14-55	L1-13/14-57	690		134
	L1-13/14-57	L1-13/14-58	825		161
	CATEGORY 040 TOTALS		6530	0	1255
	TOTALS		48174	5951	4136



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
1650-07-21
MADISON STREET, CITY OF LANCASTER
CHERRY STREET TO CITY LIMITS STREET
USH 61
GRANT COUNTY



LAYOUT
SCALE 0 0.15 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)
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

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)
VALVE (GAS, WATER, ETC.)
SIGN
OFF-PREMISE SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	⌀	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	⌀	⌀

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 COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RIGHT	RT
CENTERLINE	C/L	RIGHT OF WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC
CONCRETE	CONC	SEPTIC VENT	SEPV
COUNTY	CO	SQUARE FEET	SF
COUNTY TRUNK HIGHWAY	CTH	STATE TRUNK HIGHWAY	STH
DISTANCE	DIST	STATION	STA
CORNER	COR	SUBDIVISION	SUBD
DOCUMENT NUMBER	DOC	TANGENT	TAN
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	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		
POINT OF CURVATURE	PC		

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 1650-07-21

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), GRANT COUNTY, NAD83(2011) 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 3/4" 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.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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 CITY OF LANCASTER.

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 N. MADISON ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR S. JEFFERSON ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR W. CHERRY ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR E. CHERRY ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR W. MAPLE ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR E. MAPLE ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR W. HICKORY ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR E. HICKORY ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR W. ELM ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR E. ELM ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR W. PINE ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR E. PINE ST. ESTABLISHED FROM BURT'S ADDITION TO THE CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR W. LINDEN ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR E. LINDEN ST. ESTABLISHED FROM BURT'S ADDITION TO THE CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR E. BIRCH ST. ESTABLISHED FROM BURT'S ADDITION TO THE CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR ASH ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CITY LIMITS RD. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH K ESTABLISHED FROM

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-21 - 4.01
SHEET 2 OF 2

TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.01 AMENDMENT NO. 1

AMENDS PARCELS 3, 8 AND 18 OF TPP 1650-07-21 RECORDED AS DOCUMENT NUMBER 785177.

PART OF LOTS 1, 2 AND 3 OF BLOCK 27, PART OF LOTS 8 AND 10, BLOCK 26, PART OF LOTS 6 7, 8, 9, AND 10, BLOCK 11, LOTS 3, 4 AND 5, BLOCK 12 AND PART OF THE COURTHOUSE BLOCK OF THE ORIGINAL PLAT OF THE CITY OF LANCASTER, ALSO PART OF LOT 1, CERTIFIED SURVEY MAP NO. 1400, DOC 704406, LOCATED IN THE NW 1/4 OF THE SE 1/4 OF SECTION 3, T4N, R3W, CITY OF LANCASTER, GRANT COUNTY, WISCONSIN. ALSO PART OF LOTS 1, 2 AND 3 OF BLOCK 27, PART OF LOTS 3, 4 AND 5, BLOCK 12 AND PART OF LOT 1, CERTIFIED SURVEY MAP NO. 302, DOC 539284, LOCATED IN THE NE 1/4 OF THE SE 1/4 OF SECTION 3, T4N, R3W, CITY OF LANCASTER, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61, CITY OF LANCASTER, MADISON STREET (CHERRY STREET TO CITY LIMITS STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LANCASTER 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 LANCASTER 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 OF LANCASTER FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LANCASTER, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

GN

0 50 100
SCALE, FEET

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 11:15 AM ON Sept. 8 2017 DOCUMENT 789059 AND FILED IN C-704

Marilyn Pierce
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-21-4.01
SHEET 1 OF 2
AMENDMENT NO: 1

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 OF LANCASTER.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
1	CITY OF LANCASTER	FEE, TLE	0.005	---	0.005	0.043
2	THE SOCIETY OF FIRST CONGREGATIONAL CHURCH OF LANCASTER	FEE, TLE	0.005	---	0.005	0.023
3	GRANT COUNTY	FEE, TLE	0.049	---	0.049	0.534
4	BNK PROPERTIES, LLC	FEE, TLE	0.011	---	0.011	0.014
5	K. R. TIMMERMAN & CO., LLC	TLE	---	---	---	0.002
6	WENG'S RENTAL PROPERTY LLC	TLE	---	---	---	0.001
7	WILLIAM VANDEEST	TLE	---	---	---	0.002
8	RANDY R. SHECKLER AND PAULA L. SHECKLER	TLE	---	---	---	0.005
9	FOUR FRIENDS ENTERPRISES, LLC	TLE	---	---	---	0.005
10	STEVEN WALKER	TLE	---	---	---	0.010
11	DONALD E. BENNETT	TLE	---	---	---	0.003
12	COPPER DOME SPORTS BAR, LLC	TLE	---	---	---	0.001
13	L MACK, LLC	TLE	---	---	---	0.002
14	LESLIE A. MACK	TLE	---	---	---	0.007
17	THE WRIGHT THING TO DO, LLC	TLE	---	---	---	0.008
18	CONVENIENCE STORE INVESTMENT	FEE, TLE	0.003	---	0.003	0.023

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

FOUND IRON PINS ARE 3/4-INCH REBAR, UNLESS OTHERWISE NOTED.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), GRANT COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD". DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT-OF-WAY LINES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR N. MADISON ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR S. JEFFERSON ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR W. CHERRY ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

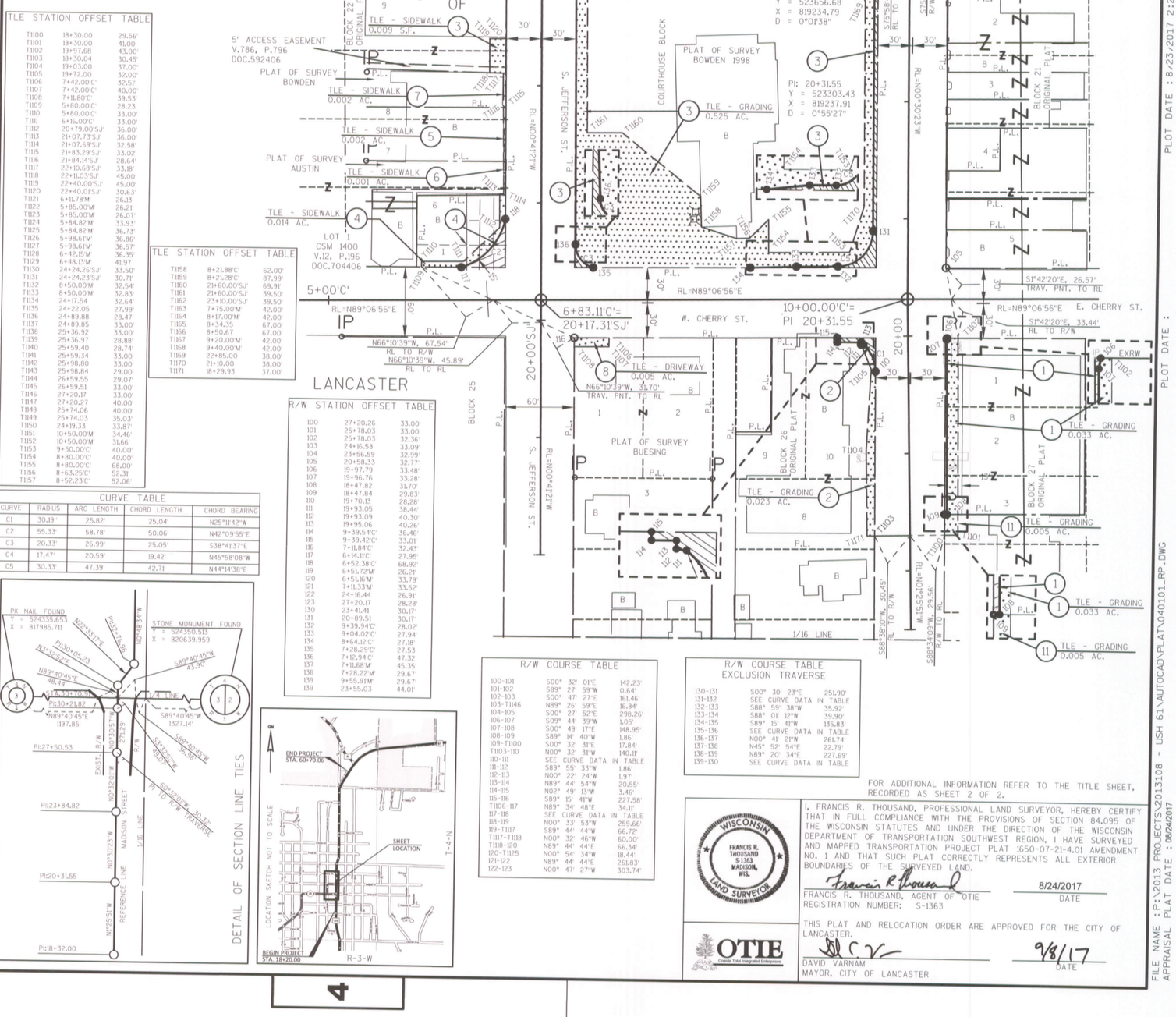
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. CHERRY ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR W. MAPLE ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR E. MAPLE ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR W. HICKORY ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

EXISTING HIGHWAY RIGHT-OF-WAY FOR E. HICKORY ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.



TLE STATION OFFSET TABLE

T1100	18+30.00	29.56'
T1101	18+30.00	41.00'
T1102	19+97.68	43.00'
T1103	18+30.04	30.45'
T1104	19+03.00	37.00'
T1105	19+72.00	32.00'
T1106	7+42.00'C'	32.51'
T1107	7+42.00'C'	40.00'
T1108	7+11.80'C'	39.53'
T1109	5+80.00'C'	28.23'
T1110	5+80.00'C'	33.00'
T1111	6+16.00'C'	33.00'
T1112	20+79.00'S/J'	36.00'
T1113	21+07.73'S/J'	36.00'
T1114	21+07.69'S/J'	32.58'
T1115	21+83.29'S/J'	33.00'
T1116	21+84.14'S/J'	28.64'
T1117	22+10.68'S/J'	33.18'
T1118	22+10.03'S/J'	45.00'
T1119	22+40.00'S/J'	45.00'
T1120	22+40.01'S/J'	30.63'
T1121	6+11.78'M'	26.13'
T1122	5+85.00'M'	26.21'
T1123	5+85.00'M'	26.01'
T1124	5+84.82'M'	33.93'
T1125	5+84.82'M'	36.73'
T1126	5+98.61'M'	36.86'
T1127	5+98.61'M'	36.57'
T1128	6+42.15'M'	36.35'
T1129	6+48.13'M'	41.97'
T1130	24+24.26'S/J'	30.50'
T1131	24+24.23'S/J'	30.71'
T1132	8+50.00'M'	32.54'
T1133	8+50.00'M'	32.83'
T1134	24+17.54	32.64'
T1135	24+22.05	27.99'
T1136	24+89.88	28.47'
T1137	24+89.85	33.00'
T1138	25+36.92	33.00'
T1139	25+36.97	28.88'
T1140	25+59.40	28.74'
T1141	25+59.34	33.00'
T1142	25+98.80	33.00'
T1143	25+98.84	29.00'
T1144	26+59.55	29.07'
T1145	26+59.51	33.00'
T1146	27+20.17	33.00'
T1147	27+20.27	40.00'
T1148	25+74.06	40.00'
T1149	25+74.03	35.03'
T1150	24+98.33	33.87'
T1151	10+50.00'M'	34.46'
T1152	10+50.00'M'	31.66'
T1153	9+50.00'C'	40.00'
T1154	8+80.00'C'	40.00'
T1155	8+80.00'C'	68.00'
T1156	8+65.25'C'	52.31'
T1157	8+52.23'C'	52.06'

TLE STATION OFFSET TABLE

T1158	8+21.88'C'	62.00'
T1159	8+21.28'C'	87.99'
T1160	21+60.00'S/J'	69.91'
T1161	21+60.00'S/J'	39.50'
T1162	23+10.00'S/J'	39.50'
T1163	7+75.00'M'	42.00'
T1164	8+17.00'M'	42.00'
T1165	8+34.35	67.00'
T1166	8+50.67	67.00'
T1167	9+20.00'M'	42.00'
T1168	9+40.00'M'	42.00'
T1169	22+85.00	38.00'
T1170	21+10.00	38.00'
T1171	18+29.93	37.00'

R/W STATION OFFSET TABLE

100	27+20.26	33.00'
101	25+78.03	33.00'
102	25+78.03	32.36'
103	24+86.58	33.09'
104	23+56.59	32.99'
105	20+58.33	32.77'
106	19+97.79	33.48'
107	19+96.76	33.28'
108	18+47.82	31.70'
109	18+47.84	29.83'
110	19+70.15	28.28'
111	19+93.05	38.44'
112	19+93.09	40.30'
113	19+95.06	40.26'
114	9+39.54'C'	36.46'
115	9+39.42'C'	33.01'
116	7+11.84'C'	32.43'
117	6+14.11'C'	27.95'
118	6+52.38'C'	68.92'
119	6+51.72'M'	26.21'
120	6+51.16'M'	33.79'
121	7+11.33'M'	33.52'
122	24+16.44	26.91'
123	27+20.17	28.28'
130	23+41.41	30.17'
131	20+89.51	30.17'
132	9+39.94'C'	28.02'
133	9+04.02'C'	27.94'
134	8+64.12'C'	27.18'
135	7+28.29'C'	27.53'
136	7+12.94'C'	47.32'
137	7+11.68'M'	45.35'
138	7+28.22'M'	29.67'
139	9+55.91'M'	29.67'
139	23+55.03	44.01'

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	30.19'	25.82'	25.04'	N25°11'42"W
C2	55.33'	58.78'	50.06'	N42°09'55"E
C3	20.33'	26.99'	25.05	S38°41'37"E
C4	17.47'	20.59'	19.42'	N45°58'08"W
C5	30.33'	47.39'	42.7'	N44°14'38"E

R/W COURSE TABLE

100-101	S00° 32' 01"E	142.23'
101-102	S89° 27' 59"W	0.64'
102-103	S00° 47' 27"E	161.46'
103-T1146	N89° 26' 59"E	16.84'
104-105	S00° 27' 52"E	298.26'
106-107	S09° 44' 19"W	1.05'
107-108	S00° 49' 17"E	148.95'
108-109	S89° 16' 40"W	1.86'
109-T1100	S00° 32' 31"E	17.84'
T1103-110	N00° 32' 31"W	140.11'
110-111	SEE CURVE DATA IN TABLE	
111-112	S89° 55' 33"W	1.86'
112-113	N00° 22' 24"W	1.97'
113-114	N89° 44' 54"W	20.55'
114-115	N09° 49' 13"W	3.46'
115-116	S89° 15' 41"W	227.58'
T1106-117	N89° 34' 48"E	34.11'
117-118	SEE CURVE DATA IN TABLE	
118-119	N00° 33' 53"W	259.66'
119-T1117	S89° 44' 44"W	66.72'
T1117-T1118	N00° 32' 46"W	60.00'
T1118-120	N89° 44' 44"E	66.34'
120-T1125	N00° 54' 34"W	18.44'
121-122	N89° 44' 44"E	261.83'
122-123	N00° 47' 27"W	303.74'

R/W COURSE TABLE EXCLUSION TRAVERSE

130-131	S00° 30' 23"E	251.90'
131-132	SEE CURVE DATA IN TABLE	
132-133	S88° 59' 38"W	35.92'
133-134	S88° 01' 12"W	39.90'
134-135	S89° 15' 41"W	135.83'
135-136	SEE CURVE DATA IN TABLE	
136-137	N00° 41' 21"W	261.74'
137-138	N45° 52' 54"E	22.79'
138-139	N89° 20' 34"E	227.69'
139-130	SEE CURVE DATA IN TABLE	

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2.

WISCONSIN FRANCIS R. THOUSAND S-1363 MADISON, WIS. LAND SURVEYOR

I, FRANCIS R. THOUSAND, 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 SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-21-4.01 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Francis R Thousand — 8/24/2017
FRANCIS R. THOUSAND, AGENT OF OTIE — DATE
REGISTRATION NUMBER: S-1363

OTIE Oneida Tribal Integrated Enterprises

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LANCASTER.

DAVID VARNAM — 9/8/17
MAYOR, CITY OF LANCASTER — DATE

1650-07-21-4.01 AMENDMENT NO. 1
PLOT NAME : P:\2013 PROJECTS\2013108 - USH 61\AUTOCAD\PLAT\040101_RP.DWG
PLOT SCALE : 1
PLOT BY : OTIE
PLOT DATE : 8/23/2017 2:24 PM
FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\AUTOCAD\PLAT\040101_RP.DWG
APPRAISAL PLAT DATE : 08/24/2017

TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.01

PART OF LOTS 1, 2 AND 3 OF BLOCK 27, PART OF LOTS 8 AND 10, BLOCK 26, PART OF LOTS 6, 7, 8, 9, AND 10, BLOCK 11, LOTS 3, 4 AND 5, BLOCK 12 AND PART OF THE COURTHOUSE BLOCK OF THE ORIGINAL PLAT OF THE CITY OF LANCASTER, ALSO PART OF LOT 1, CERTIFIED SURVEY MAP NO. 1400, DOC 704408, LOCATED IN THE NW 1/4 OF THE SE 1/4 OF SECTION 3, T4N, R2W, CITY OF LANCASTER, GRANT COUNTY, WISCONSIN, ALSO PART OF LOTS 1, 2 AND 3 OF BLOCK 27, PART OF LOTS 3, 4 AND 5, BLOCK 12 AND PART OF LOT 1, CERTIFIED SURVEY MAP NO. 302, DOC 539284, LOCATED IN THE NE 1/4 OF THE SE 1/4 OF SECTION 3, T4N, R2W, CITY OF LANCASTER, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61, CITY OF LANCASTER, MADISON STREET (CHERRY STREET TO CITY LIMITS STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LANCASTER DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LAND FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF LANCASTER 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 OF LANCASTER FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LANCASTER, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

GN

0 50 100
SCALE: FEET

ACCEPTED FOR RECORDING AND FILED IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 8:00 A.M. ON MARCH 21, 2017 AS DOCUMENT 755177 AND FILED IN CAB C at 70.

SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-21+4.01
SHEET 1 OF 2
AMENDMENT NO. ...

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE ACQUISITION OF LAND INTERESTS BY THE CITY OF LANCASTER.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED: NEW	EXISTING	TOTAL	TLE ACRES
1	CITY OF LANCASTER	FEE, TLE	0.005	----	0.005	0.007
2	THE SOCIETY OF FIRST CONGREGATIONAL CHURCH OF LANCASTER	FEE, TLE	0.005	----	0.005	0.023
3	GRANT COUNTY	FEE, TLE	0.045	----	0.045	0.266
4	BRK PROPERTIES, LLC	FEE, TLE	0.011	----	0.011	0.014
5	A. N. TIMMERMAN & CO., LLC	TLE	----	----	----	0.002
6	KENOS RENTAL PROPERTY LLC	TLE	----	----	----	0.001
7	WILLIAM VANDELEY	TLE	----	----	----	0.002
8	HERALD INDEPENDENT BUILDING LLC	TLE	----	----	----	0.001
9	WILLIAM MOSLEY III	TLE	----	----	----	0.005
10	STEVEN WALKER	TLE	----	----	----	0.010
11	DONALD E. BENNETT	TLE	----	----	----	0.003
12	COPPER BOWL SPORTS BAR, LLC	TLE	----	----	----	0.004
13	BRIAN WELLINGTON	TLE	----	----	----	0.004
14	LESLIE A. HACH	TLE	----	----	----	0.007
15	THE WORM FARM TO GO, LLC	TLE	----	----	----	0.001
16	CONVENIENCE STORE INVESTMENT	FEE, TLE	0.008	----	0.008	0.019

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

FOUND IRON PIPE AND 3/4-INCH REBAR, UNLESS OTHERWISE NOTED.

NOTES:

BEARINGS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), GRANT COUNTY, SOUTH ZONE. IN THIS SURVEY AREA, VALUES SHOWN ARE GRID COORDINATES. DISTANCES SHOWN ARE GROUND DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH CORNERS 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 NEW REFERENCE LINES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES, EXCLUDING RIGHT-OF-WAY LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY AS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR N. MARION ST.
ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR S. JEFFERSON ST.
ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR W. CHERRY ST.
ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. CHERRY ST.
ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR W. MAPLE ST.
ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. MAPLE ST.
ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR W. HICKORY ST.
ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. HICKORY ST.
ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.

MW-SE

NE-SE

CITY

LANCASTER

W. HICKORY ST.
E. HICKORY ST.
W. MAPLE ST.
E. MAPLE ST.
W. CHERRY ST.
E. CHERRY ST.
N. MARION ST.
S. JEFFERSON ST.

PI 27+50.53
PI 23+84.82
PI 20+31.56
PI 5+81.94
PI 5+00.00
PI 6+82.80
PI 10+00.00

PLAT OF SURVEY BOUNDARY
PLAT OF SURVEY ALIGN
PLAT OF SURVEY EXISTING
PLAT OF SURVEY

OF

RW STATION OFFSET TABLE

POINT	STATION	OFFSET
1	20+00.00	33.00
2	20+00.00	66.00
3	19+00.00	66.00
4	19+00.00	33.00
5	19+00.00	32.00
6	19+00.00	0.00
7	19+00.00	32.00
8	18+00.00	32.00
9	17+00.00	32.00
10	16+00.00	32.00
11	15+00.00	32.00
12	14+00.00	32.00
13	13+00.00	32.00
14	12+00.00	32.00
15	11+00.00	32.00
16	10+00.00	32.00
17	9+00.00	32.00
18	8+00.00	32.00
19	7+00.00	32.00
20	6+00.00	32.00
21	5+00.00	32.00
22	4+00.00	32.00
23	3+00.00	32.00
24	2+00.00	32.00
25	1+00.00	32.00
26	0+00.00	32.00
27	0+00.00	0.00
28	0+00.00	33.00
29	1+00.00	33.00
30	2+00.00	33.00
31	3+00.00	33.00
32	4+00.00	33.00
33	5+00.00	33.00
34	6+00.00	33.00
35	7+00.00	33.00
36	8+00.00	33.00
37	9+00.00	33.00
38	10+00.00	33.00
39	11+00.00	33.00
40	12+00.00	33.00
41	13+00.00	33.00
42	14+00.00	33.00
43	15+00.00	33.00
44	16+00.00	33.00
45	17+00.00	33.00
46	18+00.00	33.00
47	19+00.00	33.00
48	20+00.00	33.00
49	20+00.00	66.00
50	19+00.00	66.00
51	18+00.00	66.00
52	17+00.00	66.00
53	16+00.00	66.00
54	15+00.00	66.00
55	14+00.00	66.00
56	13+00.00	66.00
57	12+00.00	66.00
58	11+00.00	66.00
59	10+00.00	66.00
60	9+00.00	66.00
61	8+00.00	66.00
62	7+00.00	66.00
63	6+00.00	66.00
64	5+00.00	66.00
65	4+00.00	66.00
66	3+00.00	66.00
67	2+00.00	66.00
68	1+00.00	66.00
69	0+00.00	66.00
70	0+00.00	33.00
71	0+00.00	0.00
72	0+00.00	32.00
73	1+00.00	32.00
74	2+00.00	32.00
75	3+00.00	32.00
76	4+00.00	32.00
77	5+00.00	32.00
78	6+00.00	32.00
79	7+00.00	32.00
80	8+00.00	32.00
81	9+00.00	32.00
82	10+00.00	32.00
83	11+00.00	32.00
84	12+00.00	32.00
85	13+00.00	32.00
86	14+00.00	32.00
87	15+00.00	32.00
88	16+00.00	32.00
89	17+00.00	32.00
90	18+00.00	32.00
91	19+00.00	32.00
92	20+00.00	32.00
93	20+00.00	0.00
94	19+00.00	0.00
95	18+00.00	0.00
96	17+00.00	0.00
97	16+00.00	0.00
98	15+00.00	0.00
99	14+00.00	0.00
100	13+00.00	0.00
101	12+00.00	0.00
102	11+00.00	0.00
103	10+00.00	0.00
104	9+00.00	0.00
105	8+00.00	0.00
106	7+00.00	0.00
107	6+00.00	0.00
108	5+00.00	0.00
109	4+00.00	0.00
110	3+00.00	0.00
111	2+00.00	0.00
112	1+00.00	0.00
113	0+00.00	0.00

CURVE TABLE

CURVE	LENGTH	RADIUS	CHORD LENGTH	CHORD BEARING
C1	78.54'	50.00'	70.71'	N45°00'00"E
C2	78.54'	50.00'	70.71'	N45°00'00"W
C3	314.16'	200.00'	282.84'	S45°00'00"E
C4	78.54'	50.00'	70.71'	S45°00'00"W
C5	157.08'	100.00'	141.42'	N45°00'00"E

R/W COURSE TABLE

N90°00'00"E	33.00'	
S00°00'00"E	66.00'	
S90°00'00"W	33.00'	
N00°00'00"W	66.00'	
S90°00'00"W	33.00'	
N00°00'00"W	66.00'	
N90°00'00"E	33.00'	
S00°00'00"E	66.00'	
N90°00'00"E	33.00'	
S00°00'00"E	66.00'	
S90°00'00"W	33.00'	
N00°00'00"W

TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.02 AMENDMENT NO. 1

AMENDS TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.02 RECORDED AS DOCUMENT NUMBER 785352, CABINET C PAGE 71 TO INCLUDE UTILITY SCHEDULE & INTERESTS REQUIRED.

PART OF LOTS 1, 2, 3, 4, 5 AND 10 OF BLOCK 5 OF THE ORIGINAL PLAT OF LANCASTER LOCATED IN THE NE 1/4 OF THE SE 1/4 OF SECTION 3, T3N R4W, PART OF LOTS 1, 6, 7, 8, 9 AND 10 OF BLOCK 6 OF THE ORIGINAL PLAT OF THE CITY OF LANCASTER, LOCATED IN THE NW 1/4 OF THE SE 1/4 OF SECTION 3, PART OF BLOCK 1, BURT'S ADDITION, CITY OF LANCASTER LOCATED IN THE SE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, AND PART OF BLOCK 17 ASSESSMENT PLAT, CITY OF LANCASTER LOCATED IN THE SW 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, ALL IN THE CITY OF LANCASTER, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61, CITY OF LANCASTER, MADISON STREET (CHERRY STREET TO CITY LIMITS STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LANCASTER 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 LANCASTER 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 OF LANCASTER FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LANCASTER, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

GN

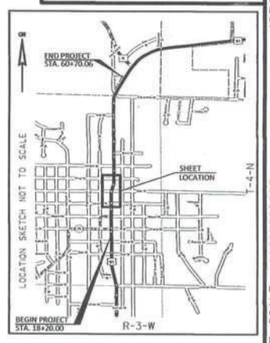
0 50 100

SCALE, FEET

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 4:15 P.M. ON JUN 12 2018 DOCUMENT 794953 AND FILED IN CAB. C, PG. 92

Marty Sliva
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-21-4.02
AMENDMENT NO: 1



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), GRANT COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT-OF-WAY LINES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR N. MADISON ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR W. HICKORY ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. HICKORY ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR W. ELM ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. ELM ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR W. PINE ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. PINE ST. ESTABLISHED FROM BURT'S ADDITION TO THE CITY OF LANCASTER.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

FOUND IRON PINS ARE 3/4-INCH REBAR, UNLESS OTHERWISE NOTED.

R/W STATION OFFSET TABLE

200	30+80.42	51.52'
201	30+77.02	43.11'
202	30+50.82	32.63'
203	30+15.55	33.38'
204	28+01.99	33.50'
205	27+80.27	33.71'
206	27+20.36	100.07'
207	27+20.26	31.72'
208	27+20.17	28.28'
209	27+20.10	78.74'
210	27+80.17	28.67'
211	30+13.79	28.67'
212	30+53.72	31.31'
213	30+62.30	39.50'
214	30+66.74	50.91'
215	31+16.55	61.52'
216	31+30.72	31.04'
217	32+05.76	30.00'
218	33+38.07	30.00'
219	34+45.69	30.00'
220	35+05.77	49.88'
221	35+05.67	30.02'
222	35+05.36	29.98'
223	34+45.34	30.00'
224	31+69.63	79.05'

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	276.54'	120.08'	119.14'	N11°41'06"E
C2	25.00'	8.93'	8.88'	S79°15'42"W
C3	90.00'	17.41'	17.38'	N72°52'39"E

R/W COURSE TABLE

200-201	SEE CURVE DATA IN TABLE	
201-202	S29° 25' 30"W	25.59'
202-203	S01° 22' 06"W	33.68'
203-204	S00° 30' 57"E	212.79'
204-205	S01° 04' 24"E	21.73'
205-T1235	N89° 22' 57"E	66.26'
206-207	S89° 23' 07"W	68.34'
208-209	S89° 23' 07"W	50.47'
T1200-210	N89° 37' 29"E	51.35'
210-211	N00° 29' 28"W	234.18'
211-T1212	N01° 04' 24"W	41.53'
212-213	N36° 43' 16"W	12.50'
213-214	N60° 30' 38"W	12.50'
214-T1206	S89° 29' 48"W	163.09'
T1207-215	N89° 29' 48"E	163.21'
215-216	SEE CURVE DATA IN TABLE	
216-217	N22° 33' 17"E	77.47'
217-218	SEE CURVE DATA IN TABLE	
218-219	N00° 48' 34"W	107.62'
219-T1213	S89° 31' 34"W	20.17'
220-221	N89° 31' 34"E	19.86'
T1214-223	S89° 31' 34"W	8.00'
223-224	S00° 48' 34"E	300.00'
224-T1224	N89° 16' 45"E	101.11'
T1225-T200	S89° 29' 48"W	148.91'

100 TDS TELECOM V1079, P469 DOC. 682632 - PARCEL 22

PI: 34+76.64
Y = 524737.78
X = 819297.48
D = 000°02'26"

PI STA = 32+76.96
Y = 524536.369
X = 819300.326
DELTA = 23°21'52"
D = 18°50'50"
T = 62.86'
L = 123.97'
R = 304.00'
PC STA = 32+14.11
PT STA = 33+38.07

PI STA = 31+05.23
Y = 524376.920
X = 819234.101
DELTA = 19°00'26"
D = 19°05'55"
T = 50.22'
L = 99.52'
R = 300.00'
PC STA = 30+55.01
PT STA = 31+54.53

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	TDS TELECOM	RELEASE OF RIGHTS

TLE STATION OFFSET TABLE

T1200	27+80.29	80.02'
T1201	27+84.89	80.03'
T1202	27+84.99	36.00'
T1203	30+55.01	39.00'
T1204	30+62.02	51.50'
T1205	07+80.00'E'	39.00'
T1206	07+80.00'E'	35.75'
T1207	07+80.00'E'	24.25'
T1208	07+80.00'E'	38.00'
T1209	31+35.08	36.90'
T1210	33+00.00	35.00'
T1211	34+40.73	37.00'
T1212	34+40.81	50.20'
T1213	34+45.81	50.17'
T1214	34+45.29	38.00'
T1215	33+38.07	38.00'
T1216	32+88.87	40.00'
T1217	32+72.80	40.00'
T1218	31+79.60	76.06'
T1219	11+54.00'E'	40.00'
T1220	11+57.00'E'	55.00'
T1221	11+72.00'E'	55.00'
T1222	11+72.00'E'	41.00'
T1223	11+95.00'E'	41.00'
T1224	11+95.00'E'	30.53'
T1225	11+95.00'E'	31.84'
T1226	11+95.00'E'	38.00'
T1227	30+74.51	56.15'
T1228	30+55.01	42.00'
T1229	30+39.61	41.00'
T1230	30+04.01	40.00'
T1231	28+51.52	40.00'
T1232	28+44.60	35.97'
T1233	27+84.28	35.57'
T1234	27+84.16	99.97'
T1235	27+80.39	99.97'

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 OF LANCASTER.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
19	LESLIE A. MACK	FEE, TLE	0.006	---	0.006	0.065
20	ORAMUS LLC	TLE	---	---	---	0.007
22	MOLZHON ENTERPRISES INC.	FEE, TLE	16 S.F.	---	16 S.F.	0.011
23	DEERE ALLIS LLC	FEE, TLE	0.001	---	0.001	0.007
24	AMERICAN BANK & TRUST	FEE, TLE	0.003	---	0.003	0.012
25	DARWIN K. ANDERSON	FEE, TLE	0.006	---	0.006	0.029
27	AMERICAN BANK & TRUST	TLE	---	---	---	0.006
28	CITY OF LANCASTER	FEE, TLE	0.060	---	0.060	0.116
29	BHF INVESTMENTS LLC	TLE	---	---	---	0.026
30	DANIEL G. RICE	TLE	---	---	---	0.006
32	BRANDON & KESSA KLAAS	TLE	---	---	---	0.005
33	WILLIAM L. KAUFFMAN	TLE	---	---	---	0.013
34	WALKER REVOCABLE TRUST DATED 10/3/90	TLE	---	---	---	0.014

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 785177 FOR ADDITIONAL INFORMATION.

WISCONSIN FRANCIS R. THOUSAND S-1363 MADISON, WIS. LAND SURVEYOR

I, FRANCIS R. THOUSAND, 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 SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-21-4.02 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Francis R Thousand 6/6/18

FRANCIS R. THOUSAND, AGENT OF OTIE — DATE
REGISTRATION NUMBER: S-1363

OTIE Oneida, Total Integrated Enterprises

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LANCASTER.

DAVID VARNAM
MAYOR, CITY OF LANCASTER — DATE 6/12/18

PLOT NAME : P:\2013 PROJECTS\2013108 - USH 61\A_TOCADY\PLAT\040102_AIRP.DWG PLOT DATE : 3-28-2017 APPRAISAL PLAT DATE : PLOT DATE : 6/6/2018 11:24 AM PLOT BY : OTIE PLOT SCALE : 1'=100' 1650-07-21-4.02 AMENDMENT NO. 1

TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.02

PART OF LOTS 1, 2, 3, 4, 5 AND 10 OF BLOCK 5 OF THE ORIGINAL PLAT OF LANCASTER LOCATED IN THE NE 1/4 OF THE SE 1/4 OF SECTION 3, T3N R4W, PART OF LOTS 1, 6, 7, 8, 9 AND 10 OF BLOCK 6 OF THE ORIGINAL PLAT OF THE CITY OF LANCASTER, LOCATED IN THE NW 1/4 OF THE SE 1/4 OF SECTION 3, PART OF BLOCK 1, BURT'S ADDITION, CITY OF LANCASTER LOCATED IN THE SE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, AND PART OF BLOCK 17 ASSESSMENT PLAT, CITY OF LANCASTER LOCATED IN THE SW 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, ALL IN THE CITY OF LANCASTER, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61, CITY OF LANCASTER, MADISON STREET (CHERRY STREET TO CITY LIMITS STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LANCASTER 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 LANCASTER 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 OF LANCASTER FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LANCASTER, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

GN

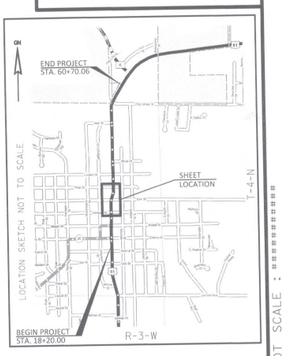
0 50 100
SCALE, FEET

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 12:30 P.M. ON MAR 3 0 2017 DOCUMENT 785352 AND FILED IN CAB. C, PG. 91.

Marilyn Peirce
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-21-4.02
AMENDMENT NO: ---

1650-07-21-4.02



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), GRANT COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT-OF-WAY LINES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR N. MADISON ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR W. HICKORY ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. HICKORY ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR W. ELM ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. ELM ST. ESTABLISHED FROM ORIGINAL PLAT FOR CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR W. PINE ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. PINE ST. ESTABLISHED FROM BURT'S ADDITION TO THE CITY OF LANCASTER.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

FOUND IRON PINS ARE 3/4-INCH REBAR, UNLESS OTHERWISE NOTED.

R/W STATION OFFSET TABLE

200	30+80.42	51.52'
201	30+77.02	43.11'
202	30+50.82	32.63'
203	30+15.55	33.38'
204	28+01.99	33.50'
205	27+80.27	33.71'
206	27+20.36	100.07'
207	27+20.26	31.72'
208	27+20.17	28.28'
209	27+20.10	78.74'
210	27+80.17	28.67'
211	30+13.79	28.67'
212	30+53.72	31.31'
213	30+62.30	39.50'
214	30+66.74	50.91'
215	31+16.55	61.52'
216	31+30.72	31.04'
217	32+05.76	30.00'
218	33+38.07	30.00'
219	34+45.69	30.00'
220	35+05.77	49.88'
221	35+05.67	30.02'
222	35+05.36	29.98'
223	34+45.34	30.00'
224	31+69.63	79.05'

CURVE TABLE

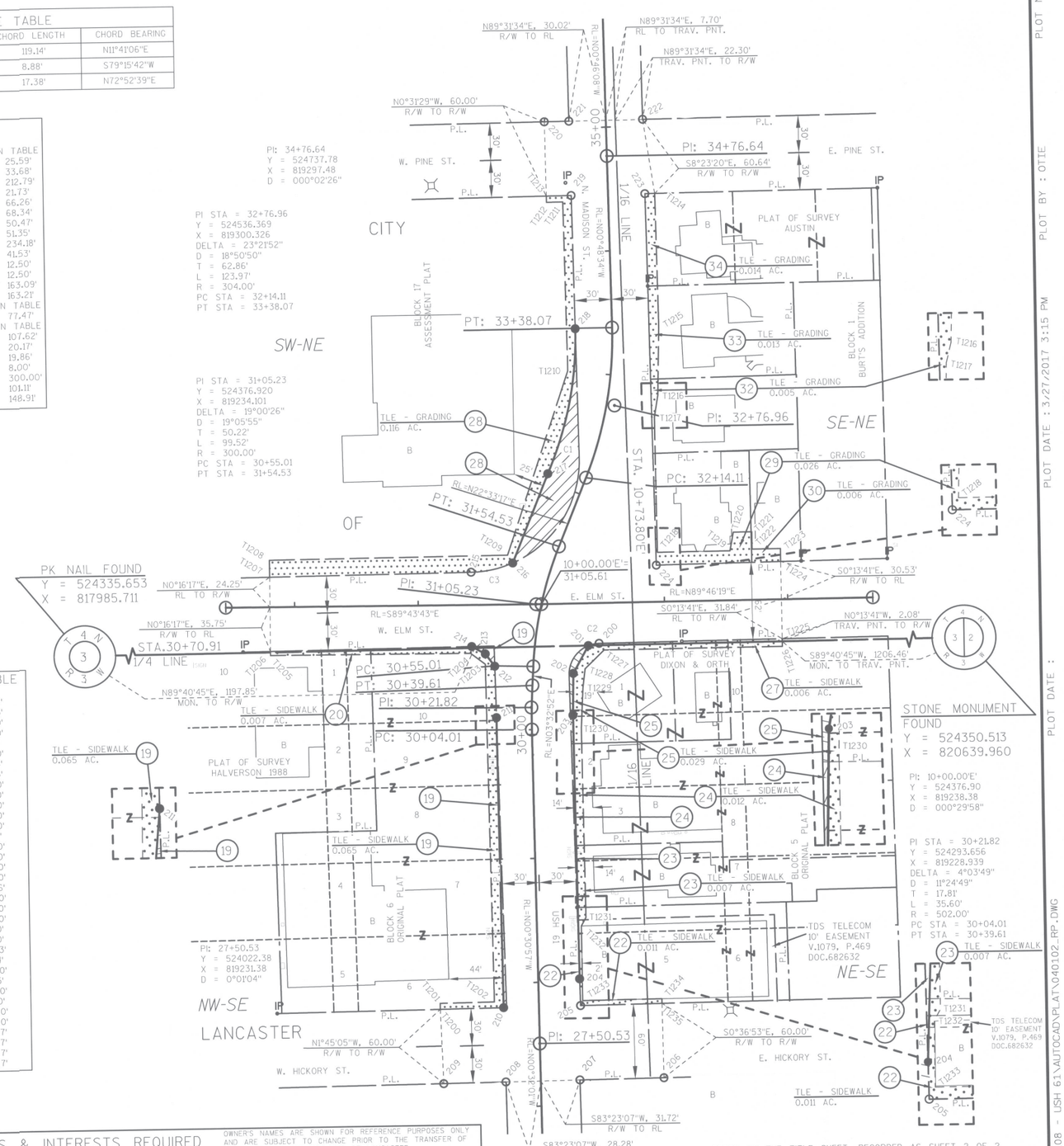
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	276.54'	120.08'	119.14'	N11°41'06"E
C2	25.00'	8.93'	8.88'	S79°15'42"W
C3	90.00'	17.41'	17.38'	N72°52'39"E

R/W COURSE TABLE

200-201	SEE CURVE DATA IN TABLE	
201-202	S29° 25' 30"W	25.59'
202-203	S01° 22' 06"W	33.68'
203-204	S00° 30' 57"E	212.79'
204-205	S01° 04' 24"E	21.73'
205-T1235	N89° 22' 57"E	66.26'
206-207	S89° 23' 07"W	68.34'
208-209	S89° 23' 07"W	50.47'
T1200-210	N89° 37' 29"E	51.35'
210-211	N00° 29' 28"W	234.18'
211-T1212	N01° 04' 24"W	41.53'
212-213	N36° 43' 16"W	12.50'
213-214	N60° 30' 38"W	12.50'
214-T1206	S89° 29' 48"W	163.09'
T1207-215	N89° 29' 48"E	163.21'
215-216	SEE CURVE DATA IN TABLE	
216-217	N22° 33' 17"E	77.47'
217-218	SEE CURVE DATA IN TABLE	
218-219	N00° 48' 34"W	107.62'
219-T1213	S89° 31' 34"W	20.17'
220-221	N89° 31' 34"E	19.86'
T1214-223	S89° 31' 34"W	8.00'
223-224	S00° 48' 34"E	300.00'
224-T1224	N89° 16' 45"E	101.11'
T1225-T200	S89° 29' 48"W	148.91'

TLE STATION OFFSET TABLE

T1200	27+80.29	80.02'
T1201	27+84.89	80.03'
T1202	27+84.99	36.00'
T1203	30+55.01	39.00'
T1204	30+62.02	51.50'
T1205	07+80.00'E	39.00'
T1206	07+80.00'E	35.75'
T1207	07+80.00'E	24.25'
T1208	07+80.00'E	38.00'
T1209	31+35.08	36.90'
T1210	33+00.00	35.00'
T1211	34+40.73	37.00'
T1212	34+40.81	50.20'
T1213	34+45.81	50.17'
T1214	34+45.29	38.00'
T1215	33+38.07	38.00'
T1216	32+88.87	40.00'
T1217	32+72.80	40.00'
T1218	31+79.60	76.06'
T1219	11+54.00'E	40.00'
T1220	11+57.00'E	55.00'
T1221	11+72.00'E	55.00'
T1222	11+72.00'E	41.00'
T1223	11+95.00'E	41.00'
T1224	11+95.00'E	30.53'
T1225	11+95.00'E	31.84'
T1226	11+95.00'E	38.00'
T1227	30+74.51	56.15'
T1228	30+55.01	42.00'
T1229	30+39.61	41.00'
T1230	30+04.01	40.00'
T1231	28+51.52	40.00'
T1232	28+44.60	35.97'
T1233	27+84.28	35.57'
T1234	27+84.16	99.97'
T1235	27+80.39	99.97'



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 OF LANCASTER.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
19	LESLIE A. MACK	FEE, TLE	0.006	---	0.006	0.065
20	ORAMUS LLC	TLE	---	---	---	0.007
22	MOLZHON ENTERPRISES INC.	FEE, TLE	16 S.F.	---	16 S.F.	0.011
23	DEERE ALLIS LLC	FEE, TLE	0.001	---	0.001	0.007
24	AMERICAN BANK & TRUST	FEE, TLE	0.003	---	0.003	0.012
25	DARWIN K. ANDERSON	FEE, TLE	0.006	---	0.006	0.029
27	AMERICAN BANK & TRUST	TLE	---	---	---	0.006
28	CITY OF LANCASTER	FEE, TLE	0.060	---	0.060	0.116
29	BHF INVESTMENTS LLC	TLE	---	---	---	0.026
30	DANIEL G. RICE	TLE	---	---	---	0.006
32	BRANDON & KESSA KLAAS	TLE	---	---	---	0.005
33	WILLIAM I. KAUFFMAN	TLE	---	---	---	0.013
34	WALKER REVOCABLE TRUST DATED 10/3/90	TLE	---	---	---	0.014

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 785177 FOR ADDITIONAL INFORMATION.

WISCONSIN FRANCIS R. THOUSAND S-1363 MADISON, WIS. LAND SURVEYOR

OTIE Orenda Total Integrated Enterprises

I, FRANCIS R. THOUSAND, 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 SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-21-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Francis R Thousand — 3-28-2017 DATE

FRANCIS R. THOUSAND, AGENT OF OTIE
REGISTRATION NUMBER: S-1363

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LANCASTER.

DCV — 3-30-2017 DATE

DAVID VARNAM
MAYOR, CITY OF LANCASTER

FILE NAME : P:\2013 PROJECTS\20131108 - USH 61\AUTOCAD\PLAT\040102_RP.DWG
PLOT DATE : 3/28/2017 PLOT BY : OTIE PLOT NAME : PLOT SCALE :
APPRAISAL PLAT DATE : 3-28-2017

TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.03 AMENDMENT NO. 1

AMENDS TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.03 RECORDED AS DOCUMENT NUMBER 785353, CABINET C PAGE 71-A TO INCLUDE UTILITY SCHEDULE & INTERESTS REQUIRED.

PART OF LOTS 4, 5 AND 6 OF BLOCK 1 OF THE ASSESSMENT PLAT, CITY OF LANCASTER, LOCATED IN THE SW 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOTS 5, 7, 8, AND 9 OF BLOCK 8 OF BURT'S ADDITION, LOCATED IN THE SE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R4W, PART OF LOTS 6, 7, 8 AND 9 OF BLOCK 99 OF THE ASSESSMENT PLAT, CITY OF LANCASTER, LOCATED IN THE SW 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W. PART OF LOTS 1 AND 2, CERTIFIED SURVEY MAP NO. 1721, DOC 762941, LOCATED IN THE SW 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOTS 1, 2, AND 3 OF BLOCK 9 OF BURT'S ADDITION, LOCATED THE SE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOTS 2, 3 AND 4 OF BLOCK 16 OF BURT'S ADDITION LOCATED IN THE SE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, CITY OF LANCASTER, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61, CITY OF LANCASTER, MADISON STREET (CHERRY STREET TO CITY LIMITS STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LANCASTER DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

HEREBY ORDERS THAT:

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF LANCASTER

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 OF LANCASTER FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LANCASTER, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

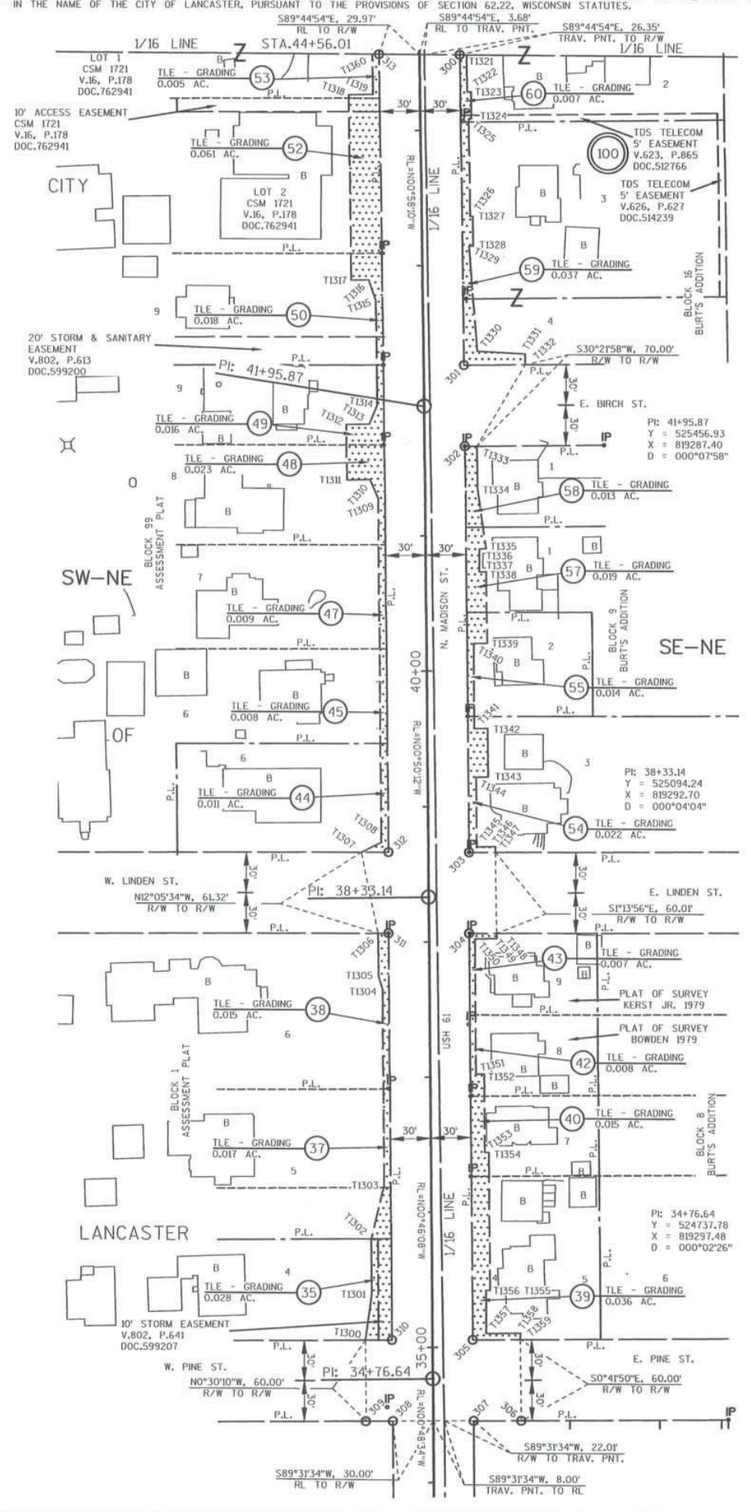
ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 4:15 PM ON JUN 12 2018 DOCUMENT 794935 AND FILED IN CABS C, Page 71A

Marilyn Peirce
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-21-4.01
AMENDMENT NO: 1

GN

0 50 100
SCALE, FEET



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), GRANT COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES, EXCLUDING RIGHT-OF-WAY LINES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR N. MADISON ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR W. PINE ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. PINE ST. ESTABLISHED FROM BURT'S ADDITION TO THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR W. LINDEN ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. LINDEN ST. ESTABLISHED FROM BURT'S ADDITION TO THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. BIRCH ST. ESTABLISHED FROM BURT'S ADDITION TO THE CITY OF LANCASTER.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

FOUND IRON PINS ARE 3/4-INCH REBAR, UNLESS OTHERWISE NOTED.

TLE STATION OFFSET TABLE

T1300	35+05.77	49.88'
T1301	35+40.01	45.00'
T1302	35+80.00	45.00'
T1303	36+20.00	35.00'
T1304	37+65.00	35.00'
T1305	37+75.00	38.00'
T1306	38+06.69	38.00'
T1307	38+66.87	50.00'
T1308	38+74.00	35.00'
T1309	41+28.00	35.00'
T1310	41+42.00	41.00'
T1311	41+42.00	58.00'
T1312	41+83.00	58.00'
T1313	41+83.00	40.97'
T1314	41+97.00	35.00'
T1315	42+75.00	35.00'
T1316	42+90.00	40.00'
T1317	42+90.00	53.00'
T1318	44+27.00	53.00'
T1319	44+27.00	35.00'
T1322	44+28.00	35.00'
T1323	44+28.00	38.00'
T1324	44+08.00	38.00'
T1325	44+08.00	36.02'
T1326	43+36.00	36.01'
T1327	43+36.00	38.00'
T1328	43+14.00	38.00'
T1329	43+14.00	35.00'
T1330	42+36.00	40.00'
T1331	42+33.65	75.42'
T1332	42+25.65	75.34'
T1333	41+65.94	39.00'
T1334	41+34.00	39.00'
T1335	40+90.00	45.00'
T1336	40+90.00	40.00'
T1337	40+73.00	40.00'
T1338	40+73.00	45.00'
T1339	40+20.00	45.00'
T1340	40+20.00	35.00'
T1341	39+57.00	35.00'
T1342	39+57.00	45.00'
T1343	39+21.00	45.00'
T1344	39+21.00	36.00'
T1345	38+70.00	36.00'
T1346	38+70.00	49.75'
T1347	38+65.77	49.78'
T1348	38+05.83	50.22'
T1349	38+02.00	50.25'
T1350	38+02.00	34.00'
T1351	37+02.00	34.00'

TLE STATION OFFSET TABLE

T1352	37+02.00	40.00'
T1353	36+44.00	40.00'
T1354	36+44.00	43.00'
T1355	35+42.00	43.00'
T1356	35+42.00	40.00'
T1357	35+10.00	40.00'
T1358	35+10.00	65.31'
T1359	35+05.18	65.26'

R/W STATION OFFSET TABLE

300	44+55.37	30.03'
301	42+25.91	30.00'
302	41+65.98	30.07'
303	38+65.94	30.32'
304	38+05.99	29.77'
305	35+05.36	29.98'
306	34+45.13	65.17'
307	34+45.34	30.00'
308	34+45.69	30.00'
309	34+45.81	50.17'
310	35+05.67	30.02'
311	38+06.61	30.23'
312	38+66.64	29.68'
313	44+56.65	29.97'

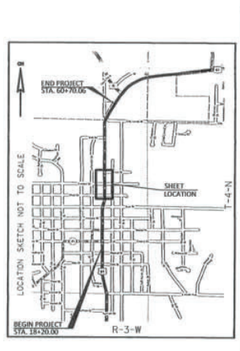
R/W COURSE TABLE

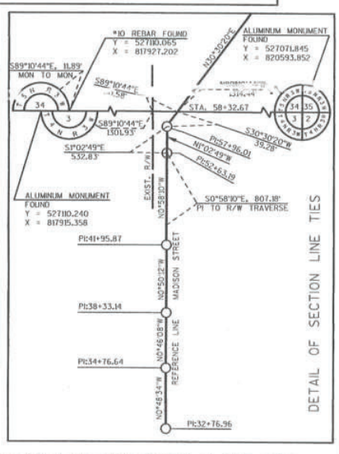
300-301	S00° 57' 50"E	229.46'
301-T1332	N89° 21' 55"E	45.33'
T1333-302	S89° 23' 16"W	8.93'
302-303	S00° 53' 06"E	300.04'
303-T1347	N89° 39' 15"E	19.46'
T1348-304	S89° 41' 57"W	20.46'
304-305	S00° 48' 34"E	300.63'
305-T1359	N89° 31' 34"E	35.29'
306-307	S89° 31' 34"W	35.17'
308-309	S89° 31' 34"W	20.17'
T1300-310	N89° 31' 34"E	19.86'
310-311	N00° 48' 34"W	300.94'
311-T1306	S89° 48' 09"W	7.77'
T1307-312	N89° 48' 09"E	20.32'
312-313	N00° 55' 26"W	589.93'

(100) TDS TELECOM
V623, P865 DOC. 512766 - PARCEL 60

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	TDS TELECOM	RELEASE OF RIGHTS





REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 785177 FOR ADDITIONAL INFORMATION.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF LANCASTER.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
35	EDDY REVOCABLE TRUST DATED 3/24/2000	TLE	---	---	---	0.028
37	WILLIAM D. & JOYCE M. SCHIFFMAN	TLE	---	---	---	0.017
38	DANIEL J. & JACQUELINE K. REUTER	TLE	---	---	---	0.015
39	MYRON REUTER	TLE	---	---	---	0.036
40	JERRY L. & ESTHER M. NEWSWANGER	TLE	---	---	---	0.015
42	JOHN C. VESPERMAN	TLE	---	---	---	0.008
43	K.R. TIMMERMAN & CO. LLC	TLE	---	---	---	0.007
44	ROGER C. & ANASTASIA F. PAGEL	TLE	---	---	---	0.011
45	JOHN D. INGEBRITSEN	TLE	---	---	---	0.008
47	MATTHEW & MELANEE YOOSE	TLE	---	---	---	0.009
48	DANNY AND THERESA WHITE	TLE	---	---	---	0.023
49	CHARLYN A. CARRICK	TLE	---	---	---	0.016
50	CALLAHAN IRREVOCABLE TRUST	TLE	---	---	---	0.018
52	MARSHALL O JR REYNOLDS	TLE	---	---	---	0.061
53	PATRICK & LINDA MOORE	TLE	---	---	---	0.005
54	N & R MANAGEMENT, LLC	TLE	---	---	---	0.022
55	CHARLES E. & DEBRA J. LANGE	TLE	---	---	---	0.014
57	RONALD D. DUBEL	TLE	---	---	---	0.019
58	JAMES E. & VERDA M. NEMO	TLE	---	---	---	0.013
59	DONNA K. HAMILTON	TLE	---	---	---	0.037
60	CHARLES W. & PATRICIA I. COATES	TLE	---	---	---	0.007

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

WISCONSIN
FRANCIS R. THOUSAND
S-1363
MADISON, WIS.
LAND SURVEYOR

I, FRANCIS R. THOUSAND, 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 SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-21-4.03 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Francis R Thousand — 6/6/18

FRANCIS R. THOUSAND, AGENT OF OTIE — DATE
REGISTRATION NUMBER: S-1363

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LANCASTER.

OTIE

C. V — 6/12/18

DAVID YARNAM — DATE
MAYOR, CITY OF LANCASTER

1650-07-21-4.03 AMENDMENT NO. 1
PLOT NAME : PLOT SCALE : **********
PLOT BY : OTIE
PLOT DATE : 6/6/2018 11:30 AM
PLOT DATE :
FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\AUTOCAD\PLAT\040103_AMP.DWG
APPRAISAL PLAT DATE : 3-28-2017

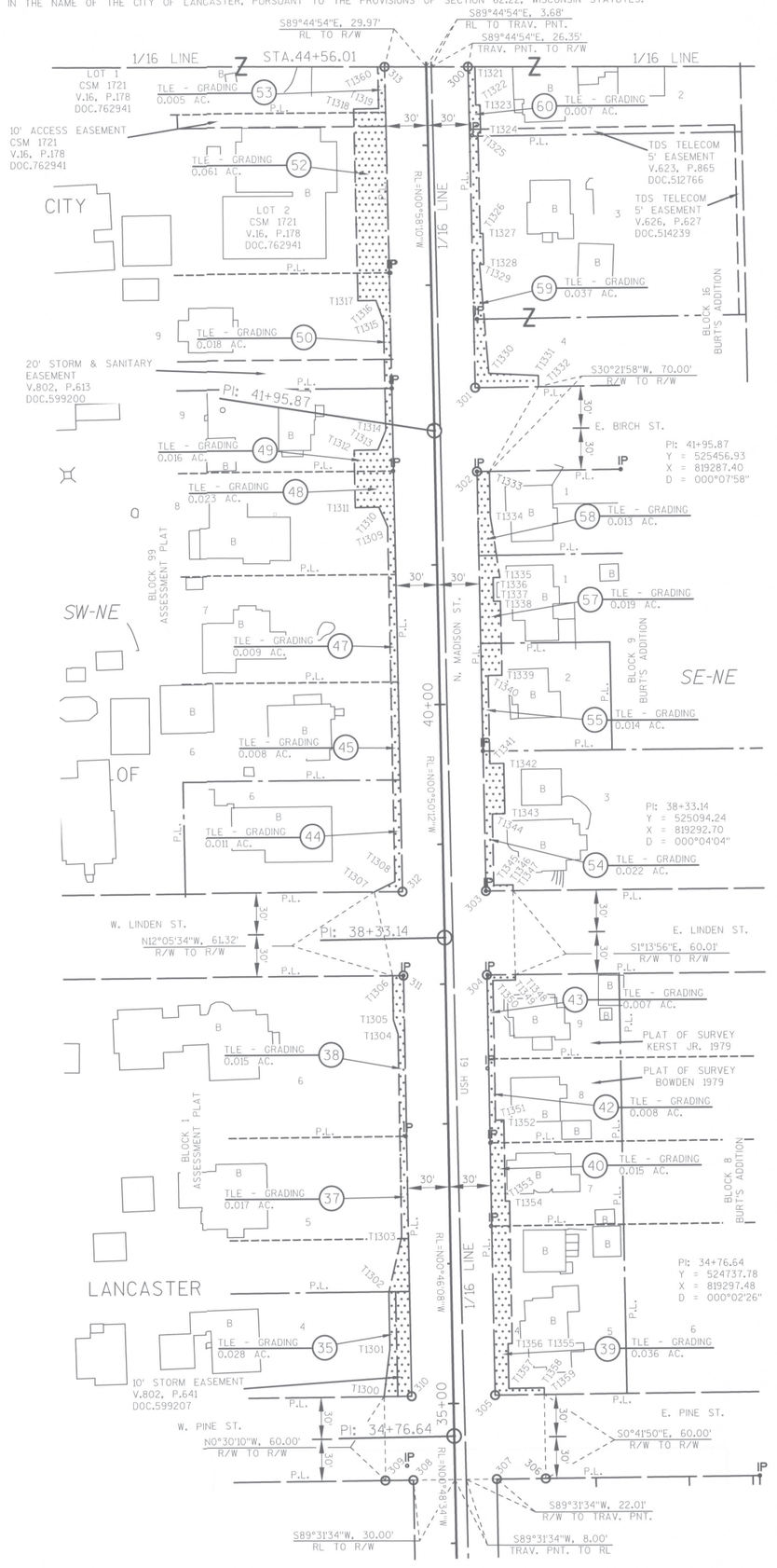
TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.03

PART OF LOTS 4, 5 AND 6 OF BLOCK 1 OF THE ASSESSMENT PLAT, CITY OF LANCASTER, LOCATED IN THE SW 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOTS 5, 7, 8, AND 9 OF BLOCK 8 OF BURT'S ADDITION, LOCATED IN THE SE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R4W, PART OF LOTS 6, 7, 8 AND 9 OF BLOCK 99 OF THE ASSESSMENT PLAT, CITY OF LANCASTER, LOCATED IN THE SW 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOTS 1 AND 2, CERTIFIED SURVEY MAP NO. 1721, DOC 762941, LOCATED IN THE SW 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOTS 1, 2, AND 3 OF BLOCK 9 OF BURT'S ADDITION, LOCATED THE SE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOTS 2, 3 AND 4 OF BLOCK 16 OF BURT'S ADDITION LOCATED IN THE SE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, CITY OF LANCASTER, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61, CITY OF LANCASTER, MADISON STREET (CHERRY STREET TO CITY LIMITS STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LANCASTER DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.
HEREBY ORDERS THAT:
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF LANCASTER

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 OF LANCASTER FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LANCASTER, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), GRANT COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT-OF-WAY LINES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR N. MADISON ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR W. PINE ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. PINE ST. ESTABLISHED FROM BURT'S ADDITION TO THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR W. LINDEN ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. LINDEN ST. ESTABLISHED FROM BURT'S ADDITION TO THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. BIRCH ST. ESTABLISHED FROM BURT'S ADDITION TO THE CITY OF LANCASTER.
DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.
FOUND IRON PINS ARE 3/4-INCH REBAR, UNLESS OTHERWISE NOTED.

TLE STATION OFFSET TABLE

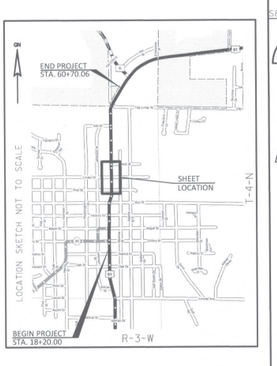
T1300	35+05.77	49.88'
T1301	35+40.01	45.00'
T1302	35+80.00	45.00'
T1303	36+20.00	35.00'
T1304	37+65.00	35.00'
T1305	37+75.00	38.00'
T1306	38+06.69	38.00'
T1307	38+66.87	50.00'
T1308	38+74.00	35.00'
T1309	41+28.00	35.00'
T1310	41+42.00	41.00'
T1311	41+42.00	58.00'
T1312	41+83.00	58.00'
T1313	41+83.00	40.97'
T1314	41+97.00	35.00'
T1315	42+75.00	35.00'
T1316	42+90.00	40.00'
T1317	42+90.00	53.00'
T1318	44+27.00	53.00'
T1319	44+27.00	35.00'
T1322	44+28.00	35.00'
T1323	44+28.00	38.00'
T1324	44+08.00	38.00'
T1325	44+08.00	36.02'
T1326	43+36.00	36.01'
T1327	43+36.00	38.00'
T1328	43+14.00	38.00'
T1329	43+14.00	35.00'
T1330	42+36.00	40.00'
T1331	42+33.65	75.42'
T1332	42+25.65	75.34'
T1333	41+65.94	39.00'
T1334	41+34.00	39.00'
T1335	40+90.00	45.00'
T1336	40+90.00	40.00'
T1337	40+73.00	40.00'
T1338	40+73.00	45.00'
T1339	40+20.00	45.00'
T1340	40+20.00	35.00'
T1341	39+57.00	35.00'
T1342	39+57.00	45.00'
T1343	39+21.00	45.00'
T1344	39+21.00	36.00'
T1345	38+70.00	36.00'
T1346	38+70.00	49.75'
T1347	38+65.77	49.78'
T1348	38+05.83	50.22'
T1349	38+02.00	50.25'
T1350	38+02.00	34.00'
T1351	37+02.00	34.00'
T1352	37+02.00	40.00'
T1353	36+44.00	40.00'
T1354	36+44.00	43.00'
T1355	35+42.00	43.00'
T1356	35+42.00	40.00'
T1357	35+10.00	40.00'
T1358	35+10.00	65.31'
T1359	35+05.18	65.26'

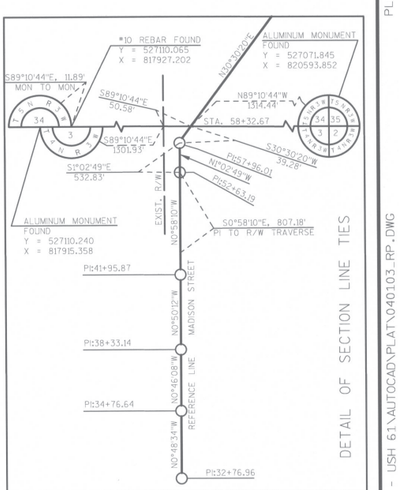
R/W STATION OFFSET TABLE

300	44+55.37	30.03'
301	42+25.91	30.00'
302	41+65.98	30.07'
303	38+65.94	30.32'
304	38+05.99	29.77'
305	35+05.36	29.98'
306	34+45.13	65.17'
307	34+45.34	30.00'
308	34+45.69	30.00'
309	34+45.81	50.17'
310	35+05.67	30.02'
311	38+06.61	30.23'
312	38+66.64	29.68'
313	44+56.65	29.97'

R/W COURSE TABLE

300-301	S00° 57' 50"E	229.46'
301-T1332	N89° 21' 55"E	45.33'
T1333-302	S89° 23' 16"W	8.93'
302-303	S00° 53' 06"E	300.04'
303-T1347	N89° 39' 15"E	19.46'
T1348-304	S89° 41' 57"W	20.46'
304-305	S00° 48' 34"E	300.63'
305-T1359	N89° 31' 34"E	35.29'
306-307	S89° 31' 34"W	35.17'
308-309	S89° 31' 34"W	20.17'
T1300-310	N89° 31' 34"E	19.86'
310-311	N00° 48' 34"W	300.94'
311-T1306	S89° 48' 09"W	7.77'
T1307-312	N89° 48' 09"E	20.32'
312-313	N00° 55' 26"W	589.93'





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 OF LANCASTER.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
35	EDDY REVOCABLE TRUST DATED 3/24/2000	TLE	---	---	---	0.028
37	WILLIAM D. & JOYCE M. SCHIFFMAN	TLE	---	---	---	0.017
38	DANIEL J. & JACQUELINE K. REUTER	TLE	---	---	---	0.015
39	MYRON REUTER	TLE	---	---	---	0.036
40	JERRY L. & ESTHER M. NEWSWANGER	TLE	---	---	---	0.015
42	JOHN C. VESPERMAN	TLE	---	---	---	0.008
43	K.R. TIMMERMAN & CO. LLC	TLE	---	---	---	0.007
44	ROGER C. & ANASTASIA F. PAGEL	TLE	---	---	---	0.011
45	JOHN D. INGEBRITSEN	TLE	---	---	---	0.008
47	MATTHEW & MELANEE YOOSE	TLE	---	---	---	0.009
48	DANNY AND THERESA WHITE	TLE	---	---	---	0.023
49	CHARLYN A. CARRICK	TLE	---	---	---	0.016
50	CALLAHAN IRREVOCABLE TRUST	TLE	---	---	---	0.018
52	MARSHALL O JR REYNOLDS	TLE	---	---	---	0.061
53	PATRICK & LINDA MOORE	TLE	---	---	---	0.005
54	N & R MANAGEMENT, LLC	TLE	---	---	---	0.022
55	CHARLES E. & DEBRA J. LANGE	TLE	---	---	---	0.014
57	RONALD D. DUBEL	TLE	---	---	---	0.019
58	JAMES E. & VERDA M. NEMO	TLE	---	---	---	0.013
59	DONNA K. HAMILTON	TLE	---	---	---	0.037
60	CHARLES W. & PATRICIA I. COATES	TLE	---	---	---	0.007

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 785177 FOR ADDITIONAL INFORMATION.

I, FRANCIS R. THOUSAND, 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 SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-21-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

FRANCIS R. THOUSAND, AGENT OF OTIE — 3-28-2017
REGISTRATION NUMBER: S-1363 — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LANCASTER.

DAVID VARNAM, MAYOR, CITY OF LANCASTER — 3-30-2017 DATE

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 12:30 P.M. ON MAR 30 2017 AS DOCUMENT 785353 AND FILED IN CAB C, PG 71A

Marilyn Pierce
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-21-4.01
AMENDMENT NO: ---

1650-07-21-4.03

PLOT NAME : PLOT SCALE : 1.000000
PLOT BY : OTIE
PLOT DATE : 3/27/2017 3:19 PM
PLOT DATE :
FILE NAME : P:\2013 PROJECTS\201308 - USH 61\AUTOCAD\PLAT\040103_RP.DWG
APPRAISAL PLAT DATE : 3-28-2017

TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.04 AMENDMENT NO. 1

AMENDS TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.04 RECORDED AS DOCUMENT NUMBER 785354, CABINET C PAGE 72 TO INCLUDE UTILITY SCHEDULE & INTERESTS REQUIRED.

PART OF LOT 1, CERTIFIED SURVEY MAP NO. 1721, DOC 762941, LOCATED IN THE NW 1/4 OF THE NE 1/4 AND THE SW 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOTS 4, 5 AND 6 OF BLOCK 100 OF THE ASSESSMENT PLAT, CITY OF LANCASTER, LOCATED IN THE NW 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOT 2, CERTIFIED SURVEY MAP NO. 1088, DOC 479703, LOCATED IN THE NW 1/4 OF THE NE 14 OF SECTION 3, T4N, R3W, PART OF LOT 1 OF BLOCK 16 OF BURT'S ADDITION, LOCATED IN THE NE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOT 1 CERTIFIED SURVEY MAP 355, DOC 564314, LOCATED IN THE NE 14 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOTS 5, 6, 7, 8, 9, 10, 11, AND 12 OF BLOCK 108 OF THE ASSESSMENT PLAT, CITY OF LANCASTER, LOCATED IN THE NE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, CITY OF LANCASTER, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61, CITY OF LANCASTER, MADISON STREET (CHERRY STREET TO CITY LIMITS STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LANCASTER 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 LANCASTER 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 OF LANCASTER FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LANCASTER, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

FOUND IRON PINS ARE ¾" REBAR, UNLESS OTHERWISE NOTED.

GN

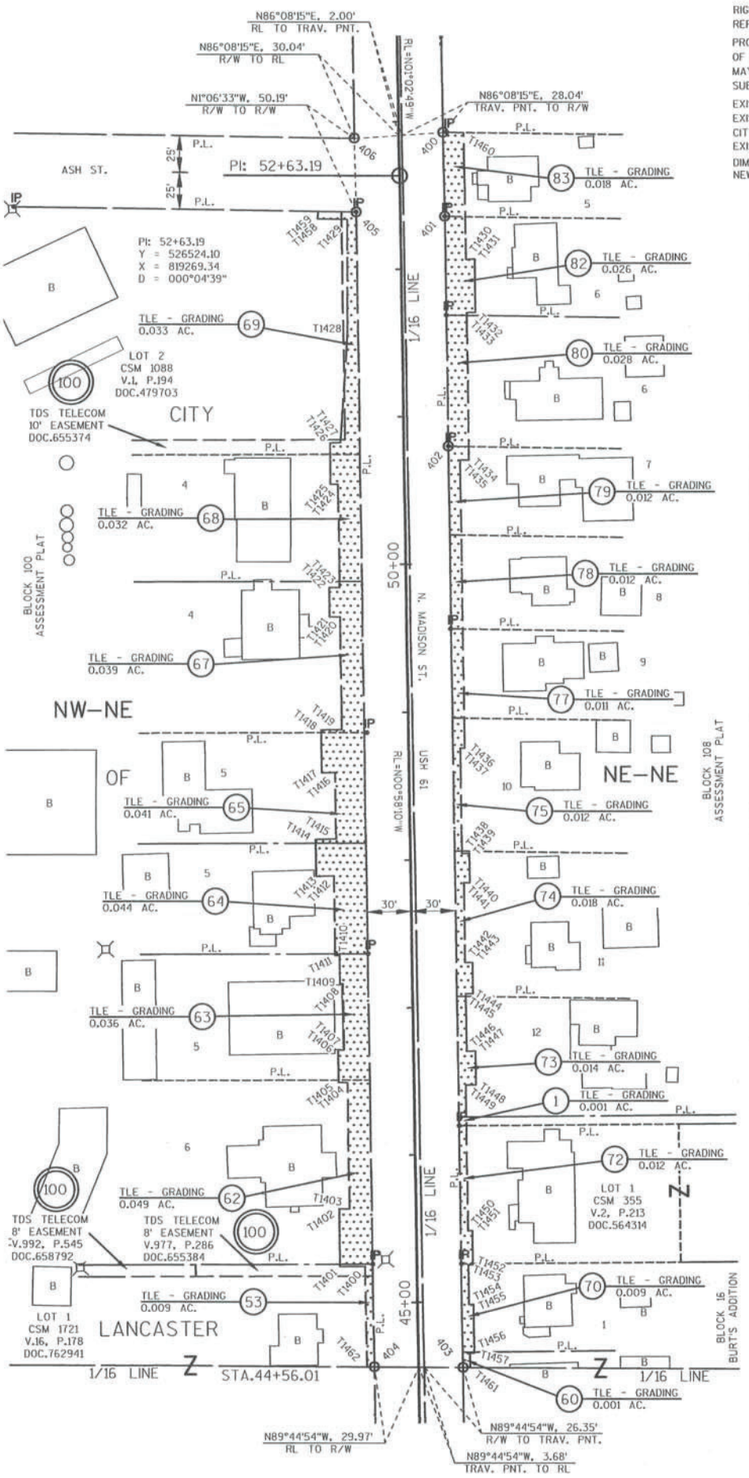
0 50 100

SCALE, FEET

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 4:15 P.M. ON JUN 12 2018 DOCUMENT 794933 AND FILED IN Cab C Pg 93

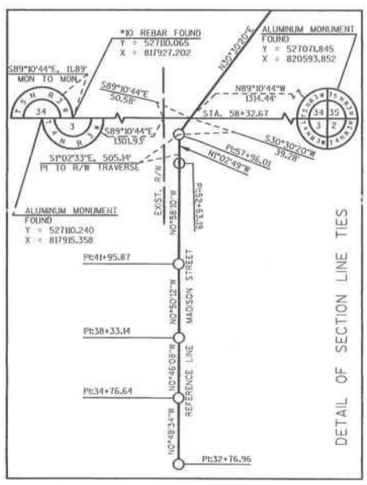
Marilyn Purves
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-21-4.04
AMENDMENT NO: 1



TLE STATION OFFSET TABLE

T1400	45+25.00	35.00'
T1401	45+25.00	52.00'
T1402	45+64.00	52.00'
T1403	45+64.00	45.00'
T1404	46+50.00	45.00'
T1405	46+50.00	51.00'
T1406	46+72.00	51.00'
T1407	46+72.00	47.00'
T1408	47+17.00	47.00'
T1409	47+17.00	49.00'
T1410	47+36.00	49.00'
T1411	47+36.00	52.00'
T1412	47+90.00	52.00'
T1413	47+90.00	64.00'
T1414	48+15.00	64.00'
T1415	48+15.00	50.00'
T1416	48+60.00	50.00'
T1417	48+60.00	59.00'
T1418	48+89.00	59.00'
T1419	48+89.00	45.00'
T1420	49+65.00	45.00'
T1421	49+65.00	52.00'
T1422	49+85.00	52.00'
T1423	49+85.00	45.00'
T1424	50+55.00	45.00'
T1425	50+55.00	50.00'
T1426	50+83.00	50.00'
T1427	50+83.00	43.00'
T1428	51+60.00	37.00'
T1429	52+39.36	36.00'
T1430	52+06.00	44.00'
T1431	52+06.00	50.00'
T1432	51+70.00	50.00'
T1433	51+70.00	44.00'
T1434	50+70.00	44.00'
T1435	50+70.00	38.00'
T1436	48+75.19	38.00'
T1437	48+75.19	35.00'
T1438	48+04.00	35.00'
T1439	48+04.00	40.00'
T1440	47+84.00	40.00'
T1441	47+84.00	36.00'
T1442	47+30.00	36.00'
T1443	47+30.00	41.00'
T1444	47+09.00	41.00'
T1445	47+09.00	36.00'
T1446	46+70.00	36.00'
T1447	46+70.00	42.00'
T1448	46+47.00	42.00'
T1449	46+47.00	35.00'
T1450	45+48.00	35.00'
T1451	45+48.00	38.00'
T1452	45+25.00	38.00'
T1453	45+25.00	35.00'
T1454	44+98.00	35.00'
T1455	44+98.00	38.00'
T1456	44+65.00	38.00'
T1457	44+65.00	35.00'
T1458	52+35.02	55.96'
T1459	52+40.02	55.80'
T1460	52+91.87	44.00'
T1461	44+55.26	35.00'
T1462	44+56.75	35.00'



R/W COURSE TABLE

400-401	S01° 09' 03"E	57.05'
401-402	S00° 57' 50"E	155.84'
402-403	S00° 57' 50"E	624.06'
404-405	N00° 58' 04"W	782.52'

R/W STATION OFFSET TABLE

400	52+92.27	29.96'
401	52+35.27	30.10'
402	50+79.42	30.09'
403	44+55.37	30.03'
404	44+56.65	29.97'
405	52+39.16	29.95'
[illegible]	52+89.4	30.04'

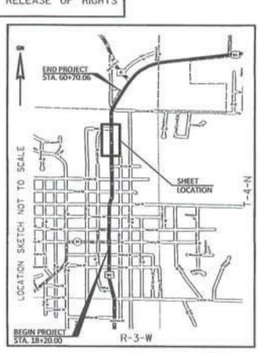
UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	TDS TELECOM	RELEASE OF RIGHTS

(100) TDS TELECOM V977, P266 DOC. 655374 - PARCEL 69

(100) TDS TELECOM V992, P545 DOC. 658792 - PARCEL 53

(100) TDS TELECOM V977, P286 DOC. 655384 - PARCEL 53



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 OF LANCASTER.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
1	CITY OF LANCASTER	TLE	---	---	---	0.001
53	PATRICK & LINDA MOORE	TLE	---	---	---	0.009
60	CHARLES W. & PATRICIA L COATES	TLE	---	---	---	0.001
62	ANCHOR BANK FSB	TLE	---	---	---	0.049
63	MARSHALL O JR & JOANNE L REYNOLDS	TLE	---	---	---	0.036
64	STEPHANIE L. WEIST	TLE	---	---	---	0.044
65	PF & L PROPERTIES LLP	TLE	---	---	---	0.041
67	VIVIAN L. & DARYL J. THURNER	TLE	---	---	---	0.039
68	JUSTIN W. & AMANDA M. ABING	TLE	---	---	---	0.032
69	FOREMOST FARMS USA COOPERATIVE	TLE	---	---	---	0.033
70	JASON A. & RACHEL M. ADDISON	TLE	---	---	---	0.009
72	M & L2L PROPERTIES, LLC	TLE	---	---	---	0.012
73	JAMES P. & NANCY J. NALEPINSKI	TLE	---	---	---	0.014
74	ANDREW J. NALEPINSKI	TLE	---	---	---	0.018
75	DUSTIN R. KOELLER	TLE	---	---	---	0.012
77	CHRISTOPHER S. & JULIE C. GIST	TLE	---	---	---	0.011
78	MICHAEL MEIER	TLE	---	---	---	0.012
79	LAURIE J. KLAR	TLE	---	---	---	0.012
80	JOHN P. & VICTORIA L. SCHMITT	TLE	---	---	---	0.028
82	AMY KWALLEK	TLE	---	---	---	0.026
83	DANIEL J. REUTER	TLE	---	---	---	0.018

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 785177 FOR ADDITIONAL INFORMATION.

WISCONSIN FRANCIS R. THOUSAND S-1363 MADISON, WIS. LAND SURVEYOR

I, FRANCIS R. THOUSAND, 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 SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-21-4.04 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Francis R Thousand — 6/6/18

FRANCIS R. THOUSAND, AGENT OF OTIE — DATE

REGISTRATION NUMBER: S-1363

OTIE Grande Valley Integrated Enterprises

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LANCASTER.

D. C. V — 6/12/18

DAVID VARNAM — DATE

MAYOR, CITY OF LANCASTER

1650-07-21-4.04 AMENDMENT NO. 1

PLOT NAME : PLOT SCALE : ==========

PLOT BY : OTIE

PLOT DATE : 6/6/2018 11:36 AM

PLOT DATE :

FILE NAME :P:\2013 PROJECTS\2013108 - USH 61\AUTOCAD\PLAT\040104-AIRP.DWG

APPRAISAL PLAT DATE : 3-28-2017

TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.04

PART OF LOT 1, CERTIFIED SURVEY MAP NO. 1721, DOC 762941, LOCATED IN THE NW 1/4 OF THE NE 1/4 AND THE SW 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOTS 4, 5 AND 6 OF BLOCK 100 OF THE ASSESSMENT PLAT, CITY OF LANCASTER, LOCATED IN THE NW 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOT 2, CERTIFIED SURVEY MAP NO. 1088, DOC 479703, LOCATED IN THE NW 1/4 OF THE NE 14 OF SECTION 3, T4N, R3W, PART OF LOT 1 OF BLOCK 16 OF BURT'S ADDITION, LOCATED IN THE NE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOT 1 CERTIFIED SURVEY MAP 355, DOC 564314, LOCATED IN THE NE 14 OF THE NE 1/4 OF SECTION 3, T4N, R3W, PART OF LOTS 5, 6, 7, 8, 9, 10, 11, AND 12 OF BLOCK 108 OF THE ASSESSMENT PLAT, CITY OF LANCASTER, LOCATED IN THE NE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W, CITY OF LANCASTER, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61, CITY OF LANCASTER, MADISON STREET (CHERRY STREET TO CITY LIMITS STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LANCASTER 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 LANCASTER 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 OF LANCASTER FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LANCASTER, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

FOUND IRON PINS ARE ⅝" REBAR, UNLESS OTHERWISE NOTED.

GN

0 50 100

SCALE, FEET

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 2:30 P.M. ON MAR 30 2017 DOCUMENT 785354 AND FILED IN CMS C Vo. 72

Marilyn Pliner
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-21-4.04
AMENDMENT NO: ---

1650-07-21-4.04

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), GRANT COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

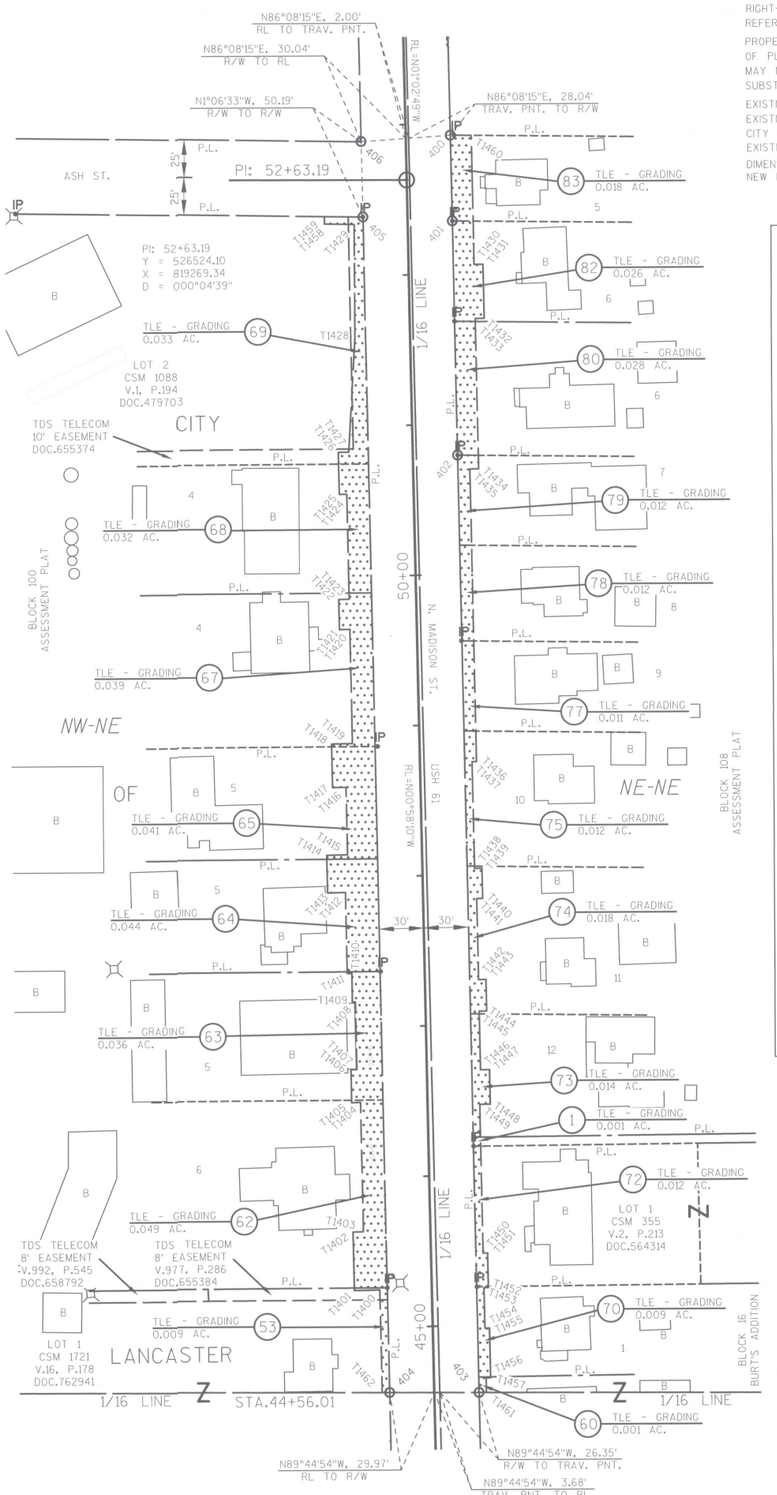
RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT-OF-WAY LINES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

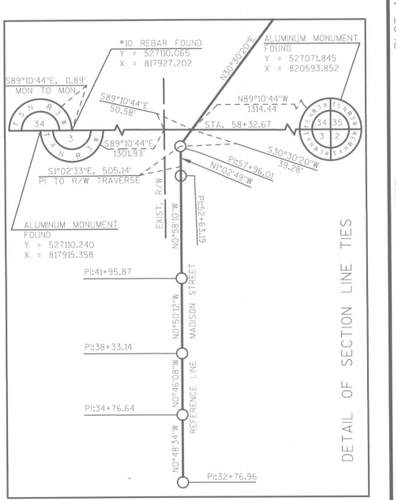
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR N. MADISON ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR ASH ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.



TLE STATION OFFSET TABLE

T1400	45+25.00	35.00'
T1401	45+25.00	52.00'
T1402	45+64.00	52.00'
T1403	45+64.00	45.00'
T1404	46+50.00	45.00'
T1405	46+50.00	51.00'
T1406	46+72.00	51.00'
T1407	46+72.00	47.00'
T1408	47+17.00	47.00'
T1409	47+17.00	49.00'
T1410	47+36.00	49.00'
T1411	47+36.00	52.00'
T1412	47+90.00	52.00'
T1413	47+90.00	64.00'
T1414	48+15.00	64.00'
T1415	48+15.00	50.00'
T1416	48+60.00	50.00'
T1417	48+60.00	59.00'
T1418	48+89.00	59.00'
T1419	48+89.00	45.00'
T1420	49+65.00	45.00'
T1421	49+65.00	52.00'
T1422	49+85.00	52.00'
T1423	49+85.00	45.00'
T1424	50+55.00	45.00'
T1425	50+55.00	50.00'
T1426	50+83.00	50.00'
T1427	50+83.00	43.00'
T1428	51+60.00	37.00'
T1429	52+39.36	36.00'
T1430	52+06.00	44.00'
T1431	52+06.00	50.00'
T1432	51+70.00	50.00'
T1433	51+70.00	44.00'
T1434	50+70.00	44.00'
T1435	50+70.00	38.00'
T1436	48+75.19	38.00'
T1437	48+75.19	35.00'
T1438	48+04.00	35.00'
T1439	48+04.00	40.00'
T1440	47+84.00	40.00'
T1441	47+84.00	36.00'
T1442	47+30.00	36.00'
T1443	47+30.00	41.00'
T1444	47+09.00	41.00'
T1445	47+09.00	36.00'
T1446	46+70.00	36.00'
T1447	46+70.00	42.00'
T1448	46+47.00	42.00'
T1449	46+47.00	35.00'
T1450	45+48.00	35.00'
T1451	45+48.00	38.00'
T1452	45+25.00	38.00'
T1453	45+25.00	35.00'
T1454	44+98.00	35.00'
T1455	44+98.00	38.00'
T1456	44+65.00	38.00'
T1457	44+65.00	35.00'
T1458	52+35.02	55.96'
T1459	52+40.02	55.80'
T1460	52+91.87	44.00'
T1461	44+55.26	35.00'
T1462	44+56.75	35.00'

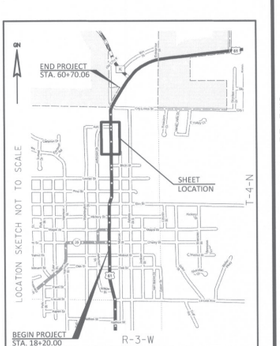


R/W COURSE TABLE

400-401	S01° 09' 03"E	57.05'
401-402	S00° 57' 50"E	155.84'
402-403	S00° 57' 50"E	624.06'
404-405	N00° 58' 04"W	782.52'

R/W STATION OFFSET TABLE

400	52+92.27	29.96'
401	52+35.27	30.10'
402	50+79.42	30.09'
403	44+55.37	30.03'
404	44+56.65	29.97'
405	52+39.16	29.95'
406	52+89.4	30.04'



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 OF LANCASTER.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
1	CITY OF LANCASTER	TLE	---	---	---	0.001
53	PATRICK & LINDA MOORE	TLE	---	---	---	0.009
60	CHARLES W. & PATRICIA I. COATES	TLE	---	---	---	0.001
62	ANCHOR BANK FSB	TLE	---	---	---	0.049
63	MARSHALL O JR & JOANNE L REYNOLDS	TLE	---	---	---	0.036
64	STEPHANIE L. WEIST	TLE	---	---	---	0.044
65	PF & L PROPERTIES LLP	TLE	---	---	---	0.041
67	VIVIAN L. & DARYL J. THURNER	TLE	---	---	---	0.039
68	JUSTIN W. & AMANDA M. ABING	TLE	---	---	---	0.032
69	FOREMOST FARMS USA COOPERATIVE	TLE	---	---	---	0.033
70	JASON A. & RACHEL M. ADDISON	TLE	---	---	---	0.009
72	M & L2L PROPERTIES, LLC	TLE	---	---	---	0.012
73	JAMES P. & NANCY J. NALEPINSKI	TLE	---	---	---	0.014
74	ANDREW J. NALEPINSKI	TLE	---	---	---	0.018
75	DUSTIN R. KOELLER	TLE	---	---	---	0.012
77	CHRISTOPHER S. & JULIE C. GIST	TLE	---	---	---	0.011
78	MICHAEL MEIER	TLE	---	---	---	0.012
79	LAURIE J. KLAR	TLE	---	---	---	0.012
80	JOHN P. & VICTORIA L. SCHMITT	TLE	---	---	---	0.028
82	AMY KWALLEK	TLE	---	---	---	0.026
83	DANIEL J. REUTER	TLE	---	---	---	0.018

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 785177 FOR ADDITIONAL INFORMATION.

WISCONSIN FRANCIS R. THOUSAND S-1363 MADISON, WIS. LAND SURVEYOR

I, FRANCIS R. THOUSAND, 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 SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-21-4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Francis R Thousand — 3-28-2017

FRANCIS R. THOUSAND, AGENT OF OTIE — DATE

REGISTRATION NUMBER: S-1363

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LANCASTER.

DAVID VARNAM — 3-30-2017

MAYOR, CITY OF LANCASTER — DATE

OTIE
Oneida Total Integrated Enterprises

PLOT NAME : PLOT SCALE : ■■■■■■■■■■
PLOT BY : OTIE
PLOT DATE : 3/27/2017 3:24 PM
PLOT DATE :
FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\AUTOCAD\PLAT\040104_RP.DWG
APPRAISAL PLAT DATE : 3-28-2017

TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.05
AMENDMENT NO. 2

AMENDS TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.05 RECORDED AS DOCUMENT NUMBER 793547, CABINET C PAGE 91 TO INCLUDE UTILITY SCHEDULE & INTERESTS REQUIRED.

PART OF LOT 1 CERTIFIED SURVEY MAP NO. 1088, DOC 479703, LOCATED IN THE NW 1/4 OF THE NE 1/4 OF SECTION 3, T4N R3W, PART OF LOTS 1, 2, 3 AND 4 OF BLOCK 108 OF THE ASSESSMENT PLAT, CITY OF LANCASTER, LOCATED IN THE NE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W AND PART OF THE SE 1/4 OF THE SE 1/4 AND THE SW 1/4 OF THE SE 1/4 OF SECTION 34, T5N, R3W, CITY OF LANCASTER, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61, CITY OF LANCASTER, MADISON STREET (CHERRY STREET TO CITY LIMITS STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LANCASTER 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 LANCASTER 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 OF LANCASTER FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LANCASTER, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), GRANT COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT-OF-WAY LINES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR N. MADISON ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CITY LIMITS RD. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR ASH ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

FOUND IRON PINS ARE 3/4-INCH REBAR, UNLESS OTHERWISE NOTED.

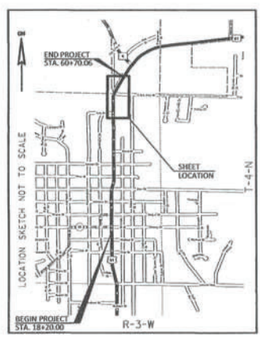
GN

0 50 100
SCALE, FEET

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 4:15 PM ON JUN 12 2018 DOCUMENT 794934 AND FILED IN Vol C No. 91A

Marilyn Pierce
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-21-4.05
AMENDMENT NO: 2



TLE STATION OFFSET TABLE		
T1500	52+90.38	54.07'
T1501	53+00.38	53.76'
T1502	53+00.00	40.00'
T1503	56+50.00	40.00'
T1504	56+99.96	43.00'
T1505	57+78.13	40.00'
T1506	10+70.00'K'	44.15'
T1507	11+00.00'K'	35.00'
T1508	12+00.00'K'	30.00'
T1509	12+00.00'K'	22.77'
T1510	11+25.00'CL'	33.50'
T1511	11+75.00'CL	36.00'
T1512	12+35.00'CL'	32.31'
T1513	57+88.20	32.74'
T1514	57+25.53	29.12'
T1515	55+90.00	29.98'
T1516	55+90.00	33.00'
T1517	54+80.00	33.00'
T1518	54+80.00	29.97'
T1519	54+00.00	29.97'
T1520	54+00.00	35.00'
T1521	53+38.00	35.00'
T1522	53+38.00	44.00'

R/W STATION OFFSET TABLE		
500	12+31.37'CL'	35.62'
501	57+86.03	24.05'
502	57+66.30	24.00'
503	52+35.27	30.10'
504	52+39.16	29.95'
505	52+89.40	30.04'
506	58+15.77	52.55'
507	12+00.81'K'	42.50'
508	59+73.54	70.80'
513	59+73.44	45.68'
509	61+27.96	49.17'
510	61+26.48	56.10'
511	59+39.04	58.73
512	11+69.62'CL'	26.72'

PI STA = 10+81.43'K'
Y = 527197.452
X = 819247.943
DELTA = 59°17'01"
D = 57°17'45"
T = 56.90'
L = 103.47'
R = 100.00'
PC STA = 10+24.53'K'
PT STA = 11+27.99'K'

CSM 572
V.4, P.169-170
DOC.613982

SW-SE
SE-SE
CITY
PLAT OF SURVEY AUSTIN
LANCASTER
NW-NE
NE-NE
SECTION LINE
CITY LIMITS RD.
OLD CTH K
USH 61
N. MADISON ST.
ASH ST.
BLOCK 108 ASSESSMENT PLAT
LOT 1 CSM 1088 V.1, P.194 DOC.479703
1/16 LINE
55+00 1/4 LINE

N89°04'55"E, 42.50' RL TO R/W
N89°04'55"E, 22.77' R/W TO RL
S58°39'40"E, 49.41' R/W TO RL
RL=N30°30'20"E
S58°39'40"E, 56.09' RL TO R/W
PT: 11+27.99'K'
PI: 10+81.43'K'
PC: 10+24.53'K'
60+00
10+00.00'CL'= 10+00.00'K'= 59+08.26
S89°10'44"E, 19.02' TRAV. PNT. TO TRAV. PNT.
S89°10'44"E, 11.89' TRAV. PNT. TO TRAV. PNT.
S89°10'44"E, 11.89' MON TO MON
S89°10'44"E, 19.67' R/W TO TRAV. PNT.
PC: 10+95.22'CL'
RL=S59°29'40"E
PT: 58+87.19
S59°29'40"E, 36.17' PC TO TRAV. PNT.
S03°45'16"W, 18.37' R/W TO TRAV. PNT.
S89°10'44"E, 1061.05' MON TO TRAV. PNT.
STA. 58+32.67
STA. 11+04.73'CL'
S89°10'44"E, 1301.93' MON TO R/W
N30°30'20"E, 39.28' PI TO TRAV. PNT.
N30°30'20"E, 10.16' TRAV. PNT. TO PT
N89°10'44"W, 153.36' TRAV. PNT. TO TRAV. PNT.
PI: 11+61.77'CL'
N59°29'40"W, 28.54' PI TO TRAV. PNT.
S03°45'16"W, 13.98' TRAV. PNT. TO RL
S03°45'16"W, 35.67' RL TO R/W
PT: 12+25.31'CL'
PI: 57+96.01
PC: 56+99.96
38'

PI STA = 57+96.01
Y = 527056.836
X = 819259.608
DELTA = 31°33'09"
D = 16°51'06"
T = 96.06'
L = 187.24'
R = 340.00'
PC STA = 56+99.96
PT STA = 58+87.19

PI STA = 11+61.77'CL'
Y = 527073.996
X = 819457.482
DELTA = 29°48'49"
D = 22°55'06"
T = 66.55'
L = 130.09'
R = 250.00'
PC STA = 10+95.22'CL'
PT STA = 12+25.31'CL'

#10 REBAR FOUND
Y = 527110.065
X = 817927.202

ALUMINUM MONUMENT FOUND
Y = 527110.240
X = 817915.358

ALUMINUM MONUMENT FOUND
Y = 527071.845
X = 820593.852

PI: 52+63.19
Y = 526524.10
X = 819269.34
D = 000°04'39"

N26°25'35"W, 56.29' R/W TO R/W
N87°15'23"W, 29.96' RL TO R/W
N87°15'23"W, 2.03' TRAV. PNT. TO RL
N87°15'23"W, 28.13' R/W TO TRAV. PNT.

TLE - GRADING 0.024 AC. (89)
TLE - GRADING 0.007 AC. (87)
TLE - GRADING 0.010 AC. (88)
TLE - GRADING 0.008 AC. (85)
TLE - GRADING 0.112 AC. (69)
TLE - GRADING 0.022 AC. (84)

TDS TELECOM 10' EASEMENT V.977, P.266 DOC.655374 (100)
TDS TELECOM V977, P266 DOC. 655374 - PARCEL 69 (100)

R/W COURSE TABLE		
500-501	N89° 15' 43"W	235.64'
501-502	S11° 57' 48"W	18.33'
502-503	S01° 03' 15"E	526.00'
T1500-505	N84° 21' 35"E	24.61'
505-T1505	N01° 02' 33"W	497.16'
T1505-506	N01° 02' 33"W	44.54'
506-T1506	N01° 02' 33"W	83.94'
T1506-T1509	N01° 02' 33"W	151.01'
507-508	S00° 55' 05"E	77.40'
508-513	S59° 15' 36"E	25.11'
513-509	N29° 12' 42"E	154.57'
510-511	S29° 42' 03"W	187.46'
511-512	S61° 39' 46"E	102.03'
512-T1512	S89° 22' 26"E	59.02'

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	TDS TELECOM	RELEASE OF RIGHTS

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 OF LANCASTER.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
69	FOREMOST FARMS USA COOPERATIVE	TLE	---	---	---	0.112
84	GRANT COUNTY	TLE	---	---	---	0.022
85	DONALD E. BENNETT	TLE	---	---	---	0.008
87	BENNETT D PROPERTIES LLC	FEE, TLE	0.001	---	0.001	0.007
88	L MACK LLC	TLE	---	---	---	0.010
89	ALLEN J & KIMBERLY A WHITE	TLE	---	---	---	0.024

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 785177 FOR ADDITIONAL INFORMATION.

WISCONSIN FRANCIS R. THOUSAND S-1363 MADISON, WIS. LAND SURVEYOR

I, FRANCIS R. THOUSAND, 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 SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-21-4.05 AMENDMENT NO. 2 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Francis R Thousand — 6/6/18
FRANCIS R. THOUSAND, AGENT OF OTIE — DATE
REGISTRATION NUMBER: S-1363

OTIE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LANCASTER.

D.V. — 6/12/18
DAVID VARNAM — DATE
MAYOR, CITY OF LANCASTER

FILE NAME :P:\2013 PROJECTS\2013108 - USH 61\AUTOCAD\PLAT\040105_A2RP.DWG
PLOT DATE : 6/6/2018 11:42 AM
PLOT BY : OTIE
PLOT DATE :
APPRAISAL PLAT DATE : 3-28-2017

TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.05
AMENDMENT NO. 1

AMENDS THE EXISTING RIGHT-OF-WAY AT THE INTERSECTION OF USH 61 AND OLD CTH K.

PART OF LOT 1 CERTIFIED SURVEY MAP NO. 1088, DOC 479703, LOCATED IN THE NW 1/4 OF THE NE 1/4 OF SECTION 3, T4N R3W, PART OF LOTS 1, 2, 3 AND 4 OF BLOCK 108 OF THE ASSESSMENT PLAT, CITY OF LANCASTER, LOCATED IN THE NE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W AND PART OF THE SE 1/4 OF THE SE 1/4 AND THE SW 1/4 OF THE SE 1/4 OF SECTION 34, T5N, R3W, CITY OF LANCASTER, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61, CITY OF LANCASTER, MADISON STREET (CHERRY STREET TO CITY LIMITS STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LANCASTER 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 LANCASTER 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 OF LANCASTER FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LANCASTER, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

NOTES:

POINTS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WCRS), GRANT COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH REFERENCE TO THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT-OF-WAY LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR N. MADISON ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CITY LIMITS RD. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR ASH ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.

MONUMENTING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

FOUND IRON PINS ARE 3/4-INCH REBAR, UNLESS OTHERWISE NOTED.

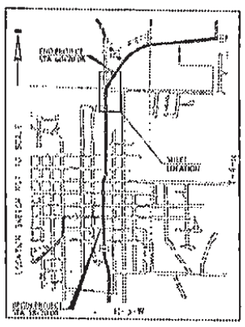
GN

0 50 100
SCALE: FEET

ACCEPTED FOR RECORDING AND FILED IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 10:35 o'clock A.M. ON APR 13 2018
DOCUMENT 293547 AND FILED IN Vol 2 Page

SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-21-4.05
AMENDMENT NO: 1

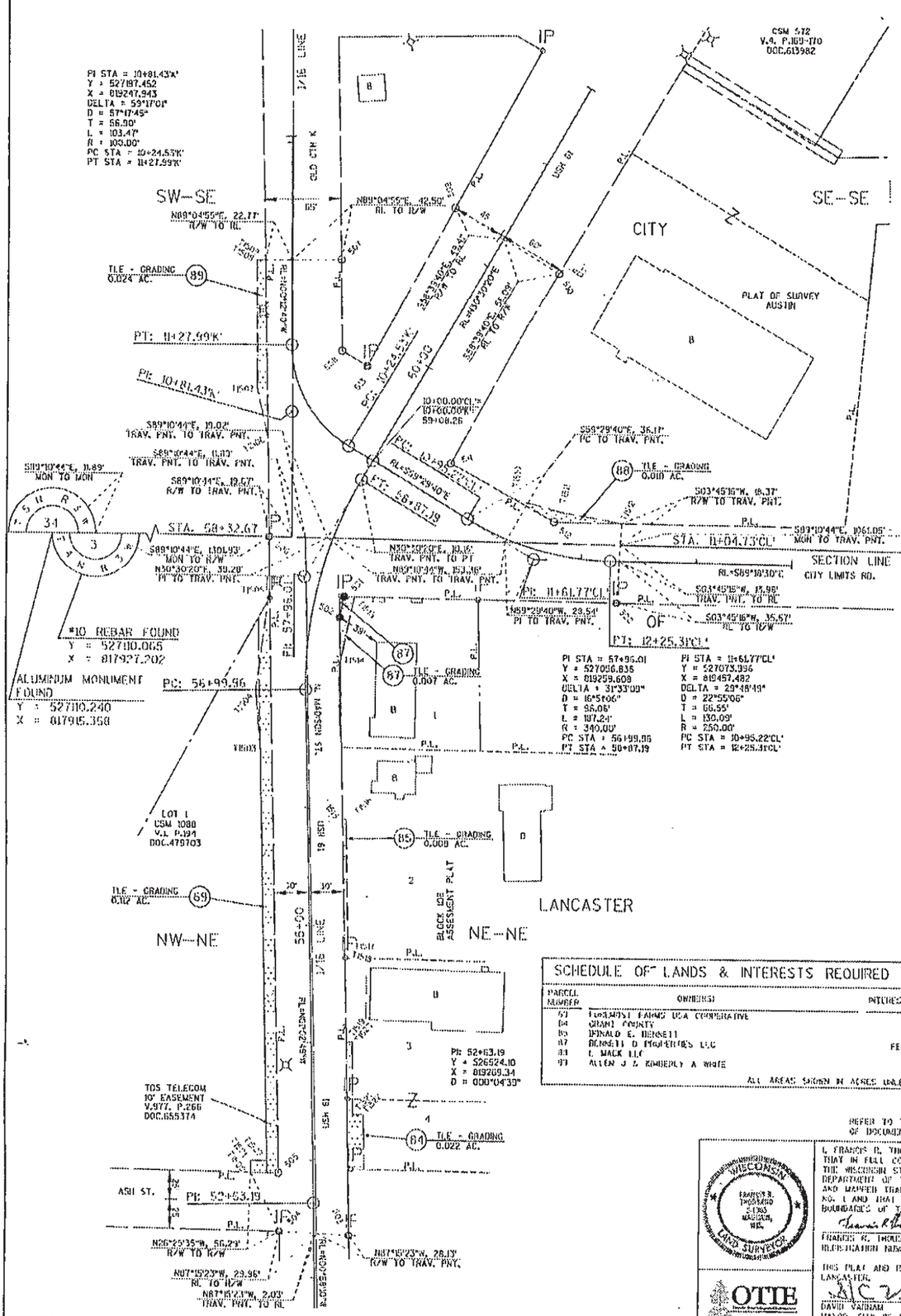


TIE STATION OFFSET TABLE

TIE00	52+90.38	56.07'
TIE01	53+00.30	53.76'
TIE02	53+00.00	40.00'
TIE03	56+90.00	40.00'
TIE04	56+99.96	43.00'
TIE05	57+78.13	40.00'
TIE06	10+70.00"K"	44.35'
TIE07	11+00.00"K"	35.00'
TIE08	12+00.00"K"	30.00'
TIE09	12+00.00"K"	22.77'
TIE10	11+25.00"CL"	33.50'
TIE11	11+75.00"CL"	36.00'
TIE12	12+25.00"CL"	32.32'
TIE13	57+86.20	32.24'
TIE14	57+28.53	28.12'
TIE15	55+80.00	29.98'
TIE16	55+80.00	53.00'
TIE17	54+80.00	53.00'
TIE18	54+80.00	29.97'
TIE19	54+00.00	29.97'
TIE20	54+00.00	35.00'
TIE21	53+38.00	35.00'
TIE22	53+38.00	64.00'

R/W STATION OFFSET TABLE

500	12+31.37"CL"	35.65'
501	57+86.01	24.00'
502	57+86.30	24.00'
503	52+35.27	30.18'
504	52+39.36	20.99'
505	52+89.49	30.04'
506	59+16.77	52.85'
507	12+00.81"K"	42.59'
508	59+73.64	70.80'
509	59+73.44	43.66'
510	59+27.95	41.17'
511	61+26.49	56.40'
512	59+39.04	50.73'
513	11+69.82"CL"	26.72'



R/W COURSE TABLE

500-501	N09° 15' 43"W	235.64'
501-502	S11° 57' 48"W	18.33'
502-503	S09° 03' 15"E	526.00'
TIE00-505	N84° 21' 35"E	24.07'
505-TIE05	N01° 02' 33"W	497.36'
TIE05-506	N01° 02' 33"W	44.54'
506-TIE06	N01° 02' 33"W	83.91'
TIE06-TIE08	N01° 02' 33"W	154.01'
507-509	S00° 59' 05"E	77.40'
508-513	S59° 15' 36"E	25.18'
513-509	N28° 12' 42"E	154.57'
510-511	S28° 42' 03"W	187.45'
511-512	S64° 39' 45"E	102.03'
512-TIE12	S84° 22' 26"E	99.02'

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 OF LANCASTER.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W AREA REQUIRED: NEW	R/W AREA REQUIRED: EXISTING	R/W AREA REQUIRED: TOTAL	TLE AREA
82	FOUNDRY FARMS USA COOPERATIVE	TLE	---	---	---	0.112
84	GRANT COUNTY	TLE	---	---	---	0.022
85	DONALD E. BENNETT	TLE	---	---	---	0.000
87	BENNETT D PROPERTIES LLC	FEE, TLE	0.000	---	0.000	0.007
88	L MACK LLC	TLE	---	---	---	0.000
89	ALLEN J & KIMBERLY A WHITE	TLE	---	---	---	0.024

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 293577 FOR ADDITIONAL INFORMATION.

I, FRANCIS R. THOUSAND, 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 SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-21-4.05 AMENDMENT NO. 1 AND THAT SAID PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

FRANCIS R. THOUSAND, AGENT OF OTIE
REGISTRATION NUMBER: S-2163

4/20/18
DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LANCASTER.

DAVID VAUGHAN
MAYOR, CITY OF LANCASTER

4/13/18
DATE

OTIE

PLOT NAME : P:\2013 PROJECTS\2013108 - USH 61\AUTOCAD\PLAT\04\108_AMD.DWG
PLOT DATE : 3/26/2018
APPRAISAL PLAT DATE : 3-26-2018
1650-07-21-4.05 AMENDMENT NO. 1

TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.05

PART OF LOT 1 CERTIFIED SURVEY MAP NO. 1088, DOC 479703, LOCATED IN THE NW 1/4 OF THE NE 1/4 OF SECTION 3, T4N R3W, PART OF LOTS 1, 2, 3 AND 4 OF BLOCK 108 OF THE ASSESSMENT PLAT, CITY OF LANCASTER, LOCATED IN THE NE 1/4 OF THE NE 1/4 OF SECTION 3, T4N, R3W AND PART OF THE SE 1/4 OF THE SE 1/4 AND THE SW 1/4 OF THE SE 1/4 OF SECTION 34, T5N, R3W, CITY OF LANCASTER, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61, CITY OF LANCASTER, MADISON STREET (CHERRY STREET TO CITY LIMITS STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LANCASTER 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 LANCASTER 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 OF LANCASTER FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LANCASTER, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), GRANT COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES, EXCLUDING RIGHT-OF-WAY LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR N. MADISON ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CITY LIMITS RD. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.
EXISTING HIGHWAY RIGHT-OF-WAY FOR ASH ST. ESTABLISHED FROM ASSESSMENT PLAT OF THE CITY OF LANCASTER.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

FOUND IRON PINS ARE 3/4-INCH REBAR, UNLESS OTHERWISE NOTED.

GN

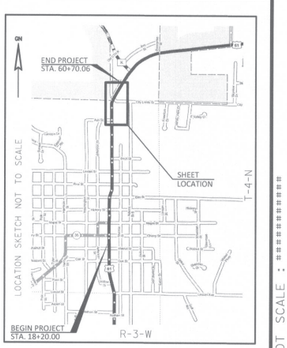
0 50 100

SCALE, FEET

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 12:30 P.M. ON MAR 30 2017 DOCUMENT 785355 AND FILED IN CAB C PG 184

Marilyn Pierce
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-21-4.05
AMENDMENT NO: ---

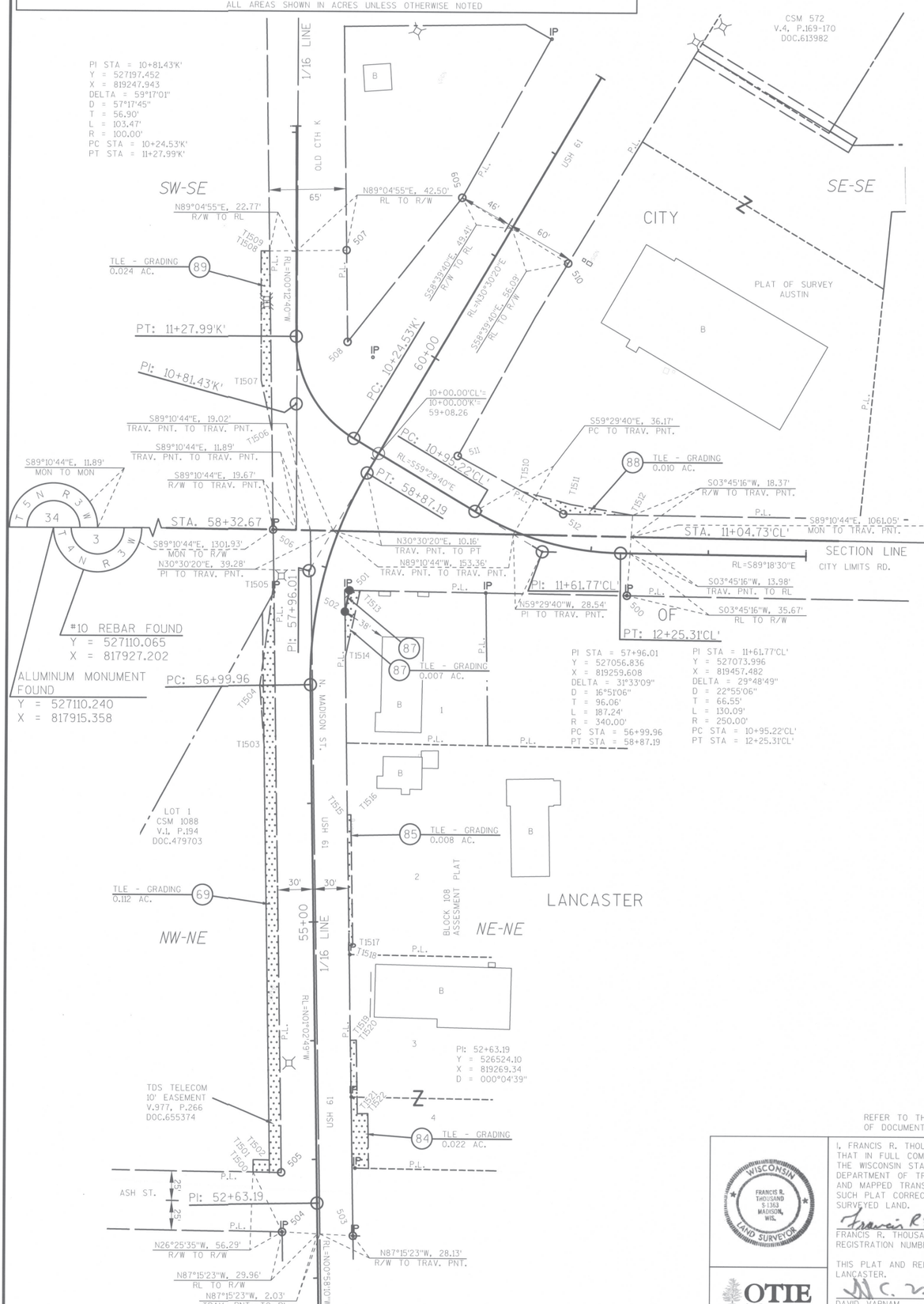


SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF LANCASTER.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
69	FOREMOST FARMS USA COOPERATIVE	TLE	---	---	---	0.112
84	GRANT COUNTY	TLE	---	---	---	0.022
85	DONALD E. BENNETT	TLE	---	---	---	0.008
87	BENNETT D PROPERTIES LLC	FEE, TLE	0.001	---	0.001	0.007
88	L MACK LLC	TLE	---	---	---	0.010
89	ALLEN J & KIMBERLY A WHITE	TLE	---	---	---	0.024

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED



TLE STATION OFFSET TABLE

T1500	52+90.38	54.07'
T1501	53+00.38	53.76'
T1502	53+00.00	40.00'
T1503	56+50.00	40.00'
T1504	56+99.96	43.00'
T1505	57+78.13	40.00'
T1506	10+70.00'K'	44.15'
T1507	11+00.00'K'	35.00'
T1508	12+00.00'K'	30.00'
T1509	12+00.00'K'	22.77'
T1510	11+25.00'CL'	33.50'
T1511	11+75.00'CL	36.00'
T1512	12+35.00'CL'	32.31'
T1513	57+88.20	32.74'
T1514	57+25.53	29.12'
T1515	55+90.00	29.98'
T1516	55+90.00	33.00'
T1517	54+80.00	33.00'
T1518	54+80.00	29.97'
T1519	54+00.00	29.97'
T1520	54+00.00	35.00'
T1521	53+38.00	35.00'
T1522	53+38.00	44.00'

R/W STATION OFFSET TABLE

500	12+31.37'CL'	35.62'
501	57+86.03	24.05'
502	57+66.30	24.00'
503	52+35.27	30.10'
504	52+39.16	29.95'
505	52+89.40	30.04'
506	58+15.77	52.55'
507	12+00.81'K'	42.50'
508	59+73.54	70.80'
509	61+27.82	49.41'
510	61+26.48	56.10'
511	59+39.04	58.73
512	11+69.62'CL'	26.72'

R/W COURSE TABLE

500-501	N89° 15' 43"W	235.64'
501-502	S11° 57' 48"W	18.33'
502-503	S01° 03' 15"E	526.00'
T1500-505	N84° 21' 35"E	24.61'
505-T1505	N01° 02' 33"W	497.16'
T1505-506	N01° 02' 33"W	44.54'
506-T1506	N01° 02' 33"W	83.94'
T1506-T1509	N01° 02' 33"W	151.01'
507-508	S00° 55' 05"E	77.40'
508-509	N38° 23' 54"E	155.76'
510-511	S29° 42' 03"W	187.46'
511-512	S61° 39' 46"E	102.03'
512-T1512	S89° 22' 26"E	59.02'

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 785177 FOR ADDITIONAL INFORMATION.

WISCONSIN LAND SURVEYOR — FRANCIS R. THOUSAND S-1363 MADISON, WIS.

I, FRANCIS R. THOUSAND, 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 SOUTHWEST REGION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-21-4.05 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Francis R Thousand — 3-28-2017
FRANCIS R. THOUSAND, AGENT OF OTIE — DATE
REGISTRATION NUMBER: S-1363

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LANCASTER.

DAVID VARNAM
MAYOR, CITY OF LANCASTER — 3-30-2017 DATE

OTIE — Orbis Total Integrated Enterprise

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\AUTOCAD\PLAT\040105_RP.DWG
APPRAISAL PLAT DATE : 3-28-2017
PLOT DATE : 3/27/2017 3:28 PM PLOT BY : OTIE PLOT SCALE : 1650-07-21-4.05

DATE: 7-18-2018

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

TRANSPORTATION PROJECT PLAT NO: 1650-07-21 - 4.06

RELOCATION ORDER STH 61 MADISON STREET, CITY OF LANCASTER, (CHERRY STREET TO CITY LIMITS STREET) GRANT COUNTY

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

4

R/W MONUMENT, PLE, TLE POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
100	523992.418'	819264.661'
101	523850.193'	819265.986'
102	523850.187'	819265.349'
103	523688.745'	819267.577'
104	523628.746'	819268.022'
105	523330.496'	819270.441'
106	523270.515'	819272.227'
107	523269.478'	819272.049'
108	523120.544'	819274.183'
109	523120.520'	819272.319'
110	523241.319'	819211.174'
111	523263.978'	819200.446'
112	523263.975'	819198.582'
113	523265.945'	819198.569'
114	523266.035'	819178.018'
115	523269.486'	819177.848'
116	523266.552'	818950.284'
117	523325.419'	818851.634'
118	523366.969'	818889.263'
119	523626.621'	818886.704'
120	523686.617'	818885.749'
121	523686.883'	818945.752'
122	523688.046'	819207.581'
123	523991.759'	819203.389'
130	523613.007'	819205.002'
131	523361.117'	819207.228'
132	523330.518'	819177.426'
133	523329.887'	819141.507'
134	523328.508'	819101.626'
135	523326.758'	818965.809'
136	523346.307'	818950.150'
137	523608.028'	818947.003'
138	523623.894'	818963.364'
139	523626.506'	819191.039'
T1100	523102.677'	819272.488'
T1101	523102.963'	819283.929'
T1102	523270.640'	819281.741'
T1103	523101.214'	819212.499'
T1104	523173.993'	819204.130'
T1105	523243.096'	819207.406'
T1106	523266.941'	818980.442'
T1107	523259.449'	818980.557'
T1108	523259.449'	818950.359'
T1109	523325.169'	818817.523'
T1110	523329.939'	818817.450'
T1111	523330.495'	818853.445'
T1112	523359.789'	818884.314'
T1113	523388.519'	818883.968'
T1114	523388.519'	818887.384'
T1115	523464.109'	818886.035'
T1116	523465.007'	818890.412
T1117	523491.491'	818885.546'
T1118	523491.699'	818873.726'
T1119	523520.669'	818873.378'
T1120	523520.848'	818887.746'
T1121	523626.443'	818846.726'
T1122	523626.186'	818819.982'
T1123	523626.324'	818819.981'
T1124	523686.322'	818819.409'
T1125	523689.120'	818819.391'
T1126	523689.344'	818833.179'
T1127	523689.057'	818833.182'
T1128	523689.121'	818876.717'
T1129	523694.780'	818882.665'
T1130	523705.052'	818882.665'
T1131	523705.055'	818885.456'

R/W MONUMENT, PLE, TLE POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
T1132	523687.497'	819084.423'
T1133	523687.787'	819084.420'
T1134	523689.099'	819201.840'
T1135	523693.655'	819206.455'
T1136	523761.469'	819205.340'
T1137	523761.403'	819200.810'
T1138	523808.465'	819200.372'
T1139	523808.555'	819204.495'
T1140	523830.984'	819204.422'
T1141	523830.892'	819200.163'
T1142	523870.347'	819199.795'
T1143	523870.420'	819203.799'
T1144	523931.128'	819203.161'
T1145	523931.057'	819199.230'
T1146	523991.708'	819198.665'
T1147	523992.491'	819271.661'
T1148	523846.282'	819273.023'
T1149	523846.212'	819268.050'
T1150	523691.510'	819268.335'
T1151	523691.712'	819284.385'
T1152	523688.907'	819284.420'
T1153	523342.651'	819187.298'
T1154	523341.570'	819117.306'
T1155	523369.567'	819116.874'
T1156	523353.619'	819100.371'
T1157	523353.195'	819089.355'
T1158	523362.665'	819058.849'
T1159	523388.649'	819057.850'
T1160	523442.057'	818989.242'
T1161	523441.691'	818958.834'
T1162	523591.680'	818957.030'
T1163	523612.101'	819010.283'
T1164	523612.583'	819052.280'
T1165	523587.784'	819069.913'
T1166	523587.971'	819086.238'
T1167	523613.765'	819155.274'
T1168	523613.994'	819175.272'
T1169	523556.530'	819197.670'
T1170	523381.537'	819199.217'
T1171	523100.948'	819205.955'
200	524344.532'	819284.604'
201	524342.876'	819275.875'
202	524320.591'	819263.305'
203	524286.923'	819262.501'
204	524074.140'	819264.416'
205	524052.418'	819264.823'
206	523993.136'	819331.725'
207	523992.403'	819263.386'
208	523991.759'	819203.389'
209	523991.218'	819152.926'
210	524051.752'	819202.445'
211	524285.928'	819200.438'
212	524327.448'	819199.660'
213	524337.470'	819192.184'
214	524343.624'	819181.301'
215	524403.630'	819181.708'

R/W MONUMENT, PLE, TLE POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
216	524410.576'	819215.595'
217	524482.124'	819245.311'
218	524598.796'	819269.441'
219	524706.406'	819267.921'
220	524766.237'	819247.218'
221	524766.401'	819267.073'
222	524766.897'	819327.072'
223	524706.902'	819327.920'
224	524406.932'	819332.158'
T1200	524051.202'	819151.092'
T1201	524056.011'	819151.044'
T1202	524056.515'	819195.072'
T1203	524329.208'	819192.070'
T1204	524338.175'	819180.198'
T1205	524338.943'	819018.201'
T1206	524342.192'	819018.217'
T1207	524402.197'	819018.501'
T1208	524415.942'	819018.566'
T1209	524417.028'	819211.572'
T1210	524565.099'	819262.810'
T1211	524701.348'	819260.991'
T1212	524701.239'	819247.797'
T1213	524706.239'	819247.755'
T1214	524706.902'	819335.919'
T1215	524599.757'	819337.434'
T1216	524544.299'	819335.723'
T1217	524526.390'	819332.572'
T1218	524417.278'	819333.224'
T1219	524417.512'	819392.223'
T1220	524432.524'	819395.163'
T1221	524432.584'	819410.163'
T1222	524418.584'	819410.219'
T1223	524418.676'	819433.219'
T1224	524408.204'	819433.260'
T1225	524345.840'	819433.509'
T1226	524339.676'	819433.533'
T1227	524339.099'	819288.534'
T1228	524324.196'	819272.913'
T1229	524308.894'	819270.962'
T1230	524276.208'	819269.098'
T1231	524123.720'	819270.470'
T1232	524116.767'	819266.505'
T1233	524056.447'	819266.645'
T1234	524056.906'	819331.044'
T1235	524053.132'	819331.082'
300	525716.903'	819313.031'
301	525487.478'	819316.890'
302	525427.485'	819317.899'
303	525127.481'	819322.534'
304	525067.497'	819322.825'
305	524766.897'	819327.072'
306	524707.193'	819363.086'
307	524706.902'	819327.920'
308	524706.406'	819267.921'
309	524706.239'	819247.755'
310	524766.401'	819267.073'
311	525067.310'	819262.821'
312	525127.310'	819262.530'
313	525717.167'	819253.018'

R/W MONUMENT, PLE, TLE POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
T1300	524766.237'	819247.218'
T1301	524800.532'	819251.629'
T1302	524840.526'	819251.097'
T1303	524880.652'	819260.560'
T1304	525025.639'	819258.614'
T1305	525035.598'	819255.480'
T1306	525067.284'	819255.055'
T1307	525127.240'	819242.209'
T1308	525134.587'	819257.103'
T1309	525388.560'	819253.395'
T1310	525373.506'	819234.117'
T1311	525402.223'	819230.193'
T1312	525443.218'	819229.594'
T1313	525443.467'	819246.622'
T1314	525457.476'	819252.386'
T1315	525535.460'	819251.066'
T1316	525550.373'	819245.813'
T1317	525550.154'	819232.815'
T1318	525687.134'	819230.497'
T1319	525687.438'	819248.495'
T1320	525785.424'	819246.837'
T1321	525716.881'	819318.006'
T1322	525689.623'	819318.468'
T1323	525689.673'	819321.467'
T1324	525669.676'	819321.806'
T1325	525669.643'	819319.827'
T1326	525597.653'	819321.038'
T1327	525597.686'	819323.024'
T1328	525575.690'	819323.396'
T1329	525575.639'	819320.396'
T1330	525497.735'	819326.715'
T1331	525496.261'	819360.407'
T1332	525487.980'	819362.221'
T1333	525427.581'	819326.833'
T1334	525395.640'	819327.299'
T1335	525351.732'	819333.941'
T1336	525351.659'	819328.941'
T1337	525334.661'	819329.190'
T1338	525334.734	819334.189'
T1339	525281.739'	819334.963'
T1340	525281.593'	819324.964'
T1341	525218.600'	819325.884'
T1342	525218.746'	819335.883'
T1343	525182.750'	819336.409'
T1344	525182.619'	819327.410'
T1345	525131.624'	819328.154'
T1346	525131.825'	819341.900'
T1347	525127.599'	819341.990'
T1348	525067.605'	819343.281'
T1349	525063.780'	819343.363'
T1350	525063.561'	819327.111'
T1351	524963.570'	819328.453'
T1352	524963.651'	819334.453'
T1353	524905.656'	819335.231'
T1354	524905.696'	819338.231'
T1355	524803.706'	819339.599'
T1356	524812.961'	819337.060'
T1357	524771.668'	819337.029'
T1358	524772.008'	819362.336'

R/W MONUMENT, PLE, TLE POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
T1359	524767.189'	819362.356'
T1360	525717.189'	819247.991'
400	526553.725'	819298.767'
401	526496.690'	819299.913'
402	526340.871'	819302.534'
403	525716.903'	819313.031'
404	525717.167'	819253.018'
405	526499.571'	819239.801'
406	526549.753'	819238.829'
T1400	525785.424'	819246.837'
T1401	525785.137'	819229.839'
T1402	525824.131'	819229.179'
T1403	525824.250'	819236.178'
T1404	525910.237'	819234.723'
T1405	525910.136'	819228.724'
T1406	525932.133'	819228.352'
T1407	525932.200'	819232.352'
T1408	525977.194'	819231.590'
T1409	525977.160'	819229.590'
T1410	525996.157'	819229.269'
T1411	525996.107'	819226.269'
T1412	526050.099'	819225.356'
T1413	526049.896'	819213.358'
T1414	526074.892'	819212.935'
T1415	526075.129'	819226.933'
T1416	526120.123'	819226.171'
T1417	526119.972'	819217.173'
T1418	526148.966'	819216.682'
T1419	526149.203'	819230.680'
T1420	526225.192'	819229.394'
T1421	526225.074'	819222.395'
T1422	526245.071'	819222.057'
T1423	526245.189'	819229.056'
T1424	526315.179'	819227.872'
T1425	526315.095'	819222.872'
T1426	526343.091'	819222.399'
T1427	526343.209'	819229.398'
T1428	526420.300'	819234.094'
T1429	526494.667'	819233.773'
T1430	526467.663'	819314.304'
T1431	526467.765'	819320.304'
T1432	526431.770'	819320.913'
T1433	526431.669'	819314.913'
T1434	526331.683'	819316.605'
T1435	526331.581'	819310.606'
T1436	526136.797'	819313.902'
T1437	526136.747'	819310.902'
T1438	526065.569'	819312.107'
T1439	526065.653'	819317.106'
T1440	526045.656'	819317.444'
T1441	526045.589'	819313.445'
T1442	525991.596'	819314.358'
T1443	525991.681'	819319.358'
T1444	525970.684'	819319.713'
T1445	525970.599'	819314.714'
T1446	525931.605'	819315.373'
T1447	525931.706'	819321.373'
T1448	525908.709'	819321.762'
T1449	525908.591'	819314.763'

R/W MONUMENT, PLE, TLE POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
T1450	525809.605'	819316.438'
T1451	525809.656'	819319.437'
T1452	525786.659'	819319.826'
T1453	525786.609'	819316.827'
T1454	525759.613'	819317.283'
T1455	525759.663'	819320.283'
T1456	525726.668'	819320.841'
T1457	525726.617'	819317.842'
T1458	526494.988'	819213.863'
T1459	526499.987'	819213.943'
T1460	526553.578'	819312.812'
T1461	525716.881'	819318.006'
T1462	525717.189'	819247.991'
500	527037.504'	819529.656'
501	527040.540'	819294.036'
502	527022.605'	819290.236'
503	526496.690'	819299.913'
504	526499.571'	819239.801'
505	526549.753'	819238.829'
506	527091.366'	819228.975'
507	527327.323'	819289.963'
508	527249.932'	819291.204'
509	527372.046'	819388.247'
510	527317.289'	819478.169'
511	527154.455'	819385.288'
512	527106.025'	819475.093'
513	527237.094'	819312.790'
T1500	526547.334'	819214.335'
T1501	526558.200'	819212.057'
T1502	526560.174'	819228.677'
T1503	526910.115'	819222.282'
T1504	526960.009'	819218.370'
T1505	527046.831'	819229.785'
T1506	527175.292'	819227.448'
T1507	527216.945'	819218.126'
T1508	527326.250'	819217.468'
T1509	527326.277'	819224.700'
T1510	527124.901'	819440.091'
T1511	527114.025'	819481.745'
T1512	527105.380'	819534.110'
T1513	527040.426'	819302.943'
T1514	526984.699'	819290.925'
T1515	526851.404'	819293.351'
T1516	526851.459'	819296.366'
T1517	526741.478'	819298.376'
T1518	526741.422'	819295.352'
T1519	526661.436'	819296.807'
T1520	526661.528'	819301.838'
T1521	526599.538'	819302.970'
T1522	526599.702'	819311.969'

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\AUTOCAD\PLAT\040106_RPA.DWG
APPRAISAL PLAT DATE : 3-6-2017

PLOT DATE : 7/18/2018 10:27 AM PLOT BY : OTIE PLOT NAME : PLOT SCALE : ''''''''''''

1650-07-21-4.07

NOTE:
SEE PLAN DETAILS FOR DRIVEWAY AND SIDEWALK ENTRANCE INFORMATION

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
222	20+78 LT	HYDRANT TOP DEAD CENTER	1097.645
223	23+53 LT	HYDRANT TOP DEAD CENTER	1101.686

THE SOCIETY OF FIRST CONGREGATIONAL CHURCH OF LANCASTER 225
CITY OF LANCASTER
CITY OF LANCASTER
GRANT COUNTY 130
BM 222
BM 223
SLOPE INTERCEPTS
SAWCUT & MATCH EXISTING PAV'T.
USH 61 (MADISON ST.)
CONCRETE GAP AT MAPLE ST.
ONE WAY
W. CHERRY ST.
W. MAPLE ST.
E. CHERRY ST.
E. MAPLE ST.
TLE
R/W
P.L.
SIGN
BENNETT 242
CITY OF LANCASTER 206
WALKER 152
BLUEBERRY HILL INVESTMENTS 150
RJAJ PROPERTIES 138
LANCASTER 138
SEYER 132
VESPERMANN PROPERTIES 126
WELLINGTON 122
120
WEGMANN 114
3 LIMES 108
B.L.R. PROPERTIES 102
BEGIN PROJECT
STA. 18+30.00
STA. 10+50.00'C' SAWCUT & MATCH EXISTING PAV'T.
STA. 10+50.00'M' SAWCUT & MATCH EXISTING PAV'T.
18+00
19+00
20+00
21+00
22+00
23+00
24+00
10+00'C'
10+00'M'
11+00
5

STA. 18+30.00
EL. 1095.89
VCL = 60.00'
K = 143.51
VPI STA. = 19+00.00
VPI EL. = 1095.50
VPC STA. 18+70.00
VPC EL. = 1095.67
VPT STA. 19+30.00
VPT EL. = 1095.46
VCL = 130.00'
K = 132.27
VPI STA. = 20+50.00
VPI EL. = 1095.30
VPC STA. 19+85.00
VPC EL. = 1095.39
VPT STA. 21+15.00
VPT EL. = 1095.85
VCL = 130.00'
K = 160.76
VPI STA. = 22+20.00
VPI EL. = 1096.74
VPC STA. 21+55.00
VPC EL. = 1096.19
VPT STA. 22+85.00
VPT EL. = 1097.82
VCL = 300.00'
K = 51.21
VPI STA. = 24+50.00
VPI EL. = 1100.56
VPC STA. 23+00.00
VPC EL. = 1098.07
-0.55%
-0.13%
0.85%
+1.66%
EXISTING GROUND
PROPOSED PROFILE @ RL
EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION
1105
1100
1095
1090
1095.94 1095.86
1095.81 1095.78
1095.70 1095.64
1095.65 1095.53
1095.60 1095.47
1095.53 1095.43
1095.44 1095.40
1095.45 1095.38
1095.46 1095.39
1095.55 1095.46
1095.63 1095.57
1095.85 1095.73
1096.08 1095.94
1096.35 1096.15
1096.62 1096.37
1096.93 1096.64
1097.23 1096.94
1097.53 1097.28
1097.84 1097.66
1098.17 1098.07
1098.45 1098.42
1098.68 1098.66
1098.80 1098.77
1099.01 1098.75
18+00
19+00
20+00
21+00
22+00
23+00
24+00

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61	SHEET 224	E

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
230	27+23 RT	HYDRANT TOP DEAD CENTER	1090.637

NOTE:
SEE PLAN DETAILS FOR DRIVEWAY AND SIDEWALK ENTRANCE INFORMATION

W. MAPLE ST.
E. MAPLE ST.
W. HICKORY ST.
E. HICKORY ST.
USH 61 (MADISON ST.)
R/W
TLE
P.L.
CITY OF LANCASTER
WALKER 105
MACK 126
MACK 144
MACK 161
CONCRETE CURB PEDESTRIAN, MODIFIED (SEE DETAIL)
BUSINESS LIGHT FIXTURE TO REMAIN
STA. 9+20.00'H' SAWCUT & MATCH EXISTING PAV'T.
SLOPE INTERCEPTS
CONCRETE GAP AT ONE OF KWIK TRIP DRIVEWAY OPENINGS
TDS TELECOM
THE WRIGHT THING TO DO 100
KT REAL ESTATE HOLDINGS, LLC 141
BM 230
DO NOT DISTURB KWIK TRIP SIGN
REMOVE ELECTRIFIED SIGN (FIREBALL LANES)
ALLIANT ENERGY (TYP.)
MOLZHON ENTERPRISES 209
DEERE ALLIS 250
AMERICAN BANK & TRUST 235
ANDERSON 251
STA. 10+50.00'M' SAWCUT & MATCH EXISTING PAV'T.
CANOPY
SIGN
A/C
24+00 25+00 26+00 27+00 28+00 29+00 30+00
10+00'M'
11+00'H'

VCL = 300.00'
K = 51.21
VPI STA. = 24+50.00
VPI EL. = 1100.56
VPT STA. 26+00.00
VPT EL. = 1094.26
VPC STA. 26+97.50
VPC EL. = 1090.16
VCL = 315.00'
K = 37.02
VPI STA. = 28+55.00
VPI EL. = 1083.55
PROPOSED PROFILE @ RL
-4.20%
EXISTING GROUND
SITE 12: CONTAMINATED SOILS
SEE SPECIAL PROVISION EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL
EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION

1100 1095 1090 1085

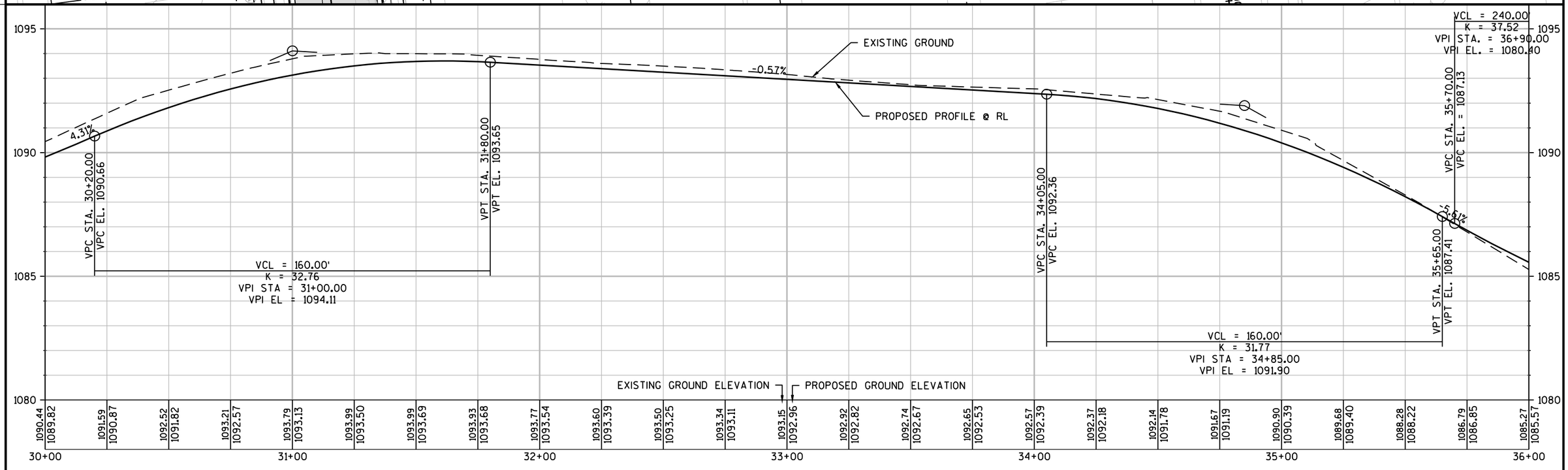
24+00	25+00	26+00	27+00	28+00	29+00	30+00
1099.01 / 1098.75	1098.92 / 1098.62	1098.59 / 1098.36	1098.18 / 1097.98	1097.62 / 1097.48	1097.08 / 1096.86	1096.29 / 1096.11
1095.48 / 1095.25	1094.59 / 1094.26	1093.67 / 1093.21	1092.68 / 1092.16	1091.73 / 1091.11	1090.66 / 1090.06	1089.60 / 1089.11
1088.57 / 1088.33	1088.02 / 1087.72	1087.50 / 1087.28	1087.29 / 1087.01	1087.13 / 1086.90	1087.21 / 1086.97	1087.40 / 1087.20
1087.93 / 1087.60	1088.56 / 1088.17	1089.46 / 1088.91	1090.44 / 1089.82			

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61	SHEET 225	E

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
229	31+67 RT	HYDRANT TOP DEAD CENTER	1094.470
232	35+11 LT	HYDRANT TOP DEAD CENTER	1092.612

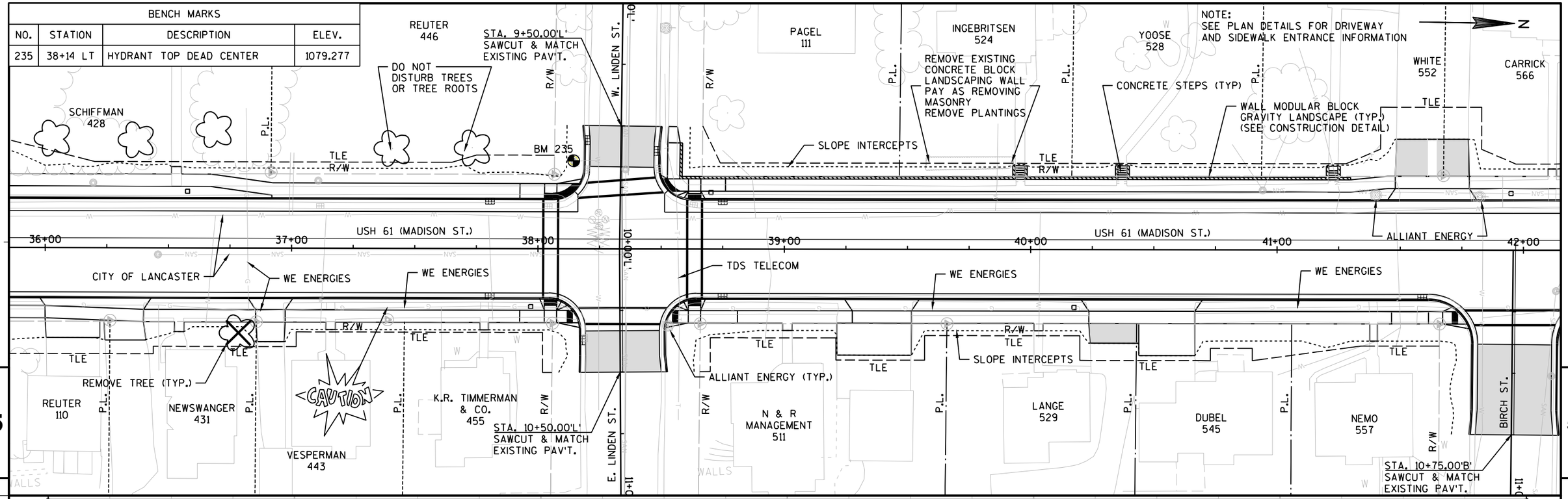
NOTE:
SEE PLAN DETAILS FOR DRIVEWAY AND SIDEWALK ENTRANCE INFORMATION

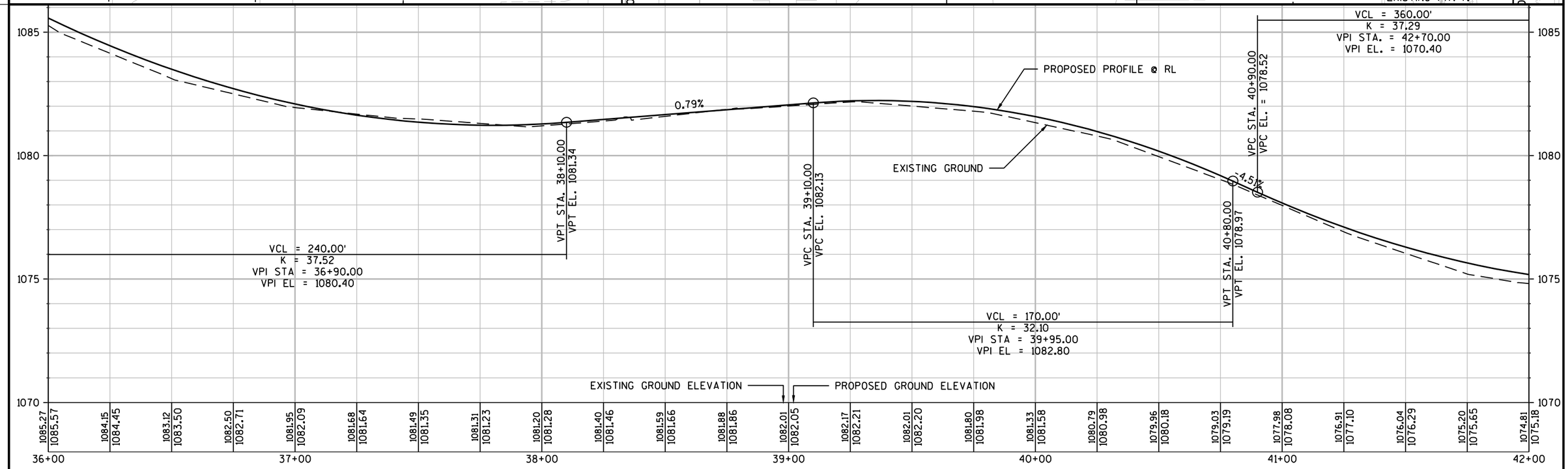
CONCRETE CURB PEDESTRIAN, MODIFIED (SEE DETAIL)
MACK 161
W. ELM ST.
CITY OF LANCASTER
DO NOT DISTURB LIBRARY STONE MONUMENT OR FOUNDATION
SLOPE INTERCEPTS
LANCASTER 113
WISCONSIN INDEPENDENT NETWORK, LLC
USH 61 (MADISON ST.)
CITY OF LANCASTER
LANCASTER SCHOOL DISTRICT
STA. 9+50.00'P' SAWCUT & MATCH EXISTING PAV'T.
W. PINE ST.
WE ENERGIES
ALLIANT ENERGY (TYP.)
EDDY REVOCABLE TRUST 406
DO NOT DISTURB TREE
SCHIFFMAN 428
BM 232
TDS TELECOM
REMOVE TREE (TYP.)
REUTER 110
E. PINE ST.
CAUTION
STREIF 251
E. ELM ST.
STENNER 241
BM 229
THE EXISTING SIDEWALK TO BE REMOVED. DO NOT EXTEND CARRIAGE WALKS TO NEW SIDEWALK.
BHF INVESTMENTS 309
KLAAS 323
KAUFFMAN 335
WALKER REVOCABLE TRUST 351
STA. 10+65.00'P' SAWCUT & MATCH EXISTING PAV'T.
ANT
WALLS



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61	SHEET 226 E

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
235	38+14 LT	HYDRANT TOP DEAD CENTER	1079.277





PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61	SHEET 227	E

NOTE:
SEE PLAN DETAILS FOR DRIVEWAY
AND SIDEWALK ENTRANCE INFORMATION

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
241	46+79 LT	HYDRANT TOP DEAD CENTER	1086.780

CARRICK 566
CALLAHAN REVOCABLE TRUST 608
REYNOLDS 632
MOORE 650
OLD NATIONAL BANK 708
REYNOLDS 722
WEIST 734
HAMILTON 625
HAMILTON 625
COATES 643
ADDISON 653
M & L 2L PROPERTIES 721
NALEPINSKI 719
NALEPINSKI 729

TDS TELECOM (TYP.)
WE ENERGIES
SLOPE INTERCEPTS
WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAILS)
CONCRETE STEPS
CITY OF LANCASTER
CONCRETE GAP AT ONE OF OLD NATIONAL BANK DRIVEWAY OPENINGS
REMOVE TREE (TYP.)
SLOPE INTERCEPTS
BM 241
USH 61 (MADISON ST.)
BIRCH ST.
STA. 10+75.00'B' SAWCUT & MATCH EXISTING PAV'T.
CAUTION
TLE
R/W
P.L.

VCL = 360.00'
K = 37.29
VPI STA. = 42+70.00
VPI EL. = 1070.40
VPT STA. 44+50.00
VPT EL. = 1079.66
5.15%
VPC STA 45+50.00
VPC EL 1084.81
PROPOSED PROFILE @ RL
EXISTING GROUND
IDENTICAL POINTS
VCL = 200.00'
K = 122.20
VPI STA = 46+50.00
VPI EL = 1089.95
VPT STA 47+50.00
VPT EL 1093.46
EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION

42+00	43+00	44+00	45+00	46+00	47+00	48+00
1074.81 / 1075.18	1074.55 / 1074.87	1074.39 / 1074.73	1074.55 / 1074.76	1074.79 / 1074.96	1075.22 / 1075.33	1075.75 / 1075.86
1076.46 / 1076.56	1077.32 / 1077.42	1078.41 / 1078.46	1079.63 / 1079.66	1081.02 / 1080.95	1082.37 / 1082.23	1083.70 / 1083.52
1084.99 / 1084.81	1086.24 / 1086.07	1087.45 / 1087.28	1088.61 / 1088.44	1089.70 / 1089.54	1090.76 / 1090.60	1091.71 / 1091.60
1092.61 / 1092.56	1093.48 / 1093.46	1094.34 / 1094.34	1095.21 / 1095.21			

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61	SHEET 228	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\050101_PP TO 050108_PP (USH 61_PP_SHEETS).DWG
PLOT DATE : 7/18/2018 11:25 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1:40_XREF

NOTE:
SEE PLAN DETAILS FOR DRIVEWAY
AND SIDEWALK ENTRANCE INFORMATION

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
240	52+27 LT	HYDRANT TOP DEAD CENTER	1104.451

P F & L PROPERTIES 748
THURNER 800
ABING 820
FOREMOST FARMS 932
FOREMOST FARMS 930
ASH ST.
STA. 9+45.00'A'
SAWCUT & MATCH
EXISTING PAV'T.
N
TDS TELECOM (TYP.)
SLOPE INTERCEPTS
TDS TELECOM
BM 240
WE ENERGIES
USH 61 (MADISON ST.)
CITY OF LANCASTER
CAUTION
REMOVE TREE (TYP.)
SLOPE INTERCEPTS
TRUMM 755
GIST 759
MEIER 809
KLAR 823
SCHMITT 833
KWALLEK 853
REUTER 859
GRANT COUNTY 901
GRANT COUNTY 925

PROPOSED PROFILE @ RL
EXISTING GROUND
3.51%
VPC STA 49+25.00
VPC EL 1099.60
VPT STA 50+75.00
VPT EL 1104.58
VCL = 150.00'
K = 392.89
VPI STA = 50+00.00
VPI EL = 1102.23
IDENTICAL POINTS
3.13%
VPC STA 51+55.00
VPC EL 1107.08
VCL = 250.00'
K = 61.48
VPI STA = 52+80.00
VPI EL = 1110.99
EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION

48+00	49+00	50+00	51+00	52+00	53+00	54+00
1095.21	1096.09	1096.89	1097.69	1098.60	1099.50	1100.36	1101.22	1102.04	1102.88	1103.69	1104.51	1105.34	1106.15	1106.99	1107.74	1108.33	1108.87	1109.28	1109.59	1109.86	1110.08	1110.24	1110.25	1110.05
1095.21	1096.09	1096.97	1097.85	1098.72	1099.60	1100.47	1101.32	1102.16	1102.98	1103.79	1104.58	1105.36	1106.14	1106.92	1107.67	1108.32	1108.87	1109.31	1109.66	1109.90	1110.04	1110.08	1110.02	1109.86

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61	SHEET 229	E

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
248	58+59 LT	HYDRANT TOP DEAD CENTER	1113.678

NOTE:
SEE PLAN DETAILS FOR DRIVEWAY AND SIDEWALK ENTRANCE INFORMATION

LANCASTER FAA SIGN REMOVED BY OTHERS
SLOPE INTERCEPTS
FOREMOST FARMS 932
TDS TELECOM
TLE
R/W
REMOVE TREE (TYP.)
ALLIANT ENERGY (TYP.)
BM 248
OLD CTH K
WE ENERGIES
USH 61 (MADISON ST.)
54+00
55+00
56+00
57+00
58+00
59+00
60+00
EXISTING LANDSCAPE WALL TO REMAIN
CITY OF LANCASTER
SLOPE INTERCEPTS
CONCRETE GAP AT ONE OF THE CAR WASH DRIVEWAY OPENINGS
BENNETT 939
BENNETT 1001
BENNETT D PROPERTIES 1017
ALLIANT ENERGY
P.I.
CAUTION
VACUUM
CITY LIMITS
MACK 131

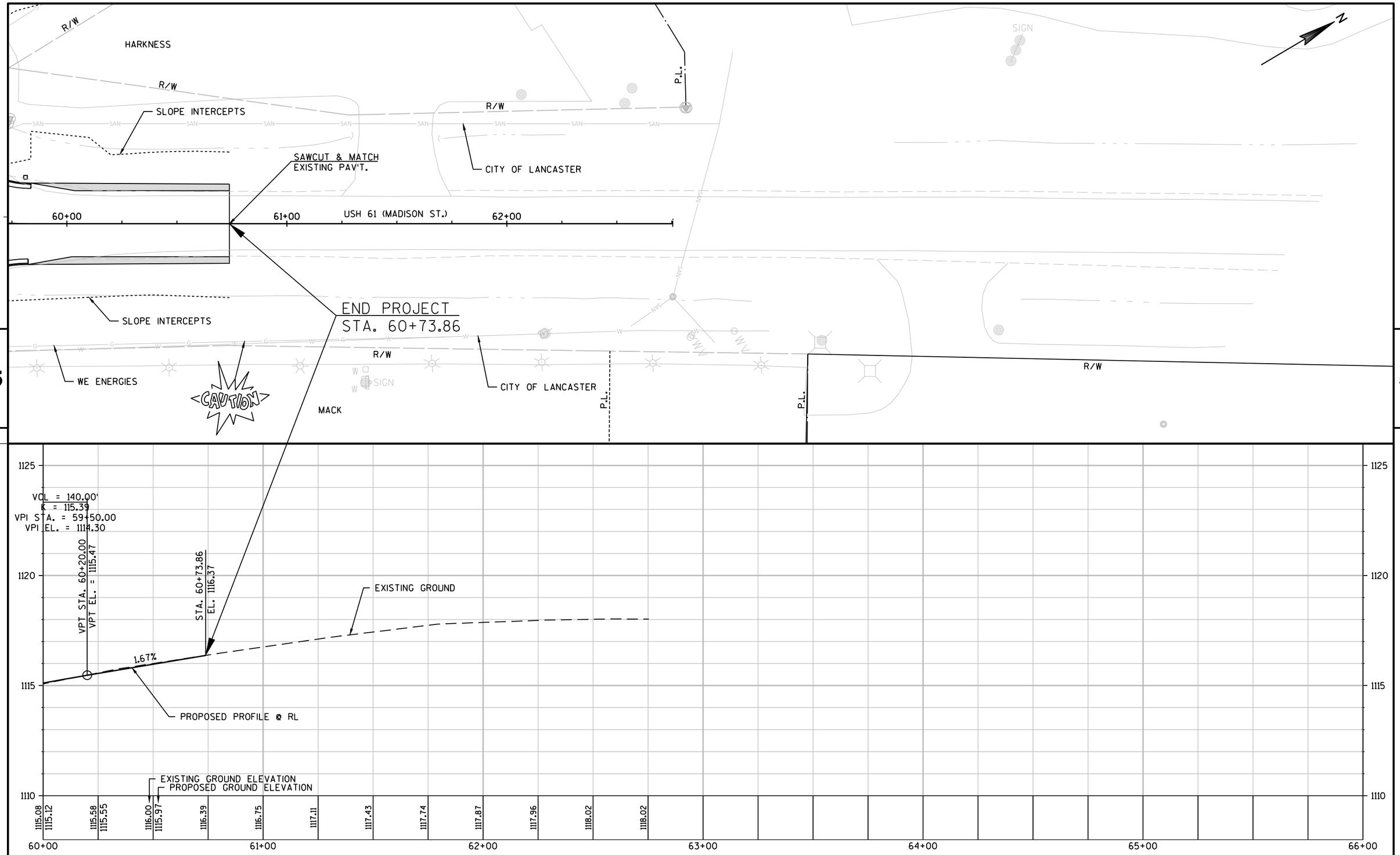
VCL = 250.00'
K = 61.48
I STA. = 52+80.00
VPI EL. = 1110.99
VPT STA. 54+05.00
VPT EL. = 1109.81
VCL = 100.00'
K = 133.26
VPI STA. = 55+50.00
VPI EL. = 1108.45
VPC STA. 55+00.00
VPC EL. = 1108.92
VPT STA. 56+00.00
VPT EL. = 1108.36
VCL = 150.00'
K = 48.81
VPI STA. = 57+35.00
VPI EL. = 1108.10
VPC STA. 56+60.00
VPC EL. = 1108.24
VPT STA. 58+10.00
VPT EL. = 1110.26
VCL = 140.00'
K = 115.39
VPI STA. = 59+50.00
VPI EL. = 1114.30
VPC STA. 58+80.00
VPC EL. = 1112.28
-0.94%
-0.19%
2.88%
EXISTING GROUND
PROPOSED PROFILE @ RL
STA. 59+70.00
1-15"X57' RCCP REQ'D.

SITE 30: CONTAMINATED SOILS
SEE SPECIAL PROVISION EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL.

EXISTING GROUND ELEVATION / PROPOSED GROUND ELEVATION

54+00	55+00	56+00	57+00	58+00	59+00	60+00
1110.05 / 1109.86	1109.20 / 1108.92	1109.00 / 1108.71	1108.71 / 1108.33	1110.11 / 1109.98	1112.12 / 1112.14	1115.08 / 1115.12
1109.84 / 1109.62	1108.78 / 1108.54	1108.71 / 1108.43	1108.94 / 1108.55	1110.80 / 1110.70	1112.80 / 1112.84	
1109.60 / 1109.39	1108.71 / 1108.36	1108.66 / 1108.31	1109.16 / 1108.90	1111.47 / 1111.42	1113.50 / 1113.49	
1109.39 / 1109.15	1108.58 / 1108.26	1108.63 / 1108.24	1109.50 / 1109.38		1114.10 / 1114.09	
					1114.59 / 1114.63	

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61	SHEET 230	E



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61	SHEET 231	E

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
222	20+78 LT	HYDRANT TOP DEAD CENTER	1097.645

BNK PROPERTIES 205
P.L.
TLE
R/W
ONE WAY
S. JEFFERSON ST.
WISCONSIN INDEPENDENT NETWORK
SLOPE INTERCEPTS
GRANT COUNTY 130
CAUTION
BM 222
BLUEBERRY HILL INVESTMENTS 150
WALKER 152
WE ENERGIES
CITY OF LANCASTER
ALLIANT ENERGY
5+00'C'
W. CHERRY ST.
6+00'C'
7+00'C'
8+00'C'
9+00'C'
10+00'C'
E. CHERRY ST. 11+00'C'
21+00
20+00
BEGIN CONSTRUCTION STA. 5+10.00'C' SAWCUT & MATCH EXISTING PAV'T.
END CONSTRUCTION STA. 10+50.00'C' SAWCUT & MATCH EXISTING PAV'T.
HERALD INDEPENDENT BUILDING 208
STA. 19+75.00'J' SAWCUT & MATCH EXISTING PAV'T.
SCHLECKER 140
HOSKINS 118
CHURCH 225
LANCASTER 206
USH 61 (MADISON ST.)
NOTE: SEE PLAN DETAILS FOR DRIVEWAY AND SIDEWALK ENTRANCE INFORMATION

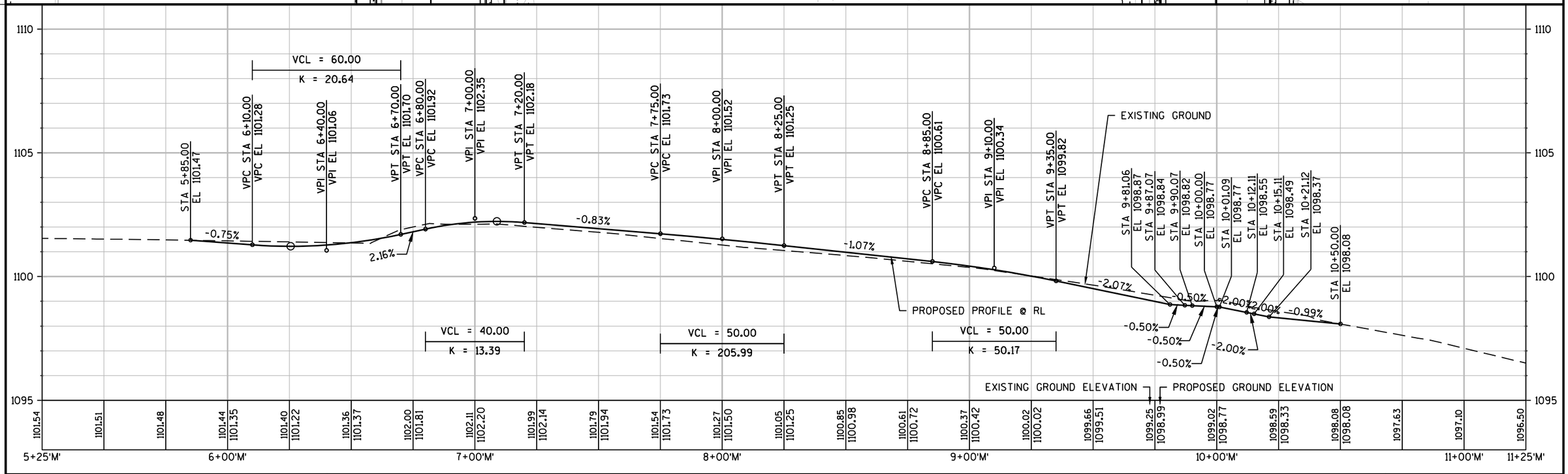
1100
1095
1090
1085
VCL = 60.00
K = 382.87
VCL = 80.00
K = 222.63
VCL = 80.00
K = 82.19
STA 5+80.00 EL 1089.69
STA 6+83.11 EL 1091.23
VPC STA 7+05.00 VPC EL 1091.60
VPI STA 7+35.00 VPI EL 1092.10
VPT STA 7+65.00 VPT EL 1092.65
VPC STA 7+85.00 VPC EL 1093.02
VPI STA 8+25.00 VPI EL 1093.75
VPT STA 8+65.00 VPT EL 1094.34
VPC STA 8+85.00 VPC EL 1094.63
VPI STA 9+25.00 VPI EL 1095.22
VPT STA 9+65.00 VPT EL 1095.42
STA 9+80.72 EL 1095.50
STA 9+89.74 EL 1095.46
STA 10+00.00 EL 1095.41
STA 10+02.64 EL 1095.39
STA 10+14.17 EL 1095.16
STA 10+21.72 EL 1095.01
STA 10+50.00 EL 1094.07
1.49%
1.68%
1.83%
1.47%
0.50%
-0.50%
-2.00%
-2.00%
-3.34%
-0.50%
-0.50%
EXISTING GROUND
PROPOSED PROFILE @ RL
SITE 8: CONTAMINATED SOILS SEE SPECIAL PROVISION EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL
EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION
1089.06 1089.11 1089.37 1089.64 1089.96 1089.99 1090.41 1090.36 1090.80 1090.74 1091.18 1091.11 1091.52 1091.51 1092.12 1091.94 1092.60 1092.38 1093.06 1092.83 1093.51 1093.29 1093.94 1093.71 1094.30 1094.11 1094.64 1094.49 1094.92 1094.84 1095.20 1095.13 1095.27 1095.34 1095.37 1095.47 1095.48 1095.41 1094.95 1094.90 1094.07 1094.07 1092.91 1091.86
5+00'C' 6+00'C' 7+00'C' 8+00'C' 9+00'C' 10+00'C' 11+00'C'

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: CHERRY STREET	SHEET 232	E

NOTE:
SEE PLAN DETAILS FOR DRIVEWAY
AND SIDEWALK ENTRANCE INFORMATION

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
218	6+52'M' RT	HYDRANT TOP DEAD CENTER	1102.648
223	23+53 LT	HYDRANT TOP DEAD CENTER	1101.686

FOUR FRIENDSHIPS ENTERPRISES 201
MILL AND OVERLAY LIMITS STA. 5+35.00'M' TO STA. 5+85.00'M'
STA. 24+35.00'J' SAWCUT & MATCH EXISTING PAV'T.
URBAN AND KUSSMALL LAW OFFICE 151
HUGHES 139
BURKS PROPERTIES 133
WALKER 131
WALKER 125
WALKER 115
WALKER 105
THE WRIGHT THING TO DO 100
CITY OF LANCASTER
W. MAPLE ST.
N. JEFFERSON ST.
S. JEFFERSON ST.
USH 61 (MADISON ST.)
E. MAPLE ST.
ONE WAY
TDS TELECOM
CONCRETE CURB PEDESTRIAN, MODIFIED (SEE DETAIL)
BEGIN CONSTRUCTION STA. 5+35.00'M' SAWCUT & MATCH EXISTING PAV'T.
END CONSTRUCTION STA. 10+50.00'M' SAWCUT & MATCH EXISTING PAV'T.
BM 218
BM 223
NAVD MONUMENT DO NOT DISTURB. 1929 DATUM. DO NOT USE TO ESTABLISH VERTICAL CONTROL.
SLOPE INTERCEPTS
GRANT COUNTY 111
GRANT COUNTY 130
B.L.R. PROPERTIES 102
3 LIMES 108
DO NOT DISTURB THE FLAG POLE
TLE
R/W
P.L.
N



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: MAPLE STREET	SHEET 233	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\050110_PP (MAPLE STREET_PP_SHEETS).DWG
PLOT DATE : 7/18/2018 12:09 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 44

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
218	6+52'M' RT	HYDRANT TOP DEAD CENTER	1102.648
219	19+78'J' LT	HYDRANT TOP DEAD CENTER	1092.185

HERALD INDEPENDENT BUILDING 208

ALLIANT ENERGY (TYP.)

STA. 19+50.80'J'
CONCRETE SIDEWALK, 5-INCH
STAMPING COLORED CONCRETE LIMITS

BM 219

S. JEFFERSON ST.

W. CHERRY ST.

BNK PROPERTIES 205

WENGS RENTAL PROPERTY 143

K.R. TIMMERMAN & CO. 137

VANDEEST 129

GRANT COUNTY 111

W. MAPLE ST.

FOUR FRIENDS ENTERPRISES 251

END CONSTRUCTION
STA. 24+35.00'J'
SAWCUT & MATCH
EXISTING PAV'T.

BM 218

CITY OF LANCASTER

SLOPE INTERCEPTS

ONE WAY

JEFFERSON ST.

19+00'J' 20+00'J' 21+00'J' 22+00'J' 23+00'J' 24+00'J'

7+00'M 6+00'M

BEGIN CONSTRUCTION
STA. 19+75.00'J'
SAWCUT & MATCH
EXISTING PAV'T.

STA. 19+13.54'J'
CONCRETE SIDEWALK, 5-INCH
STAMPING COLORED CONCRETE LIMITS

SCHECKLER 140

CHERRY ST.

WISCONSIN INDEPENDENT NETWORK

GRANT COUNTY 130

TDS TELECOM
CONCRETE CURB PEDESTRIAN, MODIFIED (SEE DETAIL)

STATUE

URBAN & KUSSMALL LAW OFFICE 151

HUGHES 139

P.L. R/W TLE

NOTE:
SEE PLAN DETAILS FOR DRIVEWAY AND SIDEWALK ENTRANCE INFORMATION

SITE 8: CONTAMINATED SOILS
SEE SPECIAL PROVISION EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL

VCL = 50.00
K = 826.20

VCL = 50.00
K = 903.74

VCL = 50.00
K = 93.75

EXISTING GROUND

PROPOSED PROFILE @ RL

VPC STA 20+75.00 VPC EL 1092.89
VPI STA 21+00.00 VPI EL 1093.70
VPT STA 21+25.00 VPT EL 1094.52
VPC STA 22+00.00 VPC EL 1097.00
VPI STA 22+25.00 VPI EL 1097.82
VPT STA 22+50.00 VPT EL 1098.52
VPC STA 22+75.00 VPC EL 1099.21
VPI STA 23+00.00 VPI EL 1099.90
VPT STA 23+25.00 VPT EL 1100.61

STA 19+75.00 EL 1090.40
STA 19+95.89 EL 1090.80
STA 20+00.92 EL 1090.90
STA 20+03.92 EL 1090.96
STA 20+14.92 EL 1091.18
STA 20+17.31 EL 1091.23
STA 20+25.92 EL 1091.40
STA 20+28.92 EL 1091.46
STA 20+34.22 EL 1091.57
STA 23+53.41 EL 1101.41
STA 23+58.41 EL 1101.56
STA 23+61.41 EL 1101.65
STA 23+71.83 EL 1101.96
STA 23+72.41 EL 1101.98
STA 23+83.41 EL 1102.03
STA 23+86.41 EL 1102.05
STA 23+91.40 EL 1102.07
STA 24+35.00 EL 1102.30

3.24% 3.30% 2.77% 2.82% 3.00% 3.00% 3.00% 2.99% 0.49% 0.49% 0.54%
1.91% 2.01% 2.01% 2.01% 2.01% 2.01% 2.01%

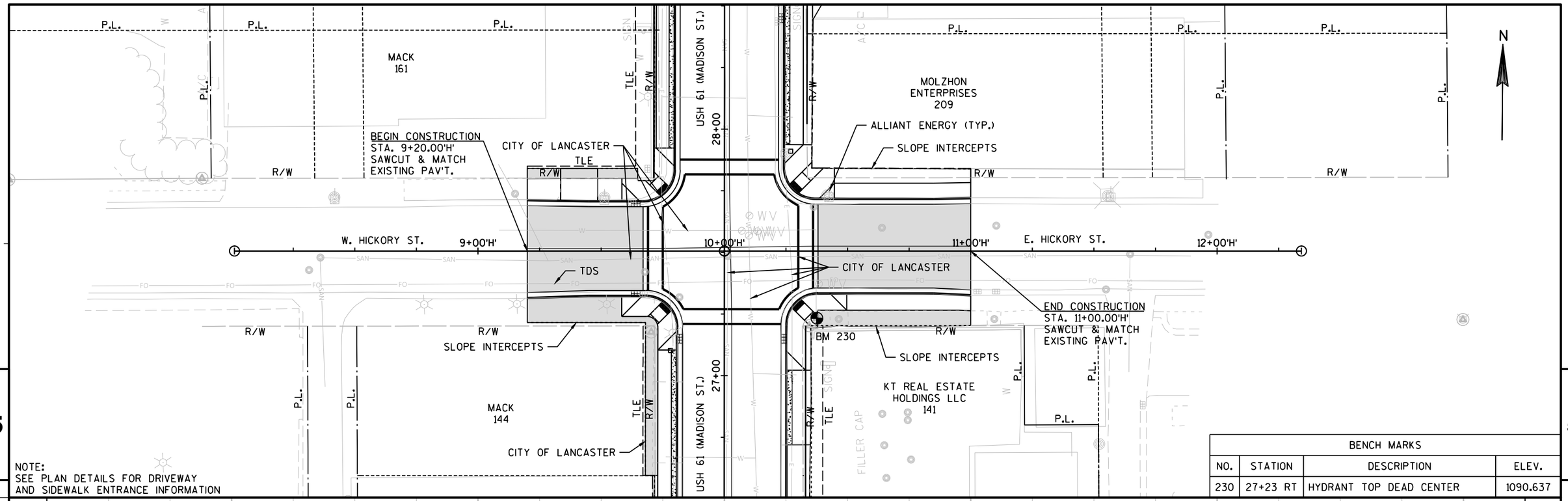
1100 1095 1090 1088

EXISTING GROUND ELEVATION
1088.13 1088.57 1088.63 1089.26 1089.87 1090.40 1090.95 1091.50 1092.08 1093.02 1093.85 1094.67 1095.52 1096.36

PROPOSED GROUND ELEVATION
1090.40 1090.88 1091.38 1092.17 1092.89 1093.70 1094.52 1095.35 1096.18 1097.15 1097.93 1098.72 1099.50 1100.16 1100.83 1101.59 1102.23 1102.30 1102.31
1097.00 1097.79 1098.52 1099.21 1099.90 1100.61 1101.31 1101.99 1102.12 1102.25

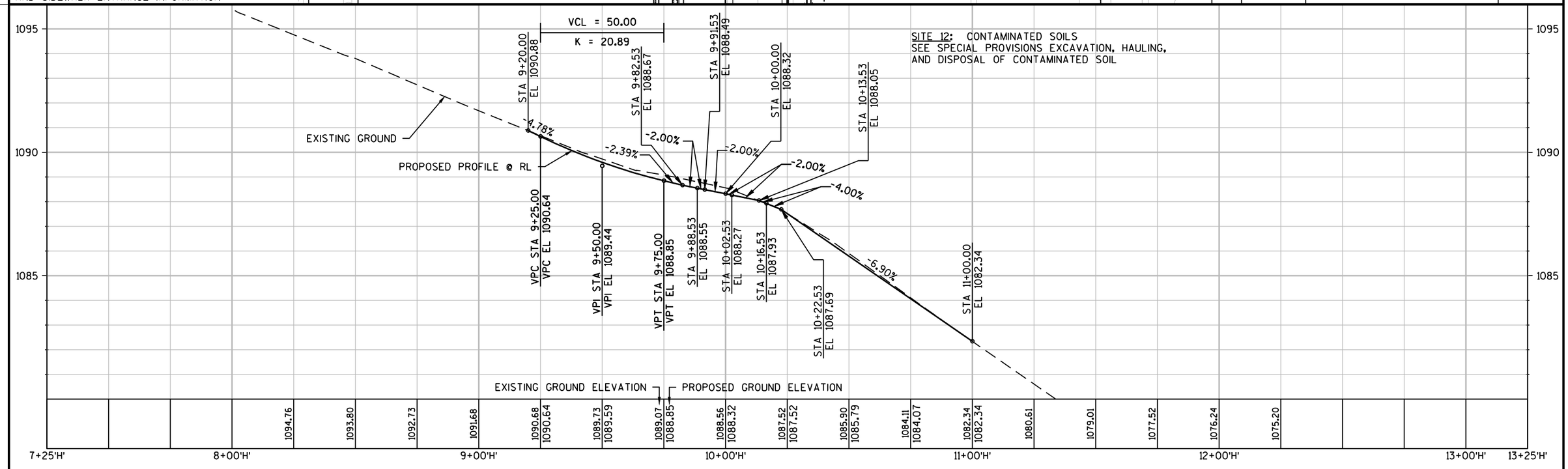
18+50'J' 19+00'J' 20+00'J' 21+00'J' 22+00'J' 23+00'J' 24+00'J' 24+50'J'

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: JEFFERSON STREET	SHEET 234	E



NOTE:
SEE PLAN DETAILS FOR DRIVEWAY
AND SIDEWALK ENTRANCE INFORMATION

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
230	27+23 RT	HYDRANT TOP DEAD CENTER	1090.637



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: HICKORY STREET	SHEET 235	E

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
229	31+67 RT	HYDRANT TOP DEAD CENTER	1094.470

BEGIN CONSTRUCTION
STA. 7+80.00'E'
SAWCUT & MATCH
EXISTING PAV'T.

END CONSTRUCTION
STA. 11+95.00'E'
SAWCUT & MATCH
EXISTING PAV'T.

LANCASTER
113

SLOPE INTERCEPTS

TLE

R/W

USH 61 (MADISON ST.)

32+00

BHF
INVESTMENTS
401

RICE
124

P.L.

BM 229

8+00'E'

W. ELM ST.

9+00'E'

10+00'E'

11+00'E'

E. ELM ST.

12+00'E'

31+00

LANCASTER
SCHOOL
DISTRICT

WISCONSIN INDEPENDENT
NETWORK, LLC

WE ENERGIES

CITY OF LANCASTER

ALLIANT ENERGY (TYP.)

SIGN

ORAMUS LLC
130

MACK
161

ANDERSON
251

ANDERSON
121

AMERICAN BANK
& TRUST
235

CAUTION

CONCRETE CURB PEDESTRIAN,
MODIFIED (SEE DETAIL)

NOTE:
SEE PLAN DETAILS FOR DRIVEWAY
AND SIDEWALK ENTRANCE INFORMATION

N

5

5

STA 7+80.00
EL 1099.40

-2.29%

VPC STA 8+35.00
VPC EL 1098.14

VPI STA 8+85.00
VPI EL 1097.00

-3.41%

VPT STA 9+35.00
VPT EL 1095.30

VCL = 100.00
K = 89.22

STA 9+81.75
EL 1093.70

STA 9+87.85
EL 1093.54

STA 9+90.90
EL 1093.47

STA 10+00.00
EL 1093.23

STA 10+02.10
EL 1093.18

STA 10+13.33
EL 1092.90

STA 10+16.39
EL 1092.82

STA 10+22.52
EL 1092.67

-2.57%
-2.56%
-2.55%
-2.53%
-2.51%
-2.50%
-0.67%

VPC STA 10+35.00
VPC EL 1092.59

VPI STA 11+00.00
VPI EL 1092.15

VCL = 130.00
K = 33.94

VPT STA 11+65.00
VPT EL 1089.22

STA 11+95.00
EL 1087.87

-4.50%

EXISTING GROUND

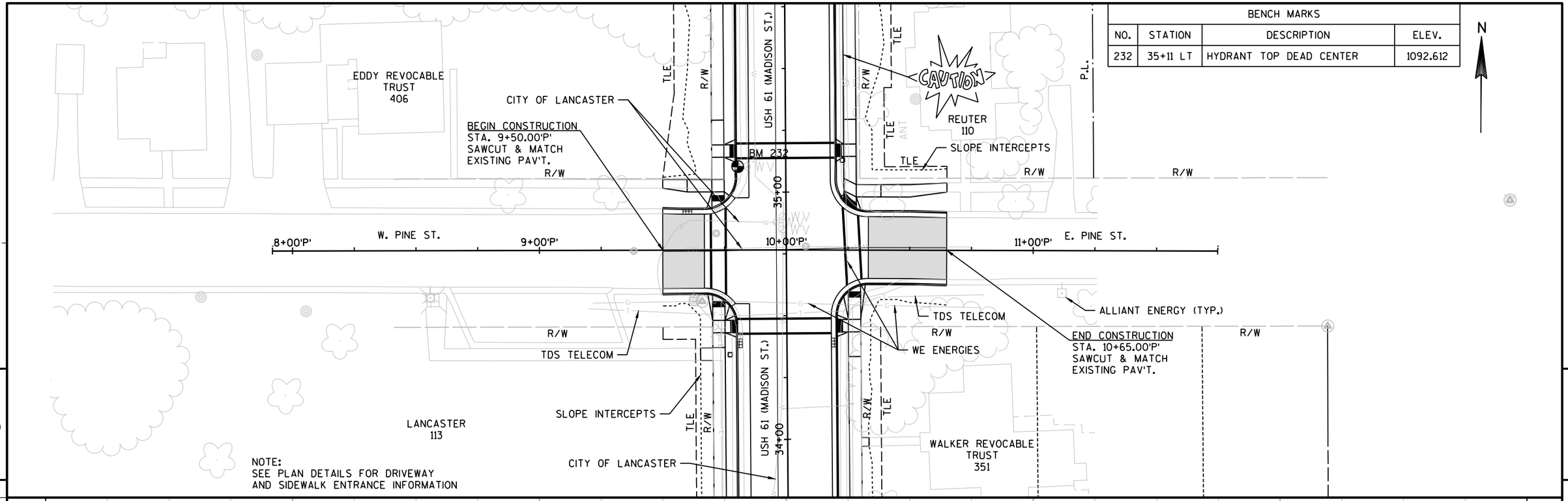
PROPOSED PROFILE @ RL

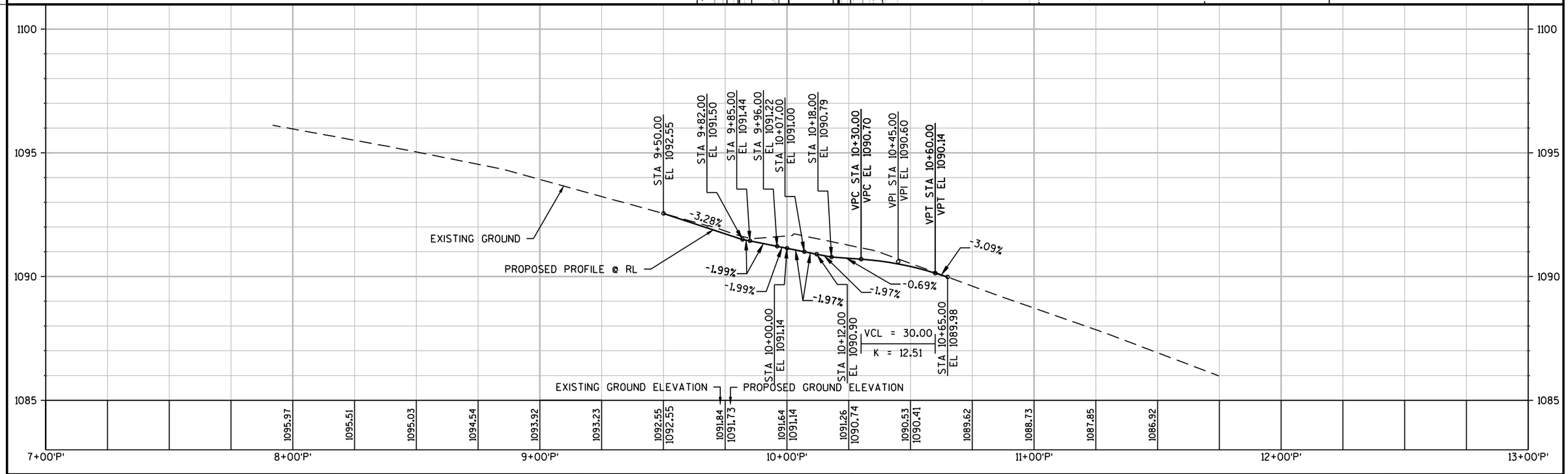
EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

| | | |

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
232	35+11 LT	HYDRANT TOP DEAD CENTER	1092.612





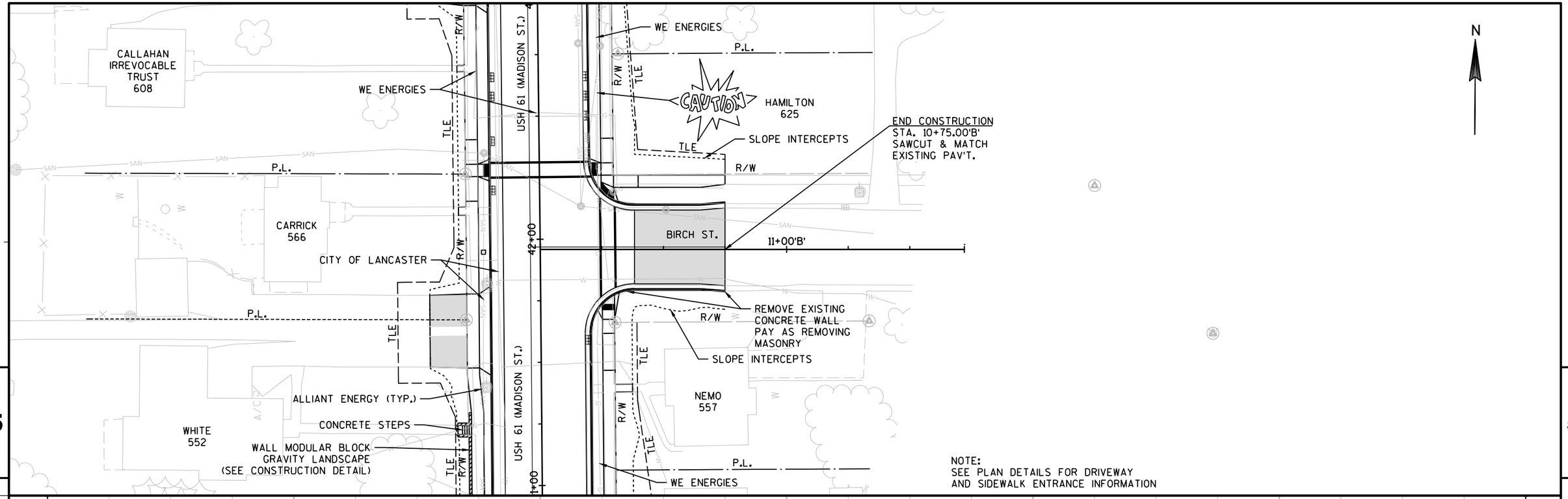
PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: PINE STREET	SHEET 237	E

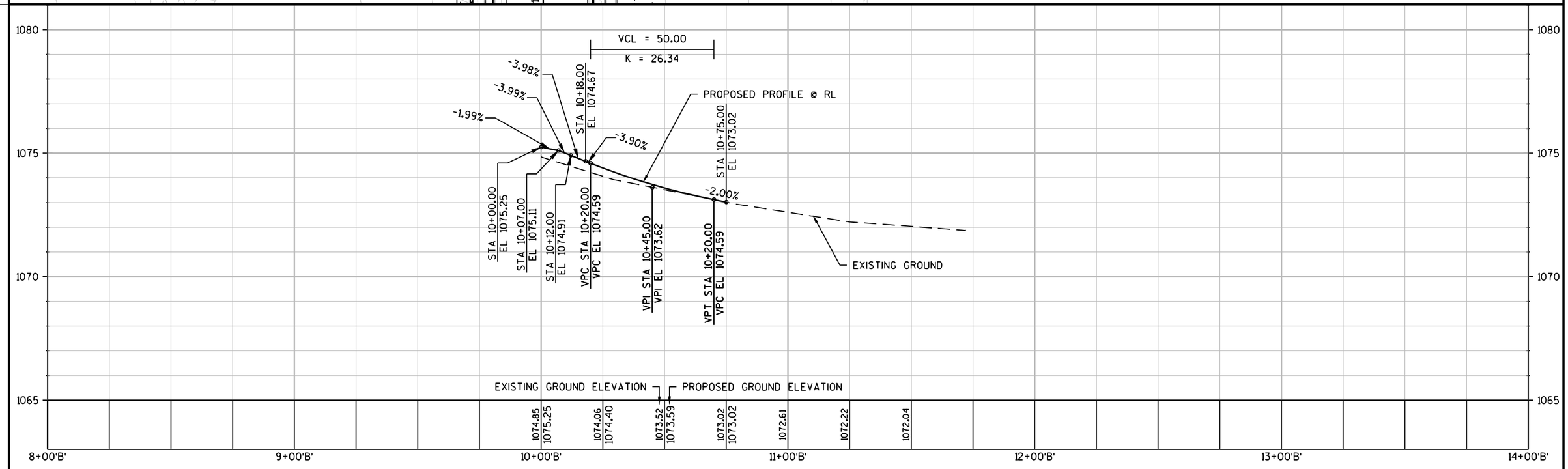
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
235	38+14 LT	HYDRANT TOP DEAD CENTER	1079.277

SLOPE INTERCEPTS
PAGEL 111
WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
BEGIN CONSTRUCTION STA. 9+50.00'L' SAWCUT & MATCH EXISTING PAV'T.
P.L.
R/W
TLE
USH 61 (MADISON ST.)
39+00
ALLIANT ENERGY (TYP.)
W. LINDEN ST.
8+00'L'
9+00'L'
10+00'L'
11+00'L'
E. LINDEN ST.
ALLIANT ENERGY
CITY OF LANCASTER
BM 235
38+00
REUTER 446
SLOPE INTERCEPTS
NOTE: SEE PLAN DETAILS FOR DRIVEWAY AND SIDEWALK ENTRANCE INFORMATION
N & R MANAGEMENT 511
SLOPE INTERCEPTS
TDS TELECOM
END CONSTRUCTION STA. 10+50.00'L' SAWCUT & MATCH EXISTING PAV'T.
CITY OF LANCASTER
SLOPE INTERCEPTS
CAUTION
K. R. TIMMERMAN & CO. 455
WE ENERGIES
N

EXISTING GROUND
PROPOSED PROFILE @ RL
STA 9+50.00 EL 1084.25
STA 9+82.00 EL 1082.14
STA 9+85.00 EL 1082.03
STA 9+96.00 EL 1081.61
STA 10+00.00 EL 1081.53
STA 10+07.00 EL 1081.39
STA 10+12.00 EL 1081.19
STA 10+18.00 EL 1080.95
STA 10+50.00 EL 1078.59
-6.58%
-3.81%
-2.01%
-1.99%
-3.99%
-7.36%
-4.00%
EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION
1092.36
1091.10
1089.81
1088.49
1087.13
1085.74
1084.25
1084.25
1082.67
1082.60
1081.56
1081.53
1080.08
1080.43
1078.59
1078.59
1076.76
1074.78
1072.86
1070.95
1069.24
1090
1085
1080
1075
7+00'L'
8+00'L'
9+00'L'
10+00'L'
11+00'L'
12+00'L'
13+00'L'

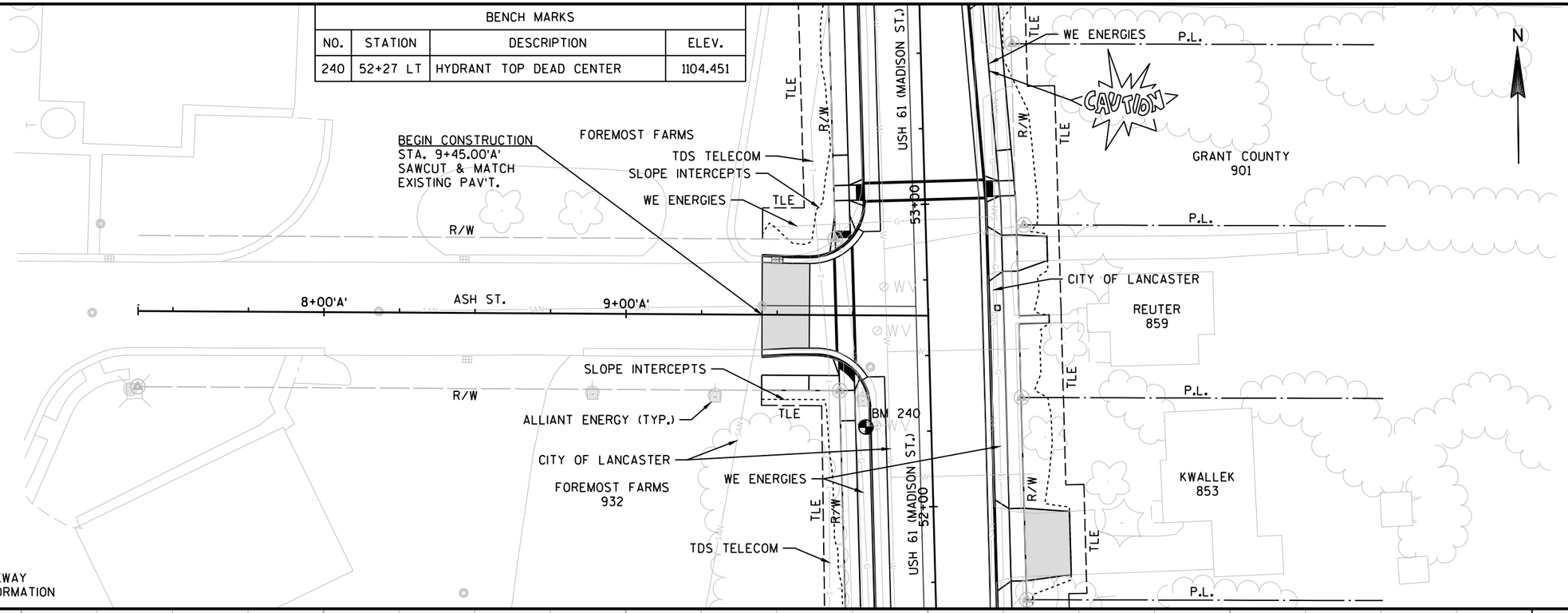
PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: LINDEN STREET	SHEET 238	E



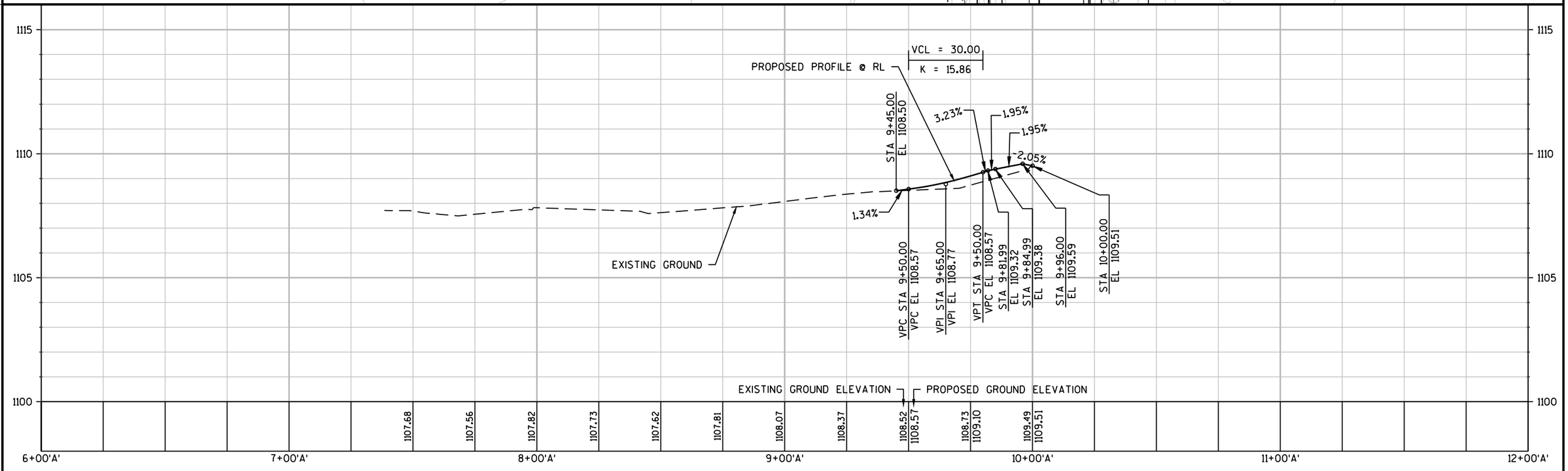


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: BIRCH STREET	SHEET 239	E

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
240	52+27 LT	HYDRANT TOP DEAD CENTER	1104.451



NOTE:
SEE PLAN DETAILS FOR DRIVEWAY
AND SIDEWALK ENTRANCE INFORMATION



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: ASH STREET	SHEET 240	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\050117_PP (ASH STREET_PP_SHEETS).DWG PLOT DATE : 7/18/2018 2:18 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1:40_XREF

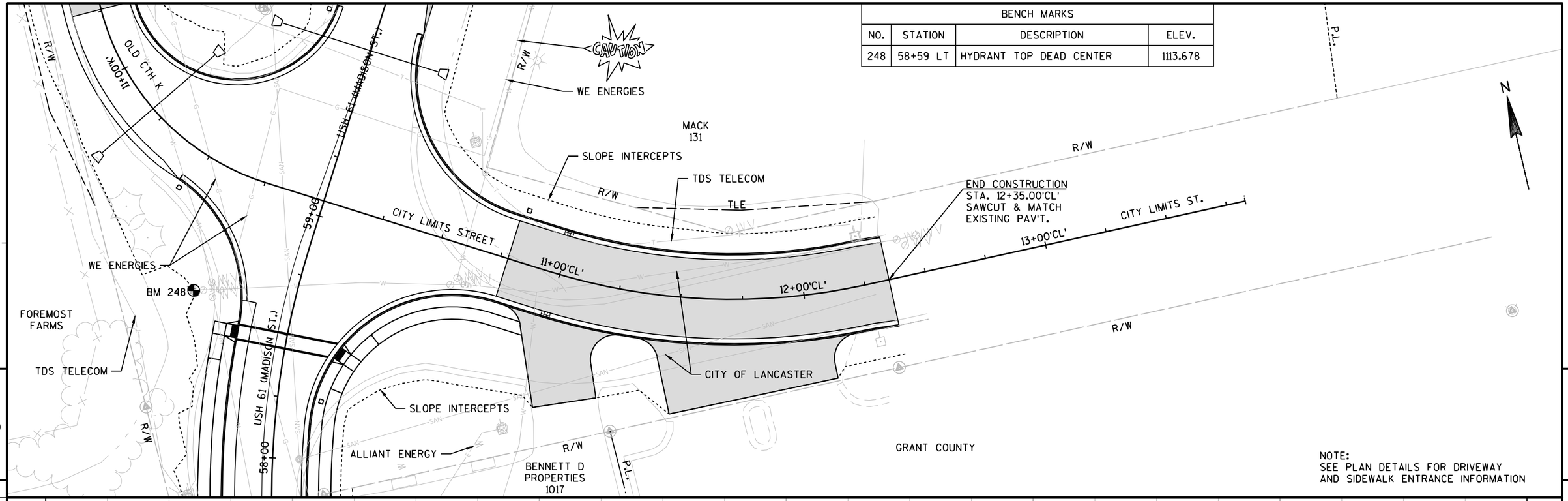
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
248	58+59 LT	HYDRANT TOP DEAD CENTER	1113.678

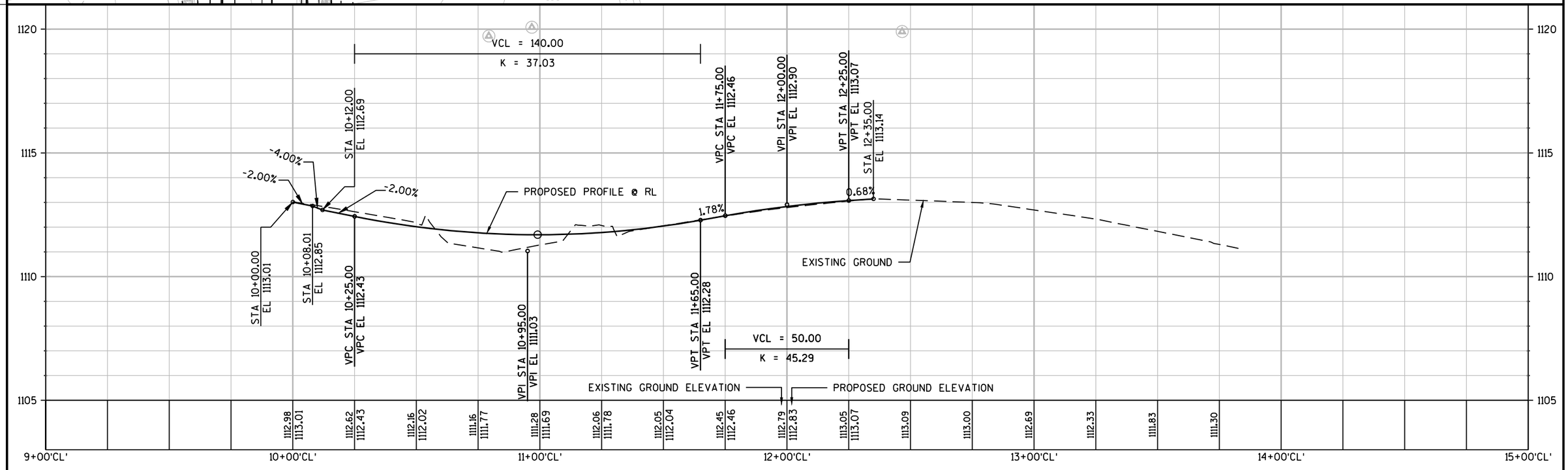
TDS TELECOM
USH 61 (MADISON ST.)
R/W
58+00
WE ENERGIES
BM 248
FOREMOST FARMS
206
SLOPE INTERCEPTS
ALLIANT ENERGY (TYP.)
TLE
11+00'K'
OLD CTH K
12+00'K'
13+00'K'
ALLIANT ENERGY
SLOPE INTERCEPTS
BENNETT D
PROPERTIES
1017
59+00
END CONSTRUCTION
STA. 12+00.00'K'
SAWCUT & MATCH
EXISTING PAV'T.
SLOPE INTERCEPTS
STA. 10+78.95'K'
24" CMCP
TO BE REMOVED
WE ENERGIES
HARKNESS
131
CITY OF LANCASTER
WE ENERGIES
TDS TELECOM
CITY LIMITS ST.
USH 61 (MADISON ST.)
CAUTION
60+00
CITY OF LANCASTER
NOTE:
SEE PLAN DETAILS FOR DRIVEWAY
AND SIDEWALK ENTRANCE INFORMATION

VCL = 93.97
K = 80.36
STA 10+17.60
EL 1113.31
1.98%
1.63%
1.62%
-1.67%
PROPOSED PROFILE @ RL
-0.50%
STA 12+00.00
EL 1111.72
STA 10+00.00
EL 1113.01
STA 10+03.19
EL 1113.07
STA 10+14.40
EL 1113.26
VPC STA 10+28.02
VPC EL 1113.13
VPI STA 10+75.00
VPI EL 1112.35
VPT STA 11+21.98
VPT EL 1112.11
EXISTING GROUND
STA. 10+80.00'K'
1-19"X30"X50' RCHECP REQ'D.
EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION

| | | |

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
248	58+59 LT	HYDRANT TOP DEAD CENTER	1113.678



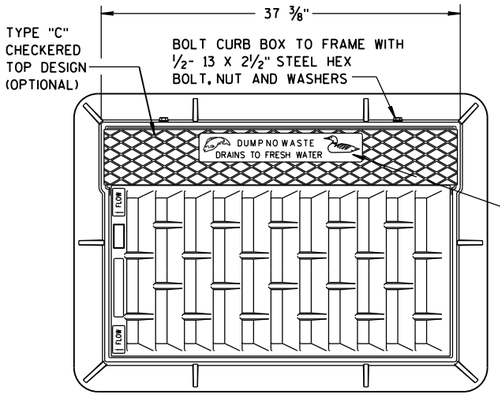


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: CITY LIMITS STREET	SHEET 242	E

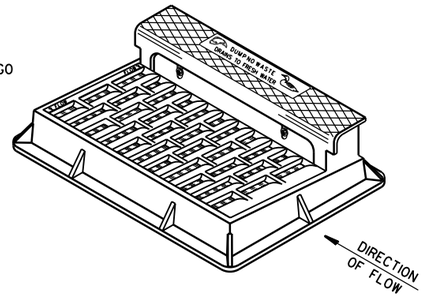
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
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
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
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-02	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-02	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E12-01	SILT SCREEN
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C18-06A	CONCRETE PAVEMENT JOINTING
13C18-06B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-06C	CONCRETE PAVEMENT JOINT TYPES
13C18-06D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
14B29-01	SAFETY EDGE
15A01-13A	MARKER POST FOR RIGHT-OF-WAY
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-04A	FLEXIBLE DELINEATOR POST
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-14C	PAVEMENT MARKING ARROWS
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C08-19B	PAVEMENT MARKING (TURN LANES)
15C08-19C	PAVEMENT MARKING (TURN LANES)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-04A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-04B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-04C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

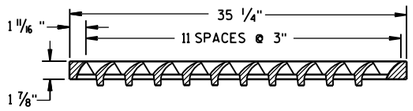
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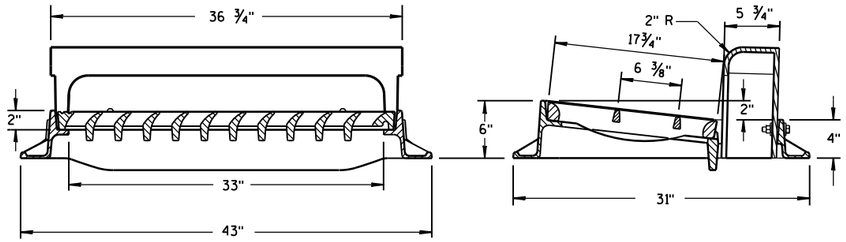


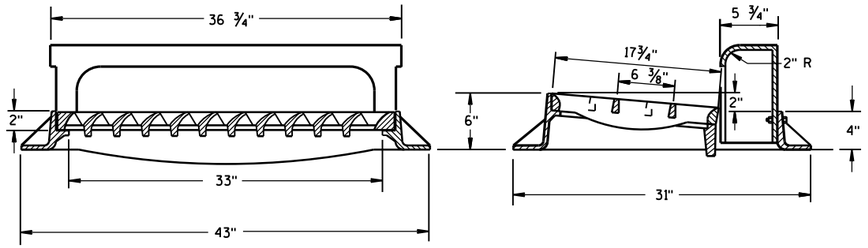
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

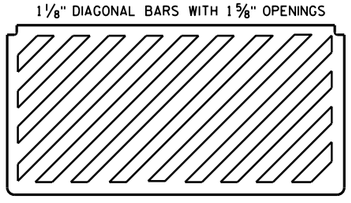






TYPE "H"

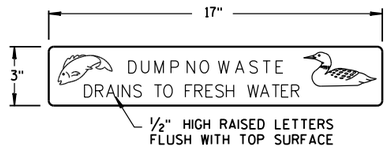
NOTE: EITHER CASTING IS ACCEPTABLE



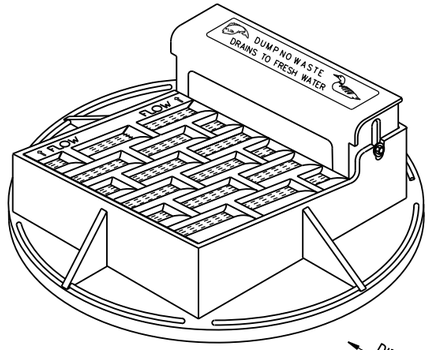
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

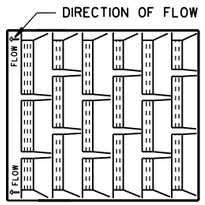
NOTE:
GRATE IS REVERSIBLE.

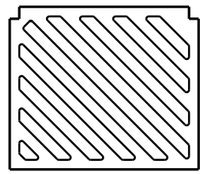
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

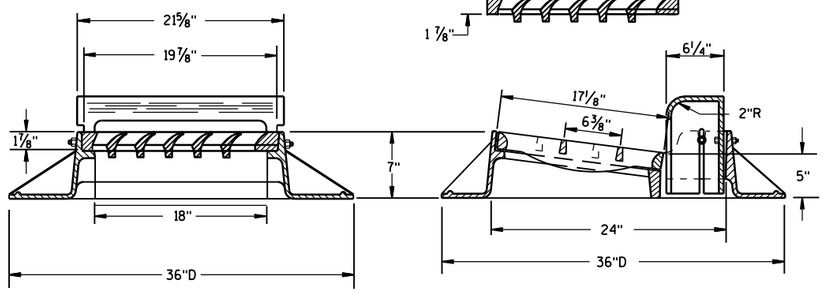




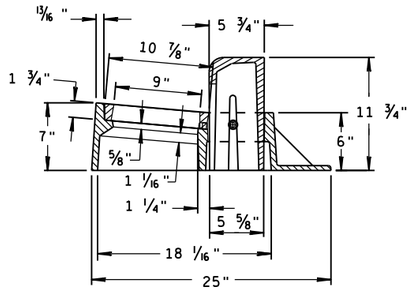
SPECIAL GRATE FOR TYPE "A" COVER

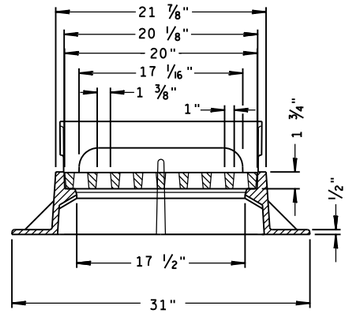
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

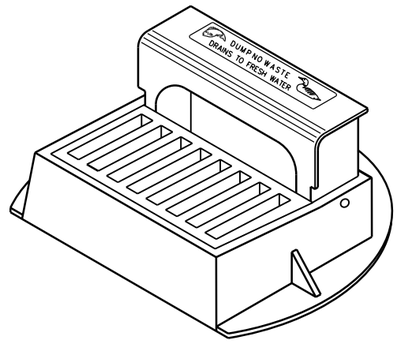


TYPE "A"





TYPE "Z"



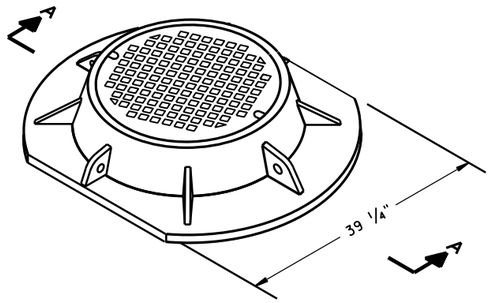
INLET COVERS
TYPE A, H, A-S, H-S & Z

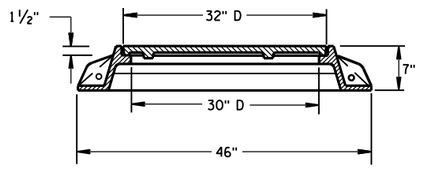
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

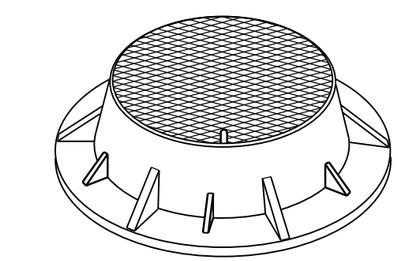
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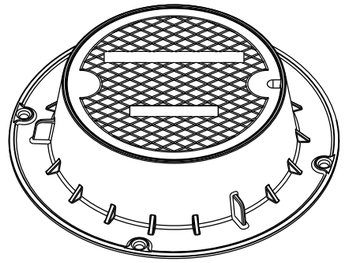
S.D.D. 8 A 5-19a

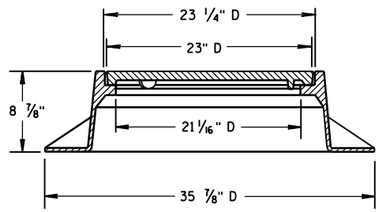


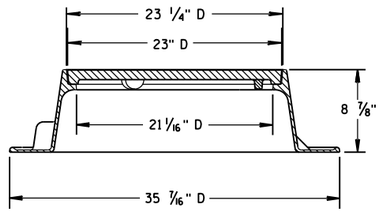


SECTION A-A
TYPE "K"









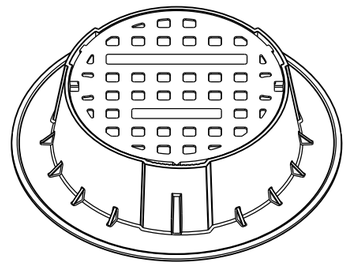
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

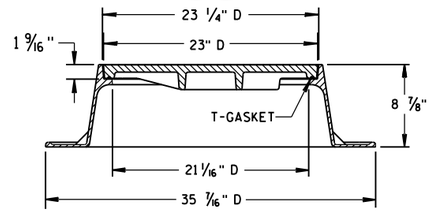
GENERAL NOTES

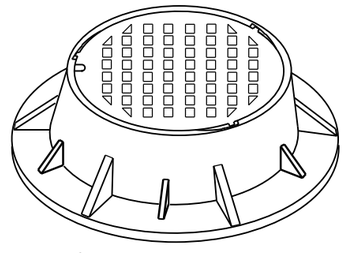
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

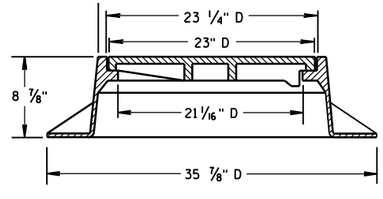
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

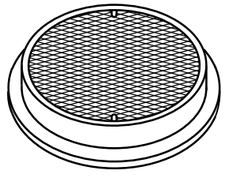


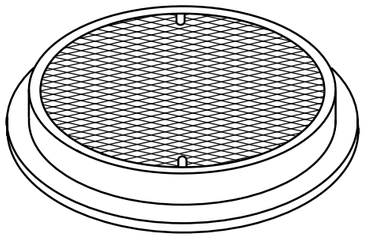


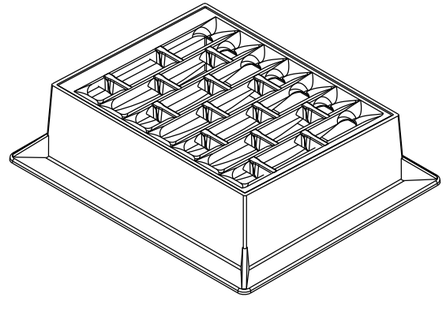


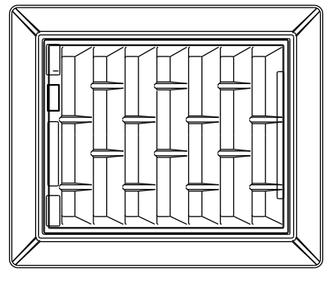


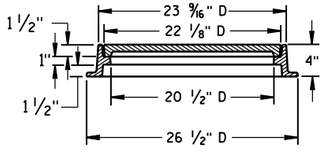
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



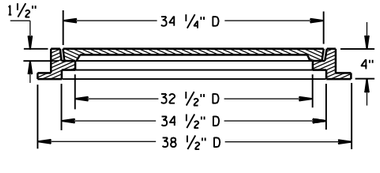




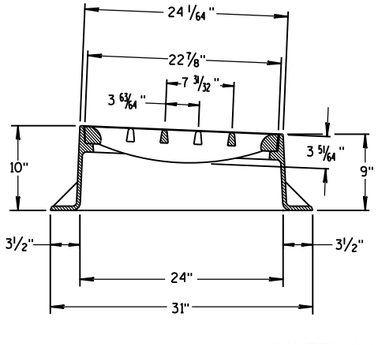


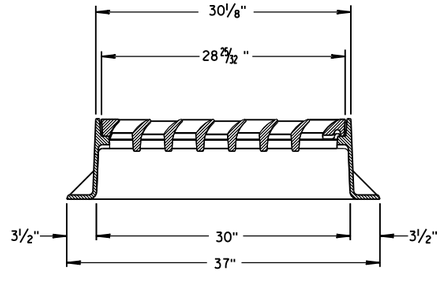


TYPE "L"



TYPE "M"





INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

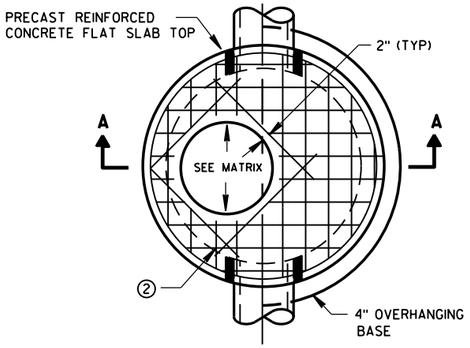
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

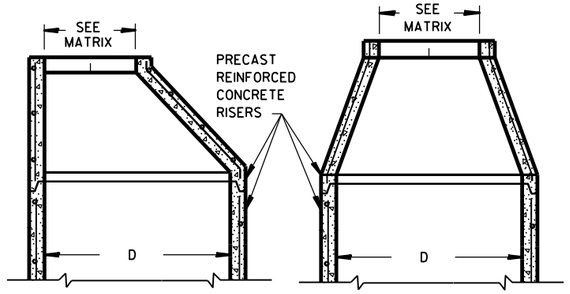
S.D.D. 8 A 5-19d

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S.D.D. 8 A 5-19d

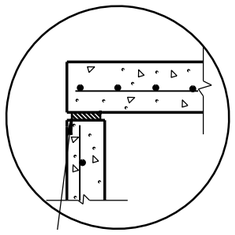


PLAN VIEW CIRCULAR OPENING

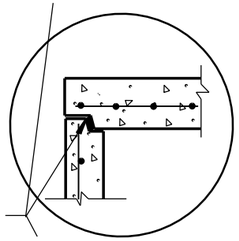


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

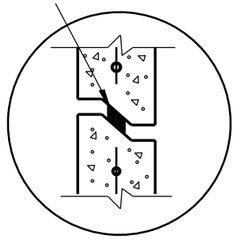


TOP WITH PLAIN END JOINT



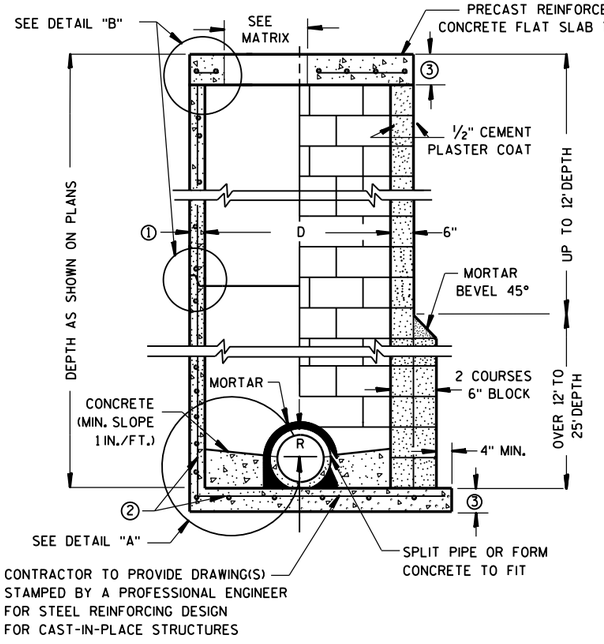
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



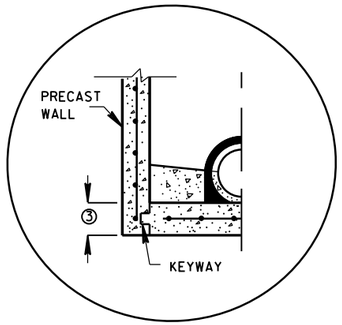
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

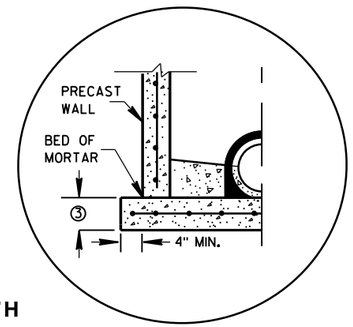


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

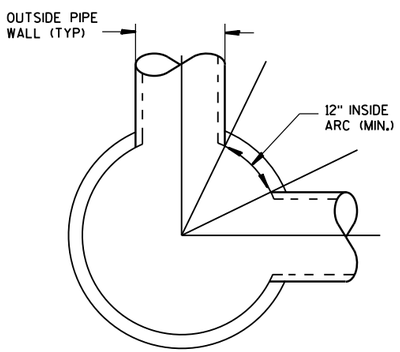


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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

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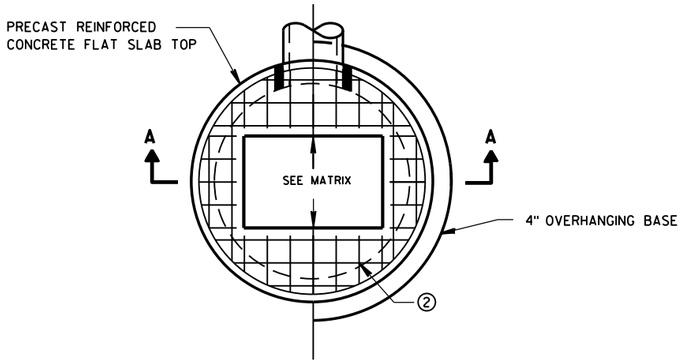
APPROVED

Sept., 2016
DATE

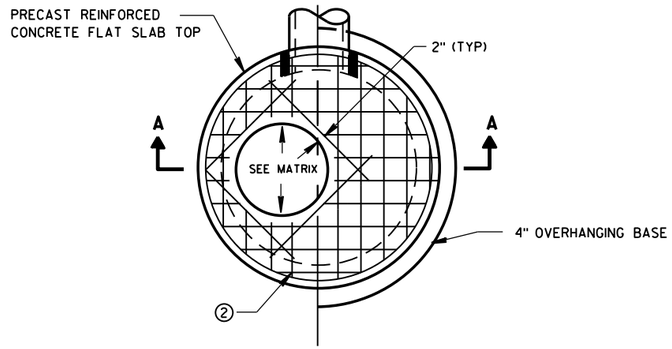
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
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FHWA

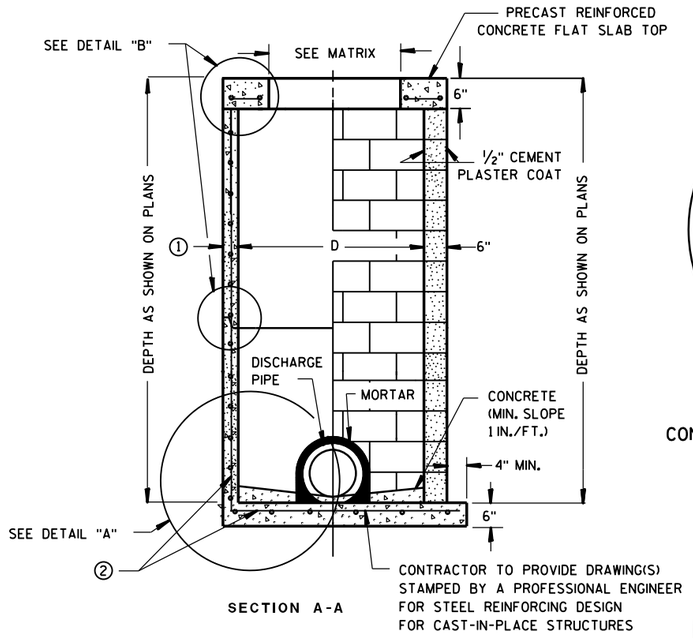
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S.D.D. 8 B 9-2



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

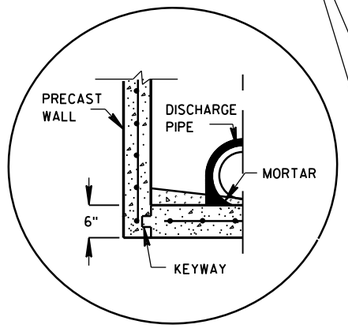


SECTION A-A

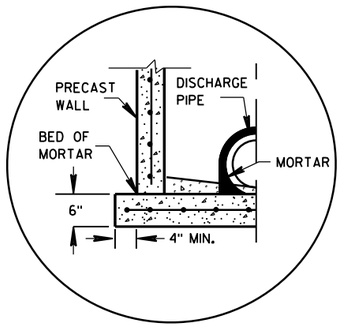
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

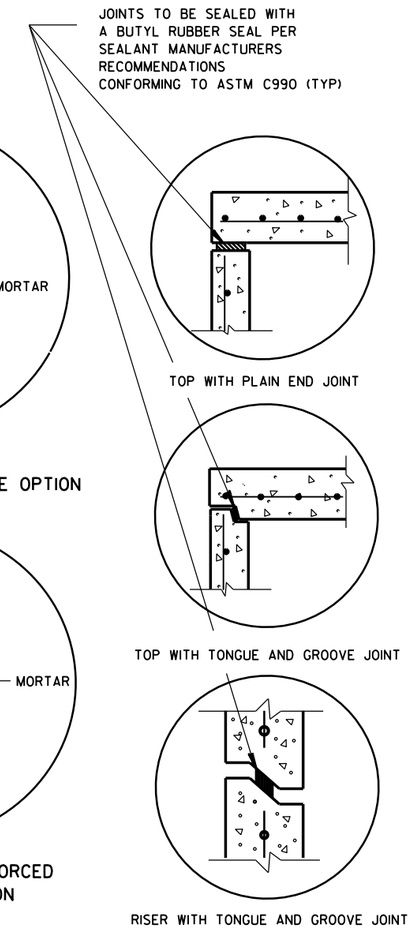


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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.

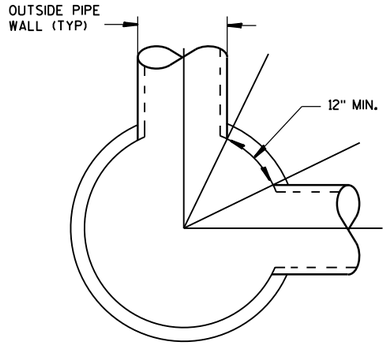
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

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Sept.. 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS | UNIT SUPERVI ENT
FHWA

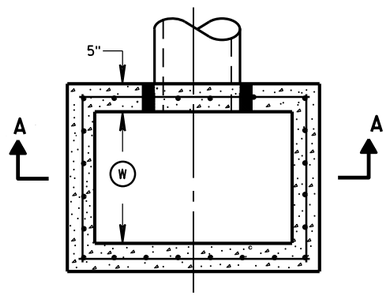
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S.D.D. 8 C 6-2

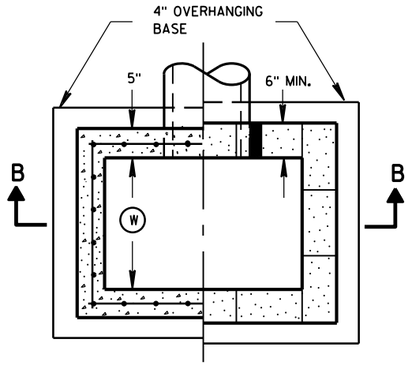
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S.D.D. 8 C 6-2

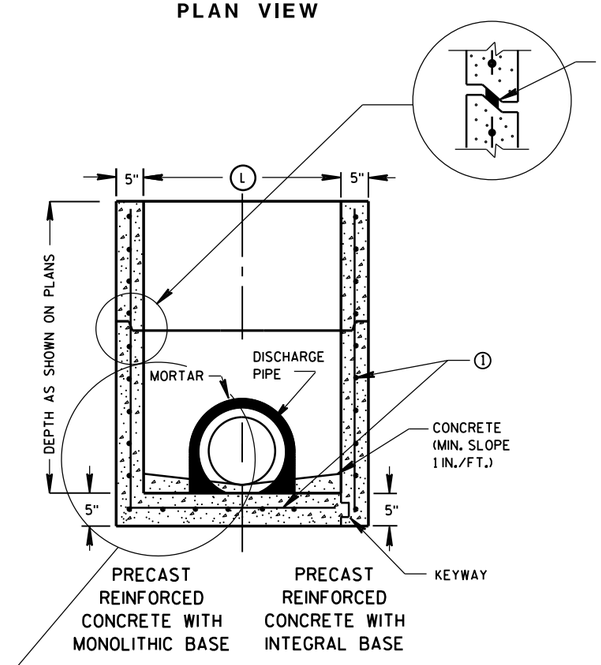
INLETS 3-FT AND 4-FT DIAMETER



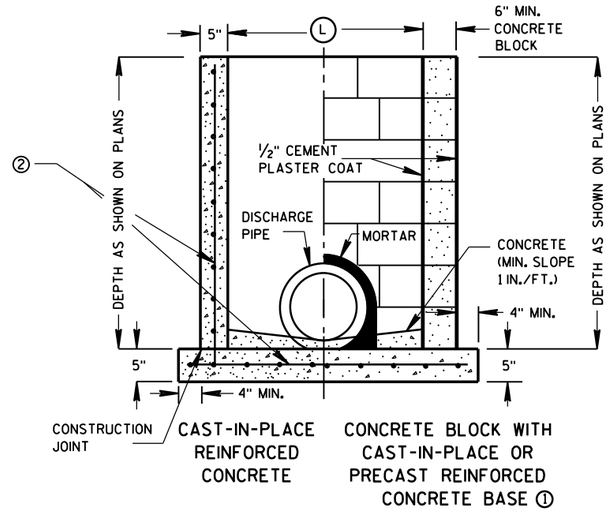
PLAN VIEW



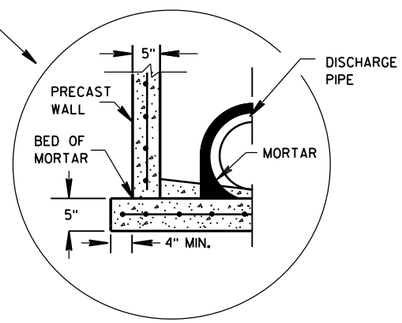
PLAN VIEW



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.

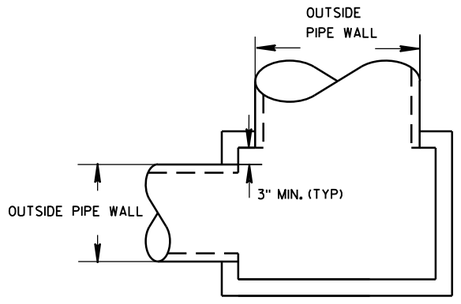
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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



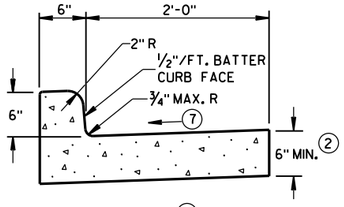
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

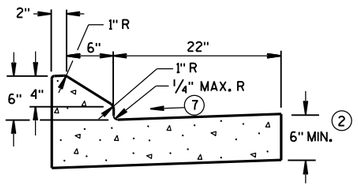
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

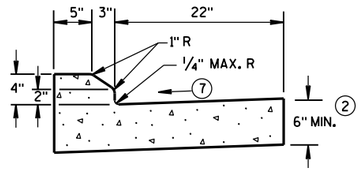
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



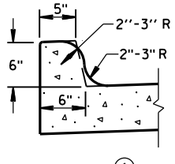
TYPES A (1) & D



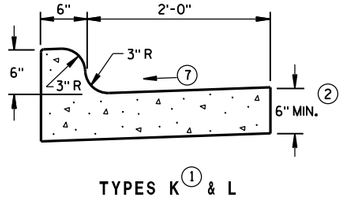
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

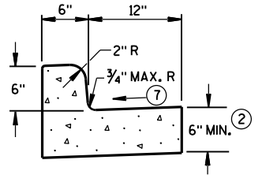


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



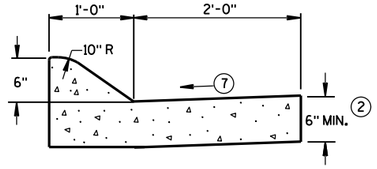
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

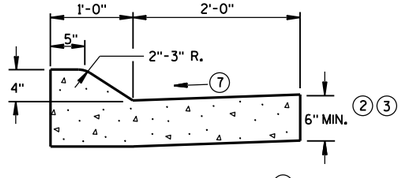


TYPES A (1) & D

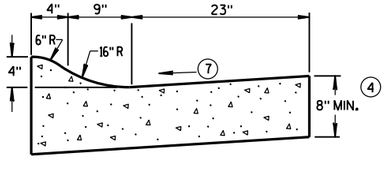
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

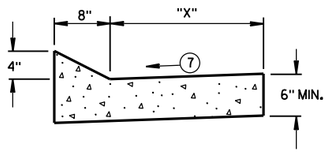


4" SLOPED CURB TYPES A (1) & D



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.

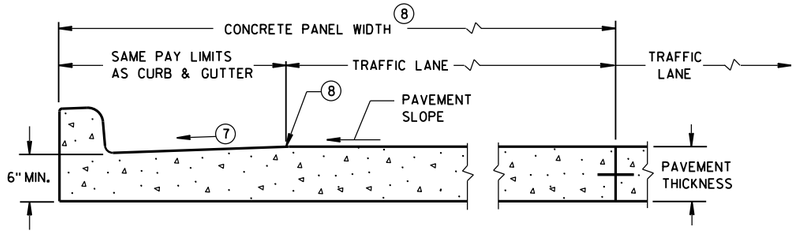
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(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.

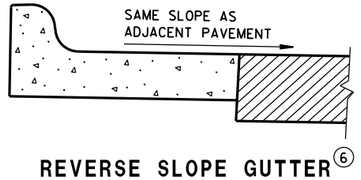
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.



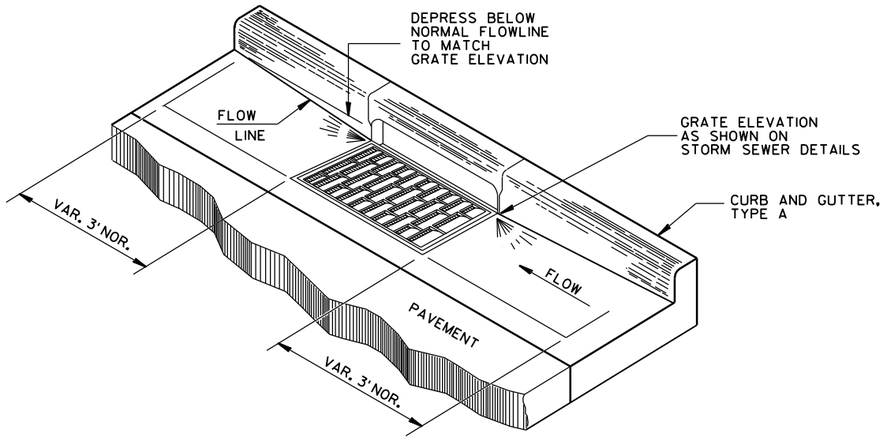
REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 1-20a



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.

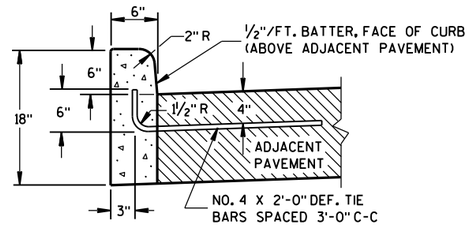
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

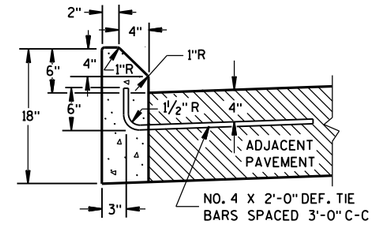
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(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.

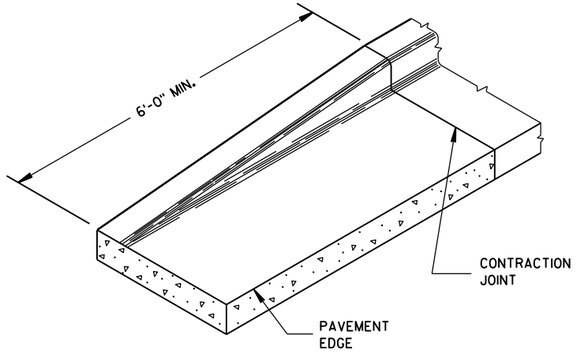


TYPES A(1) & D

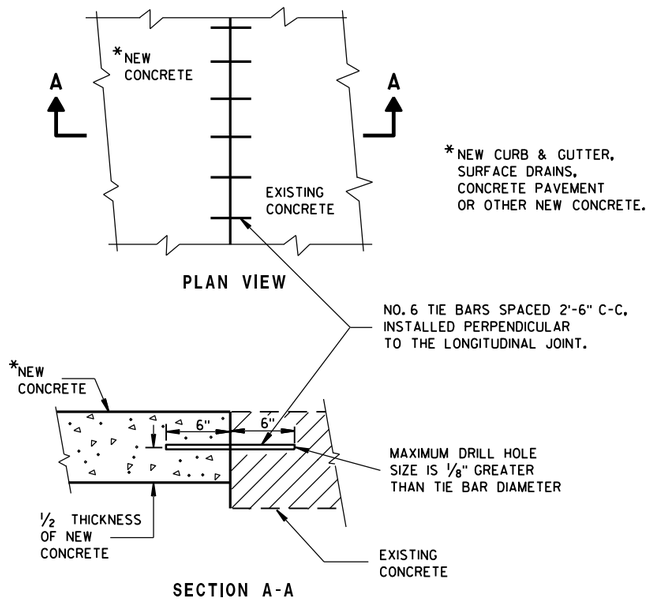


TYPES G(1) & J

CONCRETE CURB



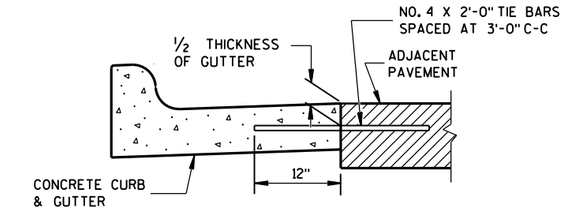
END SECTION CURB & GUTTER



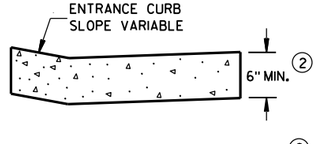
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

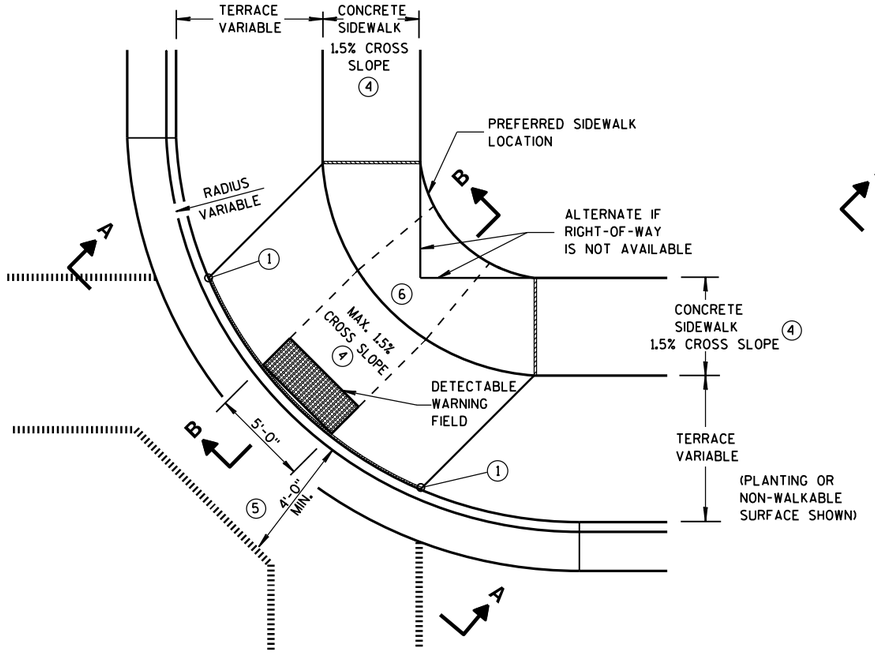
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
250 — ENT
FHWA

6

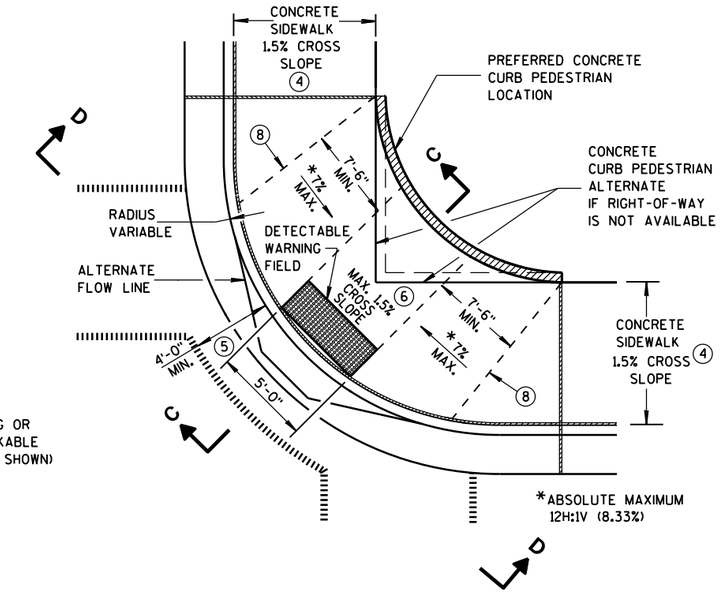
S.D.D. 8 D 1-20b



PLAN VIEW

TYPE 1 RAMP

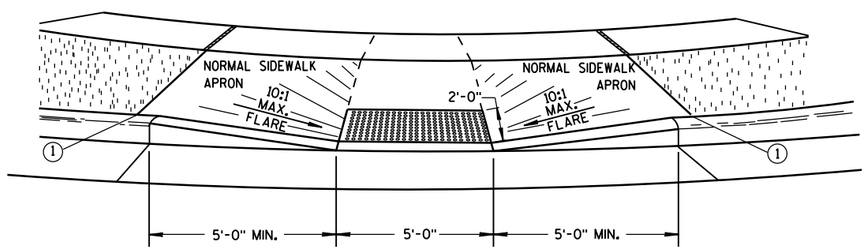
(CENTER OF CORNER RADIUS)



PLAN VIEW

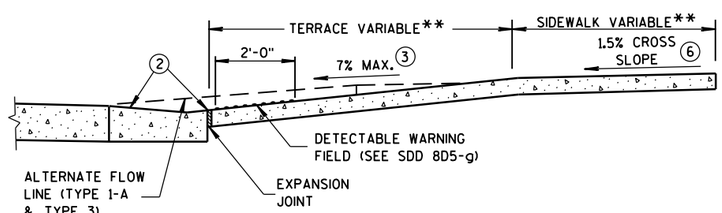
TYPE 1-A RAMP

(NO TERRACE)

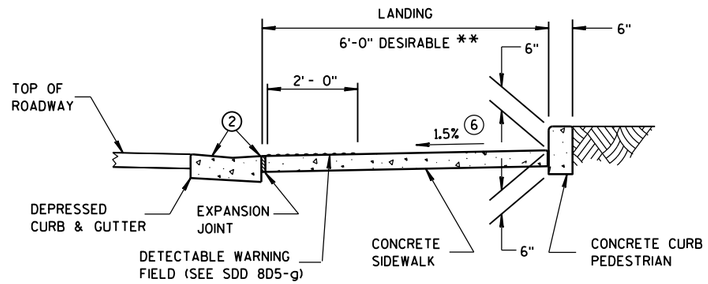


VIEW A-A

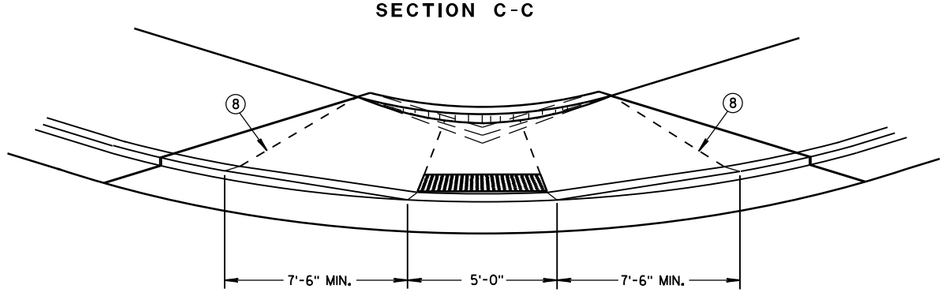
** WIDTH SHOWN ELSEWHERE IN THE PLANS



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

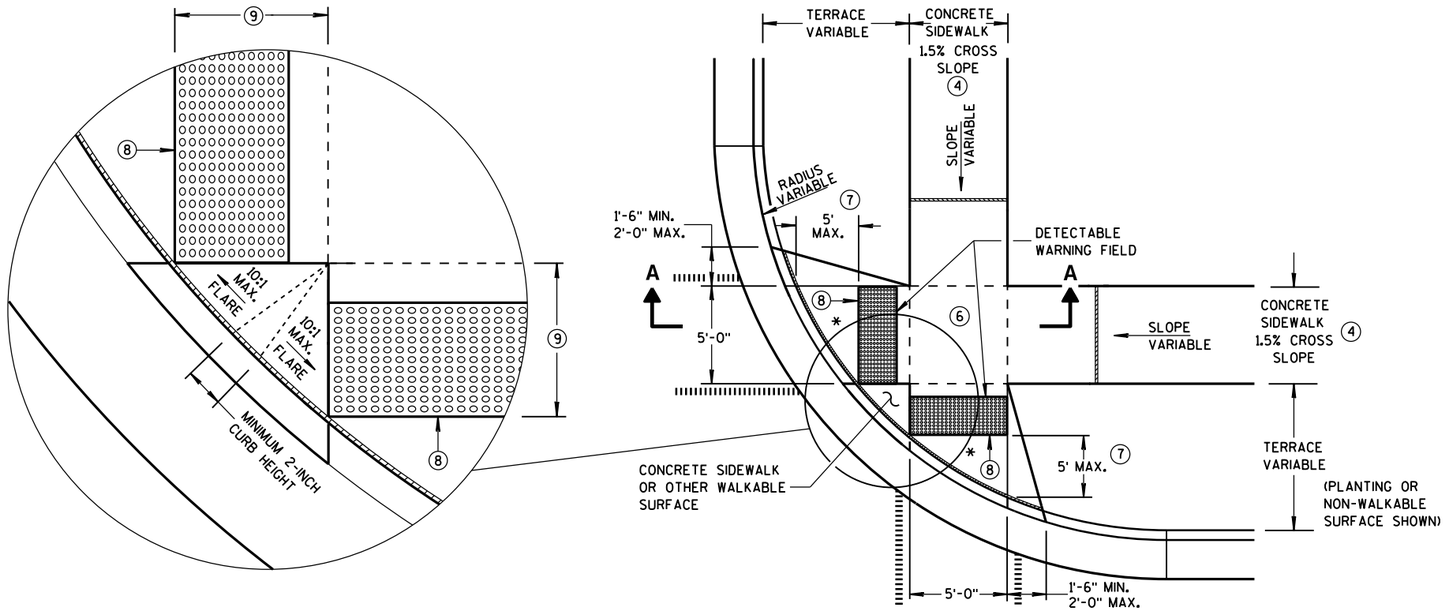
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

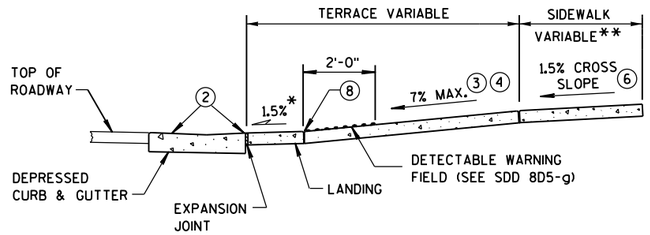
6

S.D.D. 8 D 5-19a



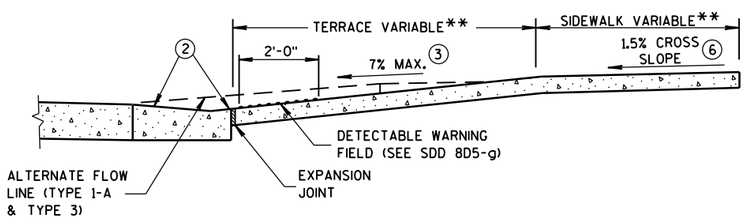
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

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



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

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.

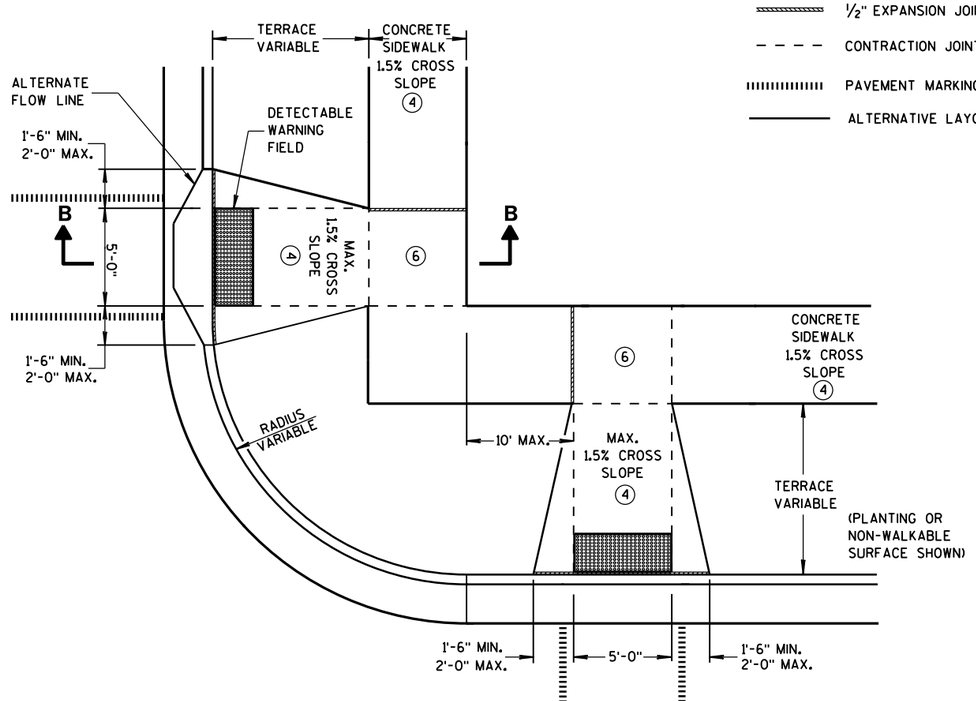
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(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

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



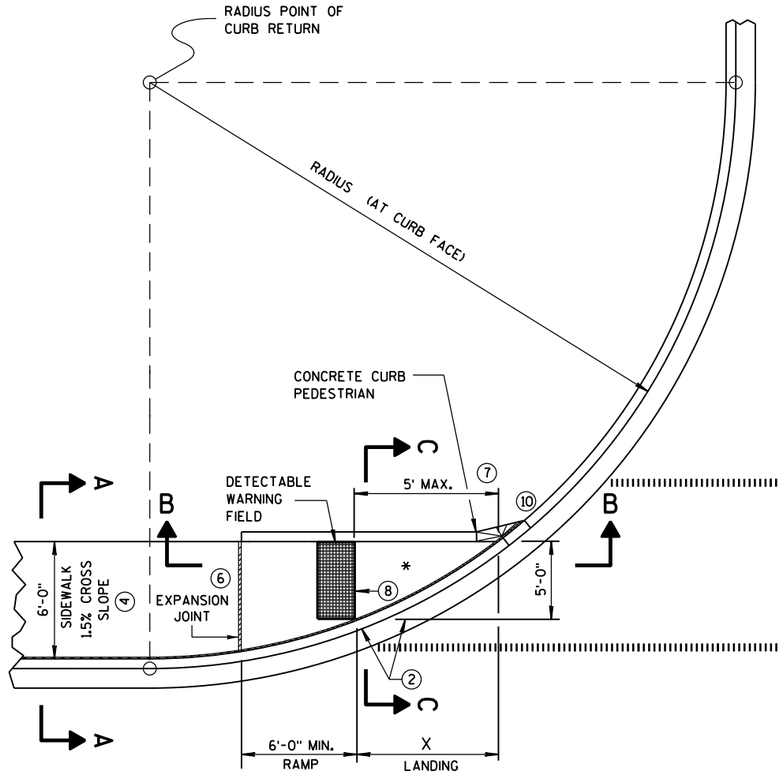
PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

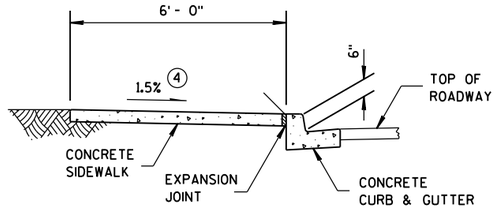
S.D.D. 8 D 5-19b



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.

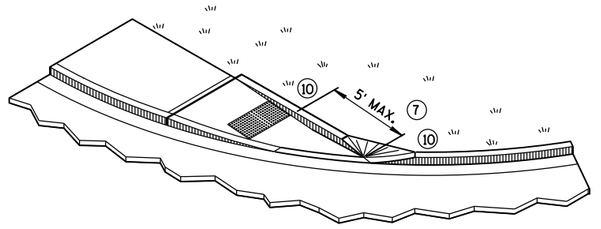
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

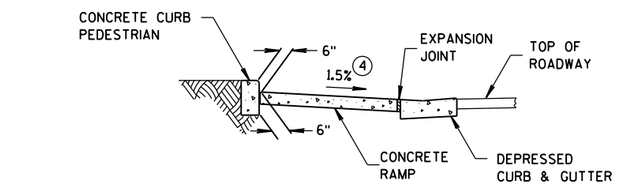
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

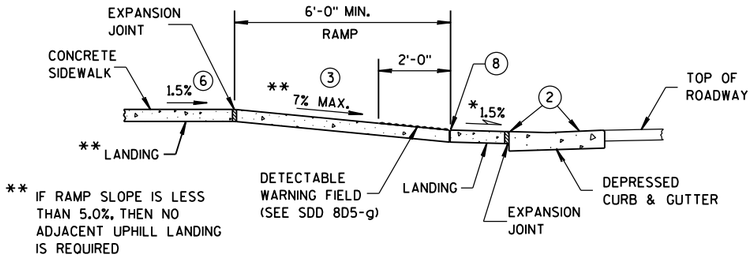
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



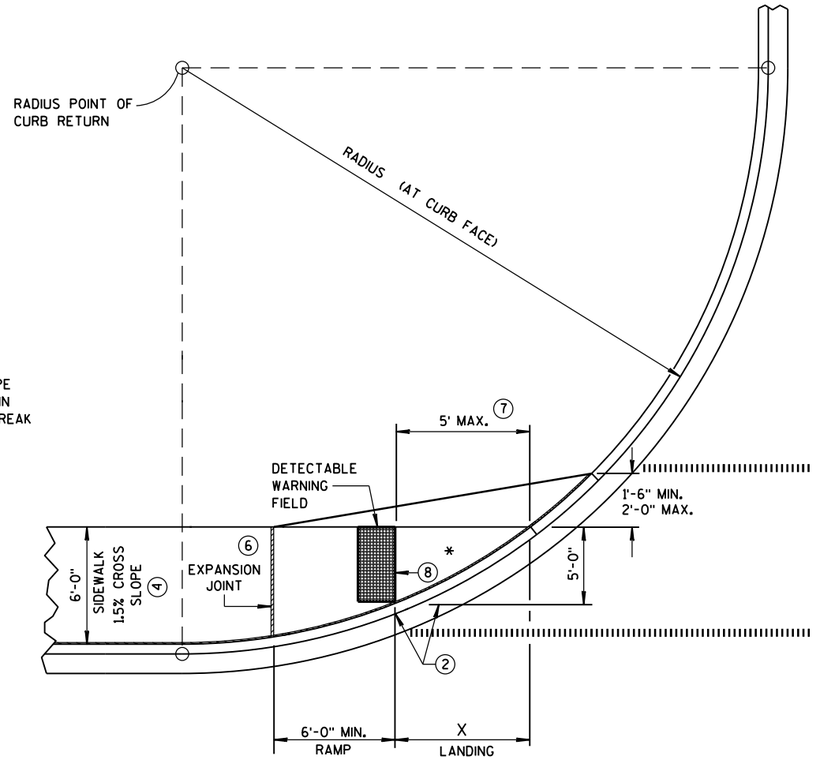
SECTION C-C FOR TYPE 4A



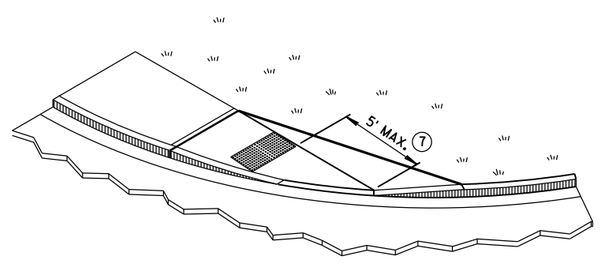
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

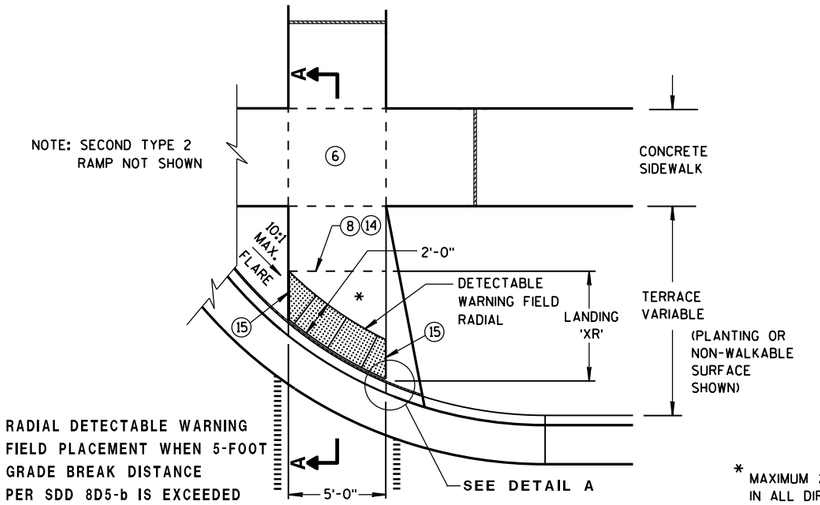
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-19c

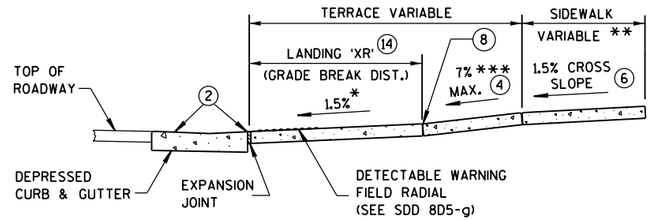


TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)

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

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION A-A

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.

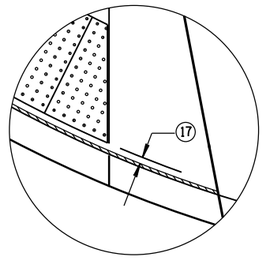
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION 'XR') REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

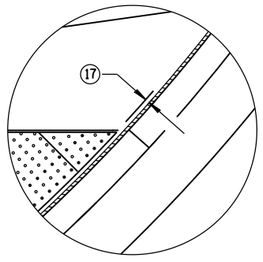
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(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.

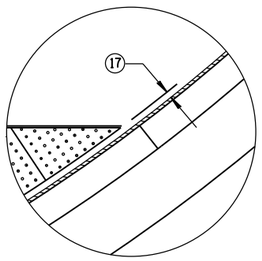
(17) A MAXIMUM 3-INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



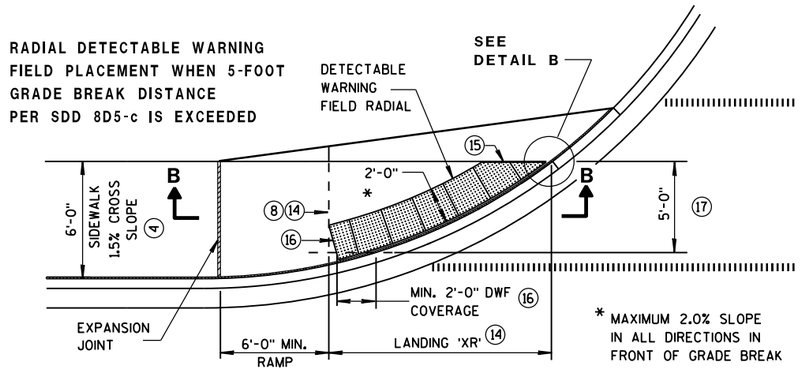
DETAIL A



DETAIL C

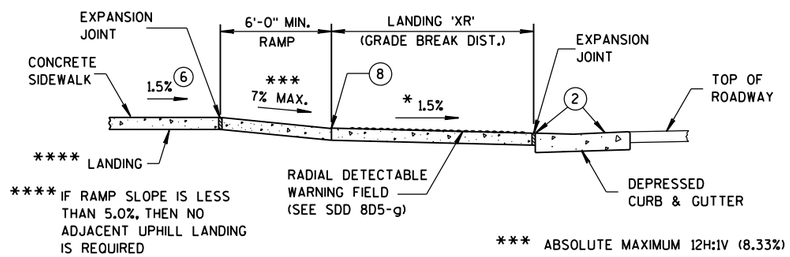


DETAIL B



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

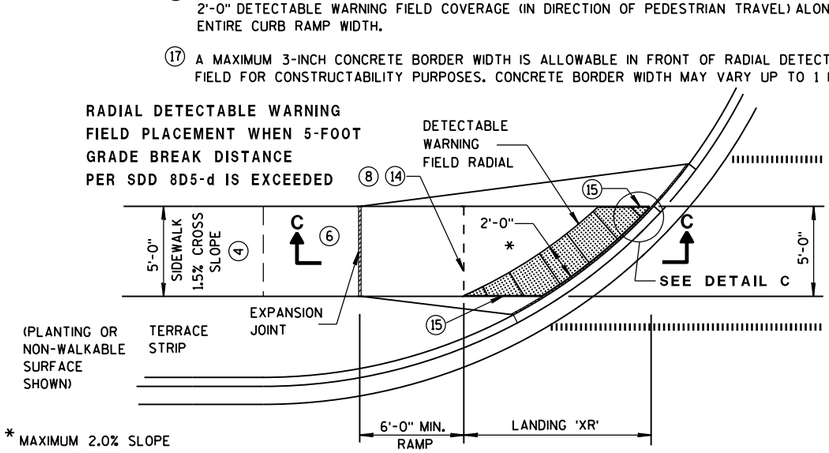
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

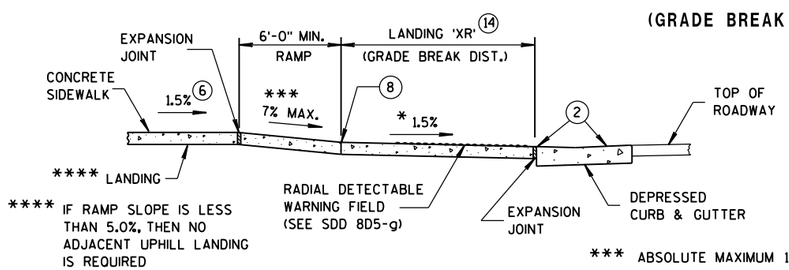
*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

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

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DEPARTMENT OF TRANSPOR 254

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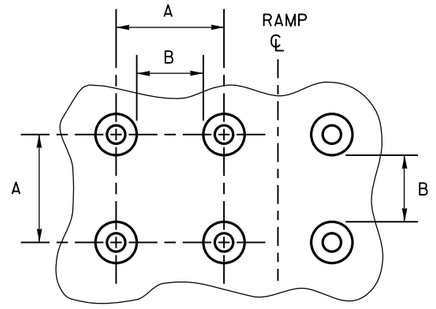
S.D.D. 8 D 5-19f

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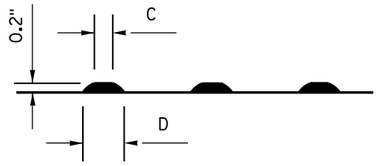
S.D.D. 8 D 5-19f

	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.

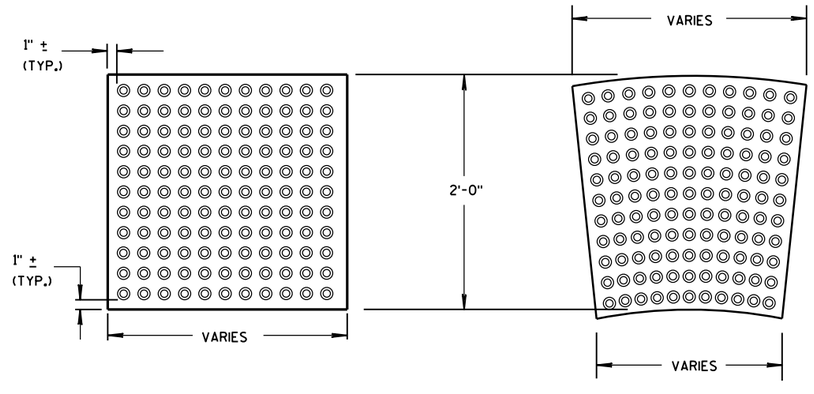
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

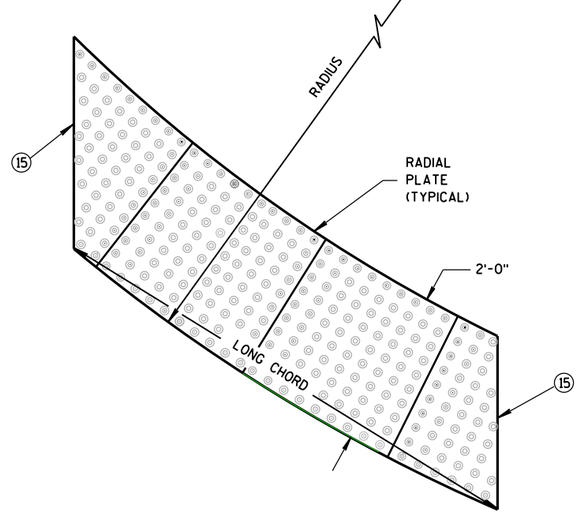


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

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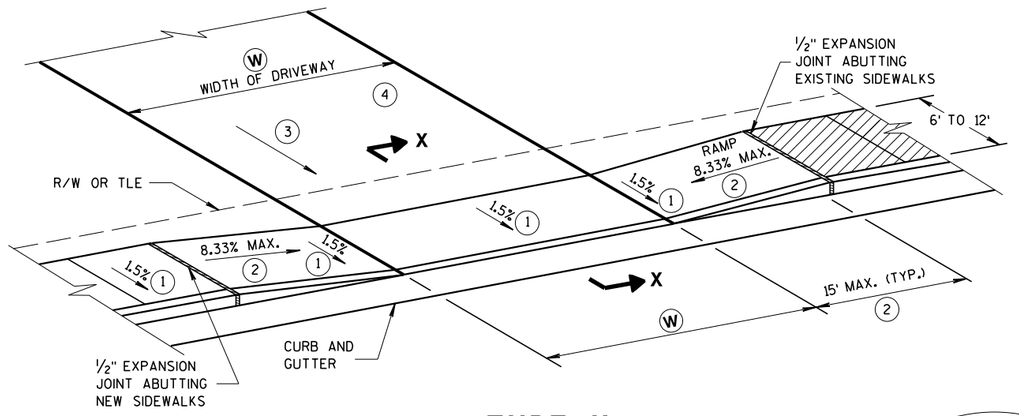
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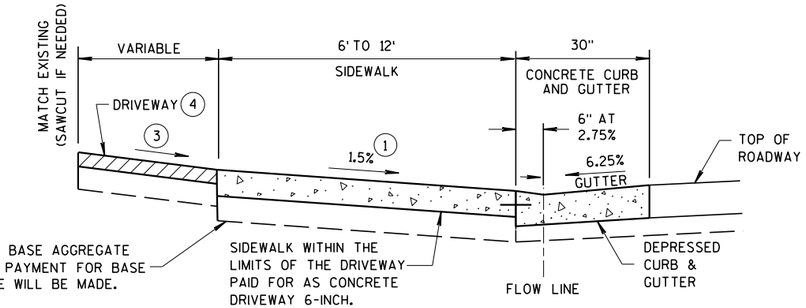
S.D.D. 8 D 5-19g

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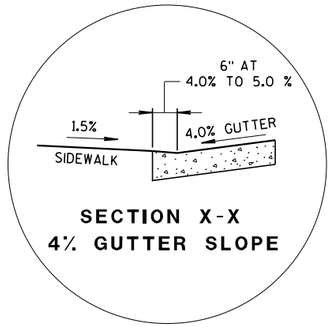
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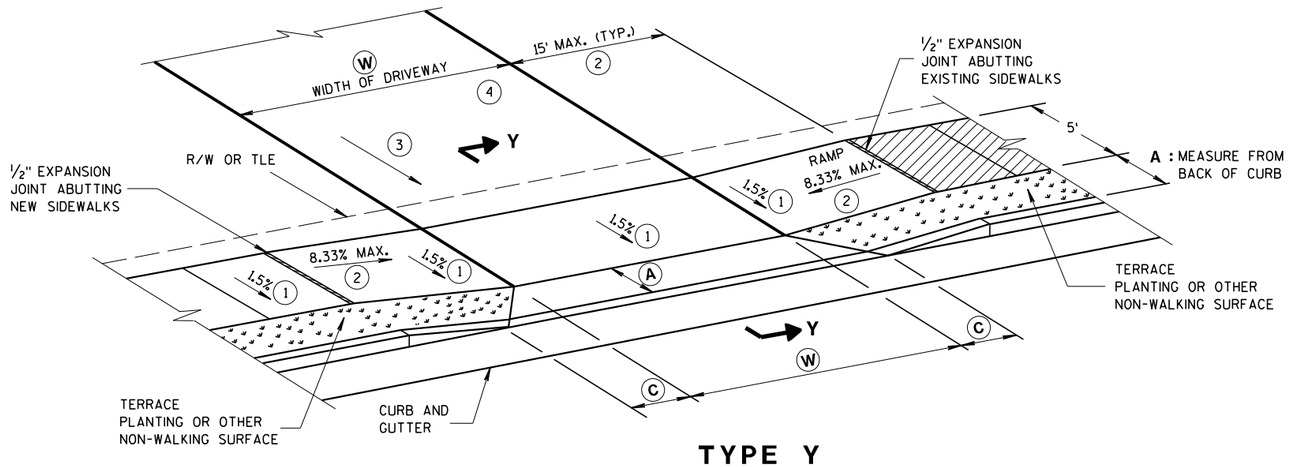
TYPE X
SIDEWALK ABUTS CURB & GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X-X



SECTION X-X
4% GUTTER SLOPE



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

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.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

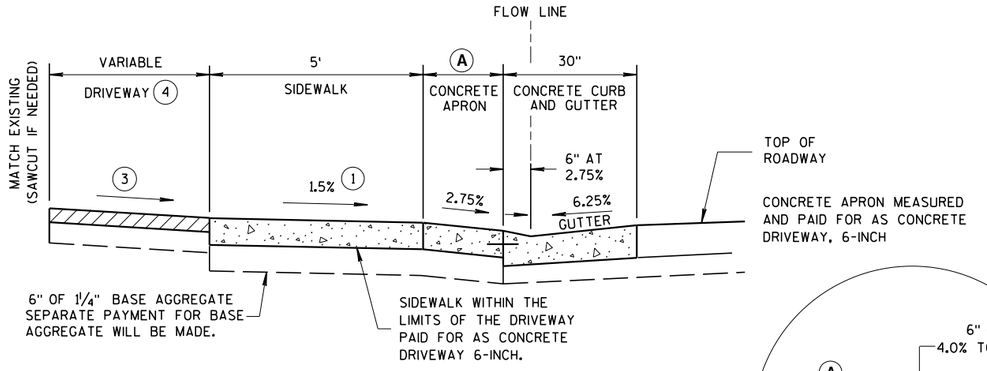
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(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. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

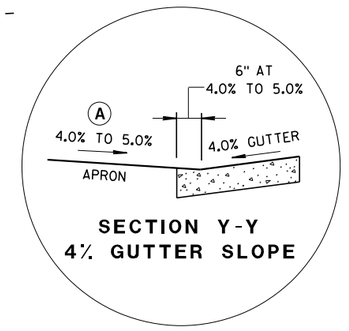
(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(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)



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y-Y



SECTION Y-Y
4% GUTTER SLOPE

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

STATE OF WISCONSIN
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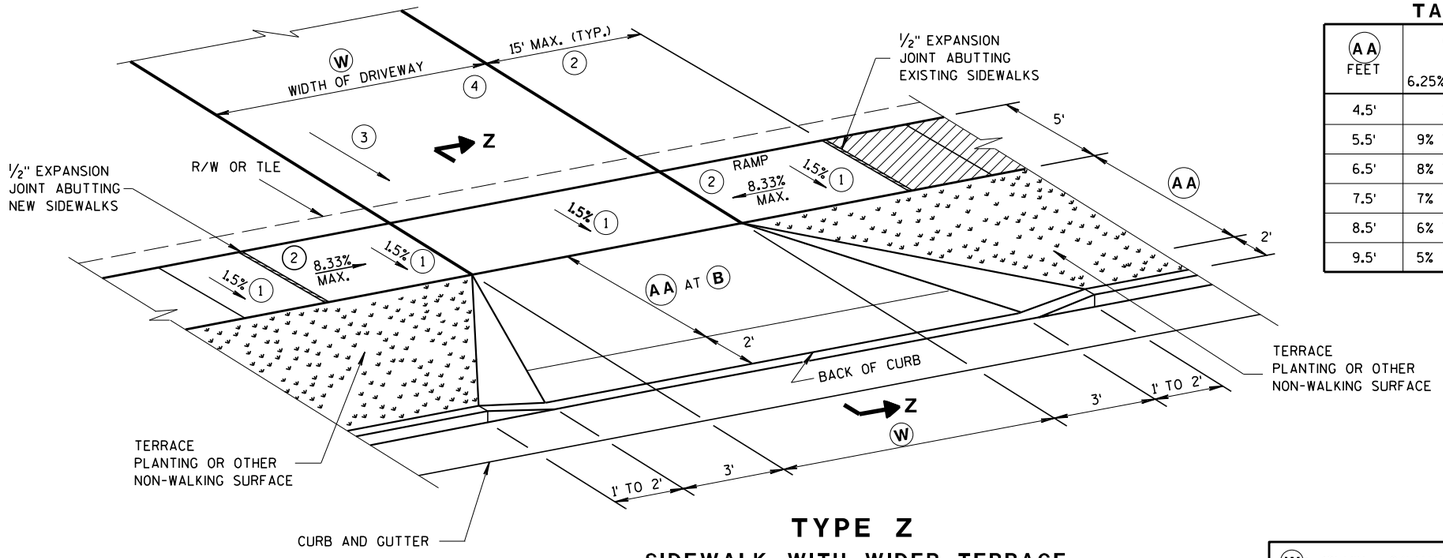
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S.D.D. 8 D 18-2



TYPE Z

SIDEWALK WITH WIDER TERRACE

TERRACE VARIES 7 TO 12 FEET

TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

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.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(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

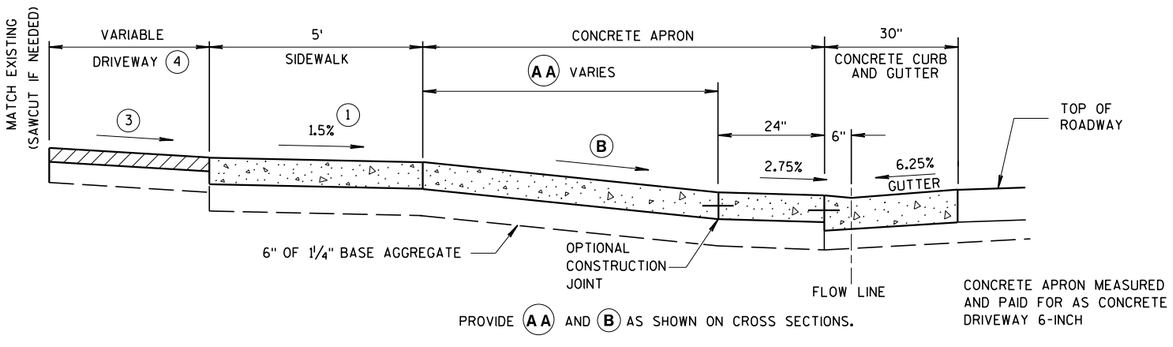
10.5% UP AWAY FROM SIDEWALK (SAG)

8.5% DOWN AWAY FROM SIDEWALK (CREST)

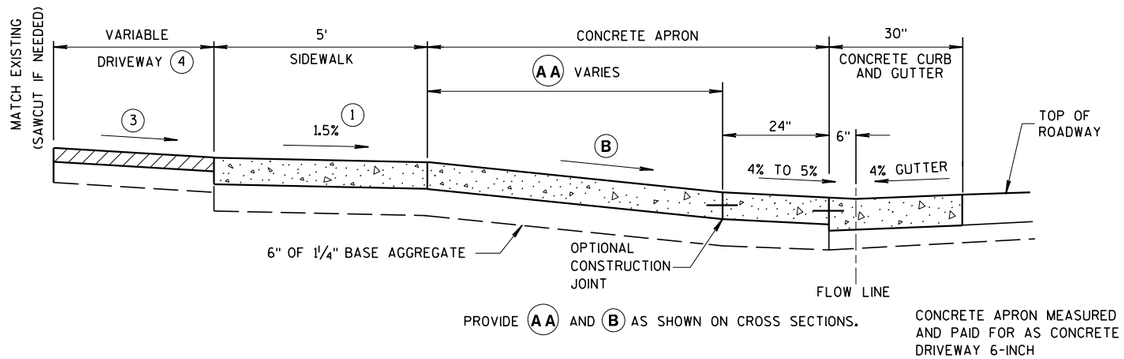
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(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)



6.25% GUTTER SLOPE



4% GUTTER SLOPE

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.

SECTION Z-Z

DRIVEWAY DETAIL WITH CONCRETE CURB & GUTTER

(URBAN AND SUBURBAN)

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

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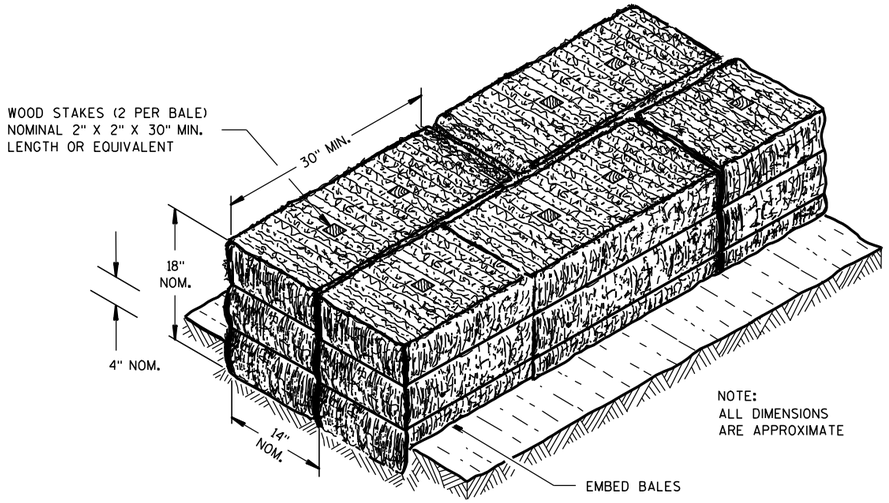
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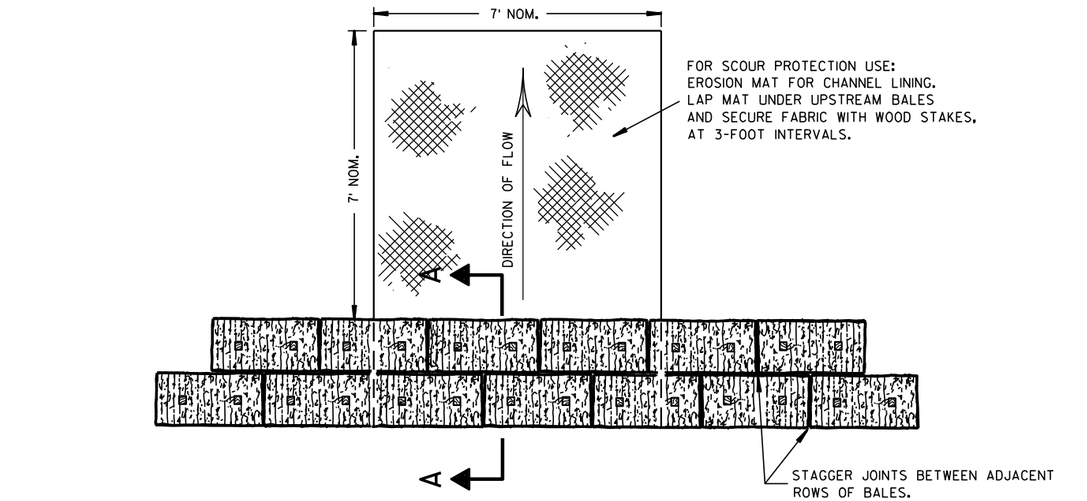
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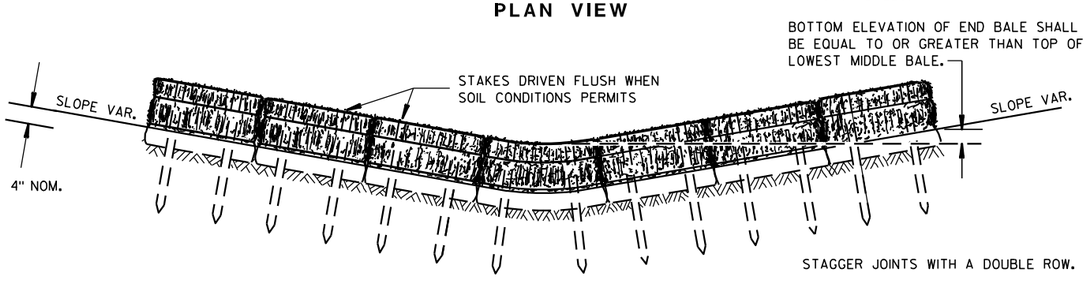
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SECTION A-A



PLAN VIEW



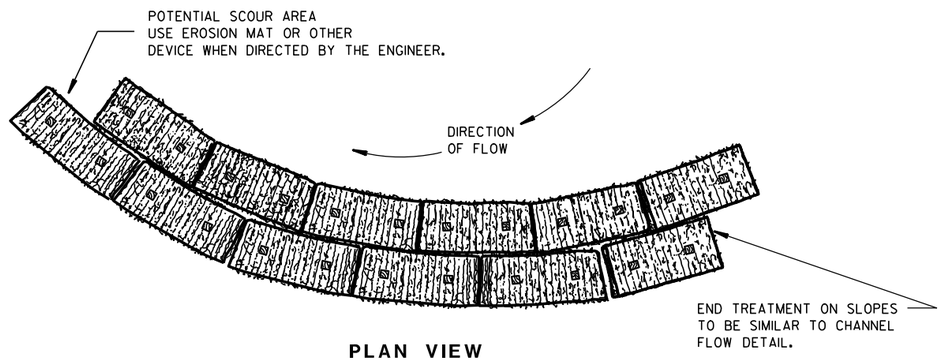
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

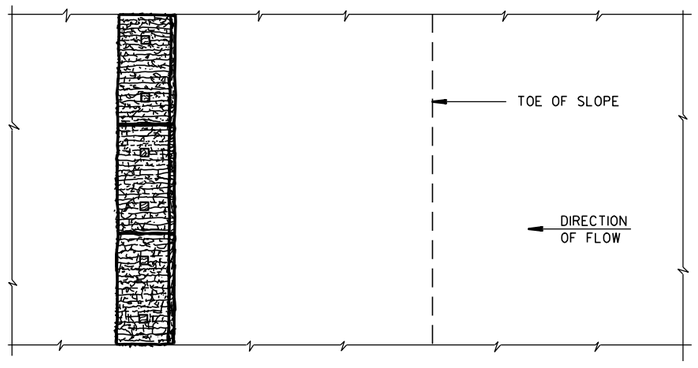
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

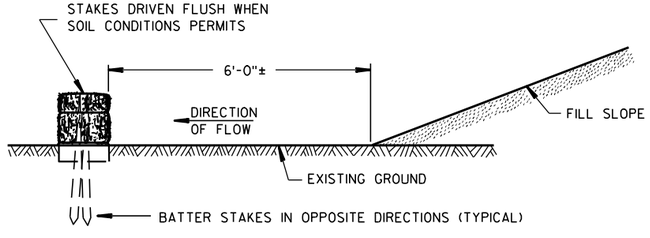


PLAN VIEW

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

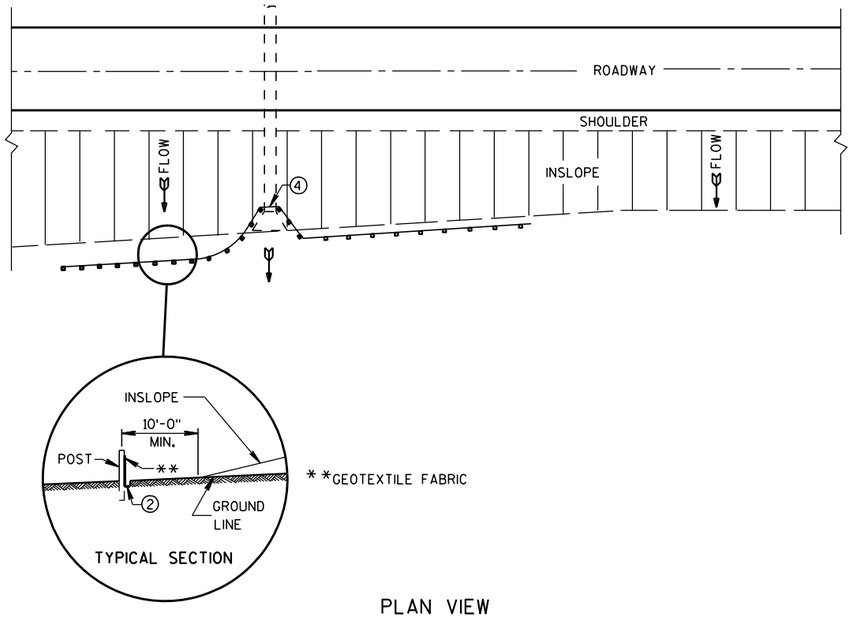
FHWA

6

S.D.D. 8 E 8-3

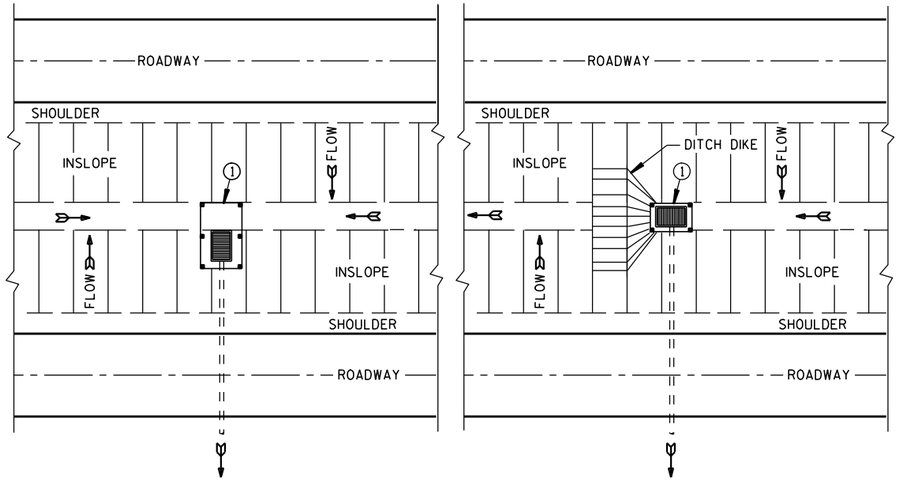
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



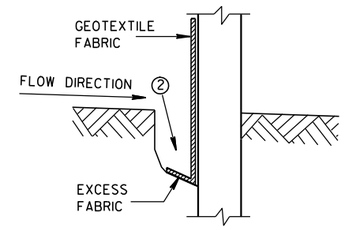
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

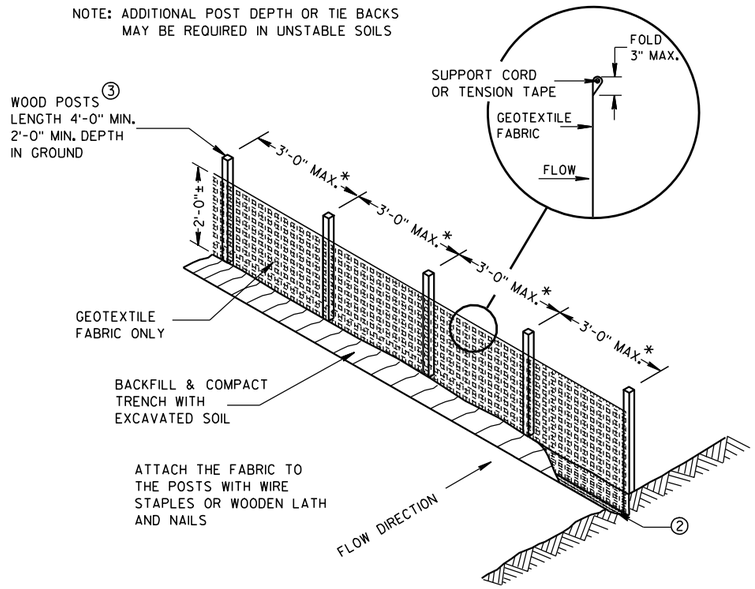
GENERAL NOTES

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

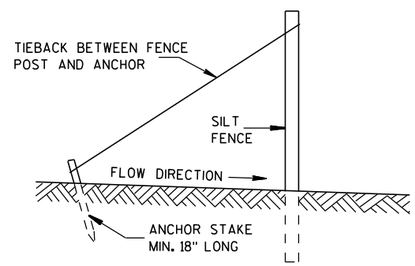
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL



SILT FENCE



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

JOINING TWO LENGTHS OF SILT FENCE 5

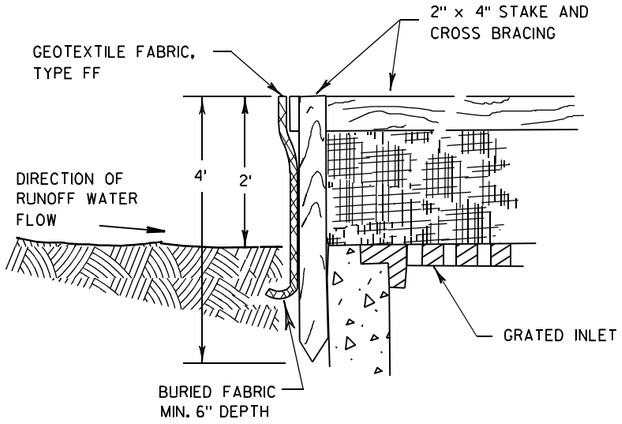
SILT FENCE

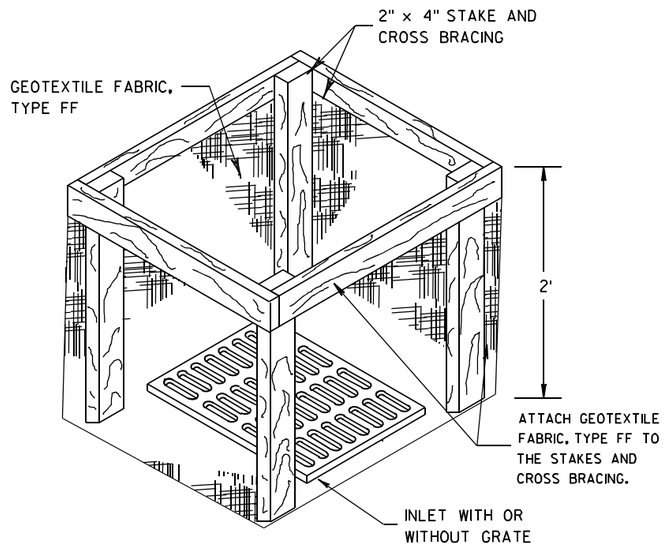
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

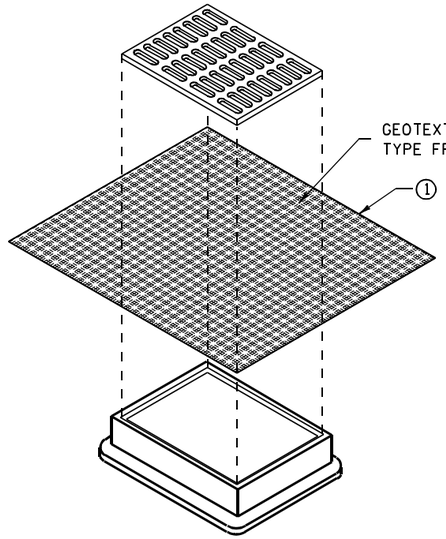
S.D.D. 8 E 9-6

6



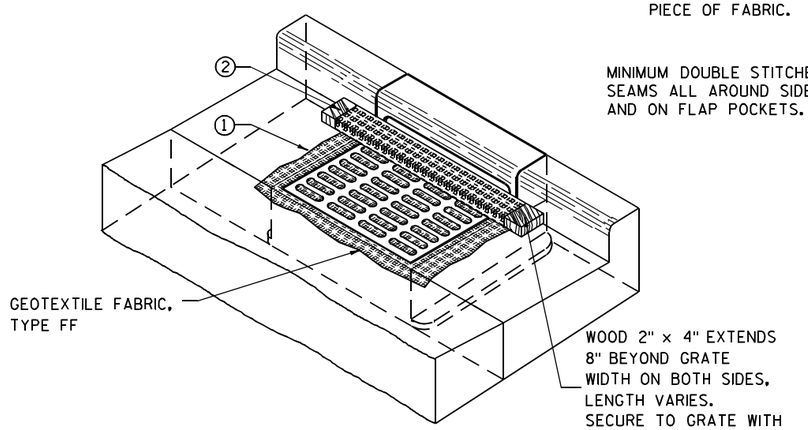


INLET PROTECTION, TYPE A

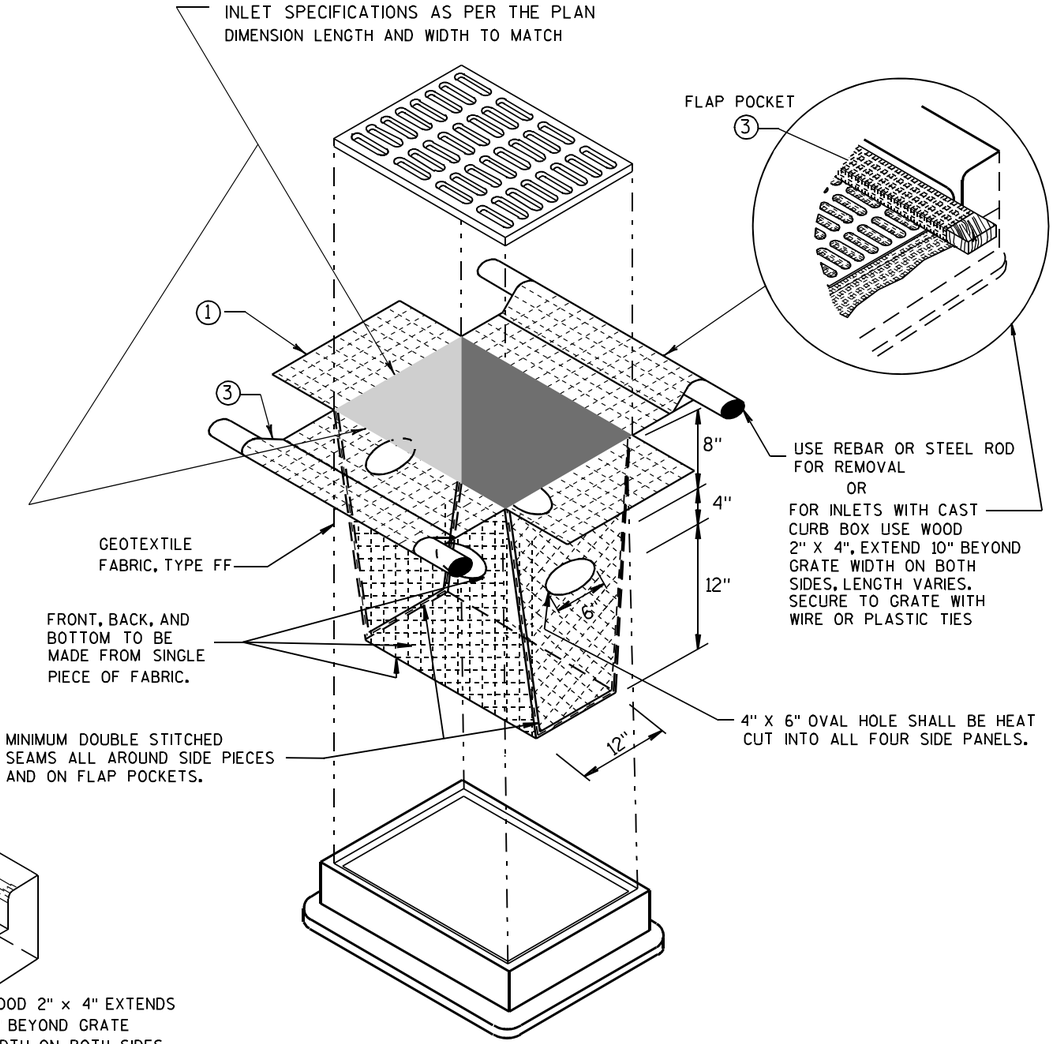


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

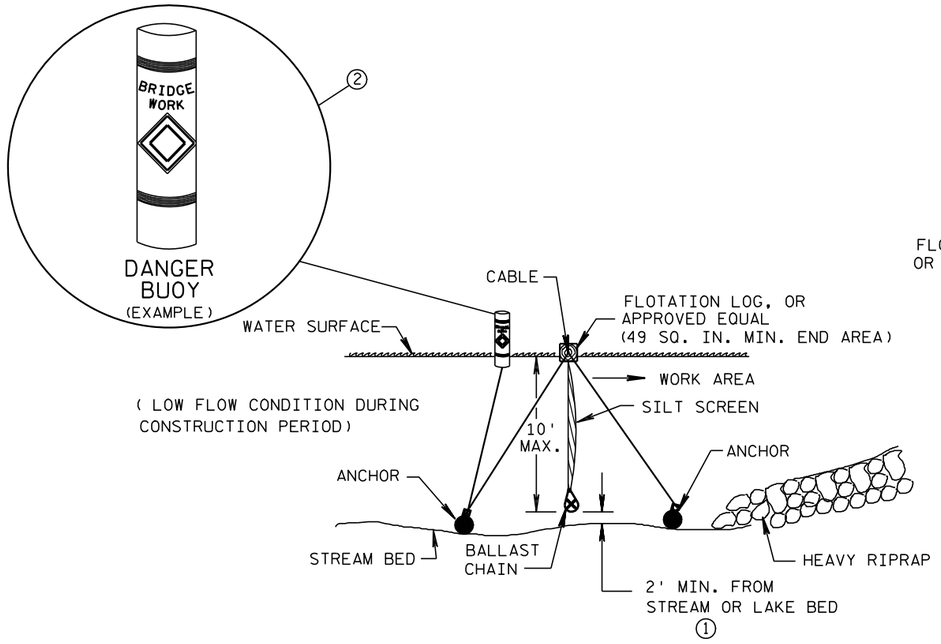
6
S.D.D. 8 E 10-2

GENERAL NOTES

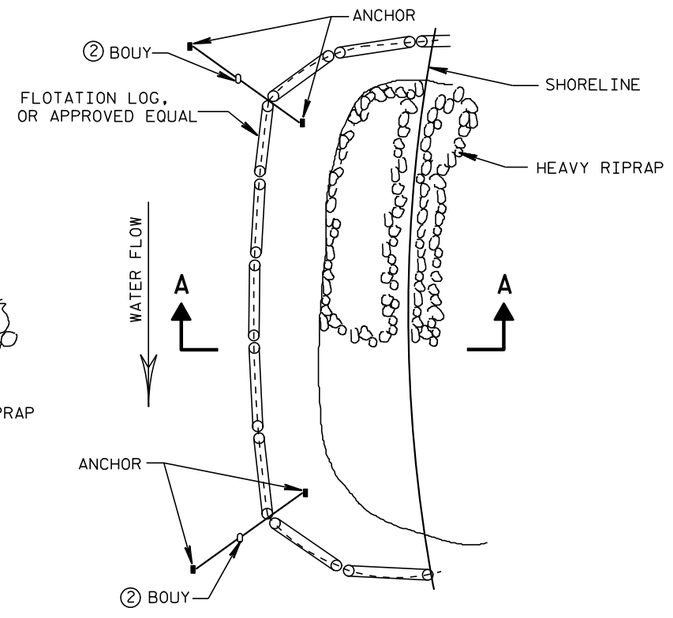
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① 2' MINIMUM SHALL BE MAINTAINED DURING CONSTRUCTION PERIOD.

② USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



SECTION A-A



PLAN VIEW

SILT SCREEN PLACEMENT DETAIL

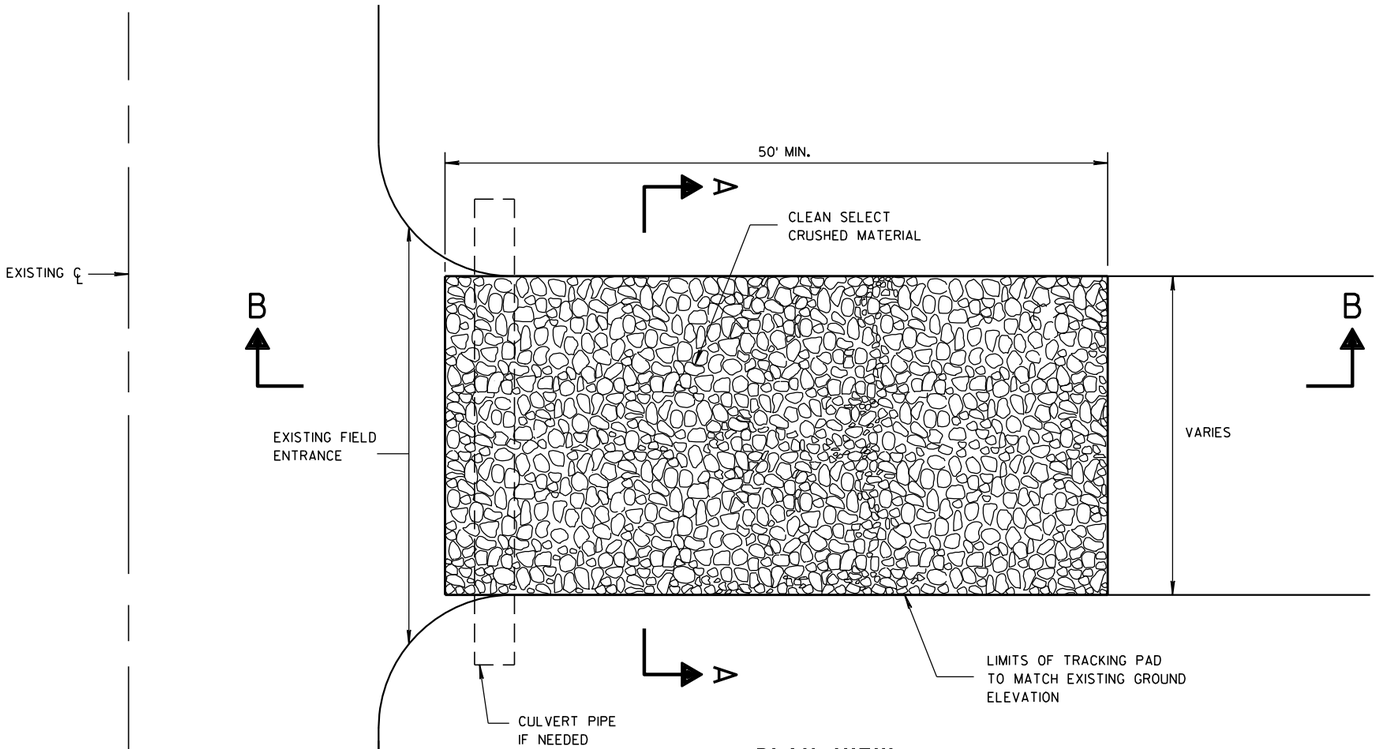
SILT SCREEN
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 6/04/02 DATE — /S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER FHWA

6

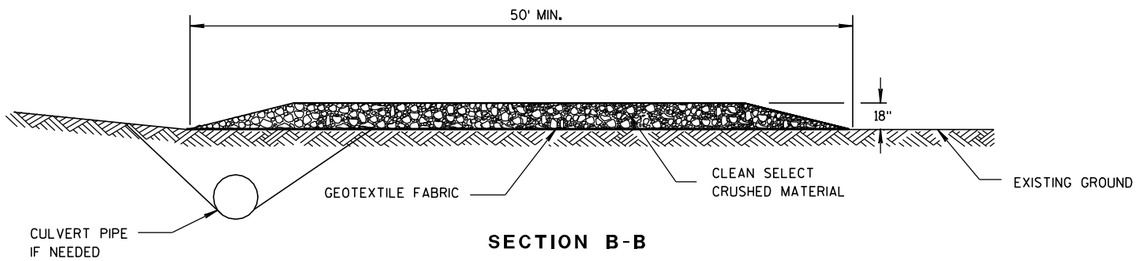
S.D.D. 8 E 12-1

6

S.D.D. 8 E 12-1



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.

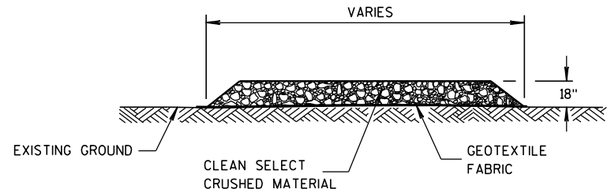
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

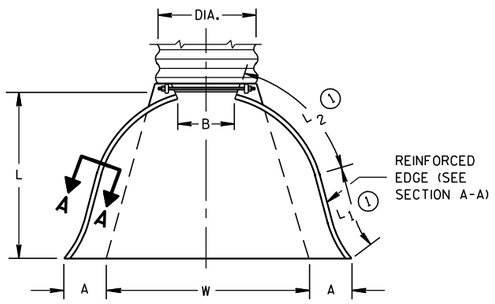
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

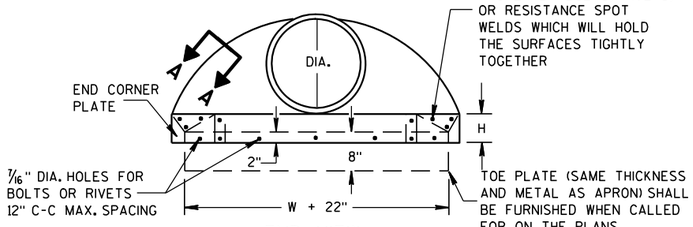
REINFORCED CONCRETE APRON ENDWALLS

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

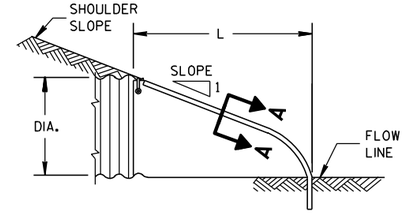
* MINIMUM
** MAXIMUM



PLAN VIEW

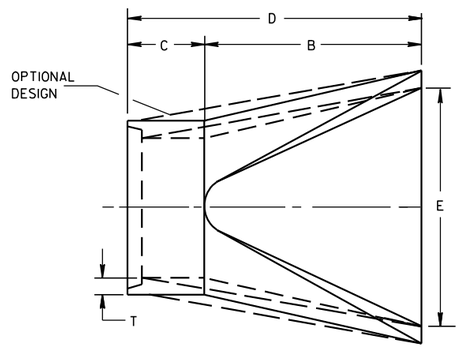


END VIEW

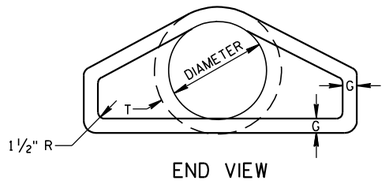


SIDE ELEVATION

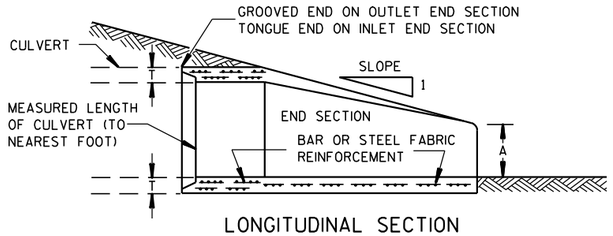
METAL ENDWALLS



PLAN

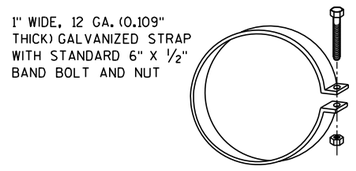


END VIEW



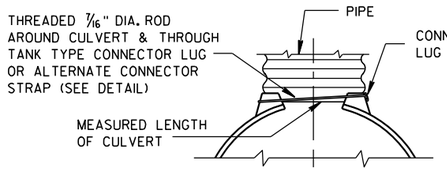
LONGITUDINAL SECTION

CONCRETE ENDWALLS

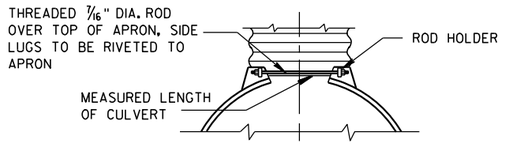


ALTERNATE FOR TYPE 1 CONNECTION

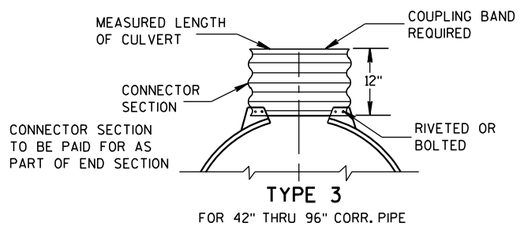
END SECTION CONNECTOR STRAP



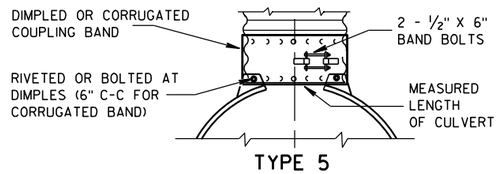
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

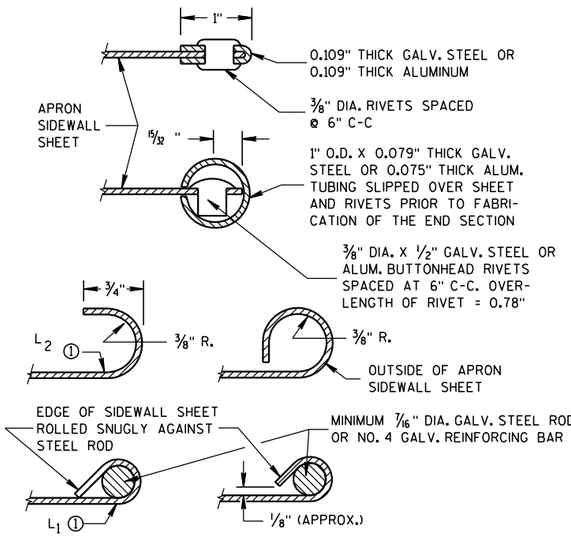
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

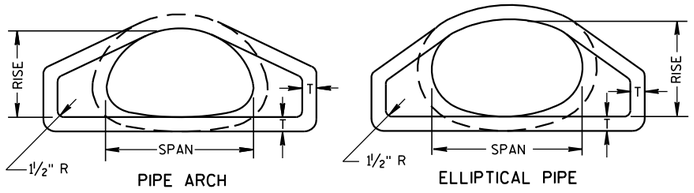
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

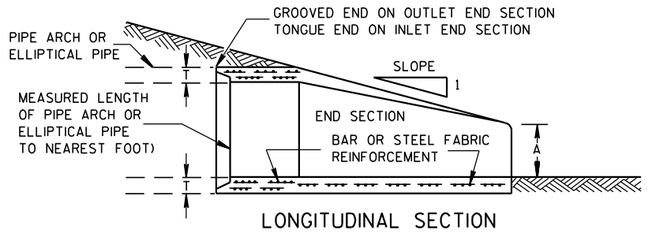
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

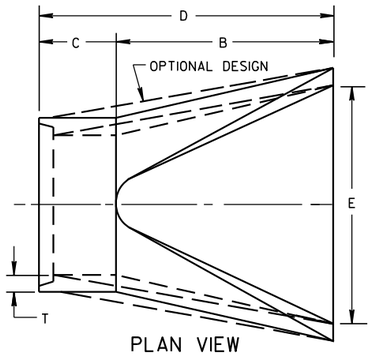
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S.D.D. 8 F 1-11



END VIEW

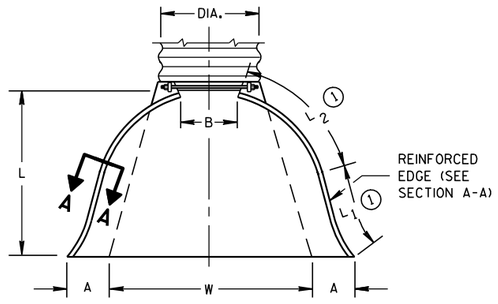


LONGITUDINAL SECTION

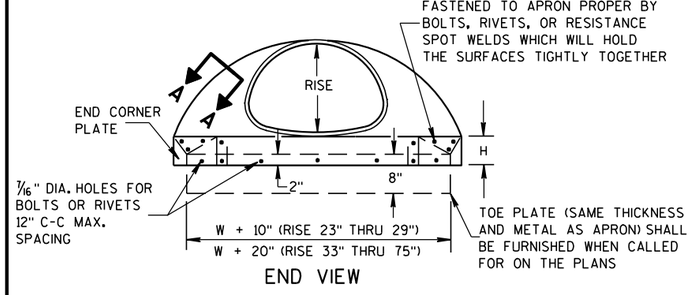


PLAN VIEW

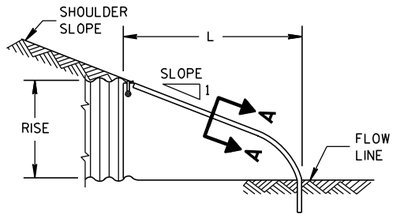
CONCRETE ENDWALLS



PLAN VIEW

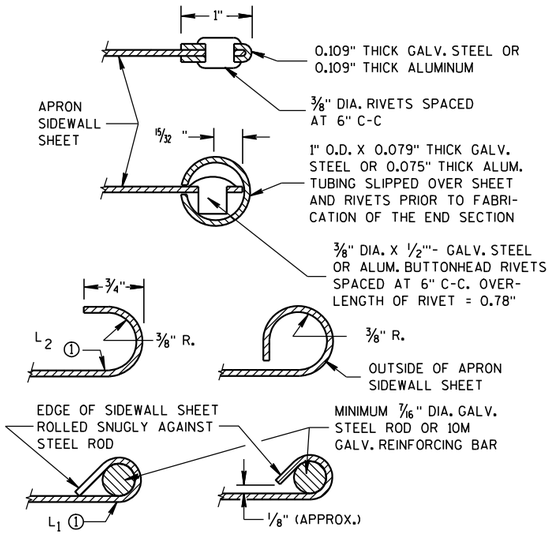


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

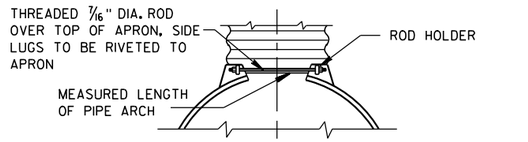
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

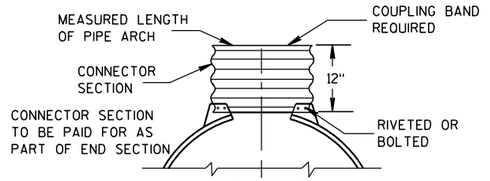
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



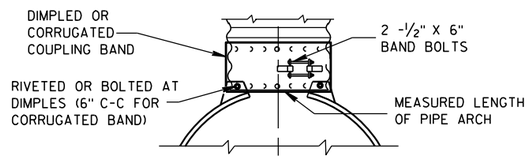
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

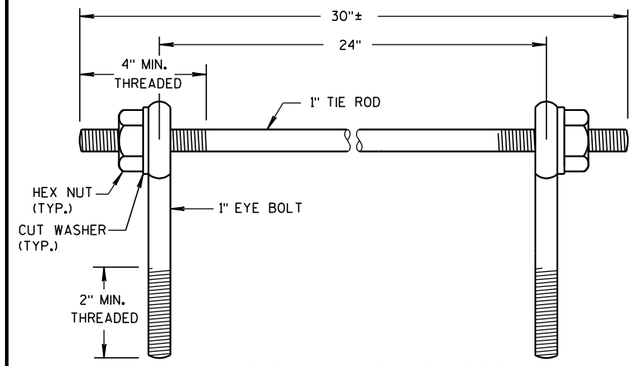
11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

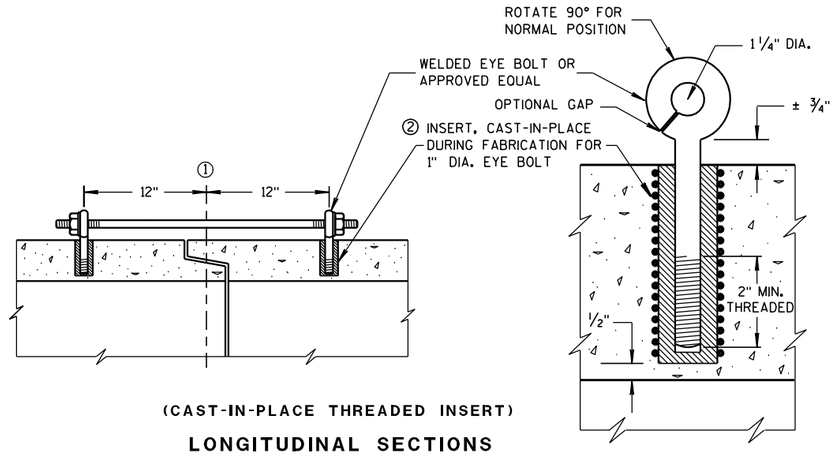
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EYE BOLTS AND TIE ROD



(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.

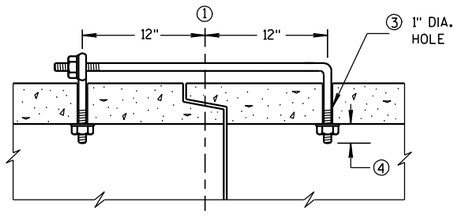
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

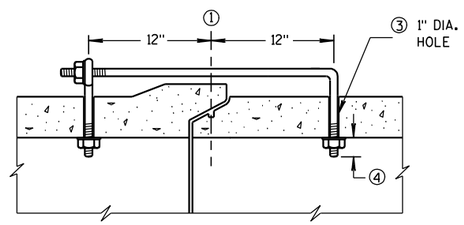
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

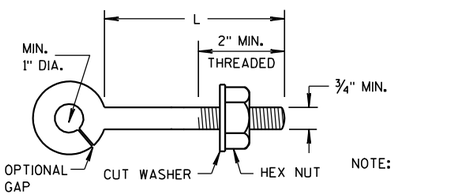


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

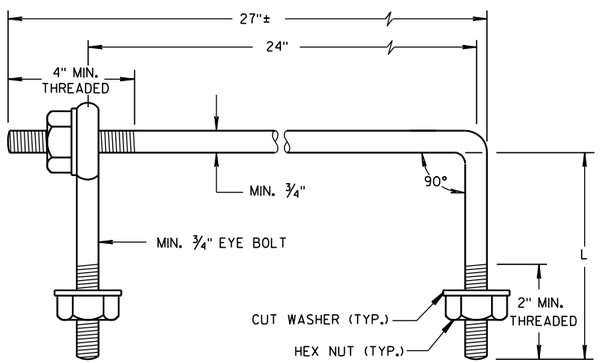
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

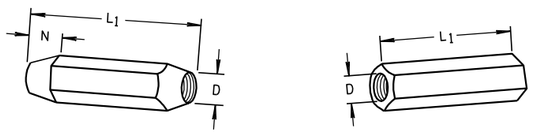
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

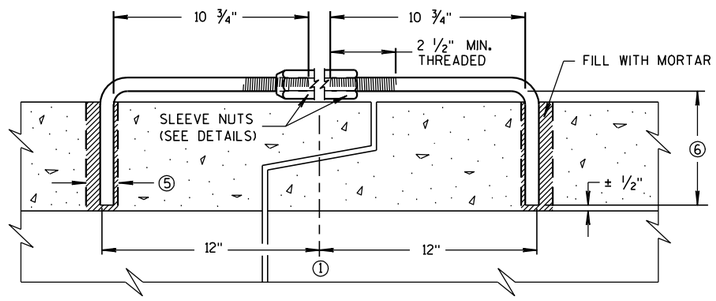
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

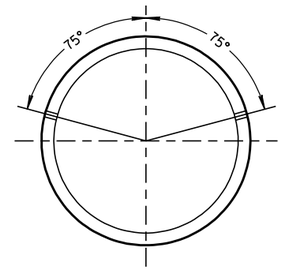
SLEEVE NUTS



LONGITUDINAL SECTION

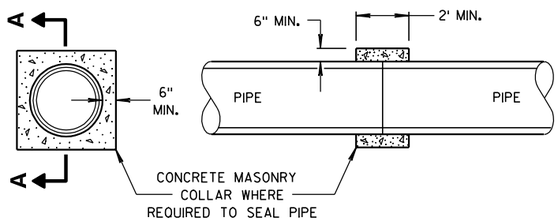
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

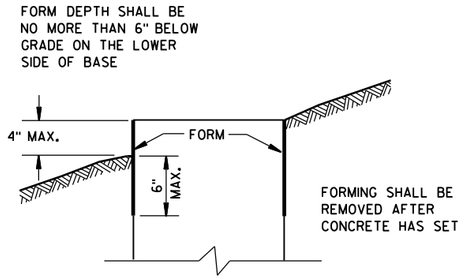
APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 8 F 4-7



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.

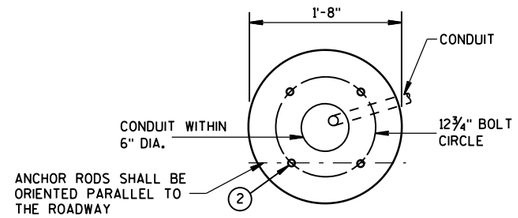
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

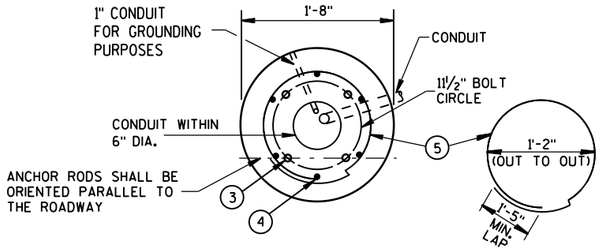
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

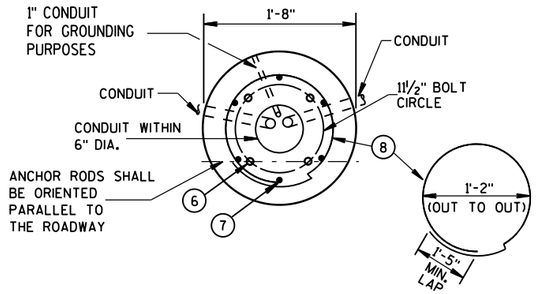
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

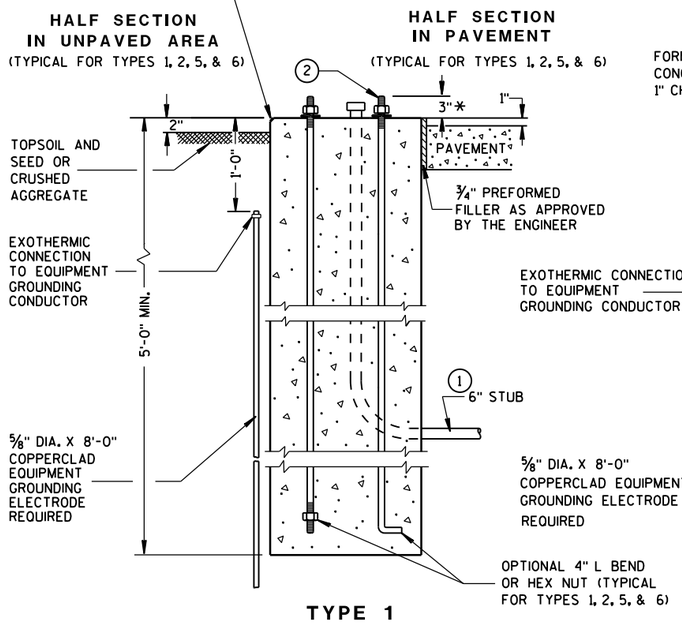




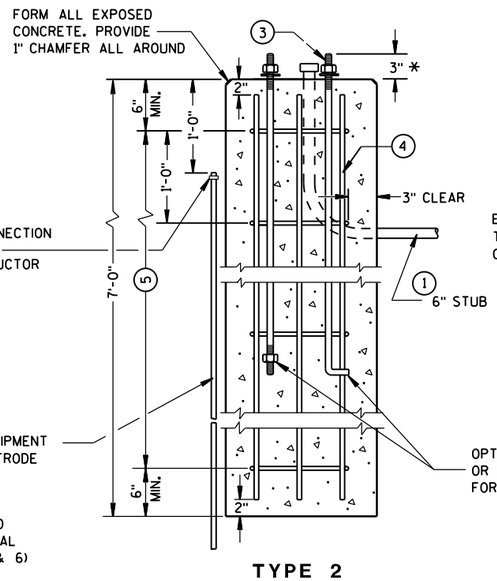


HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

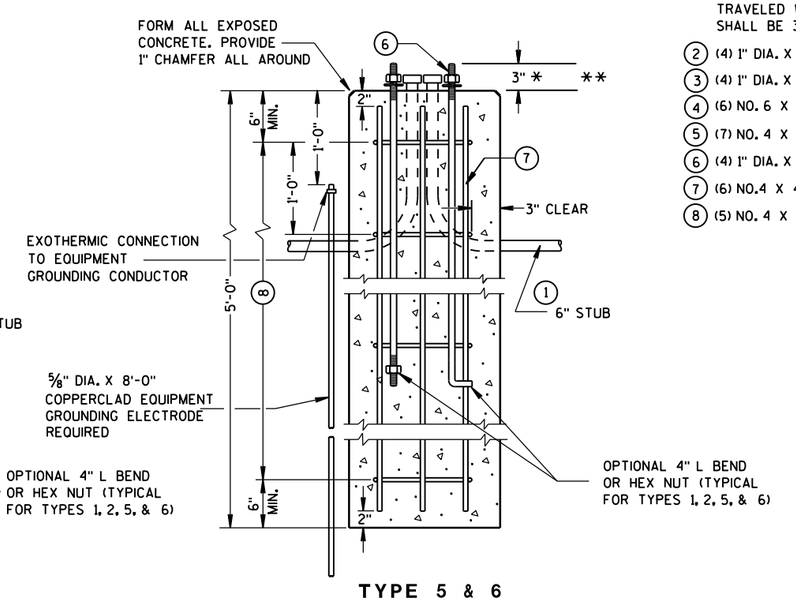
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

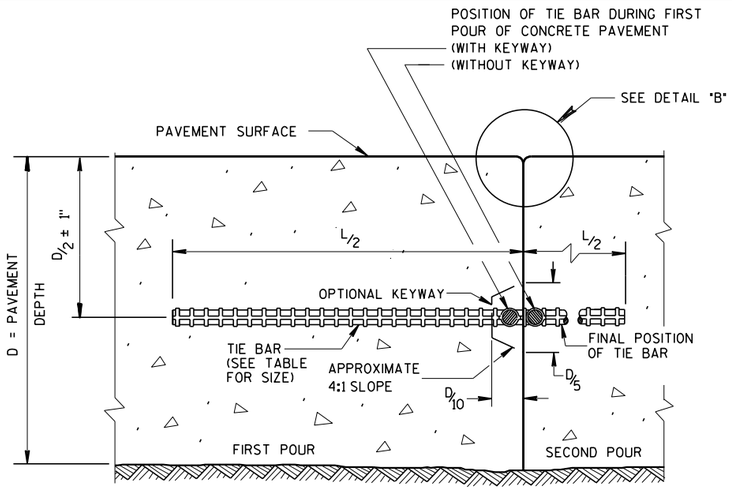
CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

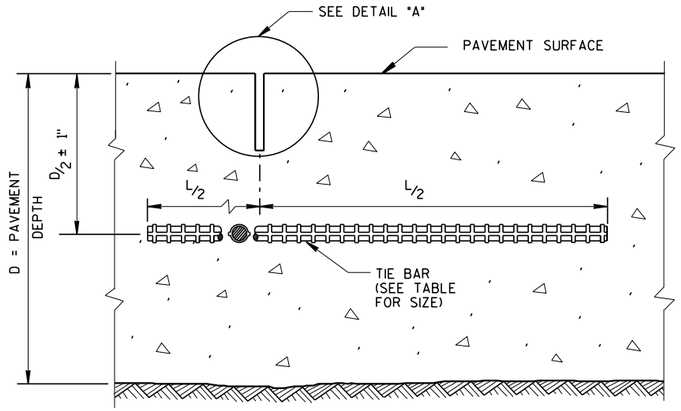
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 2-7



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

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.

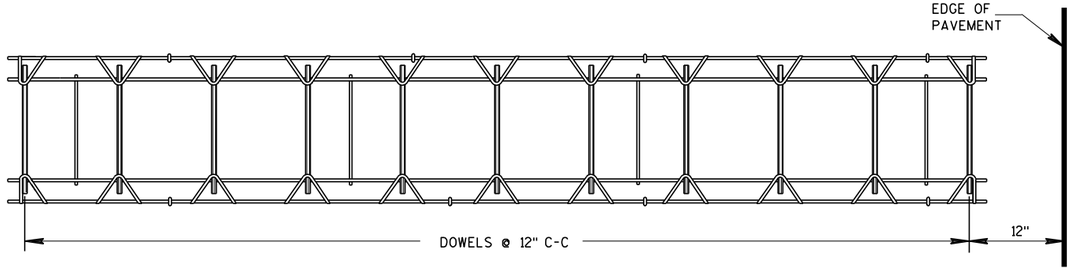
PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp — PAVEMENT SUPE
FHWA

6
S.D.D. 13 C 1-19

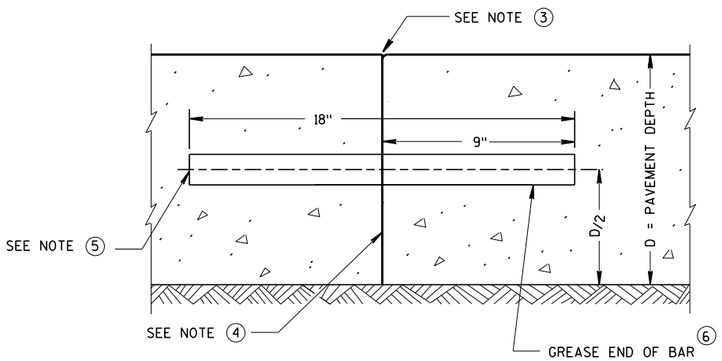


PLAN VIEW

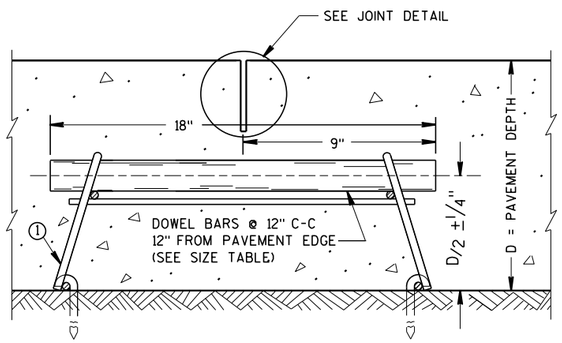


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



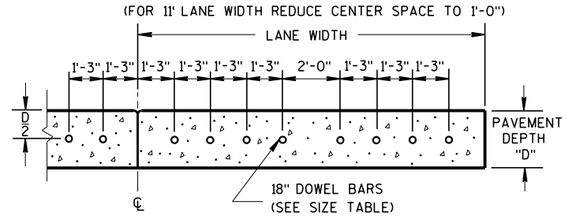
TRANSVERSE CONSTRUCTION JOINT



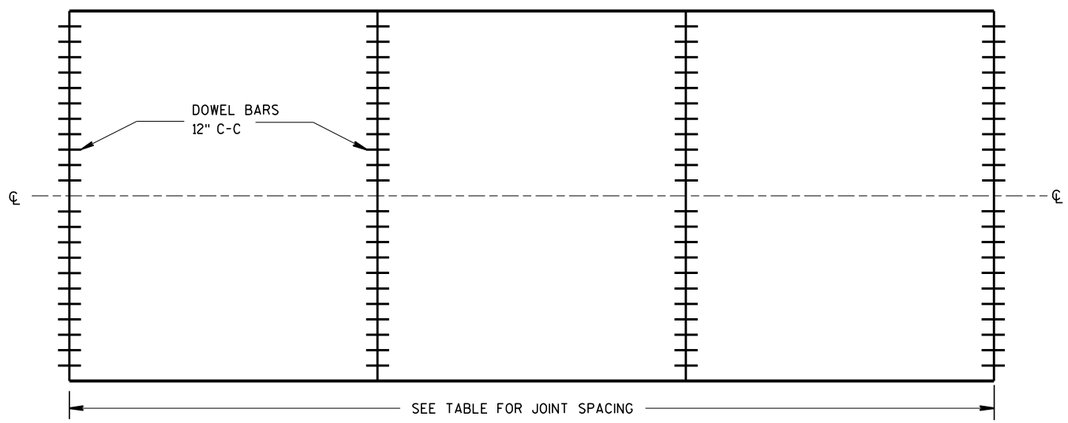
DOWELED CONTRACTION JOINT

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.

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.

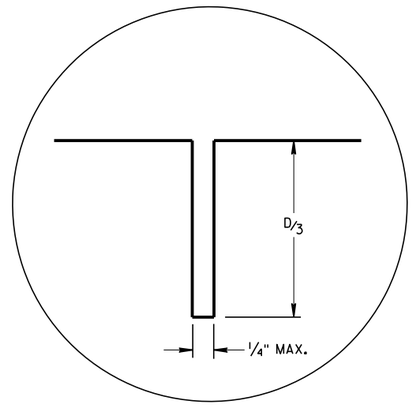
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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

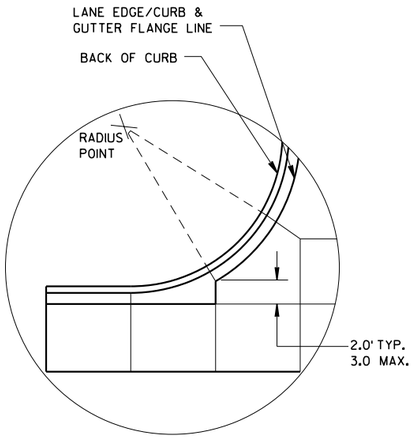
APPROVED
March 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUP

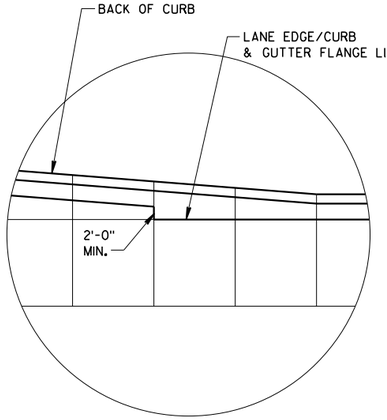
FHWA

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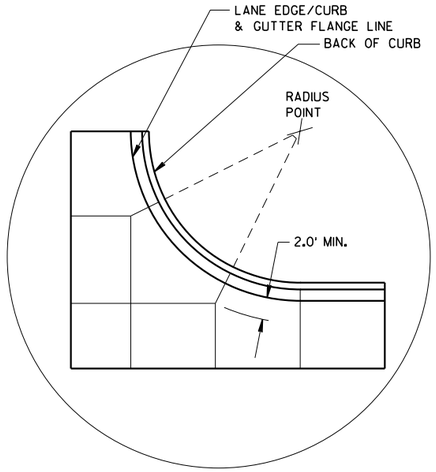
S.D.D. 13 C 13-9



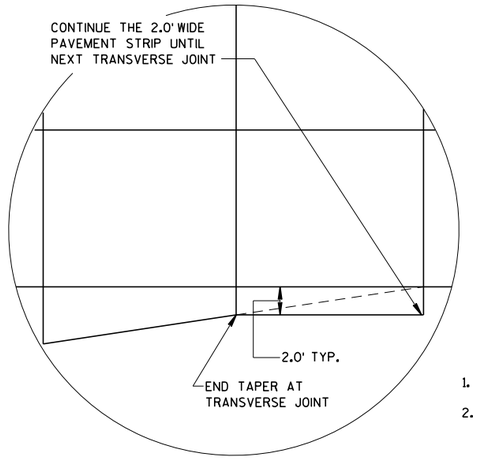
DETAIL "A"



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.

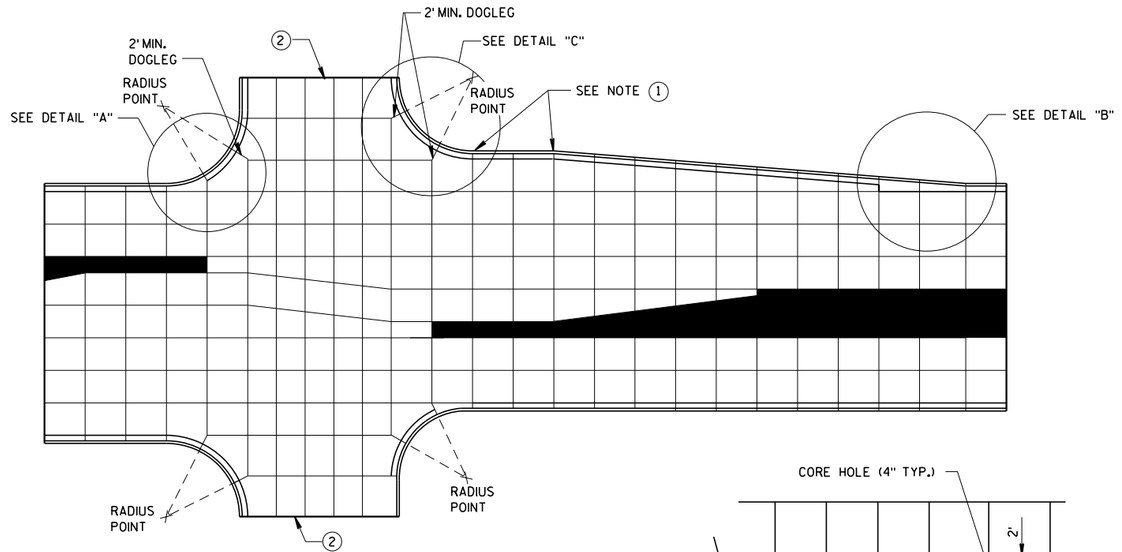
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

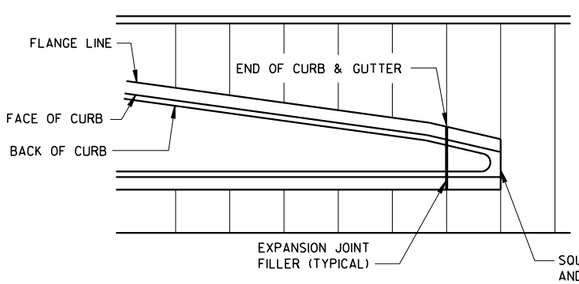


STANDARD INTERSECTION

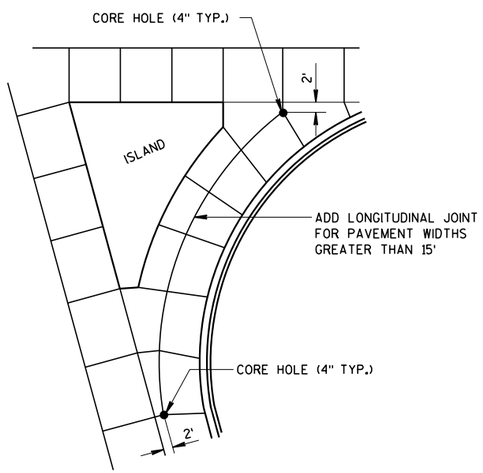
PAVEMENT DEPTH AND JOINT SPACING TABLE

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

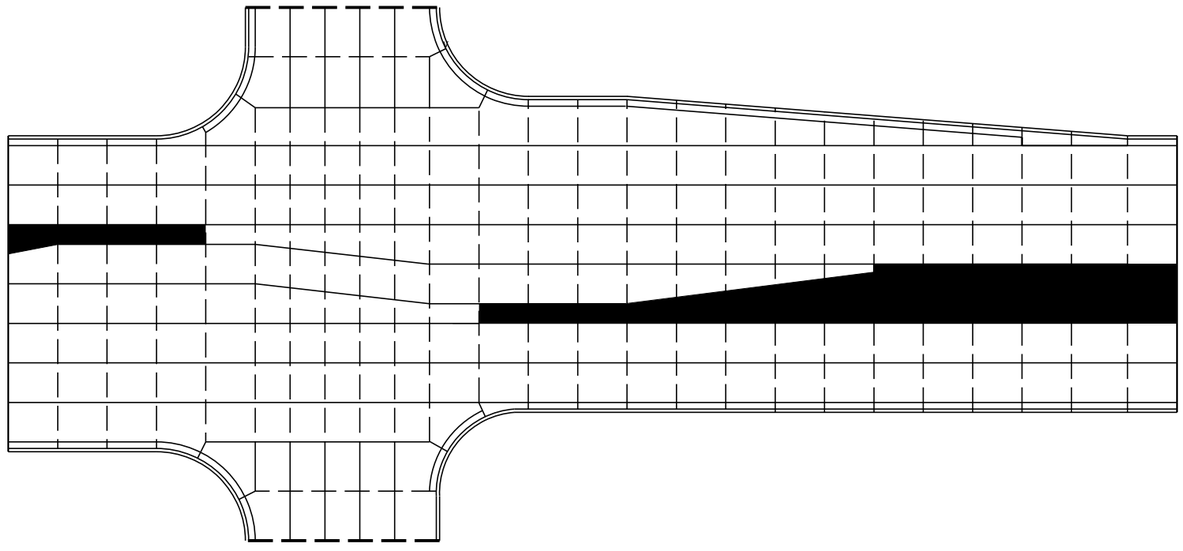
6
S.D.D. 13 C 18-6a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

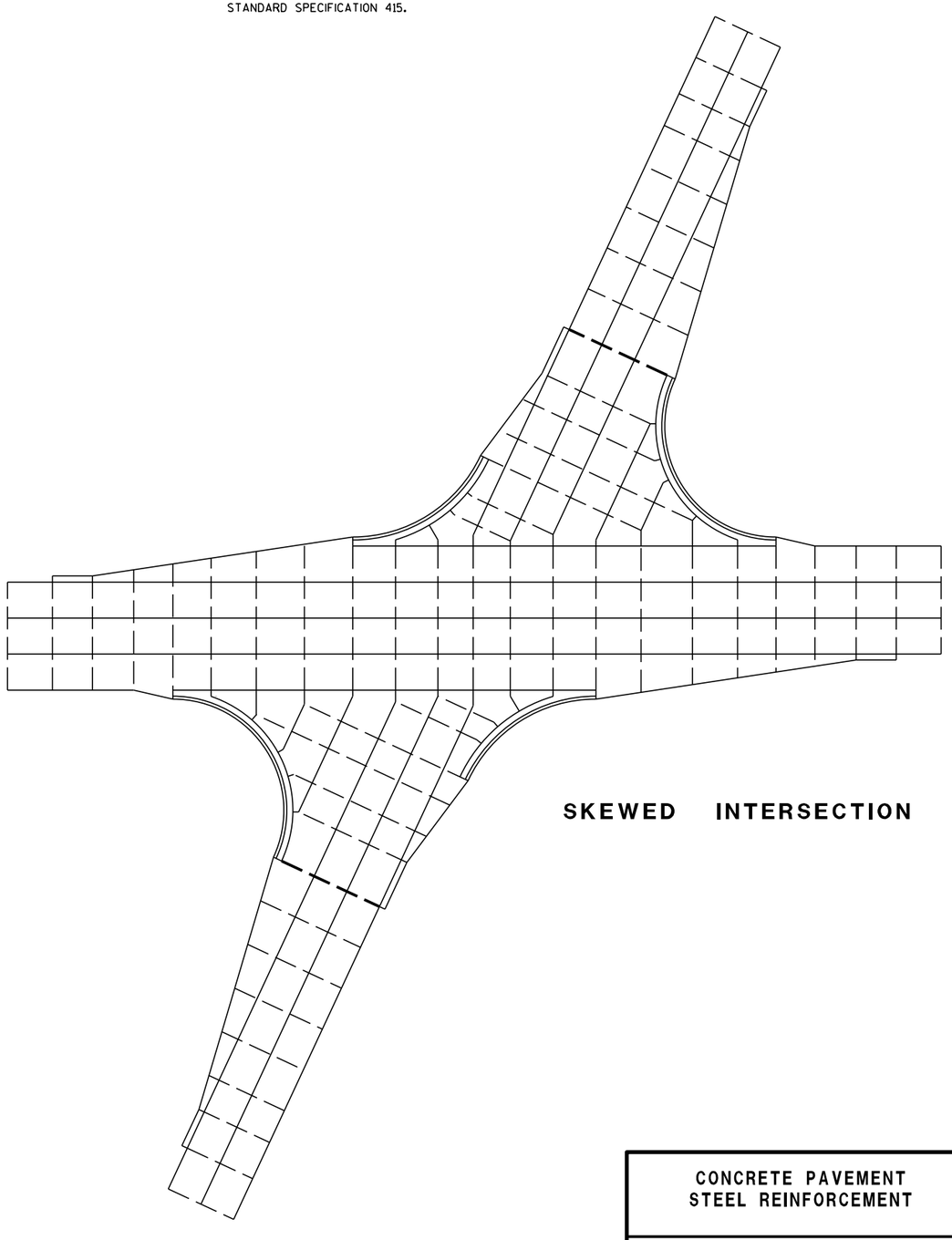
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

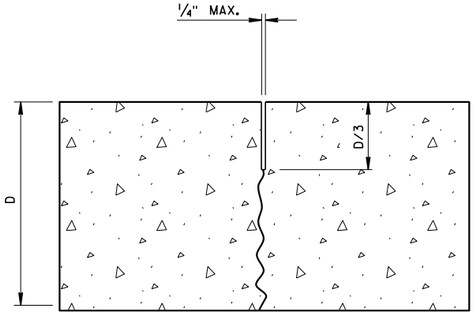
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S.D.D. 13 C 18-6b

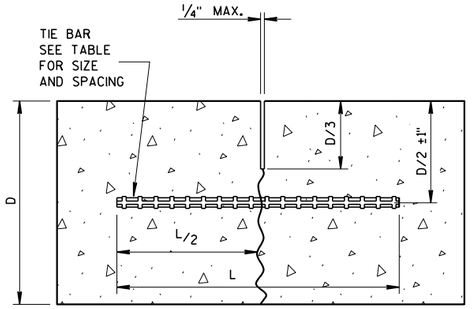
S.D.D. 13 C 18-6b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

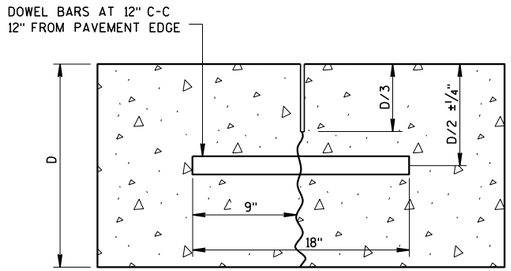
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* 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

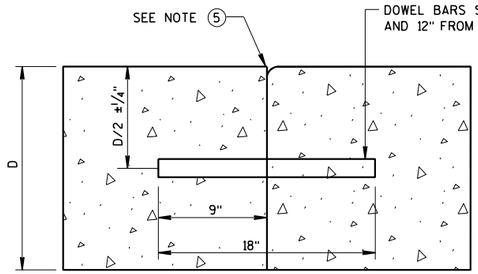
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



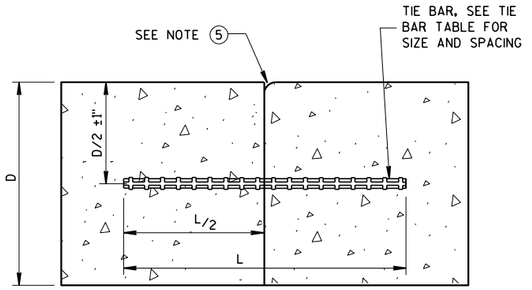
DOWELED-TRANSVERSE

CONTRACTION JOINTS

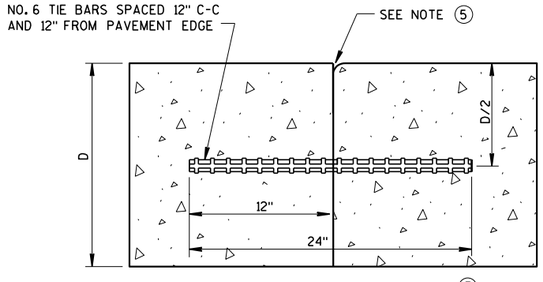
SEE NOTE (2)



DOWELED TRANSVERSE (3)

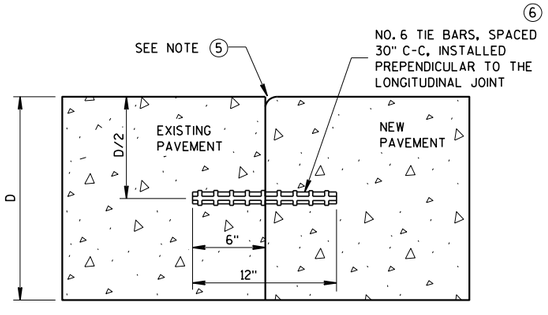


TIED LONGITUDINAL



TIED TRANSVERSE (3)

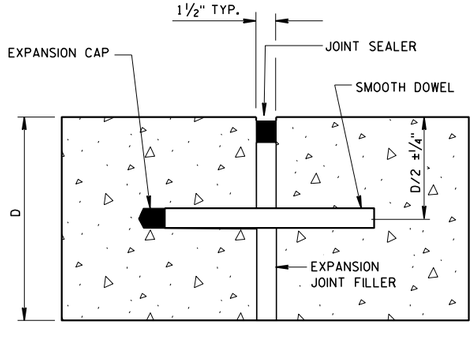
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

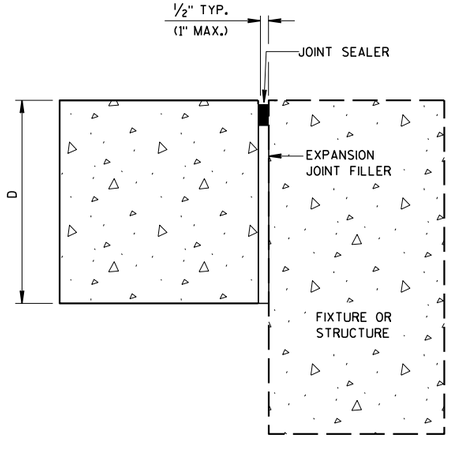
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

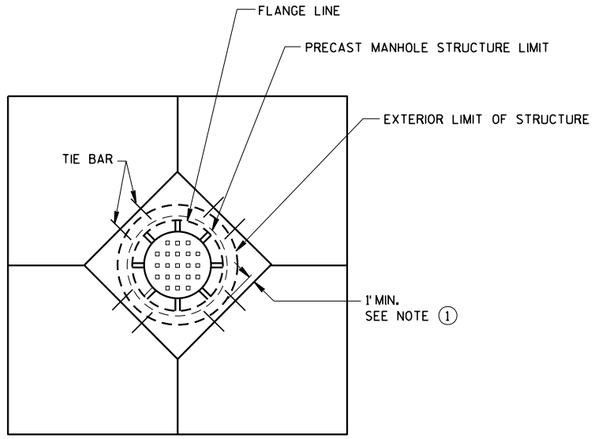
6

S.D.D. 13 C 18-6c

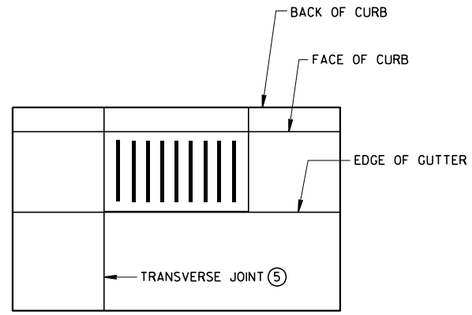
CONCRETE PAVEMENT
JOINT TYPES

6

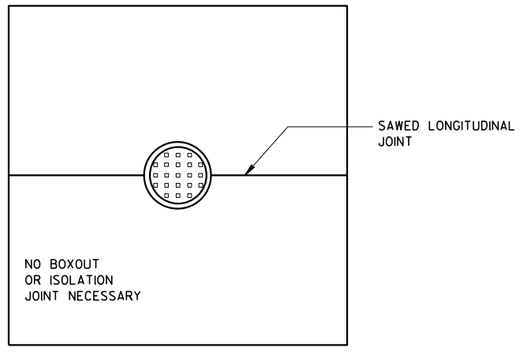
S.D.D. 13 C 18-6c



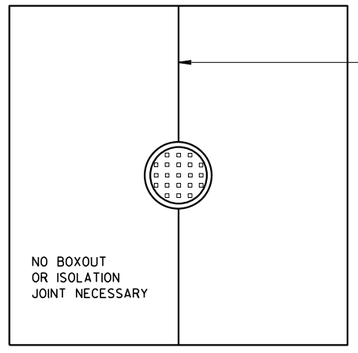
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



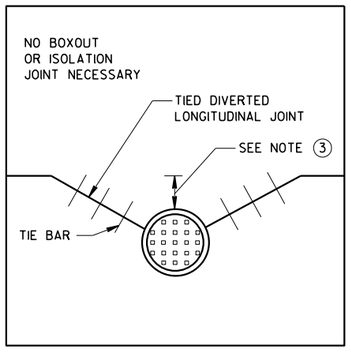
INLET WITH TRANSVERSE JOINT



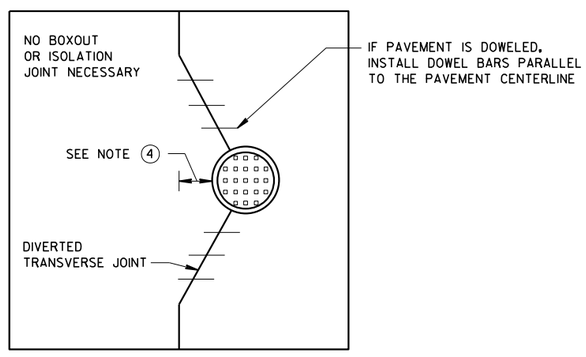
MANHOLE WITH LONGITUDINAL JOINT



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

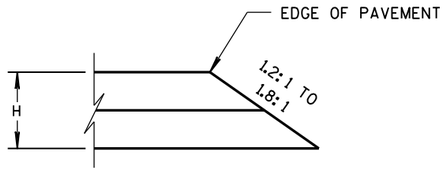
APPROVED
March 2018
DATE

/S/ Peter K[illegible] P.E.
PAVEMENT SUPT

FHWA

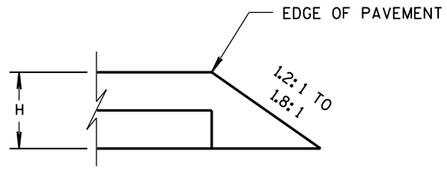
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S.D.D. 13 C 18-6d



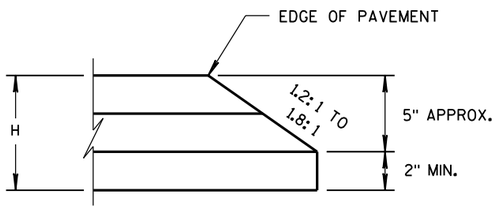
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



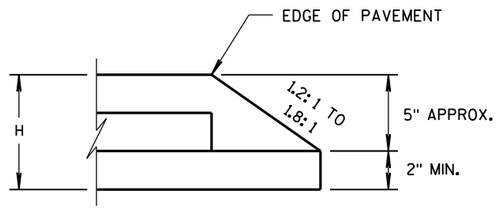
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

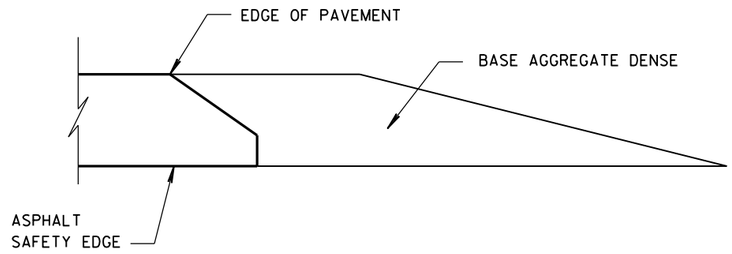
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

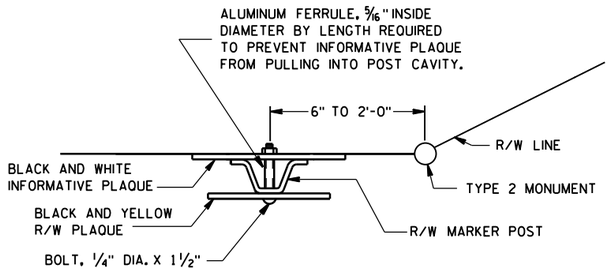
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

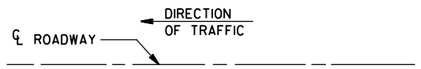
APPROVED

11/30/2012
DATE

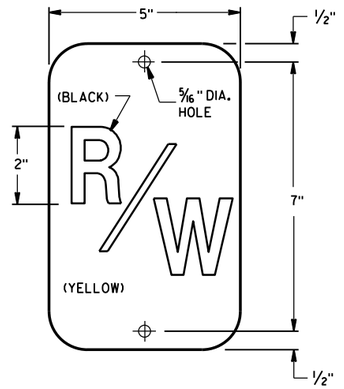
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



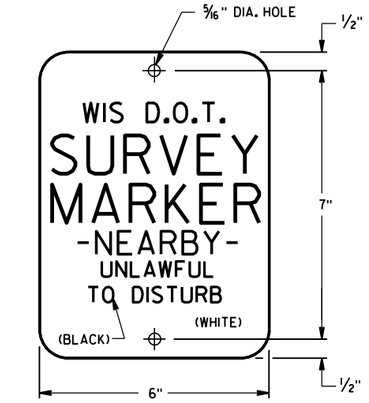


PLAN VIEW



R/W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



INFORMATIVE PLAQUE

GENERAL NOTES

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

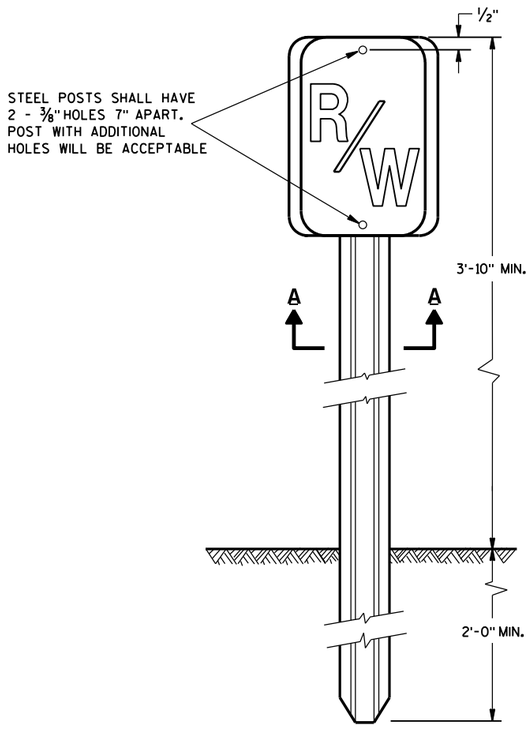
A STEEL MARKER POST FOR RIGHT-OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY, WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFORMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. R/W AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE DEPARTMENT OF TRANSPORTATION.

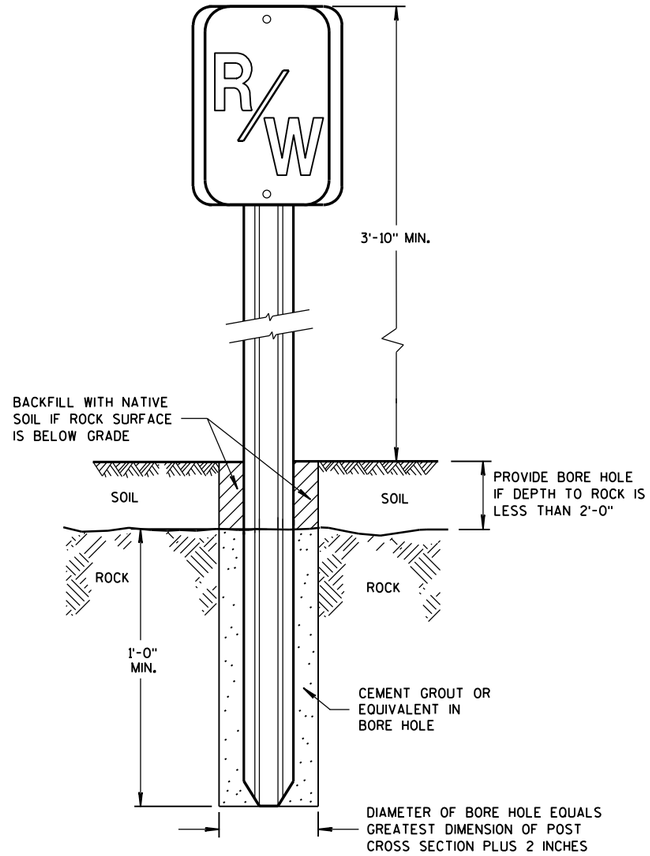
STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK TO A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3'10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR.

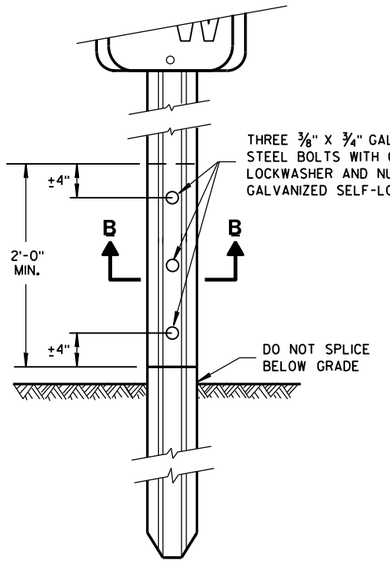
FILL THE BORE HOLE WITH CEMENT GROUT, OR EQUIVALENT. DEPENDING ON THE STABILITY OF THE ROCK.



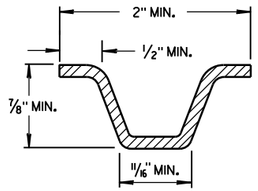
FRONT VIEW
STEEL MARKER POST



FRONT VIEW
ROCK INSTALLATION (1)

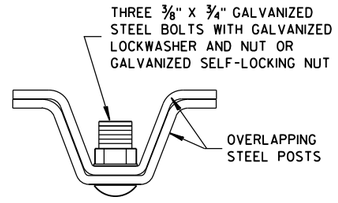


FRONT VIEW
SPLICE DETAIL



MIN. WEIGHT 1.12 LB./FT.

SECTION A-A



SECTION B-B

MARKER POST FOR RIGHT-OF-WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

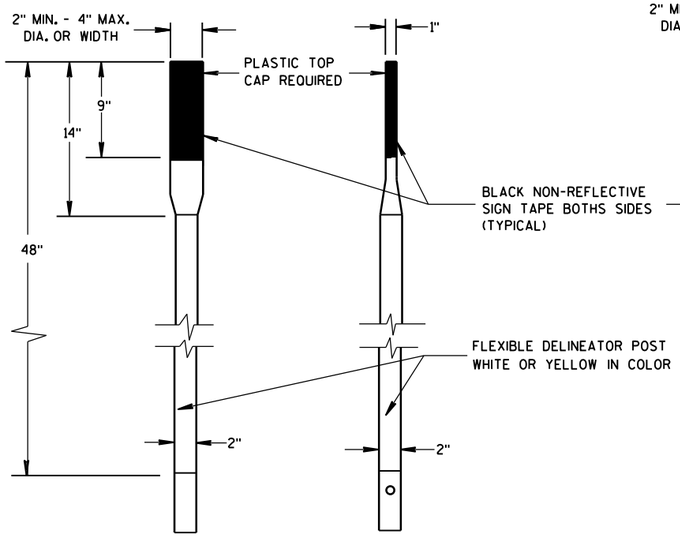
APPROVED
2/18/2016 — DATE
/S/ Ray Kumapayi — CHIEF SURVEYING AND MAPPING ENGINEER
FHWA

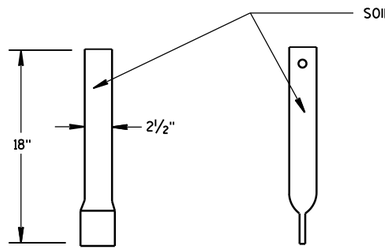
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S.D.D. 15 A 1-13a

6

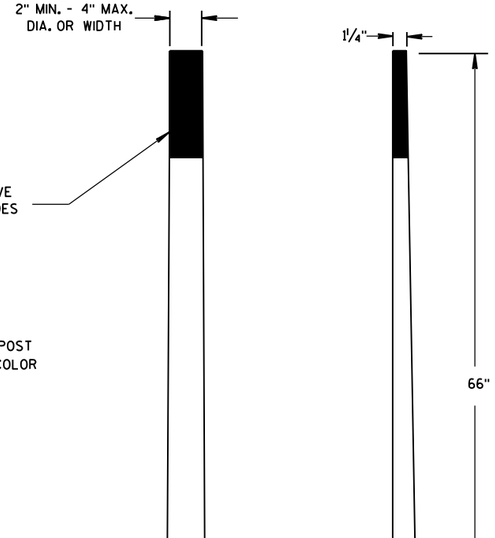
S.D.D. 15 A 1-13a





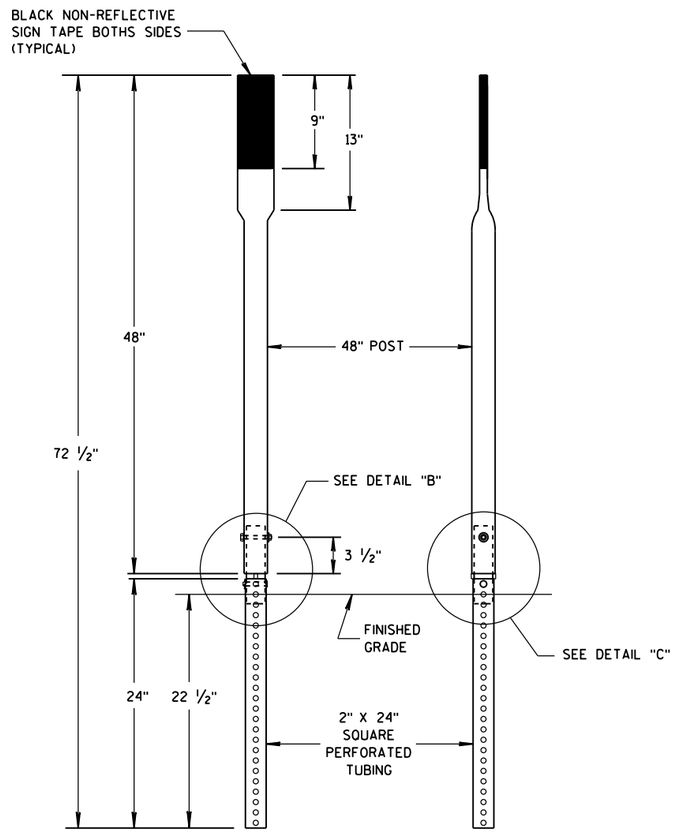
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

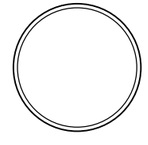
ALTERNATE 2



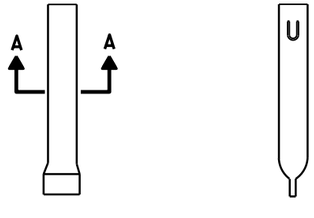
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

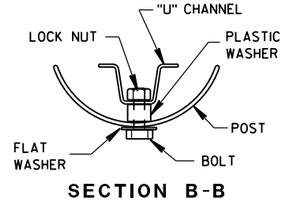


SECTION A-A

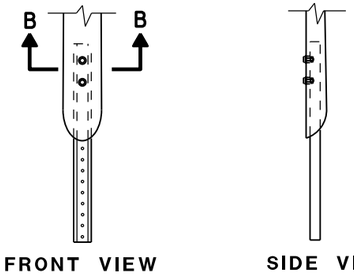


FRONT VIEW SIDE VIEW

ALTERNATE 1

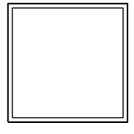


SECTION B-B

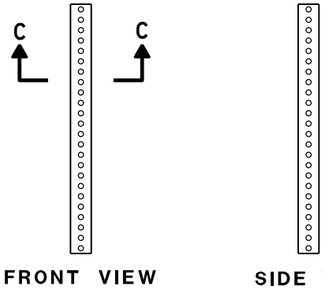


FRONT VIEW SIDE VIEW

ALTERNATE 2



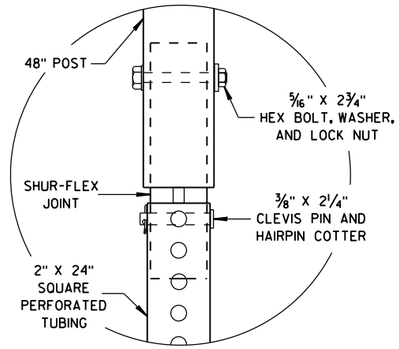
SECTION C-C



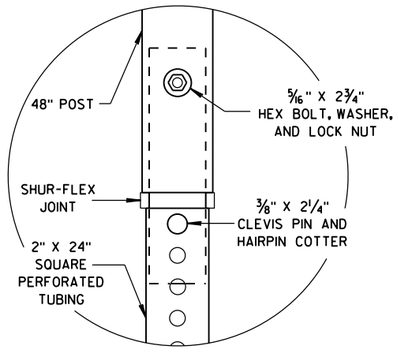
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

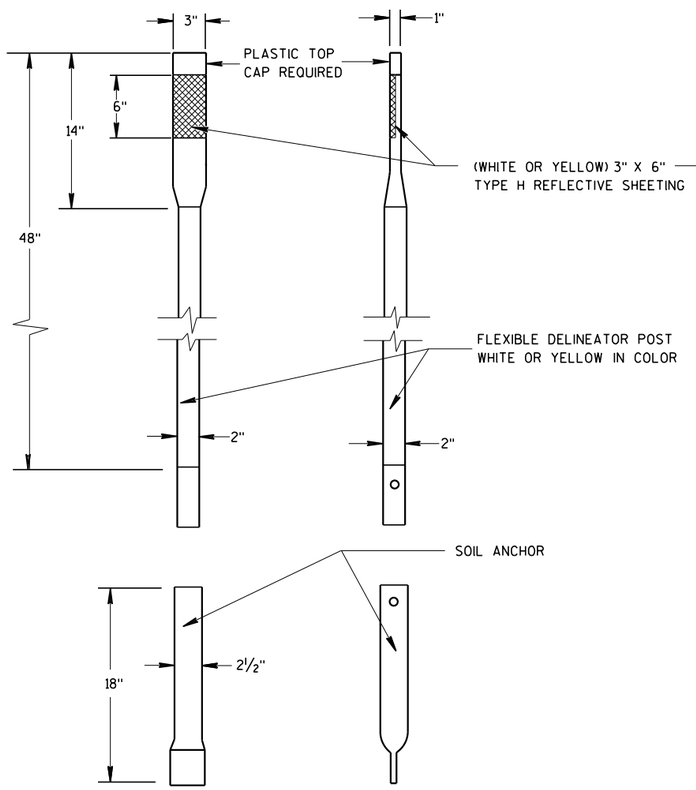
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

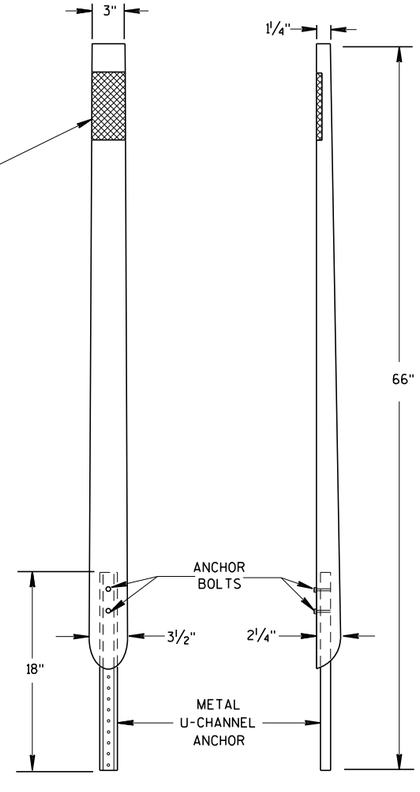
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S.D.D. 15 A 3-2b



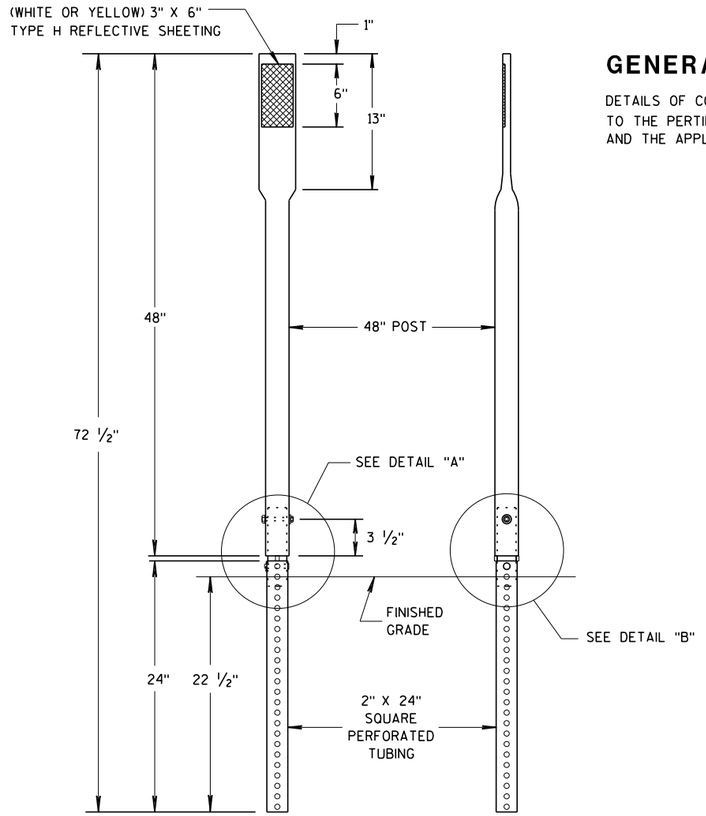
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2
FLEXIBLE DELINEATOR POSTS

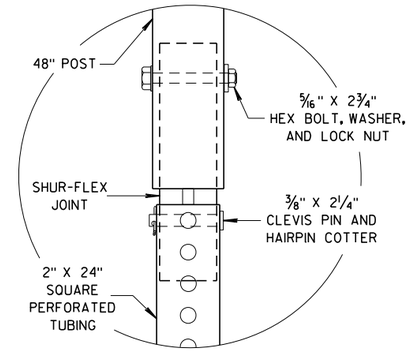


FRONT VIEW SIDE VIEW

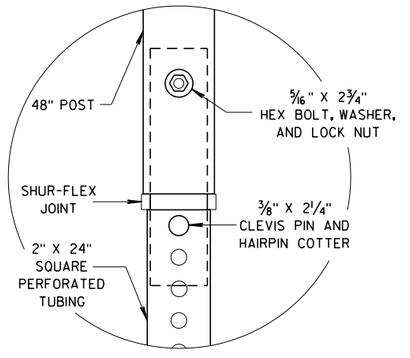
ALTERNATE 3

GENERAL NOTES

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



DETAIL A

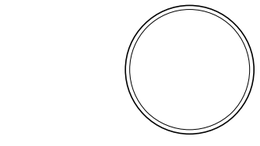


DETAIL B

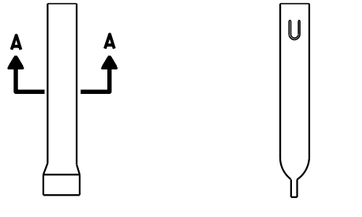
REFLECTOR SPACING TABLE

REFLECTOR SPACING	LOCATION
*100' C-C	RAMPS
400' C-C	MAINLINE

*START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER

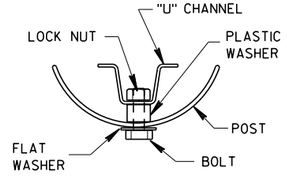


SECTION A-A

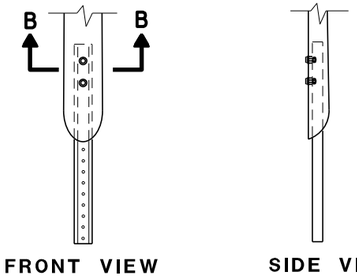


FRONT VIEW SIDE VIEW

ALTERNATE 1

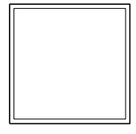


SECTION B-B

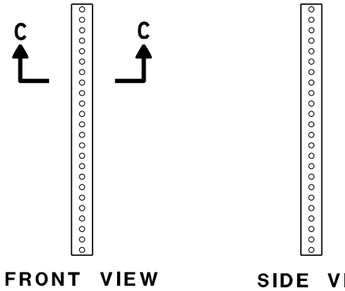


FRONT VIEW SIDE VIEW

ALTERNATE 2
FLEXIBLE MARKER POST ANCHORS



SECTION C-C



FRONT VIEW SIDE VIEW

ALTERNATE 3

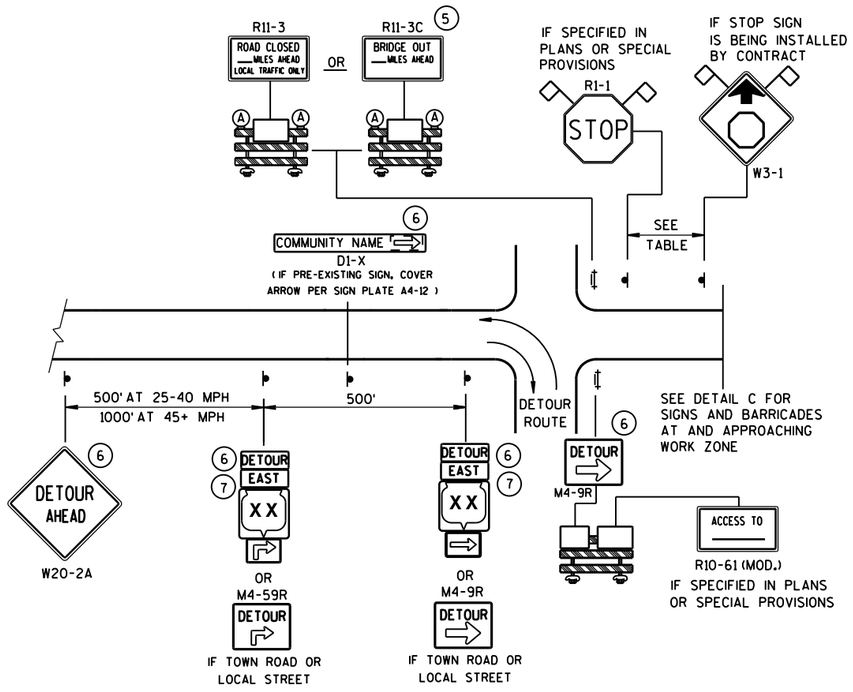
FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Matt Rauch — STATE SIGNING AND MA[illegible]INEER
FHWA

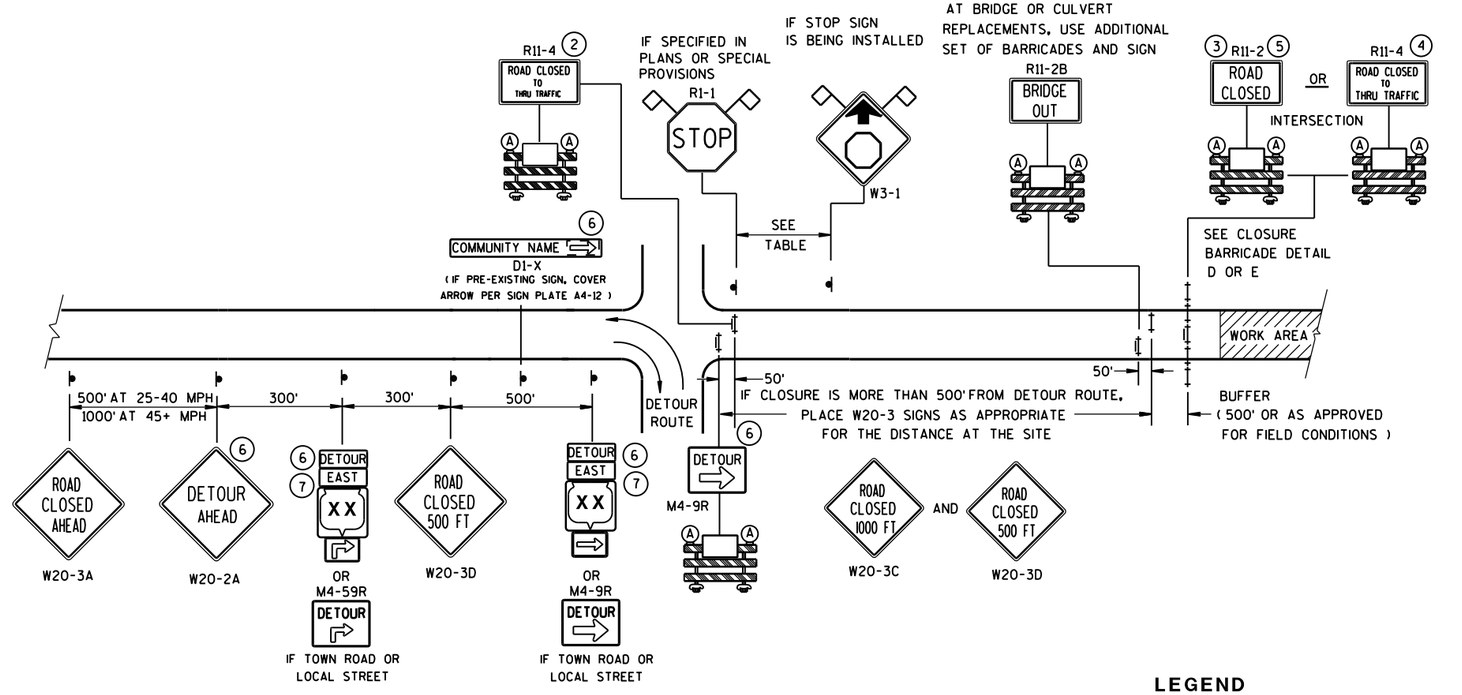
6

S.D.D. 15 A 4-4a



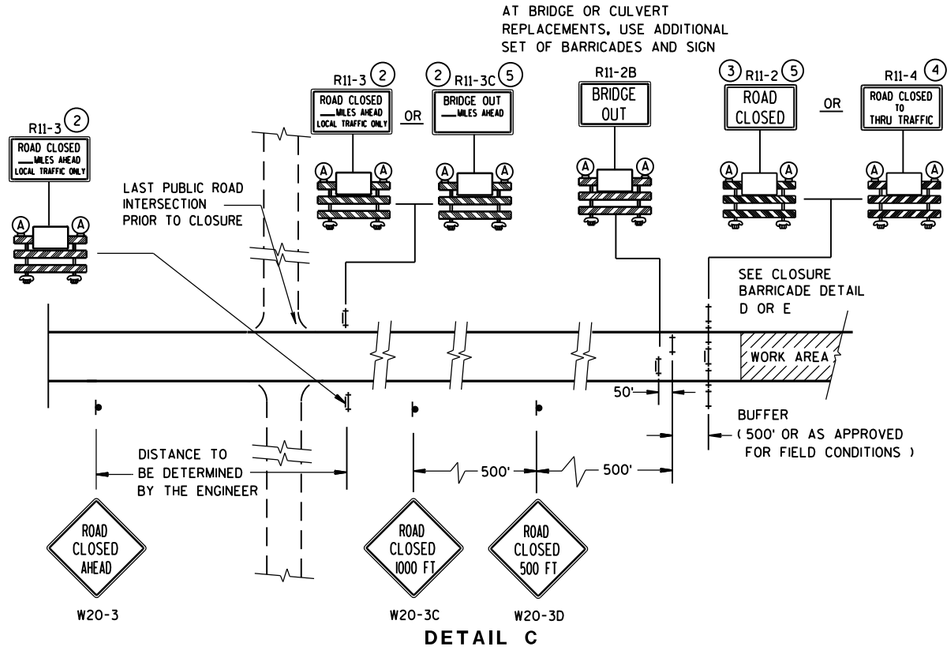
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

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)

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

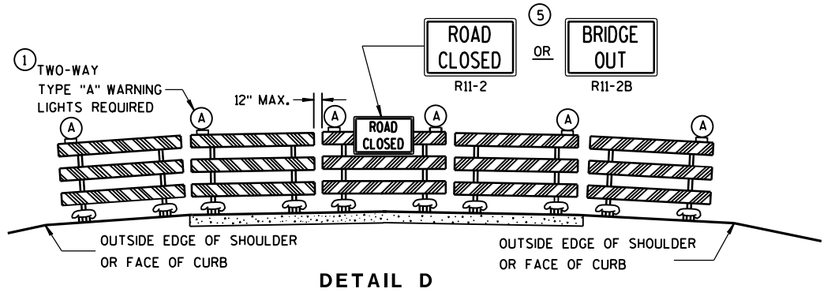
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

S.D.D. 15 C 2-6a

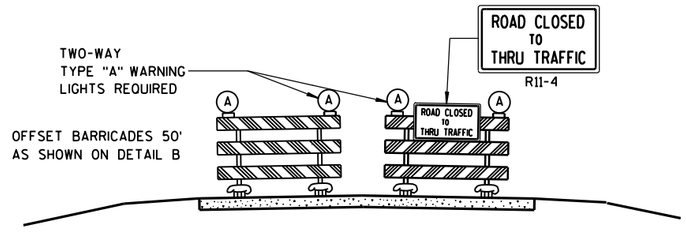
S.D.D. 15 C 2-6a



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.

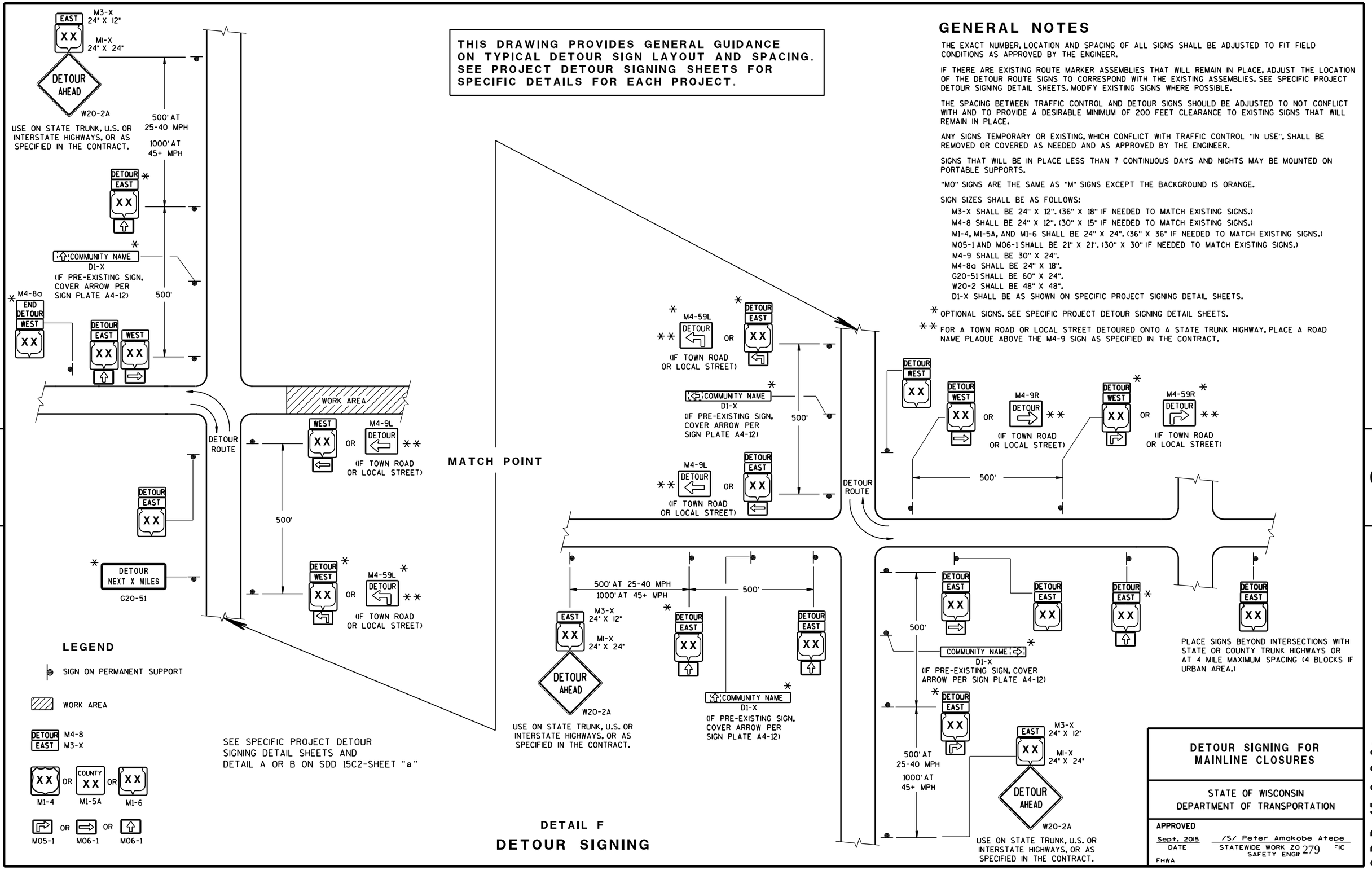
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.



LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- M05-1 OR M06-1 OR M06-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

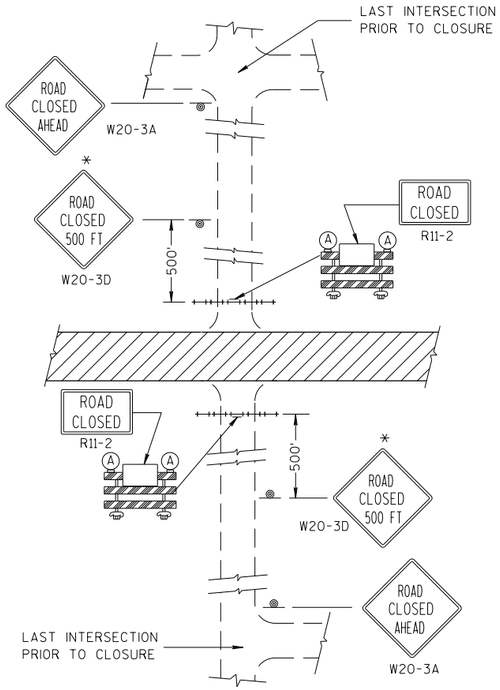
Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI...

FHWA

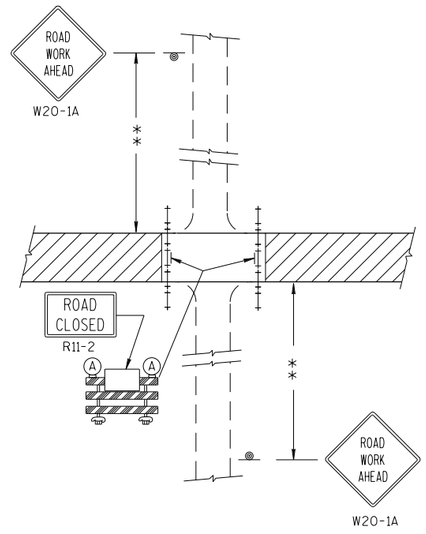
S.D.D. 15 C 2-6c

S.D.D. 15 C 2-6c



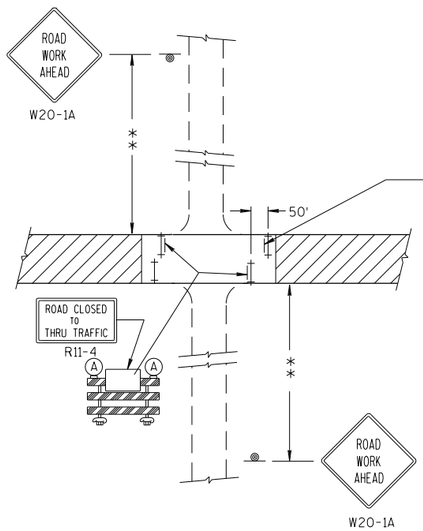
DETAIL 1

(NO ACCESS TO PROJECT)



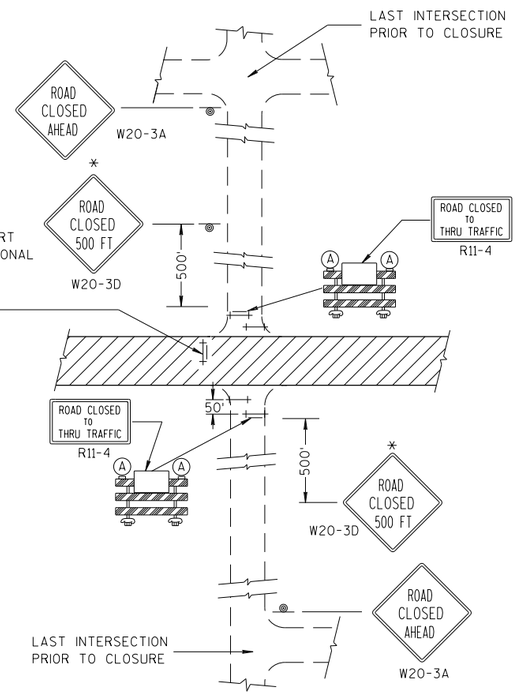
DETAIL 2

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



DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGI

FHWA

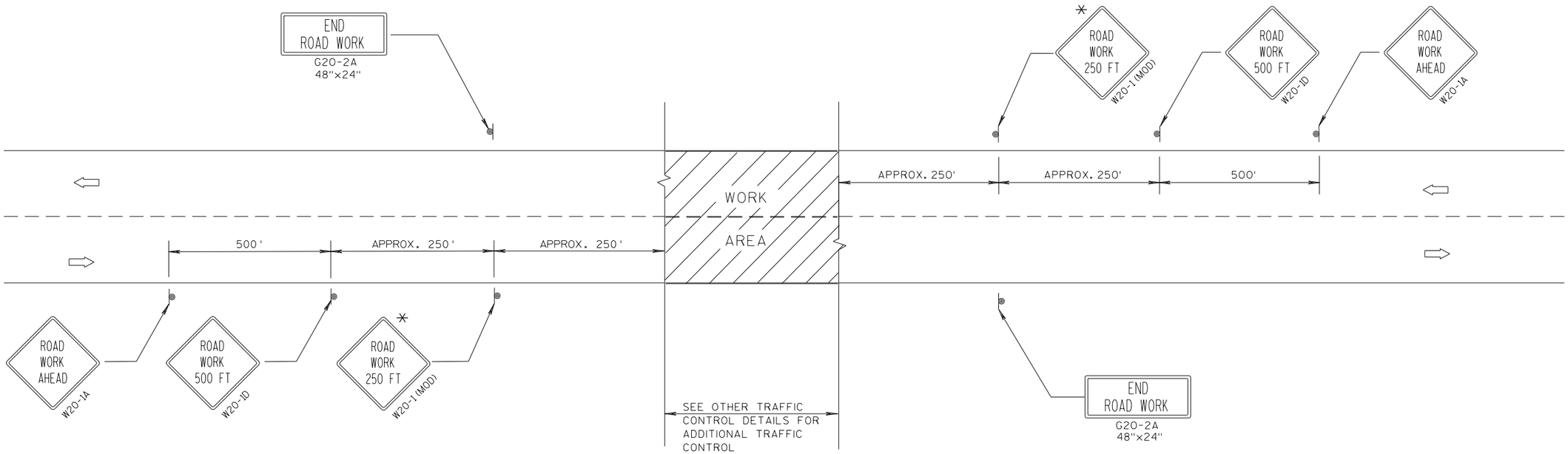
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S.D.D. 15 C 3-5

6

S.D.D. 15 C 3-5

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

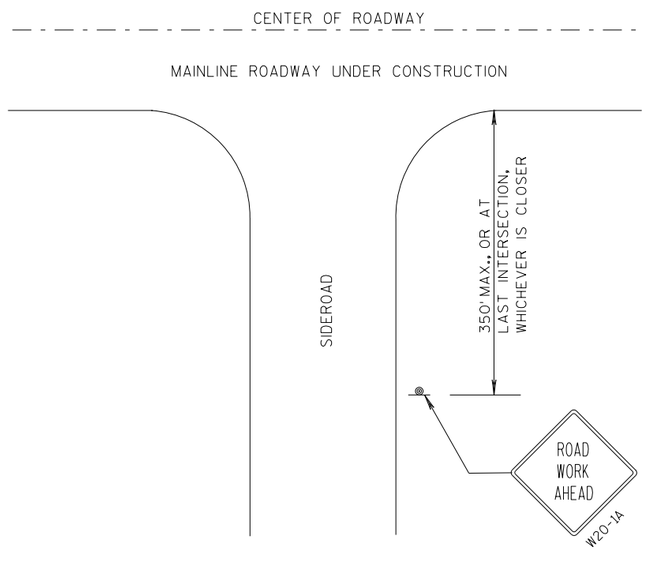
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

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

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

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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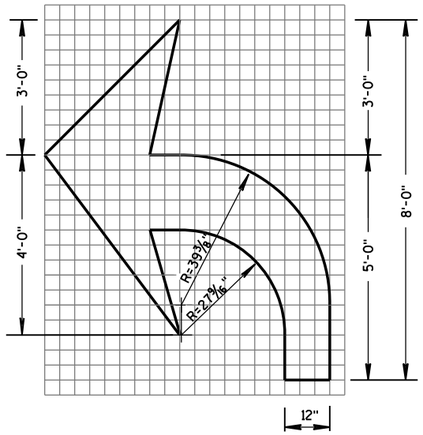
7/2018
DATE

/S/ Andrew Heldtke
WORK ZONE ENGI

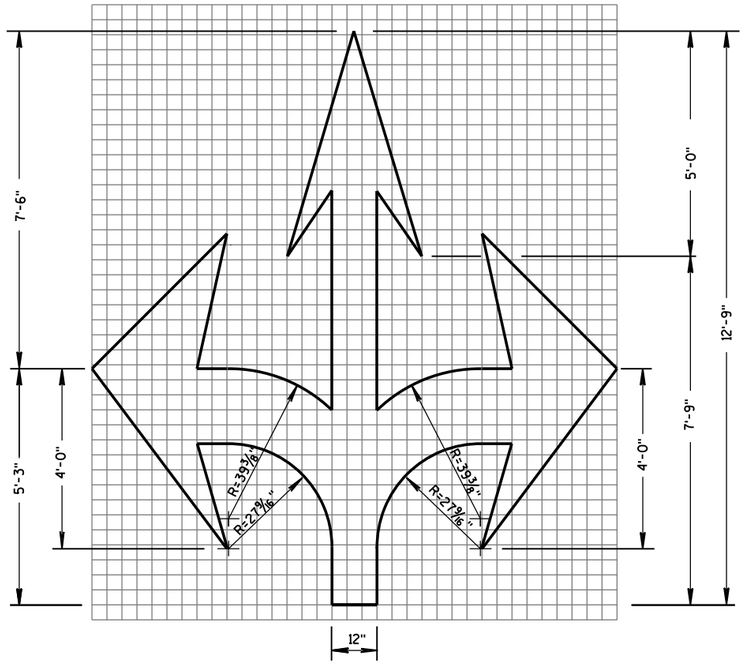
FHWA

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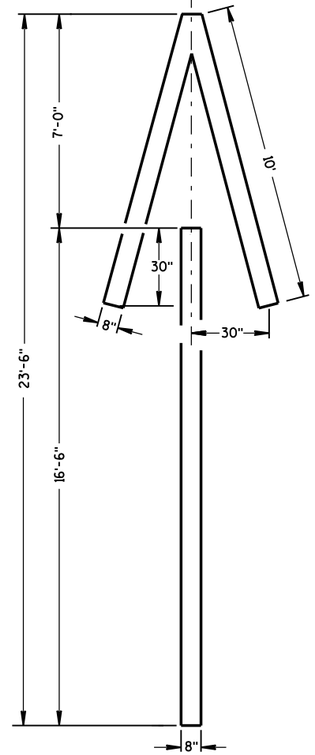
S.D.D. 15 C 5-5



TYPE 2



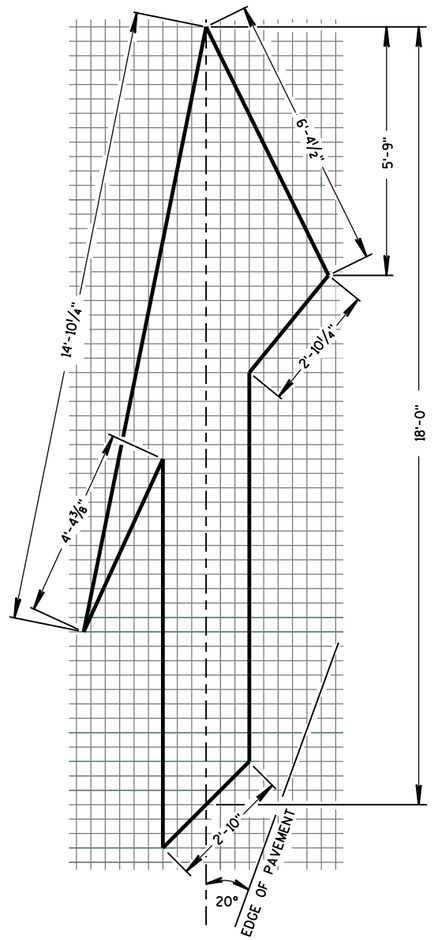
TYPE 6



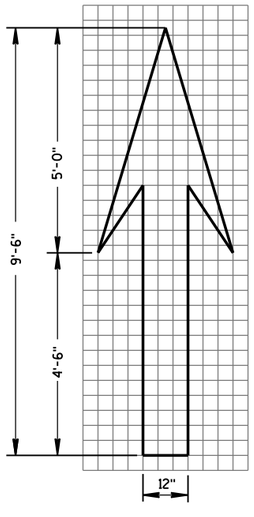
TYPE 4

GENERAL NOTES

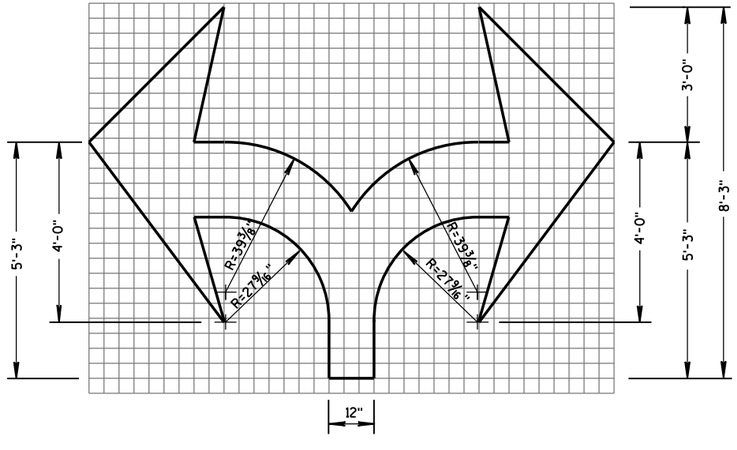
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



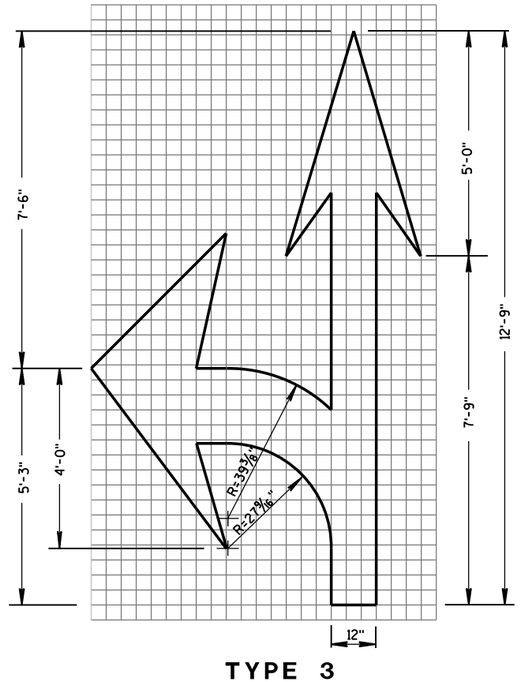
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

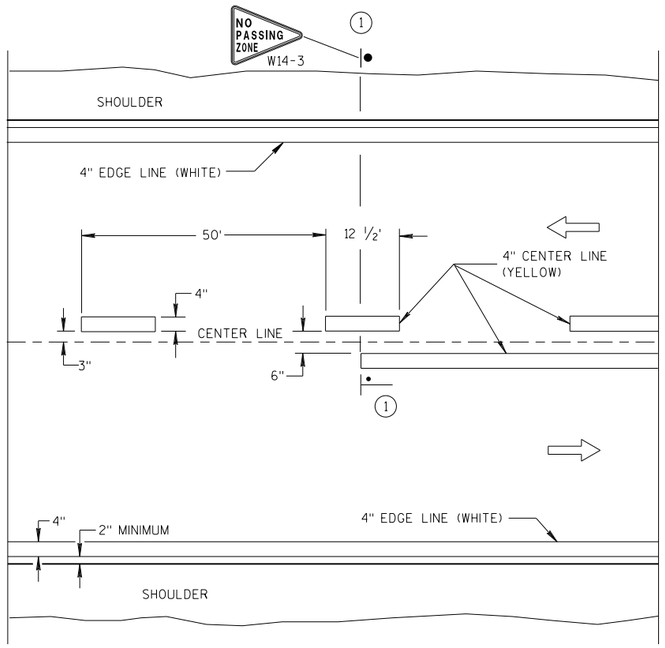
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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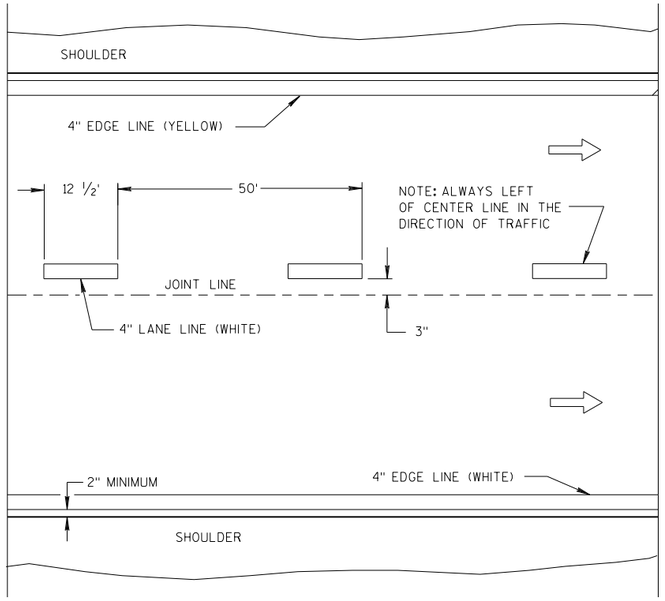
S.D.D. 15 C 7-14c

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S.D.D. 15 C 7-14c



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.

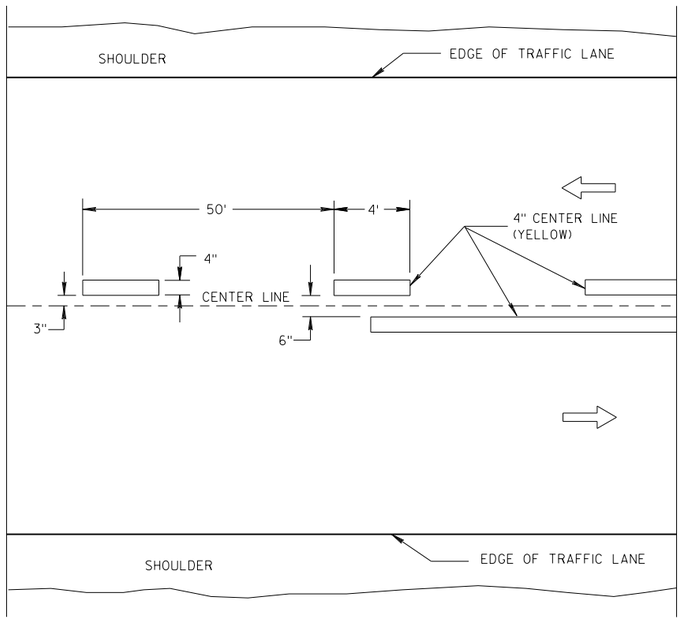
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

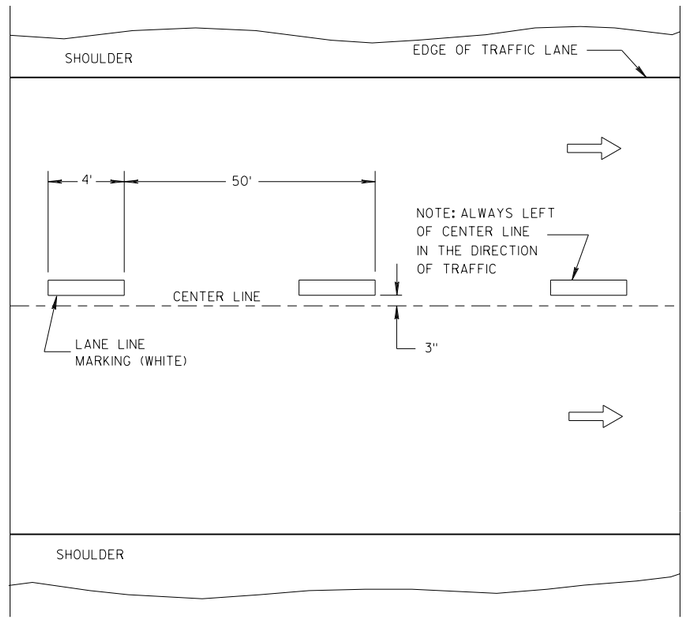
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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S.D.D. 15 C 8-19a

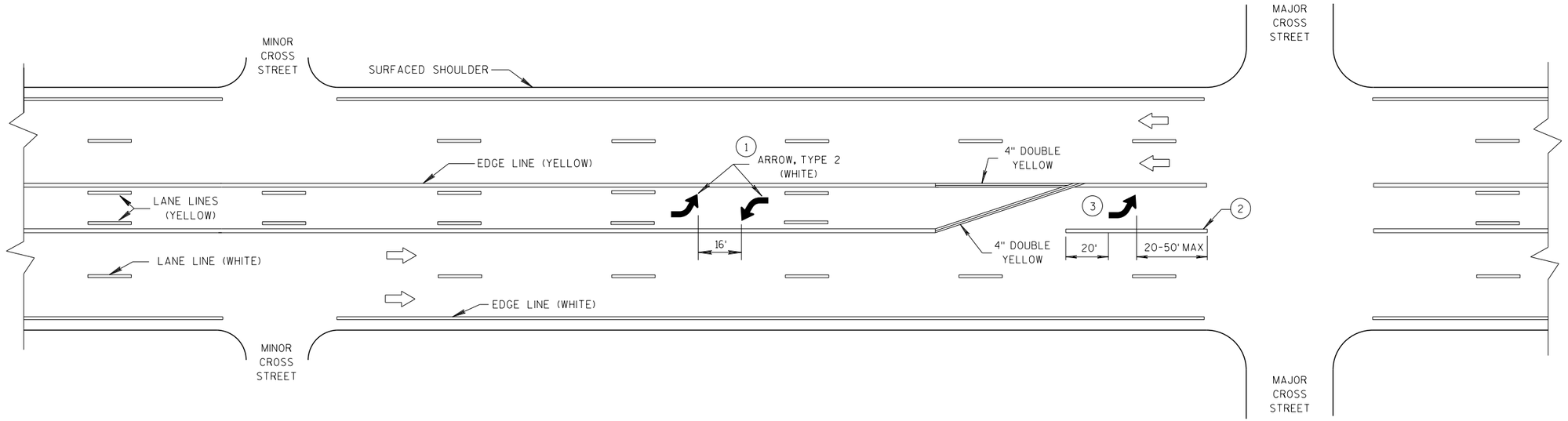
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S.D.D. 15 C 8-19a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48'DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT

DIRECTION OF TRAFFIC



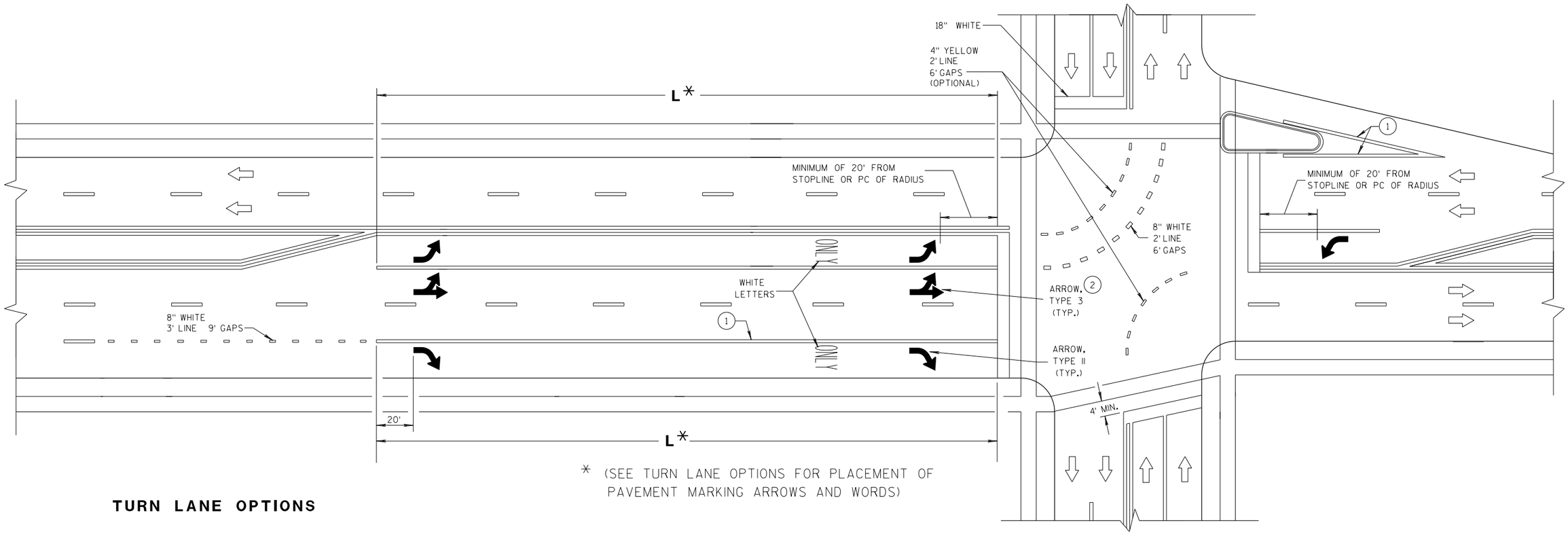
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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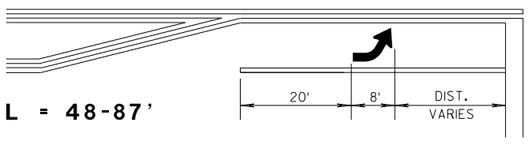
S.D.D. 15 C 8-19b



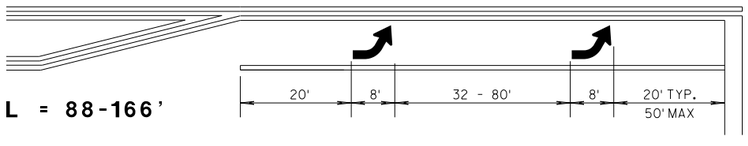
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

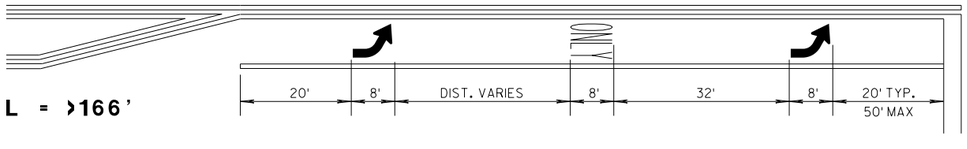
LENGTH OF TURN BAY (**L**) OF 0-47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48-87'



L = 88-166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROW ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION, THE ARROWS AND ONLY MARKING ARE ELIMINATED.

⇨ DIRECTION OF TRAFFIC

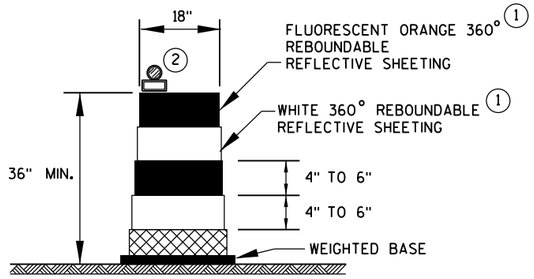
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

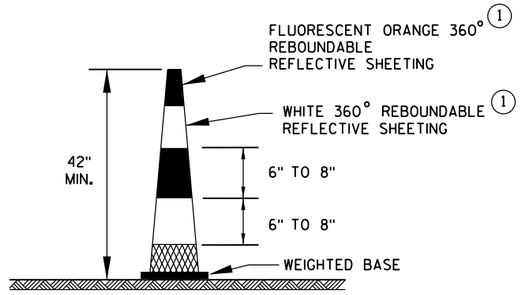
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORT

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S.D.D. 15 C 8-19c



DRUM

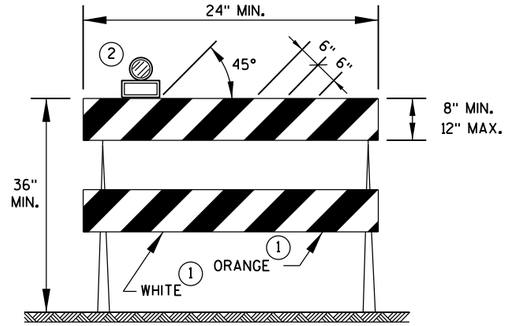


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

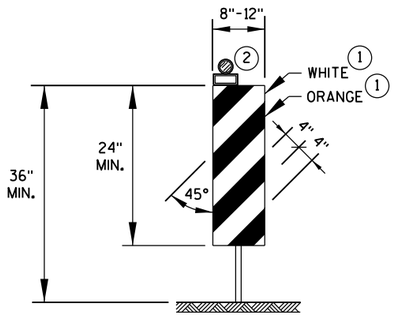
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



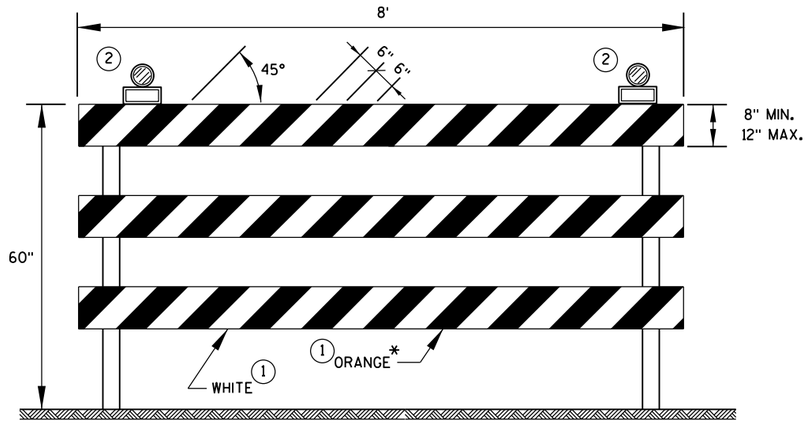
TYPE 2 BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 3 BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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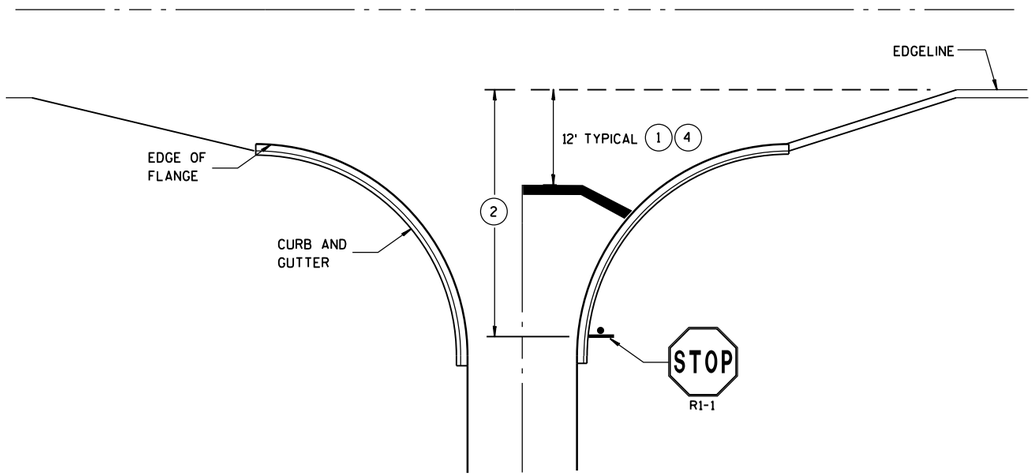
June 2017 — DATE

/S/ Andrew Heidtke — WORK ZONE ENG

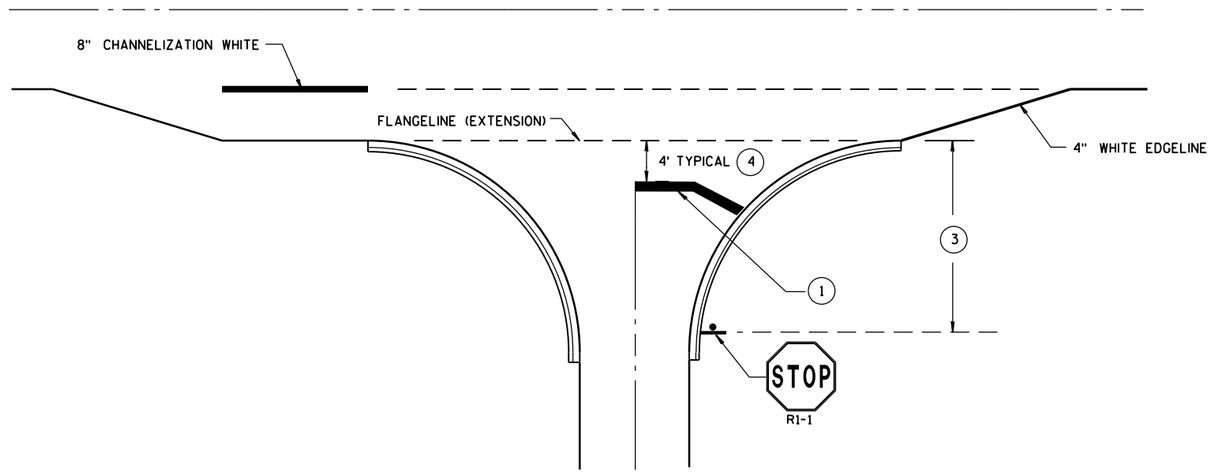
FHWA

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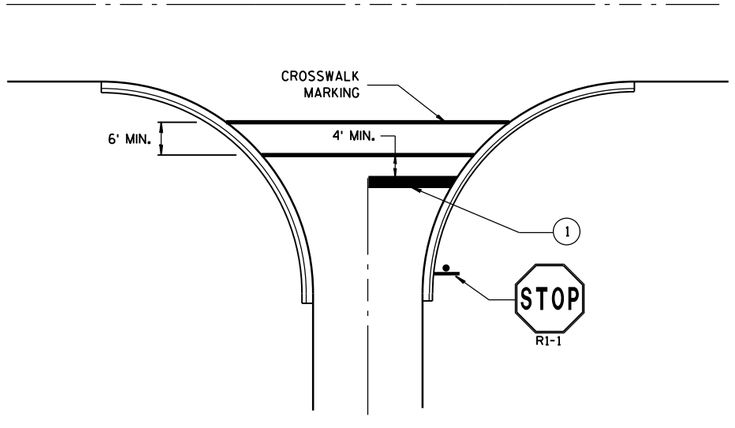
S.D.D. 15 C 11-7b



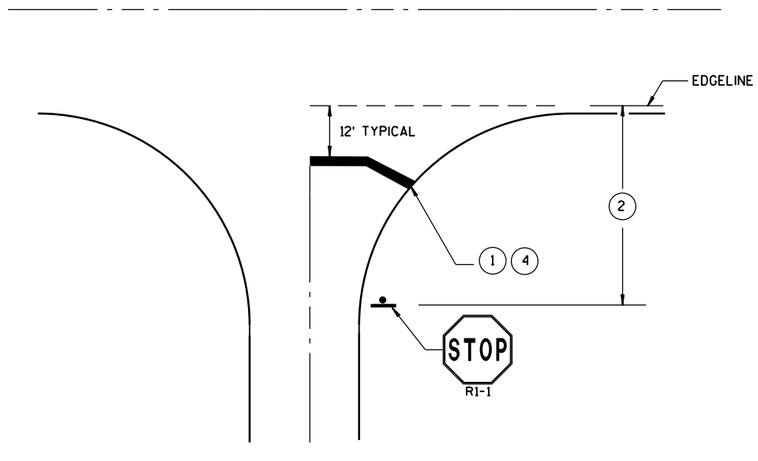
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

(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

Sept., 2017 — DATE

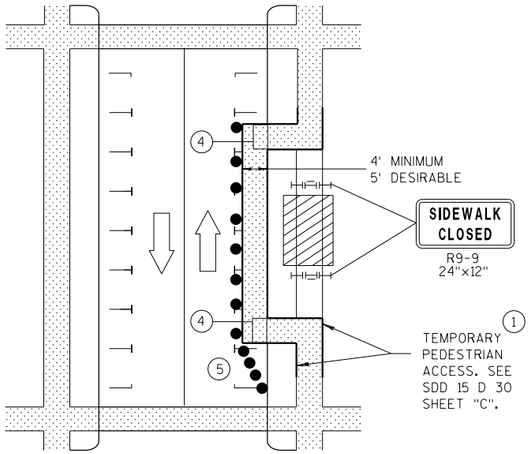
/S/ Matthew R. Rauch — STATE SIGNING AND MAR 287 NEER

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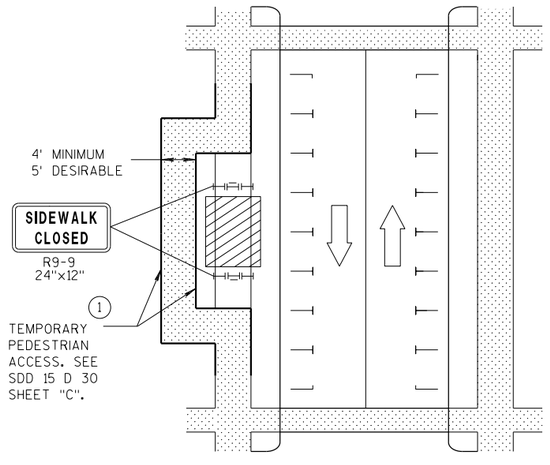
S.D.D. 15 C 33-3

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

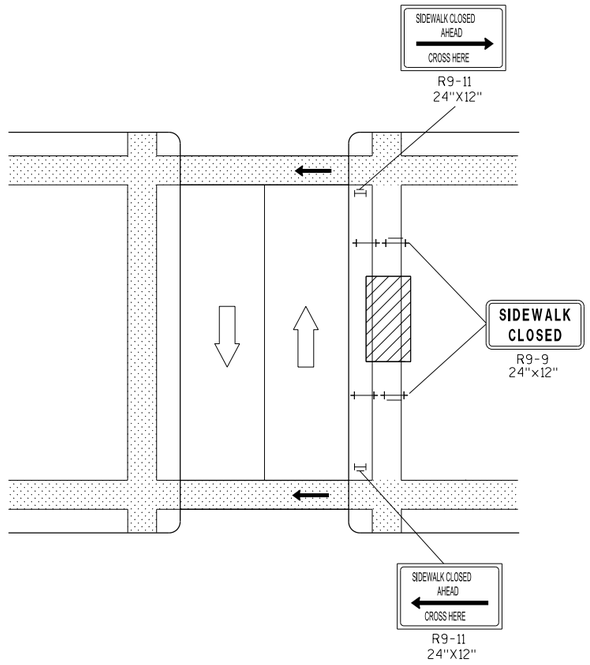


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

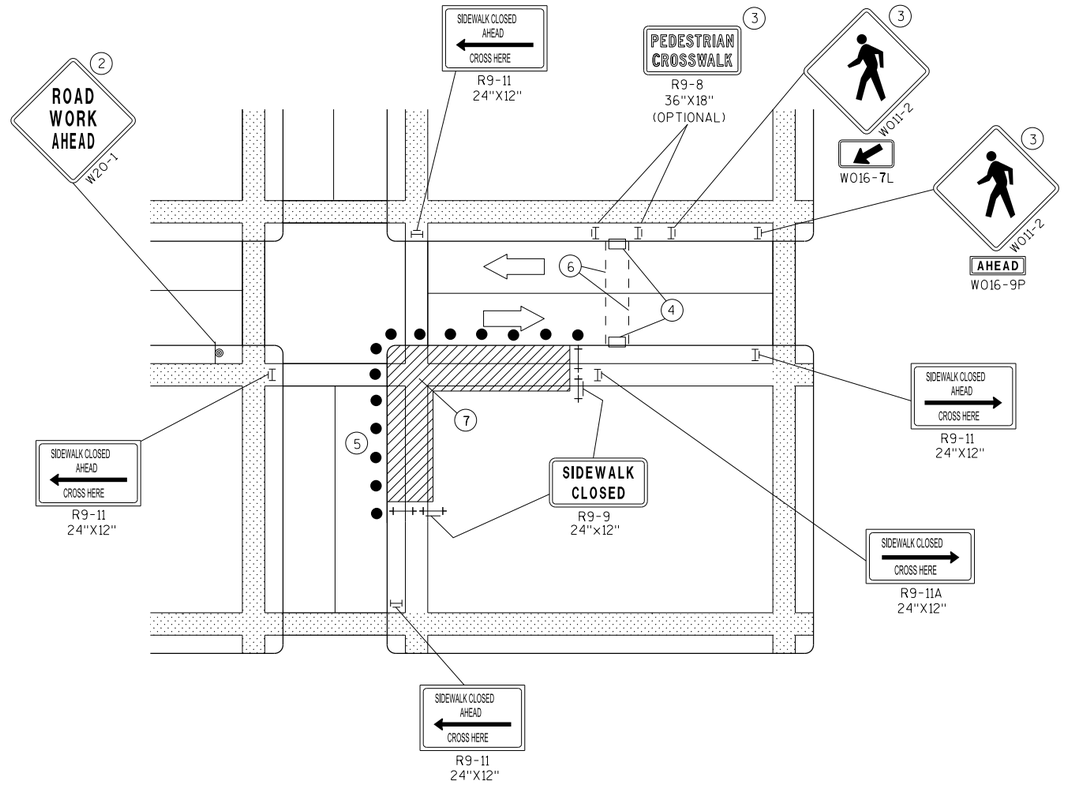
NOTE: LAYOUT SAME AS ABOVE.



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.

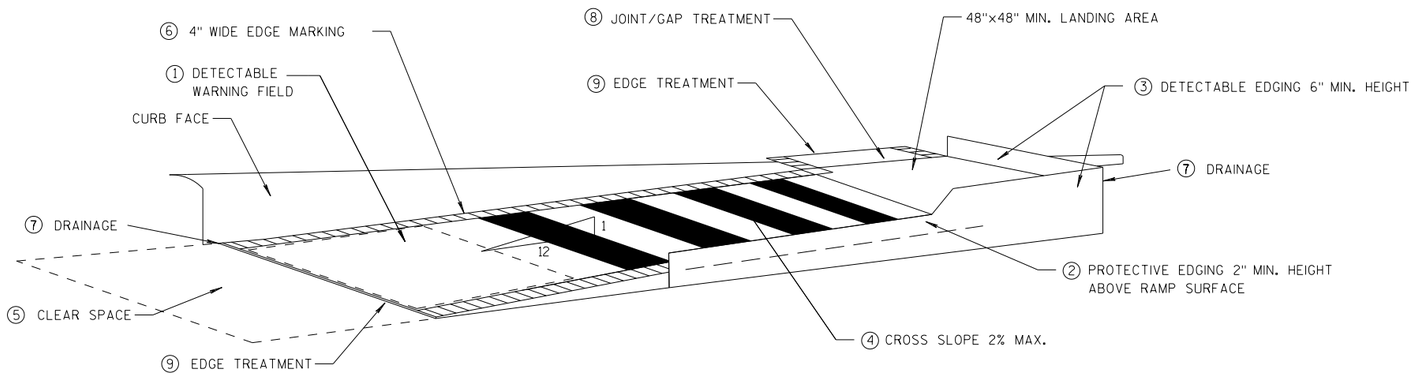
LEGEND

- 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

6

S.D.D. 15 D 30-4a



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.

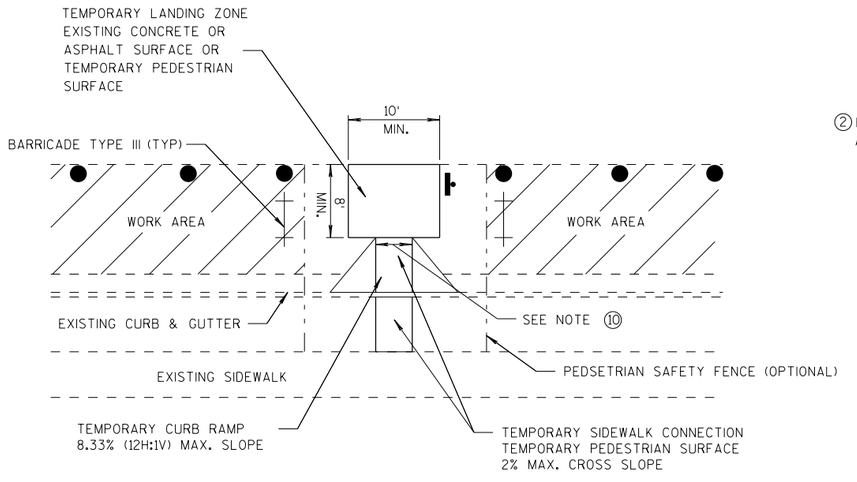
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

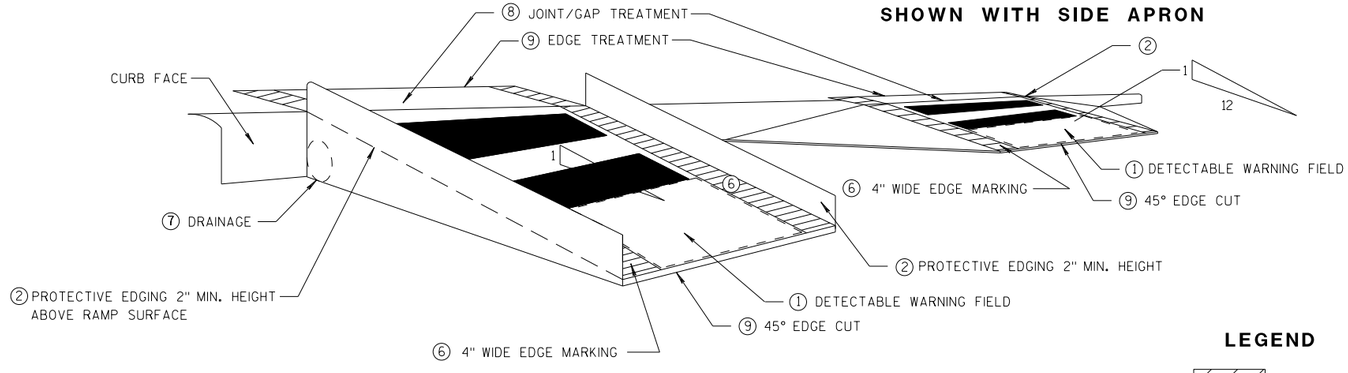
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

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

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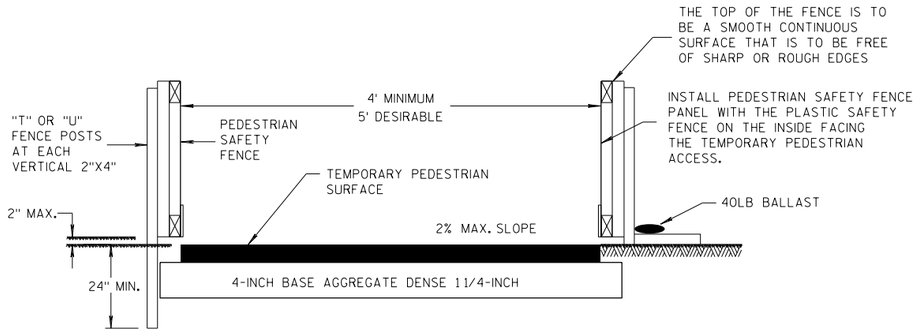
7/2018 DATE

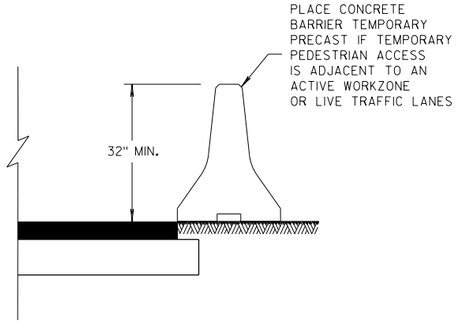
/S/ Andrew Heidtke
WORK ZONE ENG

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S.D.D. 15 D 30-4b

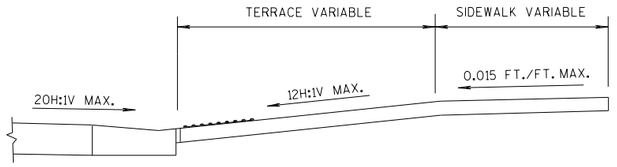




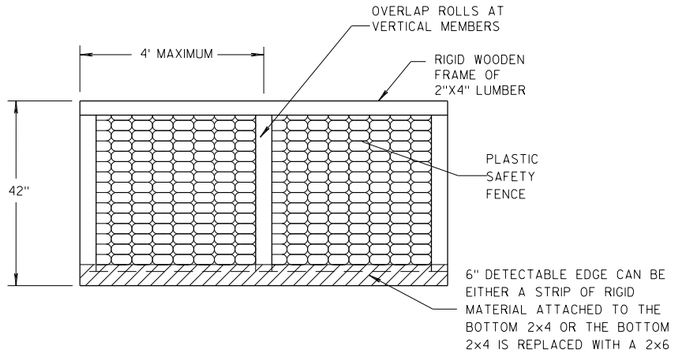
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

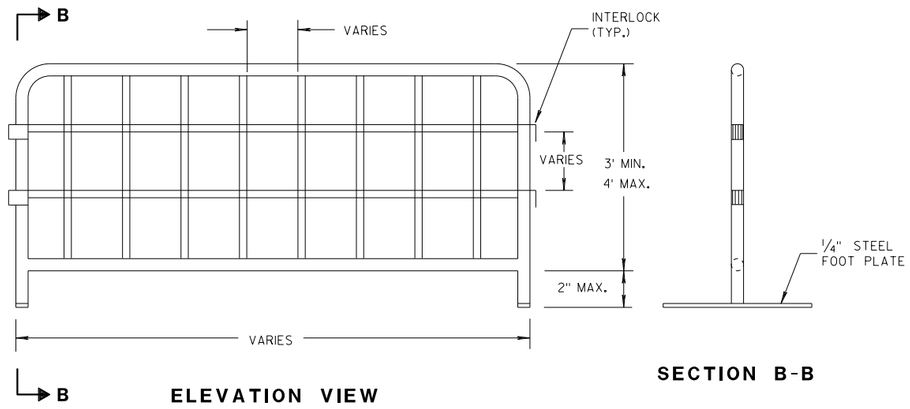
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



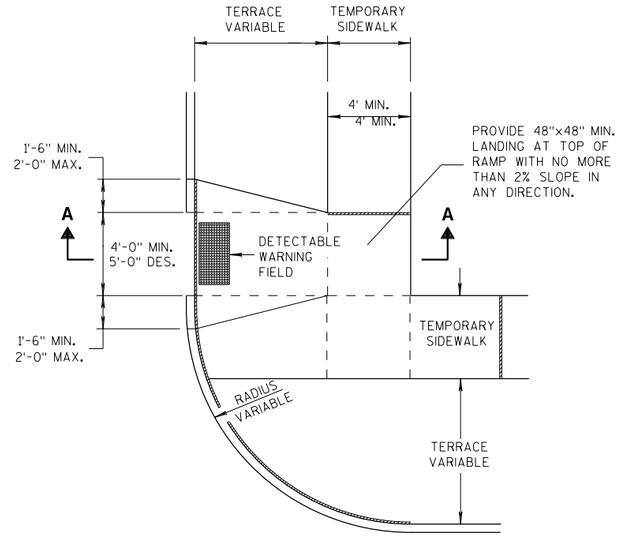
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

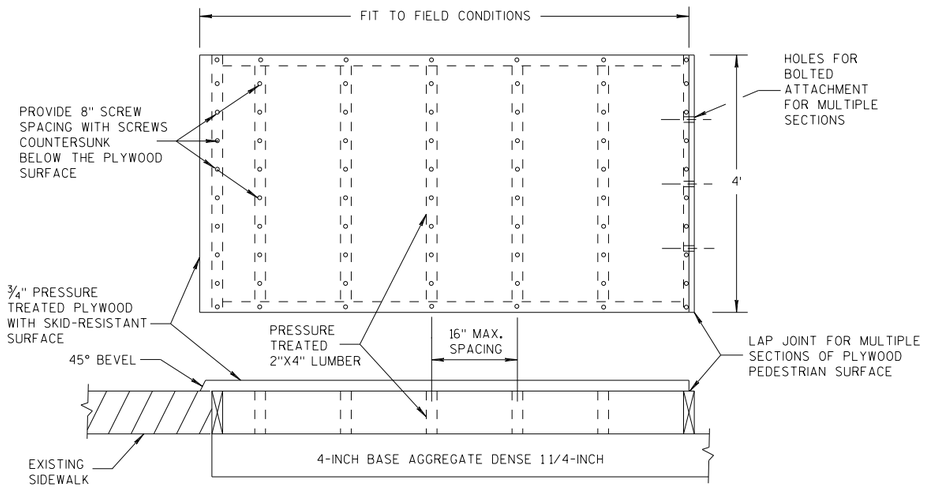
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



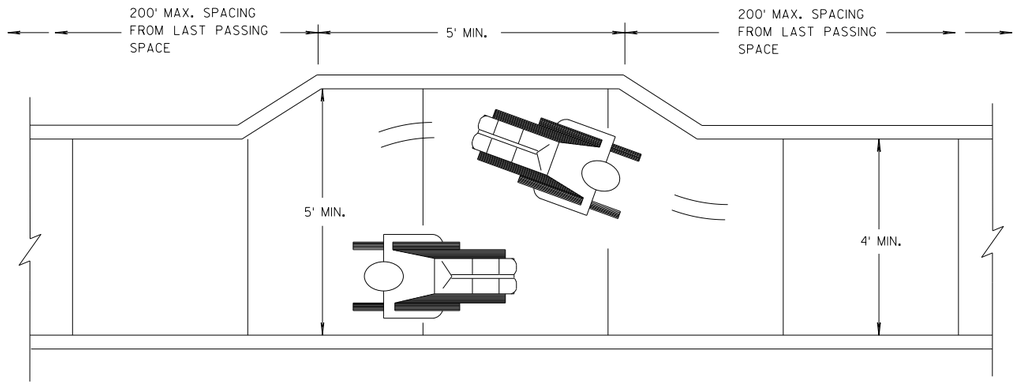
PLAN VIEW

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

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7/2018
DATE

/S/ Andrew Heidtke
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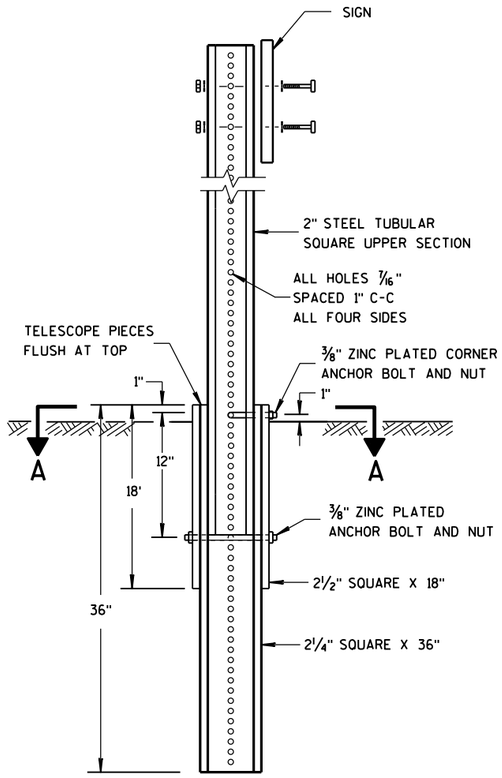
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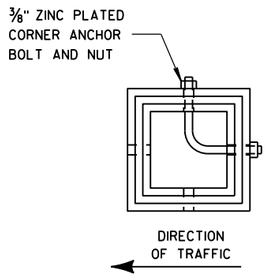
S.D.D. 15 D 30-4c

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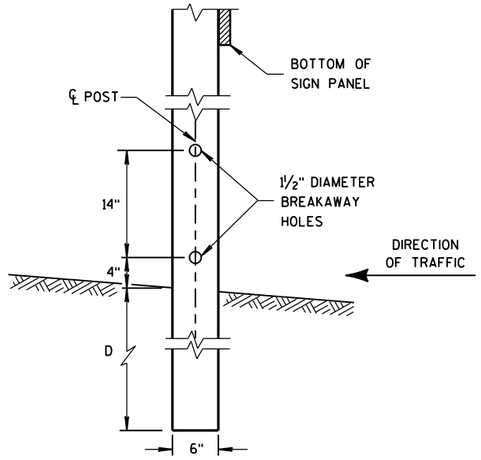
S.D.D. 15 D 30-4c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



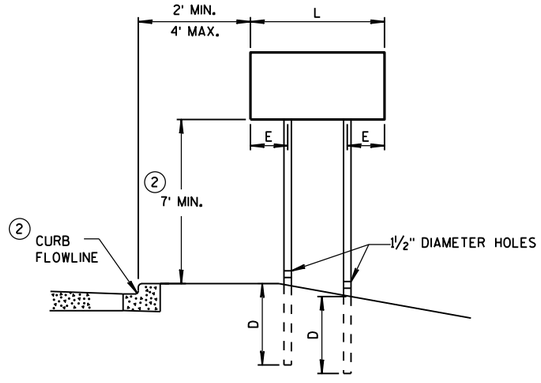
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

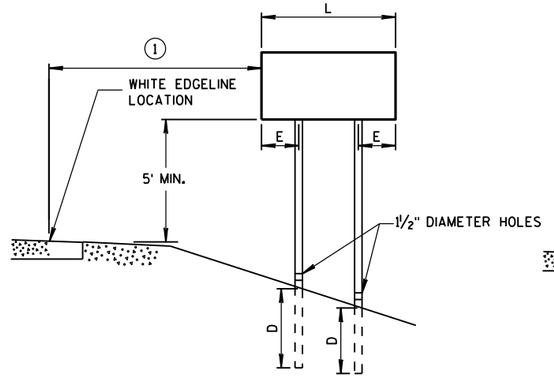
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

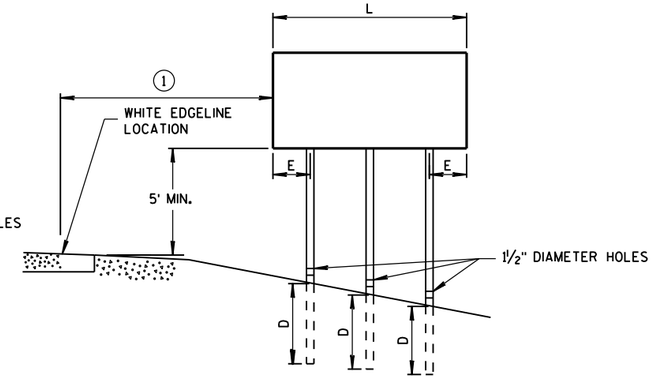
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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

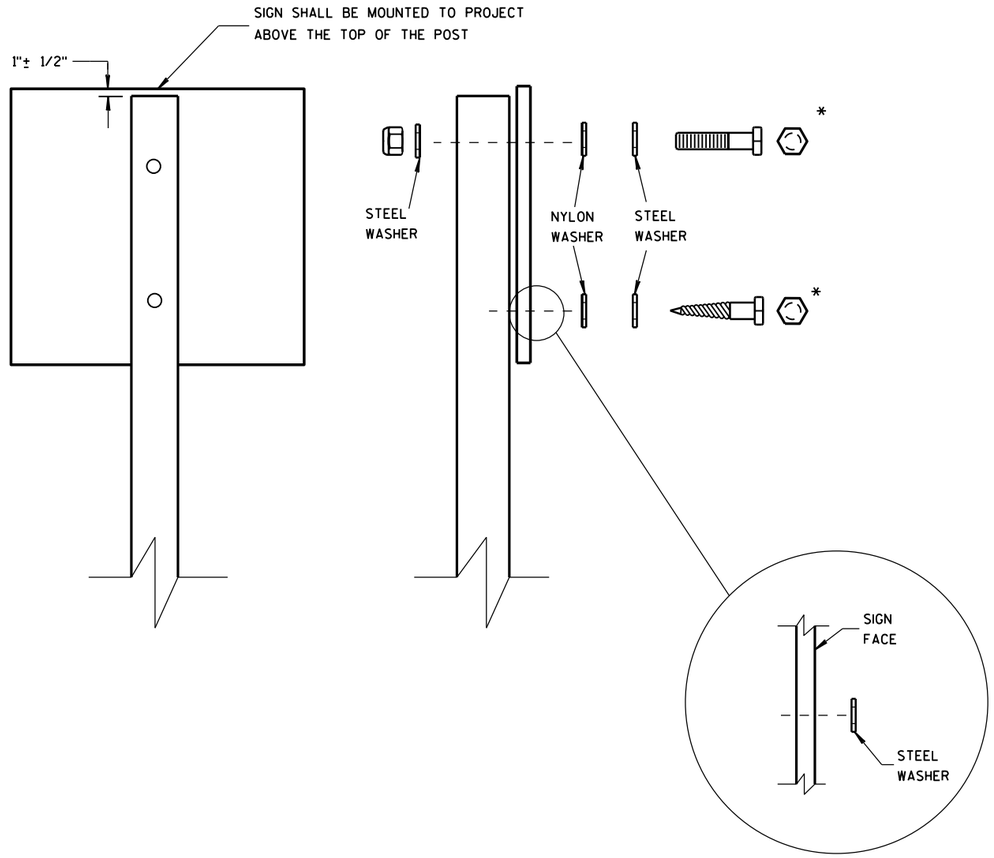
SEE NOTE (3)

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

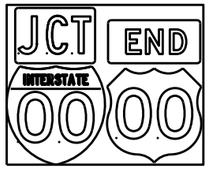
/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

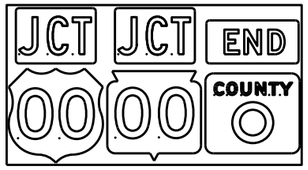
TYPICAL ASSEMBLIES



J1-1



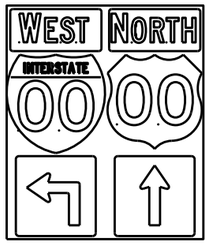
J1-2



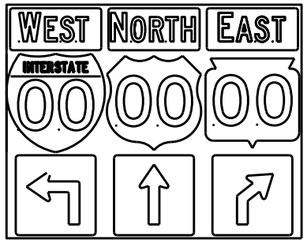
J1-3



J2-1



J2-2

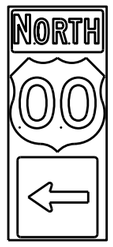


J2-3

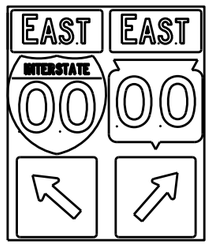


JV

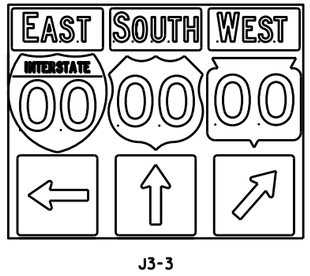
(Typical Vertical J-Assembly
See Note 10 and 11)



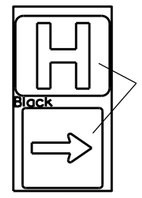
J3-1



J3-2



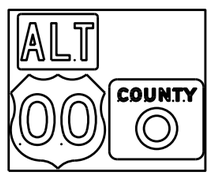
J3-3



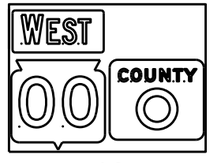
JH-1



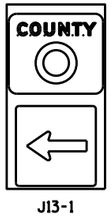
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

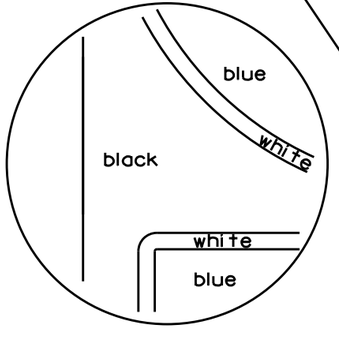


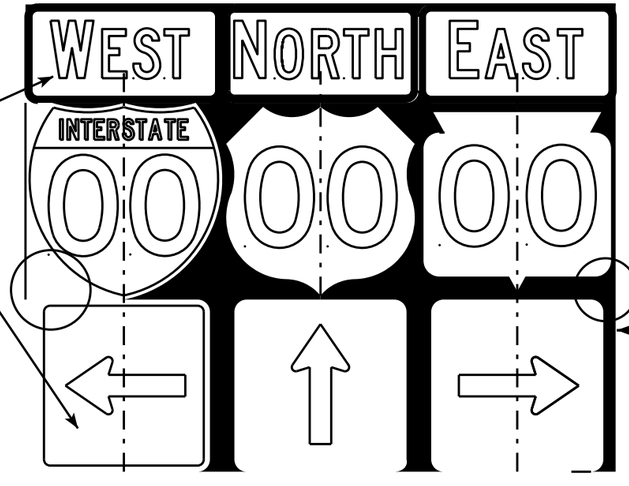
J23-1

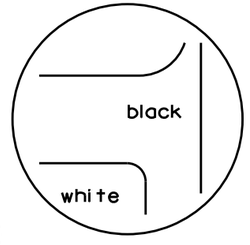


J22-1

[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

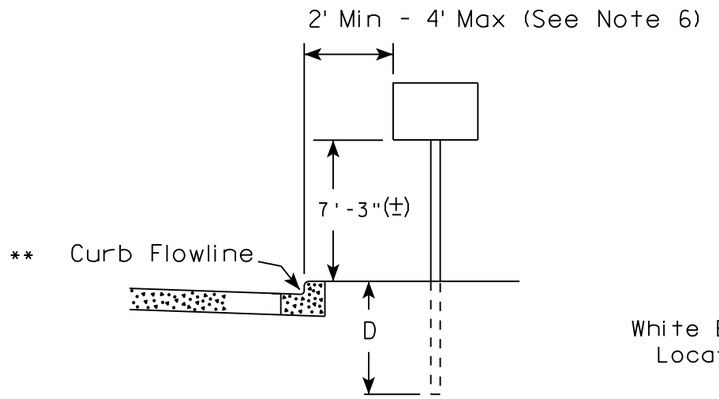
DATE 2/06/14 PL A2-1S.8

PROJECT NO: SHEET NO: E

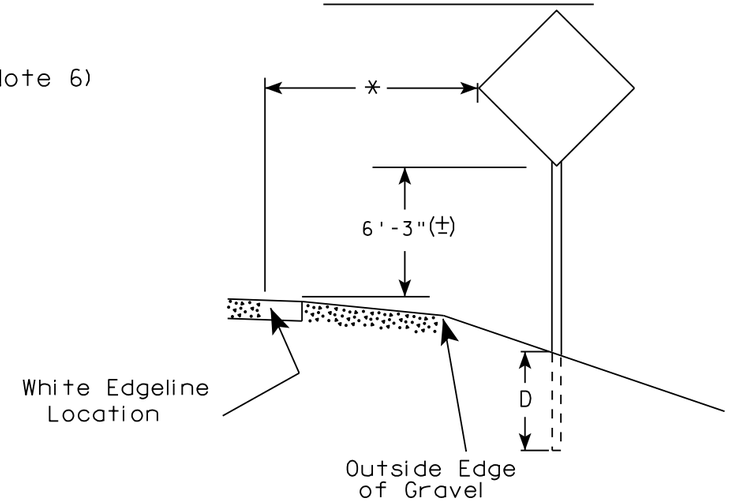
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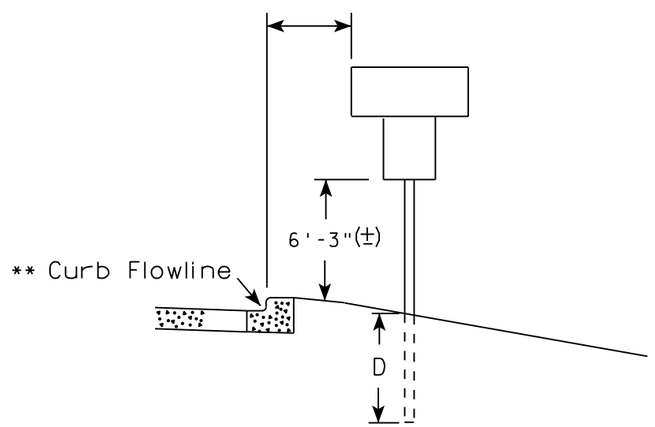
WISDOT/CADDS SHEET 42

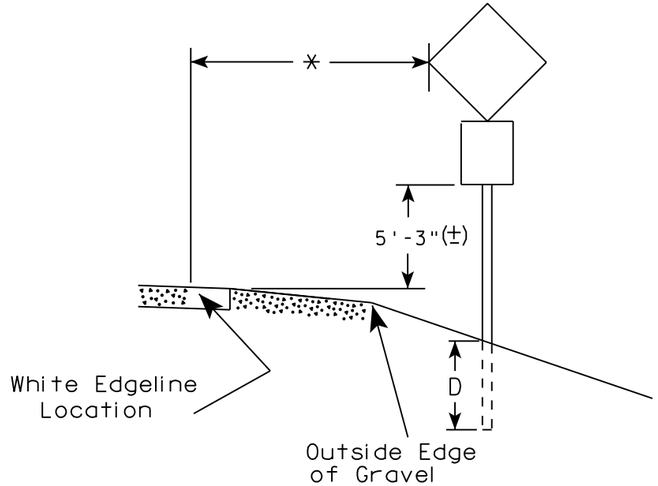
URBAN AREA



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

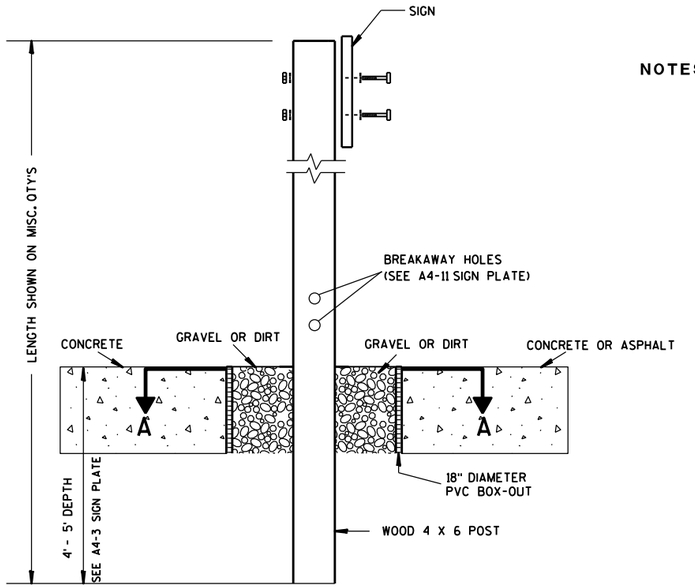
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies 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

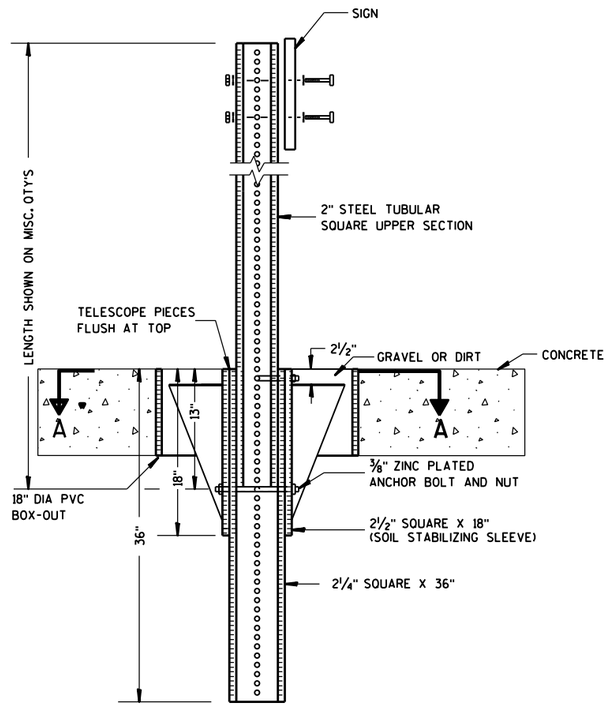
DATE 8/21/17 PLATE NO. A4-3.21



ELEVATION VIEW

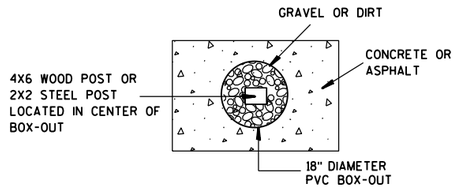
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

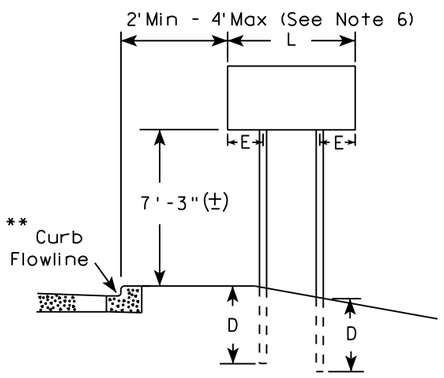
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

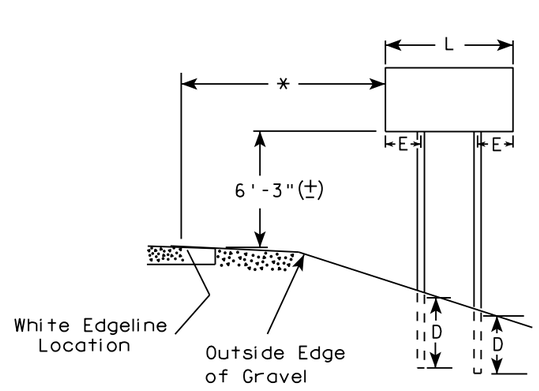
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

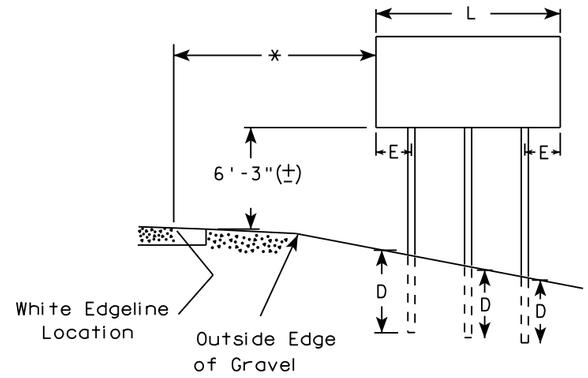
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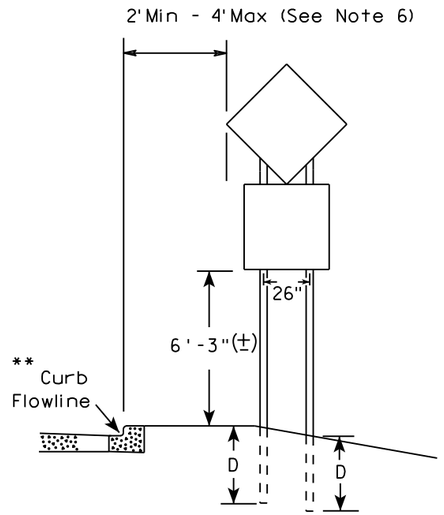
URBAN AREA



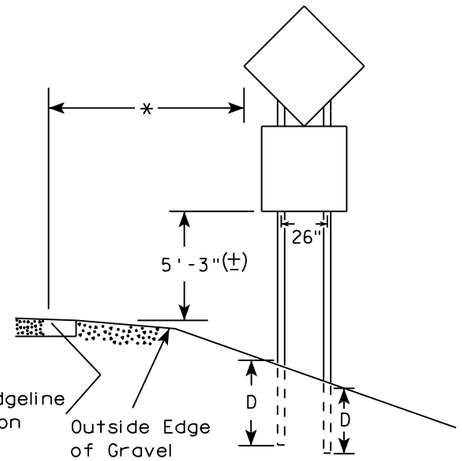
RURAL AREA (See Note 3)







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

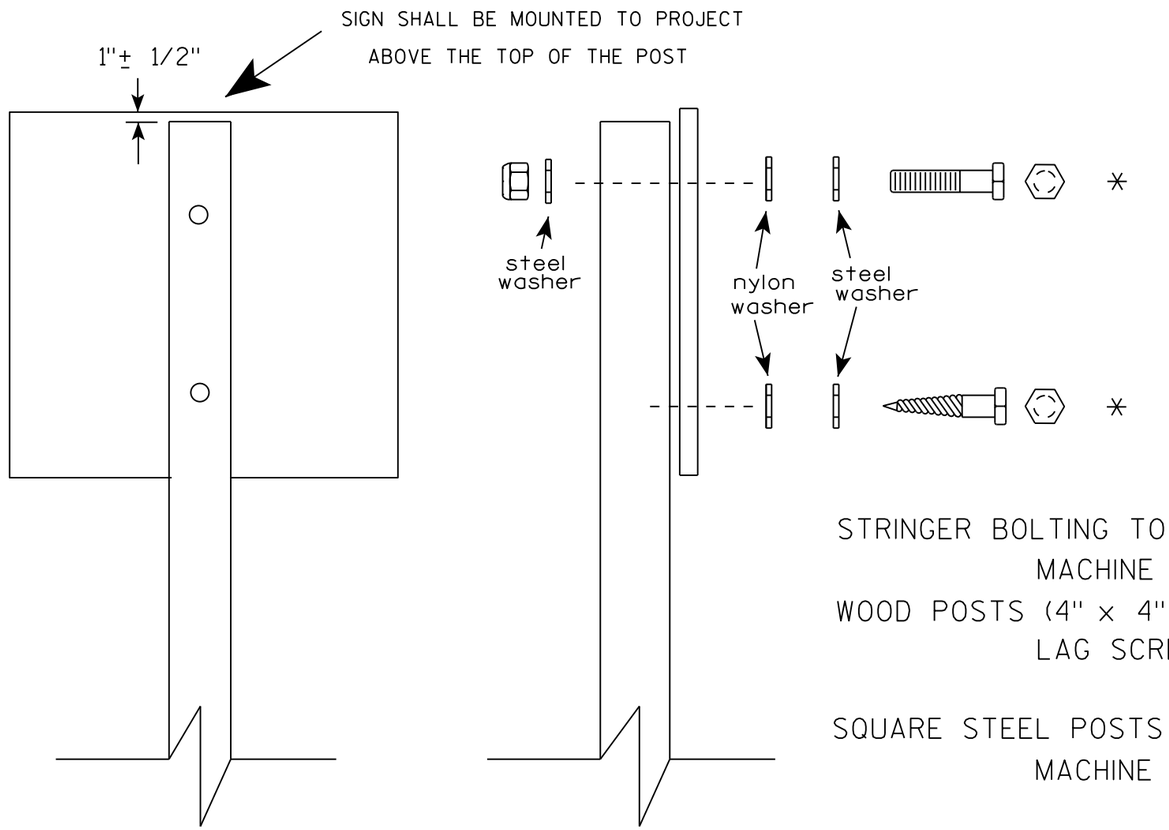
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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



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

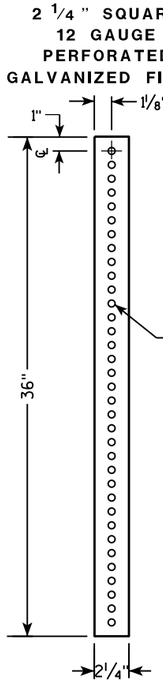
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

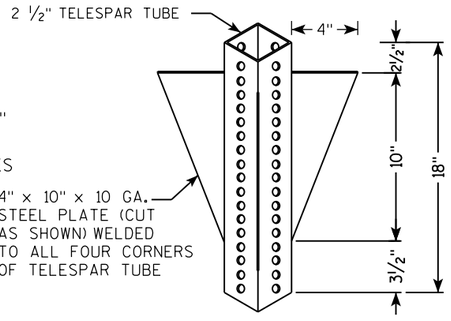
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

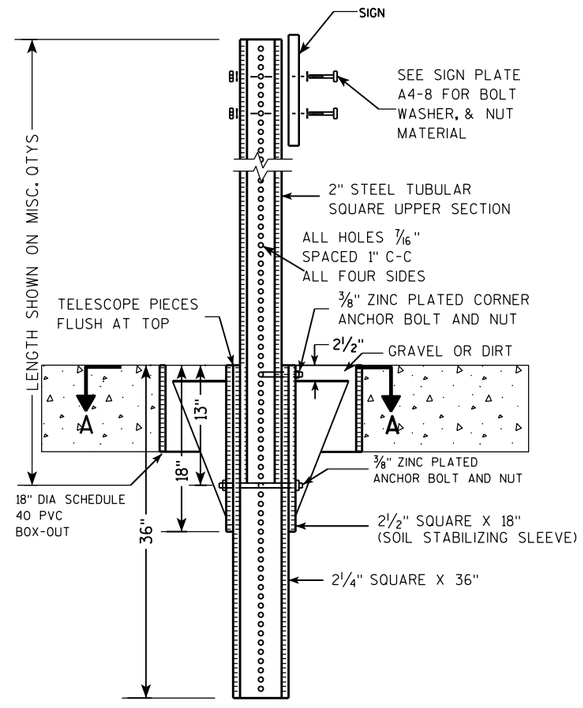
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



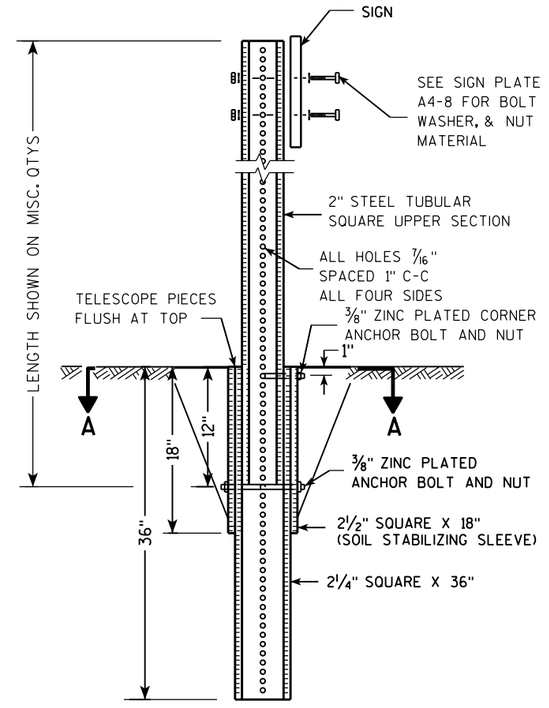
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

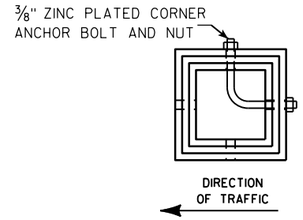


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

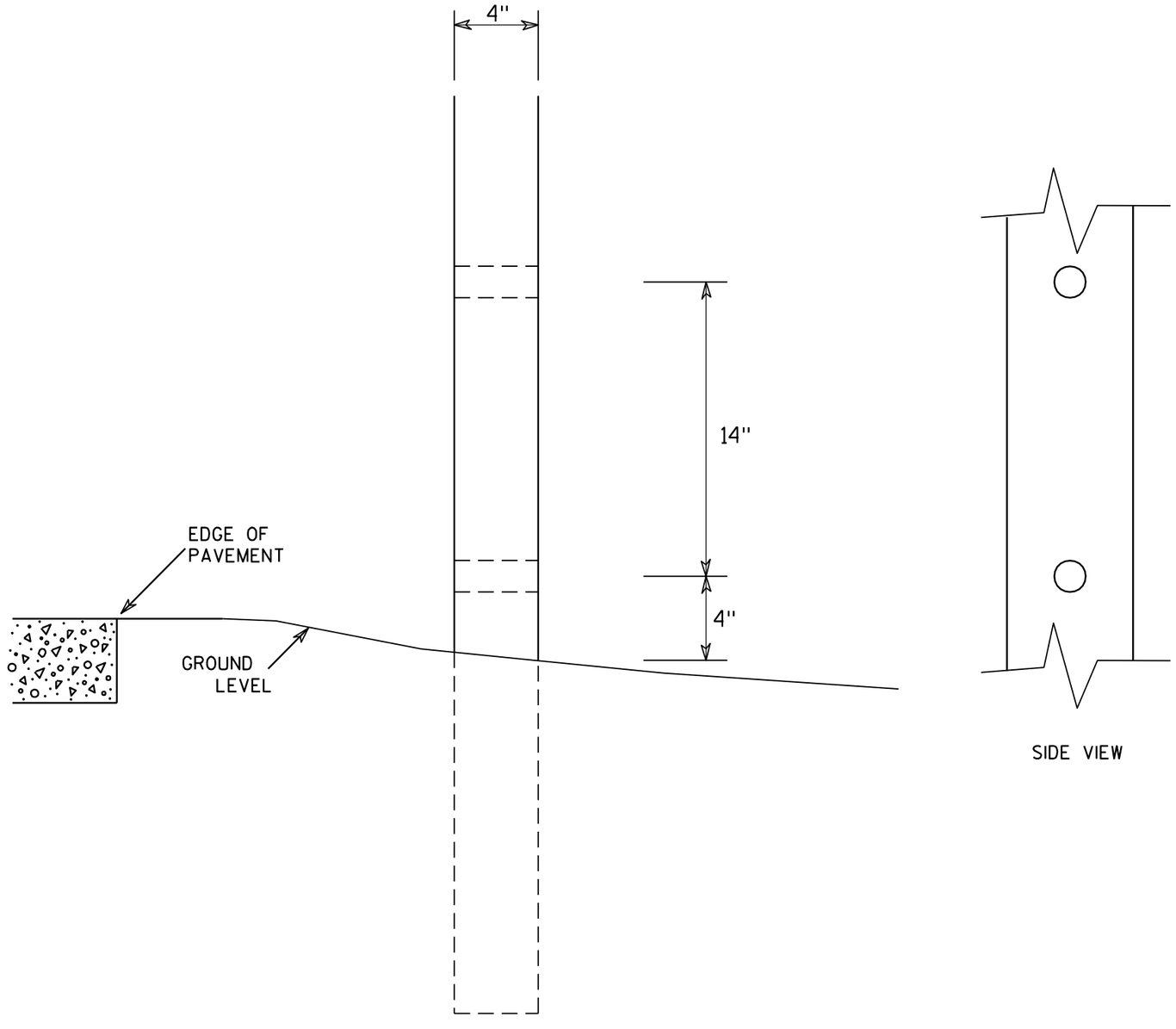
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 298 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

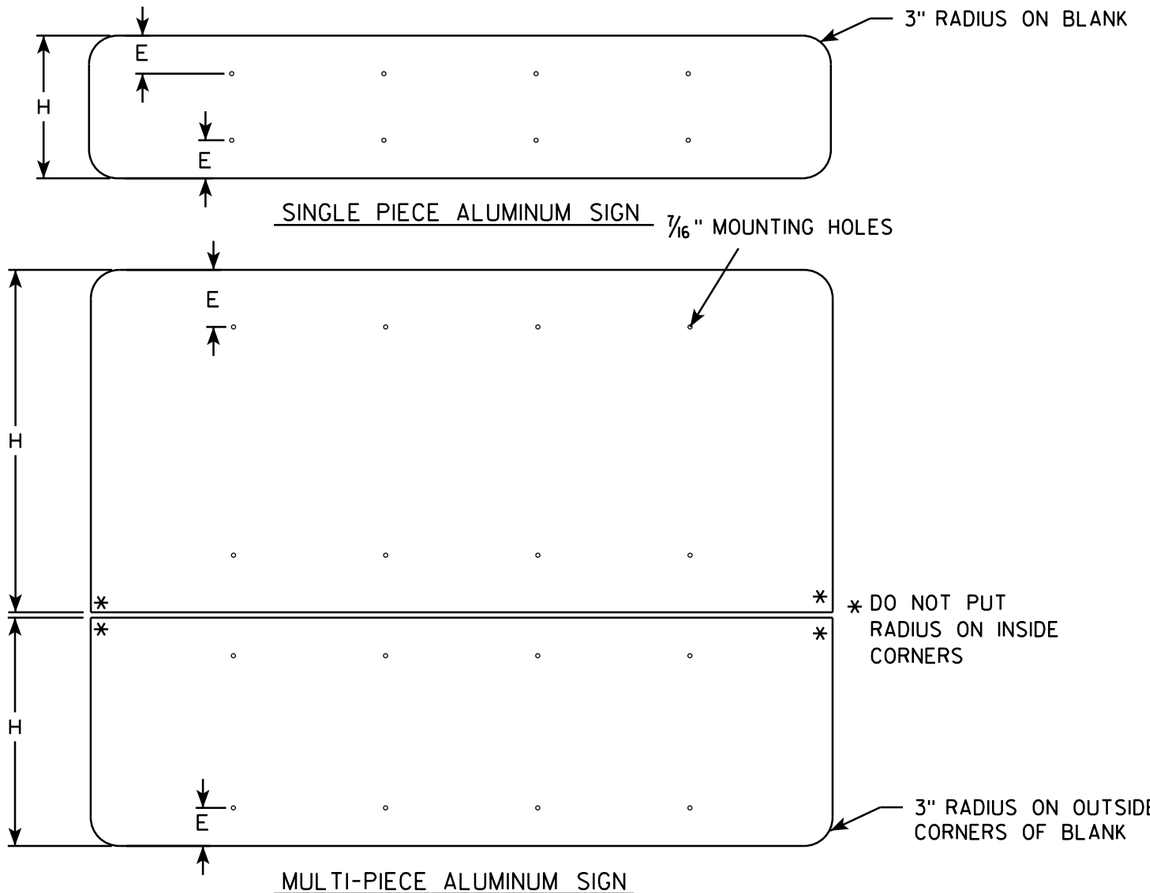
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

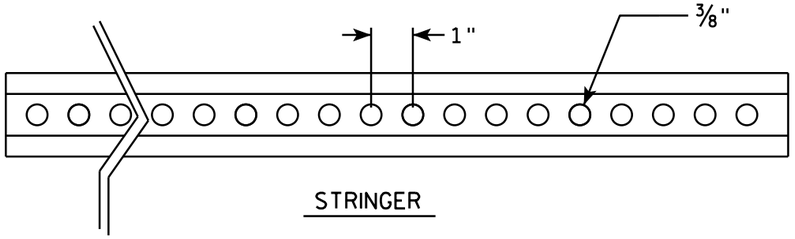
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 299	E



GENERAL NOTES

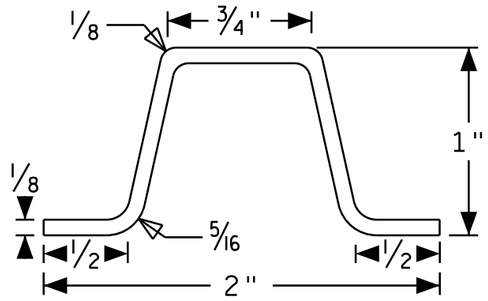
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

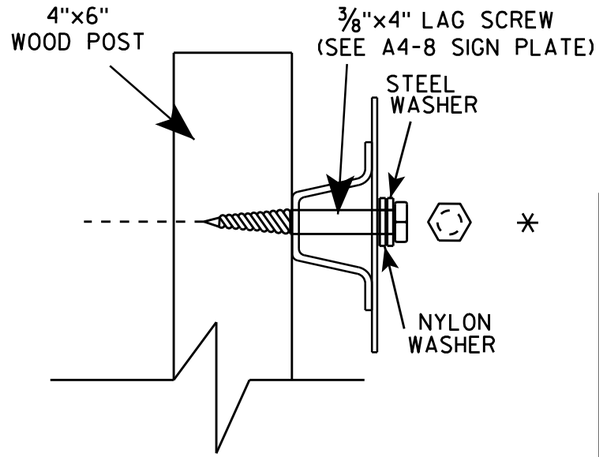


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

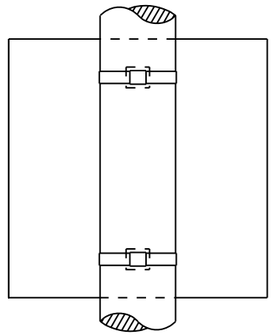
DATE 4/26/16 PLATE NO A4-18.1

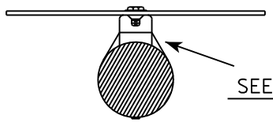
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000

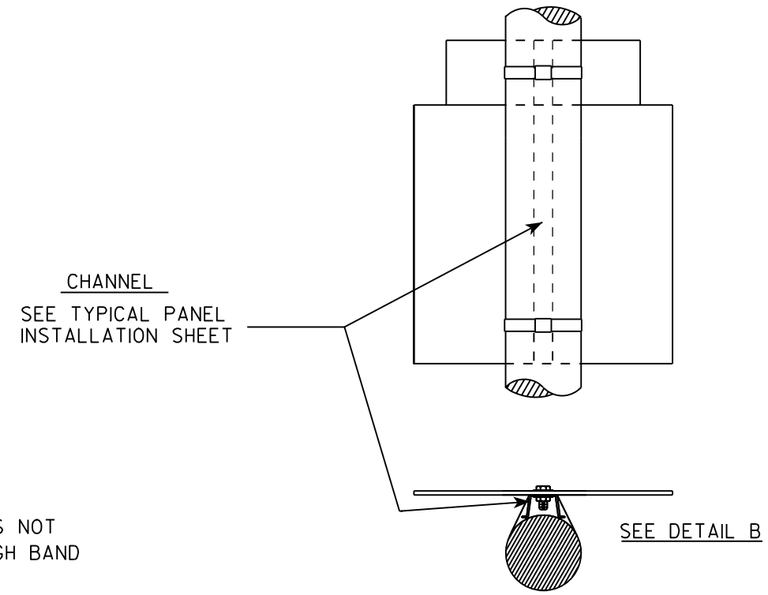
BANDING

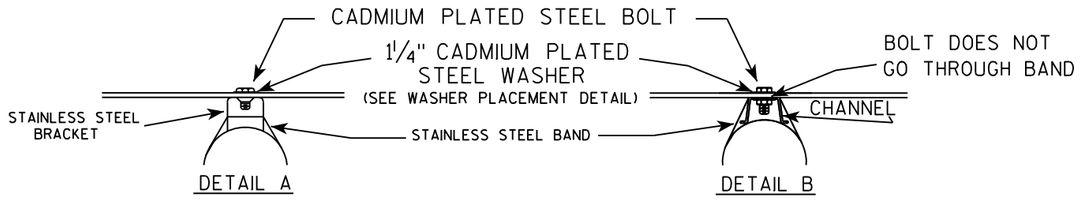
SINGLE SIGN



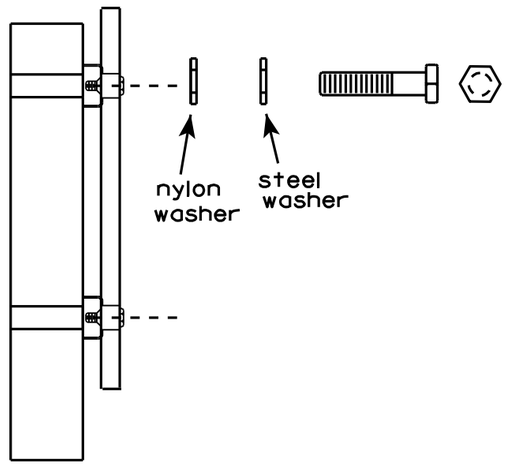


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

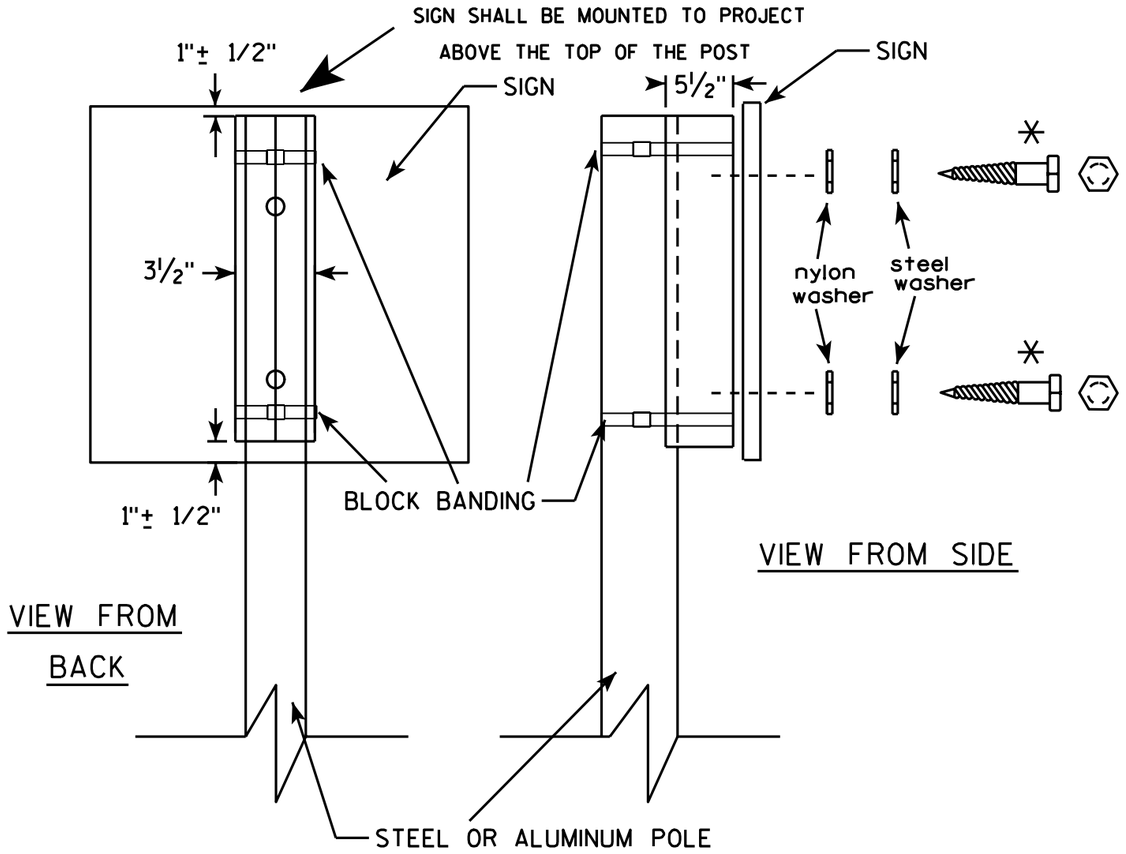
STANDARD SIGN
SIGN BANDING DETAILS

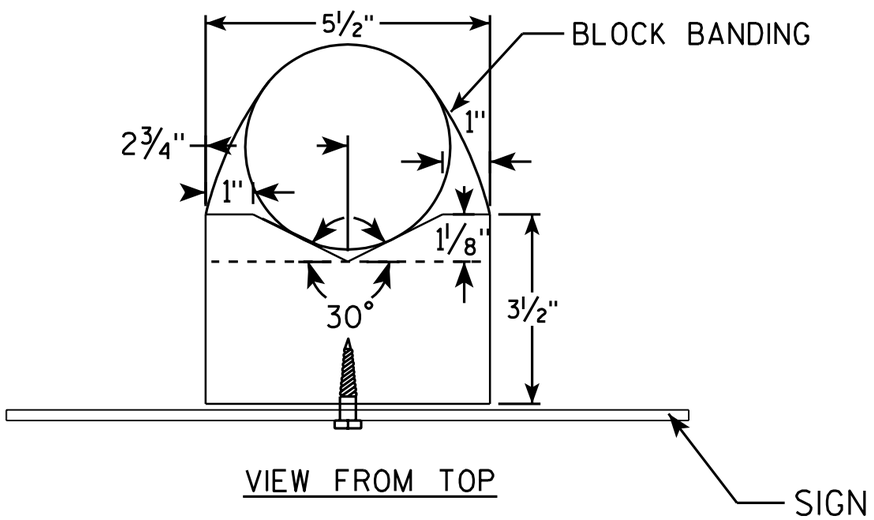
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 301	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

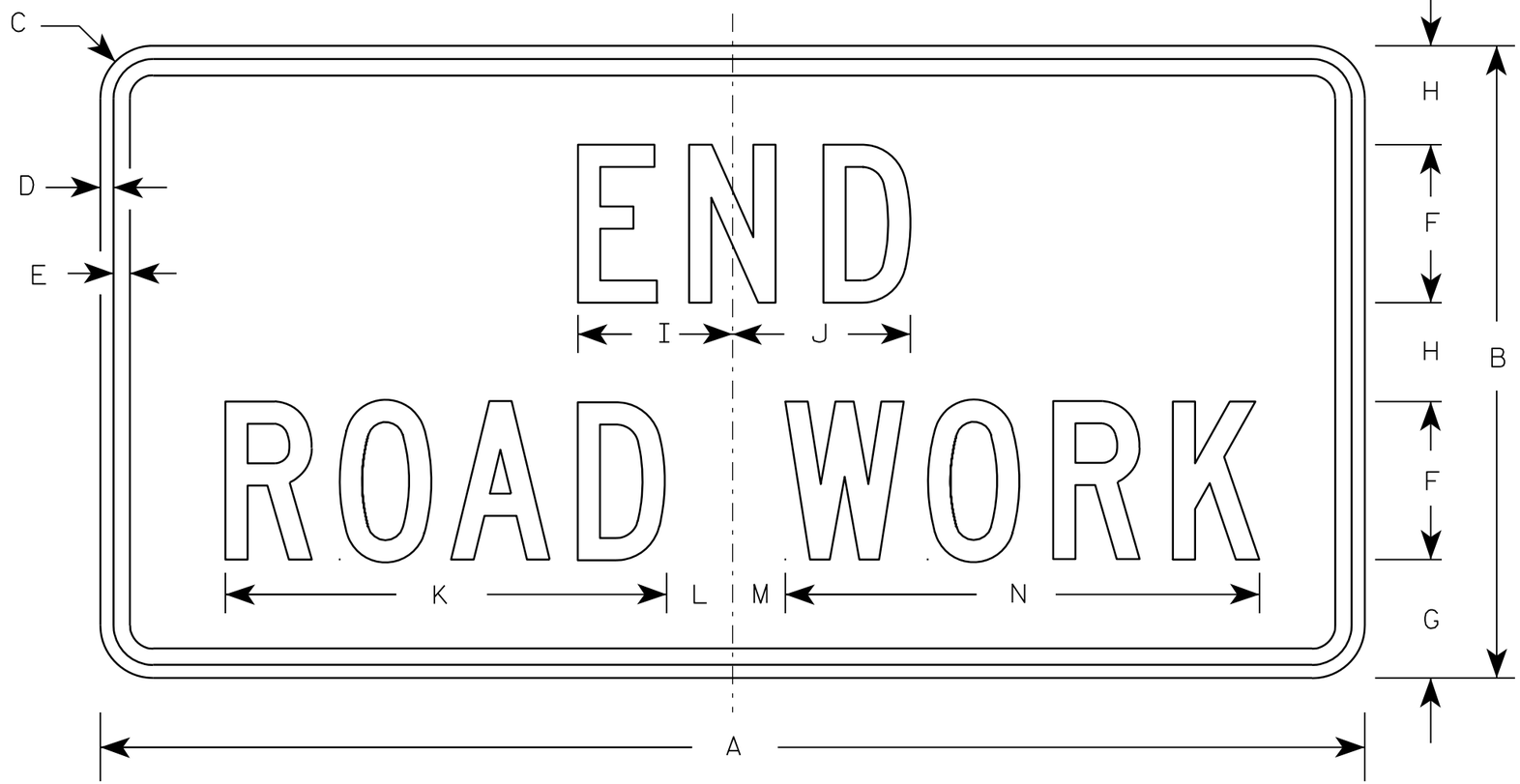
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 302 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

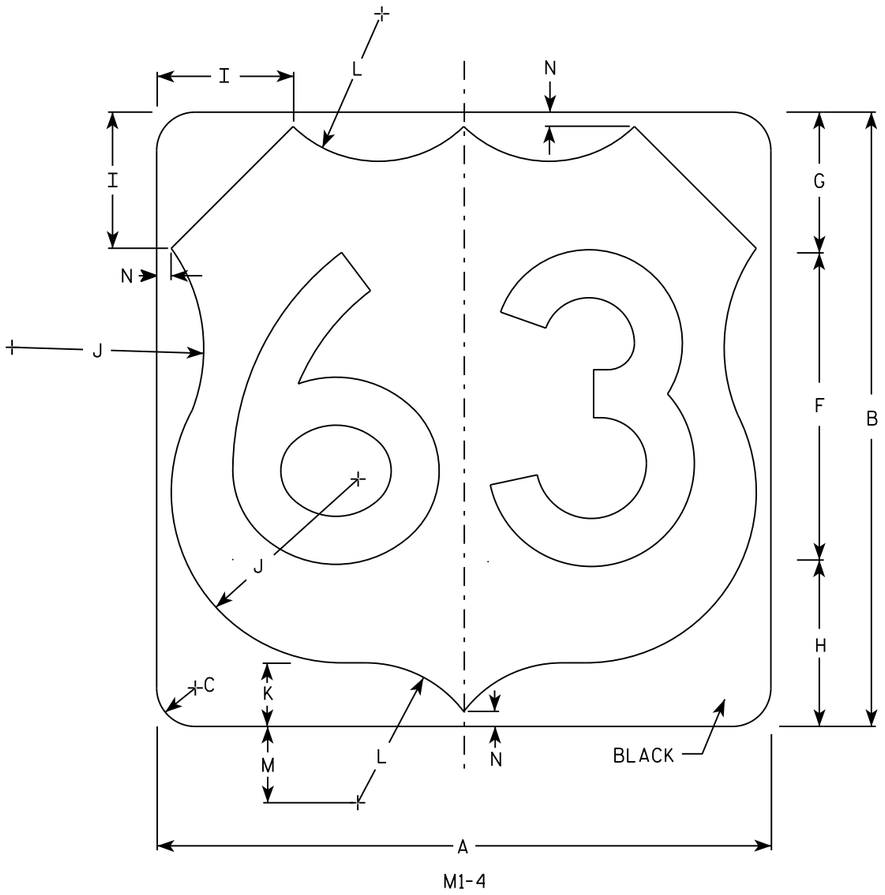
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

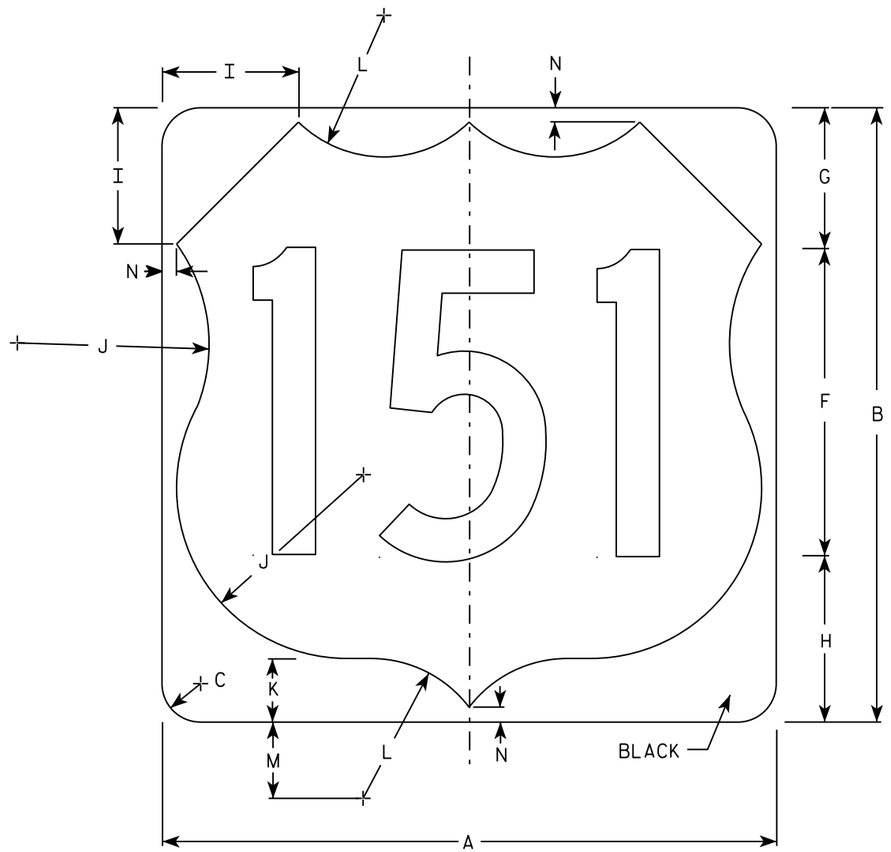
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 303	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs 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.



M1-4



M1-4

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	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

USH MARKER
M1-4 FOR ASSEMBLIES

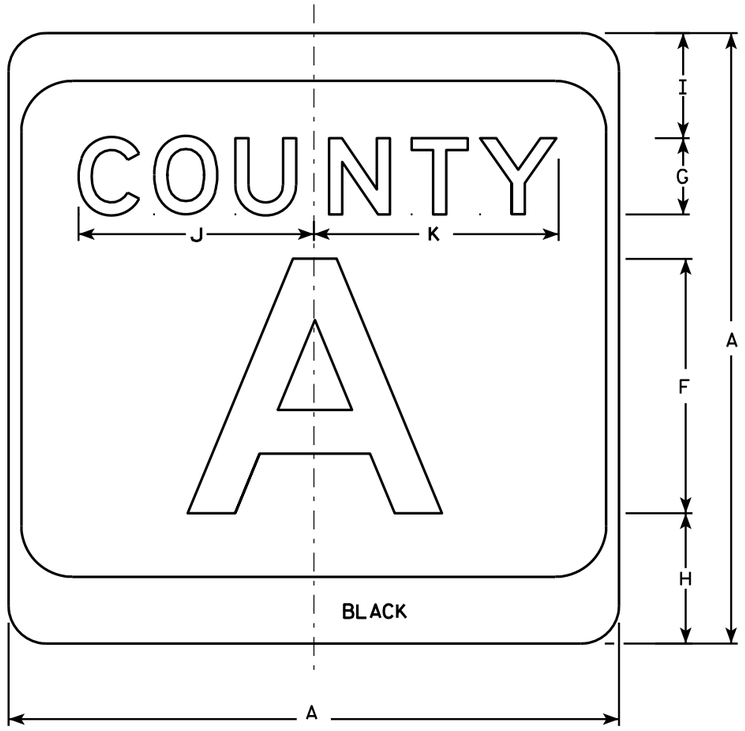
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

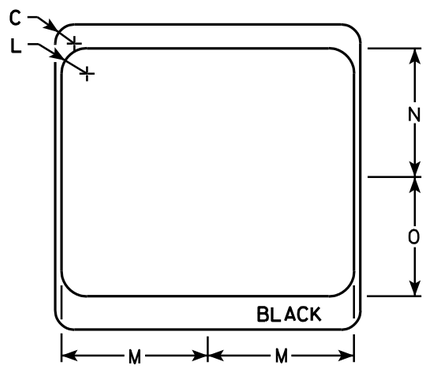
DATE 3/16/18 PLATE NO. M1-4.10

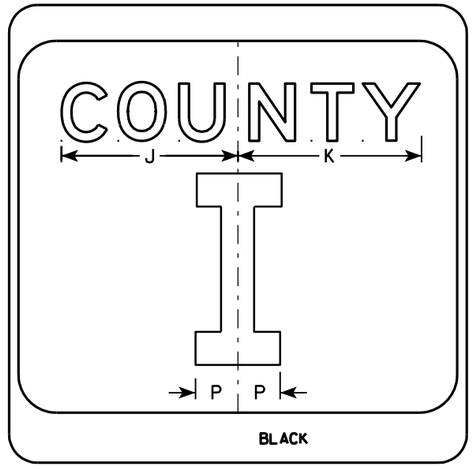
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 304 | E

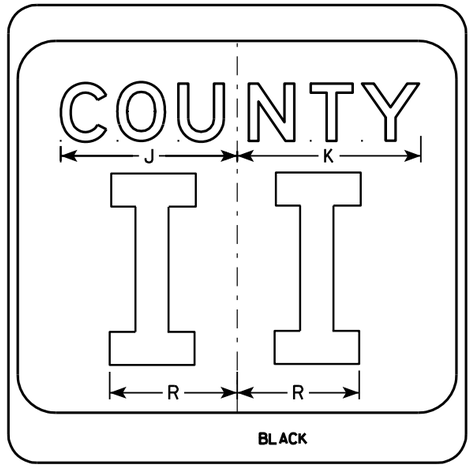
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M14.DGN PLOT DATE : 16-MAR-2018 14:06 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 5.918903:1.000000
WISDOT/CADDS SHEET 42



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

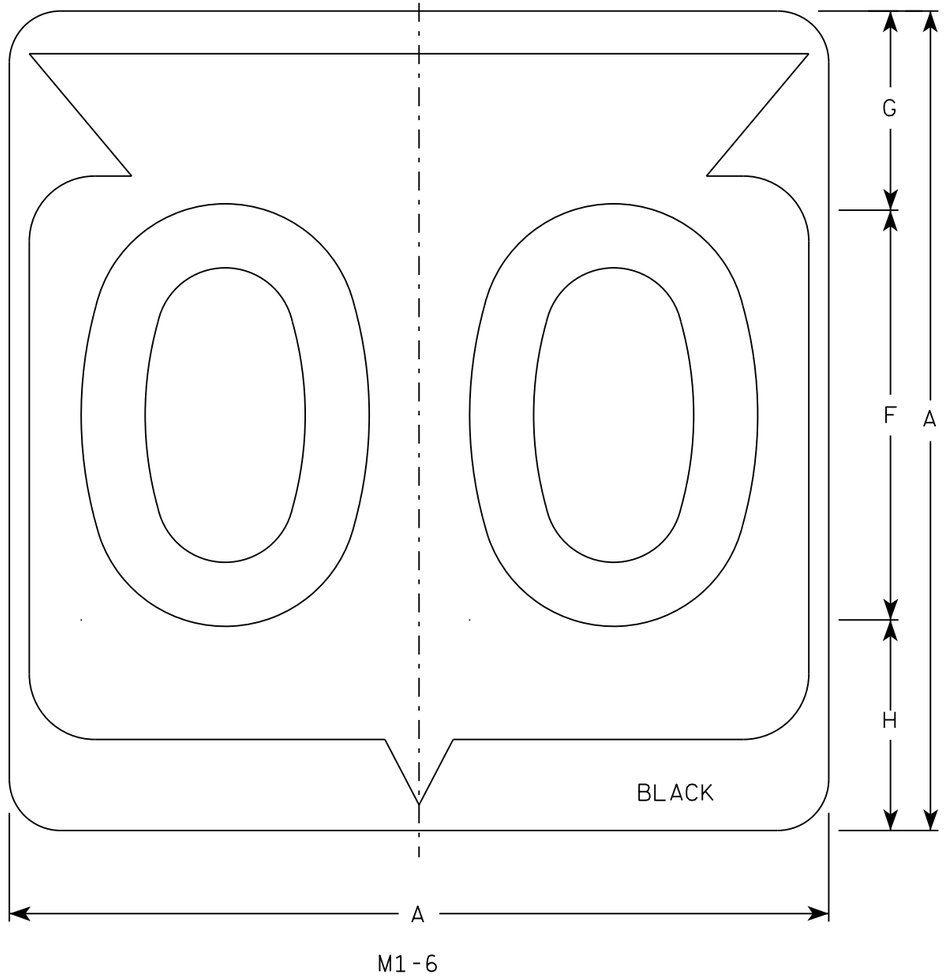
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

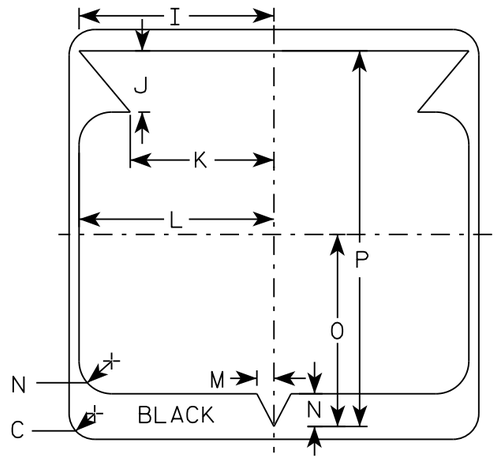
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 305 | E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		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
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
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
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

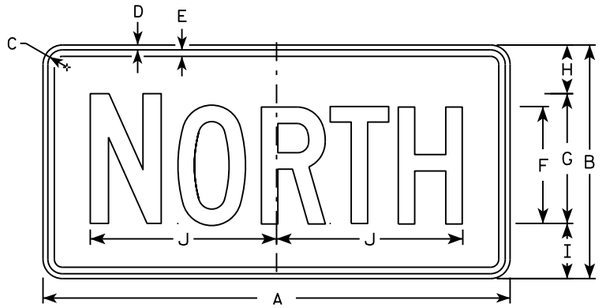
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

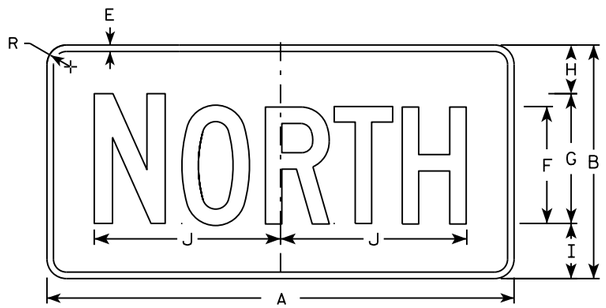
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 306 | E



M3-1
MM3-1
MP3-1



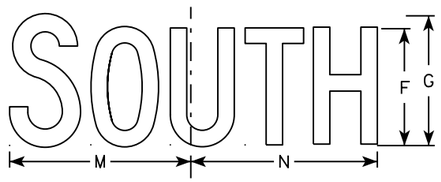
MB3-1
MK3-1
MN3-1



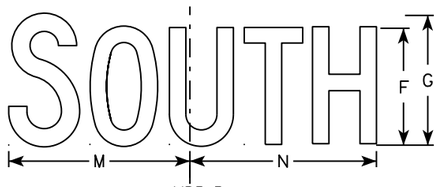
M3-2
MM3-2
MP3-2



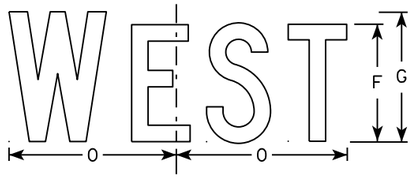
MB3-2
MK3-2
MN3-2



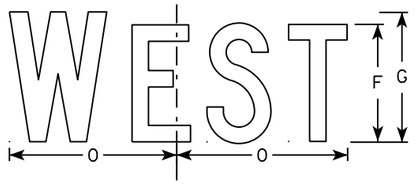
M3-3
MM3-3
MP3-3



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

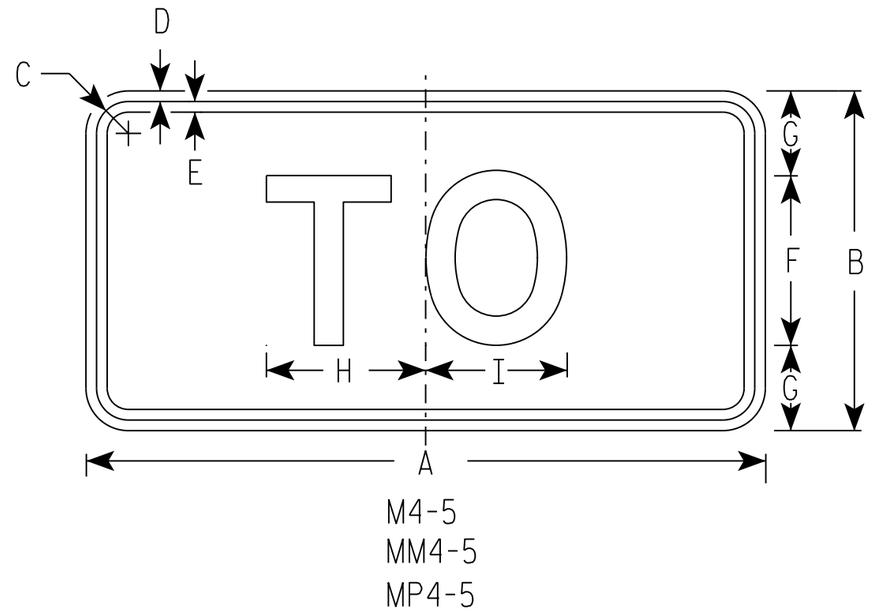
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

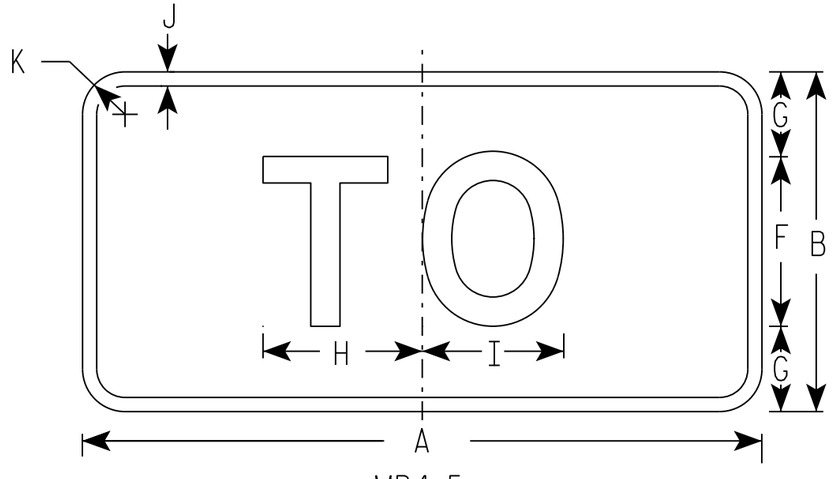
DATE 10/15/15 PLATE NO M3-1.14

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

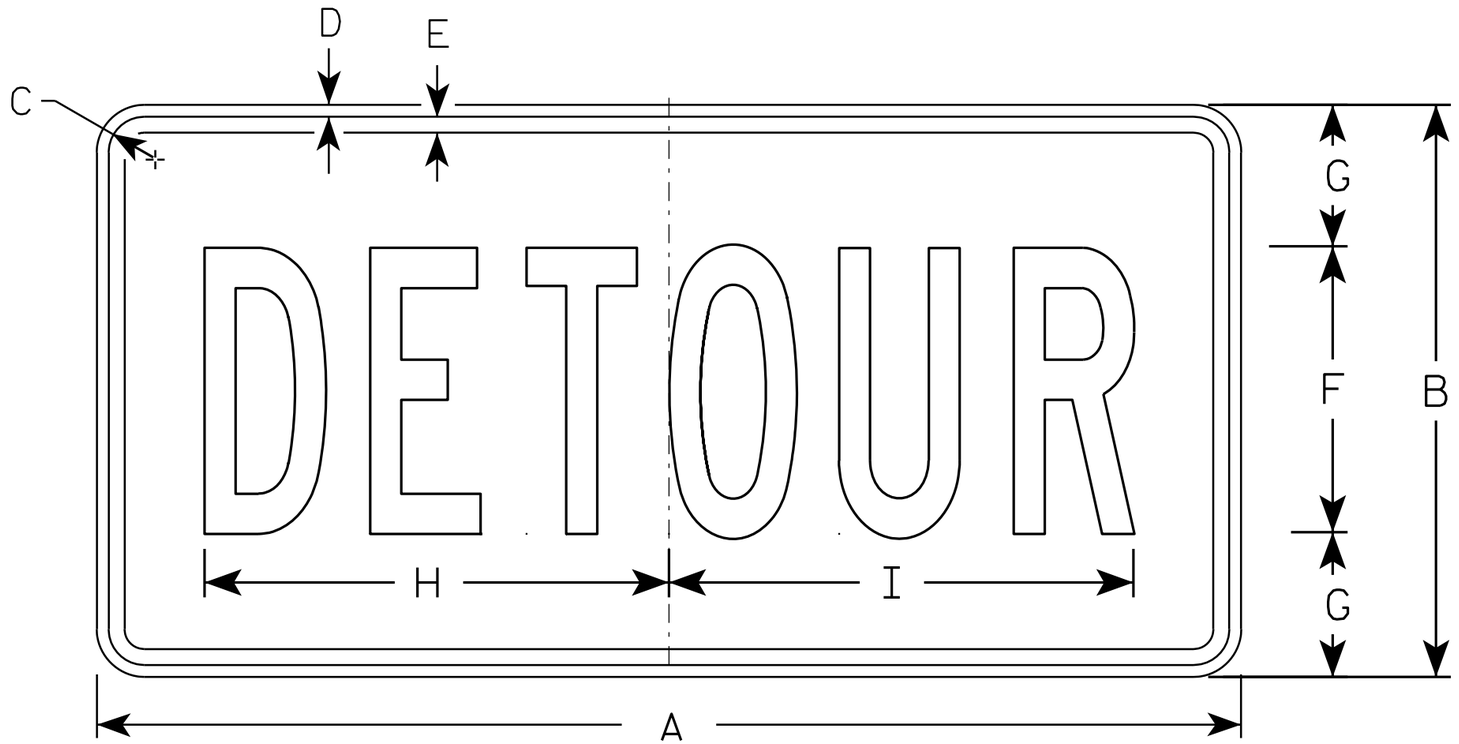
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 308 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																											

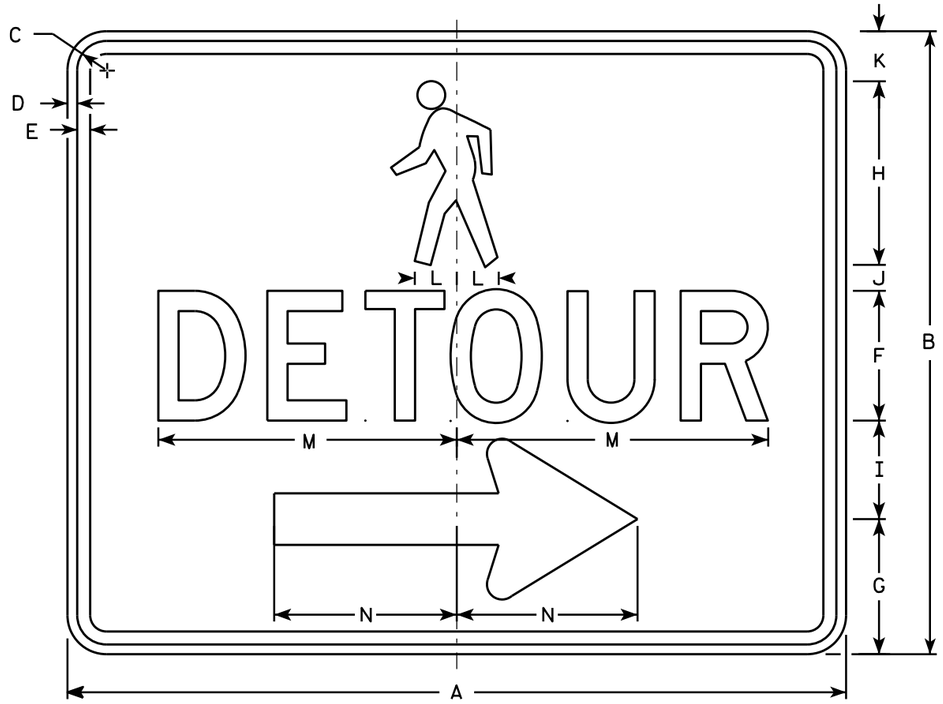
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

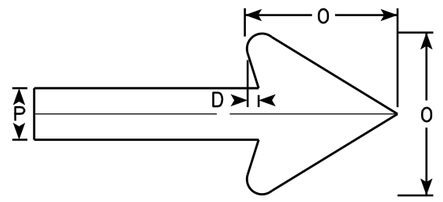
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 309	E



M4-9BR

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

STANDARD SIGN
M4-9B L&R

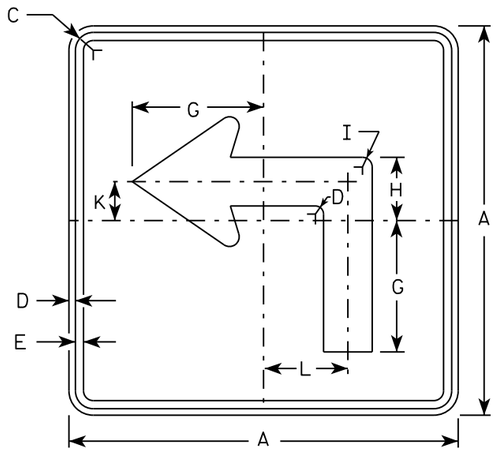
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

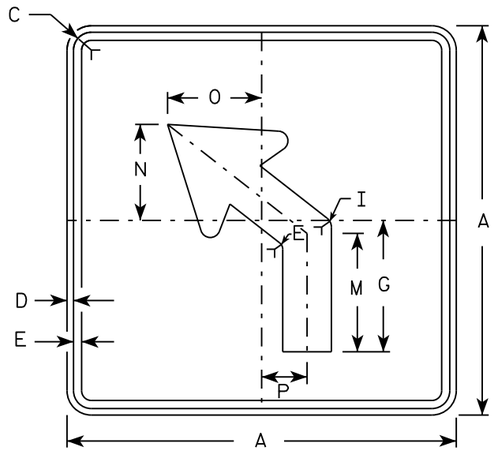
DATE 9/30/13 PLATE NO. M4-9B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

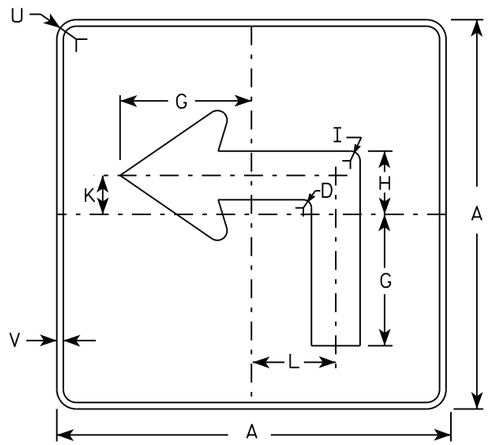
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49B.DGN PLOT DATE : 01-OCT-2013 13:44 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



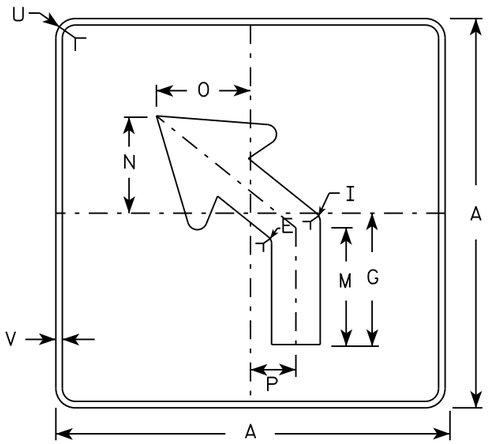
M5-1L
MM5-1L
MO5-1L
MP5-1L



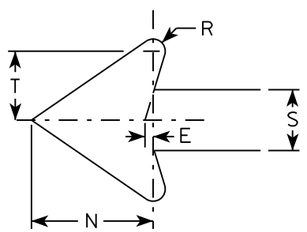
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

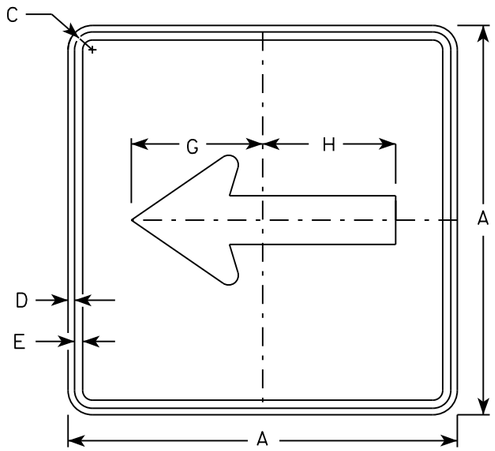
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

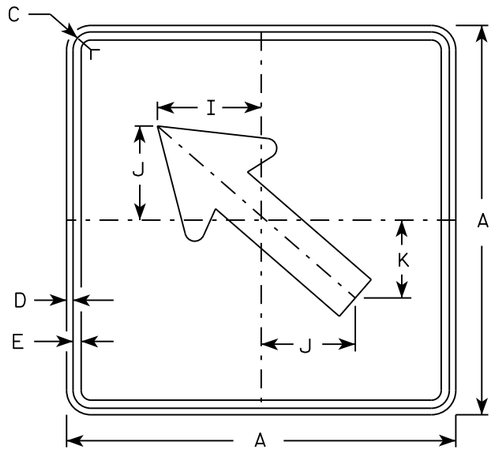
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



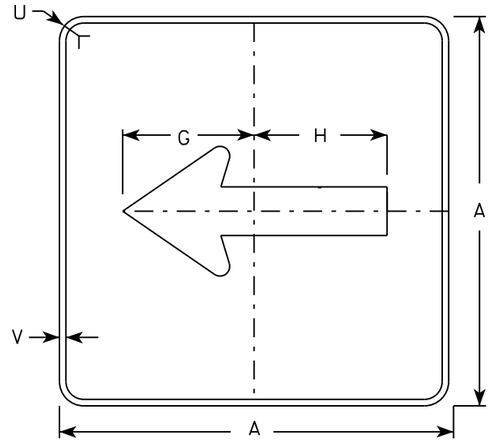
M6-1
MM6-1
MO6-1
MP6-1



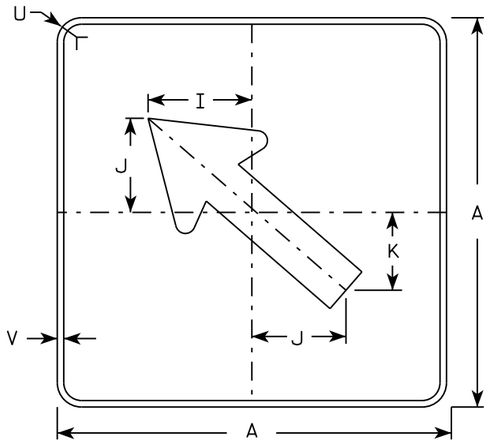
M6-2
MM6-2
MO6-2
MP6-2

NOTES

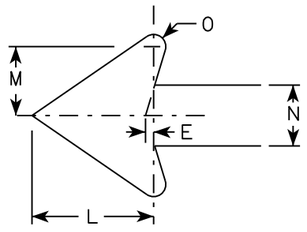
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

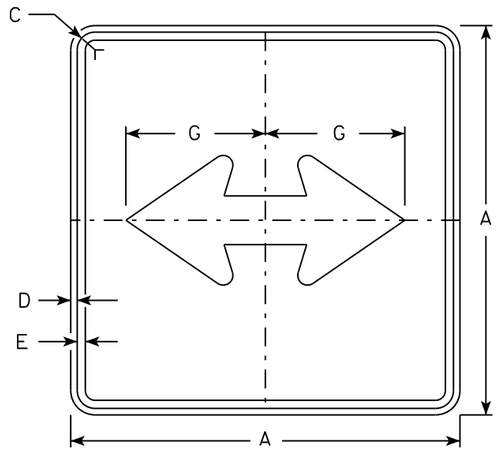
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

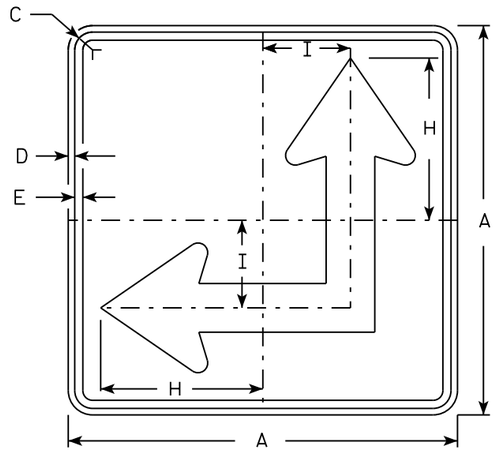
DATE 10/15/15 PLATE 312 M6-1.15

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



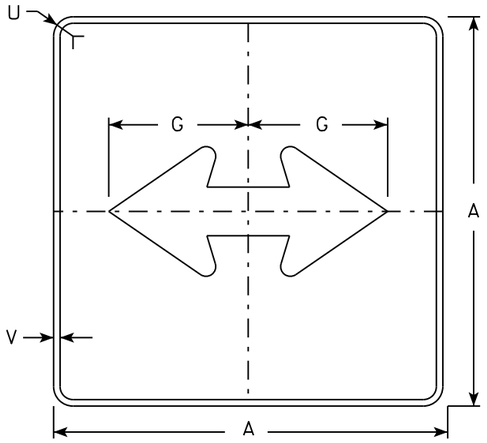
M6-4
MM6-4
MO6-4
MP6-4



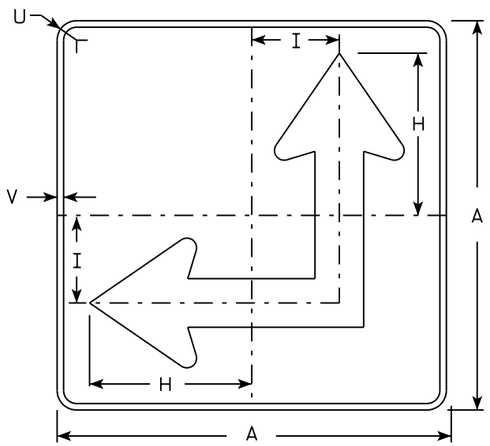
M6-6
MM6-6
MO6-6
MP6-6

NOTES

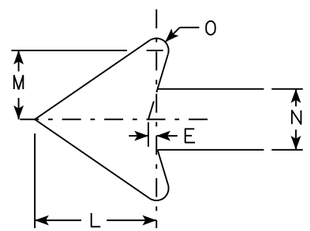
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - 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

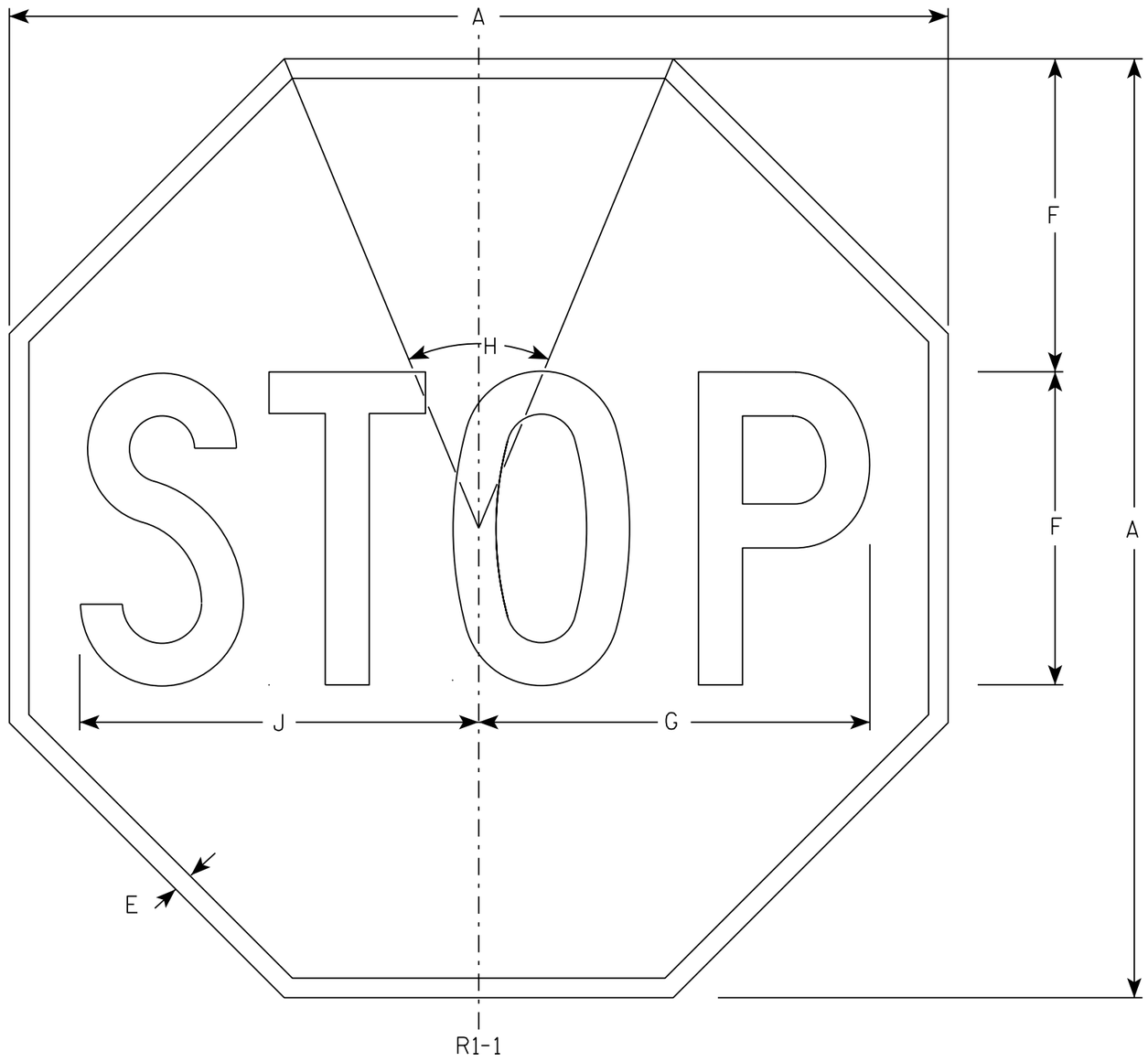
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 313 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

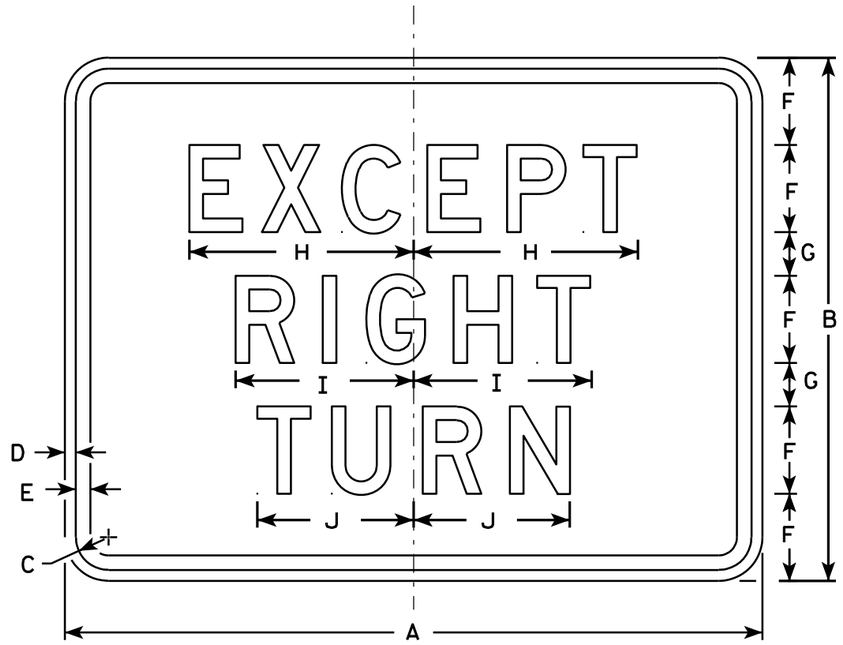
STANDARD SIGN
R1-1

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: 314	E



R1-10P

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/8	3/8	1/2	3	1 1/2	7 3/4	6 1/8	5 3/8																	3.0
2M	24	18	1 1/8	3/8	1/2	3	1 1/2	7 3/4	6 1/8	5 3/8																	3.0
3																											
4																											
5																											

STANDARD SIGN
R1-10P

WISCONSIN DEPT OF TRANSPORTATION

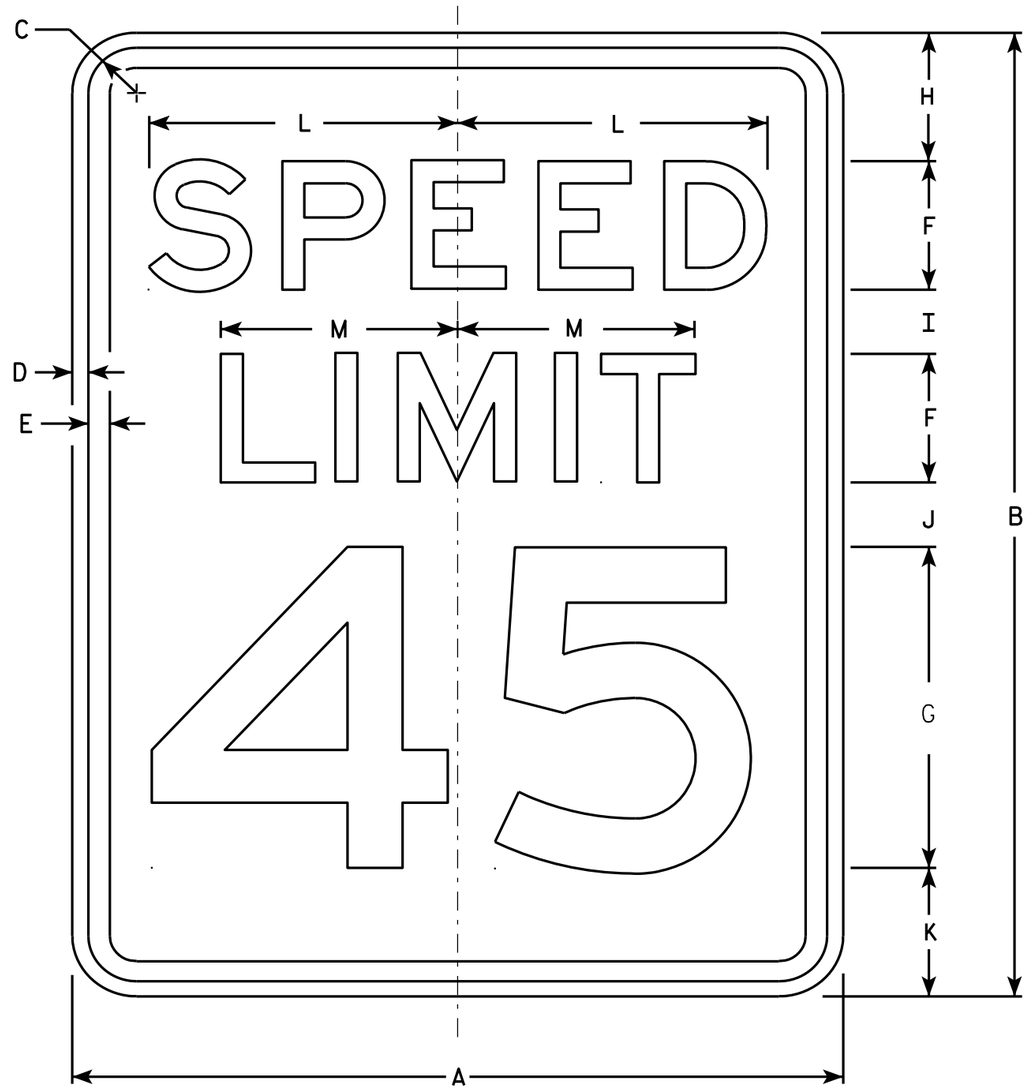
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/2/10 PLATE NO. R1-10P.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 315 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R110P.dgn PLOT DATE : 02-JUN-2010 16:08 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 5.214163:1.000000
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

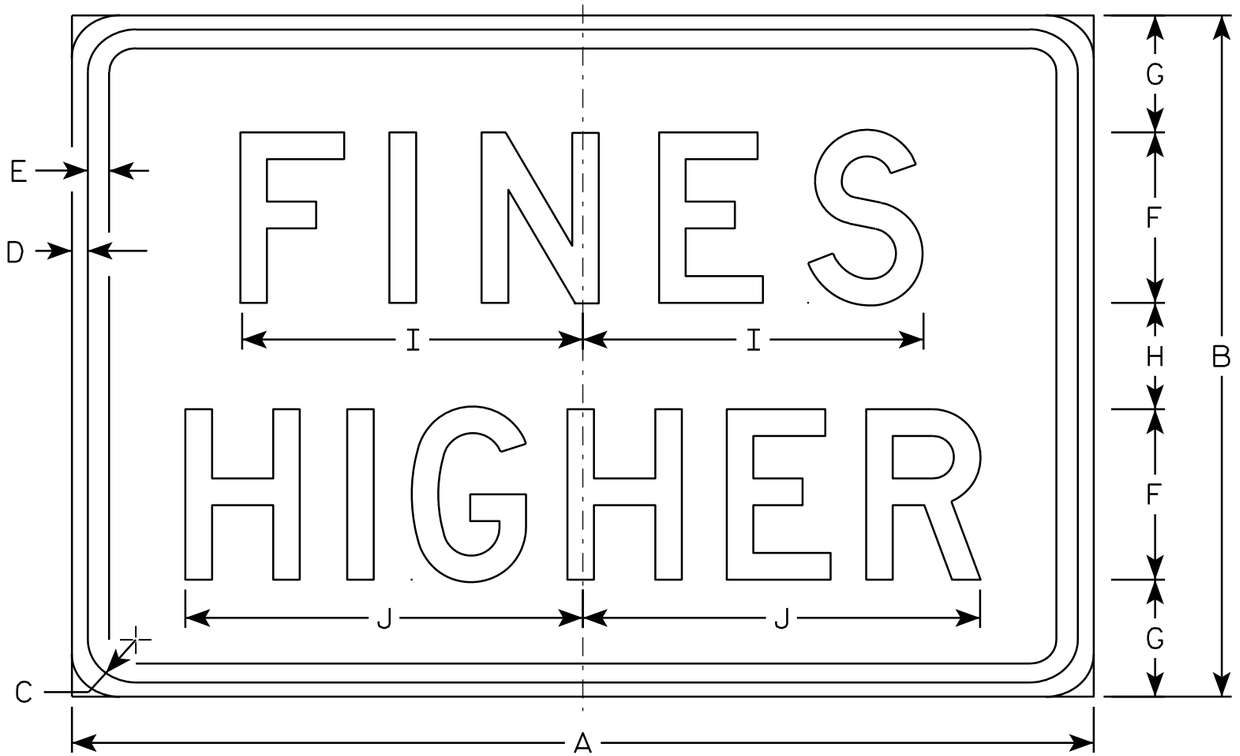
STANDARD SIGN
R2-1

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: 316 | E



R2-6P

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 3/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

STANDARD SIGN
R2-6P

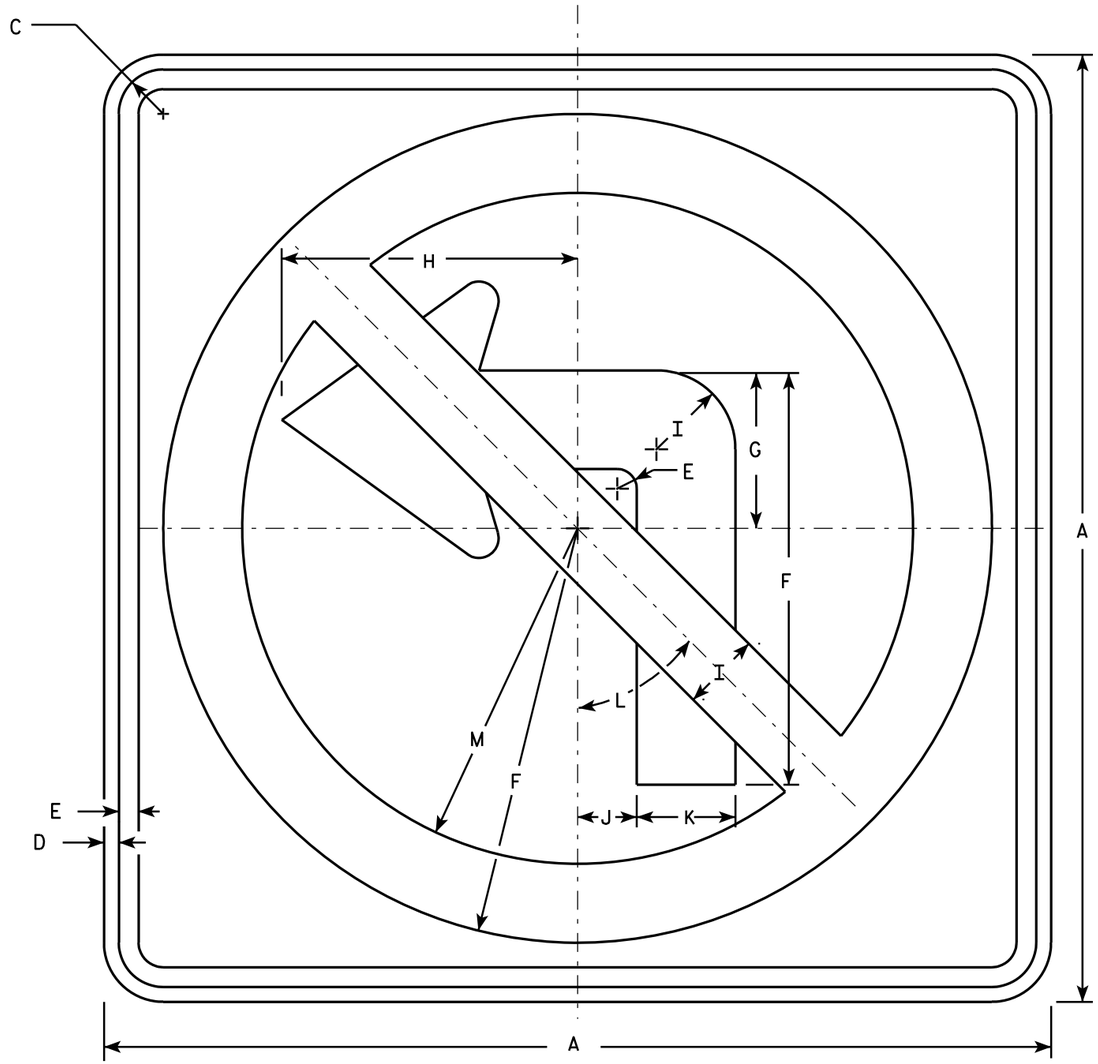
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/10 PLATE NO. R2-6P.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 317 | E

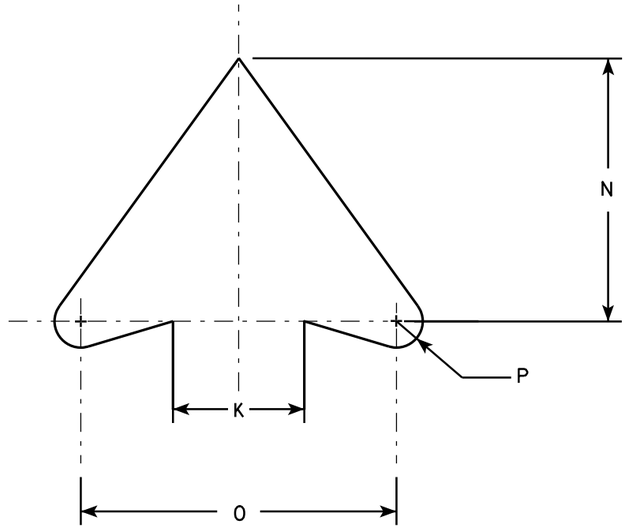
7



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

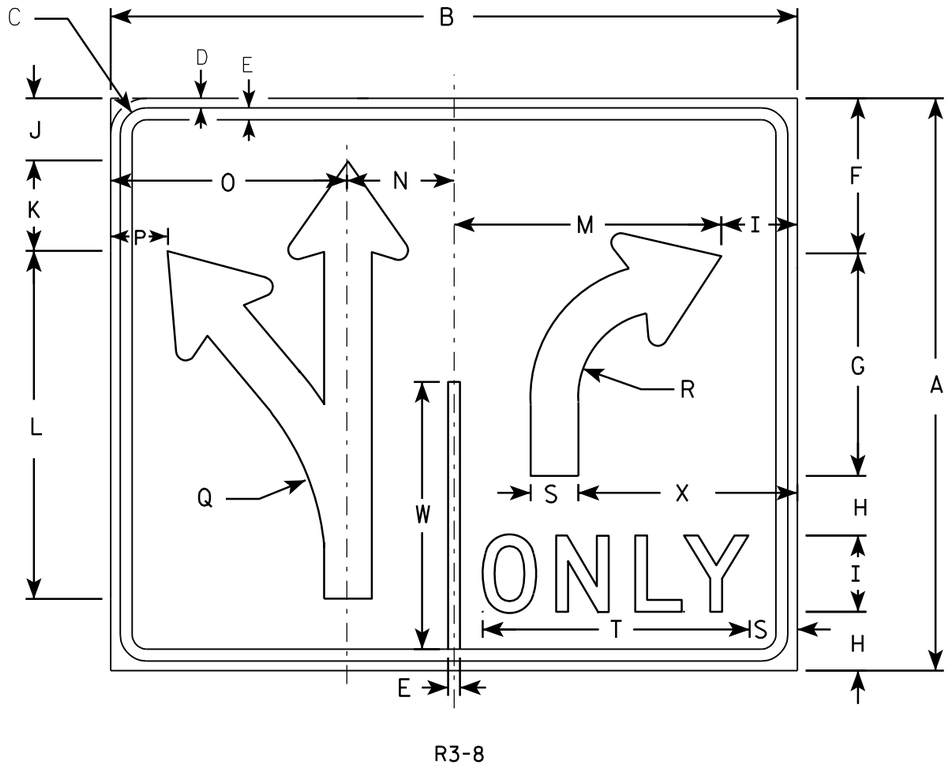
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

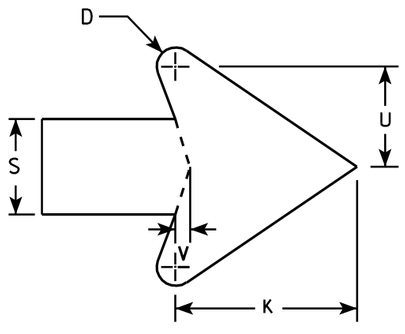
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 318	E



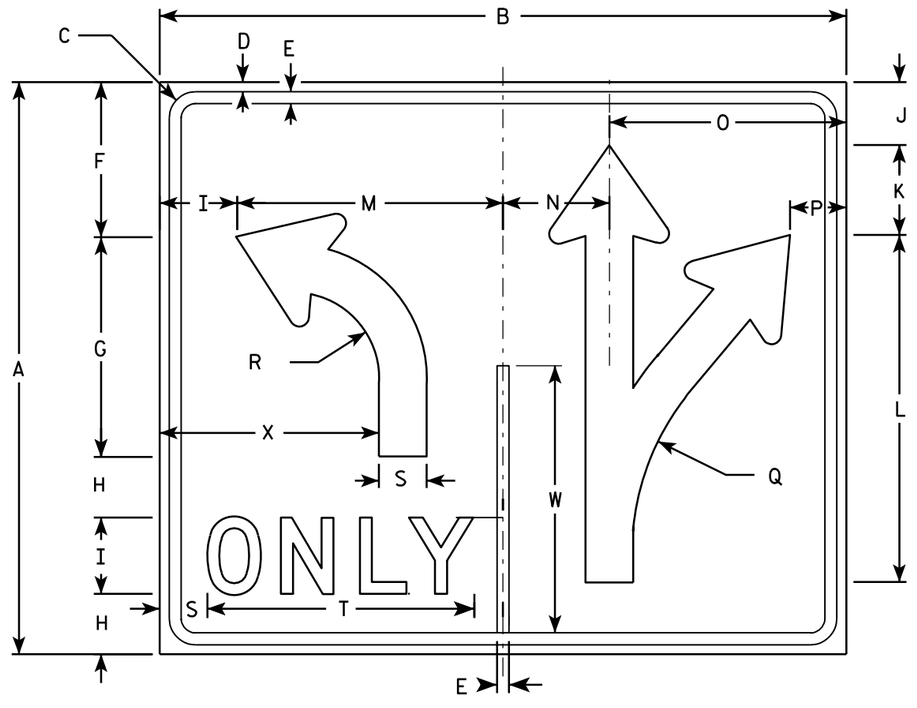
R3-8



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-8A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0

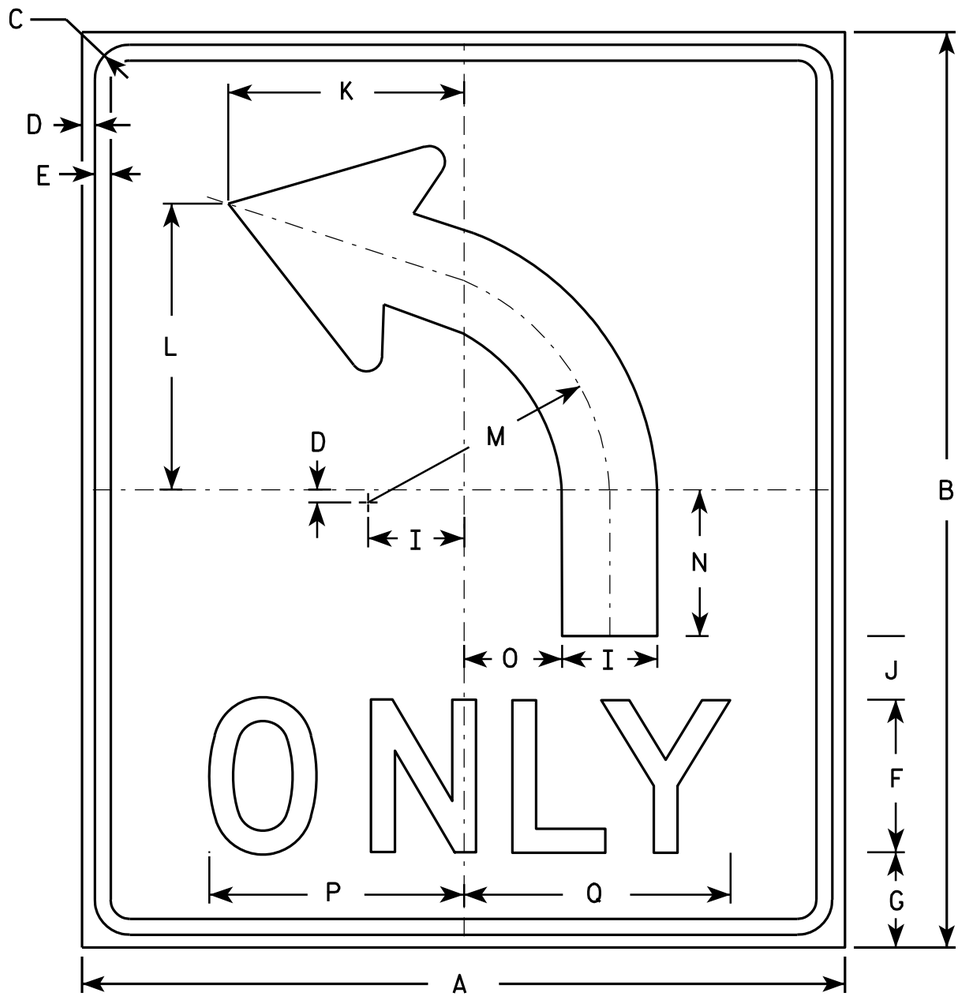
STANDARD SIGN
R3-8 & R3-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8.5

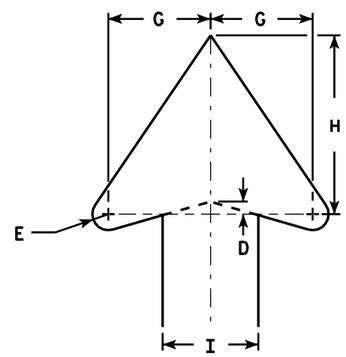
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 319	E



R3-50L

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. R3-50R is the same as R3-50L except curved portion of arrow points right.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
2M	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
3																											
4																											
5																											

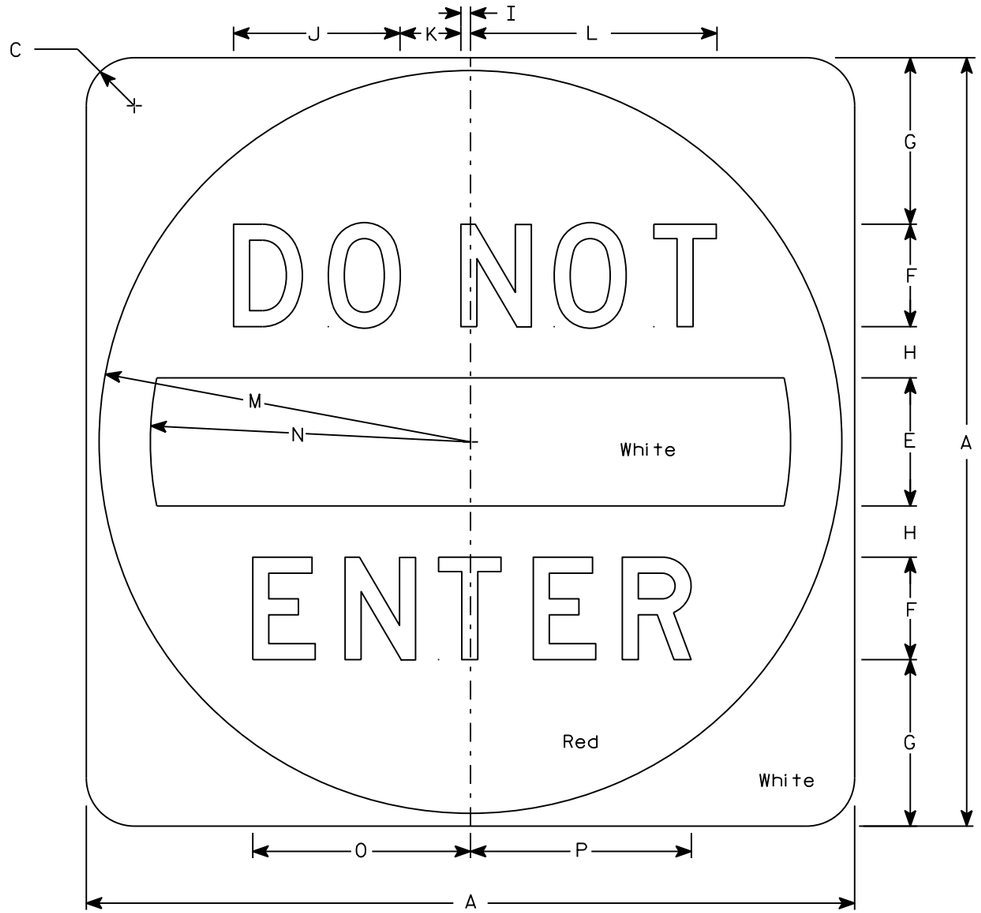
STANDARD SIGN
R3-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-50.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 320 | E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

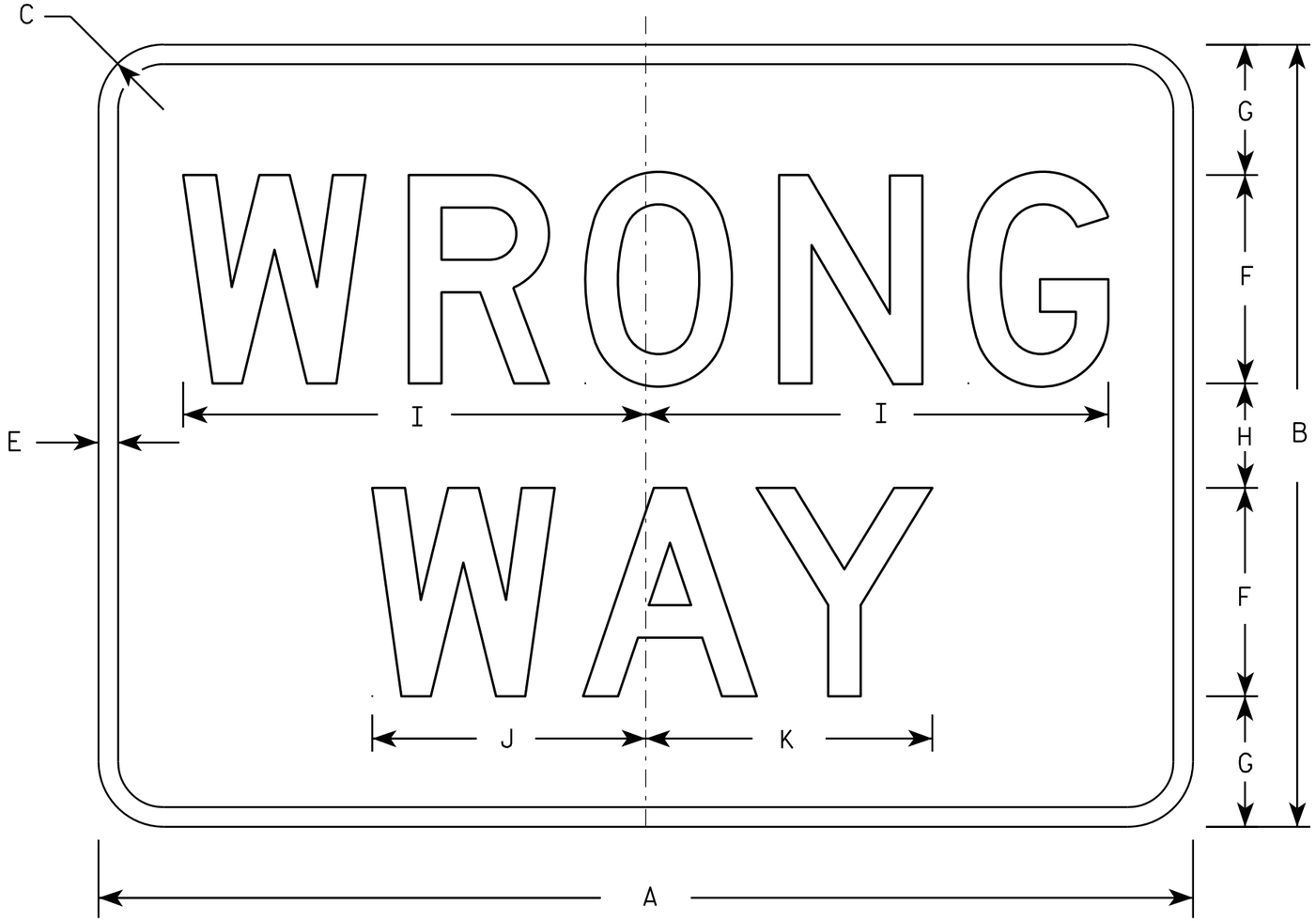
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 321 E



R5-1A

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 - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

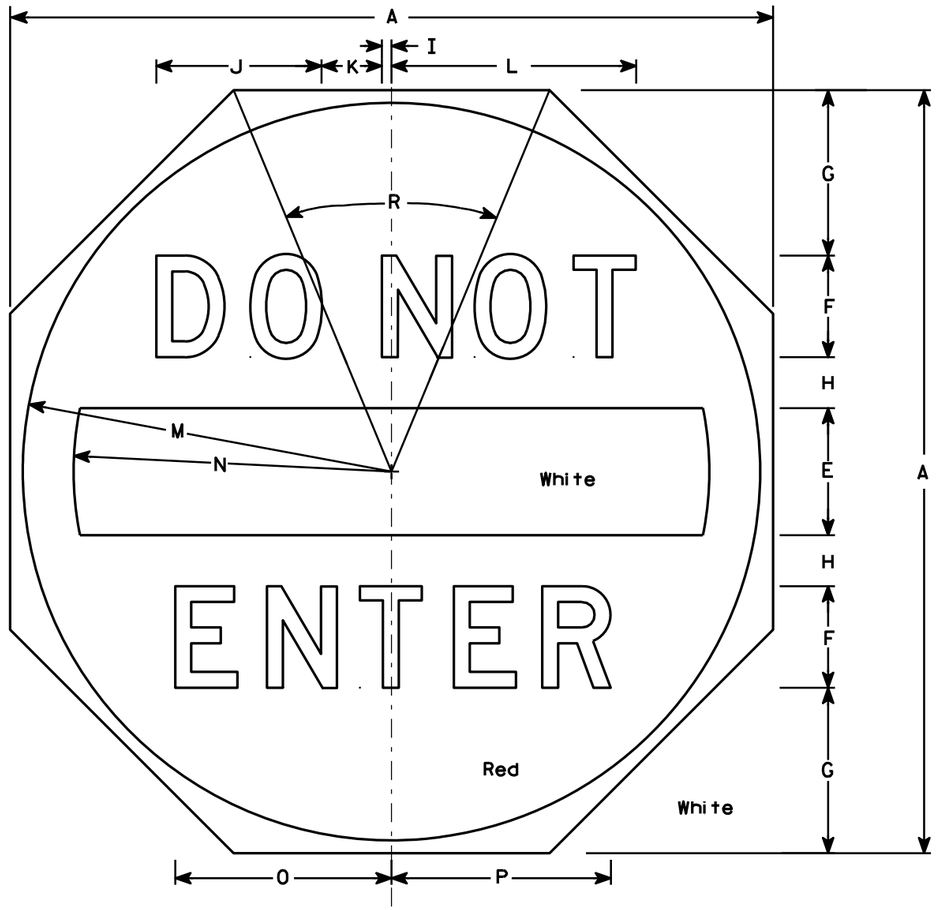
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 322 | E



R5-1C

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8		45°									5.18
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4		45°									7.46
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4		45°									7.46
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4		45°									13.25
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8		45°									13.25

STANDARD SIGN
R5-1C

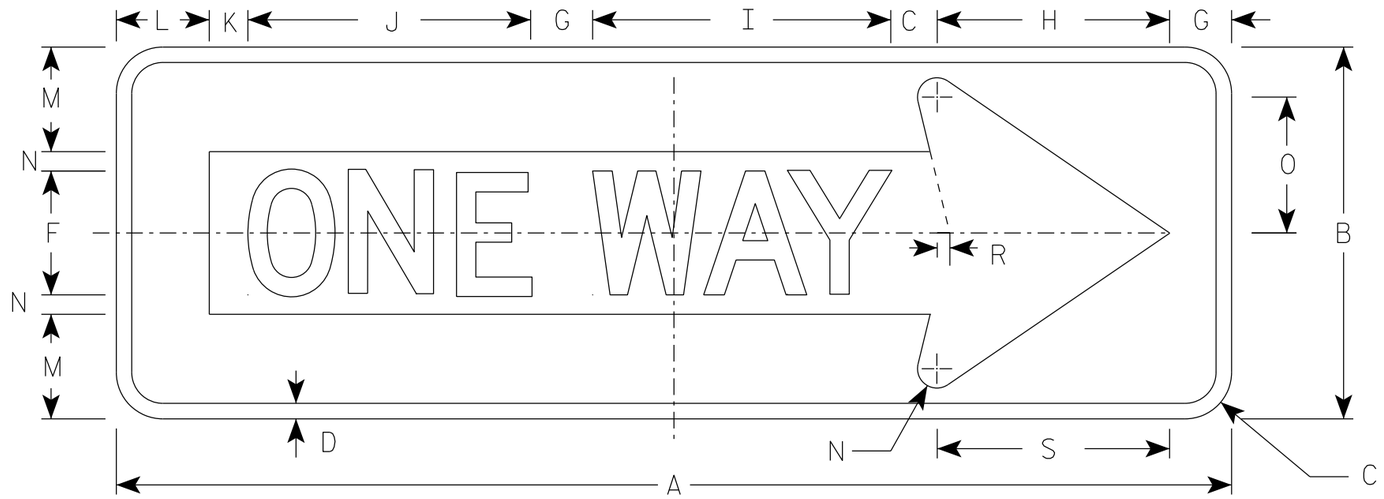
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

State Traffic Engineer

DATE 3/23/11 PLATE NO. R5-1C.1

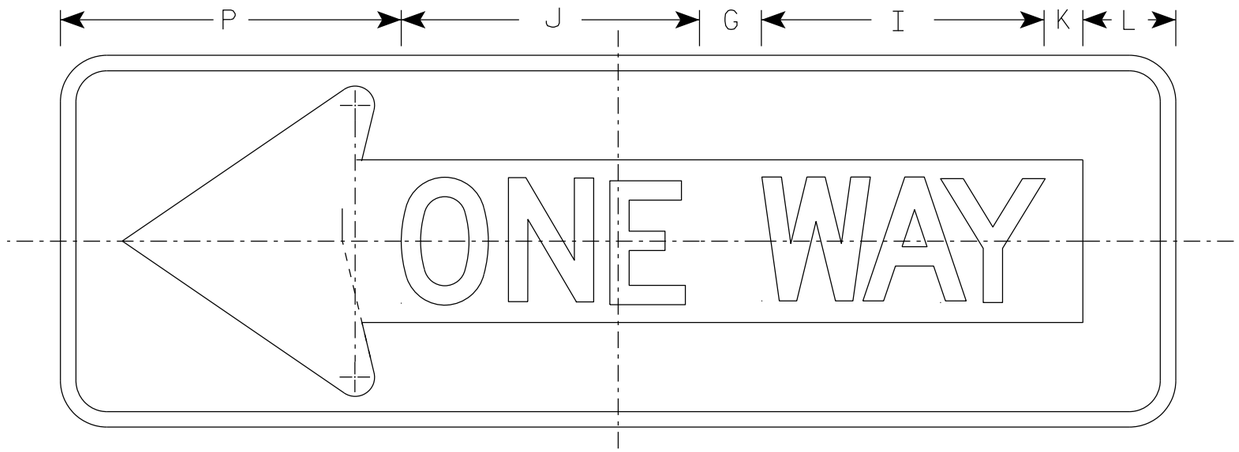
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 323 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

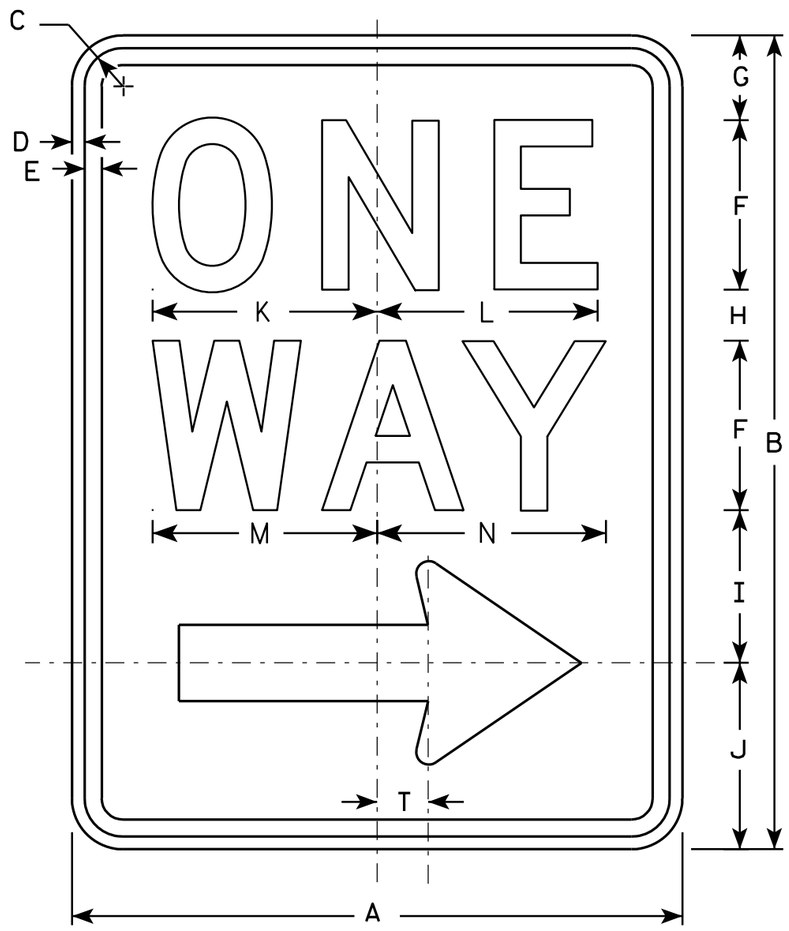
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

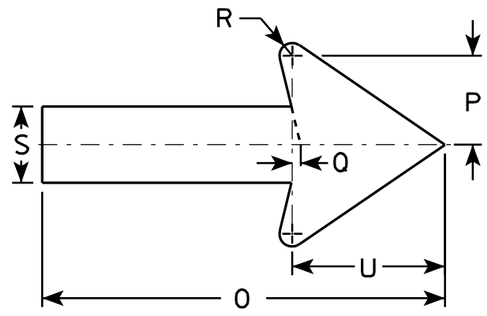
SHEET NO: 324 E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 325	E

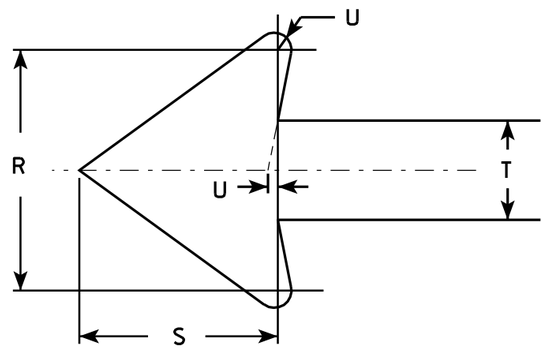


R7-2

*- See Note 5

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 7
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals as required & adjust spacing to achieve proper balance.
6. R7-2D (double arrow)
   R7-2L (left arrow)
   R7-2R (right arrow)
7. Lines 1, 3 and 4 are series C, line 2 is series B.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	1 1/2	7/8	7/8	2	2 1/2	2	2	4 7/8	4 7/8	3 7/8	1 3/4	1 1/2	3/4	1/8						1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 7/8	2 5/8	2 1/4	1 1/8	1/4						3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 3/4	3 1/2	3	1 1/2	1/4						5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 3/4	3 1/2	3	1 1/2	1/4						5.0
4																											
5																											

STANDARD SIGN
R7-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-2.9

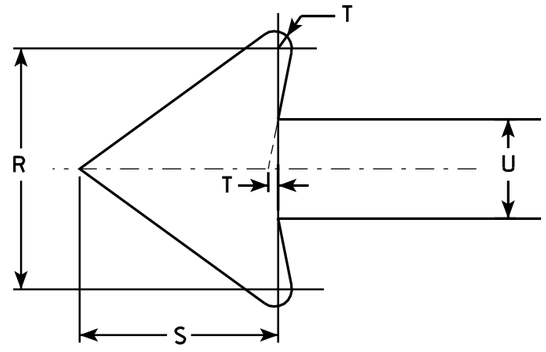
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 326	E



R7-5

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Green
3. Message Series - See Note 7
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals as required & adjust spacing to achieve proper balance.
6. R7-5D (double arrow)
   R7-5L (left arrow)
   R7-5R (right arrow)
7. Lines 1, 2 & 3 are series C Copy
   Line 4 Series B Copy.



* - 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	12	18	1 1/8	3/8	3/8	2	2	2 1/4	1 1/4	4	2 1/2	2 1/8	2	2 7/8	4 5/8	4 1/2	3 7/8	1 3/4	1 1/2	1/8	3/4						1.5
2S	18	24	1 1/8	3/8	1/2	3	3	2 5/8	1 1/4	5 5/8	3 1/4	3 1/8	3 1/8	4 1/4	6 7/8	6 3/4	5 7/8	2 5/8	2 1/4	1/4	1 1/8						3.0
2M	24	30	1 1/8	3/8	1/2	4	3	3	2	6	3 1/2	4 1/4	4 1/8	5 3/4	9 1/8	9 1/8	7 3/4	3 1/2	3	1/4	1 1/2						5.0
3	24	30	1 1/8	3/8	1/2	4	3	3	2	6	3 1/2	4 1/4	4 1/8	5 3/4	9 1/8	9 1/8	7 3/4	3 1/2	3	1/4	1 1/2						5.0
4																											
5																											

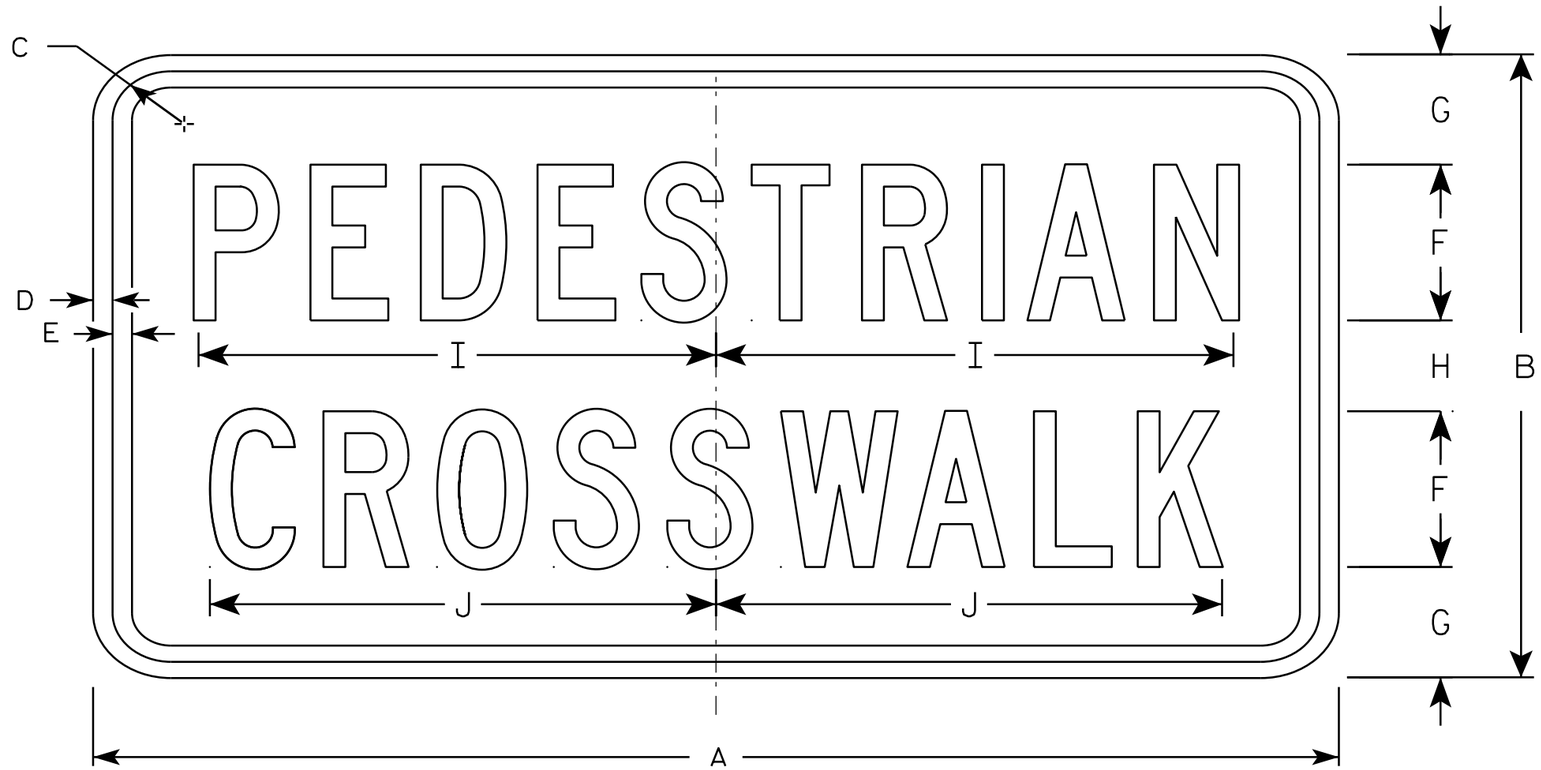
STANDARD SIGN
R7-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/31/2011 PLATE NO. R7-5.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 327	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																											

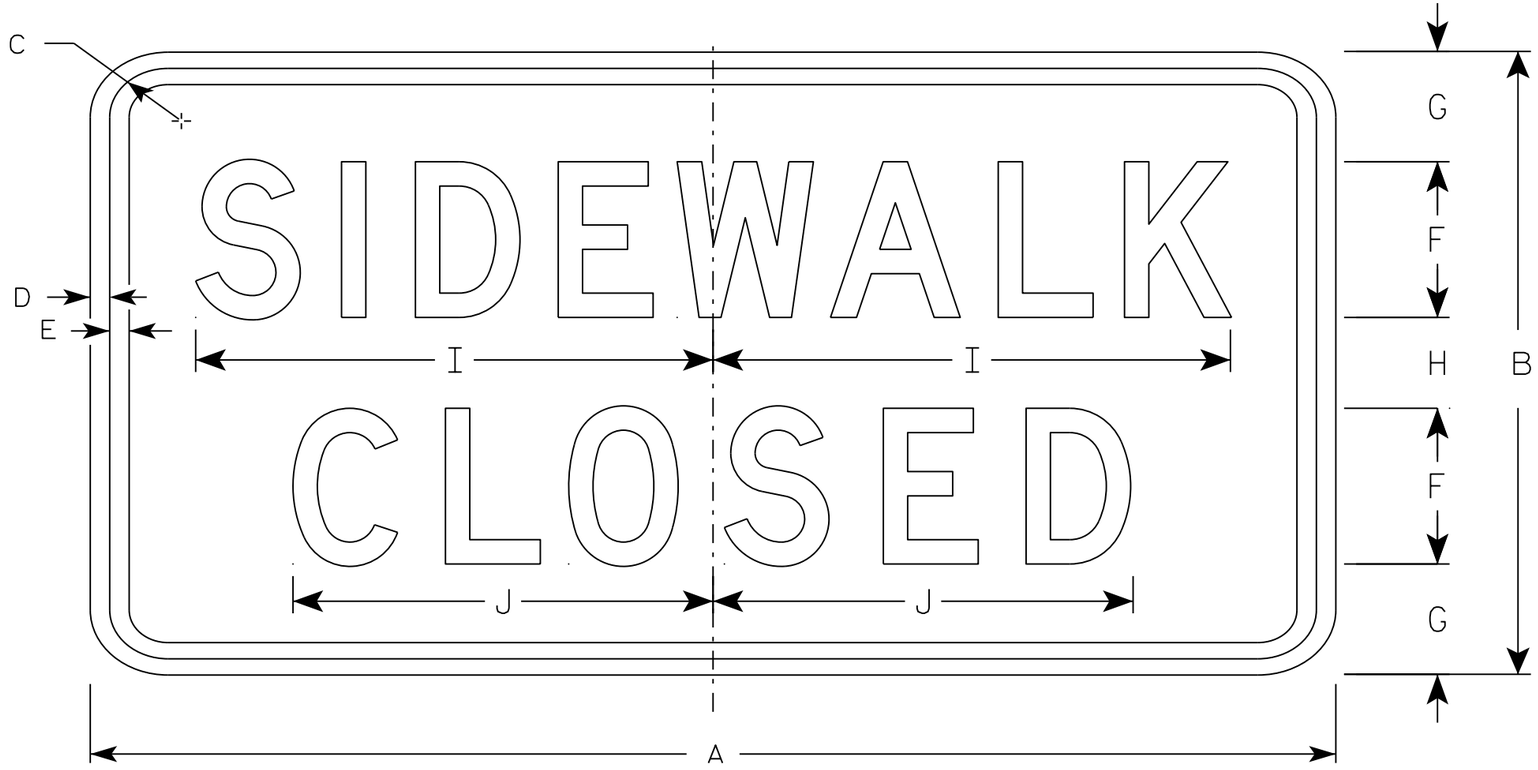
STANDARD SIGN
R9-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/16 PLATE 328 R9-8.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

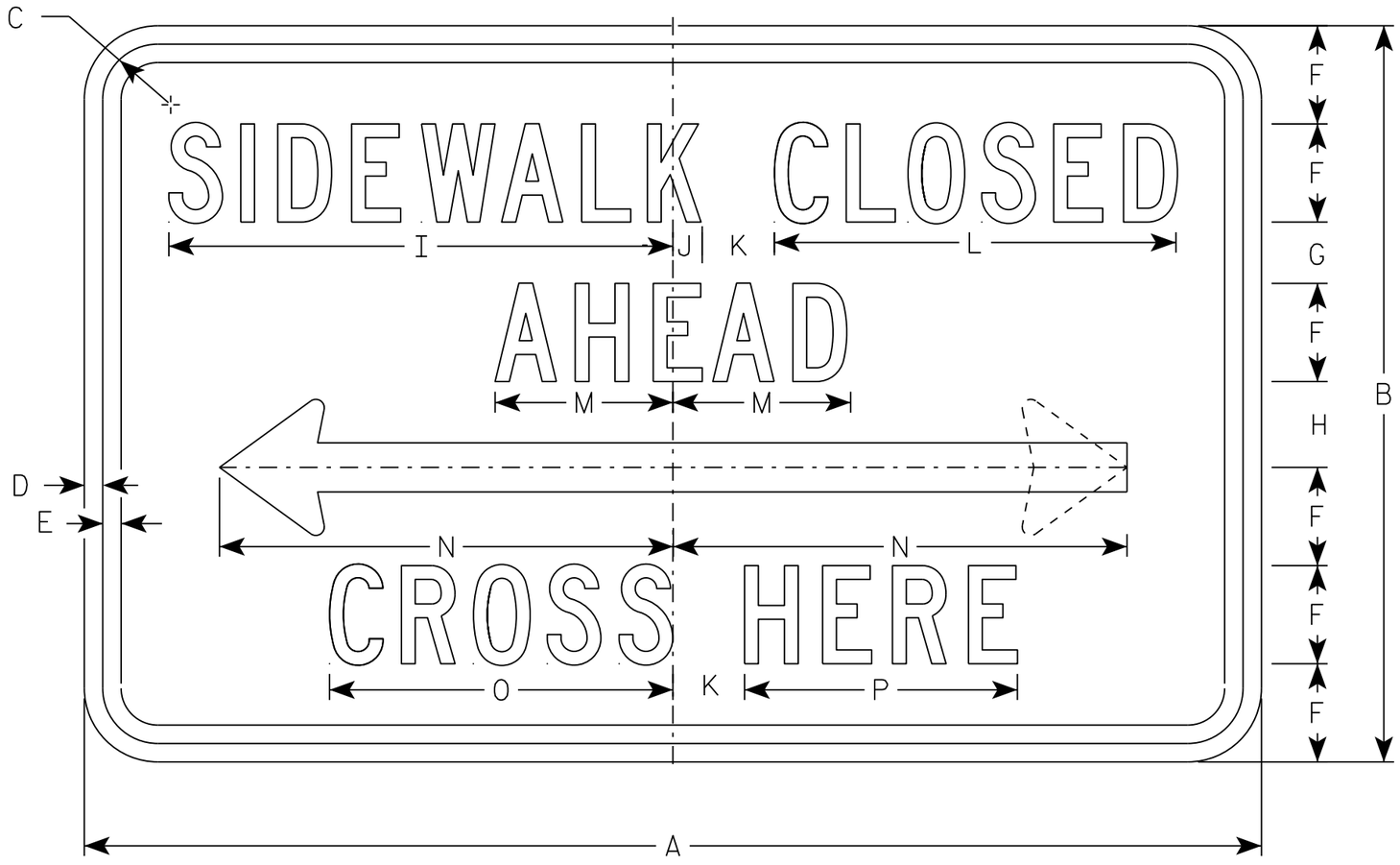
DATE 8/11/16 PLATE 329 R9-9.6

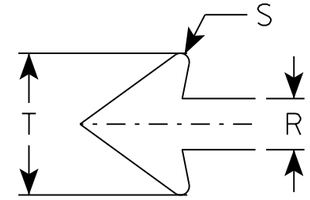
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.





R9-11

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

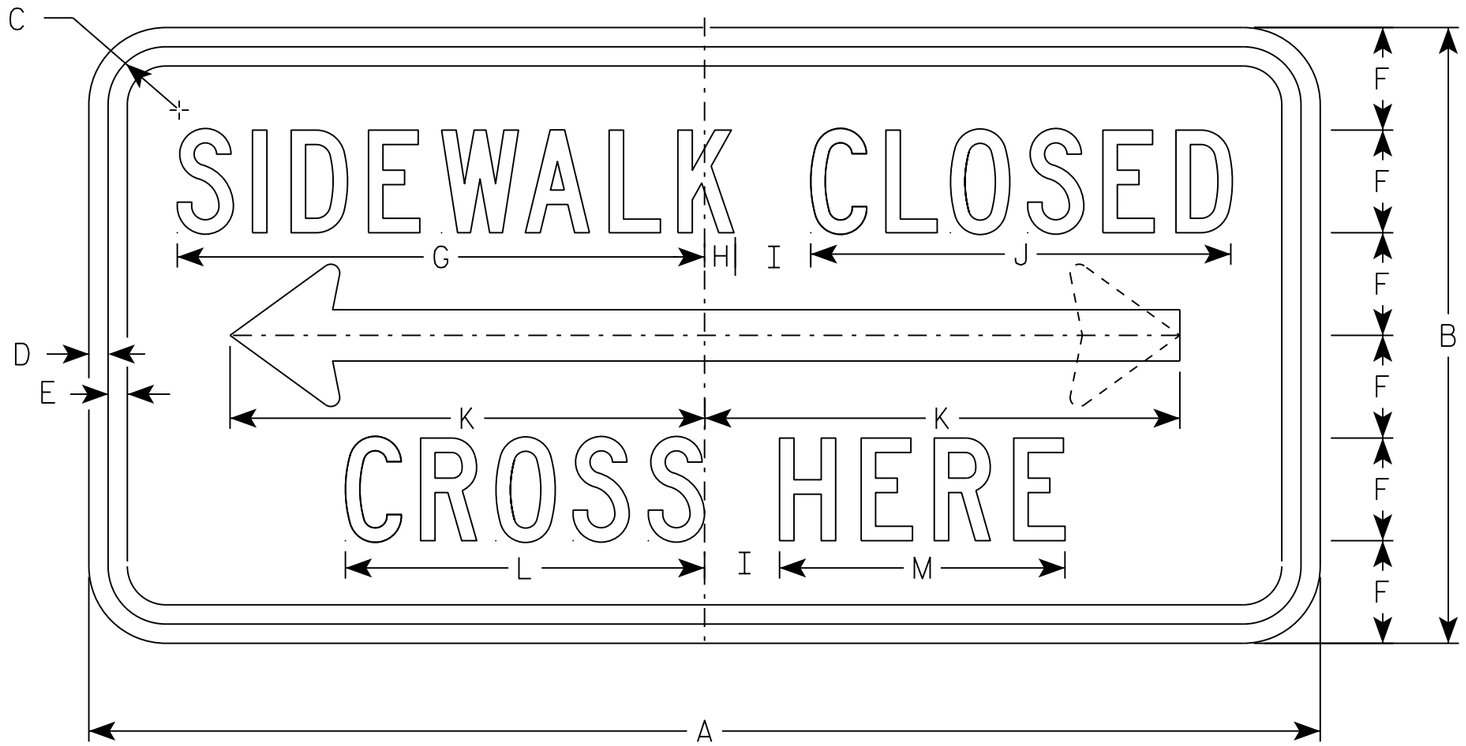
APPROVED Matthew R Rauch
for State Traffic Engineer

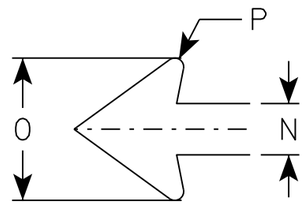
DATE 11/29/16 PLATE NO. R9-11.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 330	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. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.





R9-11A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/8	3/8	1/2	2	13	3/4	2	10 1/4	12 3/8	8 7/8	6 7/8	1 1/4	3 5/8	1/4											3.125
4																											
5																											

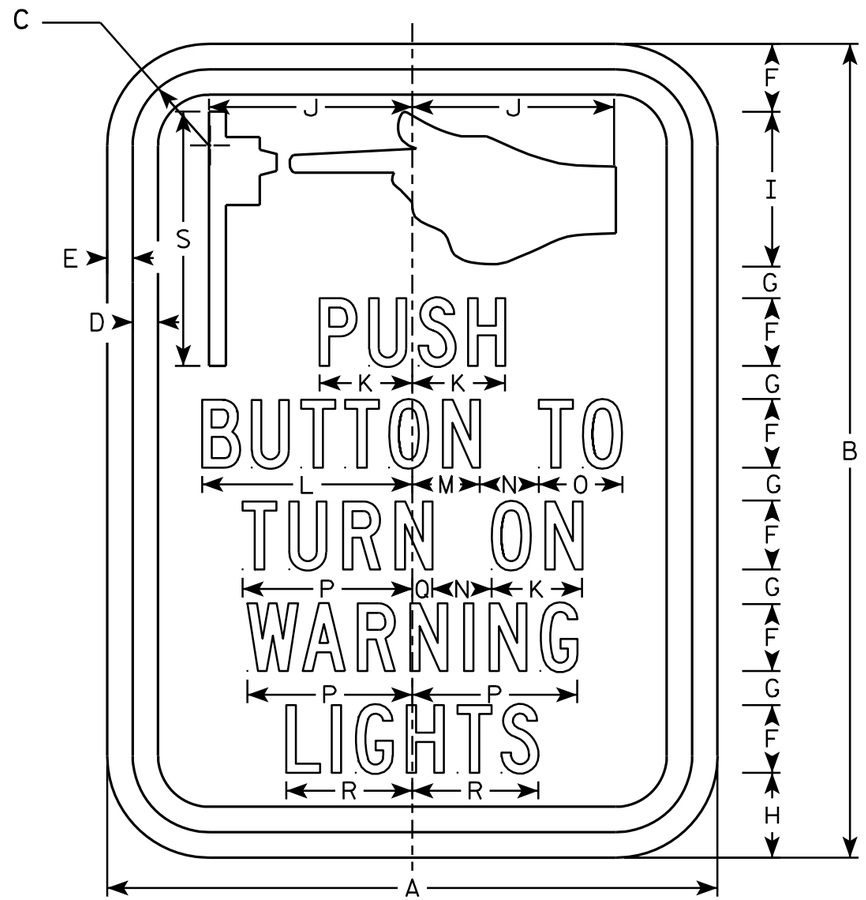
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R9-11A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 331 E



R10-25

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Size (1) comes as a decal only.

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	6	9	1 1/8	3/8	3/8	3/4	3/8	1	1 3/4	2	7/8	2 1/8	5/8	5/8	7/8	1 5/8	1/4	1 1/4	2 7/8								.38
2S	9	12	1 1/8	3/8	3/8	1	1/2	1 1/4	2 1/4	3	1 3/8	3 1/8	1	7/8	1 1/4	2 1/2	1/4	1 7/8	3 3/4								.75
2M	9	12	1 1/8	3/8	3/8	1	1/2	1 1/4	2 1/4	3	1 3/8	3 1/8	1	7/8	1 1/4	2 1/2	1/4	1 7/8	3 3/4								.75
3																											
4																											
5																											

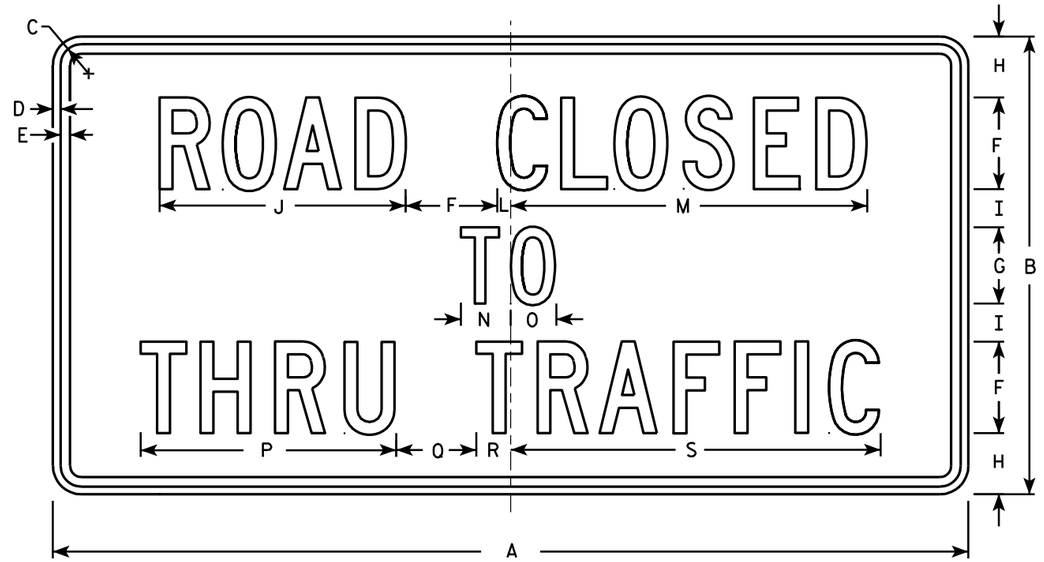
STANDARD SIGN
R10-25

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/10 PLATE NO. R10-25.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 332	E



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

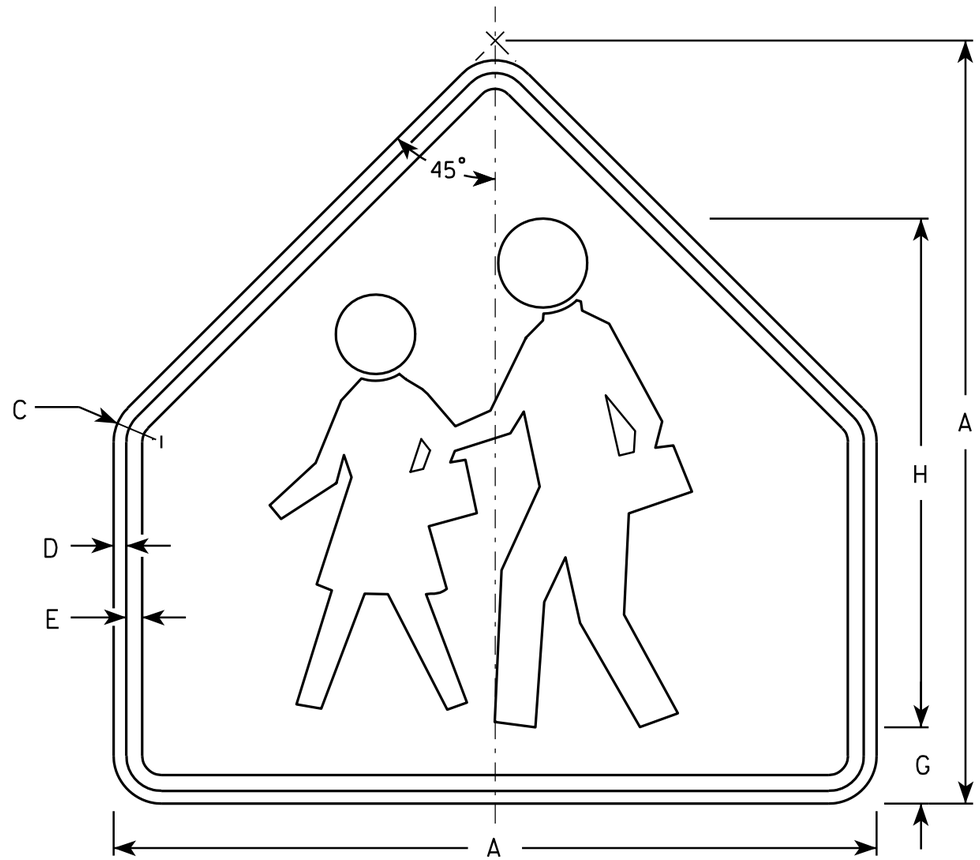
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 333 | E



S1-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

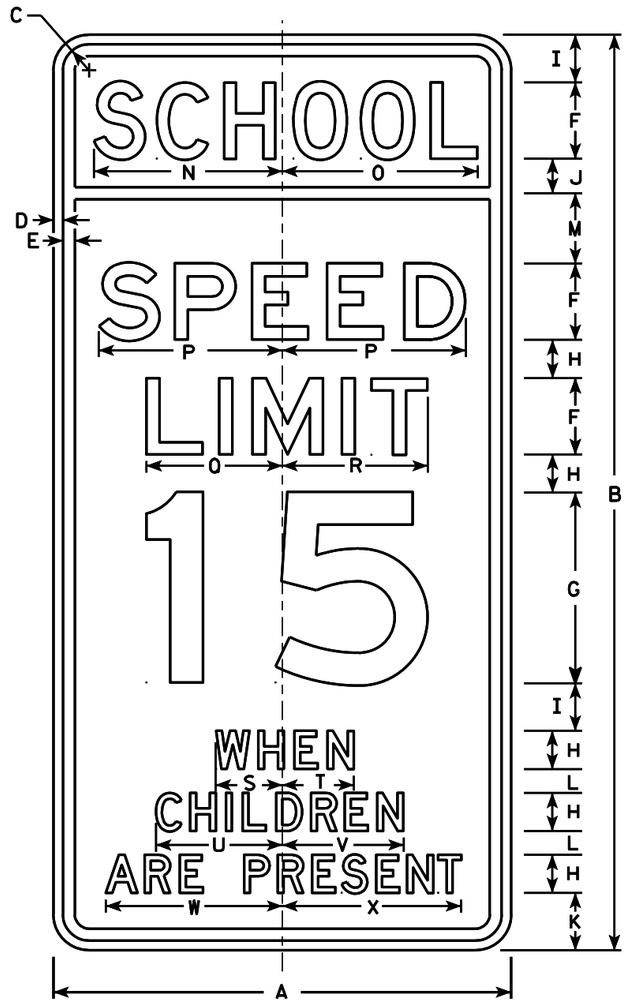
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 334	E



S4-51

NOTES

1. Sign is Type II - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. (See note 5).
2. Color:
   Background - See note 5
   Message - Black
3. Message Series - See note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Top panel (SCHOOL) background - Yellow Green -Type F Reflective.
   Lower panel background - White -Type H Reflective.
6. From top to bottom:
   Lines 1, 5, 6 & 7 are series D
   Lines 2, 3 & 4 are series E
7. Line 4 substitute appropriate numerals and adjust spacing to achieve proper balance.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 1200 mm
3	900 mm X 1800 mm
4	
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.	Area m2
1																												
2	24	48	1 3/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00	0.72
3	36	72	2 1/4	3/4	1	6	15	3	3 3/4	2 3/4	4 1/2	1 7/8	5 1/2	15	15 1/4	14 1/2	11 1/4	11 1/2	5 1/2	5 3/4	10	9 3/4	14	14 1/8			18.00	1.62
4																												
5																												

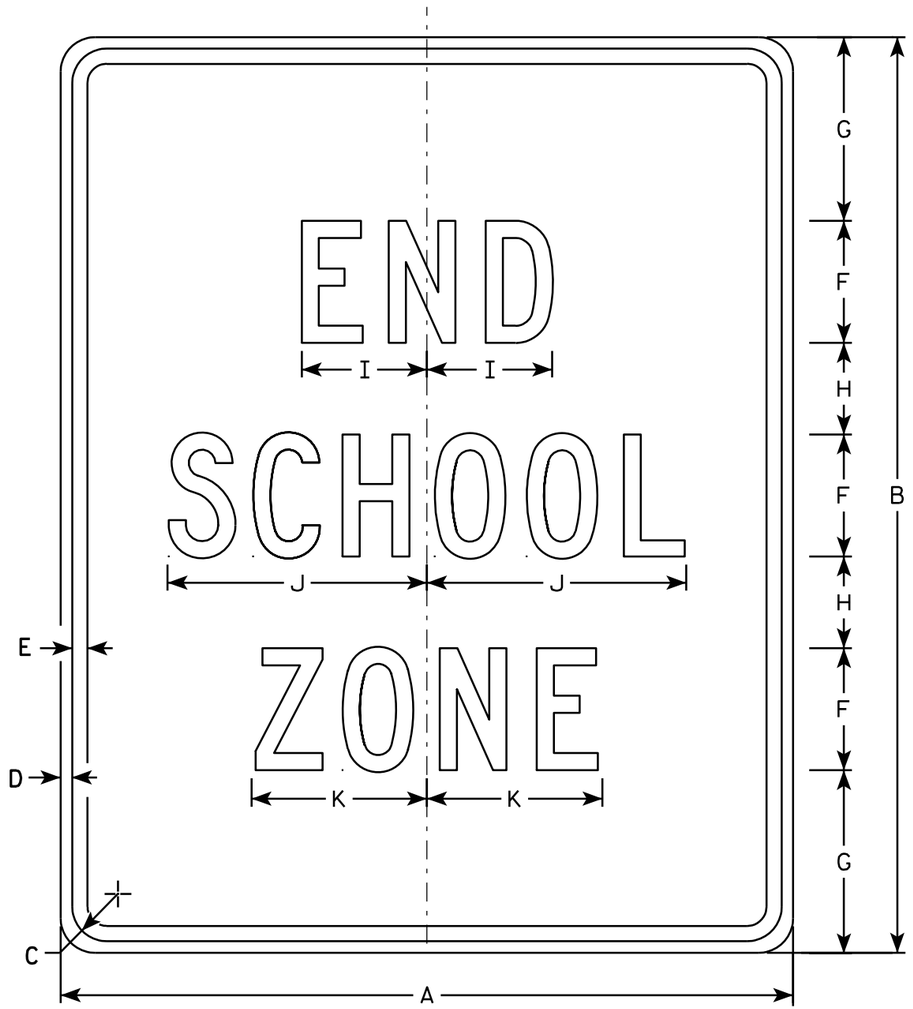
STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/26/10 PLATE NO. S4-51.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 335 | E



S5-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	30	1 1/8	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
3	36	42	1 5/8	5/8	3/4	6	7	5	6 1/8	12 5/8	8 5/8																10.5
4																											
5																											

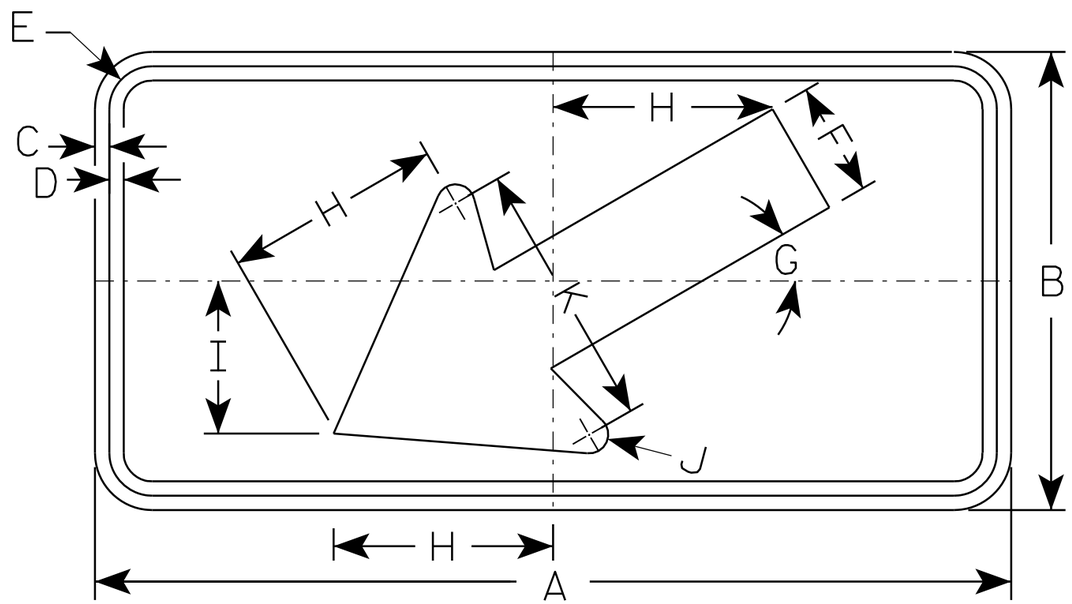
STANDARD SIGN
S5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/8/11 PLATE NO. S5-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 336 | E



S16-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. S16-7R are the same as S16-7L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8.0
5																											

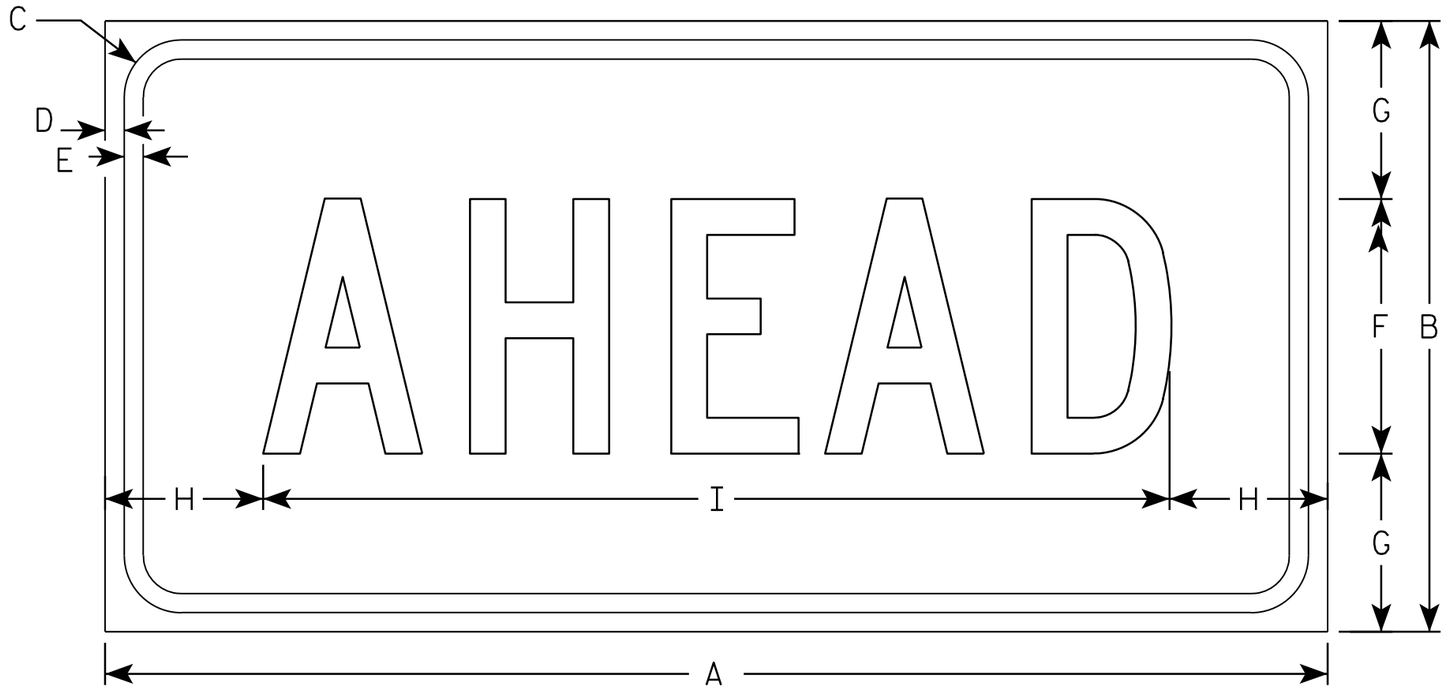
STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-7.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 337 | E



S16-9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

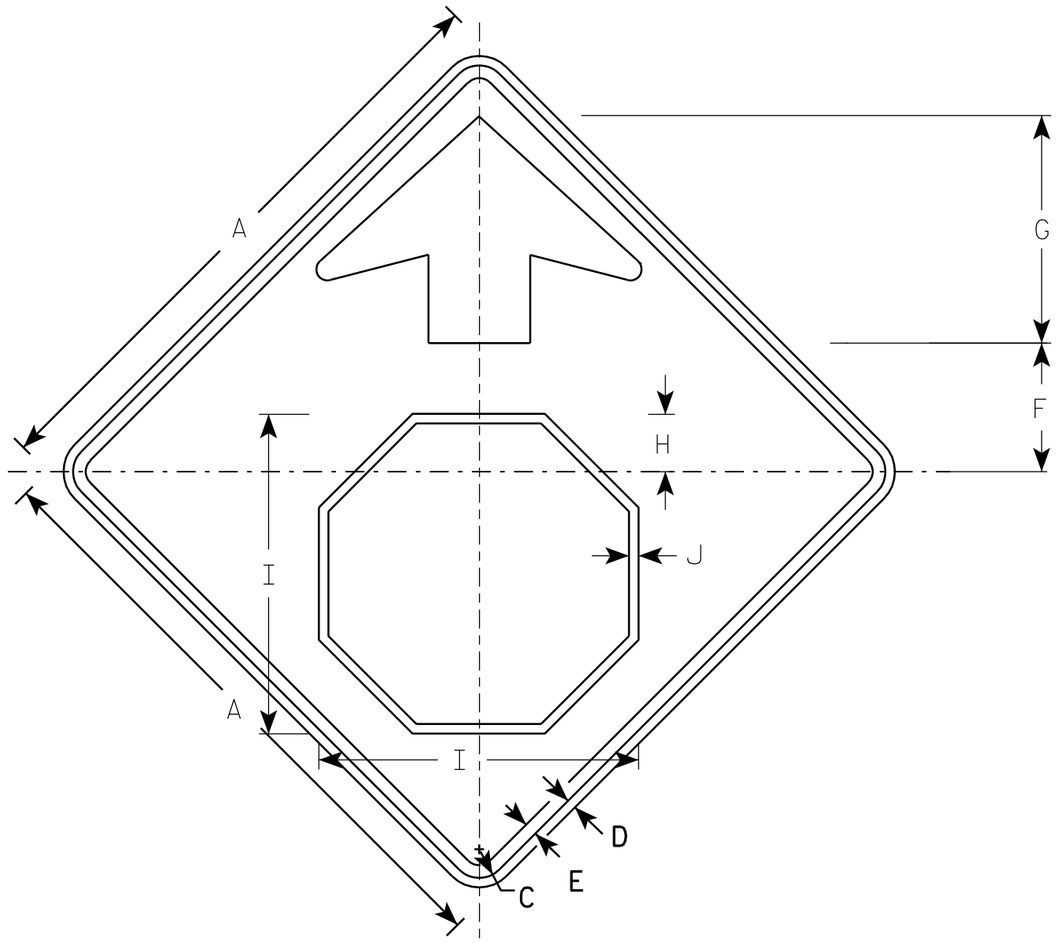
STANDARD SIGN
S16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-9P.1

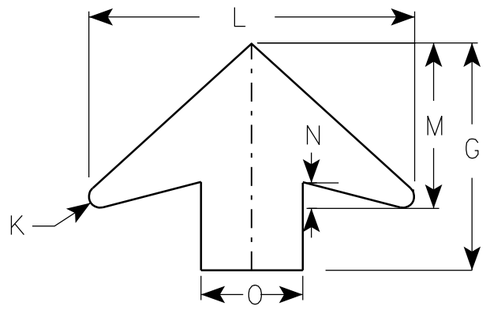
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 338 | E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

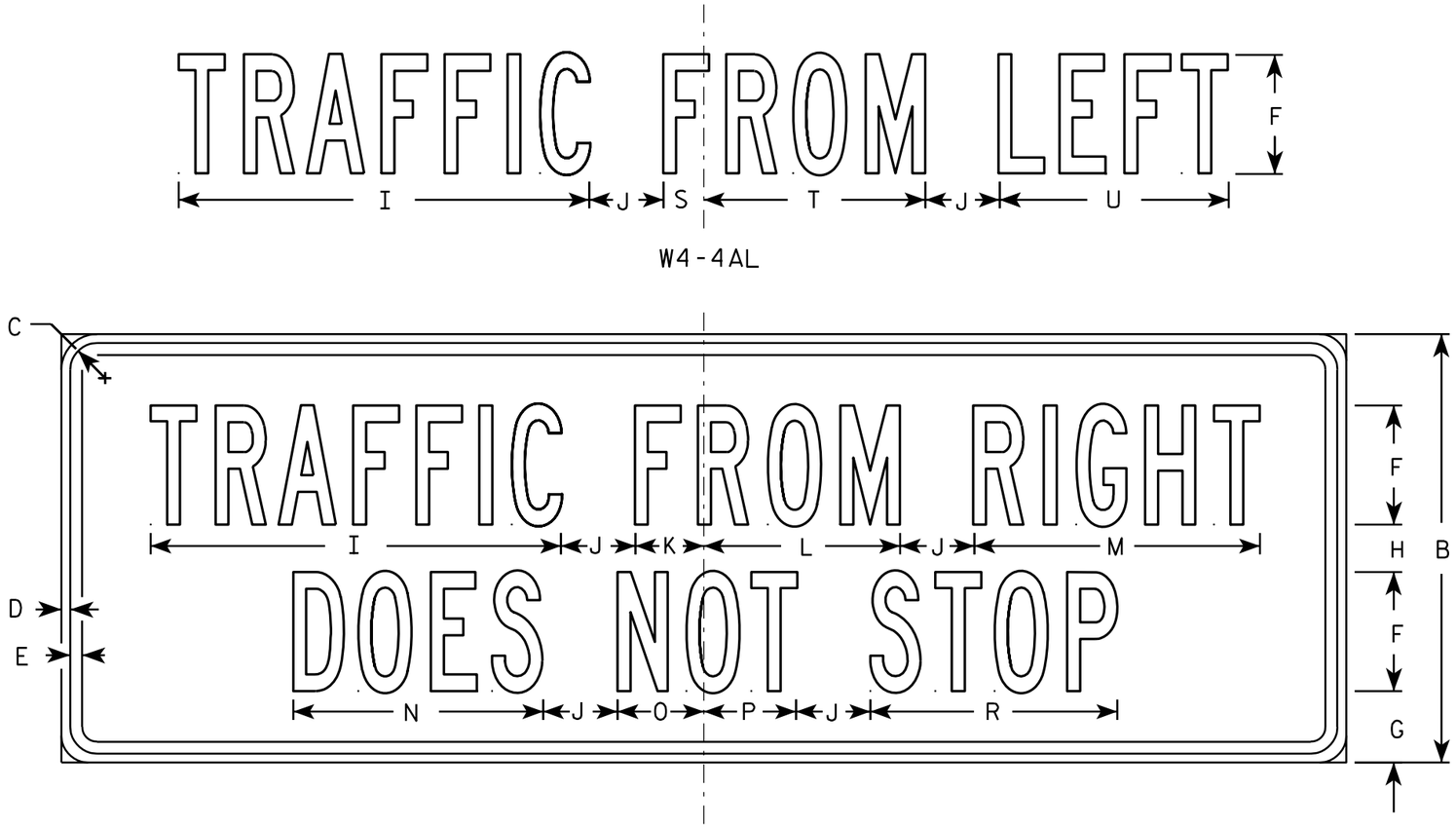
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 339 E



W4-4AL

W4-4AR

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	10 3/8	1 1/2	1 3/4	4 7/8	7 1/4	6 1/4	2 1/4	2 1/4		6 1/4	1	5 5/8	5 3/4						2.5
2M	30	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	10 3/8	1 1/2	1 3/4	4 7/8	7 1/4	6 1/4	2 1/4	2 1/4		6 1/4	1	5 5/8	5 3/4						2.5
3	42	15	1 1/8	3/8	1/2	4	2 5/8	1 3/4	13 7/8	2 3/8	2 1/8	6 3/4	9 3/4	8 3/8	2 3/4	3 3/8		8 3/8	1 1/8	7 3/4	7 3/4						4.4
4	54	18	1 1/8	3/8	1/2	5	3	2	17 1/4	3 1/8	2 7/8	8 1/4	12	10 1/2	3 5/8	3 7/8		10 3/8	1 3/4	9 3/8	9 5/8						6.8
5																											

STANDARD SIGN
W4-4AL & W4-4AR

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-4A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 340 | E



W4-4B

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	12	1 1/8	3/8	1/2	3	2 1/4	1 1/2	12 3/8	5/8	1 1/2	10 3/8	6 1/4	2 1/4	2 1/4	6 1/4											2.5
2M	30	12	1 1/8	3/8	1/2	3	2 1/4	1 1/2	12 3/8	5/8	1 1/2	10 3/8	6 1/4	2 1/4	2 1/4	6 1/4											2.5
3	42	15	1 1/8	3/8	1/2	4	2 5/8	1 3/4	16 7/8	5/8	2 3/8	13 7/8	8 3/8	3	3 1/8	8 3/8											4.17
4	48	18	1 1/8	3/8	1/2	5	3	2	21	5/8	3 1/8	17 1/4	10 1/2	3 5/8	3 7/8	10 3/8											6.0
5																											

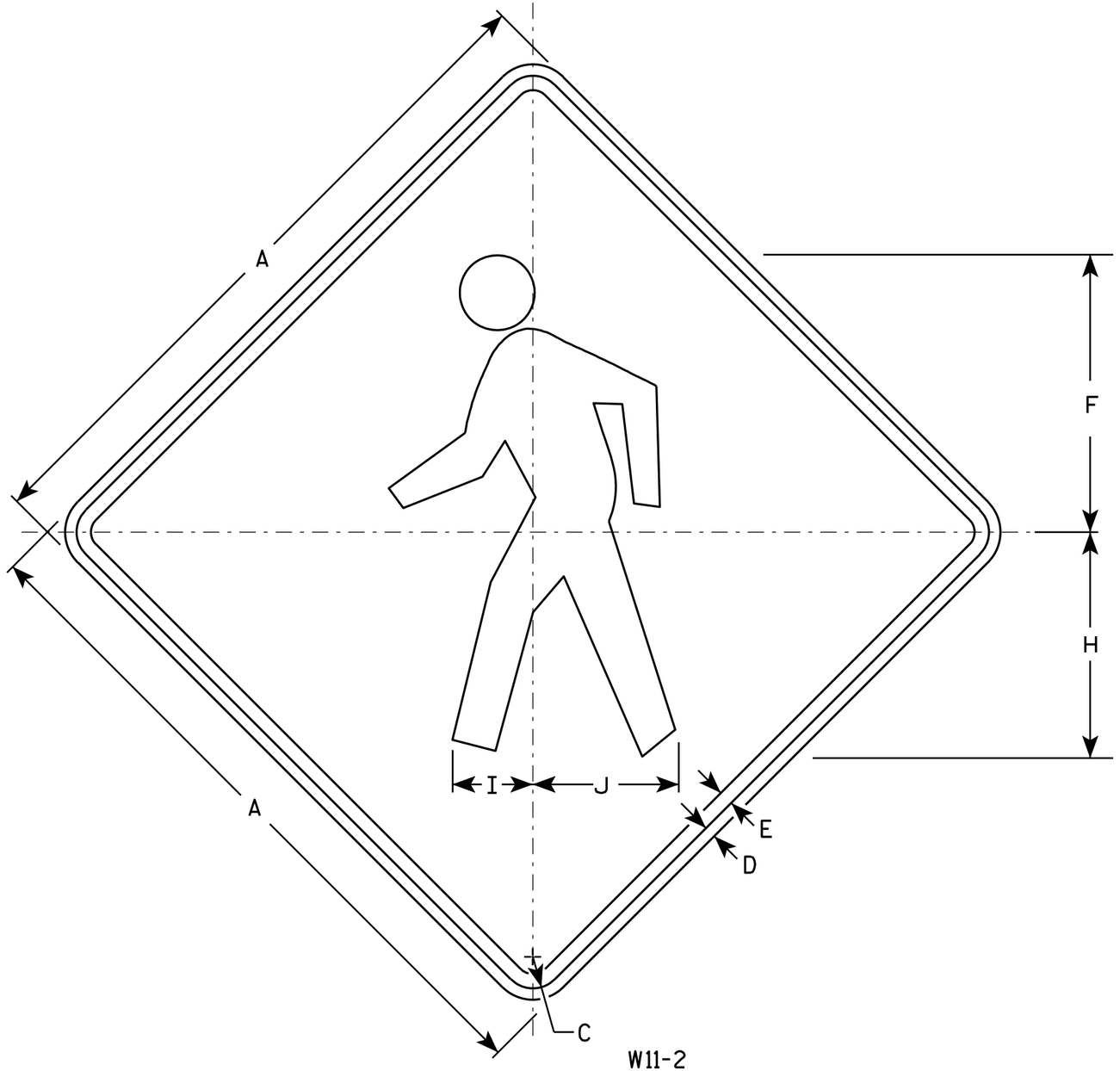
STANDARD SIGN
W4-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 341	E



W11-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

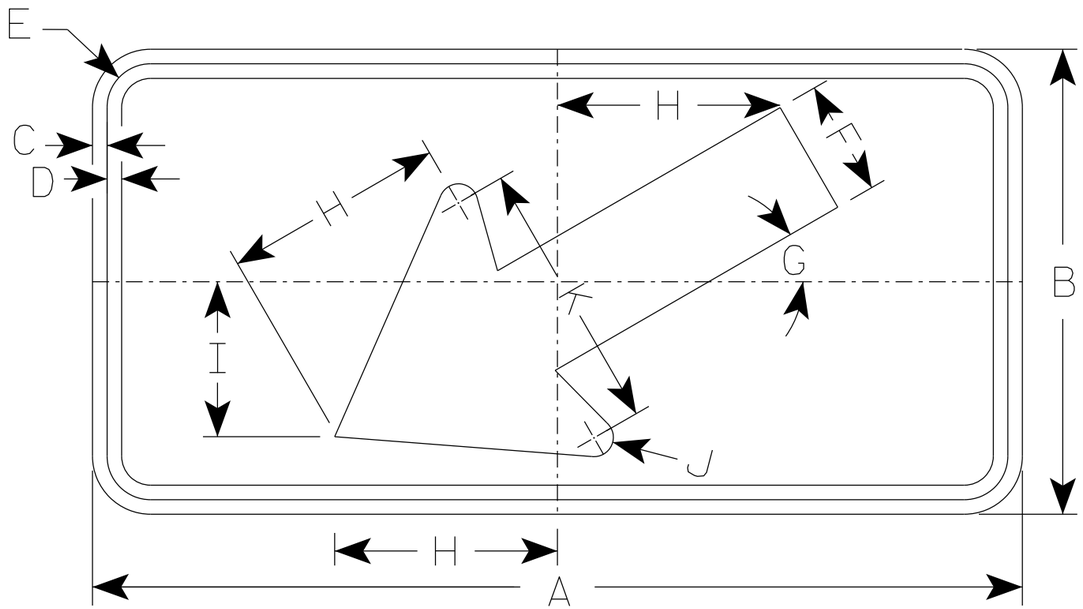
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 342	E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-L
   except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8.0
5																											

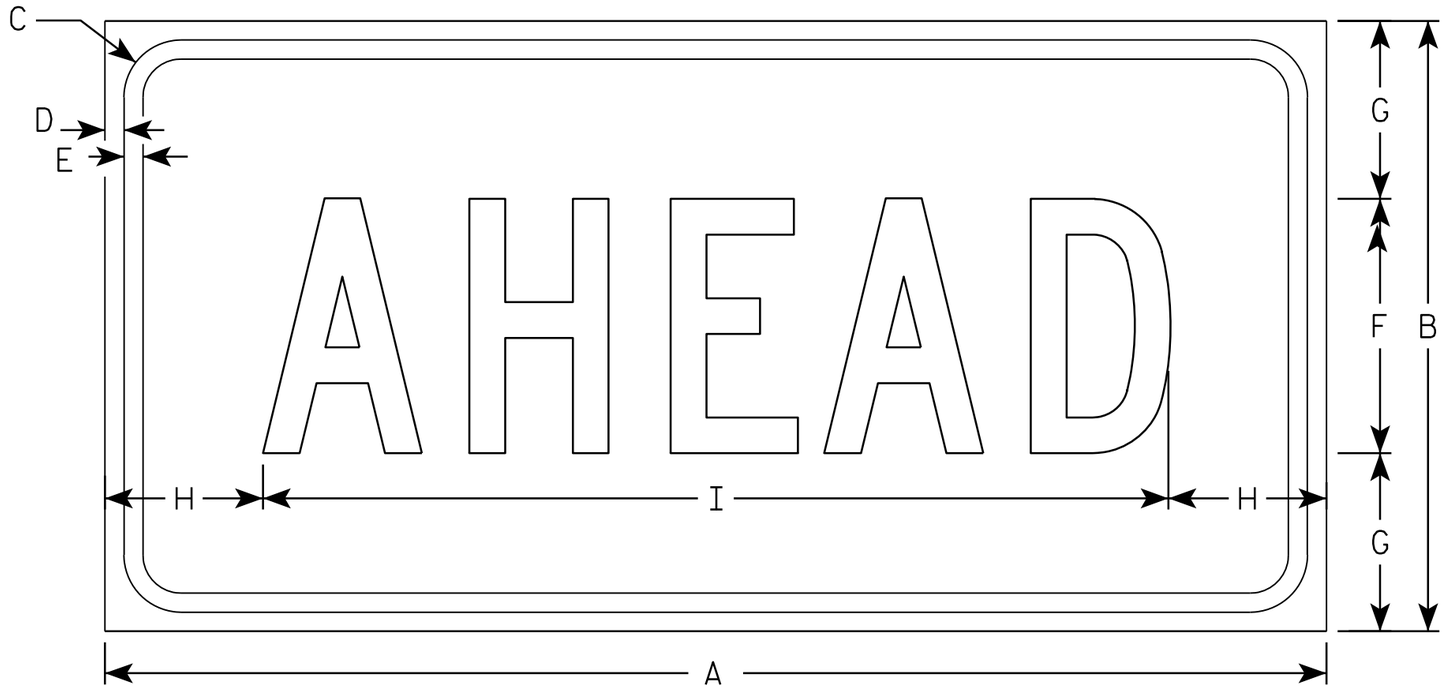
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/11/18 PLATE NO. W16-7.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 343 | E



W16-9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

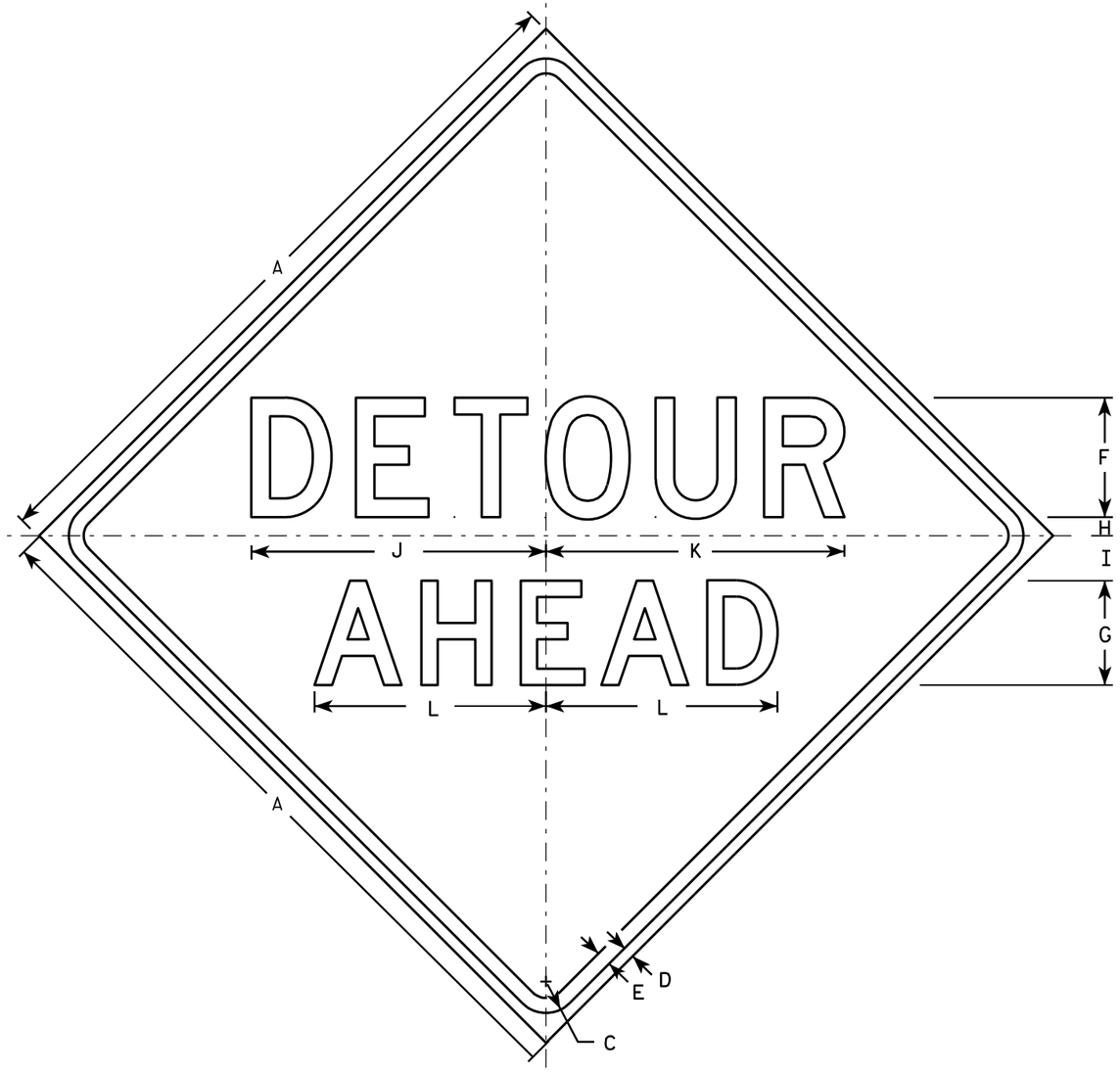
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

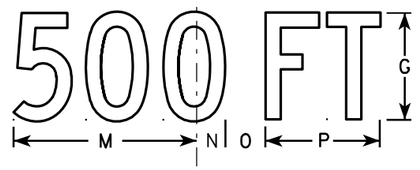
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/28/10 PLATE NO. W16-9P.6

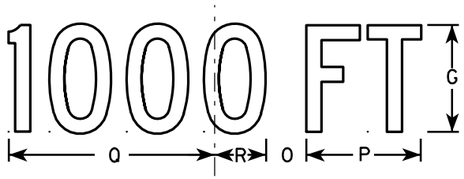
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 344	E



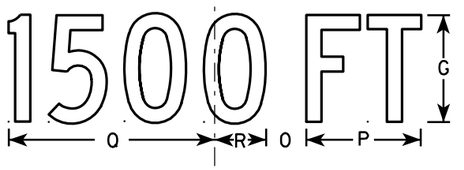
W20-2A



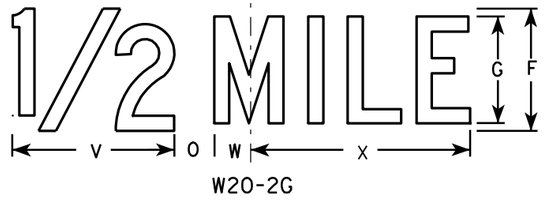
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	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

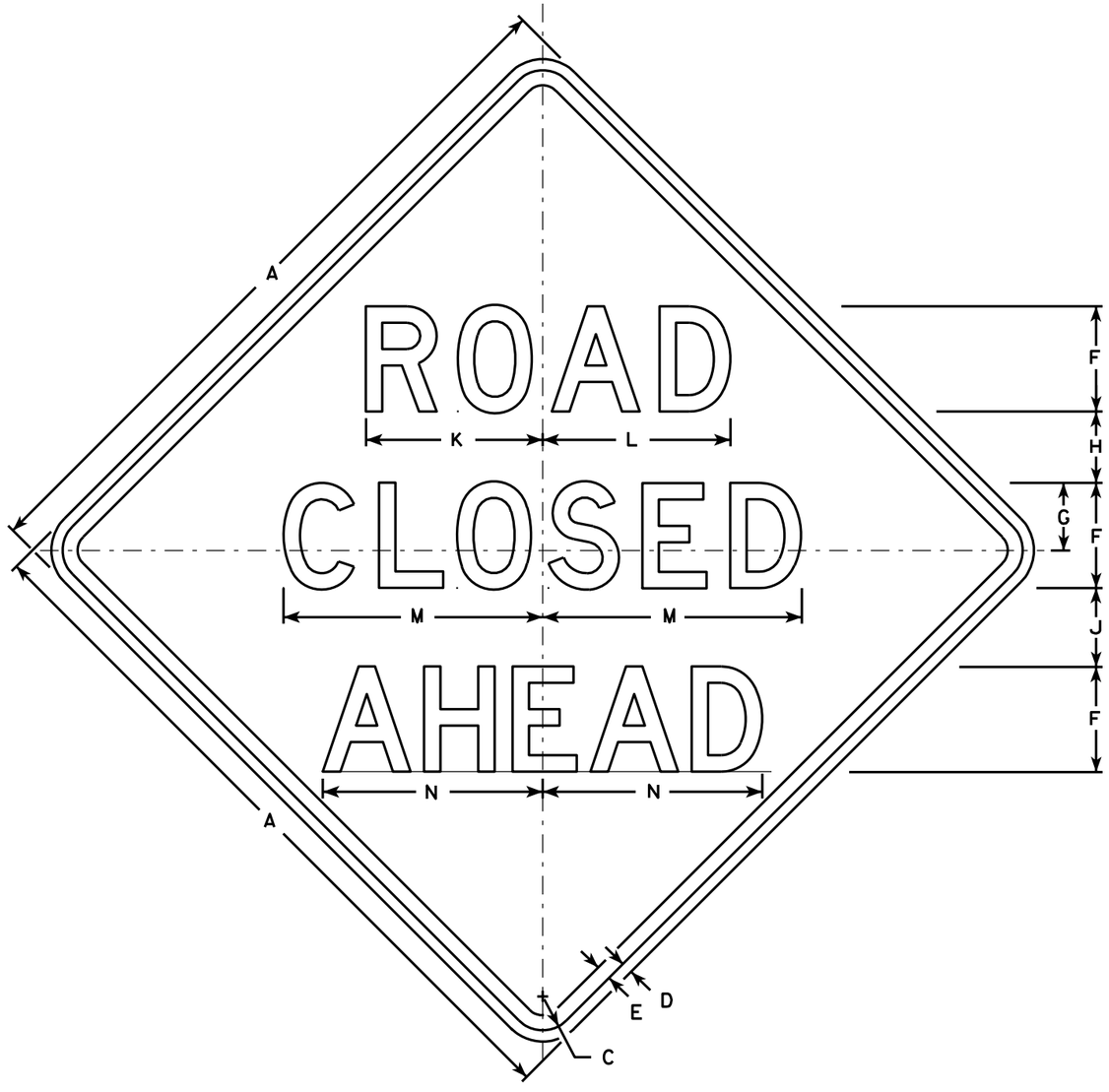
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

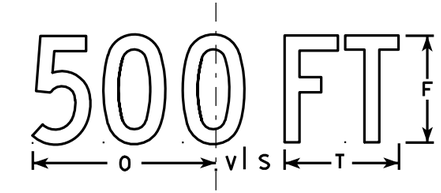
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

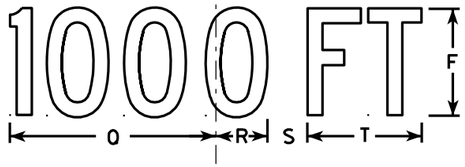
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 345	E



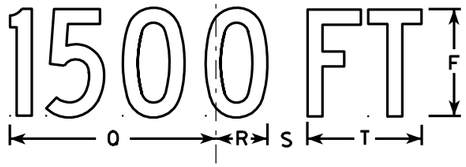
W20-3A



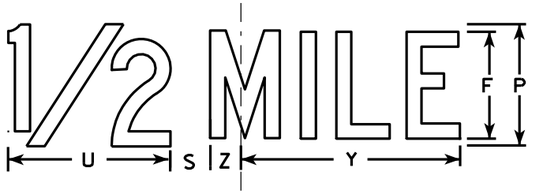
W20-3D



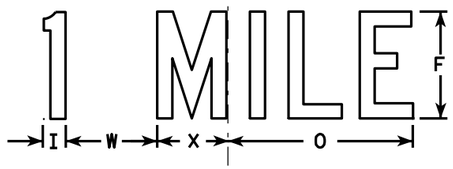
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 346 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

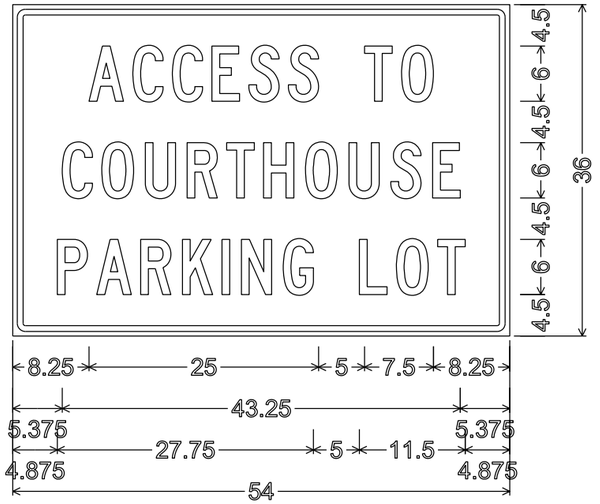
WISDOT/CADDS SHEET 42

7

7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C



1.375" Radius, 0.625" Border, 0.500" Indent

7

7

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	TEMPORARY SIGNING	SHEET NO: 347	E

USH 61 (MADISON STREET) - STAGE 1

STATION	CUT AREA (SQ. FT.)	CUT VOLUME (CU. YD.)	CUT REUSABLE VOLUME (CU. YD.)	FILL AREA (SQ. FT.)	FILL VOLUME (CU. YD.)	CUMULATIVE CUT (CU. YD.)	CUMULATIVE REUSABLE CUT (CU. YD.)	CUMULATIVE FILL (CU. YD.)	NET VOLUME (CU. YD.)
18+30.00	123.42			0.00					
18+50.00	121.40	90.67	90.67	0.00	0.00	90.67	90.67	0.00	90.67
19+00.00	120.94	224.39	224.39	0.08	0.07	315.06	315.06	0.07	314.99
19+50.00	120.53	223.58	223.58	0.00	0.07	538.65	538.65	0.15	538.50
20+00.00	164.45	263.87	263.87	0.00	0.00	802.52	802.52	0.15	802.37
20+31.55	216.99	222.87	222.87	0.00	0.00	1025.38	1025.38	0.15	1025.24
20+50.00	216.61	148.14	148.14	0.00	0.00	1173.52	1173.52	0.15	1173.37
21+00.00	122.35	313.85	313.85	0.38	0.35	1487.37	1487.37	0.50	1486.87
21+50.00	129.13	232.85	232.85	0.00	0.35	1720.23	1720.23	0.85	1719.37
22+00.00	138.37	247.69	247.69	0.00	0.00	1967.91	1967.91	0.85	1967.06
22+50.00	133.93	252.13	252.13	0.00	0.00	2220.04	2220.04	0.85	2219.19
23+00.00	125.38	240.10	240.10	0.06	0.06	2460.14	2460.14	0.91	2459.24
23+50.00	141.41	247.03	247.03	0.00	0.06	2707.17	2707.17	0.96	2706.21
23+84.82	198.81	219.36	219.36	0.00	0.00	2926.53	2926.53	0.96	2925.57
24+00.00	197.16	111.33	111.33	0.00	0.00	3037.86	3037.86	0.96	3036.90
24+50.00	129.24	302.22	302.22	0.00	0.00	3340.09	3340.09	0.96	3339.12
25+00.00	123.30	233.83	233.83	0.00	0.00	3573.92	3573.92	0.96	3572.96
25+50.00	124.11	229.08	229.08	0.00	0.00	3803.00	3803.00	0.96	3802.04
26+00.00	132.72	237.81	237.81	0.00	0.00	4040.81	4040.81	0.96	4039.85
26+50.00	142.19	254.55	254.55	0.00	0.00	4295.35	4295.35	0.96	4294.39
27+00.00	147.93	268.63	268.63	0.00	0.00	4563.98	4563.98	0.96	4563.02
27+50.00	165.55	290.26	290.26	0.00	0.00	4854.24	4854.24	0.96	4853.28
27+50.53	165.72	3.28	3.28	0.00	0.00	4857.52	4857.52	0.96	4856.56
28+00.00	126.90	268.05	268.05	0.00	0.00	5125.57	5125.57	0.96	5124.61
28+50.00	126.28	234.43	234.43	0.00	0.00	5360.00	5360.00	0.96	5359.03
29+00.00	127.19	234.69	234.69	0.16	0.15	5594.69	5594.69	1.11	5593.58
29+50.00	142.79	249.98	249.98	0.00	0.15	5844.67	5844.67	1.26	5843.41
30+00.00	154.44	275.21	275.21	0.45	0.42	6119.89	6119.89	1.68	6118.21
30+39.34	166.29	233.65	233.65	0.00	0.33	6353.54	6353.54	2.00	6351.53

CHERRY STREET - STAGE 1

STATION	CUT AREA (SQ. FT.)	CUT VOLUME (CU. YD.)	CUT REUSABLE VOLUME (CU. YD.)	FILL AREA (SQ. FT.)	FILL VOLUME (CU. YD.)	CUMULATIVE CUT (CU. YD.)	CUMULATIVE REUSABLE CUT (CU. YD.)	CUMULATIVE FILL (CU. YD.)	NET VOLUME (CU. YD.)
5+10.00 C	104.26			0.08					
5+25.00 C	105.00	58.13	58.13	0.00	0.02	58.13	58.13	0.02	58.11
5+50.00 C	103.29	96.43	96.43	0.00	0.00	154.56	154.56	0.02	154.54
5+75.00 C	103.67	95.81	95.81	0.02	0.01	250.37	250.37	0.03	250.34
5+80.00 C	112.82	20.05	20.05	0.00	0.00	270.42	270.42	0.03	270.39
6+00.00 C	116.85	85.06	85.06	0.00	0.00	355.48	355.48	0.03	355.45
6+25.00 C	129.32	113.97	113.97	0.00	0.00	469.45	469.45	0.03	469.42
6+50.00 C	197.93	151.50	151.50	0.00	0.00	620.95	620.95	0.03	620.92
6+75.00 C	256.82	210.53	210.53	0.00	0.00	831.49	831.49	0.03	831.45
6+83.11 C	259.74	77.54	77.54	0.00	0.00	909.03	909.03	0.03	908.99
7+00.00 C	266.90	164.76	164.76	0.00	0.00	1073.79	1073.79	0.03	1073.75
7+25.00 C	127.02	182.37	182.37	0.44	0.20	1256.16	1256.16	0.24	1255.92
7+50.00 C	123.52	115.99	115.99	0.00	0.20	1372.15	1372.15	0.44	1371.71
7+75.00 C	124.90	115.01	115.01	0.00	0.00	1487.16	1487.16	0.44	1486.72
8+00.00 C	125.20	115.79	115.79	0.00	0.00	1602.95	1602.95	0.44	1602.50
8+25.00 C	129.62	117.97	117.97	0.00	0.00	1720.92	1720.92	0.44	1720.48
8+50.00 C	128.99	119.73	119.73	0.41	0.19	1840.64	1840.64	0.63	1840.01
8+75.00 C	121.47	115.95	115.95	0.00	0.19	1956.60	1956.60	0.82	1955.78
9+00.00 C	125.27	114.23	114.23	0.00	0.00	2070.83	2070.83	0.82	2070.01
9+25.00 C	122.05	114.50	114.50	0.00	0.00	2185.33	2185.33	0.82	2184.51
9+39.89 C	127.28	68.73	68.73	0.00	0.00	2254.06	2254.06	0.82	2253.24
USH 61 - INTERSECTION (SEE USH 61 EARTHWORK)									
10+38.94 C	114.10			0.00					
10+50.00 C	64.34	36.54	36.54	0.06	0.01	2290.60	2290.60	0.83	2289.77

MAPLE STREET - STAGE 1

STATION	CUT AREA (SQ. FT.)	CUT VOLUME (CU. YD.)	CUT REUSABLE VOLUME (CU. YD.)	FILL AREA (SQ. FT.)	FILL VOLUME (CU. YD.)	CUMULATIVE CUT (CU. YD.)	CUMULATIVE REUSABLE CUT (CU. YD.)	CUMULATIVE FILL (CU. YD.)	NET VOLUME (CU. YD.)
5+85.00 M	71.68			0.00					
6+00.00 M	72.89	40.16	40.16	0.00	0.00	40.16	40.16	0.00	40.16
6+25.00 M	77.98	69.85	69.85	0.00	0.00	110.01	110.01	0.00	110.01
6+50.00 M	106.97	85.63	85.63	0.00	0.00	195.63	195.63	0.00	195.63
6+75.00 M	191.96	138.39	138.39	0.00	0.00	334.02	334.02	0.00	334.02
6+81.98 M	193.95	49.90	49.90	0.00	0.00	383.92	383.92	0.00	383.92
7+00.00 M	175.16	123.16	123.16	0.00	0.00	507.08	507.08	0.00	507.08
7+25.00 M	108.83	131.48	131.48	2.14	0.99	638.56	638.56	0.99	637.57
7+50.00 M	105.46	99.21	99.21	2.23	2.02	737.77	737.77	3.01	734.75
7+75.00 M	107.78	98.72	98.72	2.67	2.27	836.49	836.49	5.28	831.21
8+00.00 M	106.99	99.43	99.43	2.99	2.62	935.92	935.92	7.90	928.02
8+25.00 M	109.52	100.24	100.24	1.26	1.97	1036.15	1036.15	9.87	1026.28
8+50.00 M	112.88	102.96	102.96	1.40	1.23	1139.12	1139.12	11.10	1128.02
8+75.00 M	111.04	103.67	103.67	0.91	1.07	1242.78	1242.78	12.17	1230.61
9+00.00 M	112.81	103.63	103.63	0.82	0.80	1346.42	1346.42	12.97	1333.45
9+25.00 M	120.30	107.92	107.92	0.02	0.39	1454.34	1454.34	13.36	1440.98
9+50.00 M	128.91	115.38	115.38	0.09	0.05	1569.71	1569.71	13.41	1556.30
9+54.38 M	131.24	21.11	21.11	0.00	0.01	1590.82	1590.82	13.42	1577.40
USH 61 - INTERSECTION (SEE USH 61 EARTHWORK)									
10+36.08 M	116.39			0.00					
10+50.00 M	65.68	46.94	46.94	0.00	0.00	1637.76	1637.76	13.42	1624.35

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	EARTHWORK QUANTITIES	SHEET 348	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090101_EW.DWG
LAYOUT NAME - 090101_ew
PLOT DATE : 7/18/2018 2:55 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 49

JEFFERSON STREET - STAGE 1

STATION	CUT AREA (SQ. FT.)	CUT VOLUME (CU. YD.)	CUT REUSABLE VOLUME (CU. YD.)	FILL AREA (SQ. FT.)	FILL VOLUME (CU. YD.)	CUMULATIVE CUT (CU. YD.)	CUMULATIVE REUSABLE CUT (CU. YD.)	CUMULATIVE FILL (CU. YD.)	NET VOLUME (CU. YD.)
19+75.00 J	61.33			0.00					
19+79.66 J	81.71	12.35	12.35	0.00	0.00	12.35	12.35	0.00	12.35
CHERRY STREET - INTERSECTION (SEE CHERRY STREET EARTHWORK)									
20+64.73 J	169.65			0.00					
20+75.00 J	154.41	61.64	61.64	0.00	0.00	73.99	73.99	0.00	73.99
21+00.00 J	141.05	136.79	136.79	0.00	0.00	210.78	210.78	0.00	210.78
21+25.00 J	130.18	125.57	125.57	0.00	0.00	336.35	336.35	0.00	336.35
21+50.00 J	122.56	117.01	117.01	0.00	0.00	453.36	453.36	0.00	453.36
21+75.00 J	123.18	113.77	113.77	0.00	0.00	567.13	567.13	0.00	567.13
22+00.00 J	122.63	113.80	113.80	0.00	0.00	680.93	680.93	0.00	680.93
22+25.00 J	126.45	115.31	115.31	0.18	0.08	796.24	796.24	0.08	796.16
22+50.00 J	122.08	115.06	115.06	0.19	0.17	911.30	911.30	0.25	911.05
22+75.00 J	124.56	114.19	114.19	0.12	0.14	1025.49	1025.49	0.40	1025.09
23+00.00 J	125.01	115.54	115.54	0.00	0.06	1141.03	1141.03	0.45	1140.58
23+25.00 J	125.02	115.75	115.75	0.00	0.00	1256.78	1256.78	0.45	1256.33
23+26.81 J	124.33	8.34	8.34	0.00	0.00	1265.12	1265.12	0.45	1264.67
MAPLE STREET - INTERSECTION (SEE MAPLE STREET EARTHWORK)									
24+06.01 J	157.46			0.00					
24+25.00 J	68.72	79.52	79.52	0.00	0.00	1344.65	1344.65	0.45	1344.19
24+35.00 J	66.47	25.04	25.04	0.00	0.00	1369.68	1369.68	0.45	1369.23

HICKORY STREET - STAGE 1

STATION	CUT AREA (SQ. FT.)	CUT VOLUME (CU. YD.)	CUT REUSABLE VOLUME (CU. YD.)	FILL AREA (SQ. FT.)	FILL VOLUME (CU. YD.)	CUMULATIVE CUT (CU. YD.)	CUMULATIVE REUSABLE CUT (CU. YD.)	CUMULATIVE FILL (CU. YD.)	NET VOLUME (CU. YD.)
9+20.00 H	65.51			0.00					
9+25.00 H	67.84	12.35	12.35	0.00	0.00	12.35	12.35	0.00	12.35
9+50.00 H	71.12	64.33	64.33	0.00	0.00	76.68	76.68	0.00	76.68
9+67.03 H	74.19	45.82	45.82	0.00	0.00	122.50	122.50	0.00	122.50
USH 61 - INTERSECTION (SEE USH 61 EARTHWORK)									
10+37.98 H	115.99			0.00					
10+50.00 H	75.03	42.51	42.51	0.00	0.00	165.01	165.01	0.00	165.01
10+75.00 H	72.70	68.39	68.39	0.00	0.00	233.41	233.41	0.00	233.41
11+00.00 H	68.30	65.28	65.28	0.00	0.00	298.68	298.68	0.00	298.68

USH 61 (MADISON STREET) - STAGE 2

STATION	CUT AREA (SQ. FT.)	CUT VOLUME (CU. YD.)	CUT REUSABLE VOLUME (CU. YD.)	FILL AREA (SQ. FT.)	FILL VOLUME (CU. YD.)	CUMULATIVE CUT (CU. YD.)	CUMULATIVE REUSABLE CUT (CU. YD.)	CUMULATIVE FILL (CU. YD.)	NET VOLUME (CU. YD.)
30+39.34	166.29			0.00					
30+50.00	172.95	66.97	66.97	0.00	0.00	66.97	66.97	0.00	66.97
31+00.00	390.13	521.37	521.37	0.00	0.00	588.35	588.35	0.00	588.35
31+05.72	424.35	86.21	86.21	0.06	0.01	674.56	674.56	0.01	674.55
31+50.00	247.02	550.57	550.57	0.66	0.59	1225.13	1225.13	0.60	1224.54
31+98.98	117.24	330.40	330.40	1.16	1.65	1555.53	1555.53	2.25	1553.28

ELM STREET - STAGE 2

STATION	CUT AREA (SQ. FT.)	CUT VOLUME (CU. YD.)	CUT REUSABLE VOLUME (CU. YD.)	FILL AREA (SQ. FT.)	FILL VOLUME (CU. YD.)	CUMULATIVE CUT (CU. YD.)	CUMULATIVE REUSABLE CUT (CU. YD.)	CUMULATIVE FILL (CU. YD.)	NET VOLUME (CU. YD.)
7+80.00 E	61.69			0.25					
8+00.00 E	71.18	49.21	49.21	0.02	0.10	49.21	49.21	0.10	49.11
8+25.00 E	67.13	64.03	64.03	1.10	0.52	113.24	113.24	0.62	112.63
8+50.00 E	77.12	66.78	66.78	0.71	0.84	180.03	180.03	1.46	178.57
8+75.00 E	72.73	69.38	69.38	0.94	0.76	249.40	249.40	2.22	247.18
9+00.00 E	72.67	67.31	67.31	2.36	1.53	316.72	316.72	3.75	312.97
9+25.00 E	82.73	71.94	71.94	0.45	1.30	388.66	388.66	5.05	383.61
9+50.00 E	160.20	112.47	112.47	0.20	0.30	501.13	501.13	5.35	495.78
9+58.38 E	187.25			0.34					
USH 61 - INTERSECTION (SEE USH 61 EARTHWORK)									
10+59.06 E	202.87			0.02					
10+75.00 E	163.08	108.03	108.03	0.00	0.01	609.16	609.16	5.36	603.80
11+00.00 E	86.75	115.66	115.66	0.00	0.00	724.82	724.82	5.36	719.46
11+25.00 E	67.21	71.28	71.28	0.06	0.03	796.10	796.10	5.38	790.71
11+50.00 E	63.09	60.32	60.32	0.63	0.32	856.42	856.42	5.70	850.72
11+75.00 E	63.27	58.50	58.50	0.34	0.45	914.92	914.92	6.15	908.77
11+95.00 E	59.02	45.29	45.29	1.04	0.51	960.21	960.21	6.66	953.55

USH 61 (MADISON STREET) - STAGE 3

STATION	CUT AREA (SQ. FT.)	CUT VOLUME (CU. YD.)	CUT REUSABLE VOLUME (CU. YD.)	FILL AREA (SQ. FT.)	FILL VOLUME (CU. YD.)	CUMULATIVE CUT (CU. YD.)	CUMULATIVE REUSABLE CUT (CU. YD.)	CUMULATIVE FILL (CU. YD.)	NET VOLUME (CU. YD.)
31+98.98	117.24			1.16					
32+00.00	117.45	4.43	4.43	0.83	0.04	4.43	4.43	0.04	4.40
32+50.00	115.18	215.40	215.40	3.67	4.17	219.83	219.83	4.20	215.63
33+00.00	122.27	219.86	219.86	0.23	3.61	439.69	439.69	7.82	431.88
33+50.00	113.13	217.96	217.96	1.34	1.45	657.66	657.66	9.27	648.39
34+00.00	110.60	207.16	207.16	2.71	3.75	864.81	864.81	13.02	851.79
34+50.00	120.29	213.79	213.79	1.42	3.82	1078.60	1078.60	16.84	1061.76
34+76.64	174.86	145.63	145.63	0.08	0.74	1224.23	1224.23	17.58	1206.65
35+00.00	131.50	132.51	132.51	1.73	0.78	1356.74	1356.74	18.37	1338.37
35+50.00	107.64	221.43	221.43	1.38	2.88	1578.16	1578.16	21.25	1556.92
36+00.00	100.24	192.48	192.48	1.29	2.47	1770.64	1770.64	23.72	1746.92
36+50.00	87.06	173.43	173.43	3.23	4.19	1944.07	1944.07	27.90	1916.17
37+00.00	95.58	169.11	169.11	1.07	3.98	2113.18	2113.18	31.88	2081.30
37+50.00	106.51	187.12	187.12	0.05	1.04	2300.30	2300.30	32.92	2267.38
38+00.00	90.26	182.19	182.19	1.89	1.80	2482.49	2482.49	34.72	2447.78
38+33.14	139.79	141.19	141.19	0.00	1.16	2623.69	2623.69	35.88	2587.81
38+50.00	144.28	88.68	88.68	0.00	0.00	2712.37	2712.37	35.88	2676.49
39+00.00	108.50	234.06	234.06	1.07	0.99	2946.42	2946.42	36.87	2909.55
39+50.00	120.33	211.88	211.88	0.74	1.68	3158.30	3158.30	38.54	3119.76
40+00.00	101.00	204.94	204.94	3.98	4.37	3363.24	3363.24	42.91	3320.32
40+50.00	116.94	201.80	201.80	1.37	4.95	3565.03	3565.03	47.87	3517.17
41+00.00	108.16	208.43	208.43	1.18	2.36	3773.46	3773.46	50.23	3723.23
41+50.00	110.77	202.71	202.71	0.45	1.51	3976.17	3976.17	51.74	3924.43
41+95.87	108.07	185.88	185.88	1.44	1.61	4162.05	4162.05	53.34	4108.71
42+00.00	103.54	16.20	16.20	1.60	0.23	4178.25	4178.25	53.58	4124.67
42+50.00	88.27	177.60	177.60	3.80	5.00	4355.85	4355.85	58.58	4297.27
43+00.00	116.15	189.28	189.28	0.75	4.21	4545.13	4545.13	62.79	4482.34
43+50.00	100.59	200.69	200.69	1.28	1.88	4745.81	4745.81	64.67	4681.15
44+00.00	102.64	188.18	188.18	1.03	2.14	4933.99	4933.99	66.81	4867.18
44+50.00	108.74	195.72	195.72	2.05	2.85	5129.71	5129.71	69.66	5060.05
45+00.00	116.11	208.19	208.19	3.12	4.79	5337.91	5337.91	74.45	5263.46
45+50.00	143.88	240.73	240.73	0.46	3.31	5578.64	5578.64	77.76	5500.88
46+00.00	120.24	244.56	244.56	0.46	0.85	5823.19	5823.19	78.61	5744.58
46+50.00	117.95	220.55	220.55	0.59	0.97	6043.74	6043.74	79.59	5964.15
47+00.00	111.91	212.83	212.83	1.12	1.58	6256.57	6256.57	81.17	6175.40
47+50.00	121.21	215.85	215.85	0.74	1.72	6472.43	6472.43	82.89	6389.53
48+00.00	154.68	255.45	255.45	1.10	1.70	6727.88	6727.88	84.60	6643.28
48+50.00	106.84	242.15	242.15	1.26	2.19	6970.03	6970.03	86.78	6883.25
49+00.00	123.37	213.16	213.16	0.00	1.17	7183.19	7183.19	87.95	7095.24
49+50.00	98.95	205.85	205.85	0.88	0.81	7389.04	7389.04	88.76	7300.27
50+00.00	96.22	180.71	180.71	1.56	2.26	7569.75	7569.75	91.02	7478.73
50+50.00	104.62	185.96	185.96	1.53	2.86	7755.71	7755.71	93.88	7661.83
51+00.00	106.52	195.50	195.50	0.64	2.01	7951.21	7951.21	95.89	7855.32
51+50.00	121.62	211.24	211.24	0.00	0.59	8162.45	8162.45	96.48	8065.97
52+00.00	102.3	207.33	207.33	0.34	0.31	8369.79	8369.79	96.80	8272.99
52+50.00	136.83	221.42	221.42	0.00	0.31	8591.20	8591.20	97.11	8494.09
52+63.19	133.55	66.03	66.03	0.00	0.00	8657.24	8657.24	97.11	8560.12
53+00.00	102.26	160.75	160.75	2.67	1.82	8817.99	8817.99	98.93	8719.05
53+50.00	98.69	186.06	186.06	1.72	4.06	9004.05	9004.05	103.00	8901.05
54+00.00	92.91	177.41	177.41	2.99	4.36	9181.46	9181.46	107.36	9074.10
54+50.00	93.73	172.81	172.81	4.26	6.71	9354.28	9354.28	114.07	9240.20
55+00.00	106.08	185.01	185.01	0.30	4.22	9539.29	9539.29	118.30	9420.99

USH 61 (MADISON STREET) - STAGE 3 (CONTINUED)

STATION	CUT AREA (SQ. FT.)	CUT VOLUME (CU. YD.)	CUT REUSABLE VOLUME (CU. YD.)	FILL AREA (SQ. FT.)	FILL VOLUME (CU. YD.)	CUMULATIVE CUT (CU. YD.)	CUMULATIVE REUSABLE CUT (CU. YD.)	CUMULATIVE FILL (CU. YD.)	NET VOLUME (CU. YD.)
55+50.00	105.8	196.19	196.19	0.39	0.64	9735.47	9735.47	118.93	9616.54
56+00.00	97.81	188.53	188.53	2.46	2.64	9924.00	9924.00	121.57	9802.43
56+50.00	95.38	178.88	178.88	4.11	6.08	10102.88	10102.88	127.66	9975.22
57+00.00	98.57	179.58	179.58	6.53	9.85	10282.46	10282.46	137.51	10144.95
57+50.00	94.98	179.21	179.21	2.91	8.74	10461.67	10461.67	146.25	10315.43
58+00.00	91.91	173.05	173.05	6.76	8.95	10634.72	10634.72	155.20	10479.52
58+50.00	104.45	181.81	181.81	30.25	34.27	10816.54	10816.54	189.47	10627.06
59+00.00	319.92	392.94	392.94	0.00	28.01	11209.47	11209.47	217.48	10991.99
59+06.37	309.63	74.21	74.21	0.00	0.00	11283.68	11283.68	217.48	11066.20
59+50.00	174.4	391.12	391.12	1.52	1.23	11674.80	11674.80	218.71	11456.09
60+00.00	102.62	256.50	256.50	0.00	1.41	11931.30	11931.30	220.12	11711.18
60+50.00	88.96	177.39	177.39	7.57	7.01	12108.69	12108.69	227.13	11881.56
60+73.86	84.49	76.63	76.63	9.80	7.67	12185.32	12185.32	234.80	11950.52

PINE STREET - STAGE 3

STATION	CUT AREA (SQ. FT.)	CUT VOLUME (CU. YD.)	CUT REUSABLE VOLUME (CU. YD.)	FILL AREA (SQ. FT.)	FILL VOLUME (CU. YD.)	CUMULATIVE CUT (CU. YD.)	CUMULATIVE REUSABLE CUT (CU. YD.)	CUMULATIVE FILL (CU. YD.)	NET VOLUME (CU. YD.)
9+50.00 P	51.29			0.07					
9+66.87 P	52.89	32.55	32.55	1.40	0.46	32.55	32.55	0.46	32.09
USH 61 - INTERSECTION (SEE USH 61 EARTHWORK)									
10+33.25 P	79.56			0.14					
10+50.00 P	47.31	39.34	39.34	0.99	0.35	71.90	71.90	0.81	71.09
10+65.00 P	43.89	25.33	25.33	3.15	1.15	97.23	97.23	1.96	95.27

LINDEN STREET - STAGE 3

STATION	CUT AREA (SQ. FT.)	CUT VOLUME (CU. YD.)	CUT REUSABLE VOLUME (CU. YD.)	FILL AREA (SQ. FT.)	FILL VOLUME (CU. YD.)	CUMULATIVE CUT (CU. YD.)	CUMULATIVE REUSABLE CUT (CU. YD.)	CUMULATIVE FILL (CU. YD.)	NET VOLUME (CU. YD.)
9+50.00 L	53.18			0.00					
9+66.64 L	55.51	33.49	33.49	0.20	0.06	33.49	33.49	0.06	33.43
USH 61 - INTERSECTION (SEE USH 61 EARTHWORK)									
10+33.23 L	44.03			0.35					
10+50.00 L	56.16	31.12	31.12	0.02	0.11	64.61	64.61	0.18	64.44

BIRCH STREET - STAGE 3

STATION	CUT AREA (SQ. FT.)	CUT VOLUME (CU. YD.)	CUT REUSABLE VOLUME (CU. YD.)	FILL AREA (SQ. FT.)	FILL VOLUME (CU. YD.)	CUMULATIVE CUT (CU. YD.)	CUMULATIVE REUSABLE CUT (CU. YD.)	CUMULATIVE FILL (CU. YD.)	NET VOLUME (CU. YD.)
10+38.30 B	68.53			5.06					
10+50.00 B	47.46	25.13	25.13	2.77	1.70	25.13	25.13	1.70	23.44
10+75.00 B	54.78	47.33	47.33	0.33	1.44	72.47	72.47	3.13	69.33

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090101_EW.DWG
LAYOUT NAME - 090103_ew
PLOT DATE : 7/18/2018 2:56 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 49

ASH STREET - STAGE 3

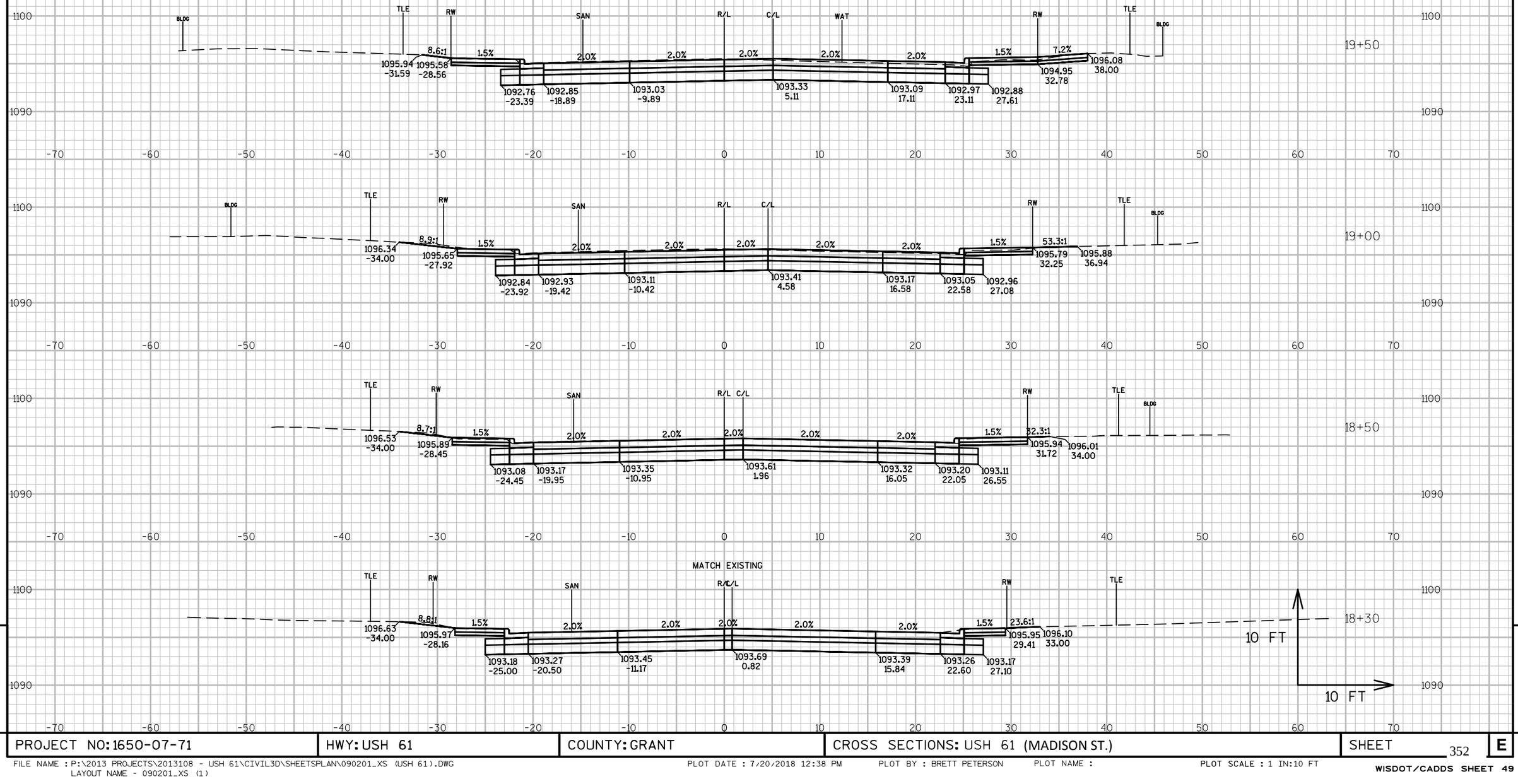
	CUT			FILL		CUMULATIVE			
STATION	AREA (SQ. FT.)	VOLUME (CU. YD.)	REUSABLE VOLUME (CU. YD.)	AREA (SQ. FT.)	VOLUME (CU. YD.)	CUT (CU. YD.)	REUSABLE CUT (CU. YD.)	FILL (CU. YD.)	NET VOLUME (CU. YD.)
9+45.00 A	51.06			0.04					
9+50.00 A	49.49	9.31	9.31	0.48	0.05	9.31	9.31	0.05	9.26
9+60.71 A	42.72	18.28	18.28	0.82	0.26	27.59	27.59	0.31	27.28

CITY LIMITS STREET - STAGE 3

	CUT			FILL		CUMULATIVE			
STATION	AREA (SQ. FT.)	VOLUME (CU. YD.)	REUSABLE VOLUME (CU. YD.)	AREA (SQ. FT.)	VOLUME (CU. YD.)	CUT (CU. YD.)	REUSABLE CUT (CU. YD.)	FILL (CU. YD.)	NET VOLUME (CU. YD.)
10+78.09 CL	107.74			14.17					
11+00.00 CL	70.62	72.35	72.35	7.61	8.84	72.35	72.35	8.84	63.52
11+25.00 CL	84.63	71.88	71.88	0.07	3.56	144.23	144.23	12.39	131.84
11+50.00 CL	95.93	83.59	83.59	0.00	0.03	227.82	227.82	12.42	215.40
11+75.00 CL	74.20	78.76	78.76	0.00	0.00	306.59	306.59	12.42	294.16
12+00.00 CL	65.15	64.51	64.51	0.00	0.00	371.10	371.10	12.42	358.68
12+25.00 CL	52.25	54.35	54.35	0.09	0.04	425.45	425.45	12.47	412.99
12+35.00 CL	50.95	19.11	19.11	0.91	0.19	444.56	444.56	12.65	431.91

OLD CTH K - STAGE 3

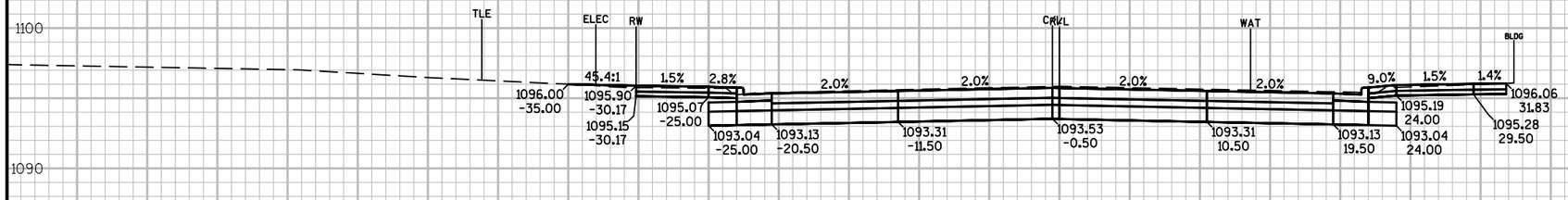
	CUT			FILL		CUMULATIVE			
STATION	AREA (SQ. FT.)	VOLUME (CU. YD.)	REUSABLE VOLUME (CU. YD.)	AREA (SQ. FT.)	VOLUME (CU. YD.)	CUT (CU. YD.)	REUSABLE CUT (CU. YD.)	FILL (CU. YD.)	NET VOLUME (CU. YD.)
10+54.65 K	186.39			0.78					
10+75.00 K	117.93	114.68	114.68	0.58	0.51	114.68	114.68	0.51	114.17
11+00.00 K	89.77	96.16	96.16	0.43	0.47	210.84	210.84	0.98	209.86
11+25.00 K	67.19	72.67	72.67	0.62	0.49	283.50	283.50	1.47	282.04
11+50.00 K	42.51	50.79	50.79	0.42	0.48	334.29	334.29	1.95	332.34
11+75.00 K	47.13	41.50	41.50	0.32	0.34	375.79	375.79	2.29	373.50
12+00.00 K	42.57	41.53	41.53	0.31	0.29	417.32	417.32	2.58	414.73



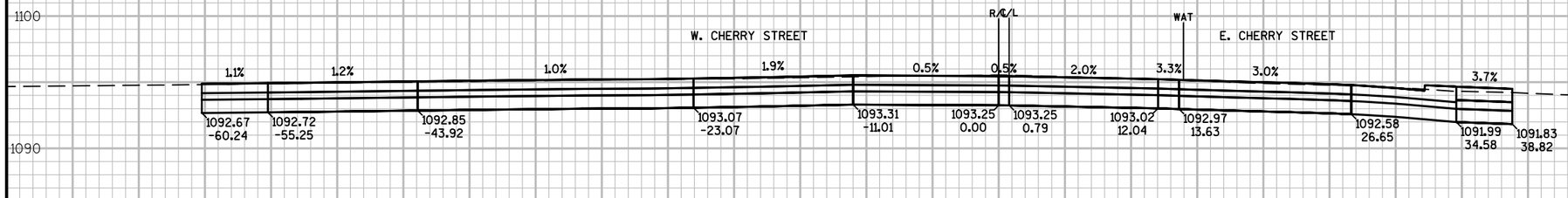
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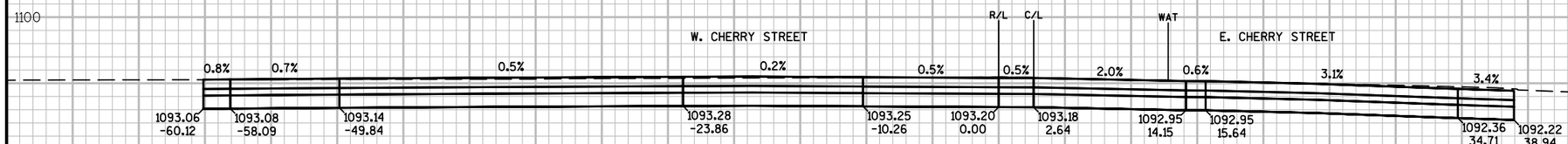
PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 352	E



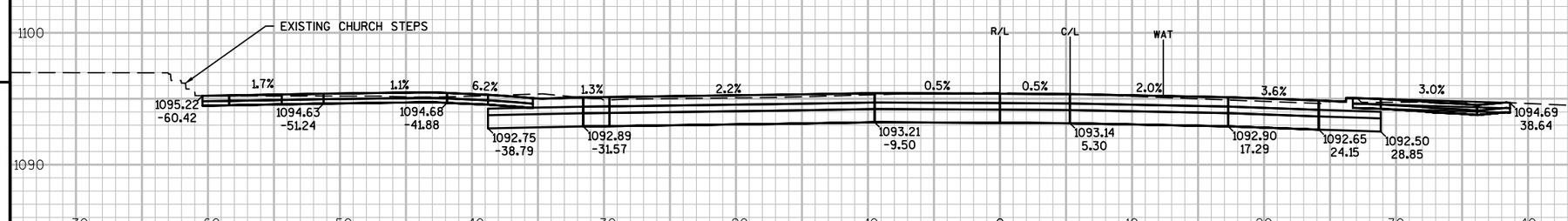
21+00



20+50
W. CHERRY ST. LT
E. CHERRY ST. RT



20+31.55
W. CHERRY ST. LT
E. CHERRY ST. RT



20+00
10 FT
10 FT

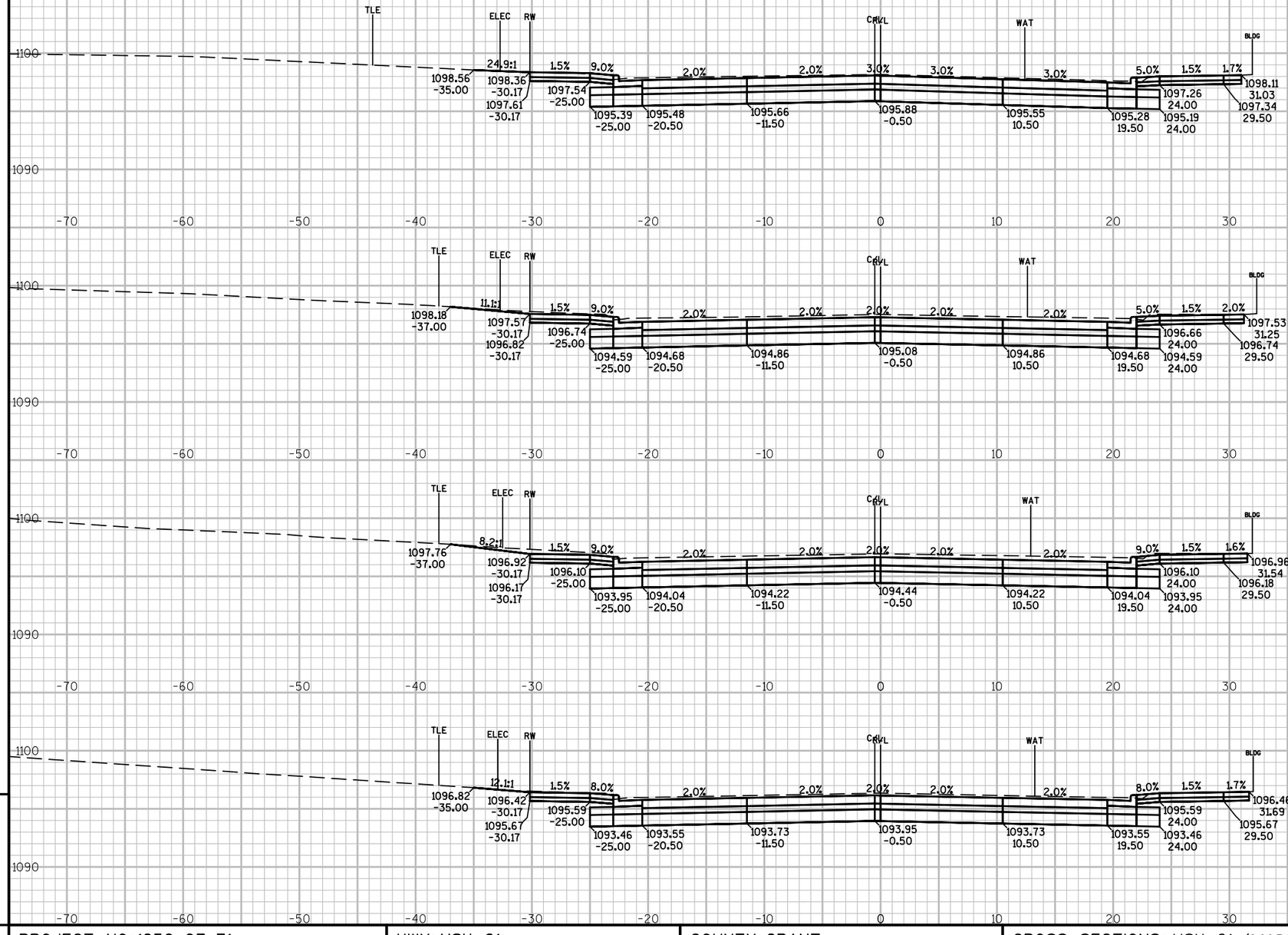
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9

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 353	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (2)

PLOT DATE : 7/20/2018 12:42 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

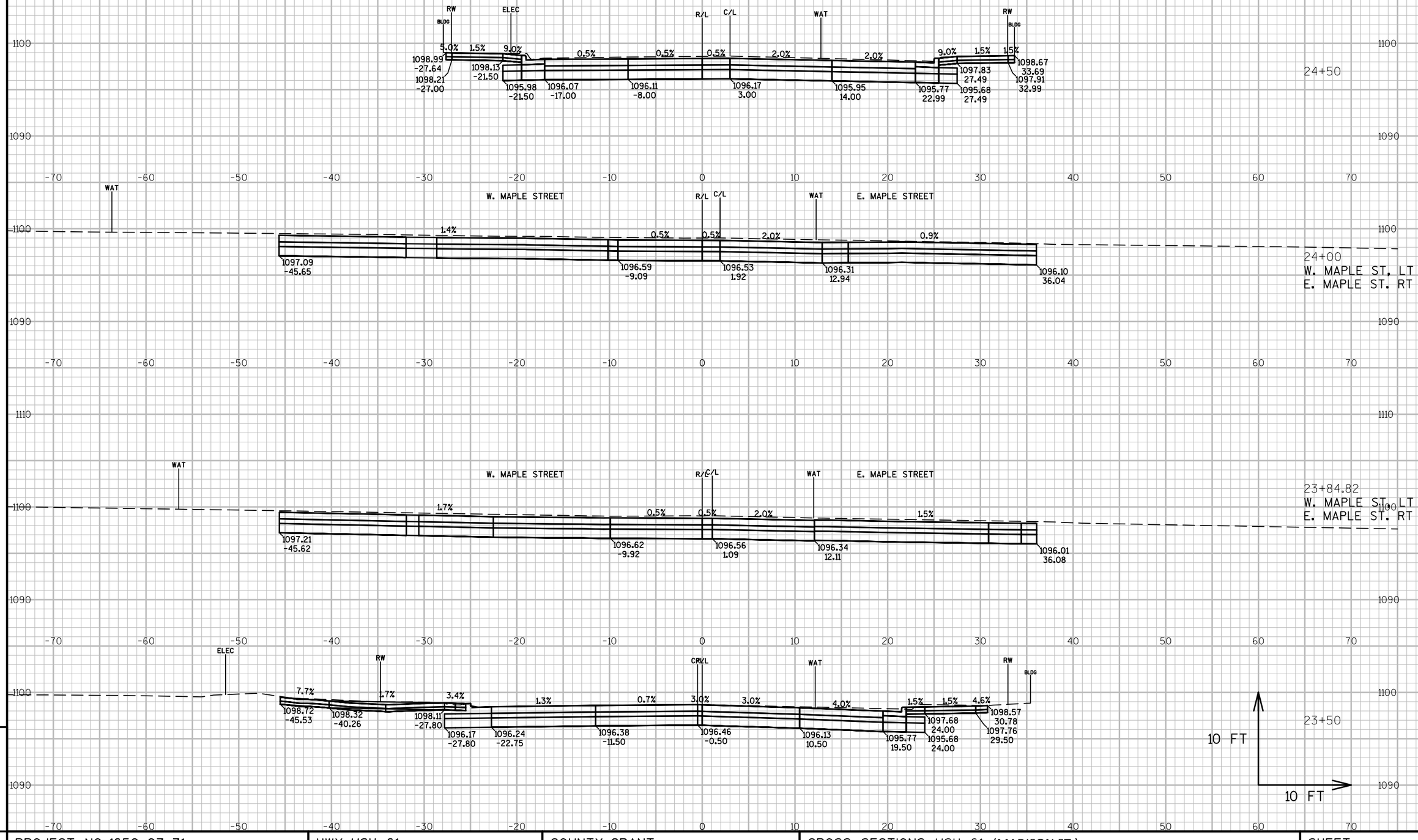


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 354 E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (3)

PLOT DATE : 7/20/2018 12:45 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

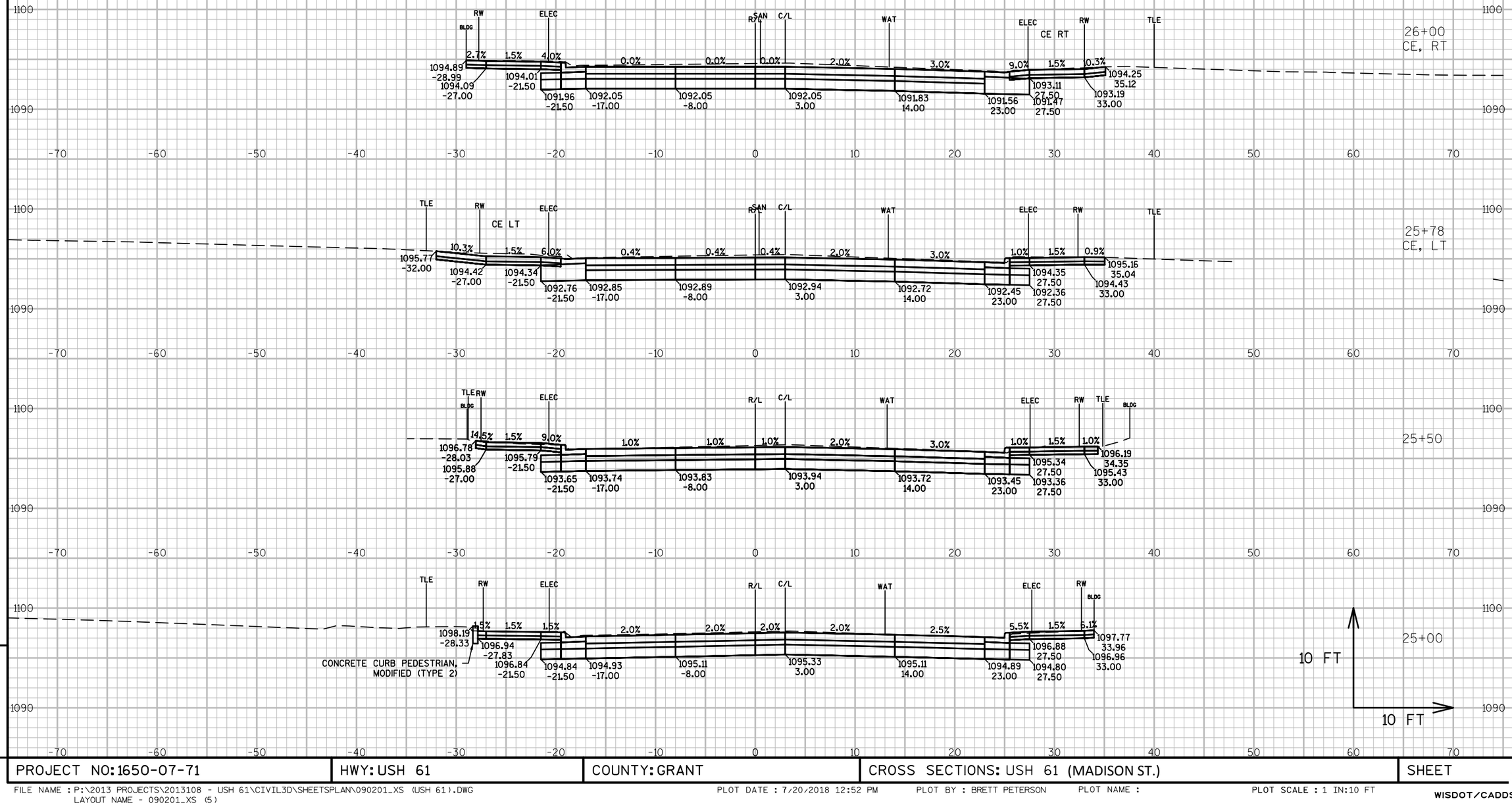


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 355	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (4)

PLOT DATE : 7/20/2018 12:49 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

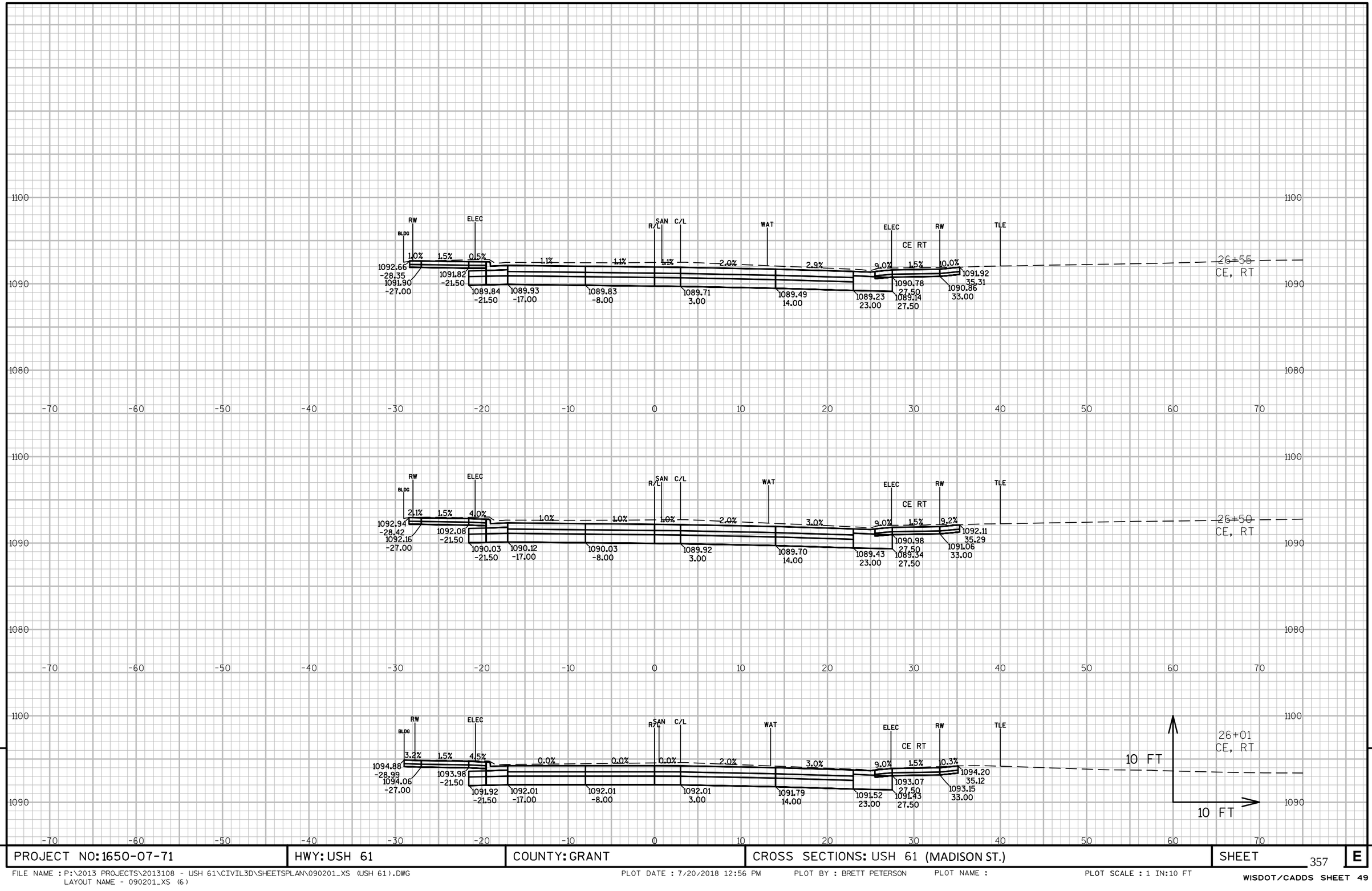


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 356 E

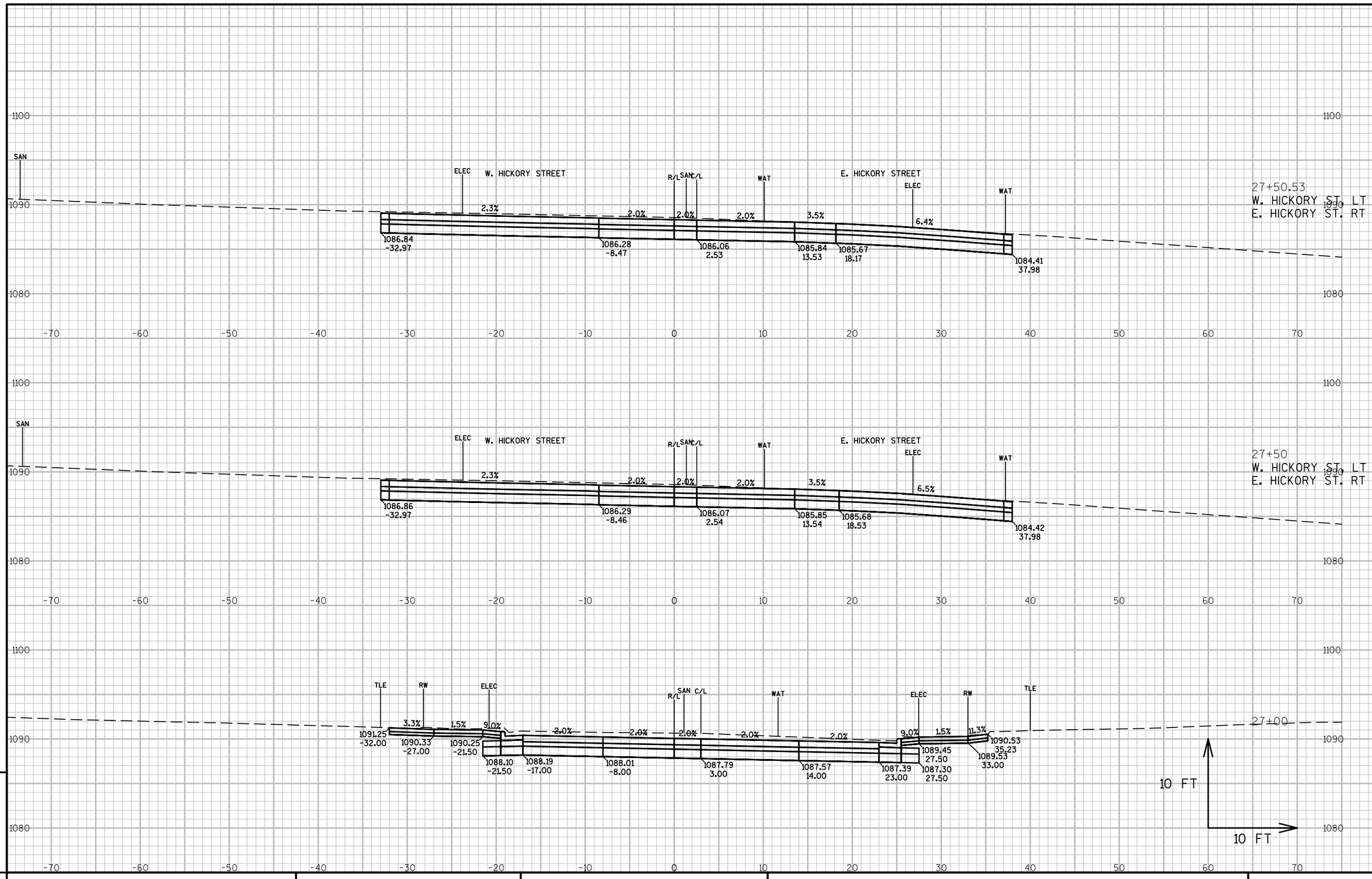
FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (5)

PLOT DATE : 7/20/2018 12:52 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 357	E

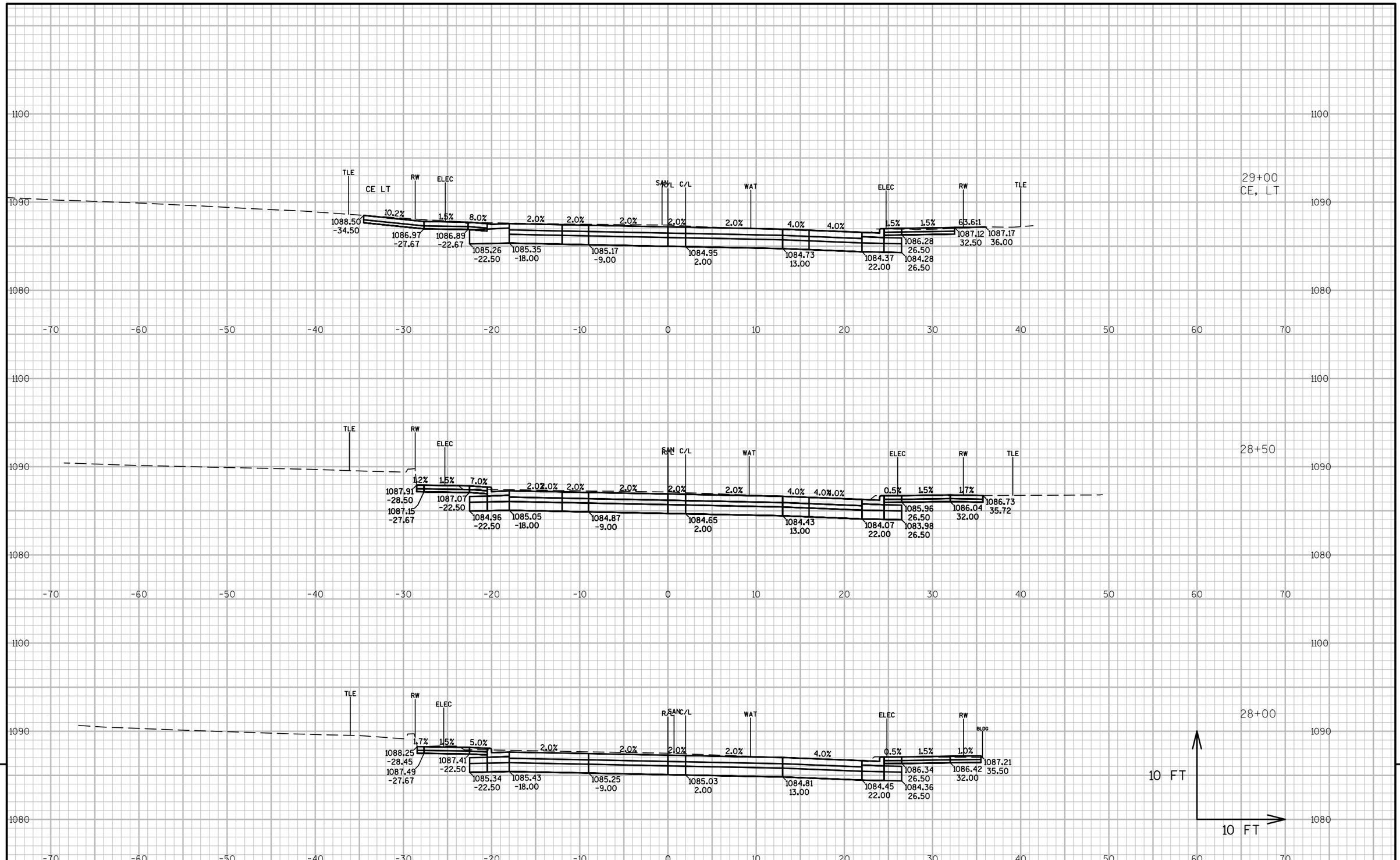


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 358	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (7)

PLOT DATE : 7/20/2018 12:59 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



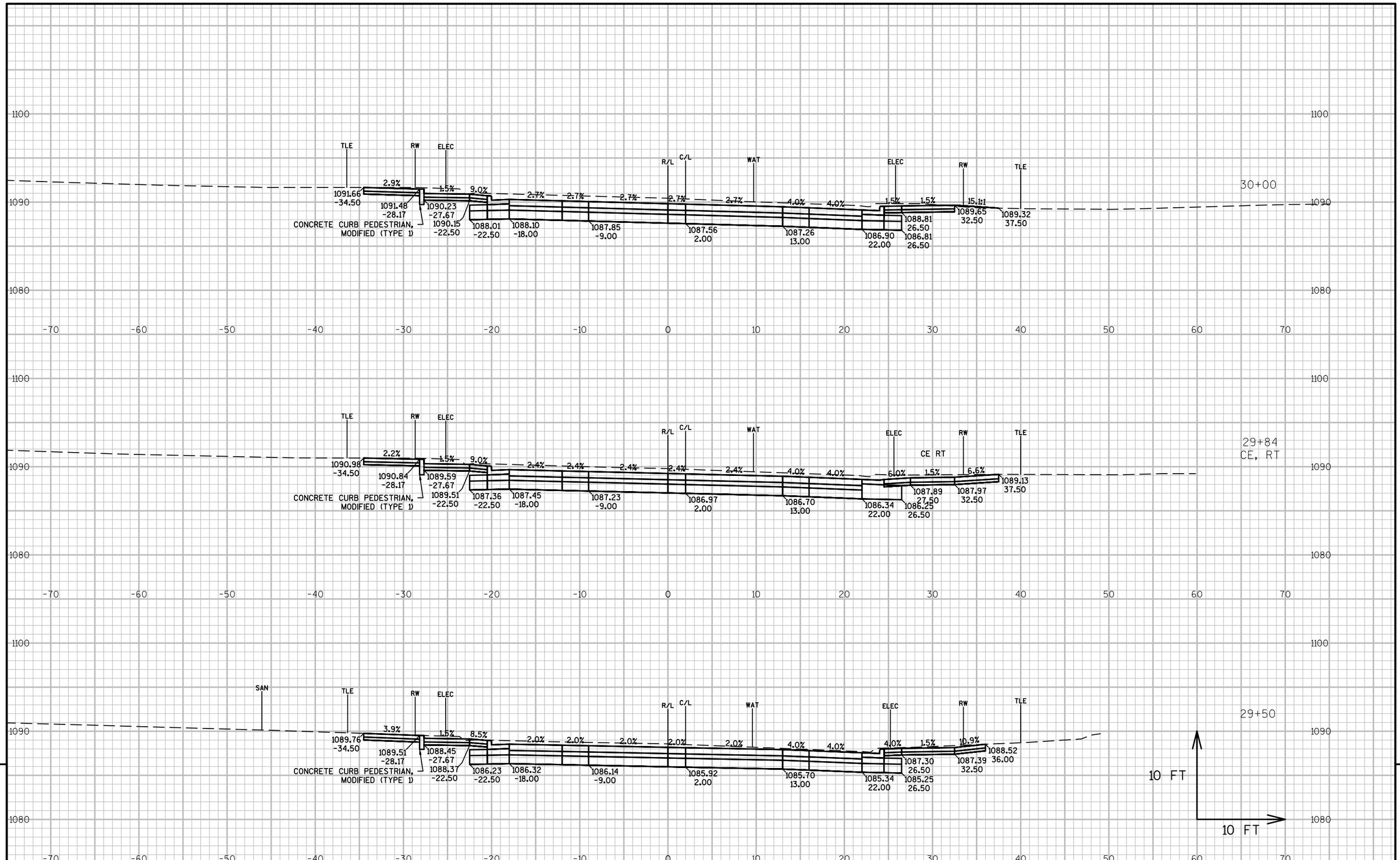
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9

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 359	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (8)

PLOT DATE : 7/20/2018 1:03 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



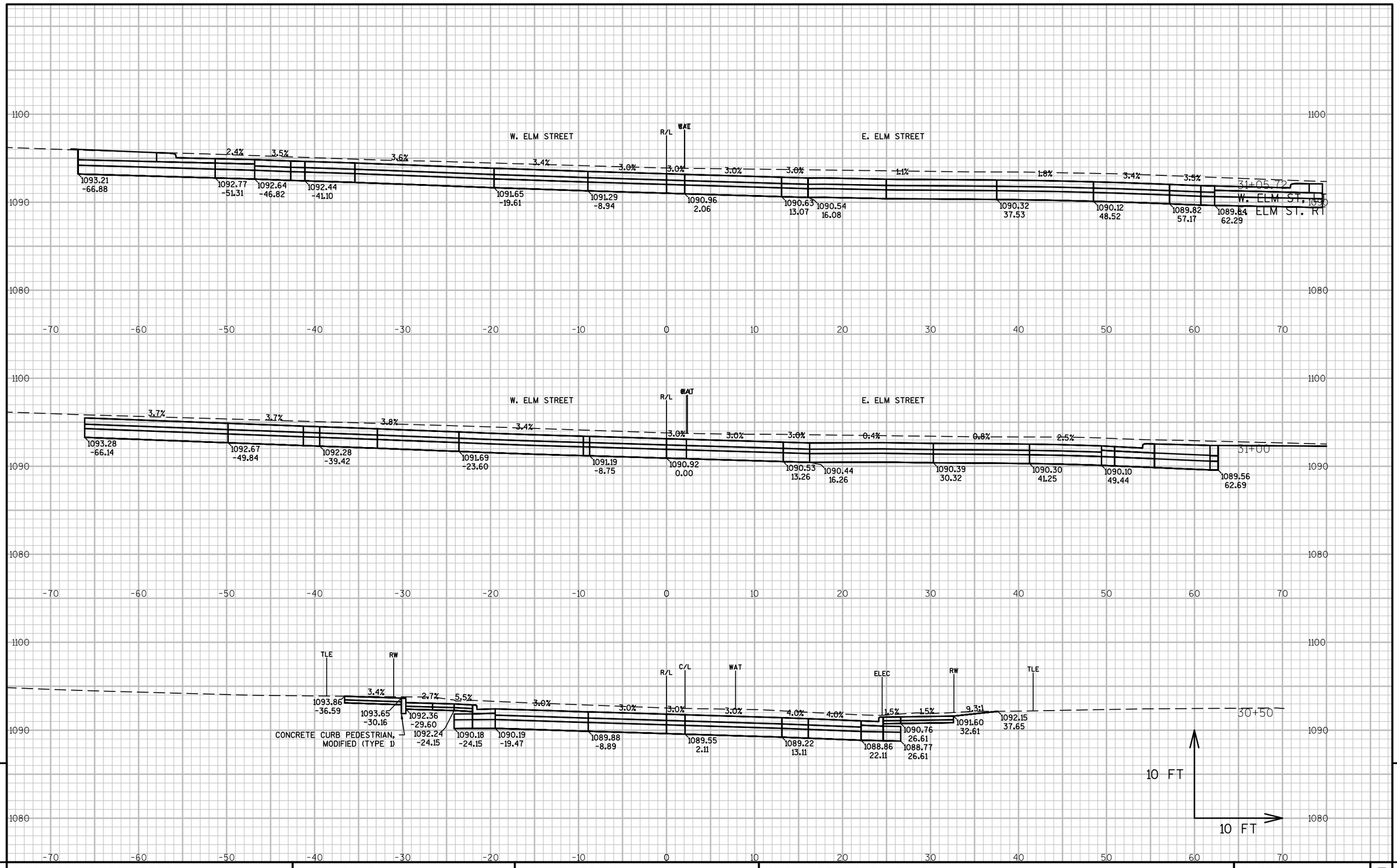
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9

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 360	E

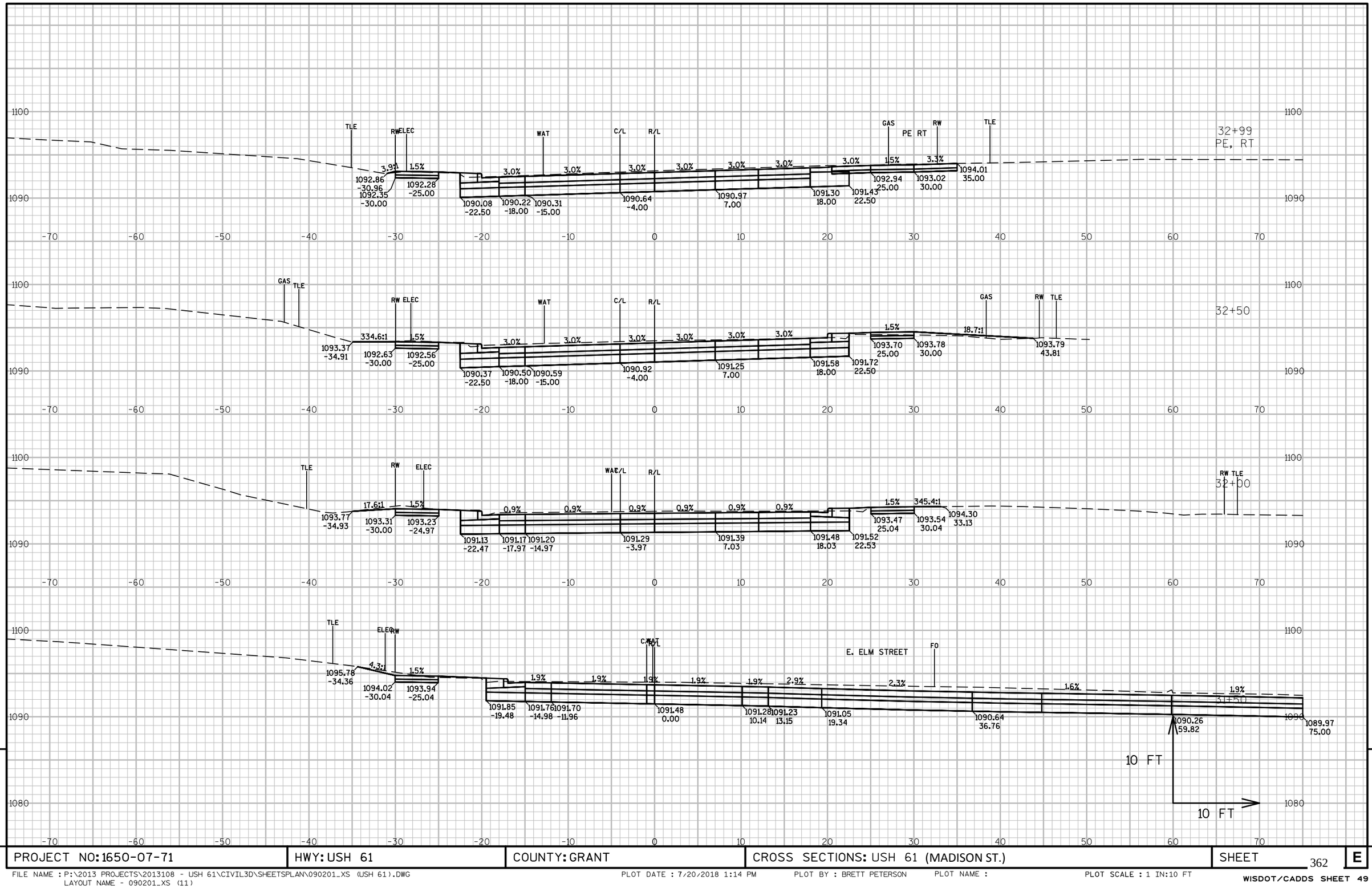
FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (9)

PLOT DATE : 7/20/2018 1:07 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 361	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (10)
PLOT DATE : 7/20/2018 1:10 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49

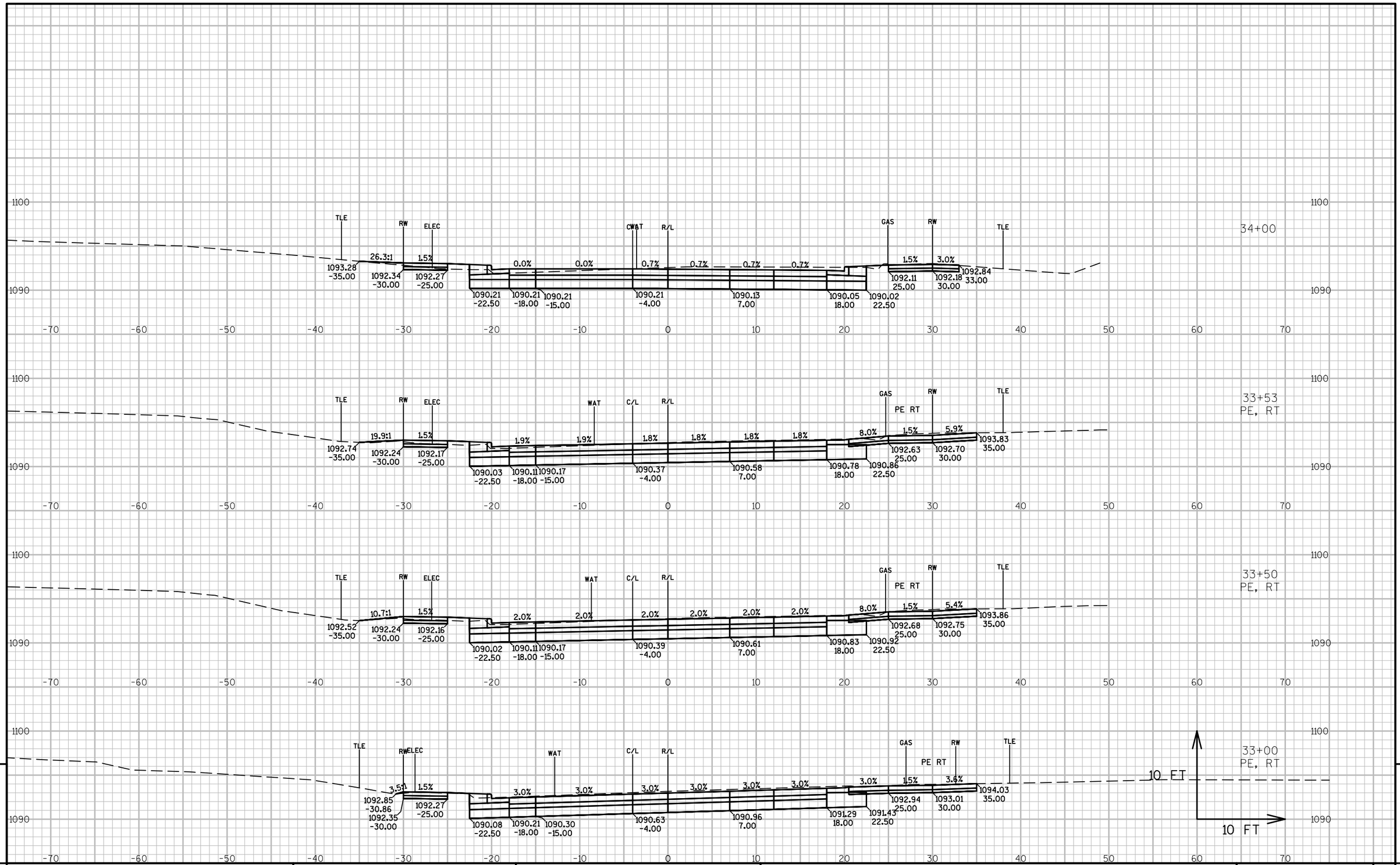


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 362	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (11)

PLOT DATE : 7/20/2018 1:14 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

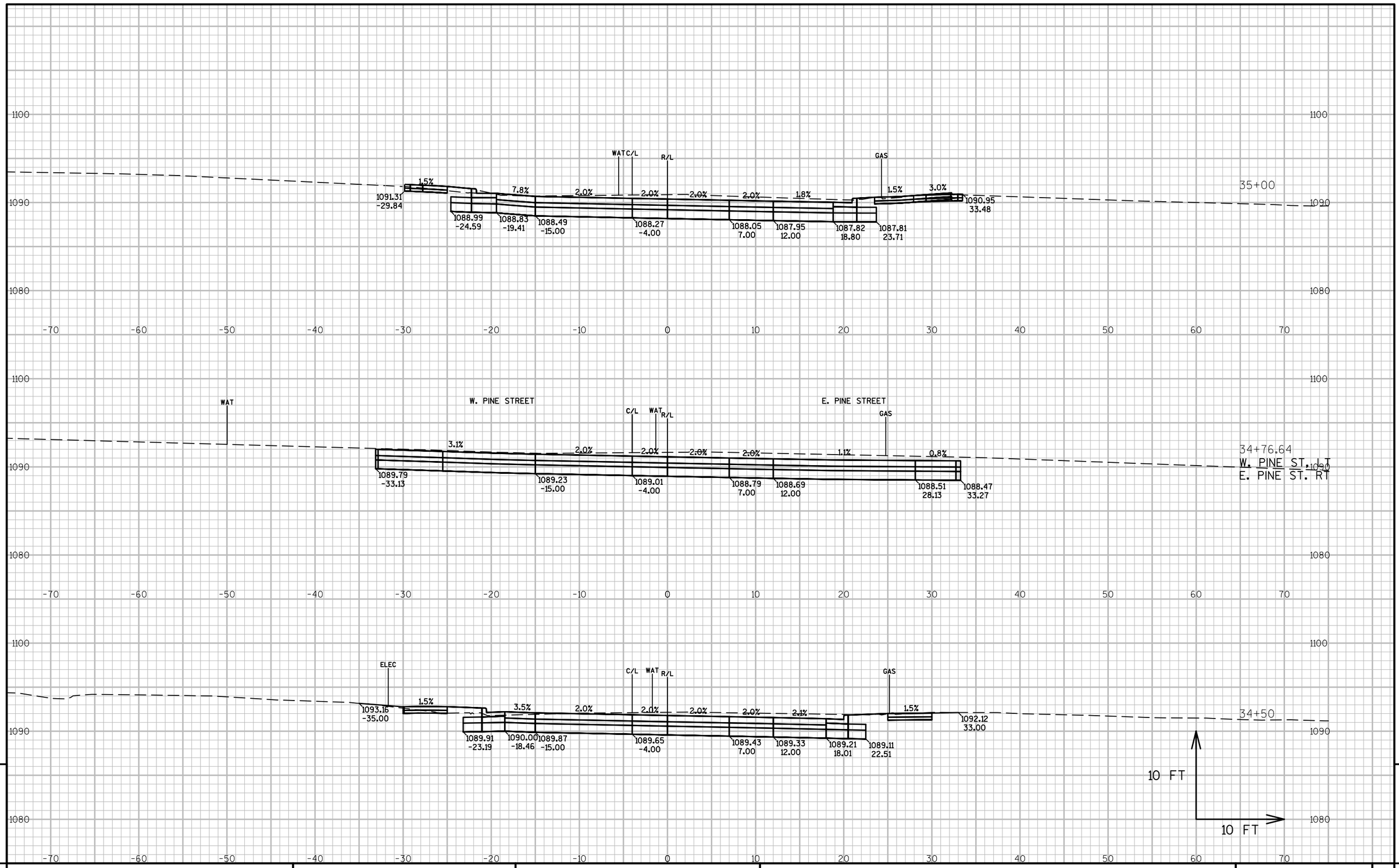


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9

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 363	E

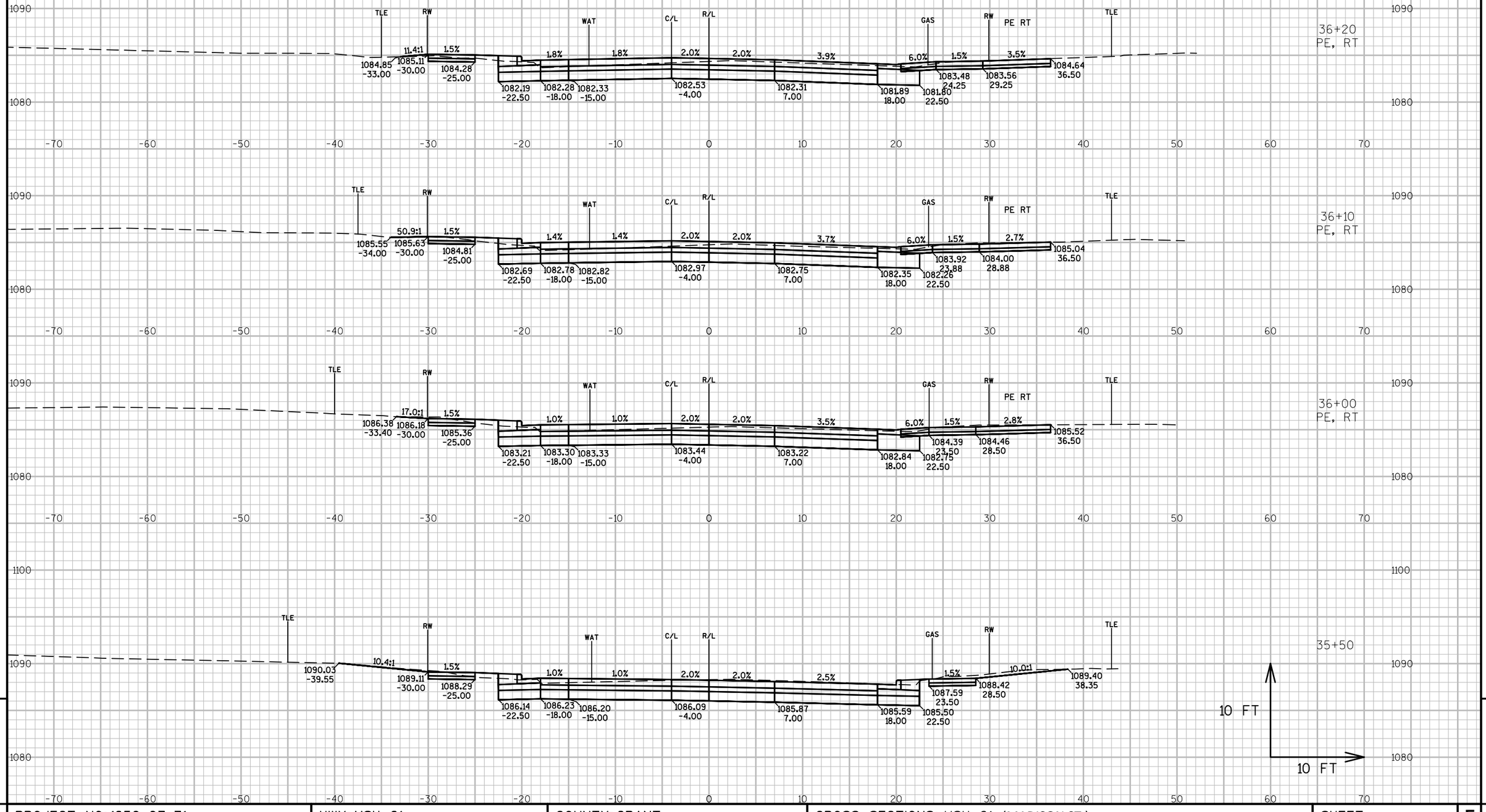
FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (12)
PLOT DATE : 7/20/2018 1:17 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 364	E

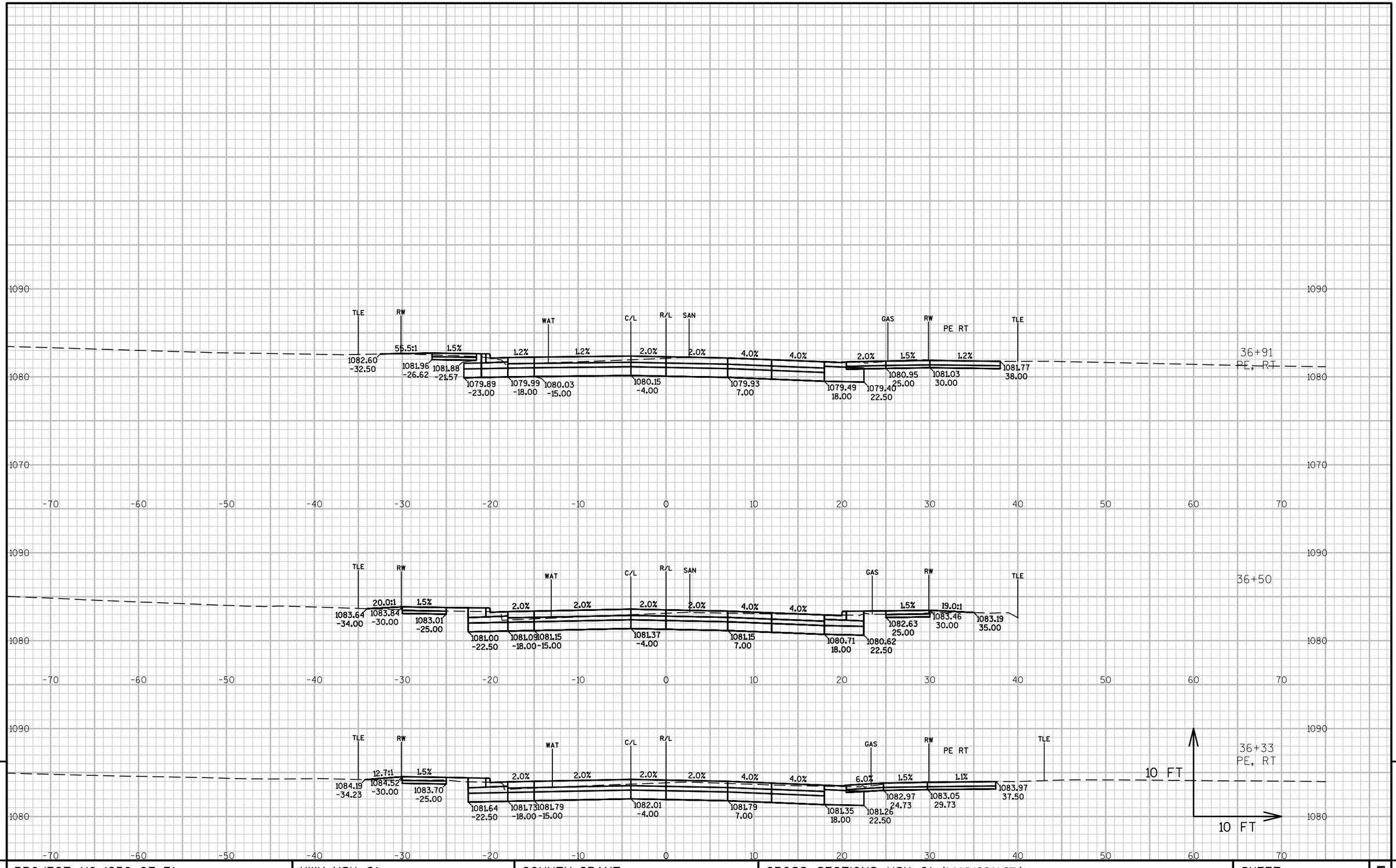


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 365	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (14)

PLOT DATE : 7/20/2018 1:24 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

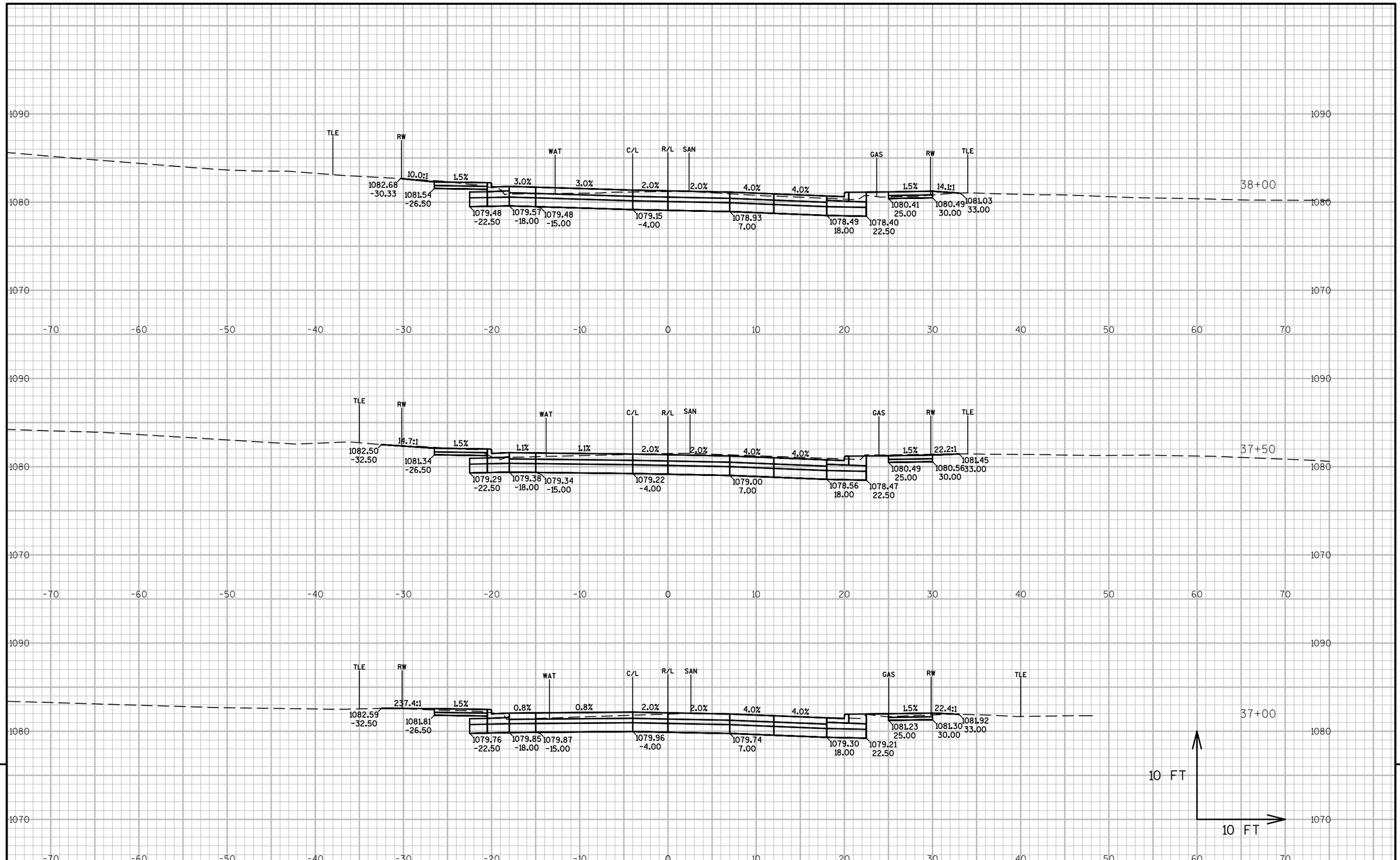
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 366	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (15)

PLOT DATE : 7/20/2018 1:28 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

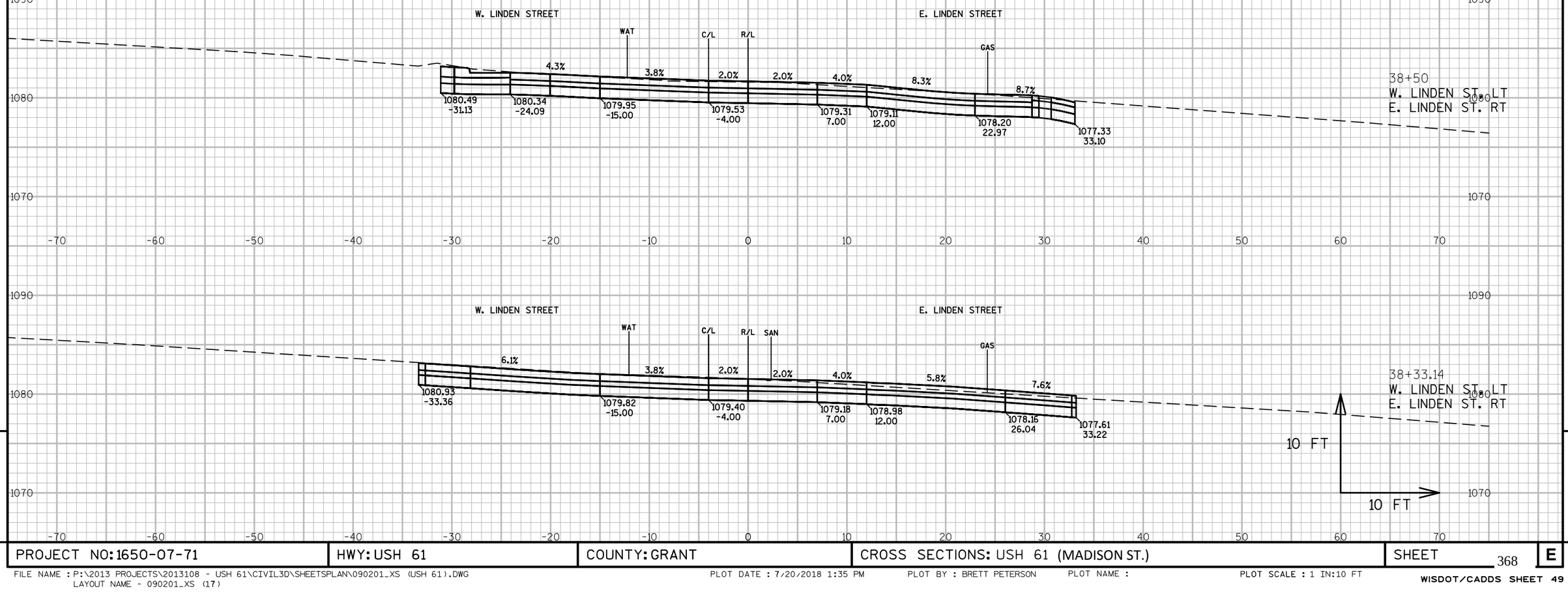


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 367	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (16)

PLOT DATE : 7/20/2018 1:31 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



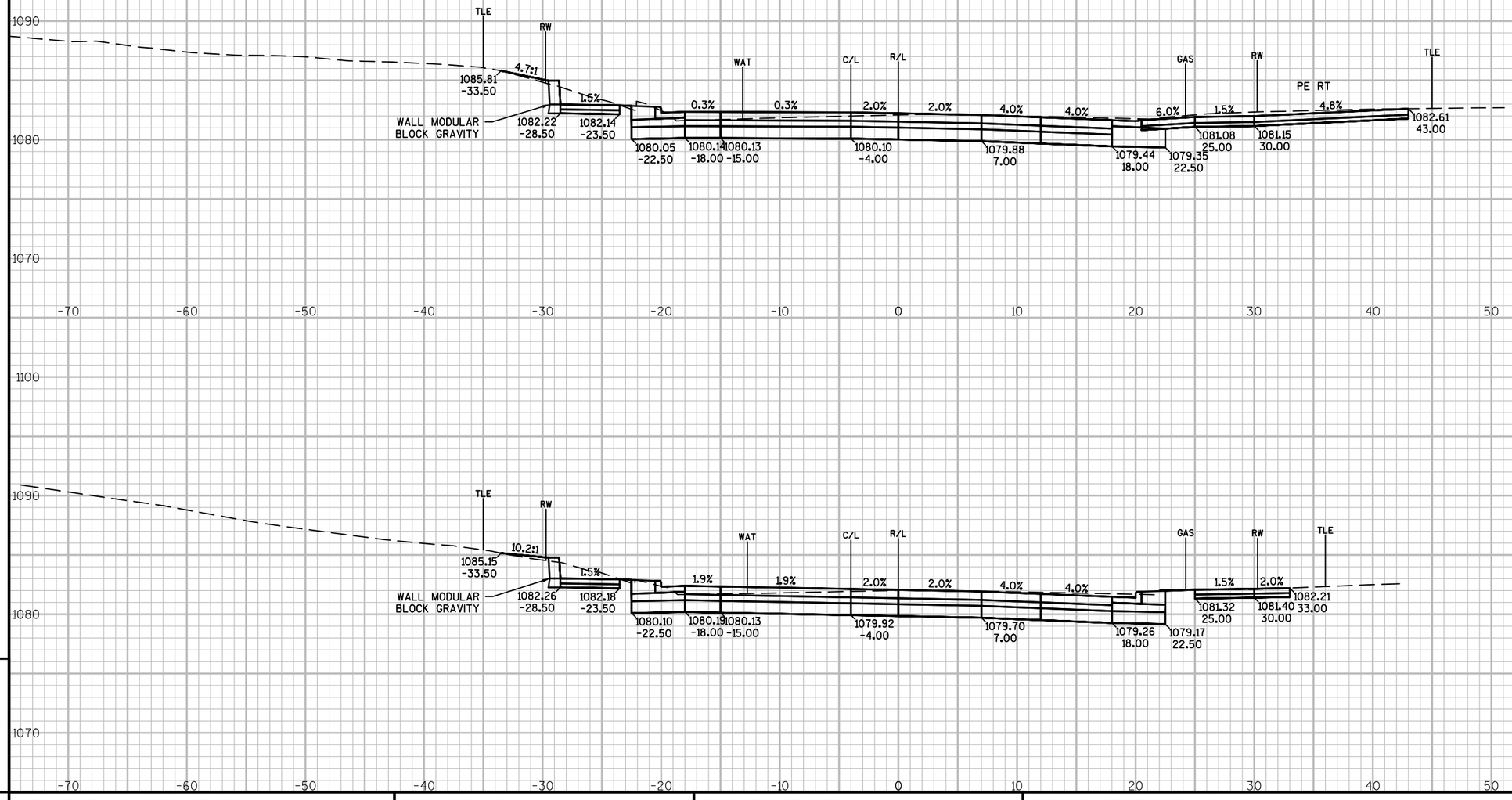
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 368	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (17)

PLOT DATE : 7/20/2018 1:35 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

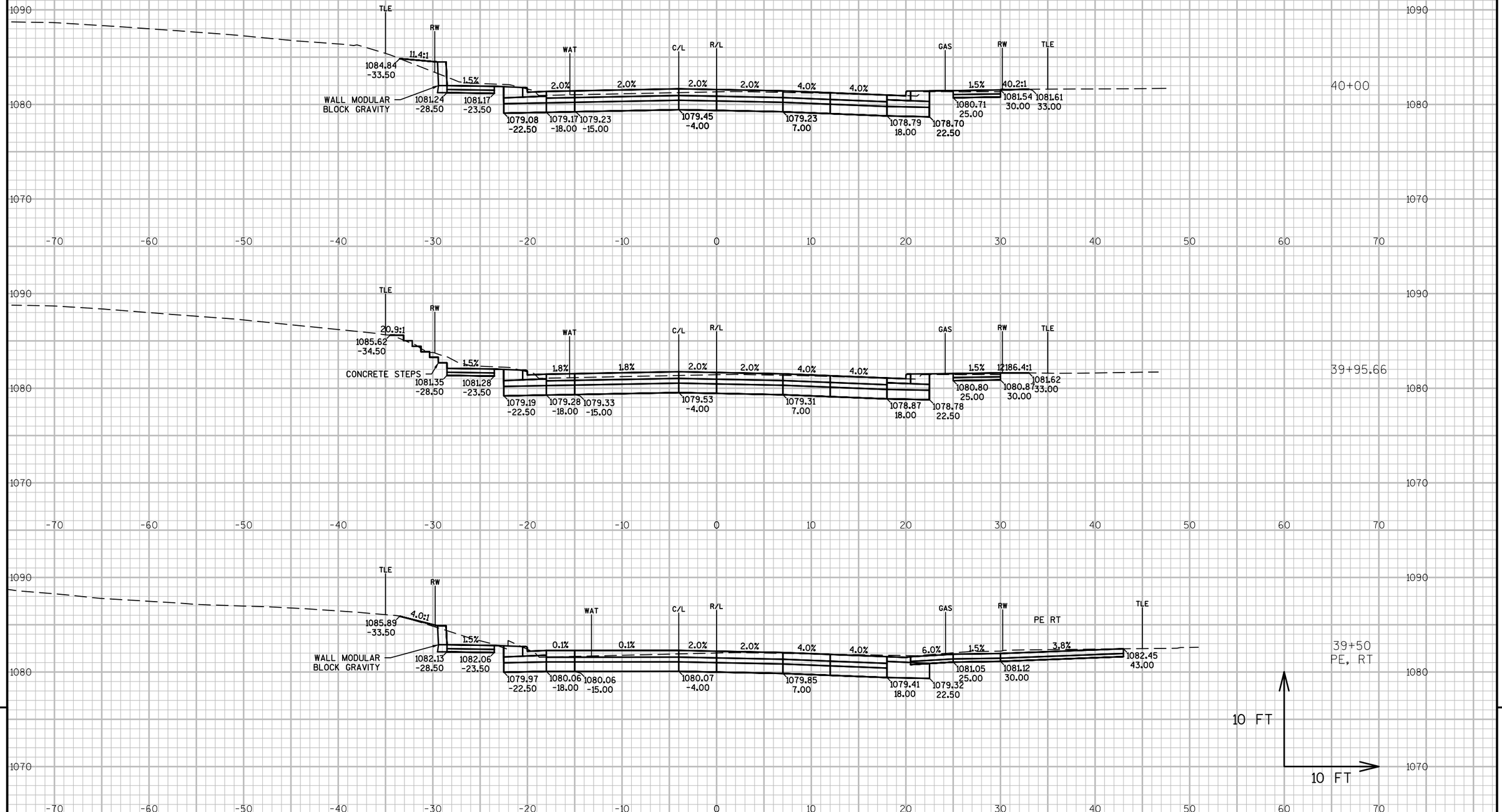
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 369	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (18)

PLOT DATE : 7/20/2018 1:38 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

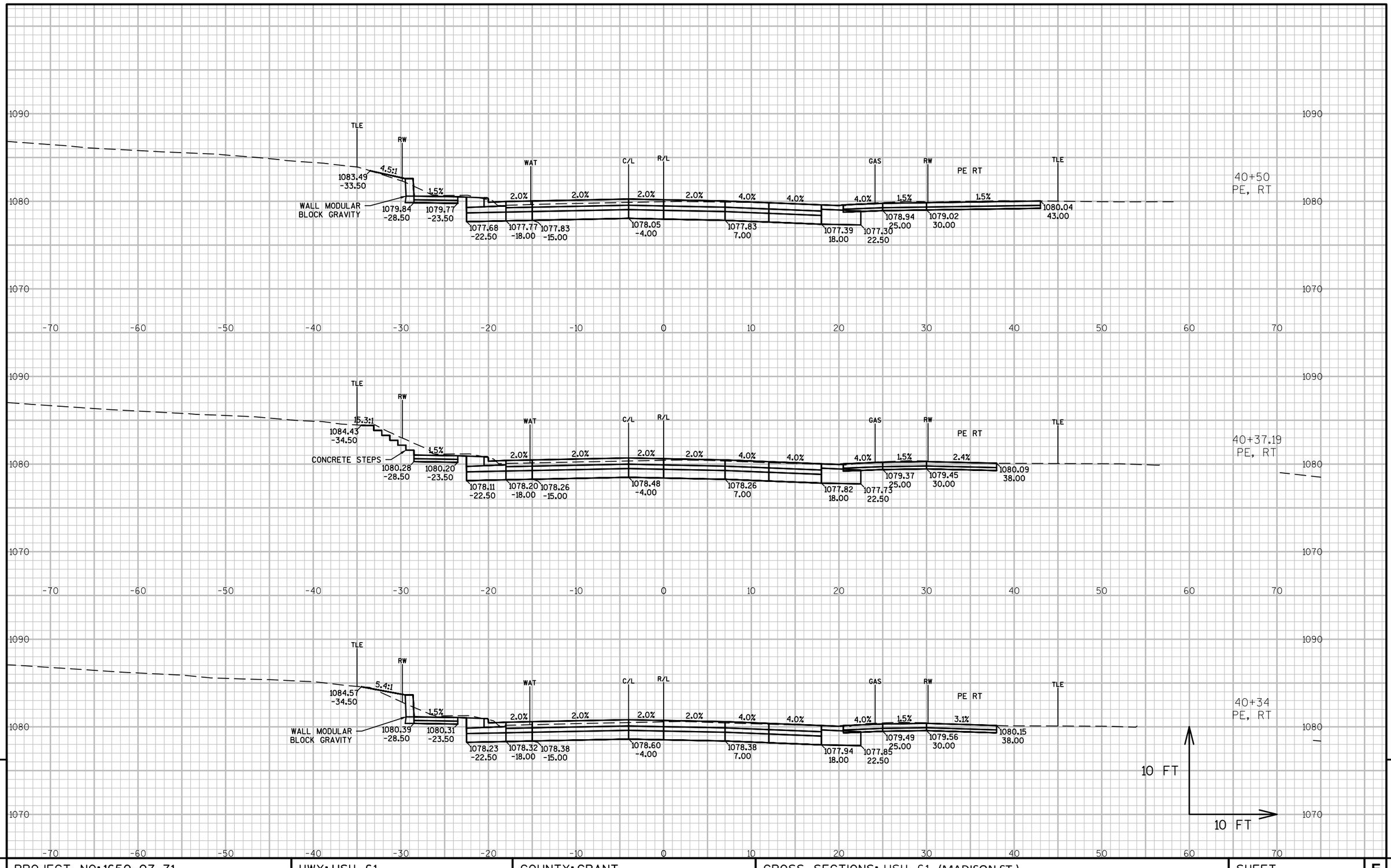


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 370	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (19)

PLOT DATE : 7/20/2018 1:42 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



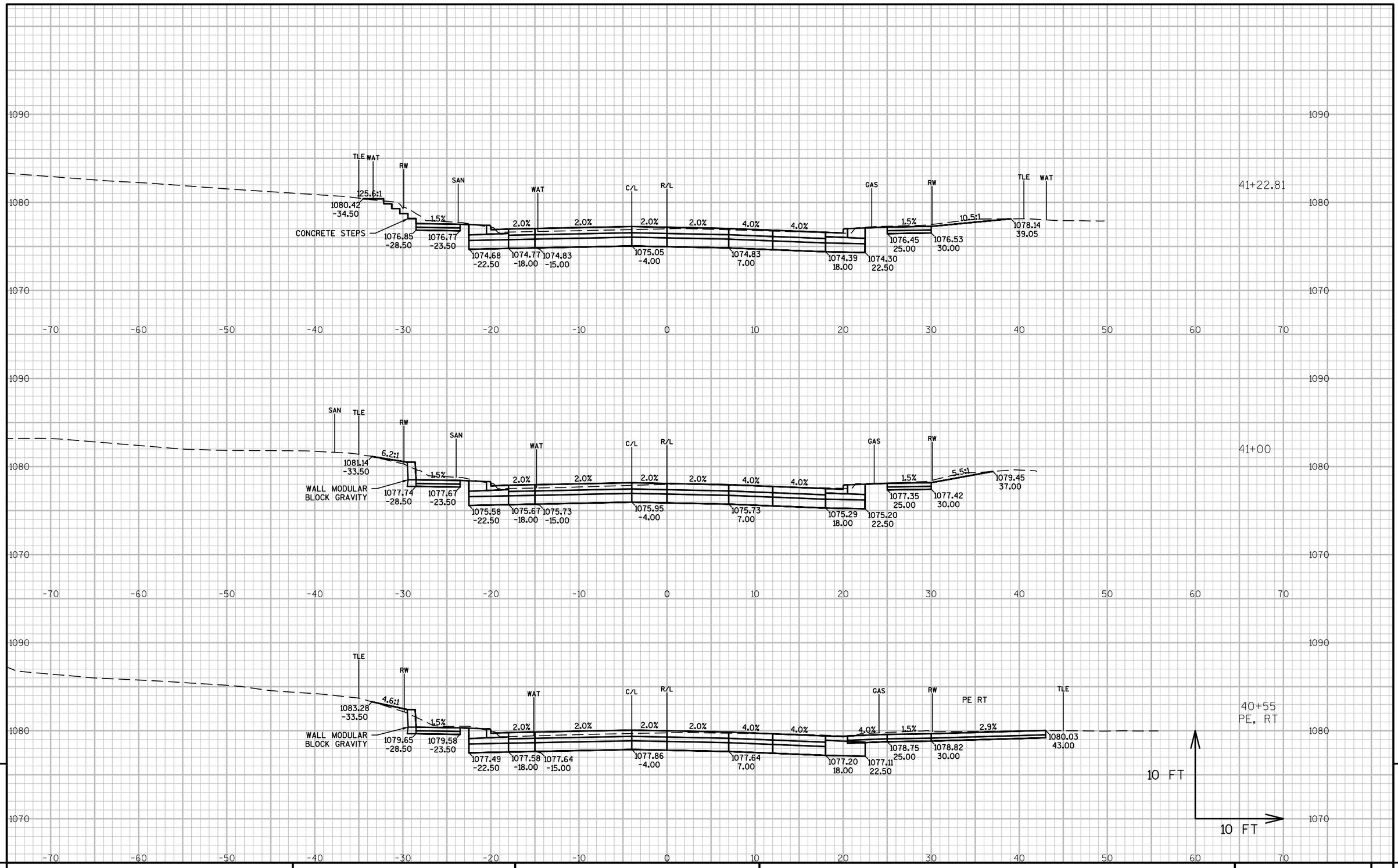
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 371	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (20)

PLOT DATE : 7/20/2018 1:45 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

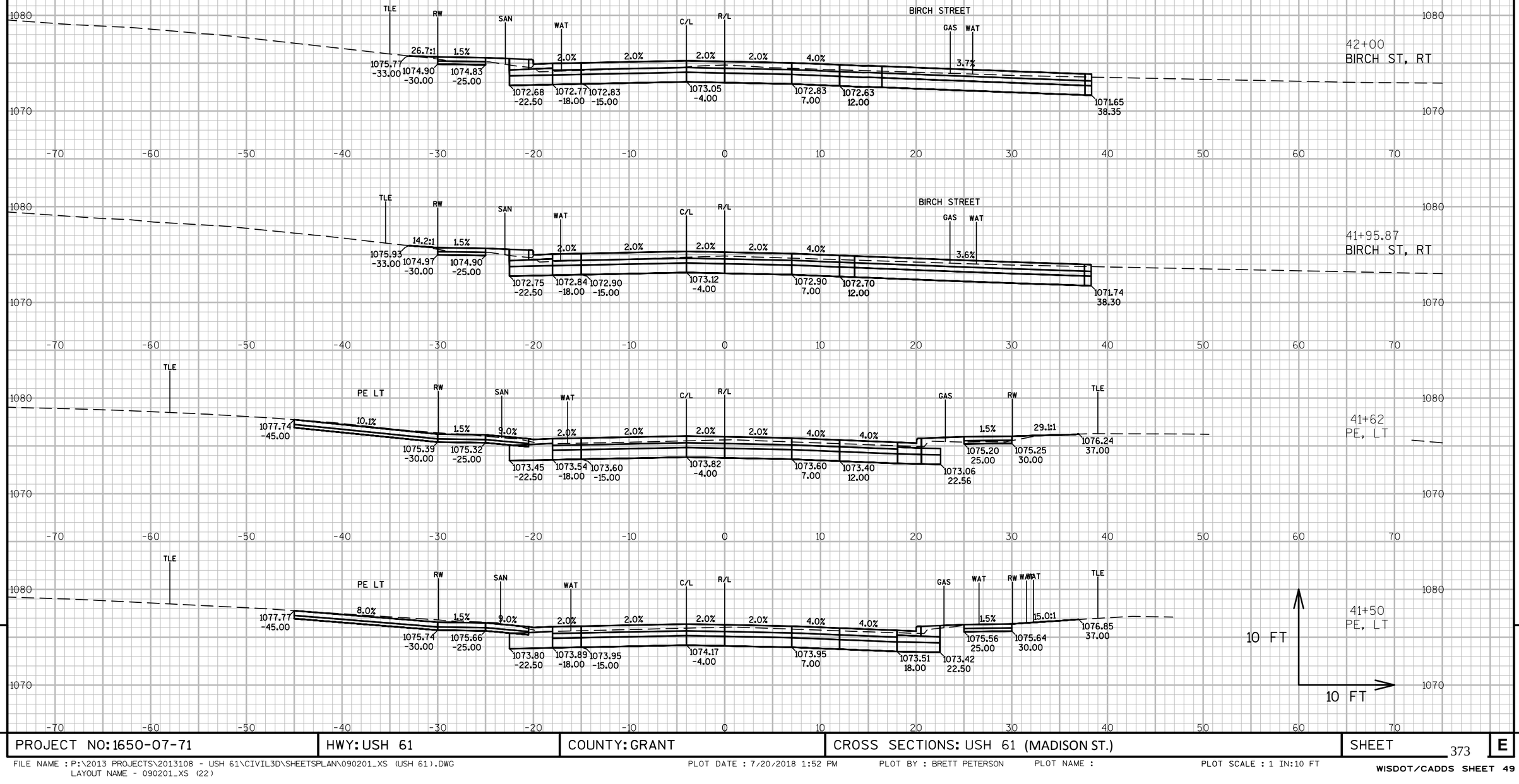


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 372 E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (21)

PLOT DATE : 7/20/2018 1:48 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

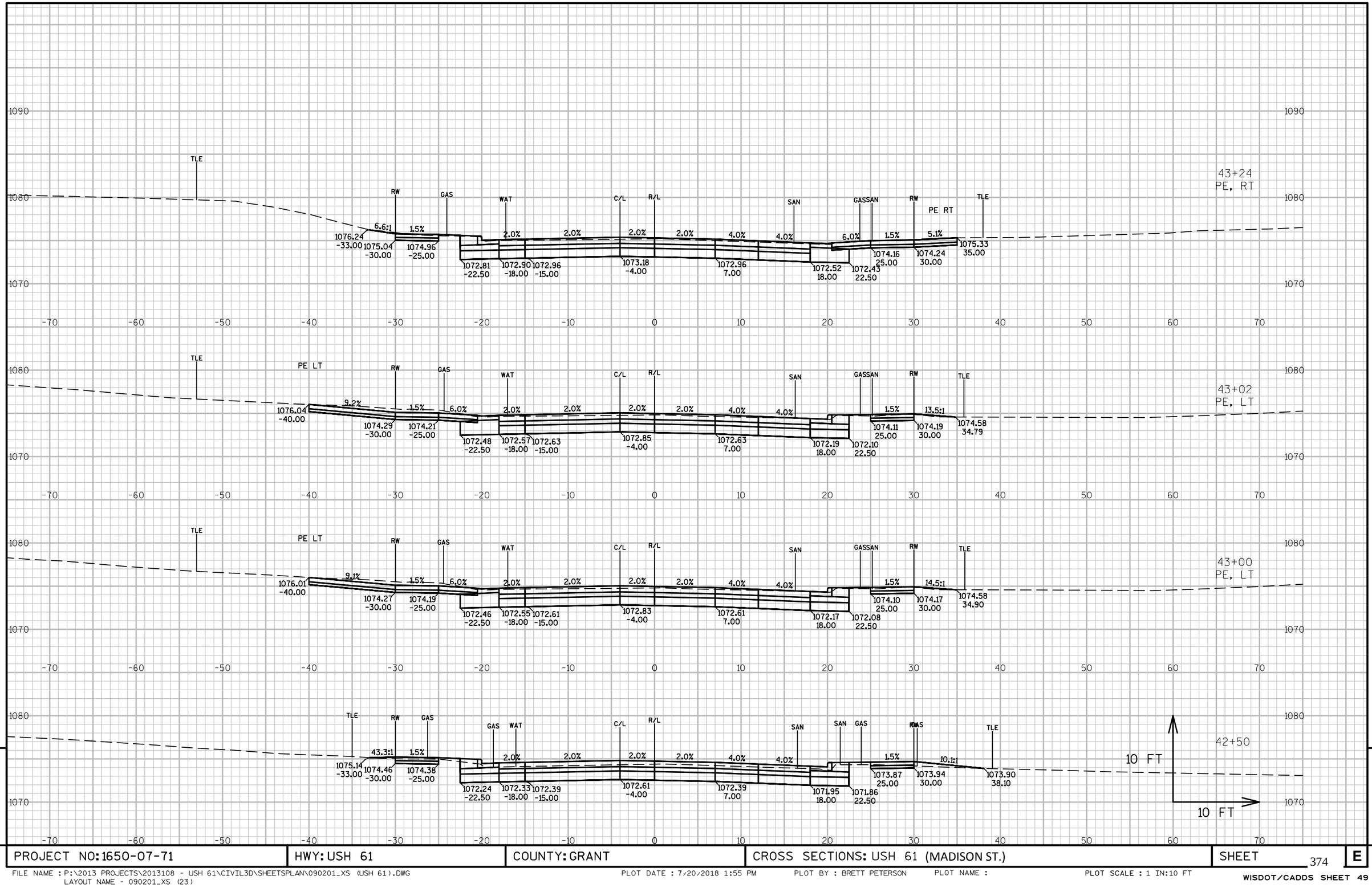
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 373	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (22)

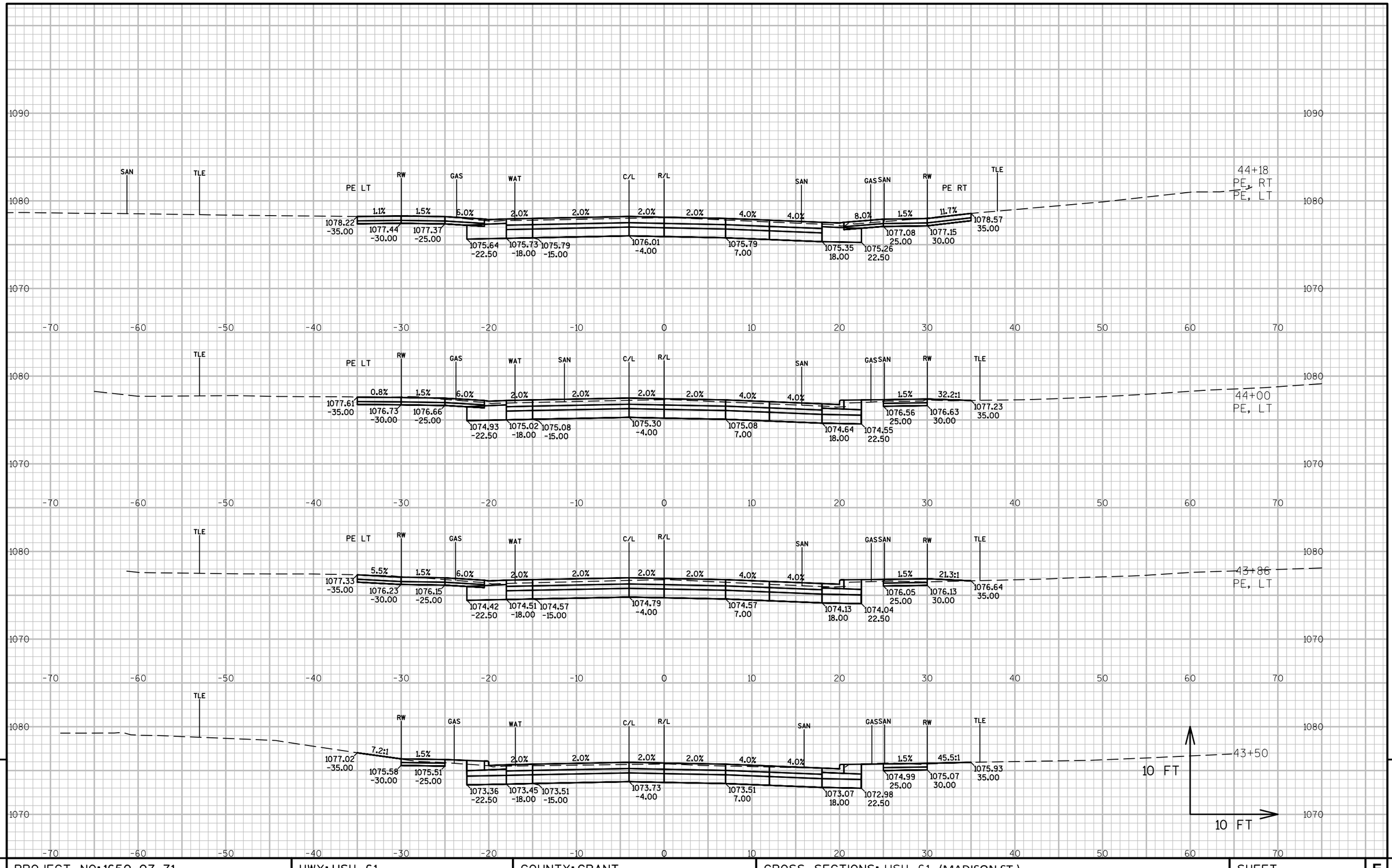
PLOT DATE : 7/20/2018 1:52 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 374	E

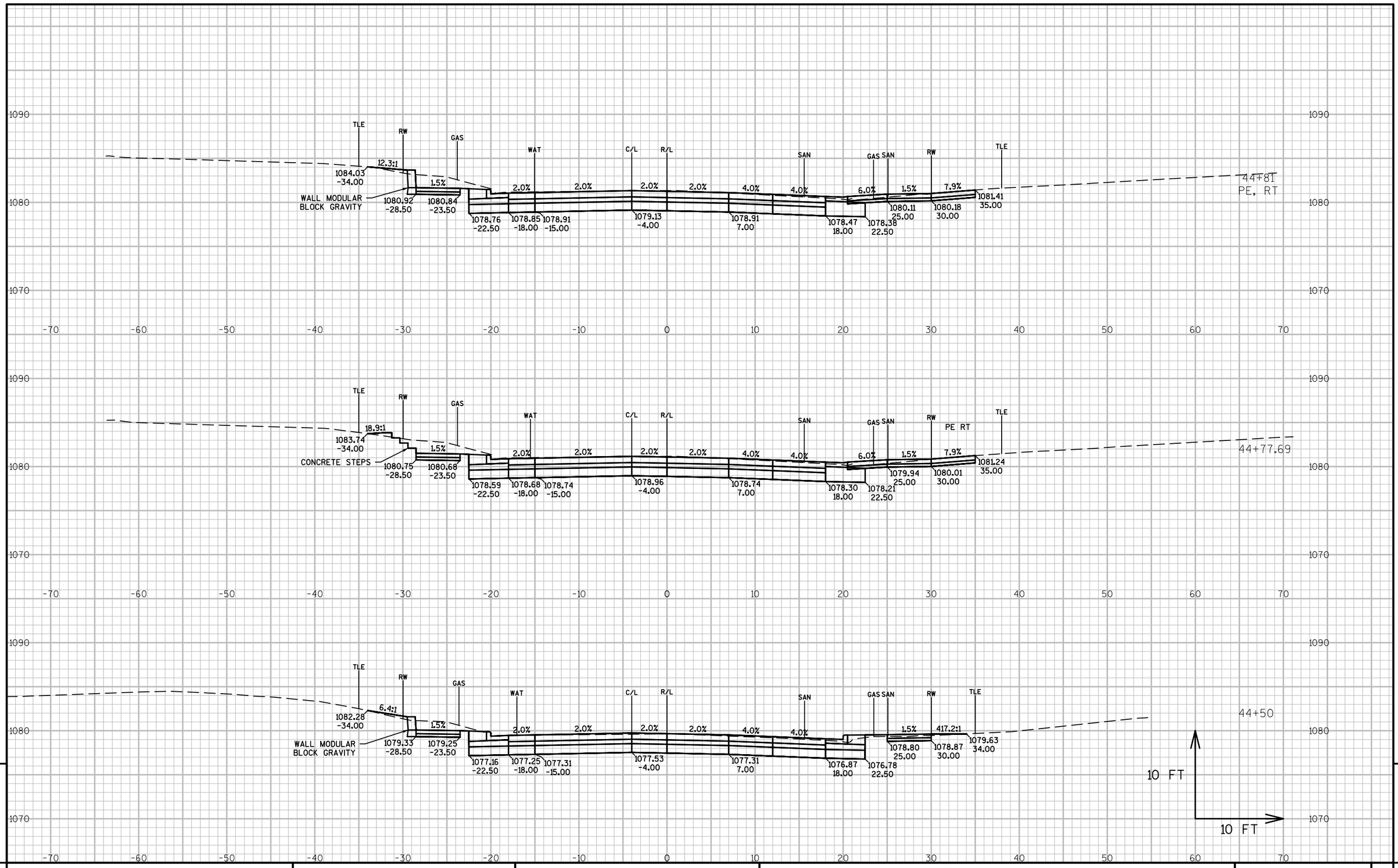


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 375	E

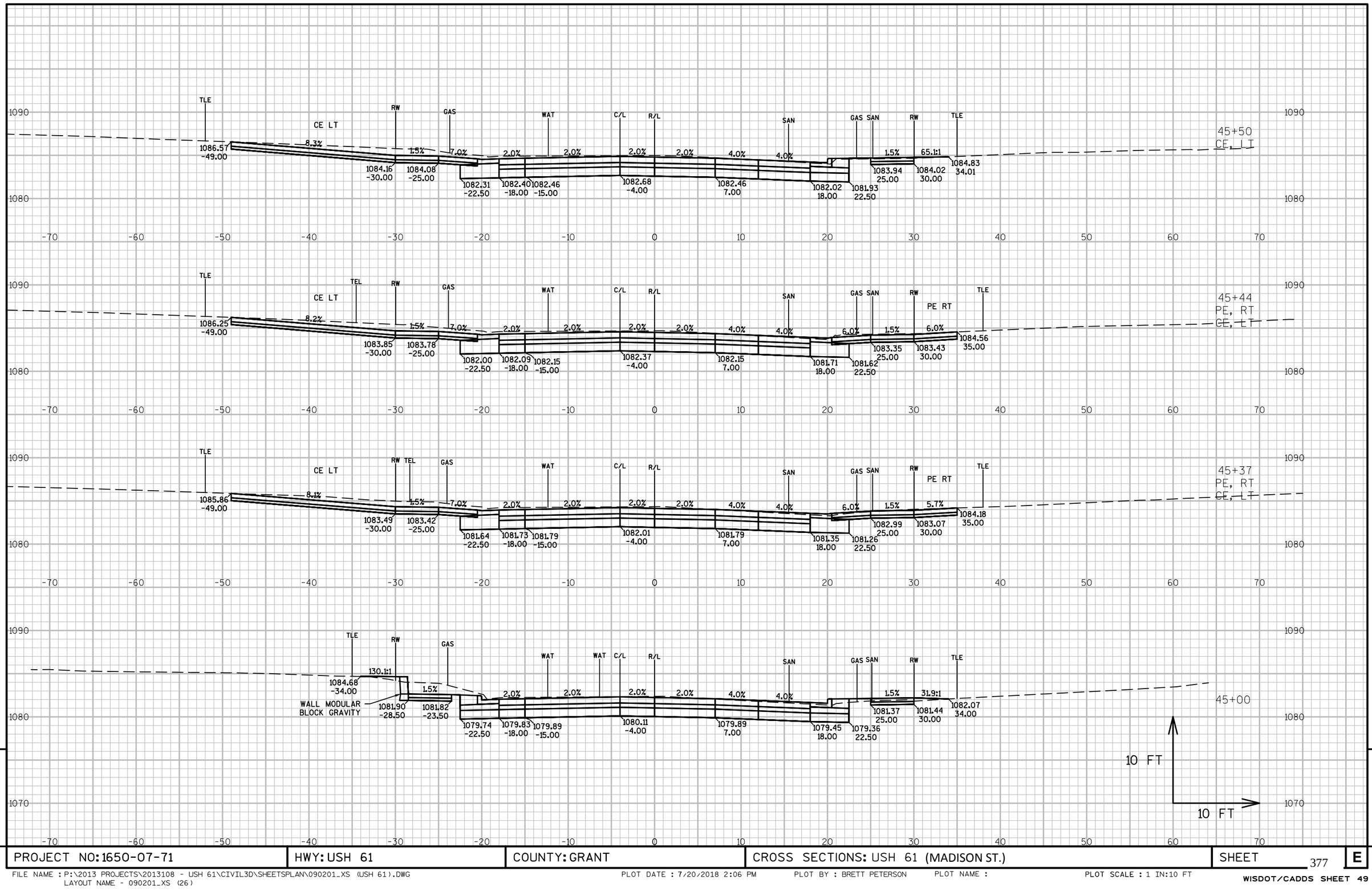
FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (24)

PLOT DATE : 7/20/2018 1:59 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 376	E

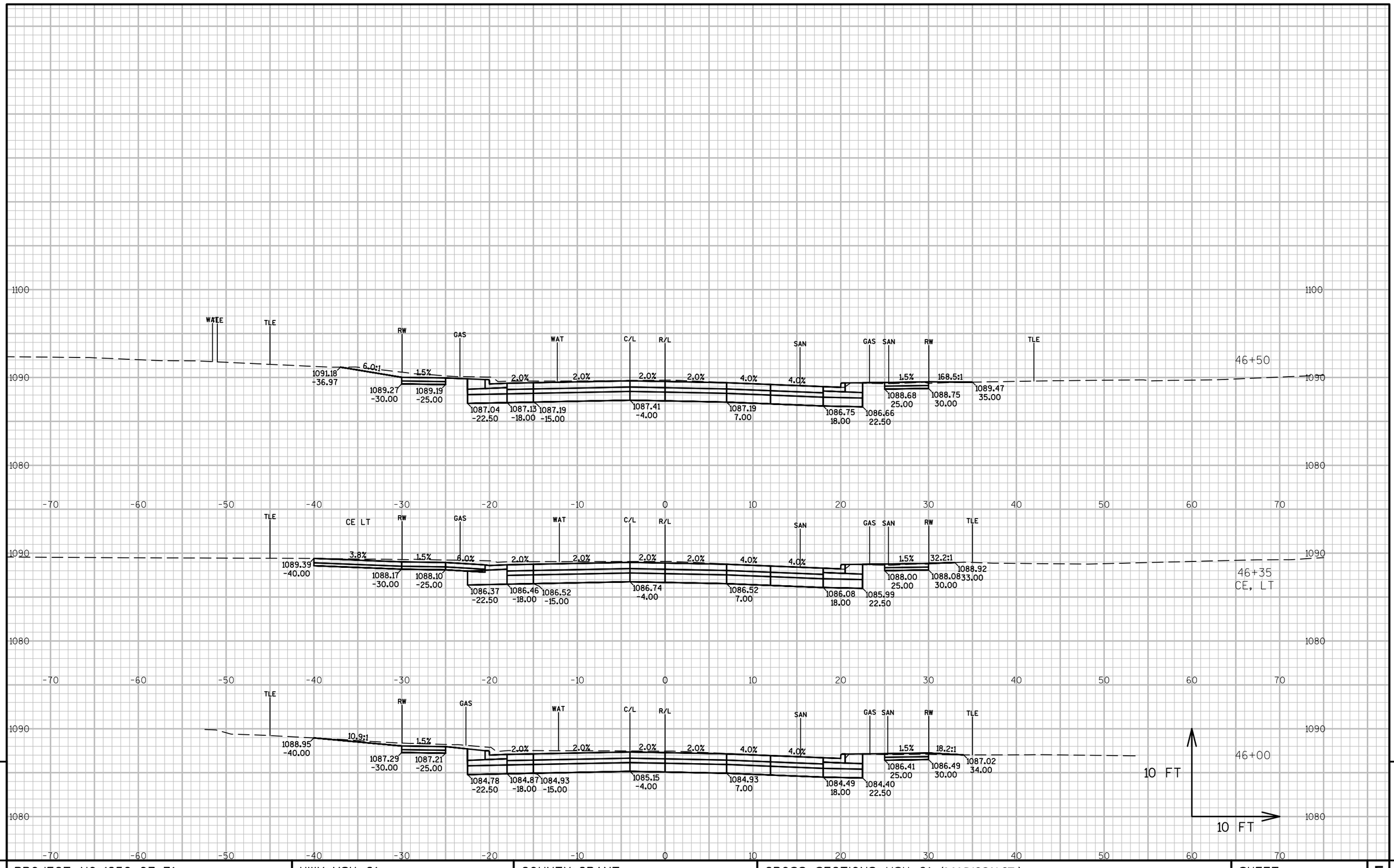


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 377 E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (26)

PLOT DATE : 7/20/2018 2:06 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

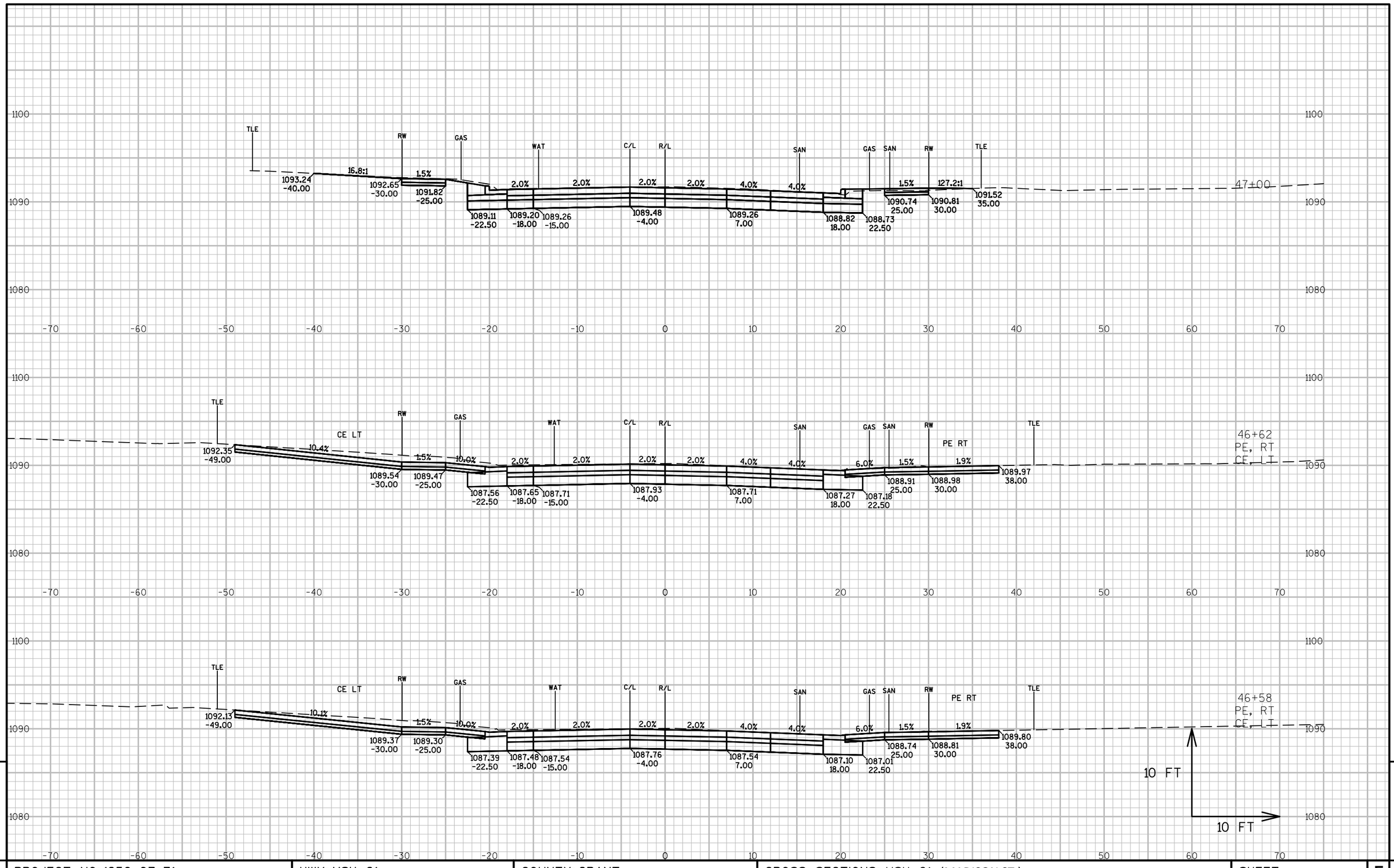


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 378	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (27)

PLOT DATE : 7/20/2018 2:09 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



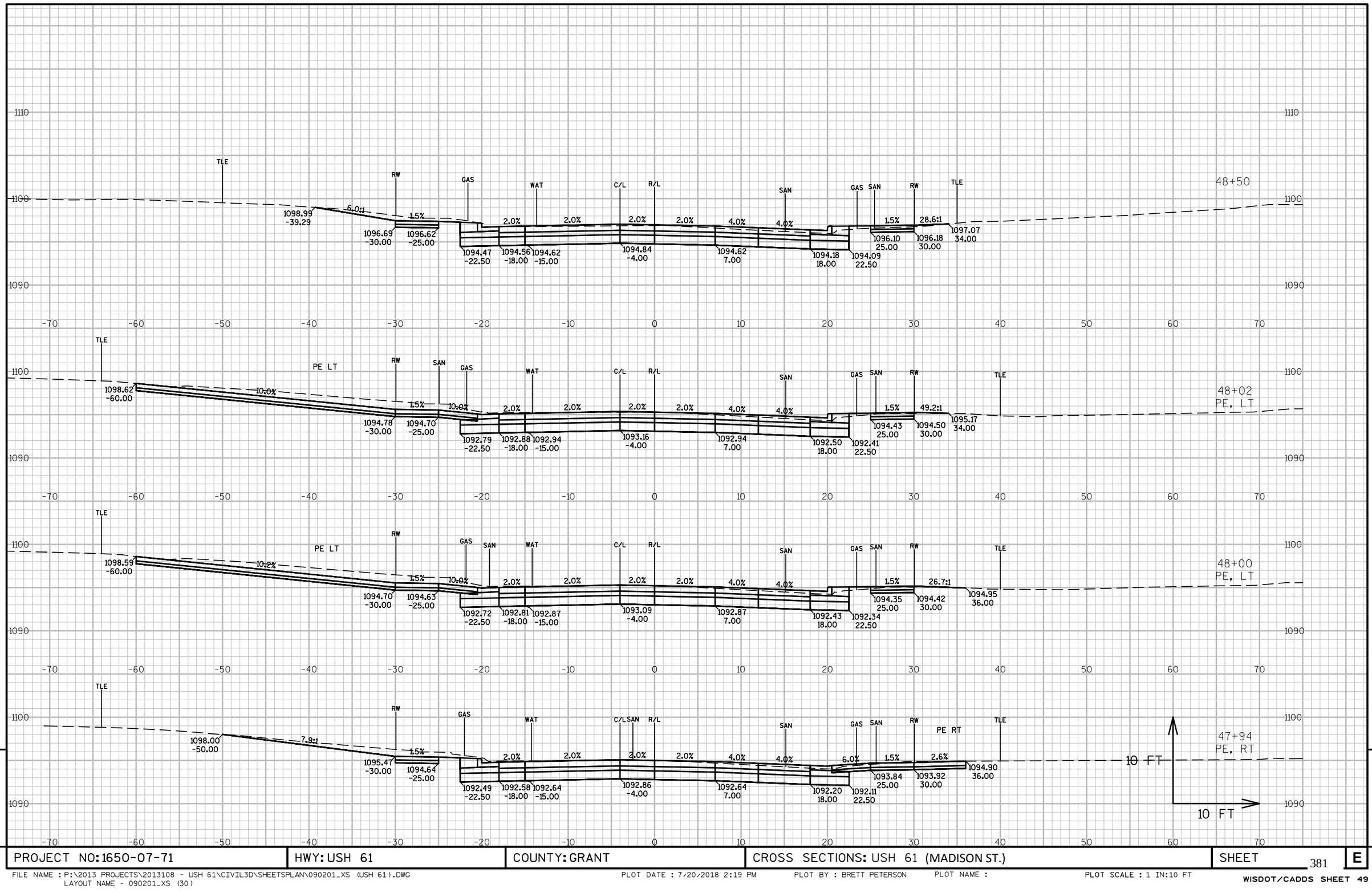
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 379	E

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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 380	E

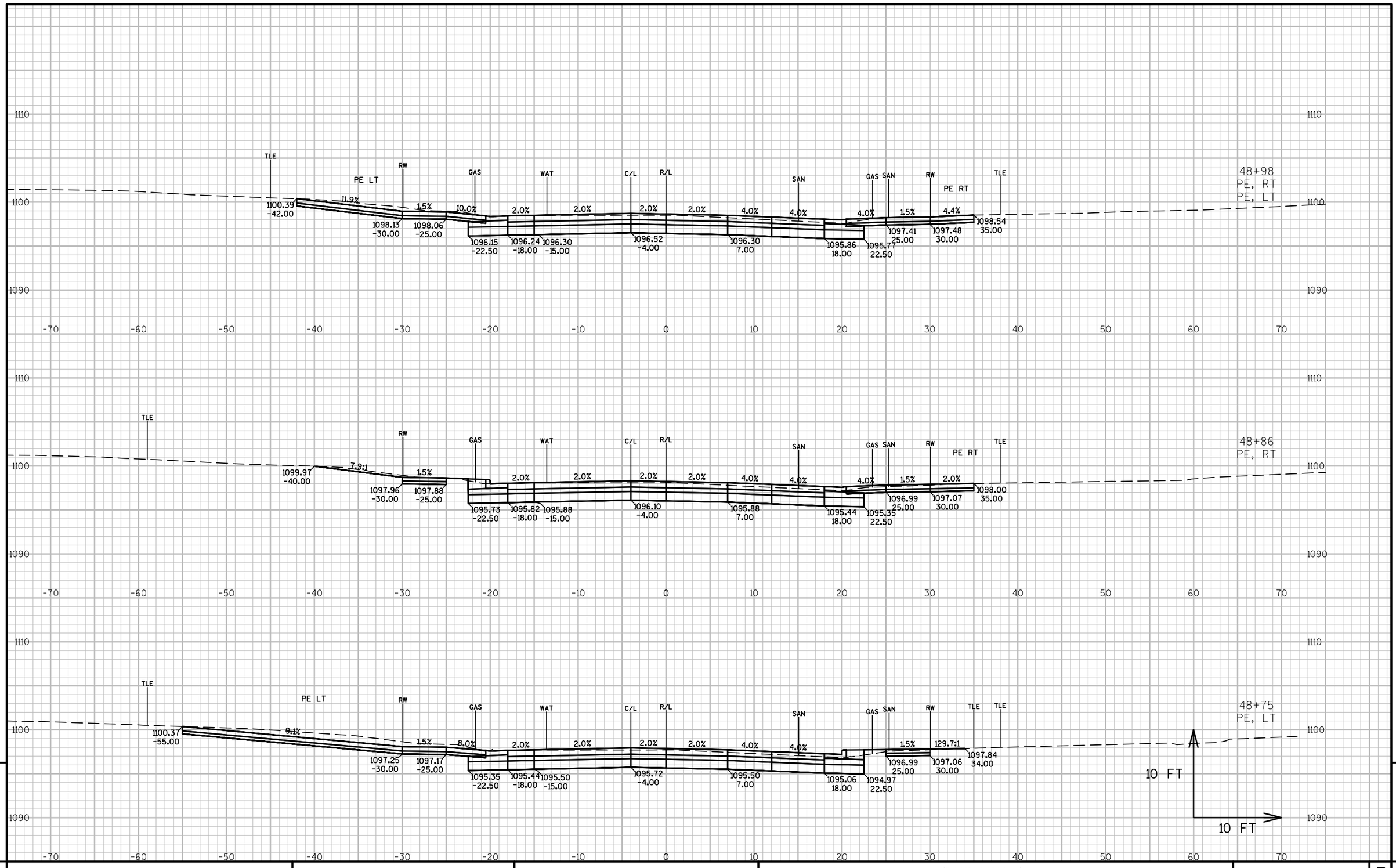


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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 381	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (30)
PLOT DATE : 7/20/2018 2:19 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



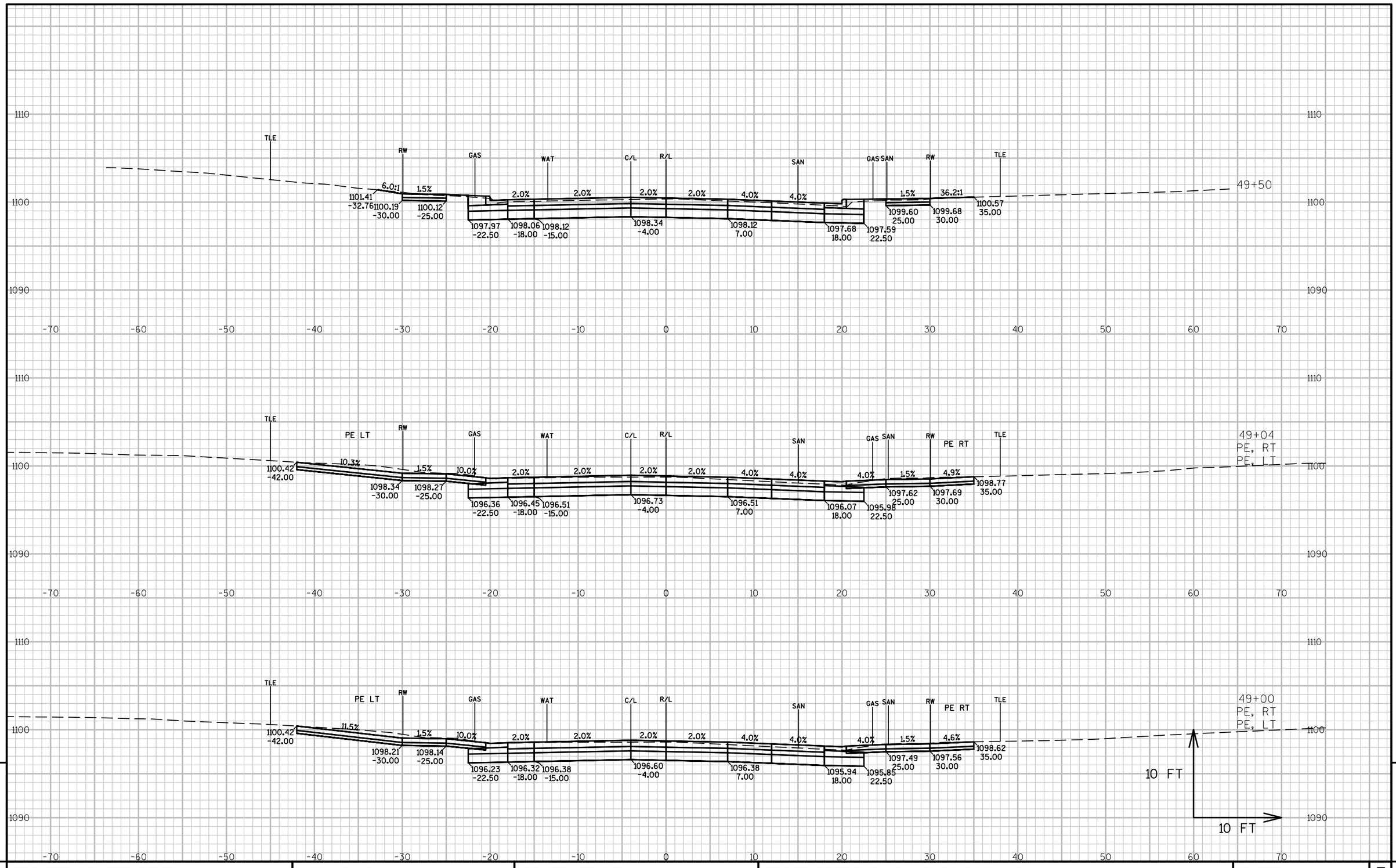
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 382	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (31)

PLOT DATE : 7/20/2018 2:22 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



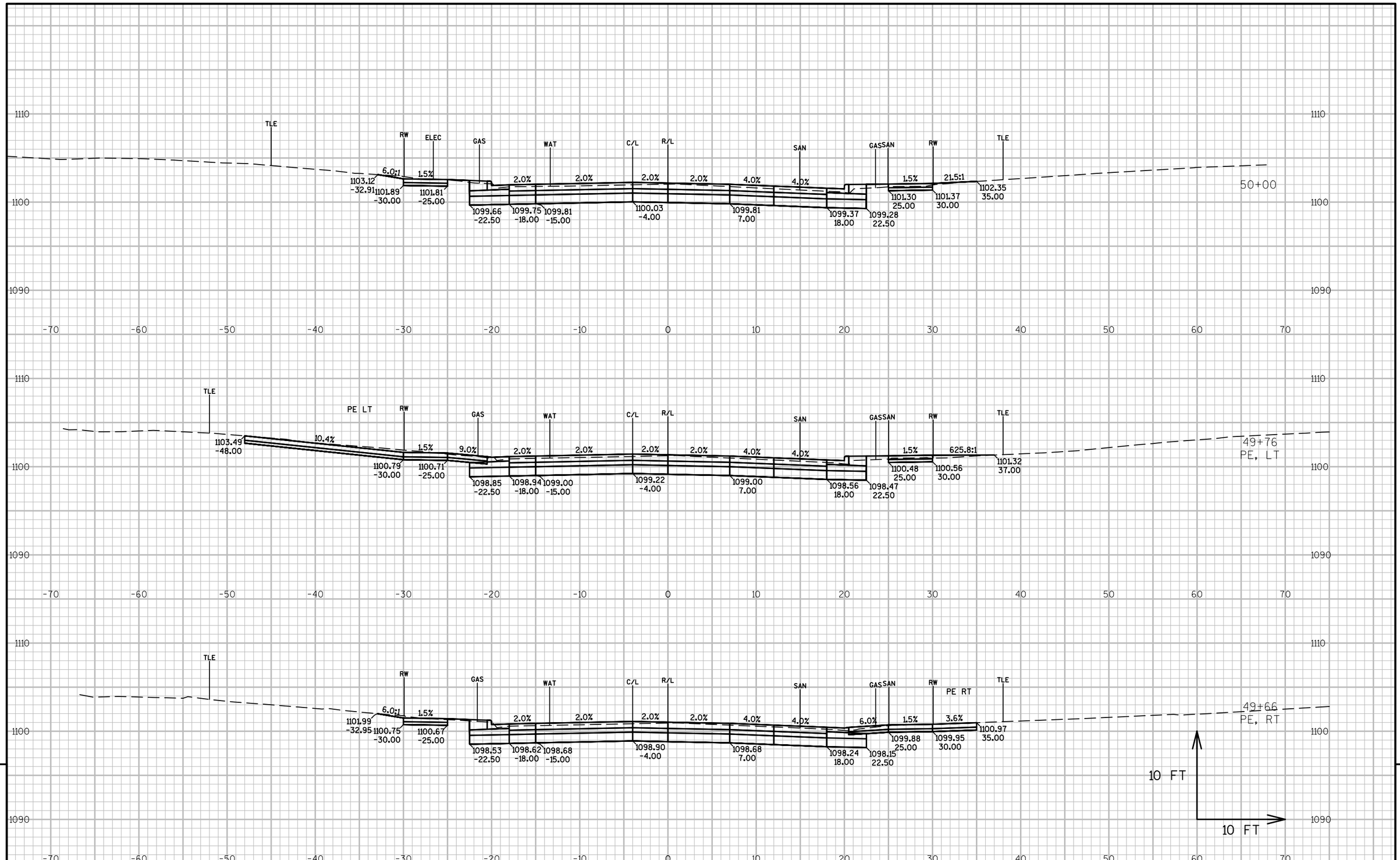
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 383	E

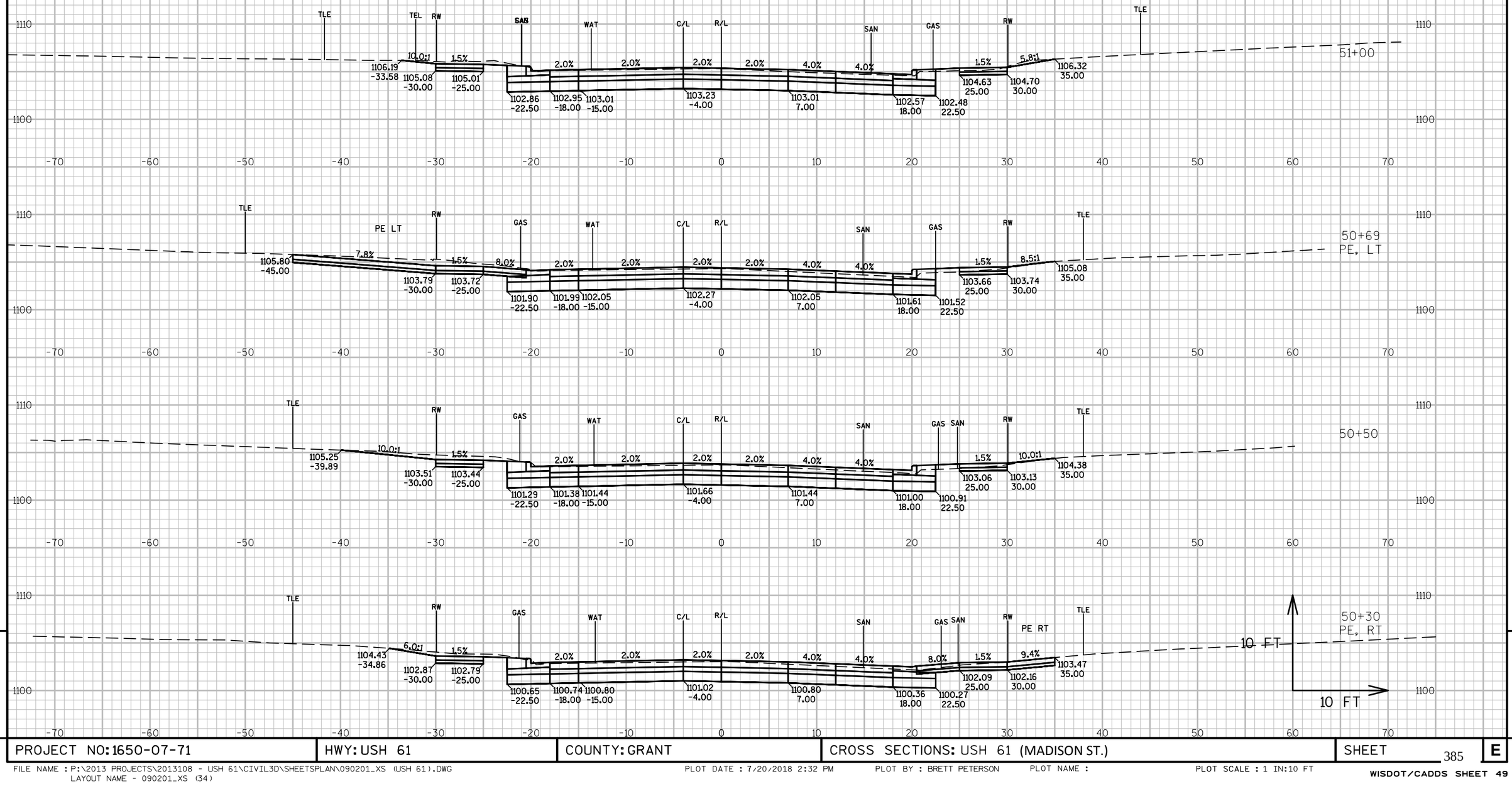
FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (32)

PLOT DATE : 7/20/2018 2:26 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 384	E



9

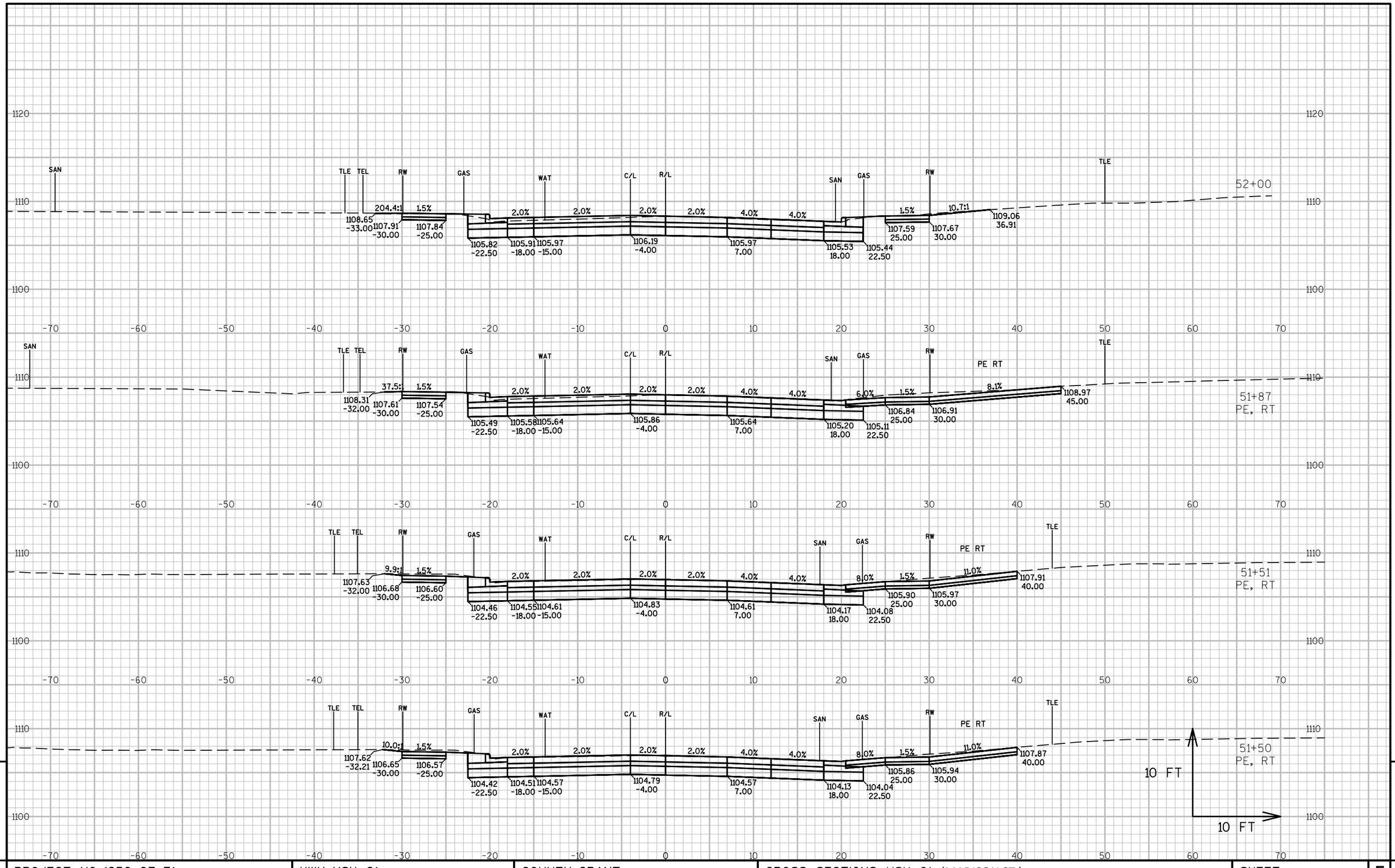
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 385	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (34)

PLOT DATE : 7/20/2018 2:32 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

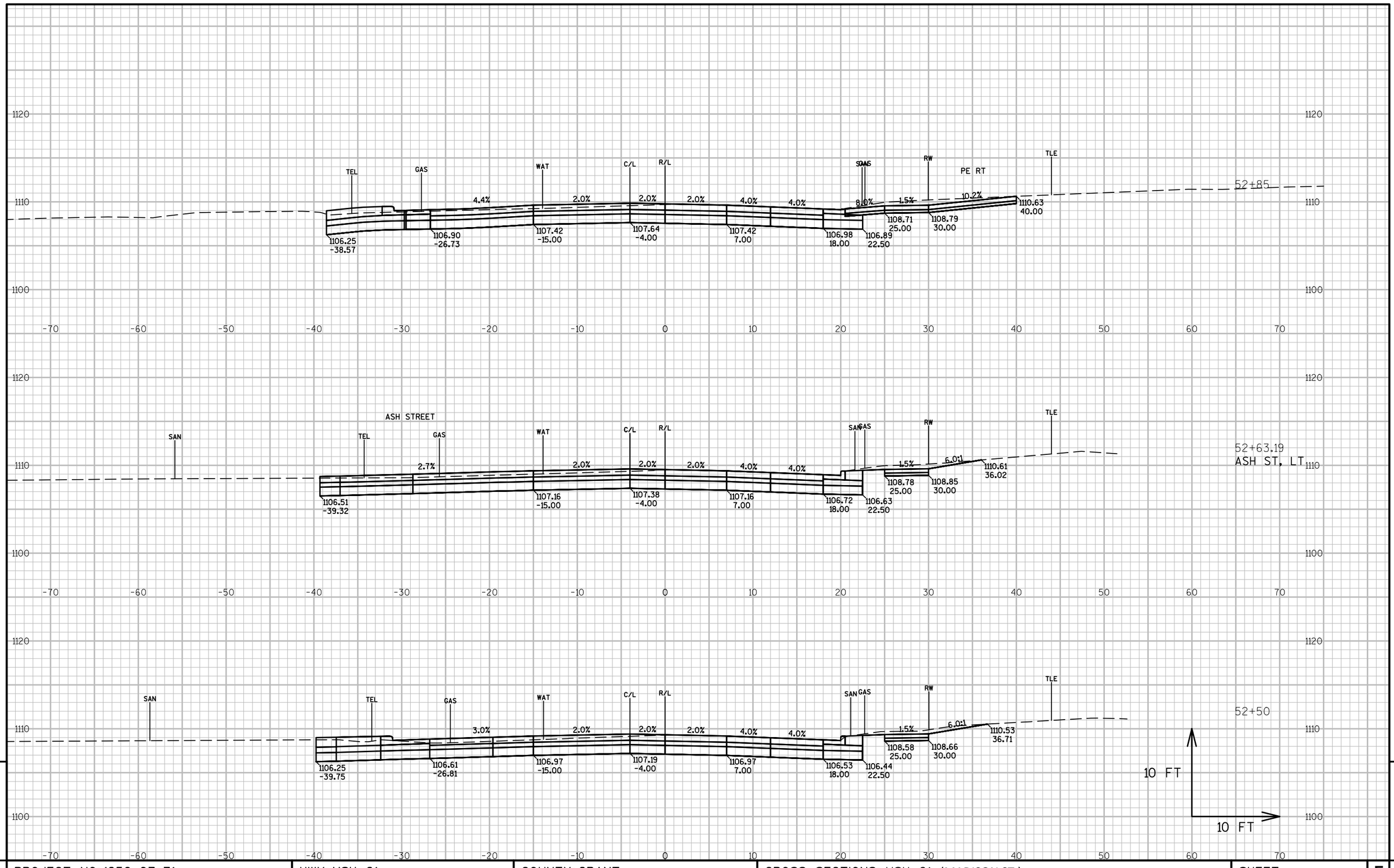


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 386	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (35)

PLOT DATE : 7/20/2018 2:35 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

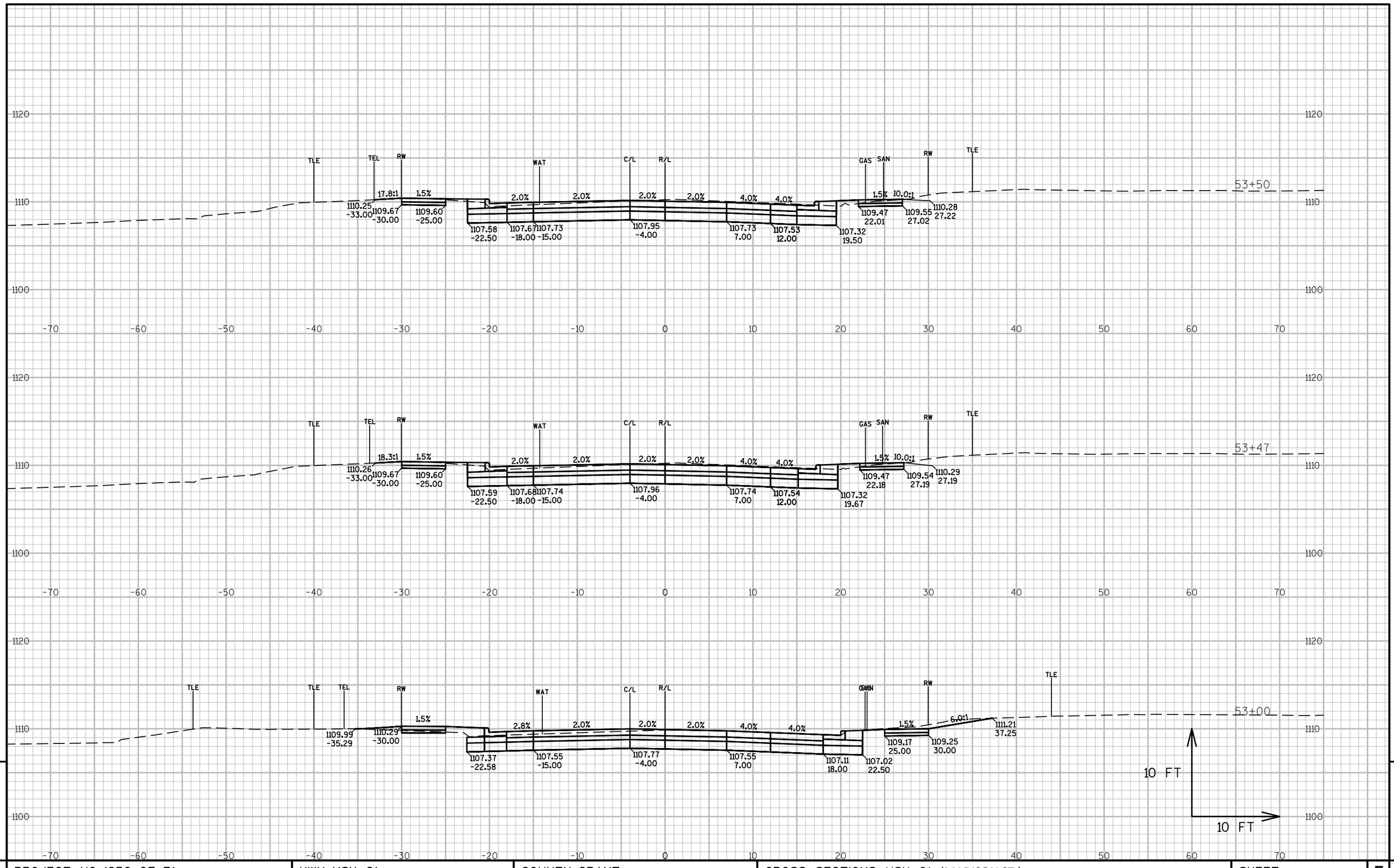
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 387	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (36)

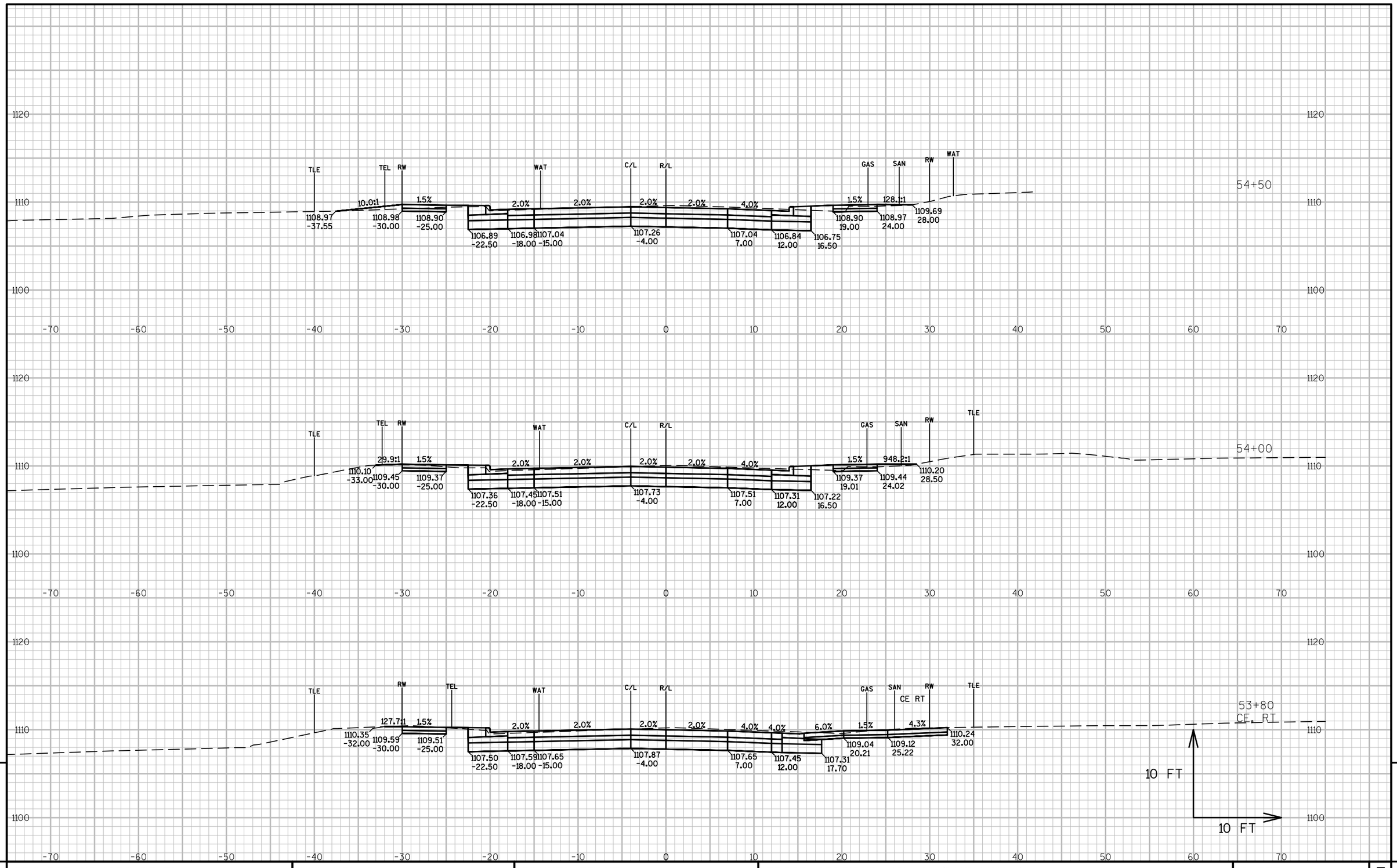
PLOT DATE : 7/20/2018 2:38 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 388	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (37)
PLOT DATE : 7/20/2018 2:41 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



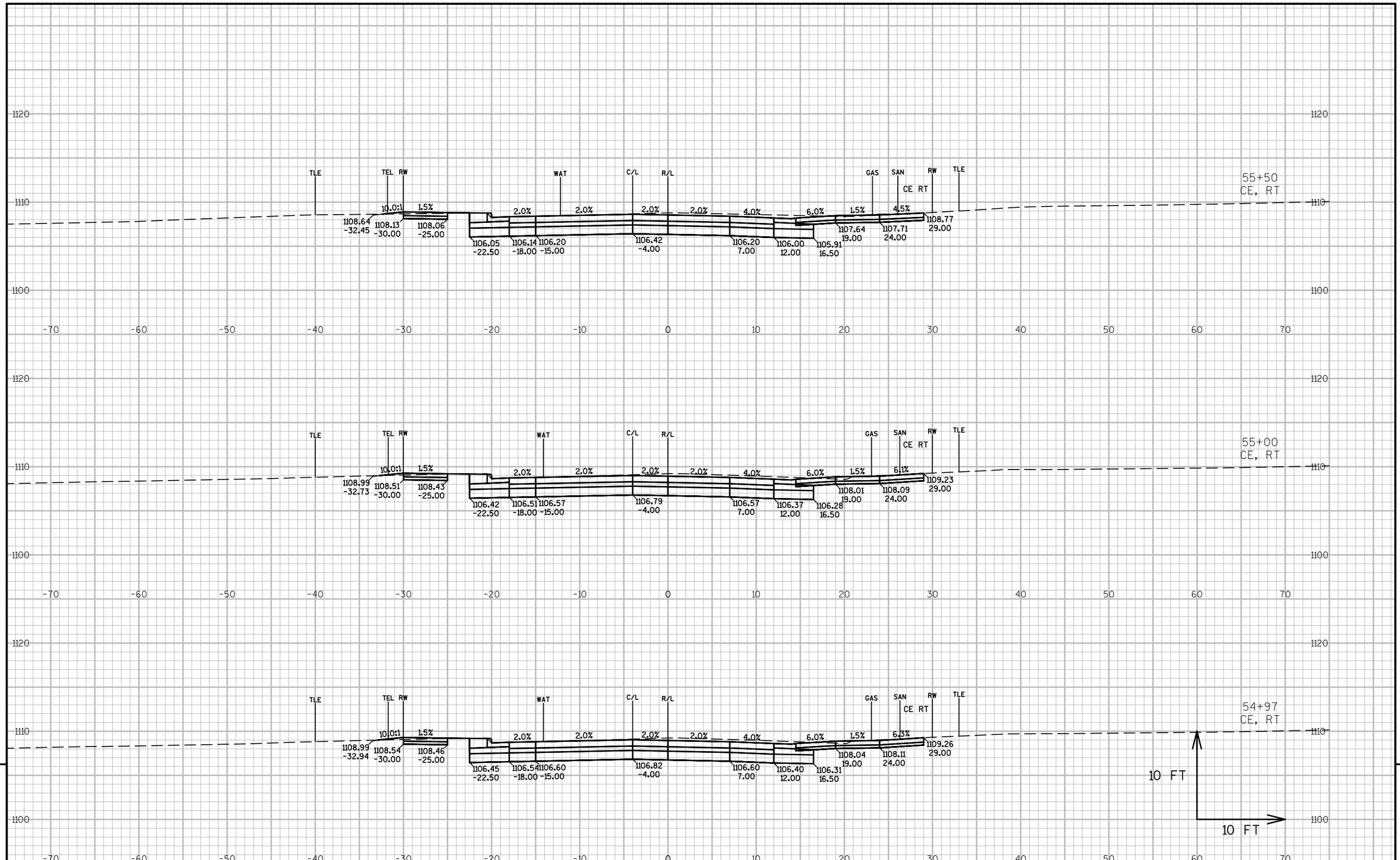
9

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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 389	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (38)

PLOT DATE : 7/20/2018 2:45 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

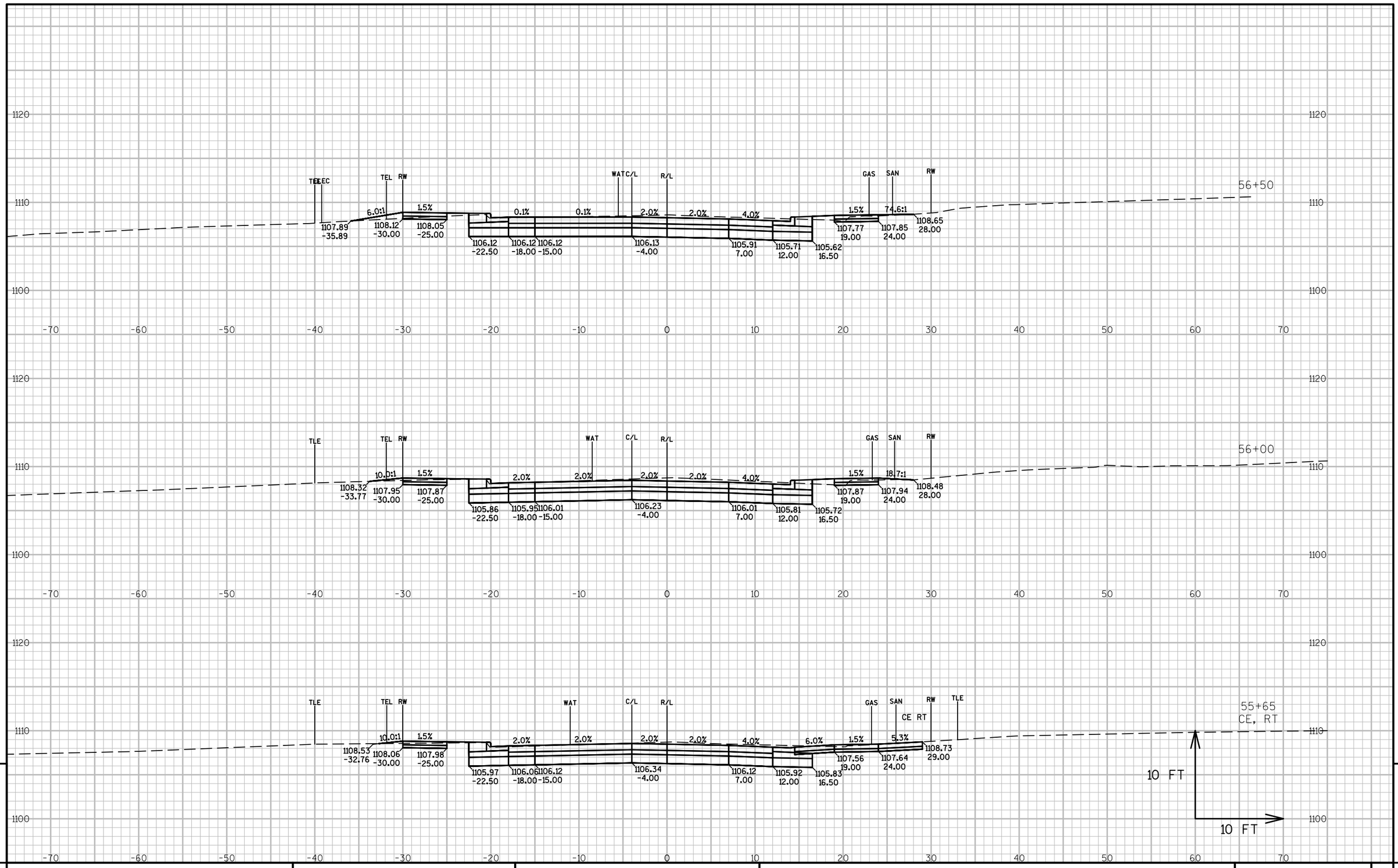
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 390	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (39)

PLOT DATE : 7/20/2018 2:48 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



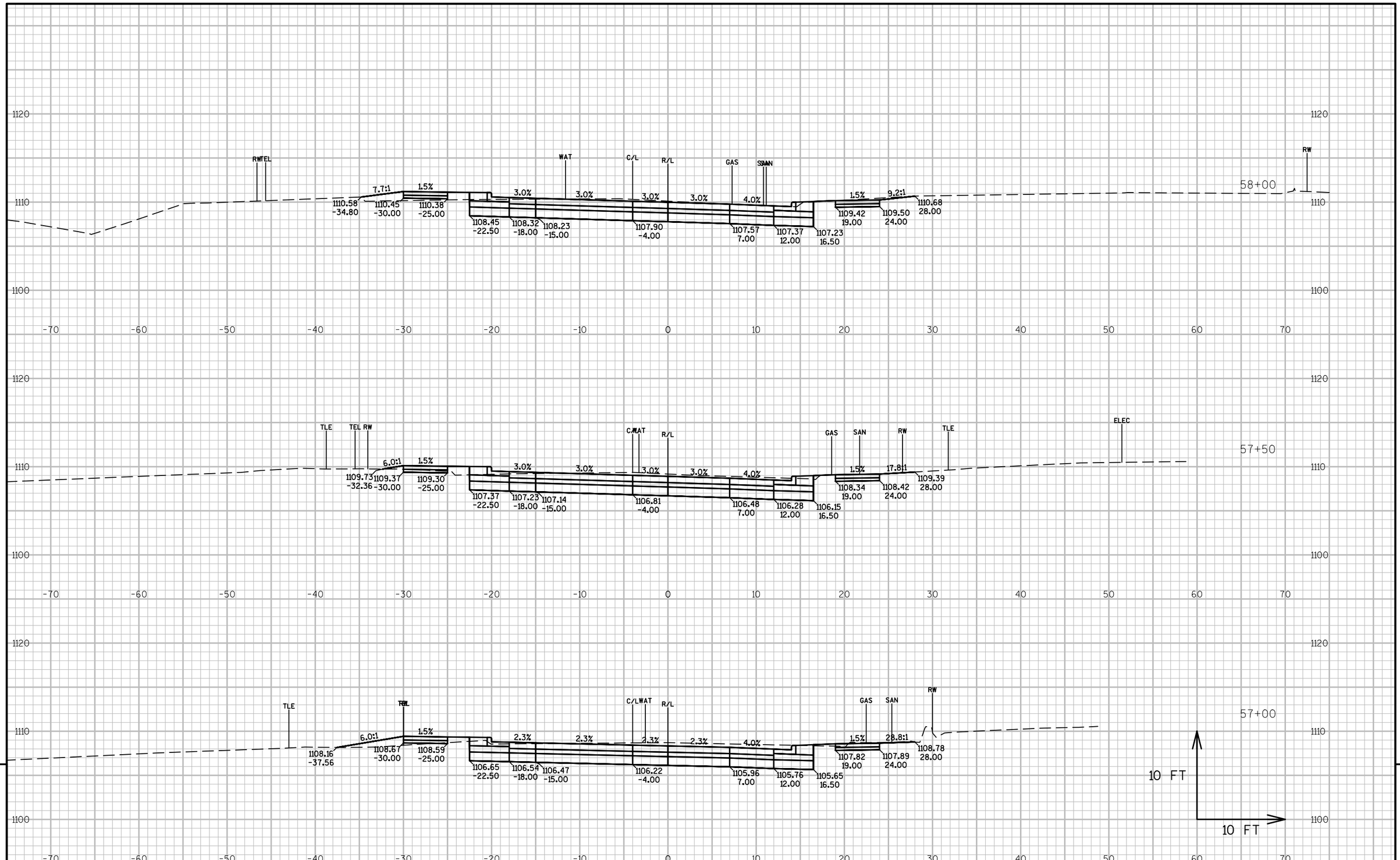
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 391	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (USH 61) - 090201_XS (40)

PLOT DATE : 7/23/2018 9:42 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

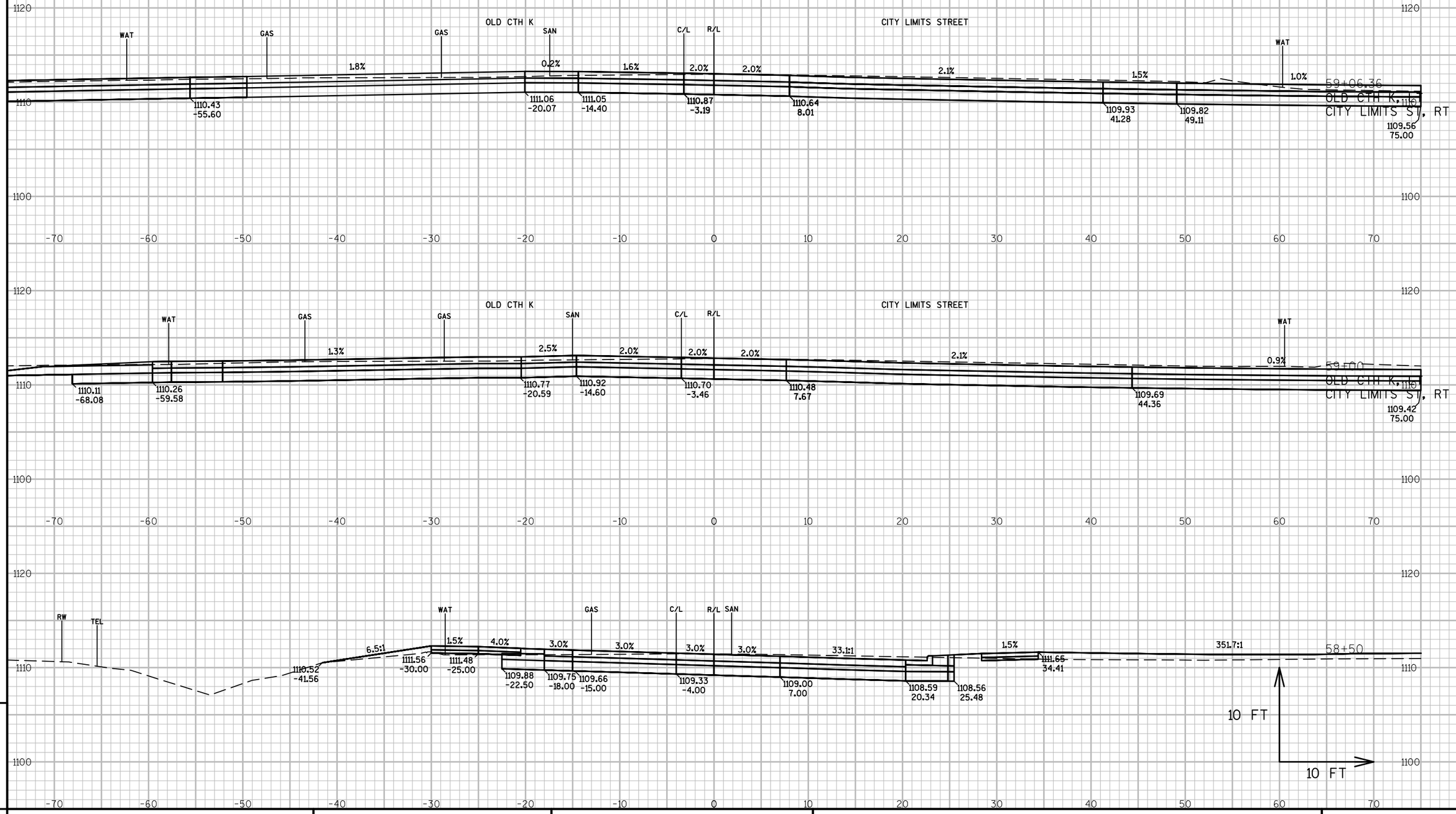
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 392	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (USH 61) - 090201_XS (41)

PLOT DATE : 7/23/2018 9:45 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

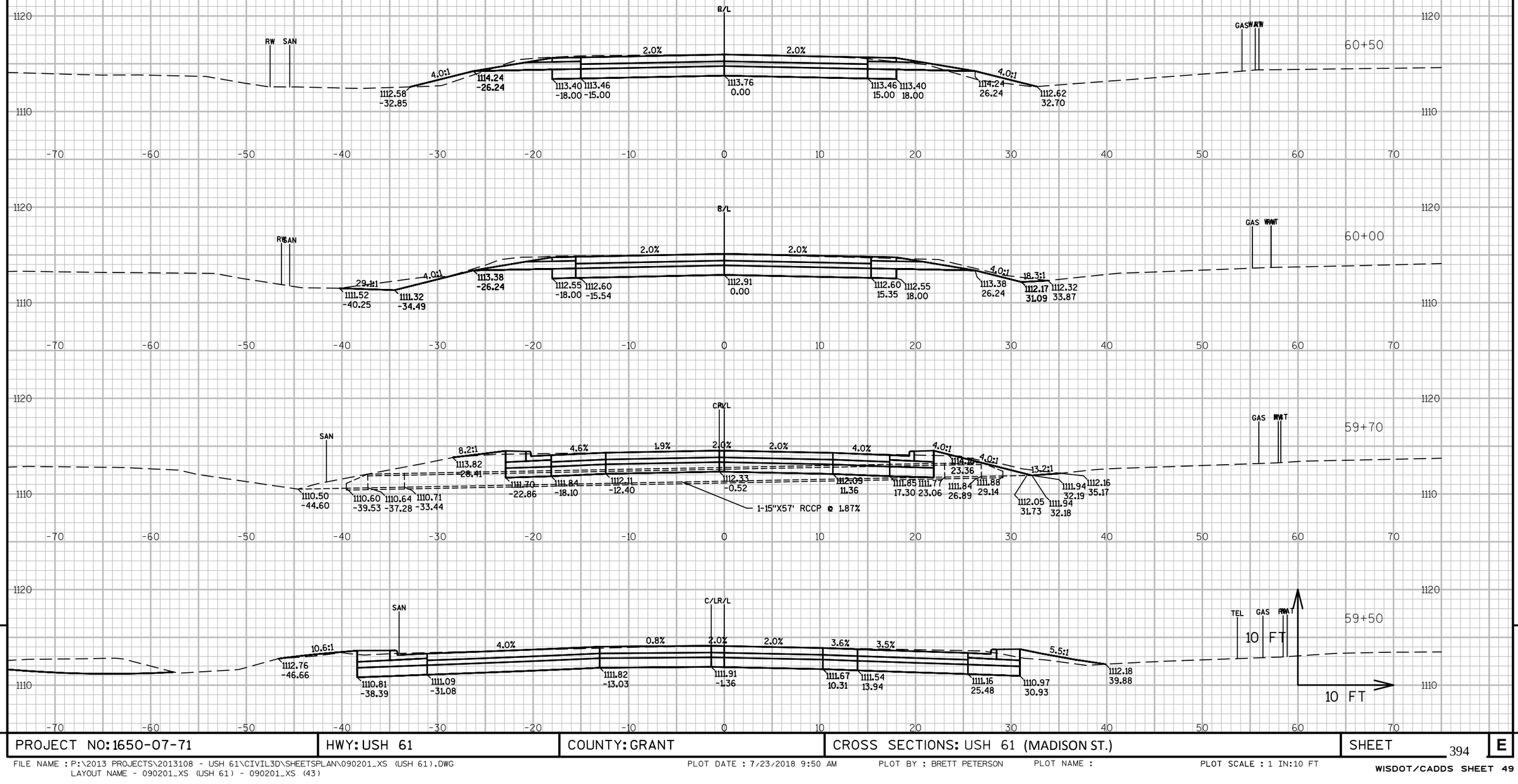
WISDOT/CADDS SHEET 49



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 393	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (USH 61) - 090201_XS (42)

PLOT DATE : 7/23/2018 9:48 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

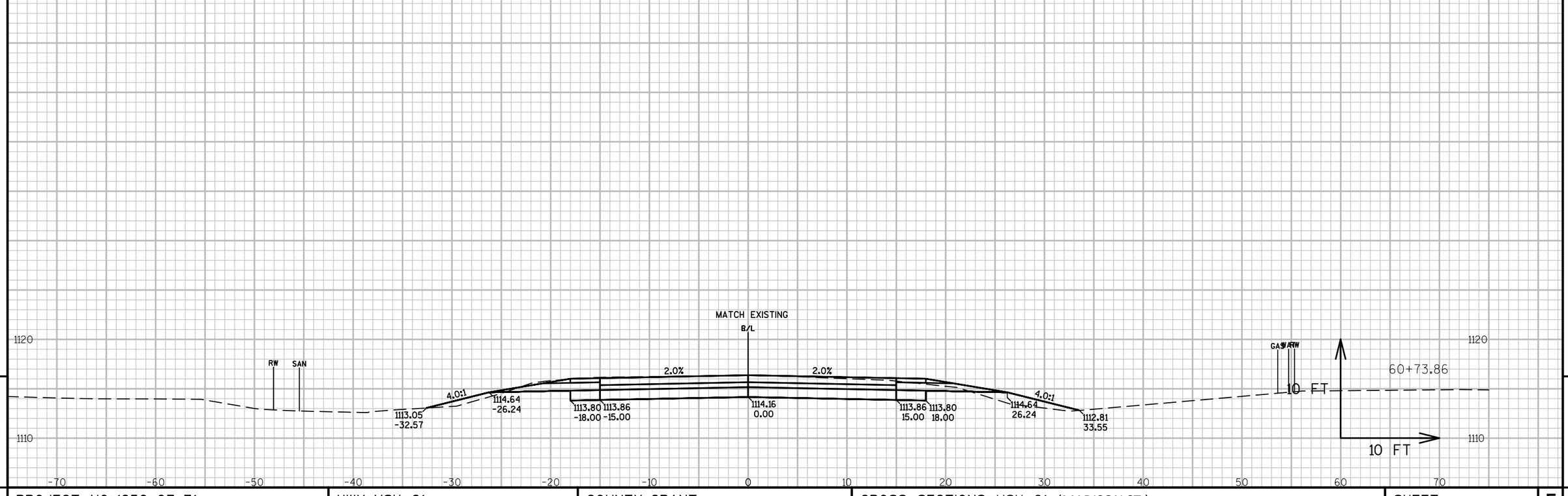


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 394	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (USH 61) - 090201_XS (43)

PLOT DATE : 7/23/2018 9:50 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

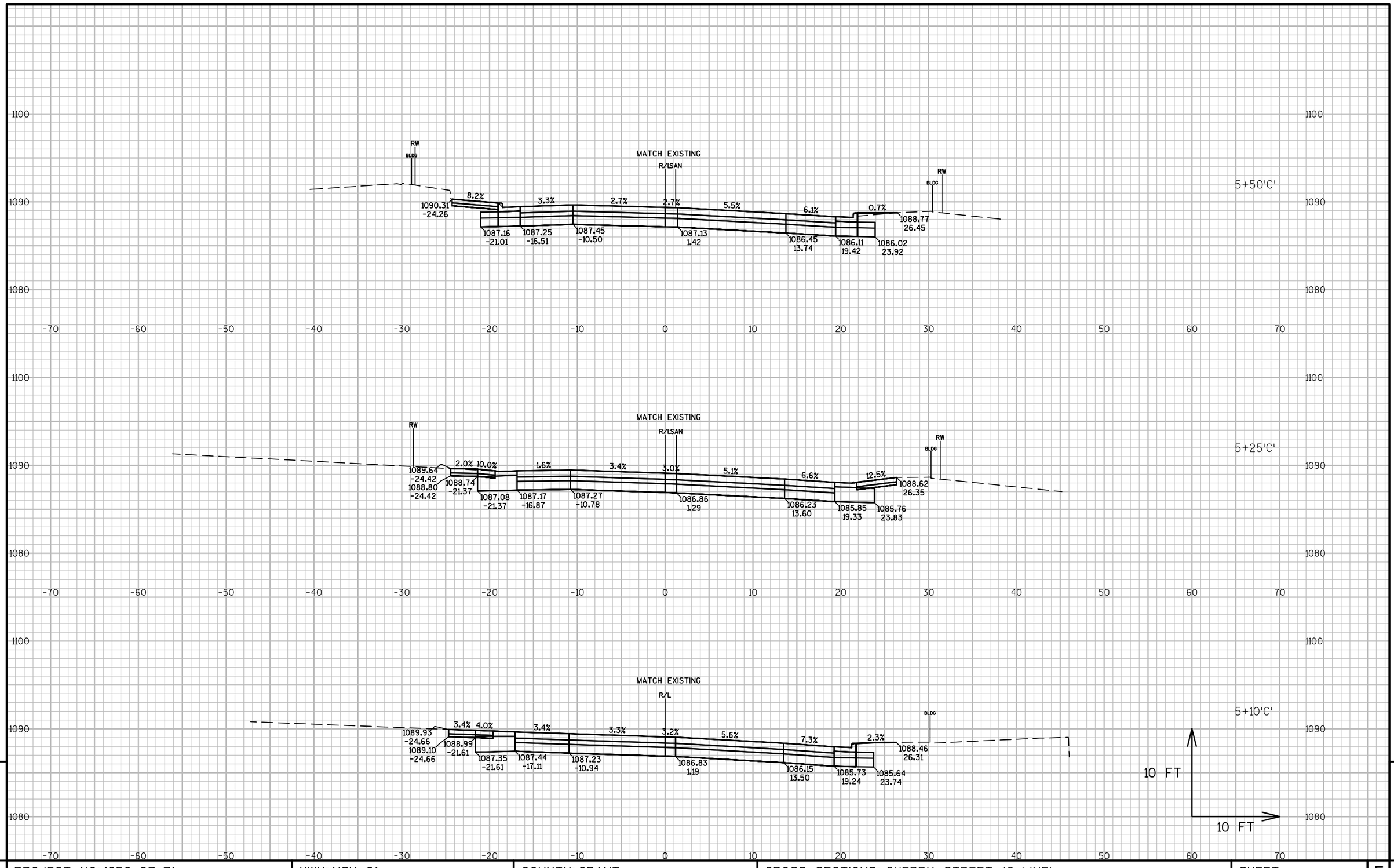


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: USH 61 (MADISON ST.)	SHEET 395	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090201_XS (USH 61).DWG
LAYOUT NAME - 090201_XS (USH 61) - 090201_XS (44)

PLOT DATE : 7/23/2018 9:53 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



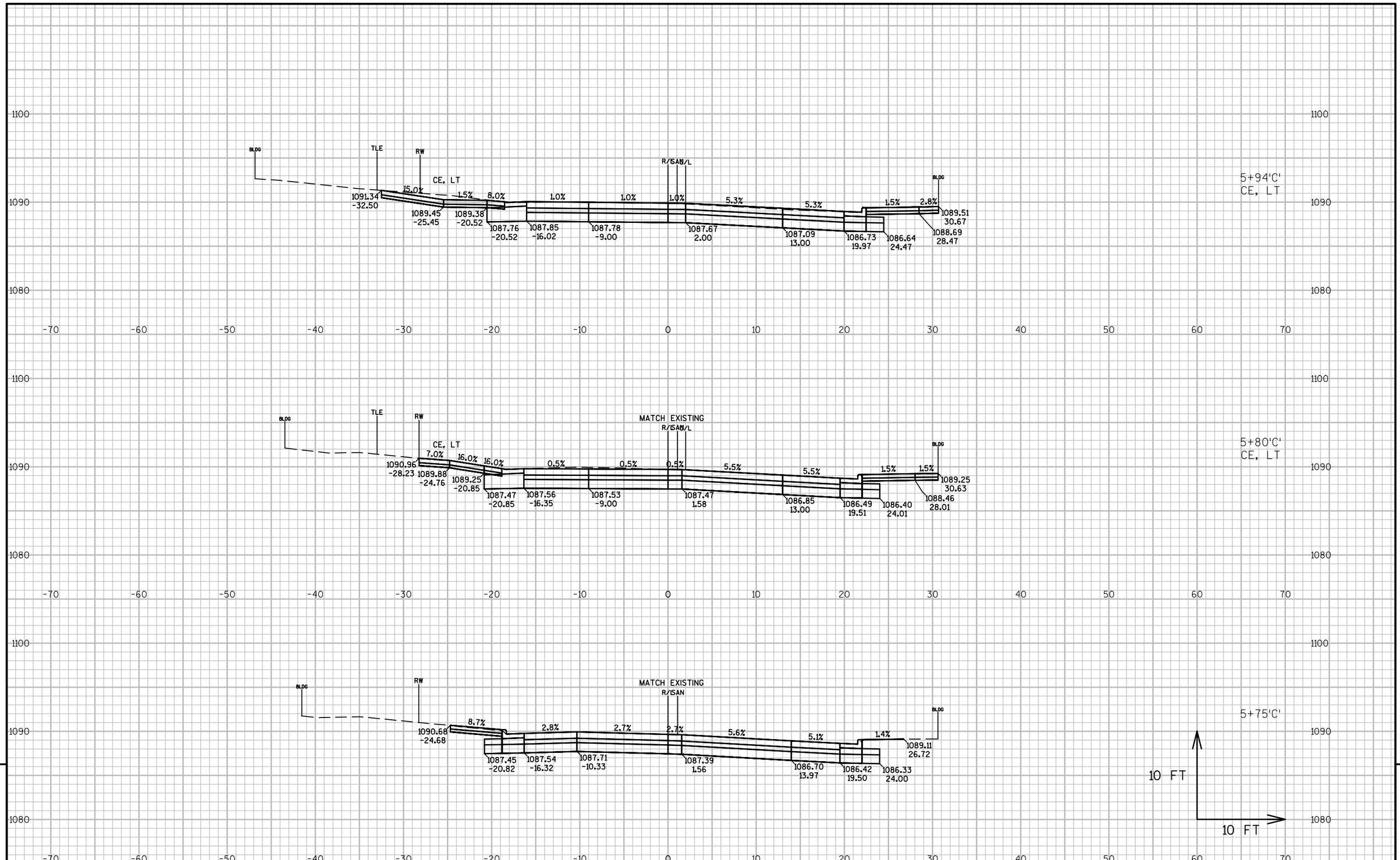
9

9

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: CHERRY STREET (C-LINE)	SHEET 396	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090202_XS (CHERRY STREET).DWG
LAYOUT NAME - 090202_XS (1)

PLOT DATE : 7/23/2018 10:52 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

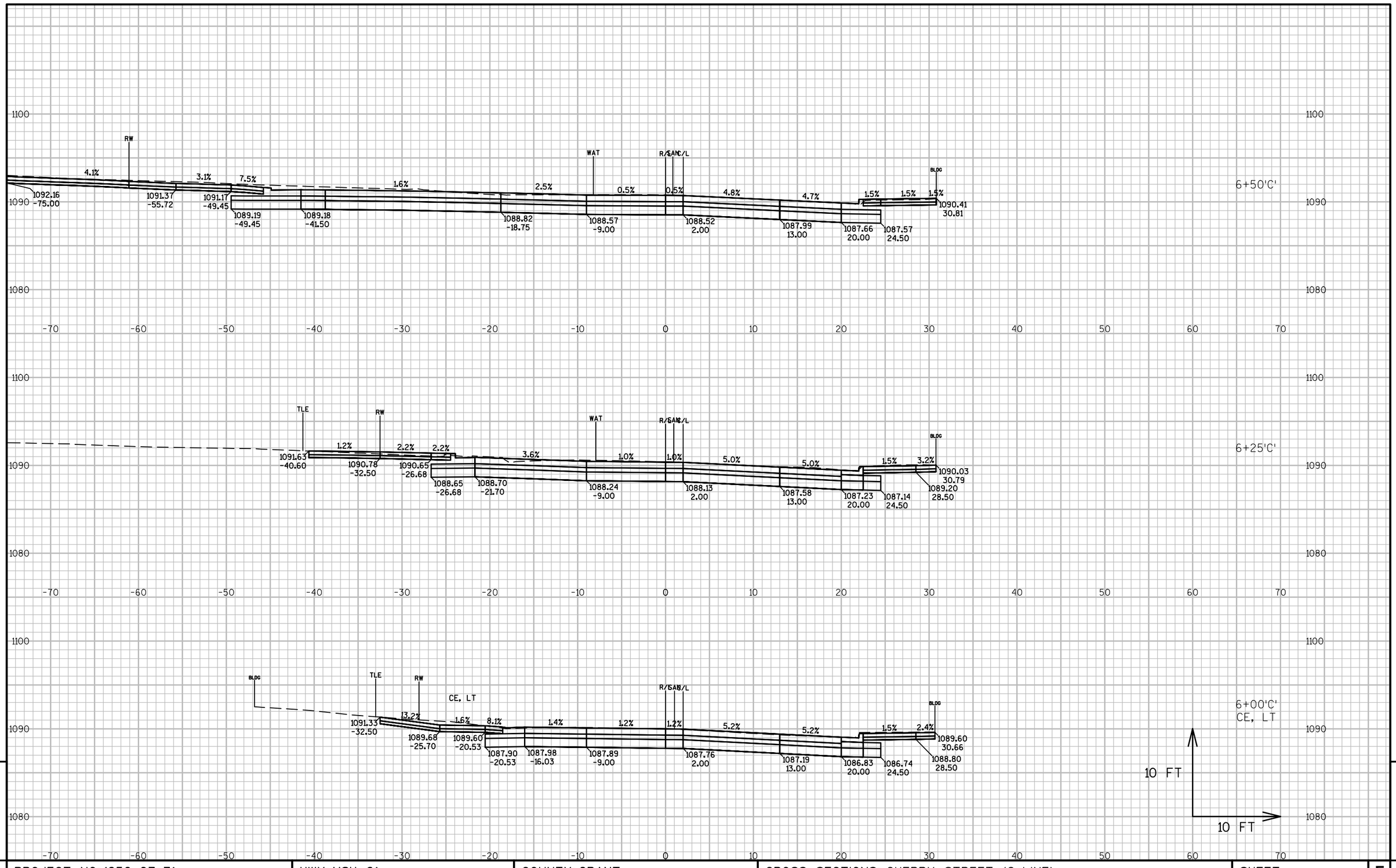


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: CHERRY STREET (C-LINE)	SHEET 397	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090202_XS (CHERRY STREET).DWG
LAYOUT NAME - 090202_XS (2)

PLOT DATE : 7/23/2018 10:53 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

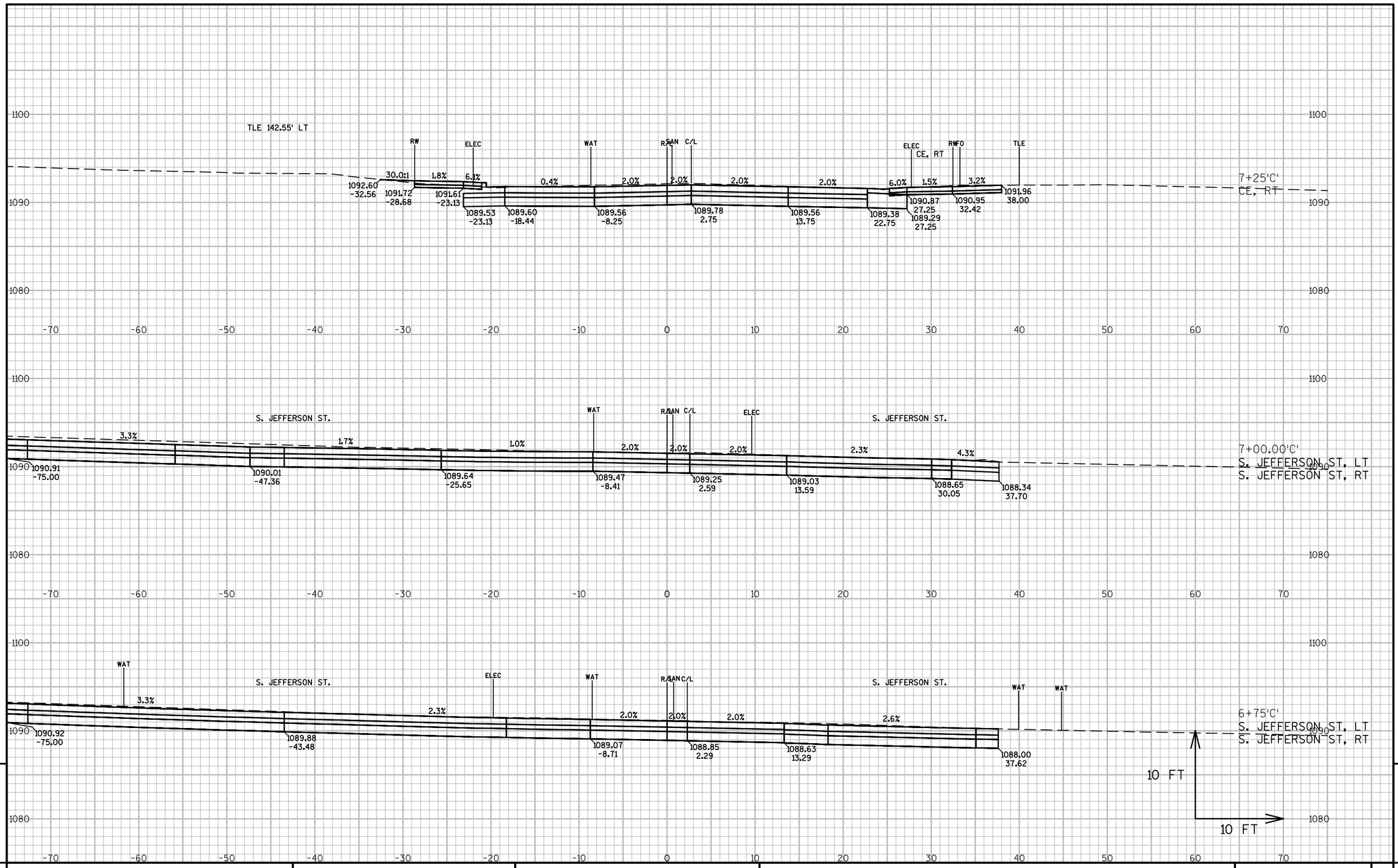
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: CHERRY STREET (C-LINE)	SHEET 398	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090202_XS (CHERRY STREET).DWG
LAYOUT NAME - 090202_XS (3)

PLOT DATE : 7/23/2018 10:54 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

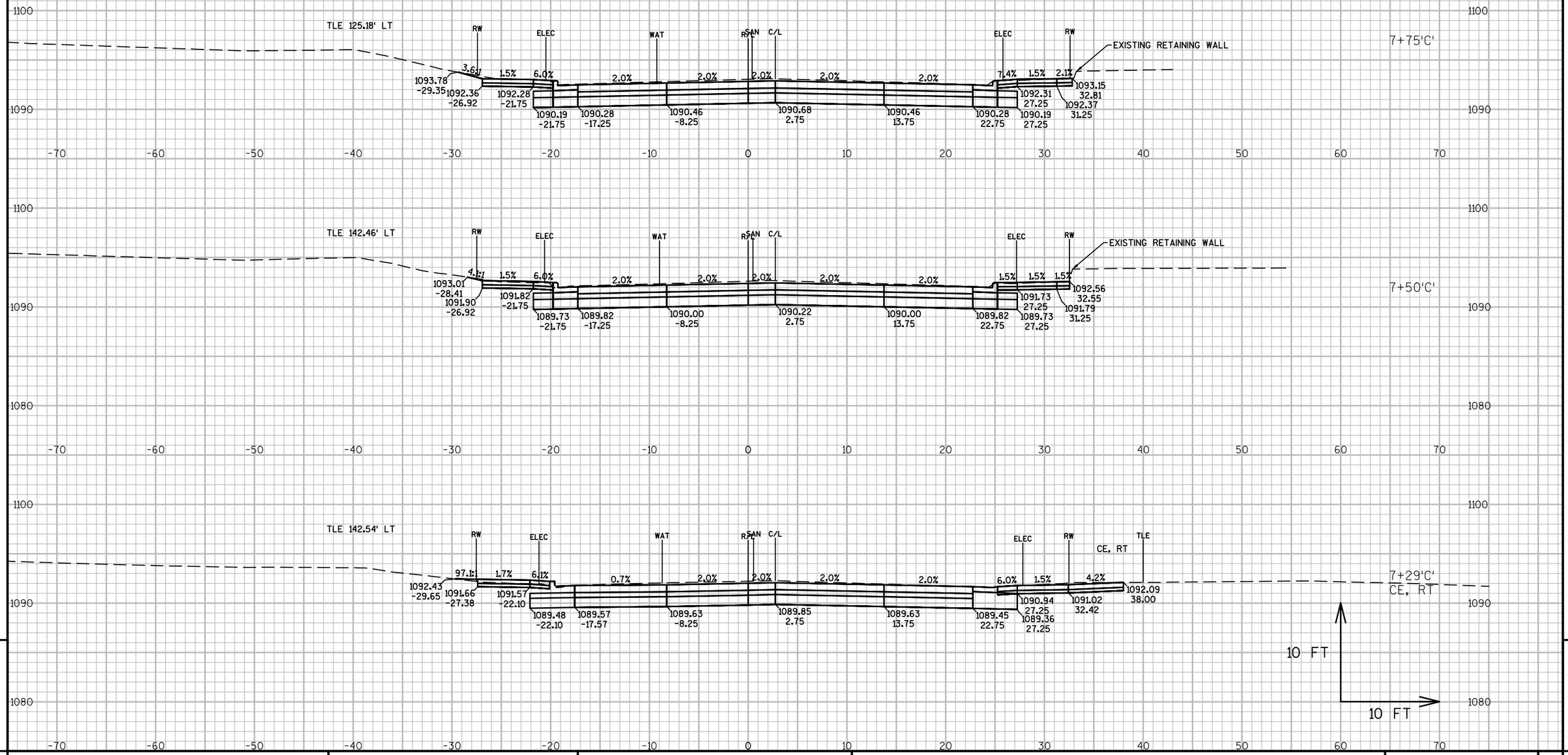
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: CHERRY STREET (C-LINE)	SHEET 399	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090202_XS (CHERRY STREET).DWG
LAYOUT NAME - 090202_XS (4)

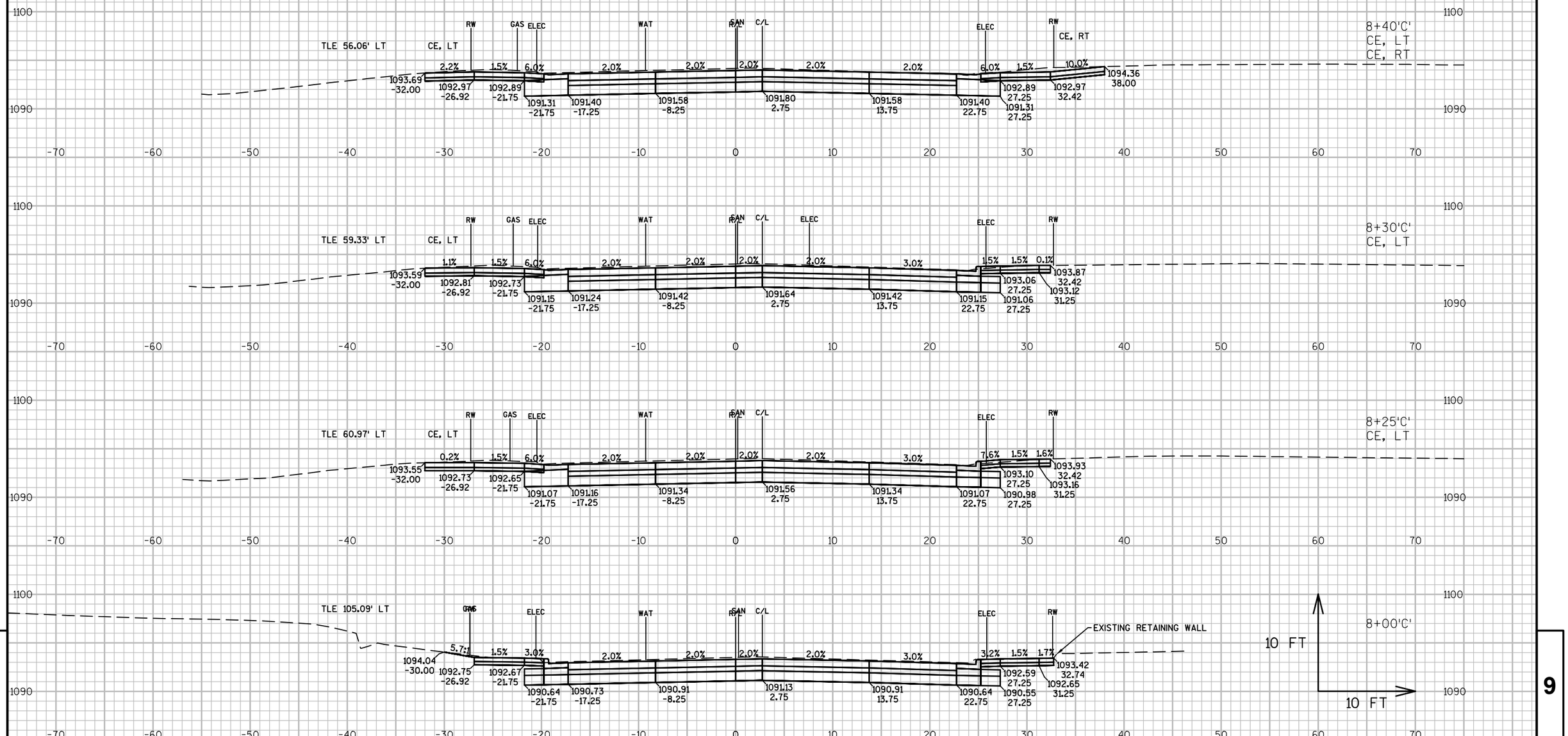
PLOT DATE : 7/23/2018 10:55 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: CHERRY STREET (C-LINE)	SHEET 400	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090202_XS (CHERRY STREET).DWG
LAYOUT NAME - 090202_XS (5)
PLOT DATE : 7/23/2018 10:56 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



9

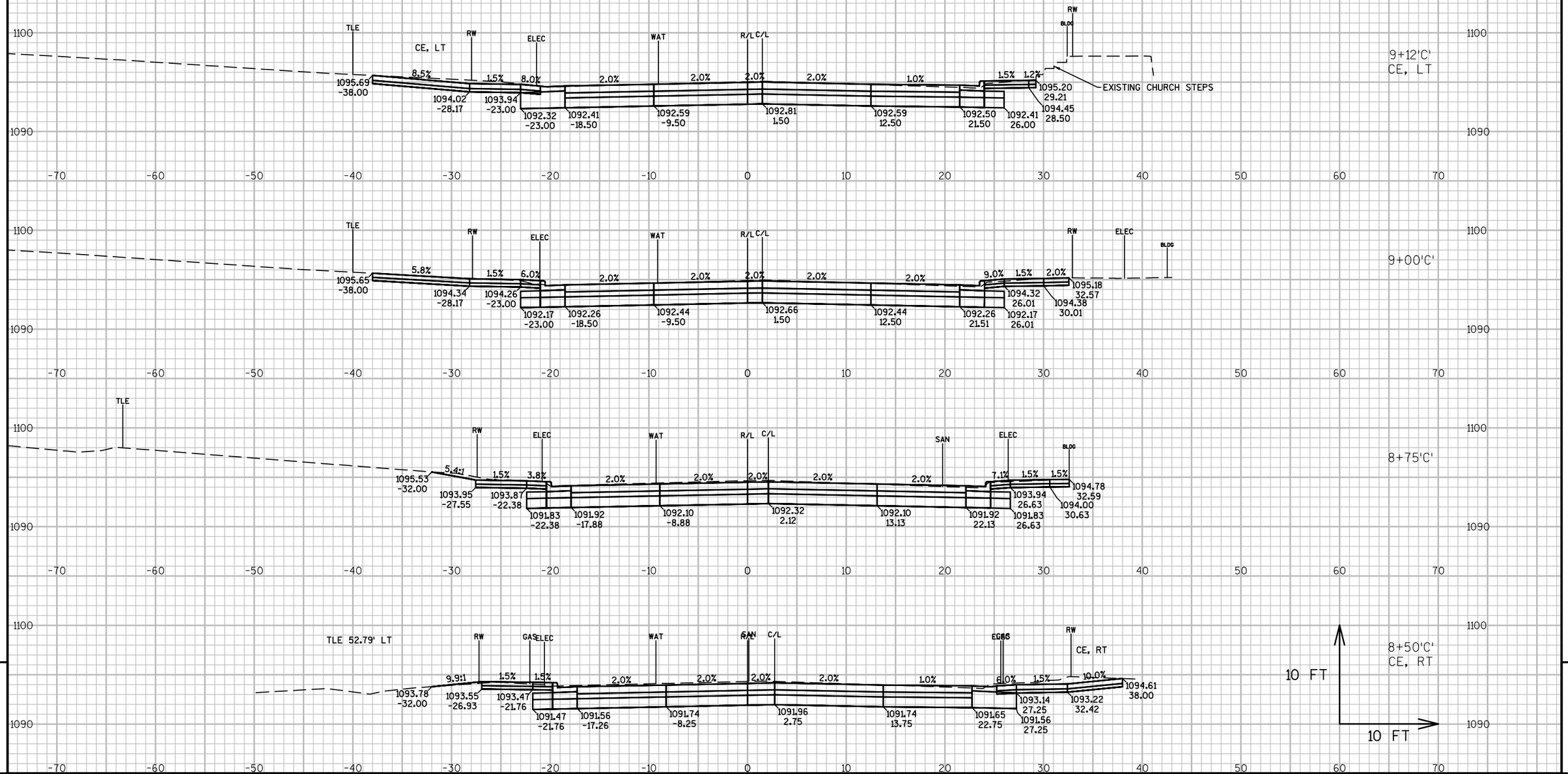
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: CHERRY STREET (C-LINE)	SHEET 401	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090202_XS (CHERRY STREET).DWG
LAYOUT NAME - 090202_XS (5)

PLOT DATE : 7/23/2018 10:56 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

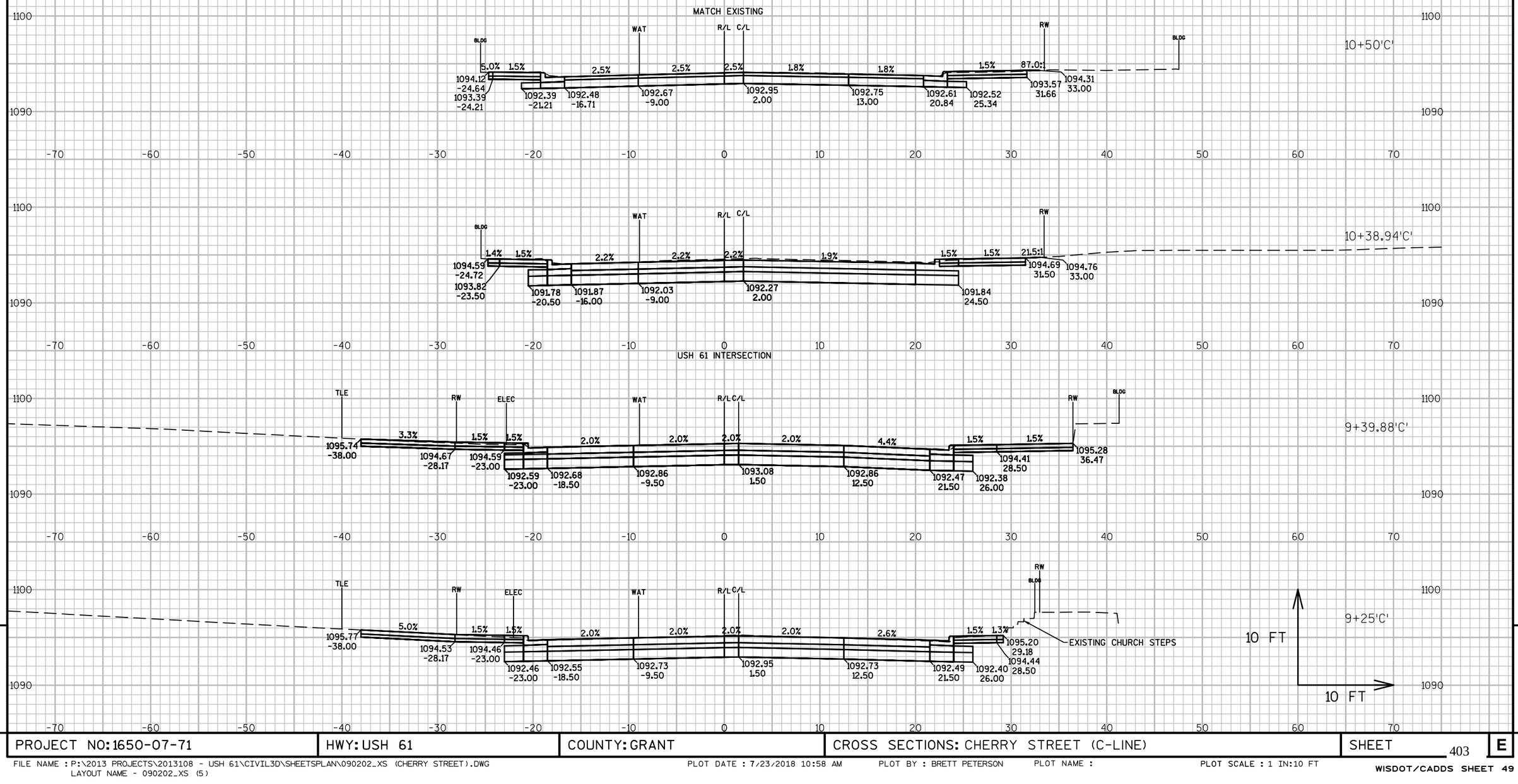


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: CHERRY STREET (C-LINE)	SHEET 402	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090202_XS (CHERRY STREET).DWG
LAYOUT NAME - 090202_XS (5)

PLOT DATE : 7/23/2018 10:57 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

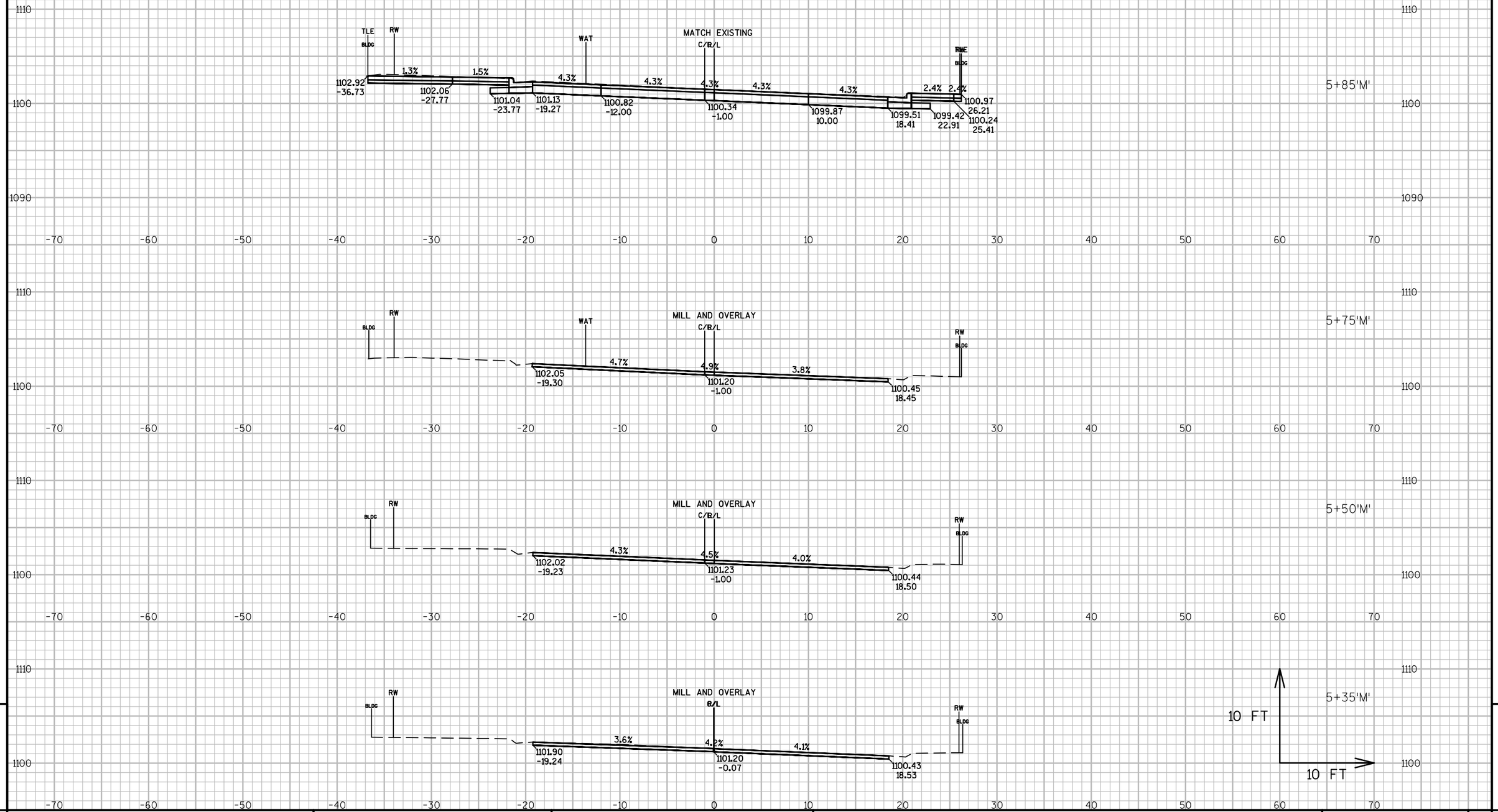
WISDOT/CADDS SHEET 49



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: CHERRY STREET (C-LINE)	SHEET 403	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090202_XS (CHERRY STREET).DWG
LAYOUT NAME - 090202_XS (5)

PLOT DATE : 7/23/2018 10:58 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



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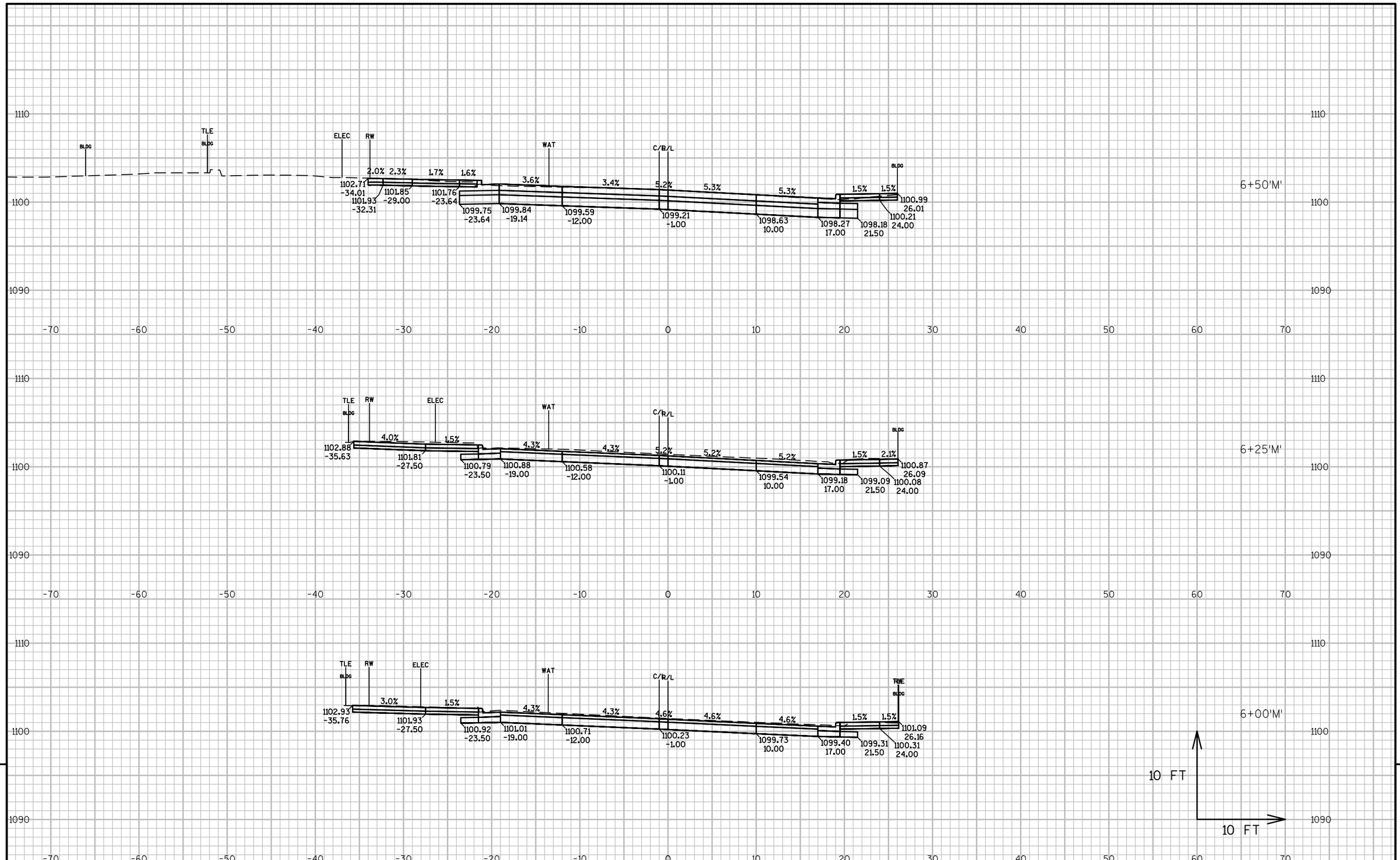
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: MAPLE STREET (M-LINE)	SHEET 404	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090203_XS (MAPLE STREET).DWG
LAYOUT NAME - 090203_XS - (1)

PLOT DATE : 7/23/2018 11:28 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

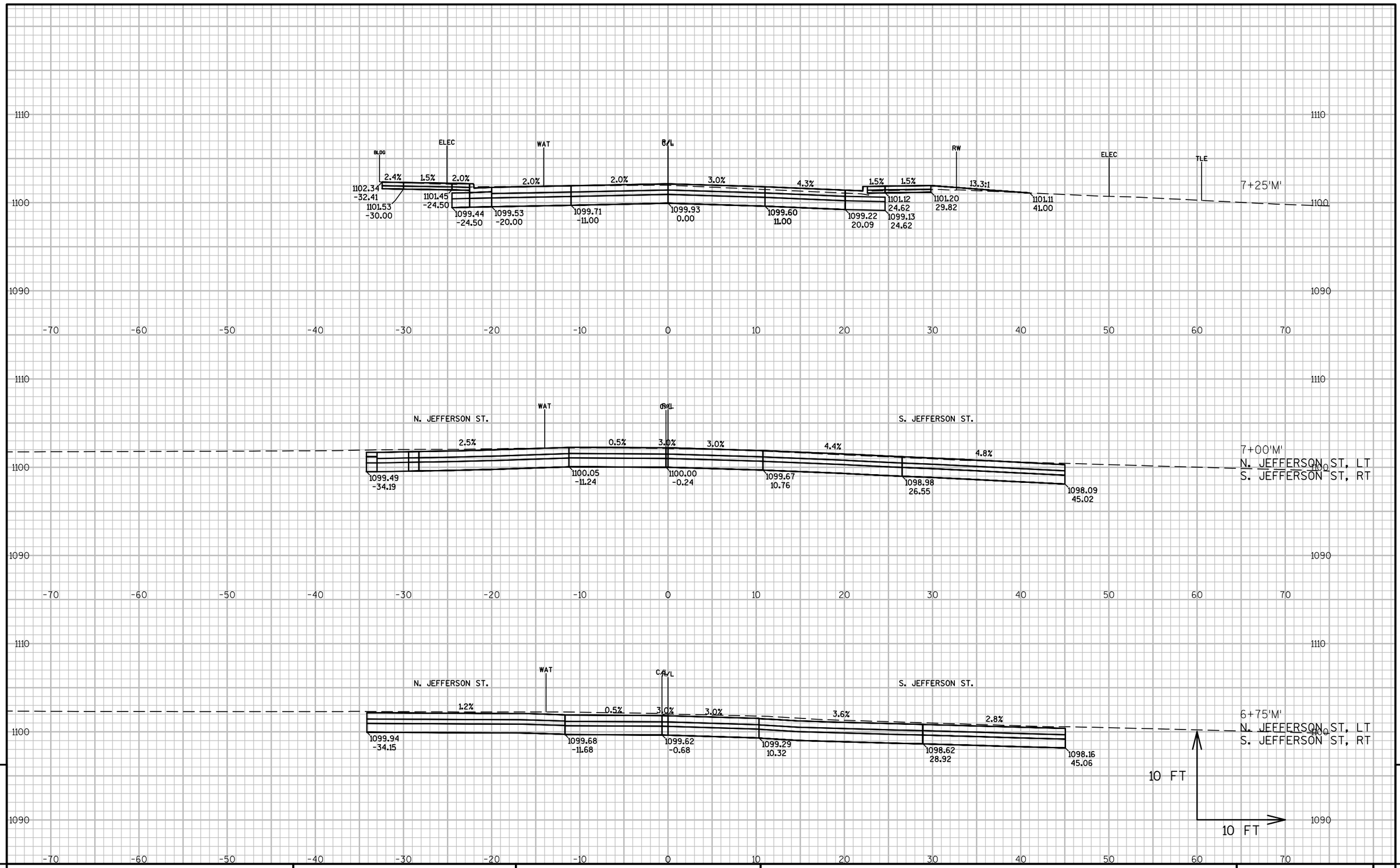
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: MAPLE STREET (M-LINE)	SHEET 405	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090203_XS (MAPLE STREET).DWG
LAYOUT NAME - 090203_XS - (2)

PLOT DATE : 7/23/2018 11:28 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

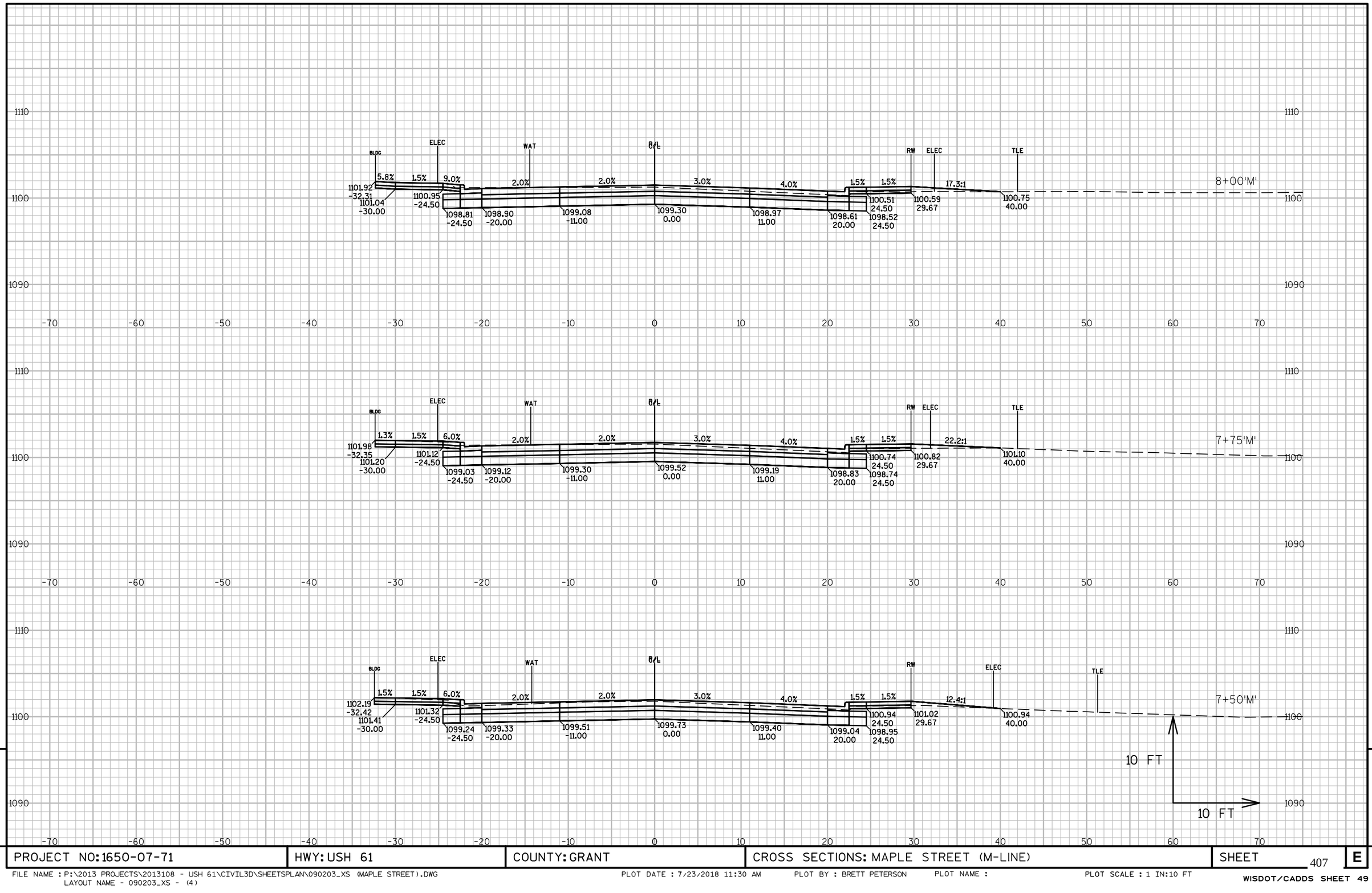
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: MAPLE STREET (M-LINE)	SHEET 406	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090203_XS (MAPLE STREET).DWG
LAYOUT NAME - 090203_XS - (3)

PLOT DATE : 7/23/2018 11:29 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

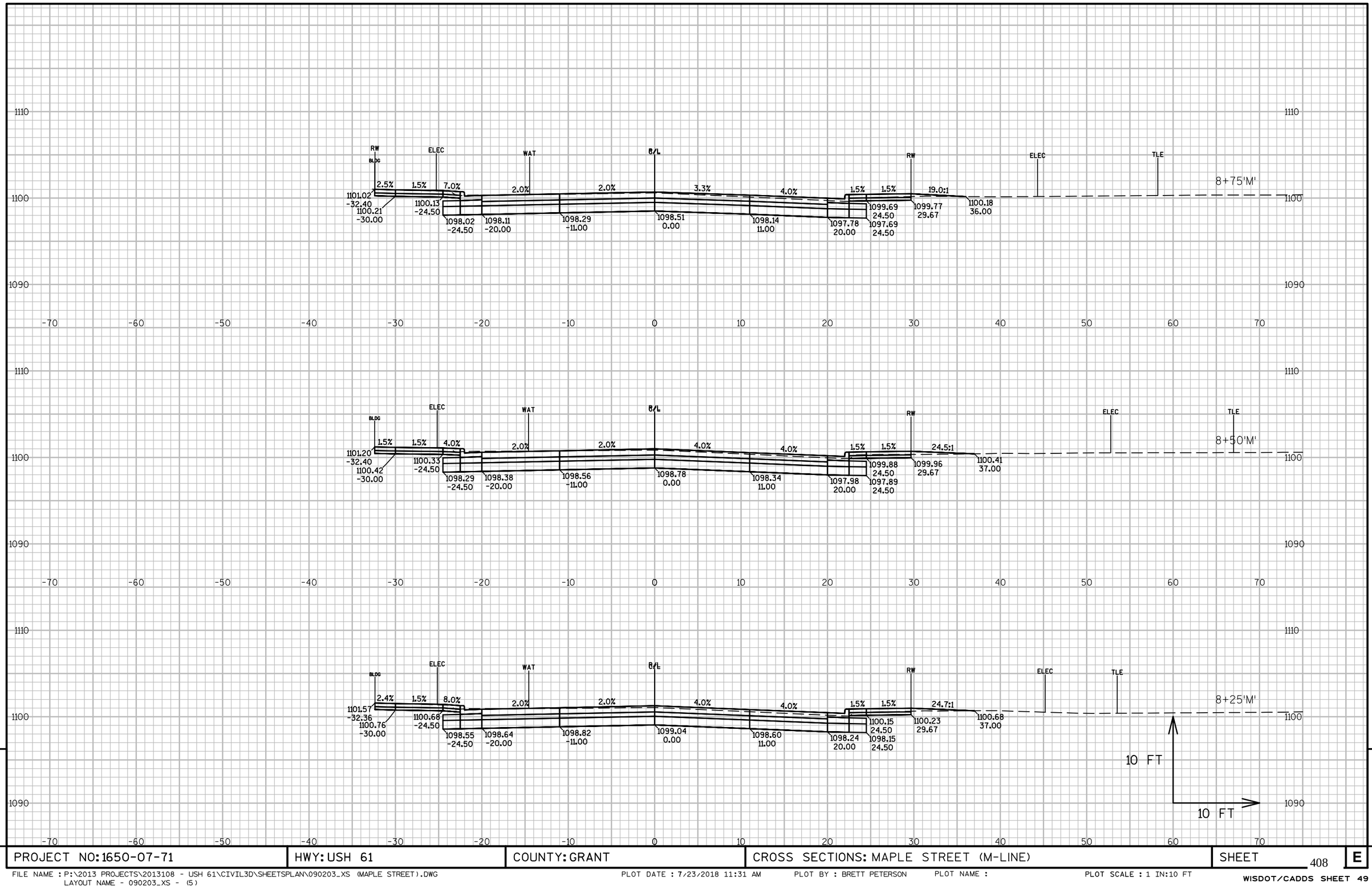
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: MAPLE STREET (M-LINE)	SHEET 407	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090203_XS (MAPLE STREET).DWG
LAYOUT NAME - 090203_XS - (4)

PLOT DATE : 7/23/2018 11:30 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

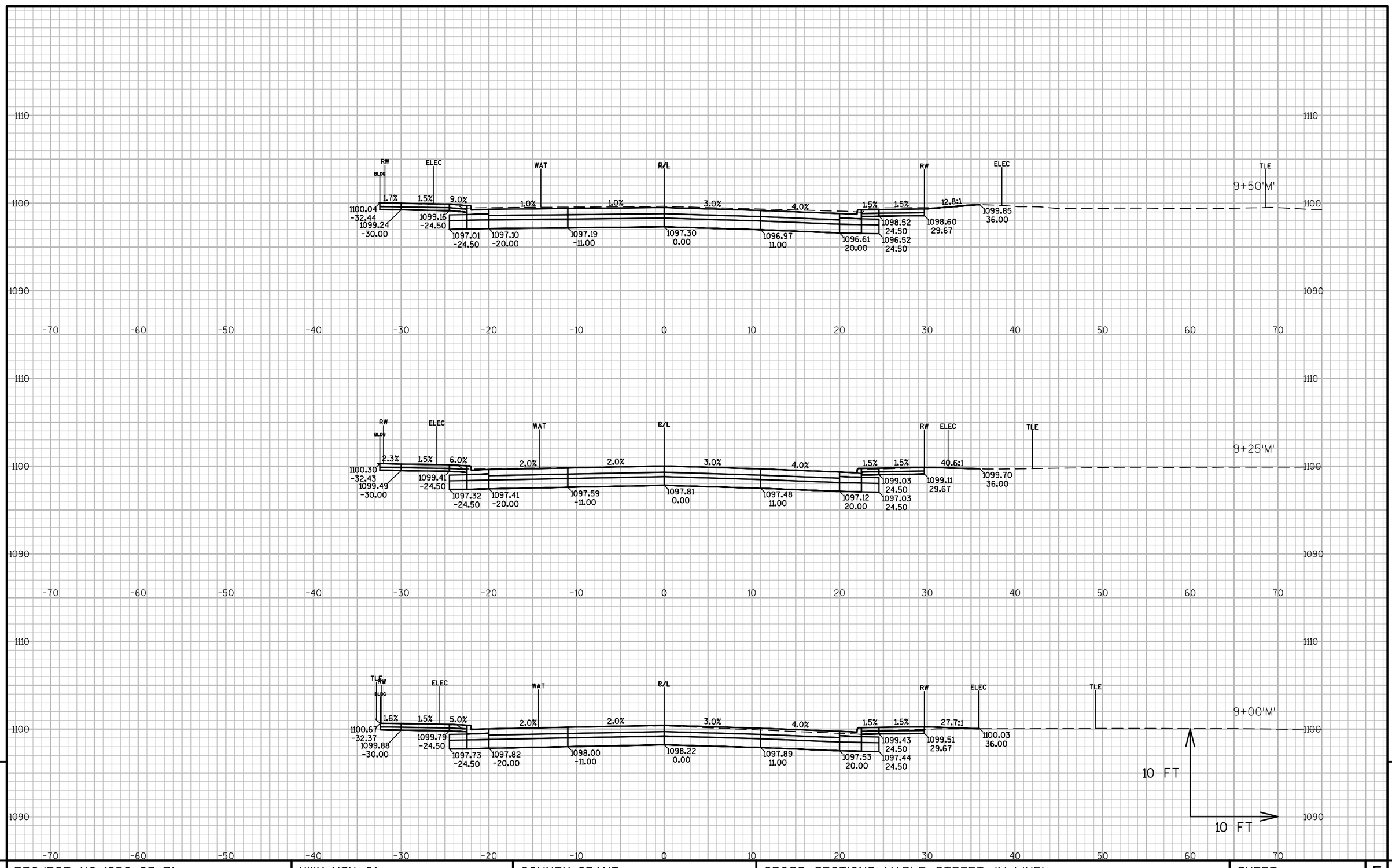


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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: MAPLE STREET (M-LINE)	SHEET 408	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090203_XS (MAPLE STREET).DWG
LAYOUT NAME - 090203_XS - (5)
PLOT DATE : 7/23/2018 11:31 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



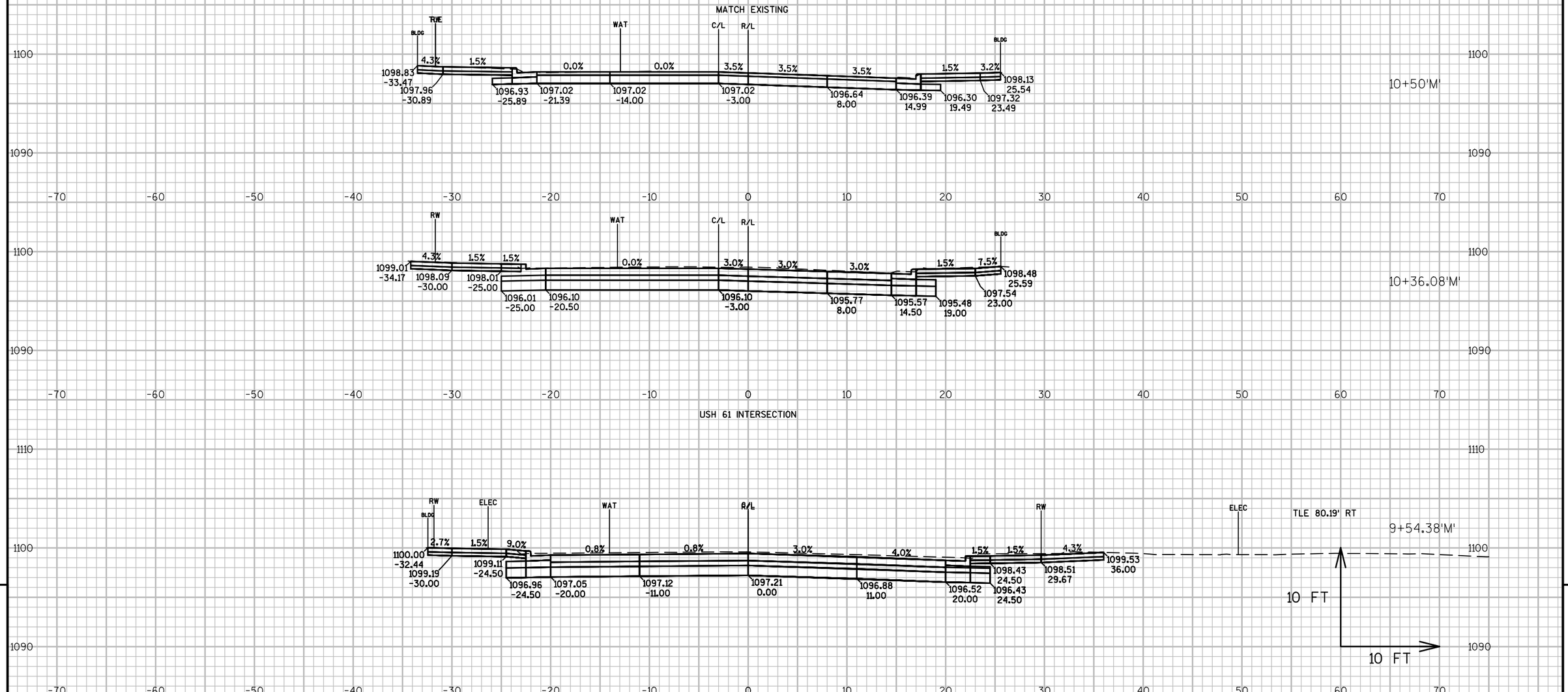
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: MAPLE STREET (M-LINE)	SHEET 409	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090203_XS (MAPLE STREET).DWG
LAYOUT NAME - 090203_XS - (6)

PLOT DATE : 7/23/2018 11:31 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

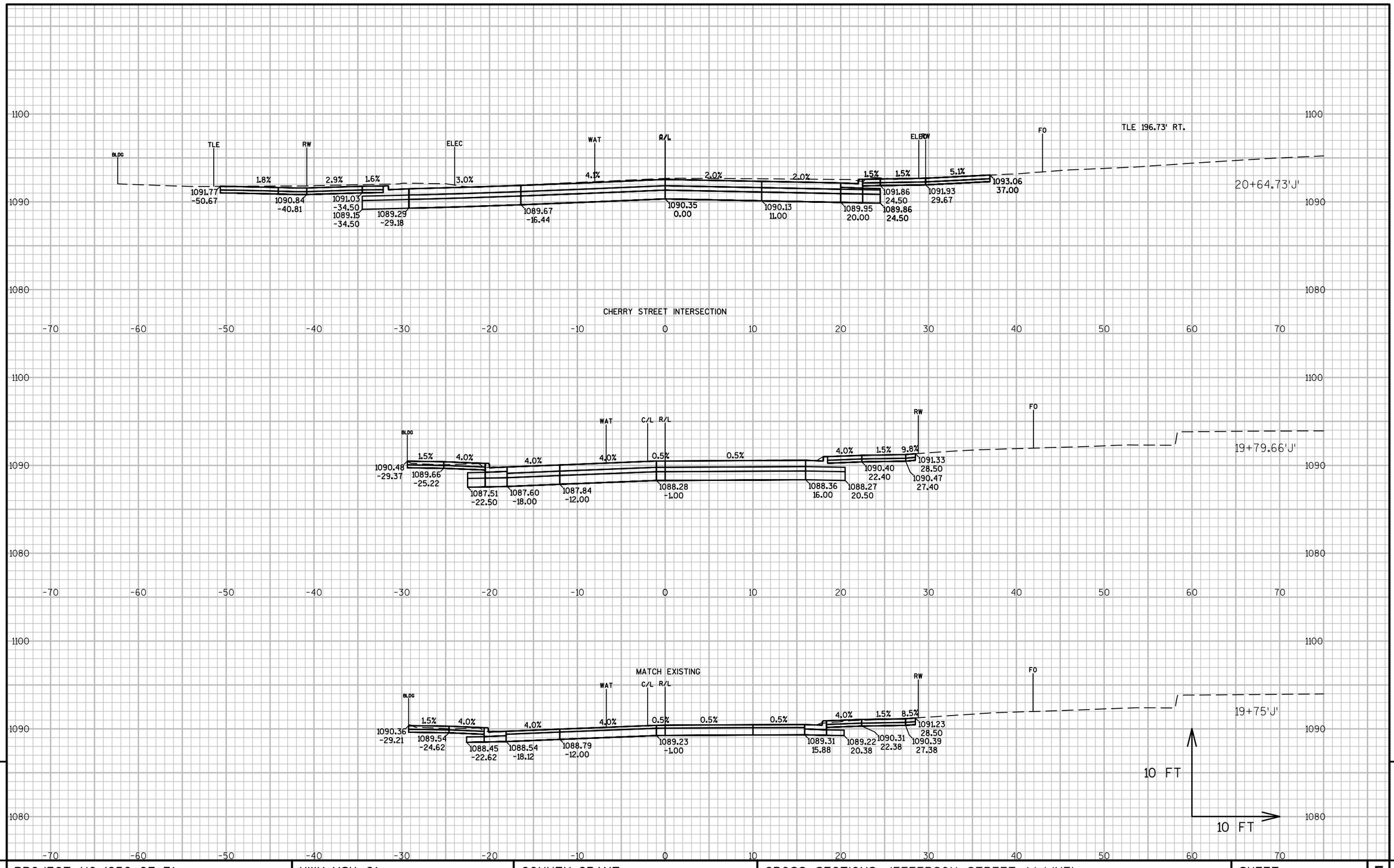


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: MAPLE STREET (M-LINE)	SHEET 410	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090203_XS (MAPLE STREET).DWG
LAYOUT NAME - 090203_XS - (6)

PLOT DATE : 7/23/2018 11:32 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



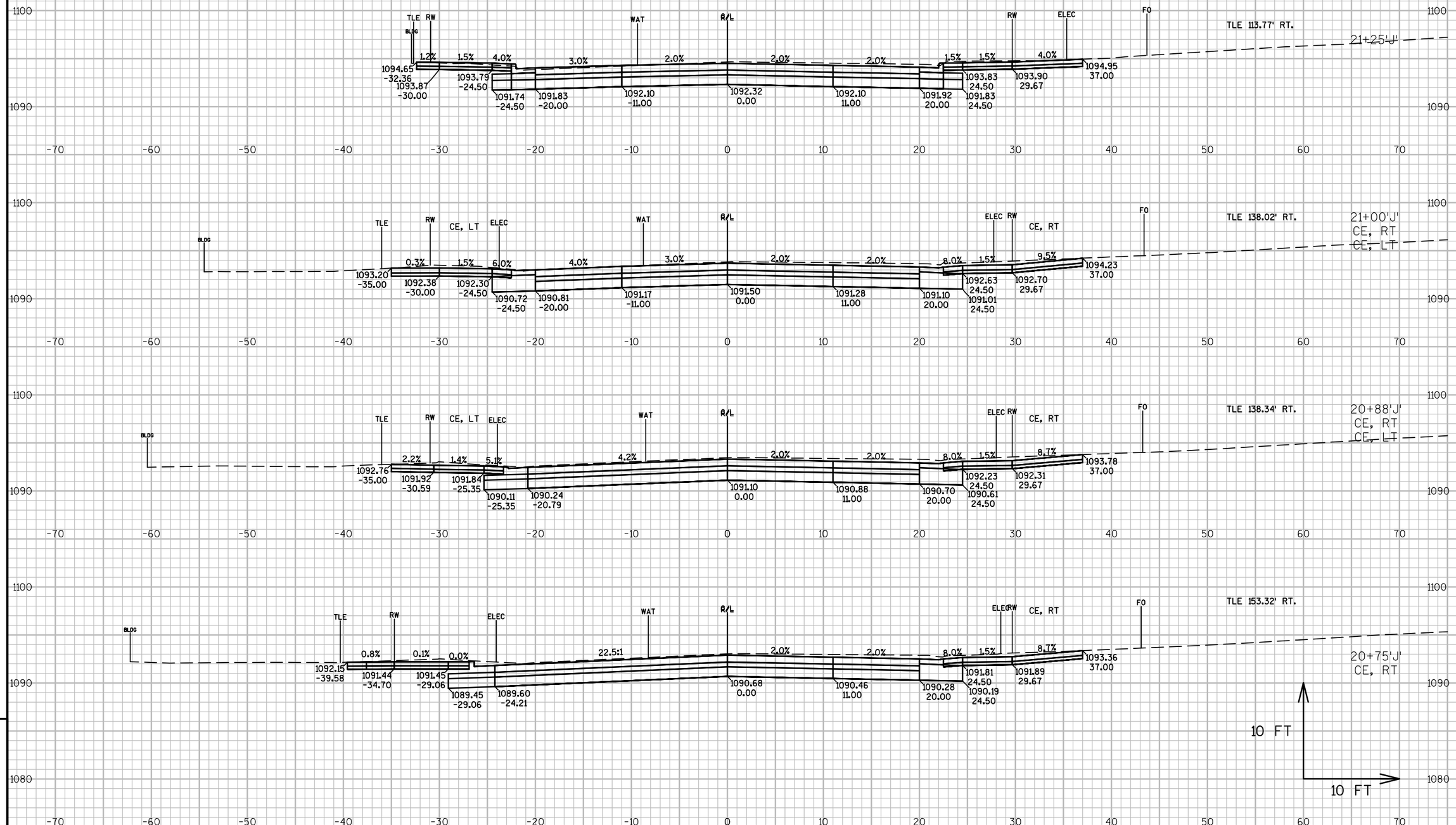
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: JEFFERSON STREET (J-LINE)	SHEET 411	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090204_XS (JEFFERSON STREET).DWG
LAYOUT NAME - 090204_XS (1)

PLOT DATE : 7/23/2018 12:05 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

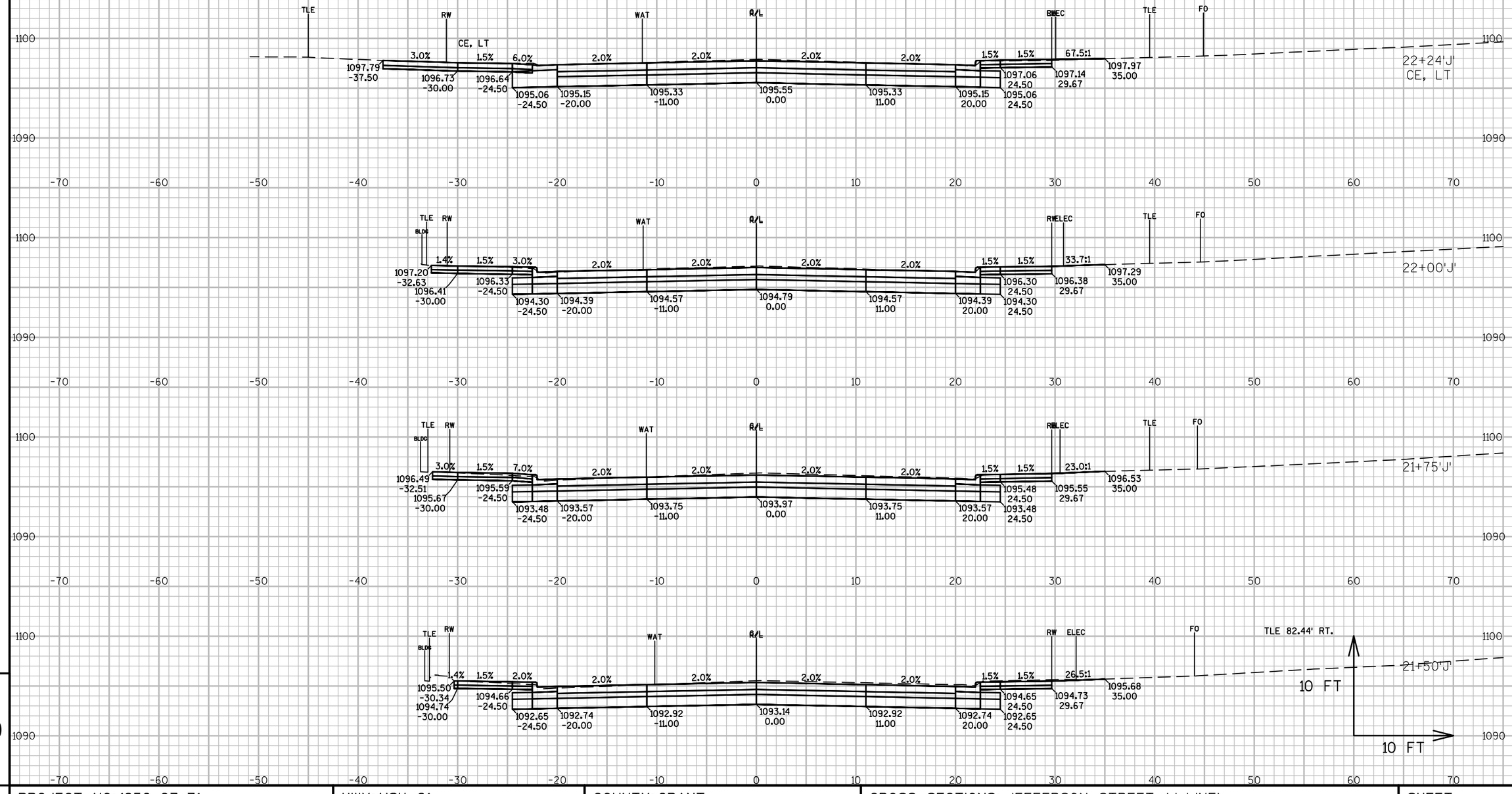
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: JEFFERSON STREET (J-LINE)	SHEET 412	E

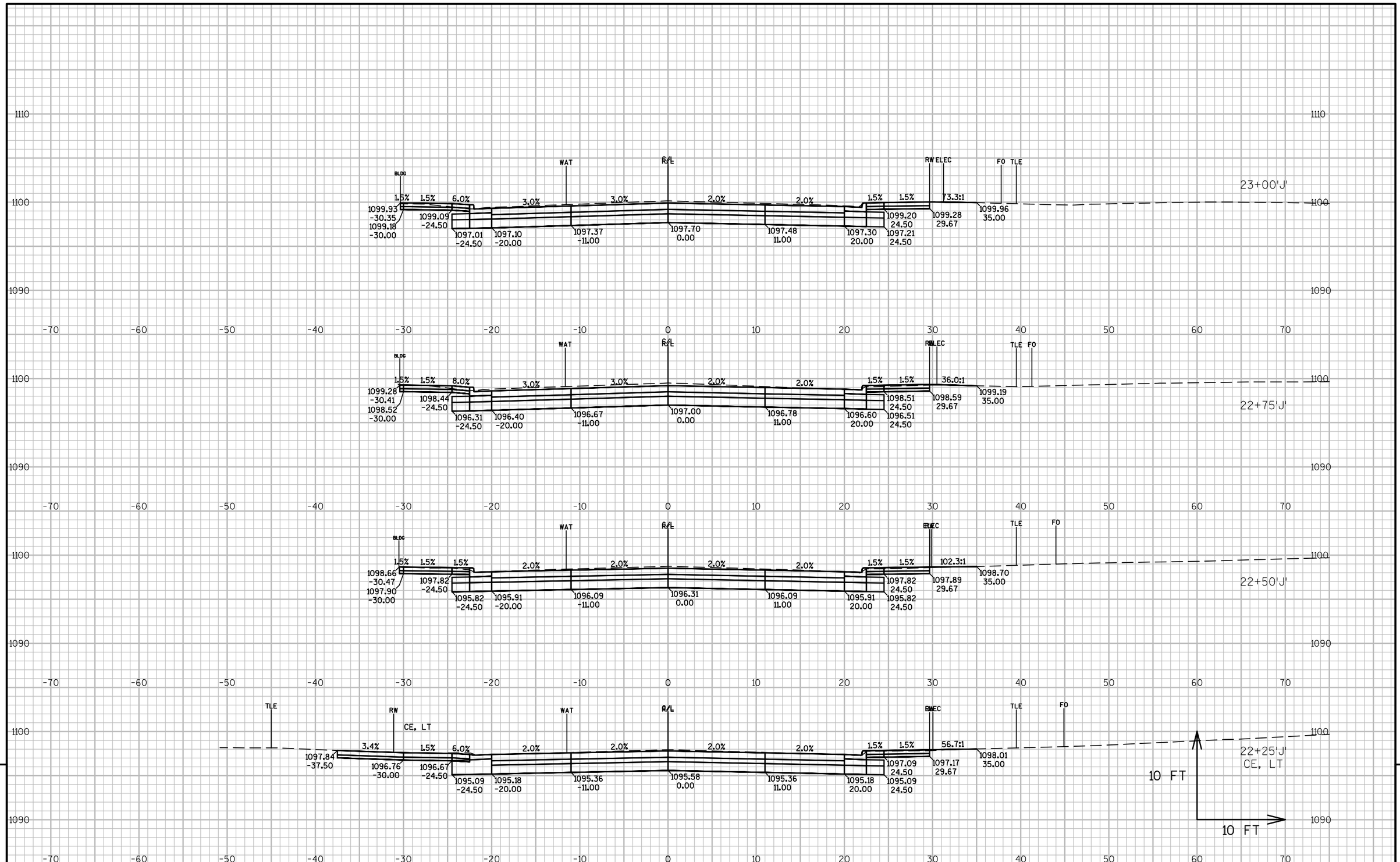
FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090204_XS (JEFFERSON STREET).DWG
LAYOUT NAME - 090204_XS (2)

PLOT DATE : 7/23/2018 12:06 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

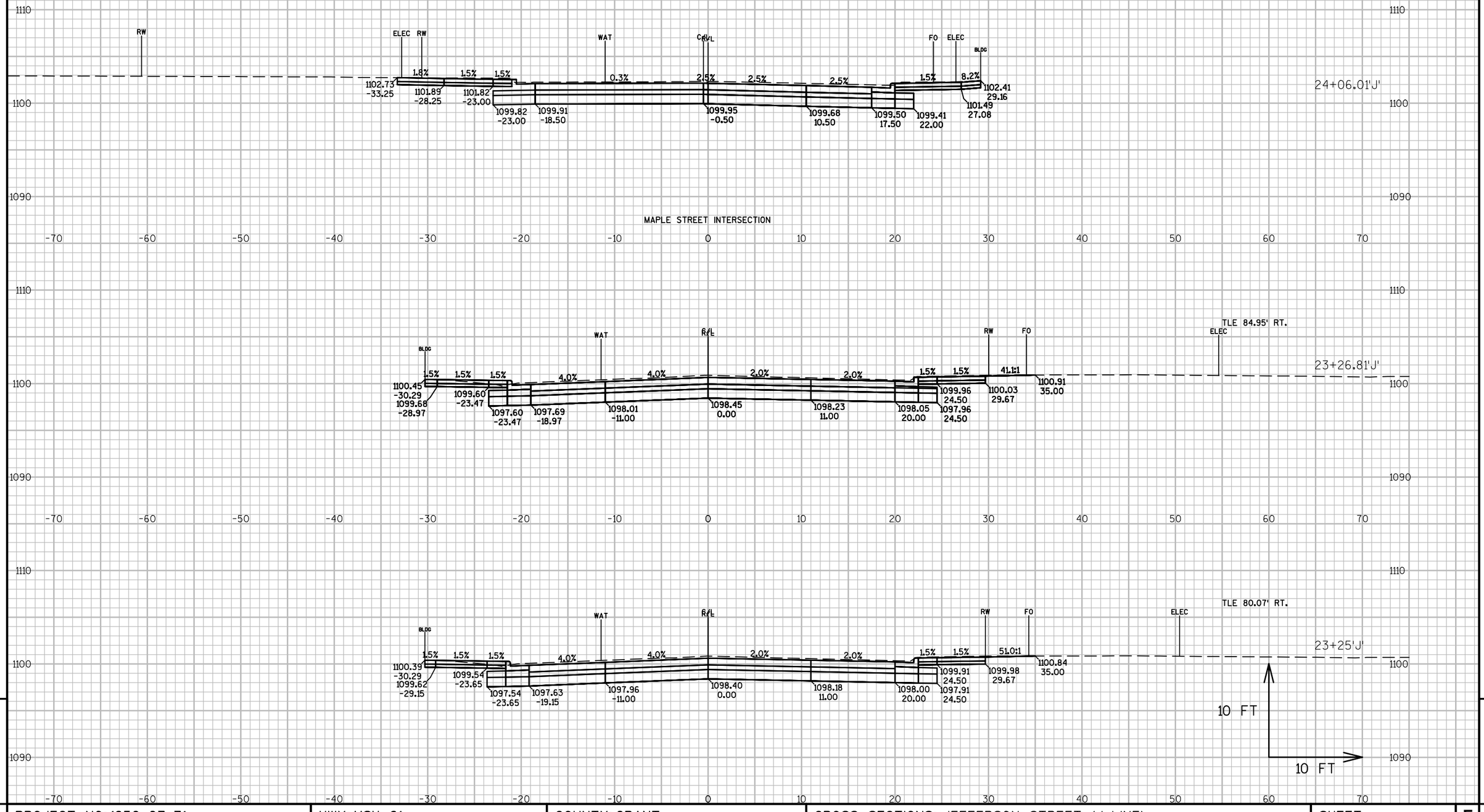


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: JEFFERSON STREET (J-LINE)	SHEET 413	E



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: JEFFERSON STREET (J-LINE)	SHEET 414 E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090204_XS (JEFFERSON STREET).DWG
LAYOUT NAME - 090204_XS (4)
PLOT DATE : 7/23/2018 12:08 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



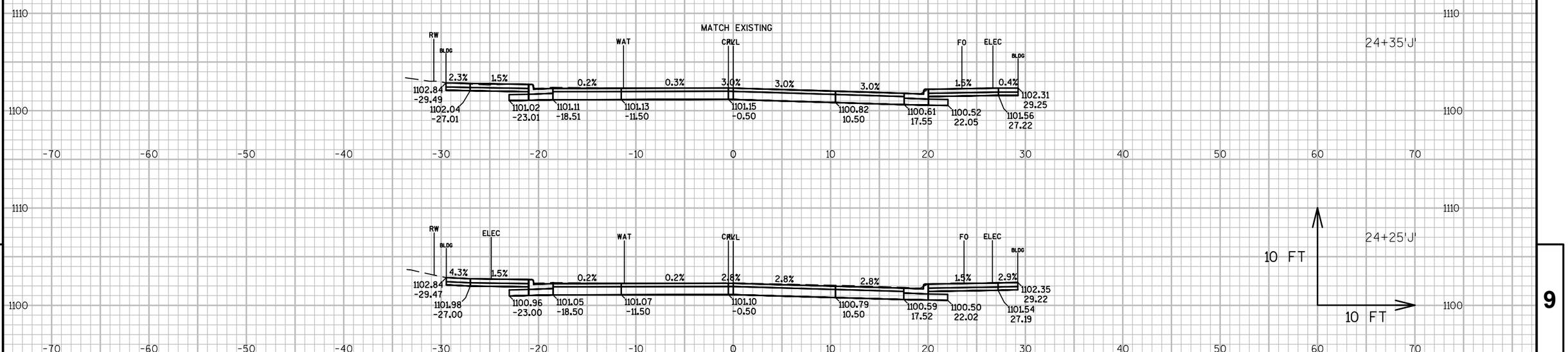
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: JEFFERSON STREET (J-LINE)	SHEET 415	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090204_XS (JEFFERSON STREET).DWG
LAYOUT NAME - 090204_XS (5)

PLOT DATE : 7/23/2018 12:08 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



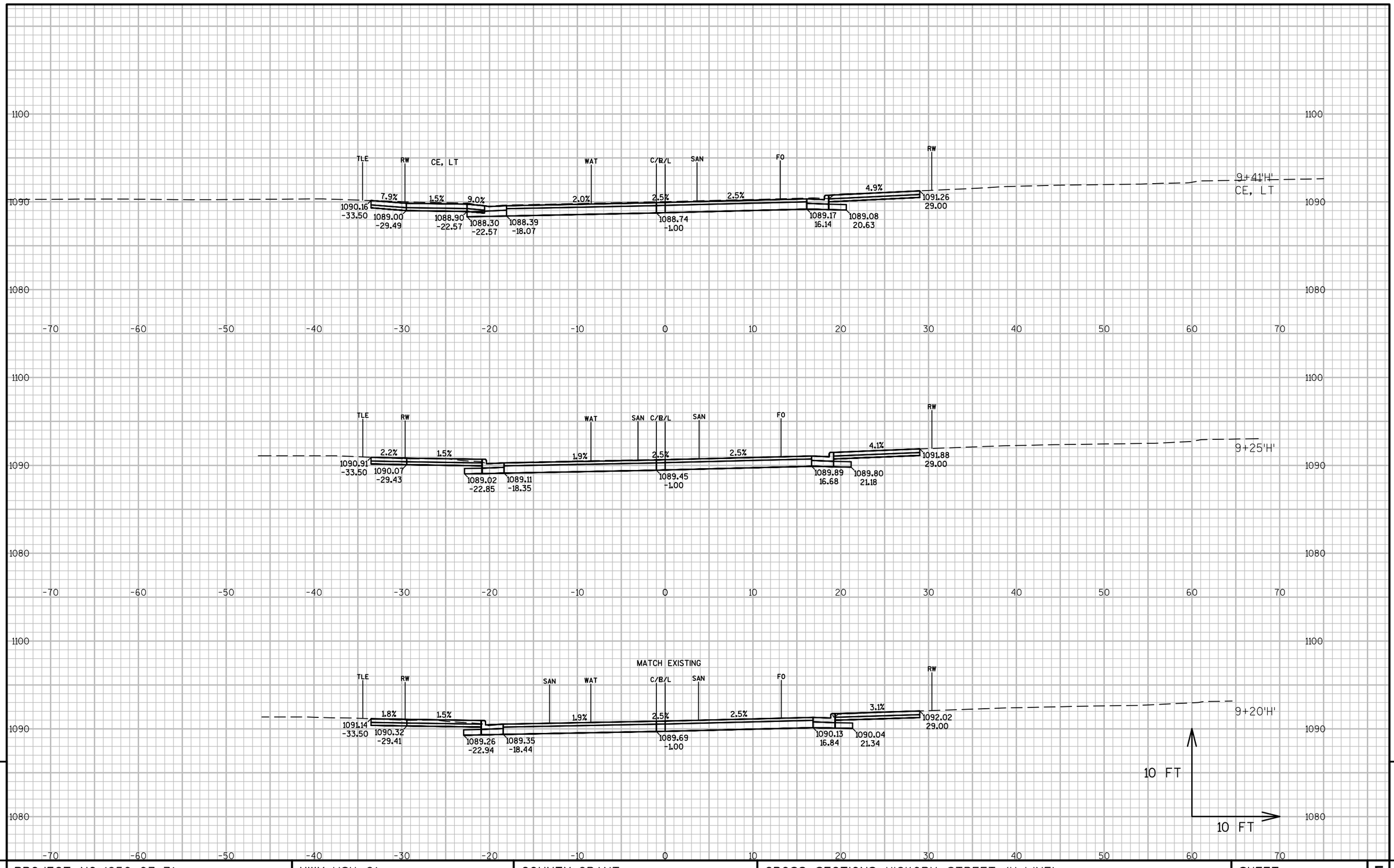
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: JEFFERSON STREET (J-LINE)	SHEET 416	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090204_XS (JEFFERSON STREET).DWG
LAYOUT NAME - 090204_XS (6)

PLOT DATE : 7/23/2018 12:09 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

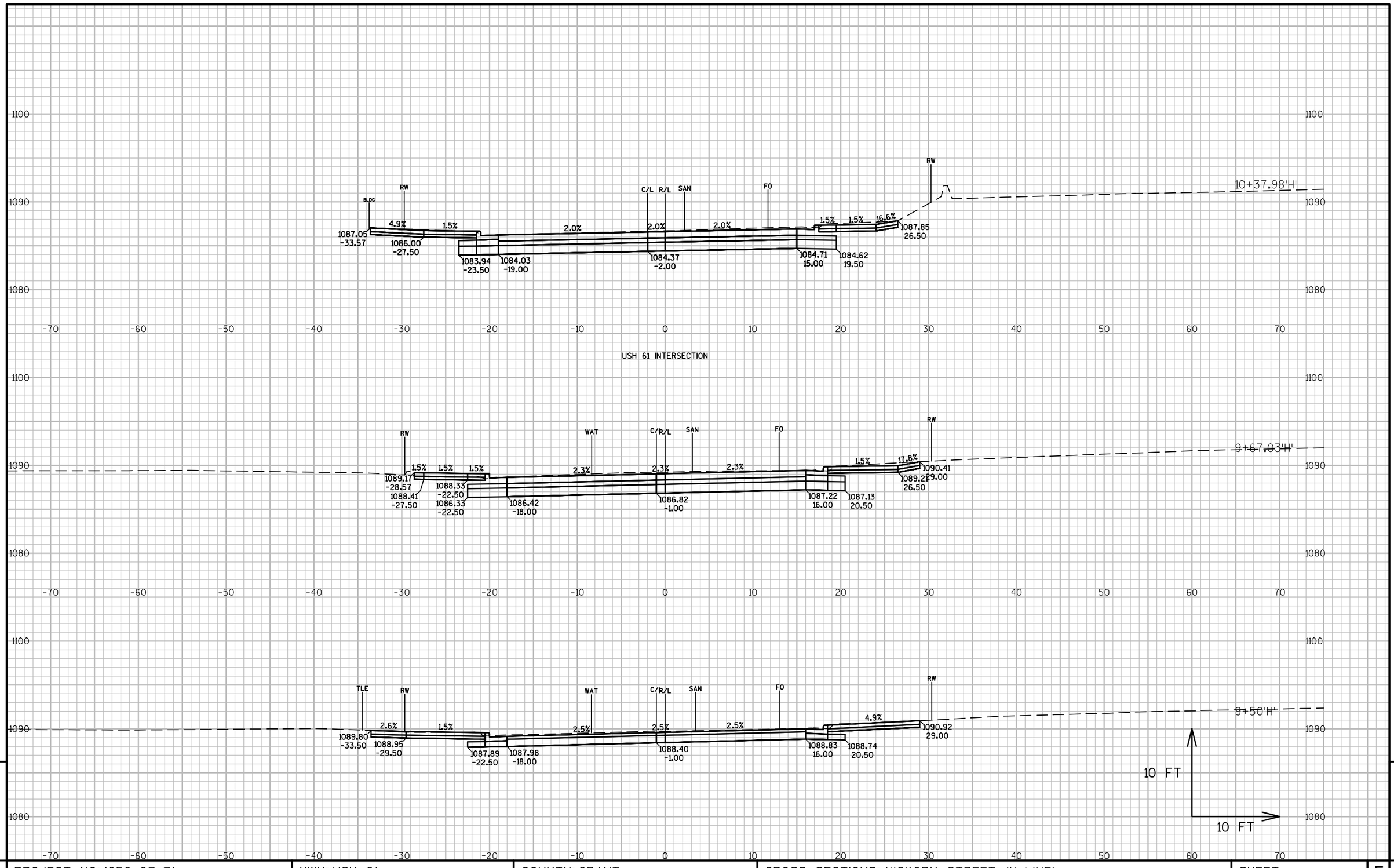


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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: HICKORY STREET (H-LINE)	SHEET 417	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090205_XS (HICKORY STREET).DWG
LAYOUT NAME - 090205_XS (1)
PLOT DATE : 7/23/2018 1:04 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49

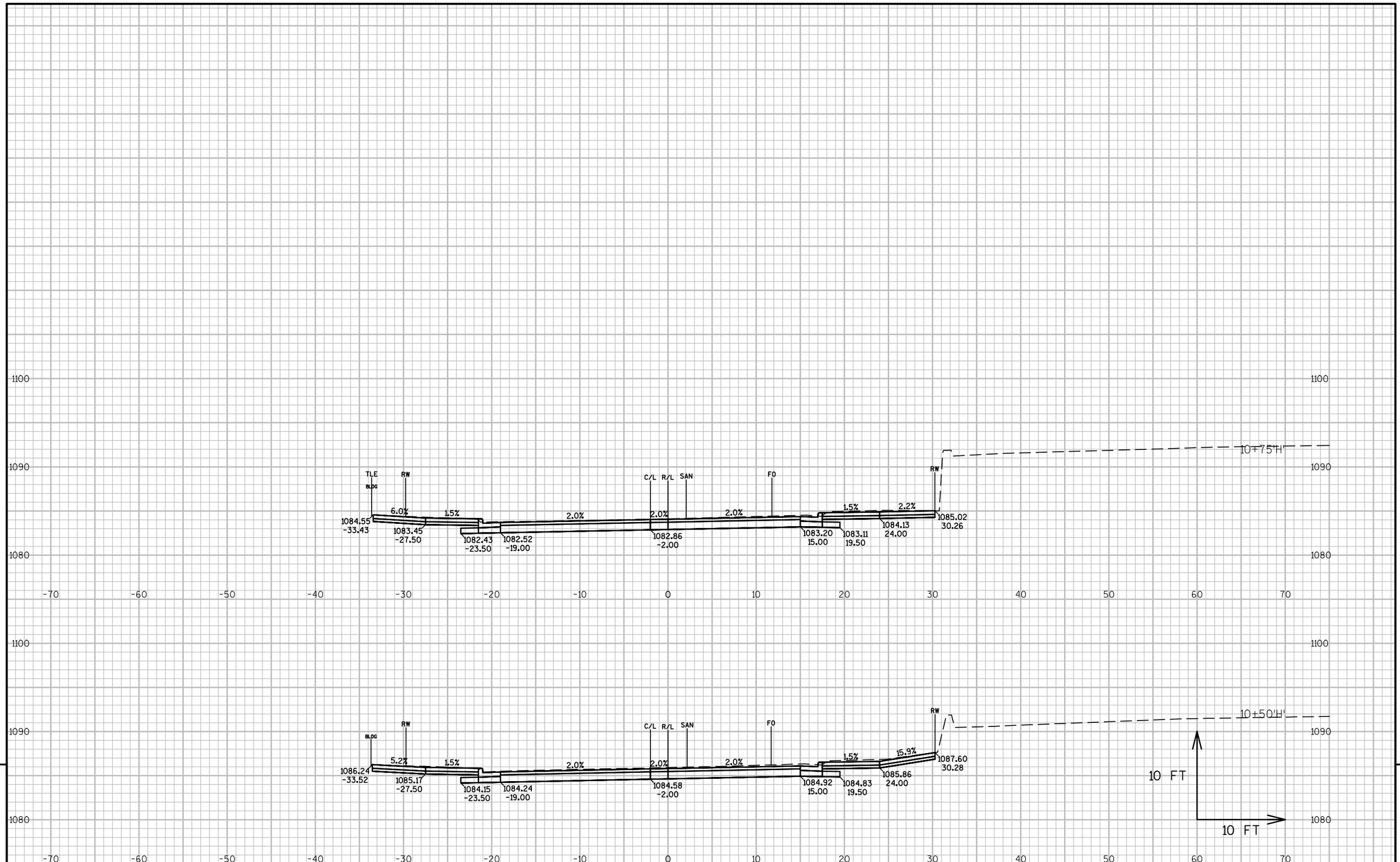


USH 61 INTERSECTION

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: HICKORY STREET (H-LINE)	SHEET 418	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090205_XS (HICKORY STREET).DWG
LAYOUT NAME - 090205_XS (2)

PLOT DATE : 7/23/2018 1:05 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



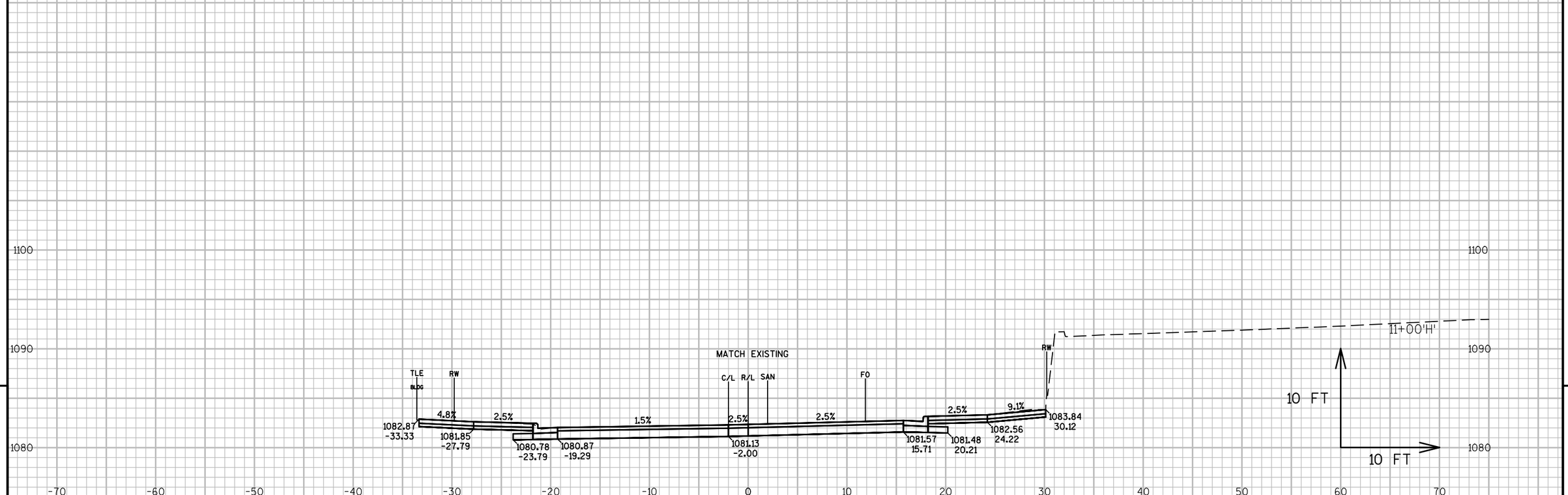
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: HICKORY STREET (H-LINE)	SHEET 419	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090205_XS (HICKORY STREET).DWG
LAYOUT NAME - 090205_XS (3)

PLOT DATE : 7/23/2018 1:05 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

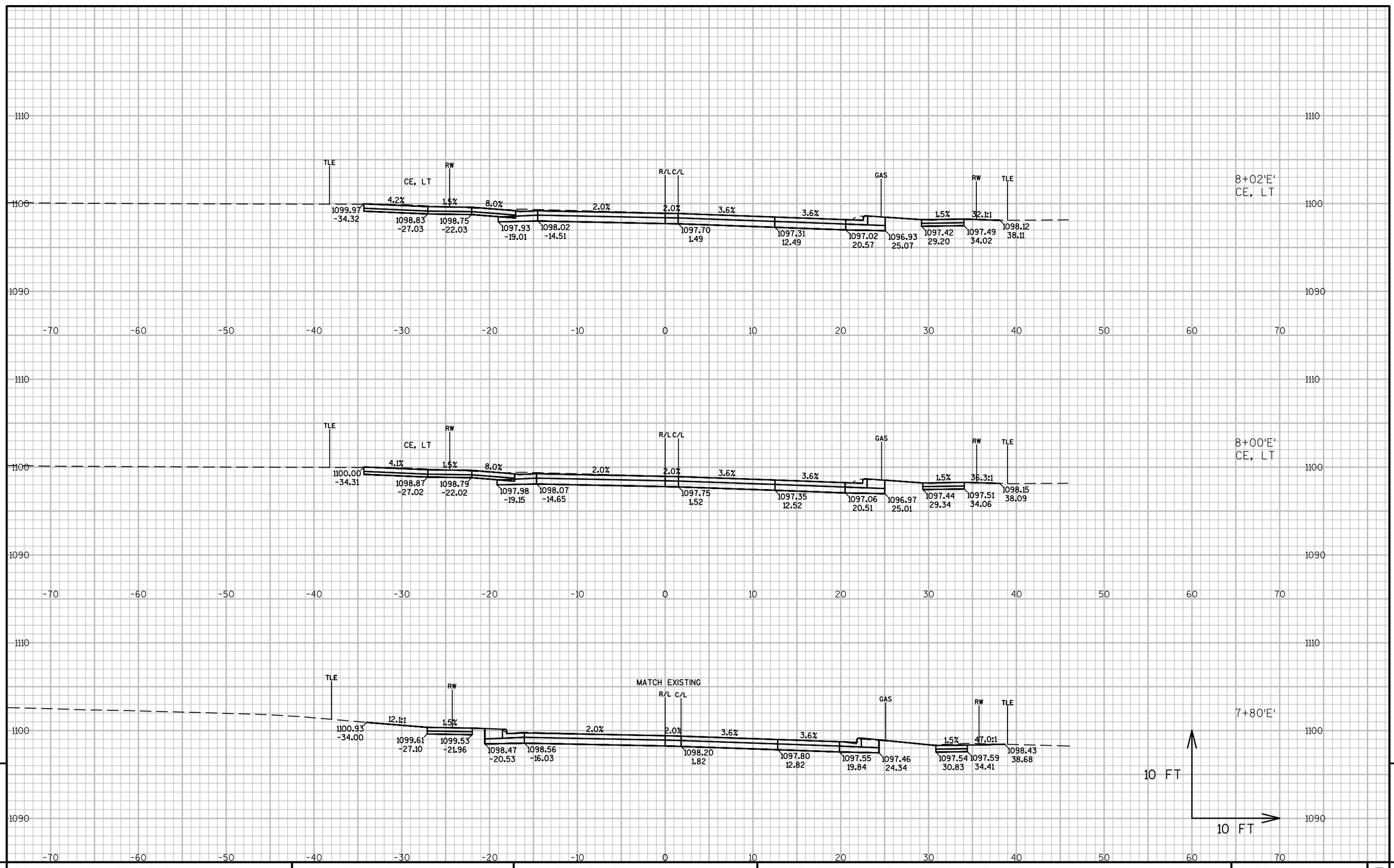
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: HICKORY STREET (H-LINE)	SHEET 420	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090205_XS (HICKORY STREET).DWG
LAYOUT NAME - 090205_XS (4)

PLOT DATE : 7/23/2018 1:06 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

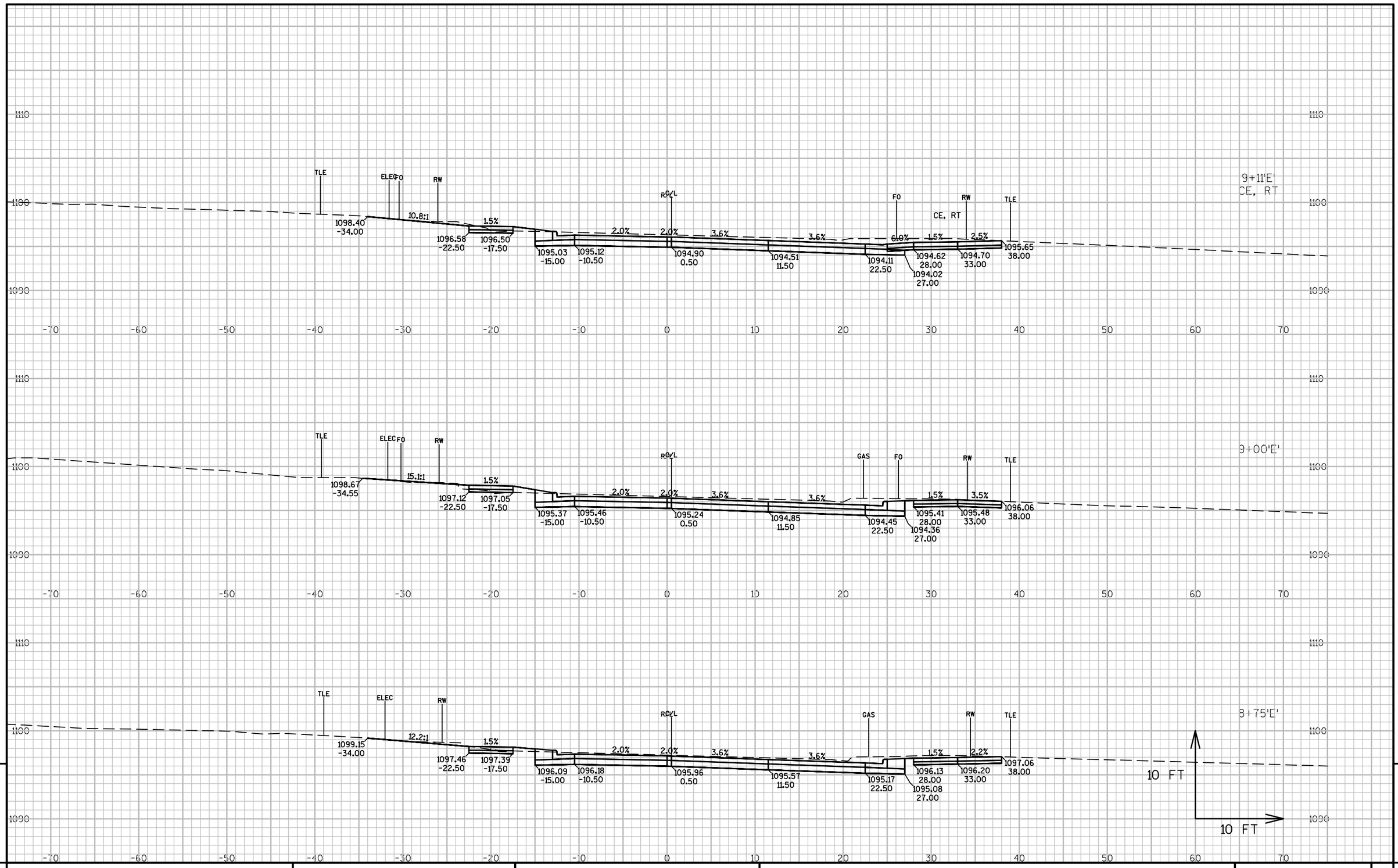
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: ELM STREET (E-LINE)	SHEET 421	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090206_XS (ELM STREET).DWG
LAYOUT NAME - 090206_XS (1)

PLOT DATE : 7/23/2018 2:37 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: ELM STREET (E-LINE)	SHEET 422	E



9

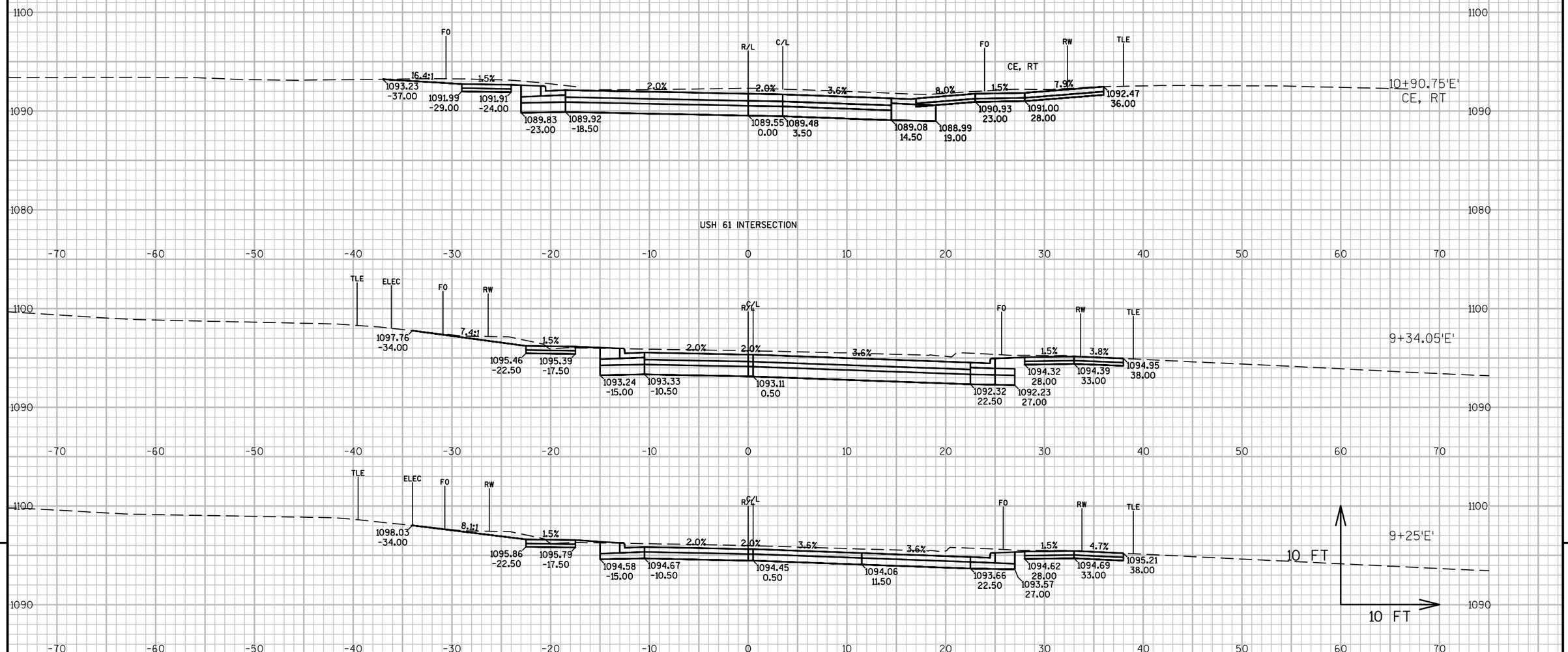
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: ELM STREET (E-LINE)	SHEET 423	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090206_XS (ELM STREET).DWG
LAYOUT NAME - 090206_XS (3)

PLOT DATE : 7/23/2018 2:40 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

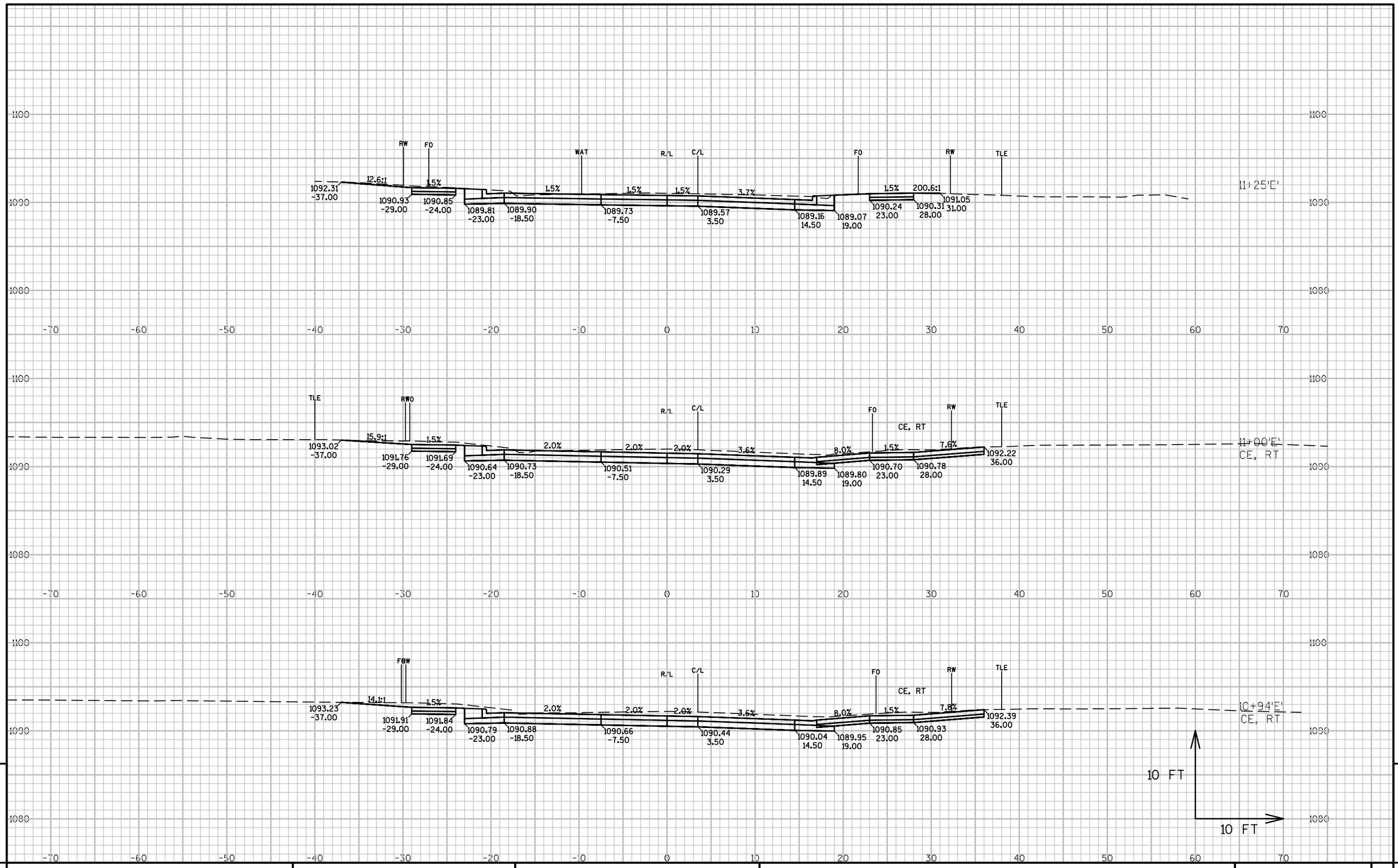
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: ELM STREET (E-LINE)	SHEET 424	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090206_XS (ELM STREET).DWG
LAYOUT NAME - 090206_XS (4)

PLOT DATE : 7/24/2018 12:16 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

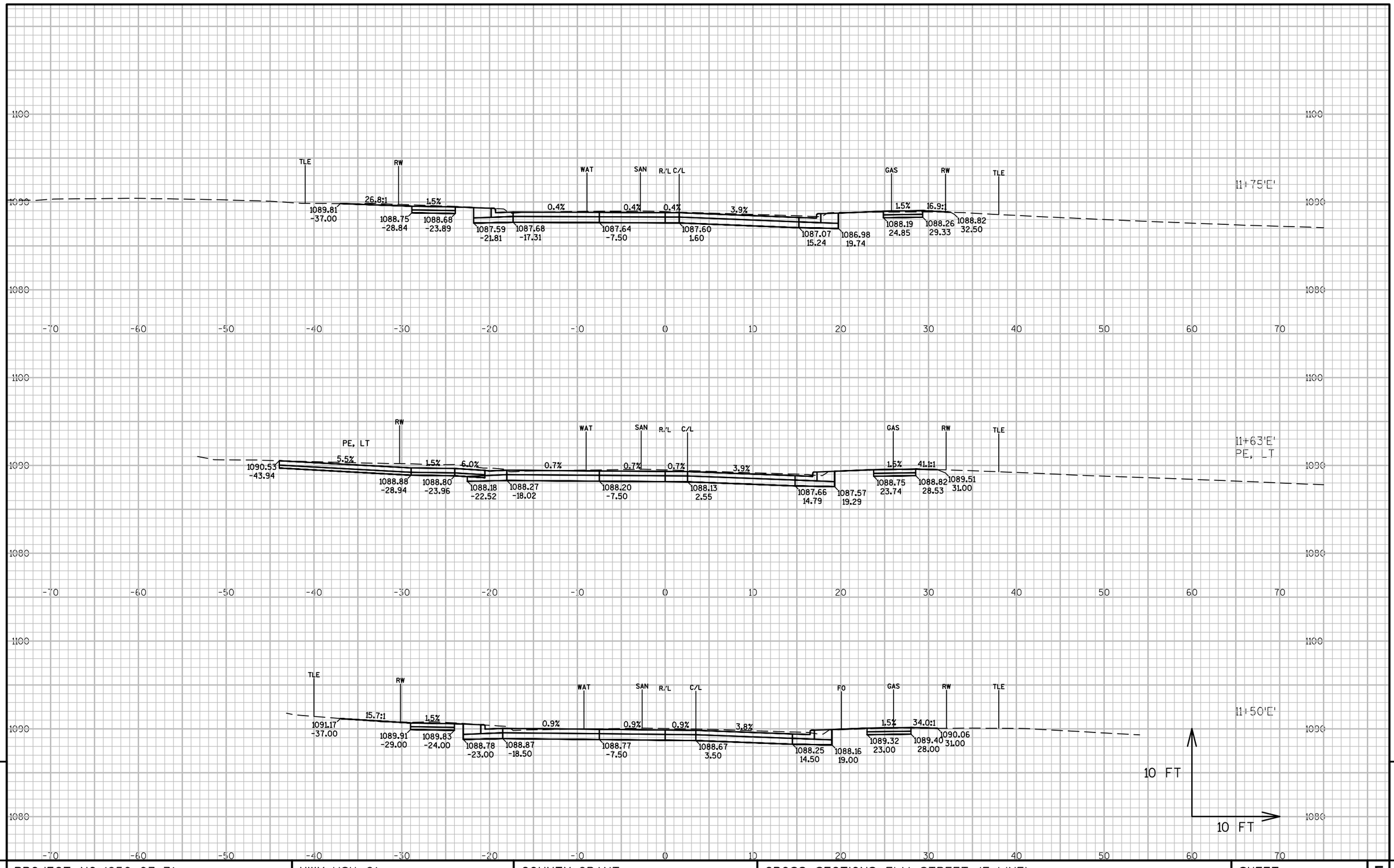
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: ELM STREET (E-LINE)	SHEET 425	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090206_XS (ELM STREET).DWG
LAYOUT NAME - 090206_XS (5)

PLOT DATE : 7/23/2018 2:42 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

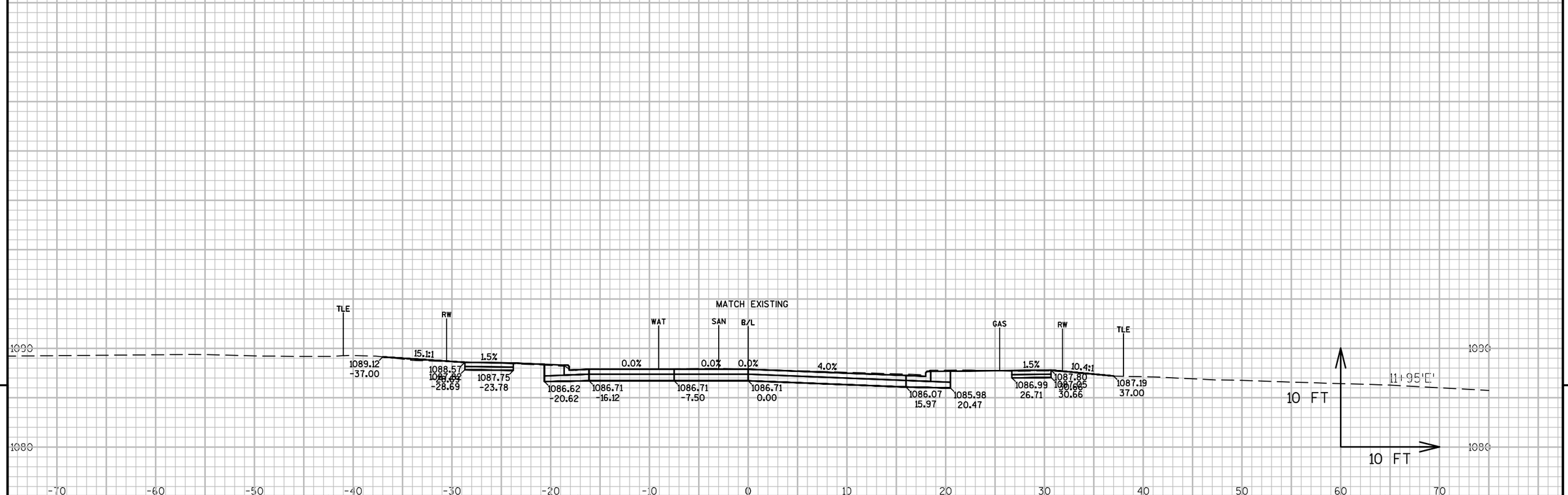


PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: ELM STREET (E-LINE)	SHEET 426	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090206_XS (ELM STREET).DWG
LAYOUT NAME - 090206_XS (6)

PLOT DATE : 7/23/2018 2:44 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

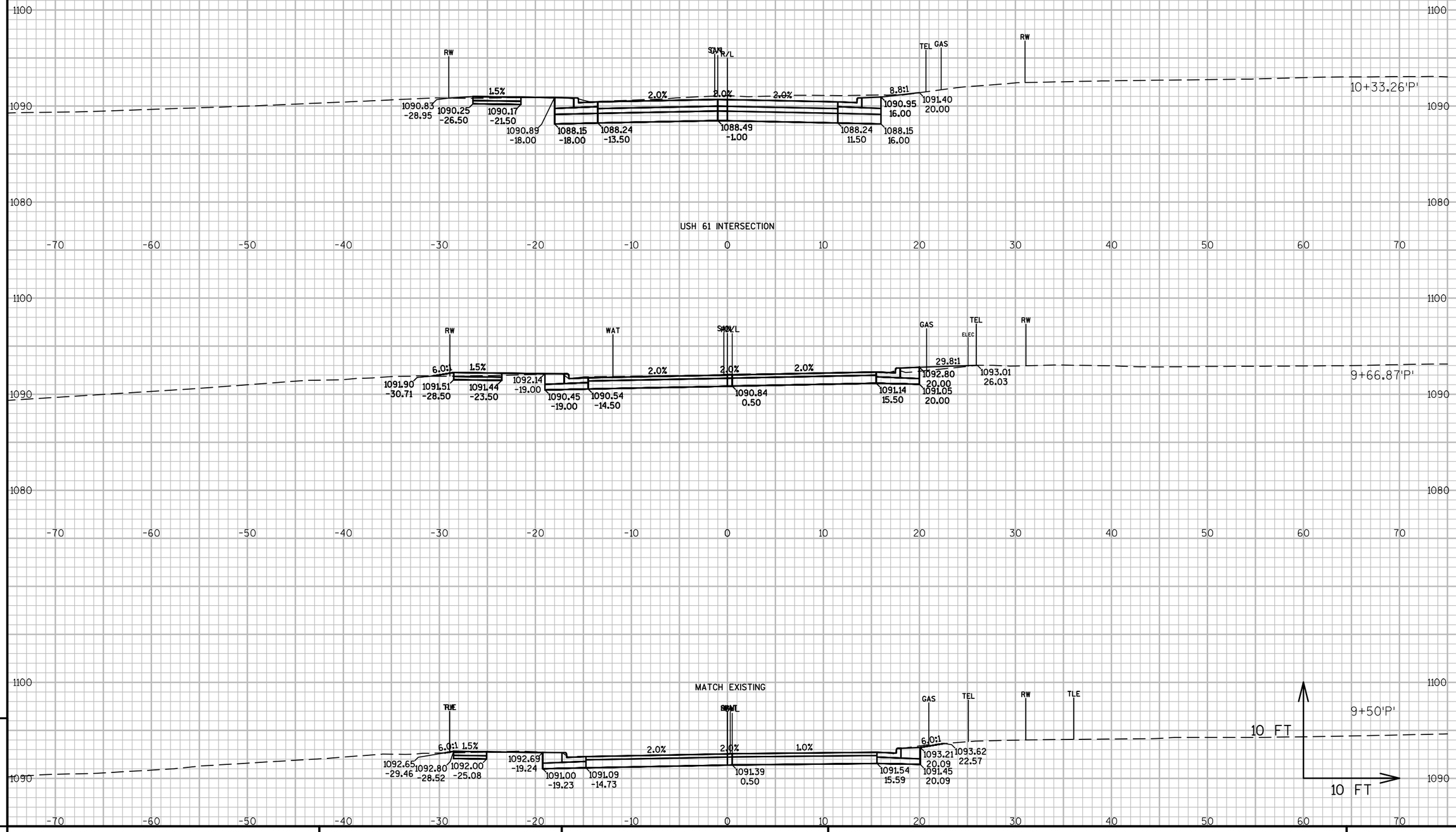
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: ELM STREET (E-LINE)	SHEET 427	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090206_XS (ELM STREET).DWG
LAYOUT NAME - 090206_XS (7)

PLOT DATE : 7/23/2018 2:45 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



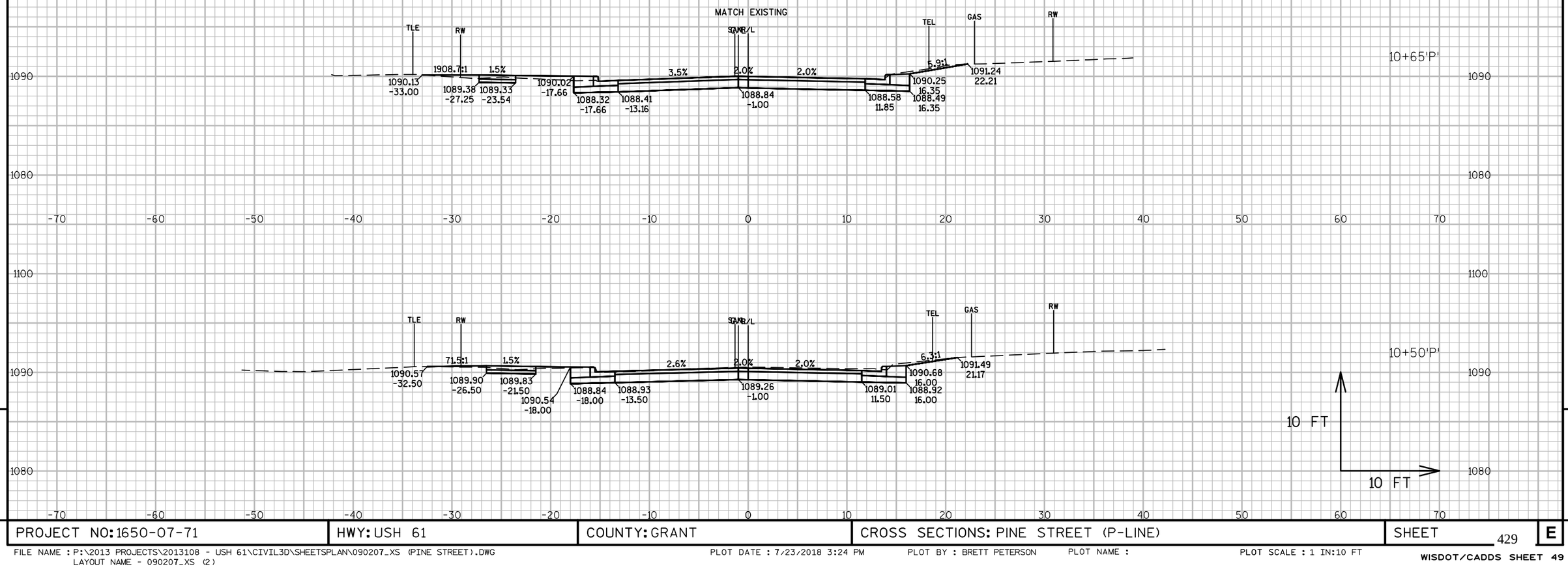
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9

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: PINE STREET (P-LINE)	SHEET 428	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090207_XS (PINE STREET).DWG
LAYOUT NAME - 090207_XS (1)

PLOT DATE : 7/23/2018 3:23 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



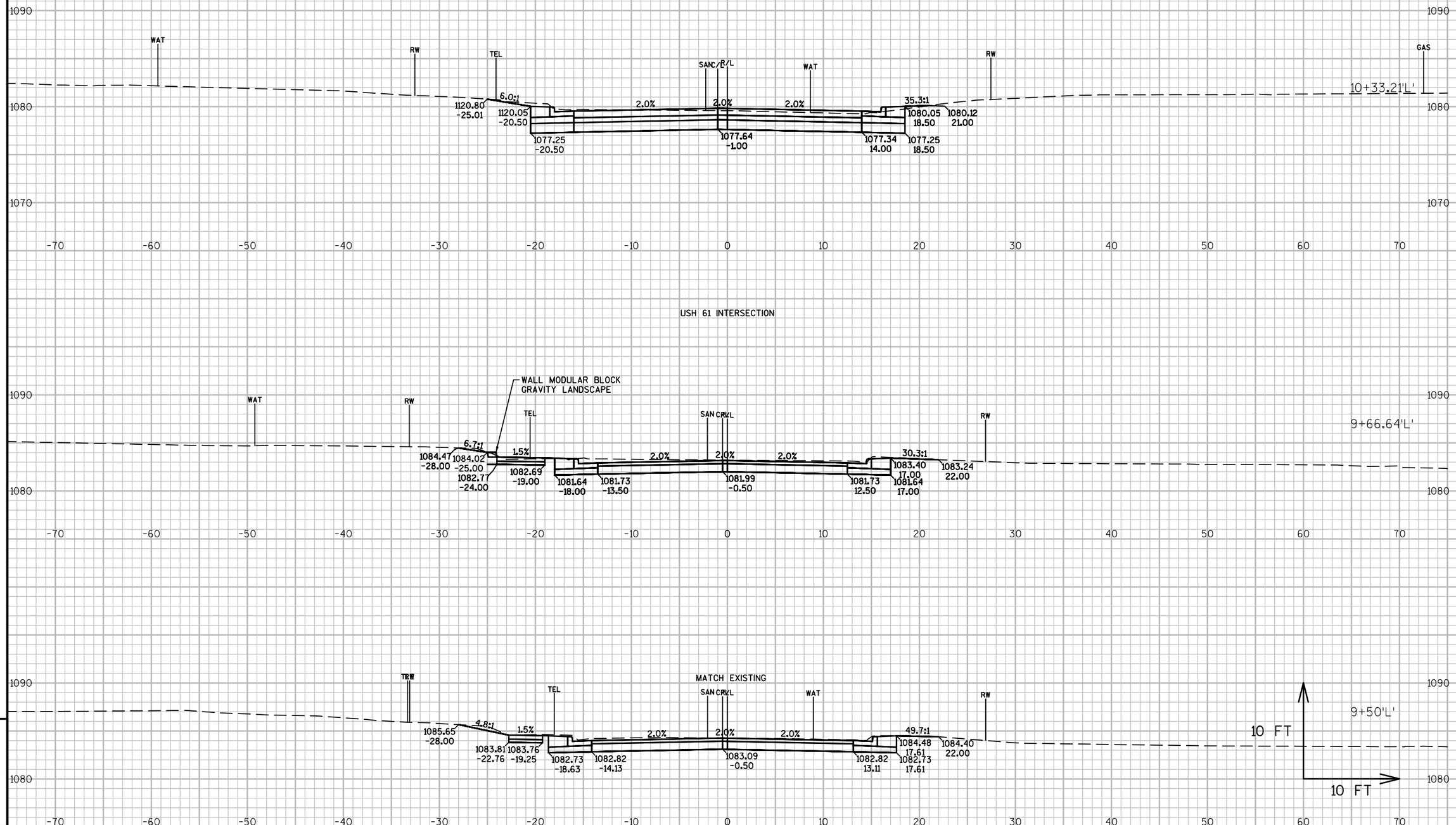
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: PINE STREET (P-LINE)	SHEET 429	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090207_XS (PINE STREET).DWG
LAYOUT NAME - 090207_XS (2)

PLOT DATE : 7/23/2018 3:24 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



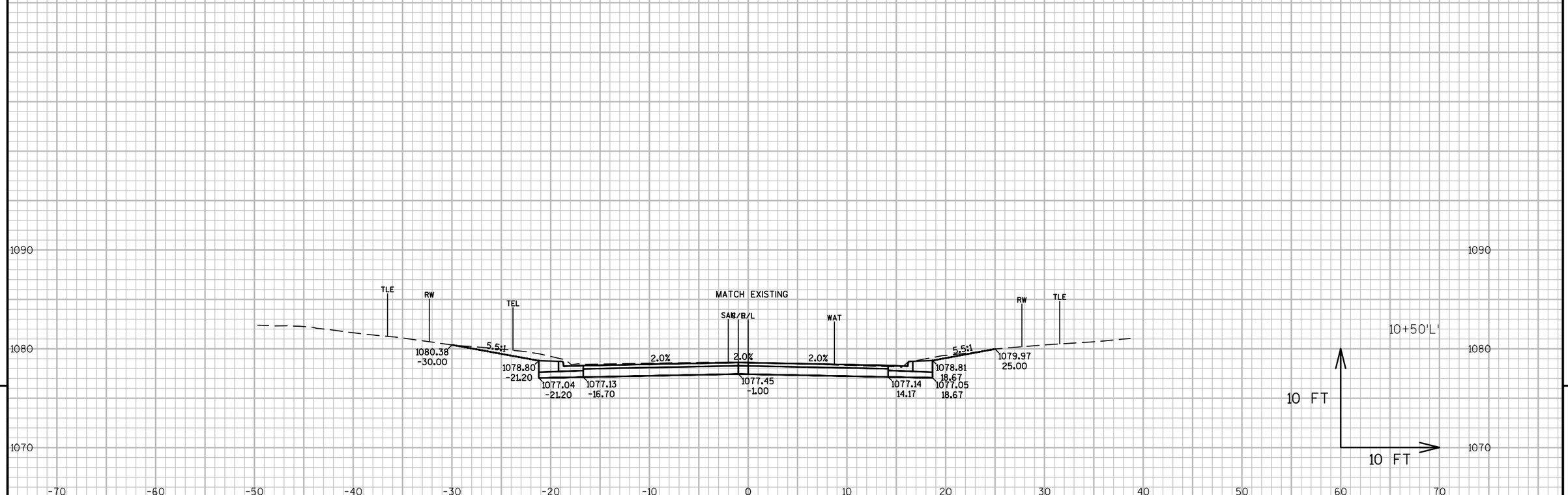
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: LINDEN STREET (L-LINE)	SHEET 430	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090208_XS (LINDEN STREET).DWG
LAYOUT NAME - 090208_XS (1)

PLOT DATE : 7/23/2018 4:12 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

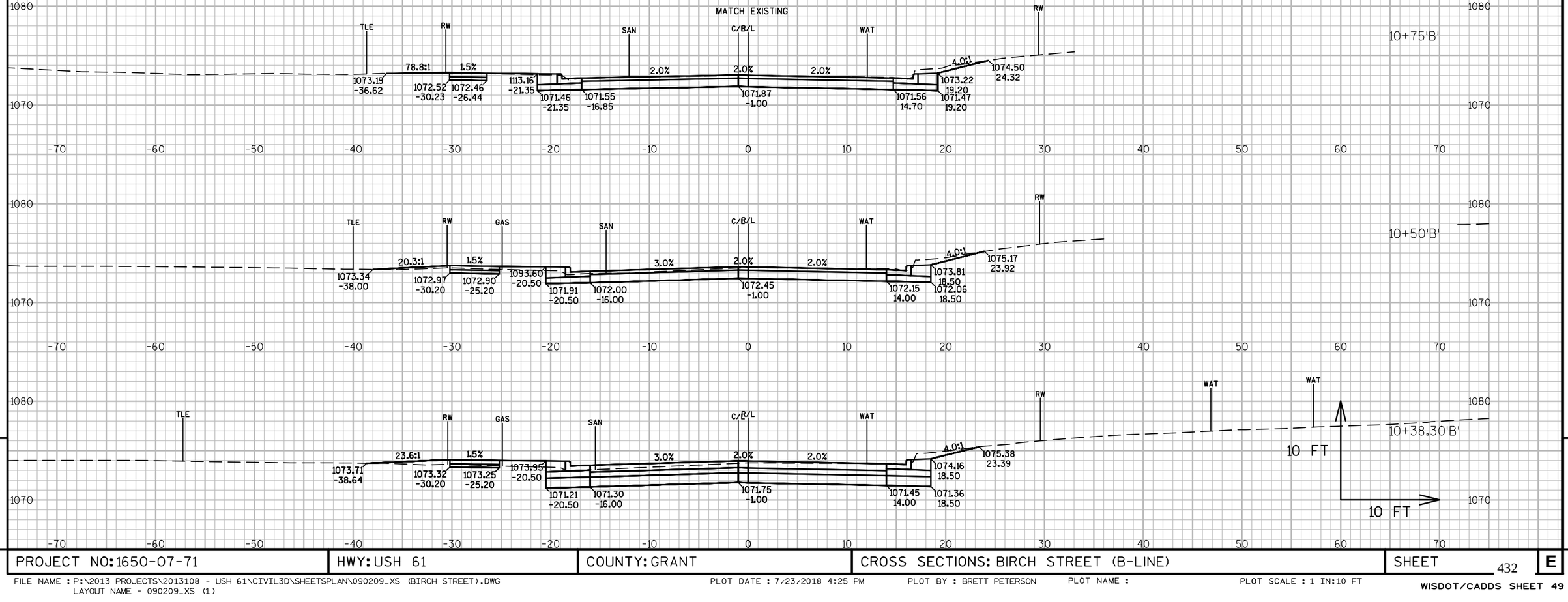
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: LINDEN STREET (L-LINE)	SHEET 431	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090208_XS (LINDEN STREET).DWG
LAYOUT NAME - 090208_XS (2)

PLOT DATE : 7/23/2018 4:13 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

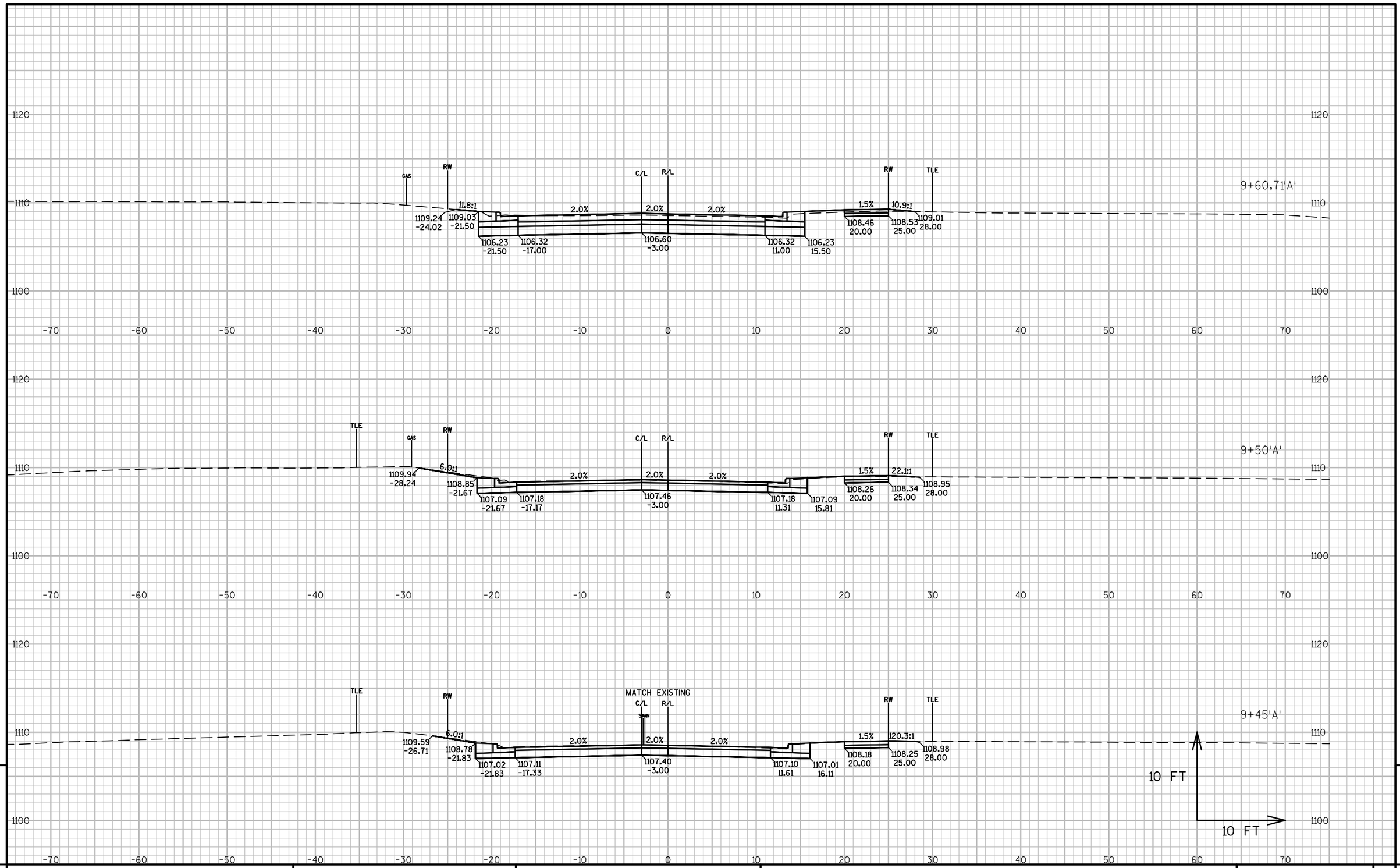
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: BIRCH STREET (B-LINE)	SHEET 432	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090209_XS (BIRCH STREET).DWG
LAYOUT NAME - 090209_XS (1)

PLOT DATE : 7/23/2018 4:25 PM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



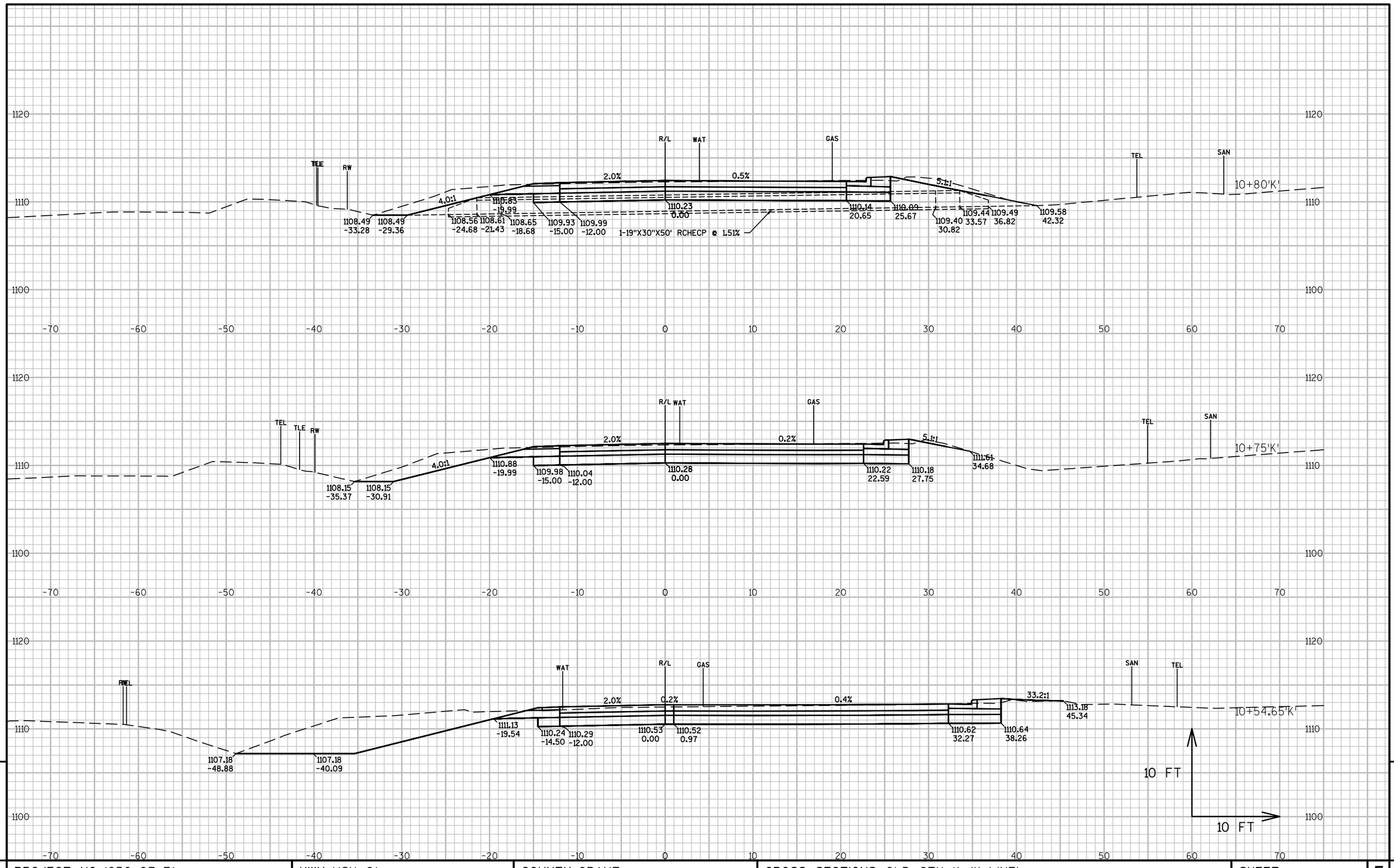
9

9

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: ASH STREET (A-LINE)	SHEET 433	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090210_XS (ASH STREET).DWG
LAYOUT NAME - 090210_XS (1)

PLOT DATE : 7/24/2018 10:08 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



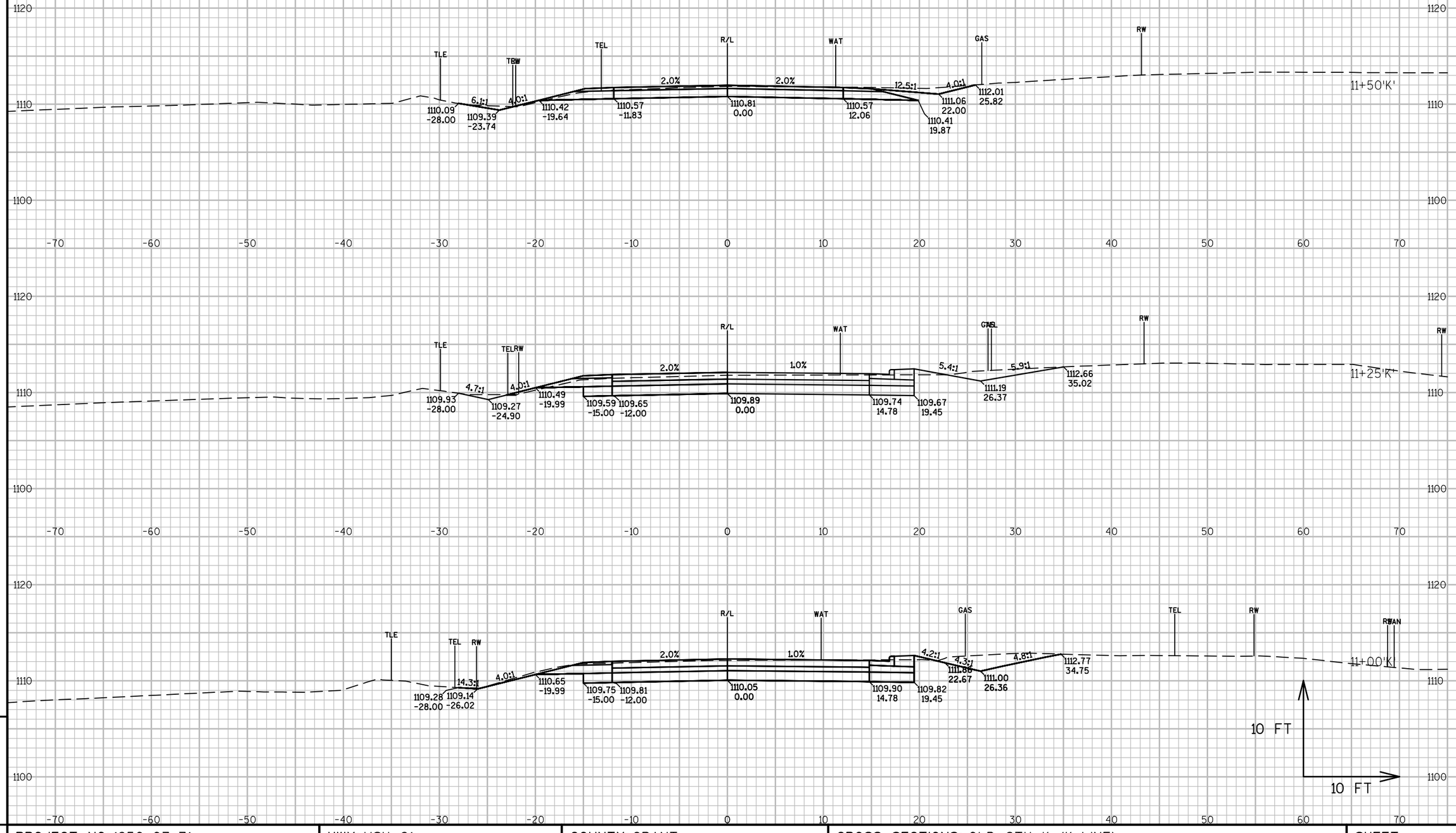
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9

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: OLD CTH K (K-LINE)	SHEET 434	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090211_XS (CTH K).DWG
LAYOUT NAME - 090211_XS (1)

PLOT DATE : 7/24/2018 10:21 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



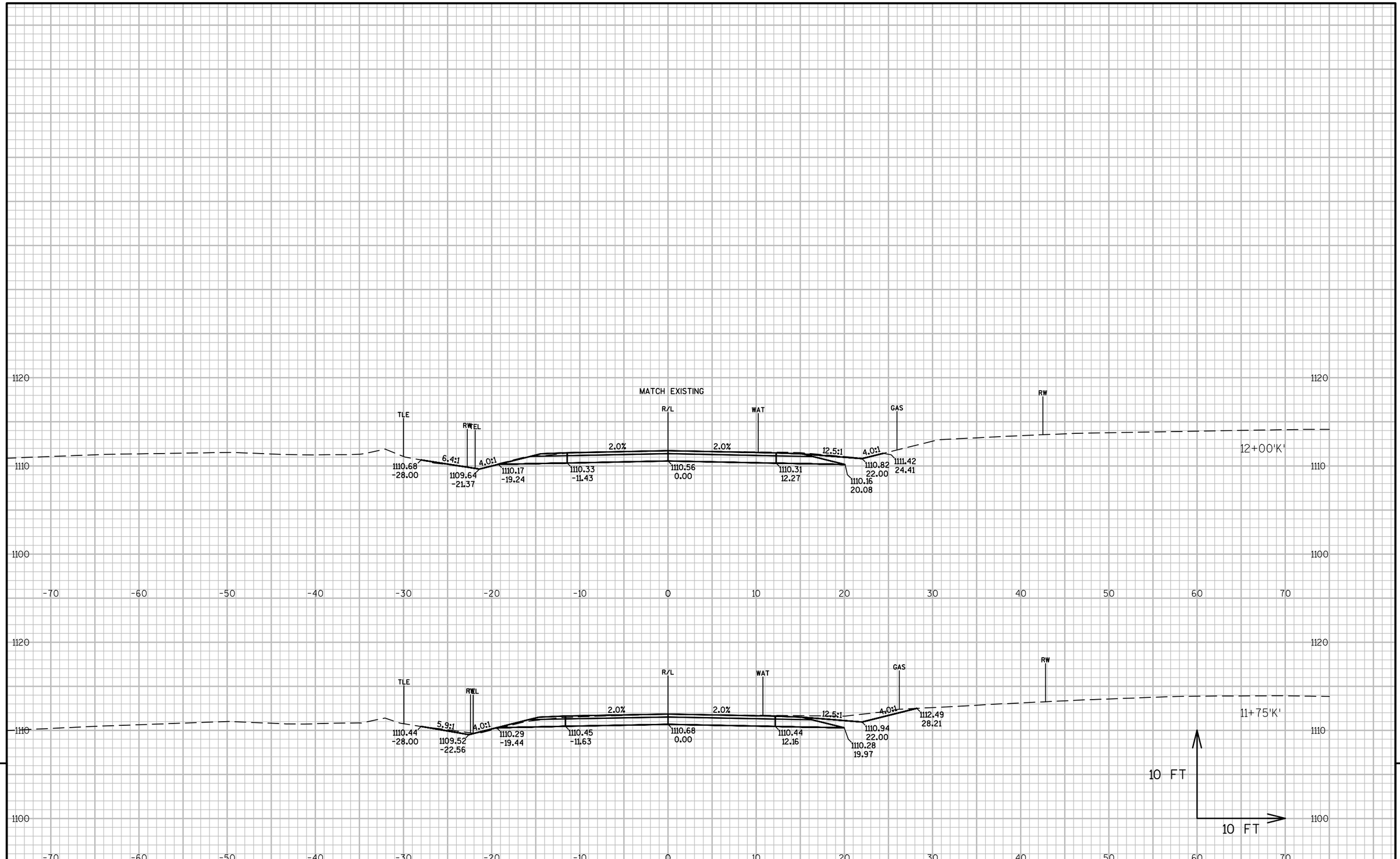
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: OLD CTH K (K-LINE)	SHEET 435	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090211_XS (CTH K).DWG
LAYOUT NAME - 090211_XS (2)

PLOT DATE : 7/24/2018 10:22 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



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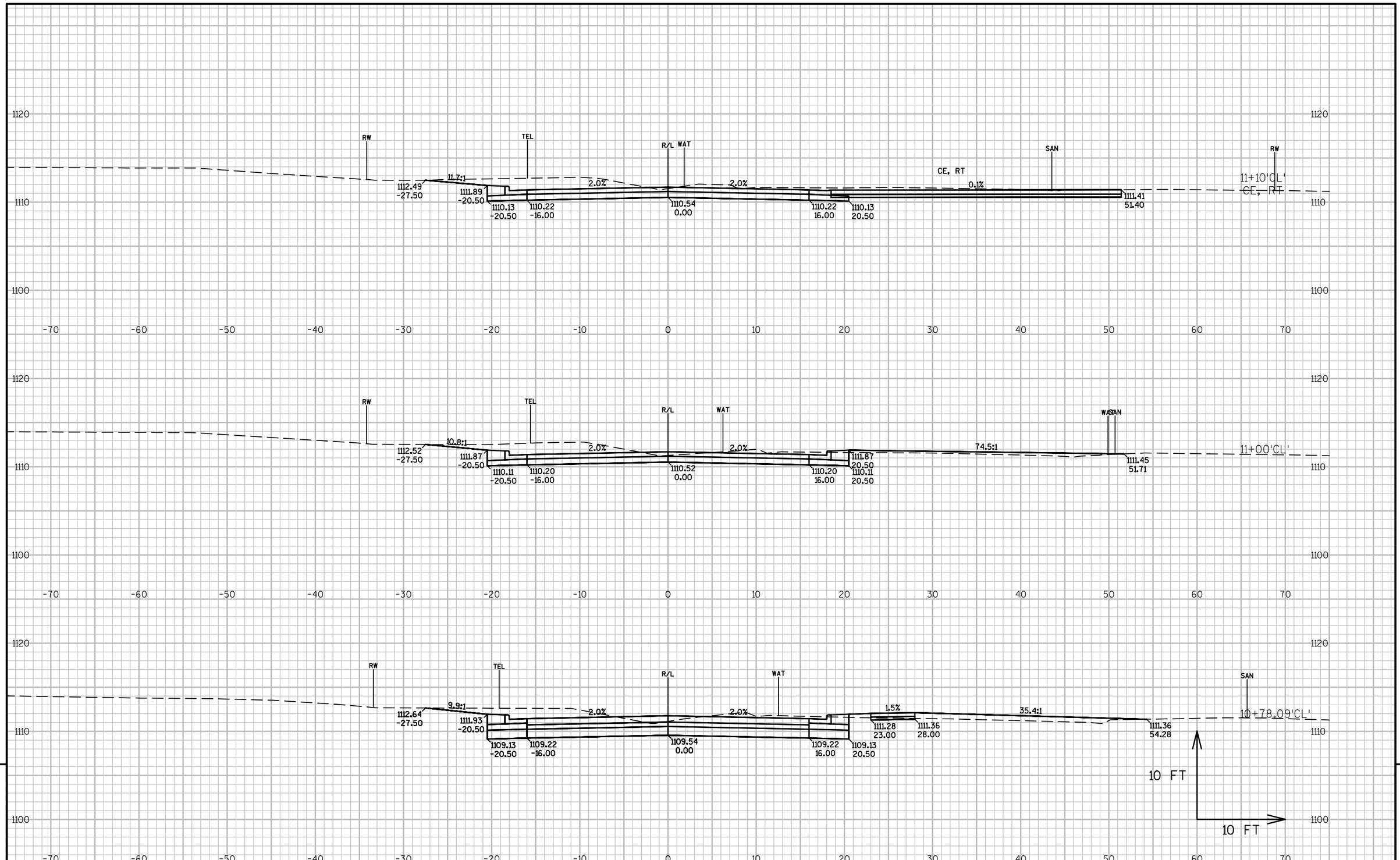
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: OLD CTH K (K-LINE)	SHEET 436	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090211_XS (CTH K).DWG
LAYOUT NAME - 090211_XS (2)

PLOT DATE : 7/24/2018 10:23 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

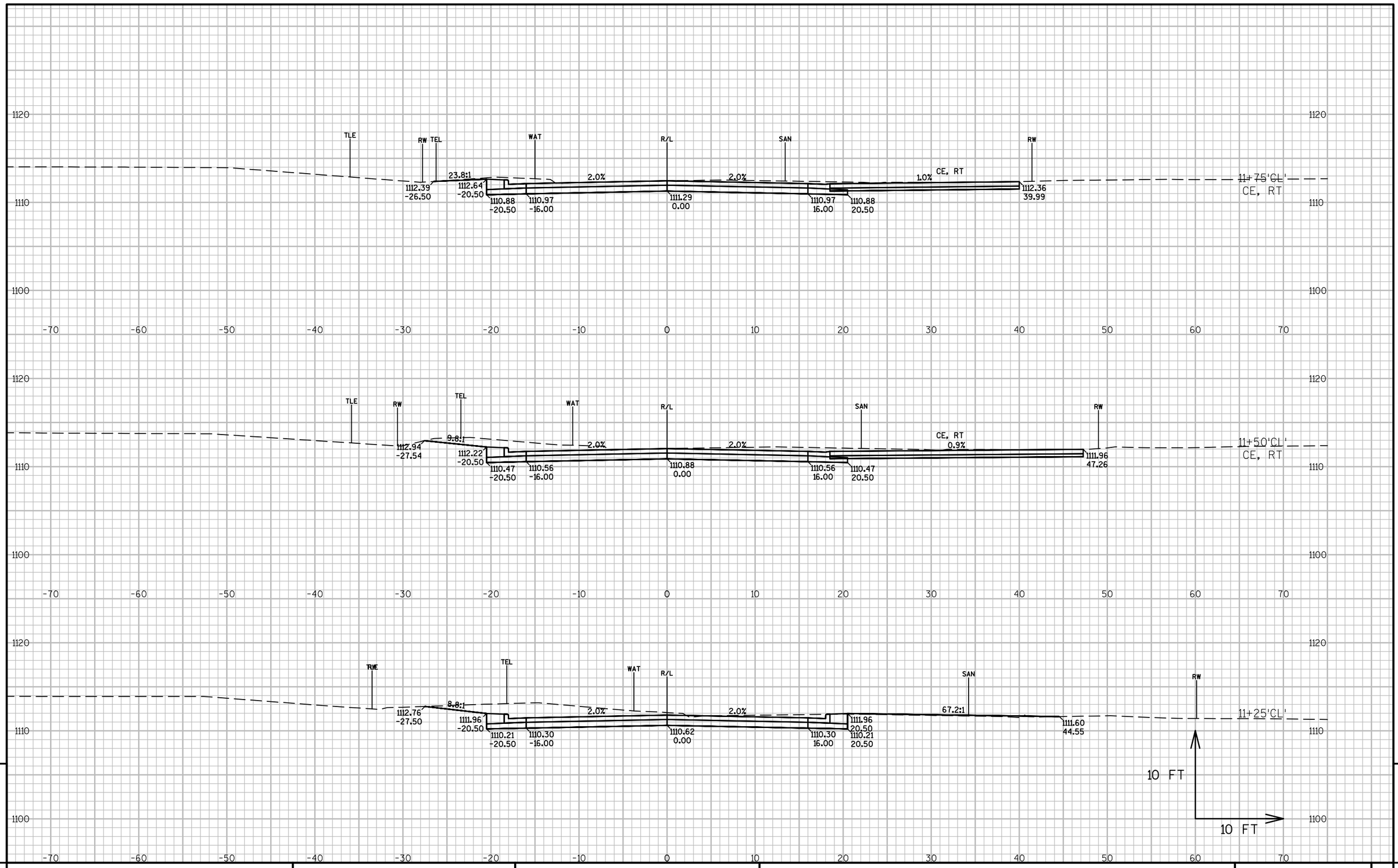


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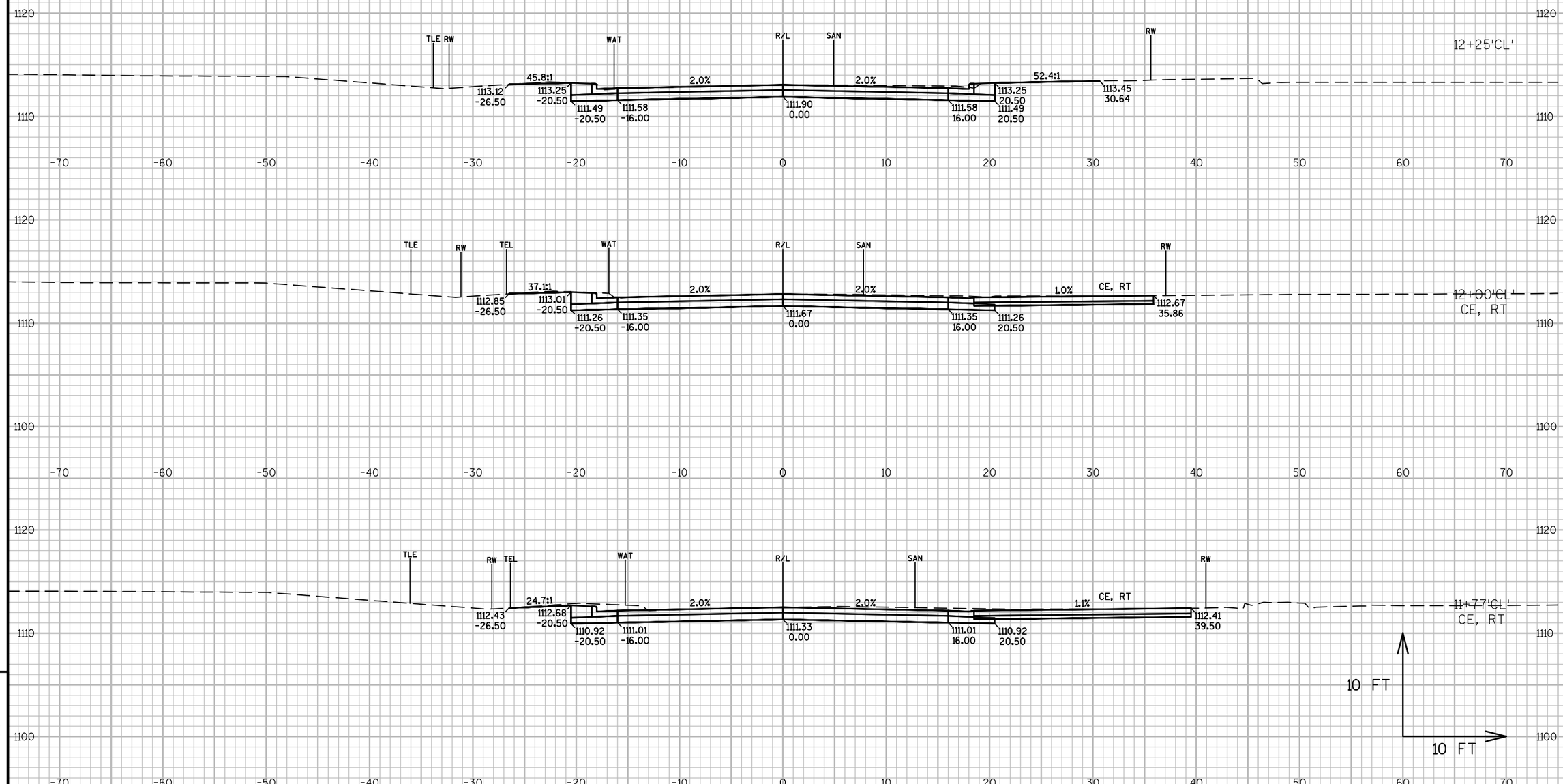
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PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: CITY LIMITS STREET (CL-LINE)	SHEET 437	E

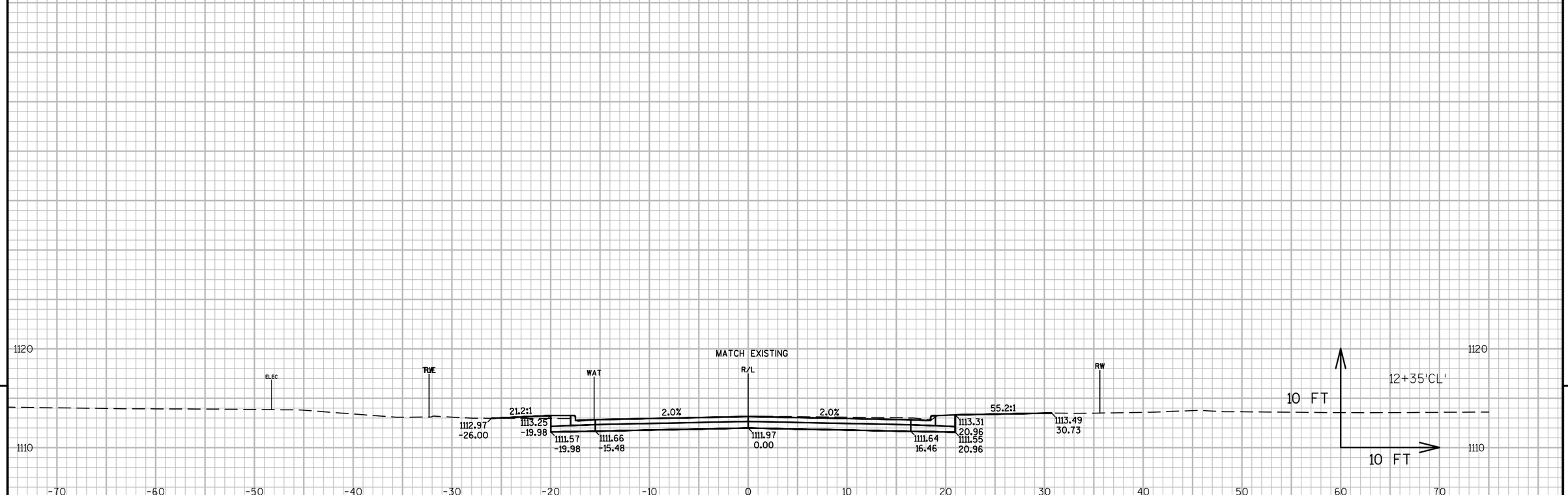
FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090212_XS (CITY LIMITS STREET).DWG
LAYOUT NAME - 090212_XS (1)
PLOT DATE : 7/24/2018 10:30 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: CITY LIMITS STREET (CL-LINE)	SHEET 438	E



PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: CITY LIMITS STREET (CL-LINE)	SHEET 439	E



9

9

PROJECT NO: 1650-07-71	HWY: USH 61	COUNTY: GRANT	CROSS SECTIONS: CITY LIMITS STREET (CL-LINE)	SHEET 440	E

FILE NAME : P:\2013 PROJECTS\2013108 - USH 61\CIVIL3D\SHEETSPLAN\090212_XS (CITY LIMITS STREET).DWG
LAYOUT NAME - 090212_XS (4)

PLOT DATE : 7/24/2018 10:31 AM PLOT BY : BRETT PETERSON PLOT NAME : PLOT SCALE : 1 IN:10 FT

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

LAX

DECEMBER 2018

PROJECT ID: 1650-07-81

WITH:

COUNTY: GRANT

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 = 22

02

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MADISON STREET, CITY OF LANCASTER

CHERRY STREET TO CITY LIMITS STREET

USH 61

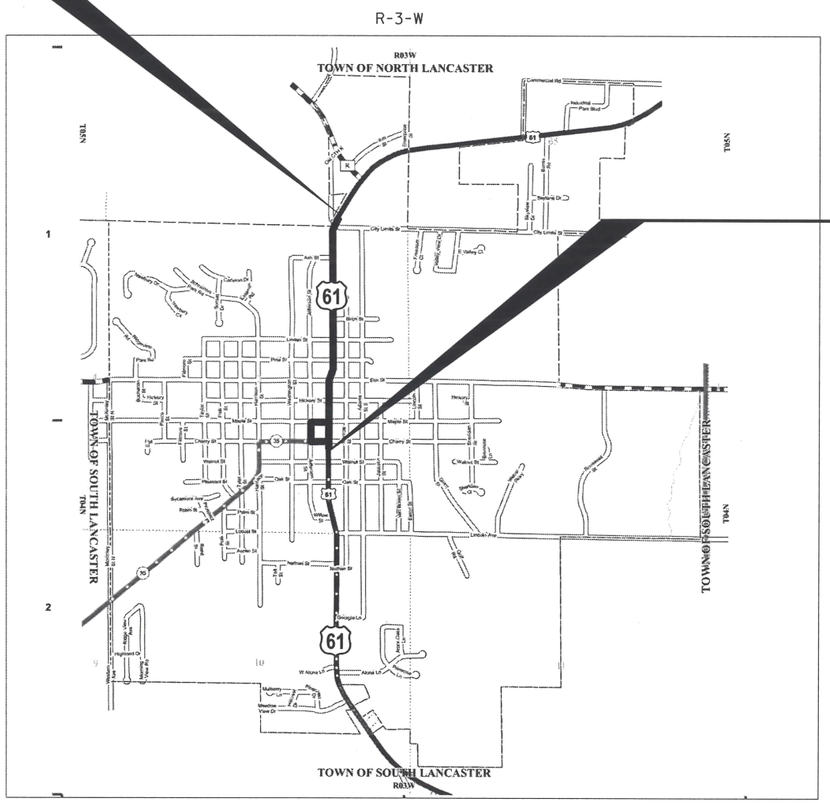
GRANT COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1650-07-81	———	—

STATE PROJECT NUMBER
1650-07-81

END PROJECT
STA. 60+73.86

SANITARY SEWER AND WATER MAIN



BEGIN PROJECT
STA. 18+30.00
Y=523,101.939
X=819,242.941

LAYOUT
SCALE 0 1,320 FT.

TOTAL NET LENGTH OF CENTERLINE = 0.804 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, GRANT COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.



N

DESIGN DESIGNATION

A.A.D.T.	2017	= 8,300
A.A.D.T.	2037	= 10,200
D.H.V.		= 1,204 VPD
D.D.		= 59/41
T.		= 3.3%
DESIGN SPEED		= 30 MPH
ESALS		= 5,416,600

CONVENTIONAL SYMBOLS

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

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

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

ACCEPTED FOR
CITY OF LANCASTER

7/12/18 (Date) John Hauth DPW (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY:

STRAND ASSOCIATES®
910 West Wingra Drive
Madison, WI 53715
608-251-4843
608-251-8655 fax
www.strand.com

WISCONSIN
MARK A. FISHER
E-30301
MADISON
WI
PROFESSIONAL ENGINEER

DATE: 7/17/18 (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
- Surveyor
- Designer: STRAND ASSOCIATES, INC.
- Project Manager: CRAIG FISHER
- Regional Examiner
- Regional Supervisor: OSCAR WINGER

APPROVED FOR THE DEPARTMENT

DATE: _____ (Signature)

E

DESIGN CONTACT

STRAND ASSOCIATES, INC. (UTILITIES)
MARK FISHER, P.E.
910 W WINGRA DRIVE
MADISON, WI 53715
(608) 251-4843 EXT 1078
MARK.FISHER@STRAND.COM

OES
BRETT PETERSON, P.E.
5100 EASTPARK BLVD., SUITE 300
MADISON, WI 53718
(608) 241-6710
BPETERSON@OESLLC.COM

LIGHTING PLANS
GREG SADOWSKI, POWRTEK
20711 WATERPLANK ROAD, SUITE C
WAUKESHA WI 53186
(262) 827-9575 X101
GREGS@POWRTEK.COM

WISDOT REGION DESIGN CONTACT

CRAIG FISHER, P.E.
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
(608) 785-9946
CRAIG.FISHER@DOT.WI.GOV

WISDNR LIAISON

SOUTH CENTRAL REGION
ANDY H. BARTA
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 275-3308
ANDREW.BARTA@WISCONSIN.GOV

UTILITIES

ALLIANT ENERGY - ELECTRICITY
AL MUMM
2200 E CAMPION BLVD
PRAIRIE DU CHIEN, WI 53821
(608) 326-9481 (WORK) (608) 732-7925 (MOBILE)
ALLANMUMM@ALLIANTENERGY.COM

CITY OF LANCASTER - PUBLIC WORKS DIRECTOR - SEWER AND WATER
JOHN HAUTH
206 S. MADISON STREET
LANCASTER, WI 53813-1342
(608) 723-7543
JOHNH@LANCASTERWISCONSIN.COM

TDS TELECOM - COMMUNICATION LINE
KEN KLAAS
140 N. MONROE STREET
P.O. BOX 467
LANCASTER, WI 53813-1342
(608) 723-3633
KENNETH.KLAAS@TDSTELECOM.COM

WE ENERGIES - GAS/PETROLEUM
ADAM MARING
N3025 14TH AVE
MONROE WI 53566
(608) 328-5679 (WORK) (608) 426-1715 (MOBILE)
ADAM.MARING@WE-ENERGIES.COM

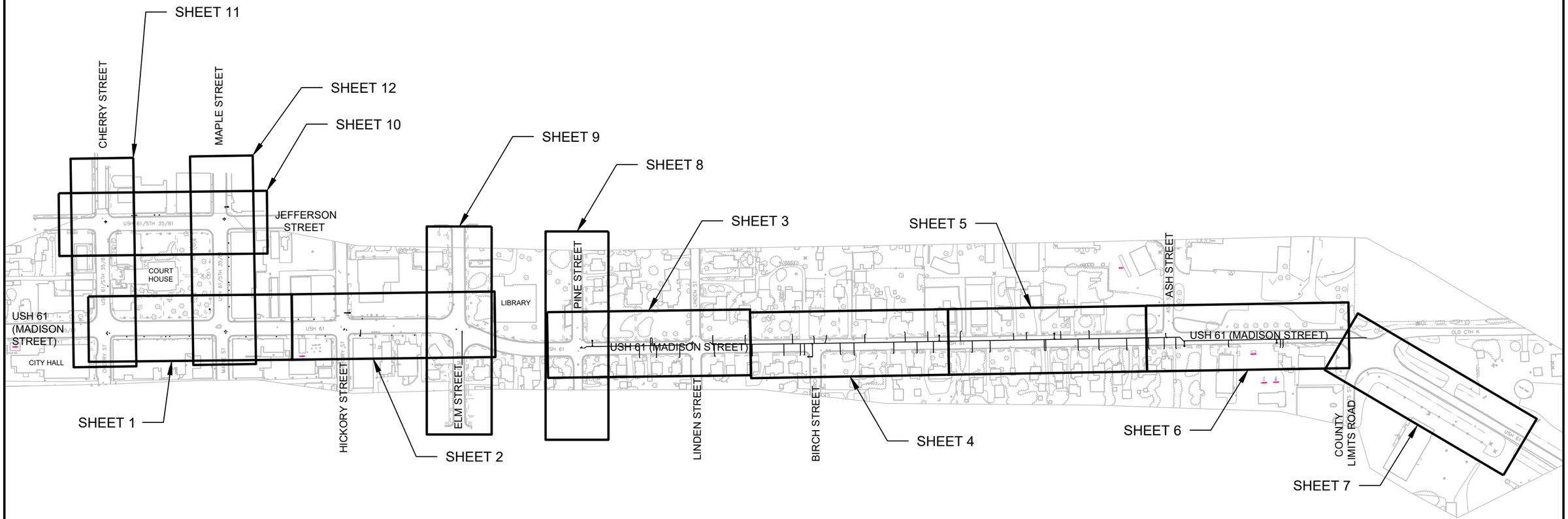
CHARTER COMMUNICATIONS - COMMUNICATION LINE
STEVE HEGGE
2701 DANIELS STREET
MADISON, WI 53718
(608) 576-2613 (MOBILE)
STEVE.HEGGE@CHARTERCOM.COM

WISCONSIN INDEPENDENT NETWORK, LLC
JIM BIRKENHEIER
SUITE 219 BLDG D02
800 WISCONSIN AVENUE
EAU CLAIRE, WI 54703
(715) 832-6041 (WORK) (715) 838-4007 (MOBILE)
JBIRKENHEIERR@WINS.NET

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

ORDER OF SECTION 2 SHEETS

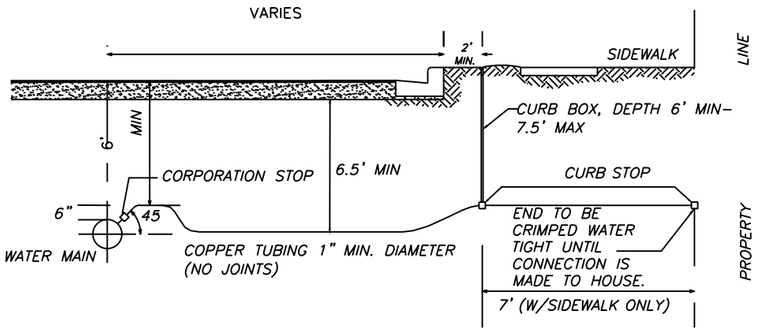
GENERAL NOTES
PROJECT OVERVIEW
CONSTRUCTION DETAILS



SHEET	ROAD
1-7	USH 61 (MADISON STREET)
8	PINE STREET
9	ELM STREET
10	JEFFERSON STREET
11	CHERRY STREET
12	MAPLE STREET

PROJECT NO: 1650-07-81	HWY: USH 61	COUNTY: GRANT	PROJECT OVERVIEW	SHEET 3	E

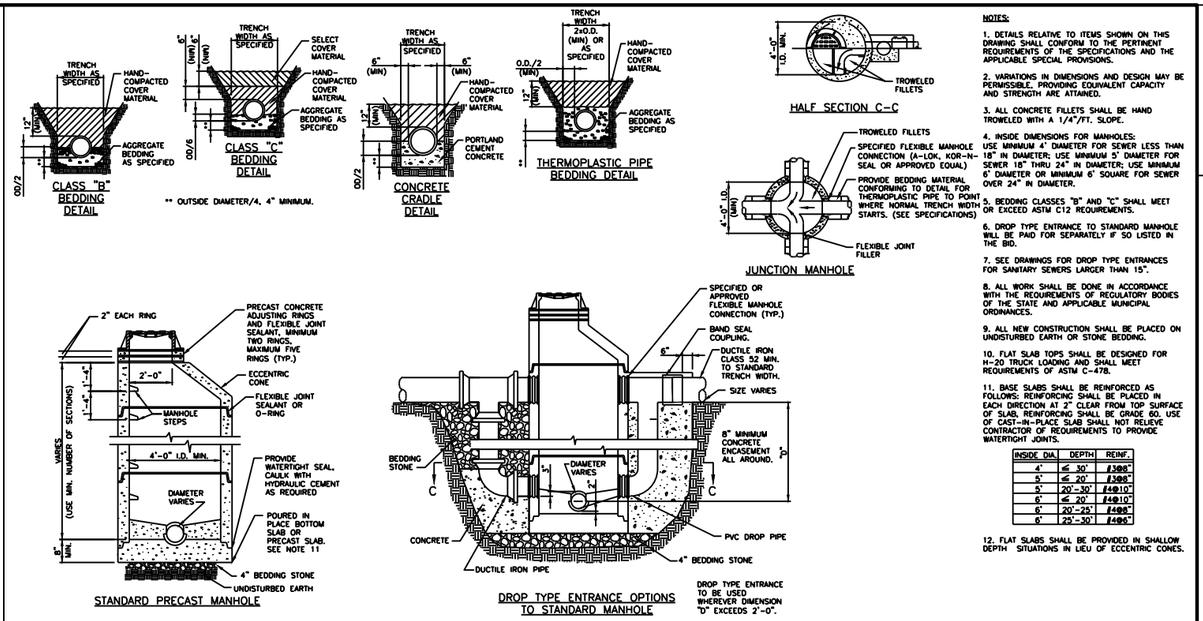
FILE NAME : S:\MAD\1100--1199\1195\035\ACAD\CIVIL3D\SHEETSPLAN\USH 61_OVERVIEW.DWG
LAYOUT NAME - Overview
PLOT DATE : 7/16/2018 10:06 AM
PLOT BY : CONSTANT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:300 FT



NOTES

1. ALL FITTINGS TO CONFORM TO AWWA STANDARDS.
2. ALL COPPER COUPLINGS TO BE OF THE FLARED JOINT TYPE, OR COMPRESSION JOINT TYPE.
3. ALL TAPS TO BE MADE UNDER PRESSURE.
4. ALL COPPER TUBE BENDS TO BE SMOOTH RADIUS, 6" MIN.
5. NO TAPS TO BE CLOSER THAN 18" APART ALONG MAIN.
6. WATER SERVICE LATERAL TO BE TESTED ALONG WITH WATER MAIN, EXCEPT ON WATER MAIN REPLACEMENT PROJECTS

1 RESIDENTIAL WATER SERVICE LATERAL
NO SCALE



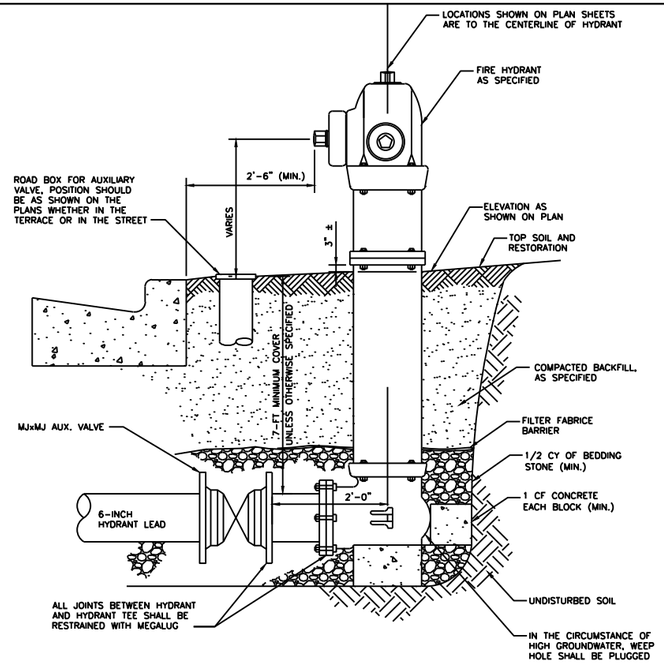
NOTES:

1. DETAILS RELATIVE TO ITEMS SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
2. VARIATIONS IN DIMENSIONS AND DESIGN MAY BE PERMISSIBLE, PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED.
3. ALL CONCRETE FILLETS SHALL BE HAND TROWELED WITH A 1/4"/FT. SLOPE.
4. INSIDE DIMENSIONS FOR MANHOLES: USE MINIMUM 4' DIAMETER FOR SEWER LESS THAN 18" IN DIAMETER; USE MINIMUM 5' DIAMETER FOR SEWER 18" THRU 24" IN DIAMETER; USE MINIMUM 6' DIAMETER OR MINIMUM 6' SQUARE FOR SEWER OVER 24" IN DIAMETER.
5. BEDDING CLASSES "B" AND "C" SHALL MEET OR EXCEED ASTM C12 REQUIREMENTS.
6. DROP TYPE ENTRANCE TO STANDARD MANHOLE WILL BE PAID FOR SEPARATELY IF SO LISTED IN THE BID.
7. SEE DRAWINGS FOR DROP TYPE ENTRANCES FOR SANITARY SEWERS LARGER THAN 15".
8. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF REGULATORY BODIES OF THE STATE AND APPLICABLE MUNICIPAL ORDINANCES.
9. ALL NEW CONSTRUCTION SHALL BE PLACED ON UNDISTURBED EARTH OR STONE BEDDING.
10. FLAT SLAB TOPS SHALL BE DESIGNED FOR H–20 TRUCK LOADING AND SHALL MEET REQUIREMENTS OF ASTM C–478.
11. BASE SLABS SHALL BE REINFORCED AS FOLLOWS: REINFORCING SHALL BE PLACED IN EACH DIRECTION AT 2" CLEAR FROM TOP SURFACE OF SLAB. REINFORCING SHALL BE GRADE 60. USE OF CAST–IN–PLACE SLAB SHALL NOT RELIEVE CONTRACTOR OF REQUIREMENTS TO PROVIDE WATERTIGHT JOINTS.

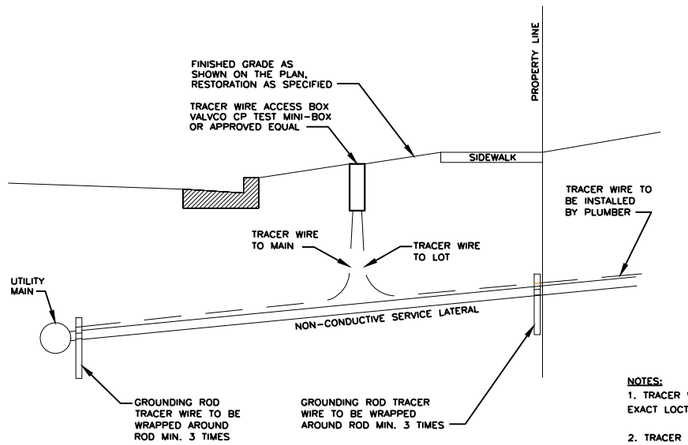
INSIDE DIA.	DEPTH	REINF.
4'	≤ 30'	#3@8"
5'	≤ 20'	#3@8"
5'	20'–30'	#4@10"
6'	≤ 20'	#4@10"
6'	20'–25'	#4@8"
6'	25'–30'	#4@6"

12. FLAT SLABS SHALL BE PROVIDED IN SHALLOW DEPTH SITUATIONS IN LIEU OF ECCENTRIC CONES.

2 SANITARY SEWER APPURTENANCES
NO SCALE



3 HYDRANT INSTALLATION
NO SCALE



NOTES:

1. TRACER WIRE ACCESS BOX TO INSTALLED IN THE TERRACE. EXACT LOCTATION TO BE DETERMINED IN THE FIELD BY OWNER.
2. TRACER WIRE ACCESS BOX COVER TO BE PERMANENTLY ENGRAVED WITH "SEWER" BY THE MANUFACTURER.
3. MINIMUM 18–IN OF WIRE TO BE COILED WITHIN THE ACCESS BOX.
4. GROUNDING ROD TO BE A 2–FT LONG, 5/8–IN DIAMETER STEEL GROUNDING ROD.
5. TRACER WIRE TO BE 10 GAUGE SOLID WIRE

4 TRACER WIRE INSTALLATION
NO SCALE

PROJECT NO: 1650-07-81	HWY: USH 61	COUNTY: GRANT	UTILITY PLAN - CONSTRUCTION DETAILS	SHEET 4	E

1650-07-81

Line	Item	Item Description	Unit	Total	Qty
0376	SPV.0060	Special 41. Fire Hydrant	EACH	1.000	1.000
0378	SPV.0060	Special 42. Fire Hydrant with Auxiliary Valve and Valve Box	EACH	7.000	7.000
0380	SPV.0060	Special 43. Remove and Replace Fire Hydrant with Auxiliary Valve and Valve Box	EACH	3.000	3.000
0382	SPV.0060	Special 44. Water Main Valve and Valve Box, 8-Inch	EACH	7.000	7.000
0384	SPV.0060	Special 47. Water Service Corporation, Curb Stop and Curb Box, 1-Inch	EACH	41.000	41.000
0386	SPV.0060	Special 48. Water Service Corporation, Curb Stop and Curb Box, 2-Inch	EACH	4.000	4.000
0388	SPV.0060	Special 49. Replace Water Service Curb Stop and Box	EACH	2.000	2.000
0390	SPV.0060	Special 50. Replace Water Service Curb Box	EACH	24.000	24.000
0392	SPV.0060	Special 51. Adjust Water Service Curb Box	EACH	10.000	10.000
0394	SPV.0060	Special 52. Replace Upper Section Valve Box	EACH	32.000	32.000
0396	SPV.0060	Special 53. Replace Full Valve Box	EACH	10.000	10.000
0398	SPV.0060	Special 54. Connect to Existing Water Main	EACH	9.000	9.000
0400	SPV.0060	Special 55. Connect to Existing Water Service	EACH	43.000	43.000
0402	SPV.0060	Special 56. Sanitary Sewer Manhole, 4-Foot Diameter	EACH	1.000	1.000
0404	SPV.0060	Special 57. Connect to Existing Sanitary Sewer Main or Manhole	EACH	5.000	5.000
0406	SPV.0060	Special 58. Connect to Existing Sanitary Sewer Lateral	EACH	3.000	3.000
0408	SPV.0060	Special 59. Remove Existing Sanitary Sewer Manhole	EACH	6.000	6.000
0410	SPV.0060	Special 60. Remove and Replace Manhole Casting and Adjusting Rings	EACH	16.000	16.000
0412	SPV.0060	Special 61. Reconstruct Existing Sanitary Sewer Manhole	EACH	1.000	1.000
0414	SPV.0060	Special 62. Adjust Existing Manhole Casting	EACH	1.000	1.000
0422	SPV.0090	Special 41. Water Main, Ductile Iron (DI), 6-Inch	LF	108.000	108.000
0424	SPV.0090	Special 42. Water Main, Ductile Iron (DI), 8-Inch	LF	2,500.000	2,500.000
0426	SPV.0090	Special 43. Water Service, Copper, 1-Inch	LF	1,304.000	1,304.000
0428	SPV.0090	Special 44. Water Service, Copper, 2-Inch	LF	126.000	126.000
0430	SPV.0090	Special 45. Water Main Insulation	LF	100.000	100.000
0432	SPV.0090	Special 46. Rock Excavation for Water Main	LF	500.000	500.000
0434	SPV.0090	Special 47. Sanitary Sewer, Polyvinyl Chloride (PVC) SDR 35, 8-Inch	LF	110.000	110.000
0436	SPV.0090	Special 48. Sanitary Sewer Lateral, 6-Inch	LF	65.000	65.000
0448	SPV.0105	Special 41. Discontinue Existing Water Main and Services	LS	1.000	1.000
0450	SPV.0105	Special 42. Discontinue Existing Sanitary Sewer and Laterals	LS	1.000	1.000

SANITARY SEWER STRUCTURES SUMMARY

CATEGORY	STAGE	STRUCTURE NUMBER	STATION	LOCATION (OFFSET)	EXISTING TOP OF CASTING	PROPOSED TOP OF CASTING	NET ADJUST HEIGHT	IE	DEPTH	SPV.0060.56 SANITARY SEWER MANHOLE, 4-FOOT DIAMETER EA	SPV.0060.57 CONNECT TO EXISTING SANITARY SEWER MAIN OR MANHOLE EA	SPV.0060.59 REMOVE EXISTING SANITARY SEWER MANHOLE EA	SPV.0060.60 REMOVE AND REPLACE MANHOLE CASTING AND ADJUSTING RINGS EA	SPV.0060.61 RECONSTRUCT EXISTING SANITARY SEWER MANHOLE EA	SPV.0060.62 ADJUST EXISTING MANHOLE CASTING EA
0010	STAGE 1	EX MH-5	19+60	14.9' LT	1095.25	1095.20	-0.05	1087.60	7.60	---	---	---	1	---	---
0010	STAGE 1	---	7+62 C	0.1' RT	---	---	---	---	---	---	1	---	---	---	---
0010	STAGE 1	EX MH-8	8+65 C	0.1' LT	1094.52	1094.34	-0.18	1086.69	7.65	---	---	---	1	---	---
0010	STAGE 1	EX MH-9	6+66 C	0.6' RT	1090.95	1090.96	0.01	1084.95	6.01	---	---	---	1	---	---
0010	STAGE 1	EX MH-24	25+56	0.3' RT	1096.12	1095.94	-0.18	1087.68	8.26	---	---	---	1	---	---
0010	STAGE 1	---	26+59	0.9' RT	---	---	---	---	---	---	1	---	---	---	---
0010	STAGE 1	EX MH-27	27+48	1.4' RT	1088.55	1088.35	-0.20	1078.43	9.92	---	---	---	1	---	---
0010	STAGE 1	EX MH-33	29+08	0.6' LT	1087.41	---	---	1082.21	5.20	---	---	1	---	---	---
0010	STAGE 1	MH-1	29+08	0.6' LT	---	1087.32	---	1082.21	5.11	1	---	---	---	---	---
0010	STAGE 3	EX MH-43	9+40 P	0.4' RT	---	---	---	1088.23	---	---	1	---	---	---	---
0010	STAGE 3	---	9+65 P	0.1' LT	---	---	---	---	---	---	1	---	---	---	---
0010	STAGE 3	EX MH-37	10+08 P	1.3' LT	1091.56	---	---	1085.63	5.93	---	---	1	---	---	---
0010	STAGE 3	EX MH-38	10+46 P	0.8' LT	---	---	---	1085.00	---	---	1	---	---	---	---
0010	STAGE 3	EX MH-38	10+49 P	1.0' LT	1090.20	1090.45	0.25	1085.00	---	---	---	---	---	---	1
0010	STAGE 3	EX MH-44	36+46	2.8' RT	1083.34	1083.60	0.26	1076.20	7.40	---	---	---	1	---	---
0010	STAGE 3	EX MH-53	38+36	2.2' RT	1081.38	1081.50	0.12	1074.62	6.88	---	---	---	1	---	---
0010	STAGE 3	EX MH-47	38+36	32.3' LT	1083.14	1083.10	-0.04	1078.33	4.77	---	---	---	1	---	---
0010	STAGE 3	EX MH-55	40+94	24.1' LT	1079.02	1078.70	-0.32	1072.40	6.30	---	---	---	---	1	---
0010	STAGE 3	EX MH-59	42+19	29.9' RT	1073.57	1073.60	0.03	1067.37	6.23	---	---	---	1	---	---
0010	STAGE 3	EX MH-56	42+35	22.5' LT	1074.62	1075.10	0.48	1068.46	6.64	---	---	---	1	---	---
0010	STAGE 3	EX MH-63	42+78	25.2' RT	1074.64	---	---	1068.58	6.06	---	---	1	---	---	---
0010	STAGE 3	EX MH-64	42+79	16.6' RT	1074.18	1074.28	0.10	1068.09	6.19	---	---	---	1	---	---
0010	STAGE 3	EX MH-65	43+90	15.8' RT	1076.52	1076.58	0.06	1069.76	6.82	---	---	---	1	---	---
0010	STAGE 3	EX MH-68	44+67	25.2' RT	1080.23	---	---	1073.09	7.14	---	---	1	---	---	---
0010	STAGE 3	EX MH-69	47+67	25.7' RT	1094.13	---	---	1087.24	6.89	---	---	1	---	---	---
0010	STAGE 3	EX MH-70	47+97	15.3' RT	1094.01	1094.30	0.29	1085.21	9.09	---	---	---	1	---	---
0010	STAGE 3	EX MH-73	50+65	24.7' RT	1104.02	---	---	1096.52	7.50	---	---	1	---	---	---
0010	STAGE 3	EX MH-72	50+76	14.8' RT	1104.06	1104.15	0.09	1096.64	7.51	---	---	---	1	---	---
0010	STAGE 3	EX MH-80	54+00	26.8' RT	1110.17	1110.20	0.03	1099.04	11.16	---	---	---	1	---	---
0010	STAGE 3	EX MH-81	58+00	11.0' RT	1109.60	1109.62	0.02	1102.08	7.54	---	---	---	1	---	---
									TOTALS	1	5	6	16	1	1

SANITARY SEWER PIPE SUMMARY

CATEGORY	STAGE	LOCATION (DOWNSTREAM)	LOCATION (UPSTREAM)	IE (DOWNSTREAM)	IE (UPSTREAM)	SLOPE (%)	SPV.0090.47 SANITARY SEWER, POLYVINYL CHLORIDE (PVC) SDR 35 8-INCH LF
0010	STAGE 3	10+46 p EX MH-38	9+40 P EX MH-43	1085.00	1088.23	2.94%	110
						TOTALS	110

SANITARY SEWER LATERALS

CATEGORY	STAGE	STATION	OFFSET	SPV.0090.48 SANITARY SEWER LATERAL, 6-INCH LF	SPV.0060.58 CONNECT TO EXISTING SANITARY SEWER LATERAL EA
0010	STAGE 1	7+66 C	32.1' RT	32	1
0010	STAGE 1	26+56	27.0' LT	28	1
0010	STAGE 3	9+63 P	5.6' RT	5	1
			TOTALS	65	3

MISCELLANEOUS WATER MAIN ITEMS

CATEGORY	STAGE	STATION	OFFSET	SPV.0060.41 FIRE HYDRANT EA	SPV.0060.42 FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX EA	SPV.0060.43 REMOVE AND REPLACE FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX EA	SPV.0060.44 WATER MAIN VALVE AND VALVE BOX, 8-INCH EA	SPV.0060.52 REPLACE UPPER SECTION VALVE BOX EA	SPV.0060.53 REPLACE FULL VALVE BOX EA	SPV.0060.54 CONNECT TO EXISTING WATER MAIN EA
0020	STAGE 1	20+38	13.4' RT	---	---	---	---	1	---	---
0020	STAGE 1	20+40	9.7' RT	---	---	---	---	1	---	---
0020	STAGE 1	20+40	17.1' RT	---	---	---	---	1	---	---
0020	STAGE 1	20+47	13.5' RT	---	---	---	---	1	---	---
0020	STAGE 1	20+78	37.4' LT	---	---	1	---	---	---	---
0020	STAGE 1	6+74 C	8.2' LT	---	---	---	---	1	---	---
0020	STAGE 1	6+76 C	6.2' LT	---	---	---	---	1	---	---
0020	STAGE 1	6+76 C	11.1' LT	---	---	---	---	1	---	---
0020	STAGE 1	6+79 C	8.8' LT	---	---	---	---	1	---	---
0020	STAGE 1	8+72 C	12.2' LT	---	---	---	---	1	---	---
0020	STAGE 1	27+57	9.9' RT	---	---	---	---	1	---	---
0020	STAGE 1	27+59	41.5' LT	---	---	---	---	---	---	1
0020	STAGE 1	27+59	7.1' RT	---	---	---	---	1	---	---
0020	STAGE 1	27+65	10.0' RT	---	---	---	---	1	---	---
0020	STAGE 1	27+75.5	41.5' LT	---	1	---	---	---	---	---
0020	STAGE 1	23+96	12.3' RT	---	---	---	---	1	---	---
0020	STAGE 1	23+99	8.7' RT	---	---	---	---	1	---	---
0020	STAGE 1	23+99	16.4' RT	---	---	---	---	1	---	---
0020	STAGE 1	24+02	12.5' RT	---	---	---	---	1	---	---
0020	STAGE 1	6+34 M	13.5' LT	---	---	---	---	---	---	1
0020	STAGE 1	6+34 M	25.1' LT	---	1	---	---	---	---	---
0020	STAGE 1	6+68 M	13.7' LT	---	---	---	---	1	---	---
0020	STAGE 1	6+71 M	10.0' LT	---	---	---	---	1	---	---
0020	STAGE 1	6+71 M	16.8' LT	---	---	---	---	1	---	---
0020	STAGE 1	6+74 M	13.6' LT	---	---	---	---	1	---	---
0020	STAGE 1	9+43 M	34.0' RT	---	---	1	---	---	---	---
0020	STAGE 2	30+99	2.5' RT	---	---	---	---	1	---	---
0020	STAGE 2	10+06 E	10.4' LT	---	---	---	---	---	---	1
0020	STAGE 2	10+08 E	10.4' LT	---	---	---	1	---	---	---
0020	STAGE 2	11+09 E	10.0' LT	---	---	---	---	---	---	1
0020	STAGE 3	34+85	1.6' LT	---	---	---	---	1	---	---
0020	STAGE 3	34+88	3.6' LT	---	---	---	---	1	---	---
0020	STAGE 3	34+90	1.3' LT	---	---	---	---	1	---	---
0020	STAGE 3	34+93	1.3' LT	---	---	---	---	---	---	1
0020	STAGE 3	35+21	23.1' LT	---	1	---	---	---	---	---
0020	STAGE 3	38+19	12.0' LT	---	---	---	---	---	---	1
0020	STAGE 3	38+22	12.0' LT	---	---	---	---	1	---	---
0020	STAGE 3	38+25	9.2' LT	---	---	---	---	1	---	---
0020	STAGE 3	38+25	14.6' LT	---	---	---	---	1	---	---
0020	STAGE 3	38+27	12.0' LT	---	---	---	---	1	---	---
0020	STAGE 3	38+75	12.3' LT	---	---	---	---	---	---	1
0020	STAGE 3	41+74	35.0' RT	---	1	---	---	---	---	---
0020	STAGE 3	41+85	5.1' LT	---	---	---	1	---	---	---
0020	STAGE 3	41+87	2.0' LT	---	---	---	1	---	---	---
0020	STAGE 3	45+72	22.9' LT	---	1	---	---	---	---	---
0020	STAGE 3	45+78	5.0' LT	---	---	---	1	---	---	---
0020	STAGE 3	49+21	23.0' LT	---	1	---	---	---	---	---
0020	STAGE 3	49+23	5.0' LT	---	---	---	1	---	---	---
0020	STAGE 3	52+59	15.4' LT	---	---	---	---	---	---	1
0020	STAGE 3	52+59	17.1' LT	---	---	---	---	1	---	---
0020	STAGE 3	52+61	5.0' LT	---	---	---	1	---	---	---
0020	STAGE 3	53+15	8.0' RT	---	---	---	1	---	---	---
0020	STAGE 3	53+15	22.0' RT	1	---	---	---	---	---	---
0020	STAGE 3	55+94	17.1' RT	---	1	---	---	---	---	---
0020	STAGE 3	58+59	33.0' LT	---	---	---	---	---	---	1
		SUBTOTALS		1	7	2	7	29	0	9

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MISCELLANEOUS WATER MAIN ITEMS

CATEGORY	STAGE	STATION	OFFSET	SPV.0060.41 FIRE HYDRANT EA	SPV.0060.42 FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX EA	SPV.0060.43 REMOVE AND REPLACE FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX EA	SPV.0060.44 WATER MAIN VALVE AND VALVE BOX, 8-INCH EA	SPV.0060.52 REPLACE UPPER SECTION VALVE BOX EA	SPV.0060.53 REPLACE FULL VALVE BOX EA	SPV.0060.54 CONNECT TO EXISTING WATER MAIN EA
0020	STAGE 3	58+59	40.9' LT	---	---	1	---	---	---	---
0020	STAGE 3	58+89	59.0' RT	---	---	---	---	1	---	---
0020	STAGE 3	58+91	65.0' RT	---	---	---	---	1	---	---
0020	STAGE 3	58+93	61.1' RT	---	---	---	---	1	---	---
0020		UNDISTRIBUTED		---	---	---	---	---	10	---
		SUBTOTALS		0	0	1	0	3	10	0
		TOTALS		1	7	3	7	32	10	9

WATER MAIN PIPES

CATEGORY	STAGE	STATION - STATION	SPV.0090.41 WATER MAIN, DUCTILE IRON (DI), 6-INCH LF	SPV.0090.42 WATER MAIN, DUCTILE IRON (DI), 8-INCH LF	SPV.0090.45 WATER MAIN INSULATION LF	SPV.0090.46 ROCK EXCAVATION WATER MAIN LF
0020	STAGE 1	27+59 - 27+75.5	17	---	---	---
0020	STAGE 1	6+34 M	12	---	---	---
0020	STAGE 2	10+06 E - 11+09 E	---	103	---	---
0020	STAGE 3	34+93 - 38+19	---	330	---	---
0020	STAGE 3	35+21	18	---	---	---
0020	STAGE 3	38+75 - 58+59	---	2,000	---	---
0020	STAGE 3	41+87	---	40	---	---
0020	STAGE 3	41+74 - 41+88	14	---	---	---
0020	STAGE 3	45+72	18	---	---	---
0020	STAGE 3	49+21	18	---	---	---
0020	STAGE 3	52+59	---	11	---	---
0020	STAGE 3	53+15	---	16	---	---
0020	STAGE 3	55+94	11	---	---	---
0020		UNDISTRIBUTED	---	---	100	500
		TOTALS	108	2,500	100	500

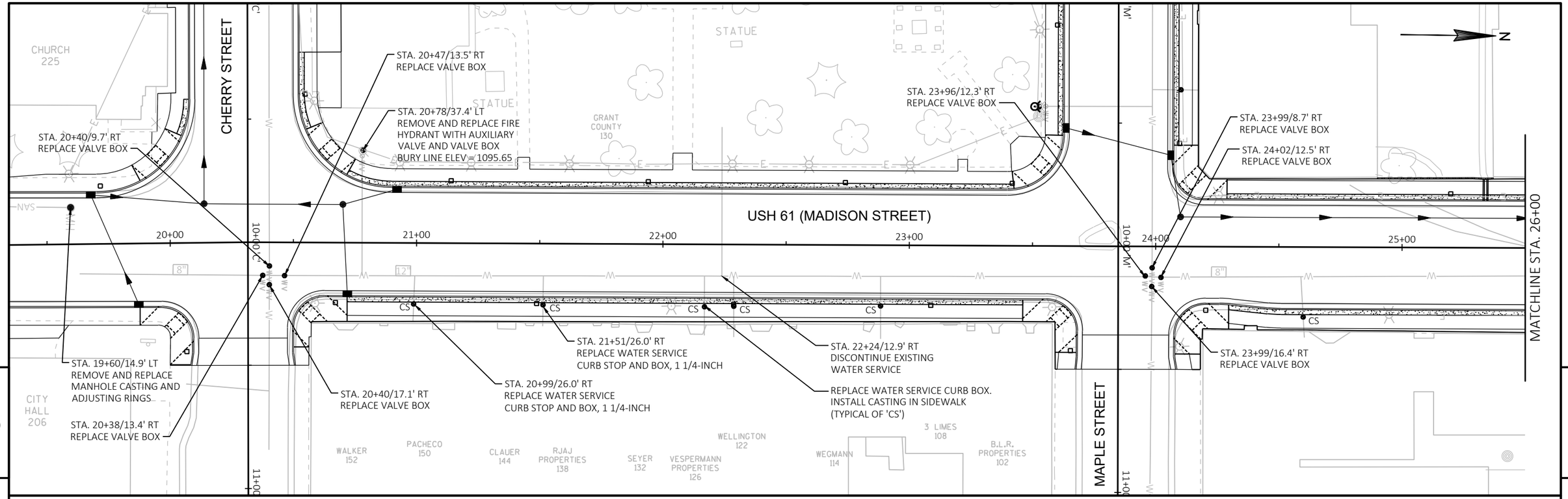
WATER SERVICES SUMMARY

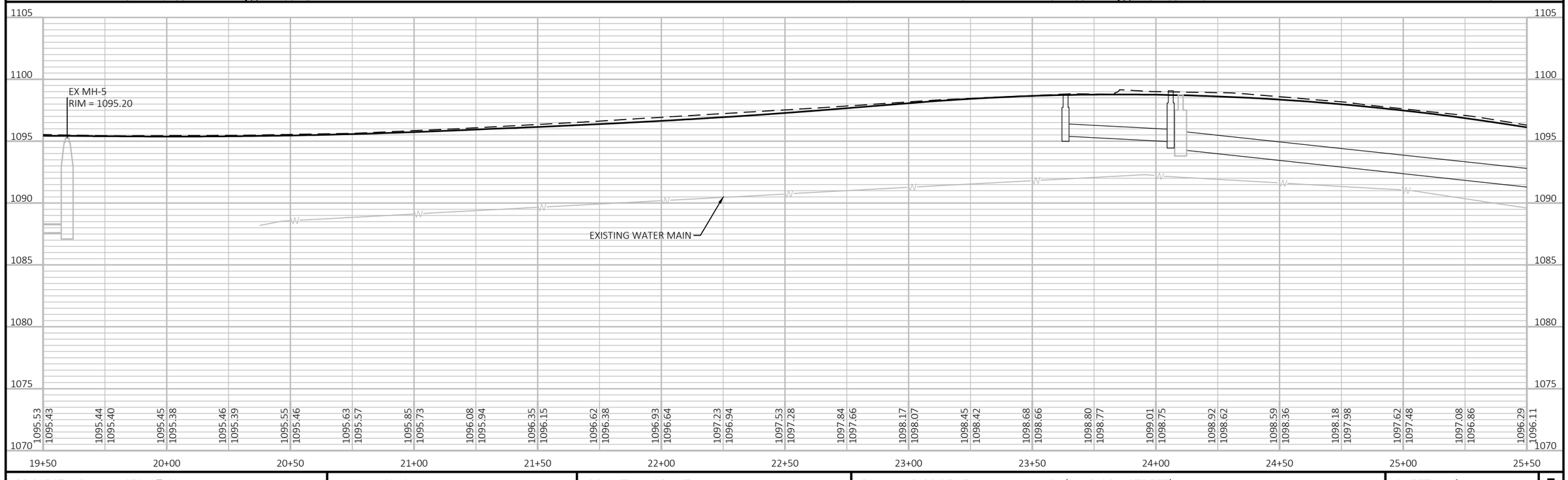
CATEGORY	STAGE	STATION	OFFSET	SPV.0090.43 WATER SERVICE, COPPER, 1-INCH LF	SPV.0090.44 WATER SERVICE, COPPER, 2-INCH LF	SPV.0060.47 WATER SERVICE CURB STOP, AND BOX, 1-INCH EA	SPV.0060.48 CORPORATION, AND BOX, 2-INCH EA	SPV.0060.49 REPLACE WATER SERVICE CURB STOP AND BOX EA	SPV.0060.50 REPLACE WATER SERVICE CURB BOX EA	SPV.0060.51 ADJUST WATER SERVICE CURB BOX EA	SPV.0060.55 CONNECT TO EXISTING WATER SERVICE EA
0020	STAGE 1	20+99	26.0' RT	---	---	---	---	1	---	---	---
0020	STAGE 1	21+51	26.0' RT	---	---	---	---	1	---	---	---
0020	STAGE 1	22+17	26.0' RT	---	---	---	---	---	1	---	---
0020	STAGE 1	22+29	25.0' RT	---	---	---	---	---	1	---	---
0020	STAGE 1	22+89	25.0' RT	---	---	---	---	---	1	---	---
0020	STAGE 1	24+60	29.0' RT	---	---	---	---	---	1	---	---
0020	STAGE 1	25+52	29.0' RT	---	---	---	---	---	1	---	---
0020	STAGE 1	26+20	23.0' LT	---	---	---	---	---	1	---	---
0020	STAGE 1	26+67	23.0' LT	---	---	---	---	---	1	---	---
0020	STAGE 1	27+00	29.0' RT	---	---	---	---	---	1	---	---
0020	STAGE 1	28+05	31.0' RT	21	---	1	---	---	---	---	1
0020	STAGE 1	28+13	23.0' LT	---	---	---	---	---	1	---	---
0020	STAGE 1	29+02	29.0' RT	---	---	---	---	---	1	---	---
0020	STAGE 1	29+71	29.0' RT	---	---	---	---	---	1	---	---
0020	STAGE 1	34+14	26.0' RT	---	---	---	---	---	1	---	---
0020	STAGE 1	8+76 C	25.0' RT	---	---	---	---	---	1	---	---
0020	STAGE 1	7+44 M	26.0' LT	---	---	---	---	---	1	---	---
0020	STAGE 1	7+75 M	26.0' LT	---	---	---	---	---	1	---	---
0020	STAGE 1	7+87 M	26.0' LT	---	---	---	---	---	1	---	---
0020	STAGE 1	8+15 M	26.0' LT	---	---	---	---	---	1	---	---
0020	STAGE 1	8+63 M	26.0' LT	---	---	---	---	---	1	---	---
0020	STAGE 1	8+87 M	26.0' LT	---	---	---	---	---	1	---	---
0020	STAGE 1	9+36 M	26.0' LT	---	---	---	---	---	1	---	---
0020	STAGE 1	21+05 J	26.0' LT	---	---	---	---	---	1	---	---
0020	STAGE 1	21+18 J	26.0' LT	---	---	---	---	---	1	---	---
0020	STAGE 1	21+74 J	26.0' LT	---	---	---	---	---	1	---	---
0020	STAGE 1	21+89 J	26.0' LT	---	---	---	---	---	1	---	---
0020	STAGE 3	36+65	31.0' RT	37	---	1	---	---	---	---	1
0020	STAGE 3	36+98	30.0' LT	24	---	1	---	---	---	---	1
0020	STAGE 3	37+00	30.0' LT	24	---	1	---	---	---	---	1
0020	STAGE 3	37+13	31.0' RT	37	---	1	---	---	---	---	1
0020	STAGE 3	37+84	31.0' RT	37	---	1	---	---	---	---	1
0020	STAGE 3	38+87	34.0' LT	29	---	1	---	---	---	---	1
0020	STAGE 3	38+93	31.0' RT	36	---	1	---	---	---	---	1
0020	STAGE 3	39+87	34.0' LT	29	---	1	---	---	---	---	1
0020	STAGE 3	40+05	31.0' RT	36	---	1	---	---	---	---	1
0020	STAGE 3	41+01	30.0' RT	36	---	1	---	---	---	---	---
0020	STAGE 3	41+26	35.0' LT	30	---	1	---	---	---	---	1
0020	STAGE 3	41+49	30.0' RT	36	---	1	---	---	---	---	1
0020	STAGE 3	41+62	30.0' RT	36	---	1	---	---	---	---	1
0020	STAGE 3	41+92	30.0' LT	26	---	1	---	---	---	---	1
0020	STAGE 3	42+32	30.0' LT	26	---	1	---	---	---	---	1
0020	STAGE 3	42+74	30.0' RT	36	---	1	---	---	---	---	1
0020	STAGE 3	43+15	30.0' RT	36	---	1	---	---	---	---	1
0020	STAGE 3	43+48	30.0' LT	26	---	1	---	---	---	---	1
0020	STAGE 3	44+32	30.0' RT	36	---	1	---	---	---	---	1
0020	STAGE 3	44+67	36.0' LT	33	---	1	---	---	---	---	1
0020	STAGE 3	45+03	30.0' RT	36	---	1	---	---	---	---	1
0020	STAGE 3	45+37	36.0' LT	31	---	1	---	---	---	---	1
0020	STAGE 3	45+55	30.0' RT	35	---	1	---	---	---	---	---
0020	STAGE 3	46+40	36.0' LT	30	---	1	---	---	---	---	1
0020	STAGE 3	46+71	30.0' RT	35	---	1	---	---	---	---	1
0020	STAGE 3	47+25	30.0' RT	35	---	1	---	---	---	---	1
0020	STAGE 3	47+98	27.0' LT	22	---	1	---	---	---	---	1
0020	STAGE 3	48+39	29.0' LT	25	---	1	---	---	---	---	1
		SUBTOTALS		916	0	29	0	2	24	0	27

CONT. ON RIGHT

WATER SERVICES SUMMARY

CATEGORY	STAGE	STATION	OFFSET	SPV.0090.43 WATER SERVICE, COPPER, 1-INCH LF	SPV.0090.44 WATER SERVICE, COPPER, 2-INCH LF	SPV.0060.47 WATER SERVICE CURB STOP, AND BOX, 1-INCH EA	SPV.0060.48 CORPORATION, AND BOX, 2-INCH EA	SPV.0060.49 REPLACE WATER SERVICE CURB STOP AND BOX EA	SPV.0060.50 REPLACE WATER SERVICE CURB BOX EA	SPV.0060.51 ADJUST WATER SERVICE CURB BOX EA	SPV.0060.55 CONNECT TO EXISTING WATER SERVICE EA
0020	STAGE 3	48+92	30.0' RT	35	---	1	---	---	---	---	1
0020	STAGE 3	48+94	30.0' RT	35	---	1	---	---	---	---	1
0020	STAGE 3	49+40	30.0' LT	35	---	1	---	---	---	---	1
0020	STAGE 3	49+93	30.0' RT	35	---	1	---	---	---	---	1
0020	STAGE 3	50+25	30.0' LT	25	---	1	---	---	---	---	1
0020	STAGE 3	50+58	30.0' RT	35	---	1	---	---	---	---	1
0020	STAGE 3	51+42	31.0' RT	35	---	1	---	---	---	---	1
0020	STAGE 3	52+09	30.0' RT	35	---	1	---	---	---	---	1
0020	STAGE 3	52+52	30.0' RT	35	---	1	---	---	---	---	1
0020	STAGE 3	52+91	30.0' RT	35	---	1	---	---	---	---	1
0020	STAGE 3	54+50	28.0' RT	22	---	1	---	---	---	---	1
0020	STAGE 3	56+04	32.0' RT	---	26	---	1	---	---	---	1
0020	STAGE 3	56+12	32.0' RT	26	---	1	---	---	---	---	1
0020	UNDISTRIBUTED			---	100	---	3	---	---	10	3
		SUBTOTALS		388	126	12	4	0	0	10	16
		TOTAL		1,304	126	41	4	2	24	10	43





PROJECT NO: 1650-07-81	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61 (MADISON STREET)	SHEET 1	E

FILE NAME : S:\MAD\1100--1199\1195\035\ACAD\CIVIL3D\SHEETSPLAN\USH 61_SHEETS.DWG
LAYOUT NAME - Madison_pp

PLOT DATE : 7/16/2018 10:08 AM PLOT BY : CONSTANT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

STA. 26+56/27.0' LT
CONNECT TO EXISTING
SANITARY SEWER
LATERAL

SANITARY SEWER
LATERAL, 6-INCH

STA. 26+59/0.9' RT
CONNECT TO EXISTING
SANITARY SEWER MAIN
OR MANHOLE

STA. 27+48/1.4' RT
REMOVE AND REPLACE
MANHOLE CASTINGS
AND ADJUSTING RINGS

STA. 27+59/41.5' LT
CONNECT TO EXISTING
WATER MAIN.
8"X6" TEE, CAP WEST

STA. 27+75.5/41.5' LT
FIRE HYDRANT WITH AUXILIARY
VALVE AND VALVE BOX
BURY LINE ELEV. =1088.49

STA. 27+59/7.1' RT
REPLACE VALVE BOX

REPLACE WATER SERVICE CURB
BOX. INSTALL CASTING IN SIDEWALK
(TYPICAL OF "CS")

STA. 29+08/0.6' LT
REMOVE EXISTING SANITARY SEWER MANHOLE.
SANITARY SEWER MANHOLE 4-FOOT DIAMETER, MH-1
RIM = 1087.32
IE 8" S = 1082.21
IE 8" NW = 1084.31 (DROP)

N

MATCHLINE STA. 25+50

USH 61 (MADISON STREET)

USH 61 (MADISON STREET)

26+00 27+00 28+00 29+00 30+00 31+00

STA. 25+56/0.3' RT
REMOVE AND REPLACE
MANHOLE CASTING
AND ADJUSTING RINGS

REMOVE FIRE HYDRANT

FILLER CAP

STA. 27+57/9.9' RT
REPLACE VALVE BOX

HICKORY STREET

STA. 27+65/10.0' RT
REPLACE VALVE BOX

DISCONTINUE EXISTING
WATER MAIN, EAST.
CAP MAIN AT CROSS.

STA. 28+08/10.0' RT
WATER SERVICE CORPORATION, CURB
STOP, AND CURB BOX, 1-INCH

WATER SERVICE, COPPER,
1-INCH

STA. 28+05/31.0' RT
CONNECT TO EXISTING WATER SERVICE

STA. 30+99/2.5' RT
REPLACE VALVE BOX

ELM STREET

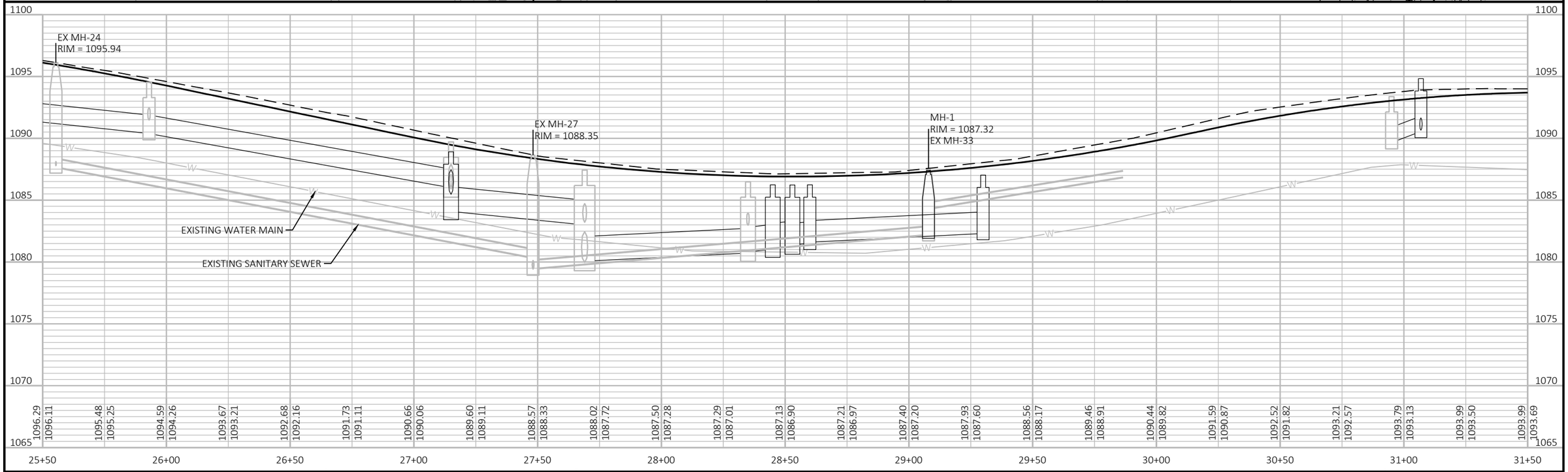
CANOPY

STREIF
251

STENNER
241

5

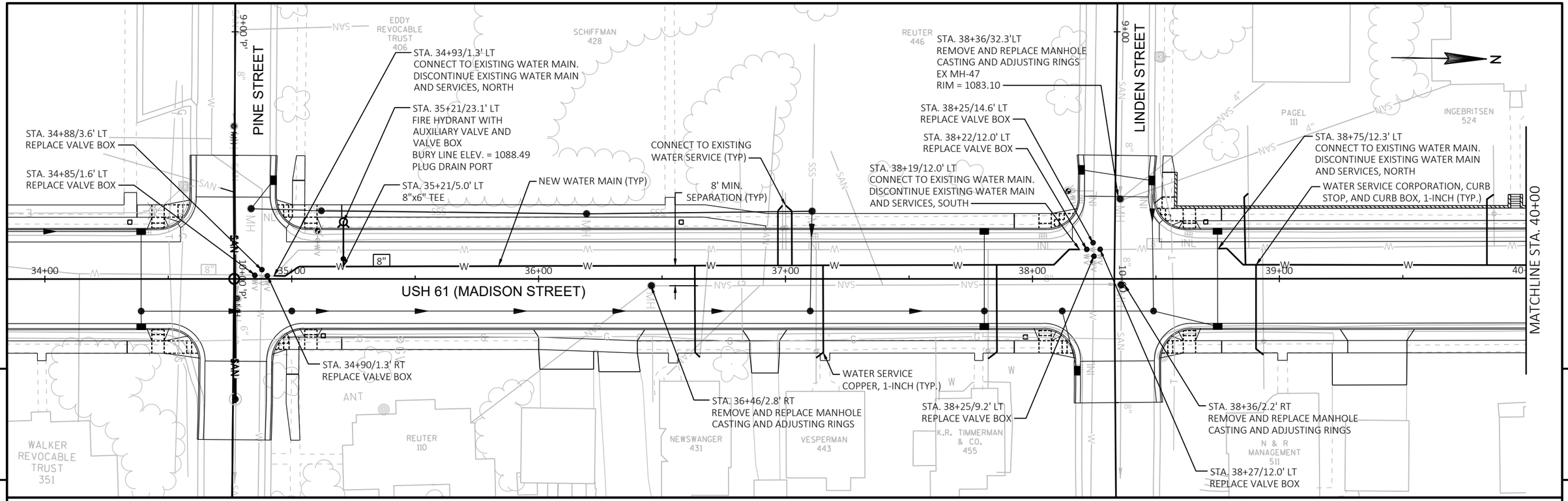
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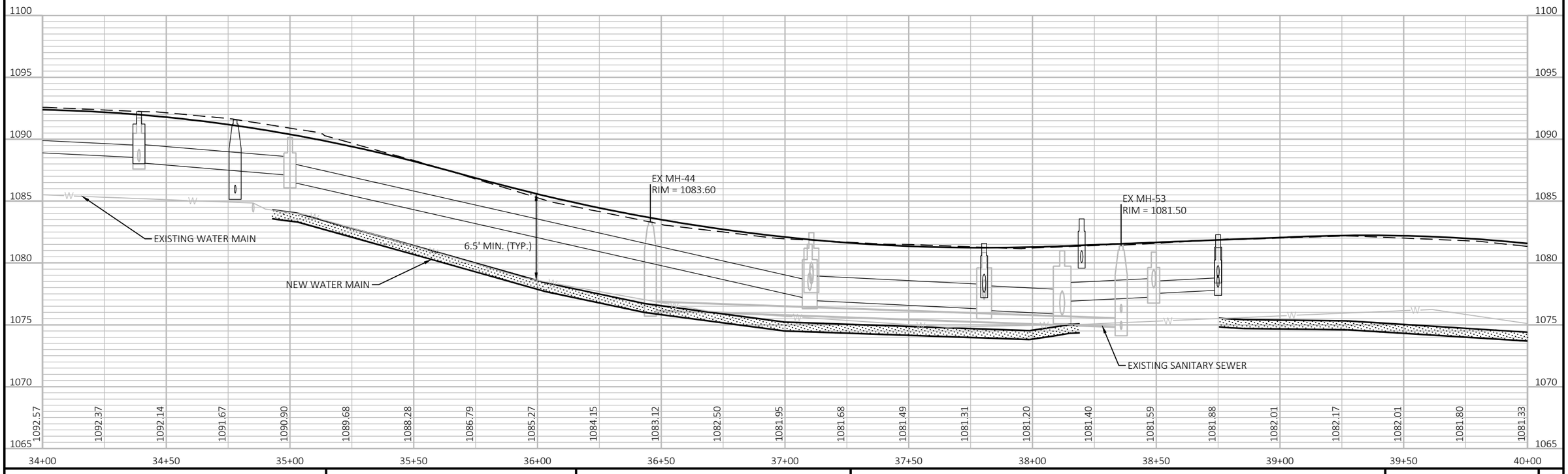


PROJECT NO: 1650-07-81	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61 (MADISON STREET)	SHEET 2	E

FILE NAME : S:\MAD\1100--1199\1195\035\ACAD\CIVIL3D\SHEETSPLAN\USH 61_SHEETS.DWG
LAYOUT NAME - US61_pp1

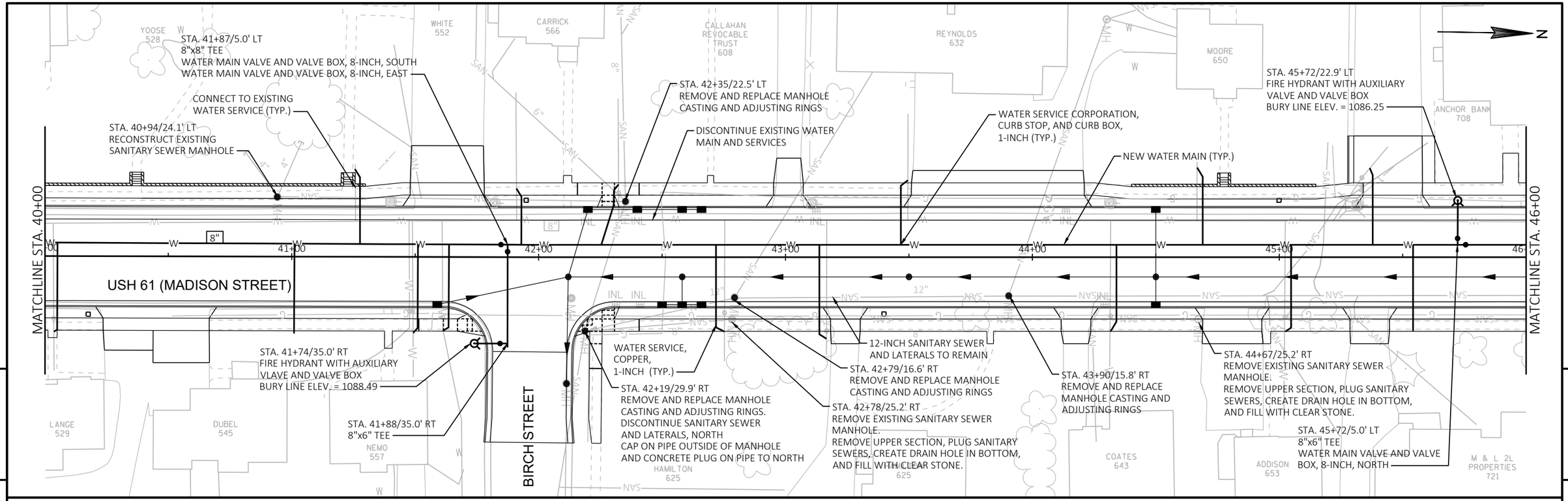
PLOT DATE : 7/16/2018 10:08 AM PLOT BY : CONSTANT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT





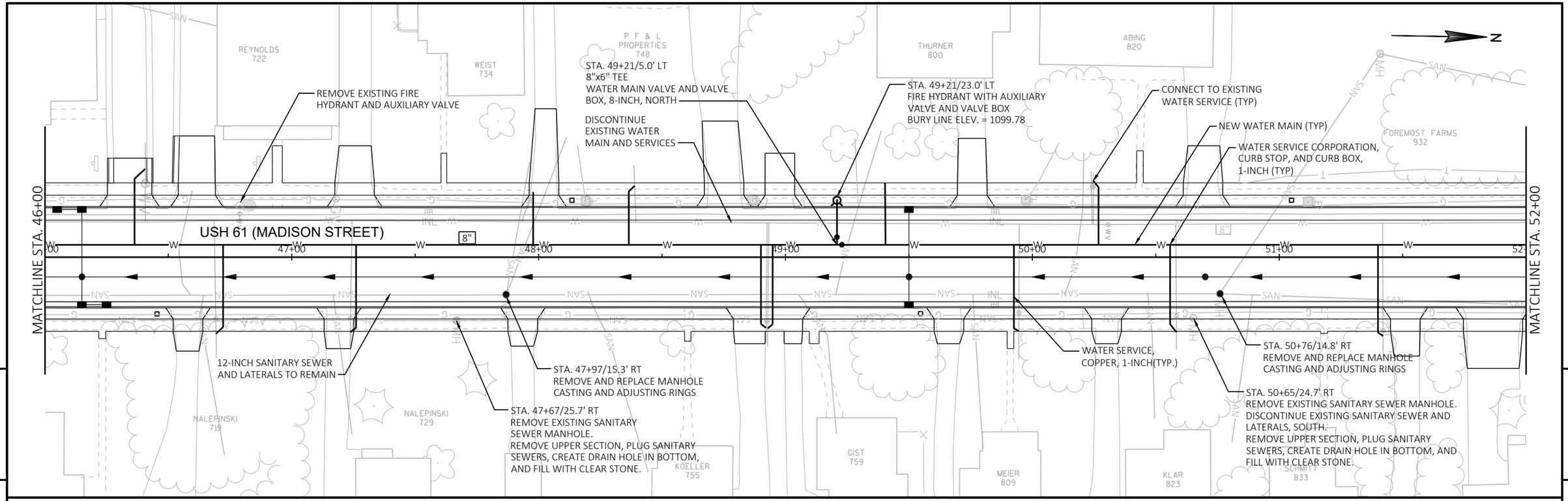
PROJECT NO: 1650-07-81	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61 (MADISON STREET)	SHEET 3	E

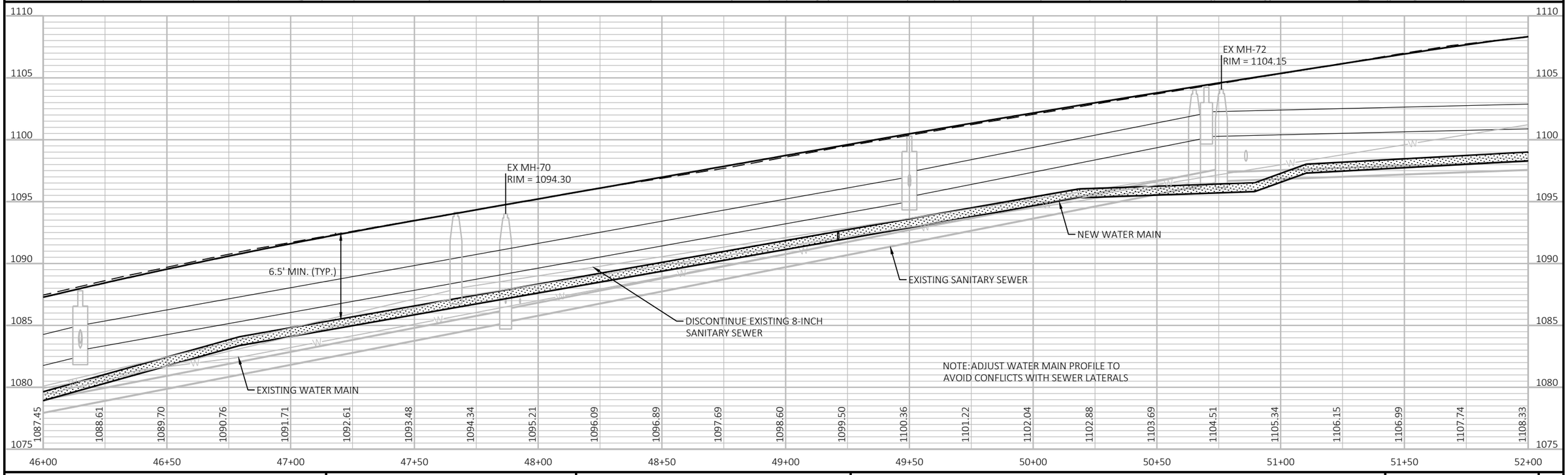
FILE NAME : S:\MAD\1100--1199\1195\035\ACAD\CIVIL3D\SHEETSPLAN\USH 61_SHEETS.DWG
LAYOUT NAME - US61_pp2
PLOT DATE : 7/16/2018 10:09 AM PLOT BY : CONSTANT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1650-07-81	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61 (MADISON STREET)	SHEET 4	E

FILE NAME : S:\MAD\1100--1199\1195\035\ACAD\CIVIL3D\SHEETSPLAN\USH 61_SHEETS.DWG
LAYOUT NAME - US61_pp3
PLOT DATE : 7/16/2018 10:09 AM PLOT BY : CONSTANT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

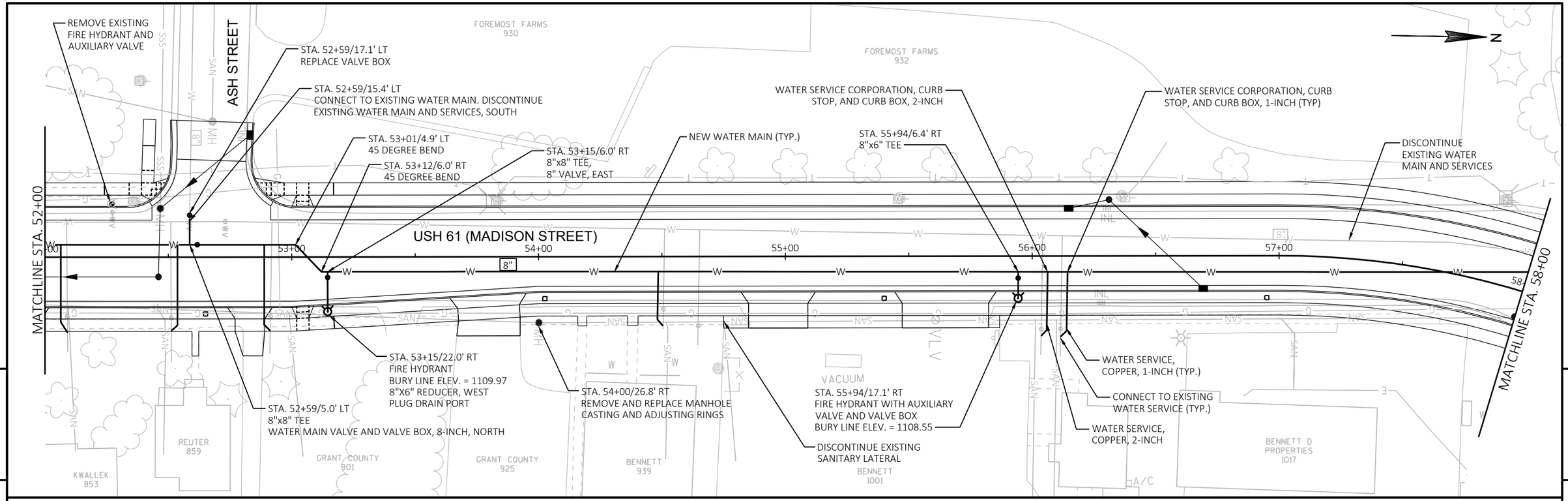


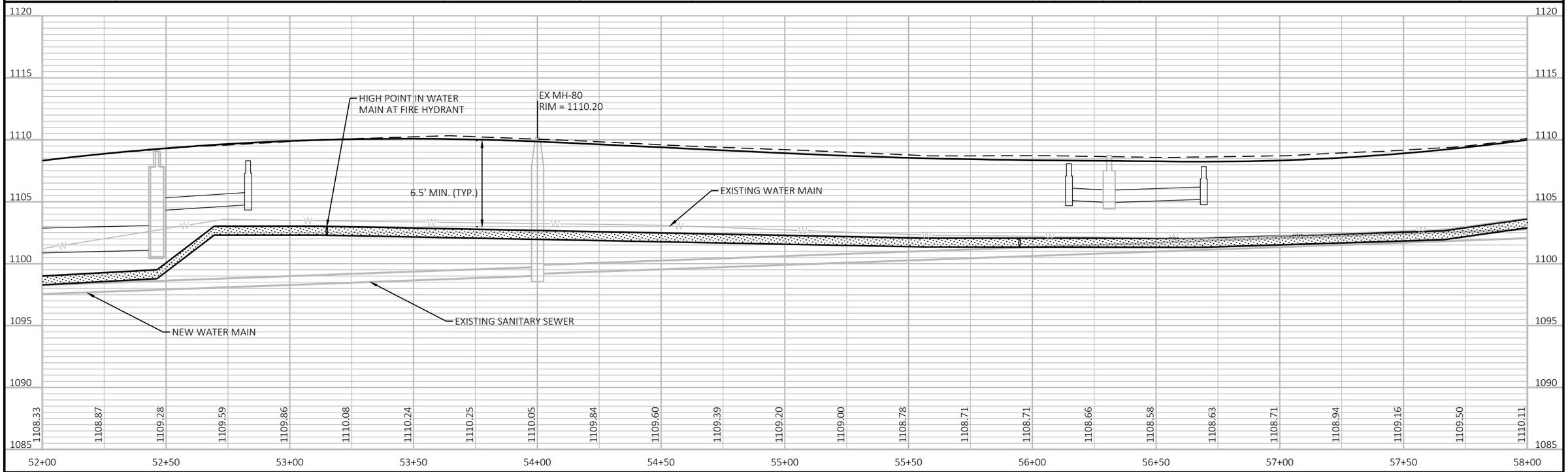


PROJECT NO: 1650-07-81	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61 (MADISON STREET)	SHEET 5	E

FILE NAME : S:\MAD\1100--1199\1195\035\ACAD\CIVIL3D\SHEETSPLAN\USH 61_SHEETS.DWG
LAYOUT NAME - US61_pp4
PLOT DATE : 7/16/2018 10:09 AM PLOT BY : CONSTANT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 1650-07-81	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61 (MADISON STREET)	SHEET 6	E

FILE NAME : S:\MAD\1100--1199\1195\035\ACAD\CIVIL3D\SHEETSPLAN\USH 61_SHEETS.DWG
LAYOUT NAME - US61_pp5

PLOT DATE : 7/16/2018 10:09 AM PLOT BY : CONSTANT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

STA. 58+59/40.9' LT
REMOVE AND REPLACE
FIRE HYDRANT
BURY LINE ELEV. = 1111.55

STA. 58+59/33.0' LT
CONNECT TO EXISTING WATER MAIN.
DISCONTINUE EXISTING WATER MAIN
AND SERVICES, SOUTH

NEW WATER
MAIN (TYP.)

HARKNESS

59+00 60+00 61+00 62+00

USH 61 (MADISON STREET)

MATCHLINE STA. 58+00

STA. 58+89/59.0' RT
REPLACE VALVE BOX

STA. 58+93/61.1' RT
REPLACE VALVE BOX

STA. 58+91/65.0' RT
REPLACE VALVE BOX

STA. 58+00/11.0' RT
REMOVE AND REPLACE
MANHOLE CASTING AND
ADJUSTING RINGS

CITY LIMITS
ROAD

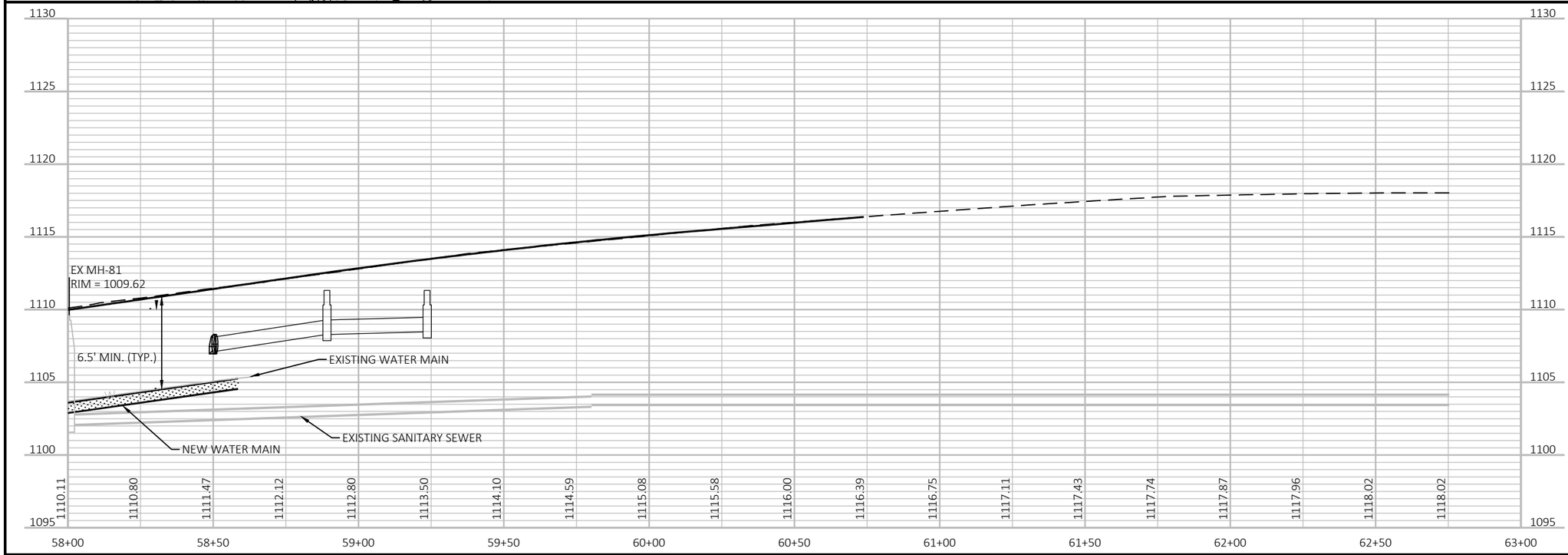
MACK
131

MACK

N

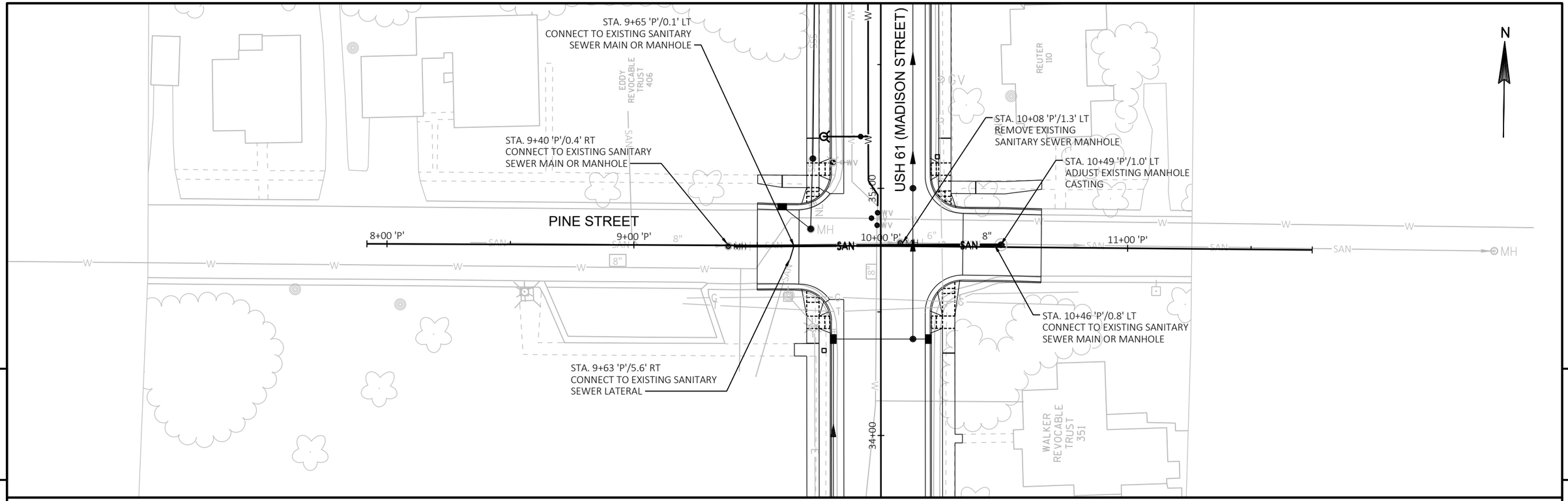
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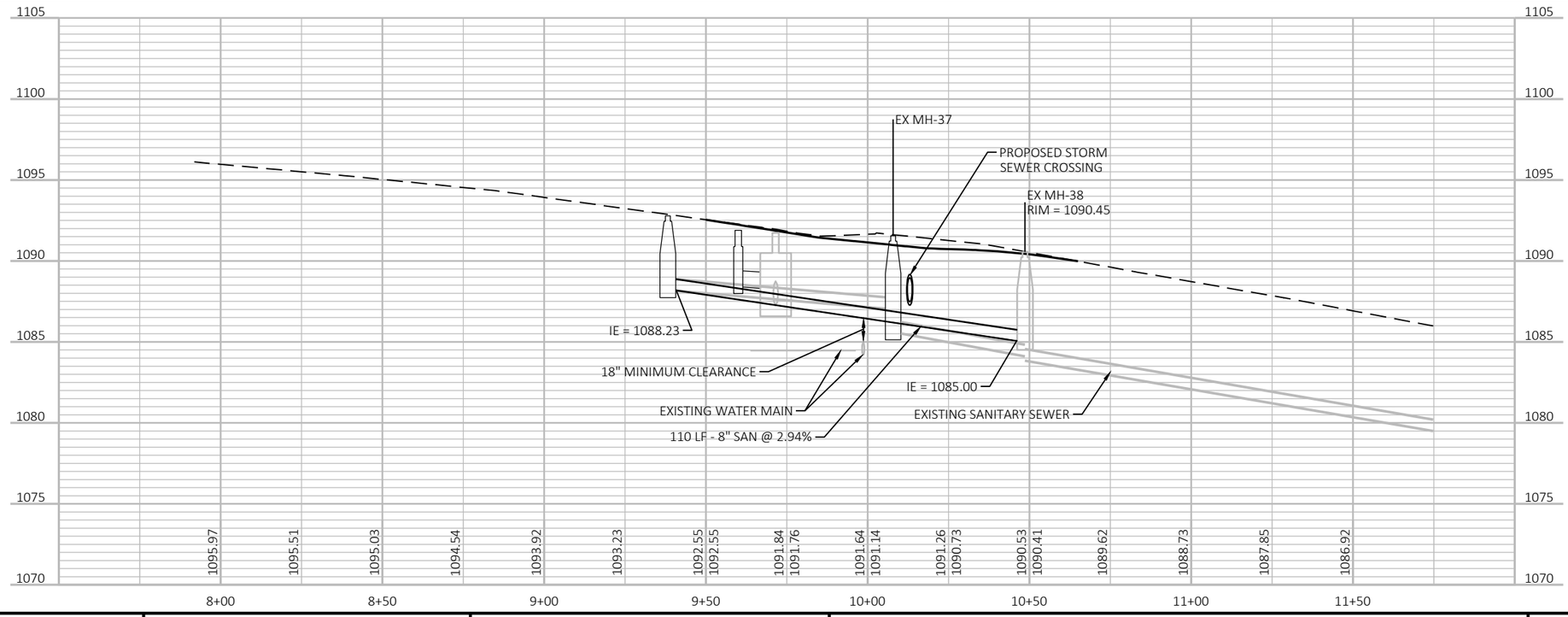
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PROJECT NO: 1650-07-81	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: USH 61 (MADISON STREET)	SHEET 7	E

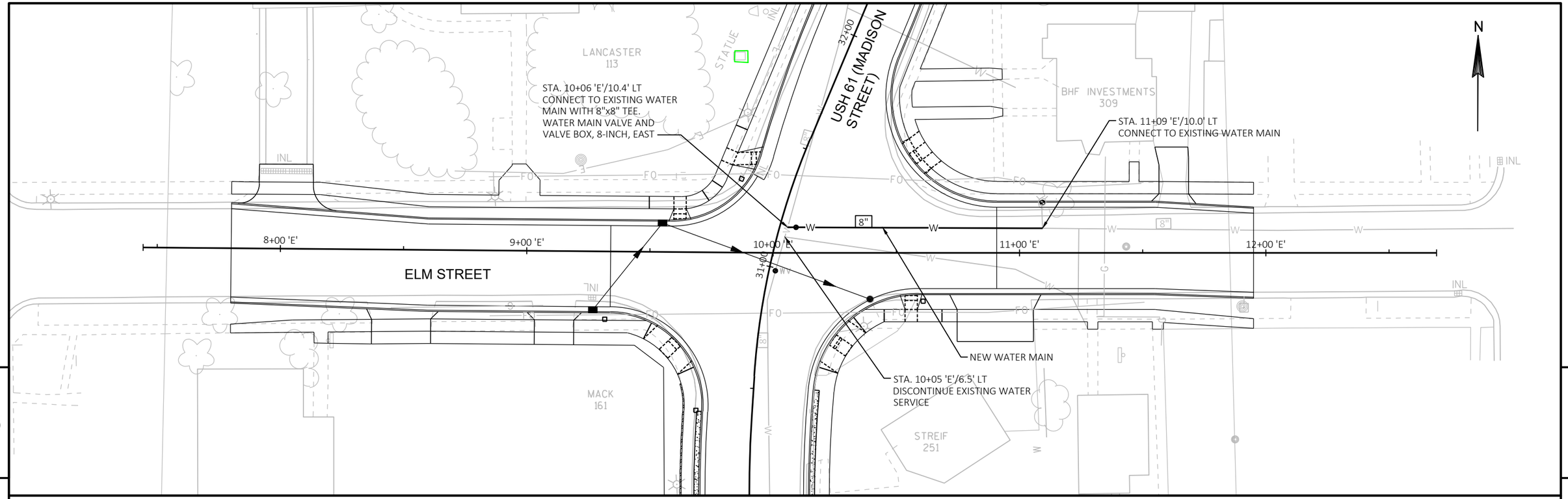
FILE NAME : S:\MAD\1100--1199\1195\035\ACAD\CIVIL3D\SHEETSPLAN\USH 61_SHEETS.DWG
LAYOUT NAME - US61_pp6
PLOT DATE : 7/16/2018 10:09 AM PLOT BY : CONSTANT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

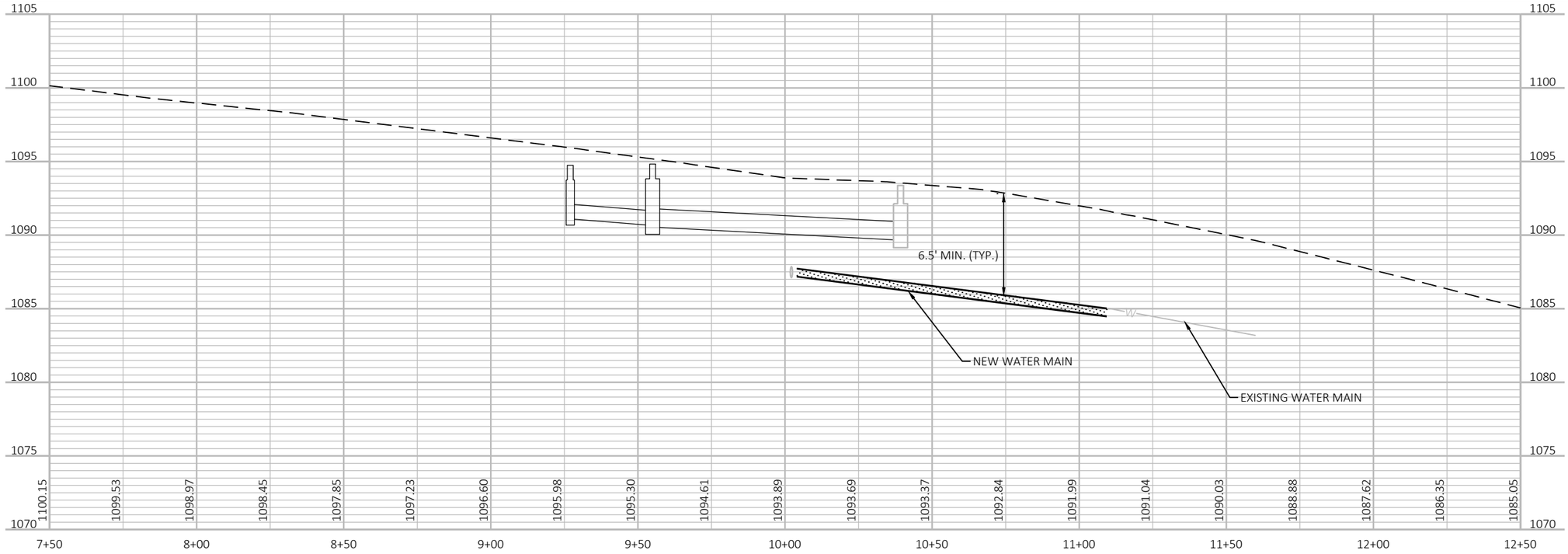




PROJECT NO: 1650-07-81	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: PINE STREET	SHEET 8	E

FILE NAME : S:\MAD\1100--1199\1195\035\ACAD\CIVIL3D\SHEETSPLAN\USH 61_SHEETS.DWG
LAYOUT NAME - US61_pp8
PLOT DATE : 7/16/2018 10:09 AM PLOT BY : CONSTANT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

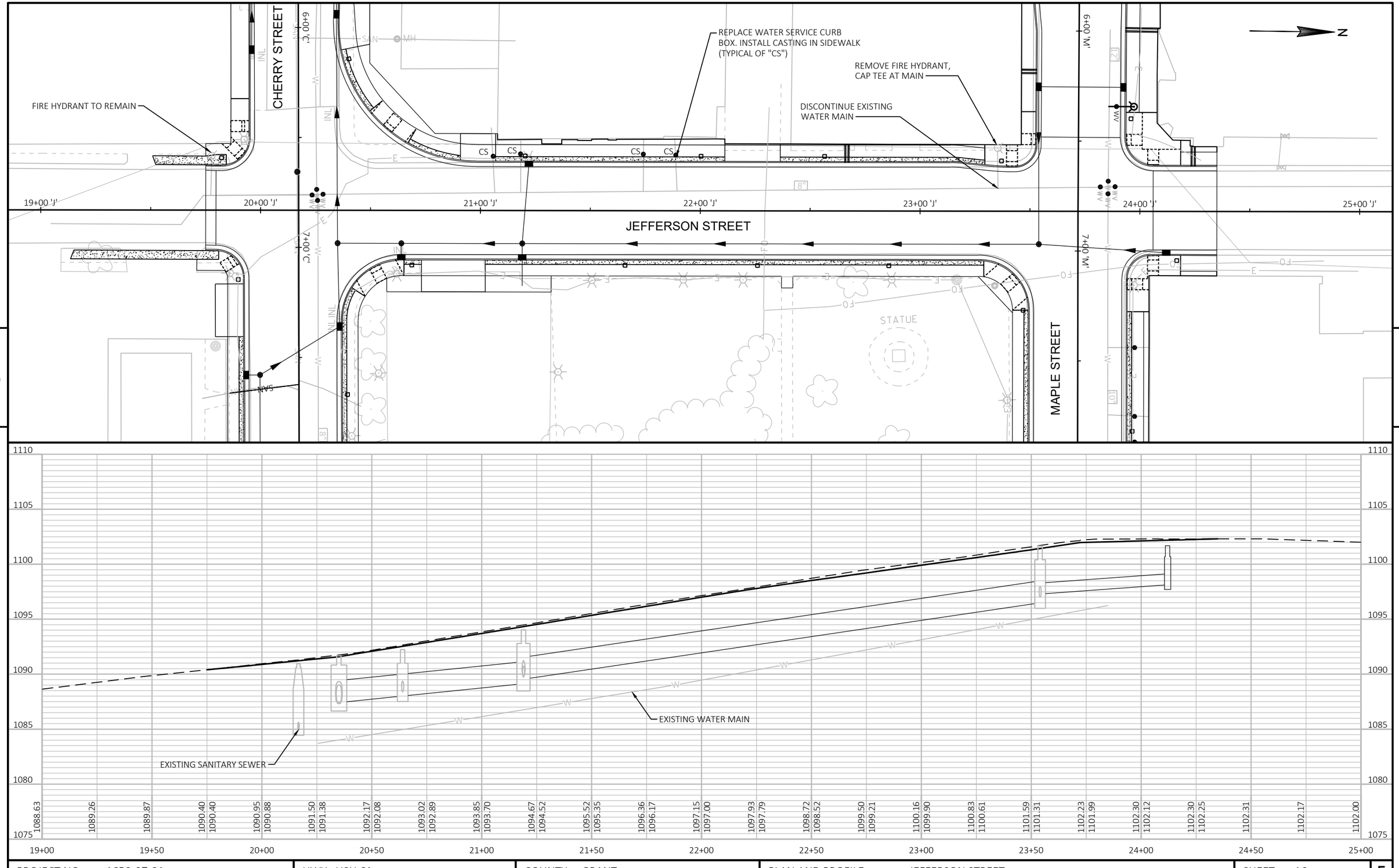




PROJECT NO: 1650-07-81	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: ELM STREET	SHEET 9	E

FILE NAME : S:\MAD\1100--1199\1195\035\ACAD\CIVIL3D\SHEETSPLAN\USH 61_SHEETS.DWG
LAYOUT NAME - US61_pp7

PLOT DATE : 7/16/2018 10:10 AM PLOT BY : CONSTANT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1650-07-81	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: JEFFERSON STREET	SHEET 10	E

FILE NAME : S:\MAD\1100--1199\1195\035\ACAD\CIVIL3D\SHEETSPLAN\USH 61_SHEETS.DWG
LAYOUT NAME - Jefferson_pp

PLOT DATE : 7/16/2018 10:10 AM PLOT BY : CONSTANT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

STA. 6+76 'C'/11.1' LT
REPLACE VALVE BOX

STA. 6+74 'C'/8.2' LT
REPLACE VALVE BOX

STA. 6+79 'C'/8.8' LT
REPLACE VALVE BOX

STA. 7+62 'C'/0.1' RT
CONNECT TO EXISTING SANITARY
SEWER MAIN OR MANHOLE

SANITARY SEWER LATERAL, 6-INCH
LOWER TO AVOID CONFLICT W/
NEW STORM SEWER

STA. 8+65 'C'/.01' LT
REMOVE AND REPLACE MANHOLE
CASTING AND ADJUSTING RINGS

STA. 8+72 'C'/12.2' LT
REPLACE VALVE BOX

5+00 'C' 6+00 'C' 7+00 'C' 8+00 'C' 9+00 'C' 10+00 'C' 11+00 'C'

21+00 'J' 20+00 'J'

21+00 20+00

CHERRY STREET

JEFFERSON STREET

USH 61 (MADISON STREET)

STA. 6+66 'C'/0.6' RT
REMOVE AND REPLACE MANHOLE
CASTING AND ADJUSTING RINGS

STA. 6+76 'C'/6.2' LT
REPLACE VALVE BOX

STA. 7+66 'C'/32.1' RT
CONNECT TO EXISTING SANITARY
SEWER LATERAL

STA. 8+77 'C'/25.3' RT
REPLACE WATER SERVICE CURB BOX.
INSTALL CASTING IN SIDEWALK

N

PACHECO 150

WALKER 152

CHURCH 225

CITY HALL 206

EX MH-8
RIM = 1094.34

EX MH-9
RIM = 1090.96

EXISTING SANITARY SEWER

EXISTING WATER MAIN

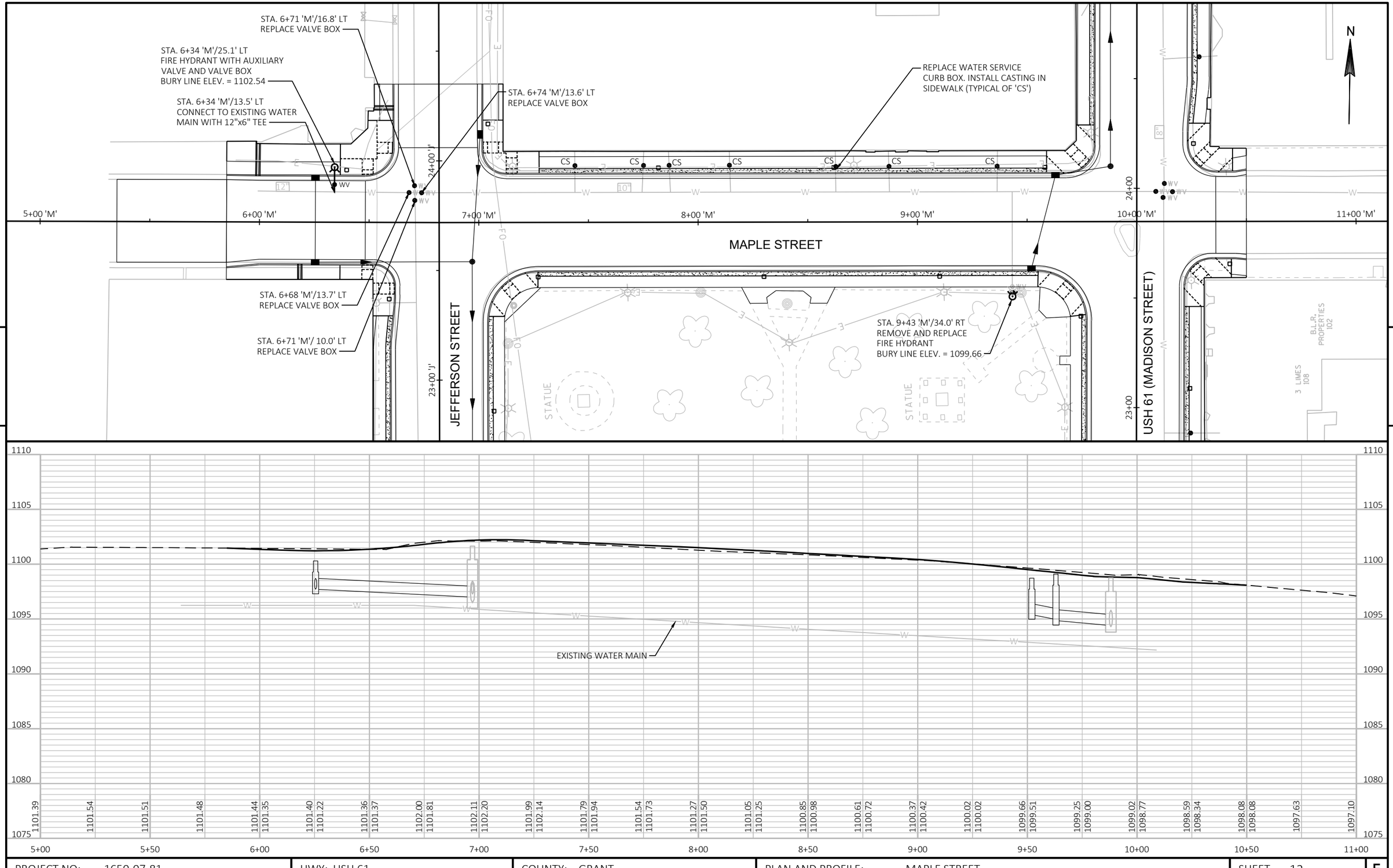
1105 1100 1095 1090 1085 1080 1075 1070

1089.04 1089.04 1089.10 1089.10 1089.37 1089.37 1089.64 1089.64 1089.96 1089.96 1090.41 1090.41 1090.80 1090.80 1091.18 1091.18 1091.52 1091.52 1092.12 1092.12 1092.60 1092.60 1093.06 1093.06 1093.51 1093.51 1093.94 1093.94 1094.30 1094.30 1094.64 1094.64 1094.92 1094.92 1095.20 1095.20 1095.27 1095.27 1095.37 1095.37 1095.48 1095.48 1094.95 1094.95 1094.07 1094.07 1092.91 1092.91 1091.86 1091.86

5+00 5+50 6+00 6+50 7+00 7+50 8+00 8+50 9+00 9+50 10+00 10+50 11+00

PROJECT NO: 1650-07-81	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: CHERRY STREET	SHEET 11	E

FILE NAME : S:\MAD\1100--1199\1195\035\ACAD\CIVIL3D\SHEETSPLAN\USH 61_SHEETS.DWG
LAYOUT NAME - Cherry_pp
PLOT DATE : 7/16/2018 10:10 AM PLOT BY : CONSTANT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 1650-07-81	HWY: USH 61	COUNTY: GRANT	PLAN AND PROFILE: MAPLE STREET	SHEET 12	E

FILE NAME : S:\MAD\1100--1199\1195\035\ACAD\CIVIL3D\SHEETSPLAN\USH 61_SHEETS.DWG
LAYOUT NAME - Maple_pp

PLOT DATE : 7/16/2018 10:10 AM PLOT BY : CONSTANT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

Wisconsin Department of Transportation

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