MAD JANUARY 2019

PROJECT ID: 3638-00-73/74
WITH: N/A

COUNTY: JEFFERSON

07

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes erosion control)
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 = 238

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CITY OF LAKE MILLS, MULBERRY STREET

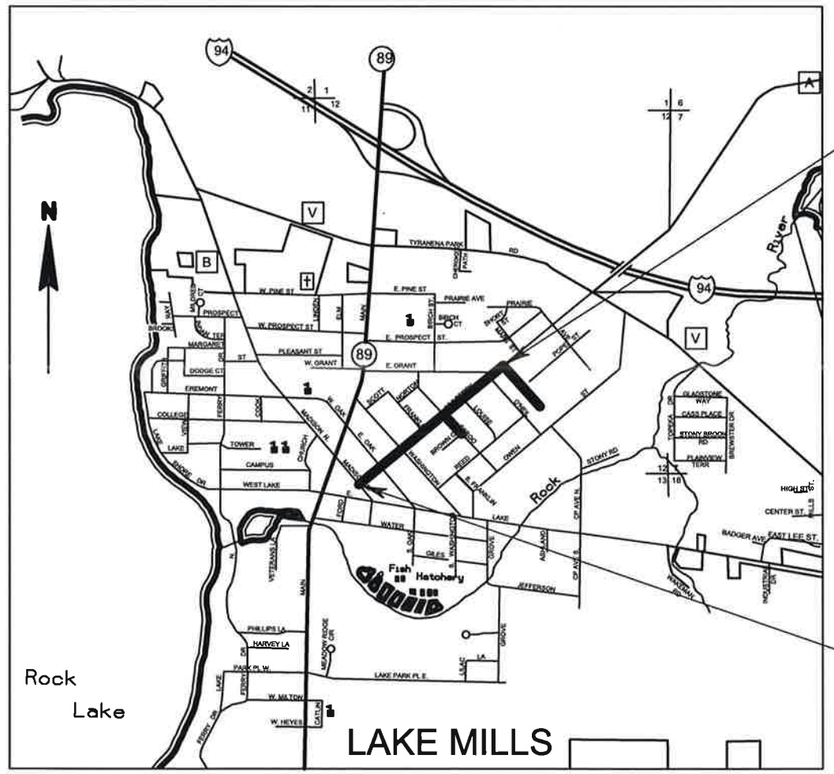
(EAST MADISON STREET TO EAST GRANT STREET)

LOCAL STREET

JEFFERSON COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3638-00-73	WISC 2019071	1
3638-00-74	———	—

STATE PROJECT NUMBER
3638-00-73/74



END PROJECT
STA 38+00.00

BEGIN PROJECT
STA 10+37.52
Y= 586010.1666
X= 827825.8719

LAYOUT
SCALE 0 .2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.523 MI.

"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), JEFFERSON COUNTY."

DESIGN DESIGNATION

A.A.D.T. 2019	=	2,000
A.A.D.T. 2039	=	2,200
D.H.V.	=	299
D.D.	=	59/41
T.	=	5.9%
DESIGN SPEED	=	30 M.P.H.
ESALS	=	95,000

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE (PL + 58.1)
- 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 THE CITY OF LAKE MILLS
DATE: 7/12/18 CITY MANAGER

ORIGINAL PLANS PREPARED BY:

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608) 251-4843

WISCONSIN
BRANDON W. HERBERT
E-41745
MADISON
WI
PROFESSIONAL ENGINEER
7/11/18

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	STRAND ASSOCIATES, INC.
Designer	STRAND ASSOCIATES, INC.
Management Consultant	KL ENGINEERING, INC.

APPROVED FOR THE DEPARTMENT
DATE: 7/30/18 (Management Consultant Signature)

E

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
PLAN DETAILS
EROSION CONTROL
STORM SEWER
UTILITY PLAN
PERMANENT SIGNING AND PAVEMENT MARKING
ADVANCE WARNING SIGNING
ALIGNMENT DETAILS

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

DESIGN CONTACT

BRANDON HERBERT, P.E.
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
(608) 251-4843
EMAIL: brandon.herbert@strand.com

DNR LIAISON

DEPARTMENT OF NATURAL RESOURCES
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
ATTN: LAURA BUB
(608) 275-3485
EMAIL: laura.bub@wisconsin.gov

UTILITIES

WE ENERGIES (GAS)
700 S. KANE STREET
BURLINGTON, WI 53105
ATTN: SCOTT HOLSTEIN
PH: (262) 763-1084
EMAIL: SCOTT.HOLSTEIN@WE-ENERGIES.COM
WE ENERGIES GAS DISPATCH: 1-800-261-5325

CHARTER COMMUNICATIONS
2701 DANIELS STREET
MADISON, WI 53718
ATTN: RON FRASE
PH: (608) 438-9648
EMAIL: RONALD.FRASE@CHARTER.COM

FRONTIER
100 COMMUNICATIONS DRIVE
SUN PRAIRIE, WI 53590
ATTN: RUSS RYAN
PH: (920) 583-3275
EMAIL: RUSSELL.W.RYAN@FTR.COM

CITY OF LAKE MILLS (SEWER)
308 N. CP AVENUE
LAKE MILLS, WI 53551
ATTN: BILL KIESSLING
PH: (920) 648-2162
EMAIL: phermanson@ci.lake-mills.wi.us

CITY OF LAKE MILLS (WATER)
155 S. INDUSTRIAL DRIVE
LAKE MILLS, WI 53551
ATTN: HAROLD DUNKLEBERGER
PH: (920) 273-0391
EMAIL: water@ci.lake-mills.wi.us

CITY OF LAKE MILLS (ELECTRIC)
155 S. INDUSTRIAL DRIVE
LAKE MILLS, WI 53551
ATTN: PAUL HERMANSON
PH: (920) 648-4026
EMAIL: phermanson@ci.lake-mills.wi.us

CITY OF LAKE MILLS (STREETS)
307 N. CP AVENUE
LAKE MILLS, WI 53551
ATTN: DAVE WARD
PH: (920) 723-4692
EMAIL: dward@ci.lake-mills.wi.us

CITY OF LAKE MILLS (DIRECTOR OF PUBLIC WORKS)
155 S. INDUSTRIAL DRIVE
LAKE MILLS, WI 53551
ATTN: PAUL HERMANSON
PH: (920) 648-4026
EMAIL: phermanson@ci.lake-mills.wi.us

GENERAL NOTES

NO TREES (AND/OR SHRUBS) NOT MARKED FOR REMOVAL ON THE DRAWINGS ARE TO BE REMOVED WITHOUT APPROVAL OF THE CITY AND ENGINEER.

ALL LANDSCAPING ITEMS, TREES, SHRUBS, AND SIGNS SHALL NOT BE DISTURBED IN TEMPORARY LIMITED EASEMENT AREAS UNLESS OTHERWISE SHOWN.

EROSION MAT IS TO BE USED ON ALL SLOPES EXCEEDING 10%. MULCHING IS TO BE USED IN ALL AREAS NOT COVERED BY EROSION MAT. SEE EROSION CONTROL PLANS FOR SUGGESTED EROSION MAT LOCATIONS.

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER IN CONSULTATION WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE RESTORED AS SHOWN ON THE DRAWINGS OR CALLED FOR IN THE SPECIFICATIONS.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

EXPANSION JOINTS TO BE CONSTRUCTED AT ALL RADIUS POINTS IN CURB AND GUTTER. REMOVAL OF AN ASPHALTIC SURFACE, WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE, SHALL REQUIRE SAW CUTTING AN EDGE MEETING THE APPROVAL OF THE ENGINEER.

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

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

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS-SECTIONS BUT IS MEASURED AND PAID FOR AS EXCAVATION COMMON.

ALL CONCRETE PIPE SHALL HAVE THE APRON ENDWALL AND THE FIRST TWO PIPE SECTIONS TIED AT THE JOINTS AT EACH END (THREE JOINTS TOTAL).

EXISTING PIPE CULVERT SIZES SHOWN ARE APPROXIMATE AND THE CONTRACTOR WILL BASE IT'S BID ON THE ACTUAL FIELD SIZES.

ALL MATCHING PAVEMENT AND STORM SEWER ELEVATIONS SHALL BE VERIFIED IN THE FIELD TO ALLOW FOR PROPER DRAINAGE.

PIPE ELEVATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.

GRADES SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.

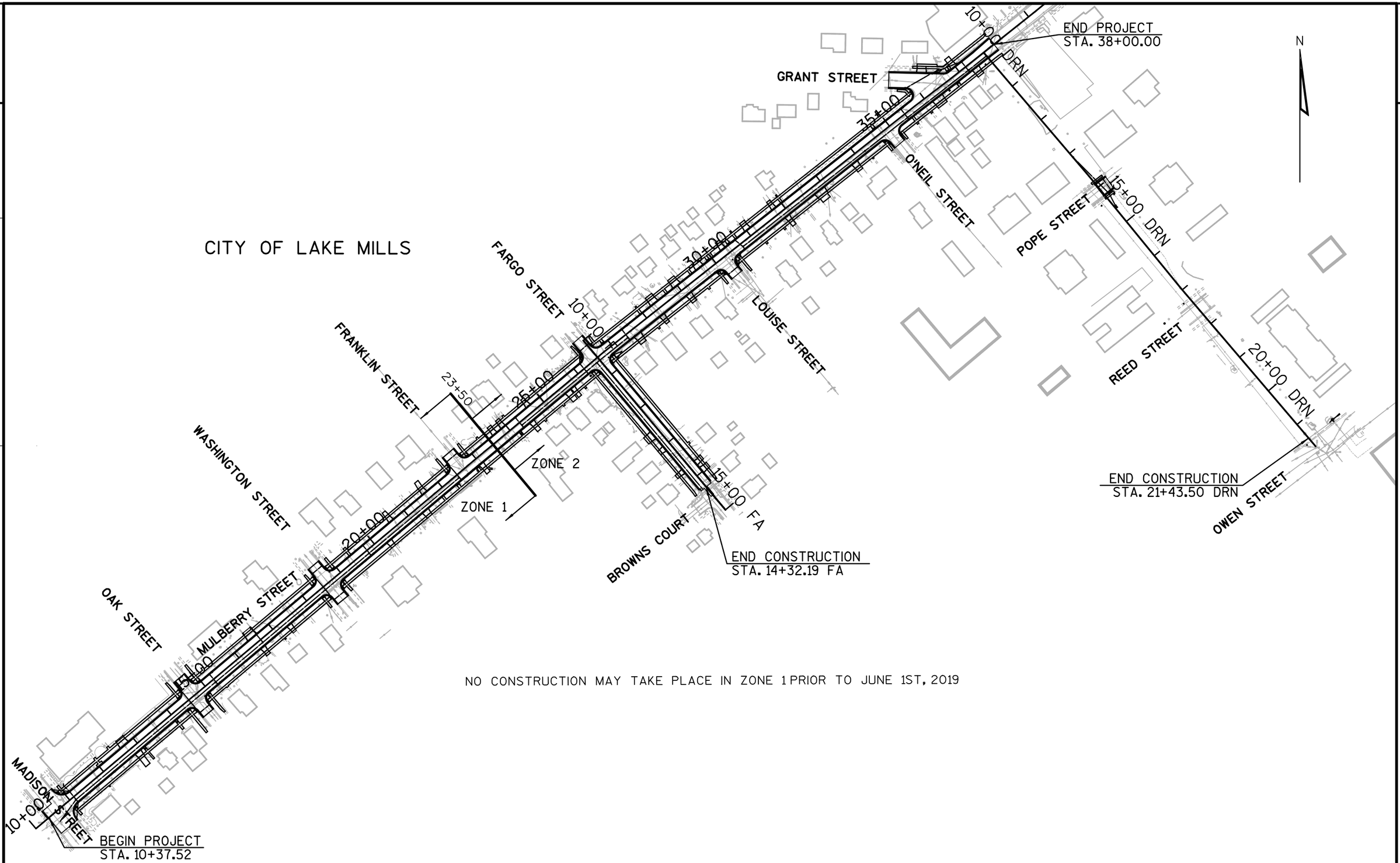
IMMEDIATELY AFTER CONSTRUCTION OF ANY INLET, THE CONTRACTOR SHALL CONSTRUCT INLET EROSION CONTROL AROUND THE STRUCTURE TO MINIMIZE SEDIMENTATION OF THE INLET AND STORM SEWER.

STORM SEWER PIPES ARE DEPICTED IN THE DRAWINGS TO THE END OF THE PIPE, NOT INCLUDING THE ENDWALL. STORM SEWER PIPE LENGTHS AND ELEVATIONS ARE ALSO TO THE END OF THE PIPE. END OF ENDWALL ELEVATIONS ARE NOT GIVEN AND ENDWALLS ARE TO HAVE THE SAME SLOPE AS THE ABUTTING STORM SEWER PIPE.

TAPER ASPHALTIC PAVEMENT AS SHOWN ON THE PLAN AND PROFILE SHEET OR AS DIRECTED BY THE ENGINEER.

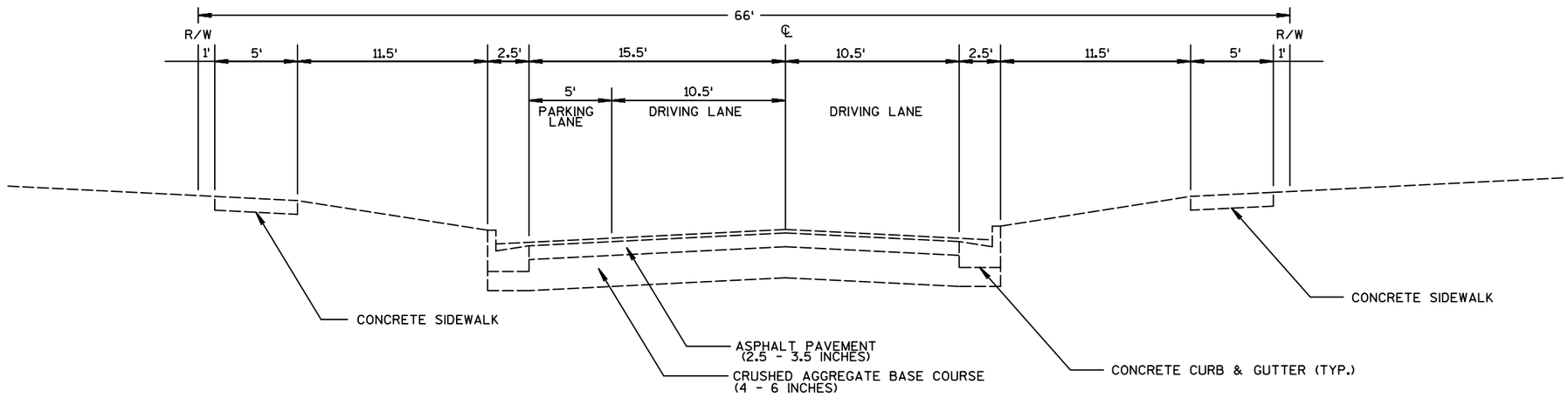
2

CITY OF LAKE MILLS



NO CONSTRUCTION MAY TAKE PLACE IN ZONE 1 PRIOR TO JUNE 1ST, 2019

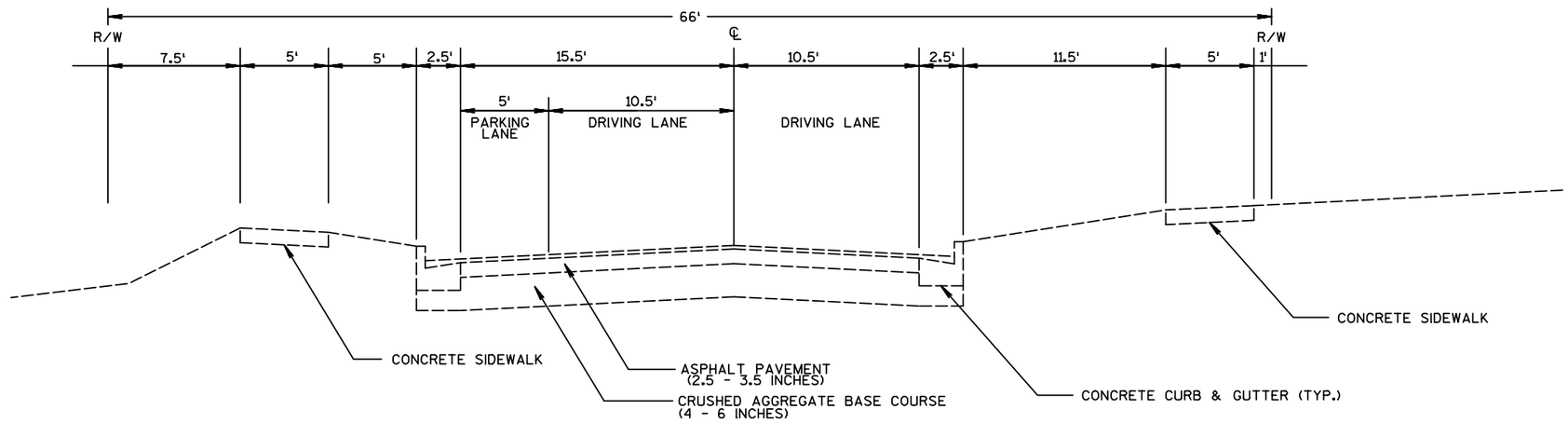
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PROJECT OVERVIEW	SHEET 3	E



EXISTING TYPICAL SECTION - MULBERRY STREET

STA. 10+38 - STA. 32+75

STA. 36+75 - STA. 37+96

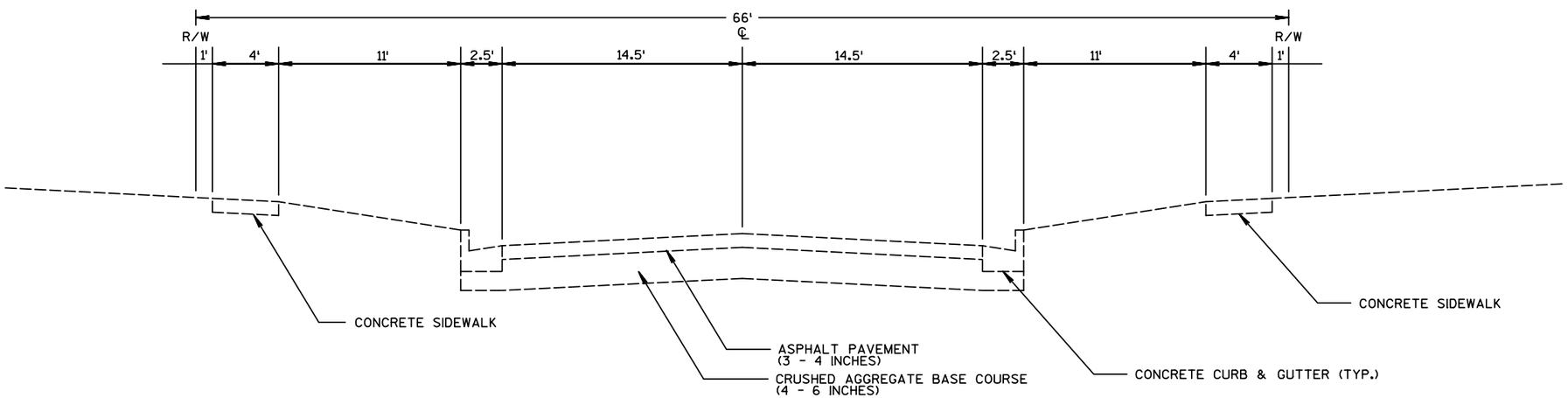


EXISTING TYPICAL SECTION - MULBERRY STREET

STA. 32+75 - STA. 36+75

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	EXISTING TYPICAL SECTION - MULBERRY STREET	SHEET 4	E

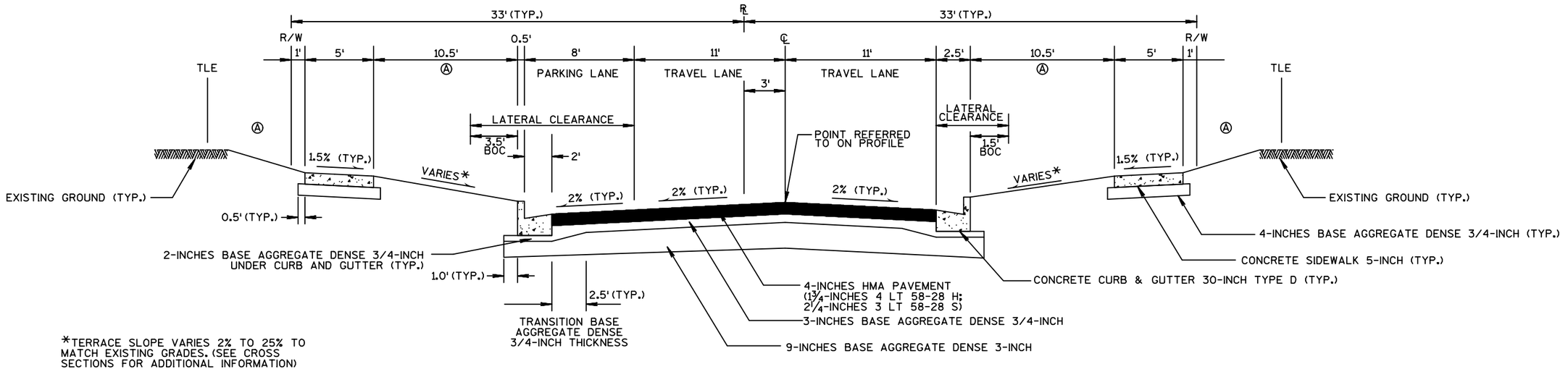
2



EXISTING TYPICAL SECTION - FARGO STREET

STA. 10+07 FA - STA. 14+32 FA

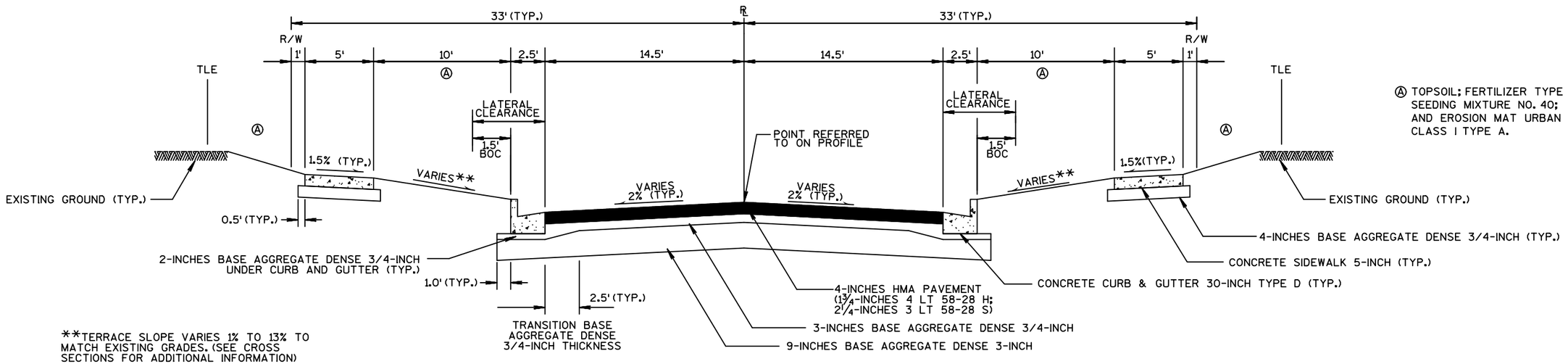
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	EXISTING TYPICAL SECTION - FARGO STREET	SHEET 5	E



*TERRACE SLOPE VARIES 2% TO 25% TO MATCH EXISTING GRADES. (SEE CROSS SECTIONS FOR ADDITIONAL INFORMATION)

TYPICAL FINISHED SECTION - MULBERRY STREET

STA. 11+00 - STA. 38+00



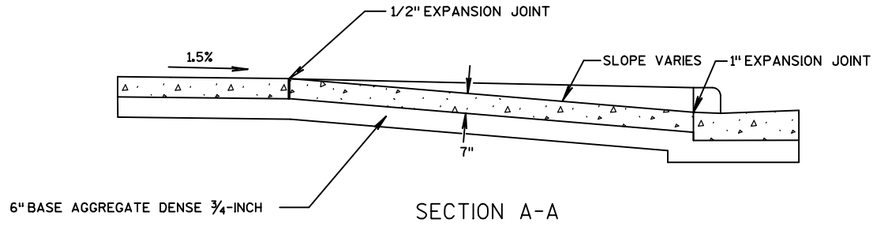
**TERRACE SLOPE VARIES 1% TO 13% TO MATCH EXISTING GRADES. (SEE CROSS SECTIONS FOR ADDITIONAL INFORMATION)

Ⓐ TOPSOIL: FERTILIZER TYPE B; SEEDING MIXTURE NO. 40; AND EROSION MAT URBAN CLASS I TYPE A.

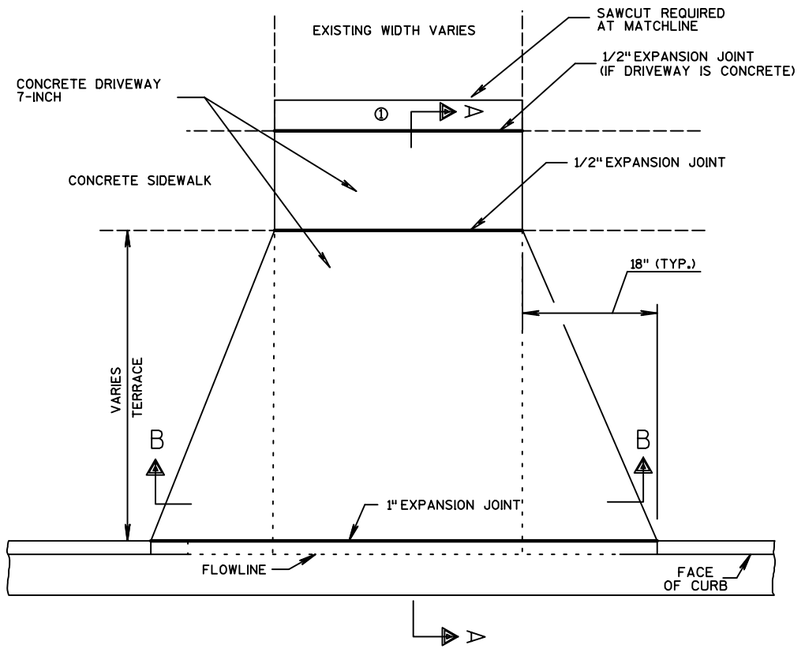
TYPICAL FINISHED SECTION - FARGO STREET

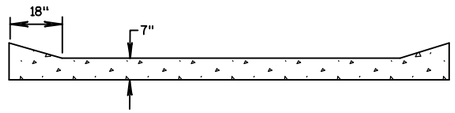
STA. 10+07 FA - STA. 14+32 FA

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	TYPICAL SECTIONS	SHEET 6	E



SECTION A-A



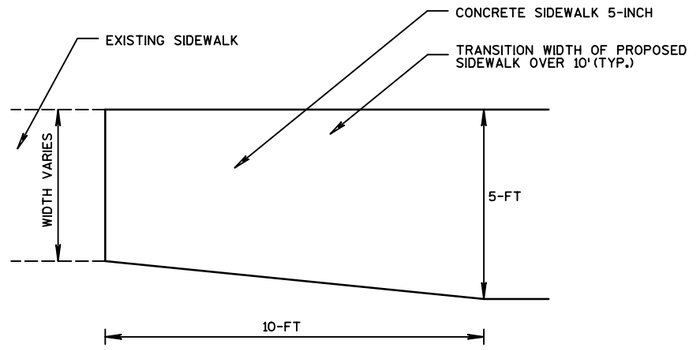


SECTION B-B

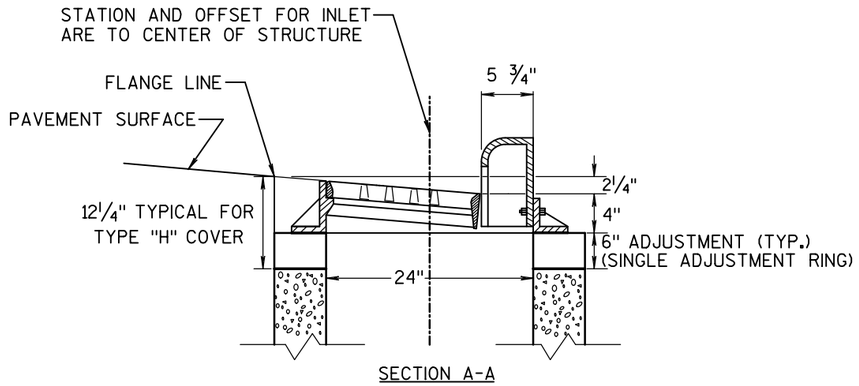
① FOR ASPHALT DRIVEWAYS PLACE 3-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES BASE AGGREGATE DENSE ¾-INCH.

FOR CONCRETE DRIVEWAYS PLACE CONCRETE DRIVEWAY 7-INCH OVER 6-INCHES BASE AGGREGATE DENSE ¾-INCH.

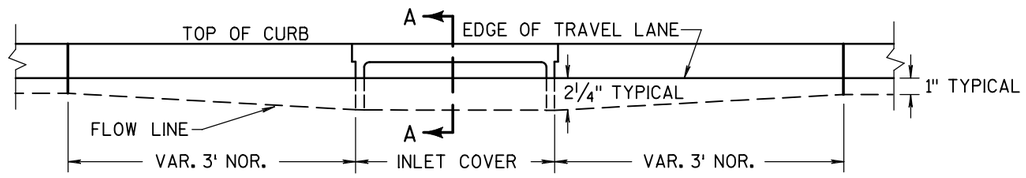
CONCRETE DRIVE APRON DETAIL



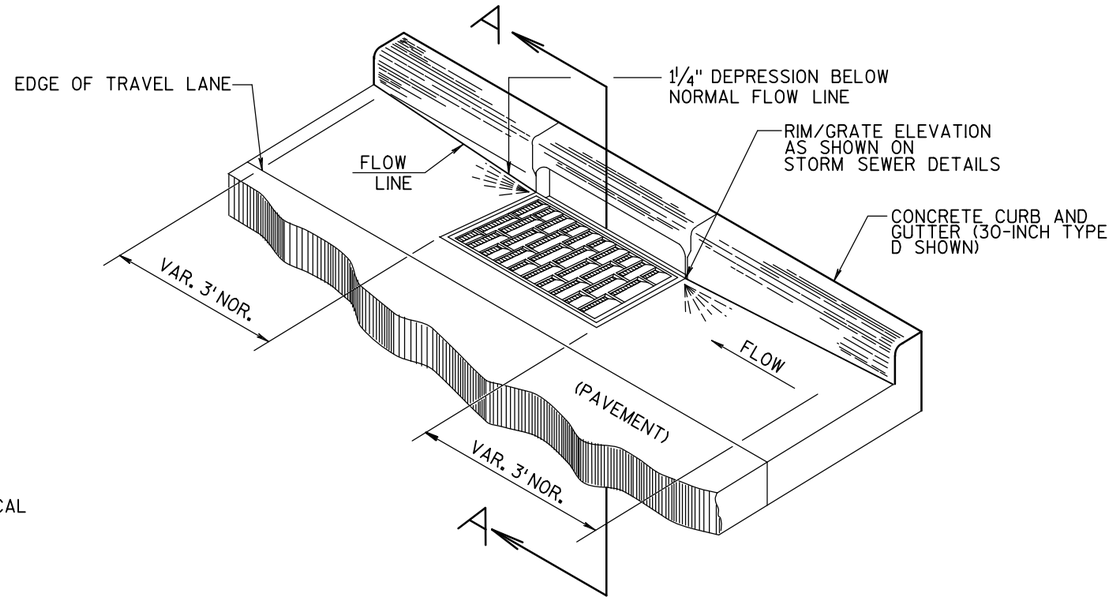
CONCRETE SIDEWALK TRANSITION DETAIL



SECTION A-A

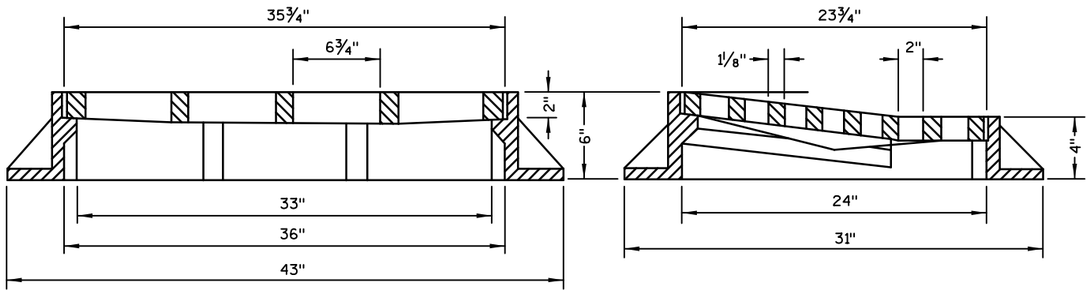


ELEVATION

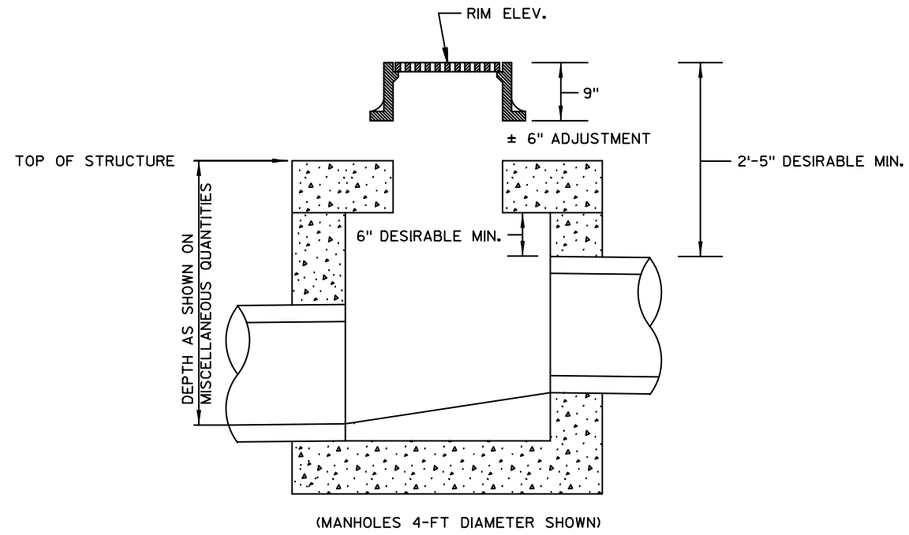


CURB AND GUTTER AT INLET DETAIL

TOTAL WEIGHT APPROXIMATELY 420 POUNDS



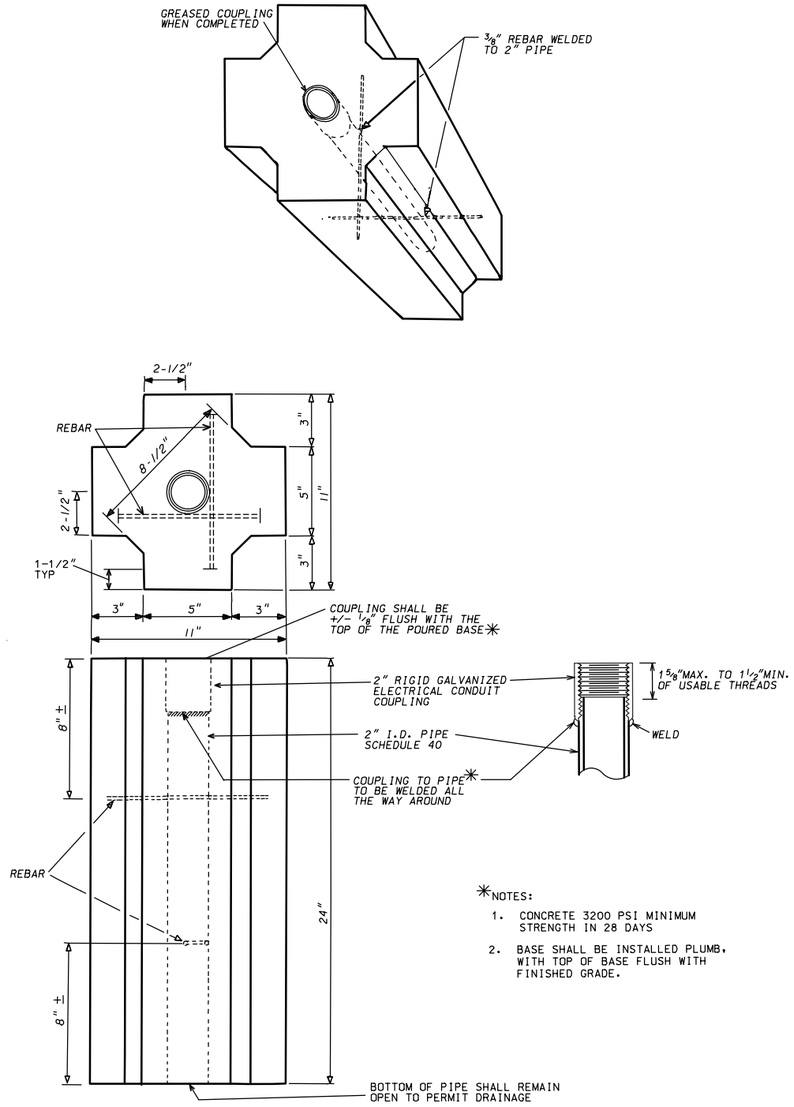
INLET COVERS TYPE DW



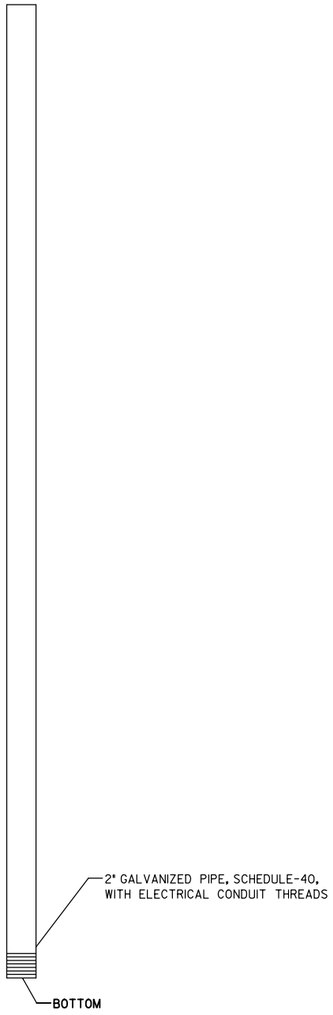
(MANHOLES 4-FT DIAMETER SHOWN)

DETAIL FOR COMPUTING MANHOLE ELEVATIONS

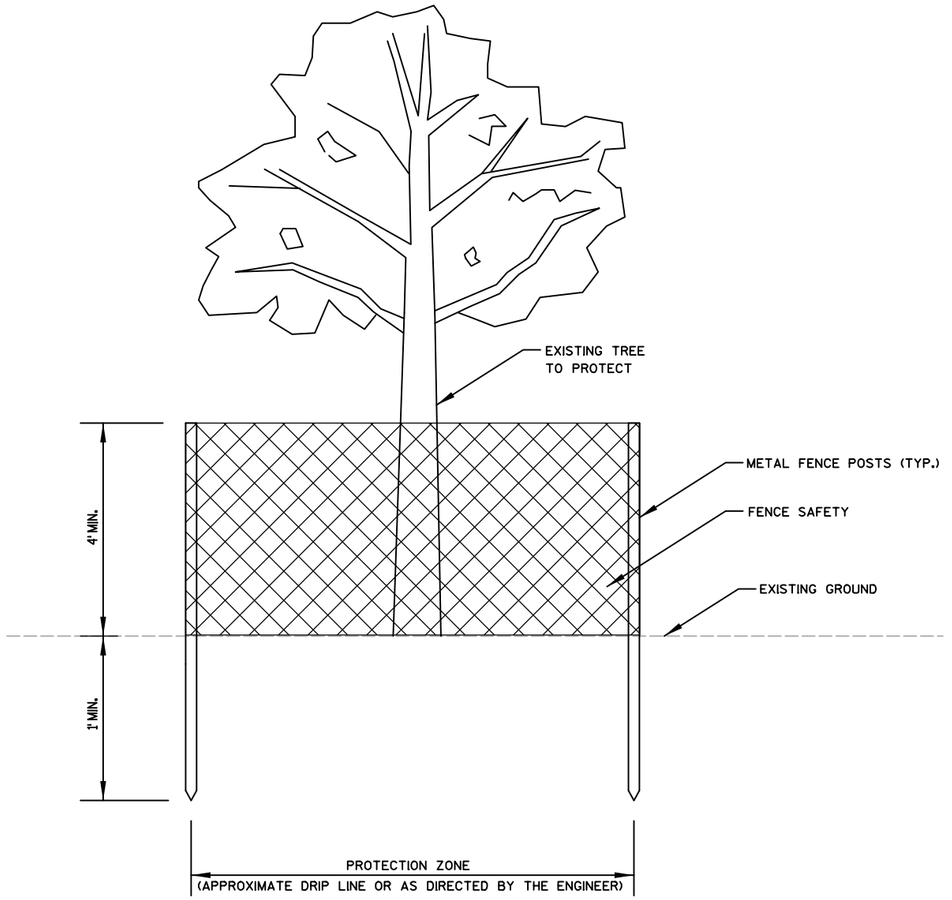
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CONSTRUCTION DETAILS	SHEET 8	E



PRECAST SIGN POST BASE DETAIL



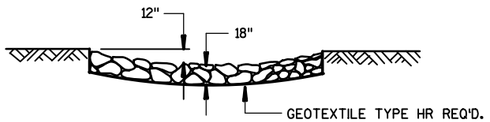
SIGN POST DETAIL



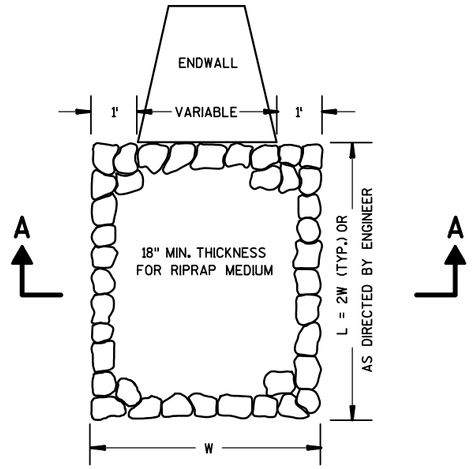
TREE PROTECTION DETAIL

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CONSTRUCTION DETAILS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\021001_cd.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



SECTION A-A

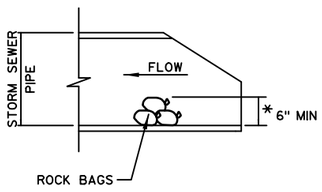


RIPRAP MEDIUM TREATMENT AT CULVERTS

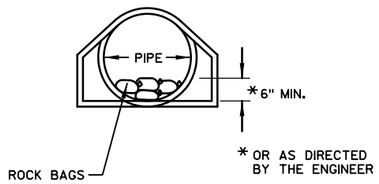
RUNOFF COEFFICIENT TABLE

	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 = 6.6 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 5.8 ACRES



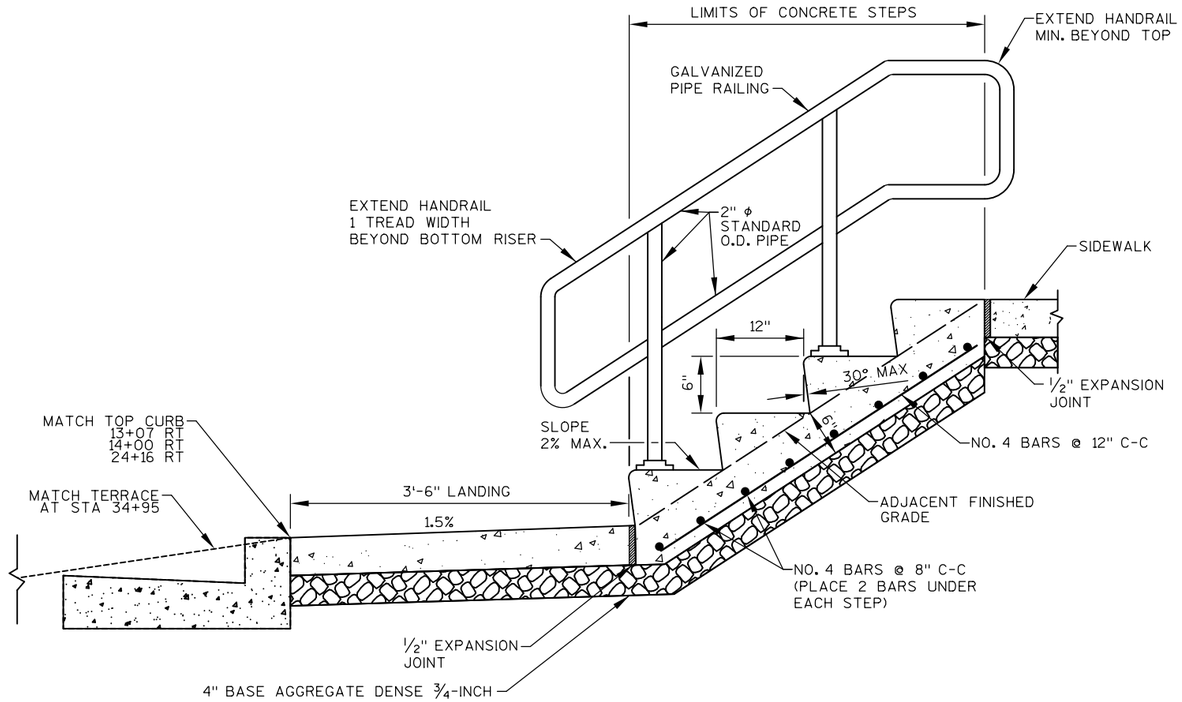
SIDE VIEW
INSTALL ON INLET END



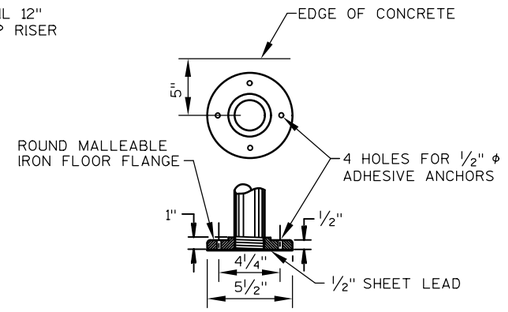
END VIEW

ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
12"	1
18"	2
24"	3
20"x28"	5
30"	5
29"x45"	10
48"	10
54"	10
60"	13
72"	16

CULVERT PIPE CHECKS DETAIL



STA. 13+07 RT - 3 RISERS
STA. 14+00 RT - 3 RISERS
STA. 24+16 RT - 5 RISERS
STA. 34+95 LT - 3 RISERS



FLANGE DETAIL

NOTE:

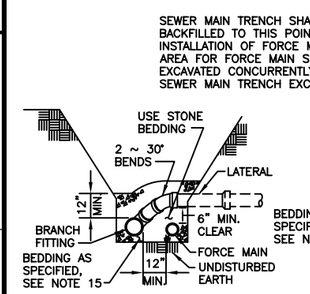
MINIMUM STEP WIDTH SHALL BE 48" UNLESS OTHERWISE NOTED ON THE PLAN DETAIL SHEETS.

GALVANIZED PIPE RAILING TO BE PLACED ON ONE SIDE OF STEPS ONLY.

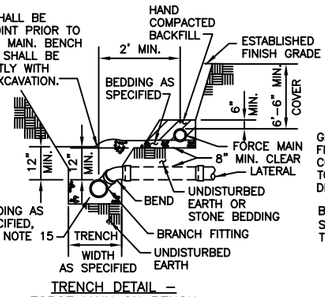
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2-INCH CLEAR.

STEPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH WISCONSIN BUILDING CODE.

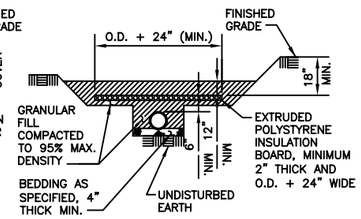
RAILING SHALL BE 34-INCHES MINIMUM AND 38-INCHES MAXIMUM VERTICALLY ABOVE STEP NOSINGS. RAILING SHALL BE A CONSISTENT HEIGHT ABOVE STEP NOSINGS.



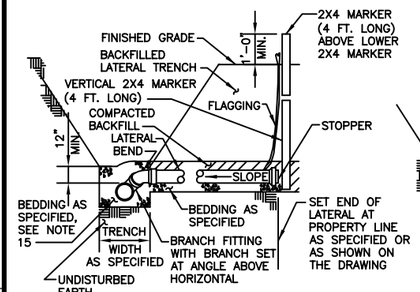
TRENCH DETAIL – FORCE MAIN AND GRAVITY SEWER AT THE SAME ELEVATION



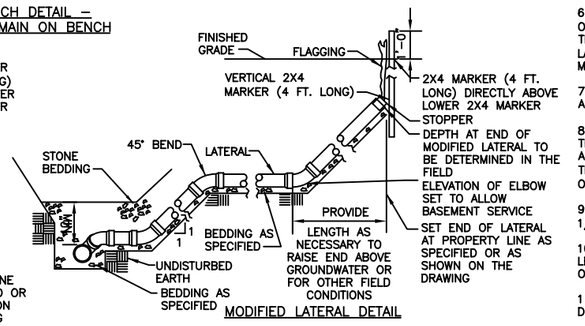
TRENCH DETAIL – FORCE MAIN ON BENCH



SEWER INSULATION DETAIL



STANDARD LATERAL DETAIL



MODIFIED LATERAL DETAIL

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF REGULATORY BODIES OF THE STATE AND APPLICABLE MUNICIPAL ORDINANCES.

2. DETAILS RELATIVE TO ITEMS SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

3. VARIATIONS IN DIMENSIONS AND DESIGN MAY BE PERMISSABLE, PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED.

4. ALL NEW CONSTRUCTION SHALL BE PLACED ON UNDISTURBED EARTH OR STONE BEDDING.

5. BEDDING CLASSES "B" AND "C" SHALL MEET OR EXCEED ASTM C12 REQUIREMENTS.

6. ALL LATERALS SHALL BE LAID AT A STANDARD SLOPE OF 1/4–INCH PER FOOT UNLESS OTHERWISE NOTED ON THE DRAWINGS, OR SPECIFIED. IN NO CASE SHALL LATERAL SLOPE BE LESS THAN 1/8–INCH PER FOOT. MAXIMUM LATERAL SLOPE SHALL BE 1 TO 1.

7. END PLUGS OR STOPPERS FOR THE ENDS OF LATERALS AND BRANCH FITTINGS SHALL BE PROVIDED.

8. 2x4'S SHALL BE PLACED AT ALL LATERALS ENDS SO THAT ONE PROTRUDES 12 INCHES ABOVE FINISHED GRADE AND ONE IS LOCATED IN THE GROUND AT THE END OF THE LATERAL. 2x4'S SHALL BE PAINTED FLOURESCENT ORANGE. 2x4'S SHALL EACH BE AT LEAST 4 FT. LONG.

9. BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 1 1/2–INCH CLEAR MINIMUM.

10. THE TOP OF ANY MANHOLE STRUCTURE SHALL BE LEFT SUFFICIENTLY LOW TO PERMIT PROPER ADJUSTMENT OF COVER TO GRADE.

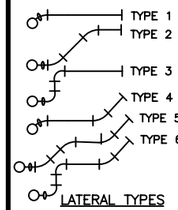
11. INSTALL DOUBLE RISERS WHERE SHOWN ON THE DRAWINGS OR SPECIFIED.

12. STANDARD LATERALS AND MODIFIED LATERALS SHALL BE CONSTRUCTED OF MATERIAL AS SPECIFIED.

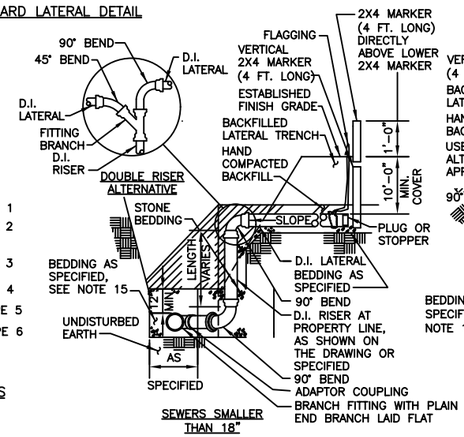
13. RISERS AND LATERALS FROM RISERS SHALL BE CONSTRUCTED OF DUCTILE IRON. FITTINGS FOR RISERS AND LATERALS FROM RISERS SHALL BE GRAY IRON OR DUCTILE IRON.

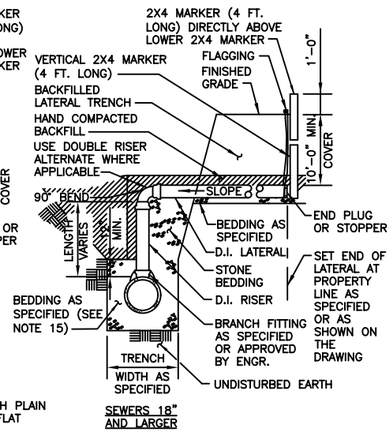
14. FLAGGING SHALL BE 4–INCH WIDE STANDARD ORANGE VINYL TAPE. TIE FLAGGING AROUND END OF ALL LATERALS AND EXTEND UNBROKEN TO FINISHED GRADE DIRECTLY ABOVE ENDS OF LATERALS.

15. STONE BEDDING SHALL BE USED AROUND AND TO ONE FT. ABOVE TOP OF ALL SEWER MAINS AT LATERAL CONNECTIONS. PROVIDE BEDDING AS SPECIFIED ELSEWHERE.

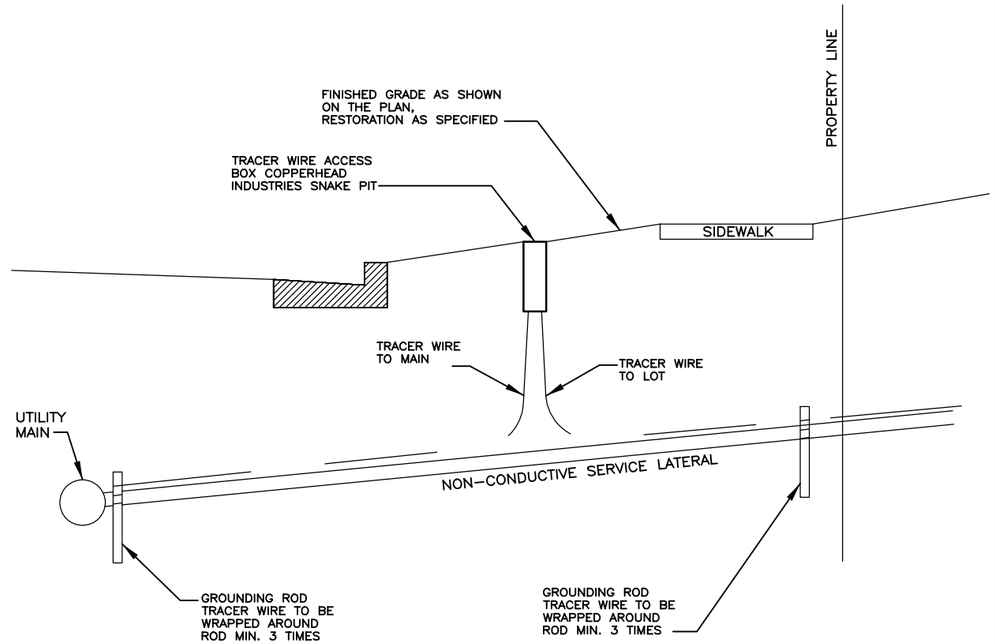


LATERAL TYPES





STANDARD RISER DETAILS



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.

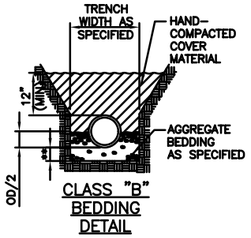
3. MINIMUM 18–IN OF WIRE TO BE COILED WITHIN THE ACCESS BOX.

4. GROUNDING ROD TO BE A 2–FT LONG, 5/8–IN DIAMETER STEEL GROUNDING ROD.

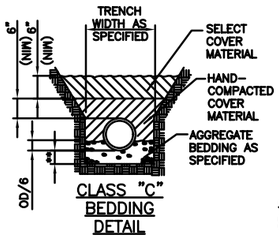
5. TRACER WIRE TO BE 10 GAUGE SOLID WIRE

TRACER WIRE INSTALLATION

PROJECT NO: 3638-00-74	HWY: MULBERRY STREET	COUNTY: JEFFERSON	SANITARY SEWER LATERAL DETAILS	SHEET 12	E

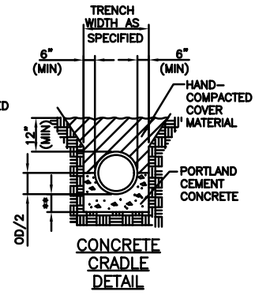


CLASS "B" BEDDING DETAIL

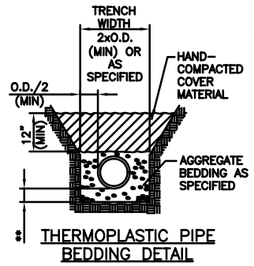


CLASS "C" BEDDING DETAIL

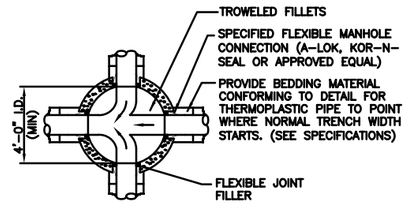
** OUTSIDE DIAMETER/4, 4" MINIMUM.



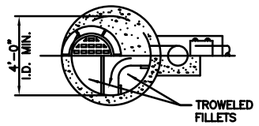
CONCRETE CRADLE DETAIL



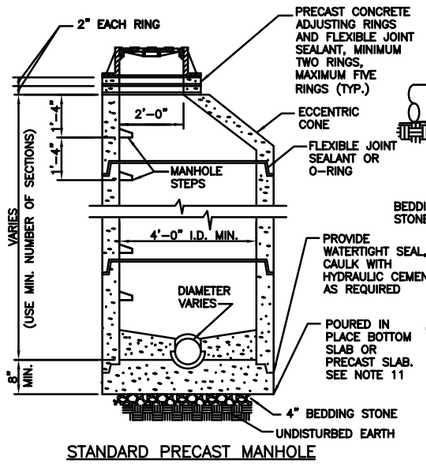
THERMOPLASTIC PIPE BEDDING DETAIL



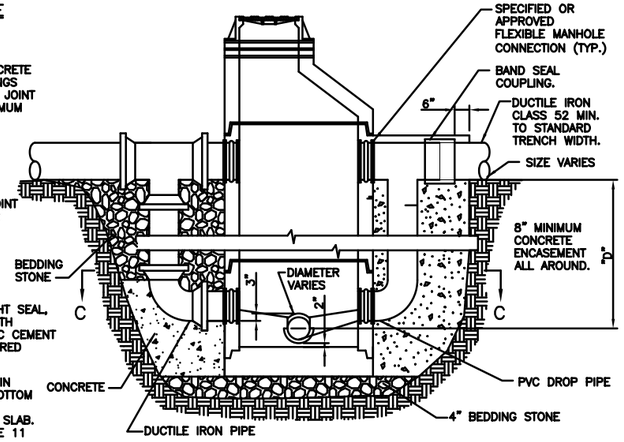
JUNCTION MANHOLE



HALF SECTION C–C



STANDARD PRECAST MANHOLE



DROP TYPE ENTRANCE OPTIONS TO STANDARD MANHOLE

DROP TYPE ENTRANCE TO BE USED WHEREVER DIMENSION "D" EXCEEDS 2'–0".

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.

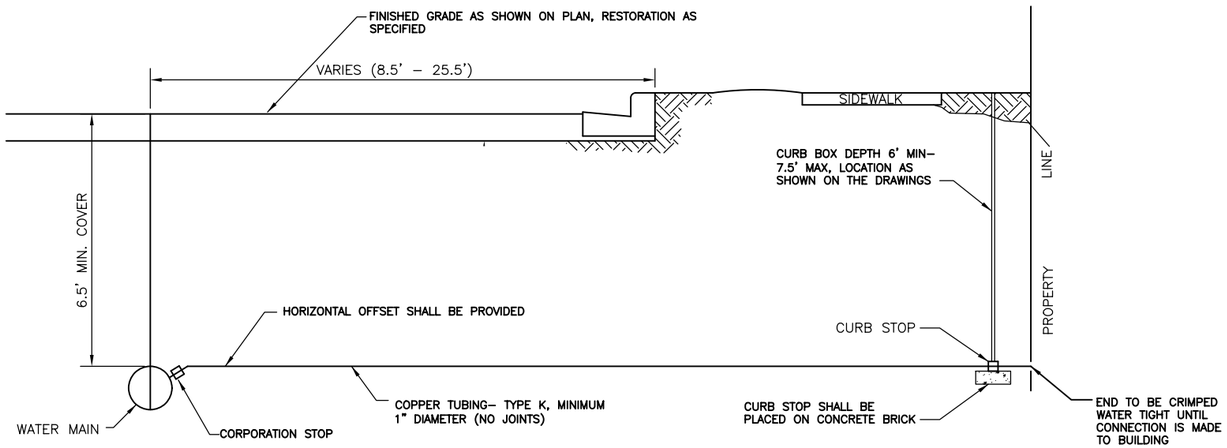
11. BASE SLABS SHALL BE REINFORCED AS FOLLOWS: REINFORCING SHALL BE PLACED IN EACH DIRECTION AT 2" CLEAR FROM TOP SURFACE OF SLAB, REINFORCING SHALL BE GRADE 60. USE OF CAST–IN–PLACE SLAB SHALL NOT RELIEVE CONTRACTOR OF REQUIREMENTS TO PROVIDE WATERTIGHT JOINTS.

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"

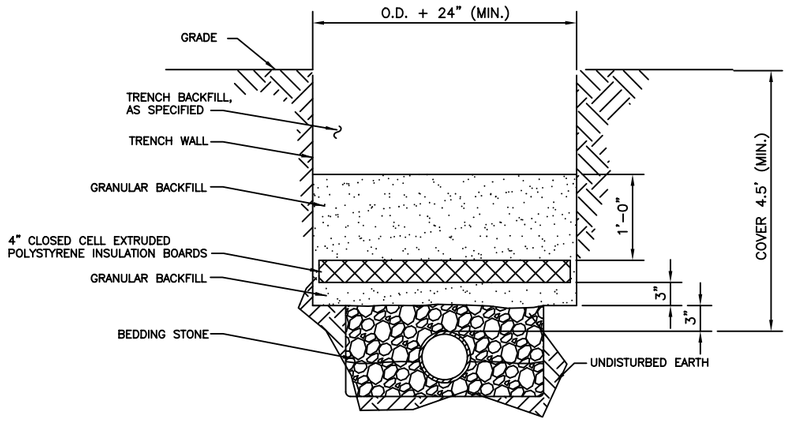
12. FLAT SLABS SHALL BE PROVIDED IN SHALLOW DEPTH SITUATIONS IN LIEU OF ECCENTRIC CONES.

SANITARY SEWER MANHOLE

PROJECT NO: 3638-00-74	HWY: MULBERRY STREET	COUNTY: JEFFERSON	SANITARY SEWER DETAILS	SHEET 13	E



SECTION VIEW



INSULATION BOARD POLYSTYRENE, 4–INCH

NOTES:

1. INSULATION REQUIRED ON ALL PIPES HAVING LESS THAN 6–FT OF COVER, AND NO PIPES SHALL BE INSTALLED WITH LESS THAN 5–FT OF COVER

2. INSULATION REQUIRED ON ALL WATER MAIN PIPES WITHIN 3 FT OF STORM SEWER

NOTES

1. ALL FITTINGS SHALL BE FLARED OR COMPRESSION JOINT TYPE, AND CONFORM TO AWWA REQUIREMENTS

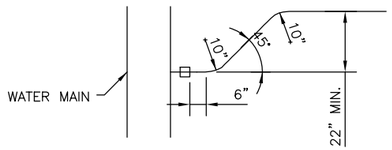
2. CORPORATION STOP TO BE TAPPED INTO DUCTILE IRON WATER MAIN, UNLESS OTHERWISE SPECIFIED, AND ATTACHED TO PVC WATER MAIN WITH A SADDLE

3. ALL TAPS TO BE MADE UNDER PRESSURE WHEN APPLICABLE.

4. NO TAPS TO BE CLOSER THAN 18" APART ALONG MAIN

5. ALL COPPER TUBE BENDS TO BE SMOOTH RADIUS, 10" MIN

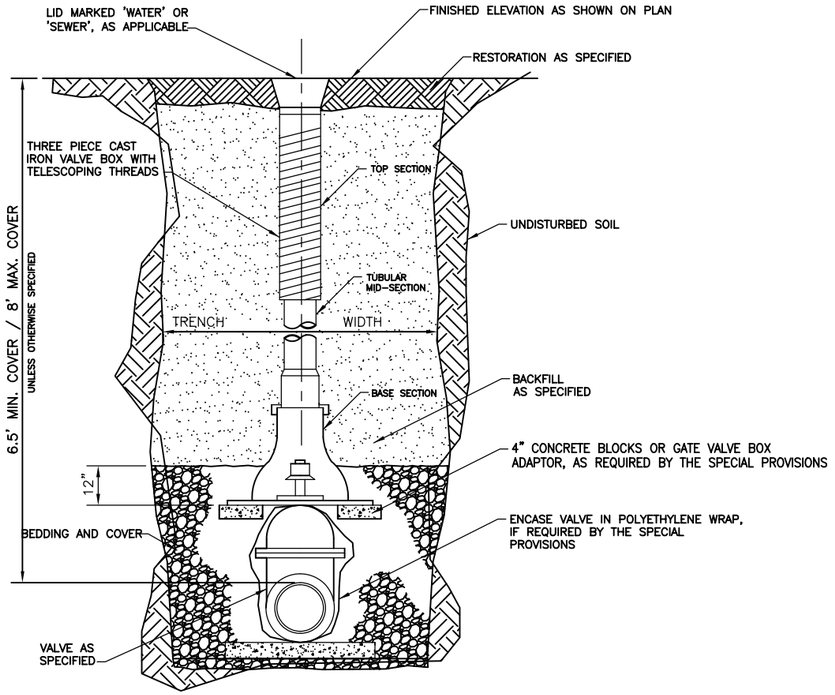
6. WATER SERVICE LATERAL TO BE TESTED ALONG WITH WATER MAIN, UNLESS IT IS AN EXISTING SERVICE BEING RECONNECTED



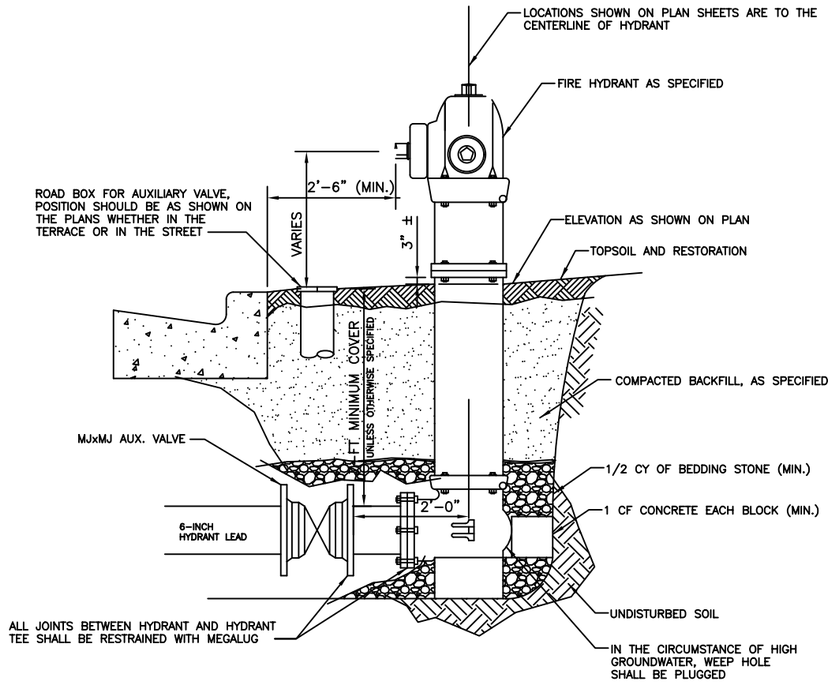
HORIZONTAL OFFSET
PLAN VIEW

WATER SERVICE, COPPER

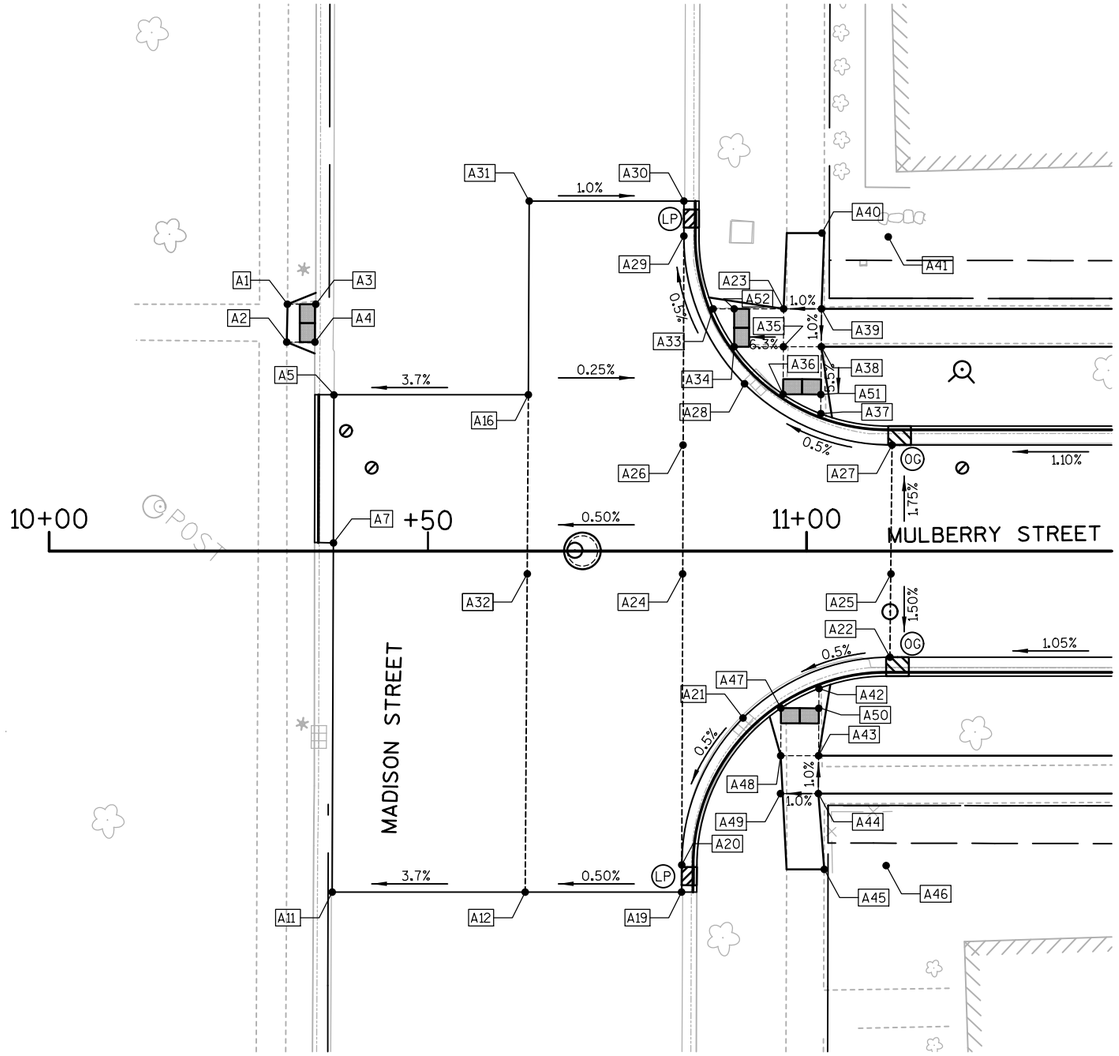
PROJECT NO: 3638-00-74	HWY: MULBERRY STREET	COUNTY: JEFFERSON	WATER SERVICE AND INSULATION DETAILS	SHEET 14	E



WATER MAIN GATE VALVE AND VALVE BOX



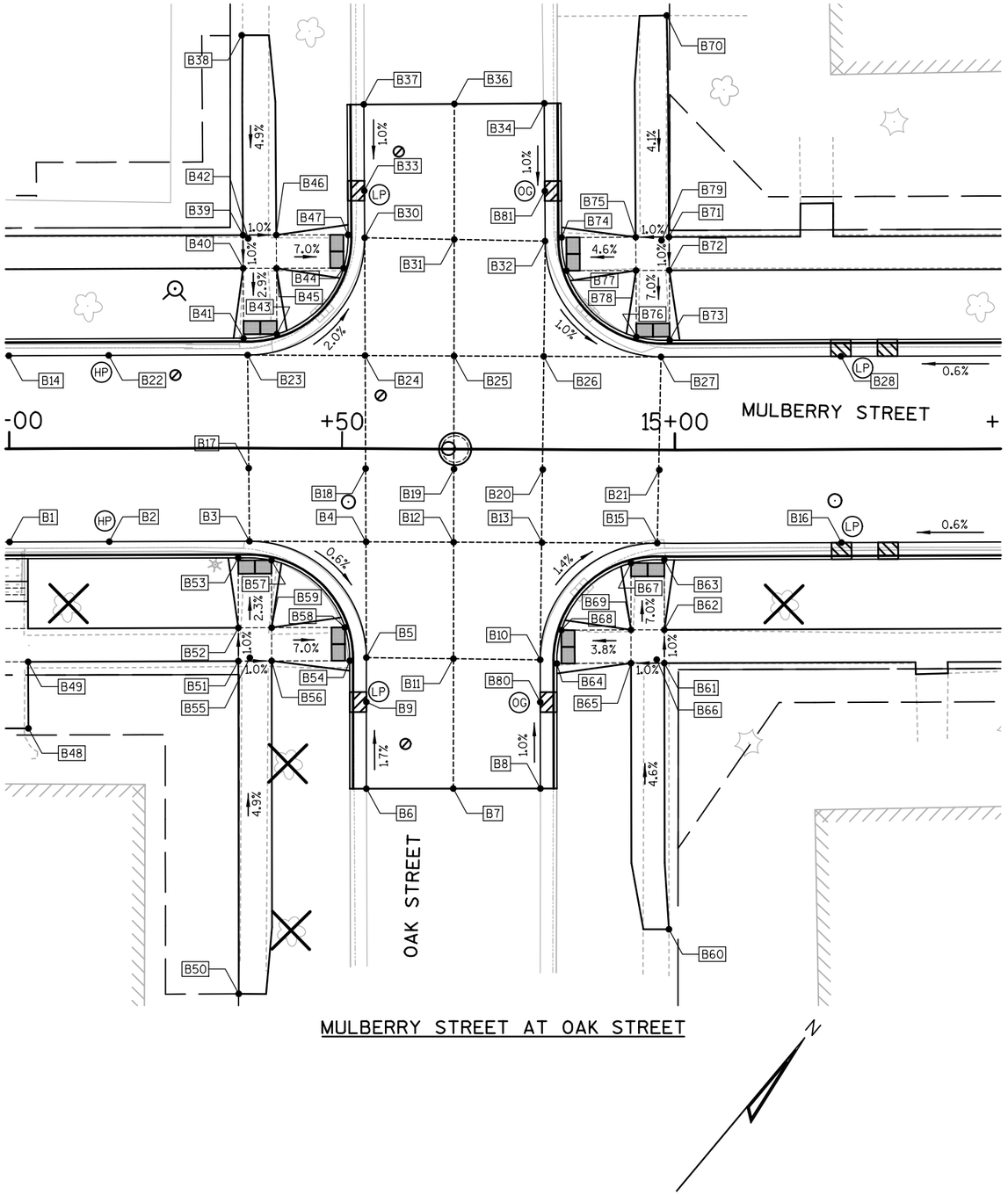
FIRE HYDRANT WITH AUXILIARY VALAVE AND LEAD



MULBERRY STREET AT MADISON STREET

MULBERRY STREET AT MADISON STREET

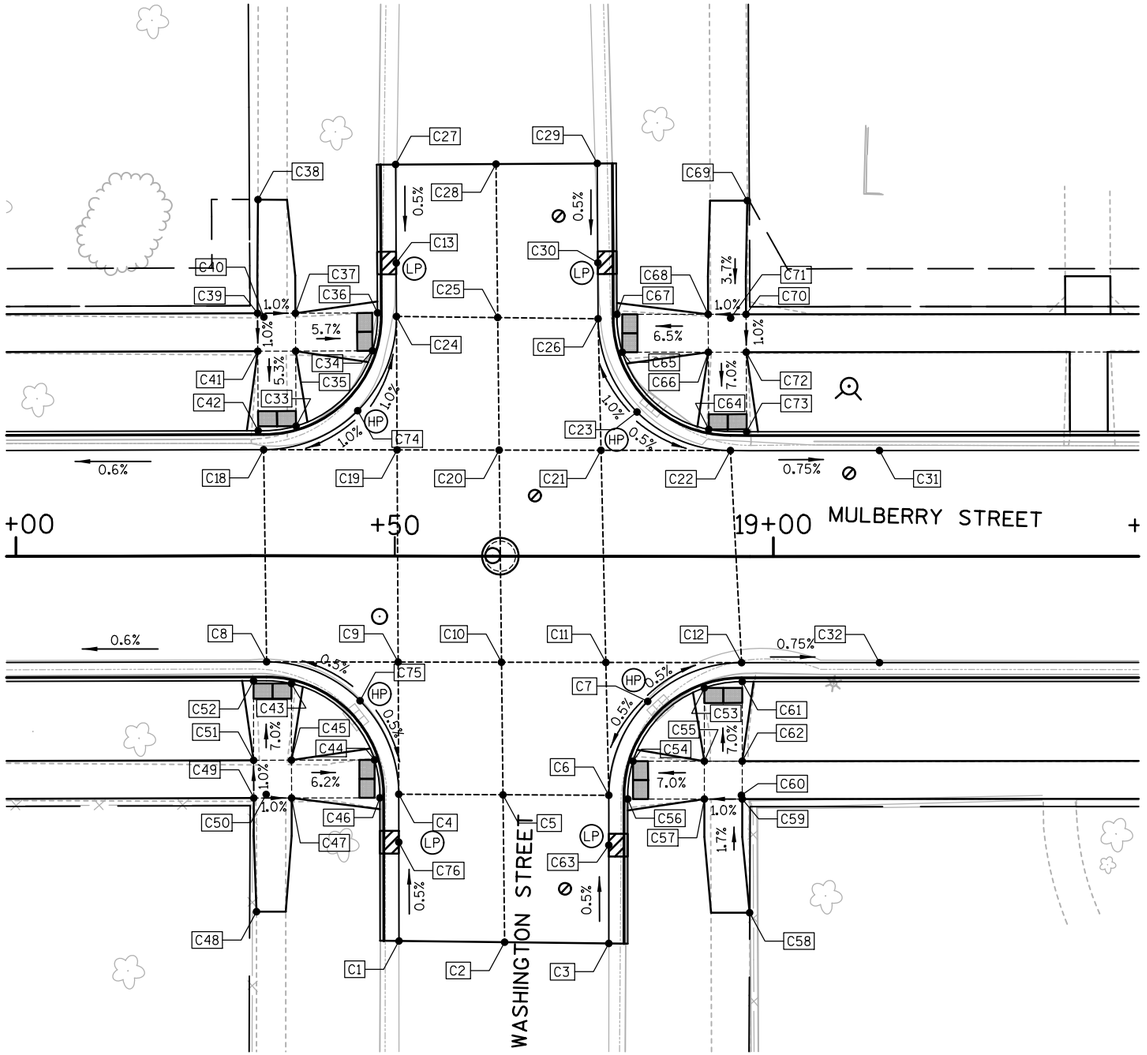
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X	REMARKS
A1	10+31.47	32.61 LT	831.66	586031.21	827800.24	FOW; MATCH EXISTING; TOP RAMP
A2	10+31.37	27.61 LT	831.48	586027.33	827803.38	FOW; MATCH EXISTING; TOP RAMP
A3	10+35.20	32.61 LT	831.28	586033.62	827803.09	TOC; MATCH EXISTING; BOTTOM RAMP
A4	10+35.09	27.61 LT	831.34	586029.73	827806.23	TOC; MATCH EXISTING; BOTTOM RAMP
A5	10+37.59	20.63 LT	831.16	586025.99	827812.64	FLANGE; MATCH EXISTING
A7	10+37.53	1.10 LT	831.13	586011.01	827825.16	FLANGE; MATCH EXISTING
A11	10+37.37	45.01 RT	831.10	585975.64	827854.74	FLANGE; MATCH EXISTING
A12	10+62.85	45.01 RT	832.01	585992.05	827874.23	CL; MATCH EXISTING
A16	10+63.26	20.64 LT	832.10	586042.54	827832.27	CL; MATCH EXISTING
A19	10+83.50	45.01 RT	832.13	586005.35	827890.03	FLANGE; MATCH EXISTING
A20	10+83.51	41.42 RT	832.11	586008.10	827887.73	FLANGE; LOW POINT INLET; EOR
A21	10+91.60	22.02 RT	832.21	586028.14	827881.42	FLANGE; HIGH POINT; MID-POINT RADIUS
A22	11+11.01	14.00 RT	832.32	586046.79	827891.11	FLANGE; LOW POINT INLET; EOR
A23	10+96.96	32.00 LT	832.43	586072.93	827850.73	FOW; TOP RAMP
A24	10+83.64	3.00 RT	832.17	586037.57	827863.08	CL; FINISH GRADE
A25	11+11.15	3.00 RT	832.48	586055.29	827884.13	CL; FINISH GRADE
A26	10+83.70	14.00 LT	832.10	586050.61	827852.18	FINISH GRADE
A27	11+11.29	14.00 LT	832.18	586068.39	827873.29	FLANGE; LOW POINT INLET; EOR
A28	10+91.80	22.10 LT	832.07	586062.03	827853.16	FLANGE; HIGH POINT; MID-POINT RADIUS
A29	10+83.79	41.62 LT	831.98	586071.80	827834.46	FLANGE; EOR
A30	10+83.81	46.21 LT	831.96	586075.33	827831.52	FLANGE; MATCH EXISTING
A31	10+63.37	46.21 LT	832.16	586062.17	827815.88	MATCH EXISTING
A32	10+63.11	3.00 RT	832.07	586024.35	827847.38	CL; FINISH GRADE
A33	10+87.66	32.01 LT	831.94	586066.94	827843.62	TOC; BOTTOM RAMP
A34	10+90.42	27.00 LT	831.97	586064.89	827848.95	TOC; BOTTOM RAMP
A35	10+96.93	27.00 LT	832.38	586069.08	827853.93	FOW; TOP RAMP
A36	10+96.89	20.72 LT	832.03	586064.25	827857.94	TOC; BOTTOM RAMP
A37	11+01.87	18.14 LT	832.06	586065.49	827863.41	TOC; BOTTOM RAMP
A38	11+01.93	27.00 LT	832.43	586072.30	827857.75	FOW; TOP RAMP
A39	11+01.96	32.00 LT	832.48	586076.15	827854.56	BOW; CORNER
A40	11+02.33	42.00 LT	832.73	586084.04	827848.40	BOW; MATCH EXISTING
A41	11+10.79	41.50 LT	N/A	586089.10	827855.19	27.5-FT RADIUS PT. TO FLANGE
A42	11+01.64	18.13 RT	832.20	586037.59	827886.59	TOC; BOTTOM RAMP
A43	11+01.58	27.00 RT	832.58	586030.77	827892.26	FOW; TOP RAMP
A44	11+01.54	32.00 RT	832.63	586026.92	827895.46	BOW; CORNER
A45	11+02.32	42.00 RT	833.07	586019.77	827902.49	BOW; MATCH EXISTING
A46	11+10.51	41.50 RT	N/A	586025.43	827908.44	27.5-FT RADIUS PT. TO FLANGE
A47	10+96.62	20.72 RT	832.17	586032.38	827884.42	TOC; BOTTOM RAMP
A48	10+96.58	27.00 RT	832.53	586027.55	827888.44	FOW; TOP RAMP
A49	10+96.54	32.00 RT	832.58	586023.70	827891.63	BOW; FINISH GRADE
A50	11+01.62	20.75 RT	832.24	586035.58	827888.27	SIDEWALK; GRADE BREAK
A51	11+01.89	20.69 LT	832.10	586067.45	827861.79	SIDEWALK; GRADE BREAK
A52	10+90.42	32.00 LT	831.98	586068.72	827845.73	SIDEWALK; GRADE BREAK



MULBERRY STREET AT OAK STREET

MULBERRY STREET AT OAK STREET

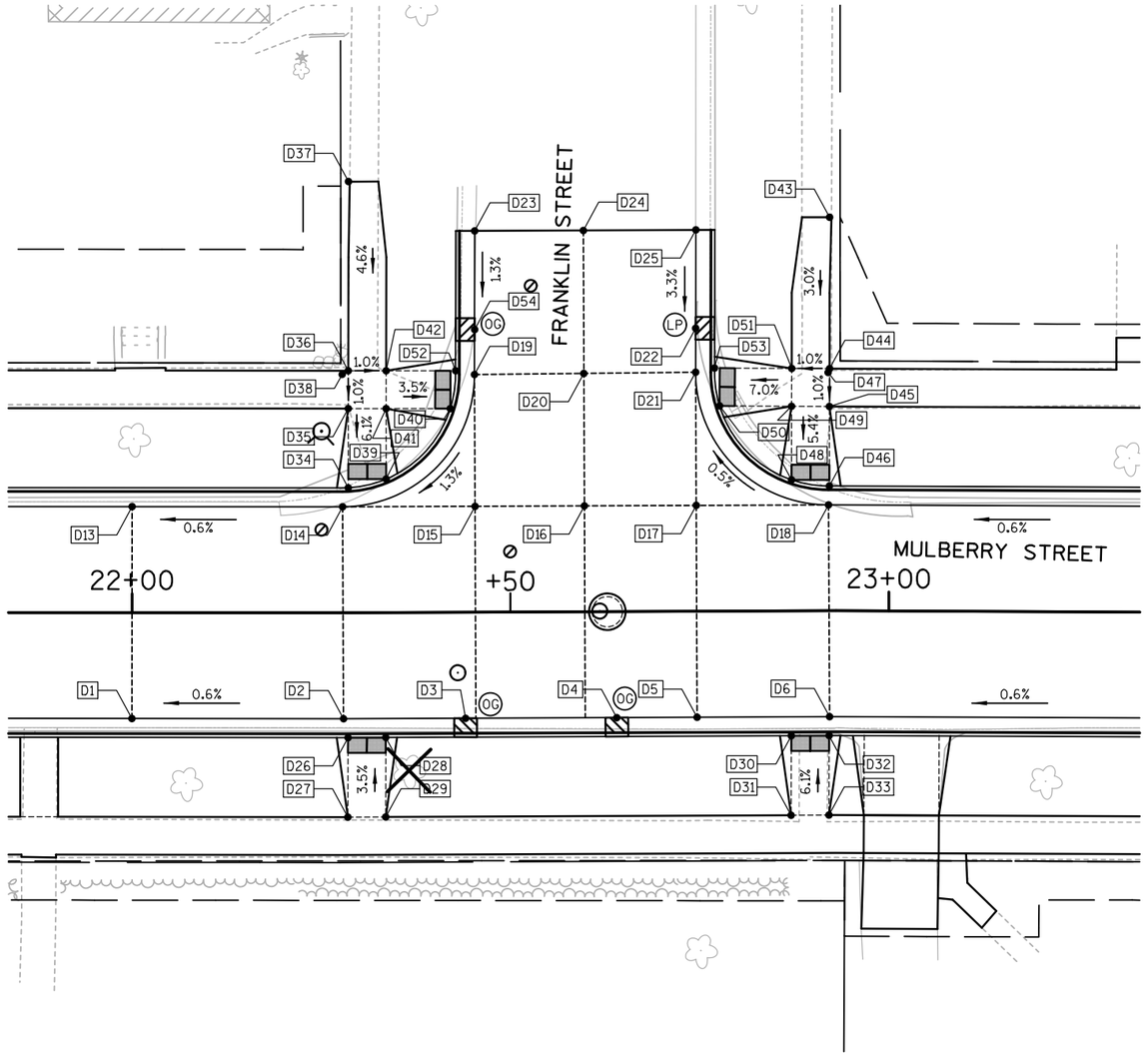
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X	REMARKS
B1	14+00.00	14.00 RT	835.56	586232.91	828112.18	FLANGE
B2	14+15.00	14.00 RT	835.61	586242.57	828123.65	FLANGE; HIGH POINT
B3	14+36.15	13.99 RT	835.52	586256.12	828139.75	FLANGE; EOR
B4	14+53.69	13.99 RT	835.29	586267.31	828153.26	FINISH GRADE
B5	14+53.78	31.39 RT	834.99	586253.98	828164.43	FLANGE; EOR
B6	14+53.90	51.05 RT	835.16	586238.91	828177.07	FLANGE; MATCH EXISTING
B7	14+66.94	51.01 RT	835.37	586247.27	828187.08	CL; MATCH EXISTING
B8	14+80.03	50.93 RT	835.11	586255.67	828197.11	FLANGE; MATCH EXISTING
B9	14+53.82	38.07 RT	834.94	586248.86	828168.72	FLANGE; LOW POINT INLET
B10	14+79.92	31.60 RT	834.92	586270.49	828184.69	FLANGE; EOR
B11	14+66.85	31.49 RT	835.13	586262.23	828174.56	CL; FINISH GRADE
B12	14+66.79	13.99 RT	835.03	586275.67	828163.34	CL; FINISH GRADE
B13	14+80.16	14.00 RT	834.81	586284.16	828173.60	FINISH GRADE
B14	14+00.00	14.00 LT	835.44	586254.33	828094.15	FLANGE
B15	14+97.42	14.00 RT	834.59	586295.21	828186.94	FLANGE; EOR
B16	15+25.00	14.00 RT	834.51	586313.03	828208.13	FLANGE; LOW POINT INLET
B17	14+36.00	3.00 RT	835.74	586264.49	828132.62	CL; FINISH GRADE
B18	14+53.57	3.00 RT	835.51	586275.69	828146.15	CL; FINISH GRADE
B19	14+66.84	3.00 RT	835.25	586284.16	828156.37	CL; FINISH GRADE
B20	14+80.19	3.00 RT	835.02	586292.68	828166.65	CL; FINISH GRADE
B21	14+97.69	3.00 RT	834.81	586303.85	828180.12	CL; FINISH GRADE
B22	14+15.00	14.00 LT	835.49	586263.99	828105.62	FLANGE; HIGH POINT
B23	14+35.76	14.00 LT	835.40	586277.42	828121.59	FLANGE; EOR
B24	14+53.41	14.00 LT	835.17	586288.68	828135.18	FINISH GRADE
B25	14+66.76	14.00 LT	834.92	586297.20	828145.46	CL; FINISH GRADE
B26	14+80.25	14.00 LT	834.68	586305.81	828155.85	FINISH GRADE
B27	14+97.87	14.00 LT	834.46	586317.05	828169.42	FLANGE; EOR
B28	15+25.00	14.00 LT	834.34	586334.45	828190.09	FLANGE; LOW POINT INLET
B30	14+53.26	31.69 LT	834.96	586302.21	828123.78	FLANGE; EOR
B31	14+66.71	31.50 LT	835.07	586310.65	828134.26	CL; FINISH GRADE
B32	14+80.37	31.31 LT	834.70	586319.22	828144.90	FLANGE; EOR
B33	14+53.19	38.75 LT	834.82	586307.60	828119.22	FLANGE; LOW POINT INLET
B34	14+80.15	52.00 LT	834.91	586335.01	828131.53	FLANGE; MATCH EXISTING
B36	14+66.65	51.86 LT	835.16	586326.28	828121.22	CL; MATCH EXISTING
B37	14+53.05	51.71 LT	834.96	586317.49	828110.84	FLANGE; MATCH EXISTING
B38	14+34.80	62.03 LT	837.10	586313.79	828090.20	BOW; MATCH EXISTING
B39	14+34.98	32.01 LT	835.63	586290.79	828109.50	BOW; CORNER
B40	14+35.05	27.01 LT	835.58	586286.97	828112.73	FOW; TOP RAMP
B41	14+35.15	16.50 LT	835.32	586278.95	828119.52	TOC; BOTTOM RAMP
B42	14+35.76	31.50 LT	N/A	586290.87	828110.43	17.5-FT RADIUS PT. TO FLANGE
B43	14+40.14	17.15 LT	835.24	586282.64	828122.95	TOC; BOTTOM RAMP
B44	14+50.11	27.12 LT	834.96	586296.68	828124.27	TOC; BOTTOM RAMP
B45	14+40.03	27.05 LT	835.53	586290.19	828116.56	FOW; TOP RAMP
B46	14+39.98	32.05 LT	835.58	586297.01	828113.33	FOW; TOP RAMP
B47	14+50.76	32.13 LT	834.88	586300.95	828121.57	TOC; BOTTOM RAMP
B48	14+02.74	42.00 RT	838.32	586213.26	828132.31	CARRIAGE WALK; MATCH EXISTING
B49	14+02.74	32.00 RT	837.49	586220.91	828125.87	BOW; CARRIAGE WALK
B50	14+34.85	82.00 RT	838.17	586202.93	828182.15	BOW; MATCH EXISTING
B51	14+34.57	32.00 RT	835.73	586241.25	828150.03	BOW; CORNER
B52	14+34.54	27.00 RT	835.68	586245.08	828146.82	FOW; TOP RAMP
B53	14+34.49	16.50 RT	835.44	586253.12	828140.07	TOC; BOTTOM RAMP
B54	14+51.29	31.87 RT	834.91	586252.01	828162.82	TOC; BOTTOM RAMP
B55	14+36.29	31.50 RT	N/A	586242.72	828151.03	17.5-FT RADIUS PT. TO FLANGE
B56	14+39.57	31.96 RT	835.68	586244.47	828153.85	FOW; TOP RAMP
B57	14+39.49	16.85 RT	835.38	586256.05	828144.15	TOC; BOTTOM RAMP
B58	14+50.55	26.87 RT	834.86	586255.39	828159.07	TOC; BOTTOM RAMP
B59	14+39.54	26.96 RT	835.63	586248.30	828150.64	FOW; TOP RAMP
B60	14+99.44	72.01 RT	837.12	586251.83	828225.50	BOW; MATCH EXISTING
B61	14+98.57	32.02 RT	835.29	586282.07	828199.32	BOW; CORNER
B62	14+98.55	27.02 RT	835.24	586285.90	828196.11	FOW; TOP RAMP
B63	14+98.49	16.50 RT	834.51	586293.96	828189.35	TOC; BOTTOM RAMP
B64	14+82.42	32.14 RT	834.84	586271.67	828186.97	TOC; BOTTOM RAMP
B65	14+93.57	32.05 RT	835.24	586278.85	828195.49	FOW; TOP RAMP
B66	14+97.42	31.50 RT	N/A	586281.73	828198.10	17.5-FT RADIUS PT. TO FLANGE
B67	14+93.49	17.02 RT	834.56	586290.37	828185.84	TOC; BOTTOM RAMP
B68	14+83.07	27.14 RT	834.79	586275.93	828184.27	TOC; BOTTOM RAMP
B69	14+93.55	27.06 RT	835.19	586282.68	828192.28	FOW; TOP RAMP
B70	14+98.50	65.28 LT	836.53	586356.94	828137.18	BOW; MATCH EXISTING
B71	14+98.98	31.99 LT	835.16	586331.62	828158.79	BOW; CORNER
B72	14+99.04	26.99 LT	835.11	586327.80	828162.02	FOW; TOP RAMP
B73	14+99.15	16.50 LT	834.38	586319.79	828168.80	TOC; BOTTOM RAMP
B74	14+82.87	31.86 LT	834.62	586321.23	828146.47	TOC; BOTTOM RAMP
B75	14+93.98	31.95 LT	835.11	586328.40	828154.97	FOW; TOP RAMP
B76	14+94.14	16.97 LT	834.43	586313.96	828164.65	TOC; BOTTOM RAMP
B77	14+83.61	26.87 LT	834.58	586317.86	828150.22	TOC; BOTTOM RAMP
B78	14+94.04	26.95 LT	835.06	586324.58	828158.20	FOW; TOP RAMP
B79	14+97.87	31.50 LT	N/A	586330.53	828158.25	17.5-FT RADIUS PT. TO FLANGE
B80	14+79.96	37.97 RT	834.98	586265.61	828188.79	FLANGE; ON GRADE INLET
B81	14+80.29	38.82 LT	834.78	586324.95	828140.04	FLANGE; ON GRADE INLET



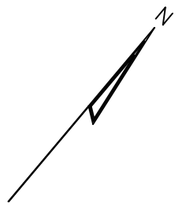
MULBERRY STREET AT WASHINGTON STREET

MULBERRY STREET AT WASHINGTON STREET

POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X	REMARKS
C1	18+50.65	50.83 RT	836.34	586494.44	828480.78	FLANGE; MATCH EXISTING
C2	18+64.60	50.96 RT	836.28	586503.27	828491.58	CL; MATCH EXISTING
C3	18+78.36	51.10 RT	836.21	586511.99	828502.24	FLANGE; MATCH EXISTING
C4	18+50.60	31.46 RT	836.25	586509.29	828468.33	FLANGE; EOR
C5	18+64.35	31.50 RT	836.30	586518.06	828478.92	CL; FINISH GRADE
C6	18+78.32	31.54 RT	836.18	586526.97	828489.67	FLANGE; EOR
C7	18+83.43	19.14 RT	836.24	586539.77	828485.65	FLANGE; HIGH POINT; MID-POINT RADIUS
C8	18+33.10	14.00 RT	836.23	586511.48	828443.71	FLANGE; EOR
C9	18+50.48	14.00 RT	936.34	586522.62	828457.66	FINISH GRADE
C10	18+64.12	14.00 RT	836.37	586531.35	828467.54	CL; FINISH GRADE
C11	18+77.89	14.00 RT	836.31	586540.17	828478.11	FINISH GRADE
C12	18+95.82	14.00 RT	836.18	586551.66	828491.88	FLANGE; EOR
C13	18+50.11	38.68 LT	836.68	586562.84	828423.03	FLANGE; LOW POINT INLET
C18	18+32.66	14.00 LT	836.79	586532.71	828425.44	FLANGE; EOR
C19	18+50.29	14.00 LT	836.89	586543.99	828438.98	FINISH GRADE
C20	18+63.76	14.00 LT	836.89	586552.63	828449.33	CL; FINISH GRADE
C21	18+77.21	14.00 LT	836.87	586561.24	828459.65	FINISH GRADE
C22	18+94.29	14.00 LT	836.75	586572.18	828472.77	FLANGE; EOR
C23	18+81.96	19.08 LT	836.81	586568.18	828460.04	FLANGE; HIGH POINT; MID-POINT RADIUS
C24	18+50.16	31.63 LT	836.79	586557.45	828427.59	FLANGE; EOR; HIGH POINT
C25	18+63.54	31.50 LT	836.85	586565.92	828437.94	CL; FINISH GRADE
C26	18+76.79	31.38 LT	836.69	586574.31	828448.20	FLANGE; EOR
C27	18+50.02	51.68 LT	836.74	586572.76	828414.64	FLANGE; MATCH EXISTING
C28	18+63.28	51.78 LT	836.95	586581.33	828424.76	CL; MATCH EXISTING
C29	18+76.64	51.87 LT	836.63	586589.96	828434.96	FLANGE; MATCH EXISTING
C30	18+76.73	38.76 LT	836.56	586579.95	828443.43	FLANGE; LOW POINT INLET
C31	19+14.00	14.00 LT	836.61	586584.81	828487.84	FLANGE
C32	19+14.00	14.00 RT	836.05	586563.36	828505.84	FLANGE
C33	18+36.93	17.12 LT	836.75	586537.84	828426.72	TOC; BOTTOM RAMP
C34	18+47.00	27.08 LT	836.75	586551.93	828428.07	TOC; BOTTOM RAMP
C35	18+36.86	27.03 LT	837.26	586545.40	828420.32	FOW; TOP RAMP
C36	18+47.66	32.08 LT	836.71	586556.20	828425.38	TOC; BOTTOM RAMP
C37	18+36.83	32.03 LT	837.31	586549.22	828417.09	FOW; TOP RAMP
C38	18+31.86	47.00 LT	837.57	586557.54	828403.69	BOW; MATCH EXISTING
C39	18+31.83	32.00 LT	837.36	586546.00	828413.27	BOW; CORNER
C40	18+32.66	31.50 LT	N/A	586546.15	828414.23	17.5-FT RADIUS PT. TO FLANGE
C41	18+31.86	27.00 LT	837.31	586542.18	828416.50	FOW; TOP RAMP
C42	18+31.94	16.50 LT	836.71	586534.16	828423.28	TOC; BOTTOM RAMP
C43	18+36.40	16.87 RT	836.19	586511.40	828448.08	TOC; BOTTOM RAMP
C44	18+47.38	26.92 RT	836.20	586510.71	828462.96	TOC; BOTTOM RAMP
C45	18+36.42	26.97 RT	836.83	586503.65	828454.57	FOW; TOP RAMP
C46	18+48.10	31.92 RT	836.17	586507.33	828466.71	TOC; BOTTOM RAMP
C47	18+36.44	31.97 RT	836.88	586499.82	828457.79	FOW; TOP RAMP
C48	18+31.84	47.00 RT	837.01	586485.34	828463.88	BOW; MATCH EXISTING
C49	18+31.44	32.00 RT	836.93	586496.60	828453.96	BOW; CORNER
C50	18+33.10	31.50 RT	N/A	586498.04	828454.92	17.5-FT RADIUS PT. TO FLANGE
C51	18+31.42	27.00 RT	836.88	586500.43	828450.75	FOW; TOP RAMP
C52	18+31.39	16.50 RT	836.15	586508.47	828444.00	TOC; BOTTOM RAMP
C53	18+90.90	17.33 RT	836.13	586545.95	828490.23	TOC; BOTTOM RAMP
C54	18+81.50	27.04 RT	836.13	586532.47	828489.23	TOC; BOTTOM RAMP
C55	18+90.92	27.02 RT	836.75	586538.53	828496.45	FOW; TOP RAMP
C56	18+80.82	32.04 RT	836.10	586528.19	828491.91	TOC; BOTTOM RAMP
C57	18+90.94	32.02 RT	836.80	586534.70	828499.67	FOW; TOP RAMP
C58	18+96.9	47.02 RT	837.10	586527.02	828513.89	BOW; MATCH EXISTING
C59	18+95.94	32.00 RT	836.85	586537.91	828503.50	BOW; CORNER
C60	18+95.82	31.50 RT	N/A	586538.22	828503.08	17.5-FT RADIUS PT. TO FLANGE
C61	18+95.90	16.50 RT	836.10	586549.79	828493.54	TOC; BOTTOM RAMP
C62	18+95.92	27.00 RT	836.80	586541.74	828500.29	FOW; TOP RAMP
C63	18+78.33	38.13 RT	836.14	586521.93	828493.90	FLANGE; LOW POINT INLET
C64	18+97.44	16.77 LT	836.71	586572.48	828468.80	TOC; BOTTOM RAMP
C65	18+79.99	26.96 LT	836.65	586572.97	828453.49	TOC; BOTTOM RAMP
C66	18+91.36	26.99 LT	837.34	586580.28	828462.20	FOW; TOP RAMP
C67	18+79.28	31.96 LT	836.61	586576.36	828449.74	TOC; BOTTOM RAMP
C68	18+91.33	31.99 LT	837.39	586584.09	828458.97	FOW; TOP RAMP
C69	18+96.47	46.99 LT	838.00	586598.91	828453.31	BOW; MATCH EXISTING
C70	18+96.33	32.00 LT	837.44	58657.31	828462.80	BOW; CORNER
C71	18+94.29	31.50 LT	N/A	586585.62	828461.56	17.5-FT RADIUS PT. TO FLANGE
C72	18+96.36	27.00 LT	837.39	586583.49	828466.03	FOW; TOP RAMP
C73	18+96.44	16.50 LT	836.66	586575.48	828472.82	TOC; BOTTOM RAMP
C74	18+45.08	19.17 LT	836.89	586544.63	828431.67	FLANGE; HIGH POINT; MID-POINT RADIUS
C75	18+45.46	19.11 RT	836.29	586515.48	828456.48	FLANGE; HIGH POINT; MID-POINT RADIUS
C76	18+50.61	37.79 RT	836.21	586504.43	828472.40	FLANGE; LOW POINT INLET

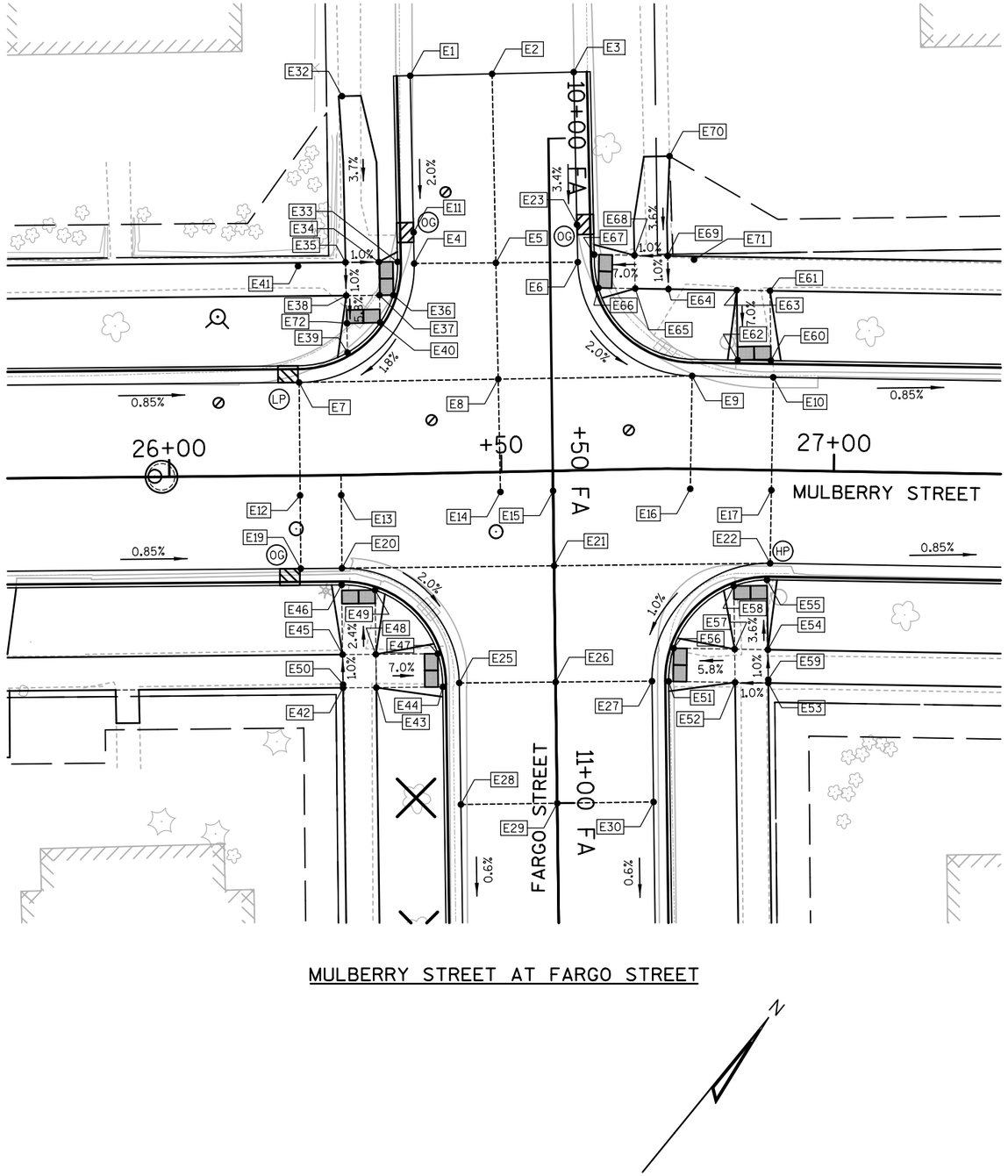


MULBERRY STREET AT FRANKLIN STREET



MULBERRY STREET AT FRANKLIN STREET

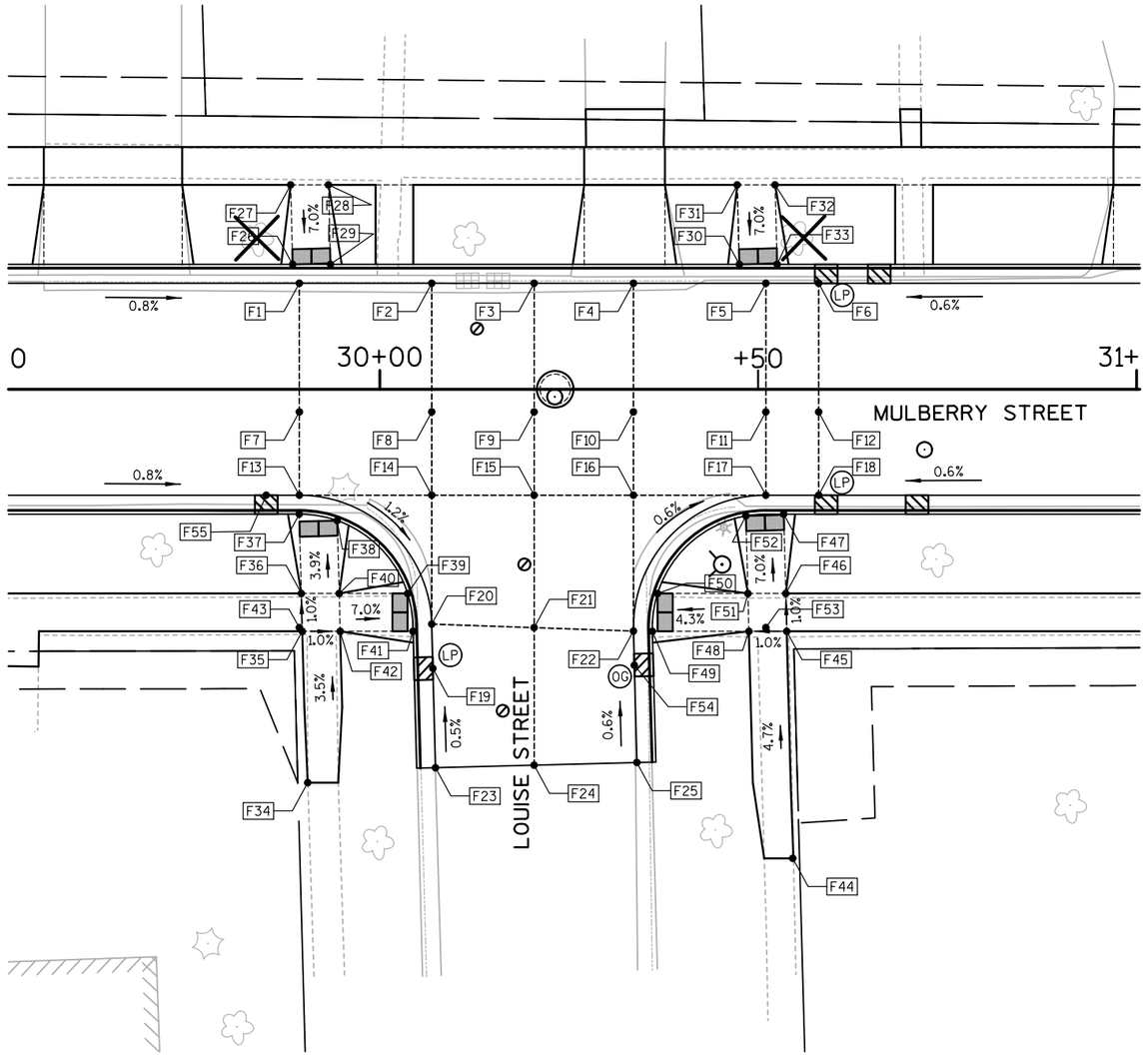
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X	REMARKS
D1	22+00.00	14.00 RT	836.83	586747.10	828725.01	FLANGE; FINISH GRADE
D2	22+27.89	14.00 RT	836.98	586765.06	828746.43	FLANGE; FINISH GRADE
D3	22+44.01	14.00 RT	837.07	586775.48	828758.73	FLANGE; ON-GRADE INLET
D4	22+64.00	14.00 RT	837.18	586788.41	828773.99	FLANGE; ON-GRADE INLET
D5	22+74.60	14.00 RT	837.24	586795.26	828782.08	FLANGE; FINISH GRADE
D6	22+92.10	14.00 RT	837.33	586806.57	828795.43	FLANGE; FINISH GRADE
D13	22+00.00	14.00 LT	837.39	586768.55	828707.02	FLANGE; FINISH GRADE
D14	22+27.89	14.00 LT	837.54	586786.42	828728.33	FLANGE; EOR
D15	22+45.38	14.00 LT	837.64	586797.74	828741.68	FINISH GRADE
D16	22+59.83	14.00 LT	837.72	586807.08	828752.71	CL; FINISH GRADE
D17	22+74.60	14.00 LT	837.80	586816.62	828763.98	FINISH GRADE
D18	22+92.10	14.00 LT	837.89	586827.94	828777.33	FLANGE; EOR
D19	22+45.38	31.41 LT	837.89	586811.02	828730.43	FLANGE; EOR
D20	22+59.83	31.50 LT	837.92	586820.43	828741.40	CL; FINISH GRADE
D21	22+74.60	31.59 LT	837.75	586830.05	828752.60	FLANGE; EOR
D22	22+74.63	37.40 LT	837.72	586834.50	828748.87	FLANGE; LOW POINT INLET
D23	22+45.48	50.39 LT	838.14	586825.56	828718.24	FLANGE; MATCH EXISTING
D24	22+59.83	50.40 LT	838.15	586834.84	828729.18	CL; MATCH EXISTING
D25	22+74.70	50.40 LT	838.15	586844.46	828740.52	FLANGE; MATCH EXISTING
D26	22+28.46	16.50 RT	836.99	586763.52	828748.49	TOC; BOTTOM RAMP
D27	22+28.40	27.00 RT	837.35	586755.48	828755.23	FOW; TOP RAMP
D28	22+33.46	16.50 RT	837.02	586766.76	828752.30	TOC; BOTTOM RAMP
D29	22+33.40	27.00 RT	837.39	586758.71	828759.05	FOW; TOP RAMP
D30	22+87.04	16.50 RT	837.22	586801.40	828793.18	TOC; BOTTOM RAMP
D31	22+86.99	27.00 RT	837.84	586793.35	828799.93	FOW; TOP RAMP
D32	22+92.04	16.50 RT	837.25	586804.63	828797.00	TOC; BOTTOM RAMP
D33	22+91.99	27.00 RT	837.92	586796.58	828803.74	FOW; TOP RAMP
D34	22+28.63	16.52 LT	837.47	586788.83	828727.28	TOC; BOTTOM RAMP
D35	22+28.69	27.00 LT	838.11	586796.86	828720.55	FOW; TOP RAMP
D36	22+28.71	32.00 LT	838.16	586800.69	828717.33	BOW; CORNER
D37	22+29.00	57.00 LT	839.32	586819.93	828701.41	BOW; MATCH EXISTING
D38	22+27.89	31.50 LT	N/A	586799.78	828717.02	17.5-FT RADIUS PT. TO FLANGE
D39	22+33.61	17.63 LT	837.54	586792.90	828730.35	TOC; BOTTOM RAMP
D40	22+42.17	26.92 LT	837.76	586805.52	828730.88	TOC; BOTTOM RAMP
D41	22+33.69	26.97 LT	838.06	586800.07	828724.38	FOW; TOP RAMP
D42	22+33.71	31.97 LT	838.11	586803.90	828721.16	FOW; TOP RAMP
D43	22+92.64	52.01 LT	839.03	586857.28	828753.17	BOW; MATCH EXISTING
D44	22+92.29	32.00 LT	838.43	586841.80	828765.83	BOW; CORNER
D45	22+92.27	27.00 LT	838.38	586837.97	828769.05	FOW; TOP RAMP
D46	22+92.21	16.50 LT	837.81	586829.92	828775.80	TOC; BOTTOM RAMP
D47	22+92.10	31.50 LT	N/A	586841.29	828766.01	17.5-FT RADIUS PT. TO FLANGE
D48	22+87.22	17.32 LT	837.78	586827.31	828771.46	TOC; BOTTOM RAMP
D49	22+87.27	27.05 LT	838.33	586834.77	828765.20	FOW; TOP RAMP
D50	22+77.75	27.13 LT	837.70	586828.68	828757.89	TOC; BOTTOM RAMP
D51	22+87.29	32.05 LT	838.38	586838.60	828761.99	FOW; TOP RAMP
D52	22+42.89	31.92 LT	837.82	586809.79	828728.19	TOC; BOTTOM RAMP
D53	22+77.10	32.14 LT	837.67	586832.08	828754.16	TOC; BOTTOM RAMP
D54	22+45.42	37.37 LT	837.97	586815.58	828726.60	FLANGE; ON-GRADE INLET



MULBERRY STREET AT FARGO STREET

MULBERRY STREET AT FARGO STREET

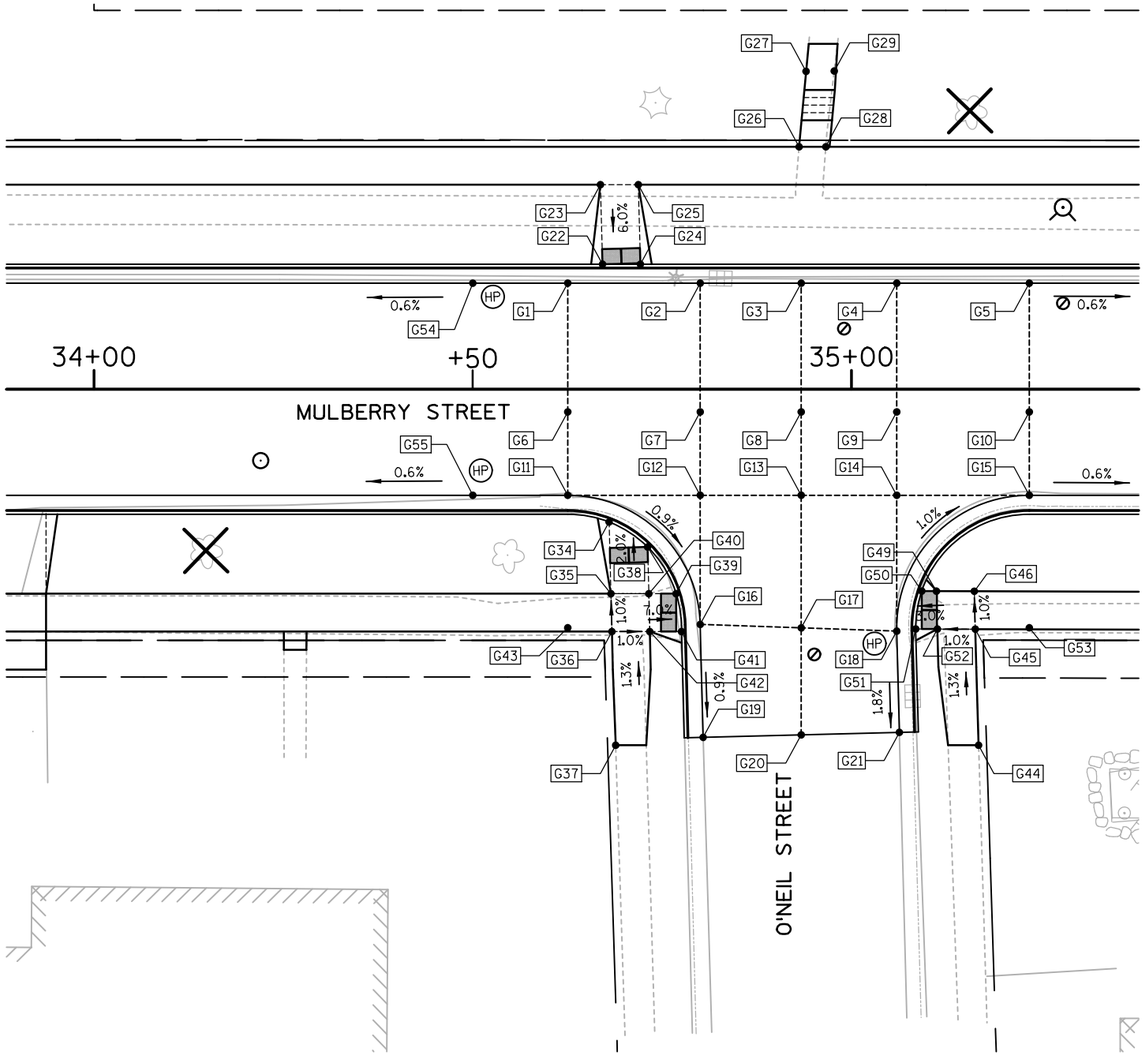
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X	REMARKS
E1	26+37.46	49.87 LT	838.17	587076.35	829019.33	FLANGE; MATCH EXISTING
E2	26+49.76	49.89 LT	838.47	587084.33	829028.69	CL; MATCH EXISTING
E3	26+62.07	49.91 LT	838.20	587092.33	829038.05	FLANGE; MATCH EXISTING
E4	26+37.49	31.60 LT	837.60	587062.45	829031.20	FLANGE; EOR
E5	26+49.79	31.46 LT	837.22	587070.32	829040.66	CL; FINISH GRADE
E6	26+62.10	31.32 LT	837.17	587078.19	829050.12	FLANGE; EOR
E7	26+19.65	14.00 LT	837.13	587037.64	829029.10	FLANGE; LOW POINT INLET; EOR
E8	26+49.77	13.96 LT	836.87	587056.99	829051.99	CL; FINISH GRADE
E9	26+78.45	14.00 LT	836.63	587075.83	829074.28	FLANGE; HIGH POINT; EOR
E10	26+90.66	14.00 LT	836.52	587083.40	829083.85	FLANGE; FINISH GRADE
E11	26+37.48	36.60 LT	837.69	587066.02	829028.15	FLANGE; ON-GRADE INLET
E12	26+19.65	3.00 RT	837.47	587024.57	829039.98	CL; FINISH GRADE
E13	26+25.84	3.00 RT	837.41	587028.54	829044.74	CL; FINISH GRADE
E14	26+49.77	3.00 RT	837.21	587044.07	829062.99	CL; FINISH GRADE
E15	26+57.70	3.00 RT	837.14	587049.21	829069.02	CL; FINISH GRADE
E16	26+78.45	3.00 RT	836.97	587062.49	829084.82	CL; FINISH GRADE
E17	26+90.66	3.00 RT	836.86	587070.06	829094.40	CL; FINISH GRADE
E19	26+19.65	14.00 RT	837.25	587016.12	829047.02	FLANGE; ON-GRADE INLET
E20	26+25.84	14.00 RT	837.20	587020.09	829051.78	FLANGE; EOR
E21	26+57.62	14.28 RT	836.92	587040.57	829076.27	CL; FINISH GRADE
E22	26+90.66	14.00 RT	836.64	587061.43	829101.22	FLANGE; HIGH POINT; EOR
E23	26+62.09	36.96 LT	837.41	587082.48	829046.46	FLANGE; ON-GRADE INLET
E25	26+43.00	31.62 RT	836.65	587017.89	829076.38	FLANGE; EOR
E26	26+5750	31.77 RT	836.69	587027.17	829087.52	CL; FINISH GRADE
E27	26+71.99	31.93 RT	836.40	587036.45	829098.66	FLANGE; EOR
E28	26+42.87	49.90 RT	836.26	587003.89	829088.13	FLANGE; FINISH GRADE
E29	26+57.37	50.00 RT	836.55	587013.21	829099.24	CL; FINISH GRADE
E30	26+71.87	50.10 RT	836.26	587022.53	829110.35	FLANGE; FINISH GRADE
E32	26+26.62	57.00 LT	838.54	587074.74	829006.64	BOW; MATCH EXISTING
E33	26+34.99	31.91 LT	837.50	587061.06	829029.10	TOC; BOTTOM RAMP
E34	26+32.16	31.94 LT	837.56	587059.25	829026.93	FOW; TOP RAMP
E35	26+27.16	32.00 LT	837.61	587056.05	829023.08	BOW; CORNER
E36	26+34.25	26.92 LT	837.42	587056.78	829031.77	TOC; BOTTOM RAMP
E37	26+32.17	26.94 LT	837.51	587055.45	829030.18	FOW; TOP RAMP
E38	26+27.17	26.99 LT	837.56	587052.25	829026.33	FOW; TOP RAMP
E39	26+27.18	18.41 LT	837.19	587045.72	829031.91	TOC; BOTTOM RAMP
E40	26+32.17	22.82 LT	837.27	587052.32	829032.85	TOC; BOTTOM RAMP
E41	26+19.65	31.50 LT	N/A	587051.08	829017.90	17.5-FT RADIUS PT. TO FLANGE
E42	26+25.84	32.00 RT	837.35	587006.26	829063.30	BOW; CORNER
E43	26+30.49	32.05 RT	837.30	587009.45	829067.14	FOW; TOP RAMP
E44	26+40.49	32.16 RT	836.60	587015.85	829074.82	TOC; BOTTOM RAMP
E45	26+25.82	27.00 RT	837.30	587010.08	829060.08	FOW; TOP RAMP
E46	26+25.84	16.50 RT	837.12	587018.16	829053.38	TOC; BOTTOM RAMP
E47	26+39.85	27.15 RT	836.70	587019.52	829071.09	TOC; BOTTOM RAMP
E48	26+30.53	27.05 RT	837.25	587013.28	829063.92	FOW; TOP RAMP
E49	26+30.60	17.39 RT	837.02	587020.68	829057.71	TOC; BOTTOM RAMP
E50	26+25.84	31.50 RT	N/A	587006.64	829062.98	17.5-FT RADIUS PT. TO FLANGE
E51	26+75.66	32.00 RT	836.32	587038.01	829100.61	TOC; BOTTOM RAMP
E52	26+85.67	32.00 RT	836.90	587044.22	829108.46	FOW; TOP RAMP
E53	26+90.67	32.00 RT	836.95	587047.32	829112.39	BOW; CORNER
E54	26+90.52	27.00 RT	836.90	587051.15	829109.17	FOW; TOP RAMP
E55	26+90.21	16.51 RT	836.56	587059.19	829102.42	TOC; BOTTOM RAMP
E56	26+76.35	27.00 RT	836.37	587042.36	829098.05	TOC; BOTTOM RAMP
E57	26+85.52	27.00 RT	836.85	587048.05	829105.25	FOW; TOP RAMP
E58	26+85.24	17.51 RT	836.51	587055.32	829099.14	TOC; BOTTOM RAMP
E59	26+90.66	31.50 RT	N/A	587047.70	829112.07	17.5-FT RADIUS PT. TO FLANGE
E60	26+90.28	16.50 LT	836.44	587085.12	829082.01	TOC; BOTTOM RAMP
E61	26+89.97	27.00 LT	837.14	587093.17	829075.25	FOW; TOP RAMP
E62	26+85.27	16.50 LT	836.48	587082.02	829078.08	TOC; BOTTOM RAMP
E63	26+84.96	27.00 LT	837.22	587090.07	829071.33	FOW; TOP RAMP
E64	26+74.95	27.00 LT	837.44	587083.69	829063.26	BOW; FINISH GRADE
E65	26+70.67	27.17 LT	837.39	587080.59	829059.34	FOW; TOP RAMP
E66	26+65.14	27.38 LT	837.00	587077.16	829054.99	TOC; BOTTOM RAMP
E67	26+64.60	32.40 LT	837.10	5887080.63	829051.23	TOC; BOTTOM RAMP
E68	26+70.66	32.18 LT	837.44	587084.40	829056.08	FOW; TOP RAMP
E69	26+74.95	32.00 LT	837.49	587087.50	829060.01	BOW; CORNER
E70	26+74.95	46.99 LT	838.15	587099.27	829050.74	BOW; MATCH EXISTING
E71	26+78.45	31.50 LT	N/A	587089.56	829063.43	17.5-FT RADIUS PT. TO FLANGE
E72	26+27.17	22.81 LT	837.28	587049.07	829029.05	SIDEWALK; GRADE BREAK



MULBERRY STREET AT LOUISE STREET

MULBERRY STREET AT LOUISE STREET

POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X	REMARKS
F1	29+89.37	14.00 LT	835.52	587268.62	829318.22	FLANGE; FINISH GRADE
F2	30+06.87	14.00 LT	835.39	587279.46	829331.95	FLANGE; FINISH GRADE
F3	30+20.39	14.00 LT	835.29	587287.85	829342.56	FLANGE; FINISH GRADE
F4	30+33.53	14.00 LT	835.19	587295.99	829352.86	FLANGE; FINISH GRADE
F5	30+51.02	14.00 LT	835.12	587306.84	829366.59	FLANGE; FINISH GRADE
F6	30+58.00	14.00 LT	835.11	587311.17	829372.06	FLANGE; LOW POINT INLET
F7	29+89.37	3.00 RT	835.86	587255.28	829328.76	CL; FINISH GRADE
F8	30+06.87	3.00 RT	835.73	587266.13	829342.49	CL; FINISH GRADE
F9	30+20.39	3.00 RT	835.63	587274.51	829353.10	CL; FINISH GRADE
F10	30+33.53	3.00 RT	835.53	587282.65	829363.40	CL; FINISH GRADE
F11	30+51.02	3.00 RT	835.46	587293.50	829377.13	CL; FINISH GRADE
F12	30+58.00	3.00 RT	835.45	587297.83	829382.60	CL; LOW POINT
F13	29+89.37	14.00 RT	835.64	587246.65	829335.58	FLANGE; EOR
F14	30+06.87	14.00 RT	835.51	587257.50	829349.31	FINISH GRADE
F15	30+20.39	14.00 RT	835.41	587265.88	829359.92	CL; FINISH GRADE
F16	30+33.53	14.00 RT	835.32	587274.02	829370.22	FINISH GRADE
F17	30+51.02	14.00 RT	835.24	587284.87	829383.95	FLANGE; EOR
F18	30+58.00	14.00 RT	835.23	587289.20	829389.42	FLANGE; LOW POINT INLET
F19	30+07.02	36.89 RT	835.24	587239.63	829363.62	FLANGE; LOW POINT INLET
F20	30+06.857	31.04 RT	835.31	587244.13	829359.87	FLANGE; EOR
F21	30+20.39	31.51 RT	835.59	587252.15	829370.77	CL; FINISH GRADE
F22	30+33.53	31.96 RT	835.40	587259.93	829381.36	FLANGE; EOR
F23	30+07.37	50.03 RT	835.31	587229.54	829372.03	FLANGE; MATCH EXISTING
F24	30+20.39	49.68 RT	835.74	587257.89	829382.04	CL; MATCH EXISTING
F25	30+33.96	49.33 RT	835.50	587246.58	829392.47	FLANGE; MATCH EXISTING
F26	29+88.49	16.50 LT	835.45	587270.03	829315.98	TOC; BOTTOM RAMP
F27	29+88.22	27.00 LT	836.10	587278.10	829309.25	FOW; TOP RAMP
F28	29+93.22	27.00 LT	836.15	587281.20	829313.17	FOW; TOP RAMP
F29	29+93.46	16.50 LT	835.41	587273.13	829319.90	TOC; BOTTOM RAMP
F30	30+47.51	16.50 LT	835.07	587306.63	829362.28	TOC; BOTTOM RAMP
F31	30+47.24	27.00 LT	835.80	587314.69	829355.56	FOW; TOP RAMP
F32	30+52.24	27.00 LT	835.78	587317.79	829359.48	FOW; TOP RAMP
F33	30+52.51	16.50 LT	835.04	587309.73	829366.21	TOC; BOTTOM RAMP
F34	29+90.48	51.99 RT	836.63	587217.53	829360.01	BOW; MATCH EXISTING
F35	29+89.77	27.00 RT	835.93	587232.77	829347.05	BOW; CORNER
F36	29+89.63	27.00 RT	835.88	587236.61	829343.85	FOW; TOP RAMP
F37	29+89.36	32.00 RT	835.56	587244.68	829337.12	TOC; BOTTOM RAMP
F38	29+94.38	32.00 RT	835.46	587247.12	829341.59	TOC; BOTTOM RAMP
F39	30+03.68	31.50 RT	835.28	587245.32	829354.87	TOC; BOTTOM RAMP
F40	29+94.64	27.00 RT	835.83	587239.71	829347.77	FOW; TOP RAMP
F41	30+04.39	32.00 RT	835.21	587241.84	829358.52	TOC; BOTTOM RAMP
F42	29+94.77	32.00 RT	835.88	587235.87	829350.97	FOW; TOP RAMP
F43	29+89.37	31.50 RT	N/A	587232.92	829346.43	17.5-FT RADIUS PT. TO FLANGE
F44	30+54.58	61.99 RT	837.32	587249.42	829416.49	BOW; MATCH EXISTING
F45	30+53.79	32.00 RT	835.92	587272.47	829397.28	BOW; CORNER
F46	30+53.66	27.00 RT	835.87	587276.31	829394.08	FOW; TOP RAMP
F47	30+53.38	16.50 RT	835.14	587284.37	829387.35	TOC; BOTTOM RAMP
F48	30+48.79	32.00 RT	835.87	587269.36	829393.35	FOW; TOP RAMP
F49	30+36.03	32.00 RT	835.32	587261.45	829383.34	TOC; BOTTOM RAMP
F50	30+36.71	27.00 RT	835.29	587265.80	829380.78	TOC; BOTTOM RAMP
F51	30+48.65	27.00 RT	835.82	587273.21	829390.15	FOW; TOP RAMP
F52	30+48.38	16.73 RT	835.17	587281.09	829383.57	TOC; BOTTOM RAMP
F53	30+51.02	31.50 RT	N/A	587271.14	829394.80	17.5-FT RADIUS PT. TO FLANGE
F54	30+33.64	36.47 RT	835.43	587256.47	829384.25	FLANGE; ON-GRADE INLET
F55	29+85.00	14.00 RT	835.68	587243.94	829332.15	FLANGE; ON-GRADE INLET

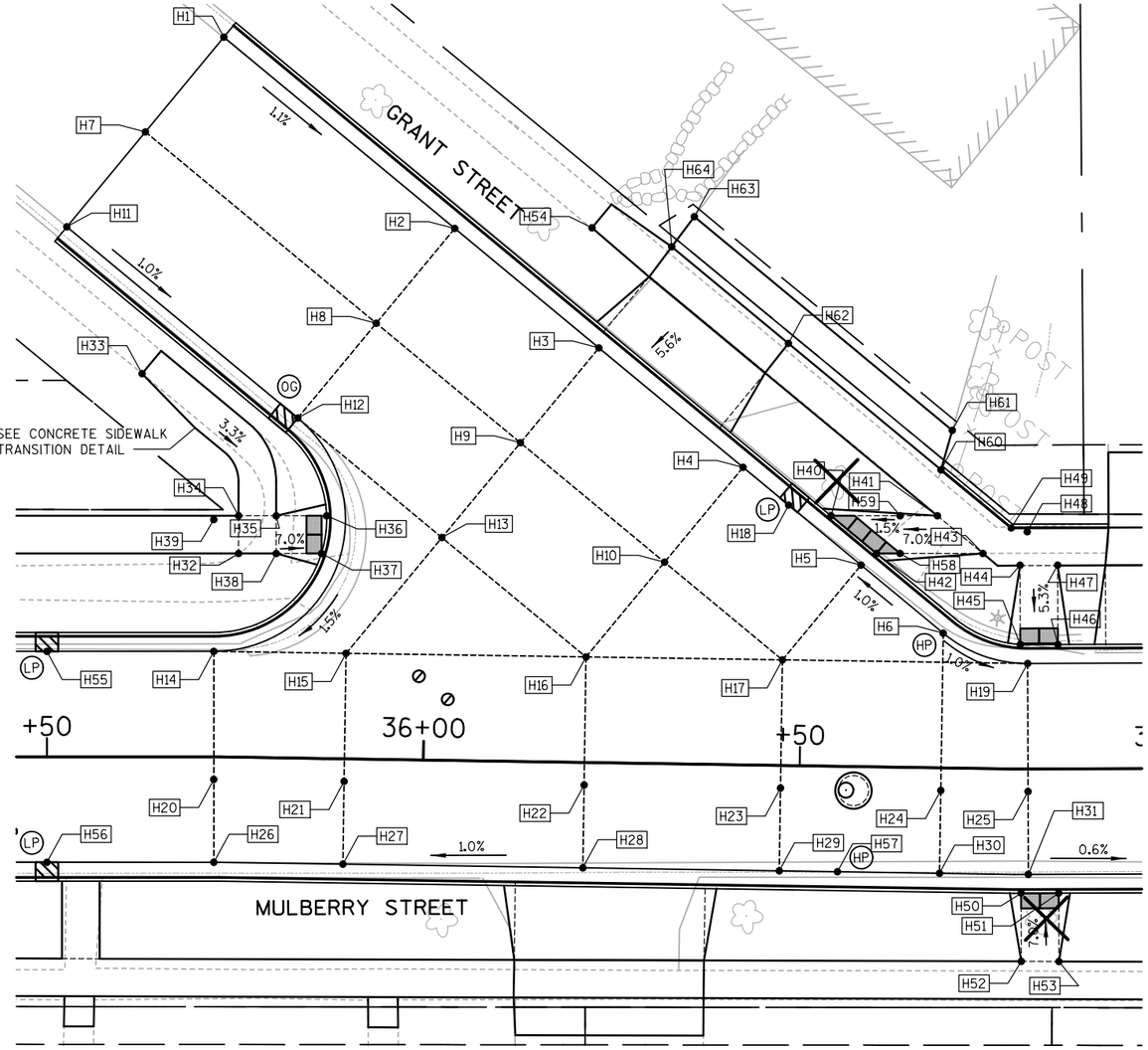


MULBERRY STREET AT O'NEIL STREET

MULBERRY STREET AT O'NEIL STREET

POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X	REMARKS
G1	34+62.54	14.00 LT	837.32	587562.00	829689.45	FLANGE; FINISH GRADE
G2	34+80.04	14.00 LT	837.22	587572.85	829703.18	FLANGE; FINISH GRADE
G3	34+93.37	14.00 LT	837.14	587581.12	829713.64	FLANGE; HIGH POINT
G4	35+05.99	14.00 LT	837.06	587588.94	829723.54	FLANGE; FINISH GRADE
G5	35+23.48	14.00 LT	836.96	587599.79	829737.27	FLANGE; FINISH GRADE
G6	34+62.54	3.00 RT	837.66	587548.66	829700.00	CL; FINISH GRADE
G7	34+80.04	3.00 RT	837.56	587559.51	829713.73	CL; FINISH GRADE
G8	34+93.37	3.00 RT	837.48	587567.78	829724.18	CL; HIGH POINT
G9	35+05.99	3.00 RT	837.40	587575.60	829734.08	CL; FINISH GRADE
G10	35+23.48	3.00 RT	837.30	587586.45	829747.81	CL; FINISH GRADE
G11	34+62.54	14.00 RT	837.44	587540.03	829706.82	FLANGE; EOR
G12	34+80.04	14.00 RT	837.34	587550.88	829720.54	FINISH GRADE
G13	34+93.37	14.00 RT	837.26	587559.15	829731.00	CL; FINISH GRADE
G14	35+05.99	14.00 RT	837.18	587566.97	829740.90	FINISH GRADE
G15	35.23+48	14.00 RT	837.08	587577.82	829754.63	FLANGE; EOR
G16	34+80.64	31.05 RT	837.21	587537.50	829731.12	FLANGE; EOR
G17	34+93.37	31.51 RT	837.43	587545.41	829741.86	CL; FINISH GRADE
G18	35+05.99	31.95 RT	837.36	587552.89	829752.03	FLANGE; EOR
G19	34+80.42	45.96 RT	837.07	587526.04	829740.66	FLANGE; MATCH EXISTING
G20	34+93.37	45.63 RT	837.25	587534.33	829750.62	CL; MATCH EXISTING
G21	35+06.33	45.30 RT	837.12	587542.62	829760.58	FLANGE; MATCH EXISTING
G22	34+67.13	16.50 LT	837.21	587566.81	829691.51	TOC; BOTTOM RAMP
G23	34+66.87	27.00 LT	837.82	587574.88	829684.79	FOW; TOP RAMP
G24	34+72.14	16.50 LT	837.21	587569.91	829695.43	TOC; BOTTOM RAMP
G25	34+71.87	27.00 LT	837.84	587577.98	829688.71	FOW; TOP RAMP
G26	34+93.09	32.00 LT	838.02	587595.06	829702.26	BOW; CARRIAGE WALK
G27	34+94.01	41.96 LT	839.91	587603.45	829696.81	CARRIAGE WALK; MATCH EXISTING
G28	34+96.62	32.00 LT	838.00	587597.25	829705.03	BOW; CARRIAGE WALK
G29	34+97.74	42.00 LT	839.93	587605.79	829699.70	CARRIAGE WALK; MATCH EXISTING
G34	34+68.00	17.53 RT	837.31	587540.65	829713.29	TOC; BOTTOM RAMP
G35	34+68.25	27.00 RT	837.43	587533.37	829719.35	FOW; TOP RAMP
G36	34+68.37	32.00 RT	837.48	587529.52	829722.55	BOW; CORNER
G37	34+68.87	47.00 RT	837.71	587518.06	829732.24	BOW; MATCH EXISTING
G38	34+73.09	20.83 RT	837.25	587541.21	829719.33	TOC; BOTTOM RAMP
G39	34+76.85	27.00 RT	837.18	587538.71	829726.10	TOC; BOTTOM RAMP
G40	34+73.25	27.00 RT	837.38	587536.47	829723.27	FOW; TOP RAMP
G41	34+77.56	32.00 RT	837.14	587535.22	829729.76	TOC; BOTTOM RAMP
G42	34+73.37	32.00 RT	837.43	587532.63	829726.47	FOW; TOP RAMP
G43	34+62.54	31.50 RT	N/A	587526.30	829717.67	17.5-FT RADIUS PT. TO FLANGE
G44	35+16.79	47.00 RT	837.62	587547.77	829769.83	BOW; MATCH EXISTING
G45	35+16.35	31.68 RT	837.39	587559.53	829759.99	BOW; CORNER
G46	35+16.22	26.68 RT	837.34	587563.37	829756.79	FOW; TOP RAMP
G49	35+11.22	26.66 RT	837.29	587560.28	829752.86	FOW; TOP RAMP
G50	35+09.29	26.66 RT	837.23	587559.09	829751.34	TOC; BOTTOM RAMP
G51	35+08.48	31.65 RT	837.28	587554.67	829753.84	TOC; BOTTOM RAMP
G52	35+11.35	31.66 RT	837.34	587556.44	829756.06	FOW; TOP RAMP
G53	35+23.48	31.50 RT	N/A	587514.09	829765.48	17.5-FT RADIUS PT. TO FLANGE
G54	34+50.00	14.00 LT	837.36	587554.22	829679.62	FLANGE; HIGH POINT
G55	34+50.00	14.00 RT	837.48	587532.26	829696.98	FLANGE; HIGH POINT

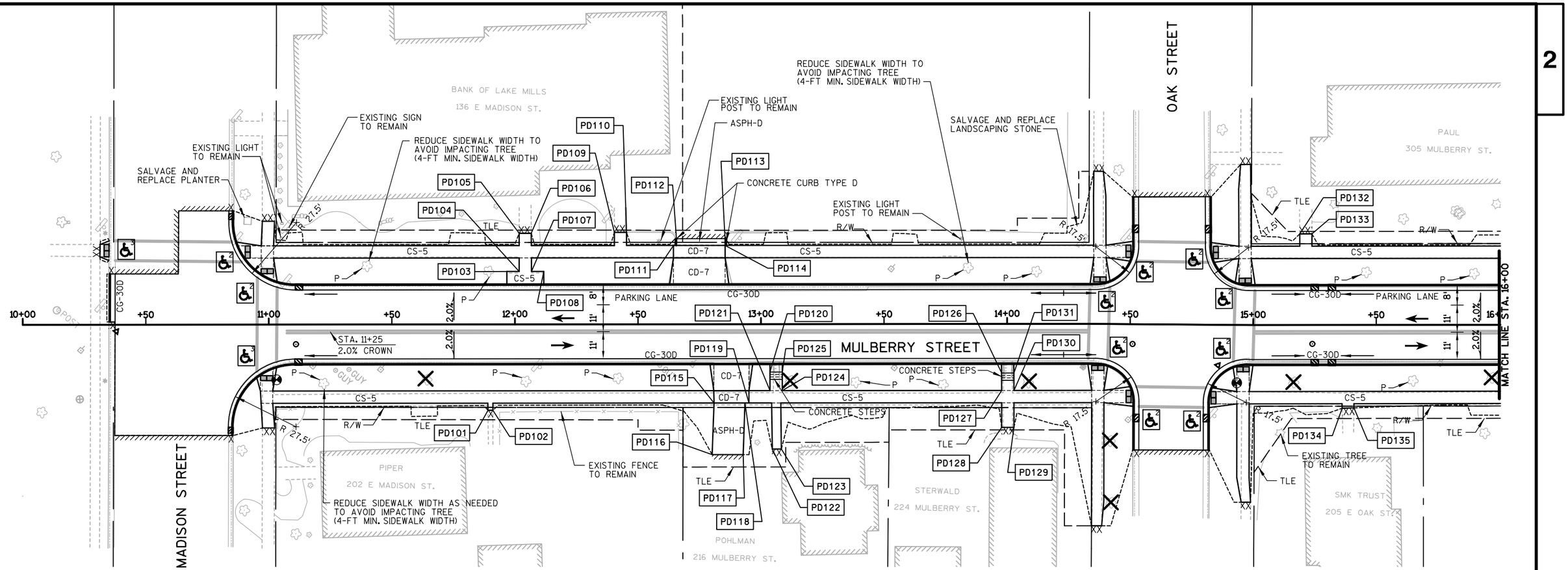
MULBERRY STREET AT O'NEIL STREET



MULBERRY STREET AT GRANT STREET

POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X	REMARKS
H1	35+73.02	95.35 LT	838.57	587694.78	829725.94	FLANGE; MATCH EXISTING
H2	36+03.09	70.62 LT	838.13	587693.86	829765.75	FLANGE; FINISH GRADE
H3	36+22.48	55.06 LT	837.86	587693.30	829790.61	FLANGE; FINISH GRADE
H4	36+41.87	39.49 LT	837.59	587692.73	829815.46	FLANGE; FINISH GRADE
H5	36+57.73	26.76 LT	837.60	587692.27	829835.80	FLANGE; FINISH GRADE
H6	36+68.79	17.88 LT	837.74	587691.94	829849.98	FLANGE; EOR
H7	35+63.07	82.96 LT	838.98	587678.44	829725.57	CL; MATCH EXISTING
H8	35+92.86	57.87 LT	838.50	587677.53	829765.38	CL; FINISH GRADE
H9	36+12.25	42.31 LT	838.20	587676.96	829790.23	CL; FINISH GRADE
H10	36+31.64	26.75 LT	837.90	587676.39	829815.09	CL; FINISH GRADE
H11	35+52.65	70..38 LT	838.05	587662.10	829725.19	FLANGE; FINISH GRADE
H12	35+82.63	45.13 LT	837.65	587661.19	829765.01	FLANGE; ON-GRADE INLET; EOR
H13	36+02.02	29.57 LT	937.60	587660.62	829789.86	FINISH GRADE
H14	35+72.16	14.00 LT	937.02	587629.97	829775.46	FLANGE; EOR
H15	35+89.52	14.00 LT	837.20	587640.66	829789.40	FINISH GRADE
H16	36+21.41	14.00 LT	837.51	587660.06	829814.71	FINISH GRADE
H17	36+47.50	14.02 LT	837.71	587675.93	829835.42	CL; FINISH GRADE
H18	36+48.01	34.57 LT	837.48	587692.55	829823.33	FLANGE; LOW POINT INLET
H19	36+80.33	14.00 LT	837.62	587695.74	829861.27	FLANGE; EOR
H20	35+72.16	3.00 RT	837.36	587616.63	829786.00	CL; FINISH GRADE
H21	35+89.52	3.00 RT	837.53	587627.16	829799.74	CL; FINISH GRADE
H22	36+21.41	3.00 RT	837.85	587646.56	829825.05	CL; FINISH GRADE
H23	36+47.50	3.00 RT	838.05	587662.42	829845.76	CL; FINISH GRADE
H24	36+68.79	3.00 RT	838.03	587675.36	829862.67	CL; FINISH GRADE
H25	36+80.33	3.00 RT	837.96	587682.44	82987.86	CL; FINISH GRADE
H26	35+72.16	14.00 RT	837.14	587608.00	829792.82	FLANGE
H27	35+89.52	14.00 RT	837.32	587618.43	829806.42	FLANGE; FINISH GRADE
H28	36+21.41	14.00 RT	837.63	587637.82	829831.77	FLANGE; FINISH GRADE
H29	36+47.50	14.00 RT	837.83	587653.68	829852.46	FLANGE; FINISH GRADE
H30	36+68.79	14.00 RT	837.81	587666.63	829869.36	FLANGE; FINISH GRADE
H31	36+80.33	14.00 RT	837.74	587673.83	829878.71	FLANGE; FINISH GRADE
H32	35+75.04	27.03 LT	837.80	587642.21	829769.98	FOW; FINISH GRADE
H33	35+62.64	50.88 LT	838.52	587653.00	829745.12	BOW; MATCH EXISTING
H34	35+74.97	32.03 LT	837.85	587646.13	829766.88	BOW; FINISH GRADE
H35	35+86.66	32.21 LT	837.80	587653.38	829776.06	FOW; TOP RAMP
H36	35+86.06	32.21 LT	837.38	587653.38	829776.06	TOC; BOTTOM RAMP
H37	35+86.66	27.20 LT	837.34	587649.04	829778.62	TOC; BOTTOM RAMP
H38	35+80.04	27.11 LT	837.76	587645.31	829773.90	FOW; TOP RAMP
H39	35+72.16	31.50 LT	N/A	587643.70	829764.61	17.5-FT RADIUS PT. TO FLANGE
H40	36+53.66	33.24 LT	837.47	587694.93	829828.63	TOC; BOTTOM RAMP
H41	36+67.79	33.45 LT	837.91	587703.70	829839.72	FOW; TOP RAMP
H42	36+59.77	28.33 LT	837.52	587694.75	829836.46	TOC; BOTTOM RAMP
H43	36+73.95	28.55 LT	837.99	587703.55	829847.59	FOW; TOP RAMP
H44	36+77.86	27.02 LT	838.15	587704.71	829857.62	FOW; TOP RAMP
H45	36+78.05	16.62 LT	837.56	587696.57	829858.09	TOC; BOTTOM RAMP
H46	36+83.36	16.50 LT	837.51	587699.58	829862.09	TOC; BOTTOM RAMP
H47	36+83.36	27.00 LT	838.15	587707.81	829855.55	FOW; TOP RAMP
H48	36+80.33	31.50L T	N/A	587709.44	829850.38	17.5-FT RADIUS PT. TO FLANGE
H49	36+77.61	31.99 LT	838.07	587708.50	829848.40	BOW; CORNER
H50	36+76.69	16.50 RT	837.69	587669.45	829877.15	TOC; BOTTOM RAMP
H51	36+81.39	16.50 RT	837.66	587672.53	829881.09	TOC; BOTTOM RAMP
H52	36+76.86	25.57 RT	838.35	587662.35	829882.80	FOW; TOP RAMP
H53	36+81.39	25.56 RT	838.39	587665.44	829856.73	FOW; TOP RAMP
H54	36+21.33	70.99 LT	838.74	587705.25	829780.00	FOW; MATCH EXISTING
H55	35+50.00	14.00 LT	836.90	587616.23	829758.07	FLANGE; LOW POINT INLET
H56	35+50.00	14.00 RT	837.02	587594.26	829775.43	FLANGE; LOW POINT INLET
H57	36+55.23	14.00 RT	837.85	587658.38	829858.59	FLANGE; HIGH POINT
H58	36+62.91	28.38 LT	837.58	587696.69	829838.92	SW RAMP; BREAK POINT
H59	36+62.83	33.38 LT	837.56	587700.62	829835.82	SW RAMP; BREAK POINT
H60	36+38.17	39.56 LT	838.25	587708.78	829836.30	BOW
H61	36+69.59	44.83 LT	838.72	587713.82	829834.22	DRIVEWAY; MATCH EXISTING
H62	36+47.64	56.04 LT	838.25	587709.38	829809.99	BOW
H63	36+34.89	72.68 LT	838.68	587714.84	829789.85	DRIVEWAY; MATCH EXISTING
H64	36+31.95	68.63 LT	838.43	587709.84	829789.87	BOW

MULBERRY STREET AT GRANT STREET



PD-100 POINTS

POINT NO.	MULBERRY STREET STATION	MULBERRY STREET OFFSET	ELEV.	Y	X	REMARKS
PD101	11+89.02	34.91'RT	MATCH	586,081.03	827,964.25	MATCH EXISTING
PD102	11+91.02	34.91'RT	MATCH	586,082.32	827,965.78	MATCH EXISTING
PD103	11+96.74	21.50'LT	833.51	586,129.16	827,933.83	BOW
PD104	12+01.74	21.50'LT	833.56	586,132.38	827,937.65	BOW
PD105	12+01.77	37.00'LT	MATCH	586,144.26	827,927.69	MATCH EXISTING
PD106	12+06.65	37.00'LT	MATCH	586,147.40	827,931.43	MATCH EXISTING
PD107	12+06.74	21.50'LT	833.62	586,135.60	827,941.48	BOW
PD108	12+11.74	21.50'LT	833.68	586,138.82	827,945.30	BOW
PD109	12+40.42	37.39'LT	MATCH	586,169.44	827,957.01	MATCH EXISTING
PD110	12+45.37	37.38'LT	MATCH	586,172.63	827,960.79	MATCH EXISTING
PD111	12+64.44	32.00'LT	834.78	586,180.79	827,978.85	BOW
PD112	12+65.68	34.71'LT	MATCH	586,183.66	827,978.05	EOP; MATCH EXISTING
PD113	12+85.42	34.77'LT	MATCH	586,196.42	827,993.12	EOP; MATCH EXISTING
PD114	12+85.45	32.00'LT	835.02	586,194.32	827,994.92	BOW
PD115	12+80.86	32.00'RT	835.60	586,142.41	828,032.63	BOW
PD116	12+80.08	53.00'RT	MATCH	586,125.84	828,045.56	DRIVEWAY; MATCH EXISTING
PD117	12+92.73	53.00'RT	MATCH	586,133.99	828,055.24	DRIVEWAY; MATCH EXISTING
PD118	12+93.43	32.00'RT	835.60	586,150.50	828,042.24	BOW
PD119	12+95.07	32.00'RT	835.60	586,151.56	828,043.50	BOW
PD120	13+03.64	19.42'RT	834.94	586,166.71	828,041.96	BOTTOM OF STEP RISER
PD121	13+03.64	27.00'RT	836.52	586,160.91	828,046.84	FOW
PD122	13+04.55	50.71'RT	MATCH	586,143.36	828,062.81	MATCH EXISTING
PD123	13+08.22	50.71'RT	MATCH	586,145.71	828,065.61	MATCH EXISTING
PD124	13+08.64	27.00'RT	836.52	586,164.13	828,050.66	FOW
PD125	13+08.64	19.42'RT	834.94	586,169.93	828,045.78	BOTTOM OF STEP RISER
PD126	13+97.74	19.92'RT	835.99	586,226.93	828,114.27	BOTTOM OF STEP RISER
PD127	13+97.74	27.00'RT	837.53	586,221.51	828,118.82	FOW
PD128	13+97.74	42.00'RT	MATCH	586,210.04	828,128.49	MATCH EXISTING
PD129	14+02.74	42.00'RT	MATCH	586,213.26	828,132.31	MATCH EXISTING
PD130	14+02.74	27.00'RT	837.53	586,224.73	828,122.65	FOW
PD131	14+02.74	19.92'RT	835.99	586,230.15	828,118.09	BOTTOM OF STEP RISER
PD132	15+19.00	37.00'LT	MATCH	586,348.17	828,170.68	MATCH EXISTING
PD133	15+23.93	37.00'LT	MATCH	586,351.34	828,174.45	MATCH EXISTING
PD134	15+36.09	33.82'RT	MATCH	586,305.02	828,229.39	MATCH EXISTING
PD135	15+40.93	33.69'RT	MATCH	586,308.24	828,233.00	MATCH EXISTING

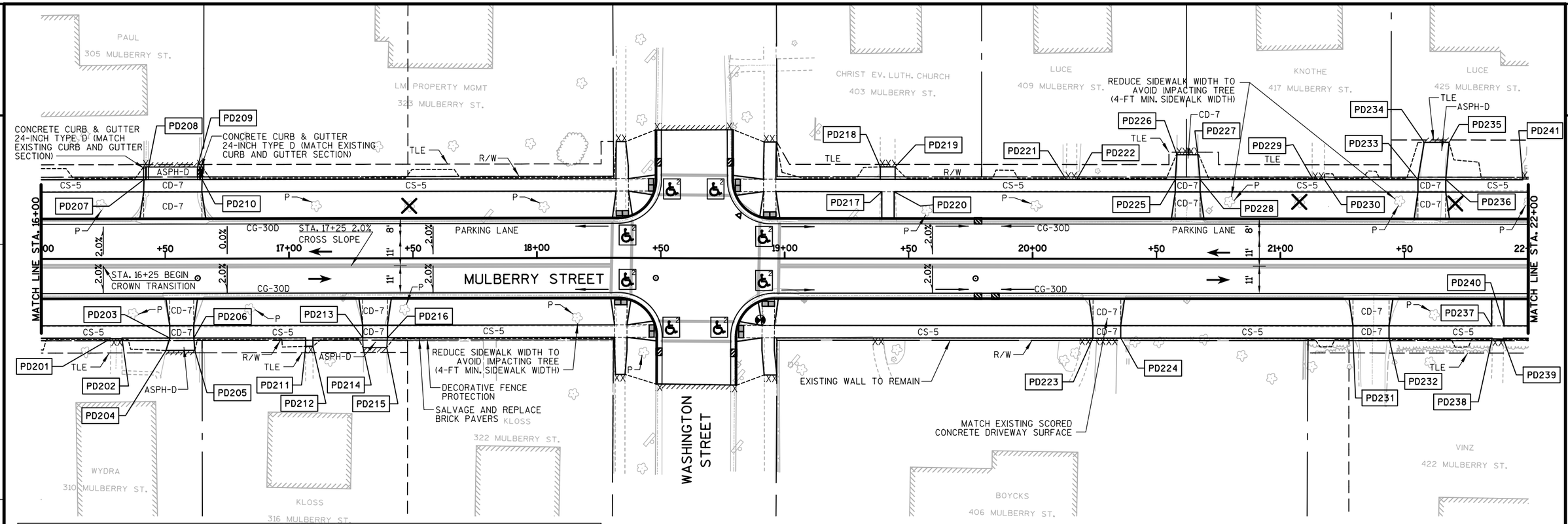
NOTES:

ALL POINTS & RADII ARE TO FLANGE LINE OF CURB AND GUTTER, UNLESS OTHERWISE NOTED.

LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BAD	6-INCHES BASE AGGREGATE DENSE 3/4-INCH
CD-7	CONCRETE DRIVEWAY 7-INCH	P	TREE PROTECTION
CS-5	CONCRETE SIDEWALK 5-INCH	CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X	X	TREE REMOVAL (CLEARING AND GRUBBING)
	TRAFFIC FLOW		
	PROPOSED INLET		
	PROPOSED STORM SEWER MANHOLE		
	CURB RAMP DETECTABLE WARNING FIELD		
	DRAINAGE FLOW ARROW		
//////	SAWING ASPHALT		
XXXXX	SAWING CONCRETE		
------	SLOPE INTERCEPTS		

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PLAN DETAIL - MULBERRY STREET	SHEET 24	E



PD-200 POINTS

POINT NO.	MULBERRY STREET STATION	MULBERRY STREET OFFSET	ELEV.	Y	X	REMARKS
PD201	16+27.83	32.26'RT	MATCH	586,365.32	828,298.54	MATCH EXISTING
PD202	16+32.55	32.27'RT	MATCH	586,368.35	828,302.15	MATCH EXISTING
PD203	16+51.83	32.00'RT	836.58	586,380.98	828,316.72	BOW
PD204	16+50.26	37.00'RT	MATCH	586,376.14	828,318.74	DRIVEWAY; MATCH EXISTING
PD205	16+61.88	37.00'RT	MATCH	586,383.63	828,327.63	DRIVEWAY; MATCH EXISTING
PD206	16+61.49	32.00'RT	836.41	586,387.21	828,324.11	BOW
PD207	16+41.53	32.00'LT	836.44	586,423.29	828,267.61	BOW
PD208	16+43.35	37.00'LT	MATCH	586,428.28	828,265.78	EOP; MATCH EXISTING
PD209	16+63.07	36.99'LT	MATCH	586,440.98	828,280.87	EOP; MATCH EXISTING
PD210	16+64.94	32.00'LT	836.39	586,438.37	828,285.51	BOW
PD211	17+06.65	35.46'RT	MATCH	586,413.66	828,360.88	MATCH EXISTING
PD212	17+09.56	35.45'RT	MATCH	586,415.54	828,363.10	MATCH EXISTING
PD213	17+29.68	32.00'RT	836.73	586,431.14	828,376.26	BOW
PD214	17+29.81	36.06'RT	MATCH	586,428.12	828,378.98	DRIVEWAY; MATCH EXISTING
PD215	17+39.35	36.00'RT	MATCH	586,434.31	828,386.24	DRIVEWAY; MATCH EXISTING
PD216	17+39.67	32.00'RT	836.71	586,437.58	828,383.90	BOW
PD217	19+39.14	27.00'LT	837.72	586,610.93	828,498.77	FOW
PD218	19+38.53	37.00'LT	MATCH	586,618.20	828,491.87	MATCH EXISTING
PD219	19+44.50	37.00'LT	MATCH	586,622.04	828,496.45	MATCH EXISTING
PD220	19+44.14	27.00'LT	837.72	586,614.14	828,502.60	FOW
PD221	20+13.49	32.00'LT	MATCH	586,662.53	828,552.53	MATCH EXISTING
PD222	20+17.83	32.00'LT	MATCH	586,665.32	828,555.86	MATCH EXISTING
PD223	20+24.39	32.00'RT	836.89	586,620.48	828,602.00	BOW
PD224	20+35.60	32.00'RT	836.84	586,627.69	828,610.59	BOW
PD225	20+57.58	32.00'LT	837.72	586,690.85	828,586.32	BOW
PD226	20+58.23	42.00'LT	MATCH	586,698.93	828,580.39	DRIVEWAY; MATCH EXISTING
PD227	20+66.67	42.00'LT	MATCH	586,704.36	828,586.86	DRIVEWAY; MATCH EXISTING
PD228	20+67.55	32.00'LT	837.77	586,697.26	828,593.96	BOW
PD229	21+13.17	32.00'LT	MATCH	586,726.57	828,628.92	BOW
PD230	21+17.76	32.00'LT	MATCH	586,729.52	828,632.44	BOW
PD231	21+29.27	32.00'RT	837.00	586,687.86	828,682.37	BOW
PD232	21+43.83	32.00'RT	837.06	586,697.22	828,693.53	BOW
PD233	21+55.47	32.00'LT	838.53	586,753.74	828,661.33	BOW
PD234	21+57.95	47.00'LT	MATCH	586,766.83	828,653.60	DRIVEWAY; MATCH EXISTING
PD235	21+68.03	47.00'LT	MATCH	586,773.31	828,661.32	DRIVEWAY; MATCH EXISTING
PD236	21+66.69	32.00'LT	838.59	586,760.95	828,669.93	BOW
PD237	21+85.25	27.00'RT	837.20	586,727.66	828,722.06	FOW
PD238	21+85.41	32.29'RT	MATCH	586,723.71	828,725.58	MATCH EXISTING
PD239	21+89.97	32.36'RT	MATCH	586,726.58	828,729.12	MATCH EXISTING
PD240	21+90.25	27.00'RT	837.21	586,730.87	828,725.89	FOW
PD241	21+97.71	32.29'LT	MATCH	586,781.10	828,693.51	MATCH EXISTING

LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BAD	6-INCHES BASE AGGREGATE DENSE 3/4-INCH
CD-7	CONCRETE DRIVEWAY 7-INCH	P	TREE PROTECTION
CS-5	CONCRETE SIDEWALK 5-INCH	CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X	X	TREE REMOVAL (CLEARING AND GRUBBING)
	TRAFFIC FLOW		
	PROPOSED INLET		
	PROPOSED STORM SEWER MANHOLE		
	CURB RAMP DETECTABLE WARNING FIELD		
	DRAINAGE FLOW ARROW		
//////	SAWING ASPHALT		
XXXXX	SAWING CONCRETE		
------	SLOPE INTERCEPTS		

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PLAN DETAIL - MULBERRY STREET	SHEET 25	E

2

FRANKLIN STREET

FARGO STREET

MULBERRY STREET

LUCE
425 MULBERRY ST.

CICERO
505 MULBERRY ST.

O'FARRELL
511 MULBERRY ST.

BRINK TRUST
519 MULBERRY ST.

ARNDT
527 MULBERRY ST.

FORWARD
603 MULBERRY ST.

FRITSCH
609 MULBERRY ST.

VINZ
422 MULBERRY ST.

RT TRUST
512 MULBERRY ST.

RT TRUST
512 MULBERRY ST.

BALAAM TRUST
516 MULBERRY ST.

BLESSING
520 MULBERRY ST.

BRUMM
526 MULBERRY ST.

OLSON
604 MULBERRY ST.

ZIMMERMAN
610 MULBERRY ST.

EXISTING STAIRS TO REMAIN

EXISTING LAMP POST TO REMAIN

EXISTING ROCK WALL TO REMAIN

REDUCE SIDEWALK WIDTH TO AVOID IMPACTING TREE (4-FT MIN. SIDEWALK WIDTH)

EXISTING ROCK WALL TO REMAIN

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (TYP.)

MOVE RRFB AND BASE (BY CITY)

SALVAGE AND REPLACE BRICK EDGING

CONCRETE STEPS

EXISTING PILLARS TO REMAIN

MOVE RRFB AND BASE (BY CITY)

STA. 22+00

STA. 23+50 BEGIN CROSS SLOPE TRANSITION

STA. 24+25 2.0% CROWN

STA. 28+00

MATCH LINE STA. 22+00

MATCH LINE STA. 28+00

10+00 FA

11+00 FA

PARKING LANE

CG-30D

CS-5

CD-7

ASPH-D

BAD

TLE

R/W

PLE

PB-1

PB-2

PB-3

PD301 PD302 PD303 PD304 PD305 PD306 PD307 PD308 PD309 PD310 PD311 PD312 PD313 PD314 PD315 PD316 PD317 PD318 PD319 PD320 PD321 PD322 PD323 PD324 PD325 PD327 PD328 PD329 PD330 PD331 PD332 PD333 PD334 PD335 PD336 PD337 PD338 PD339 PD340 PD341 PD342 PD343 PD344 PD345 PD346 PD347 PD348 PD349 PD350 PD351 PD352 PD353 PD354 PD355 PD356 PD357 PD358 PD359 PD360 PD361

LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BAD	6-INCHES BASE AGGREGATE DENSE 3/4-INCH
CD-7	CONCRETE DRIVEWAY 7-INCH	P	TREE PROTECTION
CS-5	CONCRETE SIDEWALK 5-INCH	CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X	X	TREE REMOVAL (CLEARING AND GRUBBING)
	TRAFFIC FLOW		PULL BOXES STEEL 24X42-INCH
	PROPOSED INLET		
	PROPOSED STORM SEWER MANHOLE		
	CURB RAMP DETECTABLE WARNING FIELD		
	DRAINAGE FLOW ARROW		
//////	SAWING ASPHALT		
XXXXX	SAWING CONCRETE		
------	SLOPE INTERCEPTS		

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PLAN DETAIL - MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\021203_pd.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

PD-300 POINTS

POINT NO.	MULBERRY STREET STATION	MULBERRY STREET OFFSET	ELEV.	Y	X	REMARKS
PD301	22+04.39	32.34'LT	MATCH	586,785.43	828,698.60	MATCH EXISTING
PD302	22+96.82	32.00'RT	838.34	586,795.69	828,810.48	BOW
PD303	22+96.53	42.00'RT	MATCH	586,787.83	828,816.66	DRIVEWAY; MATCH EXISTING
PD304	23+06.62	42.00'RT	MATCH	586,794.28	828,824.41	DRIVEWAY; MATCH EXISTING
PD305	23+06.72	32.00'RT	838.42	586,802.03	828,818.09	BOW
PD306	23+08.59	38.11'RT	838.92	586,798.53	828,823.44	CARRIAGE WALK; CORNER POINT
PD307	23+12.46	41.81'RT	MATCH	586,798.16	828,828.77	MATCH EXISTING
PD308	23+14.39	39.58'RT	MATCH	586,801.11	828,828.83	MATCH EXISTING
PD309	23+10.52	35.86'RT	838.92	586,801.49	828,823.48	CARRIAGE WALK; CORNER POINT
PD310	23+10.33	32.00'RT	838.61	586,804.34	828,820.86	BOW
PD311	23+29.93	36.24'LT	MATCH	586,869.31	828,792.25	MATCH EXISTING
PD312	23+33.87	36.25'LT	MATCH	586,871.85	828,795.27	MATCH EXISTING
PD313	23+63.68	32.00'LT	838.87	586,887.66	828,820.90	BOW
PD314	23+63.76	37.00'LT	MATCH	586,891.55	828,817.75	DRIVEWAY; MATCH EXISTING
PD315	23+74.09	37.00'LT	MATCH	586,898.16	828,825.69	DRIVEWAY; MATCH EXISTING
PD316	23+73.64	32.00'LT	838.87	586,894.03	828,828.55	BOW
PD317	23+87.86	32.00'LT	838.57	586,903.13	828,839.48	BOW
PD318	23+88.25	37.00'LT	MATCH	586,907.22	828,836.57	DRIVEWAY; MATCH EXISTING
PD319	23+98.28	37.00'LT	MATCH	586,913.65	828,844.28	DRIVEWAY; MATCH EXISTING
PD320	23+98.01	32.00'LT	838.57	586,909.62	828,847.27	BOW
PD321	24+06.84	36.58'LT	MATCH	586,918.80	828,851.13	MATCH EXISTING
PD322	24+10.70	36.52'LT	MATCH	586,921.23	828,854.13	MATCH EXISTING
PD323	24+13.07	20.00'RT	837.63	586,879.31	828,892.12	BOTTOM OF STEP RISER
PD324	24+13.07	27.00'RT	840.34	586,873.93	828,896.60	FOW
PD325	24+13.08	32.55'RT	MATCH	586,869.67	828,900.16	MATCH EXISTING
PD327	24+17.70	32.54'RT	MATCH	586,872.64	828,903.71	MATCH EXISTING
PD328	24+18.07	27.00'RT	840.34	586,877.13	828,900.45	FOW
PD329	24+18.07	20.00'RT	837.63	586,882.51	828,895.97	BOTTOM OF STEP RISER
PD330	24+45.77	32.00'RT	838.66	586,891.02	828,924.93	BOW
PD331	24+46.26	42.00'RT	MATCH	586,883.65	828,931.71	DRIVEWAY; MATCH EXISTING
PD332	24+55.92	42.00'RT	MATCH	586,889.83	828,939.13	DRIVEWAY; MATCH EXISTING
PD333	24+55.84	32.00'RT	838.66	586,897.46	828,932.67	BOW
PD334	24+74.80	36.14'RT	MATCH	586,906.41	828,949.89	MATCH EXISTING
PD335	24+78.71	36.18'RT	MATCH	586,908.88	828,952.92	MATCH EXISTING
PD336	24+62.16	32.00'LT	838.29	586,950.68	828,896.57	BOW
PD337	24+62.31	37.00'LT	MATCH	586,954.62	828,893.48	DRIVEWAY; MATCH EXISTING
PD338	24+71.17	37.00'LT	MATCH	586,960.29	828,900.29	DRIVEWAY; MATCH EXISTING
PD339	24+71.58	32.00'LT	838.29	586,956.71	828,903.80	BOW
PD340	25+28.22	36.02'RT	MATCH	586,940.69	828,990.86	MATCH EXISTING
PD341	25+32.08	36.01'RT	MATCH	586,943.17	828,993.82	MATCH EXISTING
PD342	25+50.60	32.00'RT	838.30	586,958.10	829,005.48	BOW
PD343	25+50.84	42.00'RT	MATCH	586,950.57	829,012.07	DRIVEWAY; MATCH EXISTING
PD344	25+63.49	42.00'RT	MATCH	586,958.67	829,021.79	DRIVEWAY; MATCH EXISTING
PD345	25+63.88	32.00'RT	838.30	586,966.60	829,015.68	BOW
PD346	25+67.27	32.00'RT	838.30	586,968.77	829,018.29	BOW
PD347	25+67.00	42.00'RT	MATCH	586,960.92	829,024.48	DRIVEWAY; MATCH EXISTING
PD348	25+75.61	42.00'RT	MATCH	586,966.42	829,031.10	DRIVEWAY; MATCH EXISTING
PD349	25+75.64	32.00'RT	838.30	586,974.13	829,024.72	BOW
PD350	25+91.67	37.00'RT	MATCH	586,980.54	829,040.24	MATCH EXISTING
PD351	25+95.17	37.00'RT	MATCH	586,982.79	829,042.93	MATCH EXISTING
PD352	25+91.54	32.00'LT	MATCH	587,033.48	828,995.98	MATCH EXISTING
PD353	25+94.68	32.00'LT	MATCH	587,035.49	828,998.40	MATCH EXISTING
PD354	27+52.52	32.00'RT	837.28	587,085.67	829,160.91	BOW
PD355	27+52.87	38.83'RT	MATCH	587,080.52	829,165.42	DRIVEWAY; MATCH EXISTING
PD356	27+68.14	38.82'RT	MATCH	587,090.00	829,177.40	DRIVEWAY; MATCH EXISTING
PD357	27+69.06	32.00'RT	837.28	587,095.93	829,173.89	BOW
PD358	27+93.83	27.00'LT	837.52	587,157.57	829,156.74	FOW
PD359	27+94.78	36.00'LT	MATCH	587,165.22	829,151.91	MATCH EXISTING
PD360	27+97.94	36.00'LT	MATCH	587,167.18	829,154.39	MATCH EXISTING
PD361	27+98.83	27.00'LT	837.52	587,160.67	829,160.67	FOW

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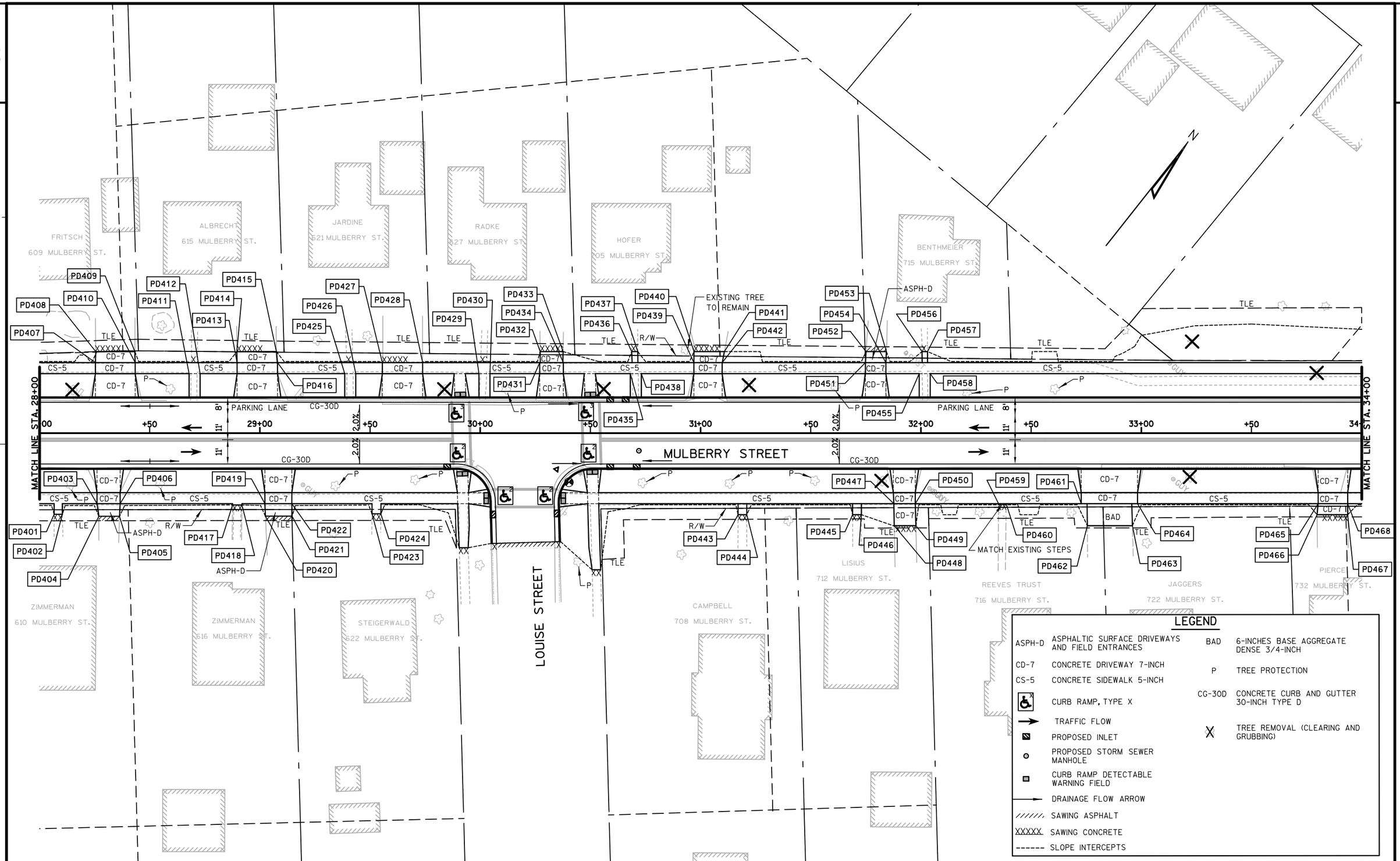
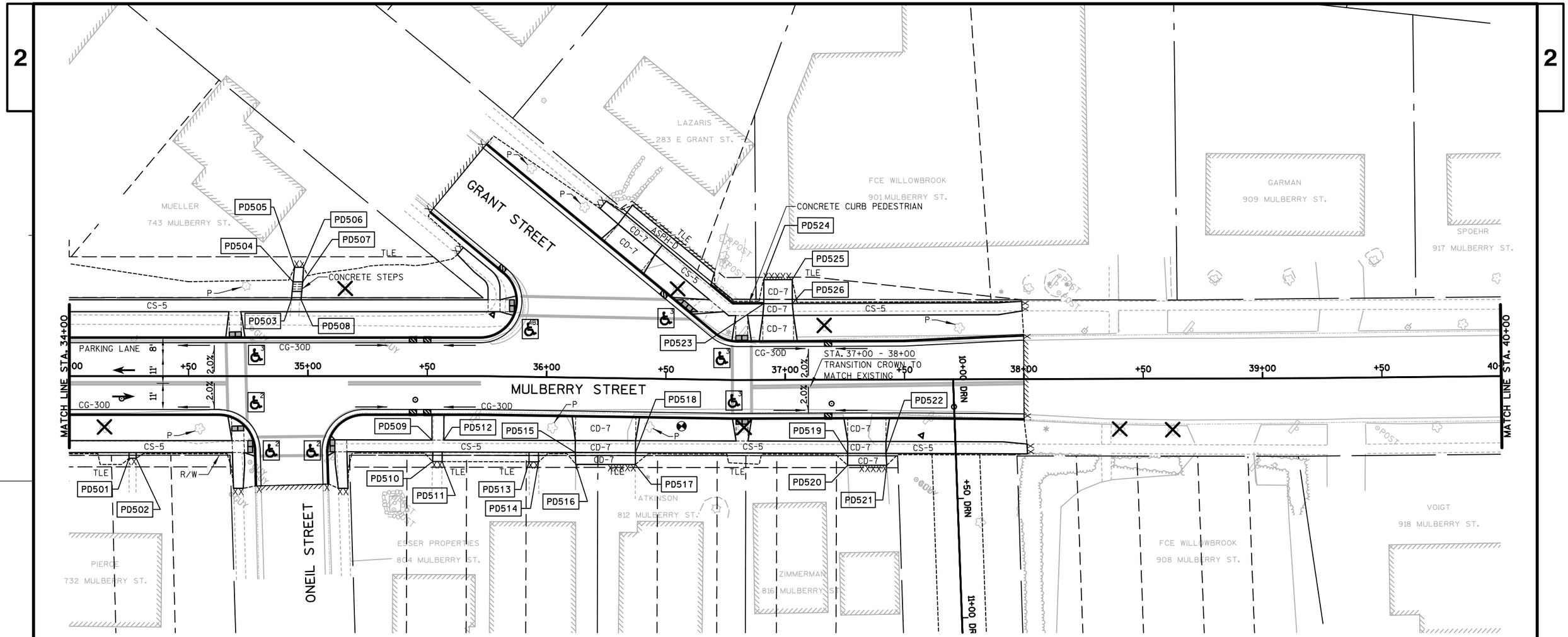


PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PLAN DETAIL - MULBERRY STREET	SHEET 28	E

2

PD-400 POINTS

POINT NO.	MULBERRY STREET STATION	MULBERRY STREET OFFSET	ELEV.	Y	X	REMARKS
PD401	28+06.65	36.82'RT	MATCH	587,115.44	829,206.37	MATCH EXISTING
PD402	28+10.36	36.82'RT	MATCH	587,117.75	829,209.28	MATCH EXISTING
PD403	28+26.08	32.00'RT	837.22	587,131.27	829,218.62	BOW
PD404	28+26.91	37.75'RT	MATCH	587,127.28	829,222.85	DRIVEWAY; MATCH EXISTING
PD405	28+36.33	37.74'RT	MATCH	587,133.12	829,230.23	DRIVEWAY; MATCH EXISTING
PD406	28+36.60	32.00'RT	837.22	587,137.80	829,226.88	BOW
PD407	28+25.38	32.00'LT	837.33	587,181.05	829,178.39	BOW
PD408	28+25.52	37.00'LT	MATCH	587,185.07	829,175.41	DRIVEWAY; MATCH EXISTING
PD409	28+43.30	37.00'LT	MATCH	587,196.09	829,189.35	DRIVEWAY; MATCH EXISTING
PD410	28+43.46	32.00'LT	837.33	587,192.26	829,192.58	BOW
PD411	28+67.87	27.00'LT	837.10	587,203.48	829,214.83	FOW
PD412	28+72.87	27.00'LT	837.10	587,206.58	829,218.75	FOW
PD413	28+89.65	32.00'LT	836.61	587,220.91	829,228.82	BOW
PD414	28+89.57	37.00'LT	MATCH	587,224.78	829,225.65	DRIVEWAY; MATCH EXISTING
PD415	29+07.51	37.00'LT	MATCH	587,235.90	829,239.73	DRIVEWAY; MATCH EXISTING
PD416	29+08.00	32.00'LT	836.61	587,232.29	829,243.22	BOW
PD417	28+87.64	32.59'RT	MATCH	587,168.99	829,267.29	MATCH EXISTING
PD418	28+91.92	32.64'RT	MATCH	587,171.60	829,270.68	MATCH EXISTING
PD419	29+02.30	32.00'RT	837.01	587,178.54	829,278.43	BOW
PD420	29+14.63	37.66'RT	MATCH	587,181.74	829,291.61	DRIVEWAY; MATCH EXISTING
PD421	29+14.63	37.66'RT	MATCH	587,181.74	829,291.61	DRIVEWAY; MATCH EXISTING
PD422	29+14.51	32.00'RT	837.01	587,186.10	829,288.00	BOW
PD423	29+50.89	36.60'RT	MATCH	587,205.06	829,319.40	MATCH EXISTING
PD424	29+54.90	36.65'RT	MATCH	587,207.50	829,322.58	MATCH EXISTING
PD425	29+38.52	27.00'LT	836.30	587,247.29	829,270.26	FOW
PD426	29+43.52	27.00'LT	836.30	587,250.39	829,274.19	FOW
PD427	29+55.60	32.00'LT	836.22	587,261.80	829,280.56	BOW
PD428	29+73.88	32.00'LT	836.06	587,273.13	829,294.90	BOW
PD429	29+99.44	27.00'LT	836.21	587,285.06	829,318.06	FOW
PD430	30+04.44	27.00'LT	836.21	587,288.16	829,321.98	FOW
PD431	30+27.02	32.00'LT	836.27	587,306.08	829,336.60	BOW
PD432	30+27.20	37.00'LT	MATCH	587,310.12	829,333.64	DRIVEWAY; MATCH EXISTING
PD433	30+37.62	37.00'LT	MATCH	587,316.57	829,341.81	DRIVEWAY; MATCH EXISTING
PD434	30+37.70	32.00'LT	836.15	587,312.70	829,344.97	BOW
PD435	30+68.10	27.00'LT	836.23	587,327.63	829,371.93	FOW
PD436	30+68.76	37.00'LT	MATCH	587,335.88	829,366.24	MATCH EXISTING
PD437	30+71.53	37.00'LT	MATCH	587,337.60	829,368.42	MATCH EXISTING
PD438	30+73.10	27.00'LT	836.26	587,330.73	829,375.85	FOW
PD439	30+96.96	32.00'LT	836.22	587,349.44	829,391.47	BOW
PD440	30+97.04	37.00'LT	MATCH	587,353.42	829,388.43	DRIVEWAY; MATCH EXISTING
PD441	31+10.81	37.00'LT	MATCH	587,361.96	829,399.23	DRIVEWAY; MATCH EXISTING
PD442	31+09.78	32.00'LT	836.22	587,357.39	829,401.52	BOW
PD443	31+17.01	37.00'RT	MATCH	587,307.74	829,449.98	MATCH EXISTING
PD444	31+20.94	37.00'RT	MATCH	587,310.18	829,453.07	MATCH EXISTING
PD445	31+68.96	37.00'RT	MATCH	587,339.95	829,490.74	MATCH EXISTING
PD446	31+72.99	37.00'RT	MATCH	587,342.46	829,493.90	MATCH EXISTING
PD447	31+87.69	32.00'RT	836.99	587,355.49	829,502.33	BOW
PD448	31+87.90	42.00'RT	MATCH	587,347.77	829,508.70	DRIVEWAY; MATCH EXISTING
PD449	31+97.70	42.00'RT	MATCH	587,353.85	829,516.39	DRIVEWAY; MATCH EXISTING
PD450	31+97.45	32.00'RT	836.99	587,361.54	829,509.99	BOW
PD451	31+74.83	32.00'LT	836.70	587,397.73	829,452.57	BOW
PD452	31+75.11	37.00'LT	MATCH	587,401.83	829,449.68	DRIVEWAY; MATCH EXISTING
PD453	31+84.31	37.00'LT	MATCH	587,407.53	829,456.90	DRIVEWAY; MATCH EXISTING
PD454	31+84.11	32.00'LT	836.76	587,403.48	829,459.84	BOW
PD455	31+99.23	27.00'LT	836.81	587,408.93	829,474.80	FOW
PD456	32+00.51	37.00'LT	MATCH	587,417.57	829,469.61	MATCH EXISTING
PD457	32+02.98	37.00'LT	MATCH	587,419.11	829,471.55	MATCH EXISTING
PD458	32+04.23	27.00'LT	836.81	587,412.03	829,478.73	FOW
PD459	32+35.22	32.00'RT	MATCH	587,384.96	829,539.63	MATCH EXISTING
PD460	32+38.67	32.00'RT	MATCH	587,387.10	829,542.34	MATCH EXISTING
PD461	32+72.72	32.00'RT	837.39	587,408.21	829,569.05	BOW
PD462	32+75.50	42.00'RT	MATCH	587,402.09	829,577.43	DRIVEWAY; MATCH EXISTING
PD463	32+95.96	42.00'RT	MATCH	587,414.78	829,593.48	DRIVEWAY; MATCH EXISTING
PD464	32+98.29	32.00'RT	837.55	587,424.07	829,589.11	BOW
PD465	33+80.25	32.00'RT	838.01	587,474.88	829,653.41	BOW
PD466	33+79.75	37.00'RT	MATCH	587,470.65	829,656.12	DRIVEWAY; MATCH EXISTING
PD467	33+93.66	37.02'RT	MATCH	587,479.27	829,667.05	DRIVEWAY; MATCH EXISTING
PD468	33+93.67	32.02'RT	838.01	587,483.19	829,663.95	BOW



PD-500 POINTS

POINT NO.	MULBERRY STREET STATION	MULBERRY STREET OFFSET	ELEV.	Y	X	REMARKS
PD501	34+25.06	34.40'RT	MATCH	587,500.79	829,690.06	MATCH EXISTING
PD502	34+28.05	34.40'RT	MATCH	587,502.64	829,692.40	MATCH EXISTING
PD503	34+93.09	32.00'LT	838.02	587,595.06	829,702.26	BOW
PD504	34+93.80	39.50'LT	840.06	587,601.39	829,698.16	TOP OF STEPS
PD505	34+94.37	45.60'LT	MATCH	587,606.53	829,694.83	MATCH EXISTING
PD506	34+98.16	45.60'LT	MATCH	587,608.88	829,697.80	MATCH EXISTING
PD507	34+97.47	39.50'LT	840.06	587,603.66	829,701.04	TOP OF STEPS
PD508	34+96.62	32.00'LT	838.00	587,597.25	829,705.03	BOW
PD509	35+52.00	26.79'RT	838.09	587,585.47	829,784.93	FOW
PD510	35+52.25	35.79'RT	MATCH	587,578.56	829,790.70	MATCH EXISTING
PD511	35+56.23	35.80'RT	MATCH	587,581.02	829,793.83	MATCH EXISTING
PD512	35+57.00	26.79'RT	838.09	587,588.57	829,788.85	FOW
PD513	35+93.22	35.60'RT	MATCH	587,603.53	829,822.50	MATCH EXISTING
PD514	35+97.19	35.55'RT	MATCH	587,605.98	829,825.61	MATCH EXISTING
PD515	36+12.47	31.36'RT	838.10	587,618.60	829,835.20	BOW
PD516	36+12.77	36.36'RT	MATCH	587,614.82	829,838.48	DRIVEWAY; MATCH EXISTING
PD517	36+37.76	36.01'RT	MATCH	587,630.28	829,858.10	DRIVEWAY; MATCH EXISTING
PD518	36+37.69	31.05'RT	838.10	587,634.18	829,855.04	BOW
PD519	37+26.12	30.84'RT	838.17	587,689.16	829,925.02	BOW
PD520	37+26.04	35.84'RT	MATCH	587,685.20	829,928.07	DRIVEWAY; MATCH EXISTING
PD521	37+42.44	35.94'RT	MATCH	587,695.33	829,940.97	DRIVEWAY; MATCH EXISTING
PD522	37+42.13	30.93'RT	838.17	587,699.05	829,937.61	BOW
PD523	36+91.14	32.00'LT	838.69	587,716.56	829,858.53	BOW
PD524	36+91.14	42.00'LT	MATCH	587,724.38	829,852.30	DRIVEWAY; MATCH EXISTING
PD525	37+03.04	42.00'LT	MATCH	587,731.79	829,861.62	DRIVEWAY; MATCH EXISTING
PD526	37+03.08	32.00'LT	838.69	587,723.99	829,867.87	BOW

LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BAD	6-INCHES BASE AGGREGATE DENSE 3/4-INCH
CD-7	CONCRETE DRIVEWAY 7-INCH	P	TREE PROTECTION
CS-5	CONCRETE SIDEWALK 5-INCH	CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X	X	TREE REMOVAL (CLEARING AND GRUBBING)
	TRAFFIC FLOW		
	PROPOSED INLET		
	PROPOSED STORM SEWER MANHOLE		
	CURB RAMP DETECTABLE WARNING FIELD		
	DRAINAGE FLOW ARROW		
//////	SAWING ASPHALT		
XXXXX	SAWING CONCRETE		
------	SLOPE INTERCEPTS		

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PLAN DETAIL - MULBERRY STREET	SHEET 30	E

2

PD-600 POINTS						
POINT NO.	FARGO STREET STATION	FARGO STREET OFFSET	ELEV.	Y	X	REMARKS
PD601	12+56.46	32.00'RT	836.41	586,872.81	829,175.33	BOW
PD602	12+74.52	32.00'RT	836.32	586,858.97	829,186.94	BOW
PD603	13+00.28	32.00'RT	MATCH	586,839.24	829,203.50	DRIVEWAY; MATCH EXISTING
PD604	13+10.78	32.00'RT	MATCH	586,831.20	829,210.25	DRIVEWAY; MATCH EXISTING
PD605	13+67.54	32.00'RT	835.66	586,787.73	829,246.75	BOW
PD606	13+76.73	32.00'RT	835.57	586,780.68	829,252.66	BOW
PD607	13+70.94	32.00'LT	834.46	586,826.27	829,297.95	BOW
PD608	13+80.39	32.00'LT	834.46	586,819.03	829,304.03	BOW
PD609	13+90.17	32.00'LT	834.38	586,811.54	829,310.32	BOW
PD610	14+02.82	32.00'LT	834.34	586,801.86	829,318.45	BOW
PD611	12+46.56	37.00'RT	MATCH	586,869.51	829,171.57	DRIVEWAY; MATCH EXISTING
PD612	12+74.54	37.00'RT	MATCH	586,855.74	829,183.12	DRIVEWAY; MATCH EXISTING
PD613	13+67.59	37.00'RT	MATCH	586,784.47	829,242.95	DRIVEWAY; MATCH EXISTING
PD614	13+76.79	37.00'RT	MATCH	586,777.42	829,248.87	DRIVEWAY; MATCH EXISTING
PD615	13+29.02	36.00'LT	MATCH	586,860.95	829,274.06	CARRIAGE WALK; MATCH EXISTING
PD616	13+33.18	36.00'LT	MATCH	586,857.76	829,276.74	CARRIAGE WALK; MATCH EXISTING
PD617	13+67.88	36.00'LT	MATCH	586,831.19	829,299.05	DRIVEWAY; MATCH EXISTING
PD618	13+79.75	36.00'LT	MATCH	586,822.10	829,306.68	DRIVEWAY; MATCH EXISTING
PD619	13+89.53	36.00'LT	MATCH	586,814.60	829,312.97	DRIVEWAY; MATCH EXISTING
PD620	14+02.76	36.00'LT	MATCH	586,804.47	829,321.47	DRIVEWAY; MATCH EXISTING

FRITSCH 609 MULBERRY ST.
ZIMMERMAN 610 MULBERRY ST.
OLSON 604 MULBERRY ST.
FORWARD 603 MULBERRY ST.
SEVERSON 219 FARGO ST.
NOLAN 227 FARGO ST.
ZIMMERMAN 303 FARGO ST.
ARNDT 527 MULBERRY ST.
BRINK TRUST 519 MULBERRY ST.
BRUMM 526 MULBERRY ST.
BLESSING 520 MULBERRY ST.
BALAAM TRUST 516 MULBERRY ST.
THOMAS 212 FARGO ST.
QUANDT 218 FARGO ST.
TRUMPF 224 FARGO ST.
CAHILL 302 FARGO ST.
MULBERRY STREET
FARGO STREET
BROWNS COURT

10+00 FA · 11+00 FA · 12+00 FA · 13+00 FA · 14+00 FA · 15+00 FA · +50 FA · 28+00 · 27+00 · 26+00 · 25+00 · +50 · 0

2.0% · 14.5' · CG-30D · CS-5 · CD-7 · ASPH · BAD · TLE · P

PD601 · PD602 · PD603 · PD604 · PD605 · PD606 · PD607 · PD608 · PD609 · PD610 · PD611 · PD612 · PD613 · PD614 · PD615 · PD616 · PD617 · PD618 · PD619 · PD620

LEGEND

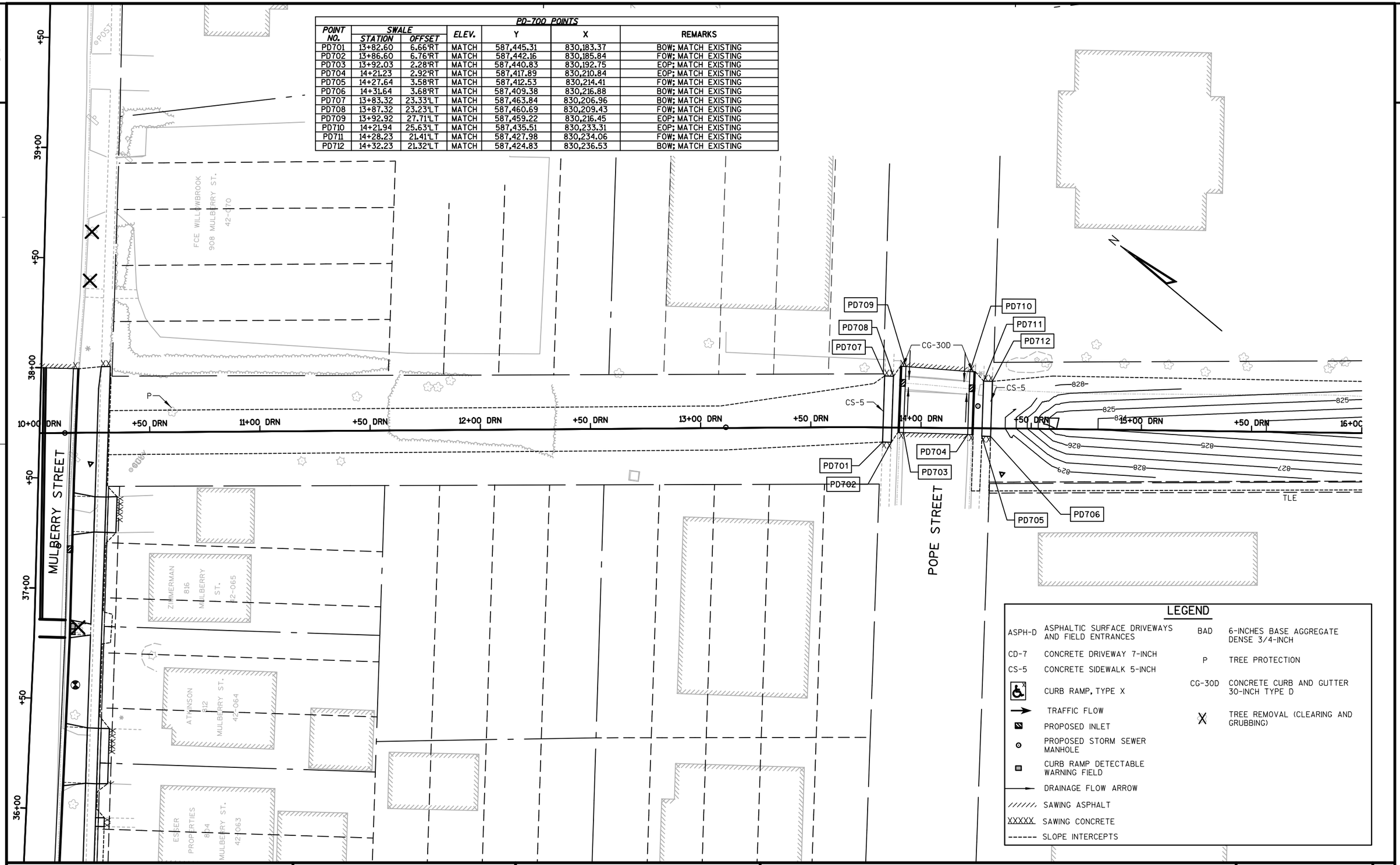
ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BAD	6-INCHES BASE AGGREGATE DENSE 3/4-INCH
CD-7	CONCRETE DRIVEWAY 7-INCH	P	TREE PROTECTION
CS-5	CONCRETE SIDEWALK 5-INCH	CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X	X	TREE REMOVAL (CLEARING AND GRUBBING)
	TRAFFIC FLOW		
	PROPOSED INLET		
	PROPOSED STORM SEWER MANHOLE		
	CURB RAMP DETECTABLE WARNING FIELD		
	DRAINAGE FLOW ARROW		
//////	SAWING ASPHALT		
XXXXX	SAWING CONCRETE		
------	SLOPE INTERCEPTS		

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PLAN DETAIL - FARGO STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\021206_pd.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

PD-700 POINTS

POINT NO.	SWALE STATION	SWALE OFFSET	ELEV.	Y	X	REMARKS
PD701	13+82.60	6.66'RT	MATCH	587,445.31	830,183.37	BOW; MATCH EXISTING
PD702	13+86.60	6.76'RT	MATCH	587,442.16	830,185.84	FOW; MATCH EXISTING
PD703	13+92.03	2.28'RT	MATCH	587,440.83	830,192.75	EOP; MATCH EXISTING
PD704	14+21.23	2.92'RT	MATCH	587,417.89	830,210.84	EOP; MATCH EXISTING
PD705	14+27.64	3.58'RT	MATCH	587,412.53	830,214.41	FOW; MATCH EXISTING
PD706	14+31.64	3.68'RT	MATCH	587,409.38	830,216.88	BOW; MATCH EXISTING
PD707	13+83.32	23.33'LT	MATCH	587,463.84	830,206.96	BOW; MATCH EXISTING
PD708	13+87.32	23.23'LT	MATCH	587,460.69	830,209.43	FOW; MATCH EXISTING
PD709	13+92.92	27.71'LT	MATCH	587,459.22	830,216.45	EOP; MATCH EXISTING
PD710	14+21.94	25.63'LT	MATCH	587,435.51	830,233.31	EOP; MATCH EXISTING
PD711	14+28.23	21.41'LT	MATCH	587,427.98	830,234.06	FOW; MATCH EXISTING
PD712	14+32.23	21.32'LT	MATCH	587,424.83	830,236.53	BOW; MATCH EXISTING



LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BAD	6-INCHES BASE AGGREGATE DENSE 3/4-INCH
CD-7	CONCRETE DRIVEWAY 7-INCH	P	TREE PROTECTION
CS-5	CONCRETE SIDEWALK 5-INCH	CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X	X	TREE REMOVAL (CLEARING AND GRUBBING)
	TRAFFIC FLOW		
	PROPOSED INLET		
	PROPOSED STORM SEWER MANHOLE		
	CURB RAMP DETECTABLE WARNING FIELD		
	DRAINAGE FLOW ARROW		
//////	SAWING ASPHALT		
XXXXX	SAWING CONCRETE		
------	SLOPE INTERCEPTS		

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PLAN DETAIL - SWALE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\021207_pd.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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16+00 DRN | +50 DRN | 17+00 DRN | +50 DRN | 18+00 DRN | +50 DRN | 19+00 DRN | +50 DRN | 20+00 DRN | +50 DRN | 21+00 DRN | +50 DRN

823 824 825 826

TLE

REED STREET

OWEN STREET

GUY

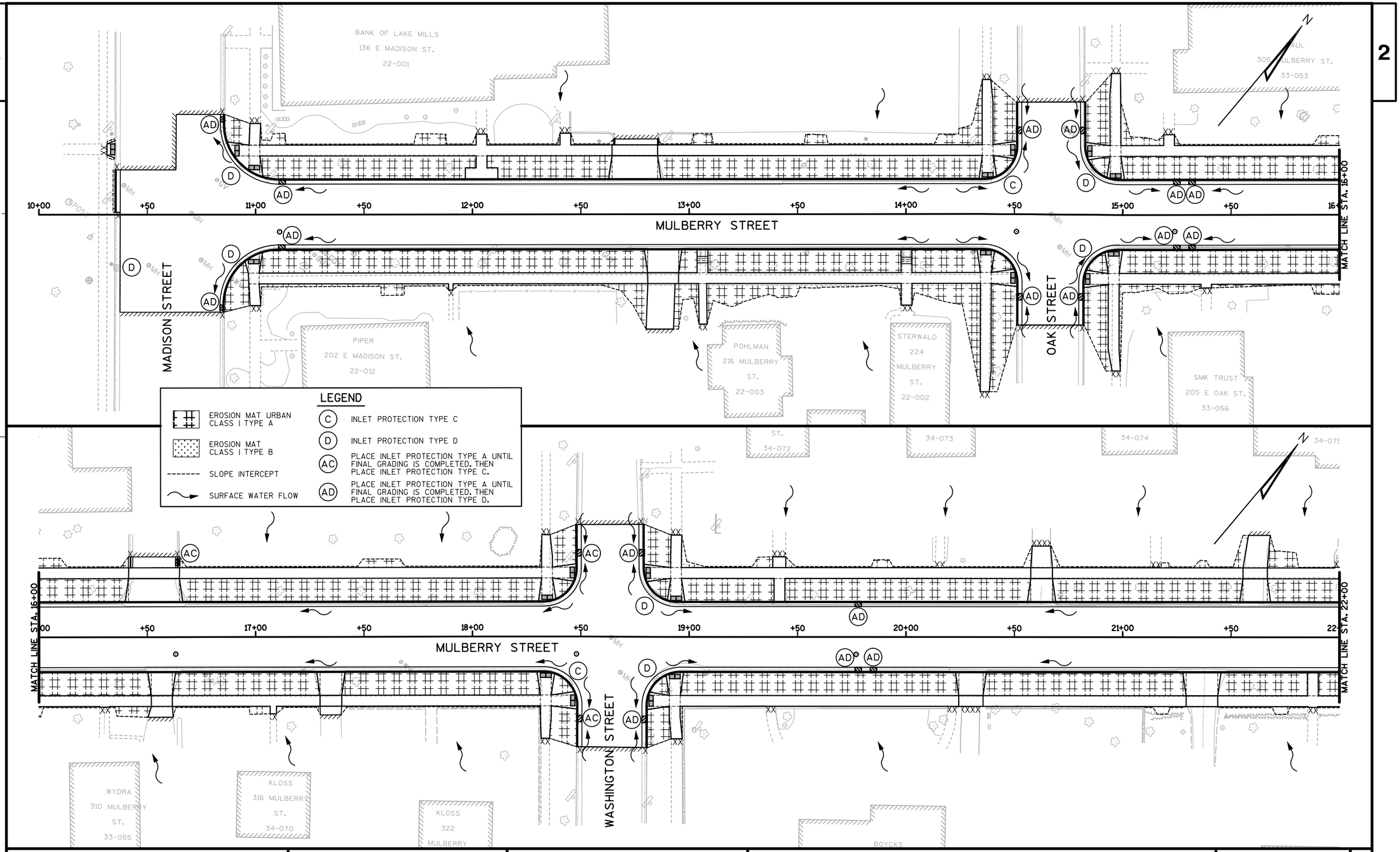
LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	BAD	6-INCHES BASE AGGREGATE DENSE 3/4-INCH
CD-7	CONCRETE DRIVEWAY 7-INCH	P	TREE PROTECTION
CS-5	CONCRETE SIDEWALK 5-INCH	CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X	X	TREE REMOVAL (CLEARING AND GRUBBING)
	TRAFFIC FLOW		
	PROPOSED INLET		
	PROPOSED STORM SEWER MANHOLE		
	CURB RAMP DETECTABLE WARNING FIELD		
	DRAINAGE FLOW ARROW		
//////	SAWING ASPHALT		
XXXXX	SAWING CONCRETE		
------	SLOPE INTERCEPTS		

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PLAN DETAIL - SWALE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\021208_pd.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

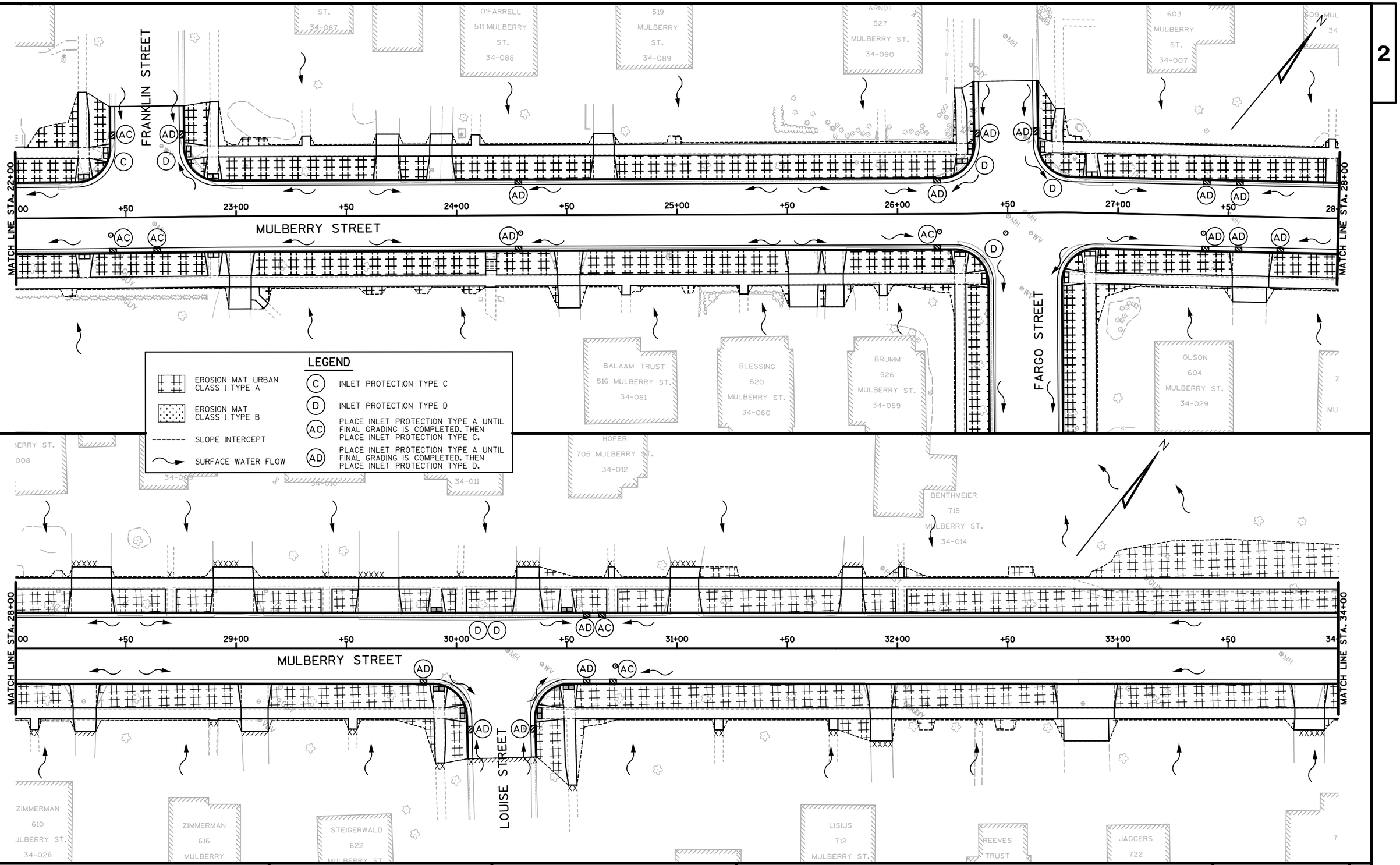
2



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	EROSION CONTROL - MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\022001_ec.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

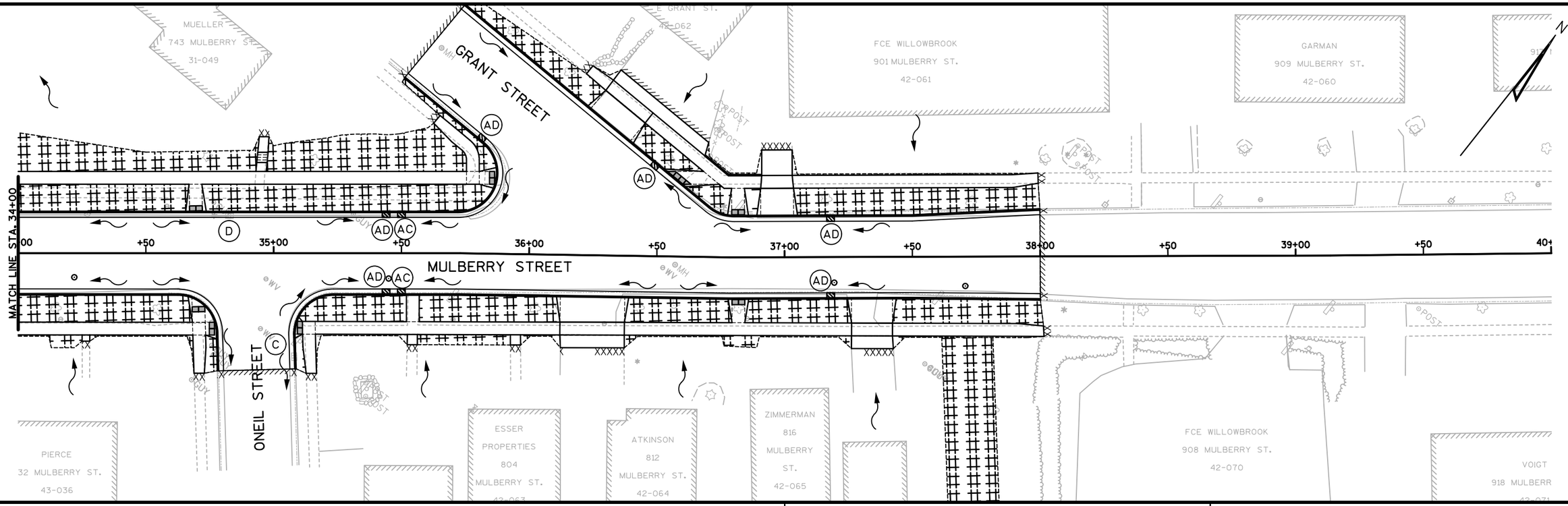
2



LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AC) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE D.

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	EROSION CONTROL - MULBERRY STREET	SHEET 35	E



LEGEND

EROSION MAT URBAN CLASS I TYPE A	(C) INLET PROTECTION TYPE C
EROSION MAT CLASS I TYPE B	(D) INLET PROTECTION TYPE D
------- SLOPE INTERCEPT	(AC) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE C.
SURFACE WATER FLOW	(AD) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE D.

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	EROSION CONTROL - MULBERRY STREET	SHEET 36	E

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AC) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE D.

ZIMMERMAN 610 MULBERRY ST. 34-028

OLSON 604 MULBERRY ST. 34-029

SEVERSON 219 FARGO ST. 34-030

NOLAN 227 FARGO ST. 34-031

ZIMMERMAN 303 FARGO ST. 34-032

28+00 +50 27+00 +50 26+00 +50 25+00

9 FA +50 FA 11+00 FA +50 FA 12+00 FA +50 FA 13+00 FA +50 FA 14+00 FA +50 FA 15+00 FA

FARGO STREET

MULBERRY STREET

BRUMM 526 MULBERRY ST. 34-059

BLESSING 520 MULBERRY ST. 34-060

BALAAM TRUST 516 MULBERRY ST. 34-061

THOMAS 212 FARGO ST. 34-058

QUANDT 218 FARGO ST. 34-057

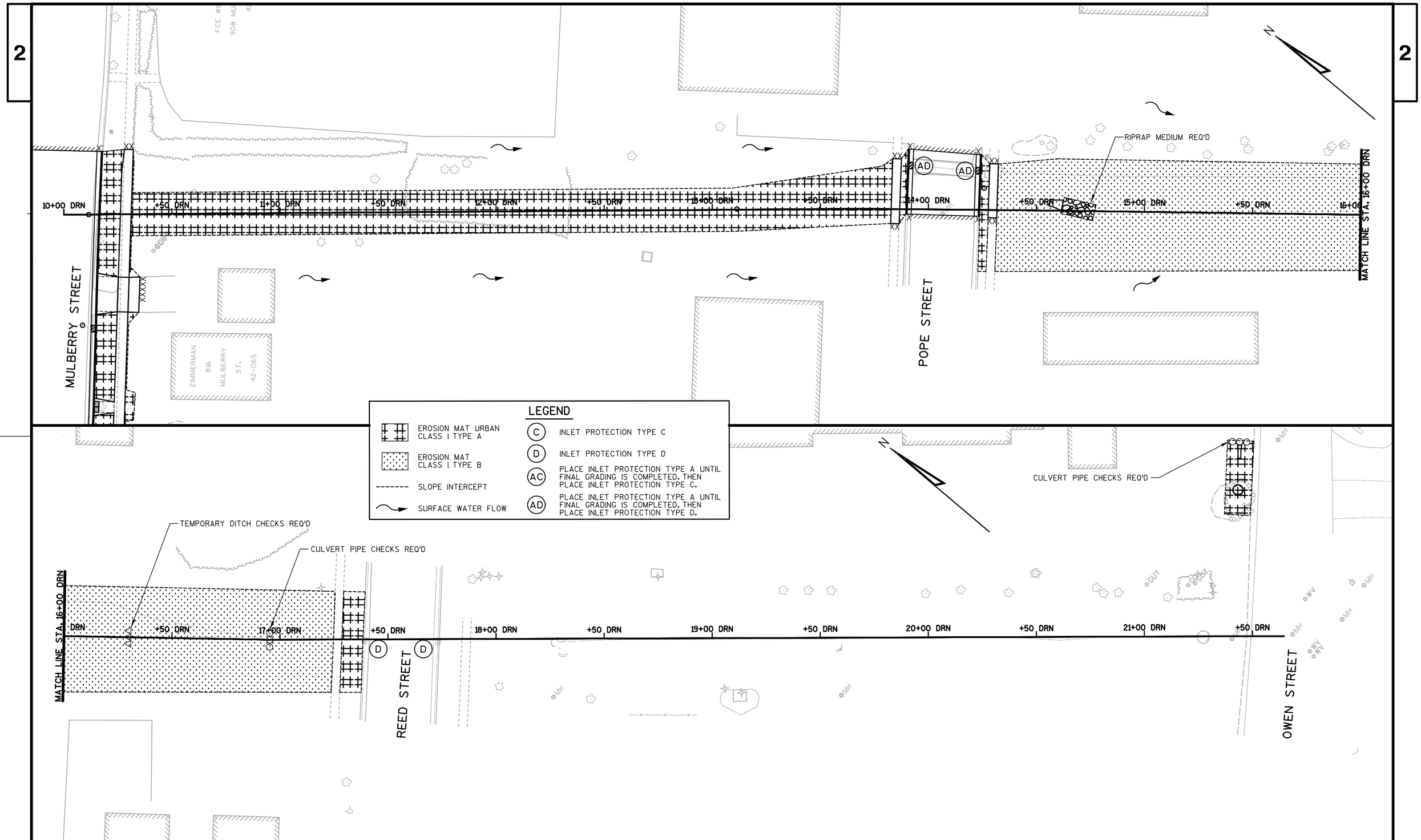
TRUMPF 224 FARGO ST. 34-056

BROWNS COURT

CAHILL 302 FARGO ST. 34-048

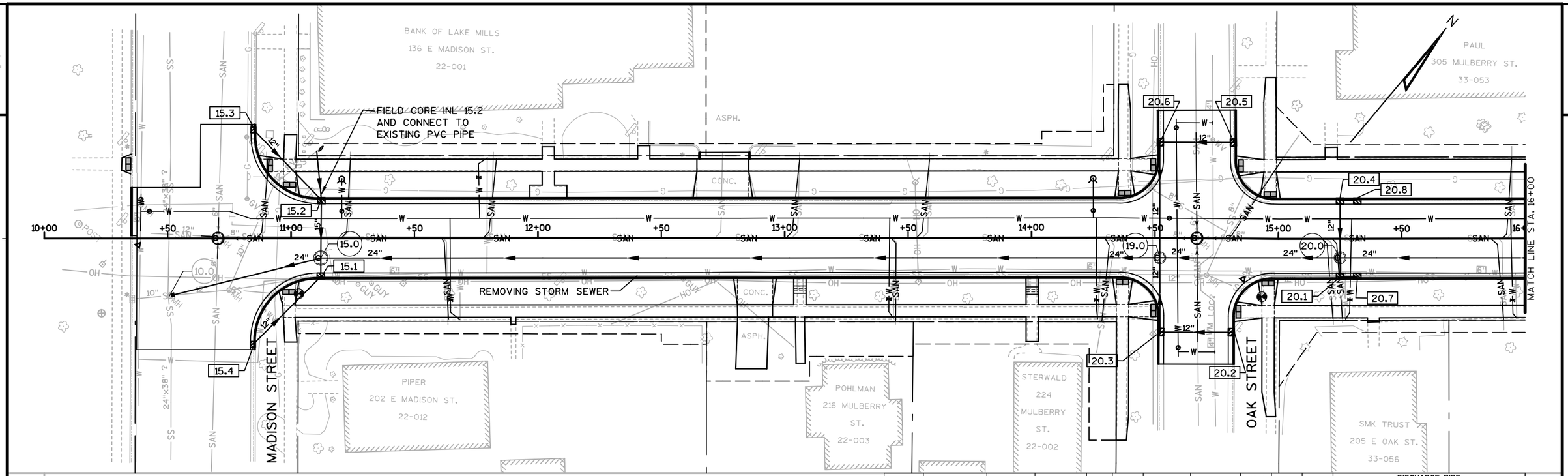
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	EROSION CONTROL - FARGO STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\022004_ec.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

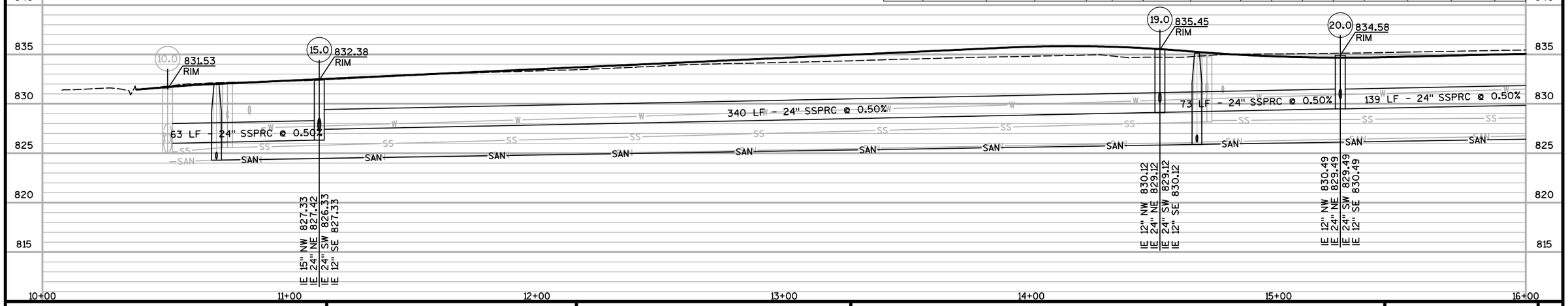


PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	EROSION CONTROL - SWALE	SHEET 38	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\022005_ec.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

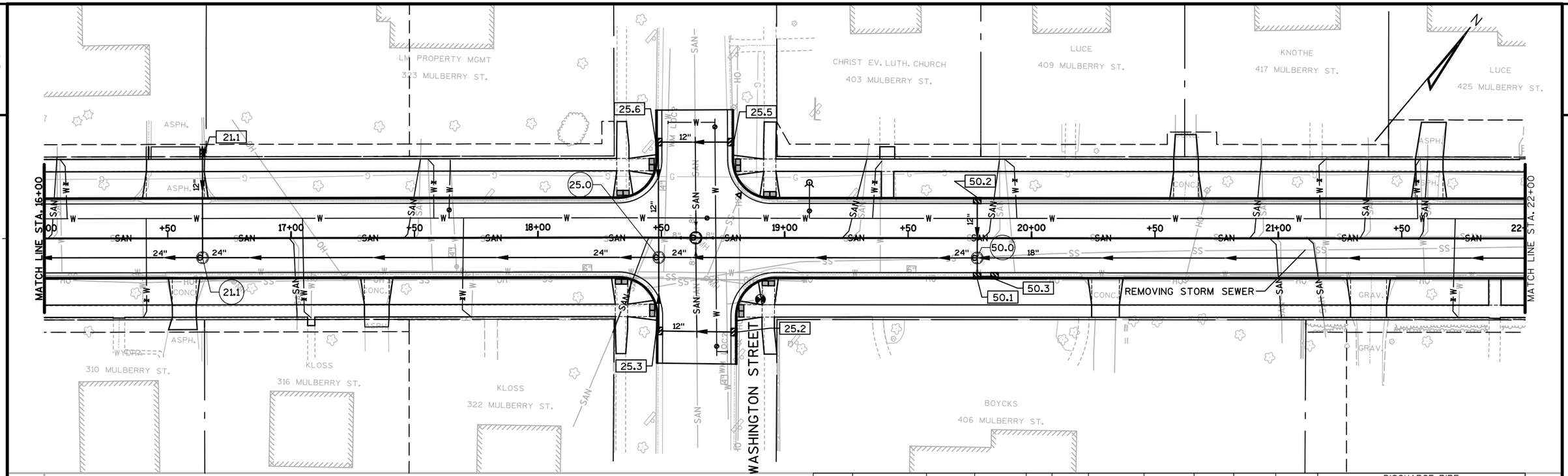


STRUCT NO.	SIZE	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET COVER	MH COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)
10.0	EX.	10+51	23.4'RT	---	---	---	EXISTING	831.53	---	---	---	825.01	---	---	---
15.0	5-FT DIA.	11+12	8.0'RT	63	10.0	---	J-S	832.38	831.13	4.8	24	826.33	826.01	63	0.50%
15.1	2-FT X 3-FT	11+12	15.5'RT	8	15.0	H	---	832.13	831.30	3.89	12	827.41	827.33	8	1.00%
15.2	2-FT X 3-FT	11+12	15.5'LT	24	15.0	H	---	831.99	831.16	3.62	15	827.54	827.33	24	1.00%
15.3	2-FT X 3-FT	10+84.9	43.9'LT	39	15.2	H-S	---	831.75	830.92	2.99	12	827.93	827.54	39	1.00%
15.4	2-FT X 3-FT	10+84.6	42.9'RT	39	15.1	H-S	---	831.92	831.09	3.29	12	827.80	827.41	39	1.00%
19.0	4-FT DIA.	14+52	8.0'RT	340	15.0	---	J-S	835.45	834.20	5.08	24	829.12	827.42	340	0.50%
20.0	4-FT DIA.	15+25	7.7'RT	73	19.0	---	J-S	834.58	833.33	3.84	24	829.49	829.12	73	0.50%
20.1	2-FT X 3-FT	15+25	15.5'RT	8	20.0	H-S	---	834.27	833.44	2.87	12	830.57	830.49	8	1.00%
20.2	2-FT X 3-FT	14+81.5	38.0'RT	29	20.3	H	---	834.79	833.96	3.25	12	830.71	830.42	29	1.00%
20.3	2-FT X 3-FT	14+52.3	38.1'RT	30	19.0	H-S	---	834.75	833.92	3.5	12	830.42	830.12	30	1.00%
20.4	2-FT X 3-FT	15+25	15.5'LT	23	20.0	H-S	---	834.14	833.31	2.59	12	830.72	830.49	23	1.00%
20.5	2-FT X 3-FT	14+81.8	38.8'LT	31	20.6	H	---	834.59	833.76	2.86	12	830.90	830.59	31	1.00%
20.6	2-FT X 3-FT	14+51.7	38.7'LT	47	19.0	H-S	---	834.63	833.80	3.21	12	830.59	830.12	47	1.00%
20.7	2-FT X 3-FT	15+32	15.5'RT	7	20.1	H-S	---	834.27	833.44	2.8	12	830.64	830.57	7	1.00%
20.8	2-FT X 3-FT	15+32	15.5'LT	7	20.4	H-S	---	834.15	833.32	2.53	12	830.79	830.72	7	1.00%

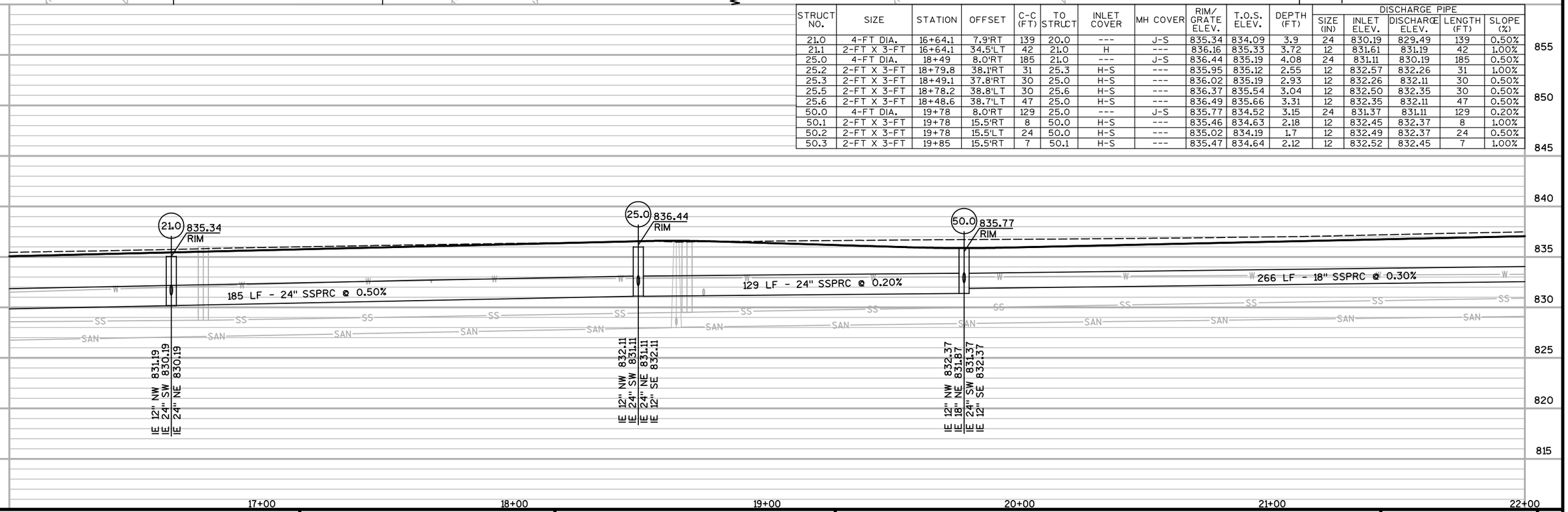


PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	STORM SEWER - MULBERRY STREET	SHEET	E

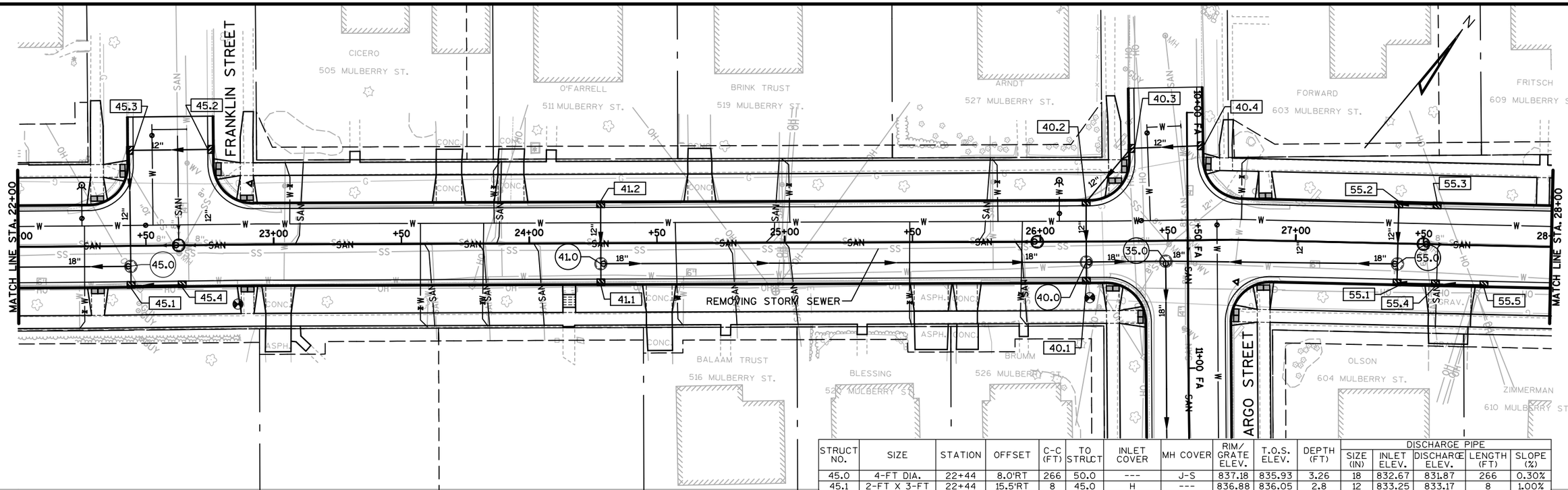
FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\022501_ss.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41



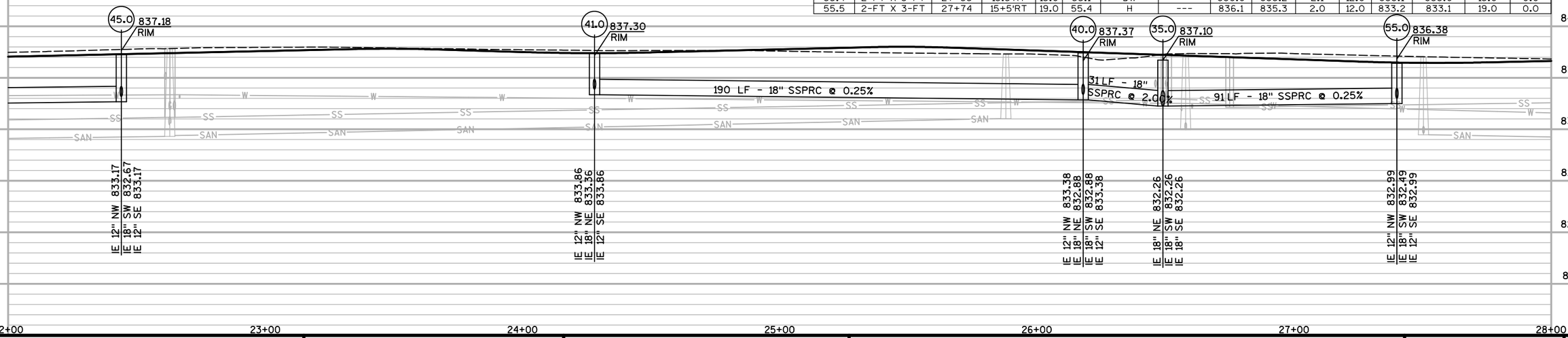
STRUCT NO.	SIZE	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET COVER	MH COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)
21.0	4-FT DIA.	16+64.1	7.9'RT	139	20.0	---	J-S	835.34	834.09	3.9	24	830.19	829.49	139	0.50%
21.1	2-FT X 3-FT	16+64.1	34.5'LT	42	21.0	H	---	836.16	835.33	3.72	12	831.61	831.19	42	1.00%
25.0	4-FT DIA.	18+49	8.0'RT	185	21.0	---	J-S	836.44	835.19	4.08	24	831.11	830.19	185	0.50%
25.2	2-FT X 3-FT	18+79.8	38.1'RT	31	25.3	H-S	---	835.95	835.12	2.55	12	832.57	832.26	31	1.00%
25.3	2-FT X 3-FT	18+49.1	37.8'RT	30	25.0	H-S	---	836.02	835.19	2.93	12	832.26	832.11	30	0.50%
25.5	2-FT X 3-FT	18+78.2	38.8'LT	30	25.6	H-S	---	836.37	835.54	3.04	12	832.50	832.35	30	0.50%
25.6	2-FT X 3-FT	18+48.6	38.7'LT	47	25.0	H-S	---	836.49	835.66	3.31	12	832.35	832.11	47	0.50%
50.0	4-FT DIA.	19+78	8.0'RT	129	25.0	---	J-S	835.77	834.52	3.15	24	831.37	831.11	129	0.20%
50.1	2-FT X 3-FT	19+78	15.5'RT	8	50.0	H-S	---	835.46	834.63	2.18	12	832.45	832.37	8	1.00%
50.2	2-FT X 3-FT	19+78	15.5'LT	24	50.0	H-S	---	835.02	834.19	1.7	12	832.49	832.37	24	0.50%
50.3	2-FT X 3-FT	19+85	15.5'RT	7	50.1	H-S	---	835.47	834.64	2.12	12	832.52	832.45	7	1.00%



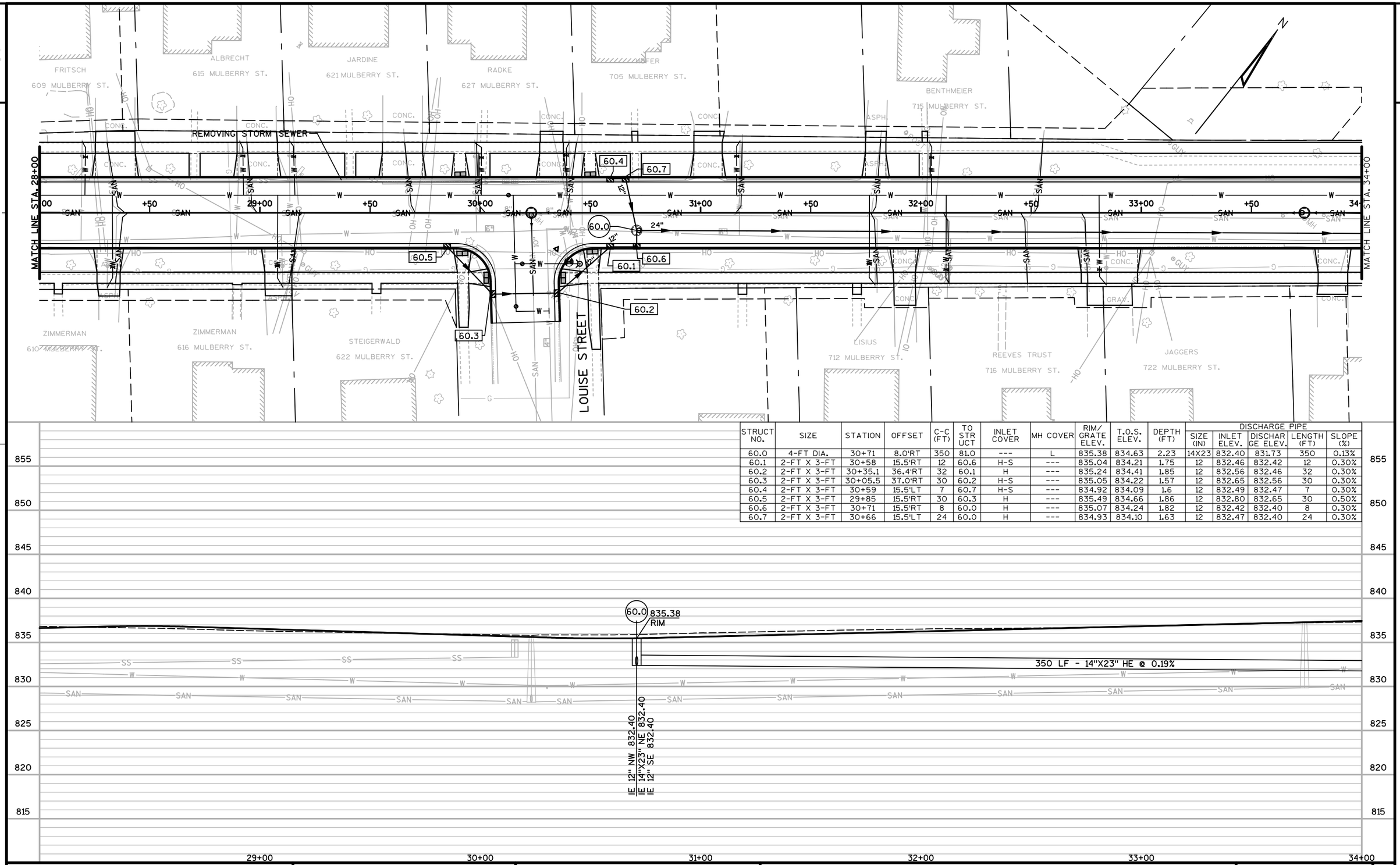
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	STORM SEWER - MULBERRY STREET	SHEET 40	E



STRUCT NO.	SIZE	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET COVER	MH COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE				
											SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)
45.0	4-FT DIA.	22+44	8.0'RT	266	50.0	---	J-S	837.18	835.93	3.26	18	832.67	831.87	266	0.30%
45.1	2-FT X 3-FT	22+44	15.5'RT	8	45.0	H	---	836.88	836.05	2.8	12	833.25	833.17	8	1.00%
45.2	2-FT X 3-FT	22+76.1	37.4'LT	32	45.3	H-S	---	837.53	836.70	3.14	12	833.56	833.40	32	0.50%
45.3	2-FT X 3-FT	22+43.9	37.4'LT	45	45.0	H	---	837.78	836.95	3.55	12	833.40	833.17	45	0.50%
45.4	2-FT X 3-FT	22+64	15.5'RT	20	45.1	H	---	836.99	836.16	2.81	12	833.35	833.25	20	0.50%
35.0	4-FT DIA.	26+49	8.0'RT	372	30.0	---	J-S	837.10	835.85	3.59	18	832.26	828.54	372	1.00%
40.0	4-FT DIA.	26+18	8.0'RT	31	35.0	---	J-S	837.37	836.12	3.24	18	832.88	832.26	31	2.00%
40.1	2-FT X 3-FT	26+18	15.5'RT	8	40.0	H	---	837.07	836.24	2.78	12	833.46	833.38	8	1.00%
40.2	2-FT X 3-FT	26+18	15.5'LT	24	40.0	H-S	---	836.95	836.12	2.62	12	833.50	833.38	24	0.50%
40.3	2-FT X 3-FT	26+36	36.3'LT	27	40.2	H	---	837.50	836.67	3.03	12	833.64	833.50	27	0.50%
40.4	2-FT X 3-FT	26+63.6	37.0'LT	28	40.3	H	---	837.22	836.39	2.61	12	833.78	833.64	28	0.50%
41.0	4-FT DIA.	24+28	8.0'RT	190.0	40.0	---	J-S	837.3	836.0	2.7	18.0	833.4	832.9	190.0	0.0
41.1	2-FT X 3-FT	24+28	15.5'RT	8.0	41.0	H-S	---	837.0	836.1	2.2	12.0	833.9	833.9	8.0	0.0
41.2	2-FT X 3-FT	24+28	15.5'LT	24.0	41.0	H-S	---	836.9	836.0	2.0	12.0	834.0	833.9	24.0	0.0
55.0	4-FT DIA.	27+40	8.0'RT	91	35.0	---	J-S	836.38	835.13	2.64	18	832.49	832.26	91	0.25%
55.1	2-FT X 3-FT	27+40	15.5'RT	8	55.0	H	---	836.07	835.24	2.21	12	833.03	832.99	8	0.50%
55.2	2-FT X 3-FT	27+40	15.5'LT	24	55.0	H	---	835.95	835.12	2.01	12	833.11	832.99	24	0.50%
55.3	2-FT X 3-FT	27+55	15.5'LT	15.0	55.2	H-S	---	835.9	835.1	1.9	12.0	833.2	833.1	15.0	0.0
55.4	2-FT X 3-FT	27+55	15.5'RT	15.0	55.1	DW	---	836.0	835.2	2.1	12.0	833.1	833.0	15.0	0.0
55.5	2-FT X 3-FT	27+74	15+5'RT	19.0	55.4	H	---	836.1	835.3	2.0	12.0	833.2	833.1	19.0	0.0



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	STORM SEWER - MULBERRY STREET	SHEET 41	E

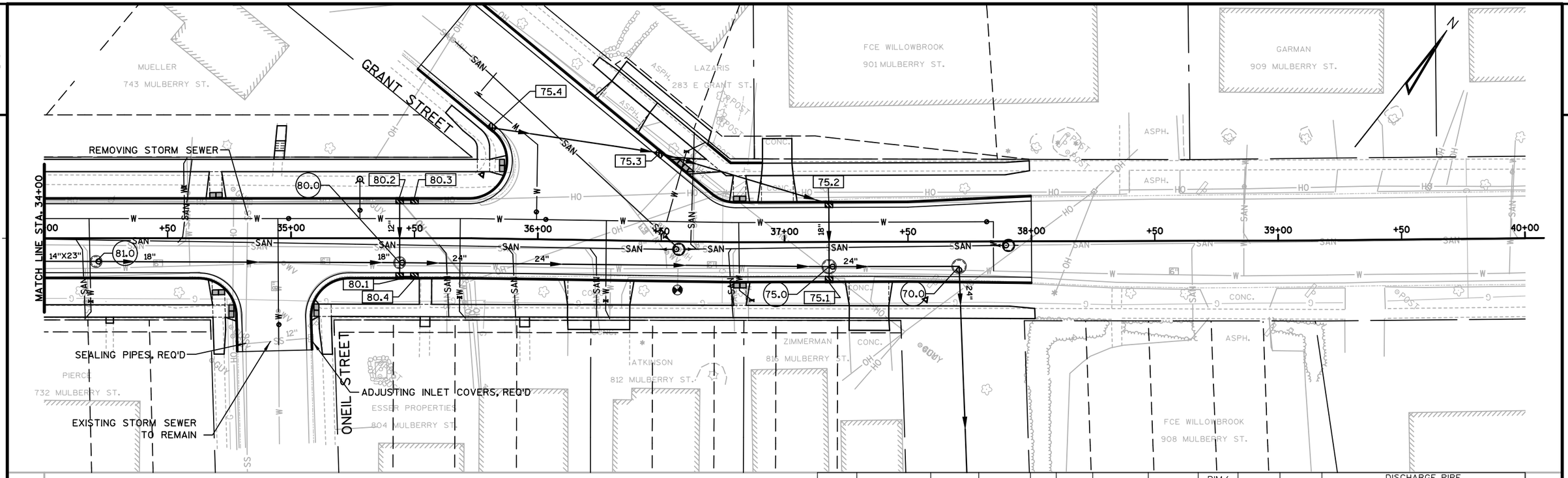


STRUCT NO.	SIZE	STATION	OFFSET	C-C (FT)	TO STR UCT	INLET COVER	MH COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE				
											SIZE (IN)	INLET ELEV.	DISCHAR GE ELEV.	LENGTH (FT)	SLOPE (%)
60.0	4-FT DIA.	30+71	8.0'RT	350	81.0	---	L	835.38	834.63	2.23	14X23	832.40	831.73	350	0.13%
60.1	2-FT X 3-FT	30+58	15.5'RT	12	60.6	H-S	---	835.04	834.21	1.75	12	832.46	832.42	12	0.30%
60.2	2-FT X 3-FT	30+35.1	36.4'RT	32	60.1	H	---	835.24	834.41	1.85	12	832.56	832.46	32	0.30%
60.3	2-FT X 3-FT	30+05.5	37.0'RT	30	60.2	H-S	---	835.05	834.22	1.57	12	832.65	832.56	30	0.30%
60.4	2-FT X 3-FT	30+59	15.5'LT	7	60.7	H-S	---	834.92	834.09	1.6	12	832.49	832.47	7	0.30%
60.5	2-FT X 3-FT	29+85	15.5'RT	30	60.3	H	---	835.49	834.66	1.86	12	832.80	832.65	30	0.50%
60.6	2-FT X 3-FT	30+71	15.5'RT	8	60.0	H	---	835.07	834.24	1.82	12	832.42	832.40	8	0.30%
60.7	2-FT X 3-FT	30+66	15.5'LT	24	60.0	H	---	834.93	834.10	1.63	12	832.47	832.40	24	0.30%

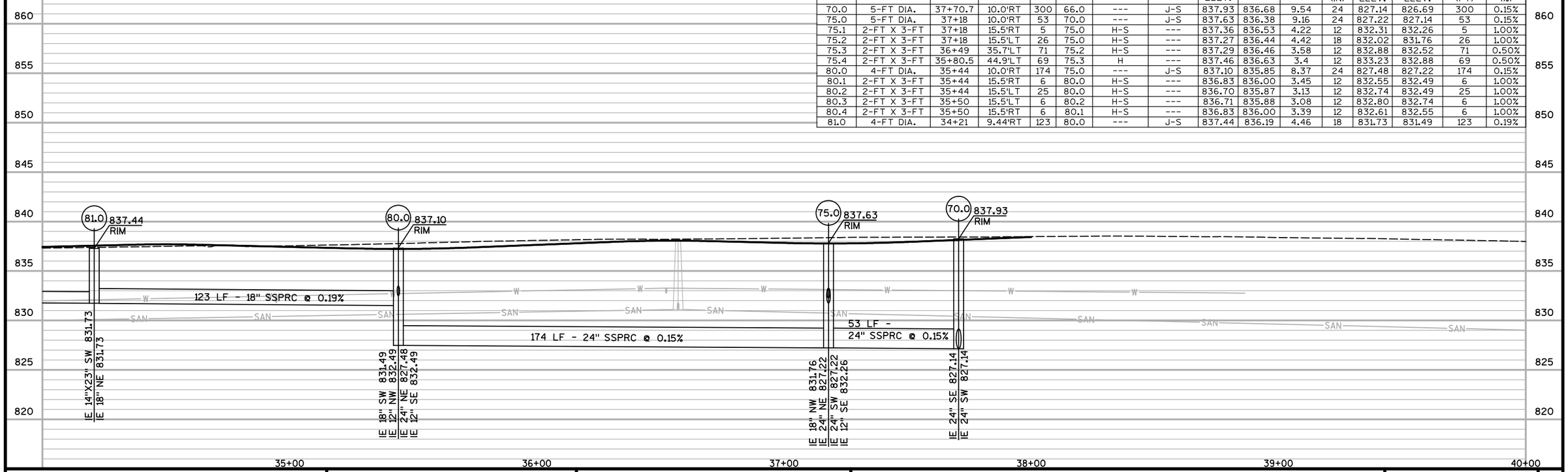
855 850 845 840 835 830 825 820 815

29+00 30+00 31+00 32+00 33+00 34+00

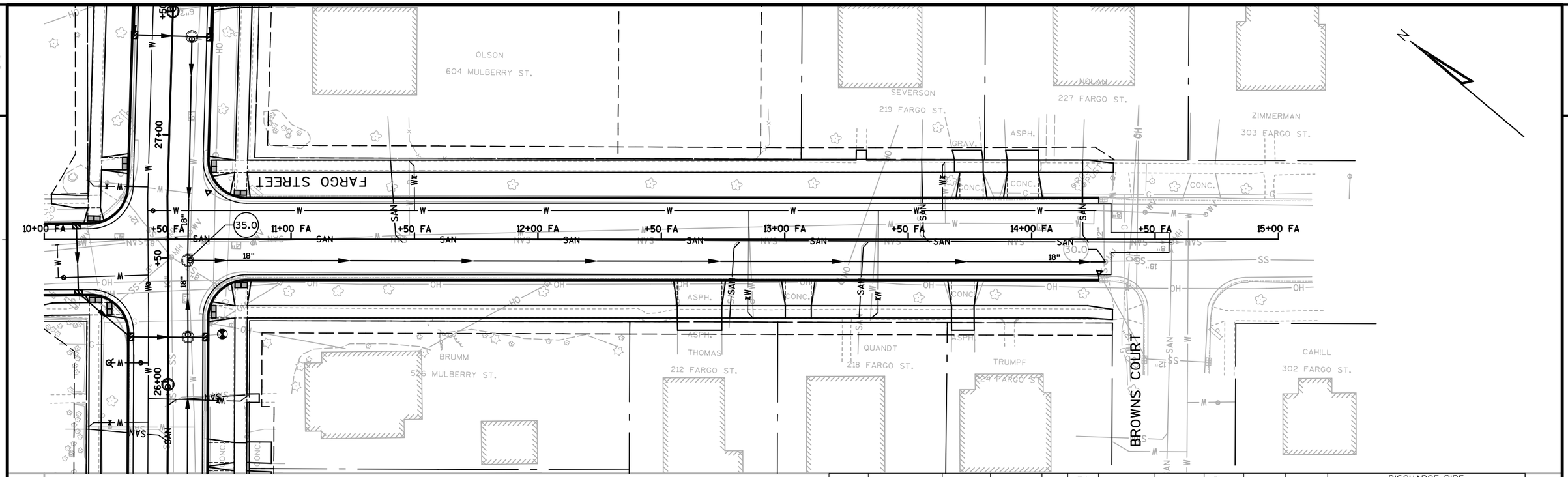
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	STORM SEWER - MULBERRY STREET	SHEET 42	E



STRUCT NO.	SIZE	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET COVER	MH COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)
70.0	5-FT DIA.	37+70.7	10.0'RT	300	66.0	---	J-S	837.93	836.68	9.54	24	827.14	826.69	300	0.15%
75.0	5-FT DIA.	37+18	10.0'RT	53	70.0	---	J-S	837.63	836.38	9.16	24	827.22	827.14	53	0.15%
75.1	2-FT X 3-FT	37+18	15.5'RT	5	75.0	H-S	---	837.36	836.53	4.22	12	832.31	832.26	5	1.00%
75.2	2-FT X 3-FT	37+18	15.5'LT	26	75.0	H-S	---	837.27	836.44	4.42	18	832.02	831.76	26	1.00%
75.3	2-FT X 3-FT	36+49	35.7'LT	71	75.2	H-S	---	837.29	836.46	3.58	12	832.88	832.52	71	0.50%
75.4	2-FT X 3-FT	35+80.5	44.9'LT	69	75.3	H	---	837.46	836.63	3.4	12	833.23	832.88	69	0.50%
80.0	4-FT DIA.	35+44	10.0'RT	174	75.0	---	J-S	837.10	835.85	8.37	24	827.48	827.22	174	0.15%
80.1	2-FT X 3-FT	35+44	15.5'RT	6	80.0	H-S	---	836.83	836.00	3.45	12	832.55	832.49	6	1.00%
80.2	2-FT X 3-FT	35+44	15.5'LT	25	80.0	H-S	---	836.70	835.87	3.13	12	832.74	832.49	25	1.00%
80.3	2-FT X 3-FT	35+50	15.5'LT	6	80.2	H-S	---	836.71	835.88	3.08	12	832.80	832.74	6	1.00%
80.4	2-FT X 3-FT	35+50	15.5'RT	6	80.1	H-S	---	836.83	836.00	3.39	12	832.61	832.55	6	1.00%
81.0	4-FT DIA.	34+21	9.44'RT	123	80.0	---	J-S	837.44	836.19	4.46	18	831.73	831.49	123	0.19%

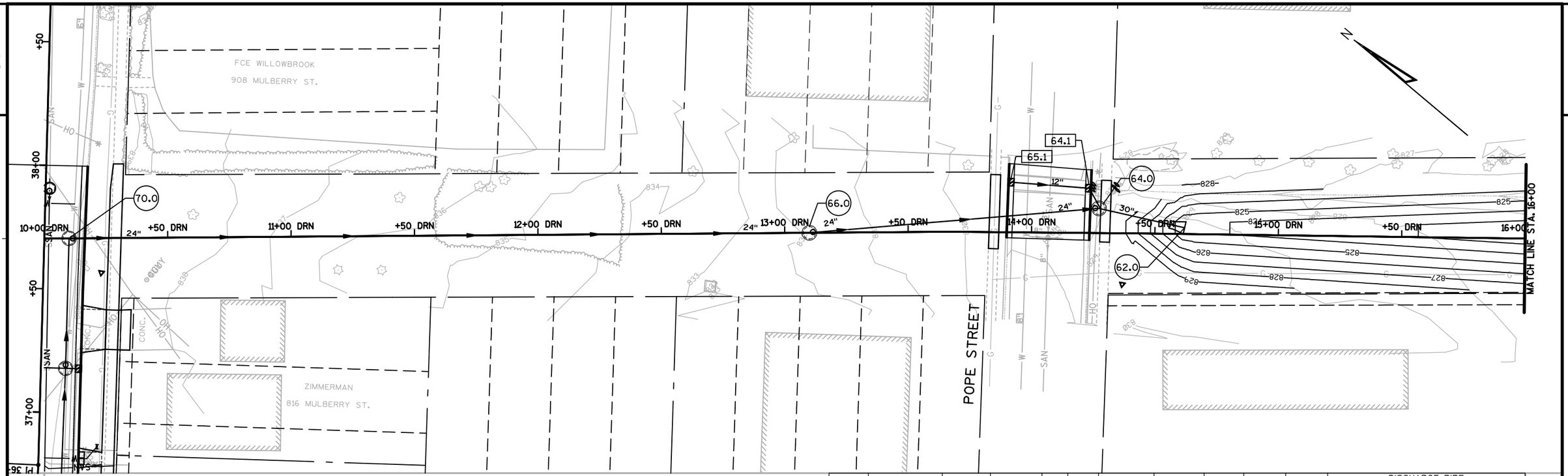


PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	STORM SEWER - MULBERRY STREET	SHEET 43	E

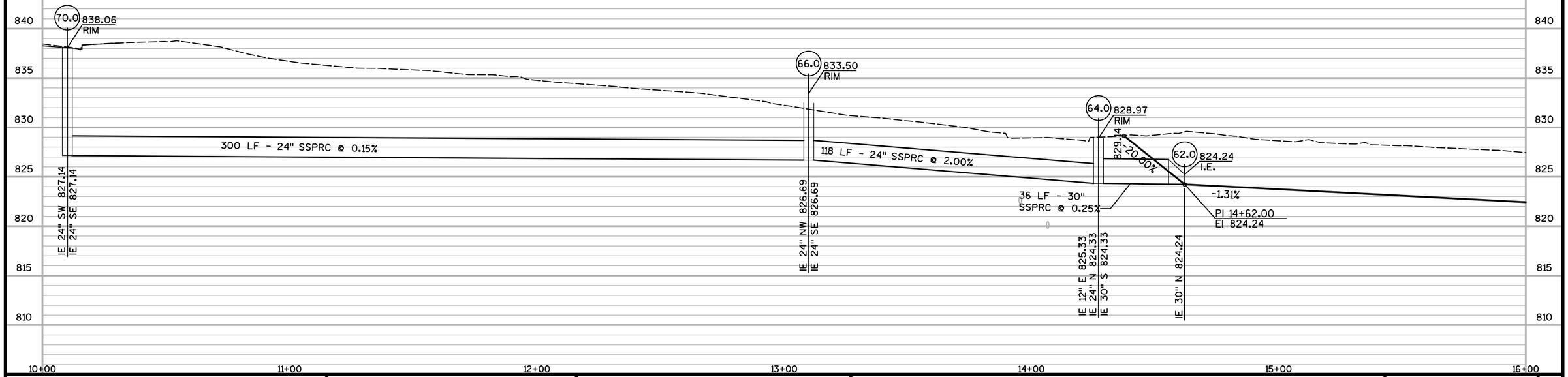


STRUCT NO.	SIZE	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET COVER	MH COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE				
											SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)
30.0	EX.	14+30 FA	9.2'RT	---	---	---	EXISTING	833.35	---	---	---	828.54	---	---	---
35.0	4-FT DIA.	26+49	8.0'RT	372	30.0	---	J-S	837.10	835.85	3.59	18	832.26	828.54	372	1.00%

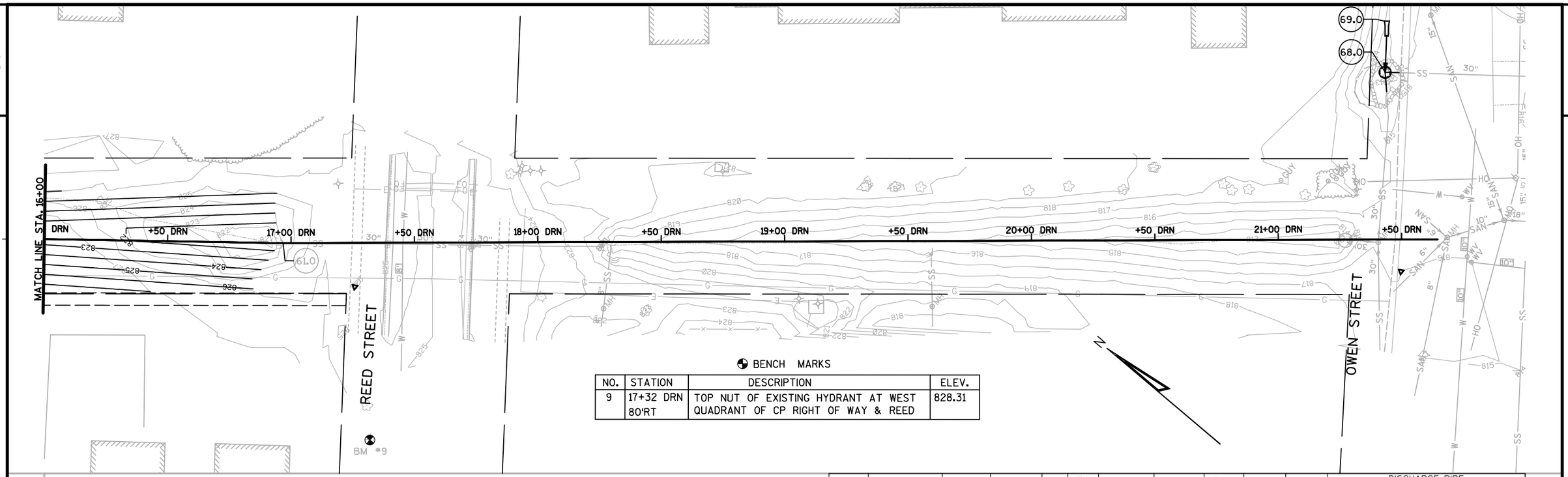
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	STORM SEWER - FARGO STREET	SHEET 44	E



STRUCT NO.	SIZE	STATION	OFFSET	C-C (FT)	TO STR UCT	INLET COVER	MH COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE				
											SIZE (IN)	INLET ELEV.	DISCHAR GE ELEV.	LENGTH (FT)	SLOPE (%)
70.0	5-FT DIA.	37+70.7	10.0'RT	300	66.0	---	J-S	837.93	836.68	9.54	24	827.14	826.69	300	0.15%
62.0	AEW	14+62.0	2.5'RT	---	---	---	AEW	---	---	---	30	824.24	824.24	---	---
64.0	5-FT DIA.	14+27.2	10.0'LT	36	62.0	---	J-S	828.97	827.72	3.39	30	824.33	824.24	36	0.25%
64.1	2-FT X 3-FT	14+23.3	18.1'LT	9	64.0	H-S	---	828.41	827.58	2.2	12	825.38	825.33	9	0.50%
65.1	2-FT X 3-FT	13+91.2	20.3'LT	32	64.1	H-S	---	828.61	827.78	2.24	12	825.54	825.38	32	0.50%
66.0	5-FT DIA.	13+10.0	0.0'RT	118	64.0	---	J-S	833.50	832.25	5.56	24	826.69	824.33	118	2.00%



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	STORM SEWER - SWALE	SHEET 45	E

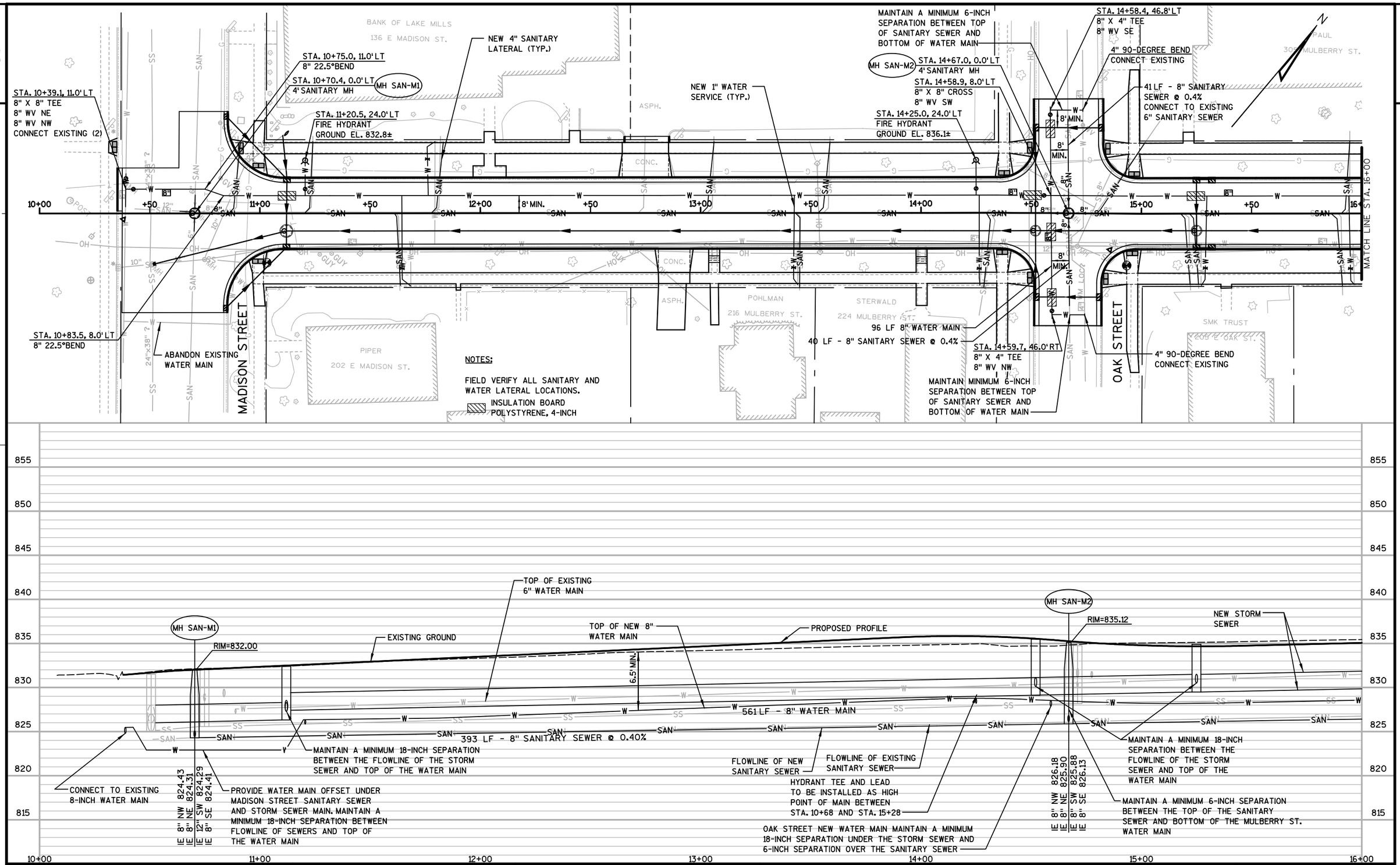


BENCH MARKS

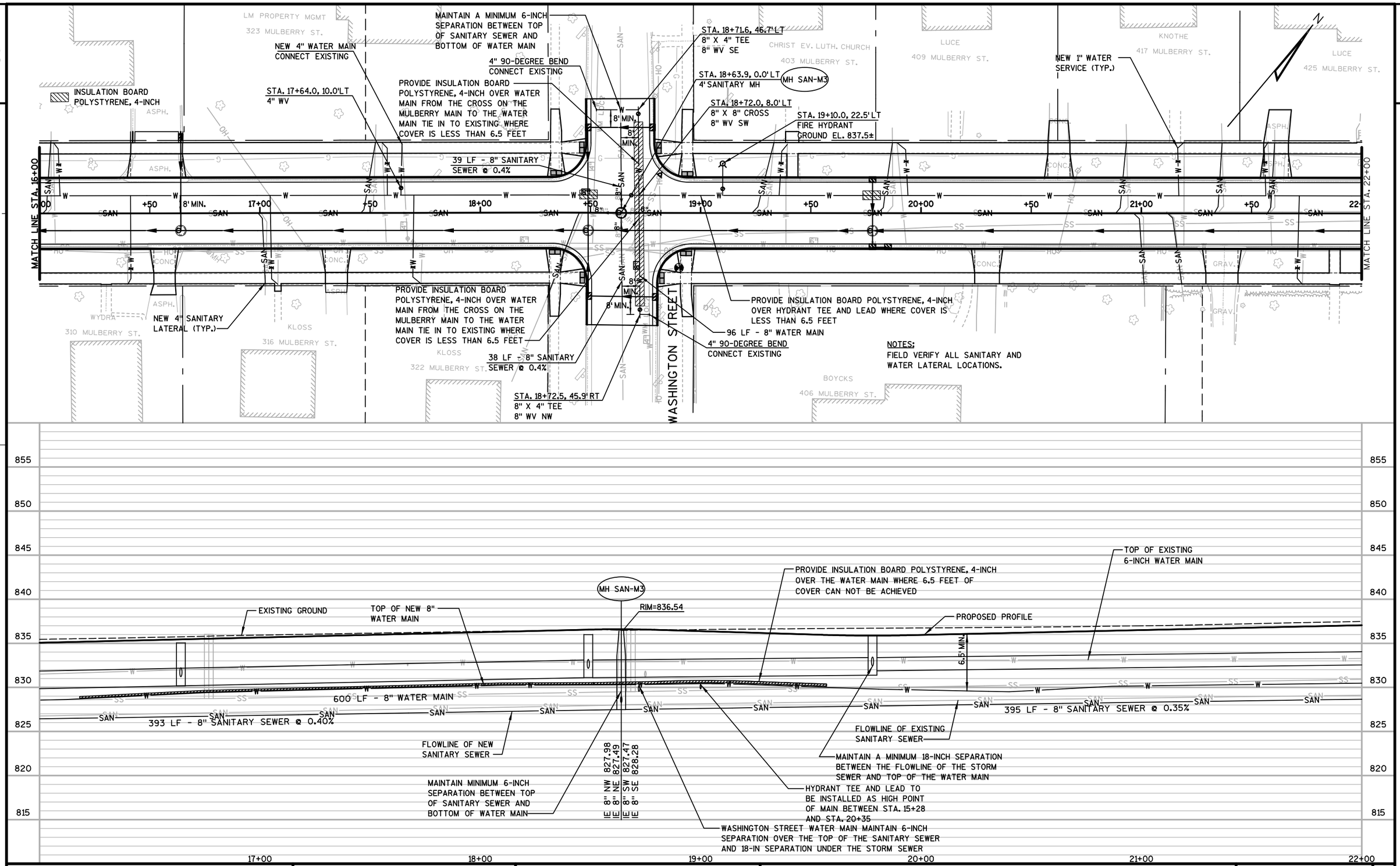
NO.	STATION	DESCRIPTION	ELEV.
9	17+32 DRN 80'RT	TOP NUT OF EXISTING HYDRANT AT WEST QUADRANT OF CP RIGHT OF WAY & REED	828.31

STRUCT NO.	SIZE	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET COVER	MH COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)
61.0	EX. AEW	16+94.2	0.0'RT	---	---	---	AEW	---	---	---	30	820.67	820.67	---	---
68.0	5-FT DIA.	21+43.5	67.7'LT	---	EX	---	L	815.00	814.25	2.87	30	811.38	---	6	---
69.0	12-IN AEW	21+44	88.5'LT	---	68.0	---	AEW	---	---	---	12	813.75	813.60	15	1.00%

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	STORM SEWER - SWALE	SHEET 46	E

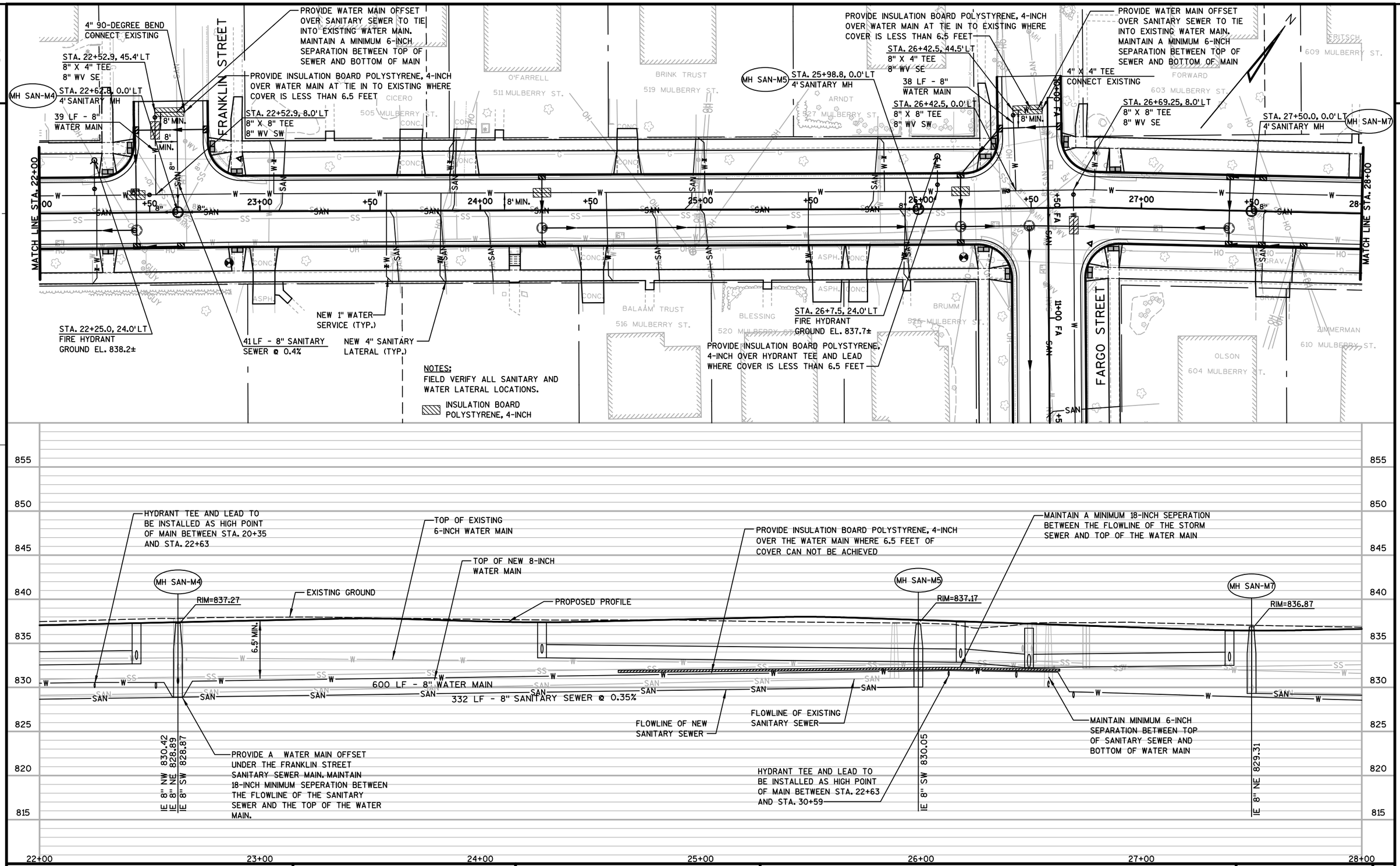


PROJECT NO: 3638-00-74	HWY: MULBERRY STREET	COUNTY: JEFFERSON	UTILITY PLAN - MULBERRY STREET	SHEET 47	E

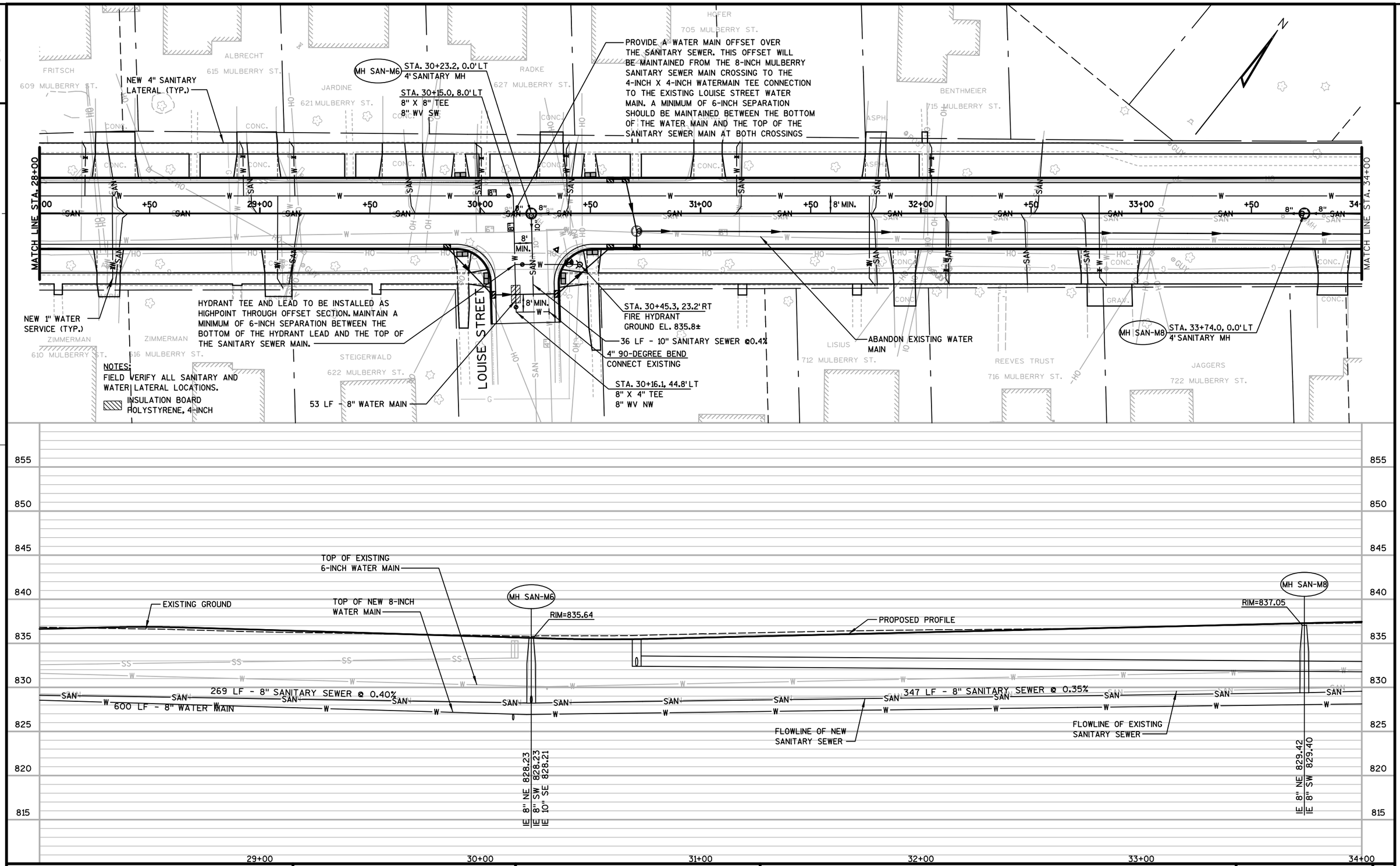


PROJECT NO: 3638-00-74	HWY: MULBERRY STREET	COUNTY: JEFFERSON	UTILITY PLAN - MULBERRY STREET	SHEET 48	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\023002_up.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41



PROJECT NO: 3638-00-74	HWY: MULBERRY STREET	COUNTY: JEFFERSON	UTILITY PLAN - MULBERRY STREET	SHEET 49	E



PROJECT NO: 3638-00-74	HWY: MULBERRY STREET	COUNTY: JEFFERSON	UTILITY PLAN - MULBERRY STREET	SHEET 50	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\023004_up.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

CONNECT NEW SANITARY SEWER TO EXISTING MH

6" 90-DEGREE BEND CONNECT EXISTING

STA. 29+94.7, 8.0'LT
8" X 8" TEE
8" WV NE

63 LF - 8" WATER MAIN

STA. 35+27.9, 24.0'LT
FIRE HYDRANT
GROUND EL. 837.6±

STA. 35+99.4, 8.0'LT
8" X 8" TEE
8" WV NE
8" WV NW

STA. 35+74.8, 58.1'LT
8" X 6" TEE

STA. 35+99.4, 38.4'LT
45° BEND

122 LF - 8" SANITARY SEWER @ 0.4%

STA. 37+84.6, 8.0'LT
8" X 6" TEE
8" WV SW

PROVIDE AN OFFSET ON WATER MAIN OVER THE SANITARY SEWER. MAINTAIN A MINIMUM OF 6-INCH SEPARATION BETWEEN THE BOTTOM OF THE WATER MAIN AND THE TOP OF THE SANITARY SEWER MAIN

MATCH LINE STA. 34+00

51 LF - 8" WATER MAIN

CONNECT EXISTING 8" WV NW

ONEIL STREET

MH SAN-M9

STA. 36+57.2, 3.2'RT
4' SANITARY MH

NEW 1" WATER SERVICE (TYP.)

NEW 4" SANITARY LATERAL (TYP.)

STA. 37+90.7, 1.6'RT
4' SANITARY MH

MH SAN-M10

6" X 6" TEE
CONNECT EXISTING

ABANDON EXISTING WATER MAIN

NOTES:
FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.

MUELLER
743 MULBERRY ST.

LAZARIS
283 E GRANT ST.

FCE WILLOWBROOK
901 MULBERRY ST.

GARMAN
909 MULBERRY ST.

ESSER PROPERTIES
804 MULBERRY ST.

ATKINSON
812 MULBERRY ST.

ZIMMERMAN
816 MULBERRY ST.

PIERCE
732 MULBERRY ST.

FCE WILLOWBROOK
908 MULBERRY ST.

TOP OF NEW 8-INCH WATER MAIN

TOP OF EXISTING 6-INCH WATER MAIN

PROPOSED PROFILE

EXISTING GROUND

279 LF - 8" SANITARY SEWER @ 0.60%

130 LF - 8" SANITARY SEWER @ 0.57%

386 LF - 8" WATER MAIN

MAINTAIN A MINIMUM 18-INCH SEPARATION BETWEEN THE FLOWLINE OF THE STORM SEWER AND TOP OF THE WATER MAIN

FLOWLINE OF NEW SANITARY SEWER

FLOWLINE OF EXISTING SANITARY SEWER

MAINTAIN A MINIMUM 18-INCH SEPARATION BETWEEN THE FLOWLINE OF THE SANITARY SEWER AND TOP OF THE WATER MAIN

MH SAN-M9
RIM=837.63
IE 8" NE 831.10
IE 8" SW 831.10
IE 8" W 831.10

MH SAN-M10
RIM=838.33
IE 8" NE 830.28
IE 8" SW 830.36

PROPOSED INSULATION BOARD POLYSTYRENE, 4-INCH OVER WATER MAIN AT OFFSET TIE IN LOCATION

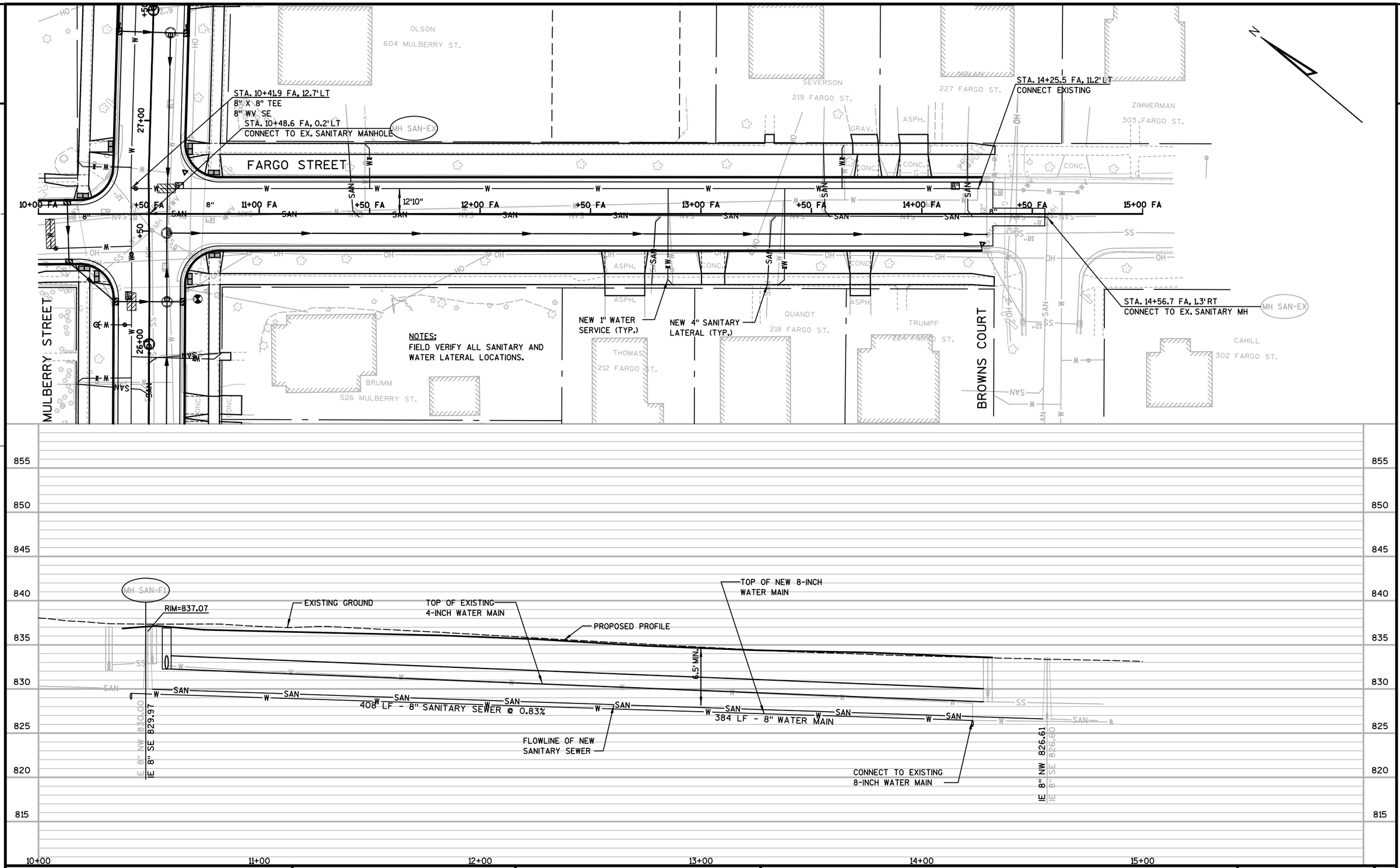
CONNECT TO EXISTING 6-INCH WATER MAIN WITH APPROPRIATE FITTINGS

35+00 36+00 37+00 38+00 39+00 40+00

860 855 850 845 840 835 830 825 820

PROJECT NO: 3638-00-74	HWY: MULBERRY STREET	COUNTY: JEFFERSON	UTILITY PLAN - MULBERRY STREET	SHEET	E

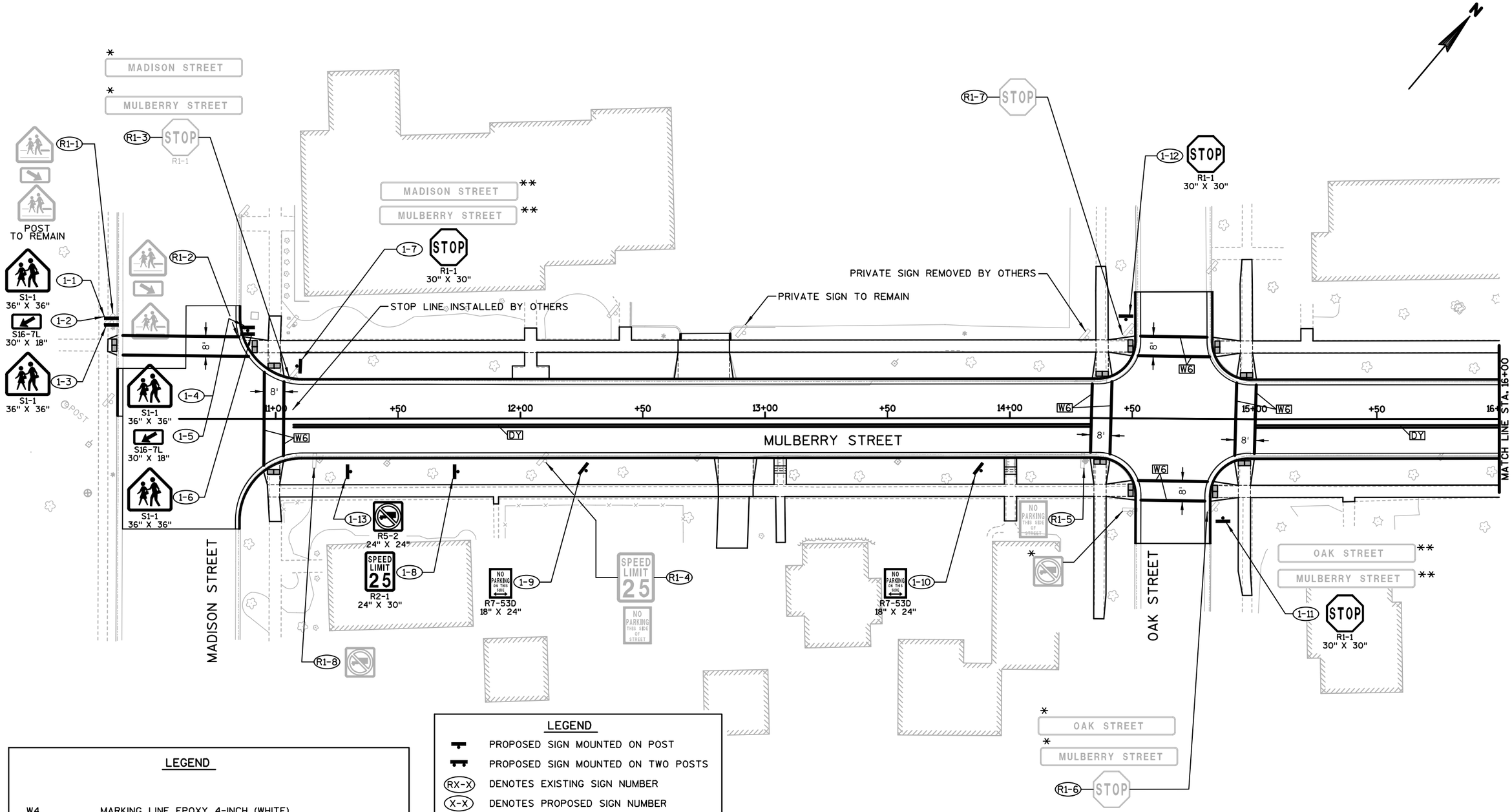
FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\023005_up.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41



PROJECT NO: 3638-00-74	HWY: MULBERRY STREET	COUNTY: JEFFERSON	UTILITY PLAN - FARGO STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\023006_up.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

2



LEGEND	
W4	MARKING LINE EPOXY 4-INCH (WHITE)
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
W6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

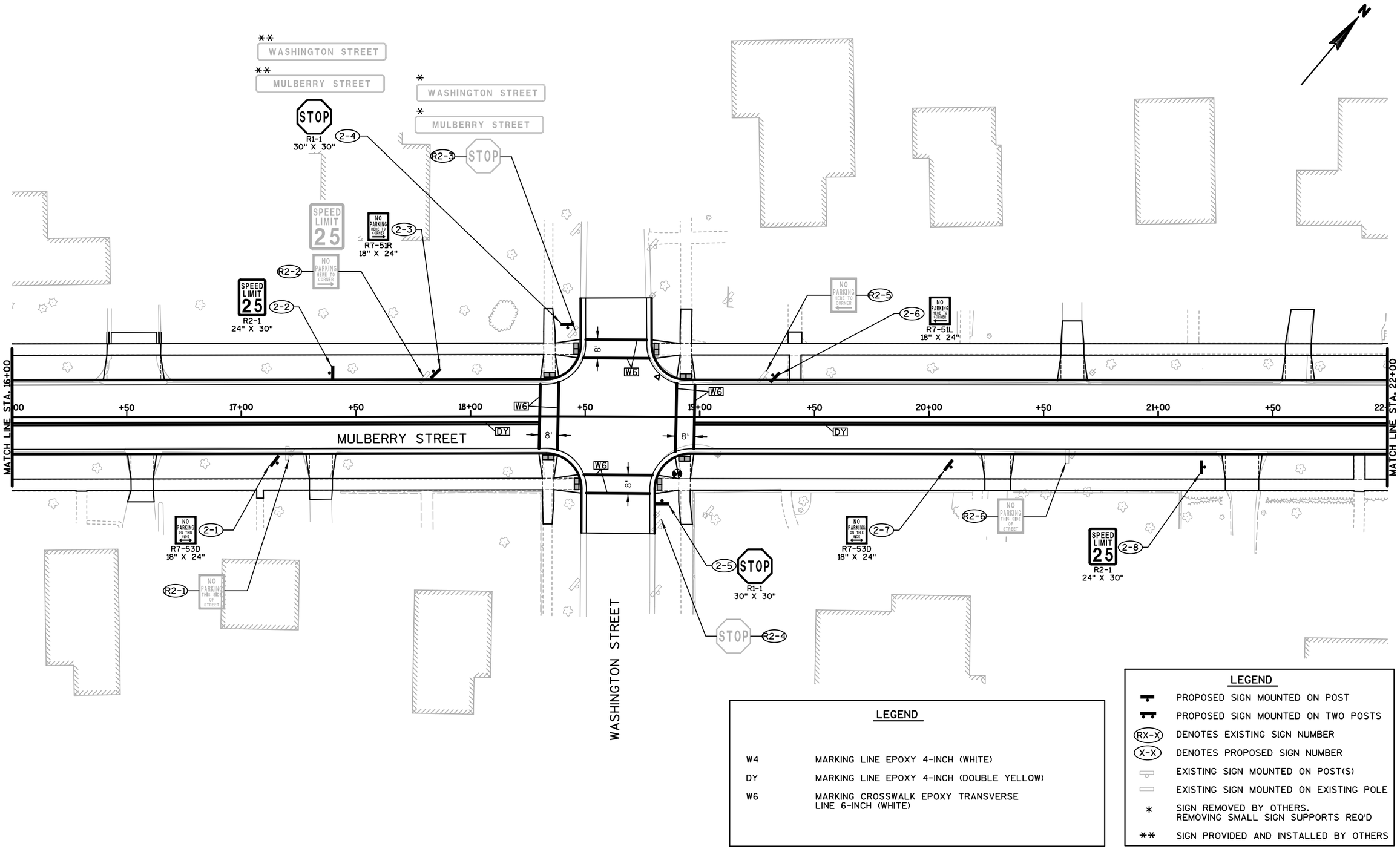
LEGEND	
▬	PROPOSED SIGN MOUNTED ON POST
▬▬	PROPOSED SIGN MOUNTED ON TWO POSTS
(RX-X)	DENOTES EXISTING SIGN NUMBER
(X-X)	DENOTES PROPOSED SIGN NUMBER
▭	EXISTING SIGN MOUNTED ON POST(S)
▭	EXISTING SIGN MOUNTED ON EXISTING POLE
*	SIGN REMOVED BY OTHERS. REMOVING SMALL SIGN SUPPORTS REQ'D
**	SIGN PROVIDED AND INSTALLED BY OTHERS

NOTE:
ALL EXISTING SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\024501_pm.dgn PLOT DATE : 10/11/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



LEGEND

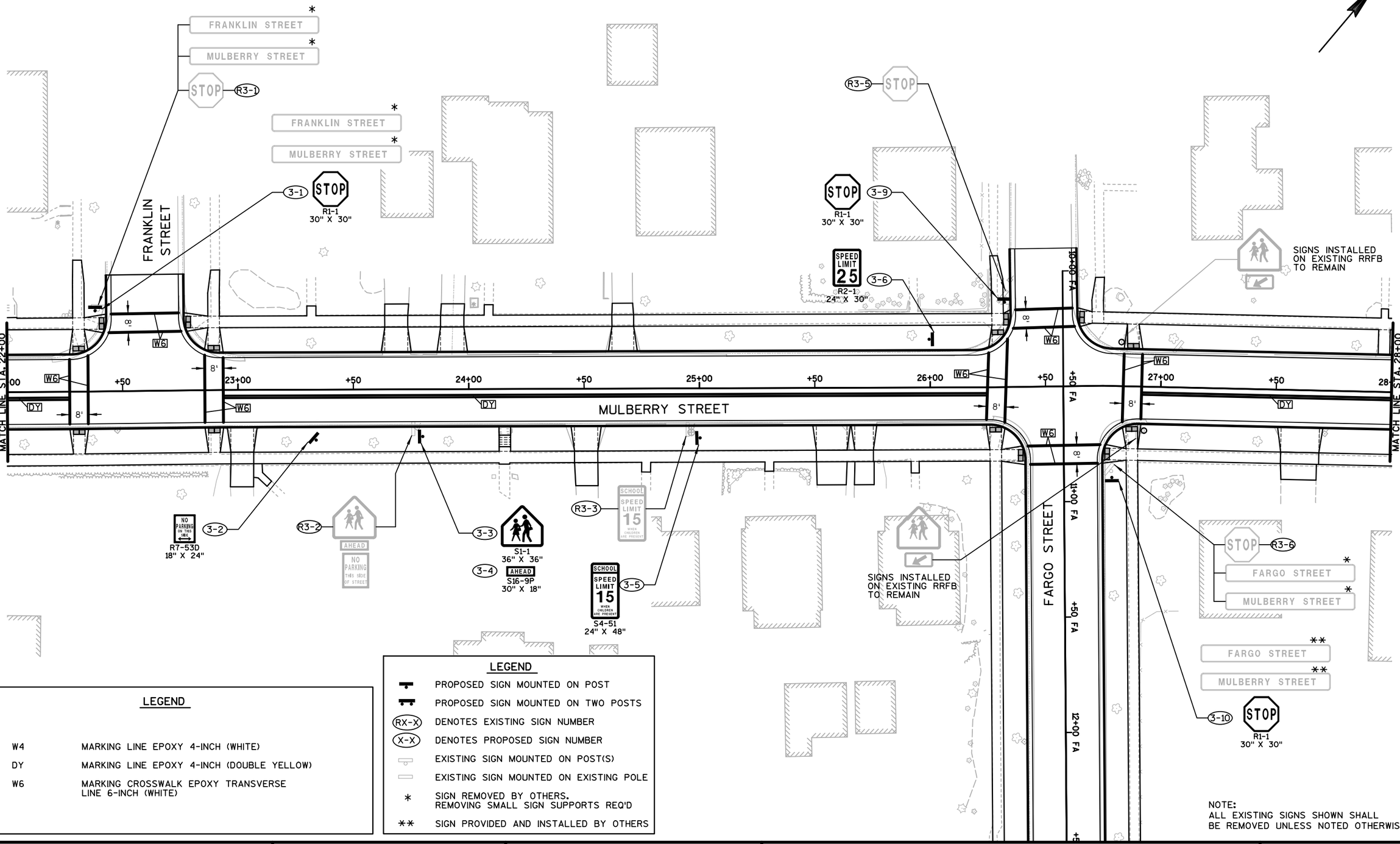
W4	MARKING LINE EPOXY 4-INCH (WHITE)
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
W6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

LEGEND

	PROPOSED SIGN MOUNTED ON POST
	PROPOSED SIGN MOUNTED ON TWO POSTS
(RX-X)	DENOTES EXISTING SIGN NUMBER
(X-X)	DENOTES PROPOSED SIGN NUMBER
	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON EXISTING POLE
*	SIGN REMOVED BY OTHERS. REMOVING SMALL SIGN SUPPORTS REQ'D
**	SIGN PROVIDED AND INSTALLED BY OTHERS

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\024502_pm.dgn PLOT DATE : 10/11/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



NOTE:
ALL EXISTING SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

LEGEND

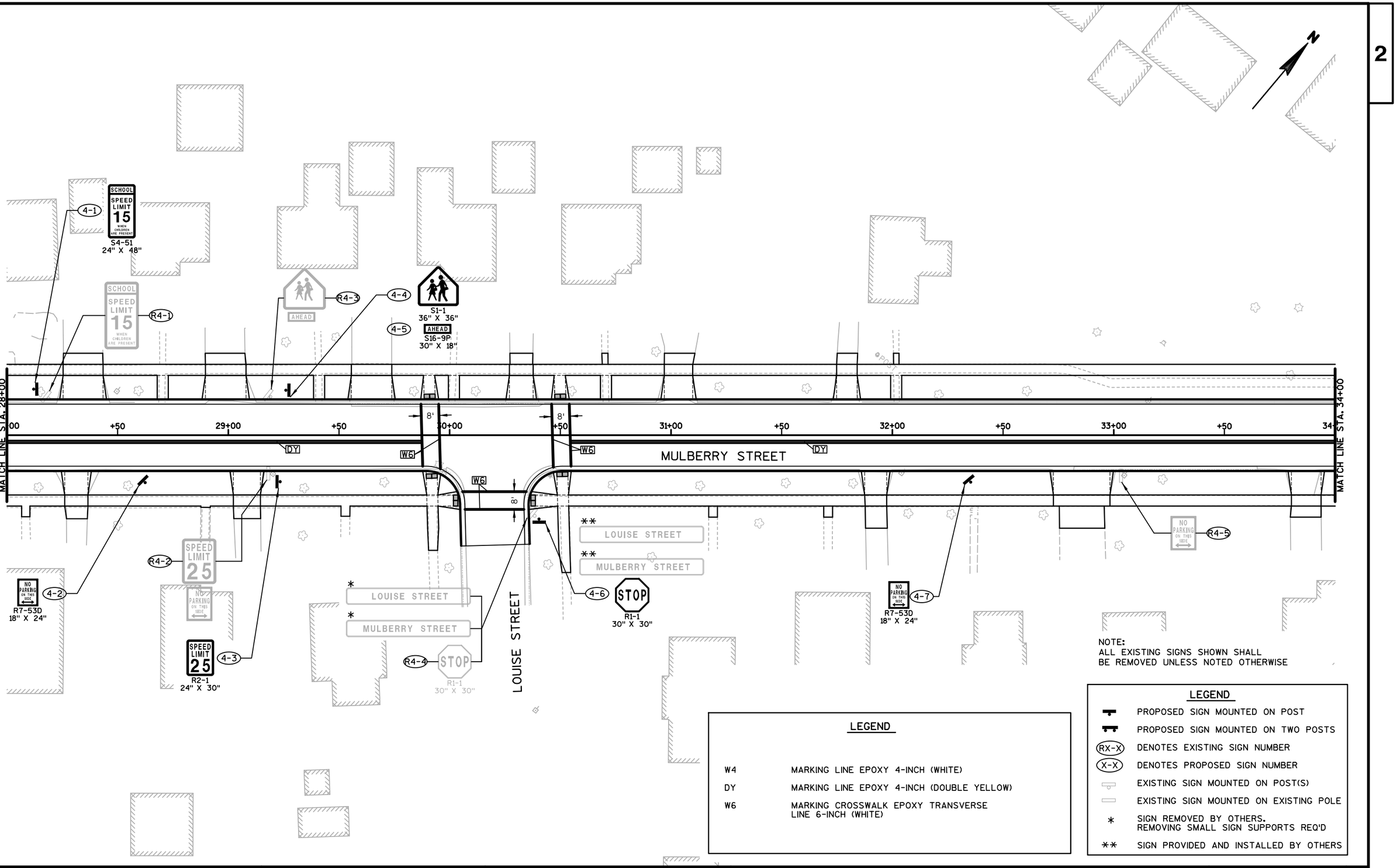
W4	MARKING LINE EPOXY 4-INCH (WHITE)
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
W6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

LEGEND

	PROPOSED SIGN MOUNTED ON POST
	PROPOSED SIGN MOUNTED ON TWO POSTS
(RX-X)	DENOTES EXISTING SIGN NUMBER
(X-X)	DENOTES PROPOSED SIGN NUMBER
	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON EXISTING POLE
*	SIGN REMOVED BY OTHERS. REMOVING SMALL SIGN SUPPORTS REQ'D
**	SIGN PROVIDED AND INSTALLED BY OTHERS

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET	E

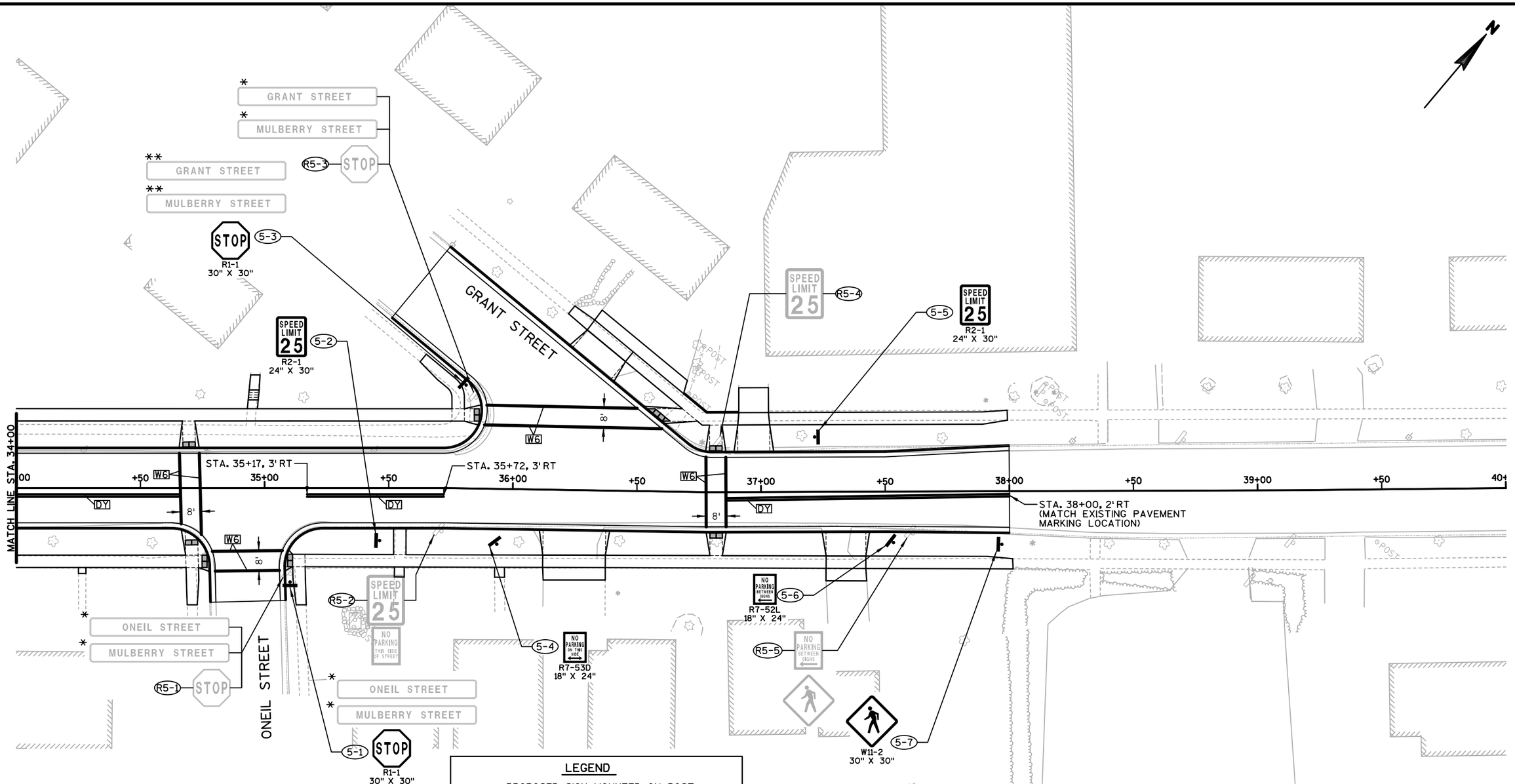
FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\024503_pm.dgn PLOT DATE : 10/11/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\024504_pm.dgn PLOT DATE : 10/11/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



LEGEND	
W4	MARKING LINE EPOXY 4-INCH (WHITE)
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
W6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

LEGEND	
	PROPOSED SIGN MOUNTED ON POST
	PROPOSED SIGN MOUNTED ON TWO POSTS
(RX-X)	DENOTES EXISTING SIGN NUMBER
(X-X)	DENOTES PROPOSED SIGN NUMBER
	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON EXISTING POLE
*	SIGN REMOVED BY OTHERS. REMOVING SMALL SIGN SUPPORTS REQ'D
**	SIGN PROVIDED AND INSTALLED BY OTHERS

NOTE:
ALL EXISTING SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

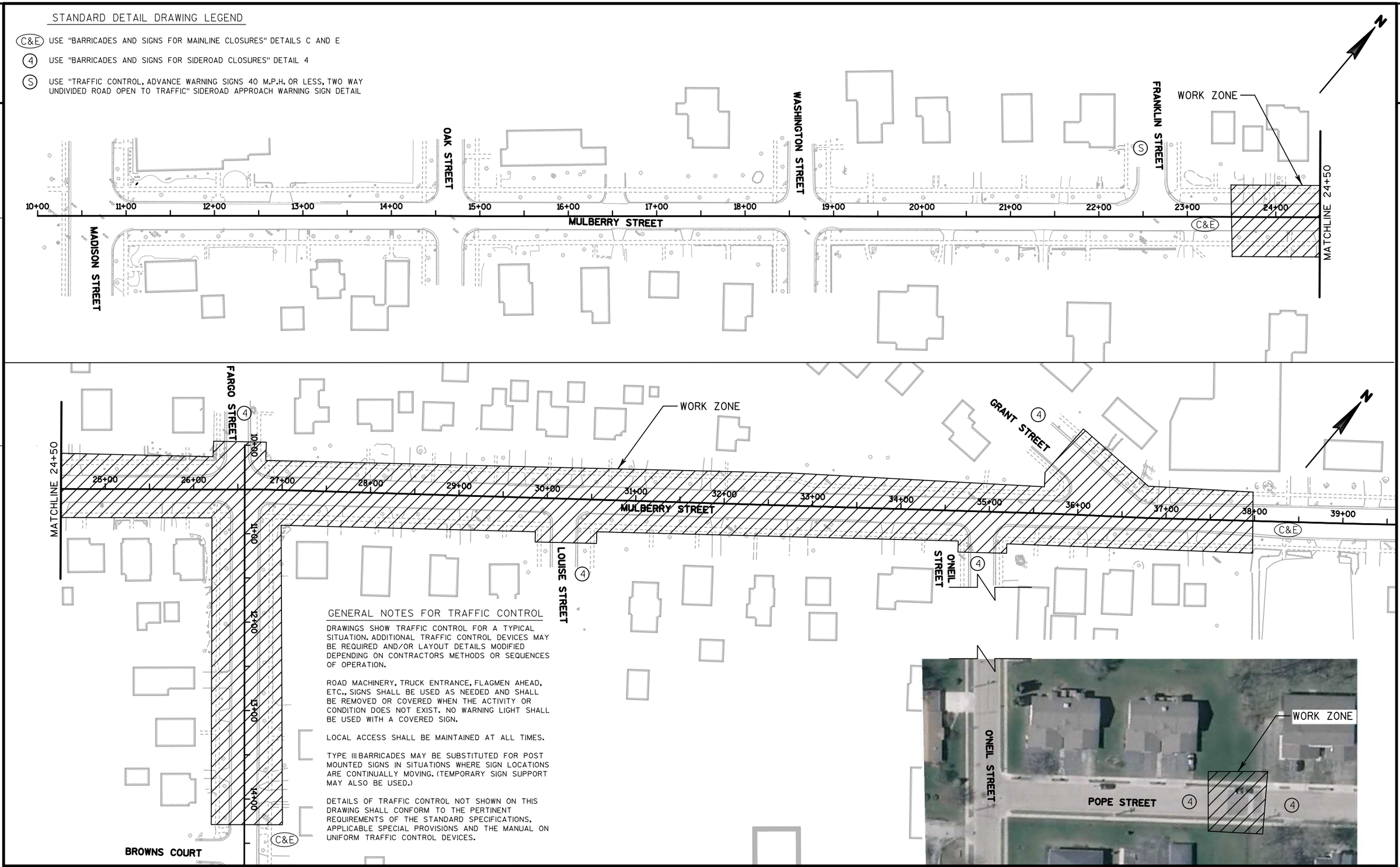
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 57	E

STANDARD DETAIL DRAWING LEGEND

(C&E) USE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAILS C AND E

(4) USE "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4

(S) USE "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES FOR TRAFFIC CONTROL

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCES OF OPERATION.

ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.

LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.

TYPE III BARRICADES MAY BE SUBSTITUTED FOR POST MOUNTED SIGNS IN SITUATIONS WHERE SIGN LOCATIONS ARE CONTINUALLY MOVING. (TEMPORARY SIGN SUPPORT MAY ALSO BE USED.)

DETAILS OF TRAFFIC CONTROL NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	ADVANCE WARNING SIGNING - BEFORE JUNE 1, 2019	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\025000_tc.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

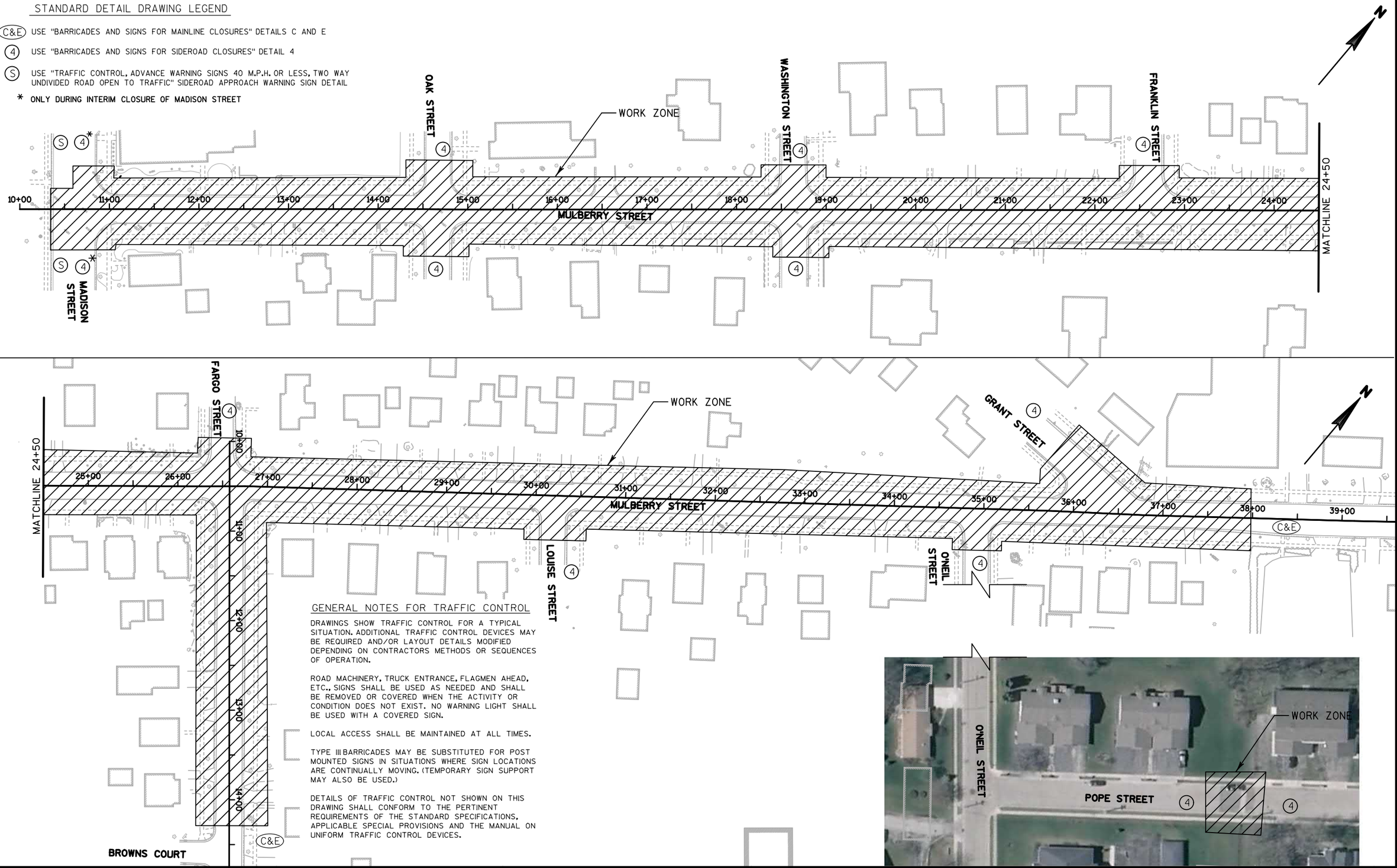
STANDARD DETAIL DRAWING LEGEND

C&E USE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAILS C AND E

4 USE "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4

S USE "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" SIDEROAD APPROACH WARNING SIGN DETAIL

* ONLY DURING INTERIM CLOSURE OF MADISON STREET



GENERAL NOTES FOR TRAFFIC CONTROL

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCES OF OPERATION.

ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.

LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.

TYPE III BARRICADES MAY BE SUBSTITUTED FOR POST MOUNTED SIGNS IN SITUATIONS WHERE SIGN LOCATIONS ARE CONTINUALLY MOVING. (TEMPORARY SIGN SUPPORT MAY ALSO BE USED.)

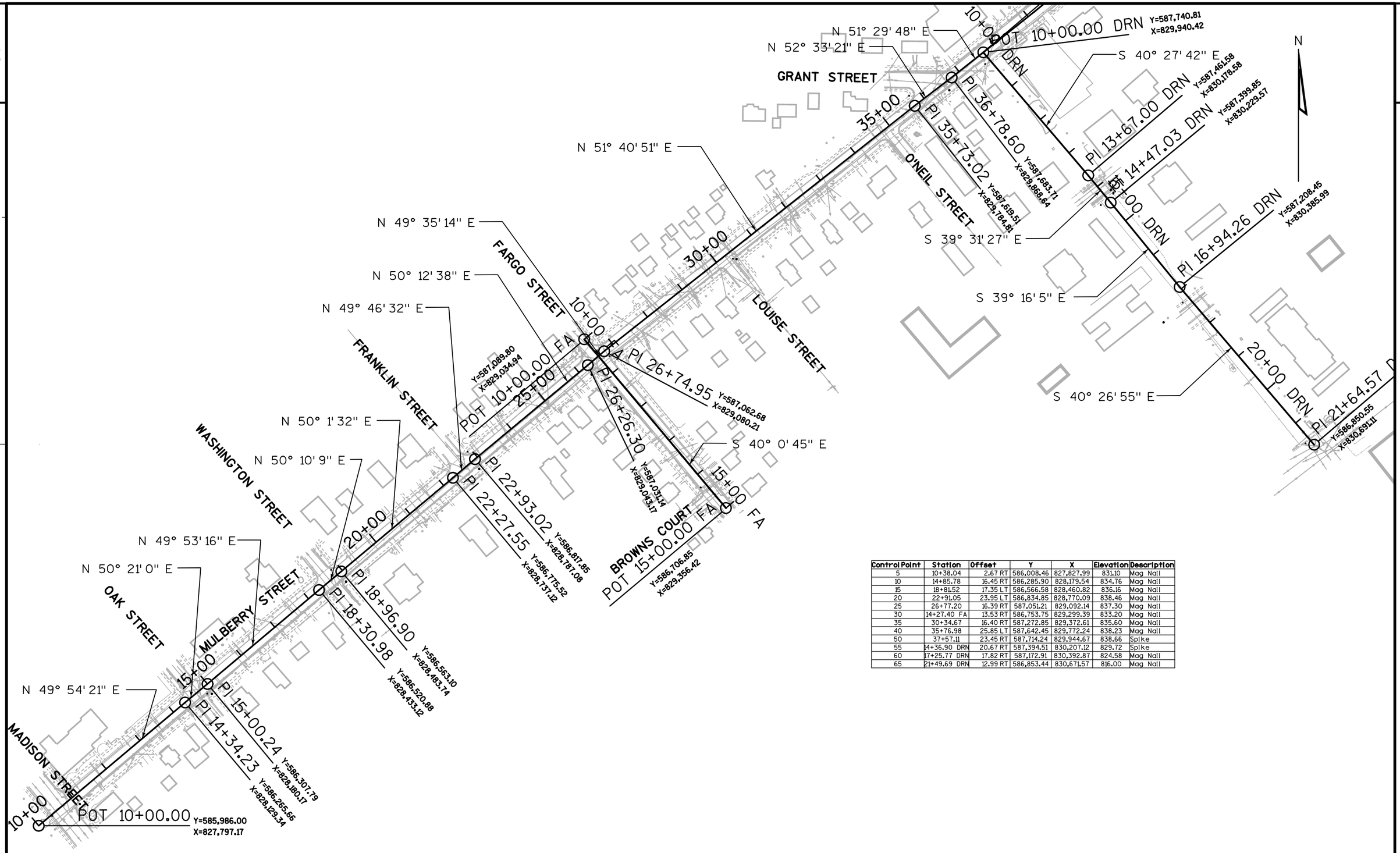
DETAILS OF TRAFFIC CONTROL NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	ADVANCE WARNING SIGNING - AFTER JUNE 1, 2019	SHEET 59	E

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	ALTERNATE DOWNTOWN BUSINESS ACCESS ROUTE SIGNING	SHEET E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\025002_tc.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42



Control Point	Station	Offset	Y	X	Elevation	Description
5	10+38.04	2.67 RT	586,008.46	827,827.99	831.10	Mag Nail
10	14+85.78	16.45 RT	586,285.90	828,179.54	834.76	Mag Nail
15	18+81.52	17.35 LT	586,566.58	828,460.82	836.16	Mag Nail
20	22+91.05	23.95 LT	586,834.85	828,770.09	838.46	Mag Nail
25	26+77.20	16.39 RT	587,051.21	829,092.14	837.30	Mag Nail
30	14+27.40 FA	13.53 RT	586,753.75	829,299.39	833.20	Mag Nail
35	30+34.67	16.40 RT	587,272.85	829,372.61	835.60	Mag Nail
40	35+76.98	25.85 LT	587,642.45	829,772.24	838.23	Mag Nail
50	37+57.11	23.45 RT	587,714.24	829,944.67	838.66	Spike
55	14+36.90 DRN	20.67 RT	587,394.51	830,207.12	829.72	Spike
60	17+25.77 DRN	17.82 RT	587,172.91	830,392.87	824.58	Mag Nail
65	21+49.69 DRN	12.99 RT	586,853.44	830,671.57	816.00	Mag Nail

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	ALIGNMENT DETAILS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\02_Details\027201_ad.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

Estimate Of Quantities

					3638-00-73	3638-00-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0002	201.0105	Clearing	STA	2.000	2.000	
0004	201.0120	Clearing	ID	482.000	482.000	
0006	201.0205	Grubbing	STA	2.000	2.000	
0008	201.0220	Grubbing	ID	703.000	703.000	
0010	204.0100	Removing Pavement	SY	700.000	700.000	
0012	204.0130	Removing Curb	LF	5.000	5.000	
0014	204.0150	Removing Curb & Gutter	LF	6,585.000	6,585.000	
0016	204.0155	Removing Concrete Sidewalk	SY	3,414.000	3,414.000	
0018	204.0210	Removing Manholes	EACH	6.000	6.000	
0020	204.0220	Removing Inlets	EACH	16.000	16.000	
0022	204.0245	Removing Storm Sewer (size) 001. 8-Inch to 12-Inch	LF	2,398.000	2,398.000	
0024	204.0280	Sealing Pipes	EACH	1.000	1.000	
0026	205.0100	Excavation Common	CY	10,647.000	10,647.000	
0028	213.0100	Finishing Roadway (project) 001. 3638-00-73	EACH	1.000	1.000	
0030	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,930.000	3,930.000	
0032	305.0130	Base Aggregate Dense 3-Inch	TON	7,340.000	7,340.000	
0034	312.0110	Select Crushed Material	TON	1,157.000	1,157.000	
0036	416.0170	Concrete Driveway 7-Inch	SY	1,065.000	1,065.000	
0038	455.0605	Tack Coat	GAL	582.000	582.000	
0040	460.2000	Incentive Density HMA Pavement	DOL	1,630.000	1,630.000	
0042	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	6,282.000	6,282.000	
0044	460.5223	HMA Pavement 3 LT 58-28 S	TON	1,442.000	1,442.000	
0046	460.5424	HMA Pavement 4 LT 58-28 H	TON	1,119.000	1,119.000	
0048	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	27.000	27.000	
0050	513.2001	Railing Pipe	LF	19.000	19.000	
0052	520.8000	Concrete Collars for Pipe	EACH	3.000	3.000	
0054	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000	
0056	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000	
0058	601.0110	Concrete Curb Type D	LF	6.000	6.000	
0060	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	6,539.000	6,539.000	
0062	601.0600	Concrete Curb Pedestrian	LF	25.000	25.000	
0064	602.0410	Concrete Sidewalk 5-Inch	SF	32,020.000	32,020.000	
0066	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	486.000	486.000	
0068	602.1500	Concrete Steps	SF	71.000	71.000	
0070	606.0200	Riprap Medium	CY	6.000	6.000	
0072	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	1,196.000	1,196.000	
0074	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	24.000	24.000	

					3638-00-73	3638-00-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0076	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	1,099.000	1,099.000	
0078	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	1,574.000	1,574.000	
0080	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	50.000	50.000	
0082	608.2314	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 14x23-Inch	LF	350.000	350.000	
0084	611.0535	Manhole Covers Type J-Special	EACH	17.000	17.000	
0086	611.0545	Manhole Covers Type L	EACH	2.000	2.000	
0088	611.0624	Inlet Covers Type H	EACH	17.000	17.000	
0090	611.0639	Inlet Covers Type H-S	EACH	34.000	34.000	
0092	611.2004	Manholes 4-FT Diameter	EACH	13.000	13.000	
0094	611.2005	Manholes 5-FT Diameter	EACH	6.000	6.000	
0096	611.3230	Inlets 2x3-FT	EACH	52.000	52.000	
0098	611.8110	Adjusting Manhole Covers	EACH	4.000	4.000	
0100	611.8115	Adjusting Inlet Covers	EACH	1.000	1.000	
0102	611.9800.S	Pipe Grates	EACH	2.000	2.000	
0104	612.0902.S	Insulation Board Polystyrene (inch) 001. 4-Inch	SY	333.000		333.000
0106	616.0700.S	Fence Safety	LF	1,500.000	1,500.000	
0108	618.0100	Maintenance And Repair of Haul Roads (project) 001. 3638-00-73	EACH	1.000	1.000	
0110	619.1000	Mobilization	EACH	1.000	0.560	0.440
0112	623.0200	Dust Control Surface Treatment	SY	14,170.000	14,170.000	
0114	624.0100	Water	MGAL	200.700	200.700	
0116	625.0100	Topsoil	SY	9,110.000	9,110.000	
0118	625.0500	Salvaged Topsoil	SY	3,190.000	3,190.000	
0120	627.0200	Mulching	SY	8,700.000	8,700.000	
0122	628.1504	Silt Fence	LF	200.000	200.000	
0124	628.1520	Silt Fence Maintenance	LF	200.000	200.000	
0126	628.1905	Mobilizations Erosion Control	EACH	9.000	9.000	
0128	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000	
0130	628.2004	Erosion Mat Class I Type B	SY	2,000.000	2,000.000	
0132	628.2006	Erosion Mat Urban Class I Type A	SY	10,300.000	10,300.000	
0134	628.7005	Inlet Protection Type A	EACH	65.000	65.000	
0136	628.7015	Inlet Protection Type C	EACH	20.000	20.000	
0138	628.7020	Inlet Protection Type D	EACH	74.000	74.000	
0140	628.7504	Temporary Ditch Checks	LF	15.000	15.000	
0142	628.7555	Culvert Pipe Checks	EACH	6.000	6.000	
0144	628.7560	Tracking Pads	EACH	7.000	7.000	
0146	629.0210	Fertilizer Type B	CWT	13.300	13.300	

					3638-00-73	3638-00-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0148	630.0140	Seeding Mixture No. 40	LB	180.000	180.000	
0150	630.0160	Seeding Mixture No. 60	LB	25.000	25.000	
0152	630.0300	Seeding Borrow Pit	LB	120.000	120.000	
0154	637.2210	Signs Type II Reflective H	SF	128.980	128.980	
0156	637.2230	Signs Type II Reflective F	SF	71.500	71.500	
0158	638.2602	Removing Signs Type II	EACH	29.000	29.000	
0160	638.3000	Removing Small Sign Supports	EACH	19.000	19.000	
0162	642.5401	Field Office Type D	EACH	1.000	1.000	
0164	643.0410	Traffic Control Barricades Type II	DAY	3,960.000	3,960.000	
0166	643.0420	Traffic Control Barricades Type III	DAY	8,588.000	8,588.000	
0168	643.0705	Traffic Control Warning Lights Type A	DAY	16,816.000	16,816.000	
0170	643.0900	Traffic Control Signs	DAY	13,105.000	13,105.000	
0172	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000	
0174	643.5000	Traffic Control	EACH	1.000	1.000	
0176	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	1,200.000	1,200.000	
0178	644.1601.S	Temporary Curb Ramp	EACH	16.000	16.000	
0180	644.1616.S	Temporary Pedestrian Safety Fence	LF	480.000	480.000	
0182	645.0120	Geotextile Type HR	SY	20.000	20.000	
0184	646.1020	Marking Line Epoxy 4-Inch	LF	4,385.000	4,385.000	
0186	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,505.000	1,505.000	
0188	650.4000	Construction Staking Storm Sewer	EACH	71.000	71.000	
0190	650.4500	Construction Staking Subgrade	LF	3,175.000	3,175.000	
0192	650.5000	Construction Staking Base	LF	3,175.000	3,175.000	
0194	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	6,580.000	6,580.000	
0196	650.9000	Construction Staking Curb Ramps	EACH	48.000	48.000	
0198	650.9910	Construction Staking Supplemental Control (project) 001. 3638-00-73	LS	1.000	1.000	
0200	650.9920	Construction Staking Slope Stakes	LF	3,790.000	3,790.000	
0202	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	100.000	100.000	
0204	653.0140	Pull Boxes Steel 24x42-Inch	EACH	3.000	3.000	
0206	655.0610	Electrical Wire Lighting 12 AWG	LF	695.000	695.000	
0208	690.0150	Sawing Asphalt	LF	828.000	828.000	
0210	690.0250	Sawing Concrete	LF	651.000	651.000	
0212	740.0440	Incentive IRI Ride	DOL	2,090.000	2,090.000	
0214	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	800.000	800.000	
0216	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	550.000	550.000	
0218	SPV.0035	Special 100. Granular Backfill, Water Main	CY	1,851.000		1,851.000
0220	SPV.0035	Special 200. Granular Backfill, Sanitary Sewer	CY	1,664.000		1,664.000
0222	SPV.0060	Special 001. Precast Sign Post Base	EACH	35.000	35.000	
0224	SPV.0060	Special 002. Storm Sewer Tap	EACH	2.000	2.000	

					3638-00-73	3638-00-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0226	SPV.0060	Special 003. Inlet Covers Type DW	EACH	1.000	1.000	
0228	SPV.0060	Special 004. Locate and Reference Property Corners	EACH	37.000	37.000	
0230	SPV.0060	Special 005. Reset Property Corners	EACH	37.000	37.000	
0232	SPV.0060	Special 006. Temporary Mailbox Station	EACH	2.000	2.000	
0234	SPV.0060	Special 007. Salvage and Replace Planter	EACH	1.000	1.000	
0236	SPV.0060	Special 100. Utility Line Opening (ULO)	EACH	10.000		10.000
0238	SPV.0060	Special 110. Connect to Existing Water Main	EACH	14.000		14.000
0240	SPV.0060	Special 111. Connect to Existing Water Service	EACH	51.000		51.000
0242	SPV.0060	Special 112. Water Service Corporations, Curb Stops, and Boxes, 1-Inch	EACH	51.000		51.000
0244	SPV.0060	Special 113. Fire Hydrant with Auxiliary Valve and 6-Inch Lead	EACH	7.000		7.000
0246	SPV.0060	Special 114. Water Main Gate Valve and Valve Box, 8-Inch	EACH	20.000		20.000
0248	SPV.0060	Special 115. Water Main Gate Valve and Valve Box, 4-Inch	EACH	1.000		1.000
0250	SPV.0060	Special 116. Adjust Water Main Valve Box	EACH	5.000		5.000
0252	SPV.0060	Special 117. Water Main Offset	EACH	7.000		7.000
0254	SPV.0060	Special 118. Water Service Corporations, Curb Stops, and Boxes, 1.5-Inch	EACH	2.000		2.000
0256	SPV.0060	Special 210. Connect to Existing Sanitary Sewer Main or Manhole	EACH	13.000		13.000
0258	SPV.0060	Special 211. Connect to Existing Sanitary Sewer Lateral	EACH	56.000		56.000
0260	SPV.0060	Special 212. Sanitary Sewer Manhole, (4-Foot Diameter)	EACH	10.000		10.000
0262	SPV.0090	Special 001. Concrete Curb & Gutter 24-Inch Type D	LF	10.000	10.000	
0264	SPV.0090	Special 002. Sign Post	LF	349.000	349.000	
0266	SPV.0090	Special 003. Salvage and Replace Brick Edging	LF	20.000	20.000	
0268	SPV.0090	Special 004. Decorative Fence Protection	LF	102.000	102.000	
0270	SPV.0090	Special 130. Water Service Copper, 1-Inch	LF	1,753.000		1,753.000
0272	SPV.0090	Special 131. Water Service Copper, 1.5-Inch	LF	65.000		65.000
0274	SPV.0090	Special 132. Water Main, Ductile Iron (DI), 8-Inch	LF	3,541.000		3,541.000
0276	SPV.0090	Special 133. Water Main, Ductile Iron (DI), 6-Inch	LF	82.000		82.000
0278	SPV.0090	Special 134. Water Main, Ductile Iron (DI), 4-Inch	LF	168.000		168.000
0280	SPV.0090	Special 230. Sanitary Sewer Lateral, 4-Inch	LF	1,873.000		1,873.000
0282	SPV.0090	Special 231. Sanitary Sewer Lateral, 6-Inch	LF	100.000		100.000
0284	SPV.0090	Special 232. Sanitary Sewer, Polyvinyl Chloride (PVC), SDR 35 8-Inch	LF	3,285.000		3,285.000
0286	SPV.0090	Special 233. Sanitary Sewer, Polyvinyl Chloride (PVC), SDR 35 10-Inch	LF	36.000		36.000
0288	SPV.0090	Special 234. Sanitary Sewer, Polyvinyl Chloride (PVC), SDR 35 12-Inch	LF	6.000		6.000

					3638-00-73	3638-00-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0290	SPV.0105	Special 151. Abandon Existing Water Main	LS	1.000		1.000
0292	SPV.0105	Special 250. Abandon Existing Sanitary Sewer	LS	1.000		1.000
0294	SPV.0120	Special 001. Water for Seeded Areas	MGAL	470.000	470.000	
0296	SPV.0165	Special 001. Salvage and Replace Landscaping Stone	SF	87.000	87.000	
0298	SPV.0165	Special 002. Salvage and Replace Brick Pavers	SF	31.000	31.000	

CLEARING AND GRUBBING

CATEGORY	STATION	LOCATION	201.0105 CLEARING STA	201.0120 CLEARING ID	201.0205 GRUBBING STA	201.0220 GRUBBING ID
0010	11+64	RT	---	4	---	4
	13+12	RT	---	6	---	6
	14+09	RT	---	12	---	12
	14+42	RT	---	20	---	20
	14+43	RT	---	20	---	20
	15+16	RT	---	24	---	24
	15+97	RT	---	3	---	3
	17+49	LT	---	6	---	6
	21+08	LT	---	12	---	12
	21+71	LT	---	12	---	12
	22+37	RT	---	15	---	15
	23+59	RT	---	5	---	5
	23+91	RT	---	15	---	15
	25+13	LT	---	14	---	14
	27+84	LT	---	---	---	14
	28+15	LT	---	---	---	22
	28+59	LT	---	---	---	27
	29+84	LT	---	---	---	29
	30+12	LT	---	---	---	23
	30+55	LT	---	---	---	24
	31+22	LT	---	---	---	6
	31+82	RT	---	11	---	11
	32+21	LT	---	---	---	46
	33+22	RT	---	28	---	28
	33+22	LT	---	6	---	6
	33+80	LT	---	---	---	22
	34+15	RT	---	18	---	18
	35+16	LT	---	30	---	30
	36+54	LT	---	---	---	8
	36+82	RT	---	22	---	22
	37+16	LT	---	6	---	6
	38+40	RT	---	22	---	22
	38+62	RT	---	21	---	21
	10+99 FA	RT	---	16	---	16
	11+19 FA	RT	---	17	---	17
	11+41 FA	LT	---	24	---	24
	13+12 FA	LT	---	12	---	12
	13+54 FA	RT	---	36	---	36
	13+67 FA	LT	---	3	---	3
	14+19 FA	LT	---	3	---	3
	14+58 FA	LT	---	21	---	21
	14+93 FA	RT	---	18	---	18
	11+00 DRN - 13+00 DRN	LT/RT	2	---	2	---
	TOTALS		2	482	2	703

REMOVING PAVEMENT

CATEGORY	STATION - STATION	LOCATION	204.0100 SY
0010	10+31 - 23+50	LT/RT	130
	23+50 - 38+01	LT/RT	480
	10+82 FA - 14+56 FA	LT/RT	65
	10+31 DRN - 21+60 DRN	LT/RT	25
		TOTAL	700

REMOVING CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF
0010	10+31 - 23+50	LT/RT	5	2,750
	23+50 - 38+01	LT/RT	---	3,100
	10+82 FA - 14+56 FA	LT/RT	---	690
	10+31 DRN - 21+60 DRN	LT/RT	---	45
		TOTALS	5	6,585

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION - STATION	LOCATION	204.0155 SY
0010	10+31 - 23+50	LT/RT	1,560
	23+50 - 38+01	LT/RT	1,530
	10+31 DRN - 21+60 DRN	LT/RT	24
	SUBTOTAL (0010)		3,114
0020	10+82 FA - 14+56 FA	LT/RT	300
	SUBTOTAL (0020)		300
	TOTAL		3,414

REMOVING MANHOLES

CATEGORY	STATION	LOCATION	204.0210 EACH
0010	10+75	RT	1
	14+71	RT	1
	16+77	RT	1
	18+68	RT	1
	22+63	RT	1
	26+50	RT	1
		TOTAL	6

REMOVING INLETS

CATEGORY	STATION	LOCATION	204.0220 EACH
0010	10+92	RT	1
	10+93	LT	1
	14+47	LT	1
	14+86	RT	1
	14+87	LT	1
	18+45	RT	1
	18+83	LT	1
	18+85	RT	1
	22+43	LT	1
	22+80	LT	1
	26+29	LT	1
	26+38	RT	1
	26+75	LT	1
	30+11	LT	1
	30+16	LT	1
	34+83	LT	1
	TOTAL		16

REMOVING STORM SEWER

CATEGORY	STATION - STATION	204.0245.001 8-INCH TO 12-INCH LF
0010	10+31 - 23+50	1,610
	23+50 - 38+01	780
	10+82 FA - 14+56 FA	---
	10+31 DRN - 21+60 DRN	8
	TOTAL	2,398

SEALING PIPES

CATEGORY	STATION	OFFSET	204.0280 EACH
0010	34+82	43' RT	1

BASE AGGREGATE DENSE

CATEGORY	STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0130 BASE AGGREGATE DENSE 3-INCH TON	*624.0100 WATER (FOR COMPACTION) MGAL	*624.0100 WATER (FOR DUST CONTROL) MGAL
0010	10+31 - 23+50	RT/LT	1,600	3,150	72.0	3.2
	23+50 - 38+01	RT/LT	1,900	3,400	80.0	3.8
	10+82 FA - 14+56 FA	RT/LT	300	730	15.0	0.6
	10+31 DRN - 21+60 DRN	RT/LT	30	60	1.3	0.1
	SUBTOTALS (0010)		3,830	7,340	168.3	7.7
0020	10+82 FA - 14+56 FA	RT/LT	100	---	1.5	0.2
	SUBTOTALS (0020)		100	0	1.5	0.2
	TOTALS		3,930	7,340	177.7	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

EARTHWORK SUMMARY

CATEGORY	LOCATION	STATION - STATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) 5% OF CUT CY	SALVAGED/ UNUSABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL (4) CY	EXPANDED EBS BACKFILL (5) FACTOR 1.30 CY	UNEXPANDED FILL CY	EXPANDED FILL (6) FACTOR 1.25 CY	MASS ORDINATE +/- (7)	WASTE CY	312.0110 SELECT CRUSHED MATERIAL (3) TON	*624.0100 WATER (FOR DUST CONTROL) MGAL
0010	ZONE 1	10+63 - 23+50	3,838	192	0	3,838	249	178	223	3,615	3,615	470	9
	ZONE 2	23+50 - 37+94	4,601	230	0	4,601	299	424	530	4,071	4,071	570	10
	FARGO STREET	10+78 FA - 14+25 FA	883	44	0	883	57	50	63	821	821	110	2
	DRAINAGE SWALE	13+83 DRN - 16+94 DRN	855	3	0	855	4	0	0	855	855	7	2
	SUBTOTALS		10,178	469	0	10,178	610	652	816	9,363	9,363	1,157	23
	TOTALS			10,647								1,157	23

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100.
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.
4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
5) EXPANDED EBS BACKFILL: THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL FACTOR = 1.30.
6) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.25.
7) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)
PLUS MASS ORDINATE QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS MASS ORDINATE QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

CONCRETE DRIVEWAY 7-INCH

CATEGORY	STATION	LOCATION	416.0170 SY
0010	12+75	LT	40
	12+88	RT	25
	16+53	LT	40
	16+56	RT	20
	17+33	RT	20
	20+30	RT	20
	20+61	LT	30
	21+36	RT	25
	21+59	LT	20
	23+02	RT	20
	23+68	LT	25
	23+92	LT	25
	24+50	RT	30
	24+66	LT	25
	25+57	RT	25
	25+70	RT	25
	27+60	RT	30
	28+31	RT	20
	28+35	LT	45
	28+99	LT	45
	29+08	RT	25
	29+65	LT	35
	30+33	LT	25
	31+04	LT	30
	31+80	LT	20
	31+91	RT	30
	32+86	RT	45
	33+85	RT	30
	36+25	RT	55
	36+31	LT	35
	36+98	LT	35
	37+34	RT	35
	12+65 FA	RT	30
	13+06 FA	RT	20
	13+73 FA	RT	15
	13+76 FA	LT	20
	13+96 FA	LT	25
	TOTAL		1,065

ASPHALTIC ITEMS

CATEGORY	STATION - STATION	LOCATION	455.0605 TACK COAT GAL	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5424 HMA PAVEMENT 4 LT 58-28 H TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (DRIVEWAYS) TON
0010	10+31 - 23+50	RT/LT	250	2,624	620	480	14
	23+50 - 38+00	RT/LT	270	2,900	670	520	10
	10+82 FA - 14+56 FA	RT/LT	57	700	140	110	3
	10+31 DRN - 21+60 DRN	RT/LT	5	58	12	9	---
	TOTALS		582	6,282	1,442	1,119	27

NOTE: A CONVERSION FACTOR OF 110 LBS/SY/IN WAS USED TO ESTIMATE QUANTITIES FOR HMA PAVEMENT.

CONCRETE STEPS SUMMARY

CATEGORY	STATION	LOCATION	513.2001 RAILING PIPE LF	602.1500 CONCRETE STEPS SF
0010	13+07	RT	4	15
	14+00	RT	4	15
	24+16	RT	6	25
	34+95	LT	5	16
	TOTALS		19	71

CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	601.0110 CONCRETE CURB TYPE D LF	SPV.0090.001 CONCRETE CURB & GUTTER 24-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
0010	10+31 - 23+50	RT/LT	6	10	2,720	---	2,736
	23+50 - 38+01	RT/LT	---	---	3,070	25	3,095
	10+82 FA - 14+56 FA	RT/LT	---	---	690	---	690
	10+31 DRN - 21+60 DRN	RT/LT	---	---	59	---	59
	TOTALS		6	10	6,539	25	6,580

CONCRETE SIDEWALK 5-INCH

CATEGORY	STATION - STATION	LOCATION	602.0410 SF
0010	10+31 - 23+50	RT/LT	14,100
	23+50 - 38+01	RT/LT	14,500
	10+31 DRN - 21+60 DRN	RT/LT	220
	SUBTOTAL (0010)		28,820
0020	10+82 FA - 14+56 FA	RT/LT	3,200
	SUBTOTAL (0020)		3,200
	TOTAL		32,020

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CATEGORY	STATION - STATION	LOCATION	602.0505 SF
0010	10+31 - 23+50	RT/LT	260
	23+50 - 38+01	RT/LT	226
	TOTAL		486

NOTE: WARNING FIELD AT STA. 36+58 LT REQUIRES FIELD CUTS.

RIPRAP ITEMS

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
0010	14+70 DRN	RT/LT	6	20

STORM SEWER PIPE SUMMARY

CATEGORY	FROM STR.	TO STR.	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	608.2314 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 14x23-INCH LF	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	520.8000 CONCRETE COLLARS FOR PIPE EACH	SPV.0060.002 STORM SEWER TAP EACH
0010	15.4	15.1	39	---	---	---	---	---	---	---	---	---
	15.1	MH-15.0	8	---	---	---	---	---	---	---	---	---
	MH-15.0	EX-10.0	---	---	---	63	---	---	---	---	---	1
	15.3	15.2	39	---	---	---	---	---	---	---	---	---
	15.2	MH-15.0	---	24	---	---	---	---	---	---	---	---
	CONNECTION	15.2	20	---	---	---	---	---	---	---	1	---
	MH-15.0	MH-19.0	---	---	---	340	---	---	---	---	---	---
	20.5	20.6	31	---	---	---	---	---	---	---	---	---
	20.6	MH-19.0	47	---	---	---	---	---	---	---	---	---
	20.2	20.3	29	---	---	---	---	---	---	---	---	---
	20.3	MH-19.0	30	---	---	---	---	---	---	---	---	---
	MH-19.0	MH-20.0	---	---	---	73	---	---	---	---	---	---
	20.8	20.4	7	---	---	---	---	---	---	---	---	---
	20.4	MH-20.0	23	---	---	---	---	---	---	---	---	---
	20.7	20.1	7	---	---	---	---	---	---	---	---	---
	20.1	MH-20.0	8	---	---	---	---	---	---	---	---	---
	MH-20.0	MH-21.0	---	---	---	139	---	---	---	---	---	---
	21.1	MH-21.0	42	---	---	---	---	---	---	---	---	---
	MH-21.0	MH-25.0	---	---	---	185	---	---	---	---	---	---
	25.5	25.6	30	---	---	---	---	---	---	---	---	---
	25.6	MH-25.0	47	---	---	---	---	---	---	---	---	---
	25.2	25.3	31	---	---	---	---	---	---	---	---	---
	25.3	MH-25.0	30	---	---	---	---	---	---	---	---	---
	MH-25.0	MH-50.0	---	---	---	129	---	---	---	---	---	---
	50.2	MH-50.0	23	---	---	---	---	---	---	---	---	---
	50.3	50.1	7	---	---	---	---	---	---	---	---	---
	50.1	MH-50.0	8	---	---	---	---	---	---	---	---	---
	MH-50.0	MH-45.0	---	---	266	---	---	---	---	---	---	---
	45.2	45.3	32	---	---	---	---	---	---	---	---	---
	45.3	MH-45.0	45	---	---	---	---	---	---	---	---	---
	45.4	45.1	20	---	---	---	---	---	---	---	---	---
	45.1	MH-45.0	8	---	---	---	---	---	---	---	---	---
	41.2	MH-41.0	24	---	---	---	---	---	---	---	---	---
	41.1	MH-41.0	8	---	---	---	---	---	---	---	---	---
	MH-41.0	MH-40.0	---	---	190	---	---	---	---	---	---	---
	40.1	MH-40.0	8	---	---	---	---	---	---	---	---	---
	40.4	40.3	28	---	---	---	---	---	---	---	---	---
	40.3	40.2	27	---	---	---	---	---	---	---	---	---
	40.2	MH-40.0	24	---	---	---	---	---	---	---	---	---
	MH-40.0	MH 35.0	---	---	31	---	---	---	---	---	---	---
	MH-35.0	EX-30.0	---	---	372	---	---	---	---	---	---	1
	MH-35.0	MH-55.0	---	---	91	---	---	---	---	---	---	---
	55.3	55.2	15	---	---	---	---	---	---	---	---	---
	55.2	MH-55.0	24	---	---	---	---	---	---	---	---	---
	55.5	55.4	19	---	---	---	---	---	---	---	---	---
	55.4	55.1	15	---	---	---	---	---	---	---	---	---
	55.1	MH-55.0	8	---	---	---	---	---	---	---	---	---
	60.5	60.3	30	---	---	---	---	---	---	---	---	---
	60.3	60.2	30	---	---	---	---	---	---	---	---	---

CON'T NEXT SHEET

STORM SEWER PIPE SUMMARY

CATEGORY	FROM STR.	TO STR.	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	608.2314 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 14x23-INCH LF	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.8000 CONCRETE COLLARS FOR PIPE EACH	SPV.0060.002 STORM SEWER TAP EACH
	60.2	60.1	32	---	---	---	---	---	---	---	---	---
	60.1	60.6	12	---	---	---	---	---	---	---	---	---
	60.6	MH-60.0	8	---	---	---	---	---	---	---	---	---
	60.4	60.7	7	---	---	---	---	---	---	---	---	---
	60.7	MH-60.0	24	---	---	---	---	---	---	---	---	---
	MH-60.0	MH-81.0	---	---	---	---	---	350	---	---	---	---
	MH-81.0	MH-80.0	---	---	123	---	---	---	---	---	---	---
	80.3	80.2	6	---	---	---	---	---	---	---	---	---
	80.2	MH-80.0	25	---	---	---	---	---	---	---	---	---
	80.4	80.1	6	---	---	---	---	---	---	---	---	---
	80.1	MH-80.0	6	---	---	---	---	---	---	---	---	---
	MH-80.0	MH-75.0	---	---	---	174	---	---	---	---	---	---
	75.1	MH-75.0	5	---	---	---	---	---	---	---	---	---
	75.4	75.3	69	---	---	---	---	---	---	---	---	---
	75.3	75.2	71	---	---	---	---	---	---	---	---	---
	75.2	MH-75.0	---	---	26	---	---	---	---	---	---	---
	MH-75.0	MH-70.0	---	---	---	53	---	---	---	---	---	---
	MH-70.0	MH-66.0	---	---	---	300	---	---	---	---	---	---
	MH-66.0	MH-64.0	---	---	---	118	---	---	---	---	---	---
	65.1	64.1	32	---	---	---	---	---	---	---	---	---
	64.1	MH-64.0	9	---	---	---	---	---	---	---	---	---
	MH-64.0	AEW-62.0	---	---	---	---	36	---	---	1	---	---
CONNECTION	MH-68.0	---	---	---	---	---	8	---	---	---	1	---
	MH-68.0	CONNECTION	---	---	---	---	6	---	---	---	1	---
	MH-68.0	AEW-69.0	15	---	---	---	---	---	1	---	---	---
	TOTALS		1,196	24	1,099	1,574	50	350	1	1	3	2

MANHOLES AND INLETS SUMMARY

CATEGORY	STRUCTURE NO.	STATION	OFFSET (A)	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	611.2004 MANHOLES 4-FT DIA EACH	611.2005 MANHOLES 5-FT DIA EACH	611.3230 INLETS 2x3-FT EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	SPV.0060.003 INLET COVERS TYPE DW EACH
0010	15.0	11+12	8.0' RT	1	---	1	---	1	---	---	---	---
	15.1	11+12	15.5' RT	1	---	---	1	---	---	1	---	---
	15.2	11+12	15.5' LT	1	---	---	1	---	---	1	---	---
	15.3	10+84.9	43.9' LT	1	---	---	1	---	---	---	1	---
	15.4	10+84.6	42.9' RT	1	---	---	1	---	---	---	1	---
	19.0	14+52	8.0' RT	1	1	---	---	1	---	---	---	---
	20.0	15+25	7.7' RT	1	1	---	---	1	---	---	---	---
	20.1	15+25	15.5' RT	1	---	---	1	---	---	---	1	---
	20.2	14+81.5	38.0' RT	1	---	---	1	---	---	1	---	---
	20.3	14+52.3	38.1' RT	1	---	---	1	---	---	---	1	---
	20.4	15+25	15.5' LT	1	---	---	1	---	---	---	1	---
	20.5	14+81.8	38.8' LT	1	---	---	1	---	---	1	---	---
	20.6	14+51.7	38.7' LT	1	---	---	1	---	---	---	1	---
	20.7	15+32	15.5' RT	1	---	---	1	---	---	---	1	---
	20.8	15+32	15.5' LT	1	---	---	1	---	---	---	1	---
	21.0	16+64.1	7.9' RT	1	1	---	---	1	---	---	---	---
	21.1	16+64.1	34.5' LT	1	---	---	1	---	---	1	---	---
	25.0	18+49	8.0' RT	1	1	---	---	1	---	---	---	---
	25.2	18+79.8	38.1' RT	1	---	---	1	---	---	---	1	---
	25.3	18+49.1	37.8' RT	1	---	---	1	---	---	---	1	---
	25.5	18+78.2	38.8' RT	1	---	---	1	---	---	---	1	---
	25.6	18+48.6	38.7' LT	1	---	---	1	---	---	---	1	---
	50.0	19+78	8.0' RT	1	1	---	---	1	---	---	---	---
	50.1	19+78	15.5' RT	1	---	---	1	---	---	---	1	---
	50.2	19+78	15.5' LT	1	---	---	1	---	---	---	1	---
	50.3	19+85	15.5' RT	1	---	---	1	---	---	---	1	---
	45.0	22+44	8.0' RT	1	1	---	---	1	---	---	---	---
	45.1	22+44	15.5' RT	1	---	---	1	---	---	1	---	---
	45.2	22+76.1	37.4' LT	1	---	---	1	---	---	---	1	---
	45.3	22+43.9	37.4' LT	1	---	---	1	---	---	1	---	---
	45.4	22+64	15.5' RT	1	---	---	1	---	---	1	---	---
	35.0	26+49	8.0' RT	1	1	---	---	1	---	---	---	---
	40.0	26+18	8.0' RT	1	1	---	---	1	---	---	---	---
	40.1	26+18	15.5' RT	1	---	---	1	---	---	---	1	---
	40.2	26+18	15.5' LT	1	---	---	1	---	---	1	---	---
	40.3	26+36	36.3' LT	1	---	---	1	---	---	---	1	---
	40.4	26+63.6	37.0' LT	1	---	---	1	---	---	---	1	---
	41.0	24+28	8.0' RT	1	1	---	---	1	---	---	---	---
	41.1	24+28	15.5' RT	1	---	---	1	---	---	---	1	---
	41.2	24+28	15.5' LT	1	---	---	1	---	---	---	1	---
	55.0	27+40	8.0' RT	1	1	---	---	1	---	---	---	---
	55.1	27+40	15.5' RT	1	---	---	1	---	---	1	---	---
	55.2	27+40	15.5' LT	1	---	---	1	---	---	1	---	---
	55.3	27+55	15.5' LT	1	---	---	1	---	---	---	1	---
	55.4	27+55	15.5' RT	1	---	---	1	---	---	---	---	1
	55.5	27+74	15.5' RT	1	---	---	1	---	---	1	---	---
	70.0	37+70.7	10.0' RT	1	---	1	---	1	---	---	---	---
	75.0	37+18	10.0' RT	1	---	1	---	1	---	---	---	---
	75.1	37+18	15.5' RT	1	---	---	1	---	---	---	1	---
	75.2	37+18	15.5' LT	1	---	---	1	---	---	---	1	---

CON'T NEXT SHEET

MANHOLES AND INLETS SUMMARY

CATEGORY	STRUCTURE NO.	STATION	OFFSET (A)	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	611.2004 MANHOLES 4-FT DIA EACH	611.2005 MANHOLES 5-FT DIA EACH	611.3230 INLETS 2x3-FT EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	SPV.0060.003 INLET COVERS TYPE DW EACH
	75.3	36+49	35.7' LT	1	---	---	1	---	---	---	1	---
	75.4	35+80.5	44.9' LT	1	---	---	1	---	---	1	---	---
	80.0	35+44	10.0' RT	1	1	---	---	1	---	---	---	---
	80.1	35+44	15.5' RT	1	---	---	1	---	---	---	1	---
	80.2	35+44	15.5' LT	1	---	---	1	---	---	---	1	---
	80.3	35+50	15.5' LT	1	---	---	1	---	---	---	1	---
	80.4	35+50	15.5' RT	1	---	---	1	---	---	---	1	---
	81.0	34+21	9.44' RT	1	1	---	---	1	---	---	---	---
	60.0	30+71	8.0' RT	1	1	---	---	---	1	---	---	---
	60.1	30+58	15.5' RT	1	---	---	1	---	---	---	1	---
	60.2	30+35.1	36.4' RT	1	---	---	1	---	---	1	---	---
	60.3	30+05.5	37.0' RT	1	---	---	1	---	---	---	1	---
	60.4	30+59	15.5' LT	1	---	---	1	---	---	---	1	---
	60.5	29+85	15.5' RT	1	---	---	1	---	---	1	---	---
	60.6	30+71	15.5' RT	1	---	---	1	---	---	1	---	---
	60.7	30+66	15.5' LT	1	---	---	1	---	---	1	---	---
	64.0	14+27.2	10.0' LT	1	---	1	---	1	---	---	---	---
	64.1	14+23.3	18.1' LT	1	---	---	1	---	---	---	1	---
	65.1	13+91.2	20.3' LT	1	---	---	1	---	---	---	1	---
	66.0	13+10.0	0.0' RT	1	---	1	---	1	---	---	---	---
	68.0	21+43.5	67.7' LT	1	---	1	---	---	1	---	---	---
			TOTALS	71	13	6	52	17	2	17	34	1

(A) OFFSET FOR THE PROPOSED STRUCTURE TO THE CENTER OF THE STRUCTURE FOR MANHOLES AND INLETS

PIPE GRATES

CATEGORY	STATION	LOCATION	611.9800.S EACH	REMARKS
0010	14+62.0	2.5' RT	1	30" AEW GRATE
	21+44.0	88.5' LT	1	12" AEW GRATE
		TOTAL	2	

FENCE SAFETY

CATEGORY	LOCATION	616.0700.S LF	REMARKS
0010	UNDISTRIBUTED	1,000	TREE PROTECTION
	UNDISTRIBUTED	500	PEDESTRIAN ROUTING/SAFETY
	TOTAL	1,500	

ADJUSTING MANHOLE AND INLET COVERS

CATEGORY	STATION	OFFSET	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH
0010	35+07	41' RT	---	1
	UNDISTRIBUTED		4	---

DUST CONTROL SURFACE TREATMENT

CATEGORY	STATION - STATION	LOCATION	623.0200 SY
0010	10+31 - 23+50	RT/LT	6,050
	23+50 - 38+01	RT/LT	6,600
	10+82 FA - 14+56 FA	RT/LT	1,400
	10+31 DRN - 21+60 DRN	RT/LT	120
	TOTAL		14,170

MOBILIZATIONS EROSION CONTROL

CATEGORY	PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	3638-00-73	9	5

SILT FENCE SUMMARY

CATEGORY	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	UNDISTRIBUTED	200	200

EROSION MAT

CATEGORY	STATION - STATION	LOCATION	628.2004 CLASS I TYPE B SY	628.2006 URBAN CLASS I TYPE A SY
0010	10+31 - 23+50	RT/LT	---	3,100
	23+50 - 38+01	RT/LT	---	3,450
	10+82 FA - 14+56 FA	RT/LT	---	760
	10+31 DRN - 21+60 DRN	RT/LT	1,600	940
	UNDISTRIBUTED	RT/LT	400	2,050
	TOTALS		2,000	10,300

FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0160 SEEDING MIXTURE NO. 60 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0300 SEEDING BORROW PIT LB	SPV.0120.001 WATER FOR SEEDED AREAS MGAL
0010	10+31 - 23+50	RT/LT	3,100	---	---	2.0	---	55	---	70
	23+50 - 38+01	RT/LT	3,450	---	---	2.2	---	60	---	75
	10+82 FA - 14+56 FA	RT/LT	760	---	---	0.5	---	15	---	15
	10+31 DRN - 21+60 DRN	RT/LT	---	2,550	---	1.6	20	15	---	55
	WASTE SITE	---	---	---	6,950	4.4	---	---	95	160
	UNDISTRIBUTED	---	1,800	640	1,750	2.6	5	35	25	95
	TOTALS		9,110	3,190	8,700	13.3	25	180	120	470

TEMPORARY DITCH CHECKS

CATEGORY	STATION	LOCATION	628.7504 LF
0010	16+30 DRN	RT/LT	15

CULVERT PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7555 EACH
0010	16+96 DRN	RT/LT	5
	21+44	LT	1
		TOTAL	6

INLET PROTECTION SUMMARY

CATEGORY	STATION - STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
0010	10+31 - 23+50	RT/LT	24	9	26
	23+50 - 38+01	RT/LT	26	6	27
	10+82 FA - 14+56 FA	RT/LT	---	1	2
	10+31 DRN - 21+60 DRN	RT/LT	2	---	4
	UNDISTRIBUTED	RT/LT	13	4	15
	TOTALS		65	20	74

TRACKING PADS

CATEGORY	LOCATION	628.7560 EACH
0010	WASTE SITE	1
	MULBERRY STREET WEST END	1
	MULBERRY STREET EAST END	1
	FARGO STREET SOUTH END	1
	DRN LINE - POPE STREET	2
	DRN LINE - REED STREET	1
	TOTAL	7

FIELD OFFICE TYPE D

CATEGORY	PROJECT	642.5401 EACH
0010	3638-00-73	1

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	3638-00-73	1

TRAFFIC CONTROL

CATEGORY	TRAFFIC CONTROL OPERATIONS	DURATION (DAYS)	643.0410 TRAFFIC CONTROL BARRICADES TYPE II EACH	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY
0010	PROJECT PRE-WARNING	14	---	---	---	---	---	---	---	---	2	28
	PRIOR TO JUNE 1, 2019	61	---	---	18	1,098	36	2,196	28	1,708	---	---
	AFTER JUNE 1, 2019	119	---	---	26	3,094	52	6,188	41	4,879	---	---
	INTERIM CLOSURE OF MADISON STREET	19	---	---	4	76	8	152	2	38	---	---
	TEMPORARY PEDESTRIAN ROUTING	180	22	3,960	24	4,320	46	8,280	34	6,120	---	---
	ALTERNATE DOWNTOWN BUSINESS ACCESS ROUTE	180	---	---	---	---	---	---	2	360	---	---
	TOTALS			3,960		8,588		16,816		13,105		28

REMOVING SIGN ITEMS

CATEGORY	SIGN NUMBER	SIGN CODE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION	REMARKS
0010	R1-1	S1-1; S16-7L; S1-1	1	---	SCHOOL CROSSING AND DIAGONAL ARROW; SCHOOL CROSSING	EXISTING POST TO REMAIN
	R1-2	S1-1; S16-7L; S1-1	1	1	SCHOOL CROSSING AND DIAGONAL ARROW; SCHOOL CROSSING	STREET NAME SIGNS REMOVED BY OTHERS
	R1-3	R1-1	1	1	STOP SIGN	
	R1-4	R2-1;R7-53	1	1	SPEED LIMIT 25 MPH; NO PARKING THIS SIDE OF STREET	
	R1-5	R7-53	1	---	NO PARKING THIS SIDE OF STREET	SIGN MOUNTED ON UTILITY POLE
	R1-6	R1-1	1	1	STOP SIGN	
	R1-7	R1-1	1	1	STOP SIGN	STREET NAME SIGNS REMOVED BY OTHERS
	R1-8	R5-2	1	---	NO TRUCKS	SIGN MOUNTED ON UTILITY POLE
	R2-1	R7-53	1	---	NO PARKING THIS SIDE OF STREET	SIGN MOUNTED ON UTILITY POLE
	R2-2	R2-1; R7-53	1	1	SPEED LIMIT 25 MPH; NO PARKING THIS SIDE OF STREET	
	R2-3	R1-1	1	1	STOP SIGN	STREET NAME SIGNS REMOVED BY OTHERS
	R2-4	R1-1	1	1	STOP SIGN	
	R2-5	R7-51L	1	1	NO PARKING FROM HERE TO CORNER	
	R2-6	R7-53	1	---	NO PARKING THIS SIDE OF STREET	SIGN MOUNTED ON UTILITY POLE
	R3-1	R1-1	1	1	STOP SIGN	STREET NAME SIGNS REMOVED BY OTHERS
	R3-2	S1-1; S16-9P;R7-53	1	---	SCHOOL CROSSING AND AHEAD PLAQUE; NO PARKING THIS SIDE OF STREET	SIGNS MOUNTED ON UTILITY POLE
	R3-3	S4-51	1	---	SCHOOL SPEED LIMIT SIGN	SIGN MOUNTED ON UTILITY POLE
	R3-5	R1-1	1	1	STOP SIGN	
	R3-6	R1-1	1	1	STOP SIGN	STREET NAME SIGNS REMOVED BY OTHERS
	R4-1	S4-51	1	1	SCHOOL SPEED LIMIT SIGN	
	R4-2	R2-1; R7-53	1	---	SPEED LIMIT 25 MPH; NO PARKING THIS SIDE OF STREET	SIGNS MOUNTED ON UTILITY POLE
	R4-3	S1-1; S16-9P	1	1	SCHOOL CROSSING AND AHEAD PLAQUE	
	R4-4	R1-1	1	1	STOP SIGN	STREET NAME SIGNS REMOVED BY OTHERS
	R4-5	R7-53	1	---	NO PARKING THIS SIDE OF STREET	SIGN MOUNTED ON UTILITY POLE
	R5-1	R1-1	1	1	STOP SIGN	STREET NAME SIGNS REMOVED BY OTHERS
	R5-2	R7-53	1	---	NO PARKING THIS SIDE OF STREET	SIGNS MOUNTED ON UTILITY POLE
	R5-3	R1-1	1	1	STOP SIGN	STREET NAME SIGNS REMOVED BY OTHERS
	R5-4	R2-1	1	1	SPEED LIMIT 25 MPH	
	R5-5	R7-52L	1	1	NO PARKING BETWEEN SIGNS	
		TOTALS	29	19		

PERMANENT SIGNING SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	SPV.0060.001 PRECAST SIGN POST BASE EACH	SPV.0090.002 SIGN POST LF	REMARKS
0010	1 - 1	10+33	LT	S1-1	SCHOOL ADVANCE	36 x 36	---	6.75	---	---	
	1 - 2	10+33	LT	S16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT)	30 x 18	---	3.75	---	---	INSTALL BELOW SIGN 1-1
	1 - 3	10+33	LT	S1-1	SCHOOL ADVANCE	36 x 36	---	6.75	---	---	INSTALL BACK-TO-BACK WITH SIGN 1-1
	1 - 4	10+90	LT	S1-1	SCHOOL ADVANCE	36 x 36	---	6.75	1	11	
	1 - 5	10+90	LT	S16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT)	30 x 18	---	3.75	---	---	INSTALL BELOW SIGN 1-4
	1 - 6	10+90	LT	S1-1	SCHOOL ADVANCE	36 x 36	---	6.75	---	---	INSTALL BACK-TO-BACK WITH SIGN 1-4
	1 - 7	11+09	LT	R1-1	STOP	30 x 30	5.18	---	1	10	
	1 - 8	11+75	RT	R2-1	SPEED LIMIT 25 MPH	24 x 30	5.00	---	1	10	
	1 - 9	12+25	RT	R7-53D	NO PARKING ON THIS SIDE - DOUBLE ARROW	18 x 24	3.00	---	1	9	
	1 - 10	13+85	RT	R7-53D	NO PARKING ON THIS SIDE - DOUBLE ARROW	18 x 24	3.00	---	1	9	
	1 - 11	14+85	RT	R1-1	STOP	30 x 30	5.18	---	1	10	
	1 - 12	14+47	LT	R1-1	STOP	30 x 30	5.18	---	1	10	
	1 - 13	11+25	RT	R5-2	NO TRUCKS SYMBOL	24 x 24	4.00	---	1	10	
	2 - 1	17+15	RT	R7-53D	NO PARKING ON THIS SIDE - DOUBLE ARROW	18 x 24	3.00	---	1	10	
	2 - 2	17+40	LT	R2-1	SPEED LIMIT 25 MPH	24 x 30	5.00	---	1	10	
	2 - 3	17+85	LT	R7-51R	NO PARKING HERE TO CORNER - RIGHT ARROW	18 x 24	3.00	---	1	10	
	2 - 4	18+43	LT	R1-1	STOP	30 x 30	5.18	---	1	10	
	2 - 5	18+85	RT	R1-1	STOP	30 x 30	5.18	---	1	10	
	2 - 6	19+30	LT	R7-51L	NO PARKING HERE TO CORNER - LEFT ARROW	18 x 24	3.00	---	1	9	
	2 - 7	20+10	RT	R7-53D	NO PARKING ON THIS SIDE - DOUBLE ARROW	18 x 24	3.00	---	1	10	
	2 - 8	21+20	RT	R2-1	SPEED LIMIT 25 MPH	24 x 30	5.00	---	1	10	
	3 - 1	22+38	LT	R1-1	STOP	30 x 30	5.18	---	1	10	
	3 - 2	23+33	RT	R7-53D	NO PARKING ON THIS SIDE - DOUBLE ARROW	18 x 24	3.00	---	1	9	
	3 - 3	23+80	RT	S1-1	SCHOOL ADVANCE	36 x 36	---	6.75	1	10	
	3 - 4	23+80	RT	S16-9P	AHEAD PLAQUE (FLUORESCENT YELLOW GREEN)	30 x 18	---	3.75	---	---	INSTALL BELOW SIGN 3-3
	3 - 5	25+00	RT	S4-51	SCHOOL SPEED LIMIT	24 x 48	---	8.00	1	11	
	3 - 6	26+00	LT	R2-1	SPEED LIMIT 25 MPH	24 x 30	5.00	---	1	10	
	3 - 9	26+33	LT	R1-1	STOP	30 x 30	5.18	---	1	10	
	3 - 10	26+80	RT	R1-1	STOP	30 x 30	5.18	---	1	10	
	4 - 1	28+10	LT	S4-51	SCHOOL SPEED LIMIT	24 x 48	---	8.00	1	11	
	4 - 2	28+60	RT	R7-53D	NO PARKING ON THIS SIDE - DOUBLE ARROW	18 x 24	3.00	---	1	10	
	4 - 3	29+25	RT	R2-1	SPEED LIMIT 25 MPH	24 x 30	5.00	---	1	10	
	4 - 4	29+25	LT	S1-1	SCHOOL ADVANCE	36 x 36	---	6.75	1	11	
	4 - 5	29+25	LT	S16-9P	AHEAD PLAQUE (FLUORESCENT YELLOW GREEN)	30 x 18	---	3.75	---	---	INSTALL BELOW SIGN 4-4
	4 - 6	30+40	RT	R1-1	STOP	30 x 30	5.18	---	1	10	
	4 - 7	32+35	RT	R7-53D	NO PARKING ON THIS SIDE - DOUBLE ARROW	18 x 24	3.00	---	1	9	
	5 - 1	35+10	RT	R1-1	STOP	30 x 30	5.18	---	1	10	
	5 - 2	35+45	RT	R2-1	SPEED LIMIT 25 MPH	24 x 30	5.00	---	1	10	
	5 - 3	35+85	LT	R1-1	STOP	30 x 30	5.18	---	1	10	
	5 - 4	35+93	RT	R7-53D	NO PARKING ON THIS SIDE - DOUBLE ARROW	18 x 24	3.00	---	1	10	
	5 - 5	37+20	LT	R2-1	SPEED LIMIT 25 MPH	24 x 30	5.00	---	1	10	
	5 - 6	37+53	RT	R7-52L	NO PARKING BETWEEN SIGNS - LEFT ARROW	18 x 24	3.00	---	1	10	
					TOTALS		128.98	71.50	35	349	

TEMPORARY PEDESTRIAN ACCOMODATION ITEMS

CATEGORY	LOCATION	644.1410.S TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601.S TEMPORARY CURB RAMP EACH	644.1616.S TEMPORARY PEDESTRIAN SAFETY FENCE LF
0010	UNDISTRIBUTED	1,200	16	480

PAVEMENT MARKING

CATEGORY	STATION - STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF
0010	10+37 - 14+50	LT/RT	650	225
	14+50 - 18+50	LT/RT	660	225
	18+50 - 22+40	LT/RT	660	230
	22+40 - 26+35	LT/RT	660	185
	26+35 - 30+00	LT/RT	590	225
	30+00 - 35+75	LT/RT	935	225
	35+75 - 38+00	LT/RT	230	190
		TOTALS	4,385	1,505

CONSTRUCTION STAKING

CATEGORY	STATION - STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.9000 CURB RAMPS EACH	650.9920 SLOPE STAKES LF
0010	10+31 - 23+50	RT/LT	1,320	1,320	26	1,320
	23+50 - 38+01	RT/LT	1,450	1,450	22	1,450
	10+82 FA - 14+56 FA	RT/LT	375	375	---	375
	10+31 DRN - 21+60 DRN	RT/LT	30	30	---	645
	TOTALS		3,175	3,175	48	3,790

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH

CATEGORY	LOCATION FROM	LOCATION TO	652.0225 LF
0010	PB-1	PB-2	55
	PB-2	PB-3	45
	TOTAL		100

PULL BOXES STEEL 24X42-INCH

CATEGORY	PULL BOX NO.	STATION	LOCATION	653.0140 EACH
0010	PB-1	26+19	22'LT	1
	PB-2	26+75	22'LT	1
	PB-3	26+97	20'RT	1
	TOTAL			3

ELECTRICAL WIRE LIGHTING 12 AWG

CATEGORY	LOCATION FROM	LOCATION TO	655.0610 LF
0010	METER	PB-1	75
	PB-1	PB-2	220
	PB-2	RRFB	110
	PB-2	PB-3	190
	PB-3	RRFB	100
	TOTAL		695

SAWING

CATEGORY	STATION - STATION	LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF
0010	10+31 - 23+50	RT/LT	350	190
	23+50 - 38+01	RT/LT	230	345
	10+82 FA - 14+56 FA	RT/LT	115	30
	10+31 DRN - 21+60 DRN	RT/LT	58	26
	UNDISTRIBUTED	---	75	60
	TOTALS		828	651

PROPERTY CORNERS

CATEGORY	STATION - STATION	LOCATION	SPV.0060.004 LOCATE AND REFERENCE PROPERTY CORNERS EACH	SPV.0060.005 RESET PROPERTY CORNERS EACH
0010	10+31 - 23+50	RT/LT	15	15
	23+50 - 38+01	RT/LT	15	15
	10+82 FA - 14+56 FA	RT/LT	6	6
	10+31 DRN - 21+60 DRN	RT/LT	1	1
	TOTALS		37	37

TEMPORARY MAILBOX STATION

CATEGORY	LOCATION	SPV.0060.006 EACH
0020	PER USPS	2

SALVAGE AND REPLACE PLANTER

CATEGORY	STATION	OFFSET	SPV.0060.007 EACH
0010	10+91	42'LT	1

SALVAGE AND REPLACE BRICK EDGING

CATEGORY	STATION - STATION	LOCATION	SPV.0090.003 LF
0010	27+88 - 28+04	LT	20

DECORATIVE FENCE PROTECTION

CATEGORY	STATION - STATION	LOCATION	SPV.0090.004 LF
0010	17+43 - 18+31	RT	102

SALVAGE AND REPLACE LANDSCAPING STONE

CATEGORY	STATION - STATION	LOCATION	SPV.0165.001 SF
0010	14+24 - 14+35	LT	87

SALVAGE AND REPLACE BRICK PAVERS

CATEGORY	STATION - STATION	LOCATION	SPV.0165.002 SF
0010	17+83 - 18+32	RT	31

UTILITY LINE OPENING (ULO) SUMMARY

CATEGORY	LOCATION	SPV.0060.100 UTILITY LINE OPENING EACH
0010	UNDISTRIBUTED	5
WATER	SUBTOTAL (0010)	5
0020	UNDISTRIBUTED	5
SANITARY	SUBTOTAL (0020)	5
	GRAND TOTAL	10

CONNECT TO EXISTING WATER MAIN

CATEGORY	STATION	LOCATION	SPV.0060.110 EACH
0010	10+39	3' LT	1
	10+39	18' LT	1
	14+68	47' LT	1
	14+69	46' RT	1
	17+65	31' LT	1
	18+53	47' LT	1
	18+77	46' RT	1
	22+67	45.5' LT	1
	26+56	45' LT	1
	30+31	45' RT	1
	34+95	43' RT	1
	35+82	67' LT	1
	37+85	12' RT	1
	14+25.5 FA	11.2' LT	1
		TOTAL	14

FIRE HYDRANT WITH AUXILIARY VALVE AND 6-INCH LEAD

CATEGORY	STATION	LOCATION	SPV.0060.113 EACH
0010	11+20.5	24.0' LT	1
	14+25.0	24.0' LT	1
	19+10.0	22.5' LT	1
	22+25.0	24.0' LT	1
	26+7.5	24.0' LT	1
	30+45.3	23.2' RT	1
	35+27.9	24.0' LT	1
		TOTAL	7

WATER MAIN GATE VALVE AND VALVE BOX SUMMARY

CATEGORY	STATION	LOCATION	SPV.0060.114 WATER MAIN GATE VALVE AND VALVE BOX 8-INCH EACH	SPV.0060.115 WATER MAIN GATE VALVE AND VALVE BOX 4-INCH EACH
0010	10+39.19	15.8' LT	1	---
	10+42.59	11.0' LT	1	---
	11+20.54	11.0' LT	---	---
	14+25.00	11.0' LT	---	---
	14+55.78	8.0' LT	1	---
	14+58.33	44.6' LT	1	---
	14+59.72	44.3' RT	1	---
	17+64.06	11.3' LT	---	1
	18+68.49	8.0' LT	1	---
	18+71.56	44.9' LT	1	---
	18+75.57	43.9' RT	1	---
	19+00.00	11.0' LT	---	---
	22+25.01	10.9' LT	---	---
	22+49.98	8.0' LT	1	---
	22+52.87	43.1' LT	1	---
	26+12.58	10.9' RT	---	---
	26.39.62	8.0' LT	1	---
	26+42.42	42.2' LT	1	---
	26+69.26	5.9' LT	1	---
	30+12.82	8.0' LT	1	---
	30+16.25	52.5' RT	1	---
	30+19.11	23.1' RT	---	---
	34+95.09	35.0' RT	1	---
	34.99.03	8.0' LT	1	---
	35+27.90	24' LT	---	---
	35+99.40	11' LT	1	---
	36+04.00	8' LT	1	---
	37+81.90	8.0' RT	1	---
		TOTALS	20	1

ADJUST EXISTING WATER VALVE BOX SUMMARY

CATEGORY	LOCATION	SPV.0060.116 EACH
0010	UNDISTRIBUTED	5

WATER MAIN OFFSET

CATEGORY	LOCATION	STATION	SPV.0060.117 EACH
0010	MULBERRY STREET	10+50 - 11+10	1
	MULBERRY STREET	22+63	1
	FARGO STREET	10+05 FA	1
	MULBERRY STREET	30+15	1
	MULBERRY STREET	37+84	1
	UNDISTRIBUTED		2
		TOTAL	7

INSULATION BOARD POLYSTYRENE, 4-INCH

CATEGORY	LOCATION	STATION	612.0902.S SY*
0010	MULBERRY STREET	10+00 - 23+50	186
	MULBERRY STREET	23+50 - 38+00	103
	UNDISTRIBUTED		44
		TOTAL	333

* ACTUAL QUANTITY AND LOCATION TO BE FIELD DETERMINED BY ENGINEER

WATER SERVICE, SUMMARY

CATEGORY	STATION	SERVICE DIRECTION	SPV.0060.111 CONNECT TO EXISTING WATER SERVICE EACH	SPV.0060.112 WATER SERVICE CORPORATIONS, CURB STOPS, AND BOXES, 1-INCH EACH	SPV.0060.118 WATER SERVICE CORPORATIONS, CURB STOPS, AND BOXES, 1.5-INCH EACH	SPV.0090.130 WATER SERVICE COPPER, 1-INCH LF	SPV.0090.131 WATER SERVICE COPPER, 1.5-INCH LF
0010	11+64	SOUTH	1	1	---	43	---
	11+76	NORTH	1	1	---	26	---
	13+42	SOUTH	1	1	---	41	---
	14+26	SOUTH	1	1	---	41	---
	15+29	SOUTH	1	1	---	41	---
	15+94	SOUTH	1	1	---	41	---
	16+09	NORTH	1	1	---	25	---
	16+41	SOUTH	1	1	---	41	---
	17+04	SOUTH	1	1	---	42	---
	17+57	NORTH	1	1	---	25	---
	17+70	SOUTH	1	1	---	42	---
	19+35	NORTH	1	1	---	24	---
	19+94	NORTH	1	1	---	26	---
	21+17	NORTH	1	1	---	26	---
	21+56	NORTH	1	1	---	25	---
	21+72	SOUTH	1	1	---	41	---
	22+26	SOUTH	1	1	---	41	---
	23+06	NORTH	1	1	---	24	---
	23+57	SOUTH	1	1	---	42	---
	23+82	SOUTH	1	1	---	41	---
	23+86	NORTH	1	1	---	25	---
	24+57	SOUTH	1	1	---	41	---
	25+02	NORTH	1	1	---	26	---
	25+49	SOUTH	1	1	---	40	---
	25+83	NORTH	1	1	---	25	---
	25+93	SOUTH	1	1	---	41	---
	26+79	NORTH	1	1	---	25	---
	28+20	NORTH	1	1	---	25	---
	28+33	SOUTH	1	1	---	43	---
	28+92	NORTH	1	1	---	25	---
	29+08	SOUTH	1	1	---	43	---
	29+15	NORTH	1	1	---	25	---
	30+00	NORTH	1	1	---	26	---
	30+39	NORTH	1	1	---	24	---
	31+16	NORTH	1	1	---	25	---
	31+76	SOUTH	1	1	---	42	---
	32+04	NORTH	1	1	---	24	---
	31+11	SOUTH	1	1	---	41	---
	32+80	SOUTH	1	1	---	42	---
	34+18	SOUTH	1	1	---	42	---
	34+57	NORTH	1	1	---	25	---
	35+68	SOUTH	1	1	---	41	---
	36+27	SOUTH	1	1	---	40	---
	36+52	NORTH	1	1	---	38	---
	36+81	SOUTH	1	1	---	34	---
	11+50 FA	NORTH	1	1	---	21	---
	12+85 FA	SOUTH	1	1	---	45	---
	13+37 FA	SOUTH	1	1	---	45	---
	13+63 FA	NORTH	1	1	---	20	---
UNDISTRIBUTED			2	2	2	100	65
	TOTALS		51	51	2	1,753	65

WATER MAIN, DUCTILE IRON (DI) SUMMARY

CATEGORY	FROM STA./STRUCT.	TO STA./STRUCT.	SPV.0090.133 WATER MAIN DUCTILE IRON (DI) 6-INCH LF	SPV.0090.132 WATER MAIN DUCTILE IRON (DI) 8-INCH LF	SPV.0090.134 WATER MAIN DUCTILE IRON (DI) 4-INCH LF	SPV.0035.100 GRANULAR BACKFILL, WATER MAIN CY
0010	CONNECTION, 10+39.2 18' LT	TEE, 10+39.1, 11' LT	---	7	---	4
	CONNECTION, 10+39.0, 3' LT	TEE, 10+39.1, 11' LT	---	8	---	4
	TEE, 10+39.1, 11' LT	BEND, 10+75, 11' LT	---	36	---	18
	BEND, 10+75, 11' LT	BEND, 10+83, 8' LT	---	9	---	5
	BEND, 10+83, 8' LT	TEE, 11+20.5, 8' LT	---	37	---	19
	TEE, 11+20.5, 8' LT	HYDRANT, 11+20.5, 24' LT	---	---	---	---
	TEE, 11+20.5, 8' LT	TEE, 14+25, 8' LT	---	304	---	152
	TEE, 14+25, 8' LT	HYDRANT, 14+25, 24' LT	---	---	---	---
	TEE, 14+25, 8' LT	CROSS, 14+58.9, 8' LT	---	34	---	17
	CROSS, 14+58.9, 8' LT	TEE, 14+58.3, 48.2' LT	---	---	---	---
	TEE, 14+58.3, 48.2' LT	CONNECTION, 14+73.1, 46.8' LT	---	---	15	7
	CROSS, 14+58.9, 8' LT	TEE, 14+59.7, 47.9' RT	---	56	---	28
	TEE, 14+59.7, 47.9' RT	CONNECTION, 14+74.5, 45.9' RT	---	---	15	7
	CROSS, 14+58.9, 8' LT	TEE, 17+63.9, 8' LT	---	305	---	153
	TEE, 17+63.9, 8' LT	CONNECTION, 17+64.5, 31.4' LT	---	---	23	12
	TEE, 17+63.9, 8' LT	CROSS, 18+72.1, 8' LT	---	108	---	54
	CROSS, 18+72.1, 8' LT	TEE, 18+71.5, 48.1' LT	---	40	---	20
	TEE, 18+71.5, 48.1' LT	CONNECTION, 18+52.5, 46.7' LT	---	---	19	9
	CROSS, 18+72.1, 8' LT	TEE, 18+72.6, 47.7'RT	---	56	---	28
	TEE, 18+72.6, 47.7'RT	CONNECTION, 18+76.9, 46.1' RT	---	---	4	2
	CROSS, 18+72.1, 8' LT	TEE, 19+10.0, 8' LT	---	38	---	19
	TEE, 19+10.0, 8' LT	HYDRANT, 19+00.0, 22.5' LT	---	---	---	---
	TEE, 19+10.0, 8' LT	TEE, 22+25.0, 8' LT	---	315	---	158
	TEE, 22+25.0, 8' LT	HYDRANT, 22+25.0, 24' LT	---	---	---	---
	TEE, 22+25.0, 8' LT	TEE, 22+52.8, 8' LT	---	28	---	14
	TEE, 22+52.8, 8' LT	TEE, 22+52.8, 47.4' LT	---	39	---	20
	TEE, 22+52.8, 47.4' LT	CONNECTION, 22+66.4, 45.4' LT	---	---	14	7
	TEE, 22+52.8, 8' LT	TEE, 26+07.5, 8.0' LT	---	355	---	178
	TEE, 26+07.5, 8.0' LT	HYDRANT, 26+12.5, 24.0' LT	---	---	---	---
	TEE, 26+07.5, 8.0' LT	TEE, 26+43.2, 8.0' LT	---	36	---	18
	TEE, 26+43.2, 8.0' LT	TEE, 26+42.3, 45.5' LT	---	38	---	19
	TEE, 26+42.3, 45.5' LT	CONNECTION, 26+55.7, 44.8' LT	---	---	13	7
	TEE, 26+43.2, 8.0' LT	TEE, 26+69.3, 8.0' LT	---	26	---	13
	TEE, 26+69.3, 8.0' LT	BEND, 26+74.9, 8.0' LT	---	6	---	3
	BEND, 26+74.9, 8.0' LT	TEE, 30+14.9, 8.0' LT	---	340	---	170
	TEE, 30+14.9, 8.0' LT	TEE, 30+15.7, 23.1' RT	---	31	---	16
	TEE, 30+15.7, 23.1' RT	HYDRANT, 30+45.2, 23.1' RT	---	---	---	---
	TEE, 30+15.7, 23.1' RT	TEE, 30+16.3, 44.7' RT	---	22	---	11
	TEE, 30+16.3, 44.7' RT	CONNECTION, 30+21.2, 44.5' RT	---	---	15	7
	TEE, 30+14.9, 8.0' LT	TEE 34+95, 8' LT	---	480	---	240
	TEE 34+95, 8' LT	TEE, 34+95.0, 43' RT	---	51	---	26
	TEE, 34+95.0, 43' RT	FH, TEE 35+28, 8 LT	---	33	---	17
	FH, TEE 35+28, 8 LT	TEE 35+99.4, 8' LT	---	72	---	36
	TEE 35+99.4, 8' LT	BEND 35+99.4, 58.1 LT	---	30	---	15
	BEND 35+99.4, 58.1 LT	TEE 35+74.8	---	33	---	17
	TEE, 35+74.8	CONNECTION	12	---	---	6
	35+99	TEE 37+86, 8' LT	---	185	---	93
	TEE 37+86, 8' LT	CONNECTION,37+84.6, 12' RT	20	---	---	10
	TEE, 26+69.3, 8.0' LT	CONNECTION, FARGO STREET	---	384	---	192
	UNDISTRIBUTED		50	---	50	---
		TOTALS	82	3,541	168	1,851

SANITARY MANHOLE SUMMARY

CATEGORY	STRUCTURE	STATION	LOCATION	SPV.0060.212 SANITARY SEWER MANHOLE (4-FOOT DIAMETER) EACH
0020	MH SAN-M1	10+70.4	0' RT	1
	MH SAN-M2	14+67.0	0' RT	1
	MH SAN-M3	18+63.9	0' RT	1
	MH SAN-M4	22+62.8	0' RT	1
	MH SAN-M5	25+98.8	0' RT	1
	MH SAN-M6	30+23.2	0' RT	1
	MH SAN-M7	27+50.0	0' RT	1
	MH SAN-M8	33+74.0	0' RT	1
	MH SAN-M9	36+57.2	3.2' RT	1
	MH SAN-M10	37+90.7	1.6' RT	1
		TOTAL		10

SANITARY SEWER PIPES

CATEGORY	LOCATION (DOWNSTREAM)	LOCATION (UPSTREAM)	IE (DOWNSTREAM)	IE (UPSTREAM)	SLOPE (%)	SPV.0090.232 SANITARY SEWER, POLYVINYL CHLORIDE (PVC), SDR 35 8-INCH LF	SPV.0090.233 SANITARY SEWER, POLYVINYL CHLORIDE (PVC), SDR 35 10-INCH LF	SPV.0090.234 SANITARY SEWER, POLYVINYL CHLORIDE (PVC), SDR 35 12-INCH LF	SPV.0035.200 GRANULAR BACKFILL, SANITARY SEWER CY	SPV.0060.210 CONNECT TO EXISTING SANITARY SEWER MAIN OR MANHOLE EACH
0020	CONNECT EXISTING	M1	824.27	824.29	0.40%	---	---	6	3	1
	M1	CONNECT EXISTING	824.41	824.43	0.40%	6	---	---	3	1
	M1	CONNECT EXISTING	824.43	849.25	0.40%	6	---	---	3	1
	M1	M2	824.31	825.88	0.40%	393	---	---	197	---
	M2	CONNECT EXISTING	826.18	826.34	0.40%	41	---	---	21	1
	M2	CONNECT EXISTING	826.13	826.29	0.40%	40	---	---	20	1
	M2	M3	825.90	827.47	0.40%	393	---	---	197	---
	M3	CONNECT EXISTING	827.98	828.14	0.40%	39	---	---	20	1
	M3	CONNECT EXISTING	828.28	828.43	0.40%	38	---	---	19	1
	M3	M4	827.49	828.87	0.35%	395	---	---	198	---
	M4	CONNECT EXISTING	830.42	830.58	0.40%	41	---	---	21	1
	M4	M5	828.89	830.05	0.35%	332	---	---	166	---
	M6	M7	828.23	829.31	0.40%	269	---	---	135	---
	CONNECT EXISTING	M6	828.07	828.21	0.40%	---	36	---	18	1
	M6	M8	828.23	829.40	0.35%	347	---	---	174	---
	M8	M9	829.42	831.10	0.60%	279	---	---	140	---
	M9	CONNECT EXISTING	831.10	831.59	0.40%	122	---	---	61	1
	M10	M9	830.36	831.10	0.57%	130	---	---	65	---
	CONNECT EXISTING	M10	830.31	830.28	0.57%	6	---	---	3	1
	CONNECT EXISTING	EX-F1	826.61	829.97	0.83%	408	---	---	204	2
					TOTALS	3,285	36	6	1,664	13

SANITARY SEWER LATERAL SUMMARY

CATEGORY	STATION	LATERAL DIRECTION	SPV.0090.230 SANITARY SEWER LATERAL, 4-INCH LF	SPV.0090.231 SANITARY SEWER LATERAL, 6-INCH LF	SPV.0060.211 CONNECT TO EXISTING SANITARY SEWER LATERAL EACH
0020	10+85	NORTH	34	---	1
	11+20	NORTH	34	---	1
	11+61	SOUTH	33	---	1
	11+78	NORTH	34	---	1
	13+01	NORTH	34	---	1
	13+43	SOUTH	34	---	1
	13+53	NORTH	34	---	1
	14+30	SOUTH	34	---	1
	14+79	NORTH	39	---	1
	15+18	SOUTH	33	---	1
	15+22	SOUTH	33	---	1
	15+86	SOUTH	34	---	1
	15+92	NORTH	34	---	1
	16+01	NORTH	34	---	1
	16+99	SOUTH	33	---	1
	17+45	NORTH	33	---	1
	18+44	SOUTH	41	---	1
	19+24	NORTH	34	---	1
	19+80	NORTH	33	---	1
	20+88	NORTH	33	---	1
	20+96	SOUTH	34	---	1
	21+12	SOUTH	34	---	1
	21+33	NORTH	33	---	1
	21+56	NORTH	33	---	1
	23+08	NORTH	33	---	1
	23+58	SOUTH	33	---	1
	23+80	SOUTH	33	---	1
	23+87	NORTH	33	---	1
	24+02	SOUTH	33	---	1
	24+77	SOUTH	33	---	1
	24+92	NORTH	34	---	1
	25+00	SOUTH	33	---	1
	25+76	NORTH	34	---	1
	25+90	SOUTH	32	---	1
	27+56	SOUTH	33	---	1
	28+38	NORTH	34	---	1
	28+39	SOUTH	33	---	1
	28+98	NORTH	33	---	1
	29+19	SOUTH	33	---	1
	29+70	NORTH	32	---	1
	30+02	NORTH	33	---	1
	30+38	NORTH	32	---	1
	31+16	NORTH	33	---	1
	31+77	SOUTH	33	---	1
	31+78	NORTH	34	---	1

CON'T ON RIGHT

SANITARY SEWER LATERAL SUMMARY

CATEGORY	STATION	LATERAL DIRECTION	SPV.0090.230 SANITARY SEWER LATERAL, 4-INCH LF	SPV.0090.231 SANITARY SEWER LATERAL, 6-INCH LF	SPV.0060.211 CONNECT TO EXISTING SANITARY SEWER LATERAL EACH
	32+10	SOUTH	33	---	1
	32+45	SOUTH	33	---	1
	32+51	NORTH	34	---	1
	32+73	SOUTH	33	---	1
	34+14	SOUTH	32	---	1
	34+54	NORTH	34	---	1
	35+60	SOUTH	30	---	1
	35+87	SOUTH	30	---	1
	36+21	SOUTH	29	---	1
	36+64	NORTH	48	---	1
	36+78	SOUTH	29	---	1
	UNDISTRIBUTED		---	100	---
		TOTALS	1,873	100	56

3

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

FOUND IRON PIPE/PIN	
R/W MONUMENT	
R/W STANDARD	
SIGN	
SECTION CORNER MONUMENT	
SECTION CORNER SYMBOL	
FEE (HATCH VARIES)	
TEMPORARY LIMITED EASEMENT	
PERMANENT LIMITED EASEMENT	
R/W BOUNDARY POINT	
PARCEL NUMBER	
UTILITY PARCEL NUMBER	
SIGN NUMBER (OFF PREMISE)	
BUILDING	

CONVENTIONAL SYMBOLS

LP (1" UNLESS NOTED)

●-(SET)	PROPOSED R/W LINE
▲-(SET)	EXISTING H.E. LINE
|SIGN	PROPERTY LINE
●	LOT & TIE LINES
	CORPORATE LIMITS
	SLOPE INTERCEPTS
	NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
	NO ACCESS (BY ACQUISTION)
	NO ACCESS (BY STATUTORY AUTHORITY)
	SECTION LINE
1000	QUARTER LINE
402	SIXTEENTH LINE
92	EXISTING CENTERLINE
21	PROPOSED REFERENCE LINE
	PARALLEL OFFSET

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

	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

NOTES:

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, JEFFERSON COUNTY ZONE, NAD83 (2011) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

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. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY 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 MULBERRY STREET ESTABLISHED FROM THE PLATS OF: E.B. FARGO'S ADDITION, F.B. FARGO'S ADDITION, FARGO'S ADDITION, FARGO'S SECOND ADDTION, KELLY ATWOOD'S ADDITION, MC VICAR AND EIGHMY'S REPLAT, MULBERRY PARK, PLAT OF CLARK'S ADDITION, AND THE ORIGINAL PLAT OF THE VILLAGE (NOW CITY) OF LAKE MILLS, AND CSM'S 3643, 1842, AND 204, ALONG WITH SURVEYS OF RECORD AND FOUND PROPERTY IRONS.

EXISTING HIGHWAY RIGHT-OF-WAY FOR MADISON STREET ESTABLISHED FROM THE THE ORIGINAL PLAT OF THE VILLAGE (NOW CITY) OF LAKE MILLS, CSM 3643, SURVEYS OF RECORD AND FOUND IRONS.

EXISTING HIGHWAY RIGHT-OF-WAY FOR E. OAK STREET ESTABLISHED FROM THE THE ORIGINAL PLAT OF THE VILLAGE (NOW CITY) OF LAKE MILLS, FARGO'S ADDITION, SURVEYS OF RECORD AND FOUND IRONS.

EXISTING HIGHWAY RIGHT-OF-WAY FOR WASHINGTON STREET ESTABLISHED FROM FARGO'S ADDITION, E.B. FARGO'S ADDITION, SURVEYS OF RECORD AND FOUND IRONS.

EXISTING HIGHWAY RIGHT-OF-WAY FOR FRANKLIN STREET ESTABLISHED FROM FARGO'S ADDITION, FARGO'S SECOND ADDITION, SURVEYS OF RECORD AND FOUND IRONS.

EXISTING HIGHWAY RIGHT-OF-WAY FOR FARGO STREET ESTABLISHED FROM MC VICAR AND EIGHMY'S REPLAT, F.B. FARGO'S ADDITION, FARGO'S SECOND ADDITION, SURVEYS OF RECORD AND FOUND IRONS.

EXISTING HIGHWAY RIGHT-OF-WAY FOR LOUISE STREET ESTABLISHED FROM F.B. FARGO'S ADDITION, SURVEYS OF RECORD AND FOUND IRONS.

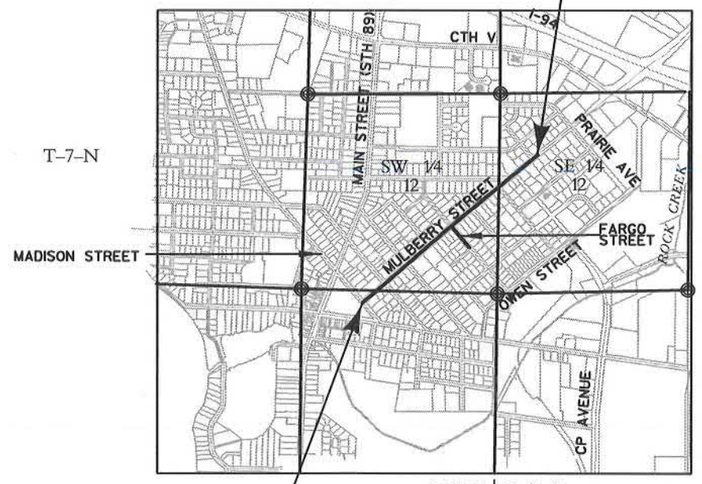
EXISTING HIGHWAY RIGHT-OF-WAY FOR O'NEIL STREET ESTABLISHED FROM CLARK'S ADDITION, SURVEYS OF RECORD AND FOUND IRONS.

EXISTING HIGHWAY RIGHT-OF-WAY FOR E. GRANT STREET ESTABLISHED FROM KELLY ATWOOD'S ADDITION, SURVEYS OF RECORD AND FOUND IRONS.

EXISTING HIGHWAY RIGHT-OF-WAY FOR N. CP AVENUE (PLATTED AS CLARK STREET) ESTABLISHED FROM CLARK'S ADDITION, SURVEYS OF RECORD AND FOUND IRONS.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

T-7-N



R-13-E | R-14-E

END RELOCATION ORDER

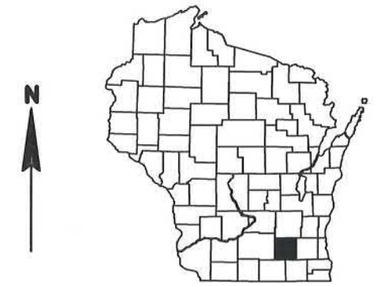
STA. 42+54.46
Y = 588,044.182
X = 830,317.713
1,922.69 FEET NORTH OF AND
635.12 FEET EAST OF THE SOUTH
QUARTER CORNER OF SEC. 12, T.7N., R.13E.

BEGIN RELOCATION ORDER

STA. 10+00.00
Y = 585,986.001
X = 827,797.168
135.49 FEET SOUTH OF AND 1,885.42 FEET
WEST OF THE SOUTH QUARTER CORNER OF
SEC. 12, T.7N., R.13E.

LAYOUT
SCALE 0 0.5 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.616 MI.



R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
3638-00-72	4.01	6
FEDERAL PROJECT NUMBER		

PLAT OF RIGHT-OF-WAY REQUIRED FOR

CITY OF LAKE MILLS, MULBERRY STREET (MADISON STREET TO GRANT STREET)

LOCAL STREET — JEFFERSON COUNTY

CONSTRUCTION PROJECT NUMBER
3638-00-73,74

ACCEPTED FOR

CITY OF LAKE MILLS

DATE: 5/11/2018 (Signature)

ORIGINAL PLAT PREPARED BY

STRAND ASSOCIATES®

WISCONSIN
TERRANCE L. GENSKE
S-1443
WAUNAKEE
WI
LAND SURVEYOR
4/26/2018

REVISION DATE
4/26/2018 N.C.

E

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSED ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	ACRES REM.	T.L.E. AC. OR S.F.	P.L.E. AC.
1	4.04	BANK OF LAKE MILLS, A WISCONSIN BANKING CORPORATION	TLE	---	---	---	---	---	1856 S.F.	---
2	4.04	DANIEL R. PIPER & SHELLY S. PIPER	TLE	---	---	---	---	---	905 S.F.	---
3	4.04	RANDY A. POHLMAN & KATHLEEN A. POHLMAN	TLE	---	---	---	---	---	1602 S.F.	---
4	4.04	STEVEN M. STERWALD, SUSAN J. STERWALD & STEVEN M. STERWALD JR.	TLE	---	---	---	---	---	1174 S.F.	---
5	4.04	SMK REVOCABLE TRUST	TLE	---	---	---	---	---	509 S.F.	---
6	4.04	JAMES WYDRA & MARGARET WYDRA	TLE	---	---	---	---	---	477 S.F.	---
7	4.04	LAKE MILLS PROPERTY MANAGEMENT LLC	TLE	---	---	---	---	---	872 S.F.	---
8	4.04	JACQUI P. SHANDA	TLE	---	---	---	---	---	946 S.F.	---
9	4.04	TROY K. KLOSS	TLE	---	---	---	---	---	412 S.F.	---
11	4.05	THOMAS G. VINZ & MARY ELLEN VINZ	TLE	---	---	---	---	---	927 S.F.	---
12	4.05	CHRIST EVANGELICAL LUTHERAN CHURCH OF LAKE MILLS INC.	TLE	---	---	---	---	---	435 S.F.	---
13	4.05	BARRY G. LUCE	TLE	---	---	---	---	---	448 S.F.	---
14	4.05	RICHARD J. KNOTHE	TLE	---	---	---	---	---	478 S.F.	---
15	4.05	JOSHUA J. LUCE	TLE	---	---	---	---	---	1285 S.F.	---
16	4.05	PATRICIA L. CICERO	TLE	---	---	---	---	---	506 S.F.	---
17	4.05	JOHN. A. O'FARRELL & MARLENE M. O'FARRELL	TLE	---	---	---	---	---	361 S.F.	---
19	4.05	CHARLES F. & VIRGINIA M. BRINK, OR THEIR SUCCESSORES IN TRUST, UNDER THE CHARLES F. & VIRGINIA M BRINK FAMILY TRUST DATED JANUARY 12, 1998	TLE	---	---	---	---	---	420 S.F.	---
20	4.05	JACOB ARTHUR ARNDT	TLE	---	---	---	---	---	510 S.F.	---
21	4.05	RT REVOCABLE TRUST	TLE	---	---	---	---	---	880 S.F.	---
22	4.05	CAROL L. BALAAM, AS TRUSTEE OR HER SUCCESSOS IN TRUST OF THE CAROL L. BALLAM IRREVOCBLE LIVING TRUST DATED NOVEMBER 1, 2011.	TLE	---	---	---	---	---	378 S.F.	---
23	4.05	MATTHEW T. BLESSING & SUSAN T. MALONEY	TLE	---	---	---	---	---	385 S.F.	---
24	4.05	JESSICA BRUMM, SUBJECT TO L.E. FOR DAVID & DARICE BRUMM	TLE	---	---	---	---	---	1164 S.F.	---
25	4.05	ELIZABETH FORWARD	PLE,TLE	---	---	---	---	---	561 S.F.	32 S.F.
26	4.05	DOUGLAS J. FRITSCH & DIANN M. FRITSCH	TLE	---	---	---	---	---	365 S.F.	---
27	4.05	FREDERIC P. ALBRECHT & LAURA J. ALBRECHT	TLE	---	---	---	---	---	341 S.F.	---
28	4.05,4.06	PETER J. STARK II & TIFANY M. STARK	TLE	---	---	---	---	---	331 S.F.	---
29	4.06	WILLIAM A. RADKE & STEPHANIE N. RADKE	TLE	---	---	---	---	---	330 S.F.	---
30	4.06	LORIN A. HOFER	TLE	---	---	---	---	---	659 S.F.	---
31	4.06	DAVID L. BENTHEIMER	TLE	---	---	---	---	---	330 S.F.	---
32	4.05	GARY OLSON & JENNIFER OLSON	TLE	---	---	---	---	---	1431 S.F.	---
33	4.05	STEVEN C. ZIMMERMANN & KATHY S. ZIMMERMAN	TLE	---	---	---	---	---	740 S.F.	---
34	4.05,4.06	GERALD W. STEIGERWALD & CYNTHIA R. STEIGERWALD	TLE	---	---	---	---	---	400 S.F.	---
35	4.06	ROBERT CAMPBELL & KIMBERLY CAMPBELL	TLE	---	---	---	---	---	619 S.F.	---
36	4.06	LUCILLE M. LISIUS	TLE	---	---	---	---	---	421 S.F.	---
37	4.06	SHARON A. REEVES AND RANEY E. REEVES, JR. REVOCABLE TRUST	TLE	---	---	---	---	---	454 S.F.	---
38	4.06	JERILYN L. JAGGERS	TLE	---	---	---	---	---	516 S.F.	---
39	4.06	PRUDENCE R. PIERCE	TLE	---	---	---	---	---	484 S.F.	---
40	4.06	PATRICIA J. KRESSIN	TLE	---	---	---	---	---	490 S.F.	---
41	4.06	KENNETH M. MUELLER & PAMELA D. MUELLER	TLE	---	---	---	---	---	5130 S.F.	---
42	4.06	ESSER PROPERTIES, LLC	TLE	---	---	---	---	---	520 S.F.	---
43	4.06	JUDITH A. ATKINSON	TLE	---	---	---	---	---	310 S.F.	---
44	4.06	JEREMY ZIMMERMAN & ANDREA ZIMMERMAN	TLE	---	---	---	---	---	318 S.F.	---
45	4.06	THE TRUSTEE OF THE PAMELA A. LAZARIS LIVING TRUST	TLE	---	---	---	---	---	382 S.F.	---
46	4.06	FCE WILLOWBROOK LLC	TLE	---	---	---	---	---	632 S.F.	---
47	4.05	TANYA J. FREY AND ALLEN L. SEVERSON, JR., SUBJECT TO THE L.E. OF ALLEN L. & JAYNE E. SEVERSON	TLE	---	---	---	---	---	357 S.F.	---
48	4.05	BONNIETA NOLAN	TLE	---	---	---	---	---	248 S.F.	---
49	4.05	GARY E. THOMAS & KRISTIN J. THOMAS	TLE	---	---	---	---	---	300 S.F.	---
50	4.05	ANDREW S. QUANDT & STEVEN C. QUANDT	TLE	---	---	---	---	---	343 S.F.	---
51	4.05	TRAVIS TRUMPF & ANDREA CASWELL, N/K/A ANDREA TRUMPF	TLE	---	---	---	---	---	334 S.F.	---

UTILITY INTERESTS REQUIRED

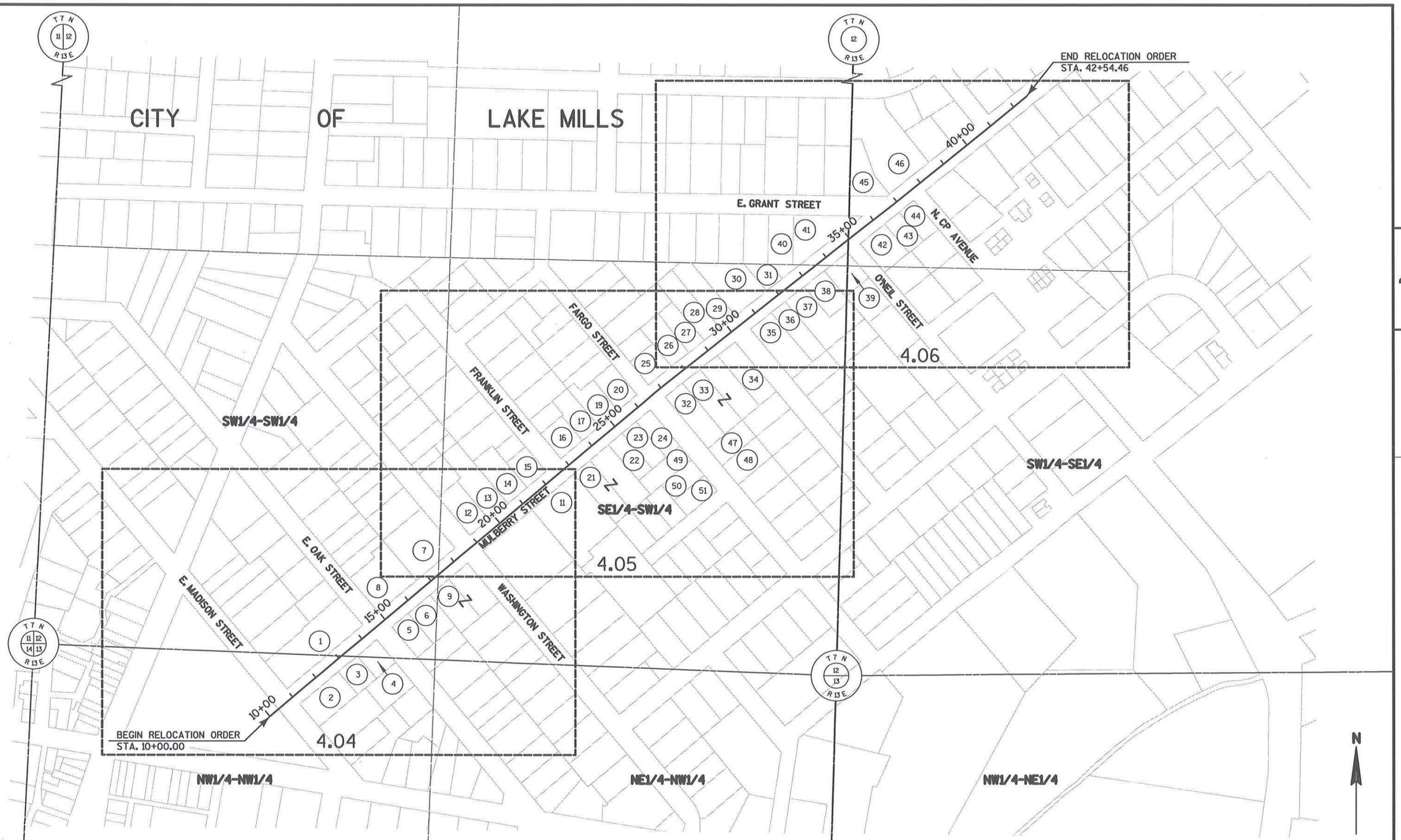
PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED
100	4.06	CITY OF LAKE MILLS UTILITIES	RELEASE OF RIGHTS

4

4

REVISION DATE	DATE	SCALE, FEET	HWY: MULBERRY STREET	R/W PROJECT NUMBER 3638-00-72	PLAT SHEET 4.02	
4/26/2018	03/06/2018	0 N/A	COUNTY: JEFFERSON	CONSTRUCTION PROJECT NUMBER 3638-00-73,74	PS&E SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\Right of Way plat\040102_rp.dgn PLOT DATE : 4/26/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS



REVISION DATE 4/26/2018 N.C.	DATE 03/06/2018	SCALE, FEET 0 N/A	HWY: MULBERRY STREET	R/W PROJECT NUMBER 3638-00-72	PLAT SHEET 4.03
	GRID FACTOR N.A.		COUNTY: JEFFERSON	CONSTRUCTION PROJECT NUMBER 3638-00-73,74	PS&E SHEET E

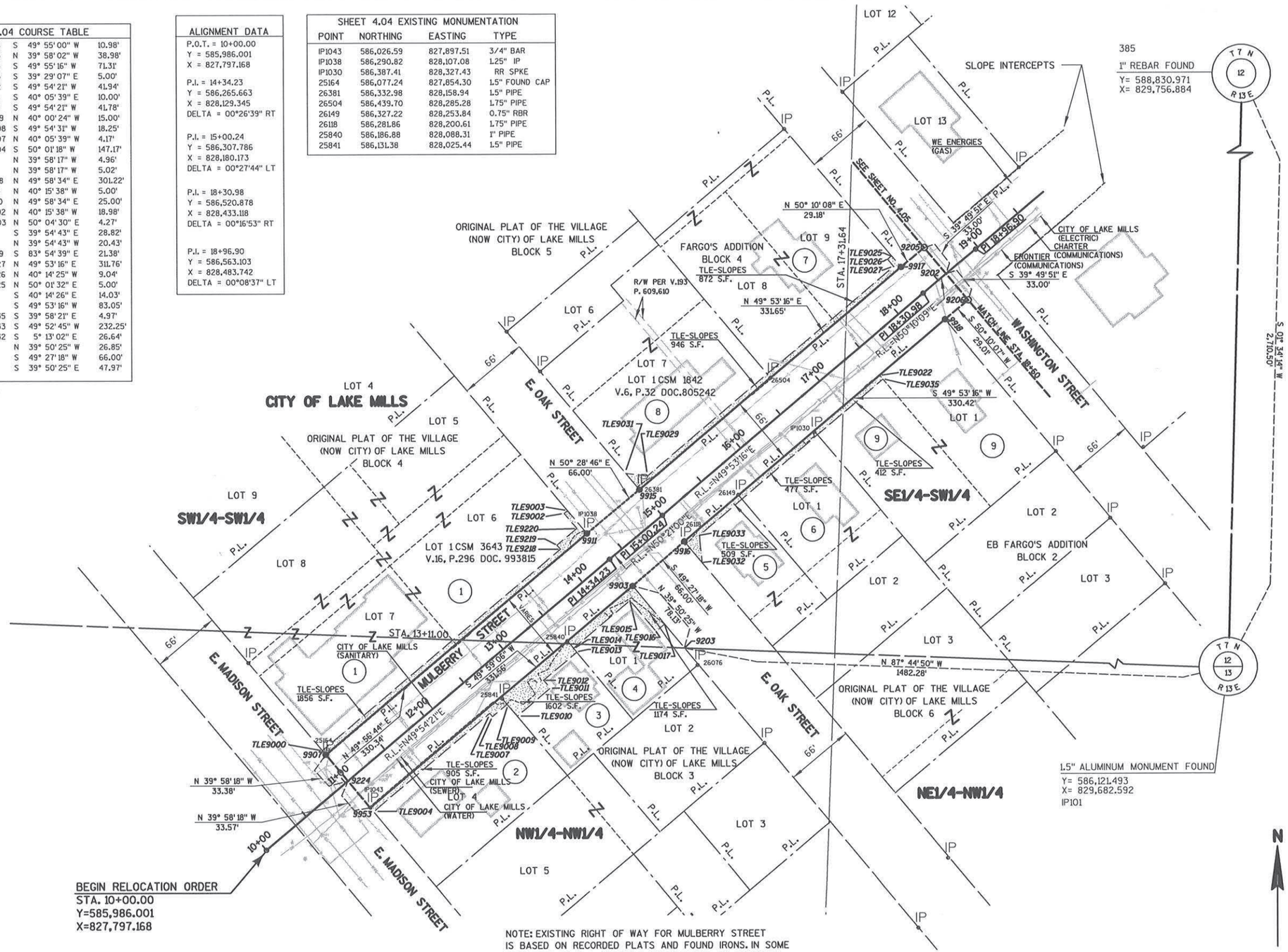
FILE NAME : S:\MAD\1000--1099\1060\042\Micros\Right of Way plat\040103_rp.dgn PLOT DATE : 4/26/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS

POINT	STATION	OFFSET
9202	18+60.00	0.00'
9205	18+60.00	-33.00'
9206	18+60.00	33.00'
9224	11+02.91	0.00'
9903	14+34.67	34.03'
9907	11+02.98	-33.38'
9911	14+33.32	-33.15'
9915	14+99.07	-32.99'
9916	15+00.40	33.00'
9917	18+30.98	-33.00'
9918	18+30.82	33.00'
9953	11+02.84	33.57'
TLE9000	11+03.00	-38.40'
TLE9002	14+29.14	-61.98'
TLE9003	14+33.42	-61.96'
TLE9004	11+02.83	38.53'
TLE9007	12+50.00	38.83'
TLE9008	12+50.00	43.00'
TLE9009	12+68.25	43.00'
TLE9010	12+68.22	58.00'
TLE9011	13+10.00	58.00'
TLE9012	13+10.00	48.00'
TLE9013	13+51.94	48.00'
TLE9014	13+51.99	43.00'
TLE9015	14+23.30	43.02'
TLE9016	14+23.21	82.00'
TLE9017	14+34.83	82.00'
TLE9022	17+47.78	33.00'
TLE9025	18+30.95	-47.03'
TLE9026	18+25.95	-47.04'
TLE9027	18+25.97	-38.00'
TLE9029	15+14.21	-38.00'
TLE9031	14+98.98	-53.42'
TLE9032	15+00.27	59.85'
TLE9033	15+15.51	38.00'
TLE9035	17+47.76	37.97'
TLE9218	14+04.21	38.03'
TLE9219	14+04.20	43.03'
TLE9220	14+29.20	43.00'

SHEET 4.04 COURSE TABLE			
TLE9017-TLE9016	S	49° 55' 00" W	10.98'
TLE9016-TLE9015	N	39° 58' 02" W	38.98'
TLE9015-TLE9014	S	49° 55' 16" W	71.31'
TLE9014-TLE9013	S	39° 29' 07" E	5.00'
TLE9013-TLE9012	S	49° 54' 21" W	41.94'
TLE9012-TLE9011	S	40° 05' 39" E	10.00'
TLE9011-TLE9010	S	49° 54' 21" W	41.78'
TLE9010-TLE9009	N	40° 00' 24" W	15.00'
TLE9009-TLE9008	S	49° 54' 31" W	18.25'
TLE9008-TLE9007	N	40° 05' 39" W	4.17'
TLE9007-TLE9004	S	50° 01' 18" W	147.17'
TLE9004-9953	N	39° 58' 17" W	4.96'
9907-TLE9000	N	39° 58' 17" W	5.02'
TLE9000-TLE9218	N	49° 58' 34" E	301.22'
TLE9218-TLE9219	N	40° 15' 38" W	5.00'
TLE9219-TLE9220	N	49° 58' 34" E	25.00'
TLE9220-TLE9002	N	40° 15' 38" W	18.98'
TLE9002-TLE9003	N	50° 04' 30" E	4.27'
TLE9003-9911	S	39° 54' 43" E	28.82'
9915-TLE9031	N	39° 54' 43" W	20.43'
TLE9031-TLE9029	S	83° 54' 39" E	21.38'
TLE9029-TLE9027	N	49° 53' 16" E	311.76'
TLE9027-TLE9026	N	40° 14' 25" W	9.04'
TLE9026-TLE9025	N	50° 01' 32" E	5.00'
TLE9025-9917	S	40° 14' 26" E	14.03'
9918-TLE9022	S	49° 53' 16" W	83.05'
TLE9022-TLE9035	S	39° 58' 21" E	4.97'
TLE9035-TLE9033	S	49° 52' 45" W	232.25'
TLE9033-TLE9032	S	5° 13' 02" E	26.64'
TLE9032-9916	N	39° 50' 25" W	26.85'
9916-9903	S	49° 27' 18" W	66.00'
9903-TLE9017	S	39° 50' 25" E	47.97'

ALIGNMENT DATA
P.O.T. = 10+00.00
Y = 585,986.001
X = 827,797.168
P.I. = 14+34.23
Y = 586,265.663
X = 828,129.345
DELTA = 00°26'39" RT
P.I. = 15+00.24
Y = 586,307.786
X = 828,180.173
DELTA = 00°27'44" LT
P.I. = 18+30.98
Y = 586,520.878
X = 828,433.118
DELTA = 00°16'53" RT
P.I. = 18+96.90
Y = 586,563.103
X = 828,483.742
DELTA = 00°08'37" LT

SHEET 4.04 EXISTING MONUMENTATION			
POINT	NORTHING	EASTING	TYPE
IP1043	586,026.59	827,897.51	3/4" BAR
IP1038	586,290.82	828,107.08	1.25" IP
IP1030	586,387.41	828,327.43	RR SPKE
25164	586,077.24	827,854.30	1.5" FOUND CAP
26381	586,332.98	828,158.94	1.5" PIPE
26504	586,439.70	828,285.28	1.75" PIPE
26149	586,327.22	828,253.84	0.75" RBR
26118	586,281.86	828,200.61	1.75" PIPE
25840	586,186.88	828,088.31	1" PIPE
25841	586,131.38	828,025.44	1.5" PIPE



REVISION DATE 4/26/2018 N.C.	DATE 03/06/2018	SCALE, FEET 0 50 100	HWY: MULBERRY STREET	R/W PROJECT NUMBER 3638-00-72	PLAT SHEET 4.04
	GRID FACTOR N.A.		COUNTY: JEFFERSON	CONSTRUCTION PROJECT NUMBER 3638-00-73,74	PS&E SHEET E

SHEET 4.05 EXISTING MONUMENTATION

POINT	NORTHING	EASTING	TYPE
27557	586,641.43	828,525.73	0.75" RBR
27615	586,747.58	828,652.00	1" PIPE
27740	586,800.81	828,715.92	0.5" RBR
27928	586,966.42	829,017.12	1.5" PIPE BENT TO EAST
28017	586,889.46	828,924.64	1.5" PIPE
28177	586,793.33	828,809.18	1.5" PIPE BENT TO SW
27155	586,676.11	828,668.60	1.5" PIPE
3968	586,842.68	828,766.39	1" PIPE
4061	586,902.93	828,837.32	1.25" PIPE
4128	586,949.52	828,892.44	3/4" PIPE
4984	586,698.10	829,319.22	1.5" PIPE
4698	586,788.61	829,245.26	1.25" PIPE
4657	586,838.59	829,202.49	1" PIPE
4617	586,884.70	829,164.39	1.5" PIPE
4473	587,004.84	829,063.08	1.25" PIPE
IP1022	587,150.49	829,134.39	1.25" PIPE
IP1021	587,237.87	829,242.66	3/4" BAR
3748	587,137.93	829,231.38	1.5" PIPE
3870	587,046.04	829,115.45	1.5" PIPE
4771	586,888.63	829,246.72	2" PIPE

POINT	STATION	OFFSET
9048	21+11.16	33.00'
9129	26+74.23	-46.98'
9201	29+50.00	0.00'
9202	18+60.00	0.00'
9205	18+60.00	-33.00'
9206	18+60.00	33.00'
9208	29+50.00	34.62'
9211	29+50.00	-36.37'
9225	26+57.48	34.24'
9919	28+37.87	-37.40'
9920	26+24.28	-33.00'
9921	26+74.13	-32.23'
9922	26+24.77	33.00'
9923	22+93.44	-33.02'
9924	18+96.82	-33.00'
9925	18+96.90	33.00'
9943	22+27.55	33.00'
9954	26+91.68	34.90'
27740	22+27.55	-33.00'
28177	22+94.31	32.98'
PLE9127	26+74.95	-46.99'
PLE9128	26+75.26	-32.25'
PLE9129	26+74.23	-46.98'
TLE9047	14+32.77 F	33.98'
TLE9069	19+01.88	-38.00'
TLE9070	18+96.72	-46.96'
TLE9071	20+55.00	-38.00'
TLE9072	20+55.00	-43.00'
TLE9073	20+75.00	-43.00'
TLE9074	20+75.00	-38.00'
TLE9077	21+44.64	-38.00'
TLE9078	21+44.64	-48.00'
TLE9079	22+22.55	-48.00'
TLE9080	22+22.55	-56.39'
TLE9081	22+27.51	-56.39'
TLE9082	21+11.13	38.00'
TLE9083	22+94.31	38.34'
TLE9089	22+93.35	-52.01'
TLE9090	22+99.58	-38.02'
TLE9091	26+12.12	-38.00'
TLE9092	26+24.18	-54.51'
TLE9096	22+94.31	43.00'
TLE9097	23+20.00	43.00'
TLE9098	23+20.00	38.10'
TLE9099	24+44.55	37.88'
TLE9100	24+44.55	43.00'
TLE9101	24+60.00	43.00'
TLE9102	24+60.00	37.99'
TLE9103	25+48.00	38.00'
TLE9104	25+48.00	43.00'
TLE9105	25+90.00	43.00'
TLE9106	25+90.00	38.00'
TLE9107	26+19.86	38.00'
TLE9124	26+90.99	-37.75'
TLE9130	28+44.72	-42.61'
TLE9154	26+96.91	39.90'
TLE9185	14+25.80 F	-37.23'
TLE9186	14+33.64 F	-32.02'
TLE9209	29+50.00	39.64'
TLE9210	29+50.00	-41.38'
TLE9213	14+32.75 F	38.98'

SHEET 4.05 COURSE TABLE

9208-TLE9209	S	38° 19' 09" E	5.02'
TLE9209-TLE9154	S	51° 37' 23" W	253.09'
TLE9154-TLE9185	S	39° 52' 54" E	335.40'
TLE9185-TLE9186	S	6° 22' 14" E	9.42'
TLE9186-9954	N	39° 51' 50" W	348.39'
9922-TLE9047	S	39° 51' 50" E	349.56'
TLE9047-TLE9213	S	50° 15' 34" W	5.00'
TLE9213-TLE9107	N	39° 50' 58" W	344.55'
TLE9107-TLE9106	S	50° 12' 38" W	29.86'
TLE9106-TLE9105	S	39° 47' 22" E	5.00'
TLE9105-TLE9104	S	50° 12' 38" W	42.00'
TLE9104-TLE9103	N	39° 47' 22" W	5.00'
TLE9103-TLE9102	S	50° 12' 48" W	88.00'
TLE9102-TLE9101	S	39° 47' 22" E	5.01'
TLE9101-TLE9100	S	50° 12' 38" W	15.45'
TLE9100-TLE9099	N	39° 47' 22" W	5.12'
TLE9099-TLE9098	S	50° 06' 31" W	124.55'
TLE9098-TLE9097	S	39° 47' 22" E	4.90'
TLE9097-TLE9096	S	50° 12' 38" W	25.69'
TLE9096-TLE9083	N	39° 45' 38" W	4.66'
TLE9083-TLE9082	S	50° 01' 32" W	183.05'
TLE9082-9048	N	39° 41' 23" W	5.00'
9924-TLE9070	N	40° 14' 26" W	13.96'
TLE9070-TLE9069	S	69° 19' 57" E	10.28'
TLE9069-TLE9071	N	50° 01' 32" E	153.12'
TLE9071-TLE9072	N	39° 58' 28" W	5.00'
TLE9072-TLE9073	N	50° 01' 32" E	20.00'
TLE9073-TLE9074	S	39° 58' 28" E	5.00'
TLE9074-TLE9077	N	50° 01' 32" E	69.64'
TLE9077-TLE9078	N	39° 58' 28" W	10.00'
TLE9078-TLE9079	N	50° 01' 32" E	77.91'
TLE9079-TLE9080	N	39° 58' 28" W	8.39'
TLE9080-TLE9081	N	50° 01' 11" E	4.96'
TLE9081-27740	S	40° 04' 30" E	23.39'
9923-TLE9089	N	40° 04' 30" W	19.00'
TLE9089-TLE9090	S	63° 48' 47" E	15.32'
TLE9090-TLE9091	N	50° 12' 48" E	312.54'
TLE9091-TLE9092	N	3° 38' 30" W	20.44'
TLE9092-9920	S	40° 02' 48" E	21.51'
9129-PLE9127	N	49° 40' 10" E	2.01'
PLE9127-TLE9124	N	80° 57' 39" E	18.88'
TLE9124-TLE9130	N	49° 52' 18" E	153.81'
TLE9130-TLE9210	N	52° 21' 04" E	105.29'
TLE9210-9211	S	38° 19' 09" E	5.01'
9048-9925	S	50° 01' 32" W	214.26'

NOTE: EXISTING RIGHT OF WAY FOR MULBERRY STREETAND FARGO STREETS ARE BASED ON RECORDED PLATS AND FOUND IRONS. IN SOME INSTANCES IT IS A VARIABLE WIDTH BASED ON ACCEPTED MONUMENTATION.

385
1" REBAR FOUND
Y= 588,830.971
X= 829,756.884

T 7 N
12
R 13 E

T 7 N
12
13
R 13 E

SLOPE INTERCEPTS

P.I. = 18+96.90 Y = 586,563.103 X = 828,483.742 DELTA = 00°08'37" LT	P.I. = 22+93.02 Y = 586,817.849 X = 828,787.079 DELTA = 00°29'06" RT	P.I. = 26+74.95 Y = 587,062.678 X = 829,080.214 DELTA = 02°05'37" RT
P.I. = 22+27.55 Y = 586,775.523 X = 828,737.125 DELTA = 00°18'00" LT	P.I. = 26+26.30 Y = 587,031.136 X = 829,043.170 DELTA = 00°37'24" LT	

IP101
1.5" ALUMINUM MONUMENT FOUND
Y= 586,121.493
X= 829,682.592

REVISION DATE 4/26/2018 N.C.	DATE 03/06/2018 GRID FACTOR N.A.	SCALE, FEET 0 50 100	HWY: MULBERRY STREET COUNTY: JEFFERSON	R/W PROJECT NUMBER 3638-00-72 CONSTRUCTION PROJECT NUMBER 3638-00-73,74	PLAT SHEET 4.05 PS&E SHEET	E

POINT	STATION	OFFSET
2668	33+14.23	-33.02'
9163	33+67.31	33.17'
9197	37+99.13	-33.25'
9201	29+50.00	0.00'
9208	29+50.00	34.62'
9211	29+50.00	-36.37'
9226	37+98.07	0.00'
9927	37+97.03	32.18'
9928	37+47.00	31.97'
9933	36+77.34	-33.83'
9934	35+73.02	-32.82'
9937	33+67.82	-32.83'
9938	30+54.73	34.38'
9939	29+88.71	34.58'
9955	34+67.36	33.15'
9956	35+17.41	-32.87'
IP1007	35+17.39	33.13'
TLE9126	32+83.50	-38.31'
TLE9137	32+94.42	-49.39'
TLE9139	33+00.30	-56.54'
TLE9140	34+00.00	-57.00'
TLE9141	34+00.00	-50.00'
TLE9142	35+52.56	-50.00'
TLE9157	29+84.17	39.58'
TLE9158	29+89.18	52.05'
TLE9170	30+55.35	57.33'
TLE9171	30+65.44	56.67'
TLE9172	30+64.98	39.30'
TLE9174	34+67.52	38.00'
TLE9176	33+04.45	38.41'
TLE9177	33+04.44	43.01'
TLE9178	32+69.91	43.01'
TLE9179	32+69.56	38.54'
TLE9180	32+03.50	38.78'
TLE9181	32+03.61	43.00'
TLE9182	31+74.32	38.89'
TLE9183	31+74.44	43.06'
TLE9187	35+17.55	38.13'
TLE9188	37+47.15	36.97'
TLE9193	36+30.28	-71.44'
TLE9194	36+34.71	-74.31'
TLE9195	36+73.97	-42.92'
TLE9196	37+12.26	-42.80'
TLE9209	29+50.00	39.64'
TLE9210	29+50.00	-41.38'

SHEET 4.06 COURSE TABLE			
9211-TLE9210	N	38° 19' 09" W	5.01'
TLE9210-TLE9126	N	52° 12' 31" E	333.51'
TLE9126-TLE9137	N	6° 15' 11" E	15.56'
TLE9137-TLE9139	N	1° 08' 03" E	9.26'
TLE9139-TLE9140	N	51° 25' 03" E	99.70'
TLE9140-TLE9141	S	38° 19' 09" E	7.00'
TLE9141-TLE9142	N	51° 40' 51" E	152.56'
TLE9142-9934	S	88° 48' 33" E	27.01'
9933-TLE9193	N	88° 48' 33" W	60.24'
TLE9193-TLE9194	N	19° 39' 46" E	5.27'
TLE9194-TLE9195	S	88° 48' 33" E	50.27'
TLE9195-TLE9196	N	51° 47' 45" E	37.49'
TLE9196-9197	N	57° 46' 17" E	87.40'
9928-TLE9188	S	40° 12' 27" E	5.00'
TLE9188-TLE9187	S	51° 44' 13" W	229.71'
TLE9187-IP1007	N	40° 08' 09" W	5.00'
9955-TLE9174	S	40° 08' 09" E	4.86'
TLE9174-TLE9176	S	51° 32' 14" W	163.07'
TLE9176-TLE9177	S	38° 11' 32" E	4.60'
TLE9177-TLE9178	S	51° 41' 17" W	34.53'
TLE9178-TLE9179	N	42° 44' 30" W	4.48'
TLE9179-TLE9180	S	51° 28' 07" W	66.07'
TLE9180-TLE9181	S	39° 50' 56" E	4.22'
TLE9181-TLE9183	S	51° 34' 32" W	29.17'
TLE9183-TLE9182	N	39° 58' 28" W	4.17'
TLE9182-TLE9172	S	51° 28' 07" W	109.34'
TLE9172-TLE9171	S	39° 49' 27" E	17.38'
TLE9171-TLE9170	S	47° 56' 51" W	10.11'
TLE9170-9938	N	39° 52' 15" W	22.96'
9939-TLE9158	S	39° 52' 15" E	17.48'
TLE9158-TLE9157	N	60° 14' 24" W	13.44'
TLE9157-TLE9209	S	51° 35' 18" W	34.17'
TLE9209-9208	N	38° 19' 09" W	5.02'

SHEET 4.06 EXISTING MONUMENTATION			
POINT	NORTHING	EASTING	TYPE
IP1021	587,237.87	829,242.66	3/4" BAR
IP1020	587,278.24	829,294.86	3/4" BAR
IP1018	587,440.84	829,502.49	1" IP
IP1012	587,485.88	829,536.01	1" PIPE
IP1014	587,805.22	830,073.85	L25" IP
IP1008	587,701.31	829,942.04	3/4" BAR
3229	587,317.11	829,345.68	L25" PIPE
3101	587,399.68	829,450.94	L25" PIPE BENT TO NORTH
2668	587,484.96	829,561.30	L5" PIPE
2490	587,712.26	829,727.87	L25" PIPE
1953	587,825.11	829,993.44	L5" PIPE
2121	587,732.28	829,981.30	1" PIPE
2788	587,528.25	829,722.31	1" PIPE BENT TO SE
2872	587,466.27	829,644.40	1" PIPE

(100) CITY OF LAKE MILLS UTILITIES
UTILITY EASEMENT
V.974, P.856
DOC. 966519
PARCEL 46

T 7 N
12
R 13 E

385
1" REBAR FOUND
Y= 588,830.971
X= 829,756.884

END RELOCATION ORDER
STA. 42+54.46
Y= 588,044.182
X= 830,317.713

P.I. = 26+74.95
Y = 587,062.678
X = 829,080.214
DELTA = 02°05'37" RT

P.I. = 35+73.02
Y = 587,619.514
X = 829,784.809
DELTA = 00°52'30" RT

P.I. = 36+78.60
Y = 587,683.709
X = 829,868.637
DELTA = 01°03'33" LT

P.I. = 39+13.64
Y = 587,830.036
X = 830,052.574
DELTA = 00°25'25" LT

LOT 2
CSM 2492
V. 9 P. 77

LOT 1
CSM 2492
V. 9 P. 77

SLOPE INTERCEPTS

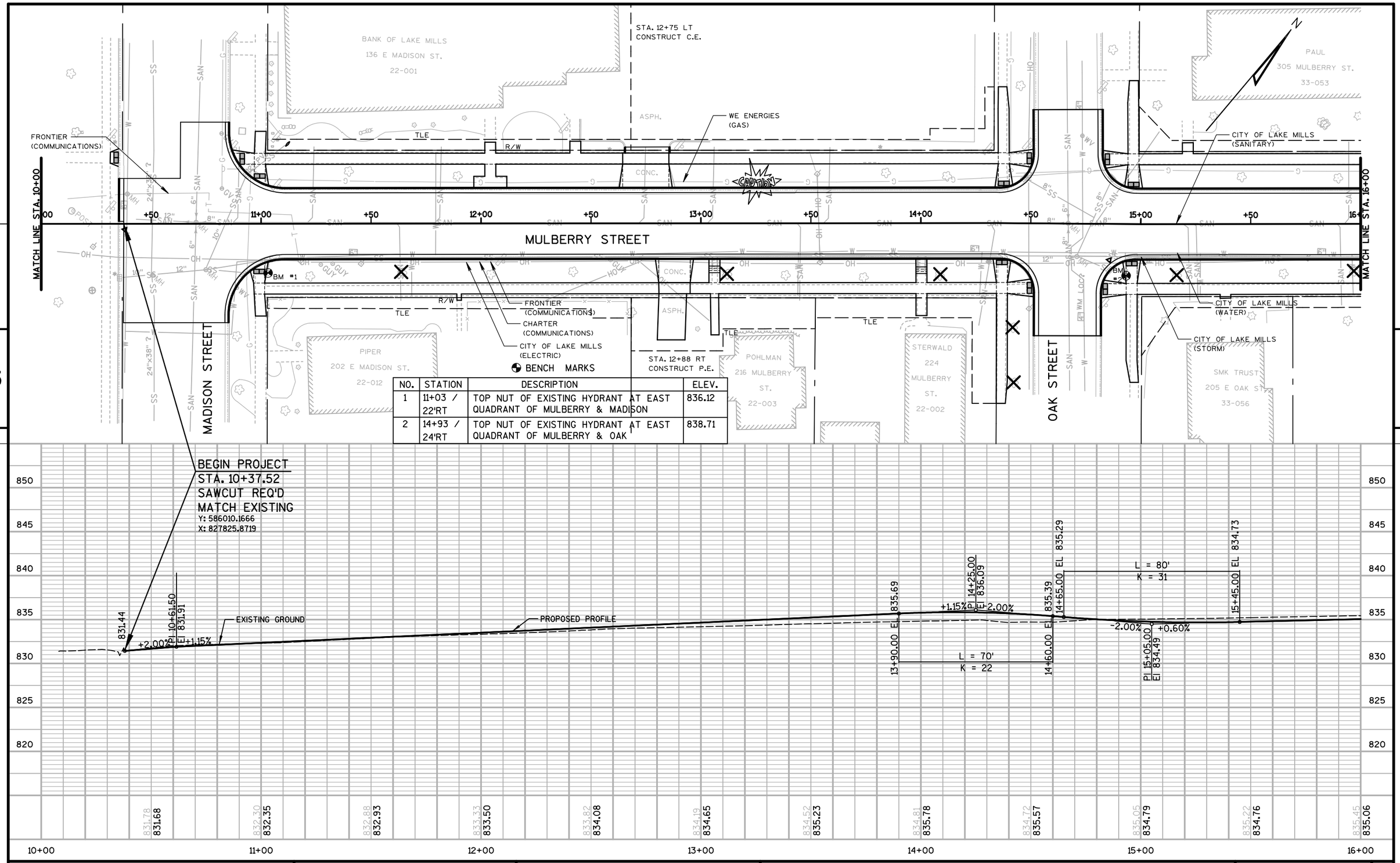
T 7 N
12
13
R 13 E

1.5" ALUMINUM MONUMENT FOUND
Y= 586,121.493
X= 829,682.592
IP101

NOTE: EXISTING RIGHT OF WAY FOR MULBERRY STREET IS BASED ON RECORDED PLATS AND FOUND IRONS. IN SOME INSTANCES IT IS A VARIABLE WIDTH BASED ON ACCEPTED MONUMENTATION.

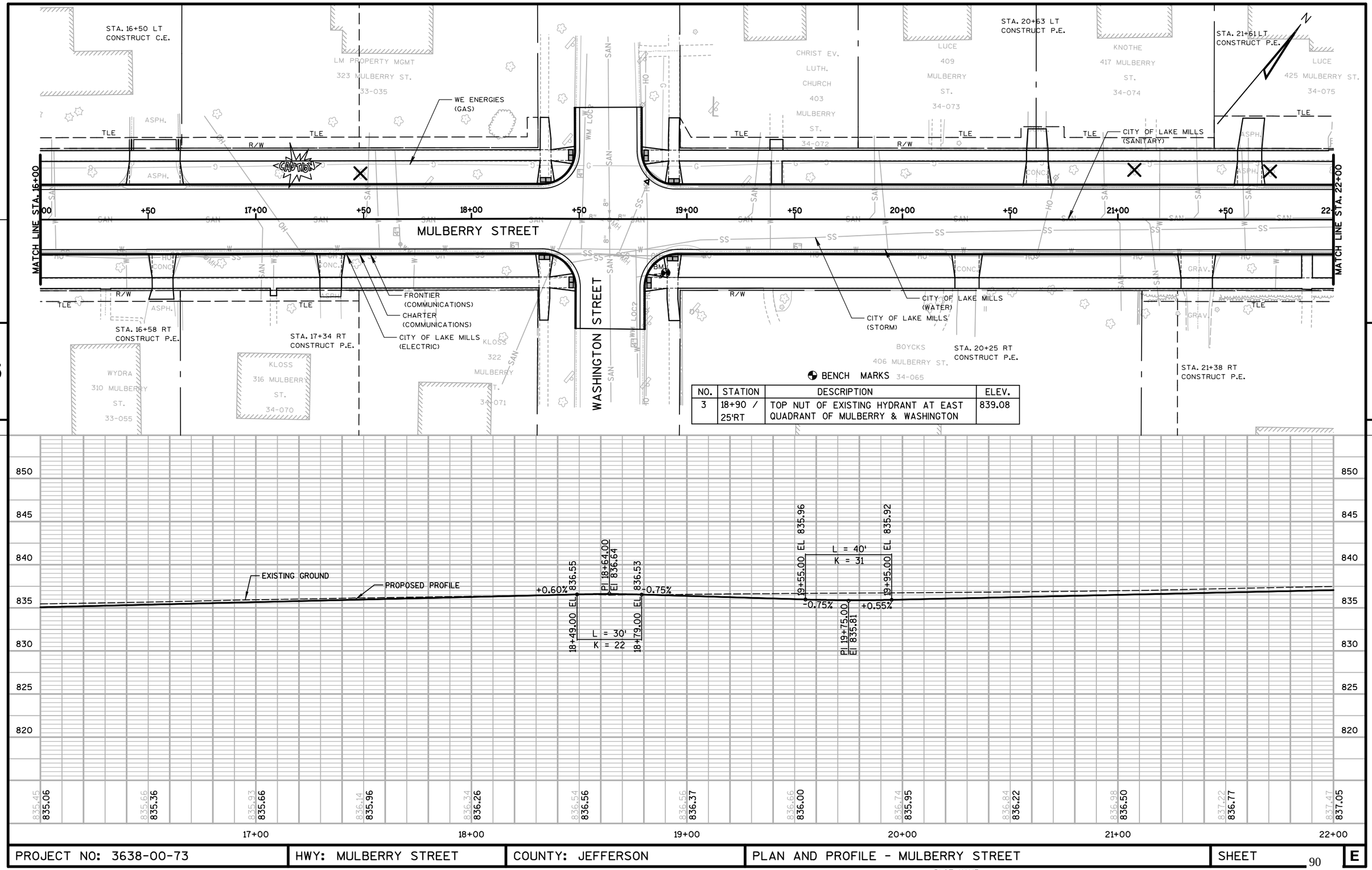
REVISION DATE 4/26/2018 N.C.	DATE 03/06/2018	SCALE, FEET 0 50 100	HWY: MULBERRY STREET	R/W PROJECT NUMBER 3638-00-72	PLAT SHEET 4.06
	GRID FACTOR N.A.		COUNTY: JEFFERSON	CONSTRUCTION PROJECT NUMBER 3638-00-73,74	PS&E SHEET E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\Right of Way plot\040106_rp.dgn PLOT DATE : 4/26/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS



NO.	STATION	DESCRIPTION	ELEV.
1	11+03 / 22'RT	TOP NUT OF EXISTING HYDRANT AT EAST QUADRANT OF MULBERRY & MADISON	836.12
2	14+93 / 24'RT	TOP NUT OF EXISTING HYDRANT AT EAST QUADRANT OF MULBERRY & OAK	838.71

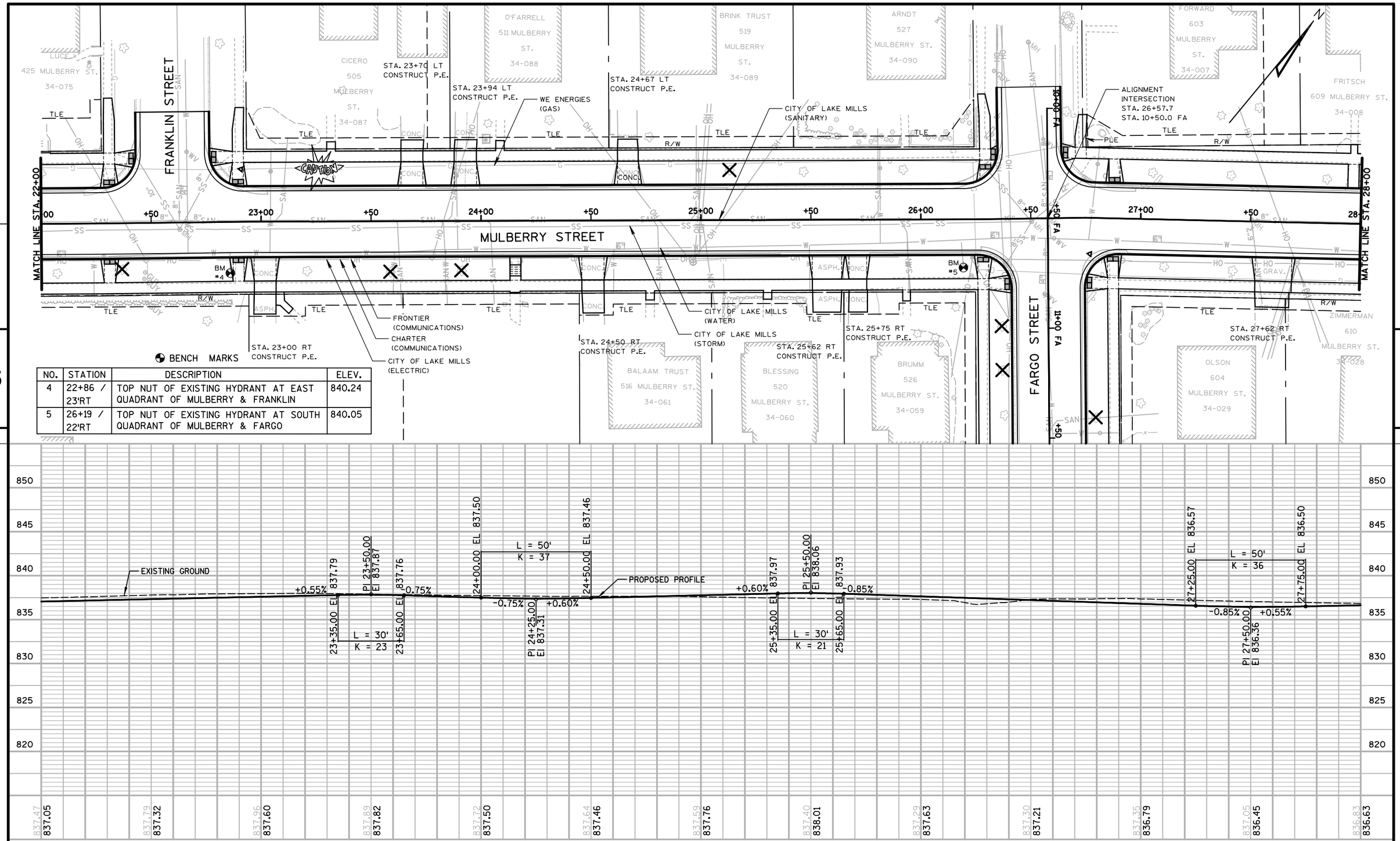
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PLAN AND PROFILE - MULBERRY STREET	SHEET 89	E



NO.	STATION	DESCRIPTION	ELEV.
3	18+90 / 25'RT	TOP NUT OF EXISTING HYDRANT AT EAST QUADRANT OF MULBERRY & WASHINGTON	839.08

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PLAN AND PROFILE - MULBERRY STREET	SHEET 90	E

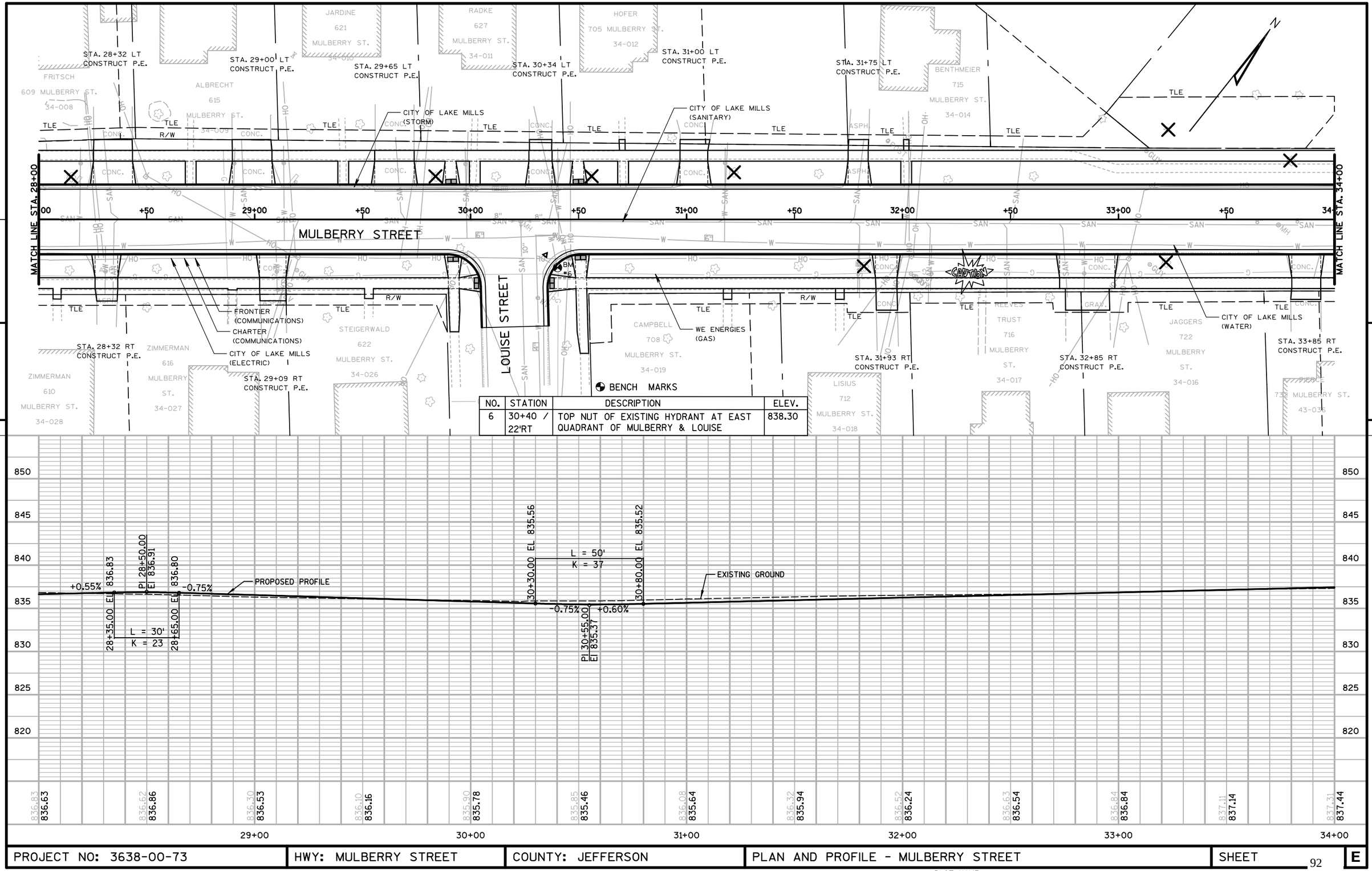
FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\05_Plan_Profile\050102_pp.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



NO.	STATION	DESCRIPTION	ELEV.
4	22+86 / 23'RT	TOP NUT OF EXISTING HYDRANT AT EAST QUADRANT OF MULBERRY & FRANKLIN	840.24
5	26+19 / 22'RT	TOP NUT OF EXISTING HYDRANT AT SOUTH QUADRANT OF MULBERRY & FARGO	840.05

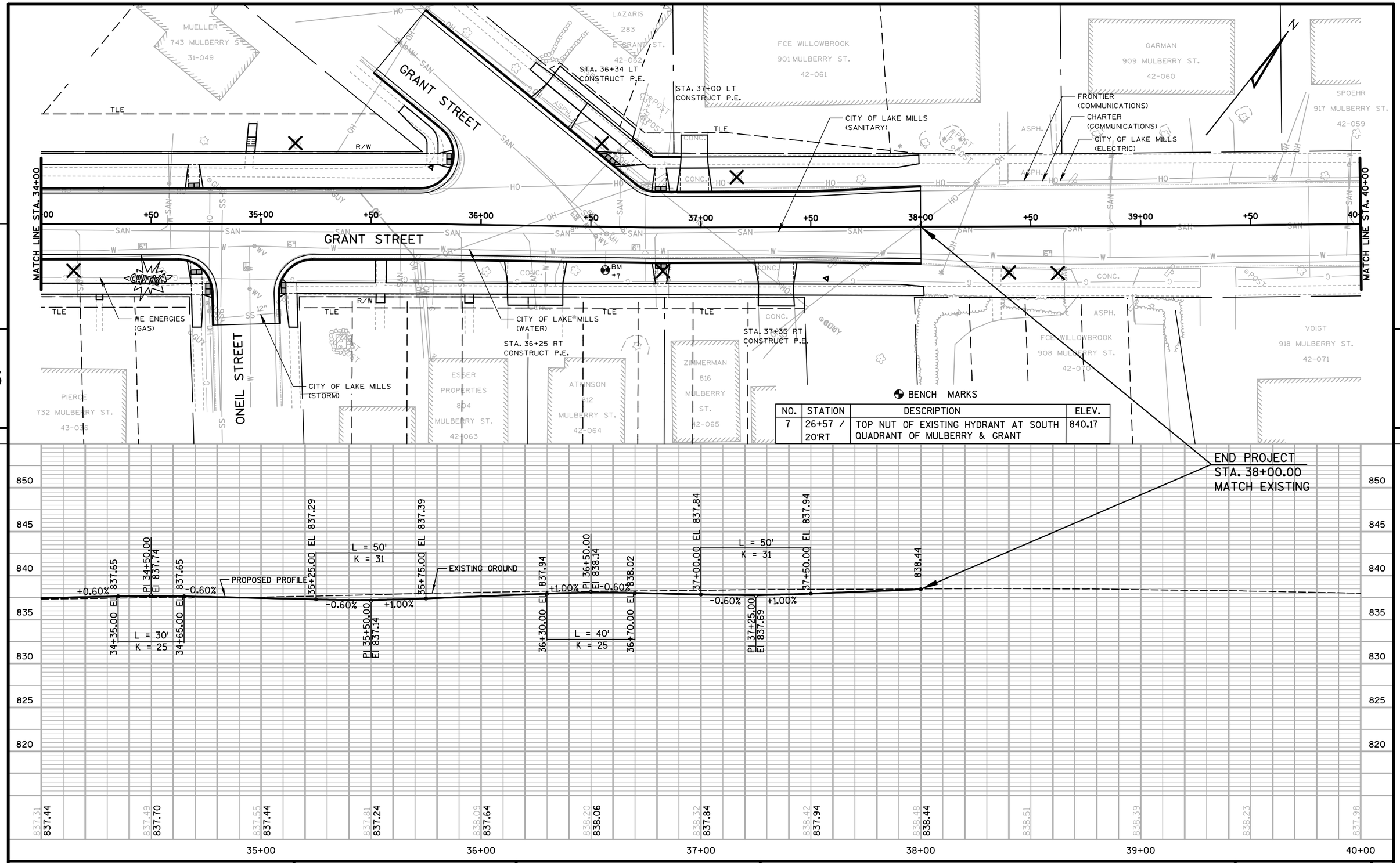
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PLAN AND PROFILE - MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\05_Plan_Profile\050103_pp.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PLAN AND PROFILE - MULBERRY STREET	SHEET	E

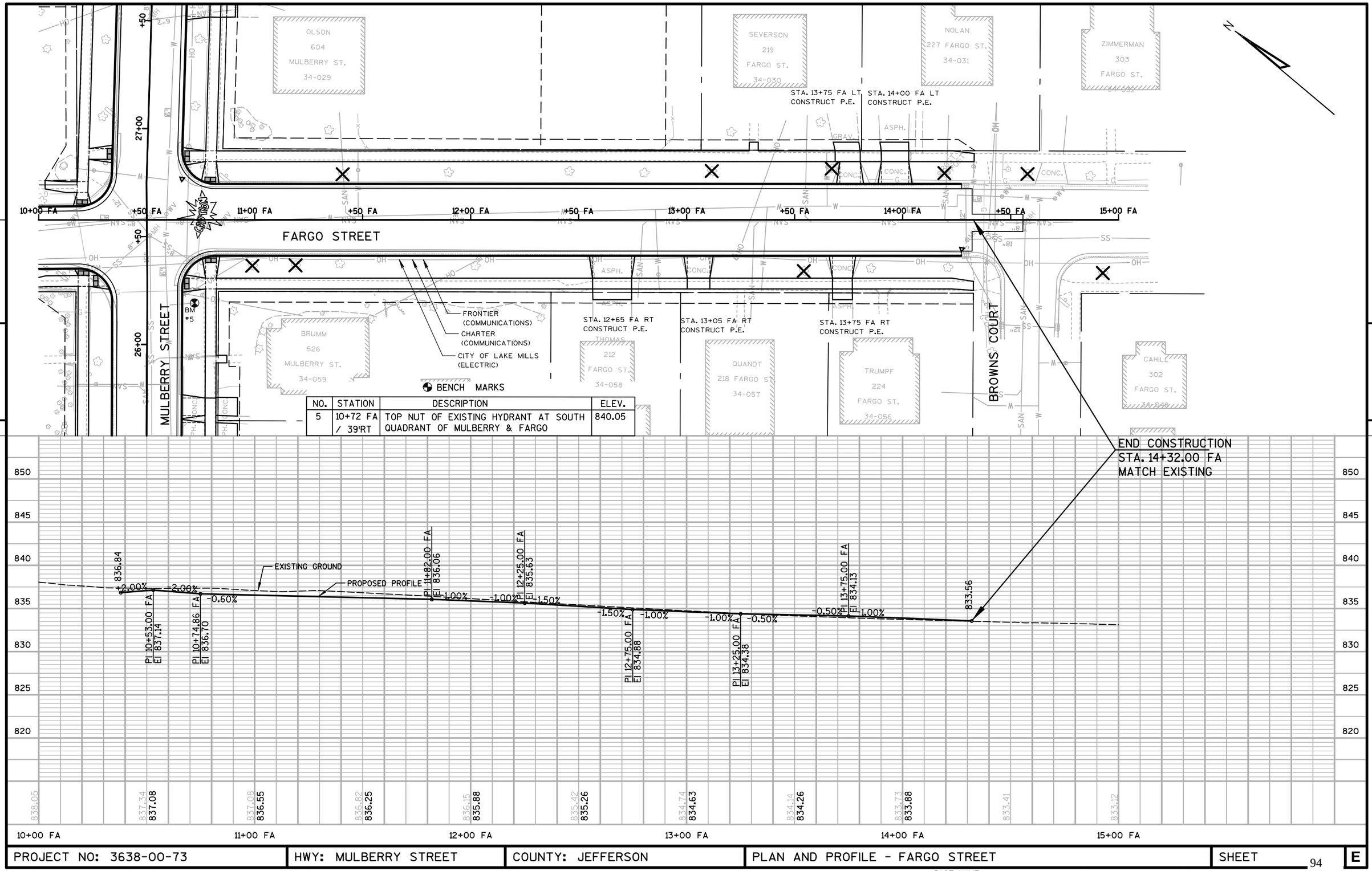
FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\05_Plan_Profile\050104_pp.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40



NO.	STATION	DESCRIPTION	ELEV.
7	26+57 / 20'RT	TOP NUT OF EXISTING HYDRANT AT SOUTH QUADRANT OF MULBERRY & GRANT	840.17

PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PLAN AND PROFILE - MULBERRY STREET	SHEET E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\05_Plan_Profile\050105_pp.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40



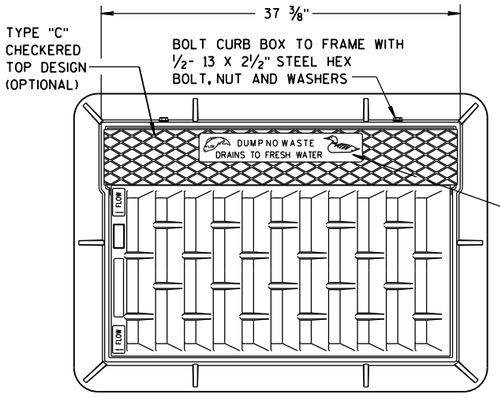
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	PLAN AND PROFILE - FARGO STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\05_Plan_Profile\050106_pp.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

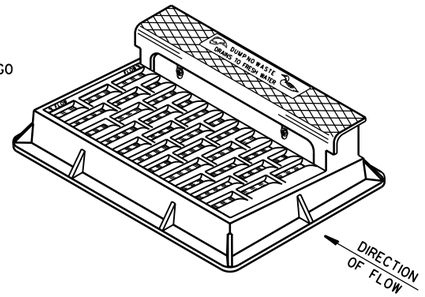
WISDOT/CADDS SHEET 40

Standard Detail Drawing List

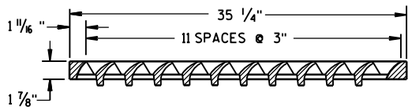
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A09-02	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-20A	CONCRETE CURB & 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
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-11	PULL BOX
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
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

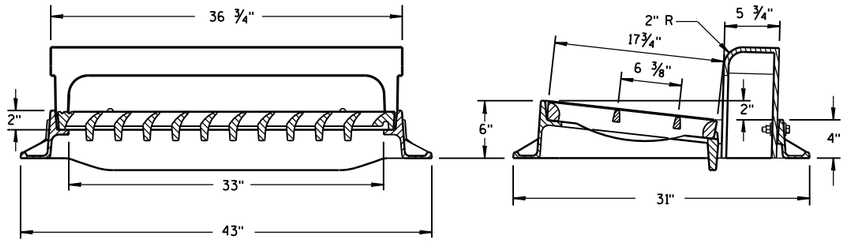


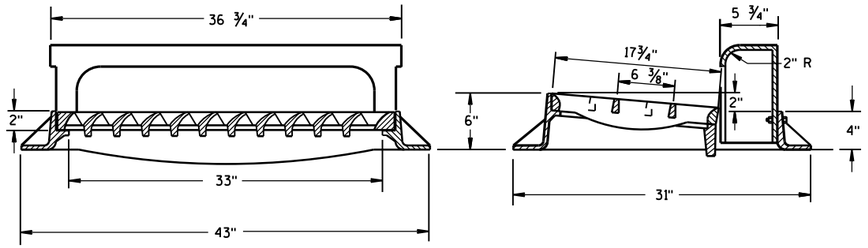
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

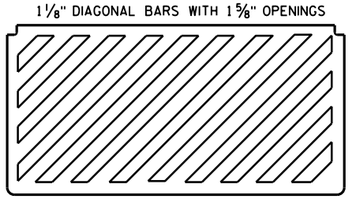






TYPE "H"

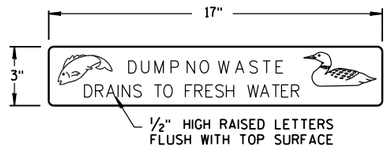
NOTE: EITHER CASTING IS ACCEPTABLE



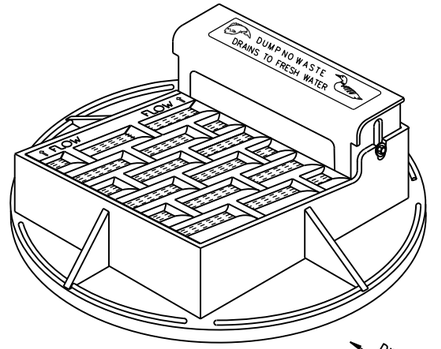
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

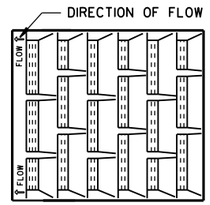
NOTE:
GRATE IS REVERSIBLE.

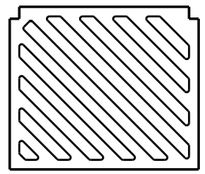
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

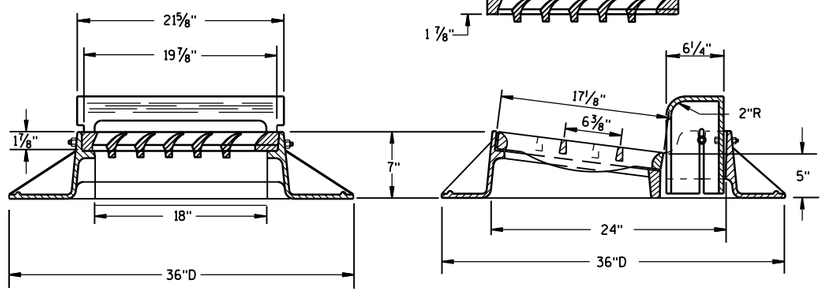




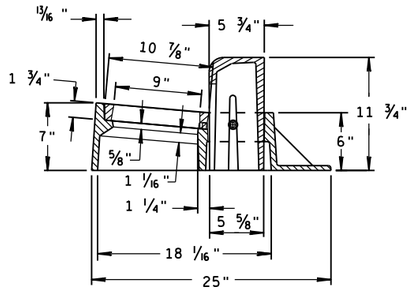
SPECIAL GRATE FOR TYPE "A" COVER

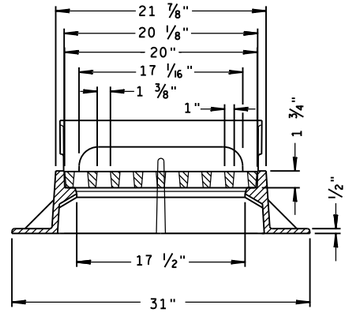
(MEASURES 19 3/4" X 17" X 1 7/8")

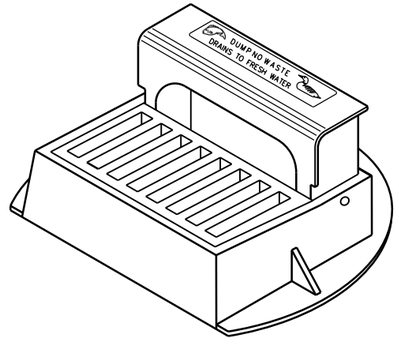
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

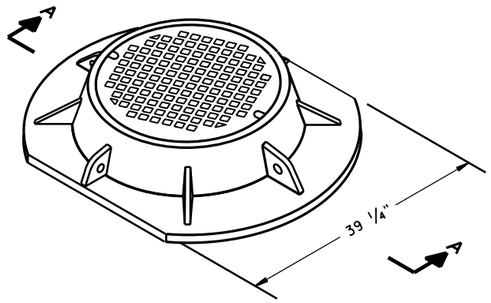
INLET COVERS
TYPE A, H, A-S, H-S & Z

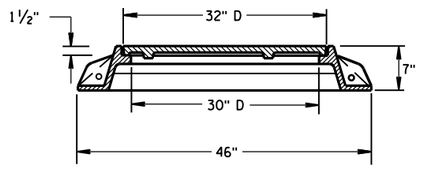
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

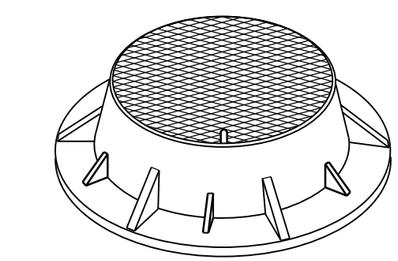
6

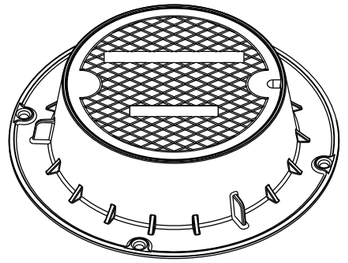
S.D.D. 8 A 5-19a

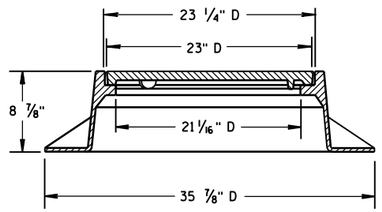


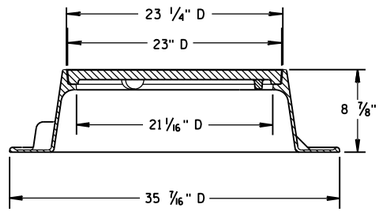


SECTION A-A
TYPE "K"









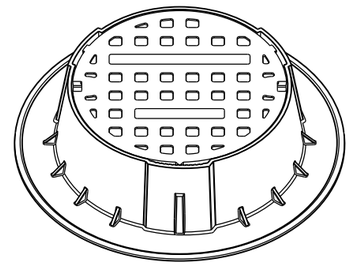
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

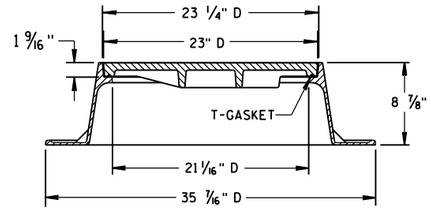
GENERAL NOTES

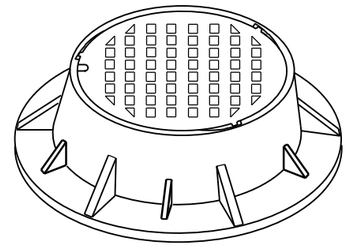
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

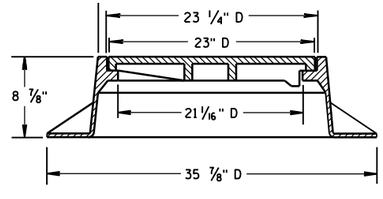
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

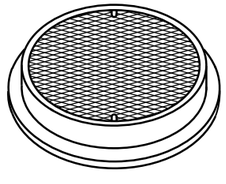


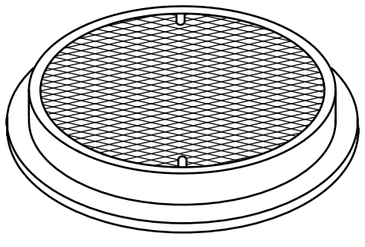


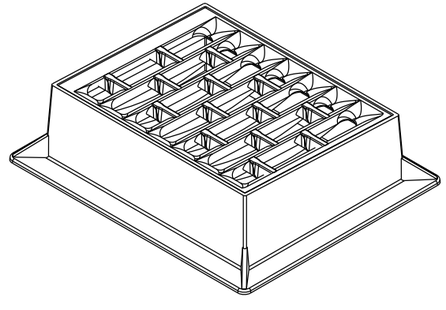


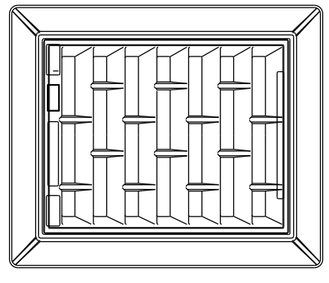


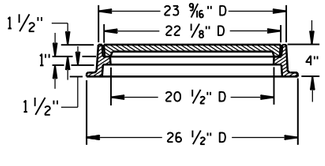
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE











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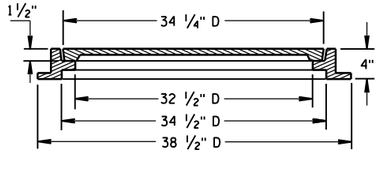

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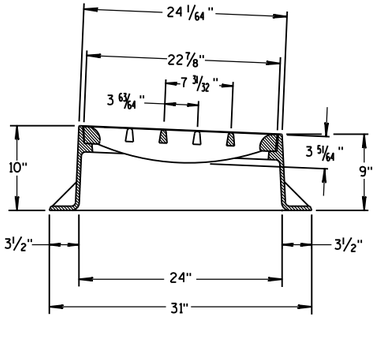
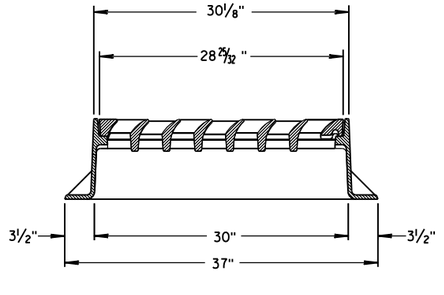




INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

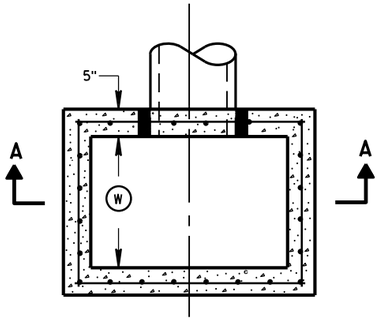
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

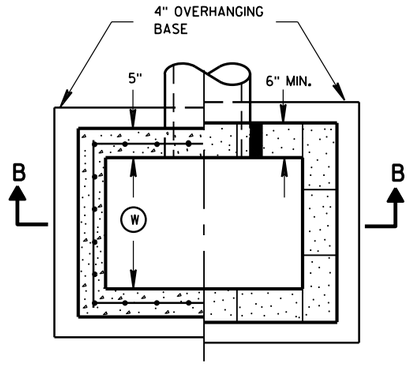
S.D.D. 8 A 5-19d

6

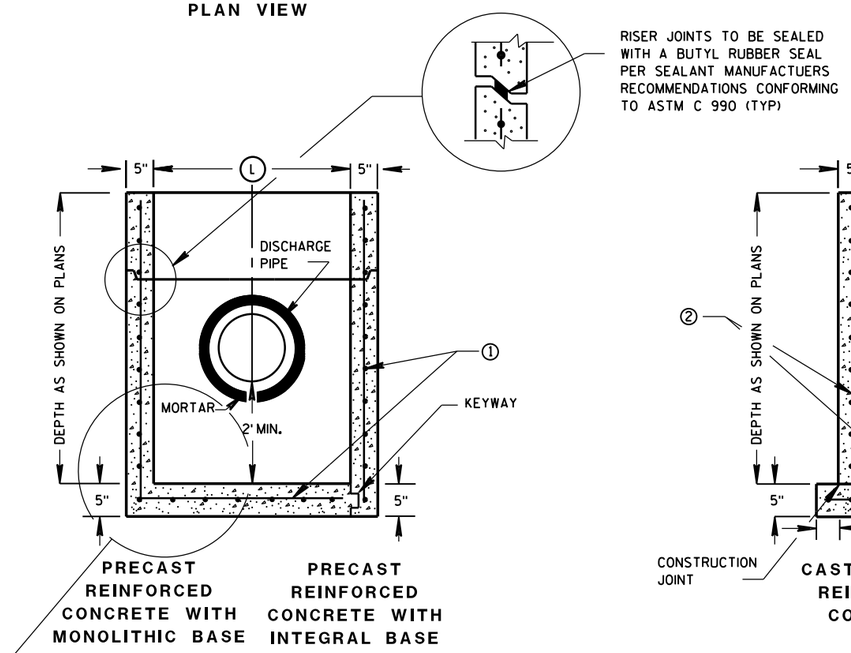
S.D.D. 8 A 5-19d



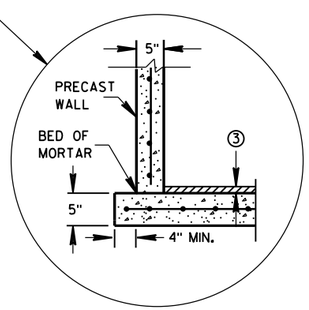
PLAN VIEW



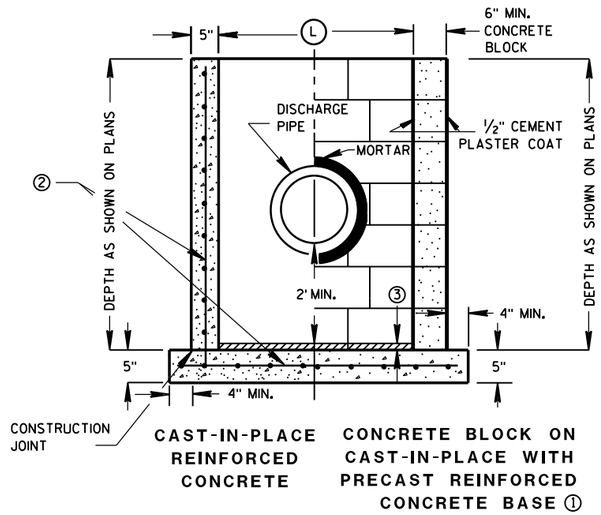
PLAN VIEW



SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST CATCH BASIN 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" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST CATCH BASINS 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.

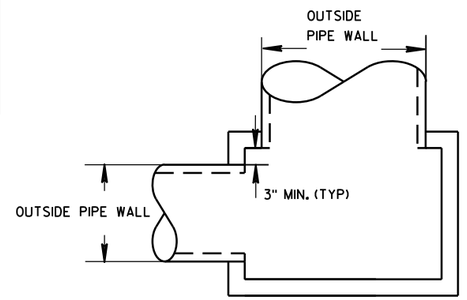
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE		INLET COVER TYPE	F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

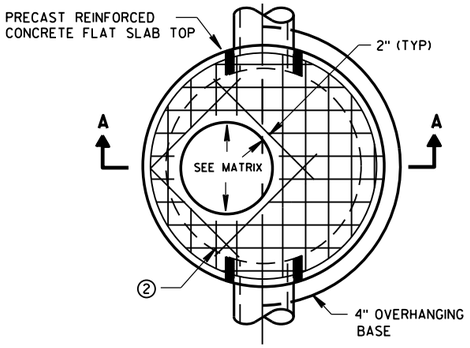
CATCH BASINS 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

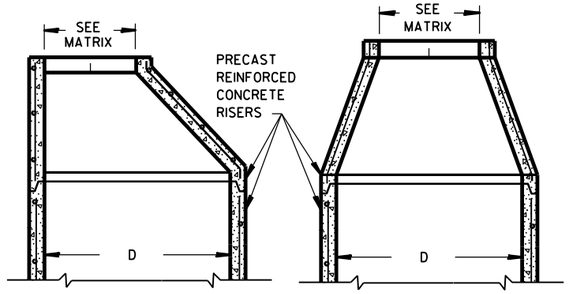
APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

6

S.D.D. 8 A 9-2

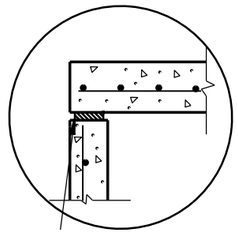


PLAN VIEW CIRCULAR OPENING

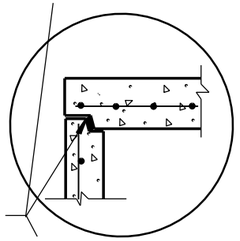


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

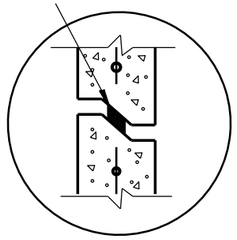


TOP WITH PLAIN END JOINT



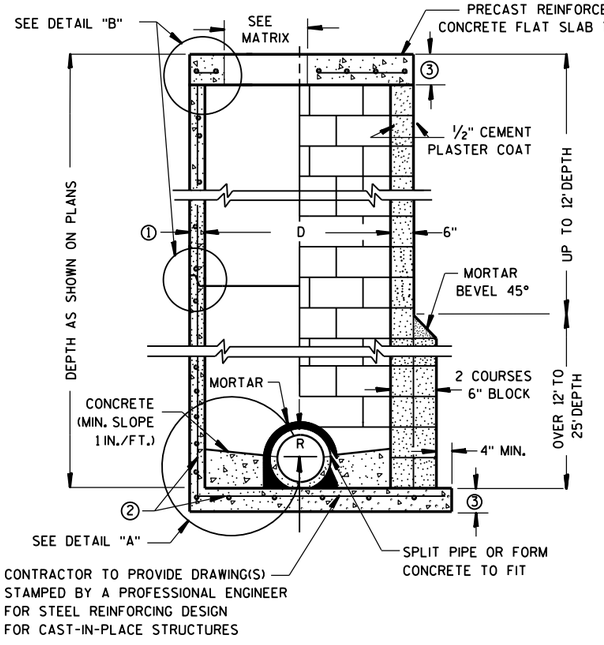
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



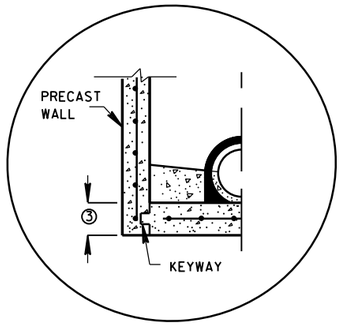
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

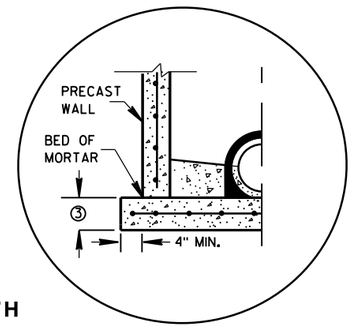


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

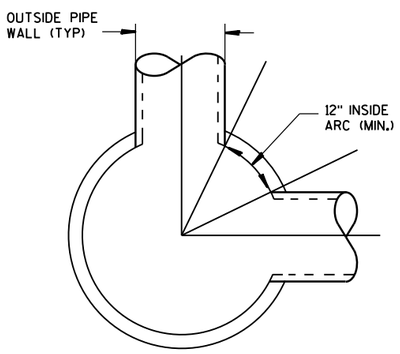


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2016
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERV

FHWA

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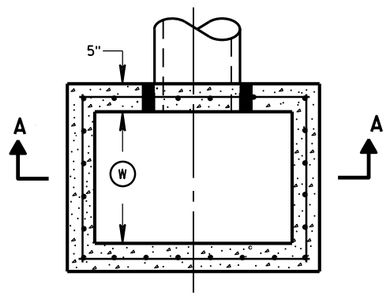
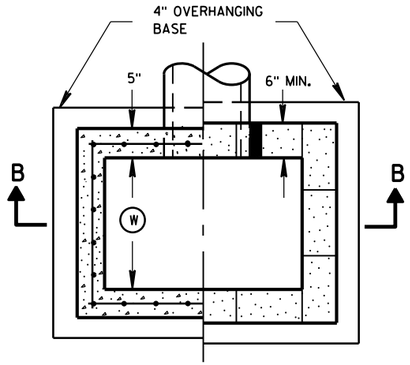
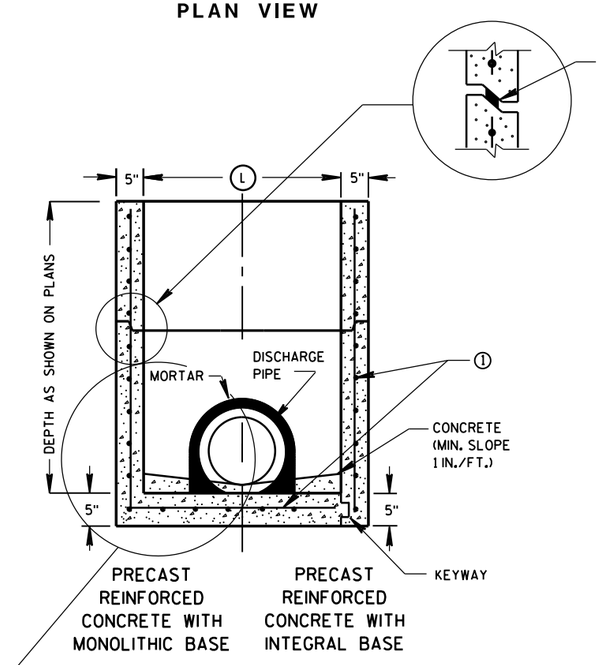
S.D.D. 8 B 9-2



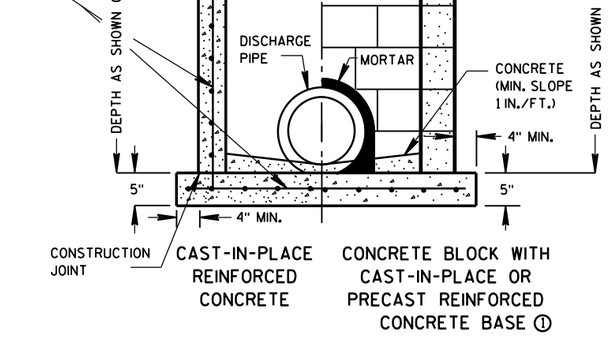
PLAN VIEW



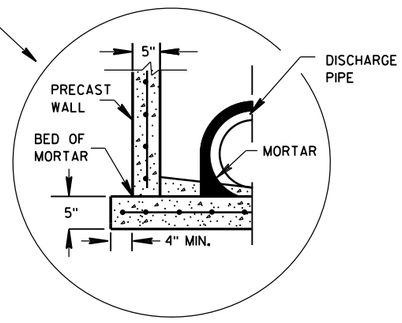
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

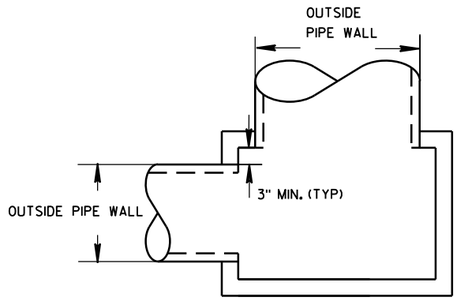
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



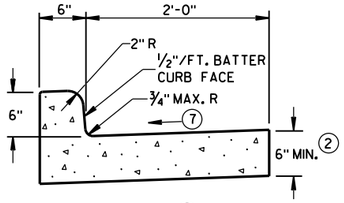
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

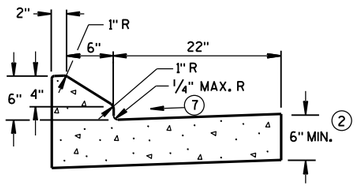
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

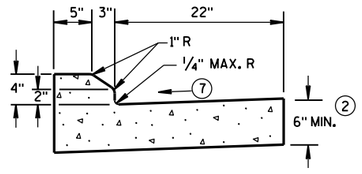
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



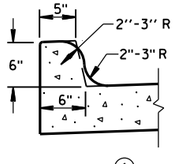
TYPES A (1) & D



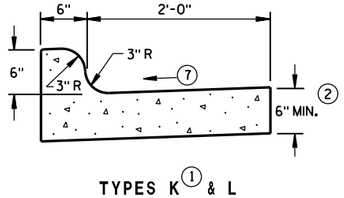
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

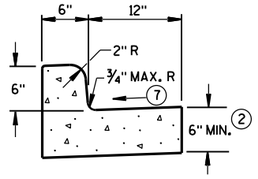


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



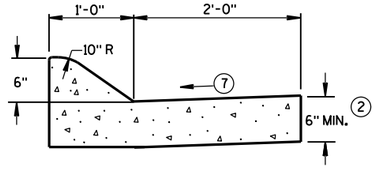
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

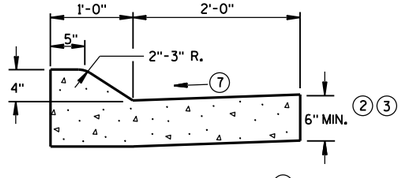


TYPES A (1) & D

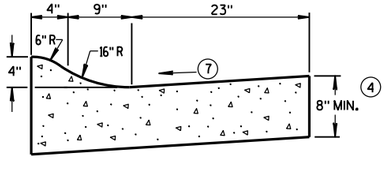
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

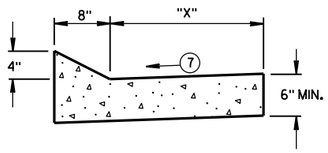


4" SLOPED CURB TYPES A (1) & D



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.

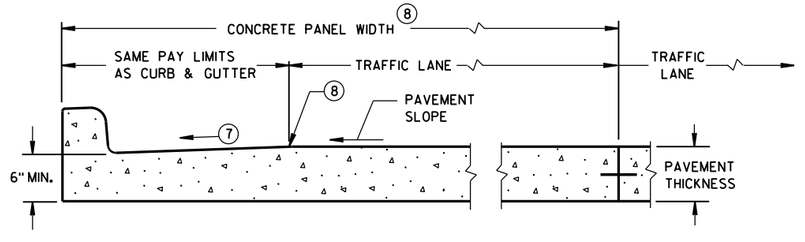
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(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.

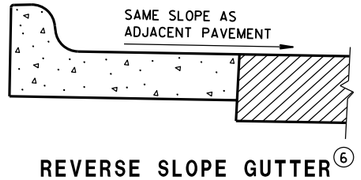
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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 TRANSPO...

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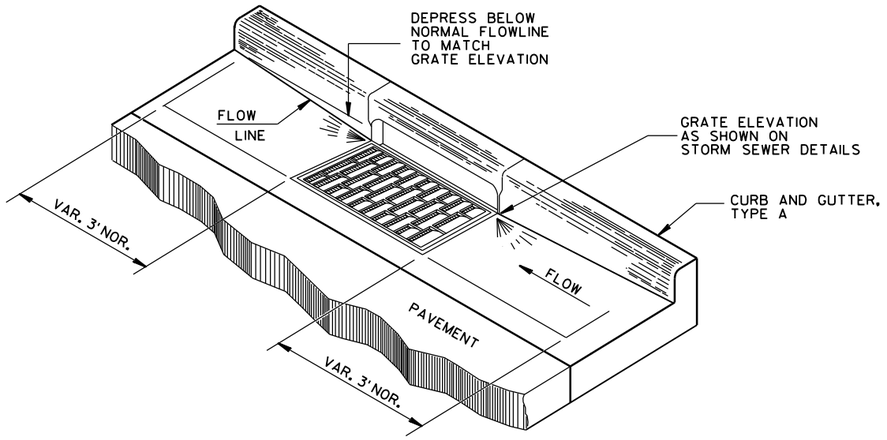


DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

GENERAL NOTES

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

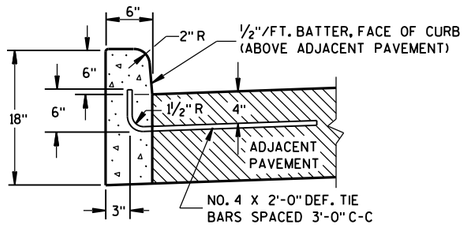
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

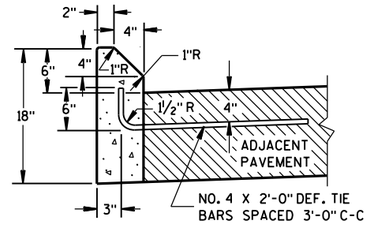
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(9) REFER TO SDD 8D18 AND SDD 8D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

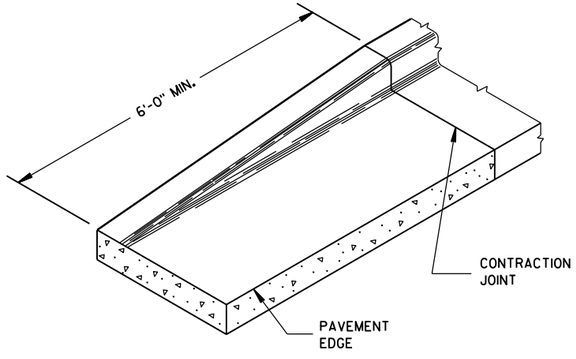


TYPES A(1) & D

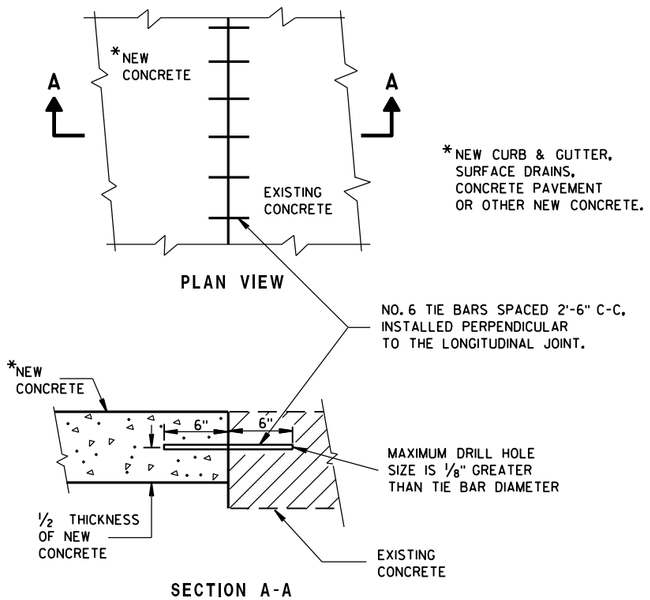


TYPES G(1) & J

CONCRETE CURB



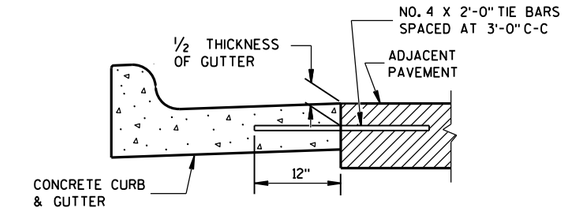
END SECTION CURB & GUTTER



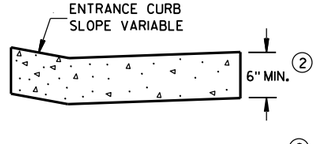
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

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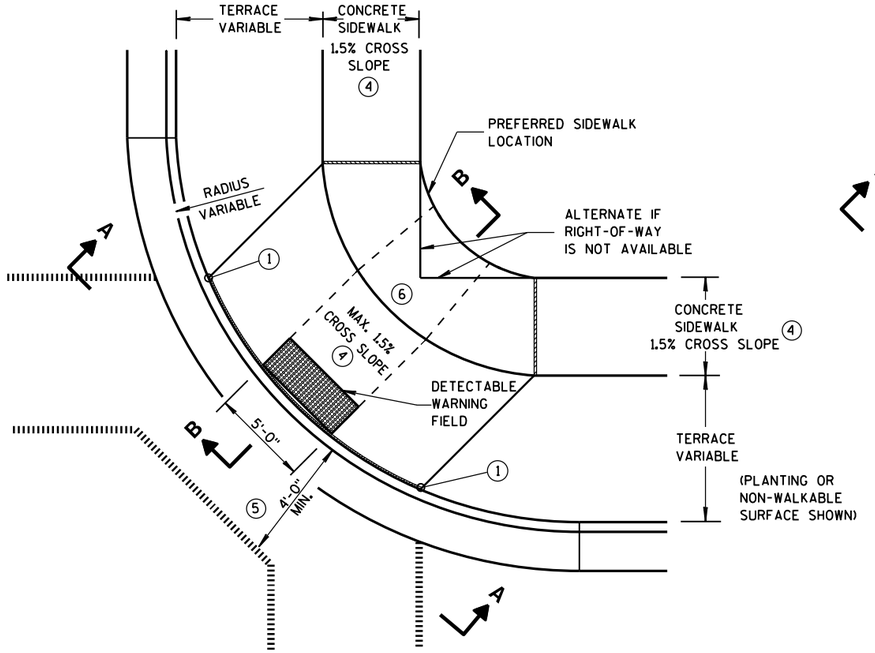
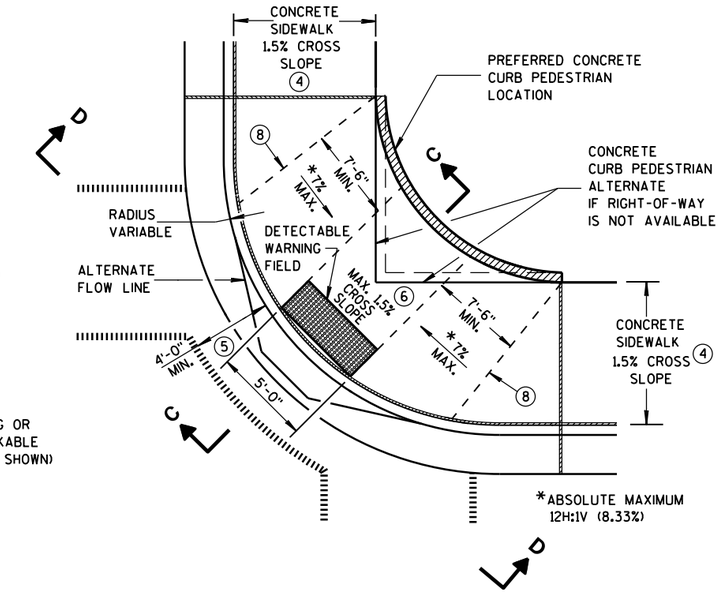
S.D.D. 8 D 1-20b



PLAN VIEW

TYPE 1 RAMP

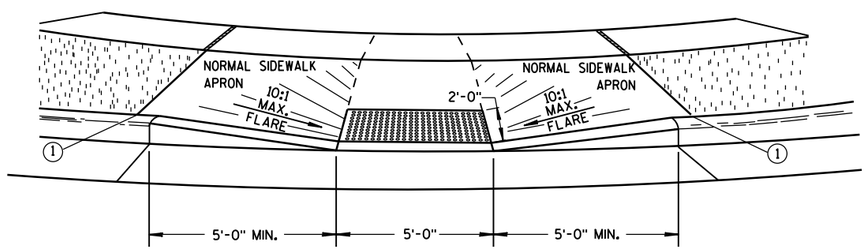
(CENTER OF CORNER RADIUS)



PLAN VIEW

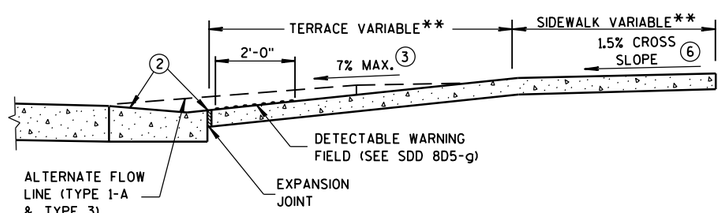
TYPE 1-A RAMP

(NO TERRACE)

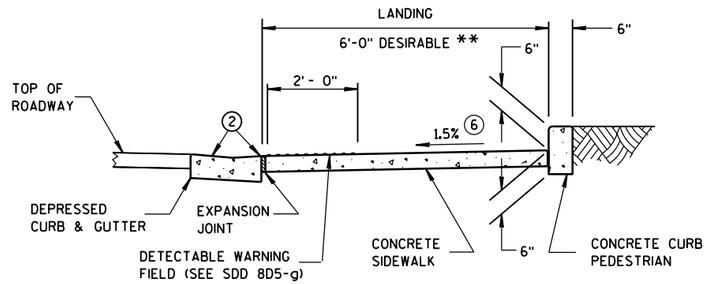


VIEW A-A

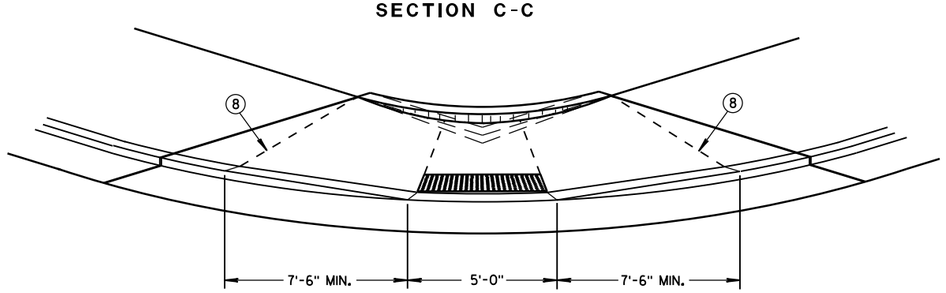
** WIDTH SHOWN ELSEWHERE IN THE PLANS



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

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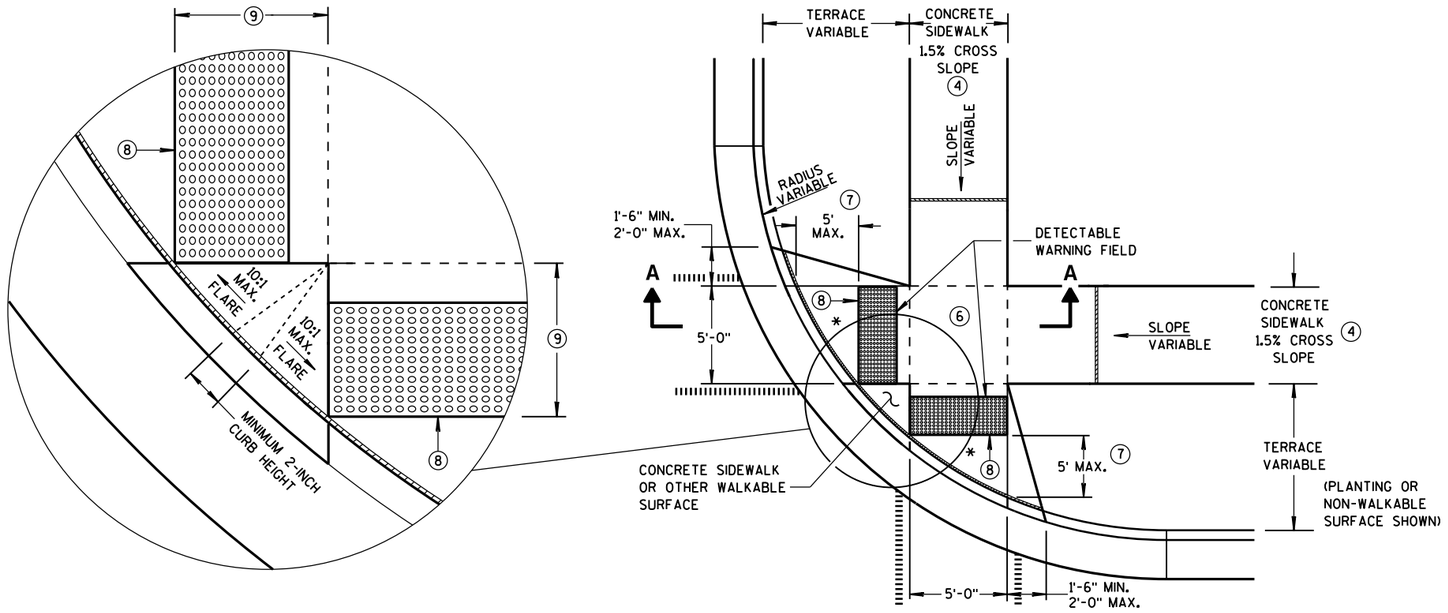
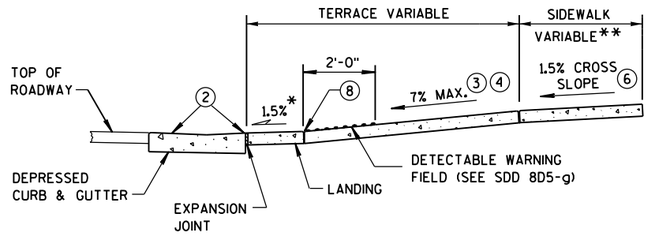


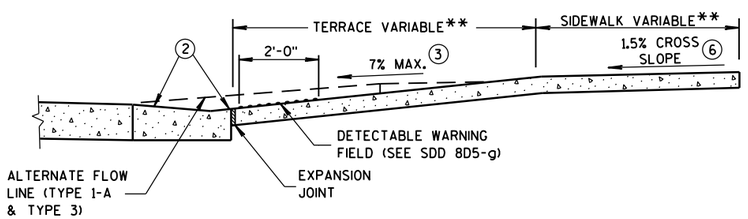
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

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

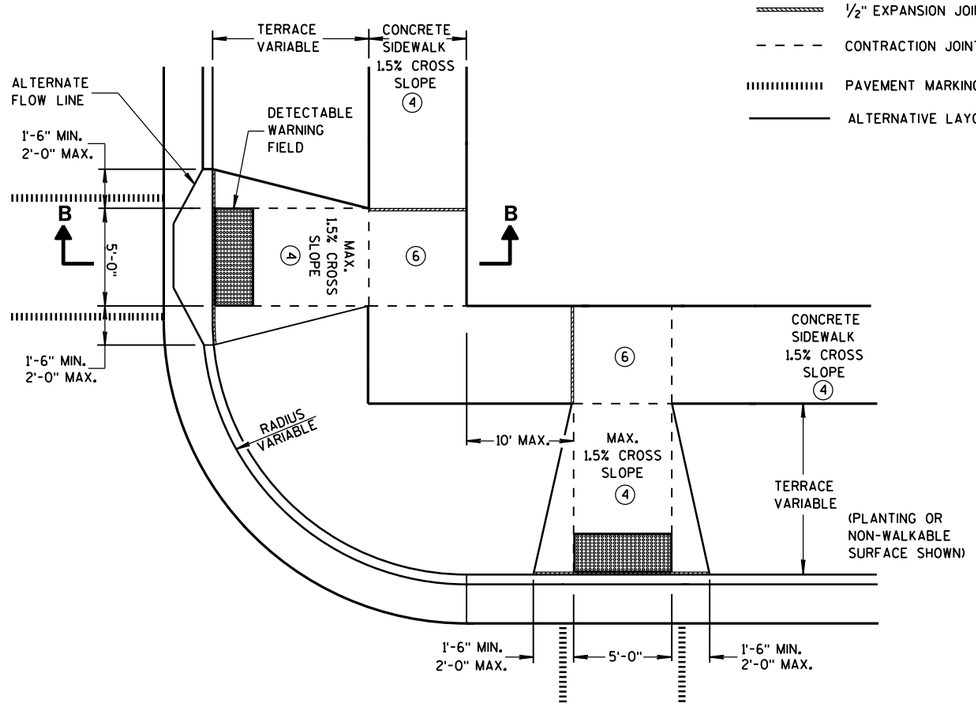


SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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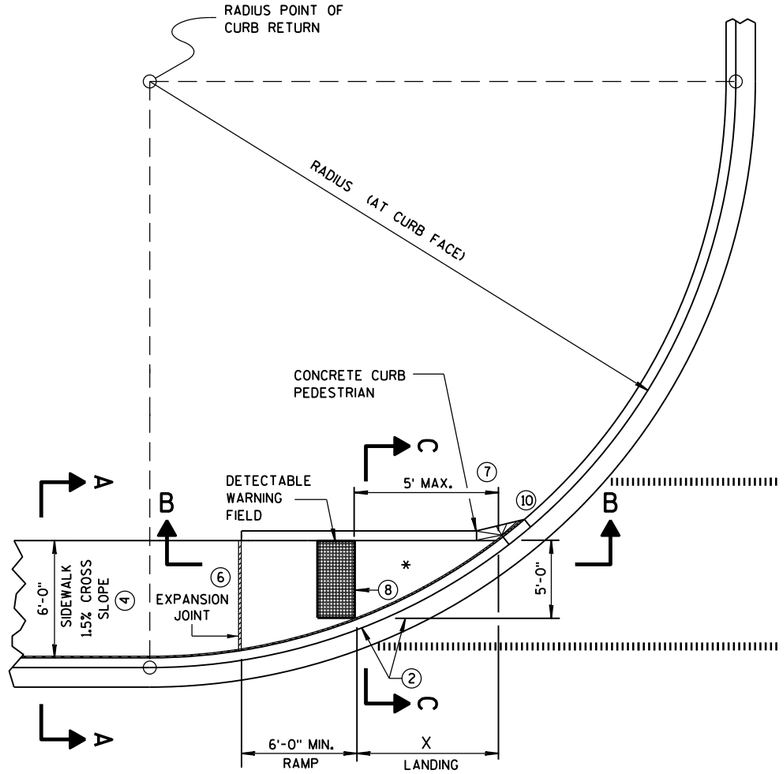
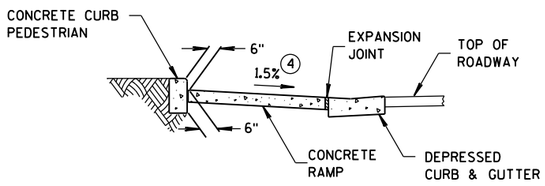
S.D.D. 8 D 5-19b



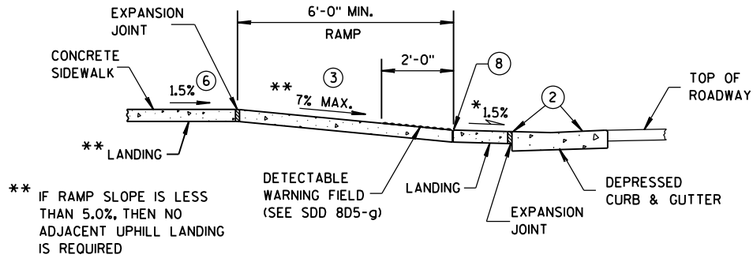
CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X
10 FEET	4'-7"
15 FEET	6'-5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



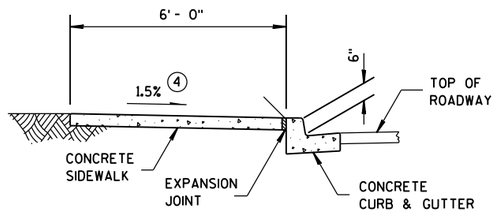
SECTION C-C FOR TYPE 4A



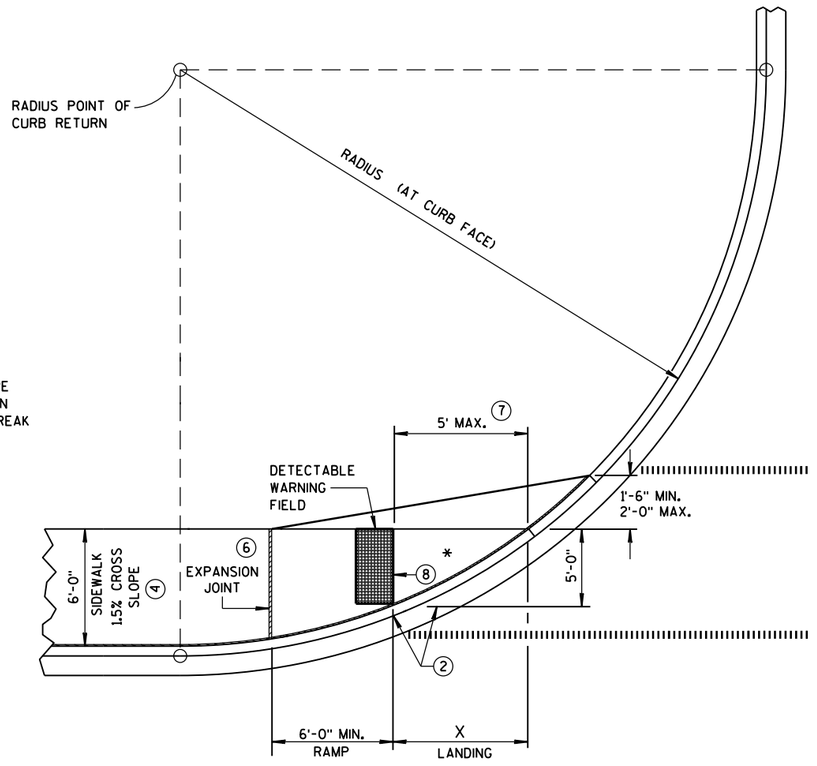
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4A

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



SECTION A-A FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

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

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

(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.

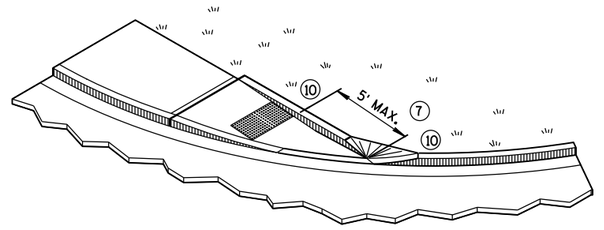
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

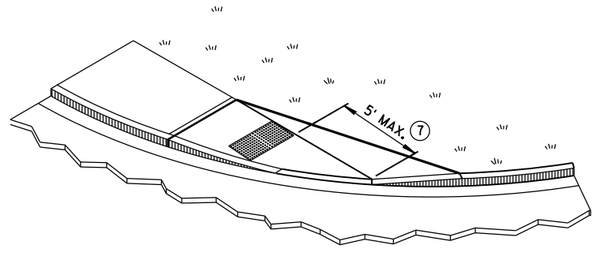
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(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



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

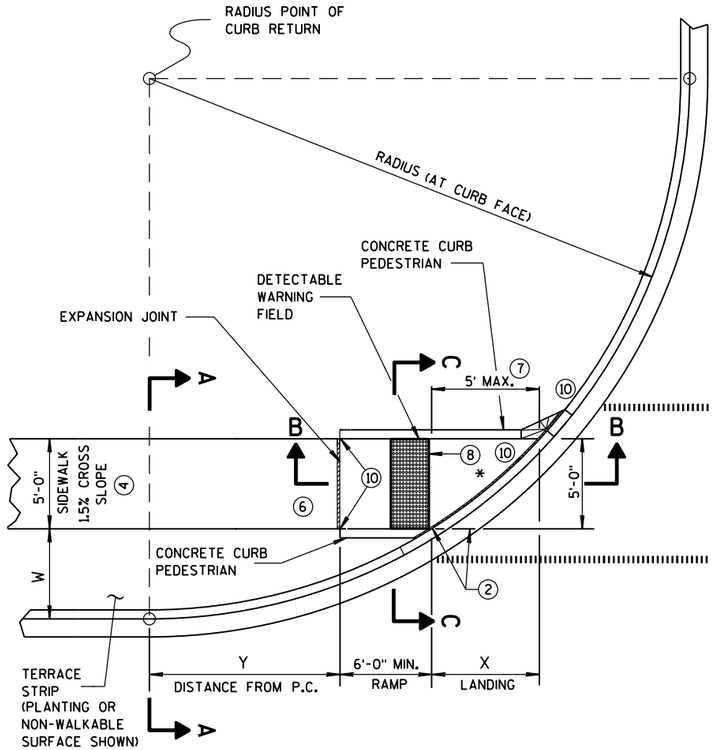
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

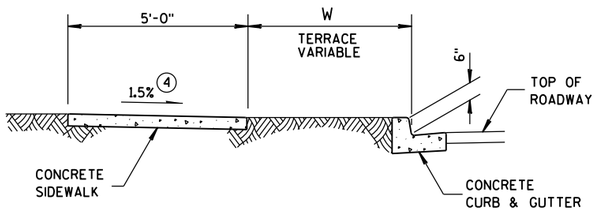
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

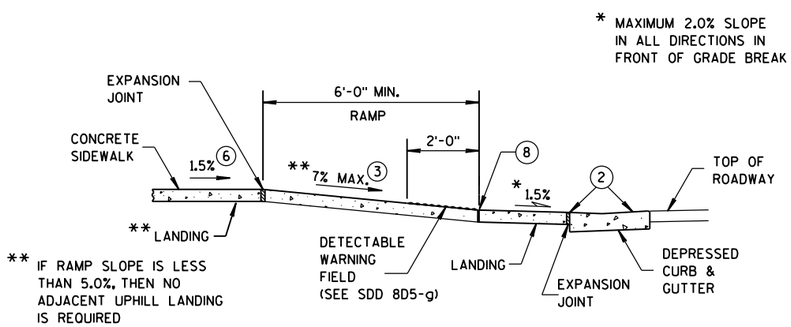
S.D.D. 8 D 5-19c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



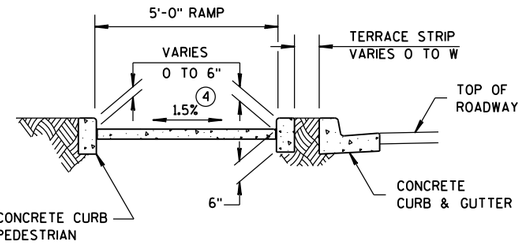
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

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

SECTION B-B FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"		W = 8'-0"		W = 9'-0"		W = 10'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2'-10¼"	0'-5"	2'-1"	1'-4½"	1'-5"	2'-1"	0'-10"	2'-7½"	0'-3¼"	3'-0¼"						
15 FEET	4'-6¾"	2'-1¾"	3'-9"	3'-5¼"	3'-1¼"	4'-6"	2'-6¾"	5'-4½"	2'-1"	6'-1"	1'-8"	6'-8½"	1'-3¼"	7'-2½"	0'-10¾"	7'-7¼"
20 FEET	5'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-7"	3'-3"	8'-6½"	2'-10"	9'-4½"	2'-5½"	10'-1¼"	2'-1¼"	10'-9"
30 FEET			6'-9¼"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"	4'-5½"	13'-7¾"	4'-0¾"	14'-8½"	3'-8½"	15'-8¼"
40 FEET									6'-1¾"	15'-8½"	5'-8"	17'-2"	5'-3"	18'-5¾"	4'-10¾"	19'-8¼"
50 FEET															5'-10¼"	23'-2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C-C FOR TYPE 4B

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

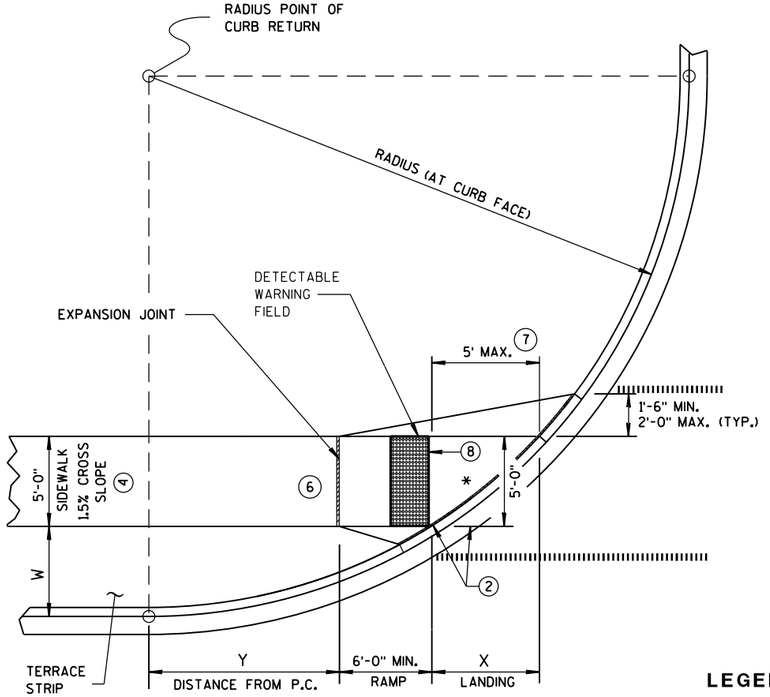
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

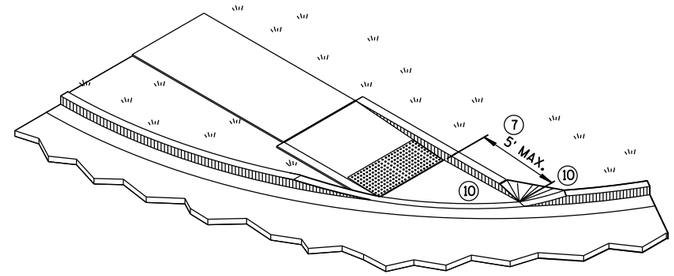
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

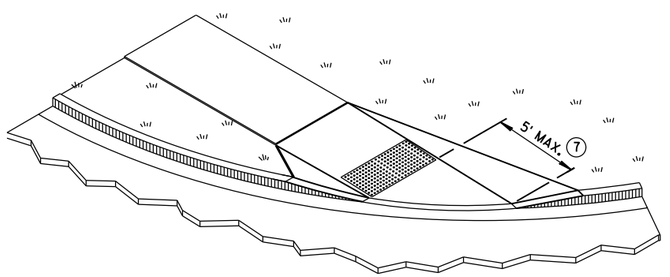
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

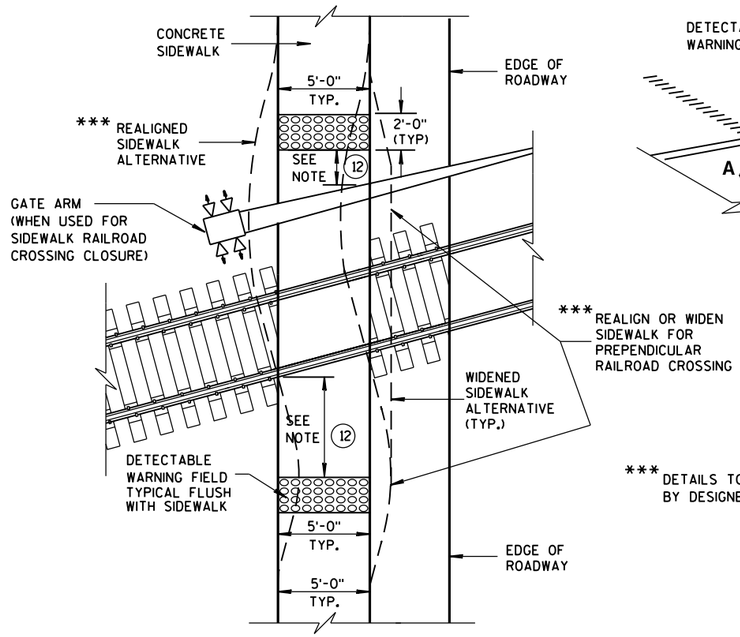
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

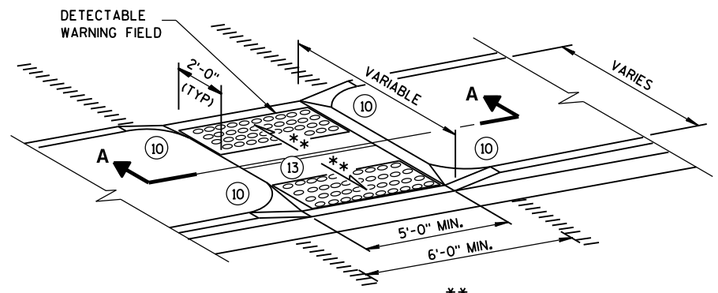
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-19d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



** 1% MIN. (PROVIDE DRAINAGE)

*** DETAILS TO BE DETERMINED BY DESIGNER

MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

GENERAL NOTES

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

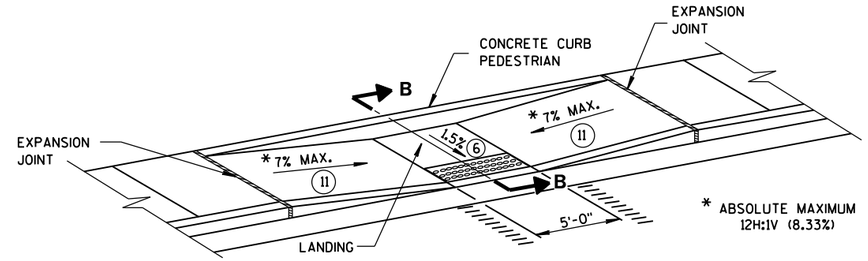
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

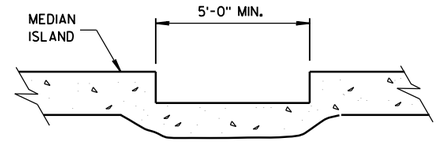
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

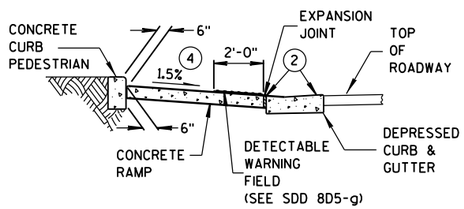
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



MID-BLOCK CROSSING
TYPE 7A

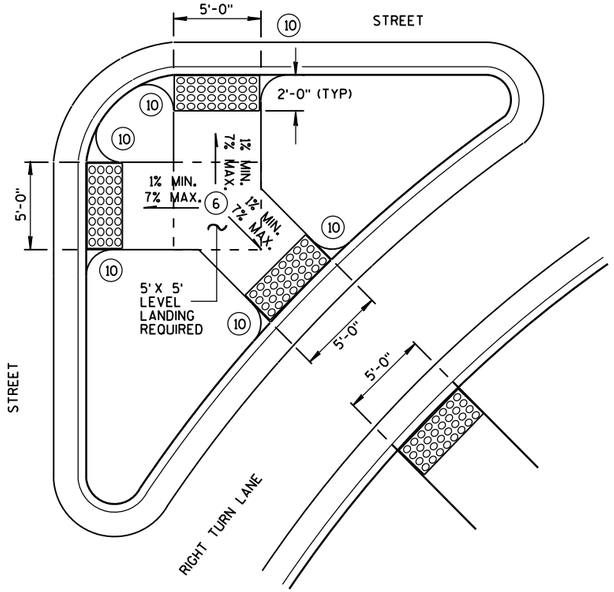


SECTION A-A

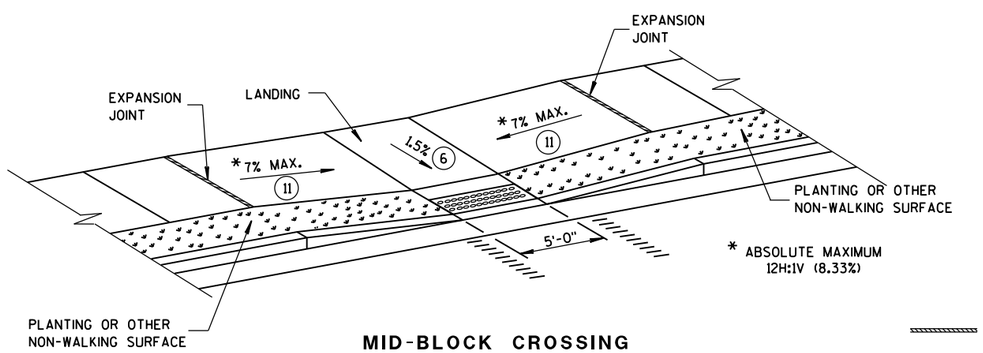


SECTION B-B

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



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

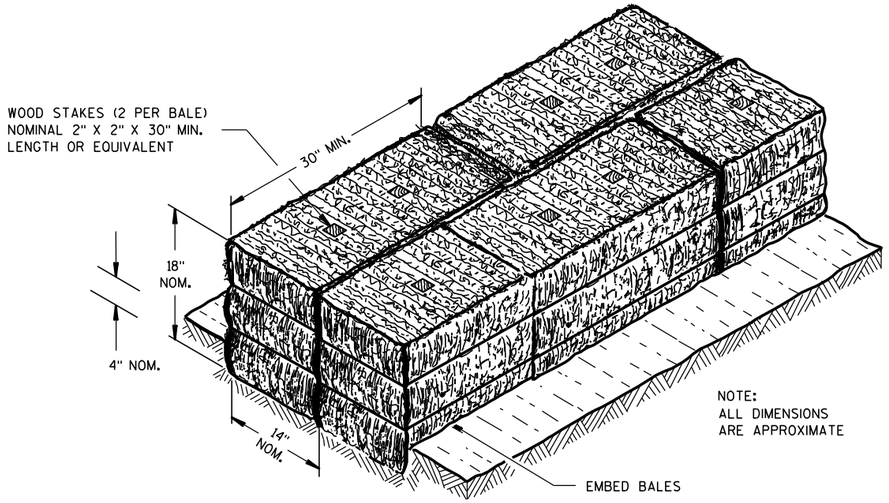
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

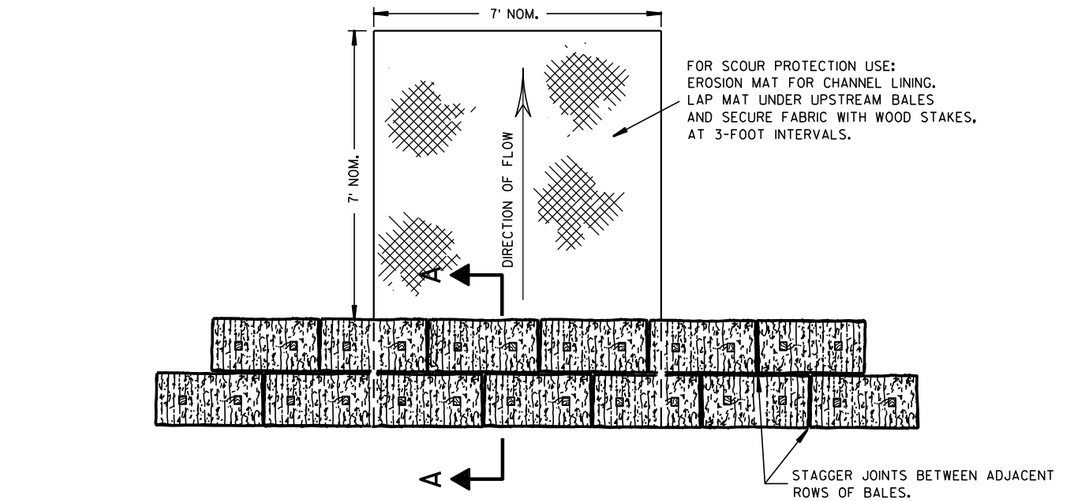
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

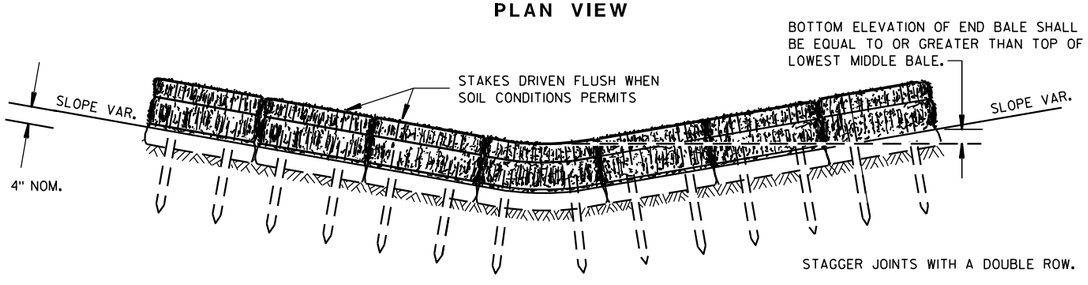
S.D.D. 8 D 5-19e



SECTION A-A



PLAN VIEW



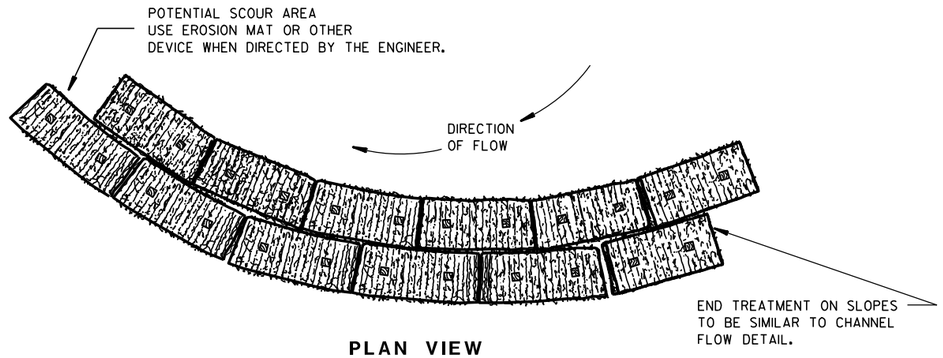
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

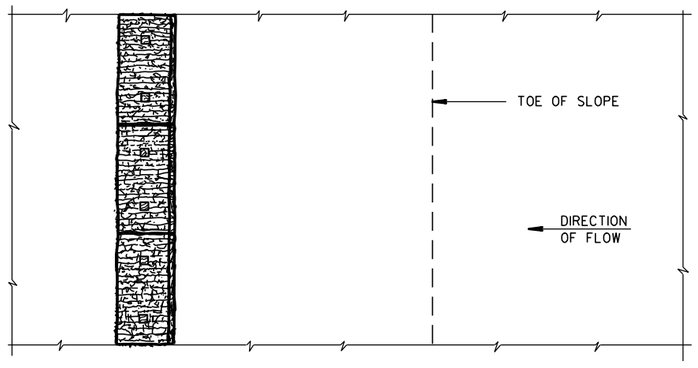
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

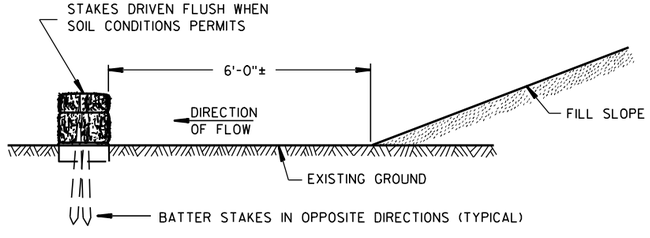


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

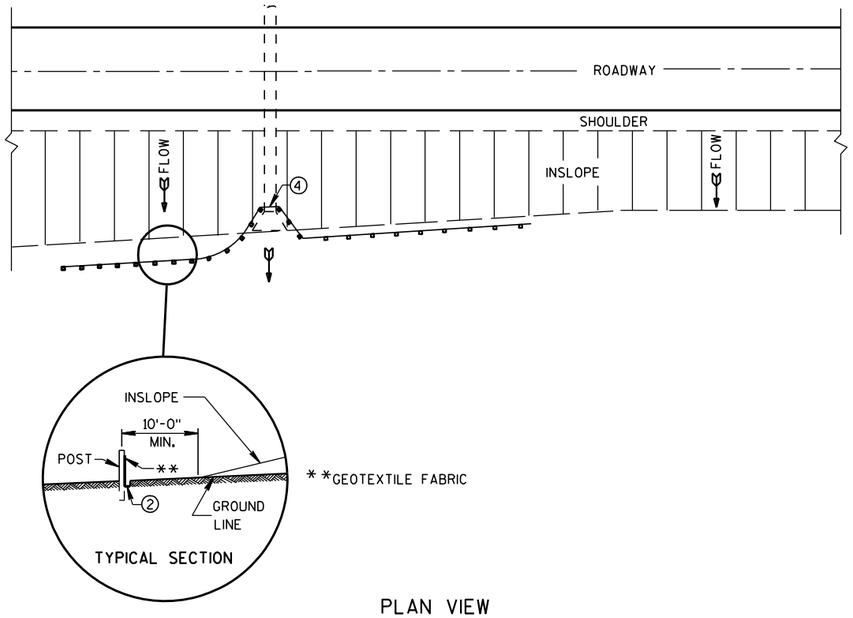
APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

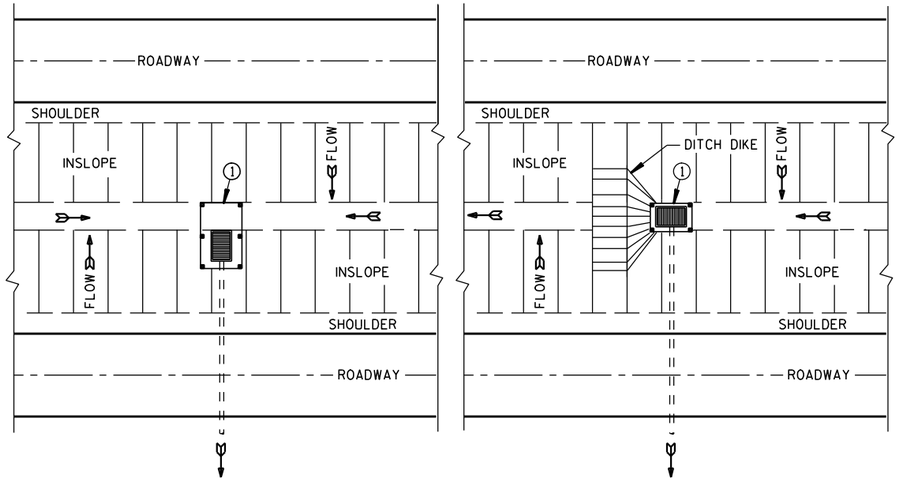
FHWA

6
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

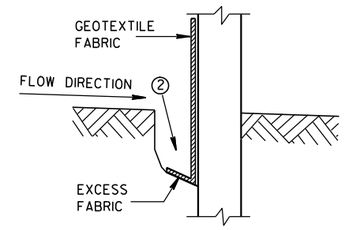
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

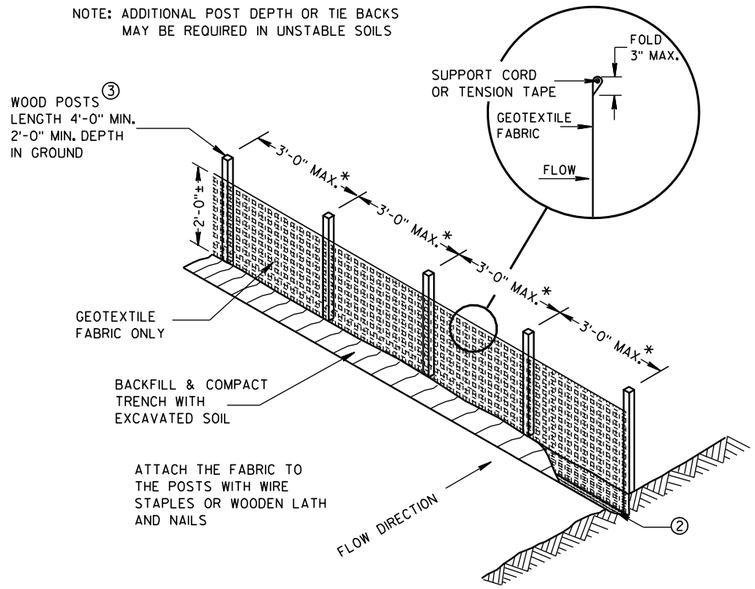
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

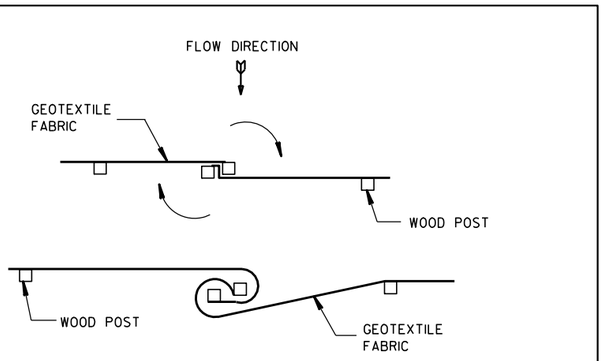
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



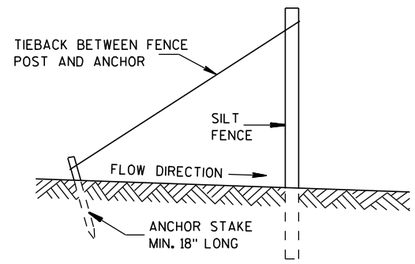
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

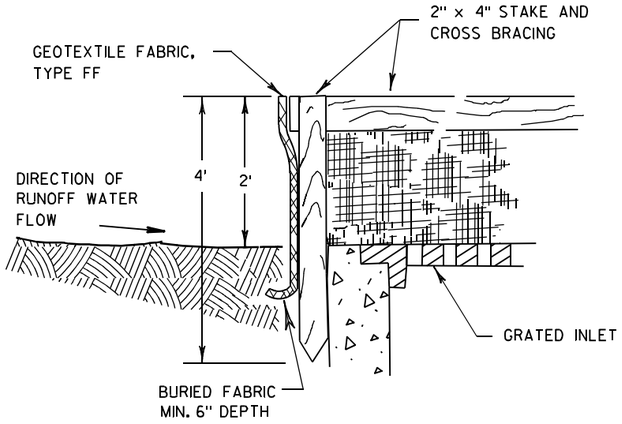
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

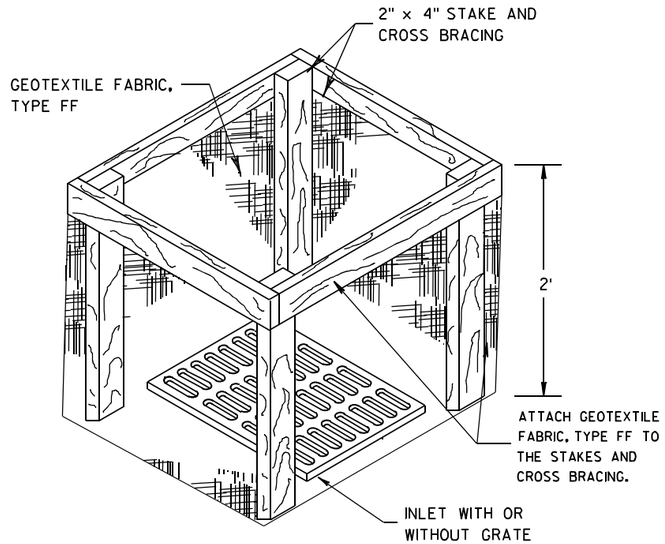
6

S.D.D. 8 E 9-6

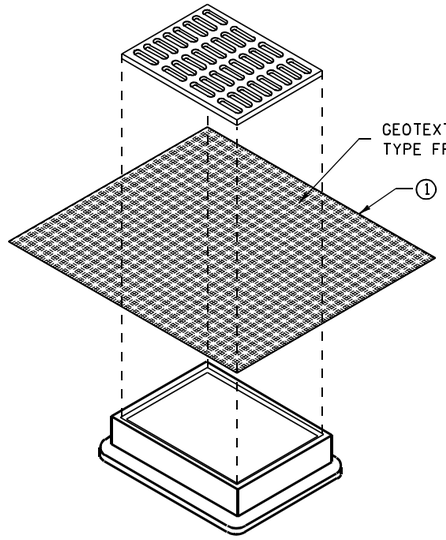
6

S.D.D. 8 E 9-6



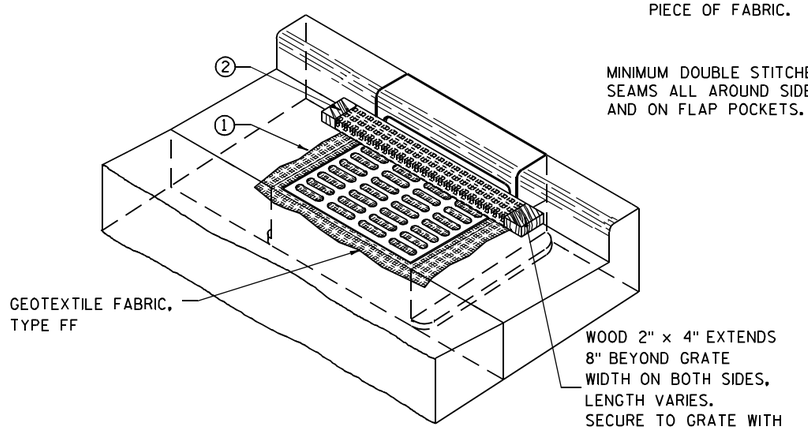


INLET PROTECTION, TYPE A

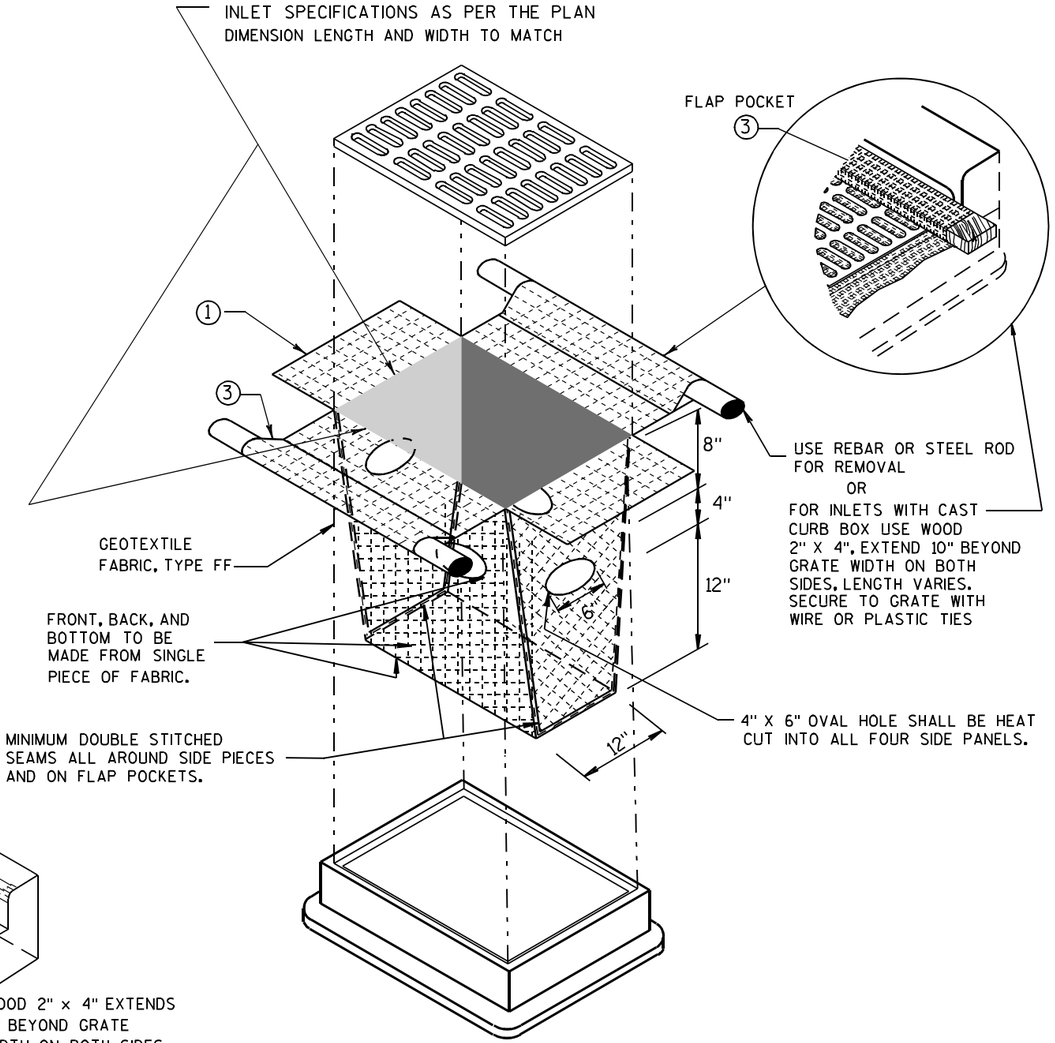


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

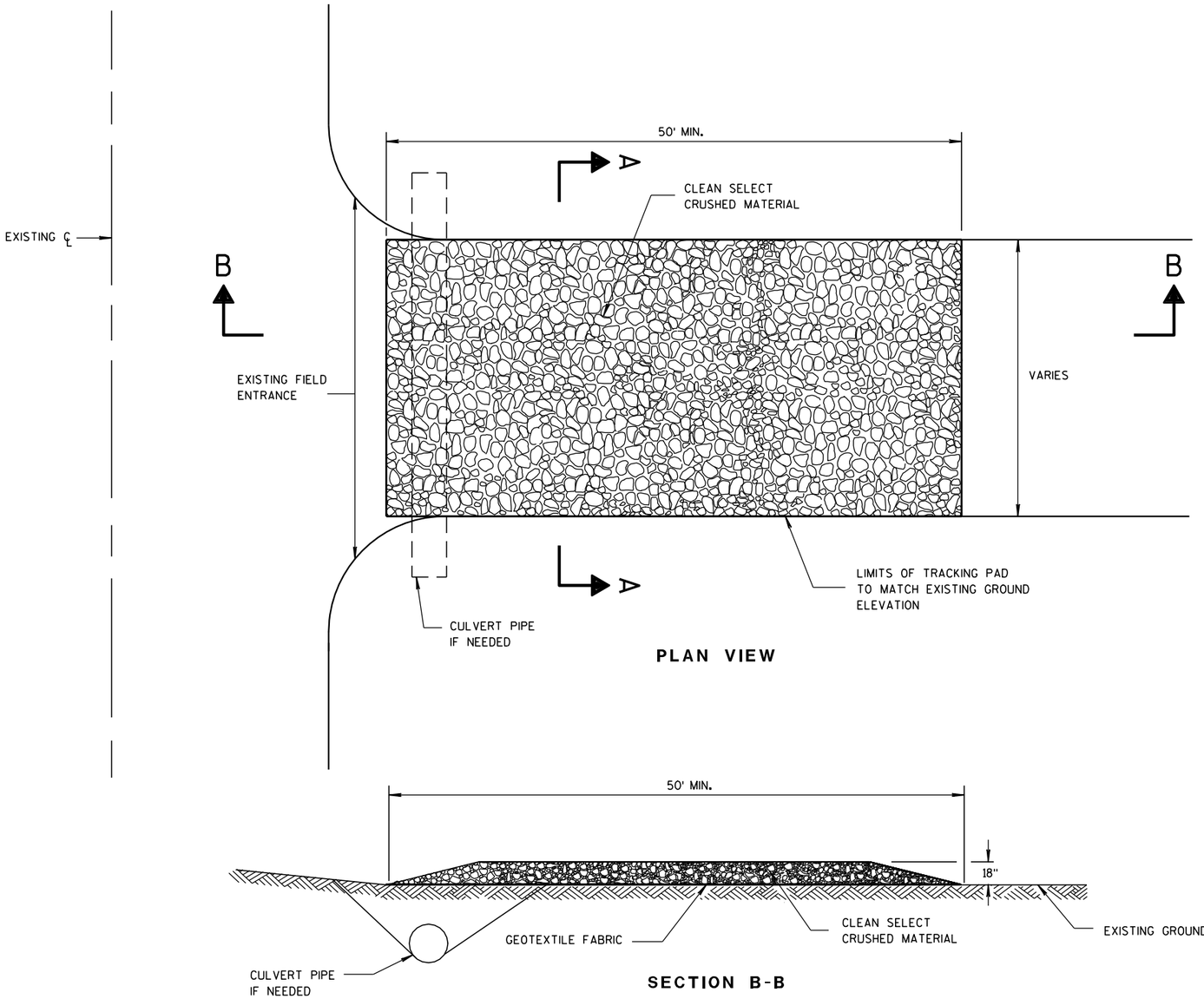
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2



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.

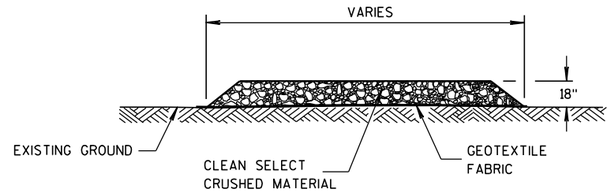
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

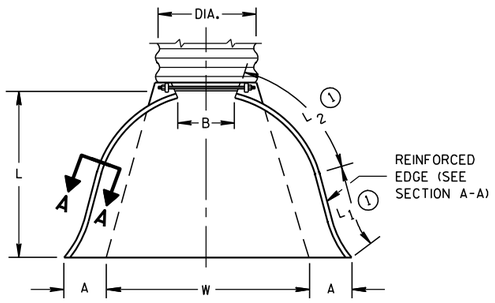
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

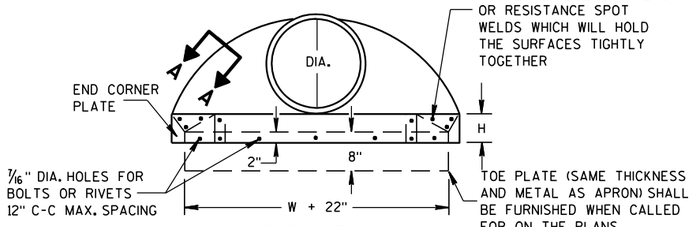
REINFORCED CONCRETE APRON ENDWALLS

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

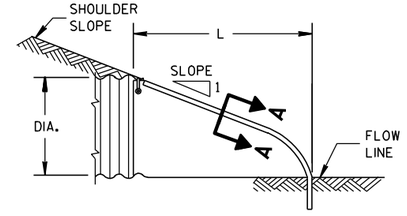
* MINIMUM
** MAXIMUM



PLAN VIEW

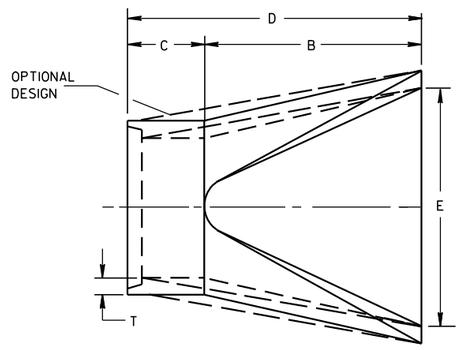


END VIEW

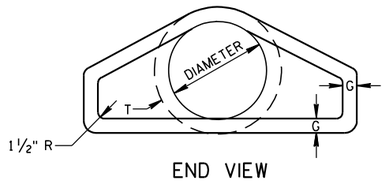


SIDE ELEVATION

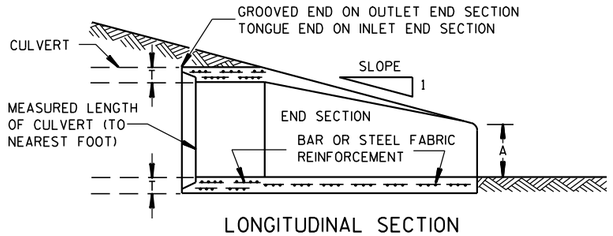
METAL ENDWALLS



PLAN

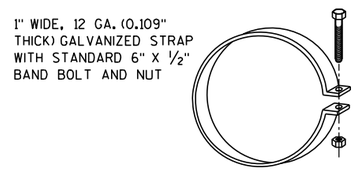


END VIEW



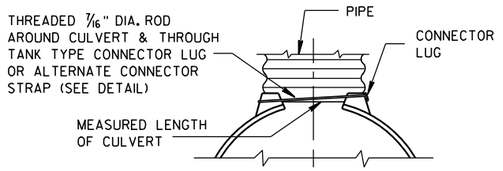
LONGITUDINAL SECTION

CONCRETE ENDWALLS

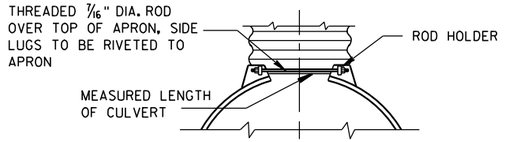


ALTERNATE FOR TYPE 1 CONNECTION

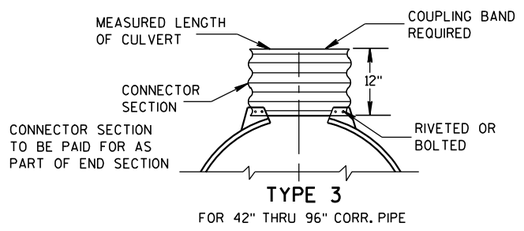
END SECTION CONNECTOR STRAP



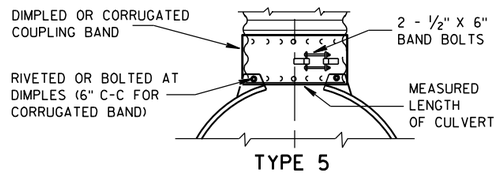
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

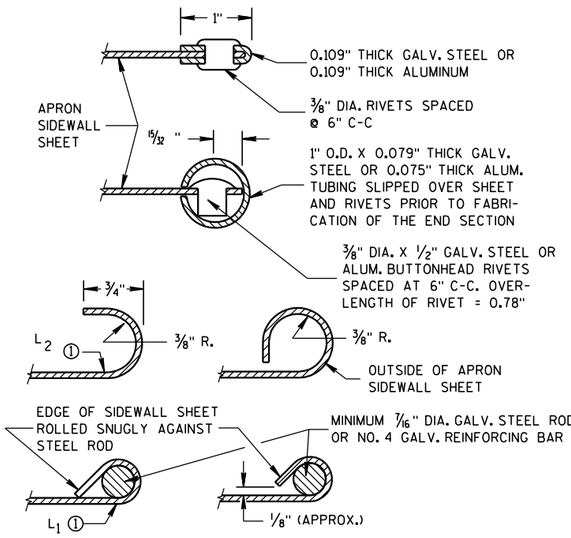
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

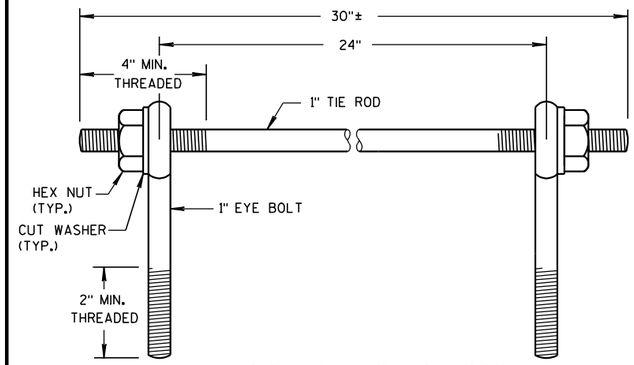
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

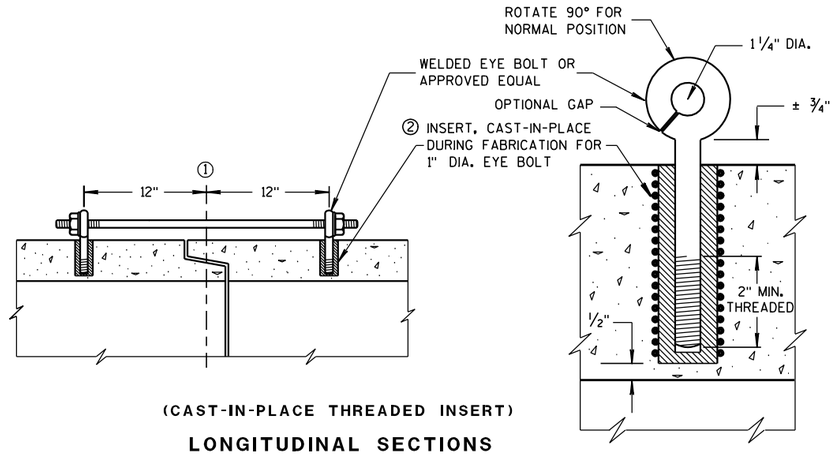
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

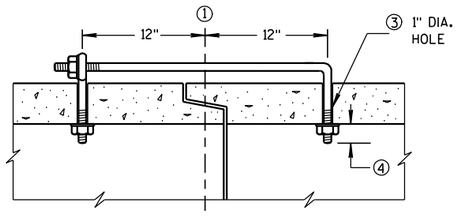
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

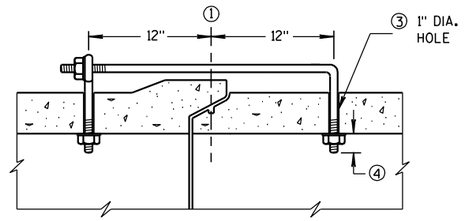
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

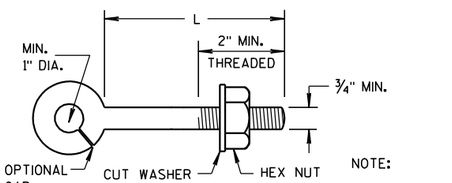


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

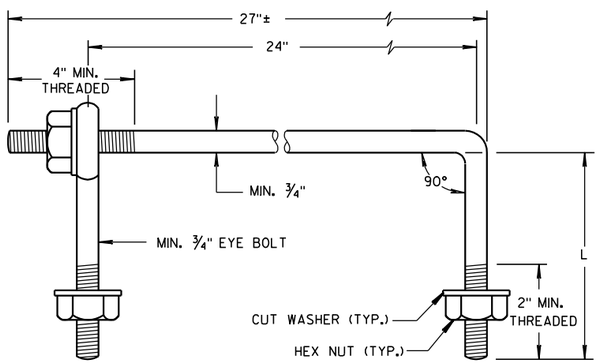
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

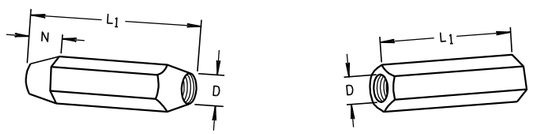
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

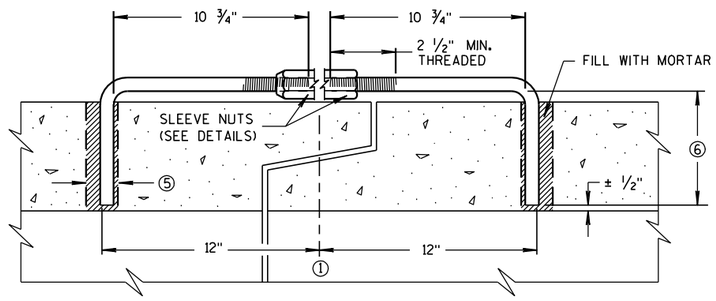
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

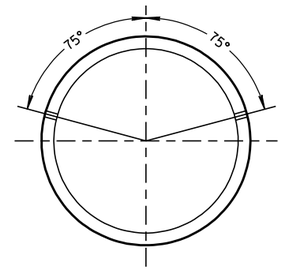
SLEEVE NUTS



LONGITUDINAL SECTION

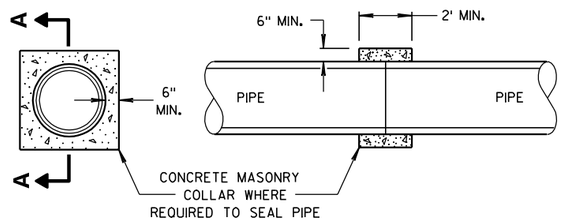
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 8 F 4-7

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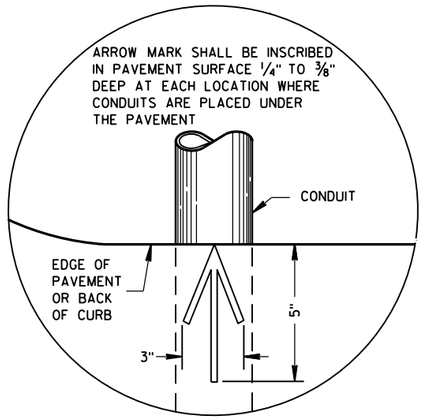
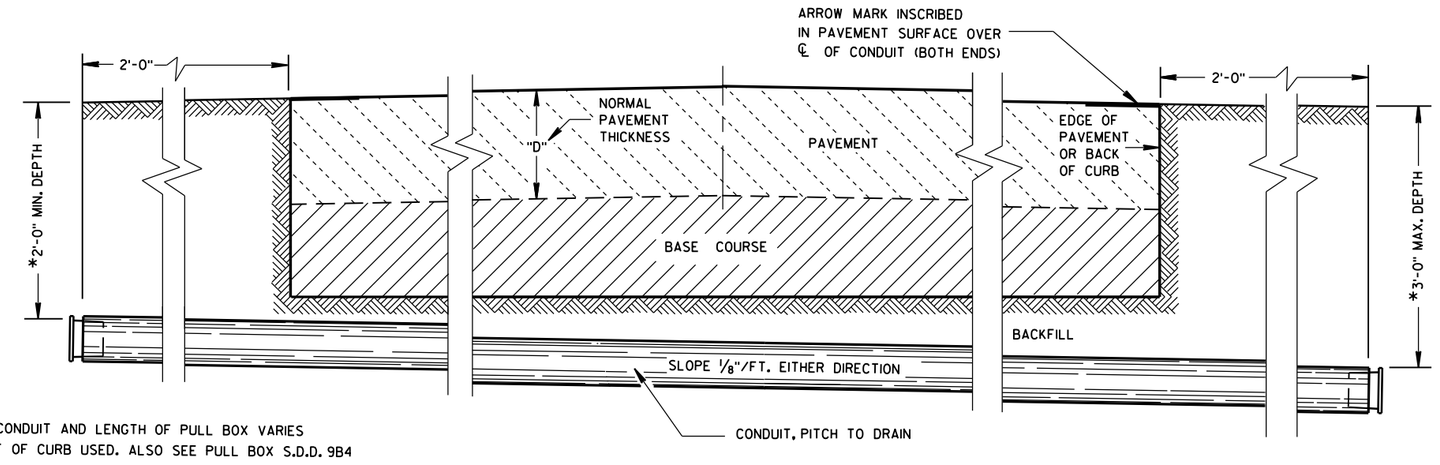
S.D.D. 8 F 4-7



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

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

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

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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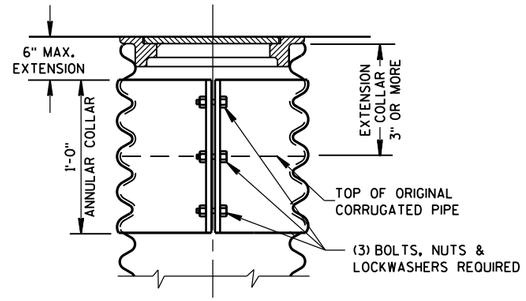
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

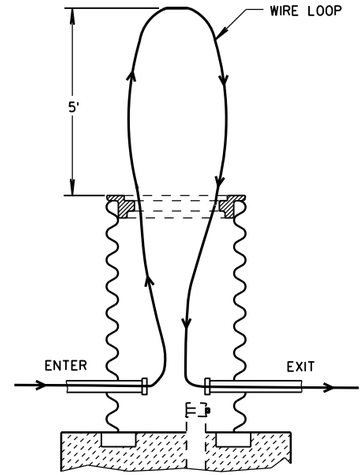
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

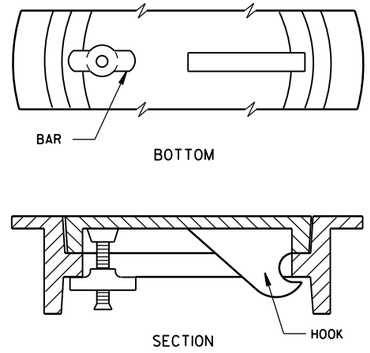
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

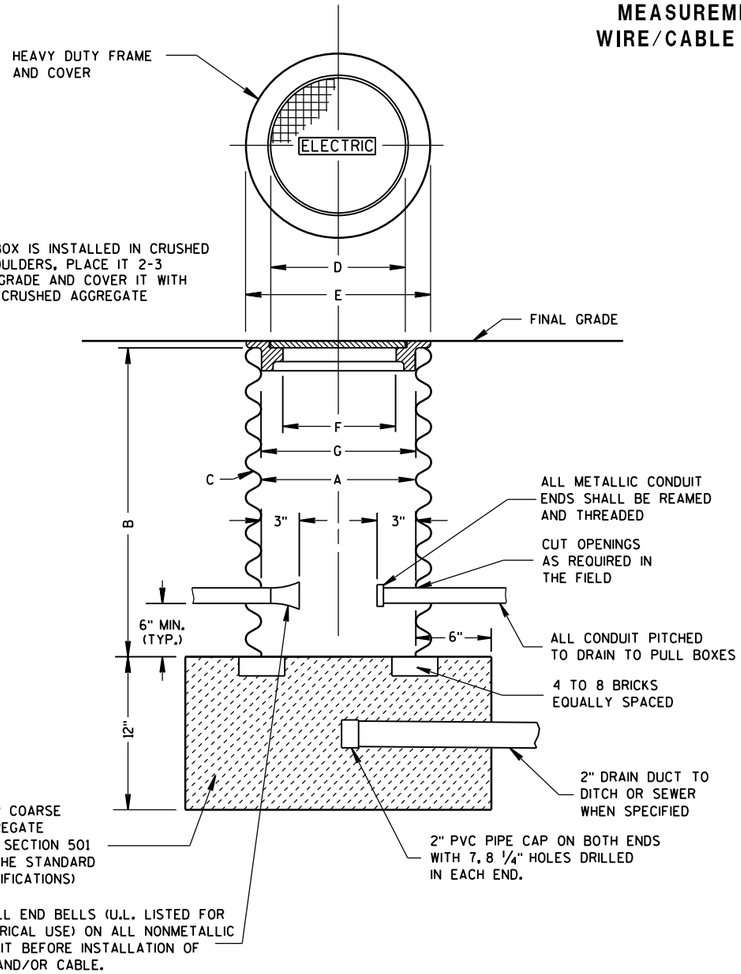


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



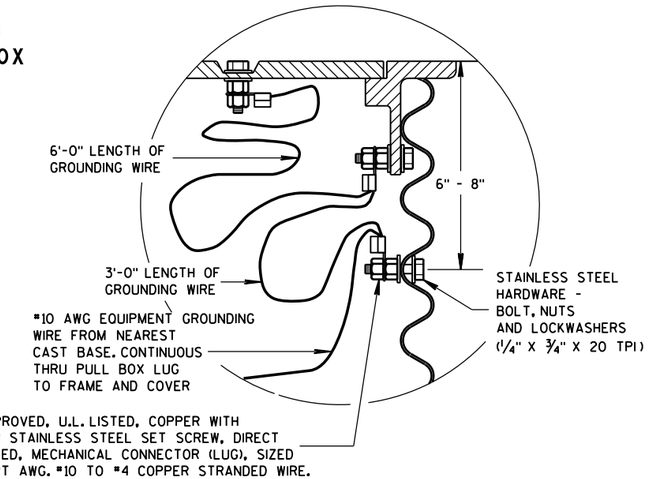
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



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

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

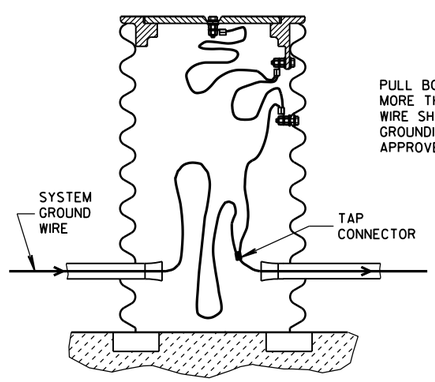
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

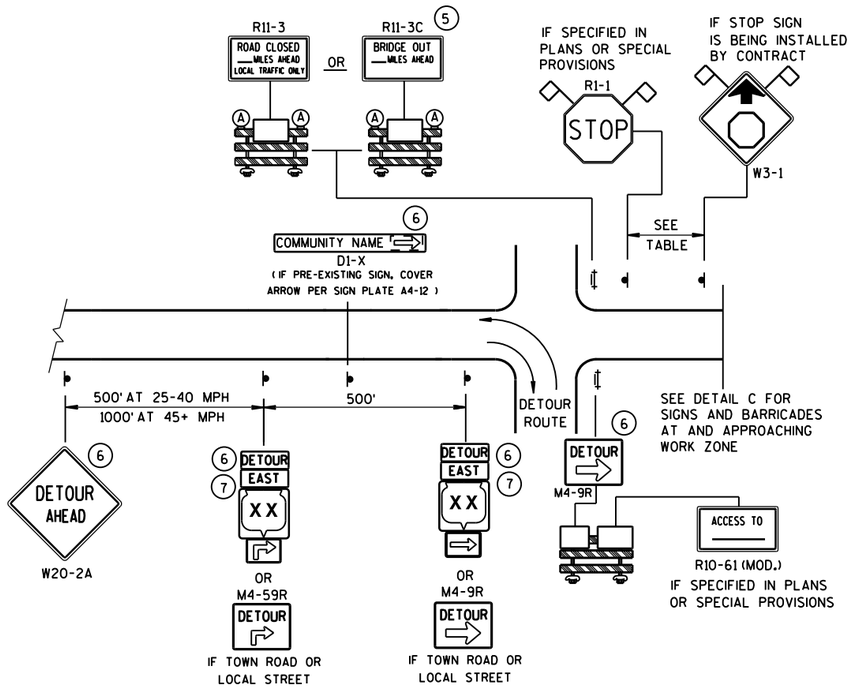
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

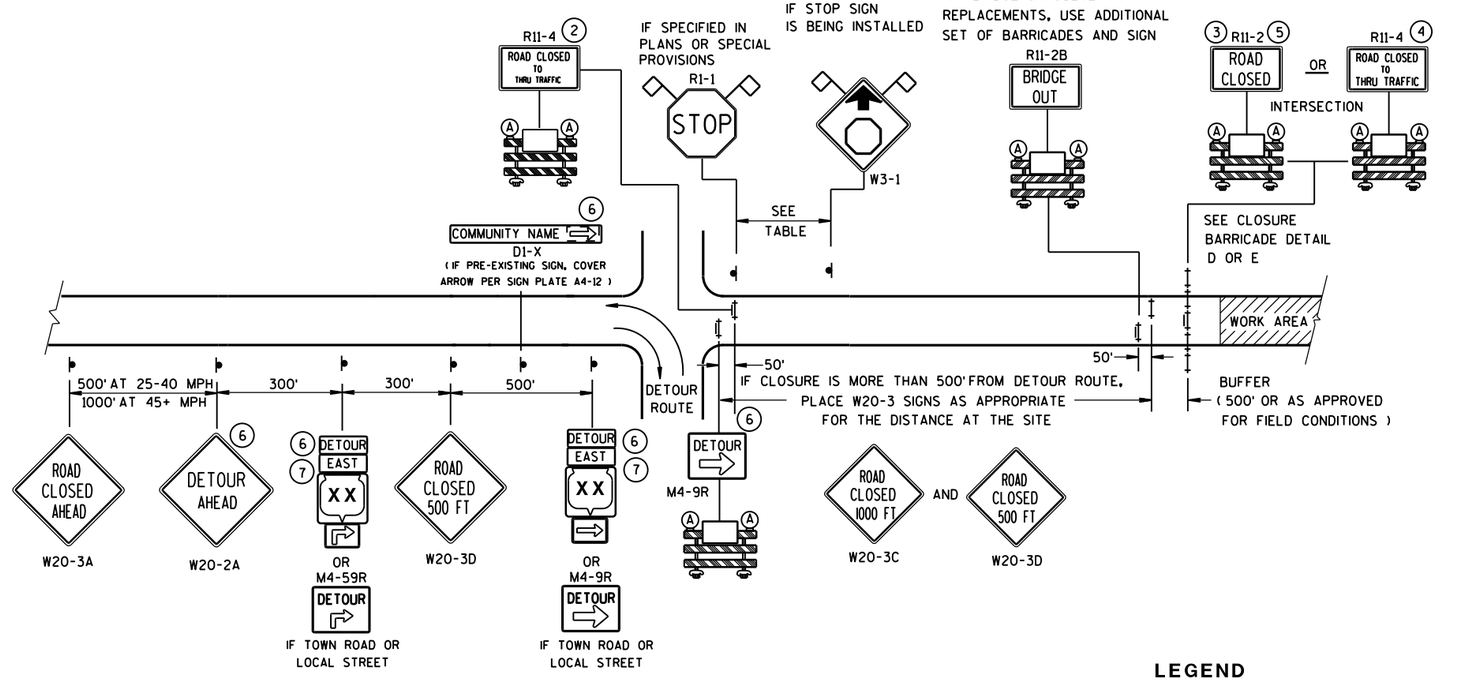
6

S.D.D. 9 B 4-11



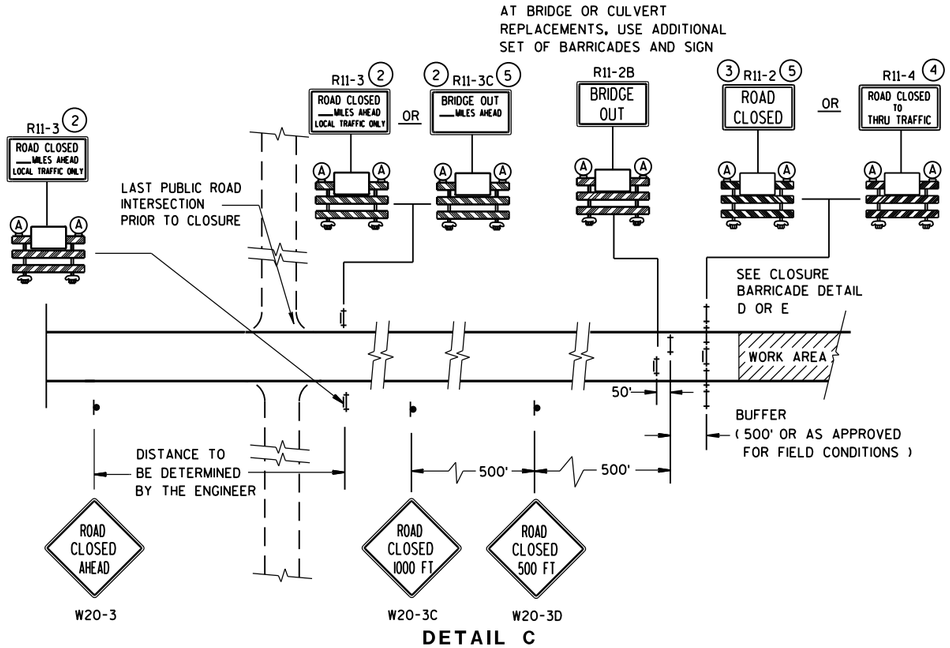
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

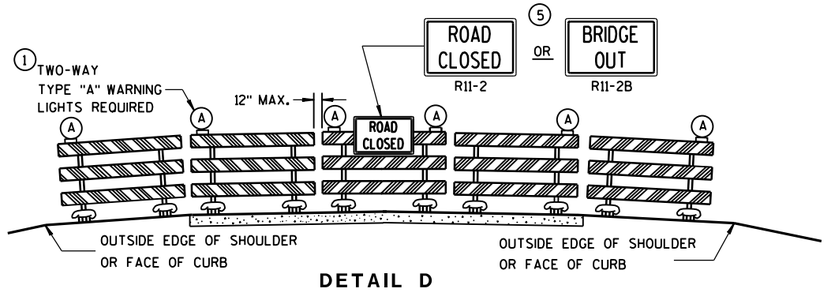
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

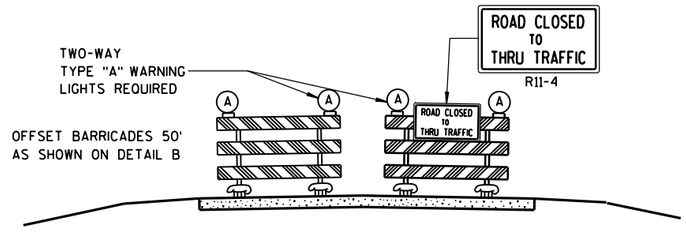
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO SAFETY ENGI
FHWA

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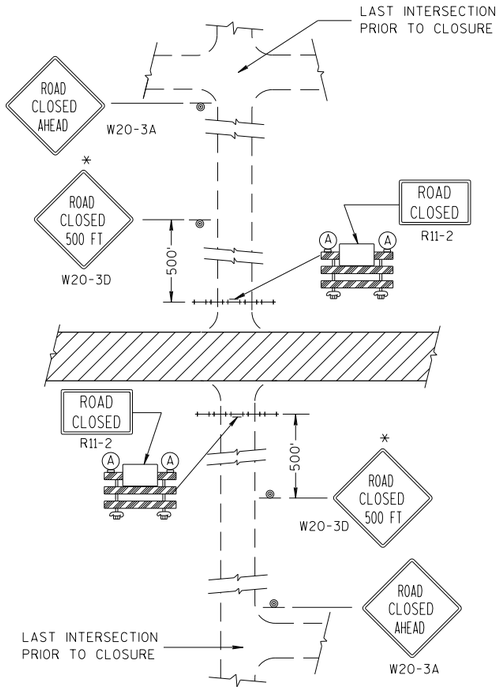
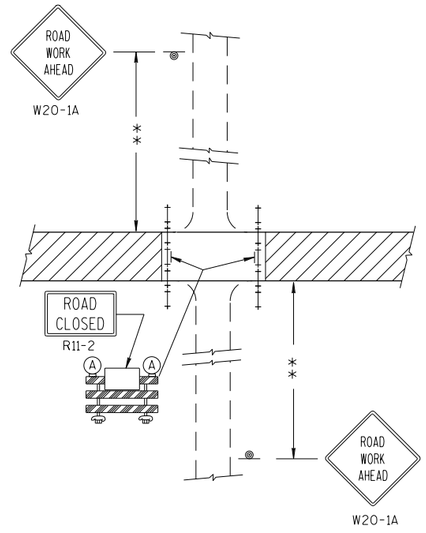
S.D.D. 15 C 2-6b



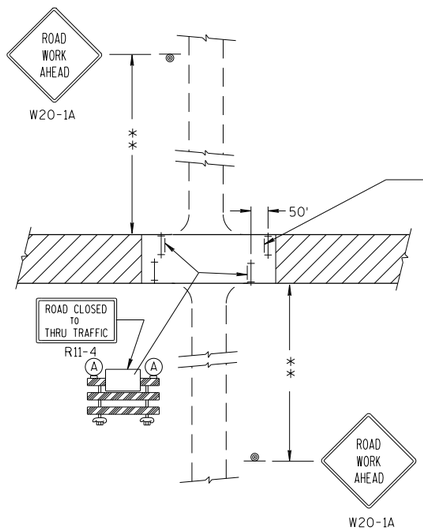
DETAIL 1

(NO ACCESS TO PROJECT)



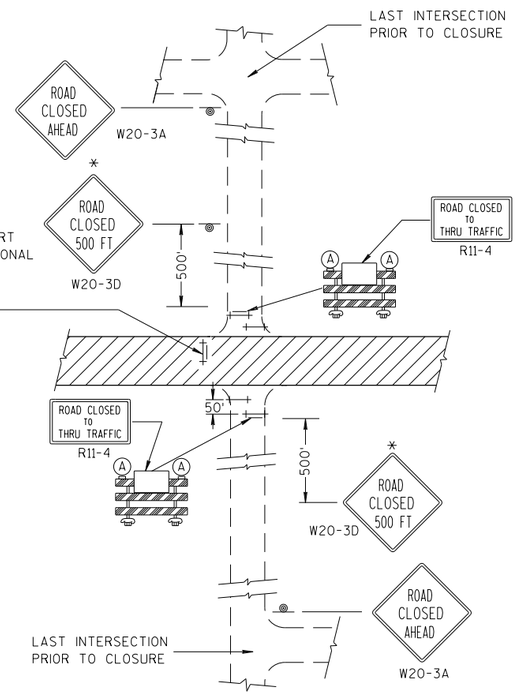
DETAIL 2

(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

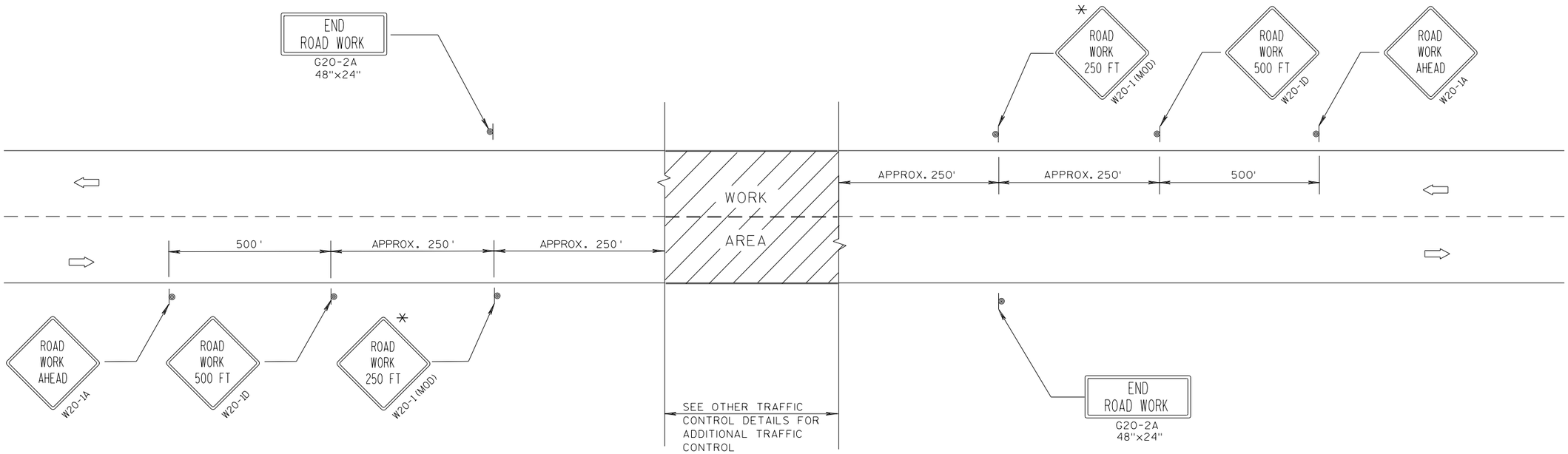
/S/ Andrew Heidtke
WORK ZONE ENGI

FHWA

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.

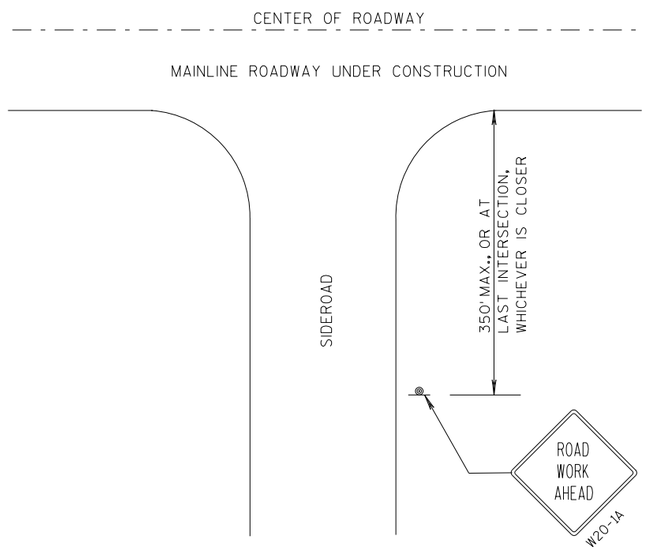
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

APPROVED

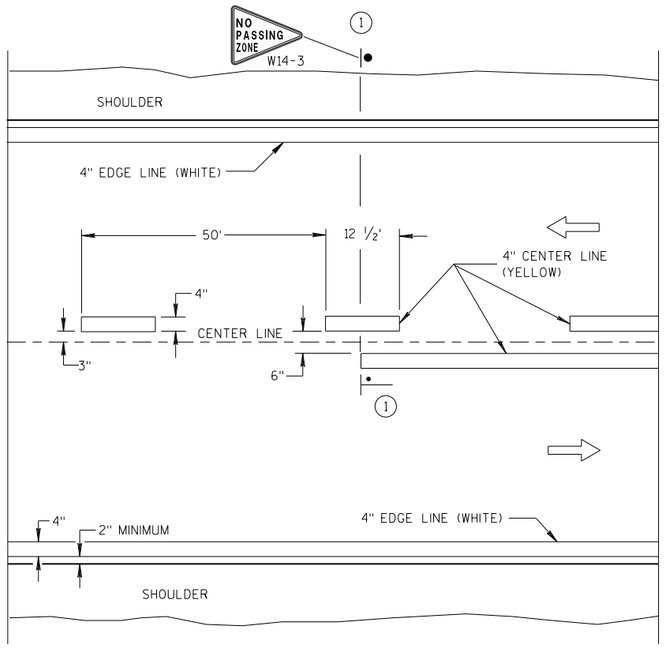
7/2018
DATE

/S/ Andrew Heldtke
WORK ZONE ENGI

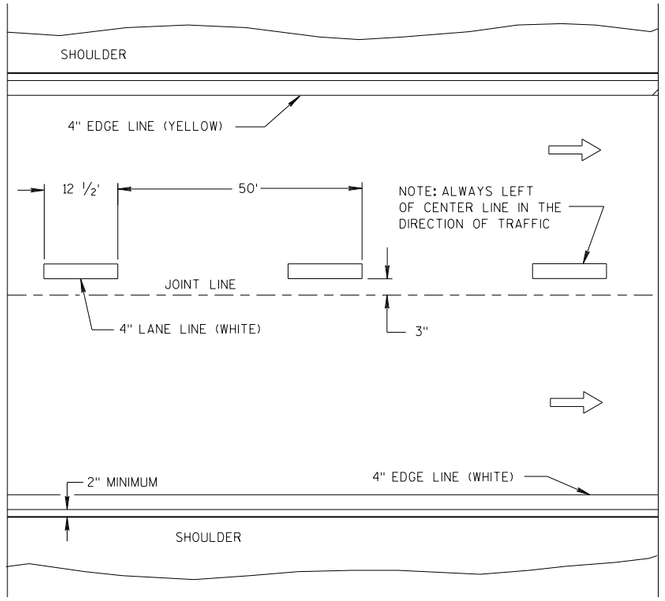
FHWA

6

S.D.D. 15 C 5-5



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.

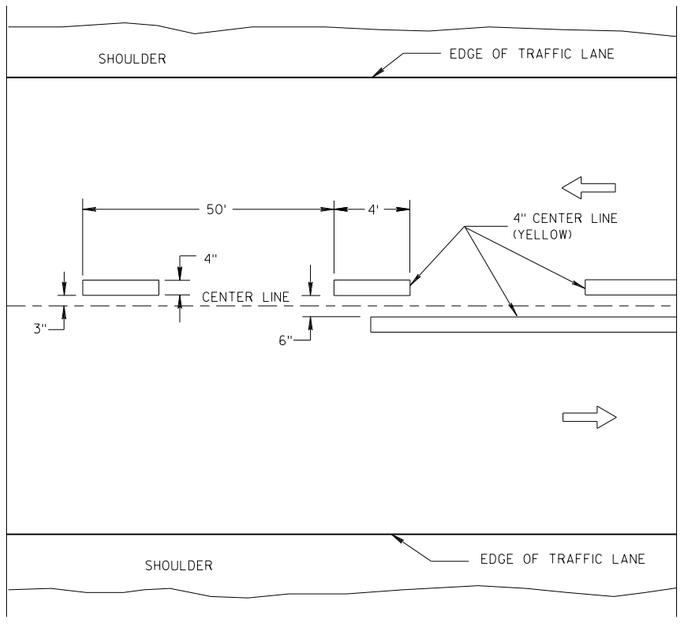
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

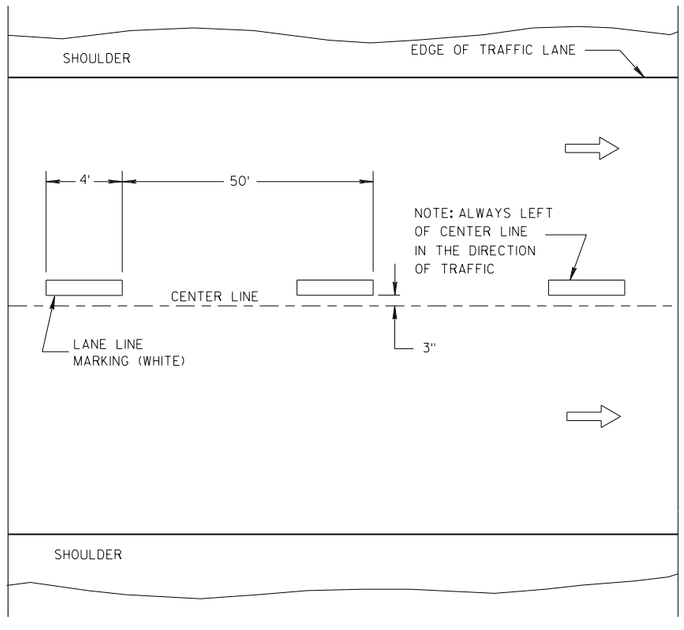
LEGEND

"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

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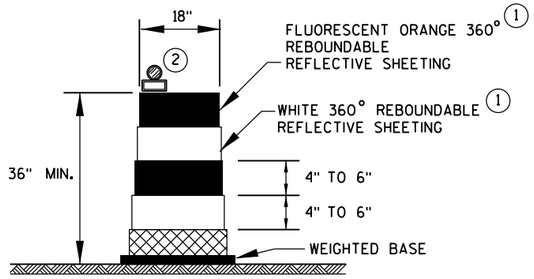
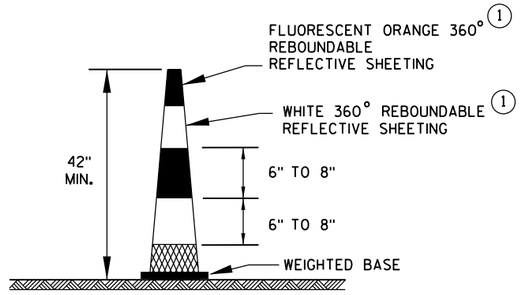


DRUM

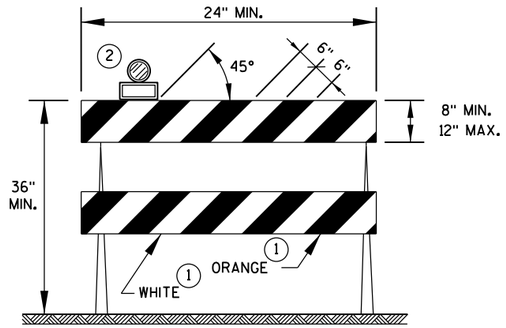


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

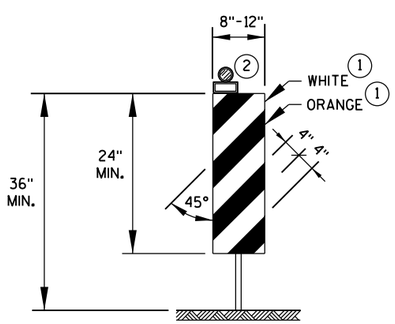
GENERAL NOTES

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.



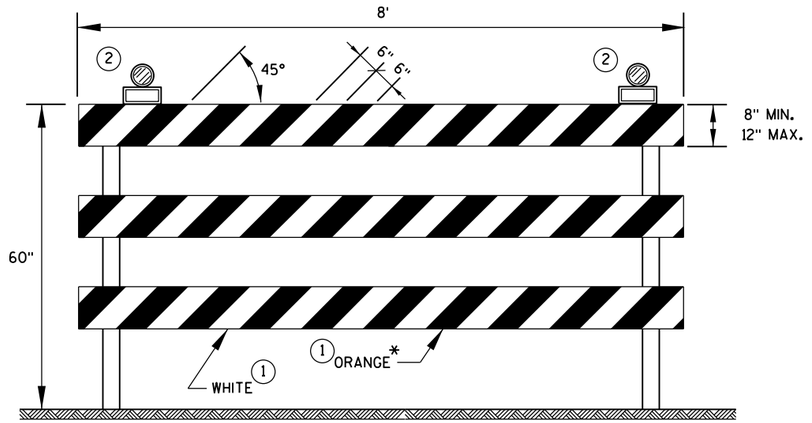
TYPE 2 BARRICADE

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	
APPROVED	
June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENG
FHWA	

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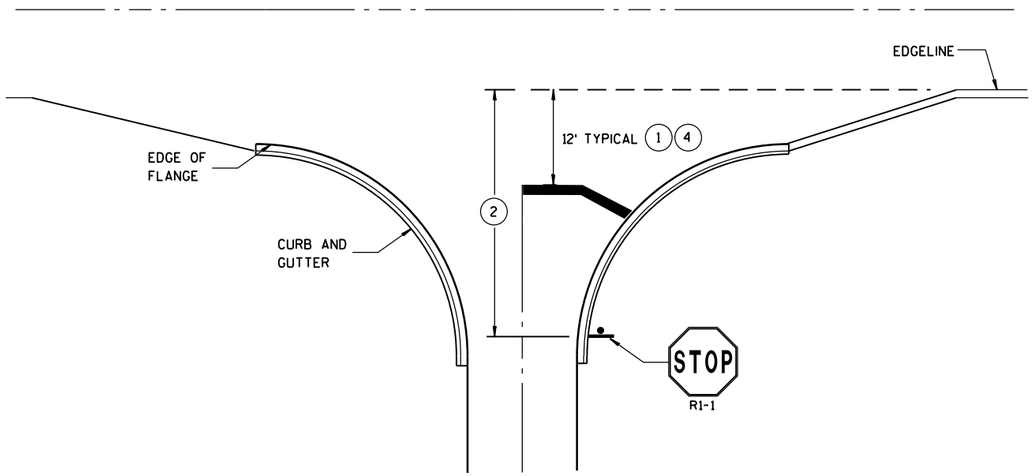
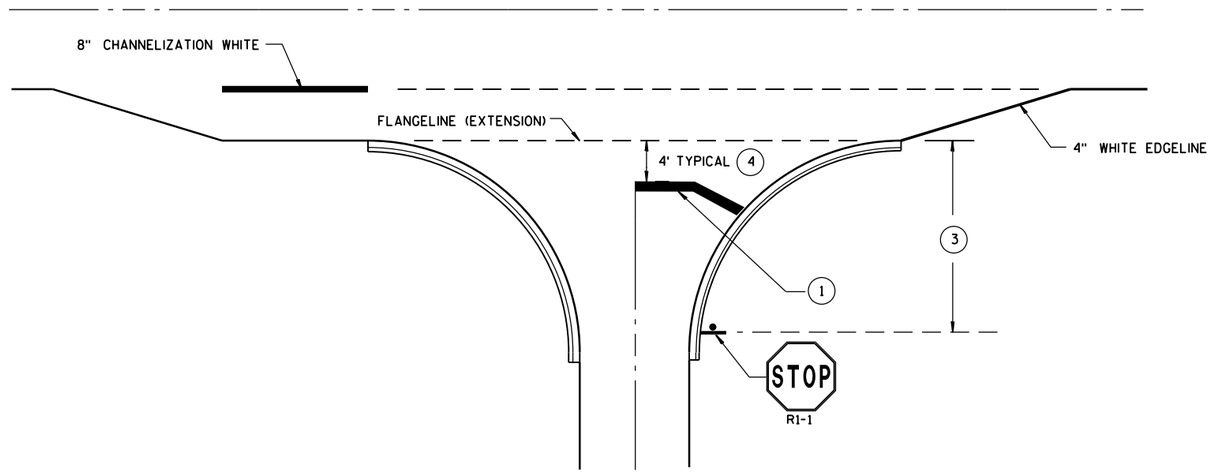
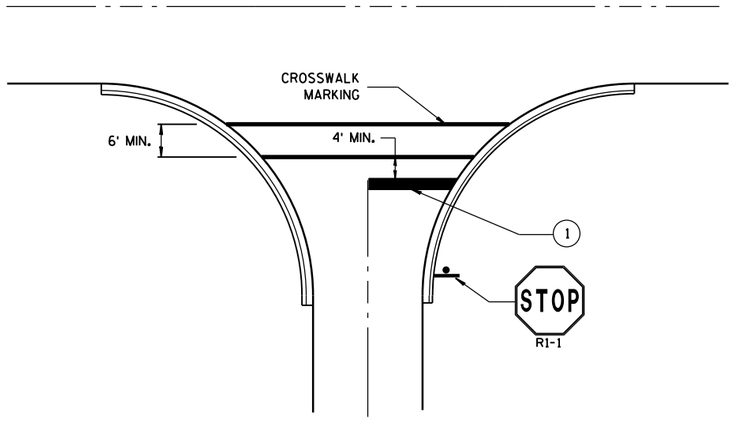


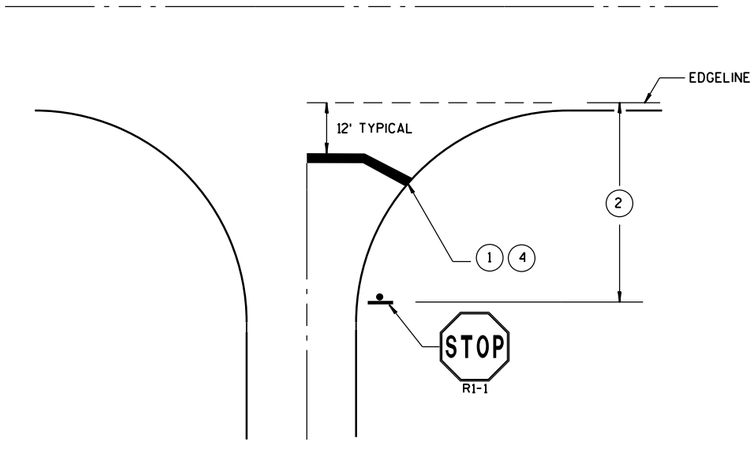
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

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[illegible]NEER

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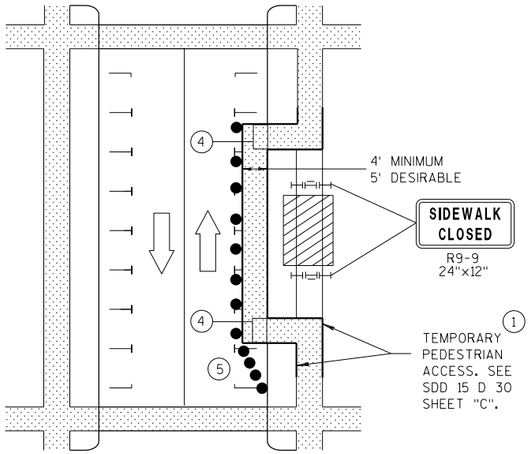
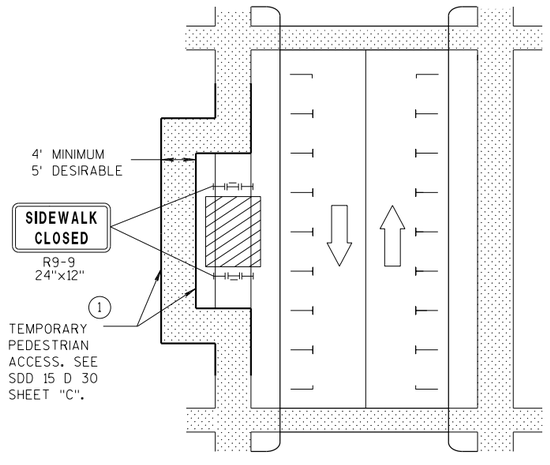
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

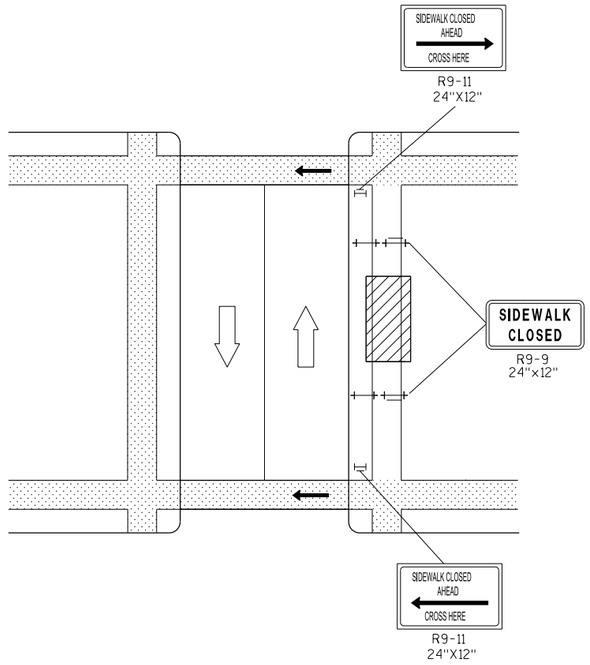


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

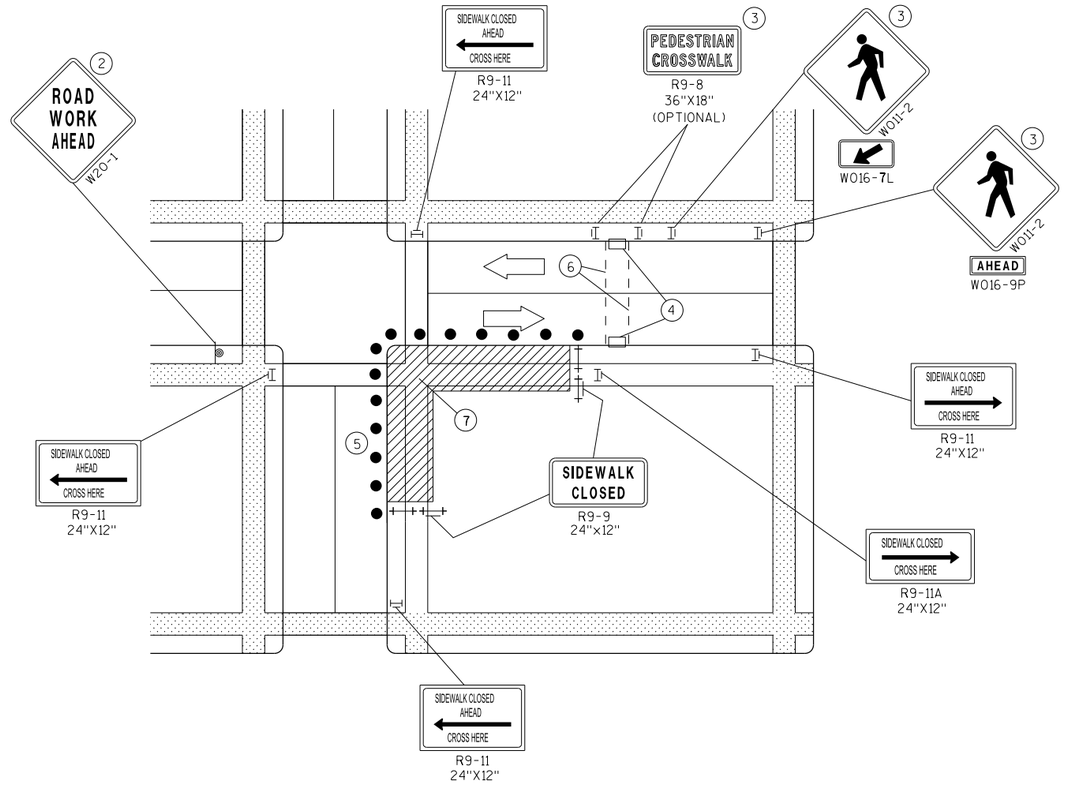
NOTE: LAYOUT SAME AS ABOVE.



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.

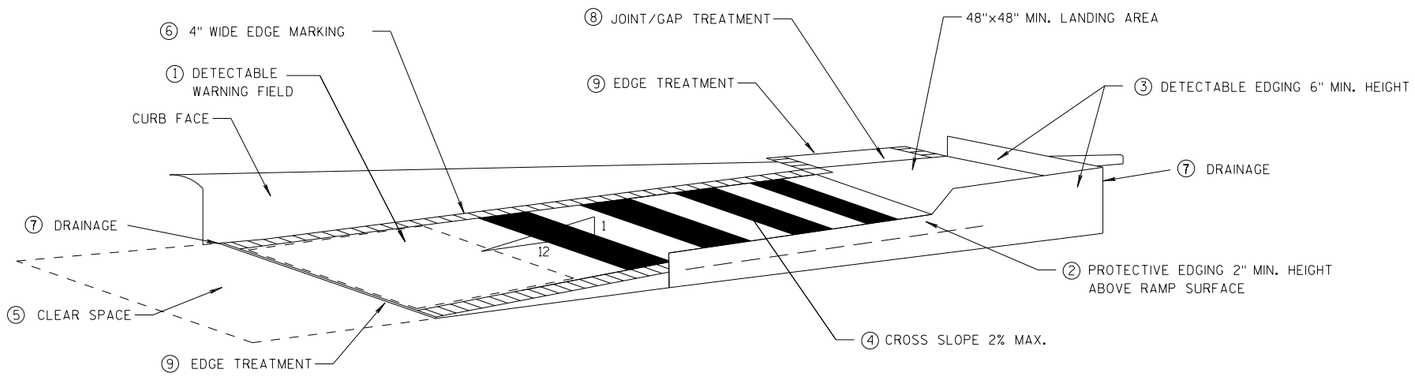
LEGEND

- 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.

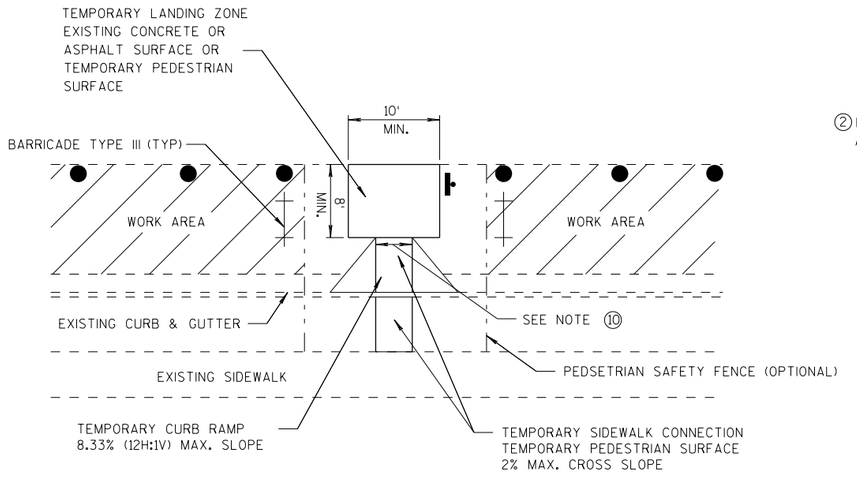
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

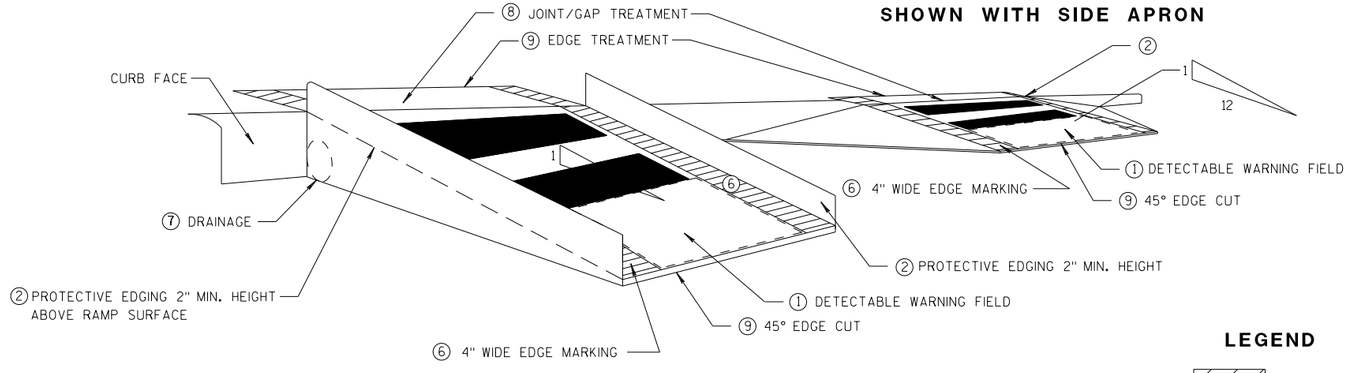
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

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

APPROVED

7/2018 DATE

/S/ Andrew Heidtke
WORK ZONE ENG

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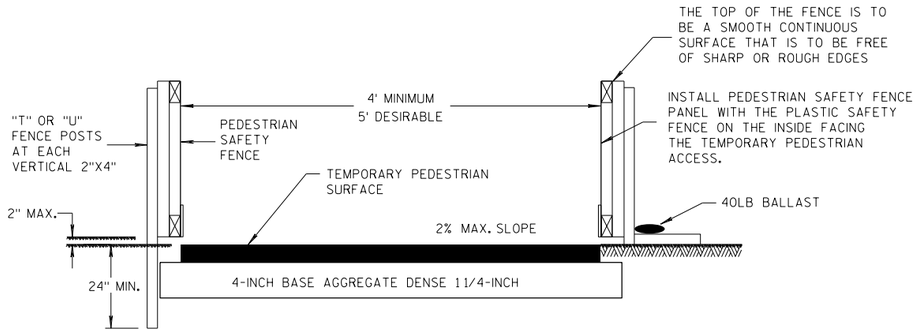
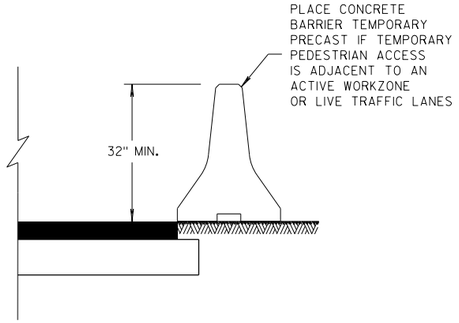
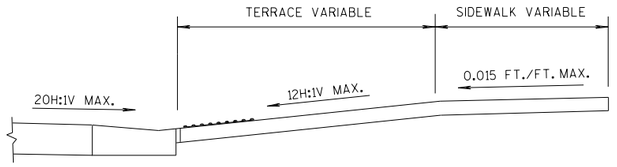




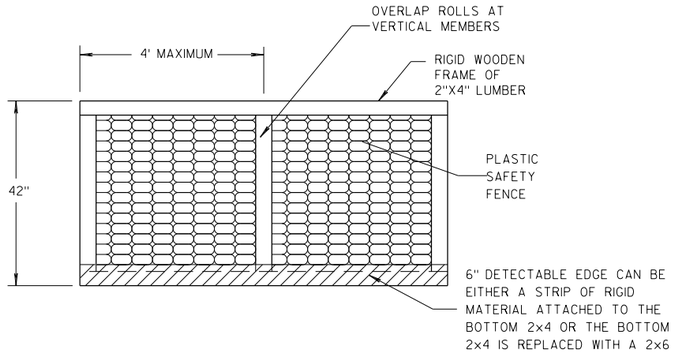
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

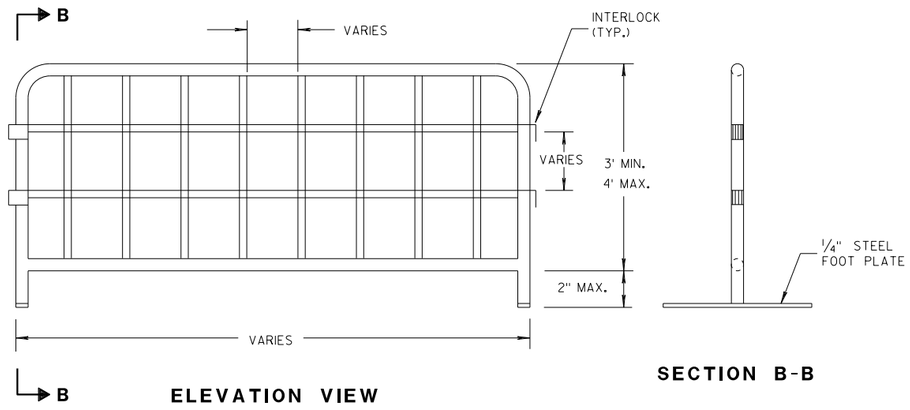
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



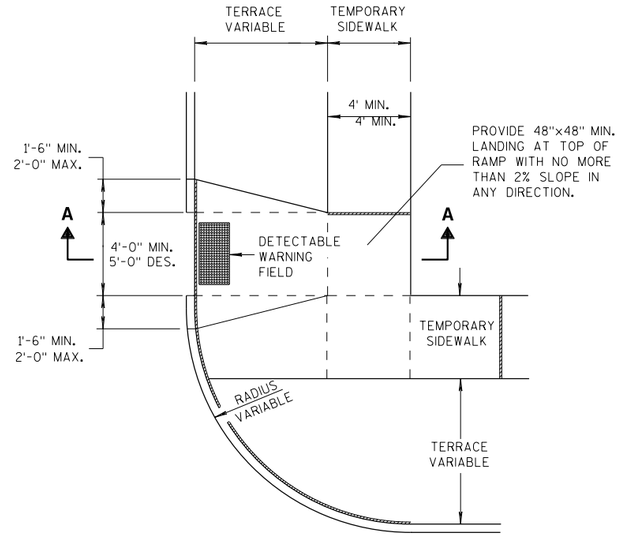
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

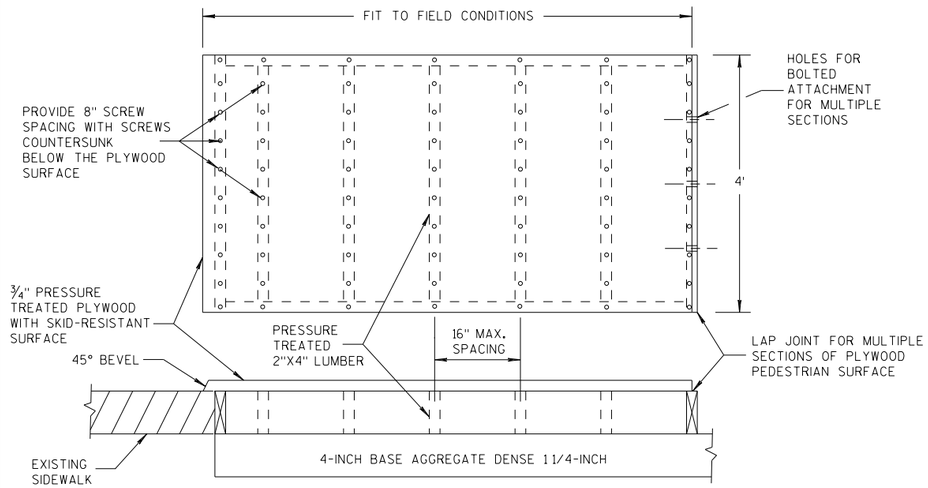
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



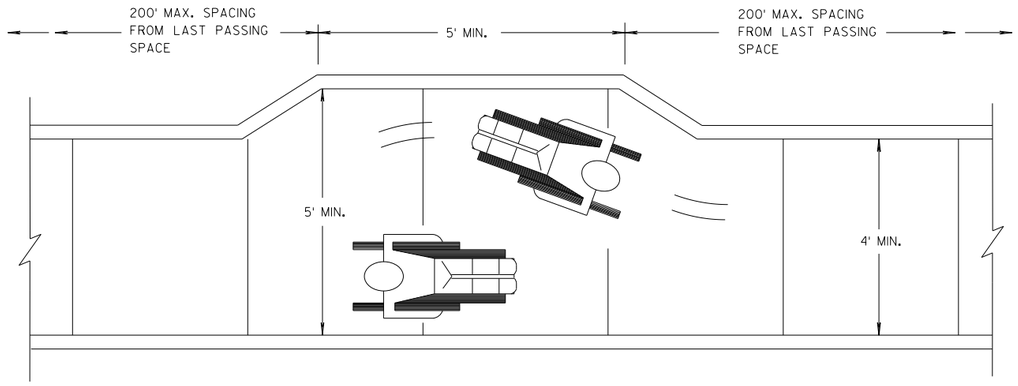
PLAN VIEW

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

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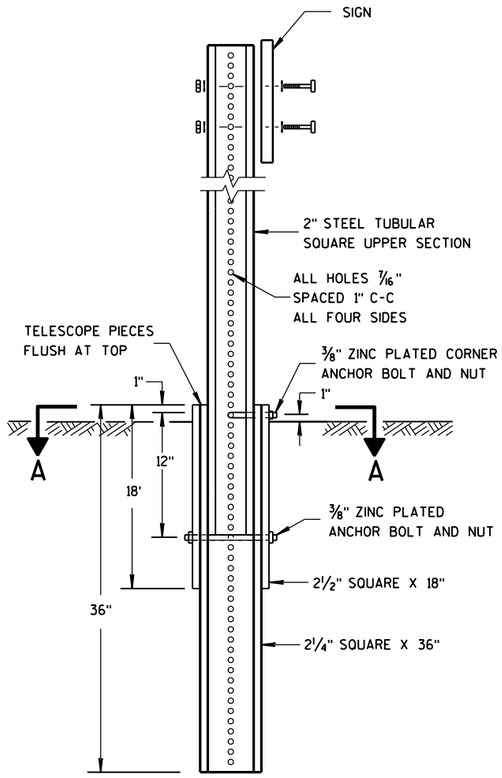
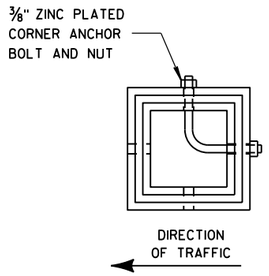
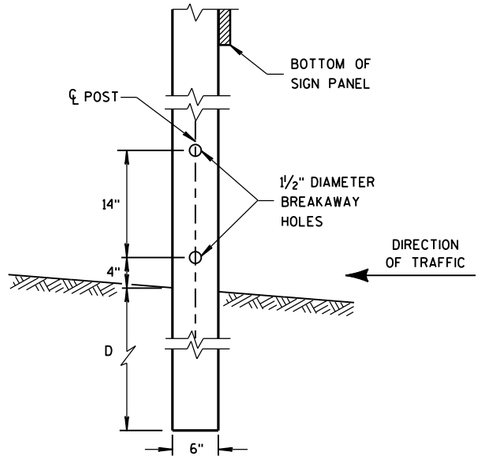


DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



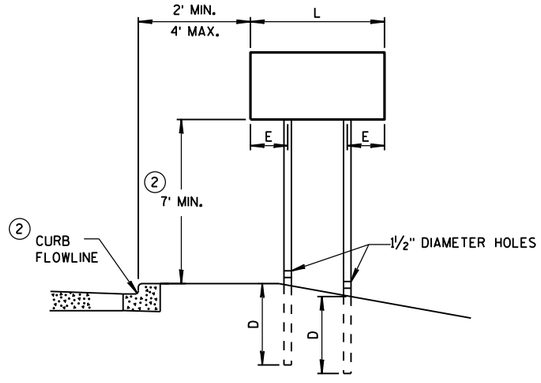
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

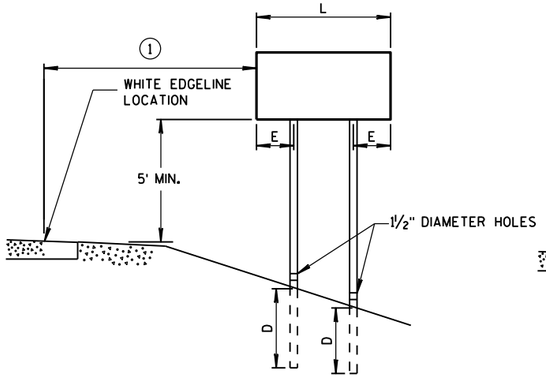
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

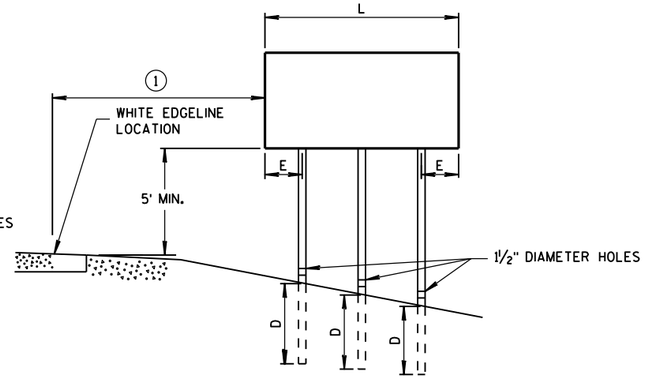
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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 TRANSPOI

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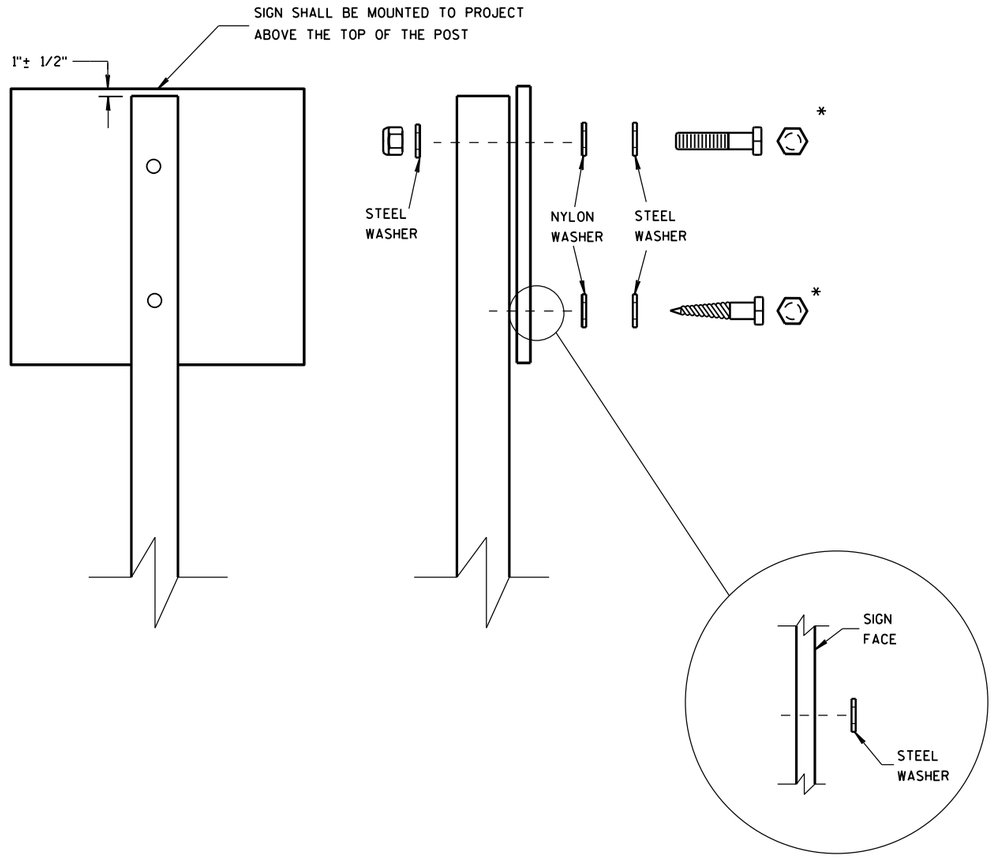
S.D.D. 15 D 38-2a



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.

6

6

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

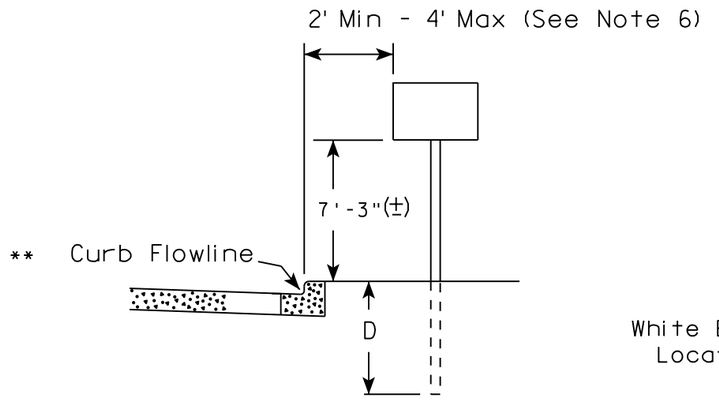
APPROVED

June 2017
DATE

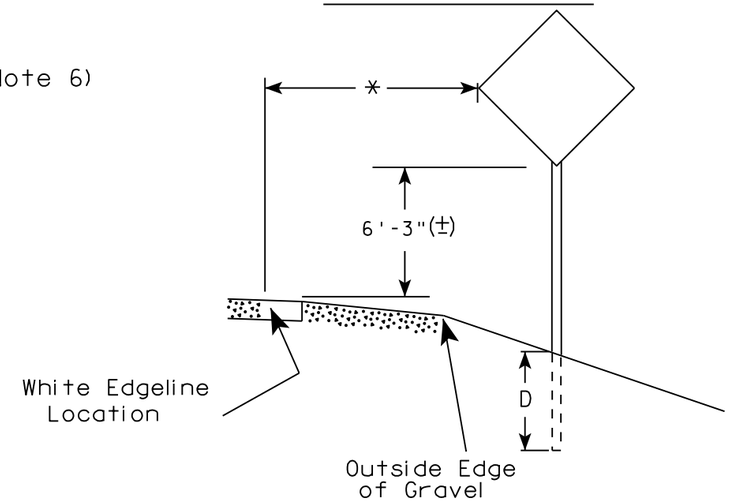
/S/ Andrew Heldtke
WORK ZONE ENG

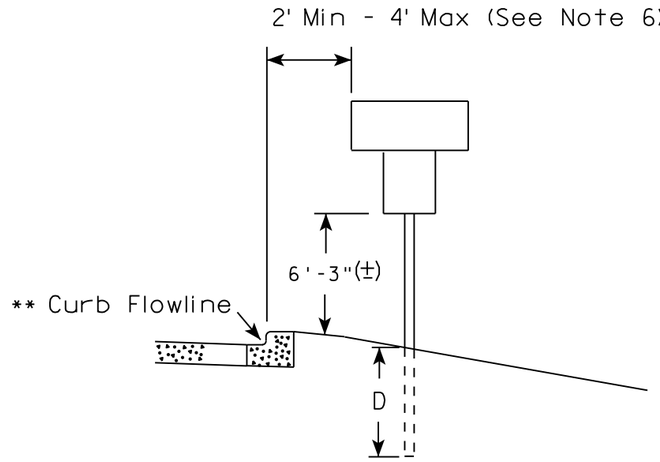
FHWA

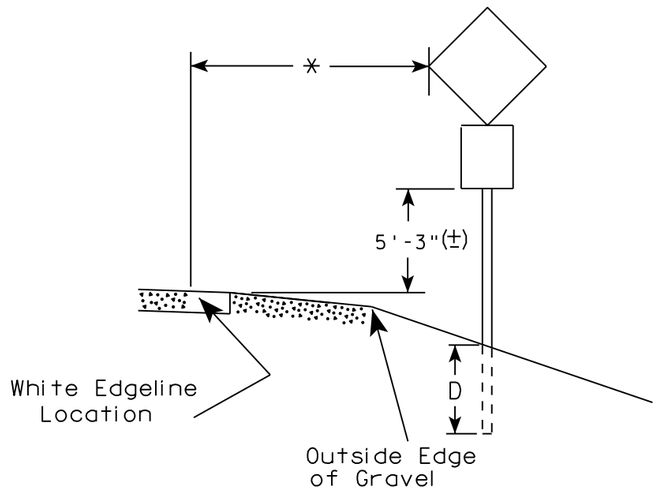
URBAN AREA



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.

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" (±).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

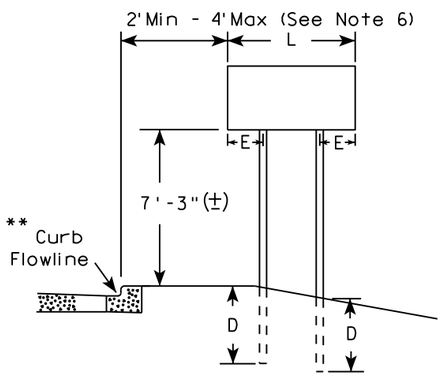
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

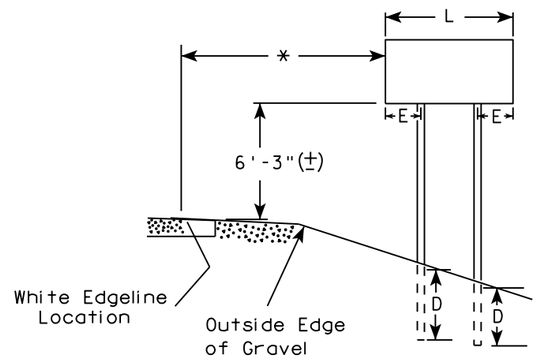
DATE 8/21/17 PLATE NO. A4-3.21

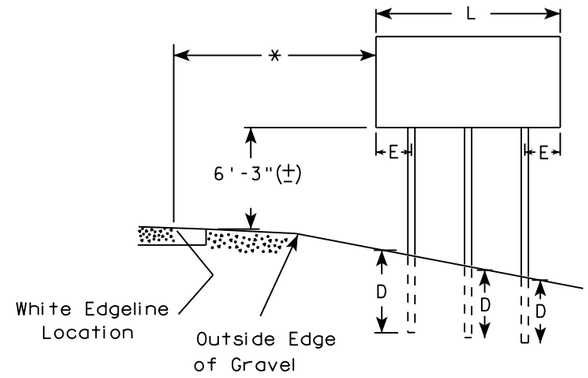
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 128	E

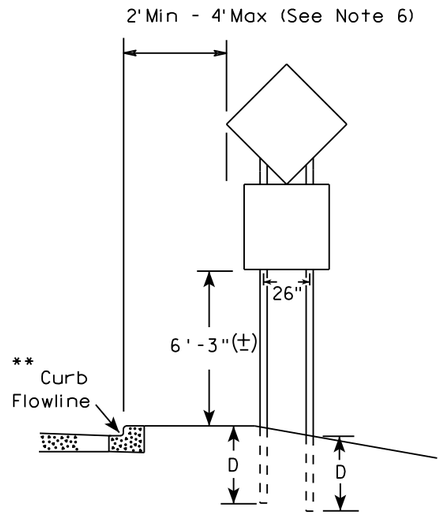
URBAN AREA



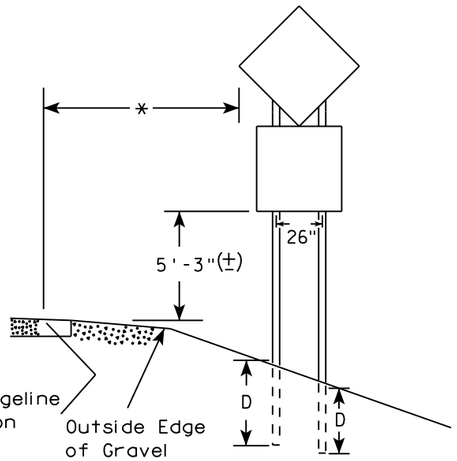
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

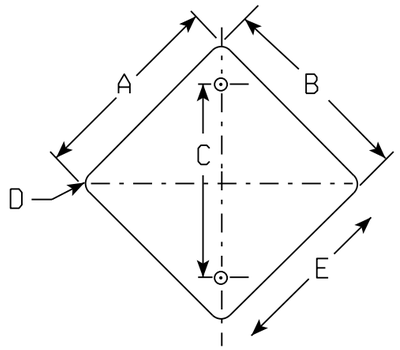
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 129	E



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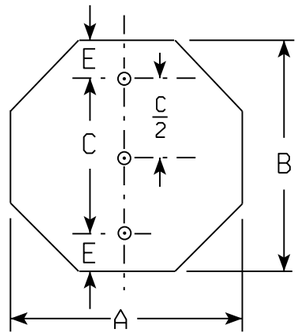

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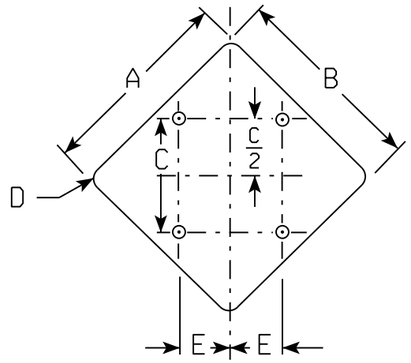

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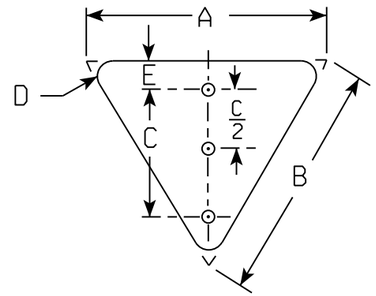

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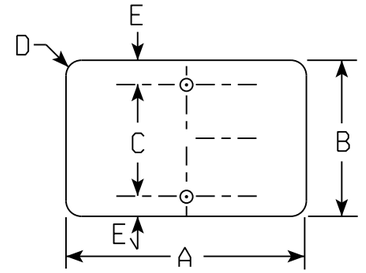


5

TYPE 1						
A	B	C	D	E	Area Sq. Ft.	Mounting Holes
18	18	18	1 1/2	14	2.25	2
24	24	24	1 1/2	20	4.0	2
30	30	30	1 7/8	22	6.25	2
36	36	36	2 1/4	26	9.0	2

TYPE 2					
A	B	C	E	Area Sq. Ft.	Mounting Holes
24	24	20	2	3.31	2
30	30	24	3	5.18	2
36	36	28	4	7.46	2
48	48	36	6	13.25	3

TYPE 3						
A	B	C	D	E	Area Sq. Ft.	Mounting Holes
48	48	26	3	13	16.0	4

TYPE 4						
A	B	C	D	E	Area Sq. Ft.	Mounting Holes
18	18	14	1	2	1.95	2
36	36	24	2	2	3.9	2
48	48	32	3	3	7.0	2

TYPE 5						
A	B	C	D	E	Area Sq. Ft.	Mounting Holes
8	8	6	1 1/2	1	0.44	2
12	12	9	1 1/2	1 1/2	1.00	2
18	18	14	1 1/2	2	2.25	2
21	15	11	1 1/2	2	2.19	2
21	21	17	1 1/2	2	3.06	2
24	12	8	1 1/2	2	2.0	2
24	18	14	1 1/2	2	3.0	2
24	24	20	1 1/2	2	4.0	2
30	12	8	1 1/2	2	2.5	2
30	15	11	1 1/2	2	3.13	2
30	18	14	1 1/2	2	3.75	2
30	21	17	1 1/2	2	4.37	2
30	24	20	1 1/2	2	5.0	2

TYPE 5 CONT'D.						
A	B	C	D	E	Area Sq. Ft.	Mounting Holes
30	30	22	1 7/8	4	6.25	2
36	12	8	1 1/2	2	3.0	2
36	18	14	1 1/2	2	4.5	2
36	24	20	1 1/2	2	6.0	2
36	36	26	2 1/4	5	9.0	2
40	18	14	1 1/2	2	5.00	2
42	21	17	1 7/8	2	6.125	2
42	30	22	1 7/8	4	8.75	2
48	24	20	1 7/8	2	8.0	2

NOTES

1. All sign blanks shall have 7/16" Diameter mounting hole.

ALUMINUM THICKNESS

SIGN WIDTH	NOMINAL THICKNESS
30 inches and under	0.080 inch
Greater than 30-36 inches	0.100 inch
Over 36 inches	0.125 inch

STOP SIGN THICKNESS

SIGN WIDTH	NOMINAL THICKNESS
30 inches	0.100 inch
36-48 inches	0.125 inch

STANDARD LAYOUT OF ALUMINUM SIGN BLANKS

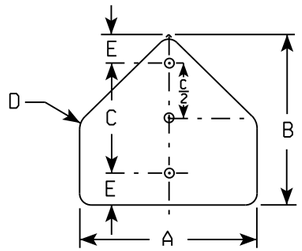
SHEET 1 OF 3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/19/18 PLATE NO. A5-3.24

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 130 | E



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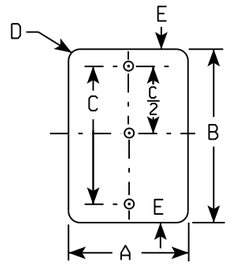

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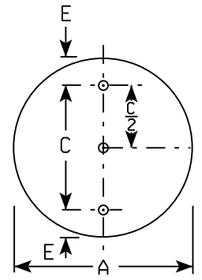


8

NOTES

1. All sign blanks shall have 7/16" Diameter mounting holes.

TYPE 6						
A	B	C	D	E	Area Sq. Ft	Mounting Holes
30	30	24	1 3/8	3	4.68	2
36	36	26	1 5/8	5	6.75	2
48	48	32	1 7/8	8	12.0	3

TYPE 7 ✳						
A	B	C	D	E	Area Sq. Ft.	Mounting Holes
12	18	15	1 1/2	1 1/2	1.5	2
12	24	20	1 1/2	2	2.0	2
12	36	24	1 1/2	6	3.0	2
12	48	32	1 1/2	8	4.0	3
15	21	18	1 1/2	1 1/2	2.19	2
18	24	20	1 1/2	2	3.0	2
18	36	24	1 1/2	6	4.5	2
18	54	36	2 1/2	9	6.75	3
21	60	40	1 1/2	10	8.75	3
21	72	52	1 1/2	10	10.5	3
24	30	22	1 1/2	4	5.0	2
24	36	24	1 1/2	6	6.0	2
24	39	27	1 1/2	6	6.5	3
24	45	32	1 7/8	6	7.5	3
24	48	32	1 7/8	8	8.0	3
24	57	37	1 7/8	10	9.5	3
36	48	32	1 7/8	8	12.0	3
30	36	24	1 7/8	6	7.5	2
36	54	36	2 1/4	9	12.75	3
36	57	37	1 7/8	10	14.25	3
48	39	27	1 7/8	10	13.0	3
48	45	32	1 7/8	10	14.0	3
48	57	37	3	10	19.0	3

TYPE 8					
A	B	C	E	Area Sq. Ft.	Mounting Holes
30	—	24	3	4.91	2
36	—	26	5	7.07	2
48	—	32	8	12.5	3

✳ FOR SIGNS OVER 57" IN HEIGHT, PROVIDE 3 MOUNTING HOLES AT 10" FROM THE TOP AND BOTTOM OF SIGN AND IN THE CENTER OF SIGN.

STANDARD LAYOUT OF ALUMINUM SIGN BLANKS

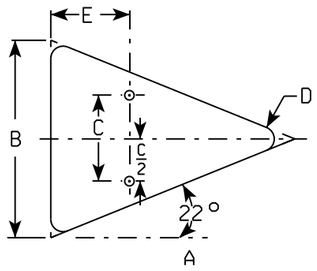
SHEET 2 OF 3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

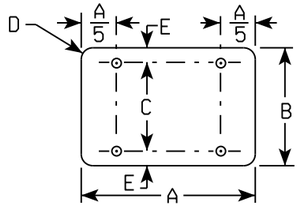
DATE 3/19/18 PLATE NO. A5-3.24

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 131	E



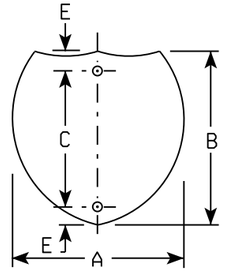
10

TYPE 10 (NOTE 1)						
A	B	C	D	E	Area Sq. Ft.	Mounting Holes
48	36	14	2 1/4	16	6.0	2



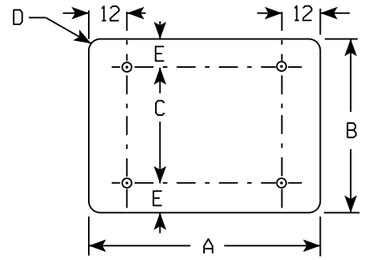
11

TYPE 12 (NOTE 2)					
A	B	C	E	Area Sq. Ft.	Mounting Holes
24	24	18	3	3.13	2
30	24	18	3	3.91	2
36	36	28	4	7.03	2
45	36	28	4	8.79	2



12

TYPE 13						
A	B	C	D	E	Area Sq. Ft.	Mounting Holes
48	60	40	3	10	20.0	4
54	12	8	1 1/2	2	4.5	4
54	15	11	1 1/2	2	5.63	4
54	18	14	1 1/2	2	6.75	4
54	21	17	1 1/2	2	7.88	4
54	24	20	1 7/8	2	9.0	4
54	36	28	1 7/8	4	13.5	4
54	48	40	1 7/8	4	18.0	4
60	12	8	1 1/2	2	5.0	4
60	18	14	1 1/2	2	7.5	4
60	24	20	1 7/8	2	10.0	4
60	30	22	1 7/8	4	12.5	4
60	36	28	1 7/8	4	15.0	4
60	42	34	1 7/8	4	17.5	4
60	48	40	3	4	20.0	4



13

TYPE 11						
A	B	C	D	E	Area Sq. Ft.	Mounting Holes
66	12	8	3	2	5.5	4
66	18	14	3	2	8.25	4
66	24	20	3	2	11.0	4
66	30	22	3	4	13.75	4
66	36	28	3	4	16.5	4
66	42	34	3	4	19.25	4
66	48	40	3	4	22.0	4
72	12	8	3	2	6.0	4
72	18	14	3	2	9.0	4
72	24	20	3	2	12.0	4
72	30	22	3	4	15.0	4
72	36	28	3	4	18.0	4
72	42	34	3	4	21.0	4
72	48	40	3	4	24.0	4

NOTES

1. Dimension A on type #10 is measured to the theoretical intersections of the edges.
2. Shape of type #12 shall conform to FHWA standard for Interstate route markers.
3. All signs over 60" in width shall have 3" radius on the outside corners of the aluminum blank.
4. For signs over 60" in width see sign plate A4-18 for hole placement.

STANDARD LAYOUT OF ALUMINUM SIGN BLANKS

SHEET 3 OF 3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/19/18 PLATE NO. A5.3.24

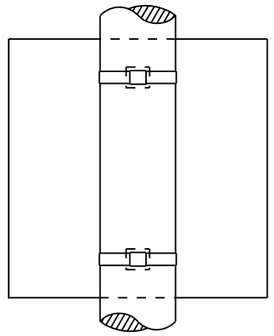
7

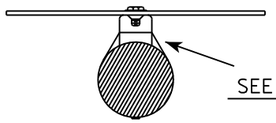
7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 132 | E

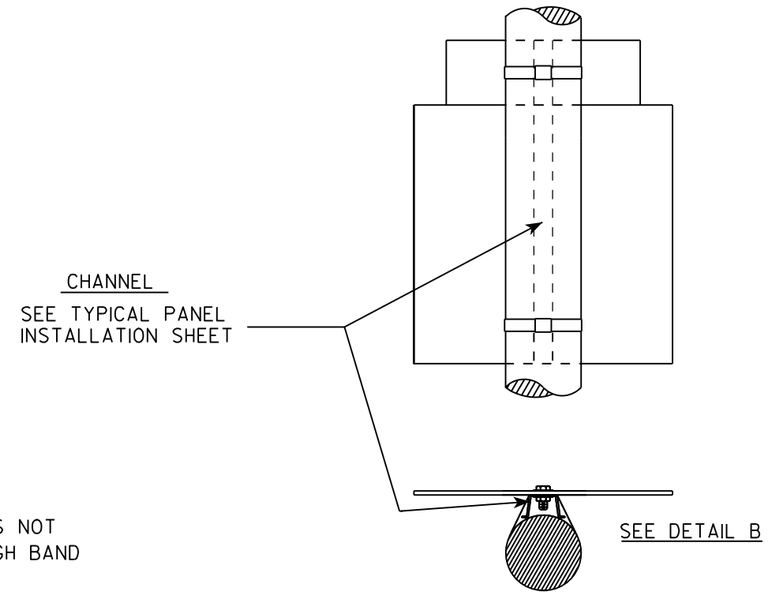
BANDING

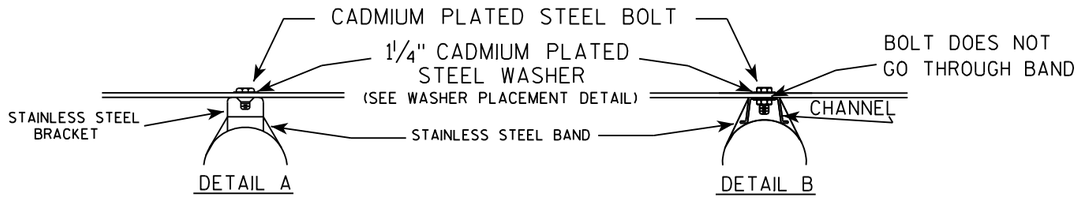
SINGLE SIGN



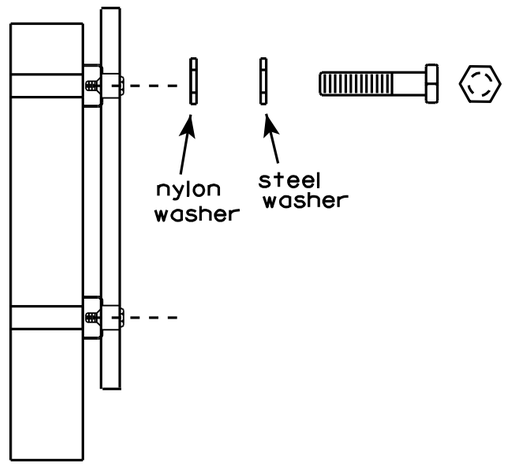


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

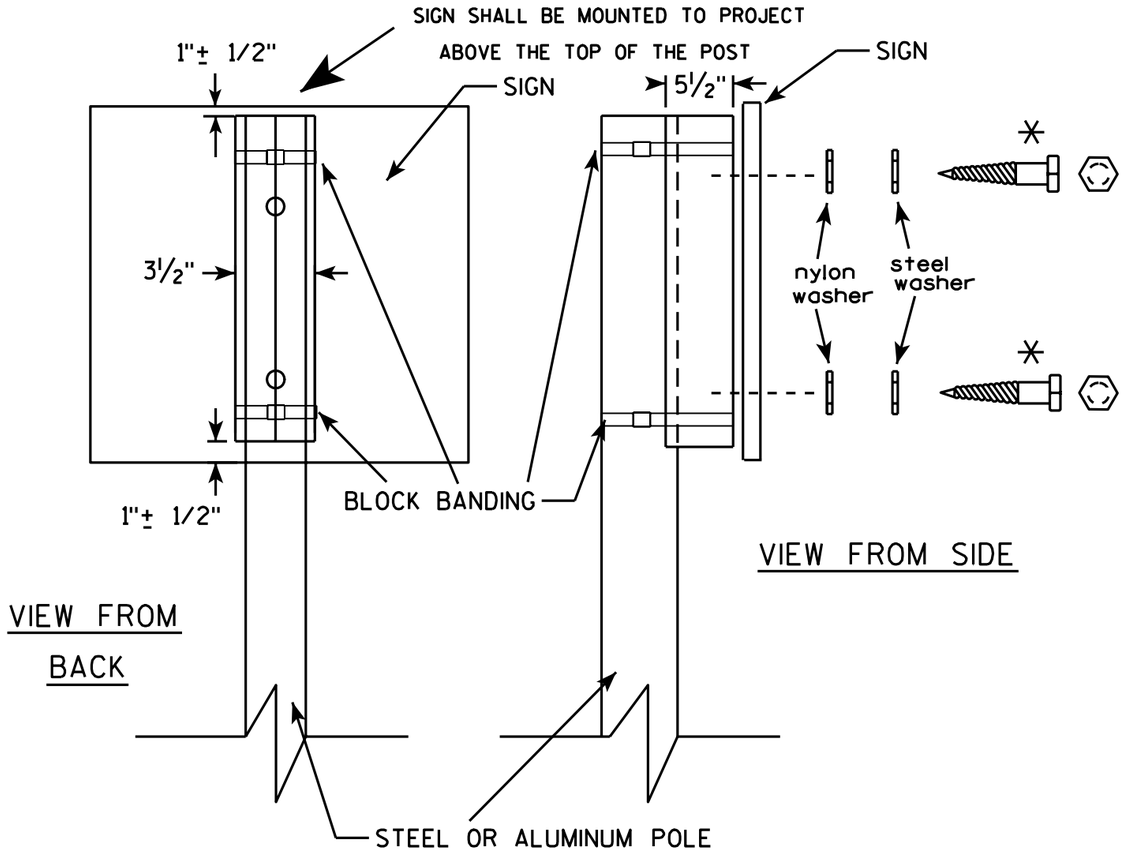
STANDARD SIGN
SIGN BANDING DETAILS

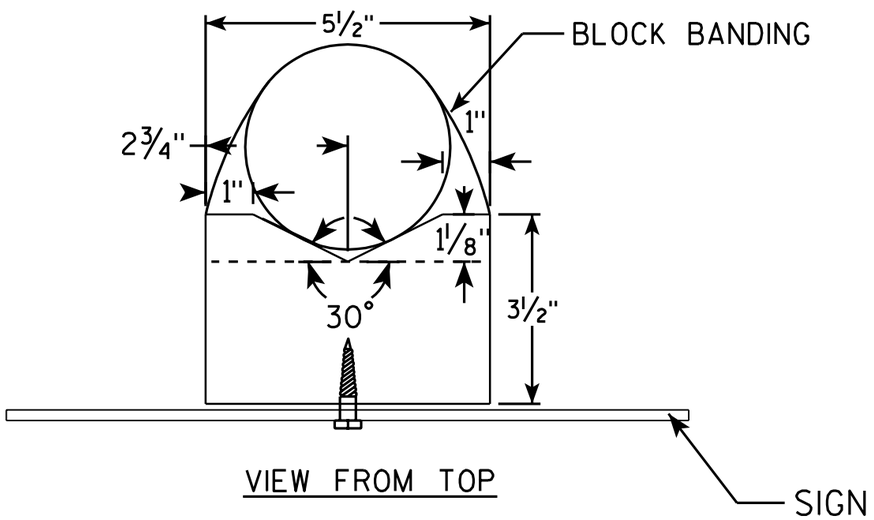
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 133	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

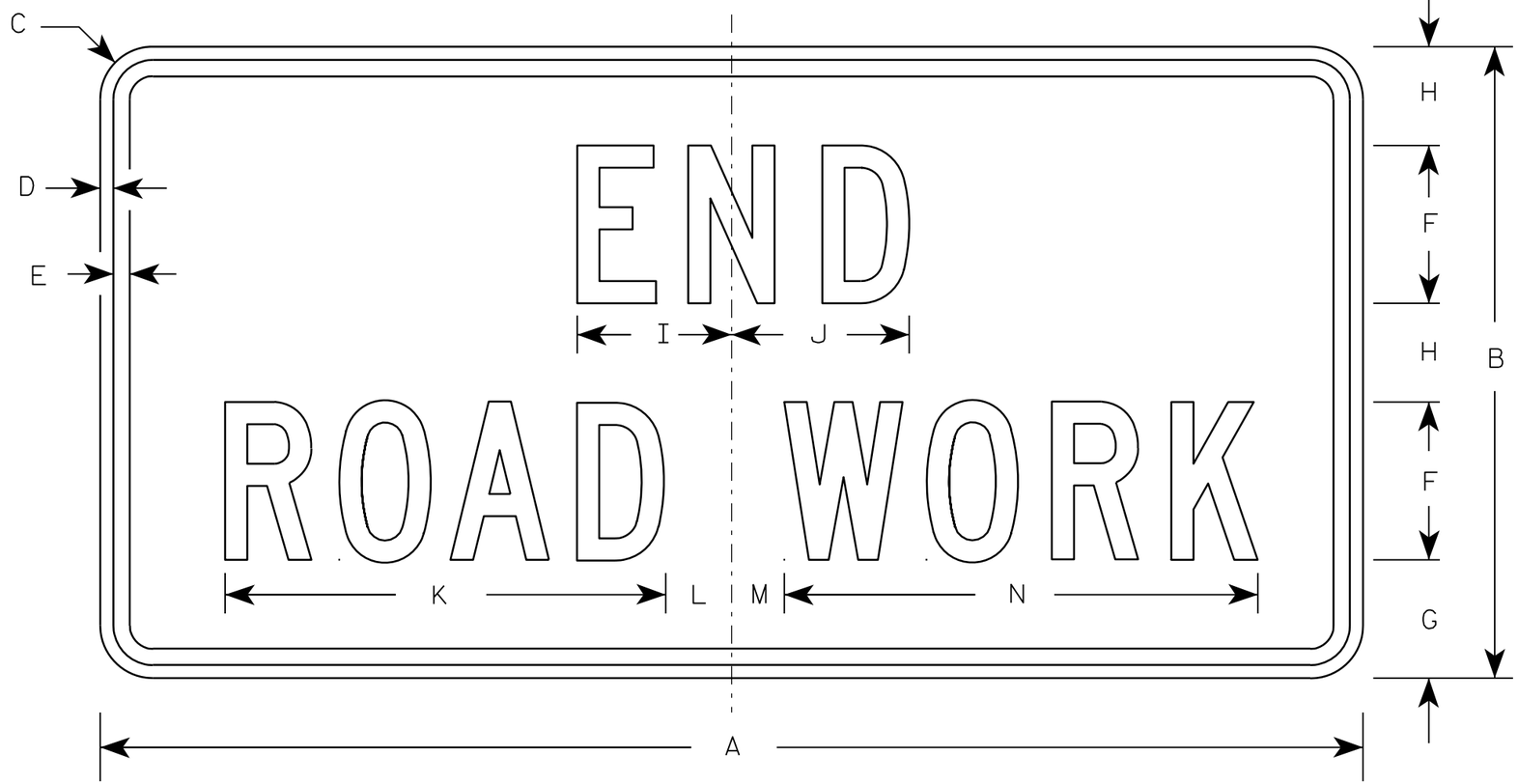
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 134 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

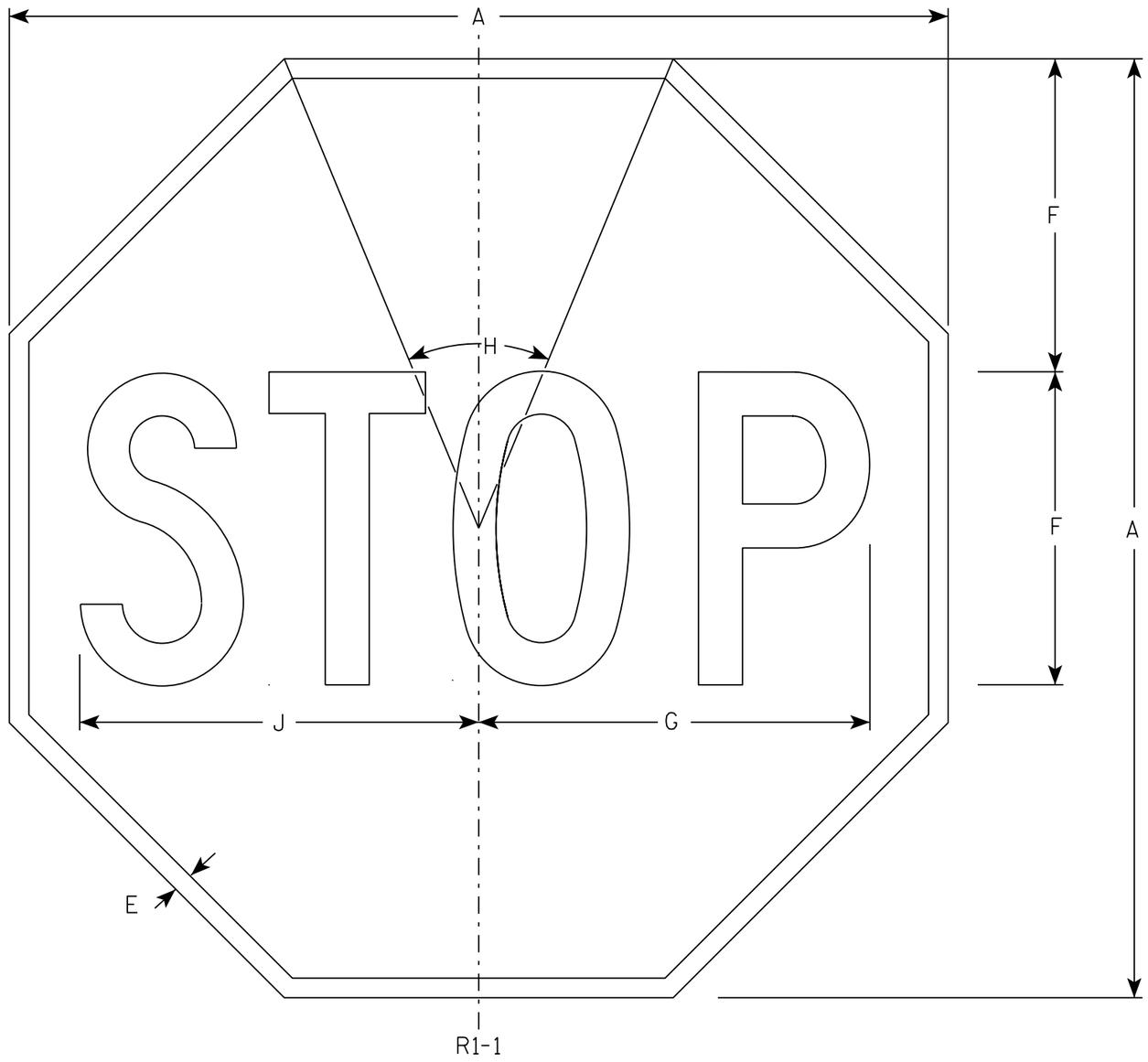
STANDARD SIGN
G20-2A

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: 135	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

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

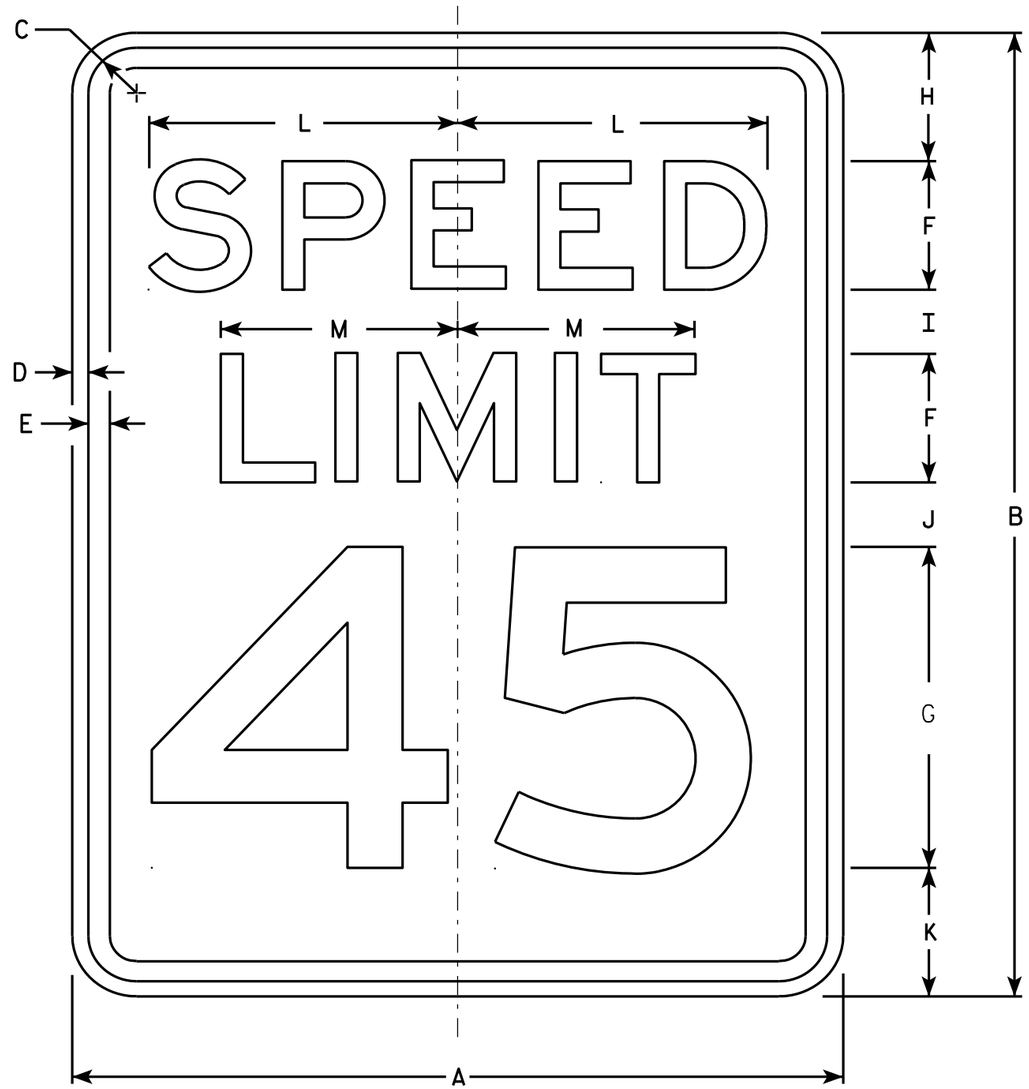
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 136	E



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

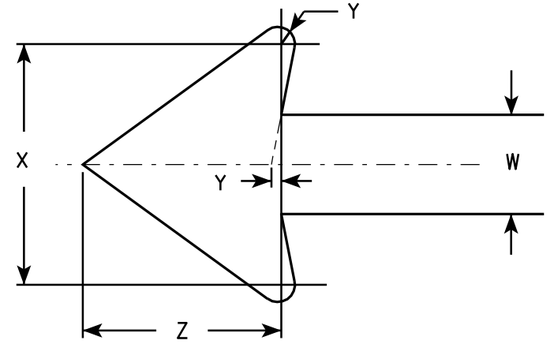
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 137 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000
WISDOT/CADDS SHEET 42

R7-51

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R7-51D (double arrow)
   R7-51R (right arrow)
   R7-51L (left arrow)
6. Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	4 7/8	5/8	1 3/4	2 1/2	4 3/8	3 7/8	3/4	1 3/4	1/8	1 1/2	1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 3/4	1 1/8	1 1/2	3 1/8	5 1/2	5 7/8	1 1/8	2 5/8	1/4	2 1/4	3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
4																											
5																											

STANDARD SIGN
R7-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

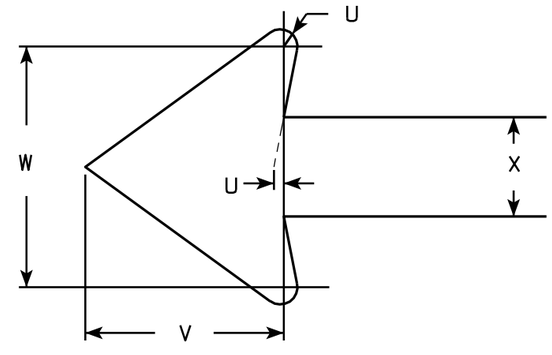
DATE 3/31/2011 PLATE NO. R7-51.6

PROJECT NO:	HWY:	COUNTY:			SHEET NO: 138	E

R7-52

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-52D (double arrow)
   R7-52L (left arrow)
   R7-52R (right arrow)



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	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	5 1/8	5	3 1/8	3 7/8	1/8	1 1/2	1 3/4	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	6 3/8	6 1/4	3 7/8	5 7/8	1/4	2 1/4	2 5/8	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 5/8	7 5/8	4 3/4	7 3/4	1/4	3	3 1/2	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 5/8	7 5/8	4 3/4	7 3/4	1/4	3	3 1/2	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-52.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 139	E

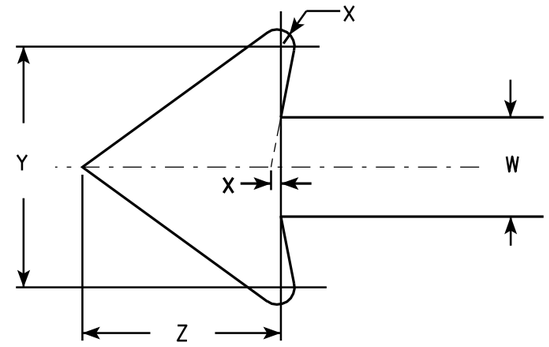
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R752.dgn PLOT DATE : 31-MAR-2011 13:07 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.476110:1.000000

WISDOT/CADDS SHEET 42

R7-53

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-53D (double arrow)
   R7-53L (left arrow)
   R7-53R (right arrow)



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	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 5/8	1 3/4	1/4	4 1/2	2 3/8	3 7/8	3/4	1/8	1 3/4	1 1/2	1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	3 3/8	1 1/2	5/8	5 3/8	3	5 7/8	1 1/8	1/4	2 5/8	2 1/4	3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	4	2	5/8	6 5/8	3 5/8	7 3/4	1 1/2	1/4	3 1/2	3	5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	4	2	5/8	6 5/8	3 5/8	7 3/4	1 1/2	1/4	3 1/2	3	5.0
4																											
5																											

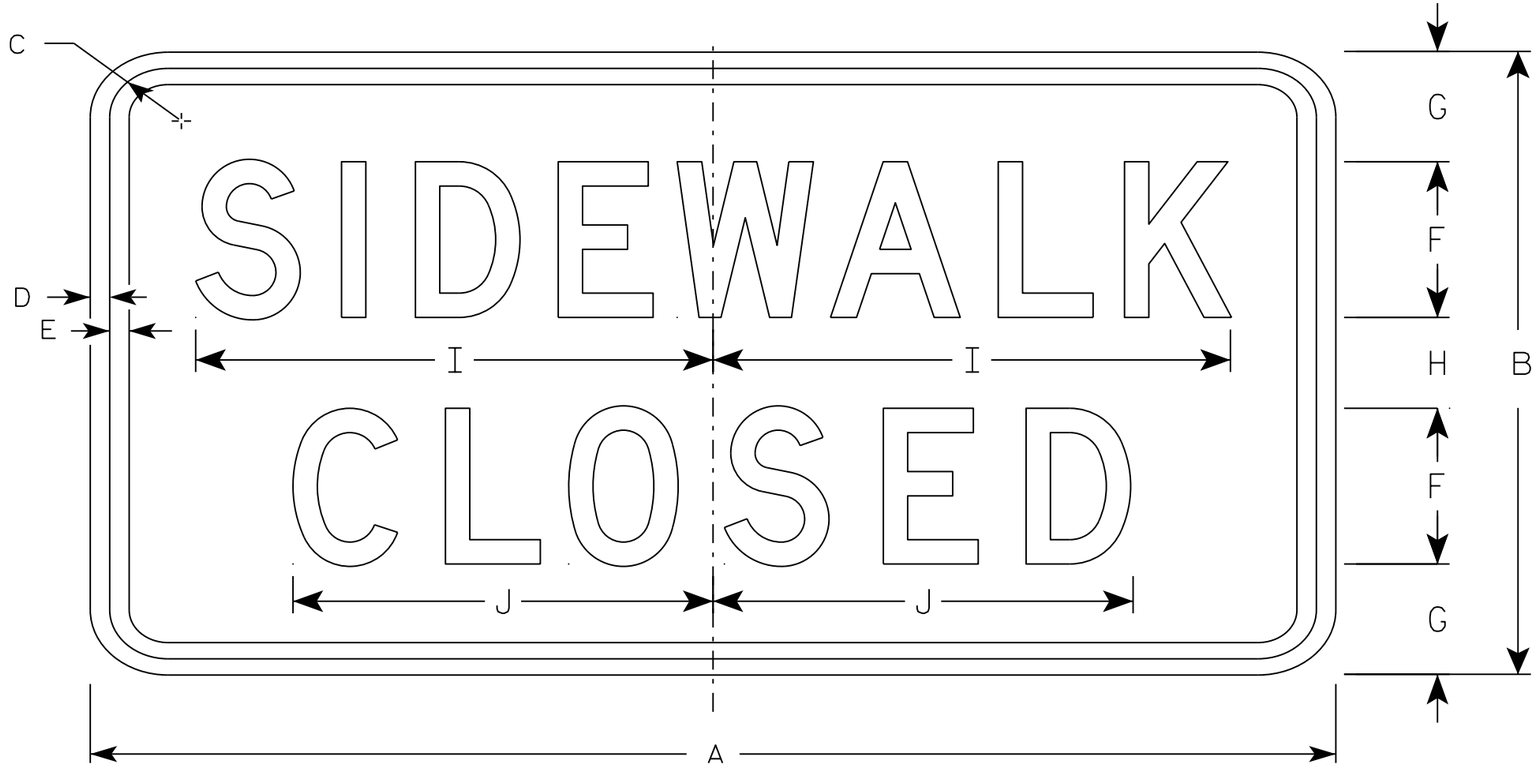
STANDARD SIGN
R7-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-53.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 140	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

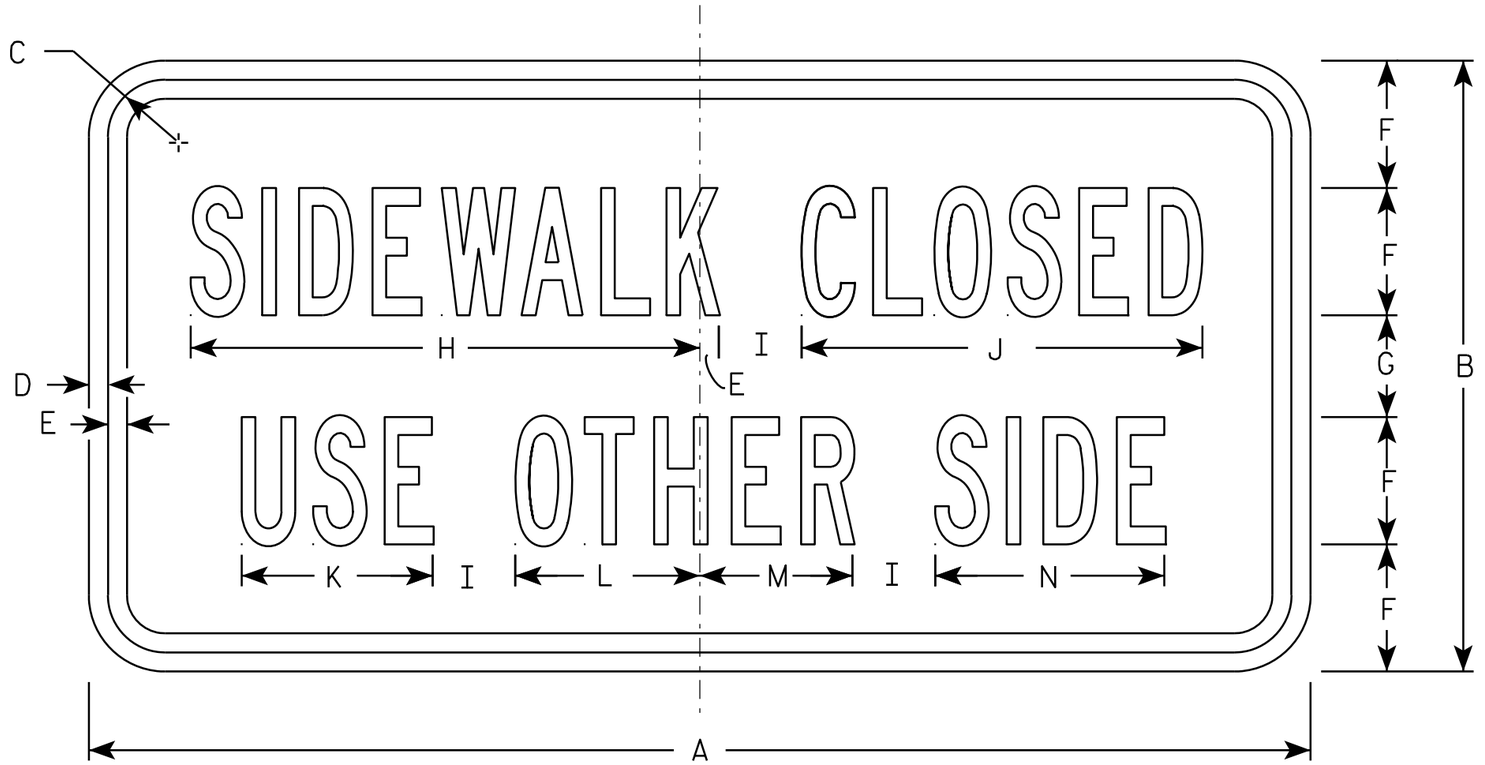
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 141 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



R9-10

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 - 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	24	12	1 1/8	3/8	3/8	2 1/2	2	10	1 5/8	7 7/8	3 3/4	3 5/8	3	4 1/2													2.0
2S	48	24	2 3/4	3/4	3/4	5	4	20	3 1/4	15 3/4	7 1/2	7 1/4	6	9													8.0
2M	48	24	2 3/4	3/4	3/4	5	4	20	3 1/4	15 3/4	7 1/2	7 1/4	6	9													8.0
3																											
4																											
5																											

STANDARD SIGN
R9-10

WISCONSIN DEPT OF TRANSPORTATION

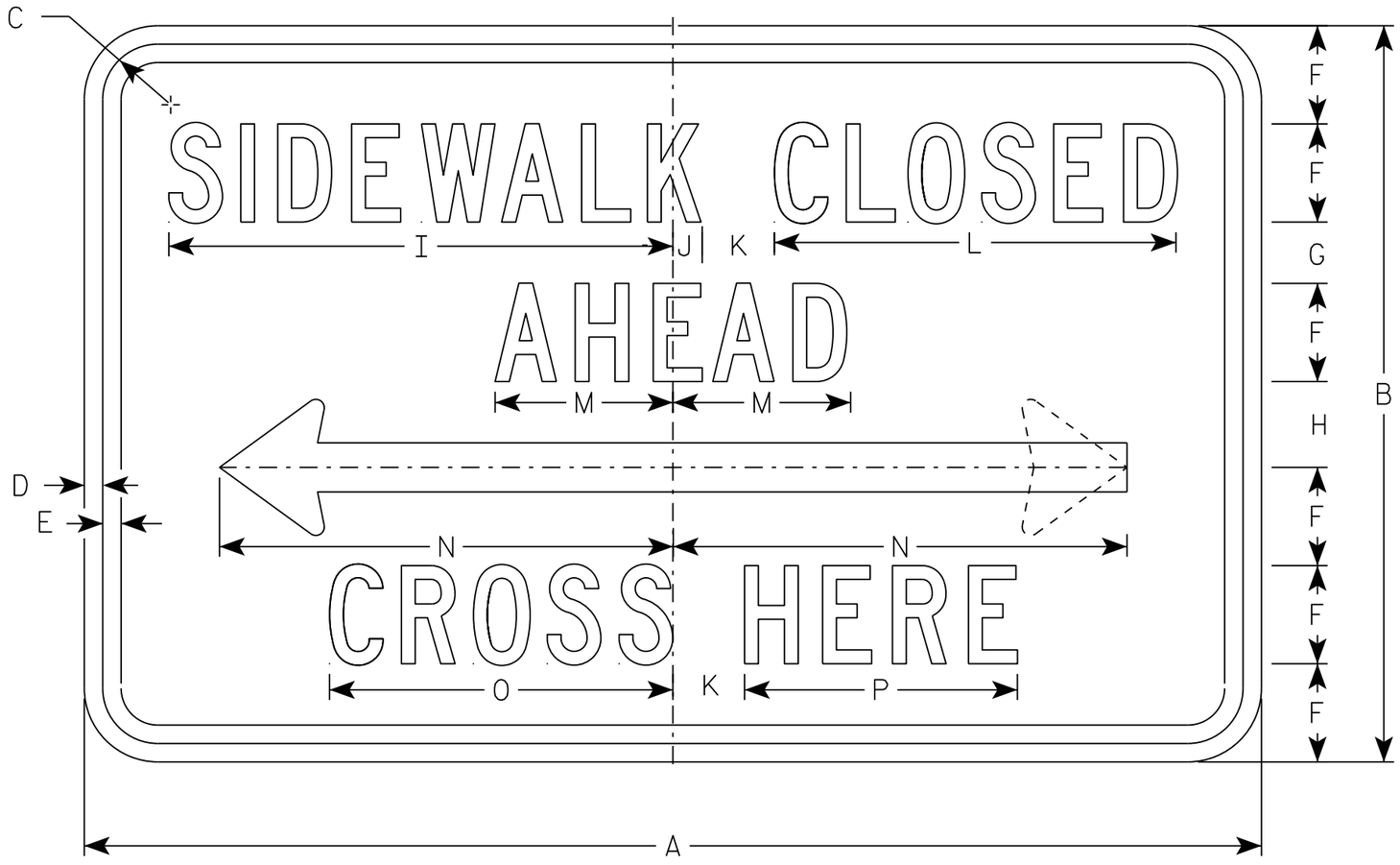
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/2012 PLATE NO. R9-10.5

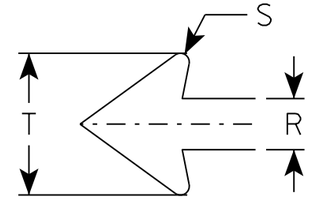
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 142	E

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

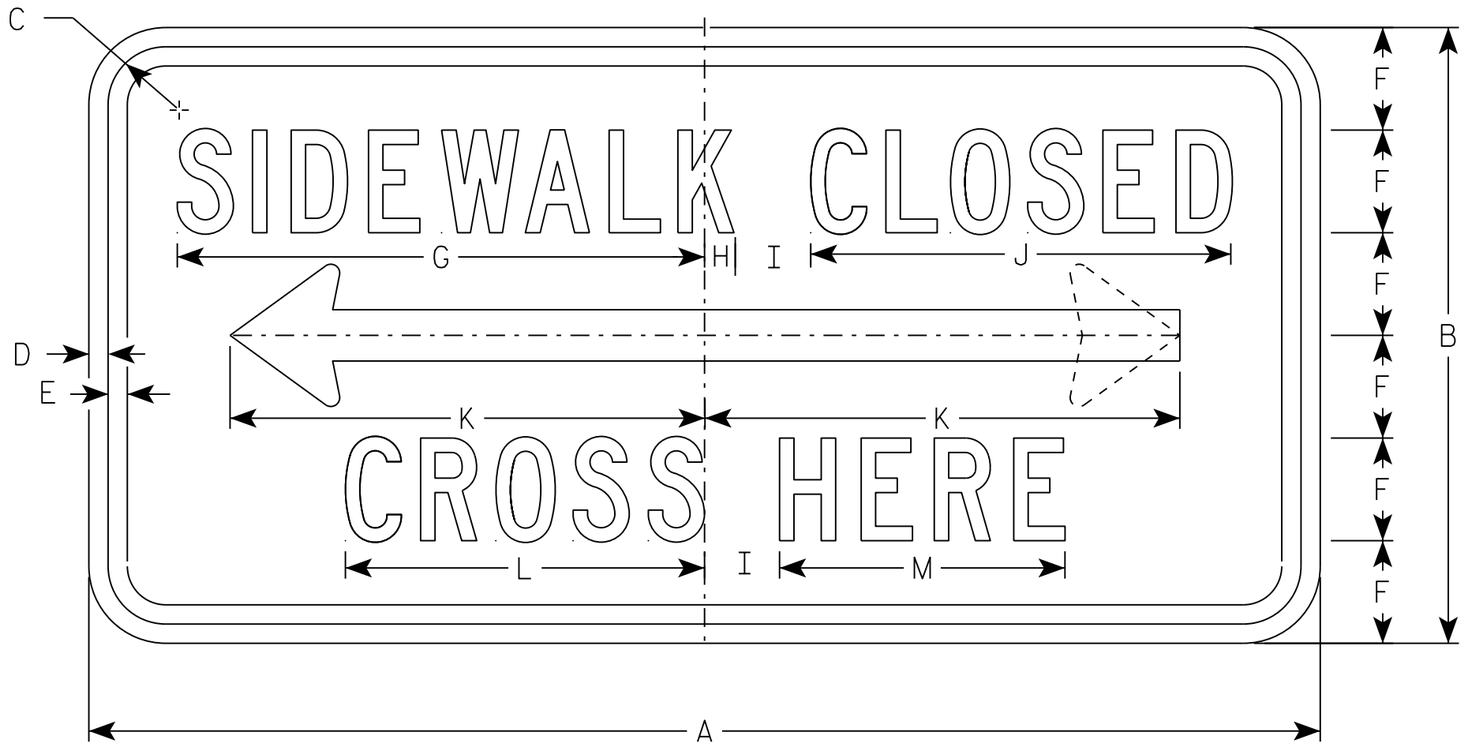
APPROVED Matthew R Rauch
for State Traffic Engineer

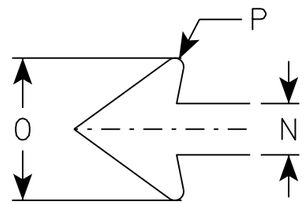
DATE 11/29/16 PLATE NO. R9-11.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 143	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: 144 E

R10-70

R10-70L

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.

R10-70R

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	R10-70L&R Area sq. ft.	R10-70 Area sq. ft.
1																												
2S	36	72	2 1/4	3/4	1	6	5	4	18	17 1/2	14 1/8	9 1/8	8 1/2	6	16 3/4	30	23 3/4	66	2 3/8	23 7/8	23 7/8	8 3/4	23 1/4	23 1/2	26 7/8	27	18.0	16.5
2M	36	72	2 1/4	3/4	1	6	5	4	18	17 1/2	14 1/8	9 1/8	8 1/2	6	16 3/4	30	23 3/4	66	2 3/8	23 7/8	23 7/8	8 3/4	23 1/4	23 1/2	26 7/8	27	18.0	16.5
3																												
4																												
5																												

STANDARD SIGN
R10-70

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/4/11 PLATE NO. R10-70.2

PROJECT NO:

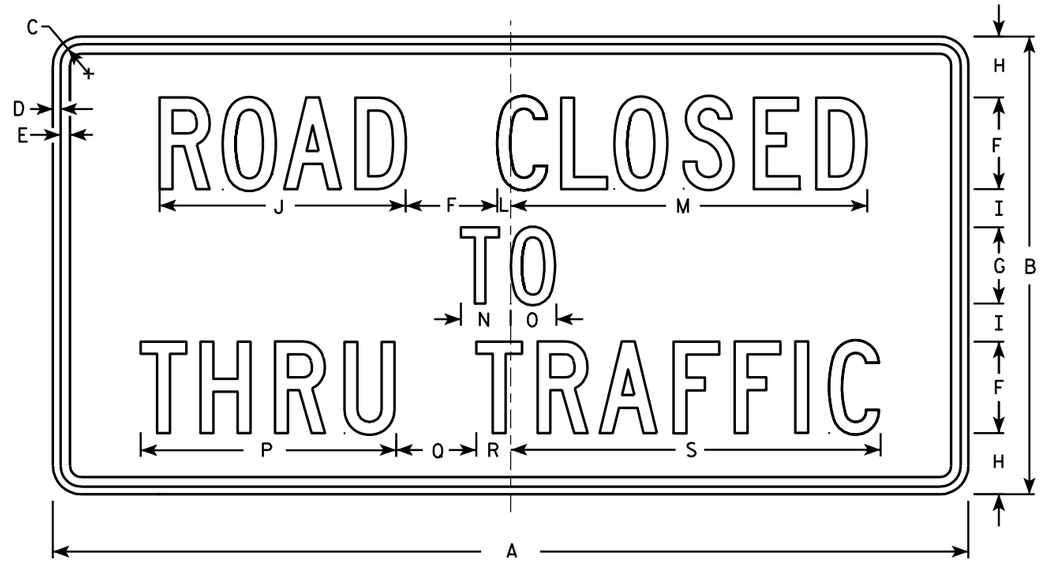
SHEET NO: 145 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R1070.DGN PLOT DATE : 04-APR-2011 14:41 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

7

7



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																											

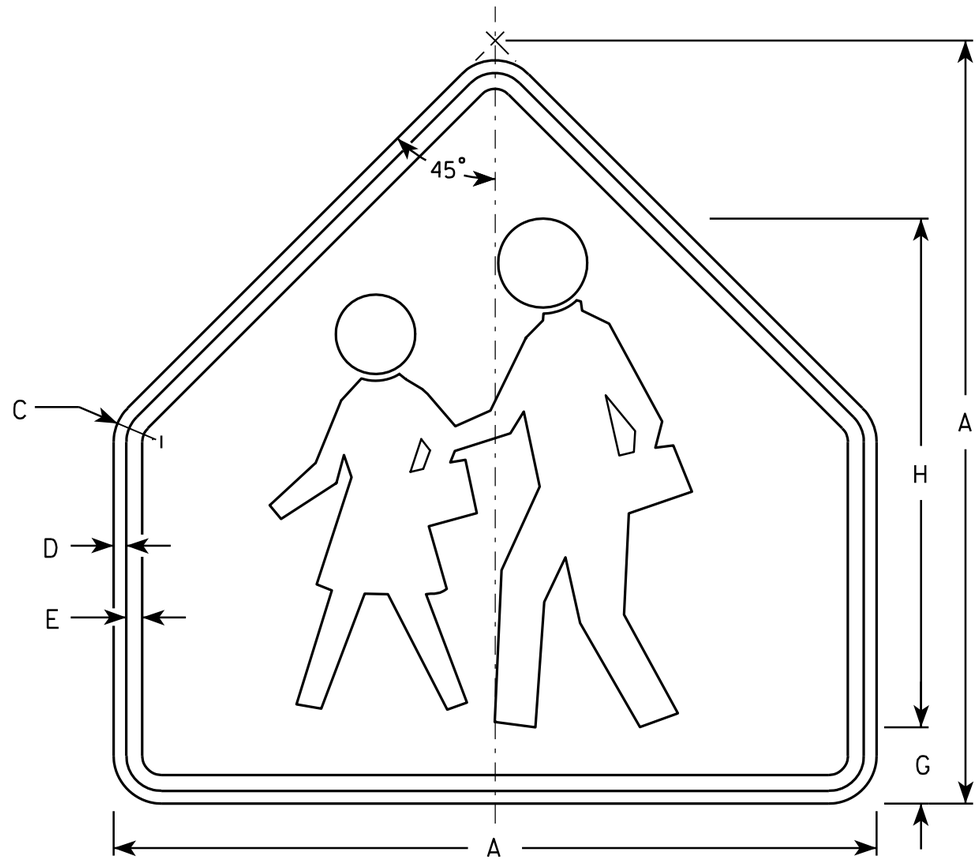
STANDARD SIGN
R11 - 4

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: 146 | 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																											

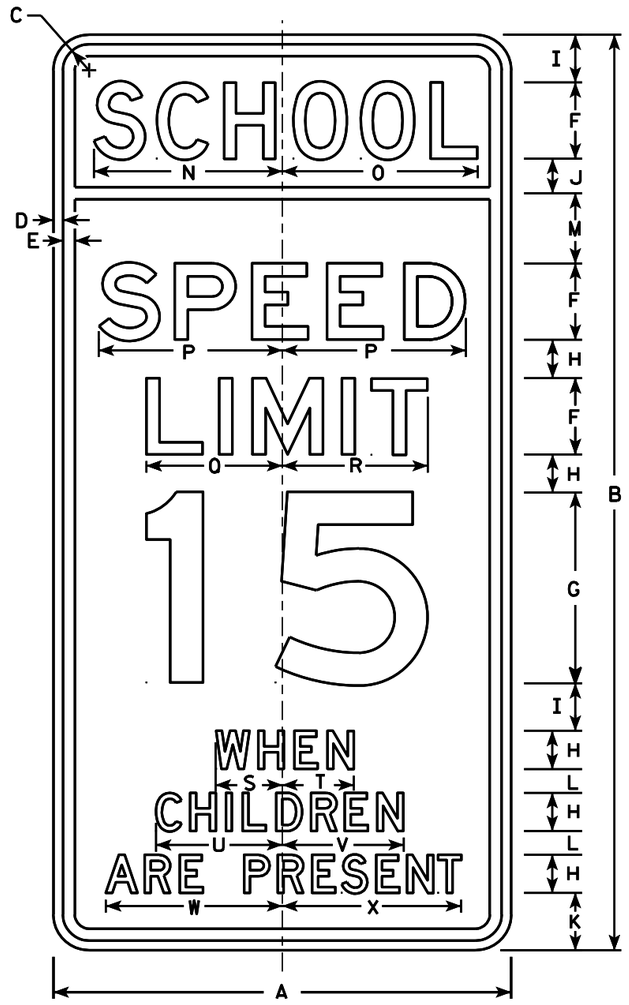
STANDARD SIGN
S1-1

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: 147	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																												

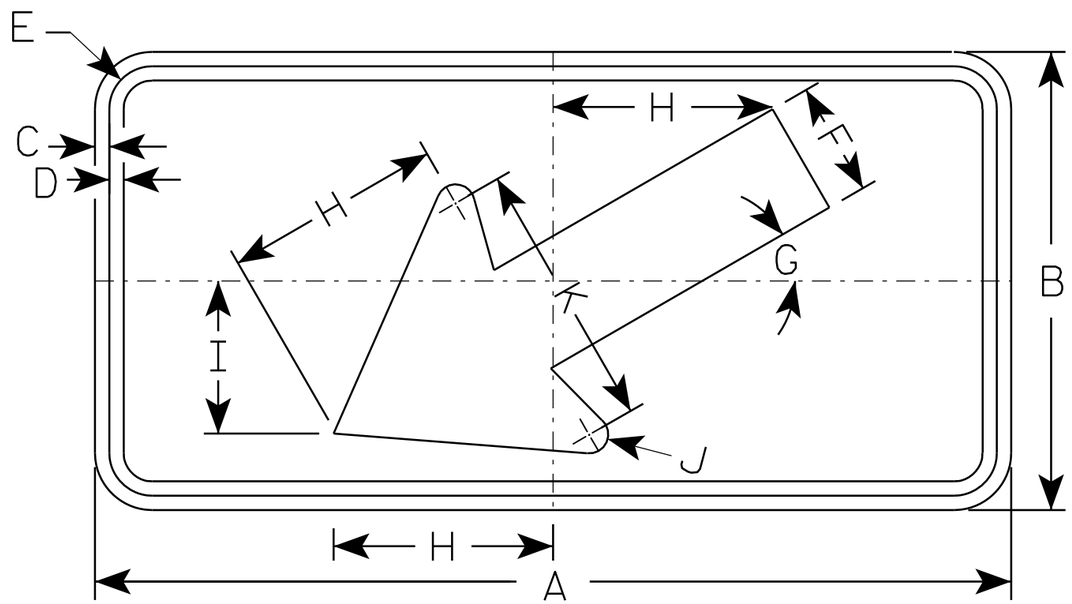
STANDARD SIGN
S4-51

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: 148	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																											

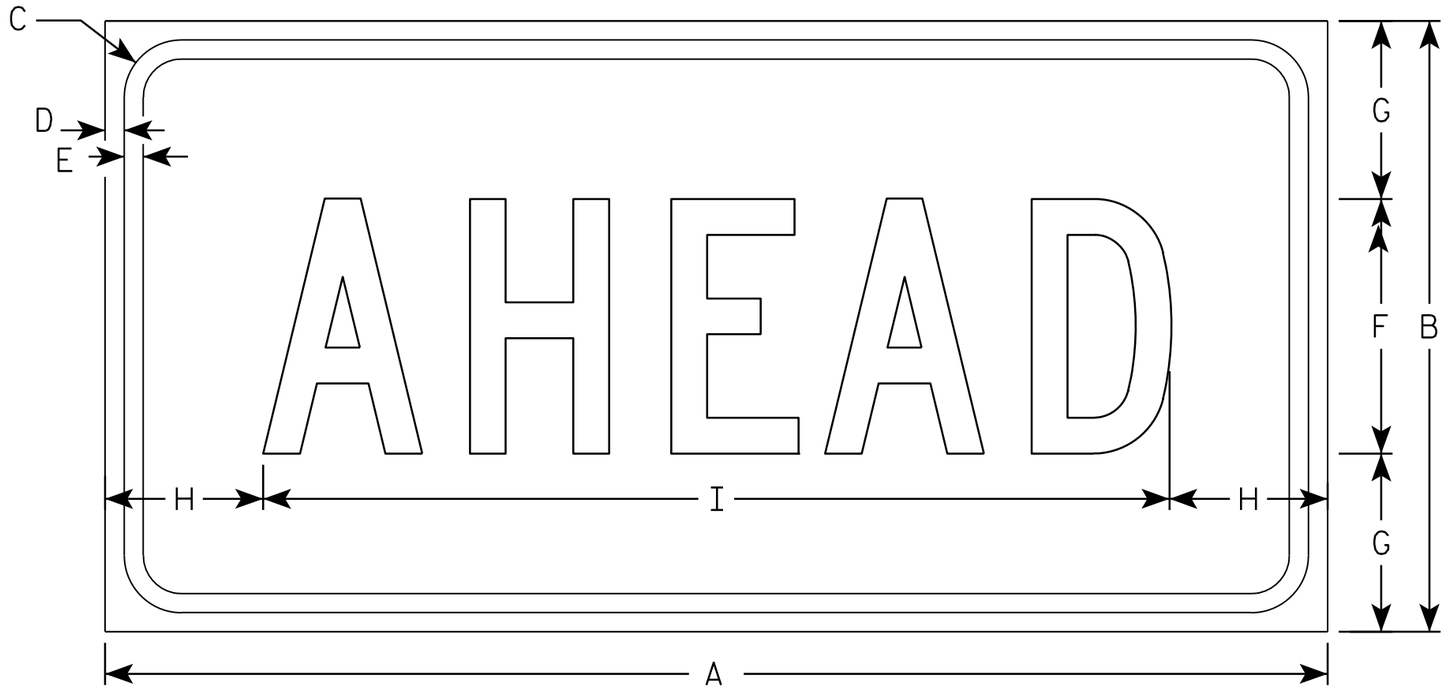
STANDARD SIGN
S16-7

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: 149 | 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

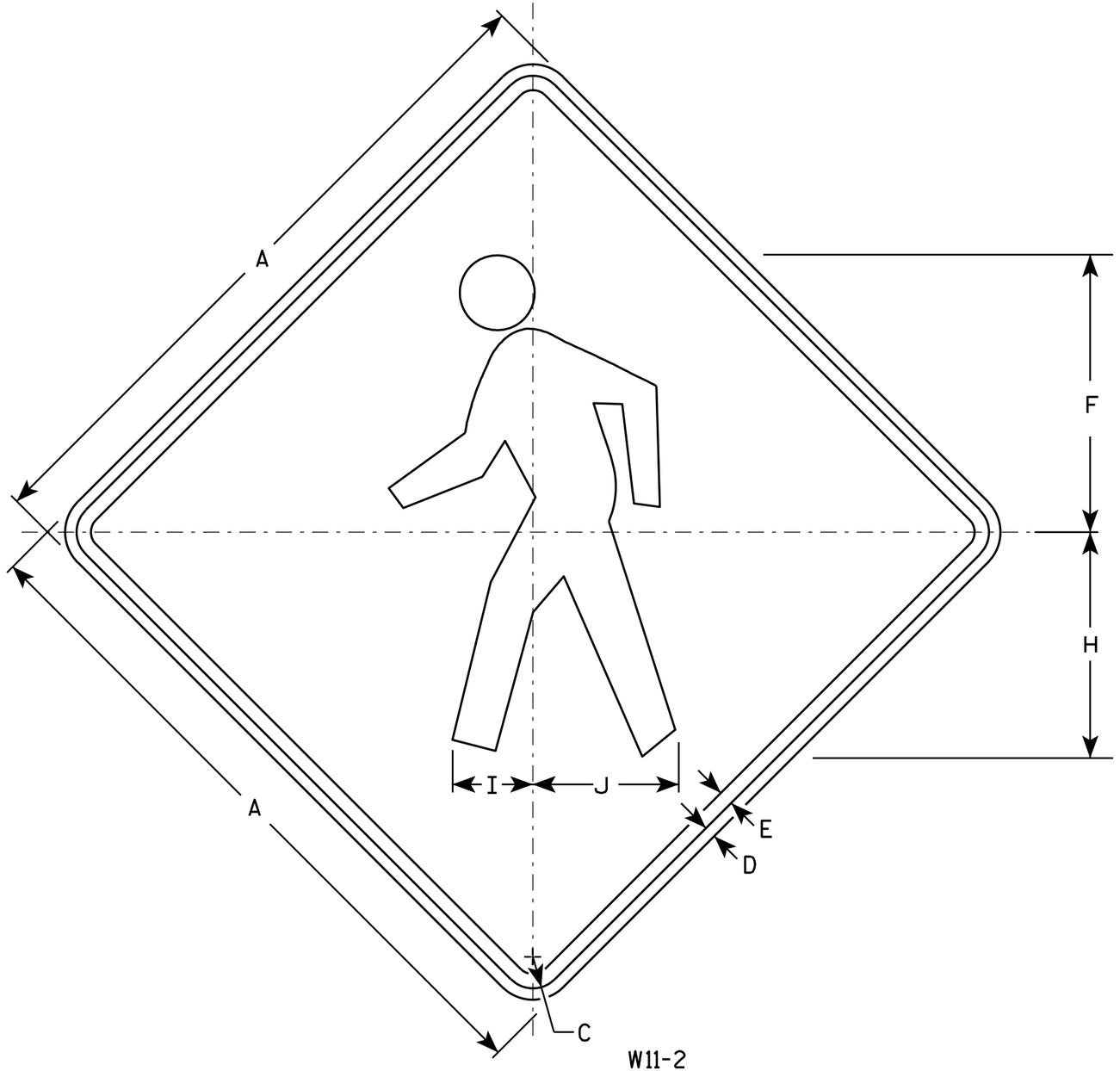
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-9P.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 150 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\S169P.dgn PLOT DATE : 22-JUL-2013 10:32 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 2.977140:1.000000
WISDOT/CADDS SHEET 42



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																											

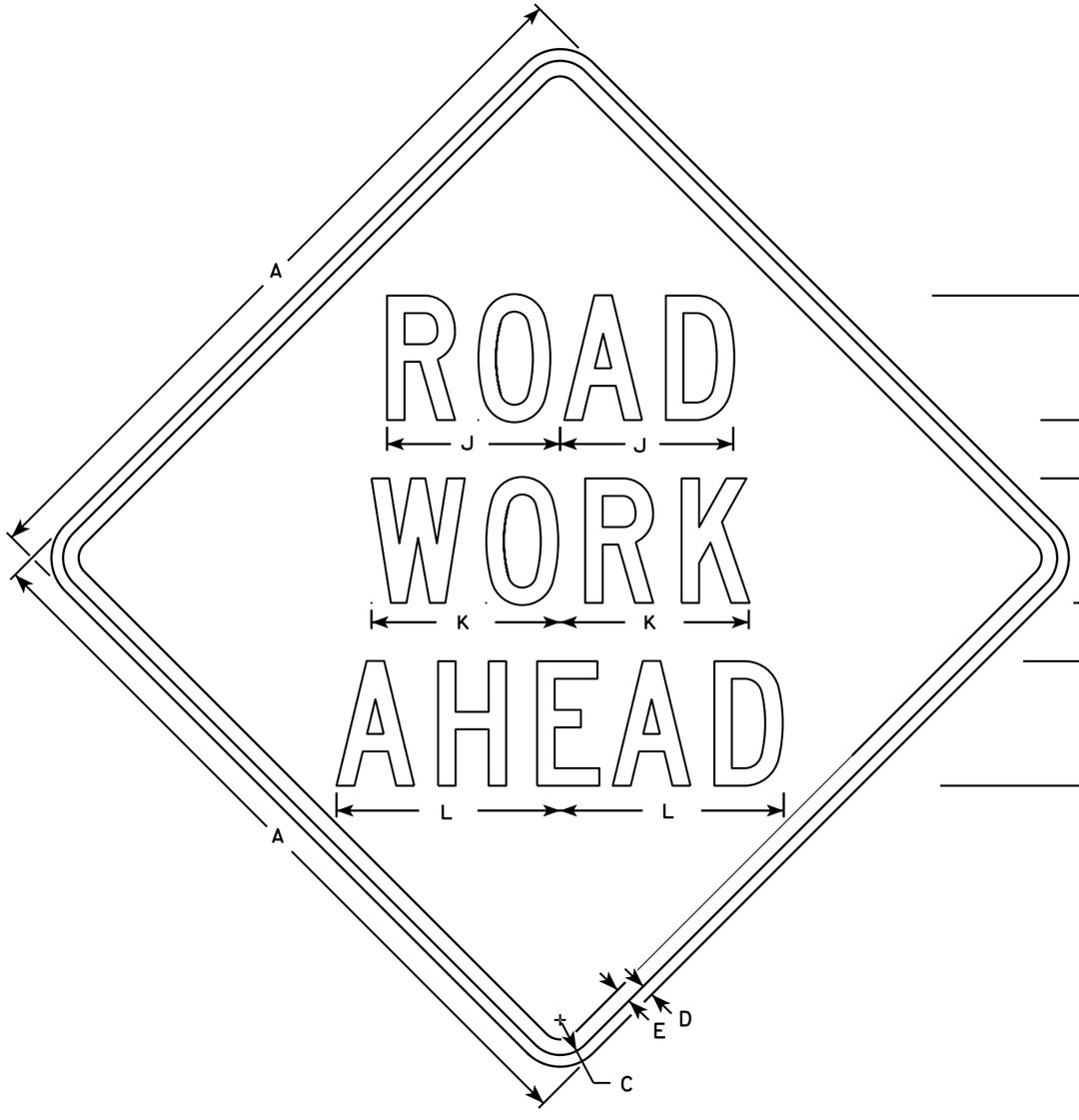
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

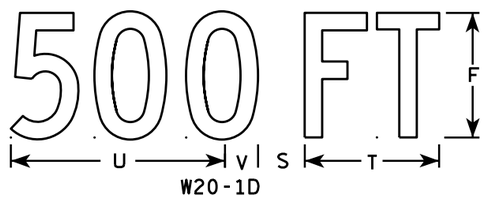
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

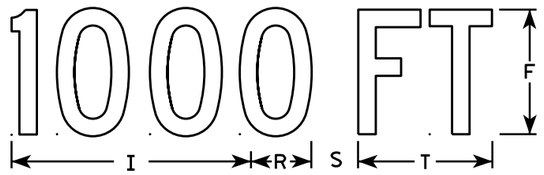
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 151	E



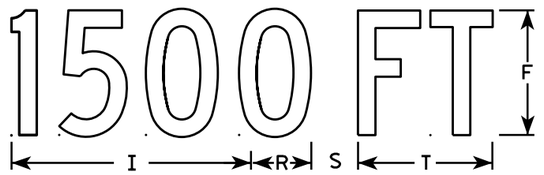
W20-1A



W20-1D



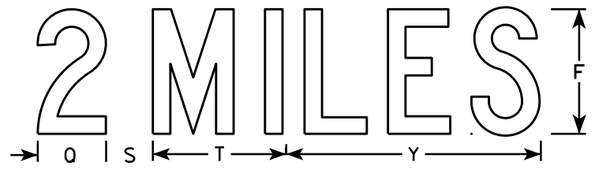
W20-1C



W20-1B

W20-1G

W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

State Traffic Engineer

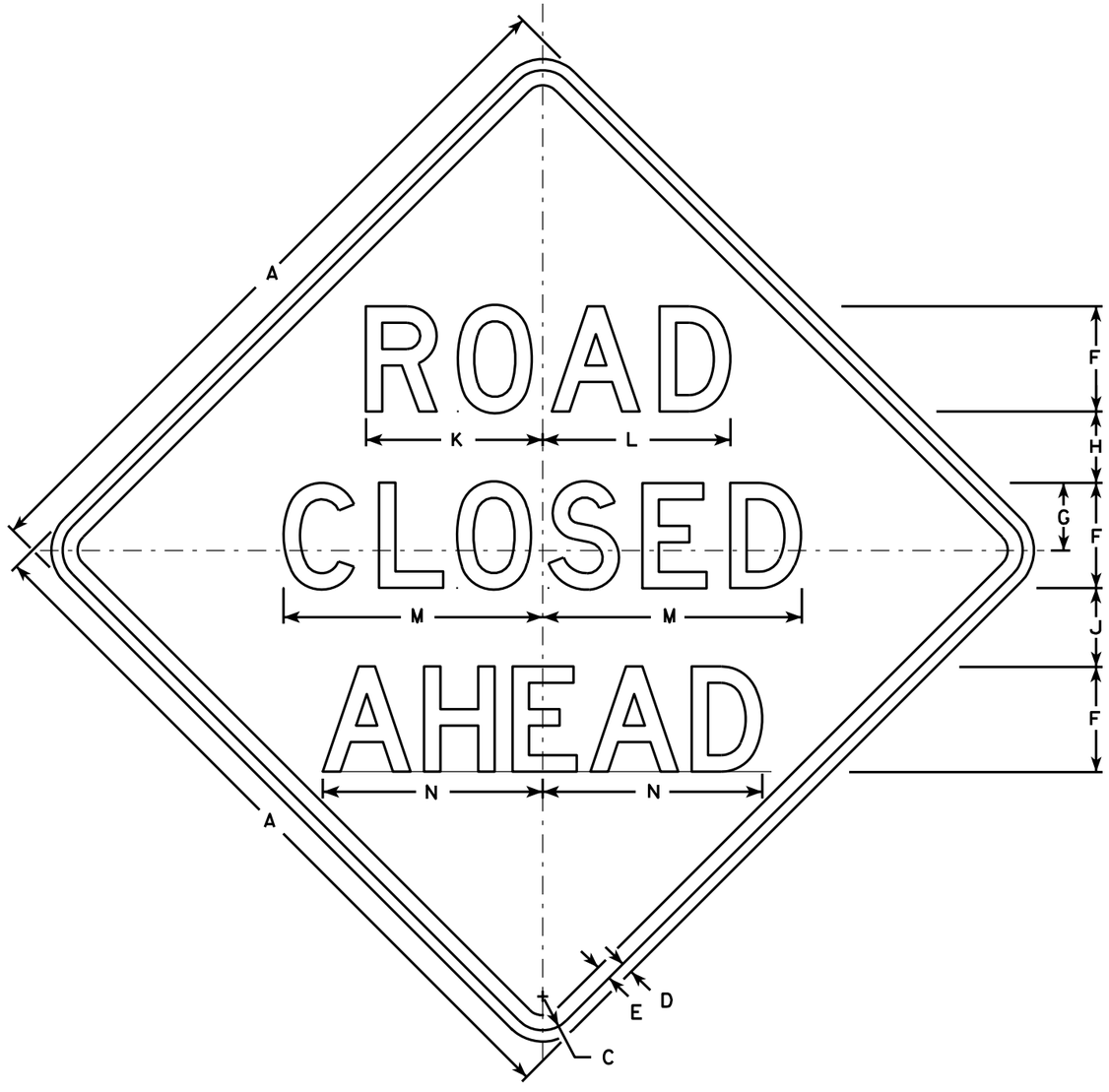
DATE 5/07/15 PLATE NO. W20-1.10

PROJECT NO:

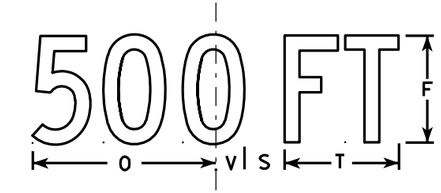
SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W201.dgn PLOT DATE : 27-MAY-2015 15:58 PLOT BY : mscsja

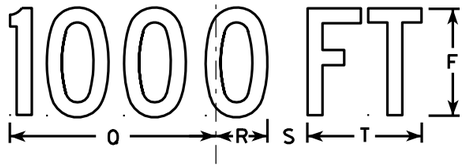
WISDOT/CADDS SHEET 42



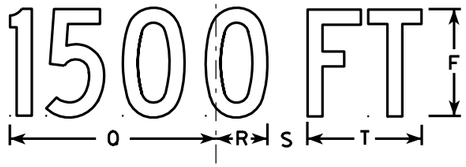
W20-3A



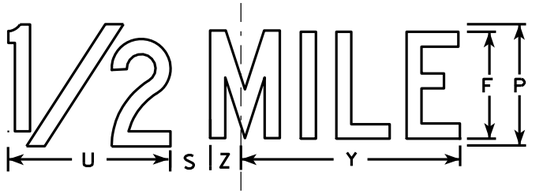
W20-3D



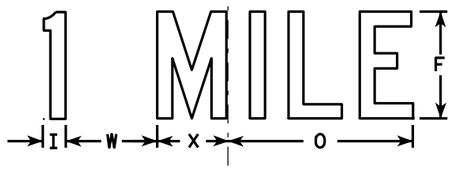
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 153 | E

Mulberry Street												
		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
MADISON ST.		---	---	---	---	172	0	0	9	172	0	172
10+63.00		66	0	3	3	0	0	0	0	172	0	172
11+00.00	37	50	0	3	3	79	0	4	4	251	5	246
11+25.00	25	57	0	4	3	49	0	3	3	301	8	292
11+50.00	25	55	0	4	3	52	0	4	3	352	13	339
11+75.00	25	53	0	6	3	50	0	5	2	402	19	383
12+05.00	30	53	0	3	3	58	0	5	3	461	25	435
12+25.00	20	40	0	13	2	34	0	6	2	495	32	462
12+50.00	25	53	0	7	3	43	0	9	2	538	44	494
12+75.00	25	77	0	3	4	60	0	5	3	598	50	548
12+88.00	13	98	0	4	5	42	0	1	2	640	50	589
13+07.00	19	59	0	7	3	55	0	4	3	695	55	640
13+25.00	18	61	0	6	3	40	0	4	2	735	60	675
13+50.00	25	42	0	4	2	48	0	4	2	783	66	717
13+75.00	25	38	0	5	2	37	0	4	2	820	71	749
14+00.00	25	36	0	4	2	34	0	4	2	854	76	777
14+25.00	25	62	0	4	3	45	0	4	2	899	81	818
14+67.00	42	31	0	3	2	73	0	5	4	972	88	884
OAK ST.	---	---	---	---	---	248	0	0	12	1,220	88	1,132
15+00.00	33	91	0	3	5	75	0	3	4	1,295	93	1,203
15+25.00	25	80	0	3	4	79	0	3	4	1,374	96	1,278
15+50.00	25	80	0	3	4	74	0	3	4	1,448	99	1,349
15+75.00	25	77	0	3	4	73	0	3	4	1,521	103	1,418
16+00.00	25	75	0	3	4	71	0	3	4	1,591	106	1,485
16+25.00	25	75	0	3	4	69	0	3	3	1,661	109	1,551
16+50.00	25	87	0	3	4	75	0	3	4	1,736	113	1,623
16+58.00	8	102	0	3	5	28	0	1	1	1,764	114	1,650
16+75.00	17	64	0	3	3	52	0	2	3	1,816	116	1,700
17+00.00	25	65	0	3	3	60	0	3	3	1,876	120	1,756
17+25.00	25	58	0	5	3	57	0	4	3	1,933	124	1,809
17+34.00	9	73	0	5	4	22	0	2	1	1,955	126	1,829
17+50.00	16	59	0	4	3	39	0	3	2	1,994	129	1,865
17+75.00	25	56	0	5	3	53	0	4	3	2,048	134	1,913
18+00.00	25	56	0	3	3	52	0	4	3	2,100	139	1,961
18+25.00	25	52	0	6	3	50	0	4	3	2,150	144	2,006
18+64.00	39	35	0	3	2	63	0	6	3	2,213	152	2,061
WASHINGTON ST.	---	---	---	---	---	193	0	0	10	2,405	152	2,254
19+00.00	36	54	0	6	3	59	0	6	3	2,464	159	2,306
19+25.00	25	65	0	4	3	55	0	4	3	2,520	164	2,356
19+42.00	17	84	0	3	4	47	0	2	2	2,566	167	2,400
19+50.00	8	78	0	3	4	24	0	1	1	2,591	168	2,423
19+75.00	25	106	0	3	5	85	0	3	4	2,676	171	2,505
20+00.00	25	56	0	3	3	75	0	3	4	2,750	174	2,576
20+25.00	25	93	0	3	5	69	0	3	3	2,820	177	2,642
20+50.00	25	79	0	3	4	80	0	3	4	2,899	181	2,718

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CONT'D FROM PREVIOUS

Mulberry Street												
		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
20+63.00	13	104	0	3	5	44	0	1	2	2,943	182	2,761
20+75.00	12	77	0	3	4	40	0	1	2	2,984	184	2,800
21+00.00	25	69	0	3	3	68	0	3	3	3,052	188	2,864
21+25.00	25	69	0	3	3	64	0	3	3	3,115	191	2,924
21+38.00	13	81	0	3	4	36	0	1	2	3,152	193	2,959
21+50.00	12	79	0	3	4	36	0	1	2	3,187	194	2,993
21+61.00	11	106	0	3	5	38	0	1	2	3,225	196	3,029
21+75.00	14	77	0	3	4	48	0	1	2	3,272	198	3,075
21+88.00	13	76	0	3	4	37	0	1	2	3,309	199	3,110
22+00.00	12	75	0	3	4	34	0	1	2	3,343	201	3,142
22+25.00	25	80	0	3	4	72	0	3	4	3,415	204	3,211
22+61.00	36	60	0	3	3	93	0	4	5	3,508	209	3,299
FRANKLIN ST.	---	---	---	---	---	98	0	0	5	3,606	209	3,397
23+00.00	39	92	0	3	5	110	0	4	5	3,716	215	3,501
23+25.00	25	56	0	3	3	69	0	3	3	3,784	218	3,566
23+50.00	25	60	0	5	3	54	0	4	3	3,838	223	3,615
				ZONE 1 COLUMN TOTALS		3,838	0	178	192			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\08_Earthwork\090102_ew.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 49

Mulberry Street

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/ UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
23+50.00		60	0	5	3	0	0	0	0	0	0	0
23+70.00	20	81	0	3	4	50	0	3	2	50	4	48
23+94.00	24	92	0	3	5	77	0	3	4	126	7	122
24+16.00	25	59	0	3	3	70	0	3	3	196	10	188
24+25.00	55	84	0	3	4	145	0	6	7	341	18	326
24+50.00	25	101	0	3	5	86	0	3	4	427	21	409
24+67.00	17	88	0	3	4	60	0	2	3	487	23	466
24+75.00	8	65	0	3	3	23	0	1	1	509	24	488
25+00.00	25	53	0	6	3	55	0	4	3	564	29	537
25+25.00	25	45	0	7	2	45	0	6	2	609	36	575
25+50.00	25	40	0	8	2	39	0	7	2	649	45	606
25+62.00	12	62	0	5	3	23	0	3	1	671	49	625
25+75.00	13	69	0	4	3	32	0	2	2	703	52	654
26+00.00	25	48	0	6	2	54	0	5	3	757	58	702
26+25.00	25	53	0	6	3	47	0	6	2	804	65	742
26+50.00	25	46	0	3	2	46	0	4	2	850	70	783
26+58.00	8	50	0	3	3	14	0	1	1	864	71	796
FARGO ST.	---	---	---	---	---	154	0	0	8	1,018	71	950
26+75.00	17	66	0	3	3	36	0	2	2	1,055	73	984
27+00.00	25	87	0	3	4	70	0	3	4	1,125	76	1,052
27+25.00	50	86	0	3	4	160	0	5	8	1,285	83	1,205
27+50.00	25	86	0	3	4	80	0	3	4	1,365	86	1,281
27+62.00	12	100	0	3	5	41	0	1	2	1,406	88	1,321
27+75.00	13	77	0	3	4	43	0	1	2	1,449	89	1,362
27+95.00	20	80	0	3	4	58	0	2	3	1,507	92	1,418
28+00.00	5	67	0	3	3	14	0	1	1	1,521	93	1,431
28+25.00	25	58	0	6	3	58	0	4	3	1,579	98	1,484
28+32.00	7	89	0	3	4	19	0	1	1	1,598	99	1,501
28+50.00	18	50	0	4	3	47	0	2	2	1,644	102	1,545
28+70.00	20	55	0	5	3	39	0	3	2	1,683	106	1,580
28+75.00	5	49	0	9	2	10	0	1	0	1,693	108	1,588
29+00.00	25	69	0	5	3	55	0	6	3	1,747	116	1,634
29+09.00	9	68	0	5	3	23	0	2	1	1,770	118	1,655
29+25.00	16	53	0	5	3	36	0	3	2	1,806	121	1,687
29+41.00	16	60	0	4	3	34	0	3	2	1,839	125	1,717
29+50.00	9	56	0	5	3	19	0	1	1	1,859	126	1,735
29+75.00	25	59	0	3	3	53	0	4	3	1,912	131	1,783
30+00.00	25	52	0	3	3	51	0	3	3	1,963	134	1,831
LOUISE ST.	---	---	---	---	---	96	0	0	5	2,058	134	1,926
30+25.00	25	56	0	3	3	50	0	3	3	2,108	138	1,973
30+50.00	25	64	0	3	3	56	0	3	3	2,164	141	2,026
30+70.00	20	89	0	3	4	57	0	2	3	2,221	144	2,080
31+00.00	30	97	0	3	5	103	0	3	5	2,324	148	2,179
31+25.00	25	75	0	3	4	80	0	3	4	2,404	151	2,255
31+50.00	25	77	0	3	4	70	0	3	4	2,474	154	2,323

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Mulberry Street

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/ UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
31+75.00	25	91	0	3	5	78	0	3	4	2,552	157	2,397
31+93.00	18	100	0	3	5	64	0	2	3	2,615	160	2,458
32+00.00	7	81	0	3	4	23	0	1	1	2,639	161	2,481
32+25.00	25	71	0	3	4	70	0	3	4	2,709	164	2,547
32+50.00	25	64	0	3	3	62	0	3	3	2,771	167	2,606
32+75.00	25	93	0	3	5	73	0	3	4	2,844	171	2,675
32+85.00	10	85	0	3	4	33	0	1	2	2,876	172	2,707
33+00.00	15	62	0	20	3	41	0	7	2	2,917	181	2,739
33+25.00	25	61	0	65	3	57	0	40	3	2,974	230	2,746
33+50.00	25	52	0	53	3	52	0	55	3	3,026	299	2,730
33+75.00	25	51	0	47	3	48	0	46	2	3,074	357	2,720
33+85.00	10	67	0	41	3	22	0	16	1	3,096	377	2,721
34+00.00	15	48	0	40	2	32	0	22	2	3,128	405	2,725
34+25.00	25	47	0	36	2	44	0	35	2	3,172	449	2,725
34+50.00	25	49	0	10	2	45	0	21	2	3,216	476	2,743
34+75.00	25	49	0	5	2	45	0	7	2	3,262	485	2,780
34+93.00	18	66	0	3	3	38	0	3	2	3,300	488	2,815
O'NEIL ST.	---	---	---	---	---	75	0	0	4	3,376	488	2,890
35+25.00	32	110	0	3	5	104	0	3	5	3,480	492	2,990
35+55.00	30	124	0	3	6	130	0	3	6	3,610	496	3,116
35+75.00	20	93	0	3	5	80	0	2	4	3,690	499	3,194
36+00.00	25	61	0	3	3	71	0	3	4	3,761	502	3,262
36+25.00	25	75	0	3	4	63	0	3	3	3,825	505	3,322
GRANT ST.	---	---	---	---	---	299	0	0	15	4,123	505	3,620
36+50.00	25	54	0	3	3	60	0	3	3	4,183	509	3,677
36+75.00	25	65	0	3	3	55	0	3	3	4,239	512	3,729
37+00.00	25	104	0	3	5	78	0	3	4	4,317	515	3,804
37+25.00	25	77	0	3	4	84	0	3	4	4,401	519	3,885
37+35.00	10	98	0	3	5	32	0	1	2	4,433	520	3,916
37+50.00	15	73	0	3	4	47	0	2	2	4,481	522	3,961
37+75.00	25	65	0	3	3	64	0	3	3	4,545	525	4,022
37+94.00	19	58	0	5	3	43	0	3	2	4,588	529	4,062
38+00.00	6	58	0	5	3	13	0	1	1	4,601	530	4,074
				ZONE 2 COLUMN TOTALS		4,601	0	424	230			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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Fargo Street												
		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
10+78.00		66	0	3	3	0	0	0	0	0	0	0
11+00.00	22	93	0	3	5	65	0	2	3	65	3	62
11+25.00	25	92	0	3	5	85	0	3	4	150	6	144
11+50.00	25	81	0	3	4	80	0	3	4	230	10	220
11+75.00	25	72	0	3	4	71	0	3	4	301	13	288
12+00.00	25	67	0	3	3	64	0	3	3	365	16	348
12+25.00	25	59	0	4	3	58	0	3	3	423	20	403
12+50.00	25	60	0	4	3	55	0	4	3	478	25	453
12+65.00	15	74	0	3	4	37	0	2	2	515	28	487
12+75.00	10	59	0	6	3	25	0	1	1	540	28	511
13+00.00	25	54	0	7	3	52	0	6	3	592	36	556
13+05.00	5	63	0	3	3	11	0	1	1	603	37	566
13+25.00	20	52	0	6	3	43	0	3	2	645	41	604
13+50.00	25	47	0	6	2	46	0	6	2	691	48	643
13+75.00	25	69	0	3	3	54	0	4	3	745	54	691
14+00.00	25	67	0	4	3	63	0	3	3	808	57	750
14+25.00	25	61	0	4	3	59	0	3	3	867	61	806
14+32.20	7	61	0	4	3	16	0	1	1	883	63	821
				COLUMN TOTALS		883	0	50	44			

NOTES:

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2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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Drainage Swale												
		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
POPE ST.		---	---	---	---	60	0	0	3	60	0	60
14+50 DRN		44	0	0	0	0	0	0	0	60	0	60
14+62 DRN	12	117	0	0	0	36	0	0	0	96	0	96
14+75 DRN	13	115	0	0	0	56	0	0	0	152	0	152
15+00 DRN	25	110	0	0	0	104	0	0	0	255	0	255
15+25 DRN	25	110	0	0	0	102	0	0	0	357	0	357
15+50 DRN	25	117	0	0	0	105	0	0	0	463	0	463
15+75 DRN	25	113	0	0	0	106	0	0	0	569	0	569
16+00 DRN	25	113	0	0	0	105	0	0	0	673	0	673
16+25 DRN	25	92	0	0	0	95	0	0	0	768	0	768
16+50 DRN	25	44	0	0	0	63	0	0	0	831	0	831
16+72 DRN	22	5	0	0	0	20	0	0	0	851	0	851
16+94 DRN	22	5	0	0	0	4	0	0	0	855	0	855
				COLUMN TOTALS		855	0	0	3			

NOTES:

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2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

9

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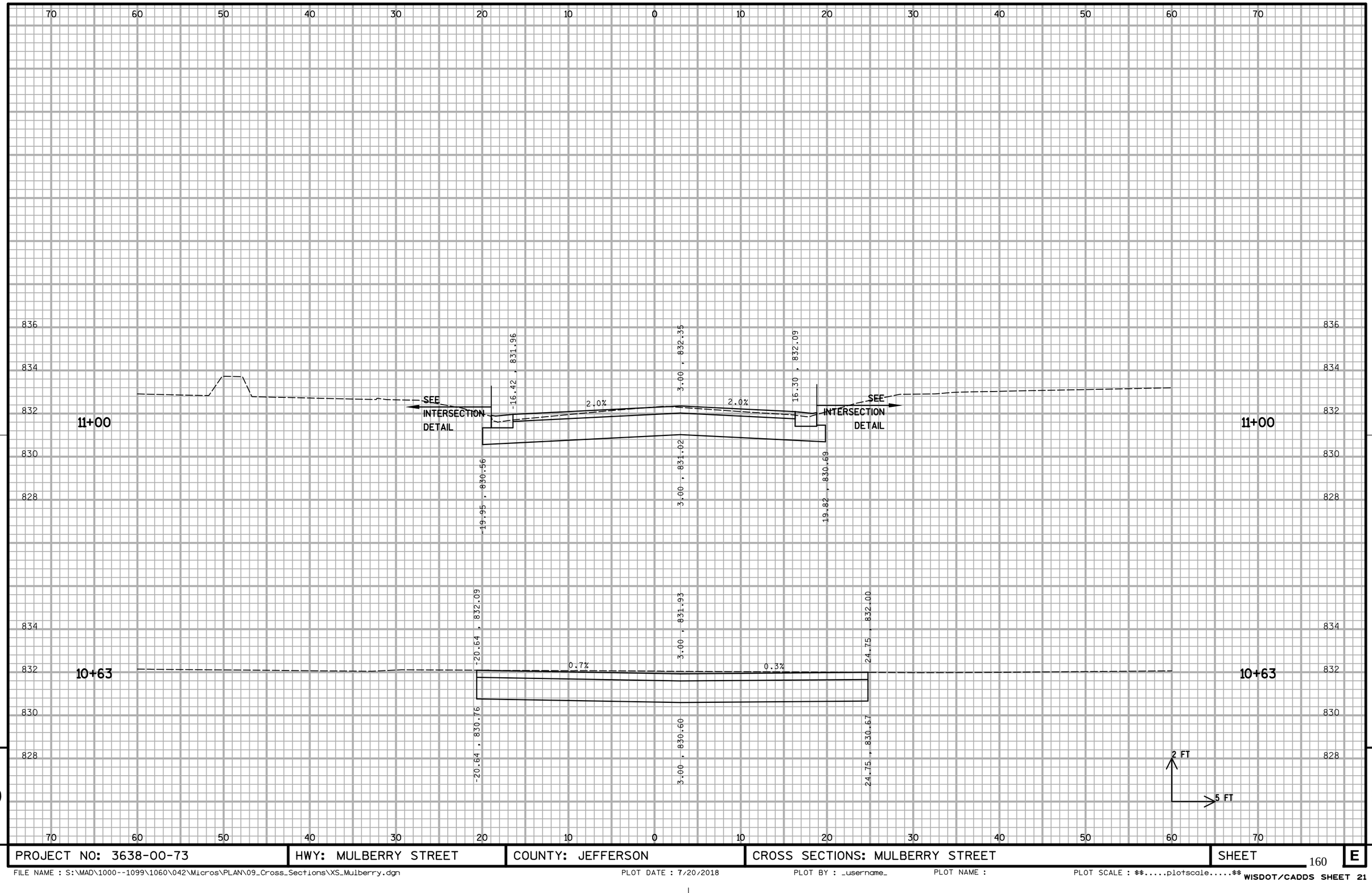
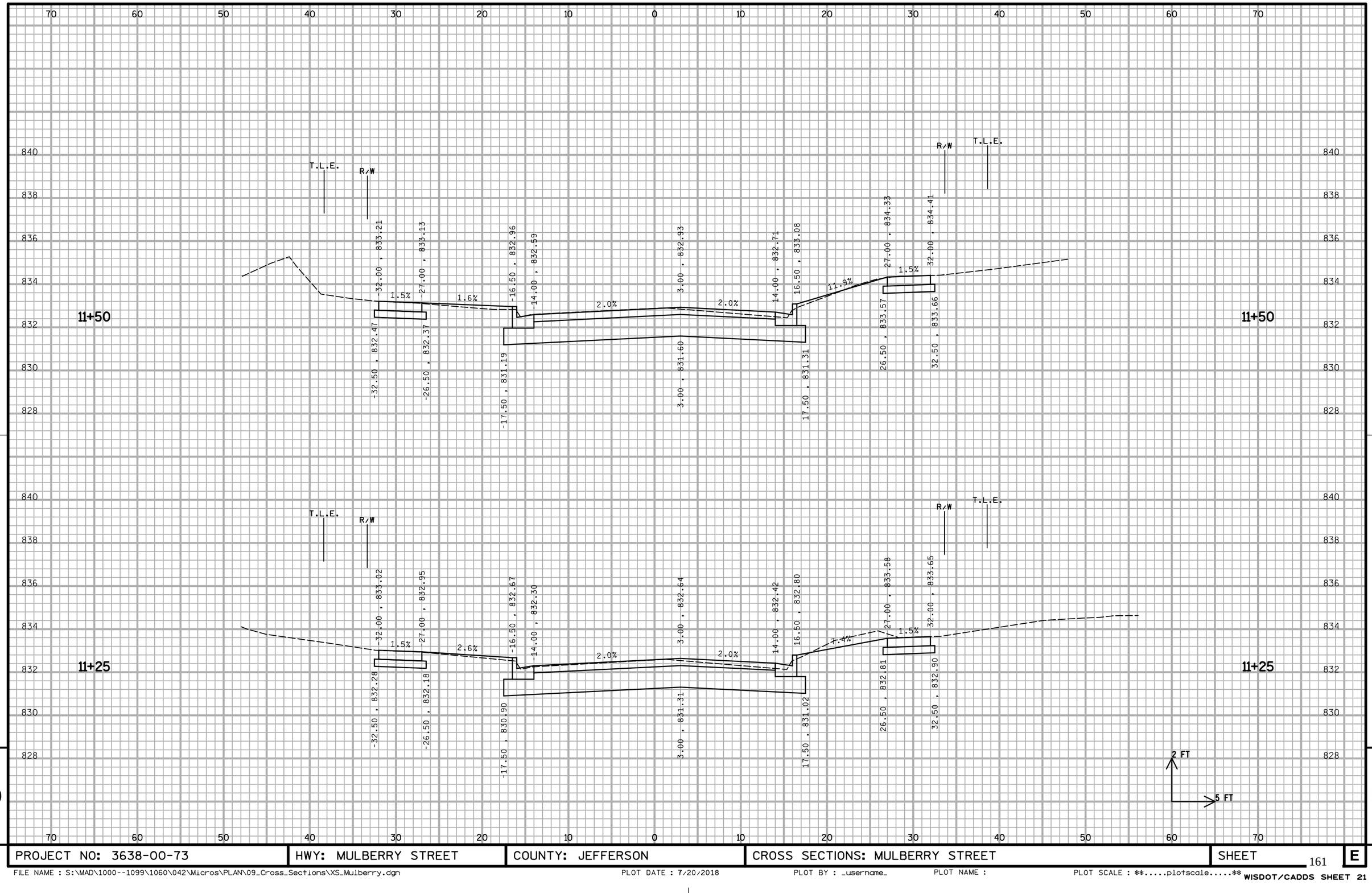
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	EARTHWORK	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\08_Earthwork\090106_ew.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 49



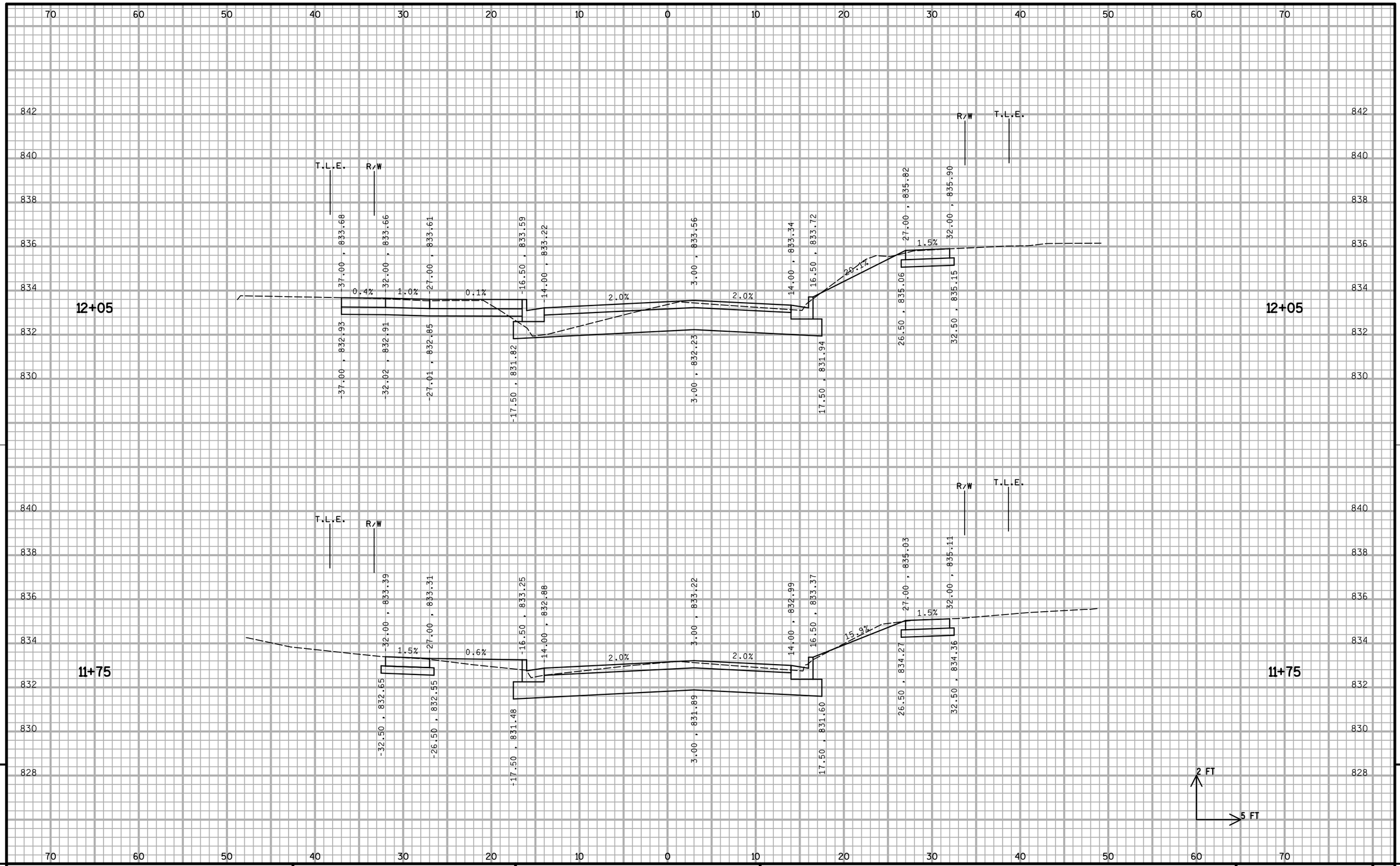
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 160	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



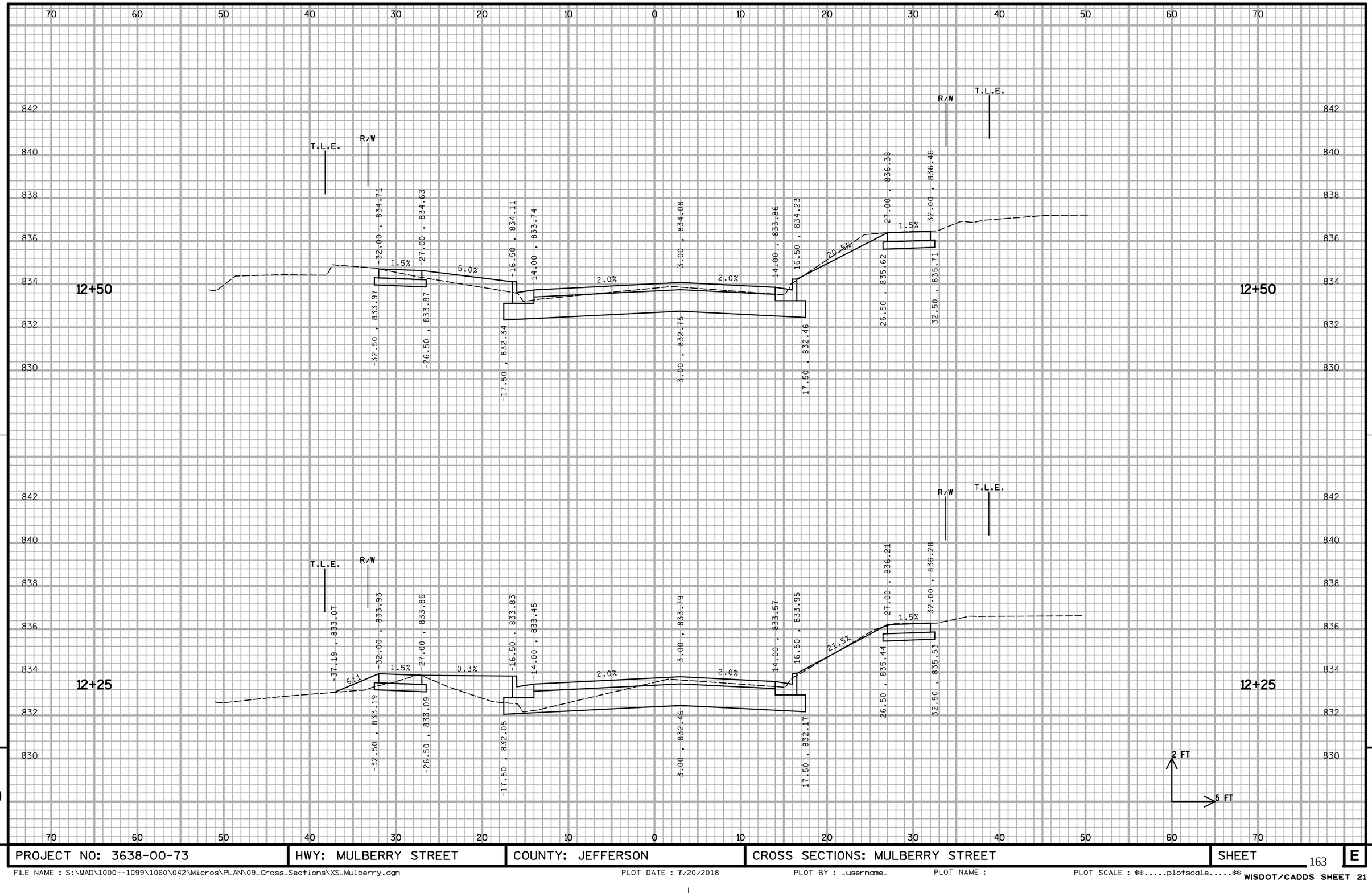
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



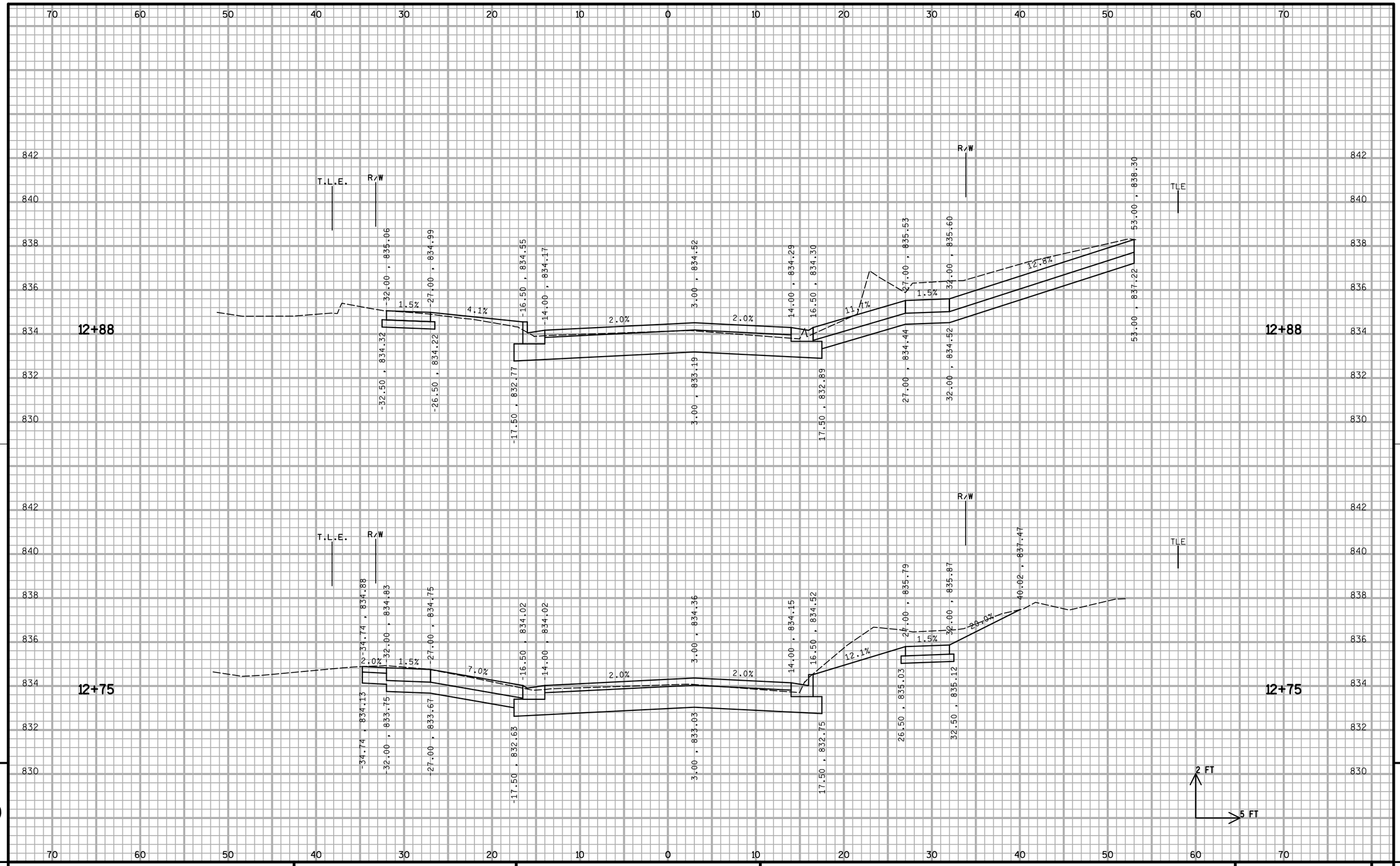
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

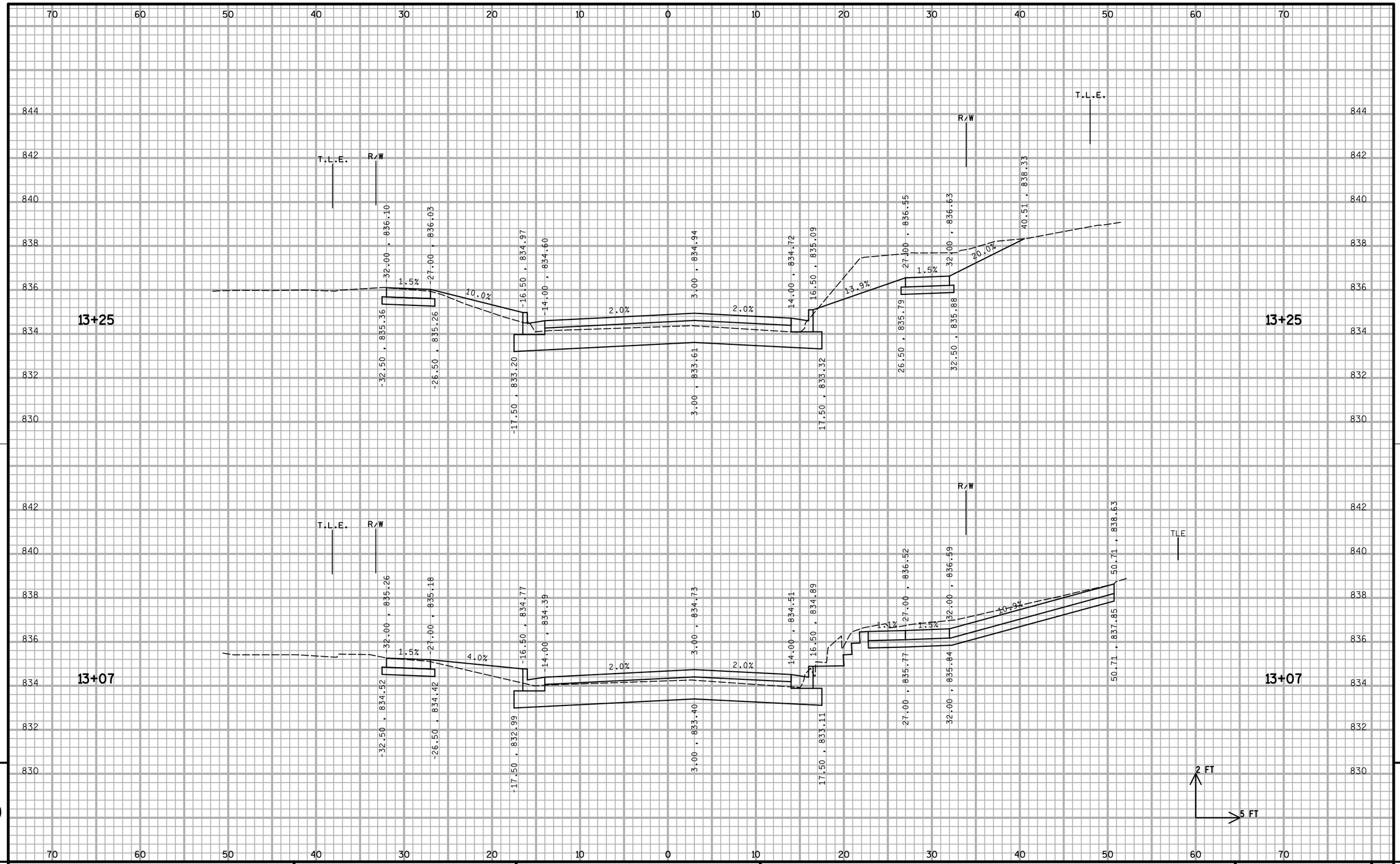


PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

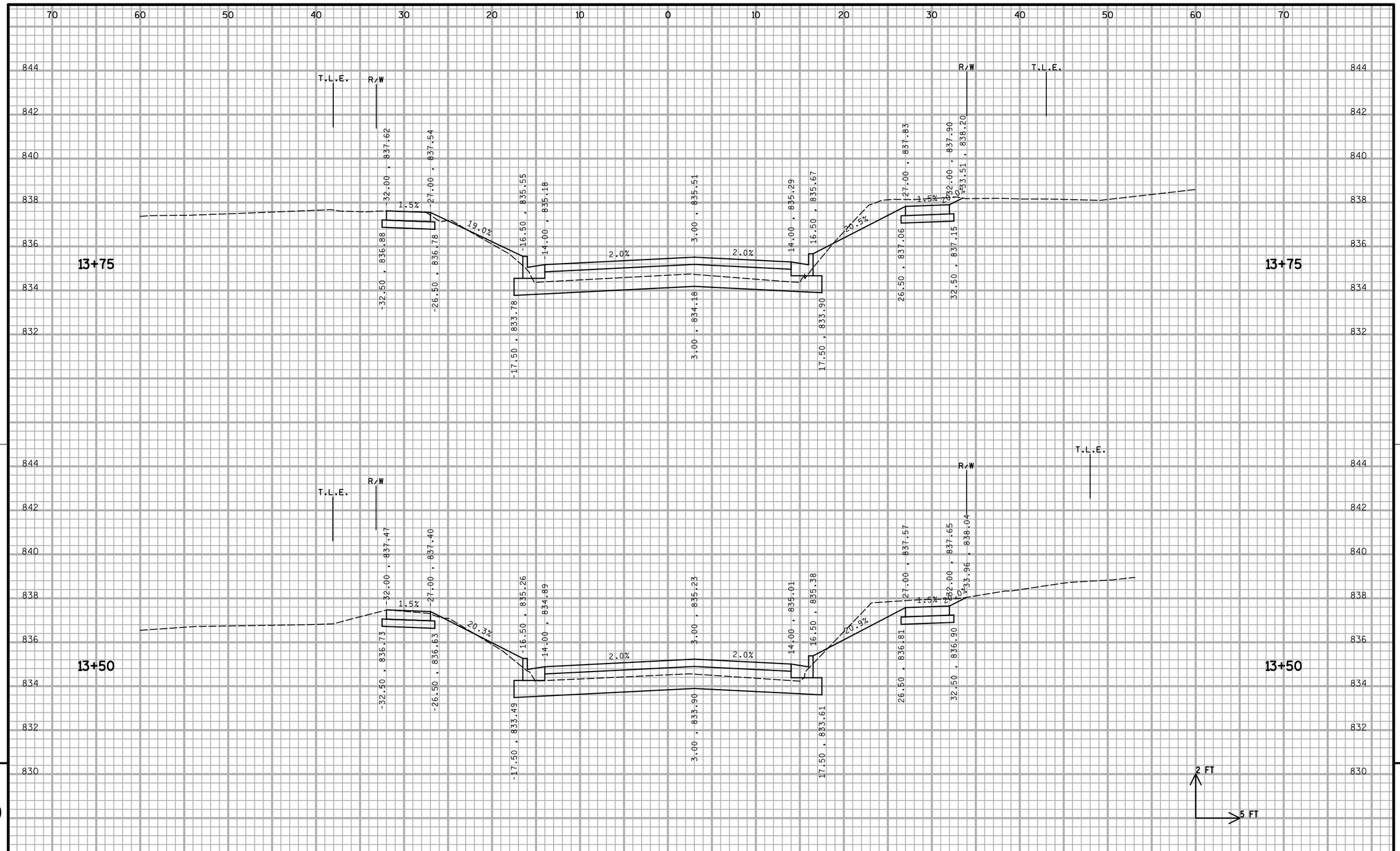


PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 164	E



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 165	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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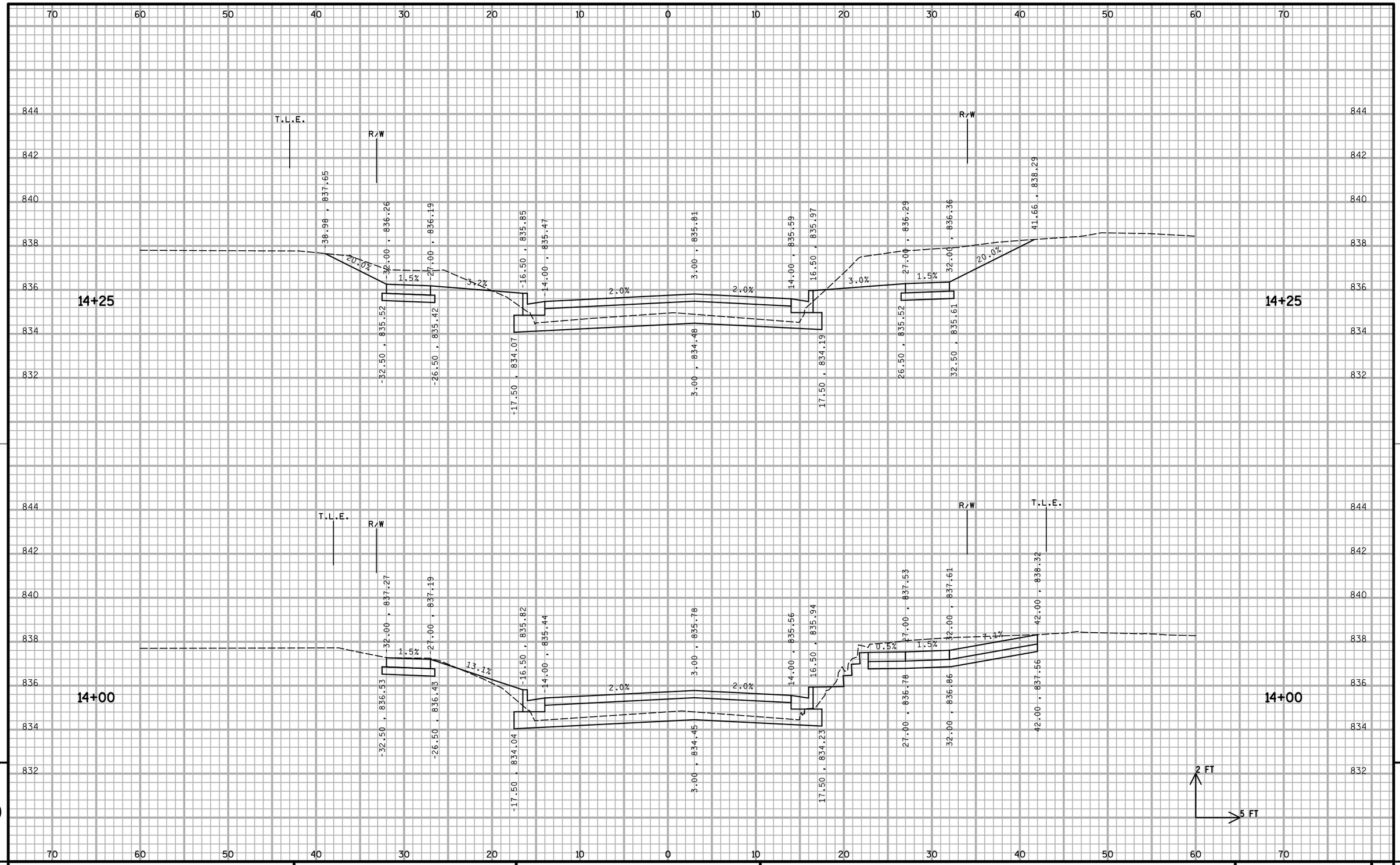
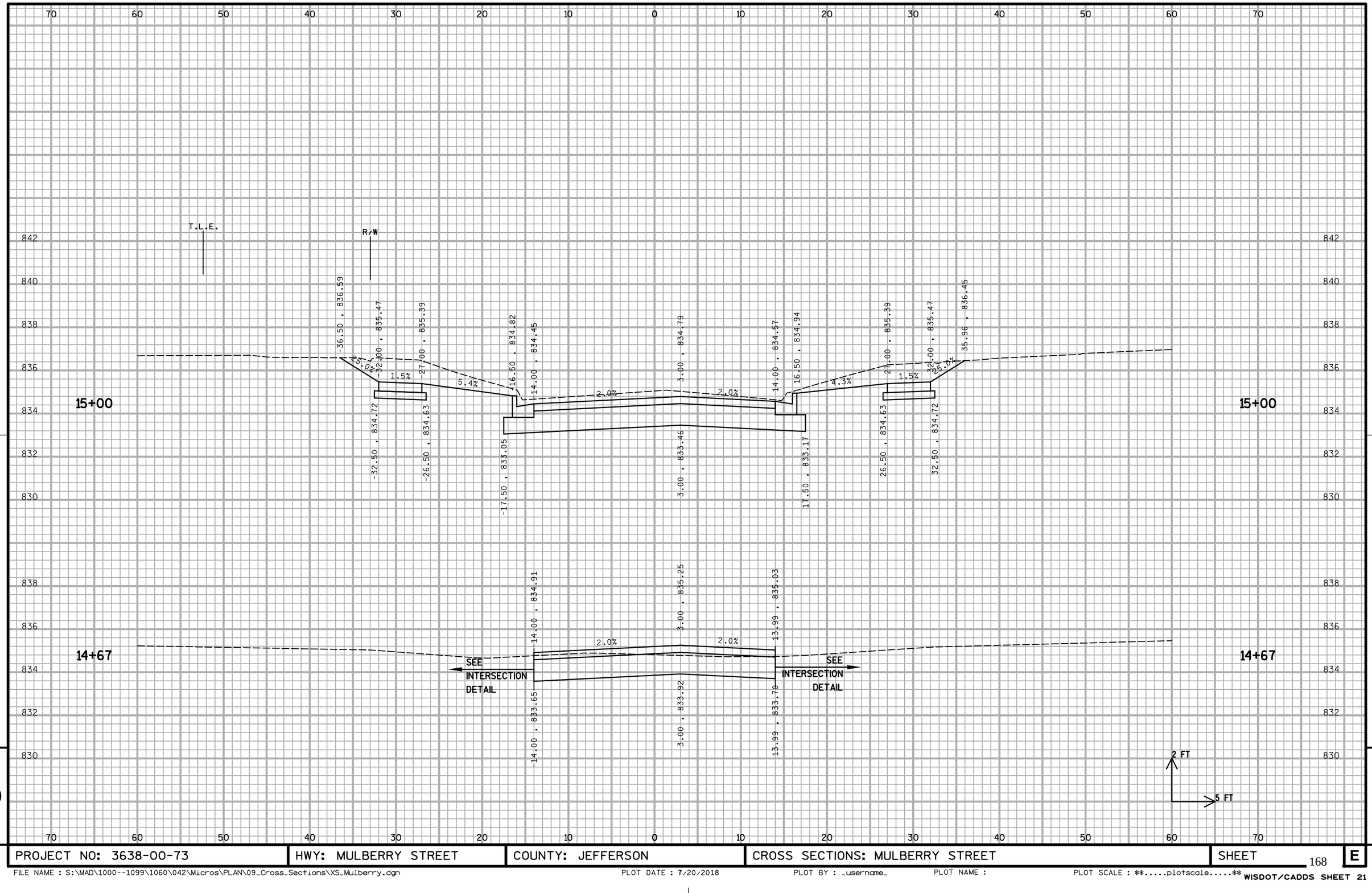
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



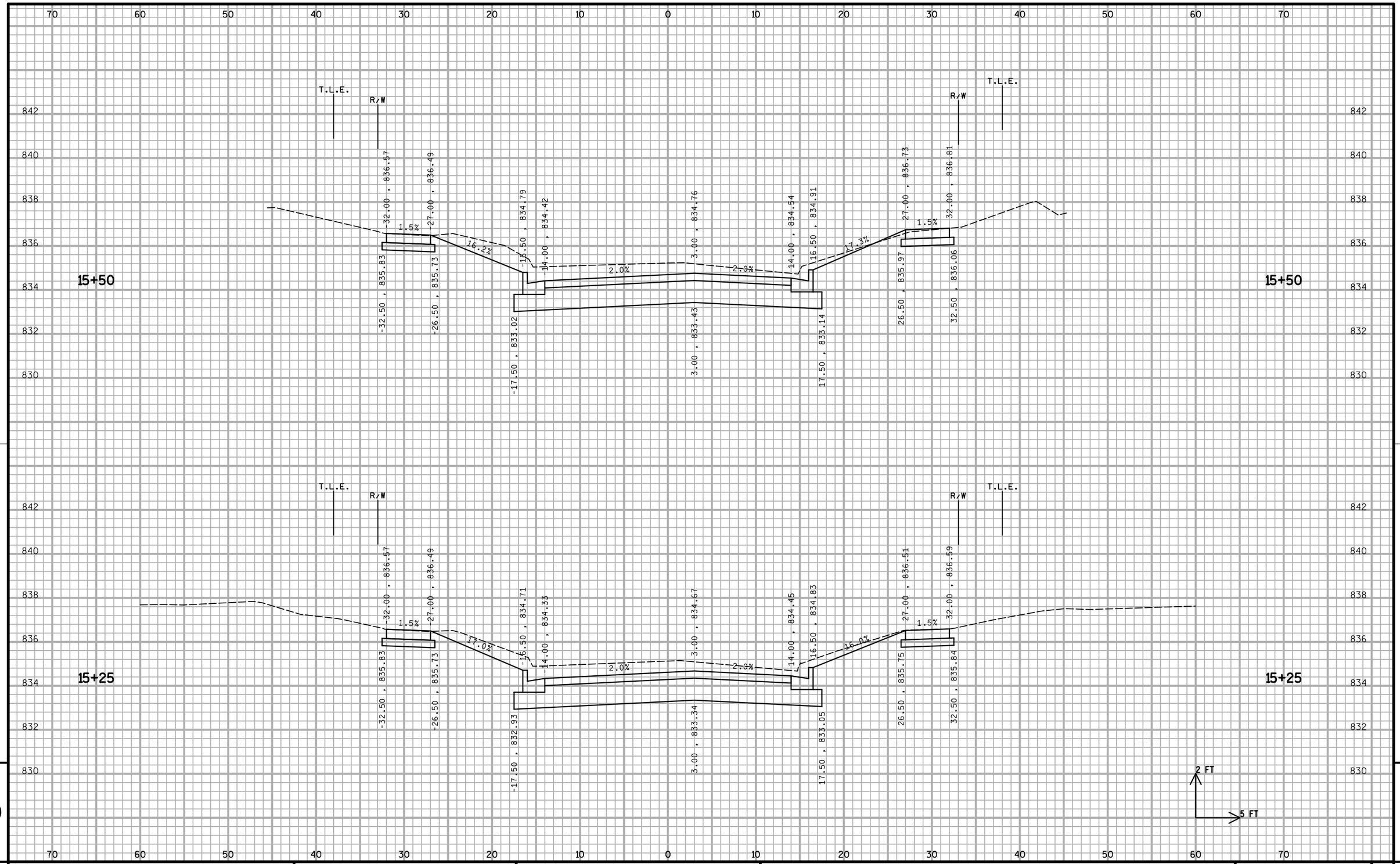
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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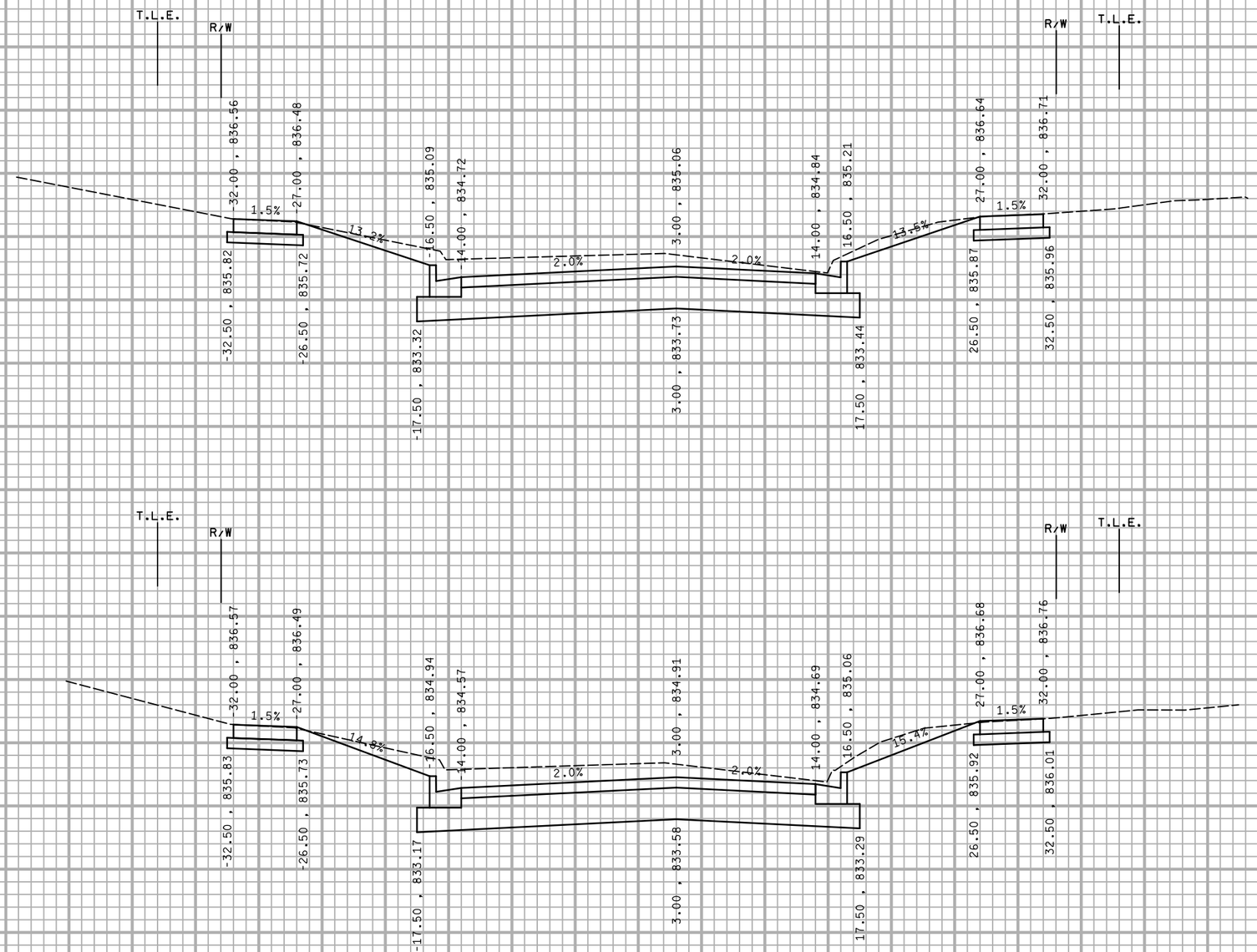
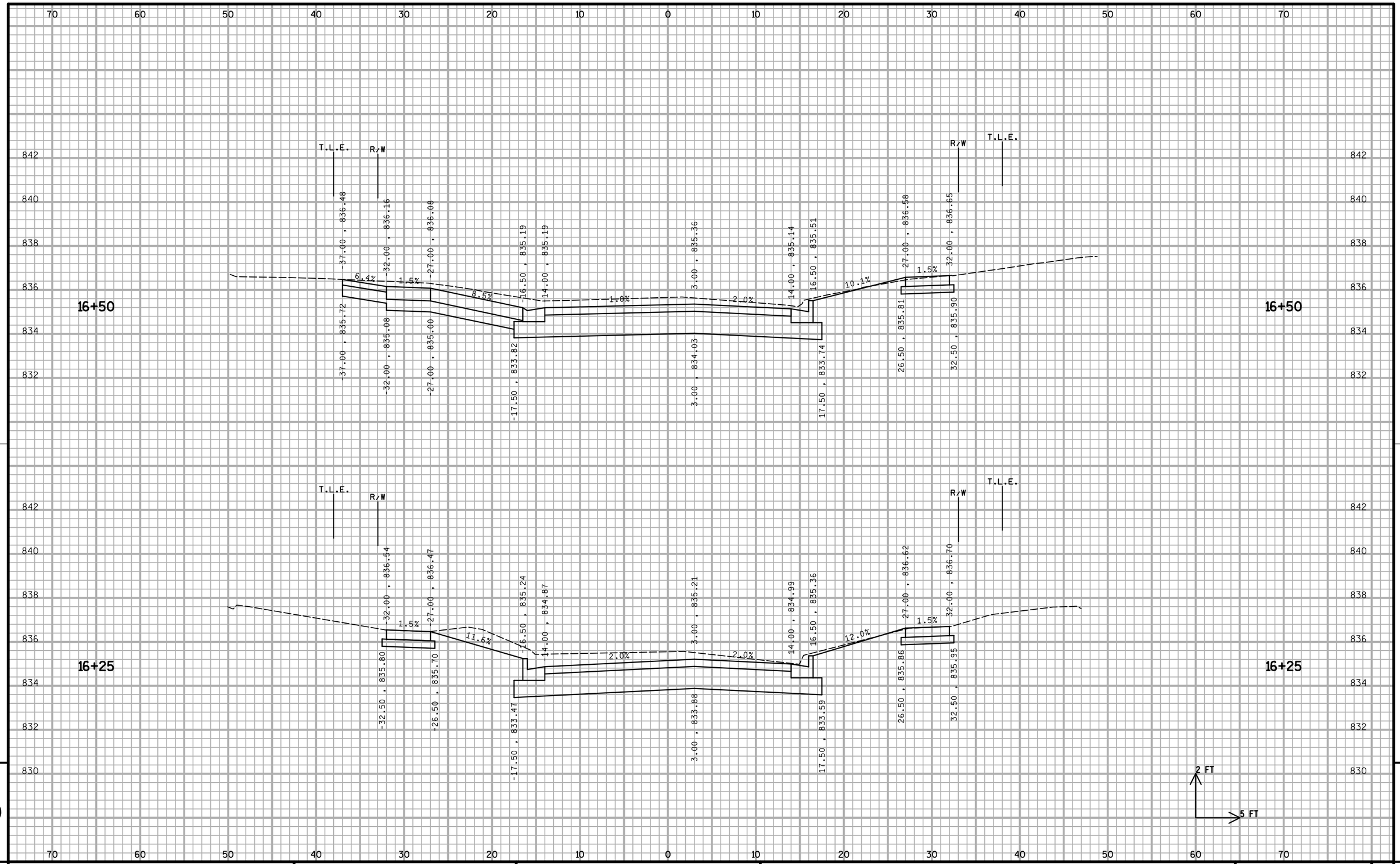
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 169	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

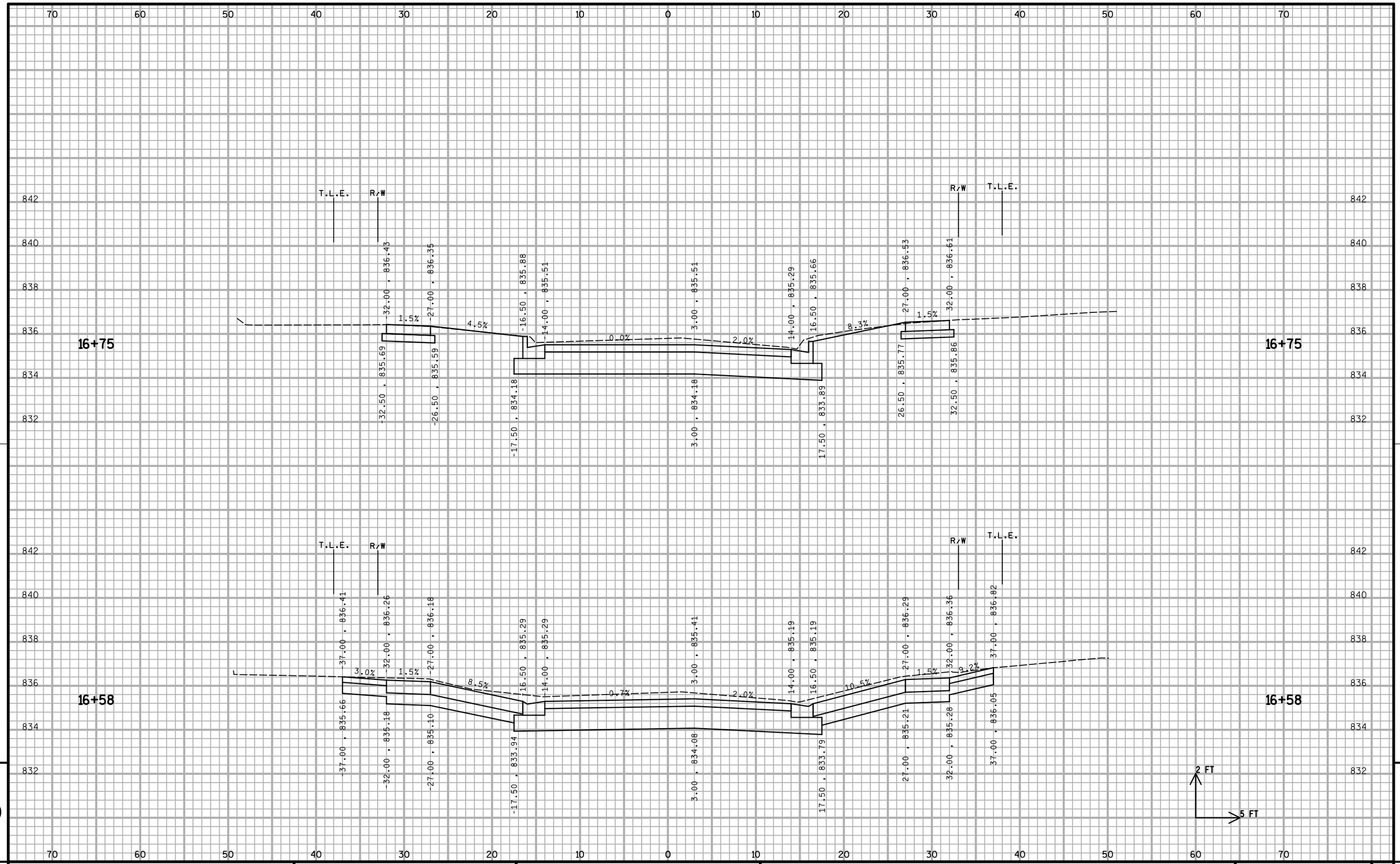


PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 170	E



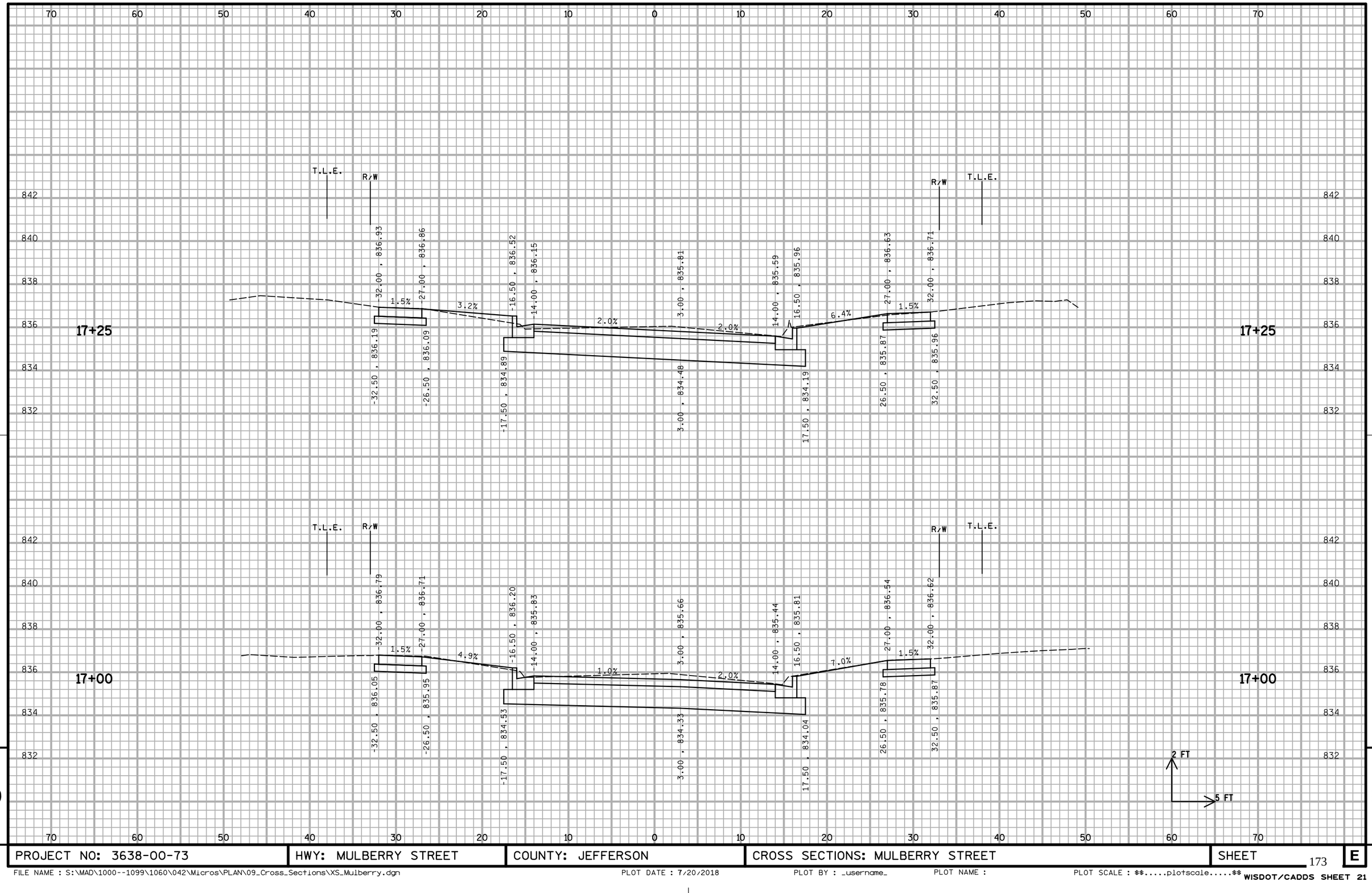
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



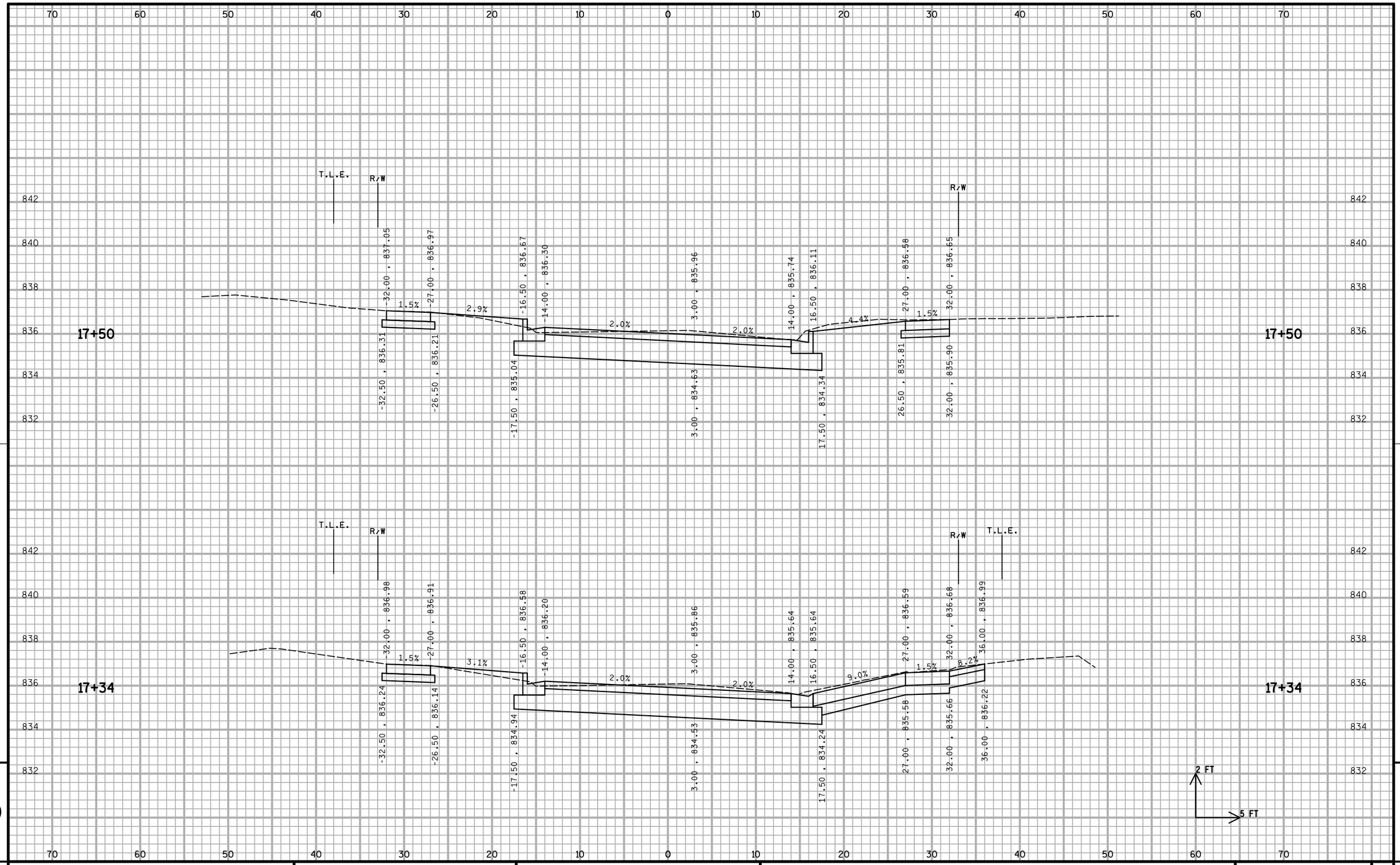
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



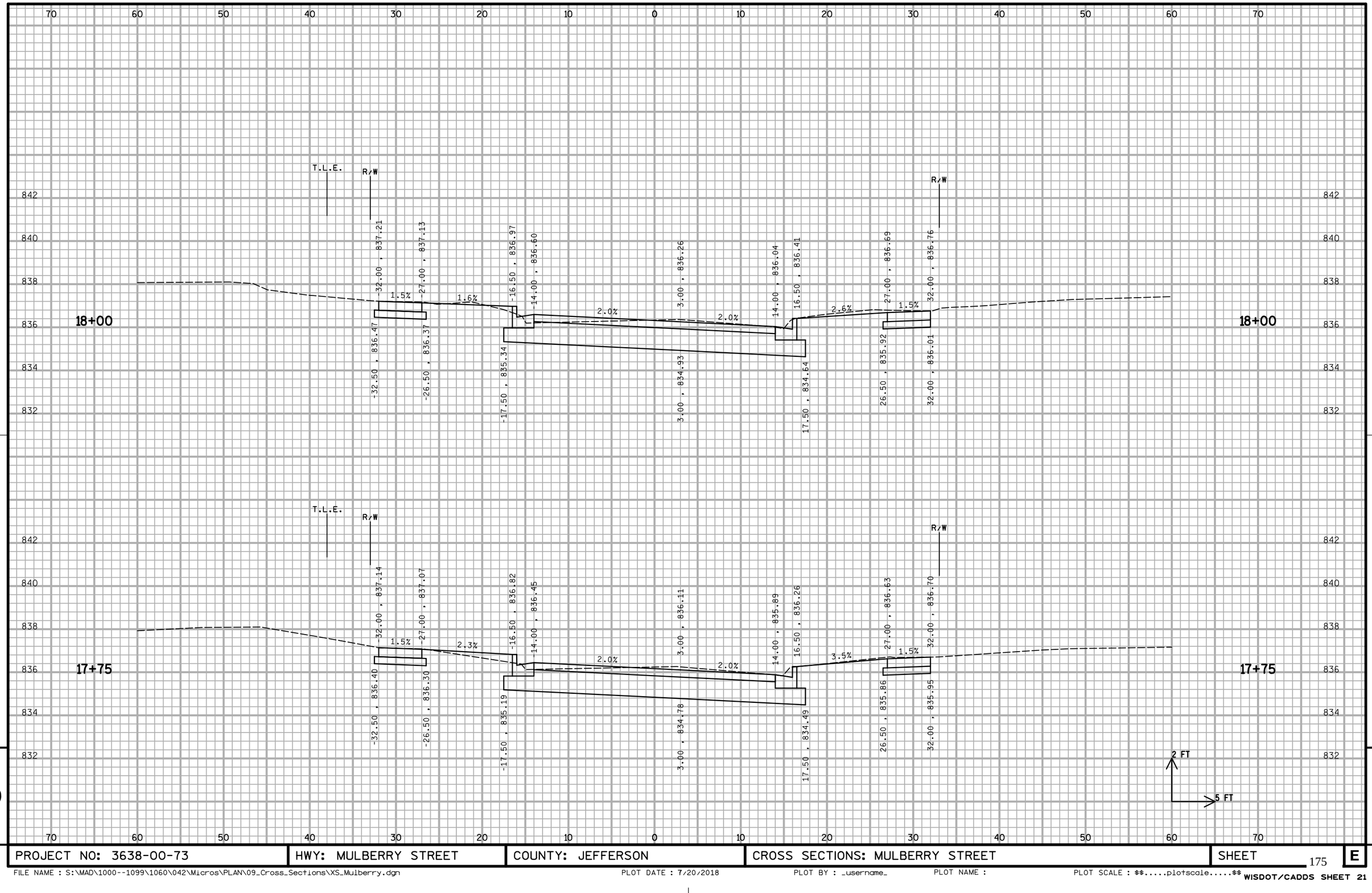
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 173	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



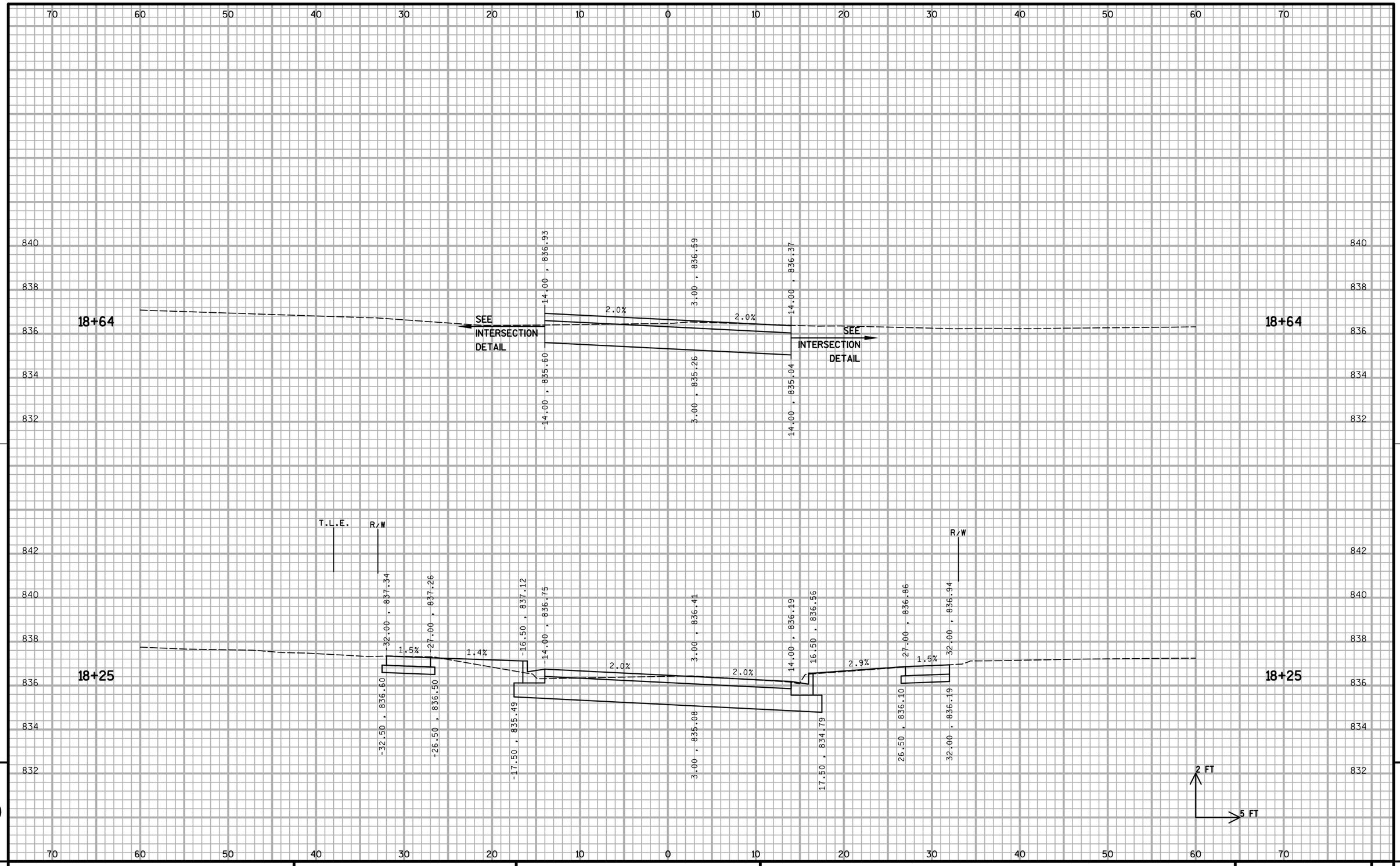
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 174	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 175	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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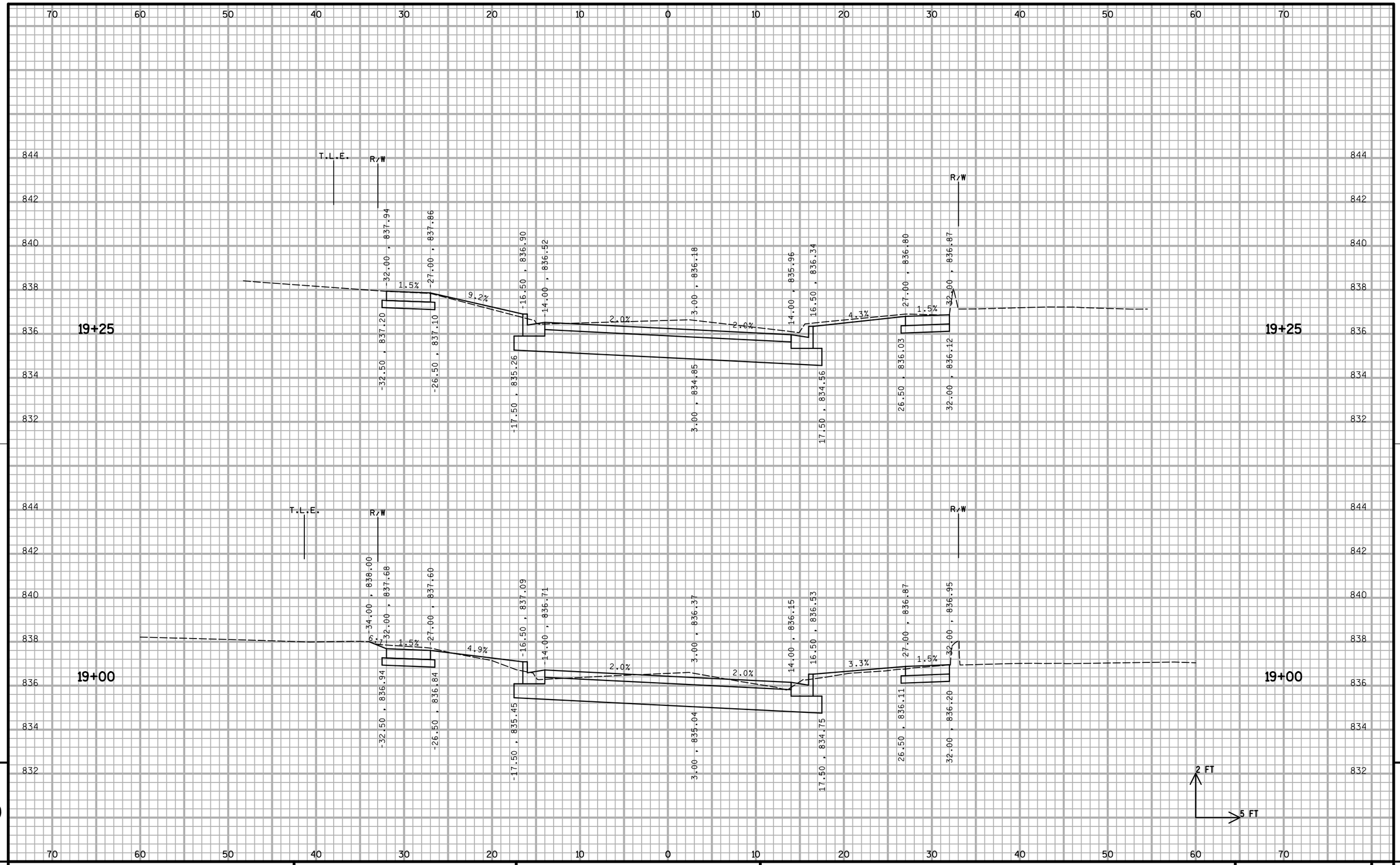
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 176	E

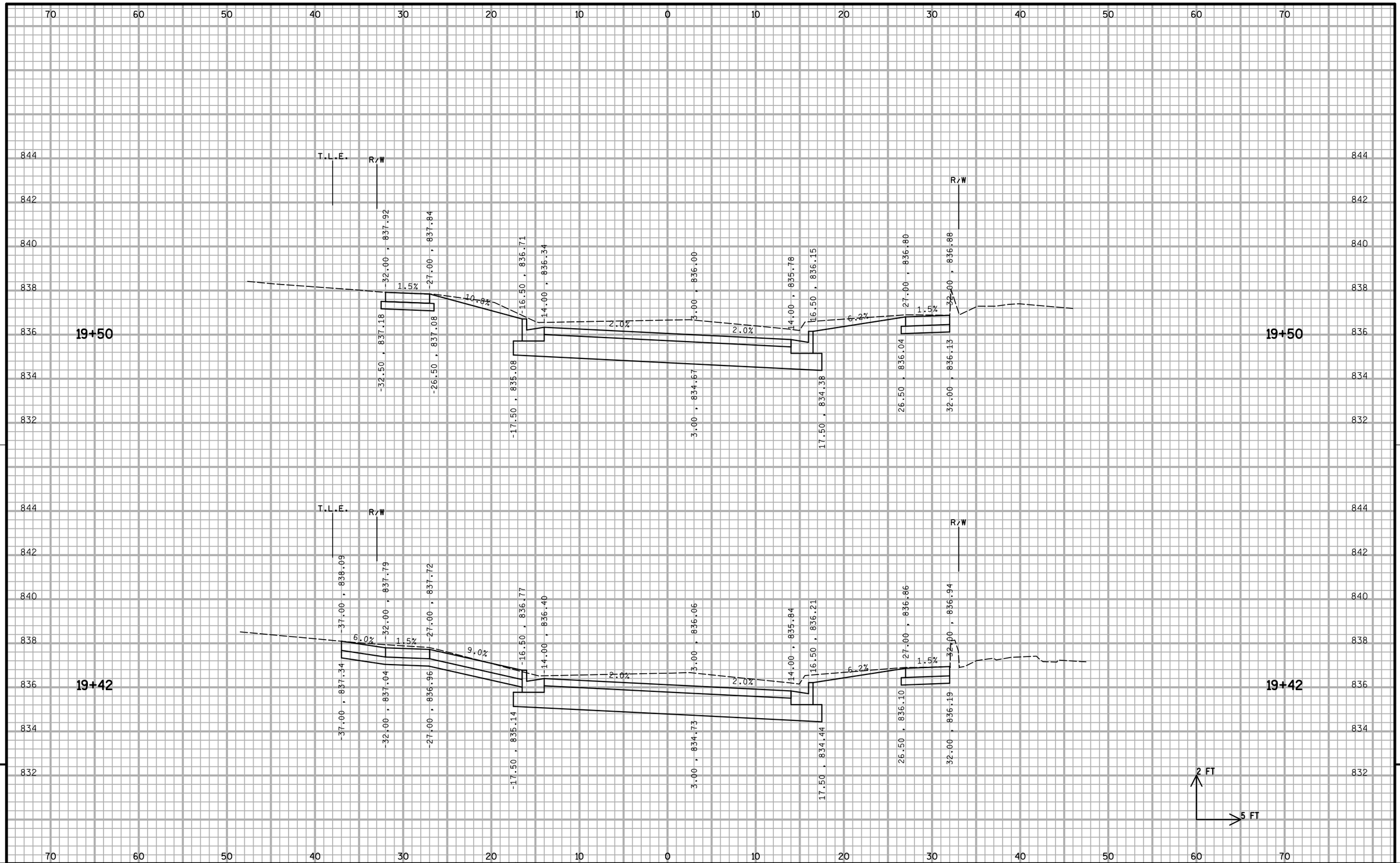
FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



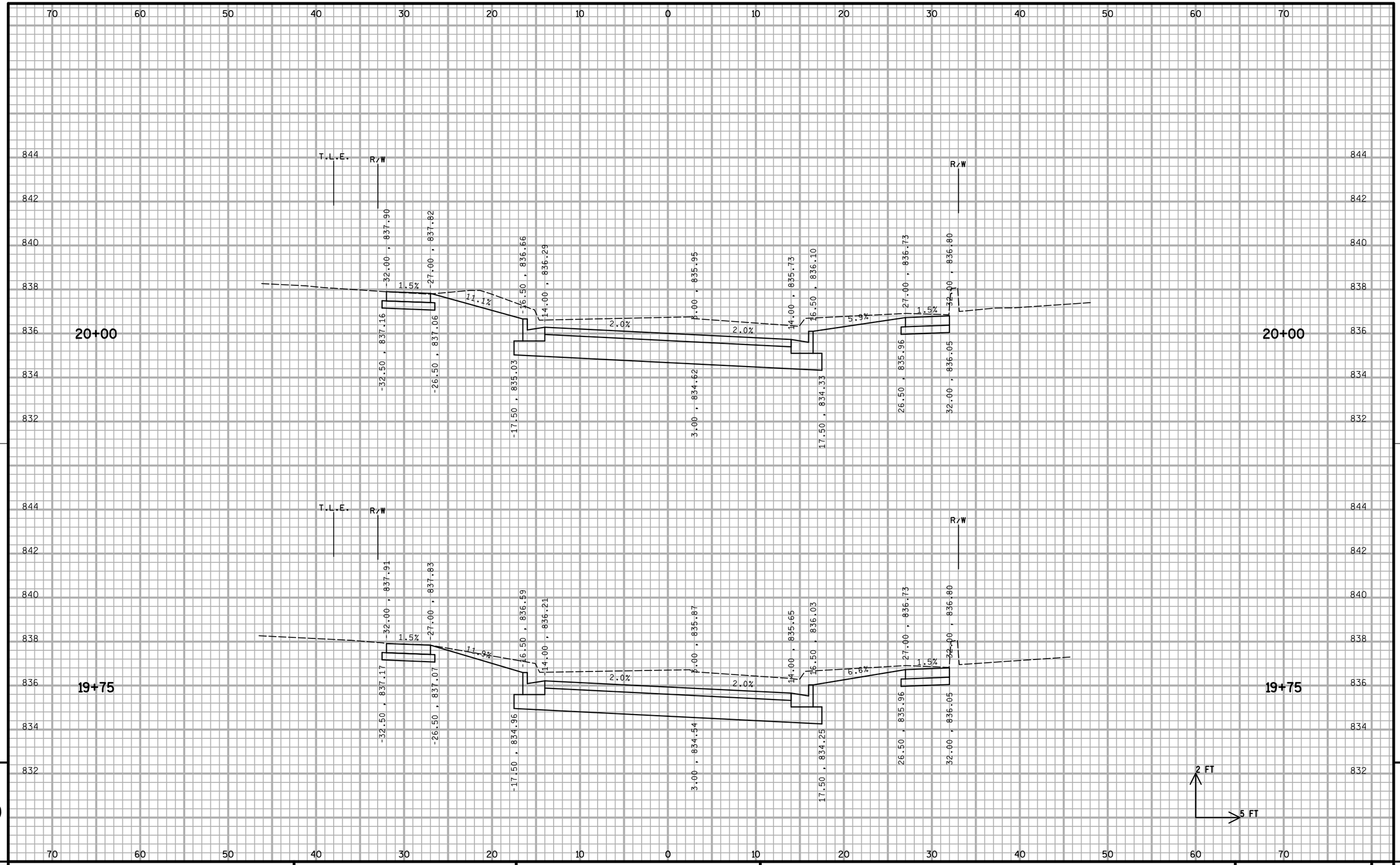
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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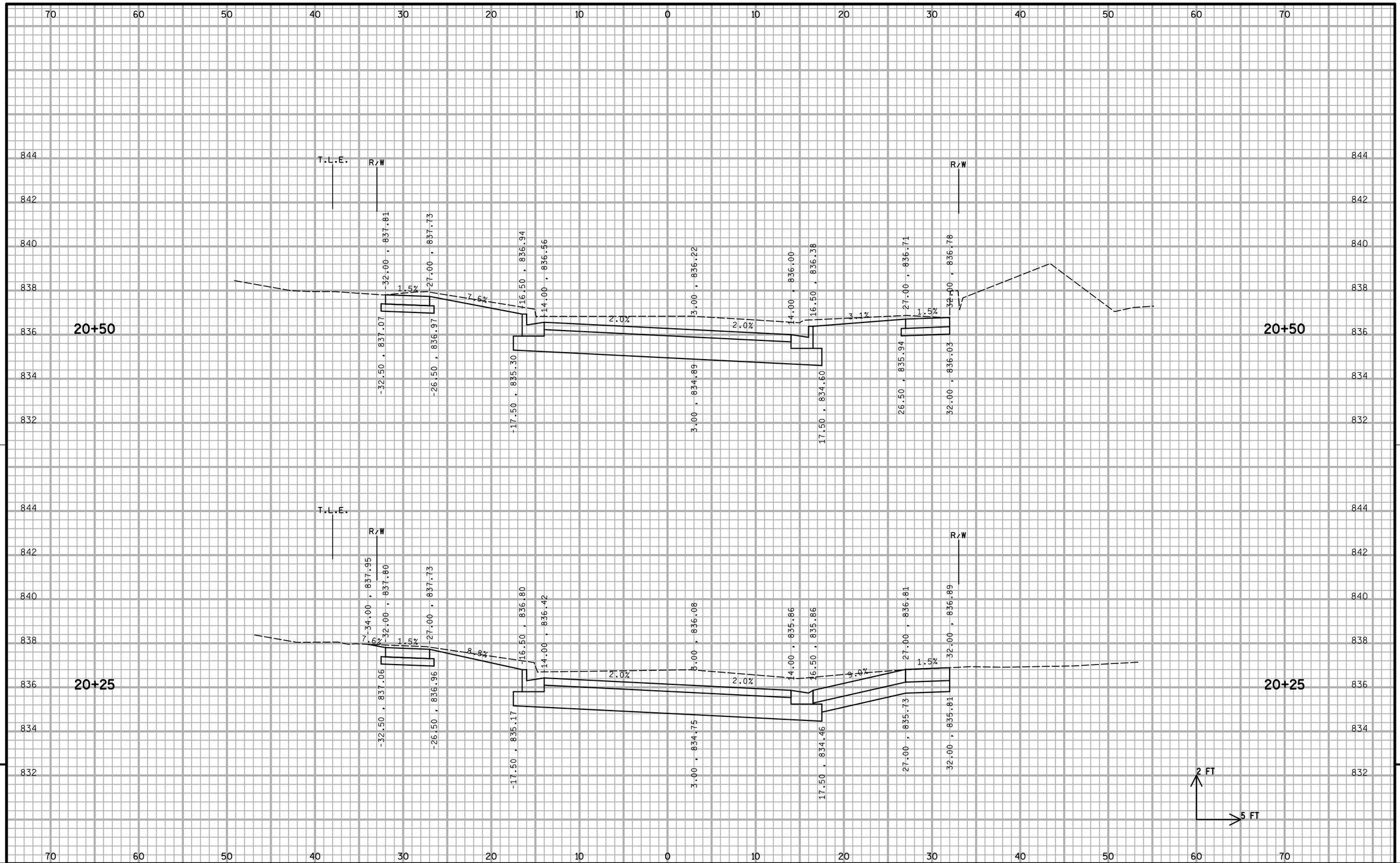
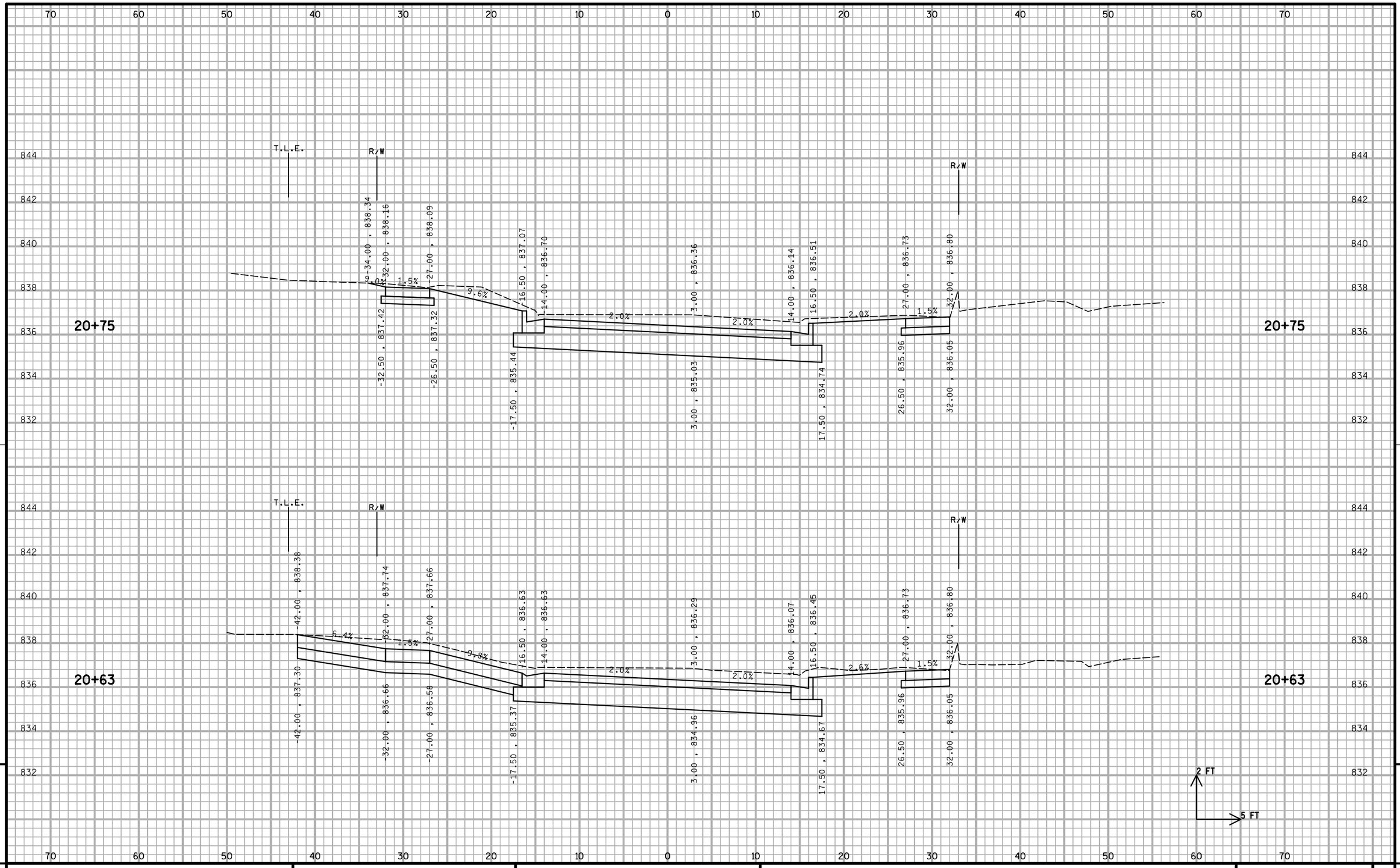
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



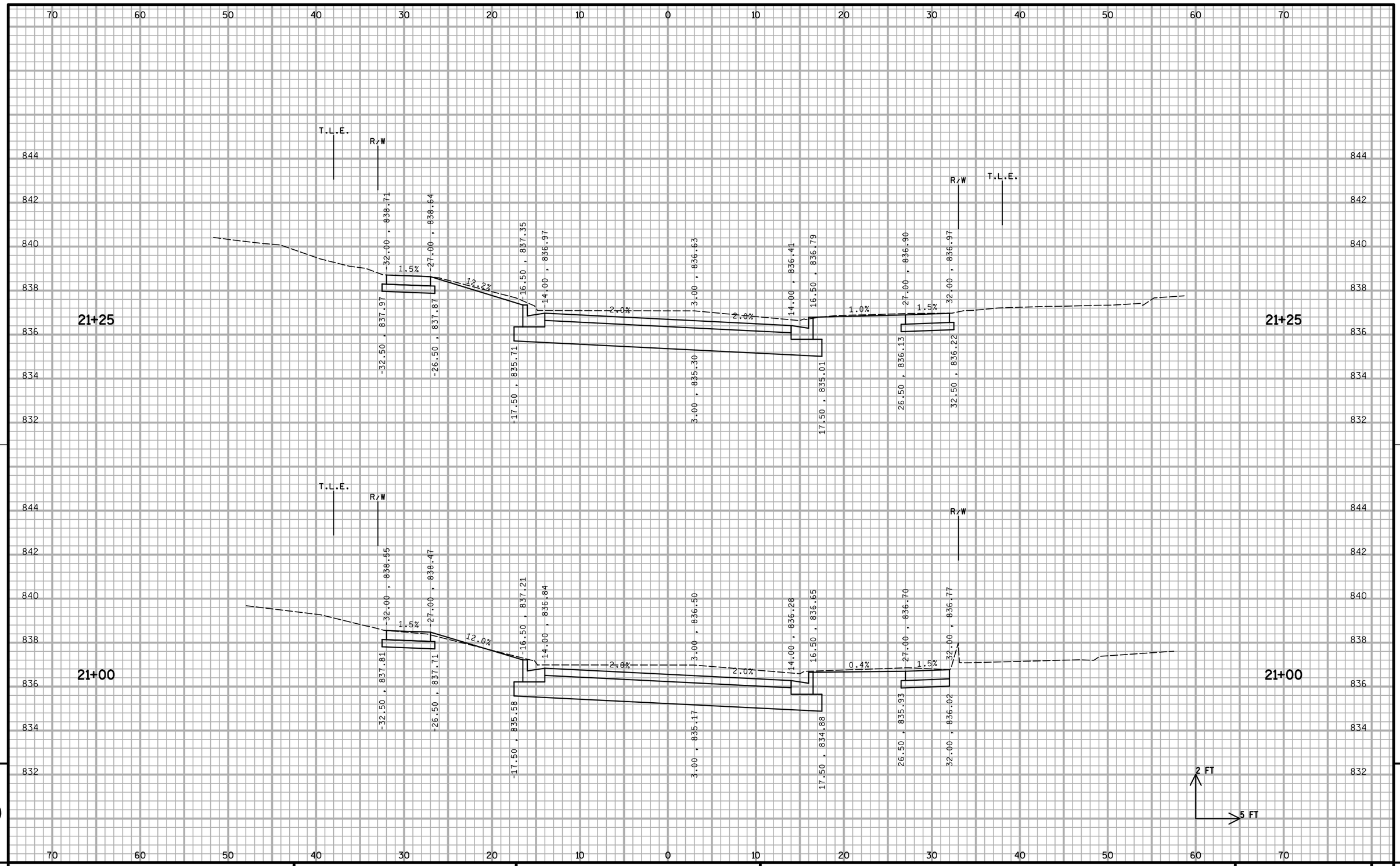
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 180	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



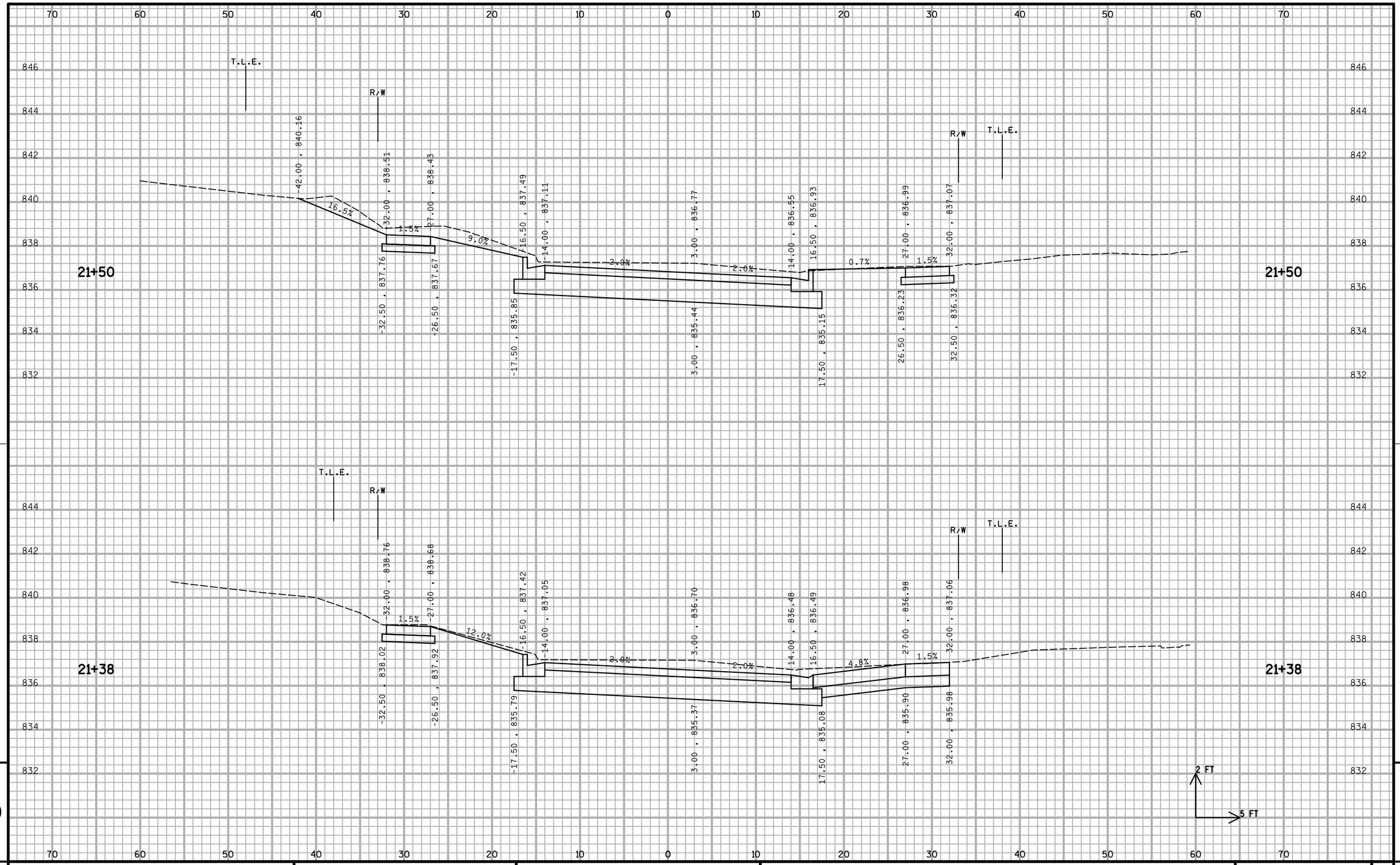
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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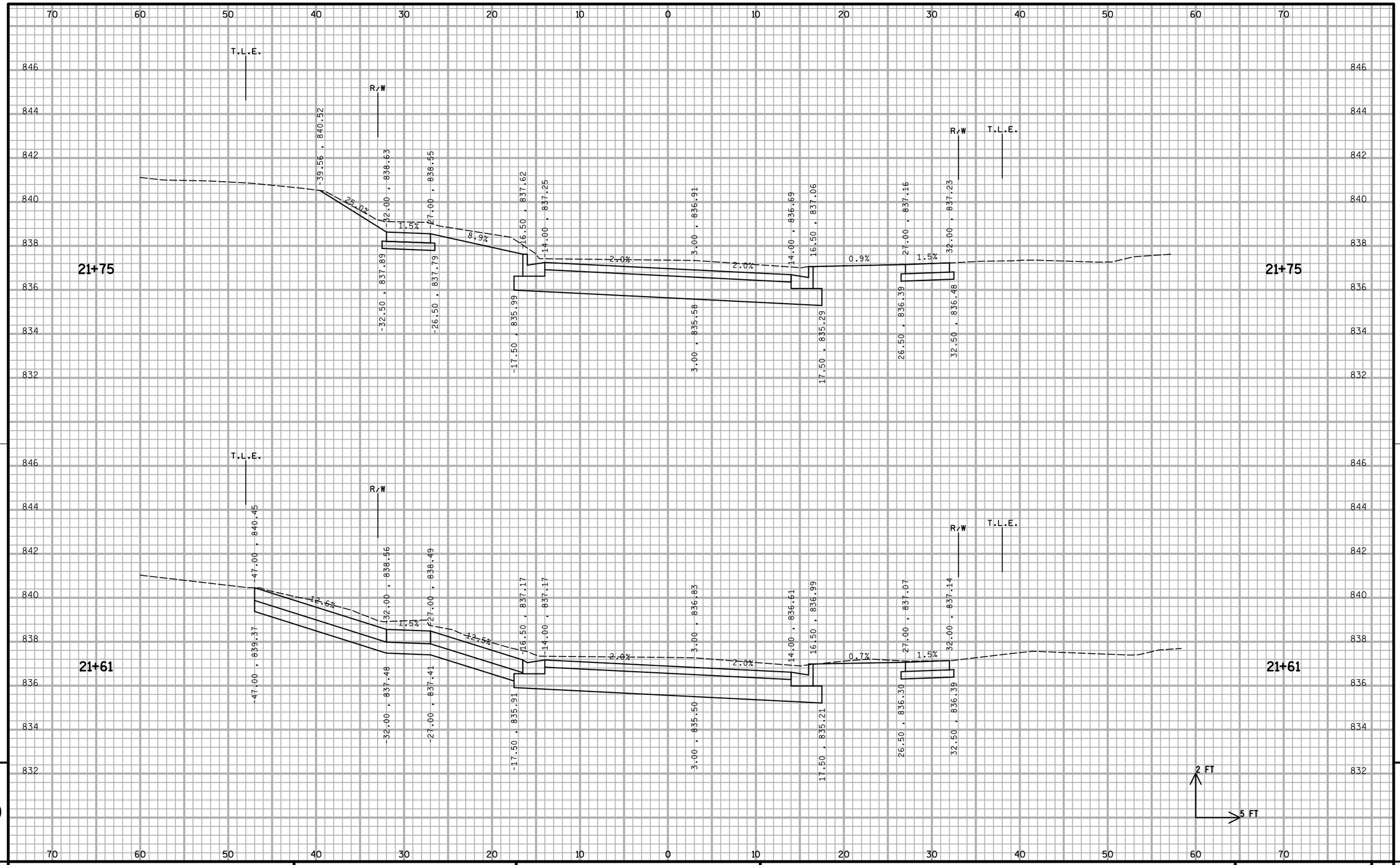
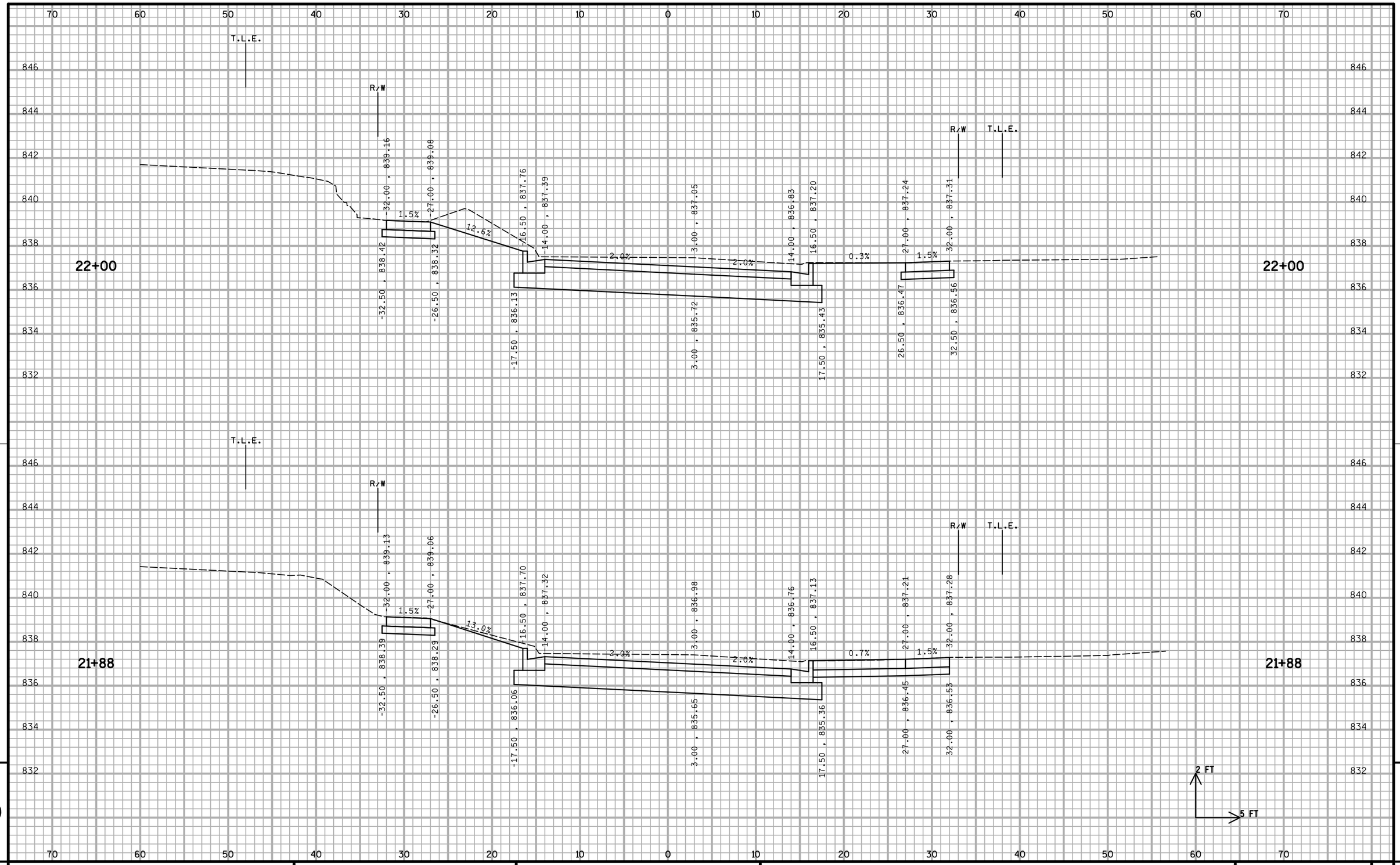
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



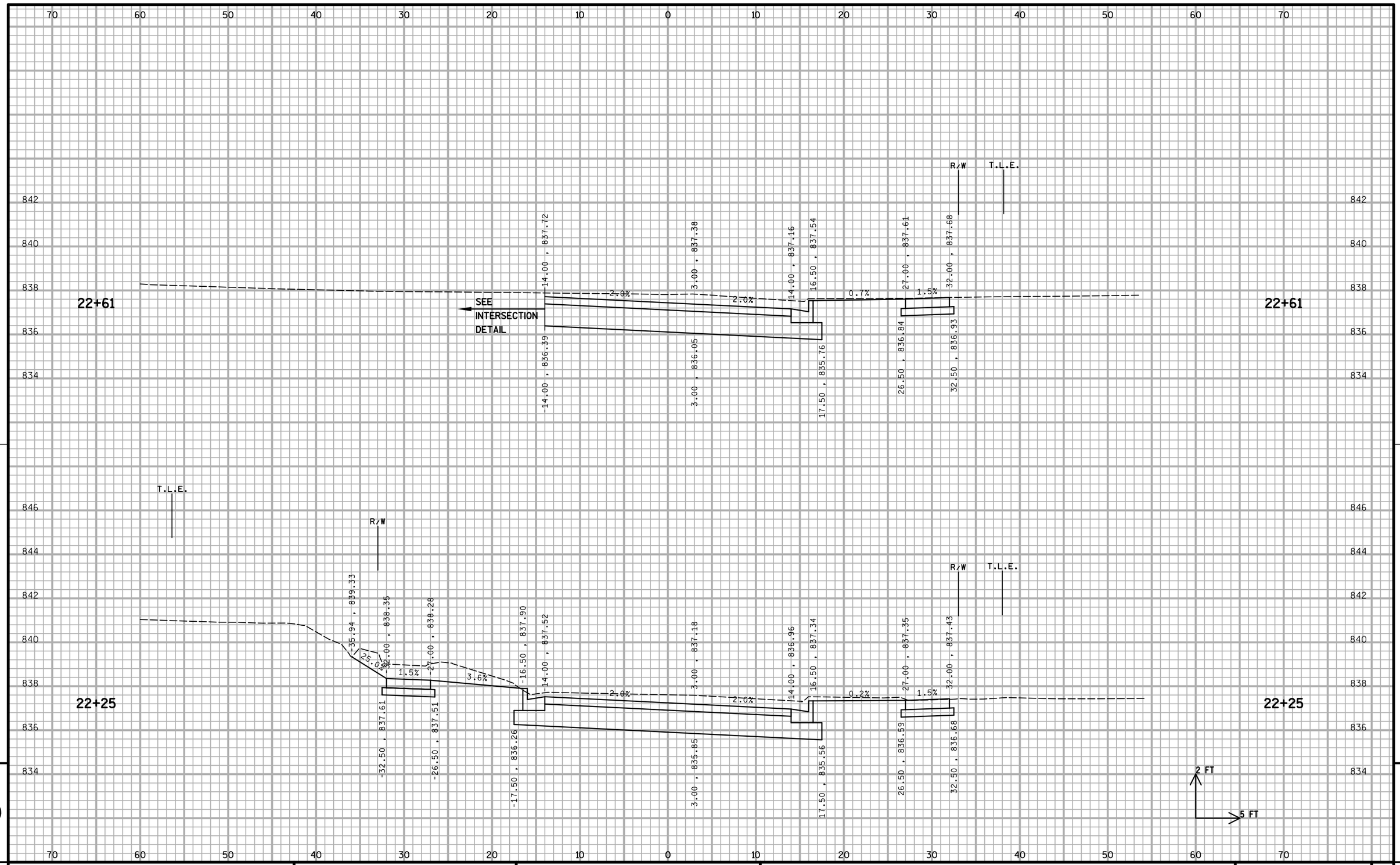
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 184	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 185	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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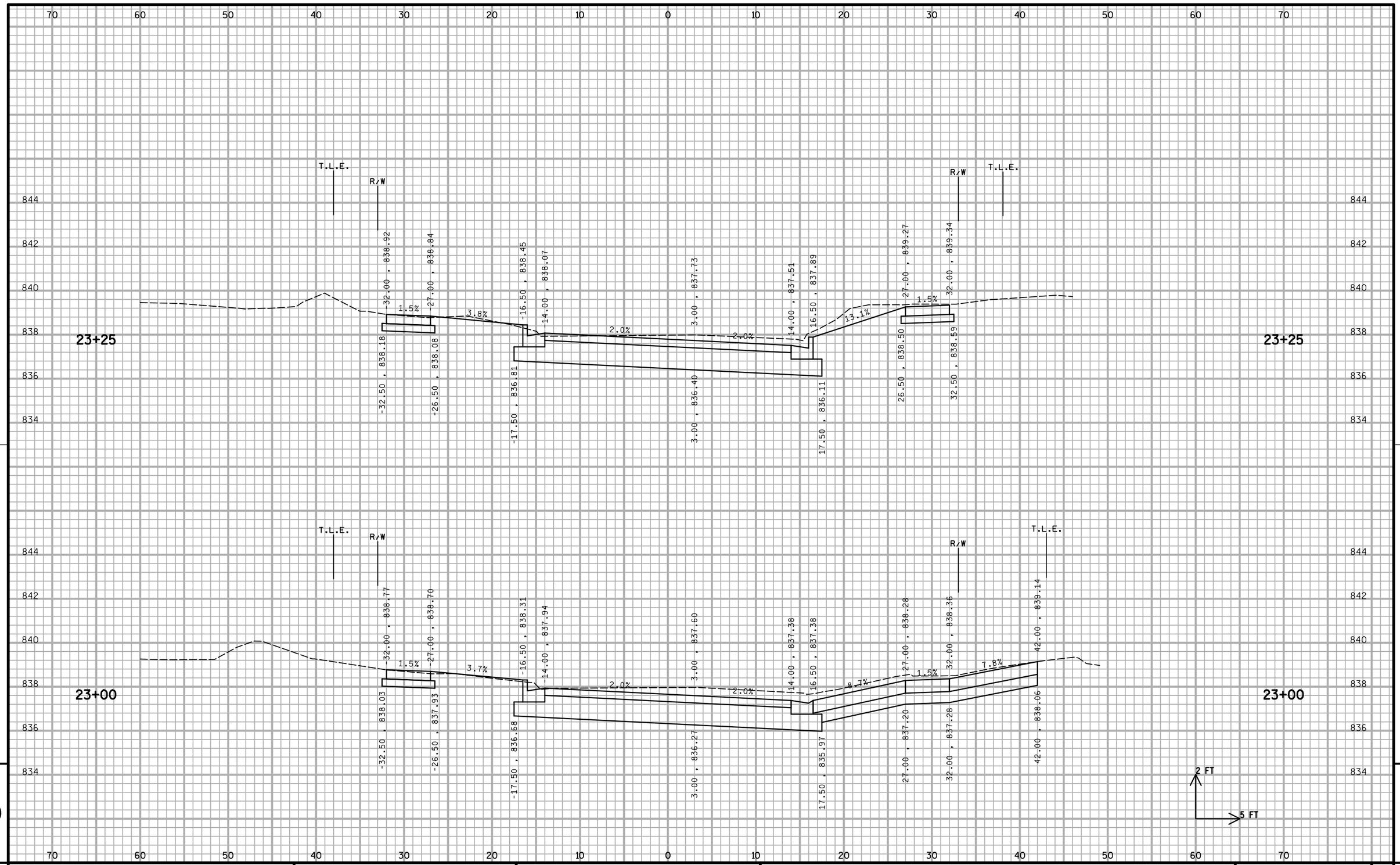
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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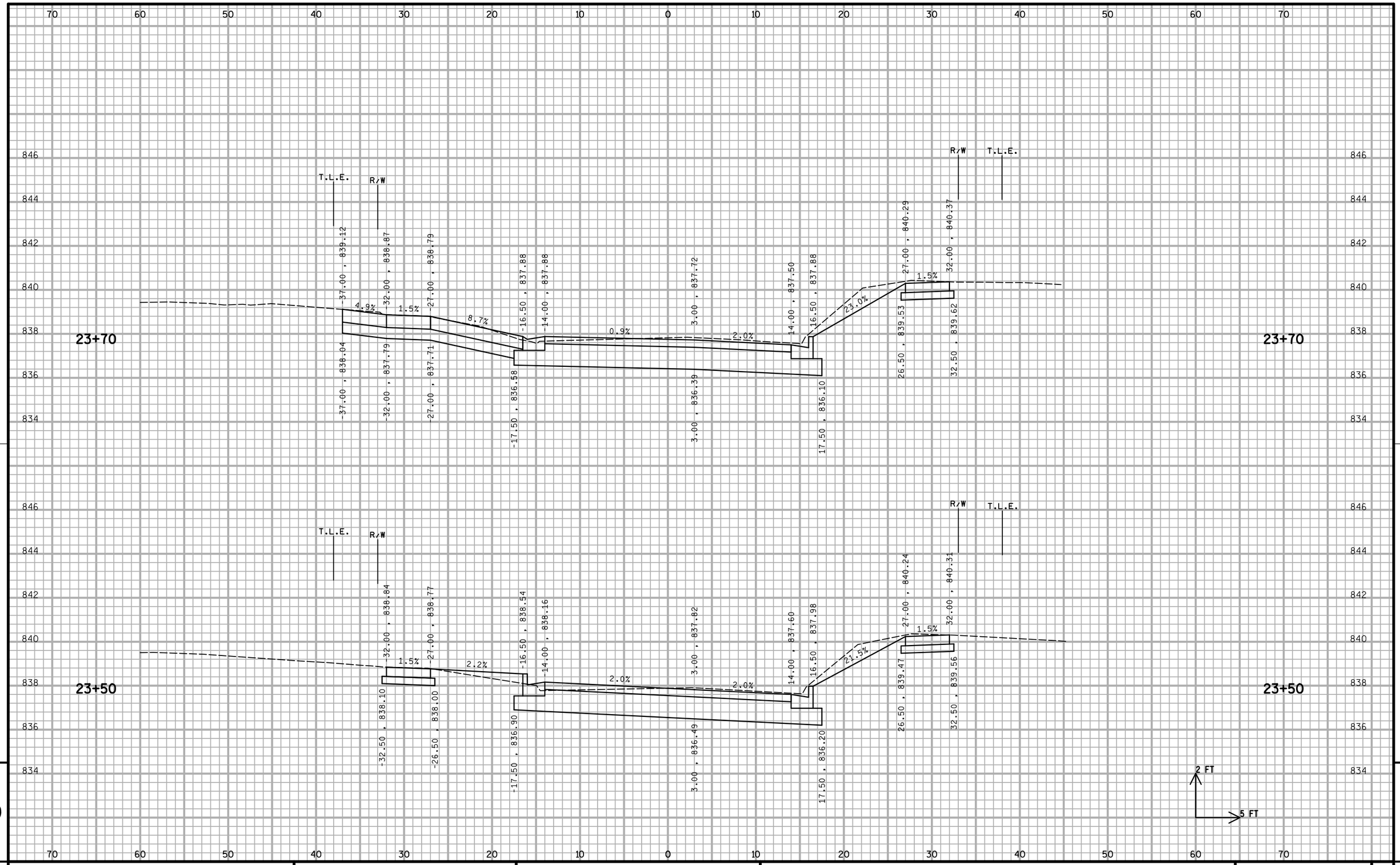
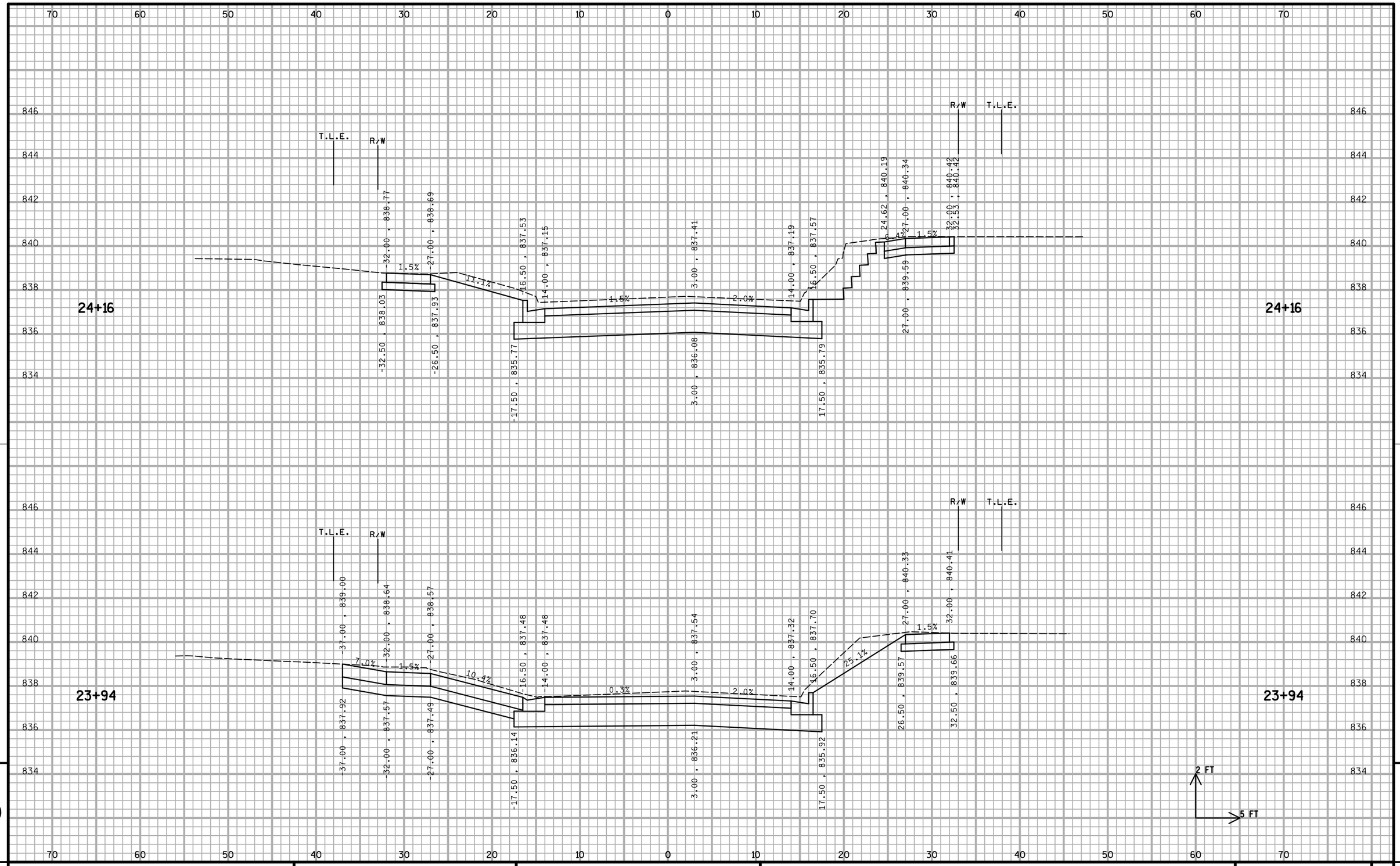
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



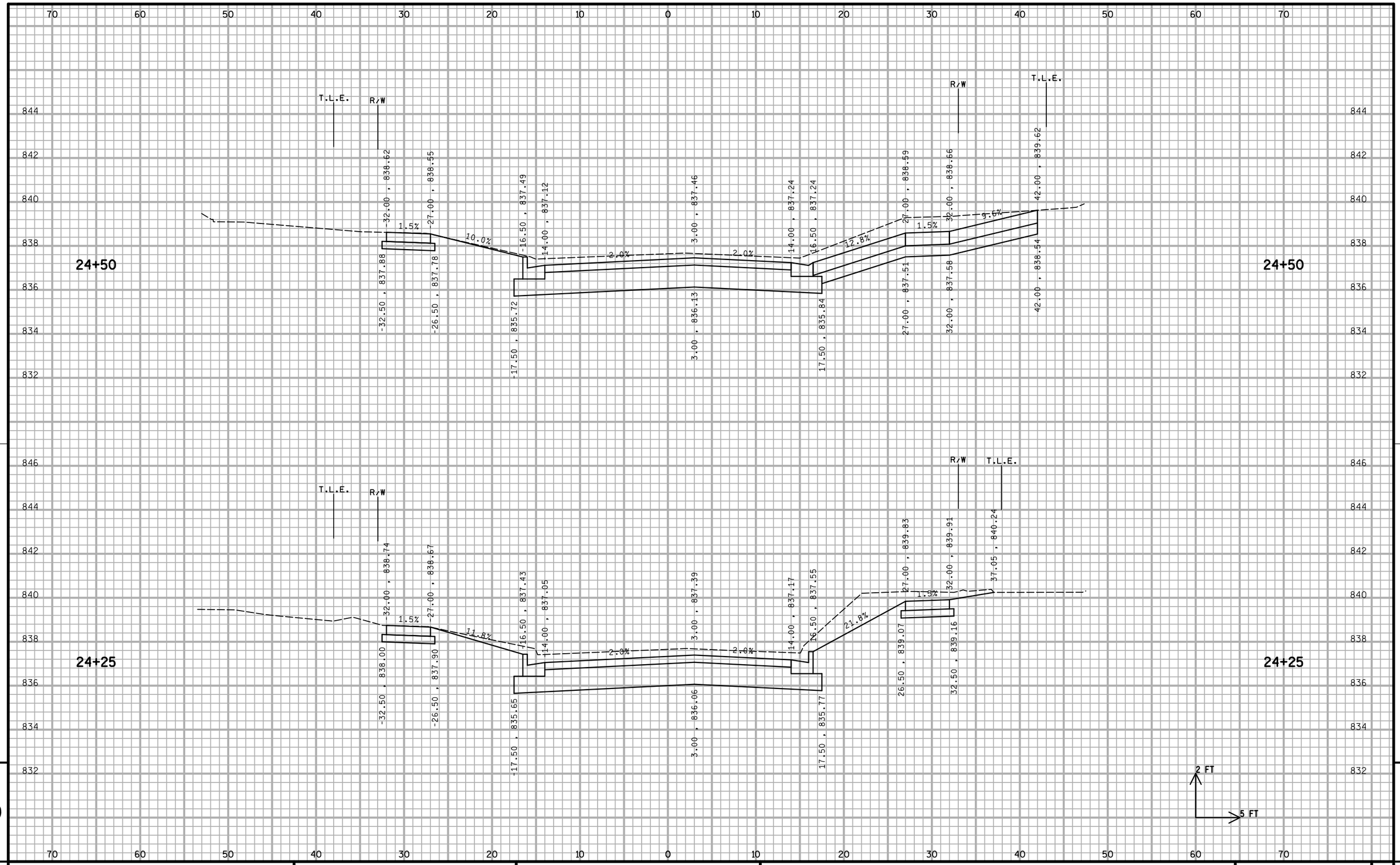
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

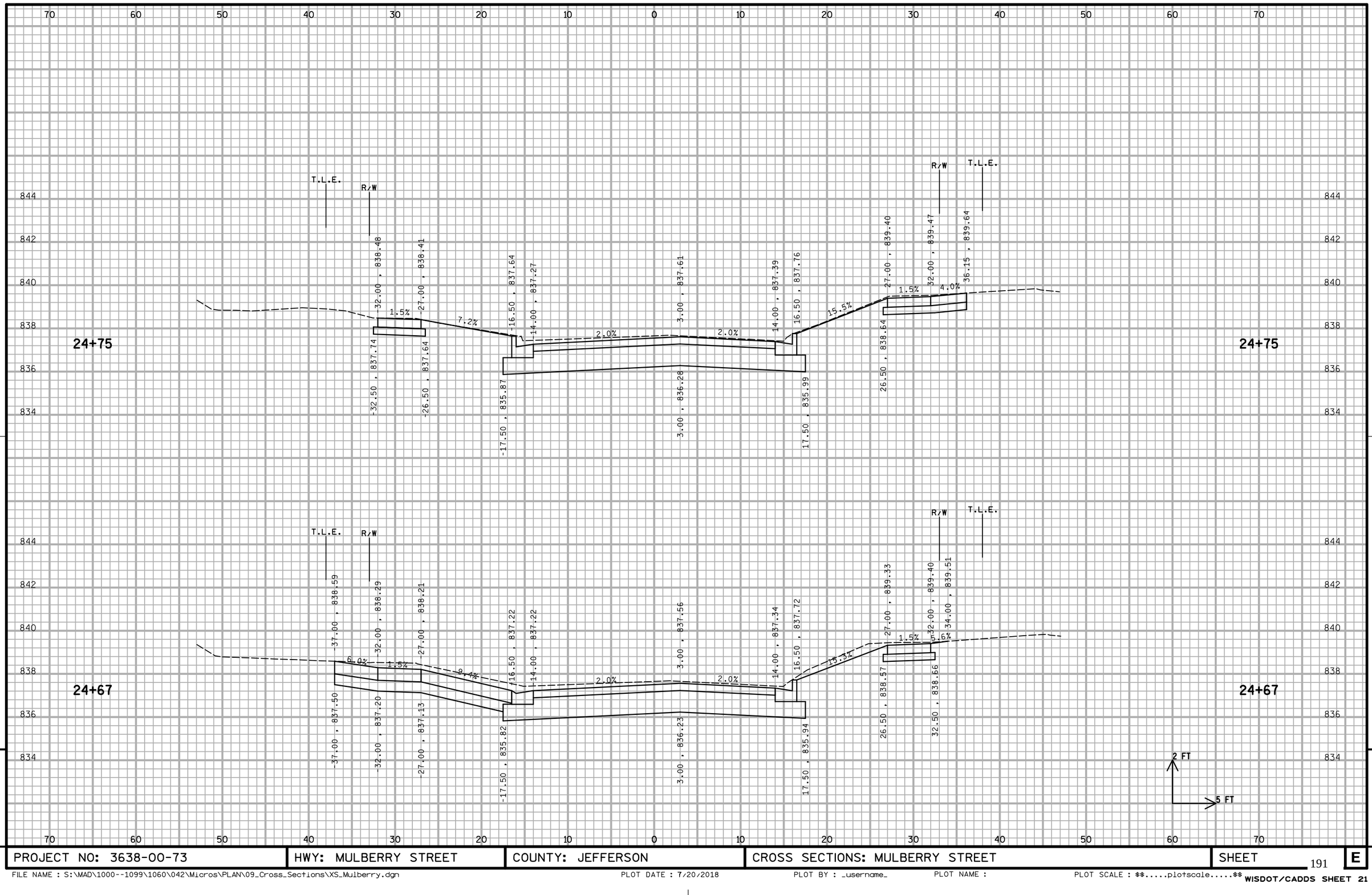


PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

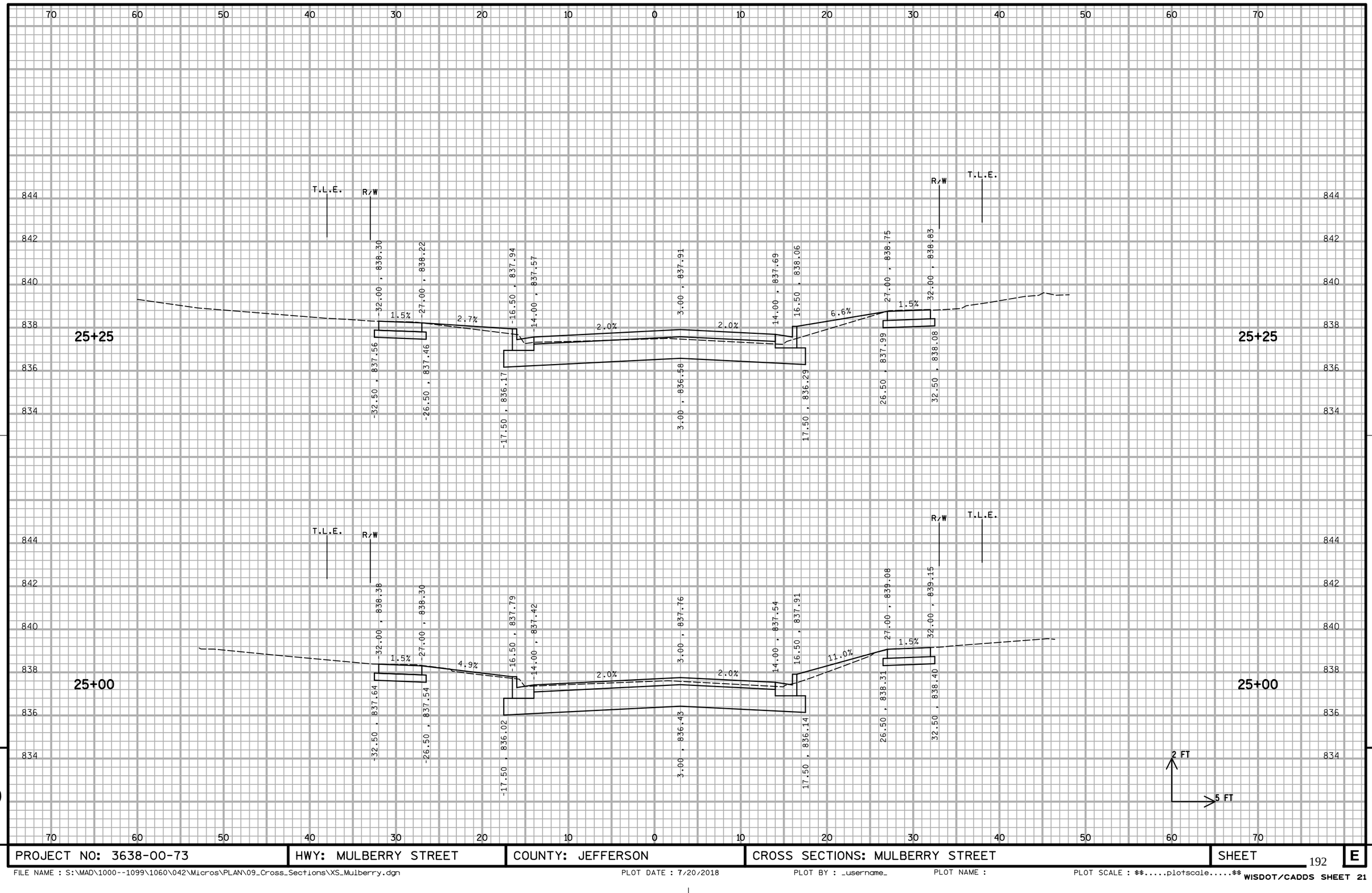


PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 190	E



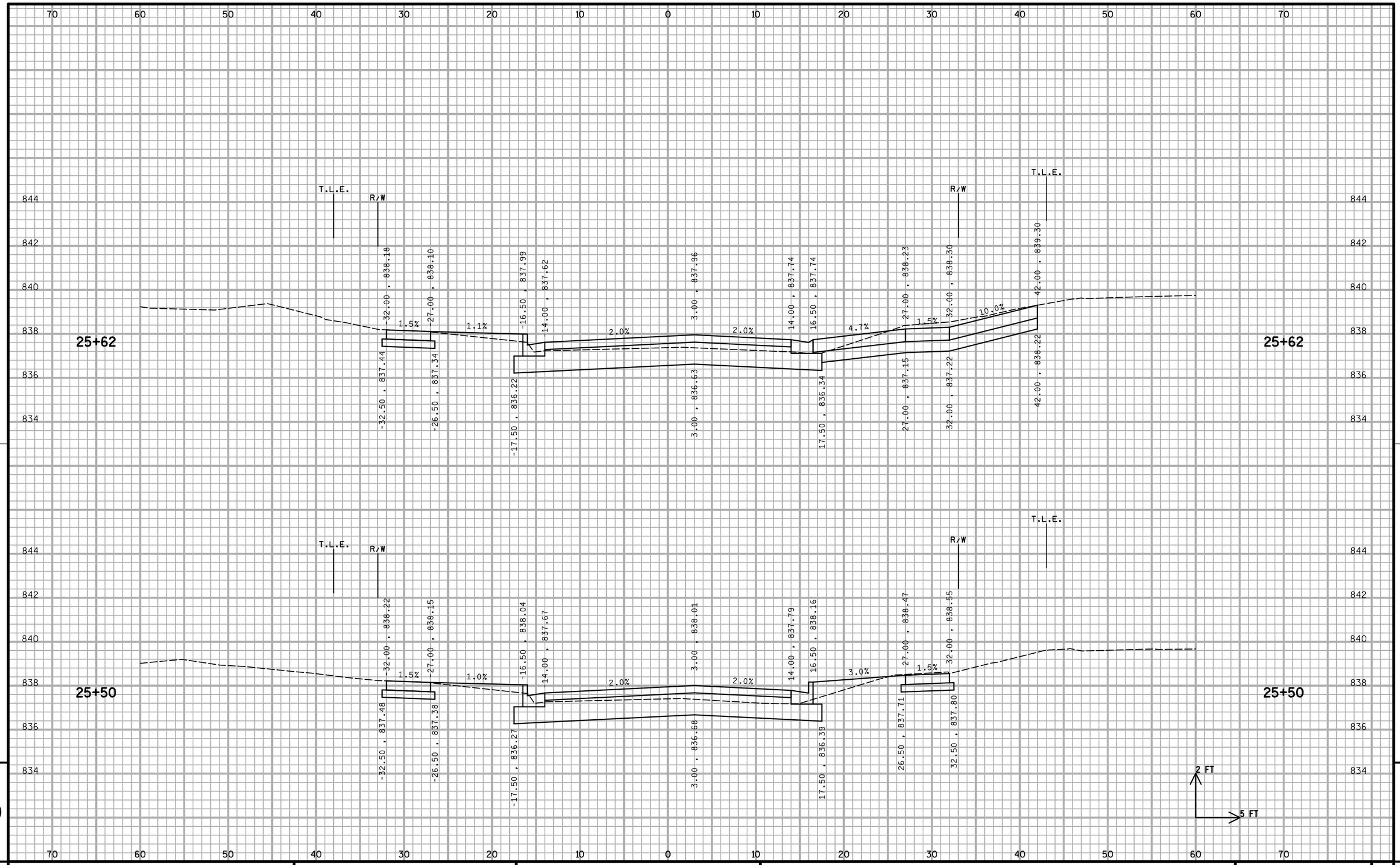
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



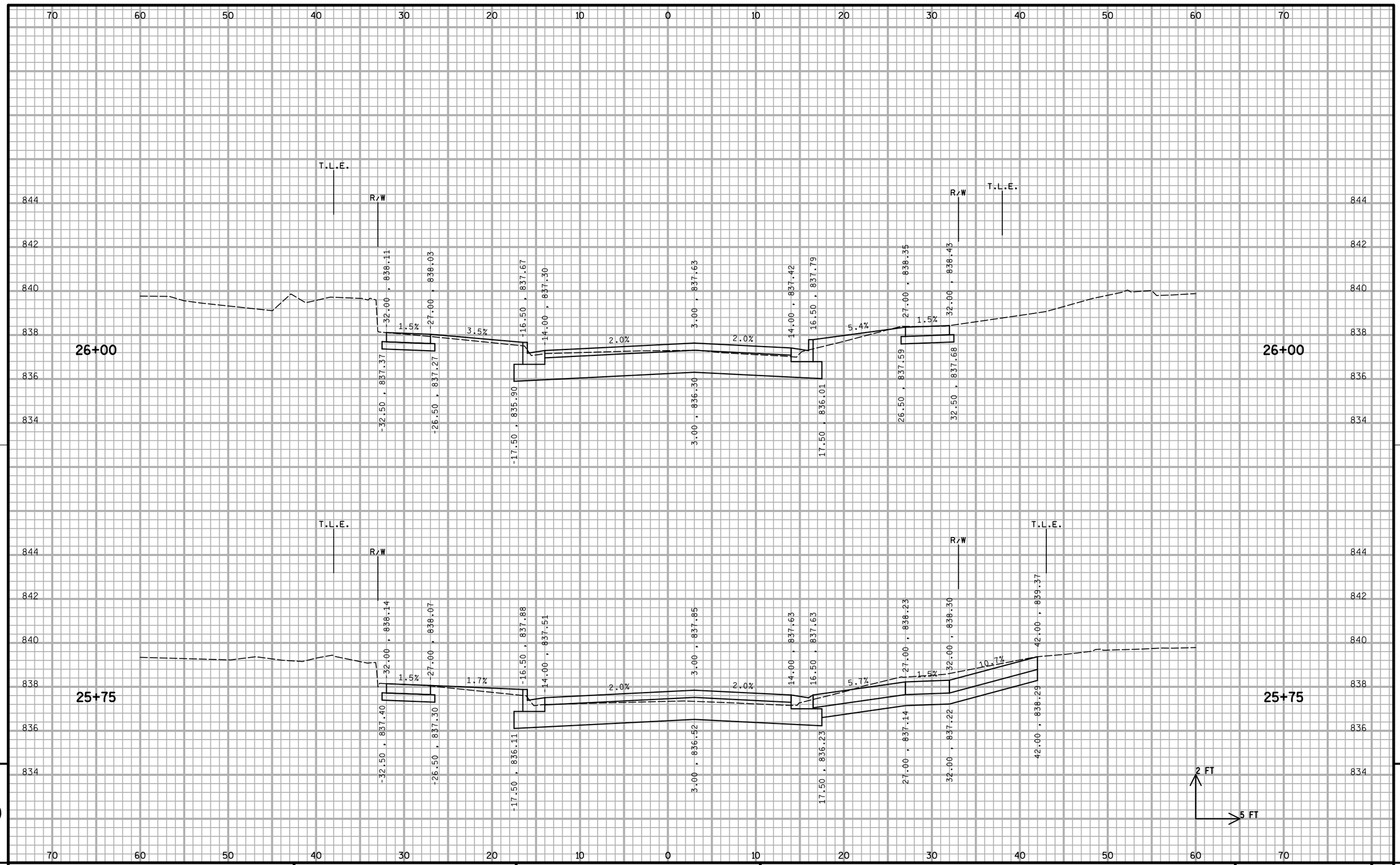
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



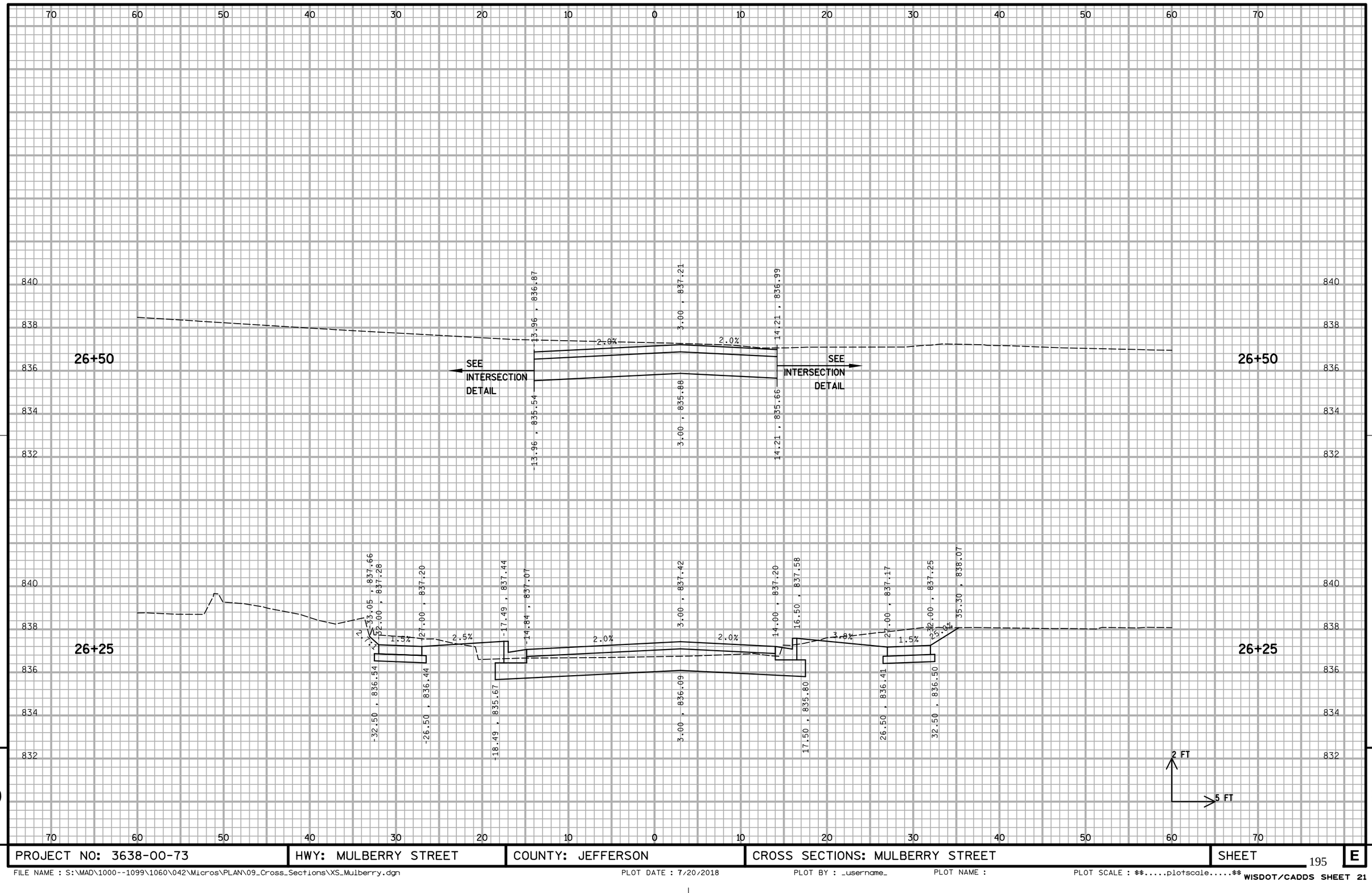
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 194	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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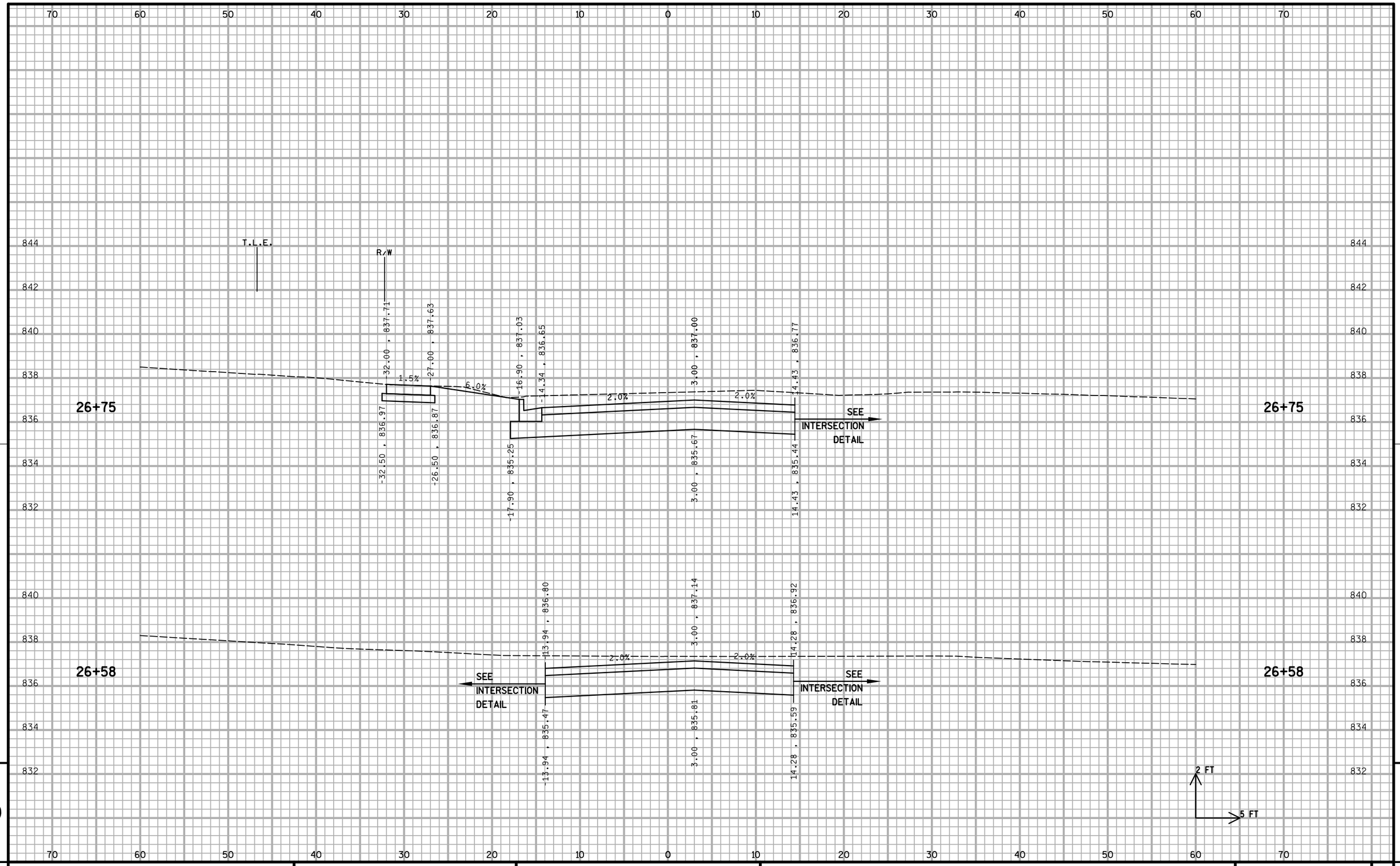
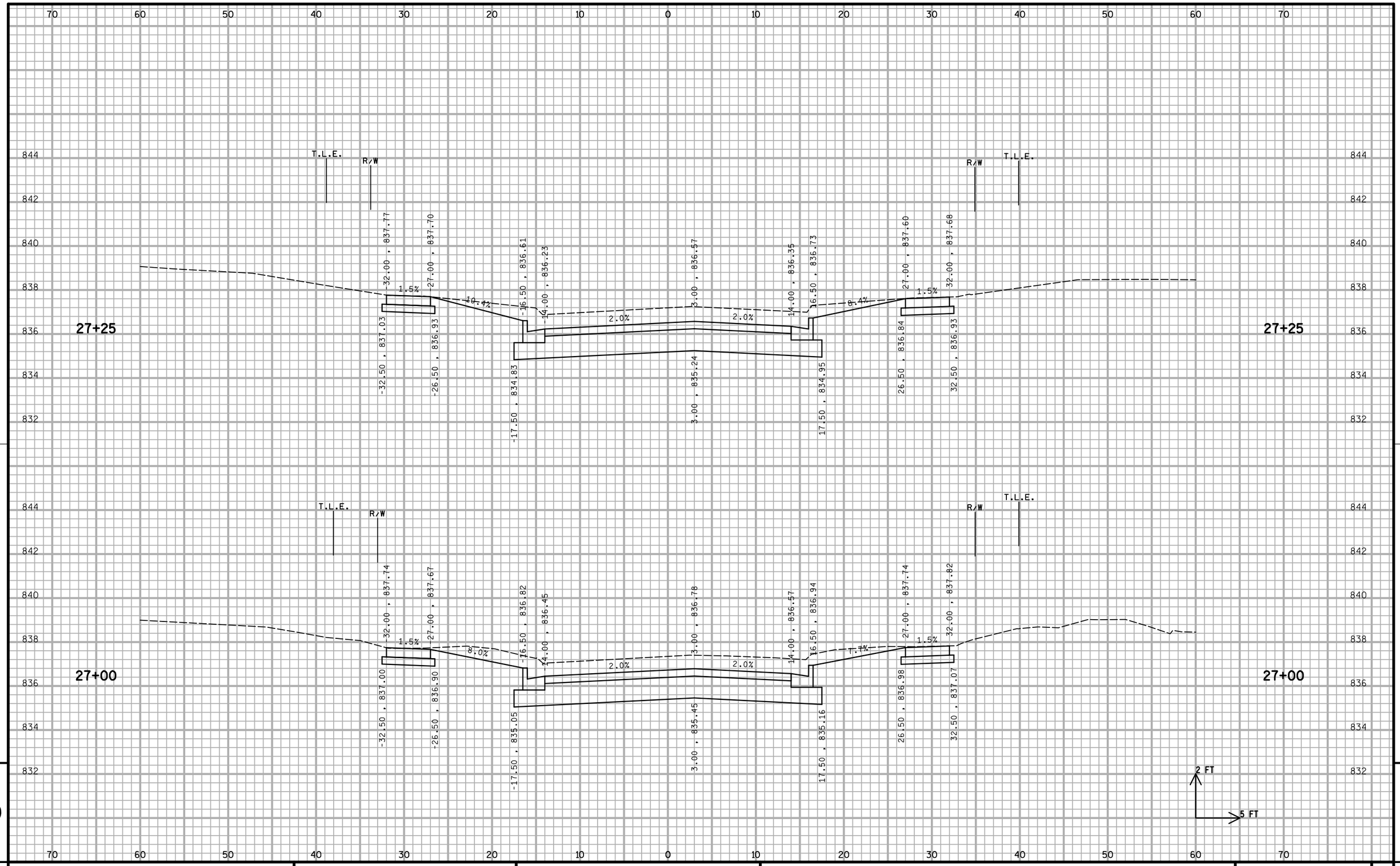
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



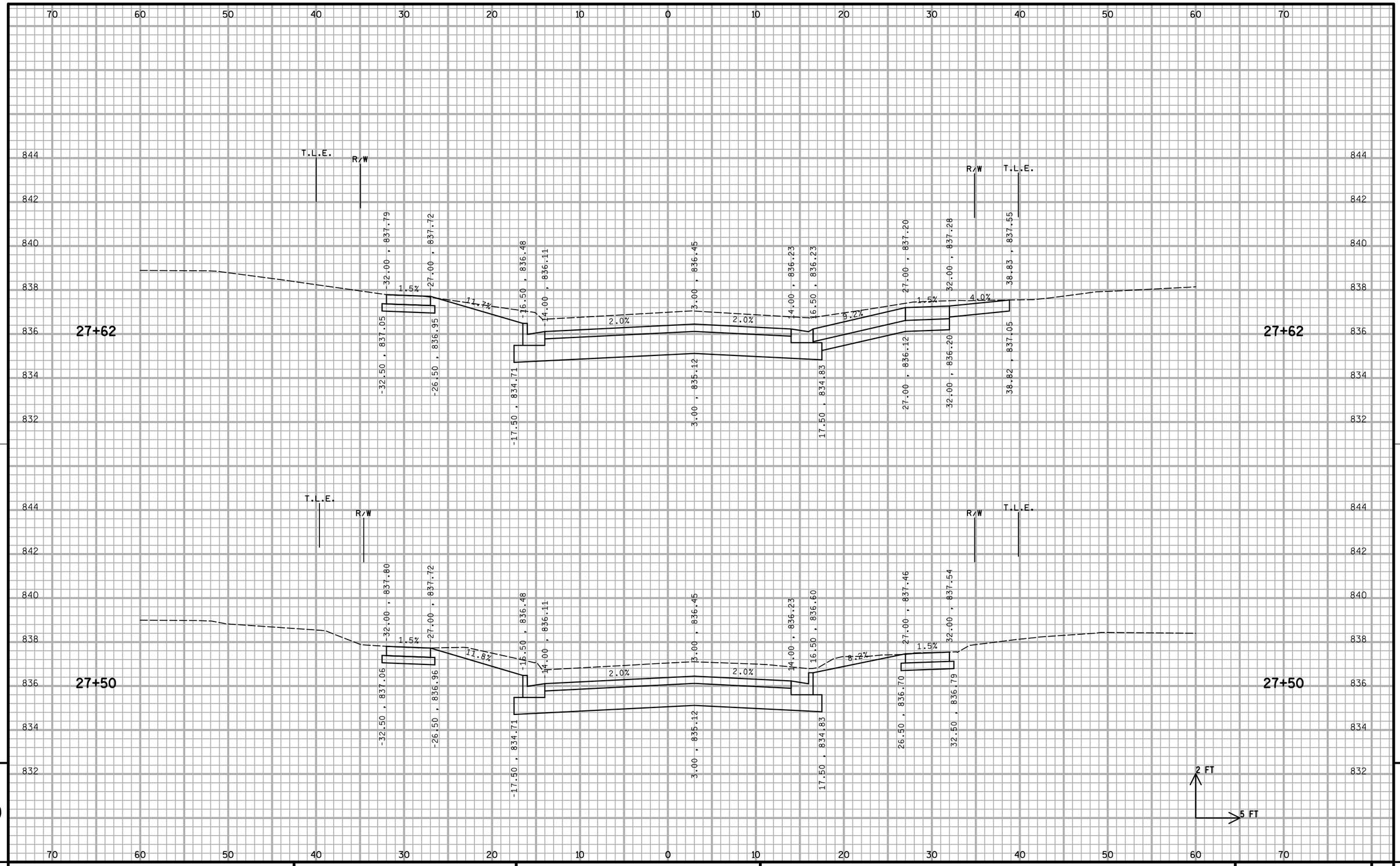
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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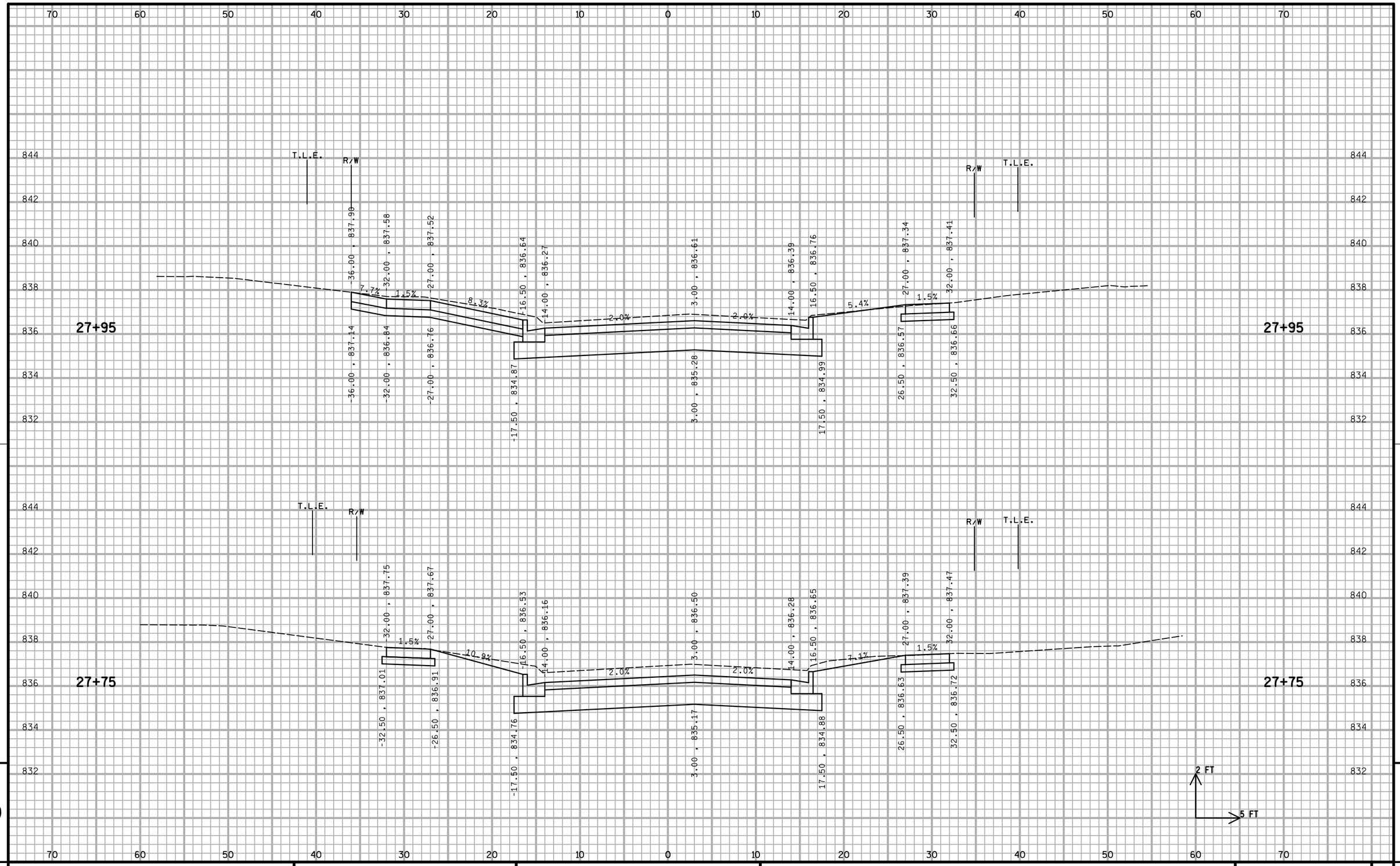
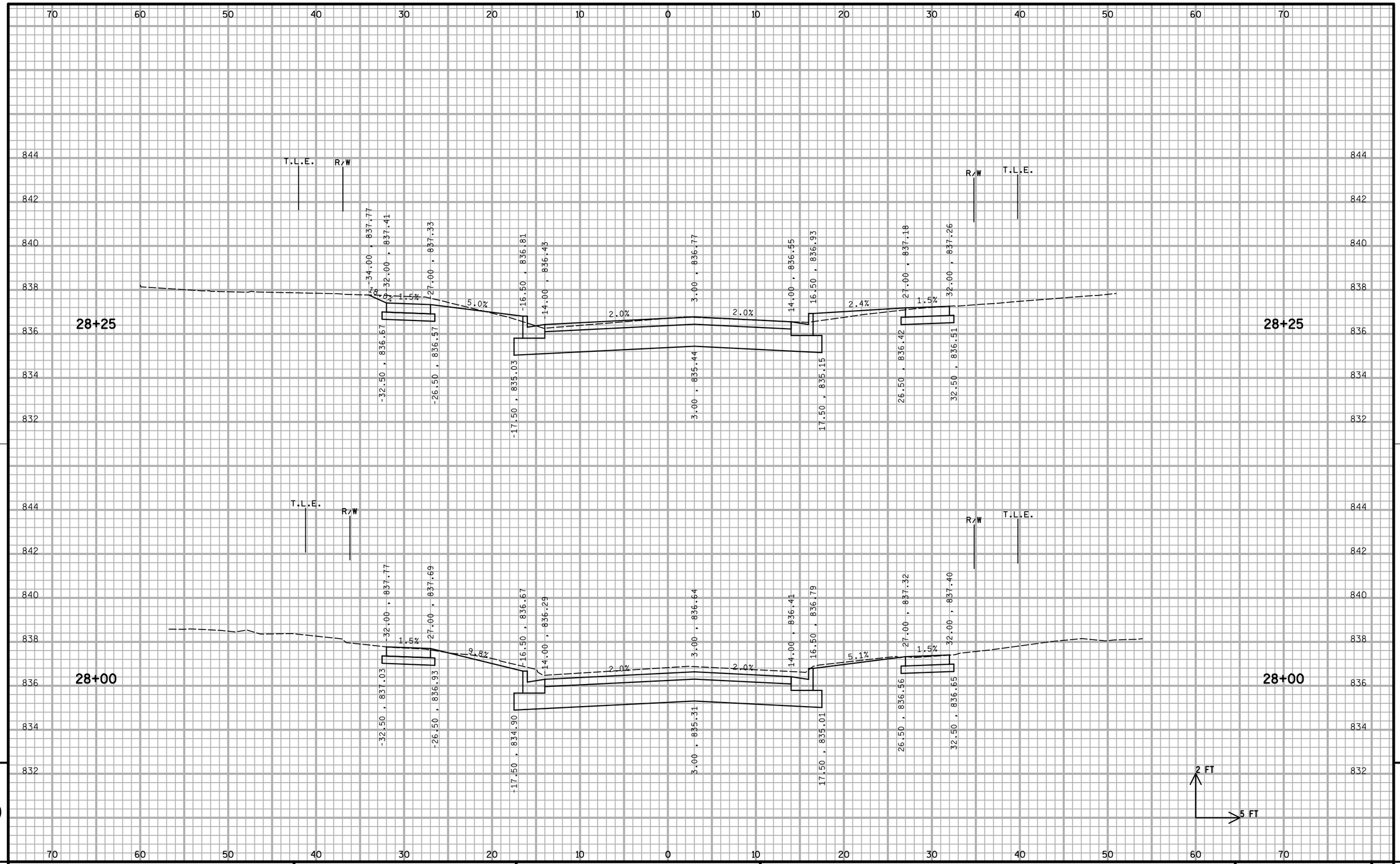
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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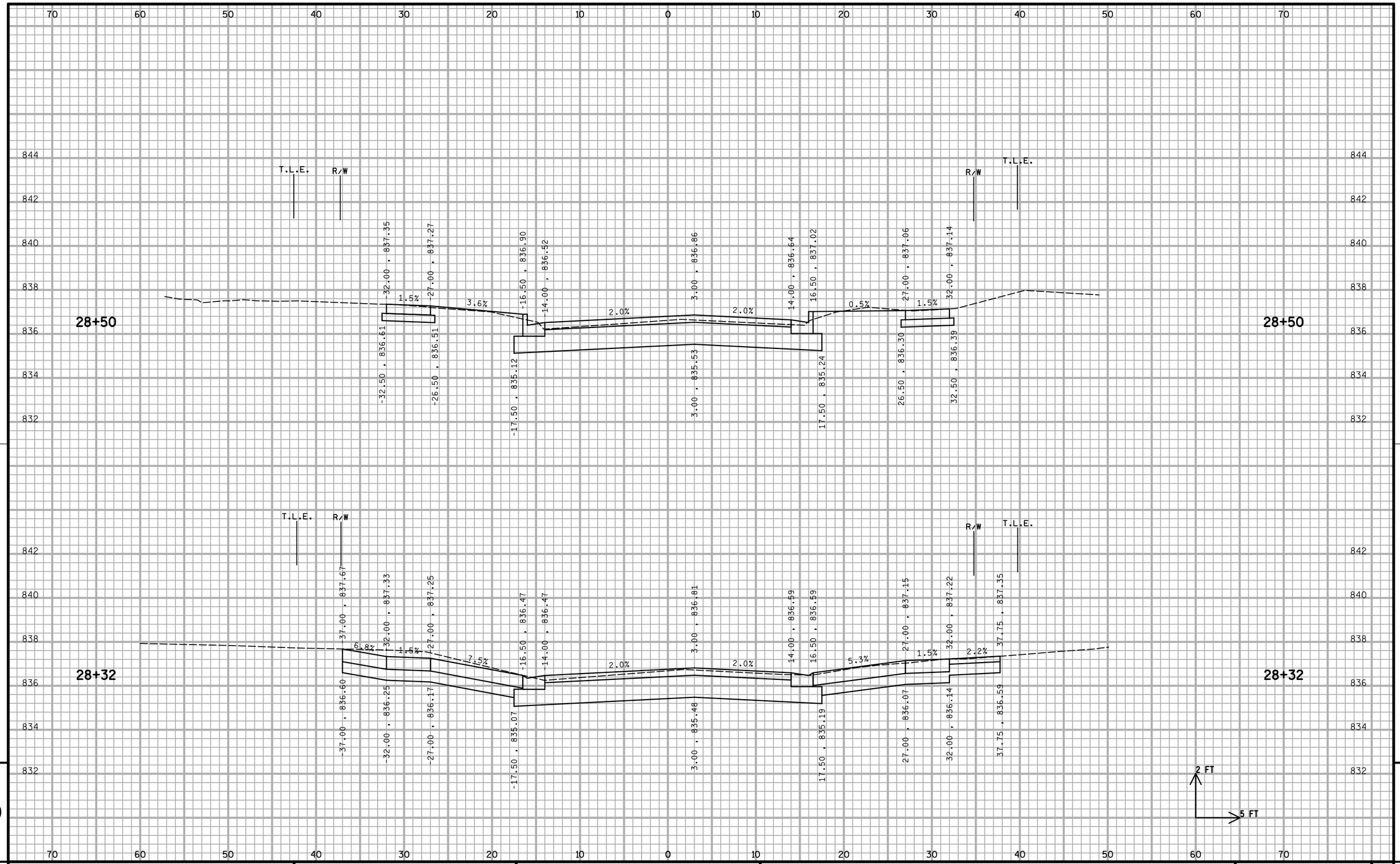
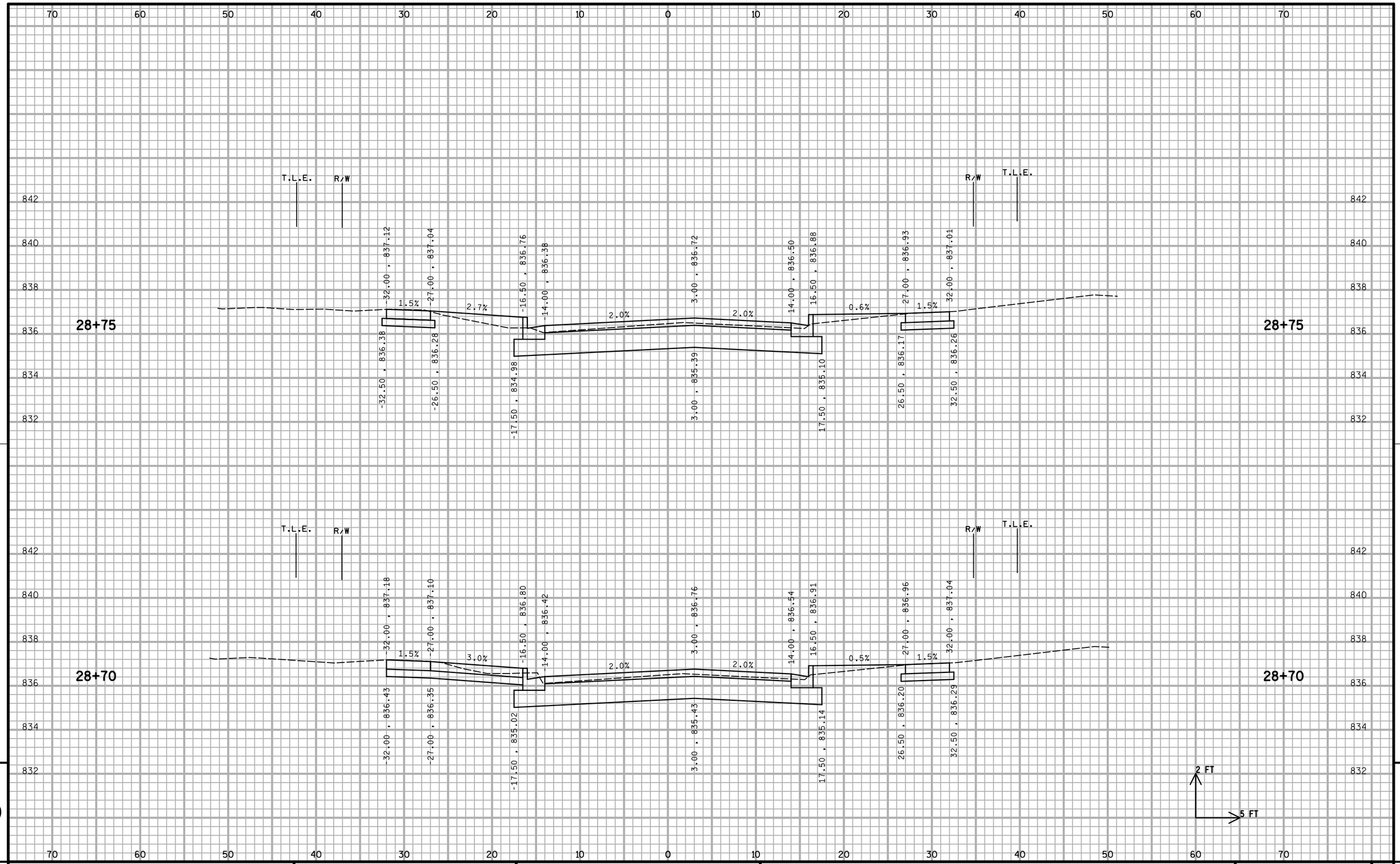
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 200	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 201	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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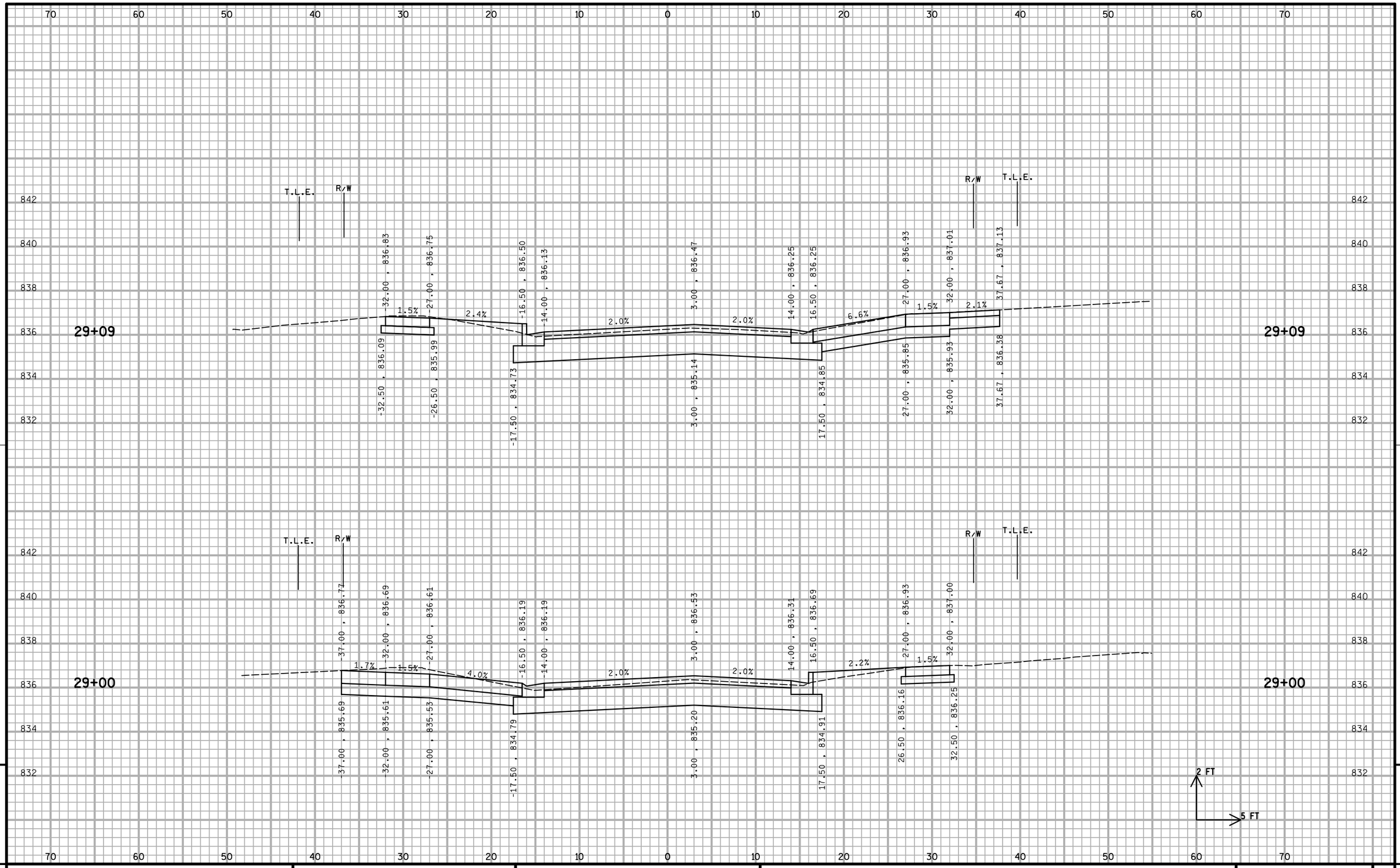
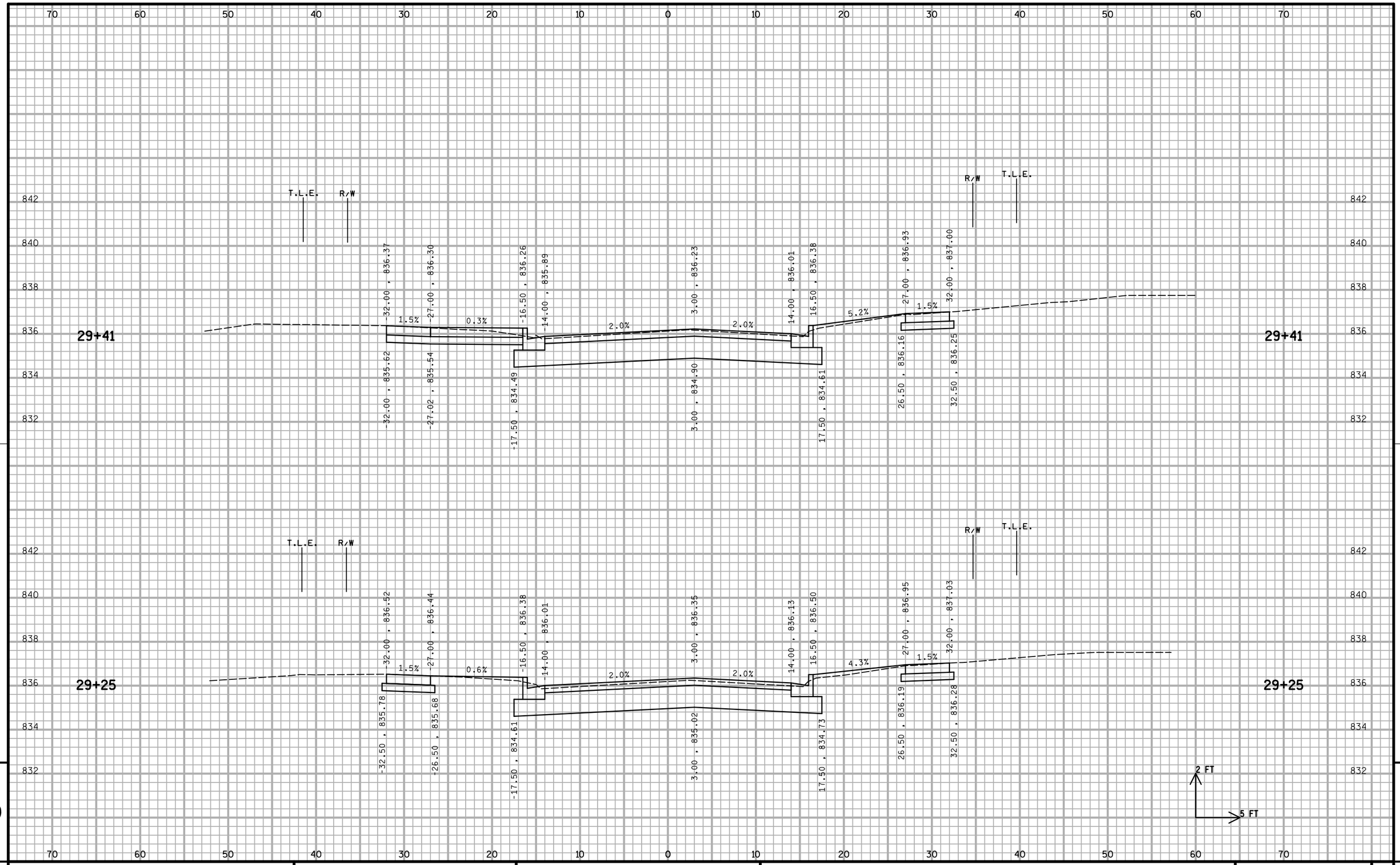
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 202	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

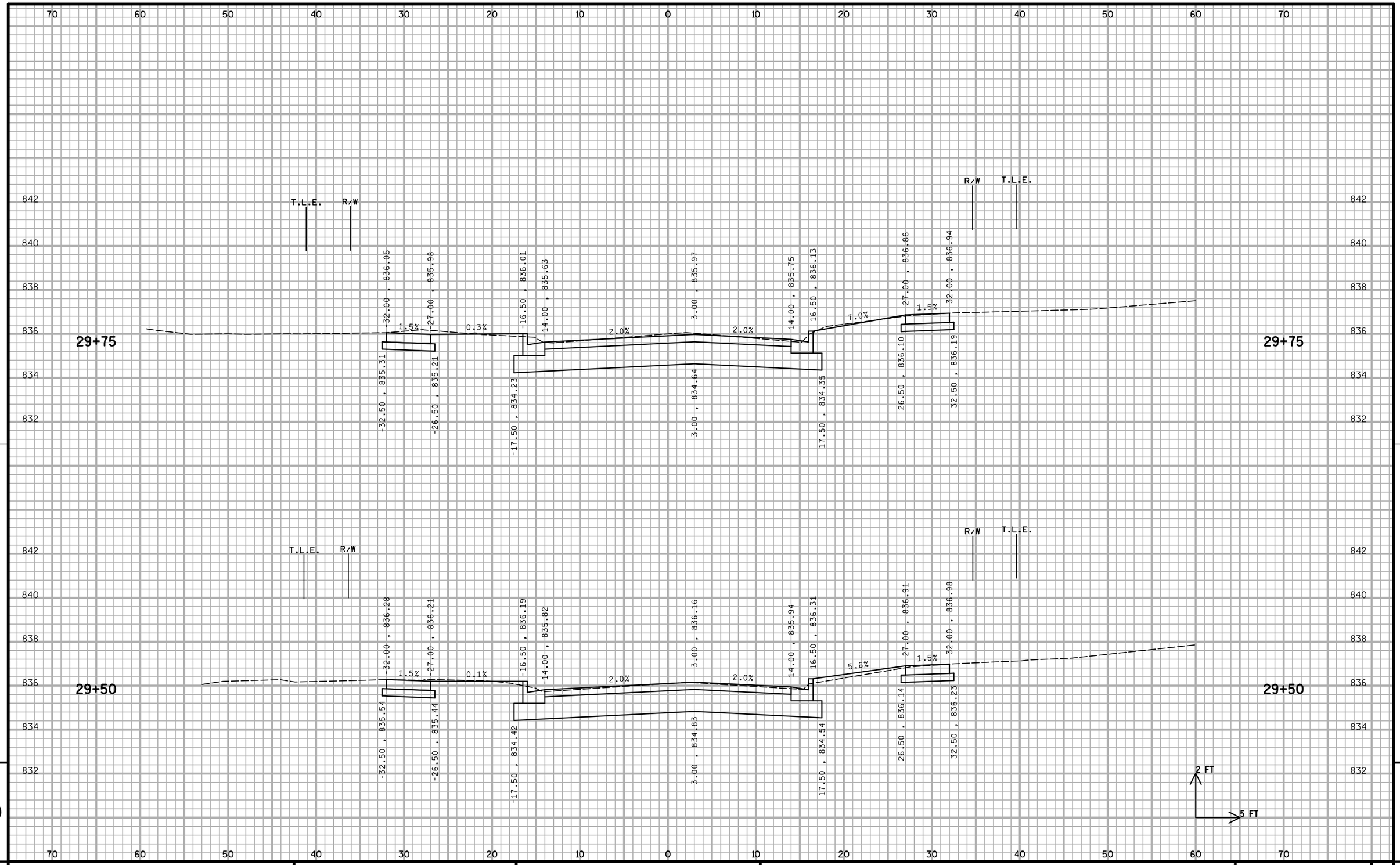


PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 203	E



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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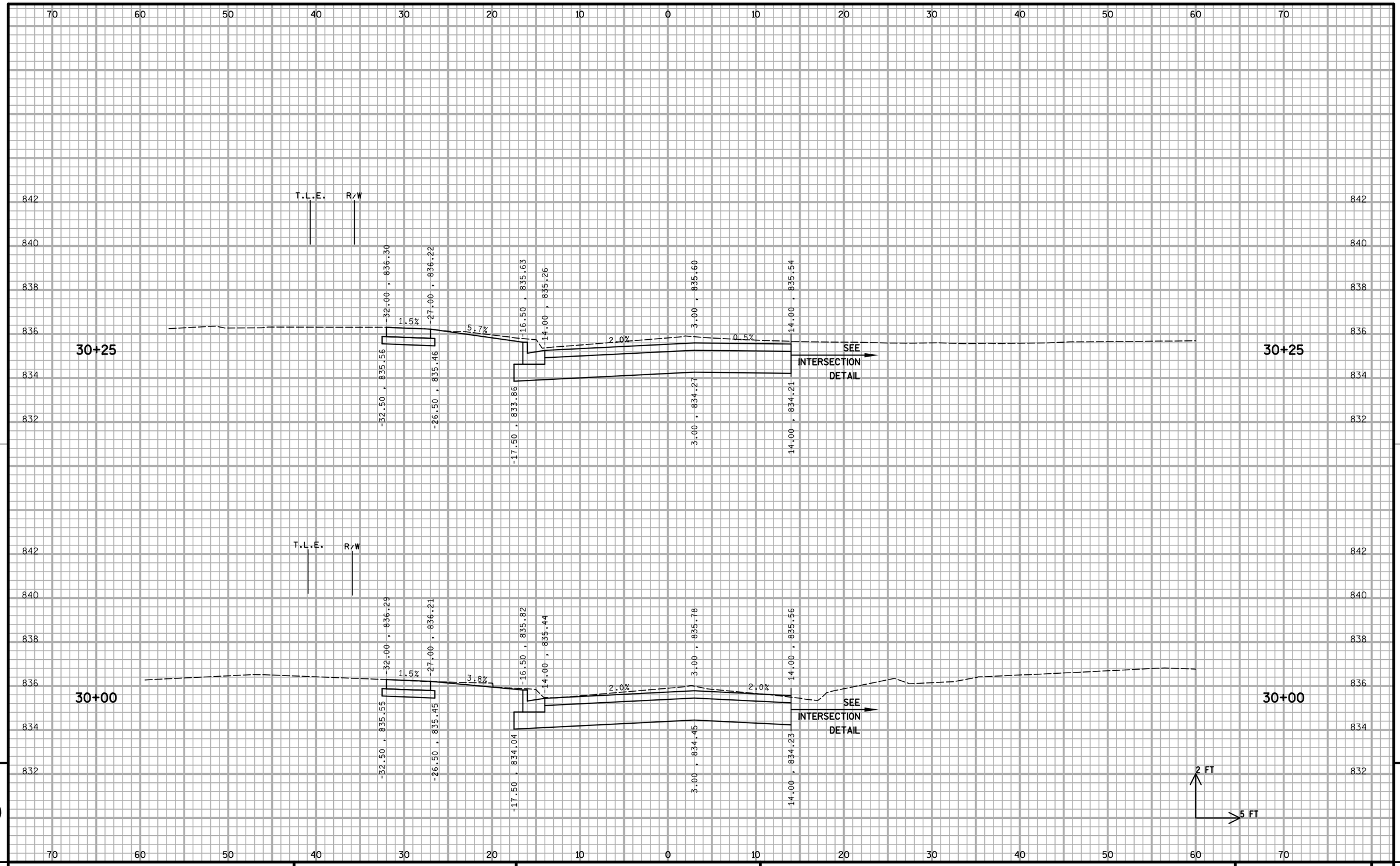
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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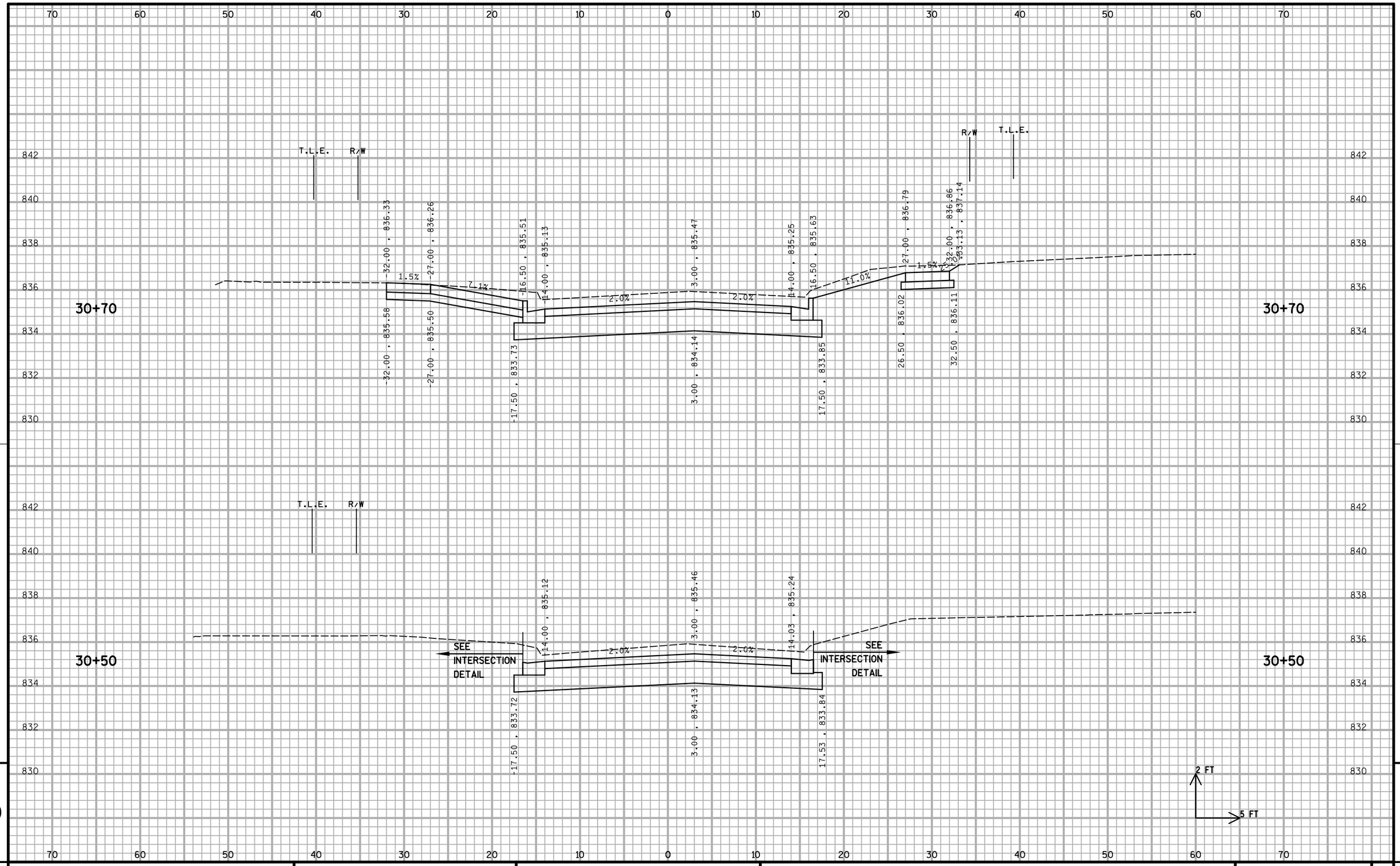
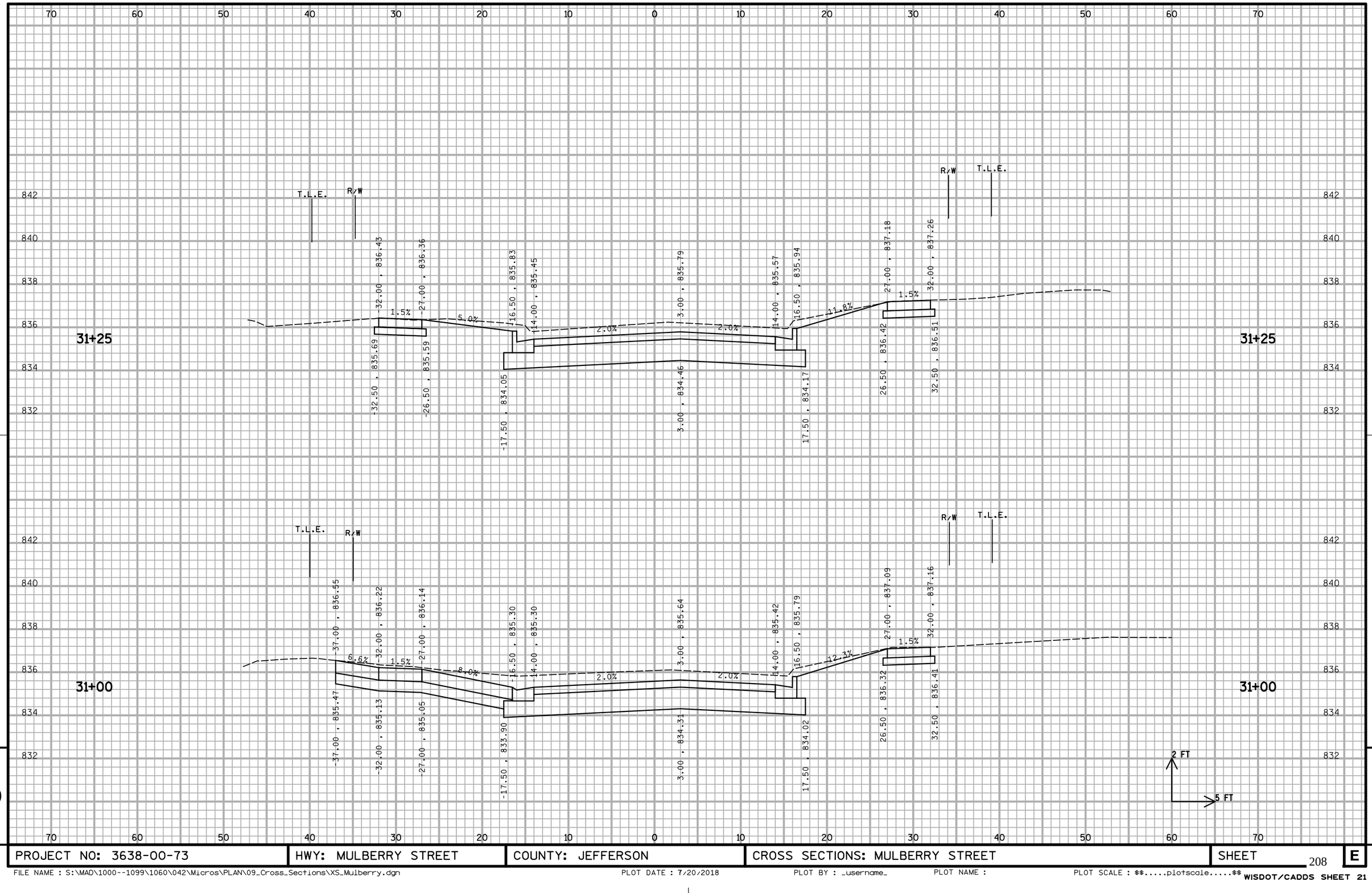
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



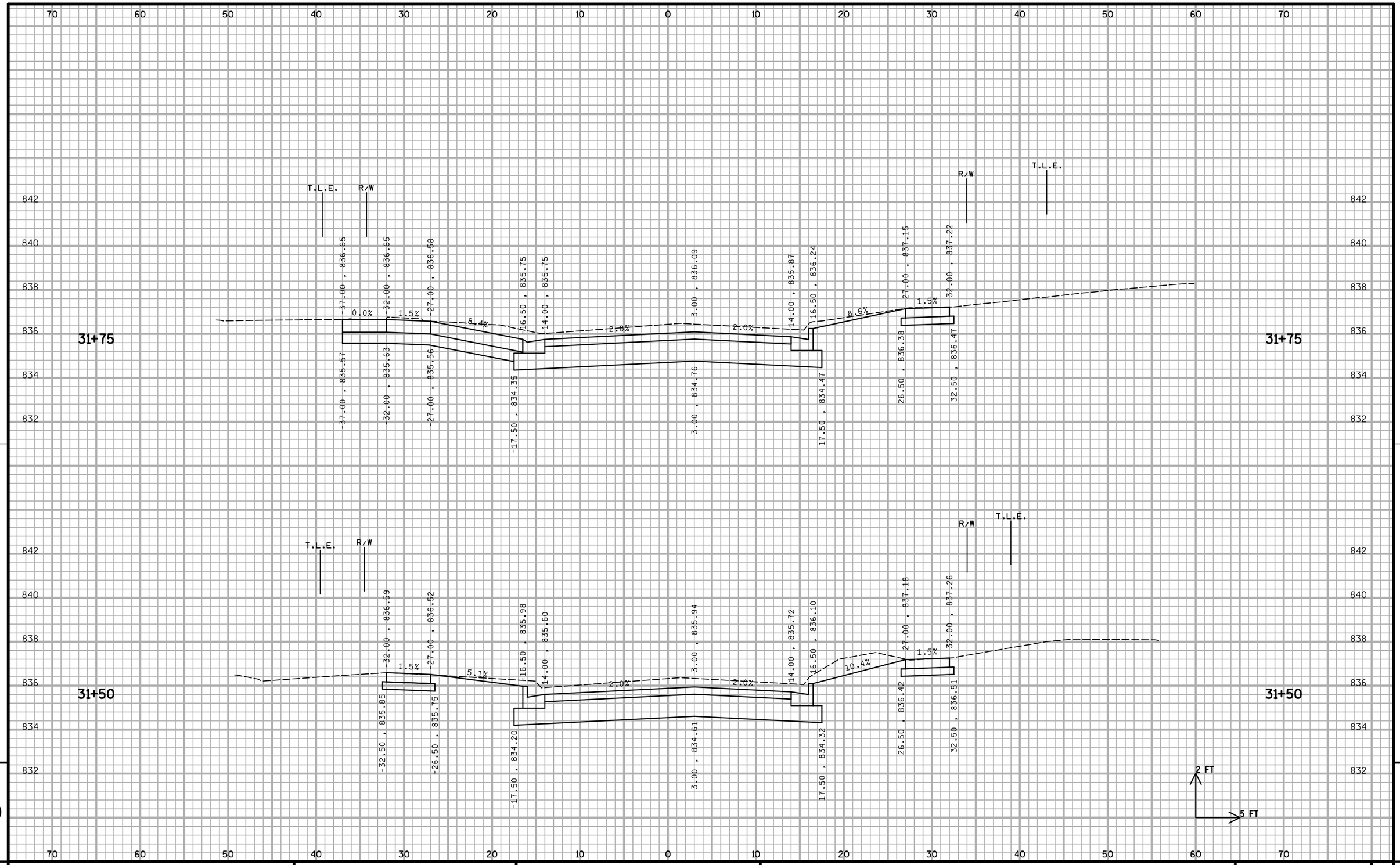
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



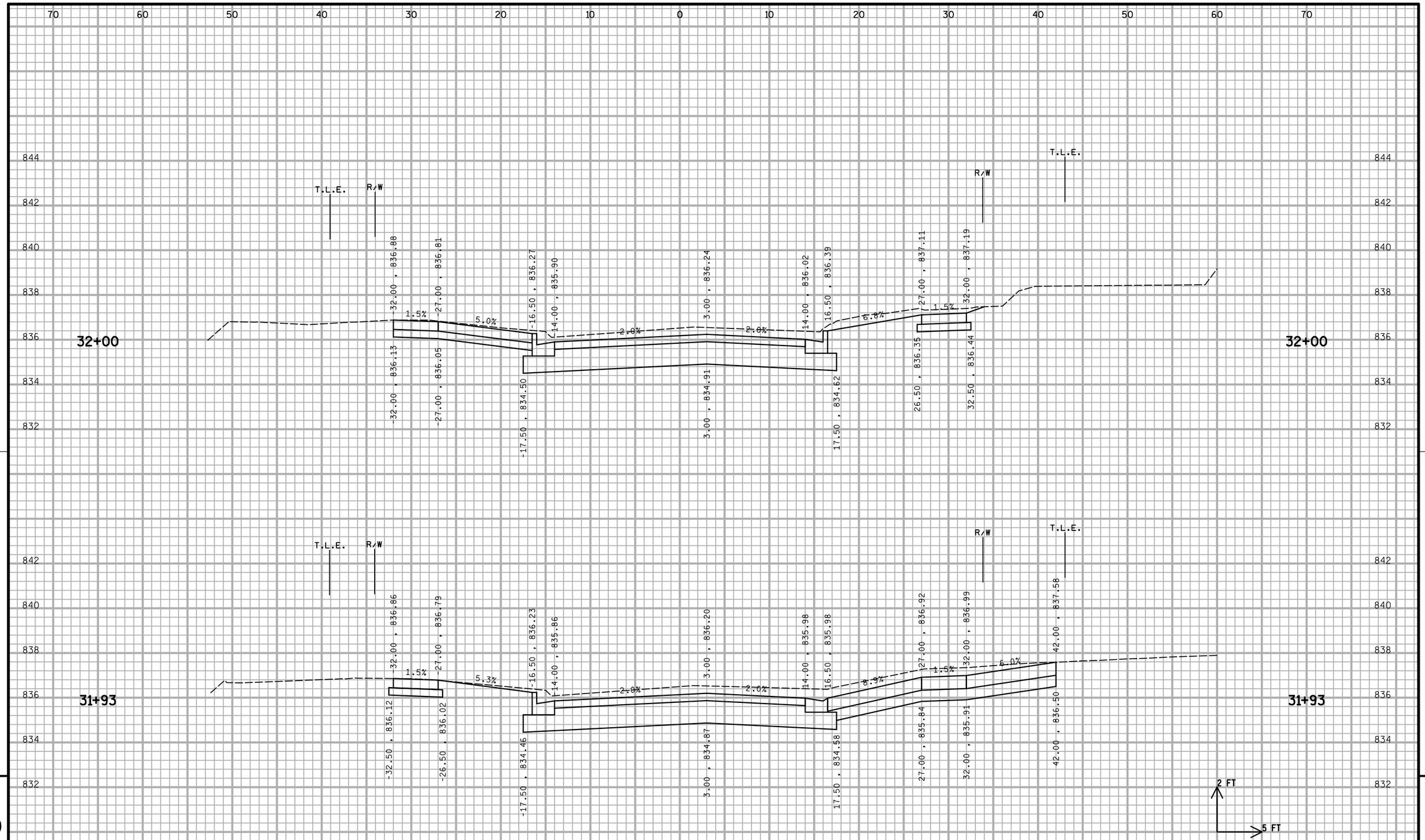
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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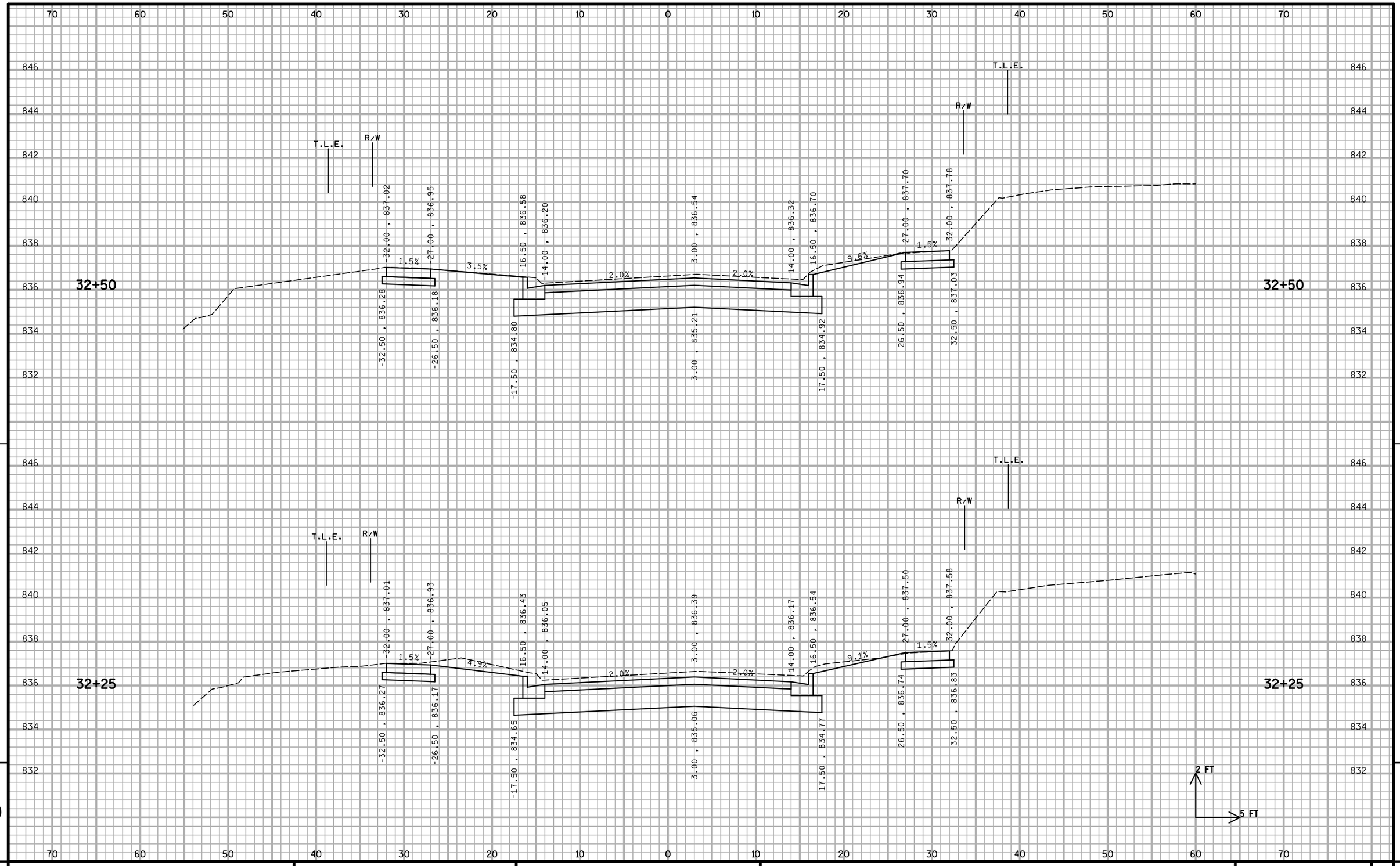
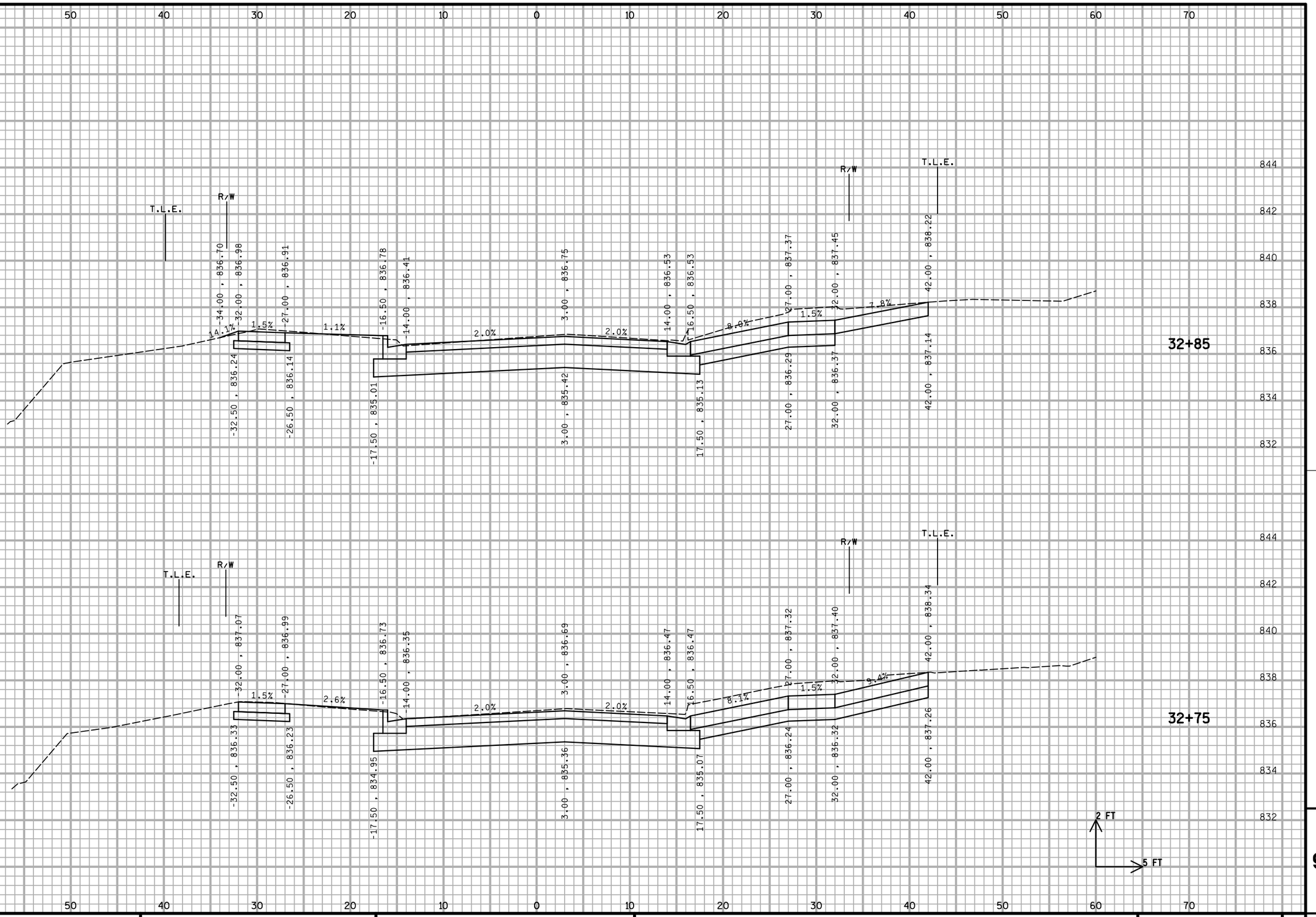
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

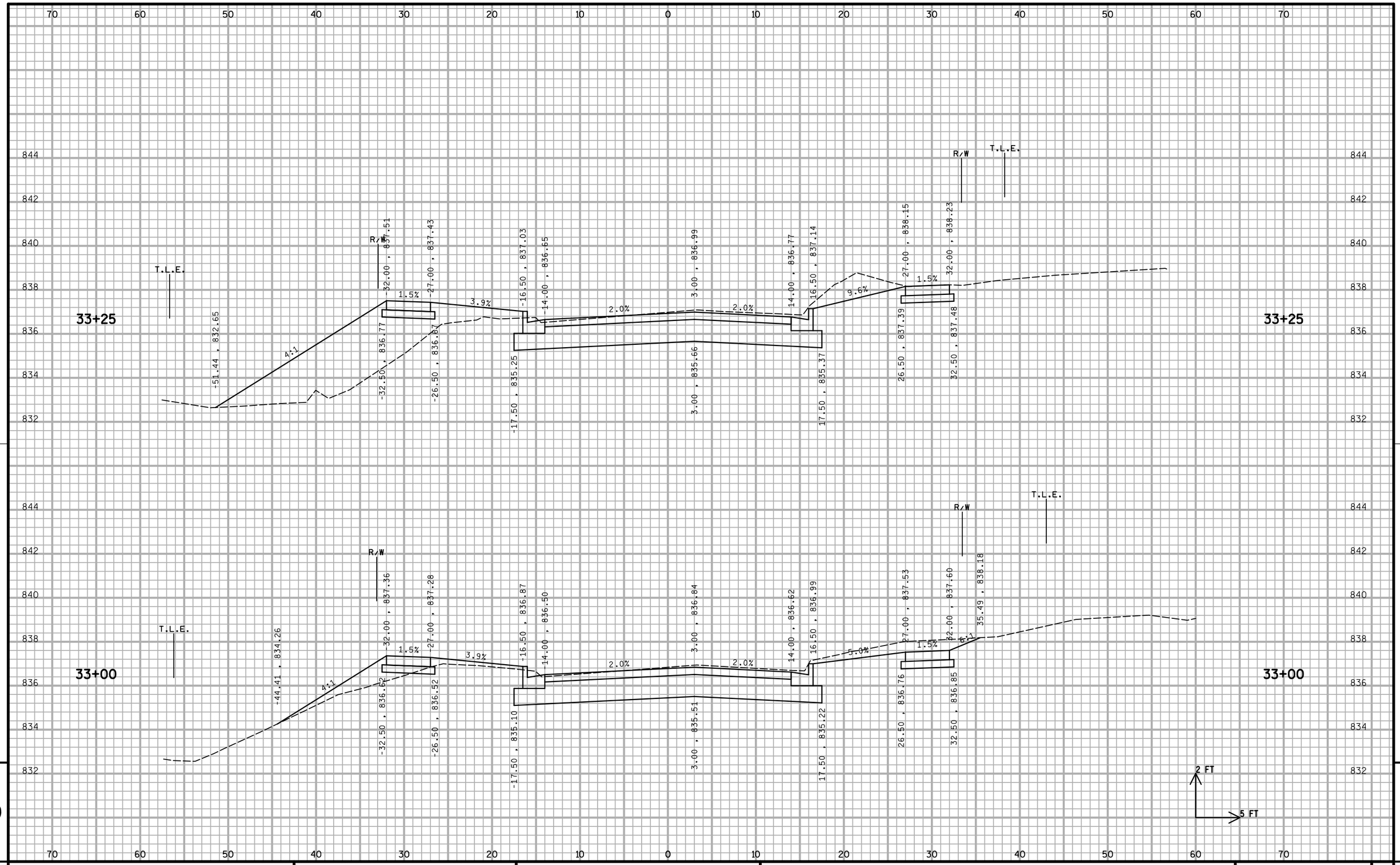


PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 211	E

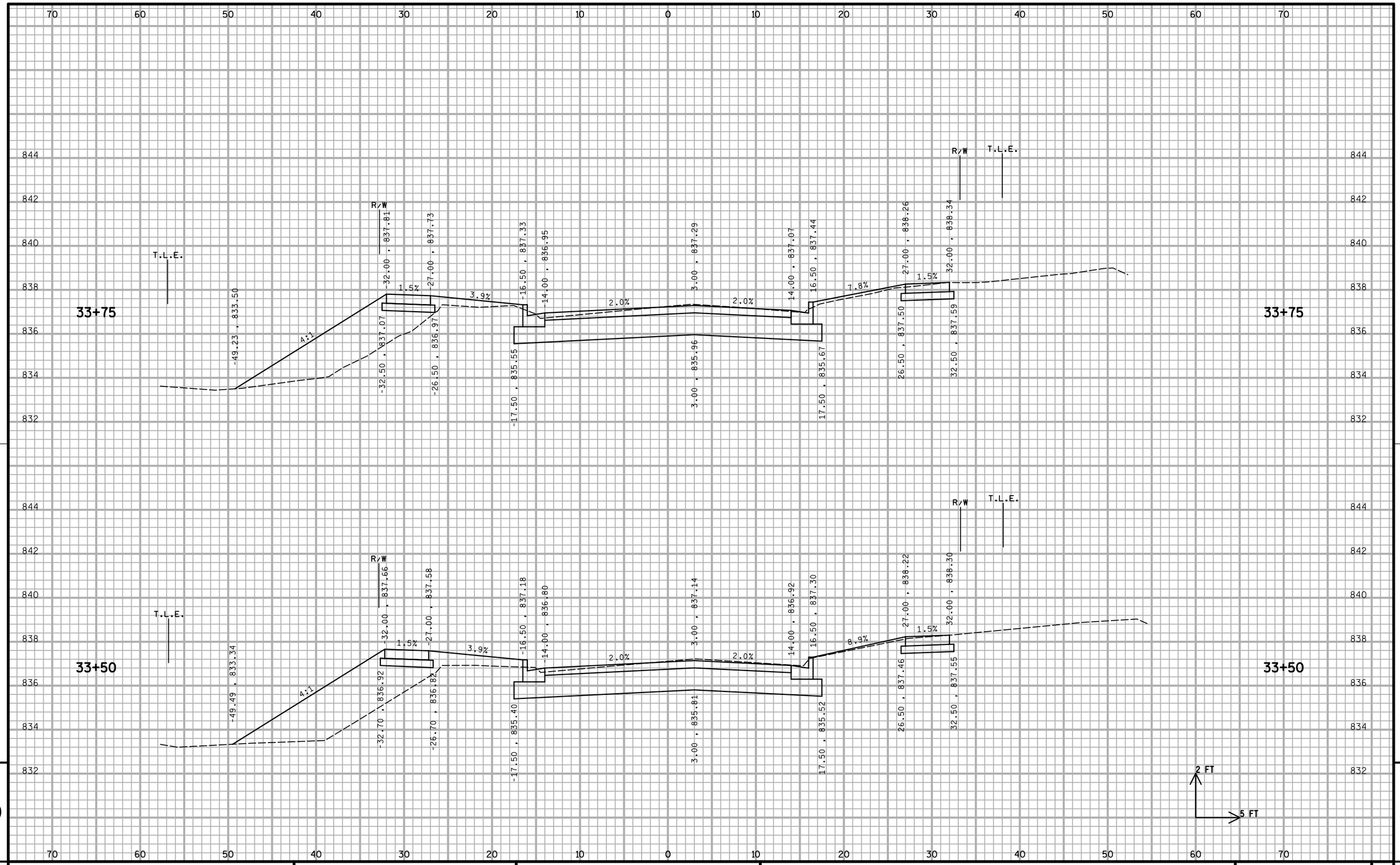
FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 212	E



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 213	E



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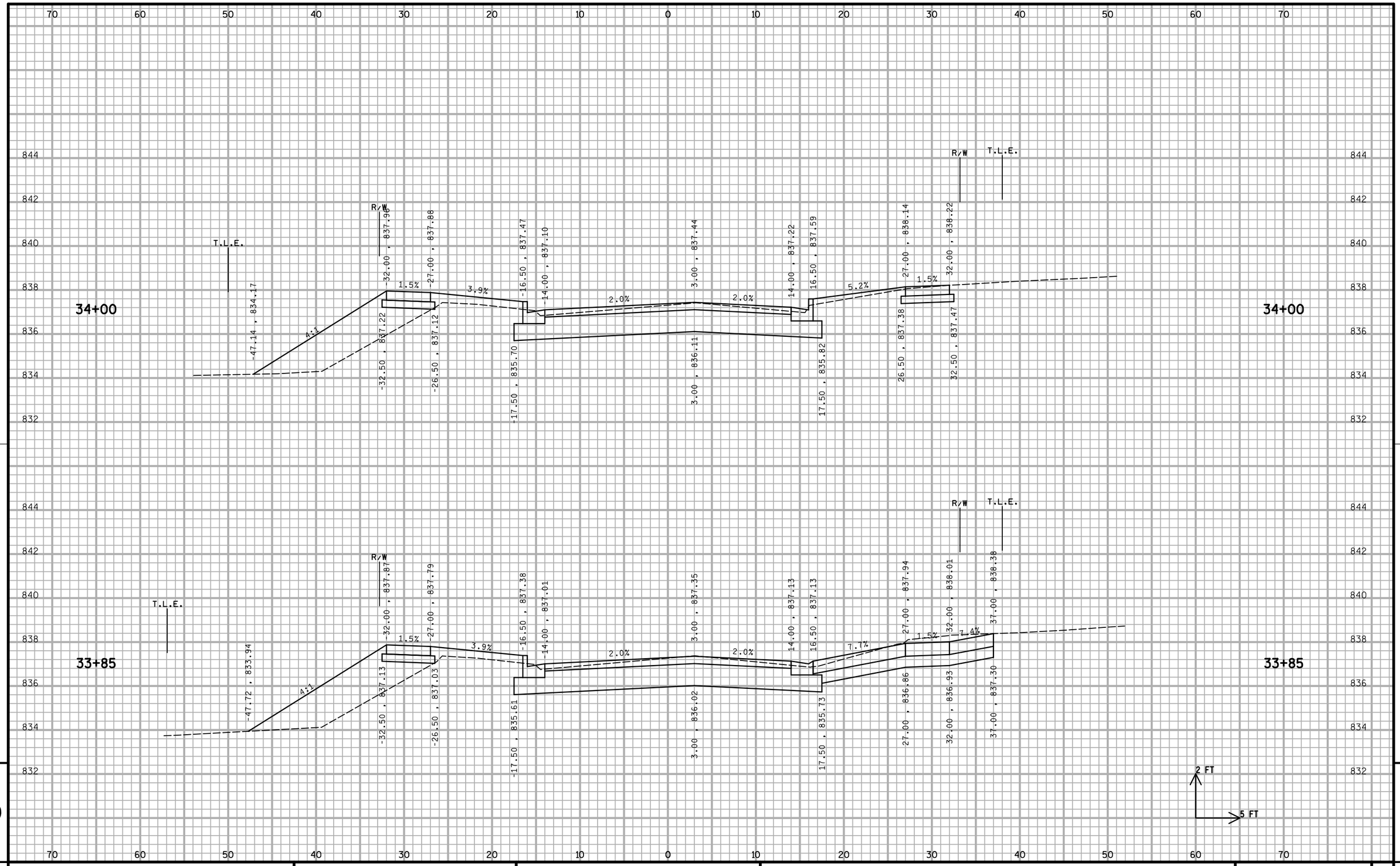
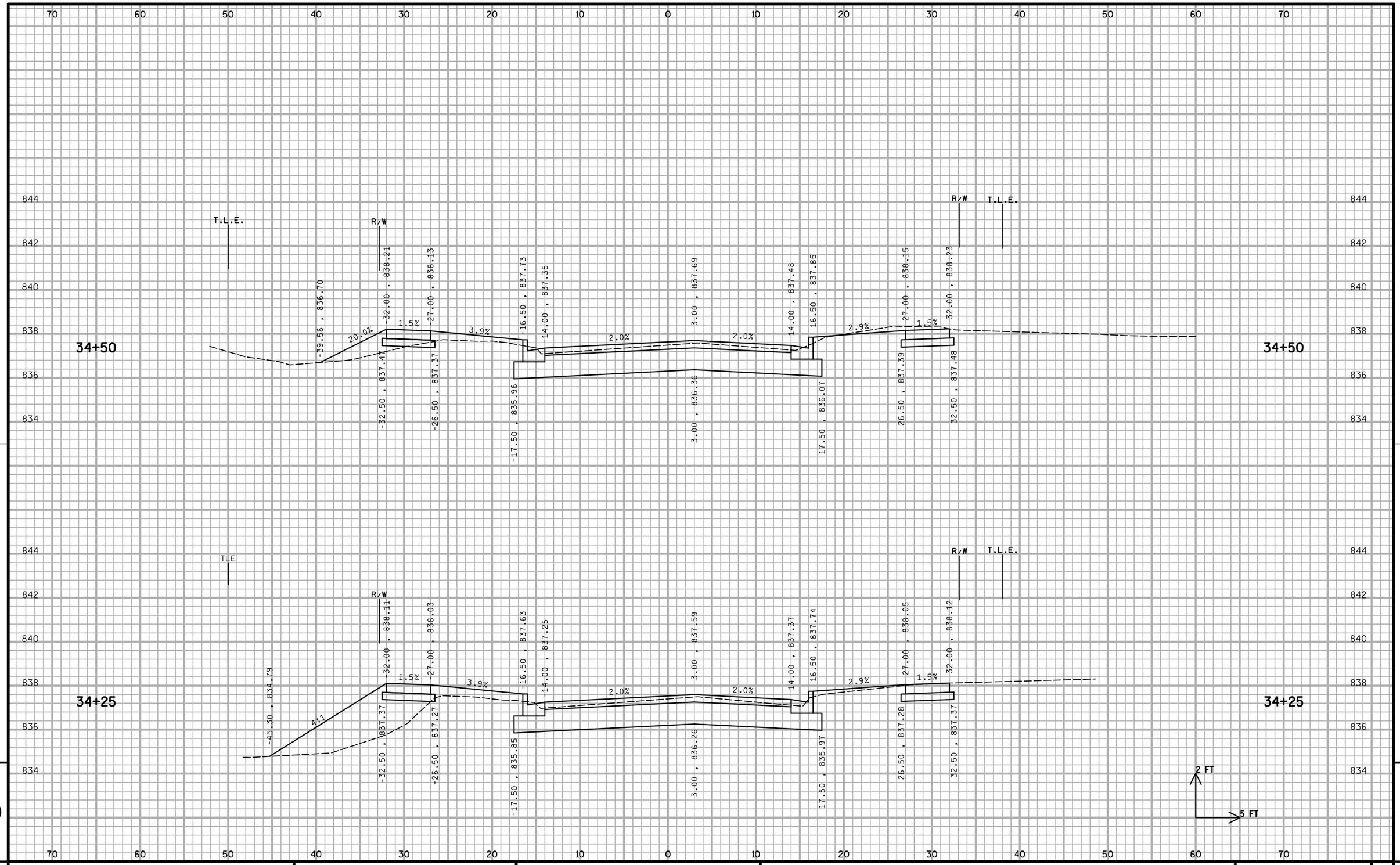
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 214	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



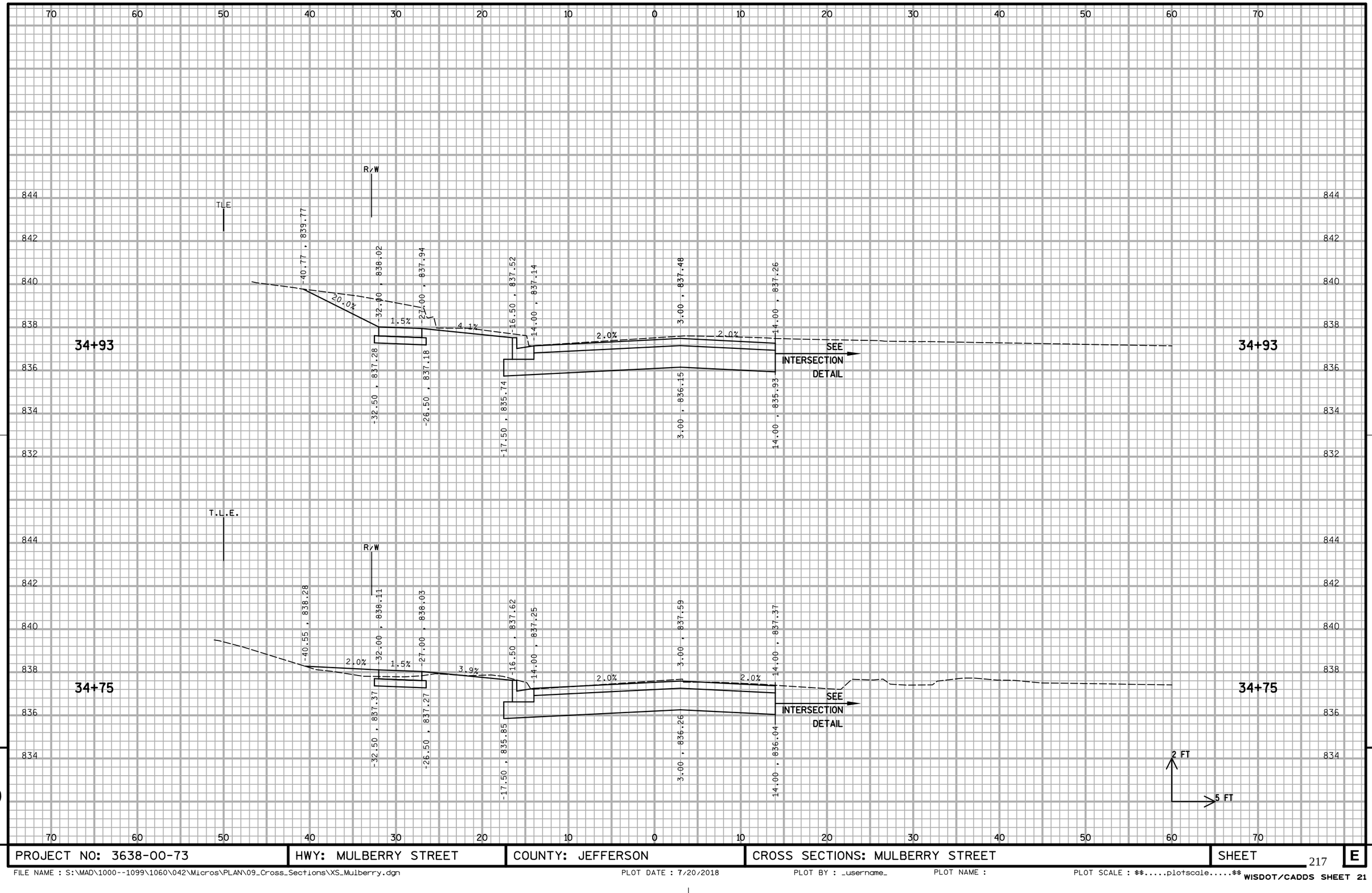
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 215	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



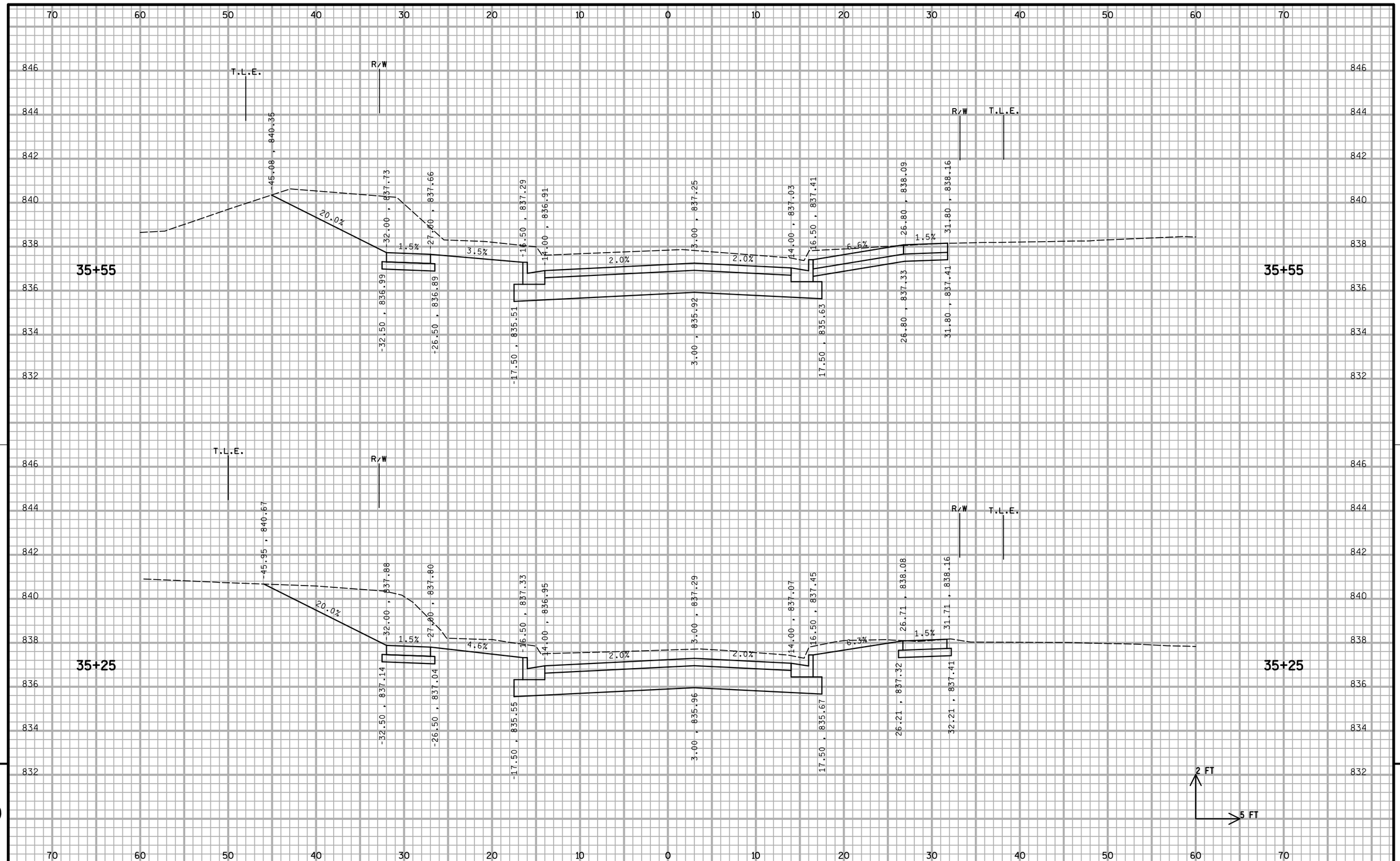
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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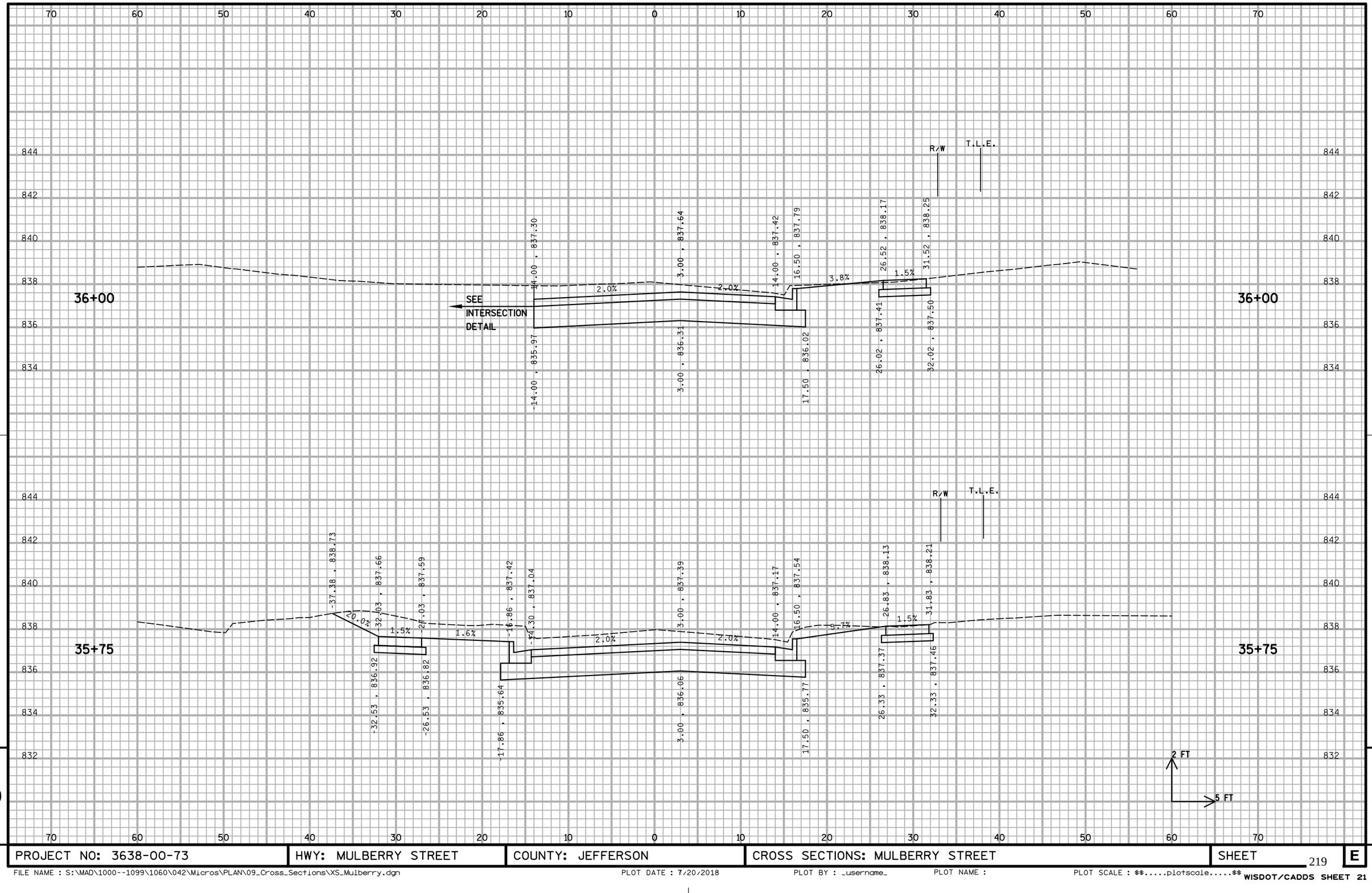
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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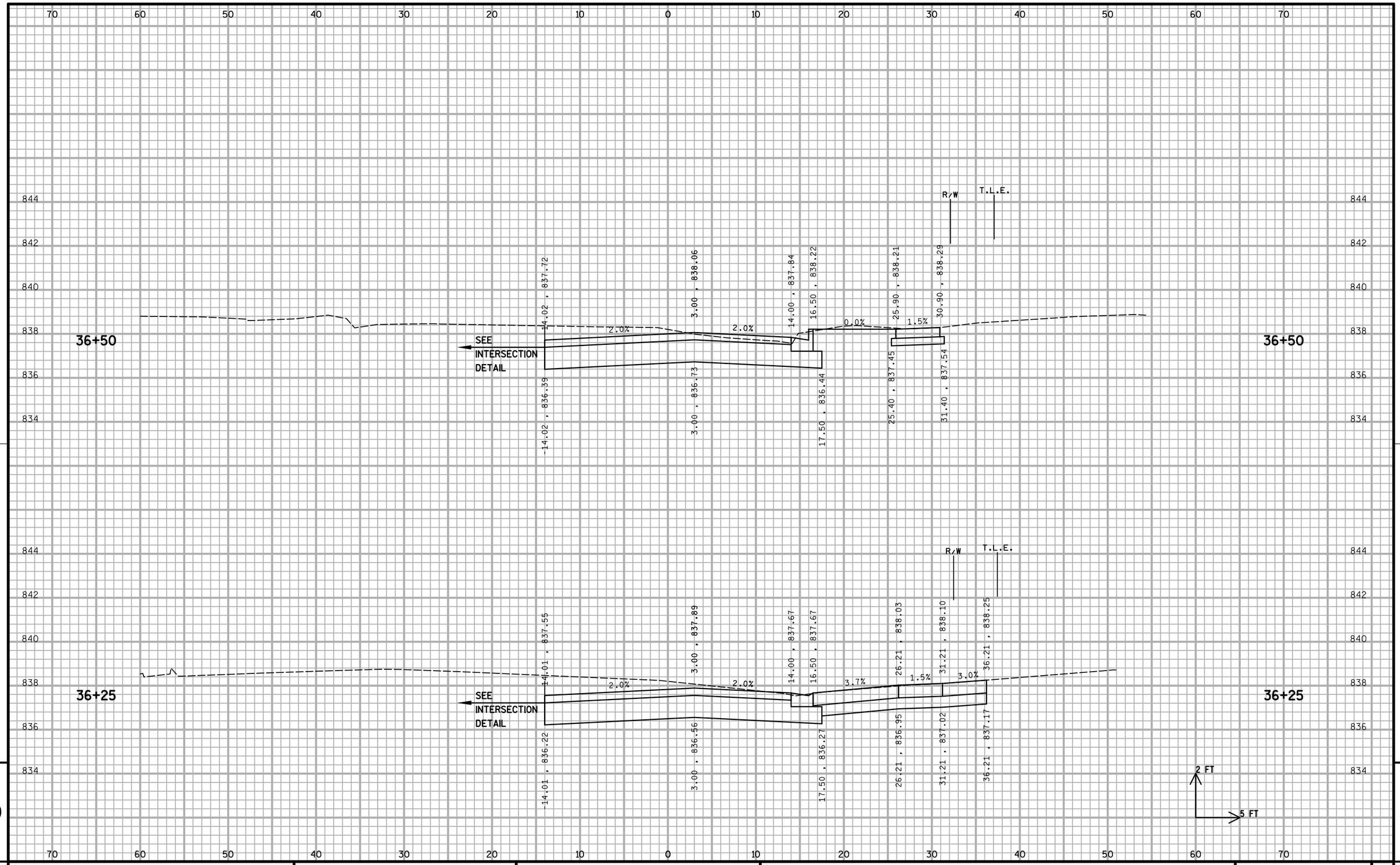
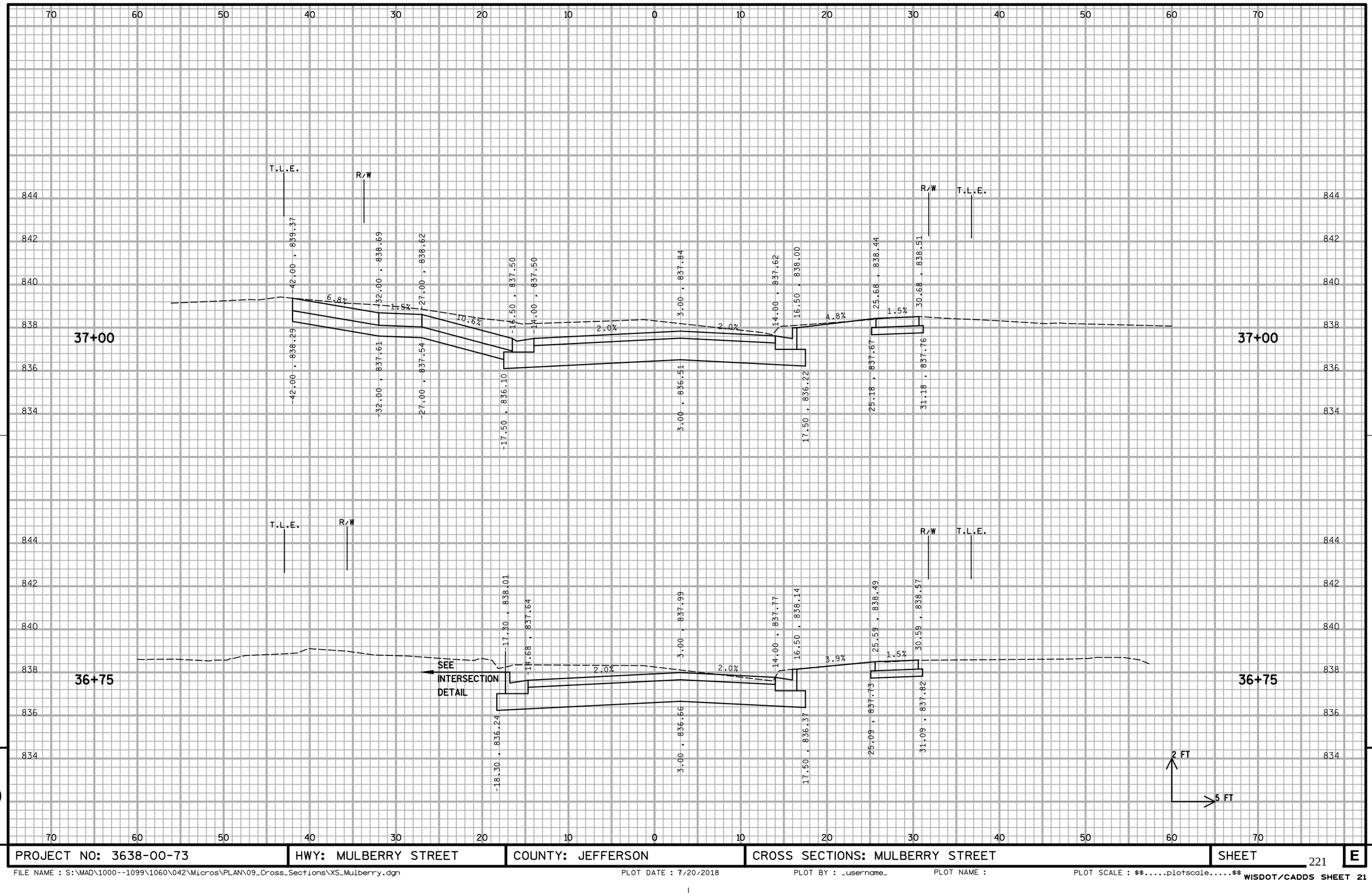
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



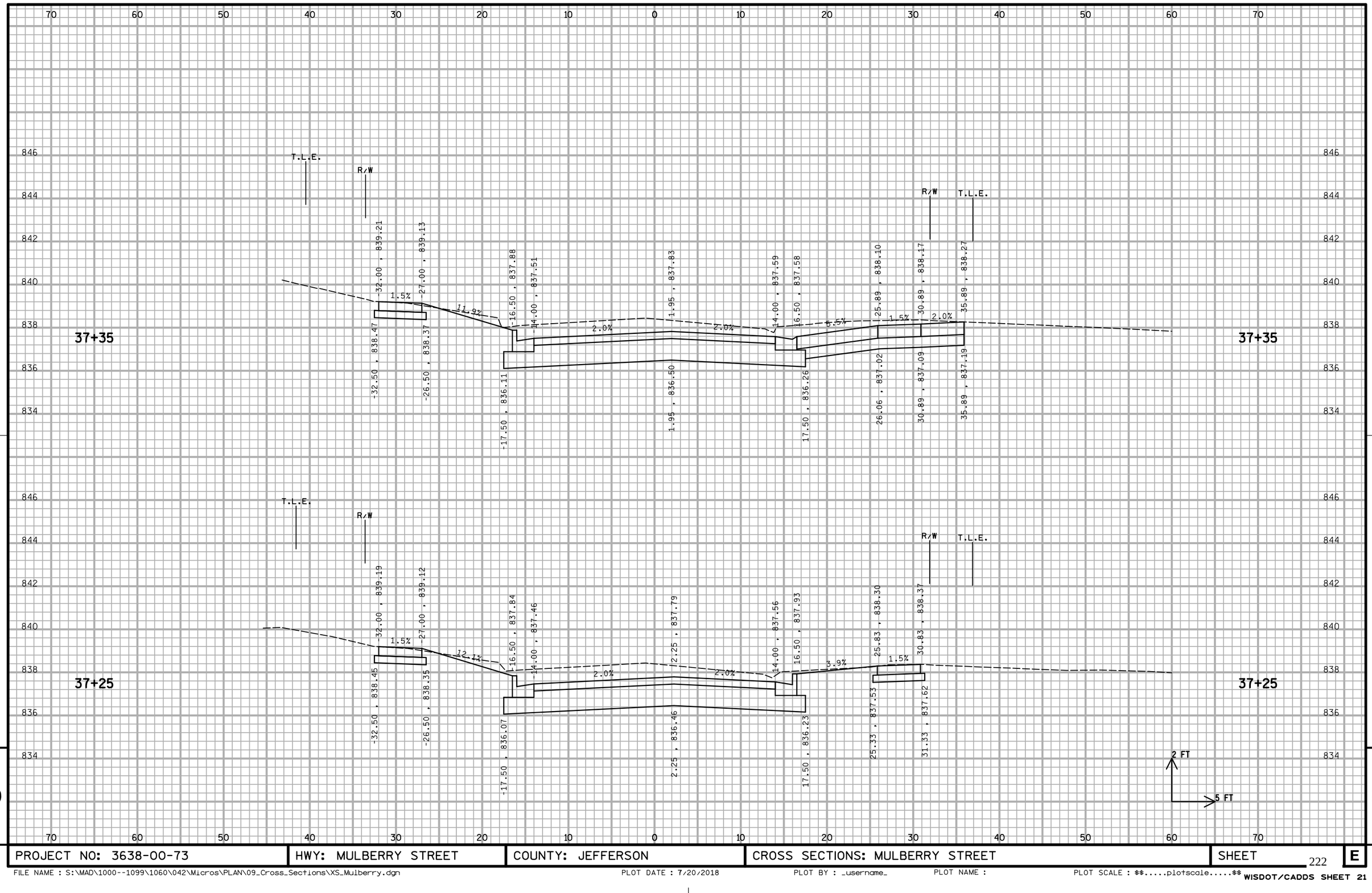
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



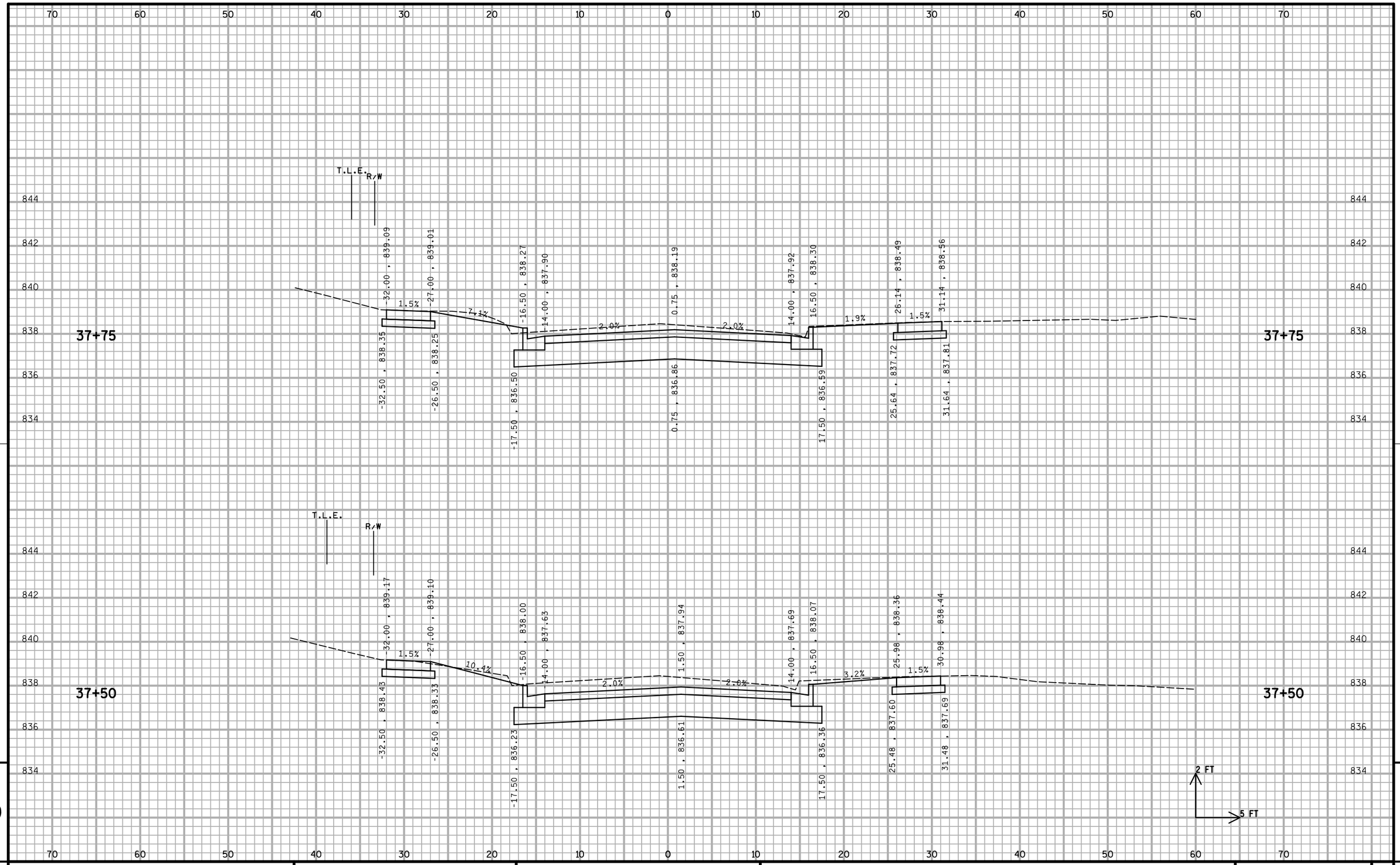
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 221 E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



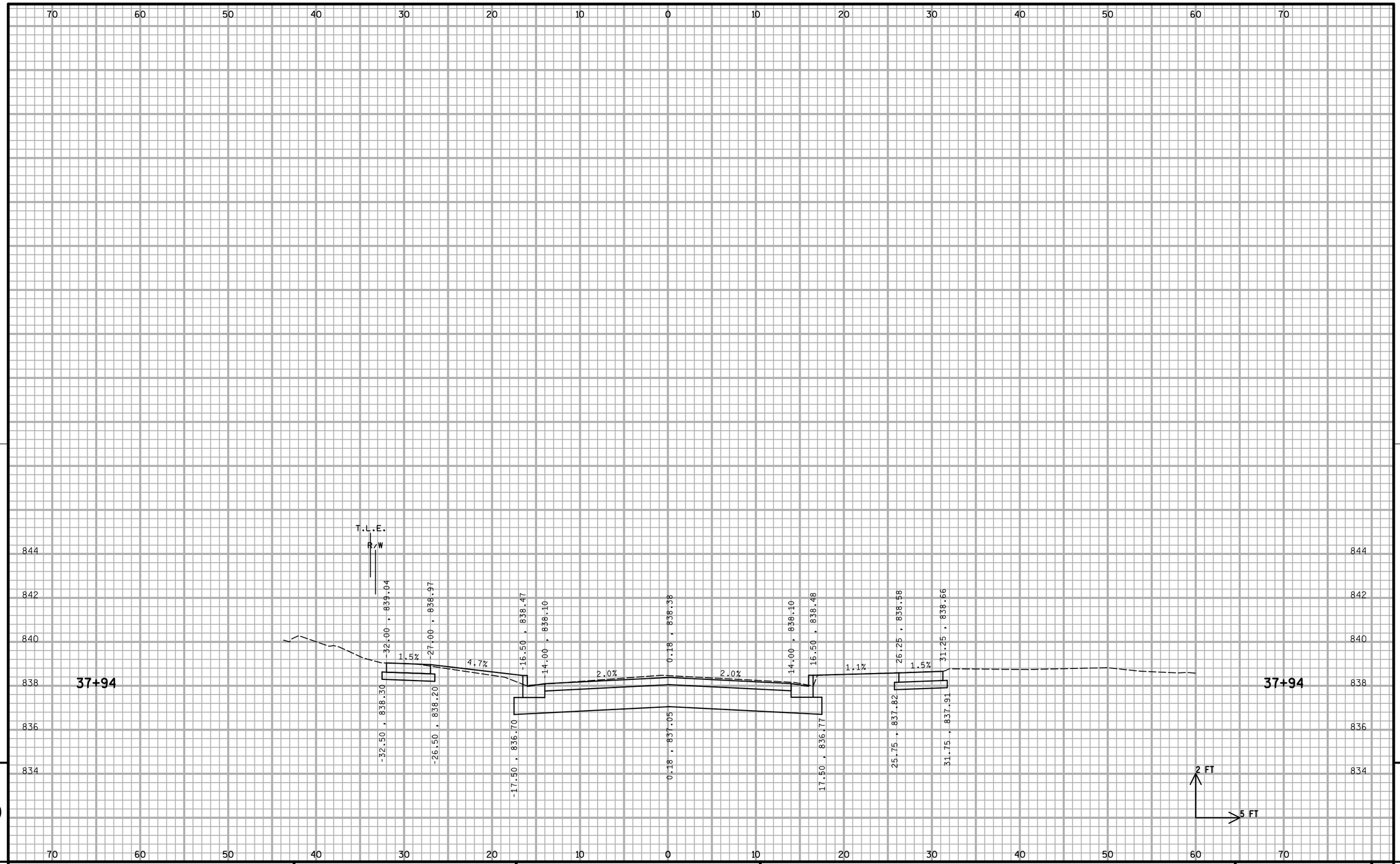
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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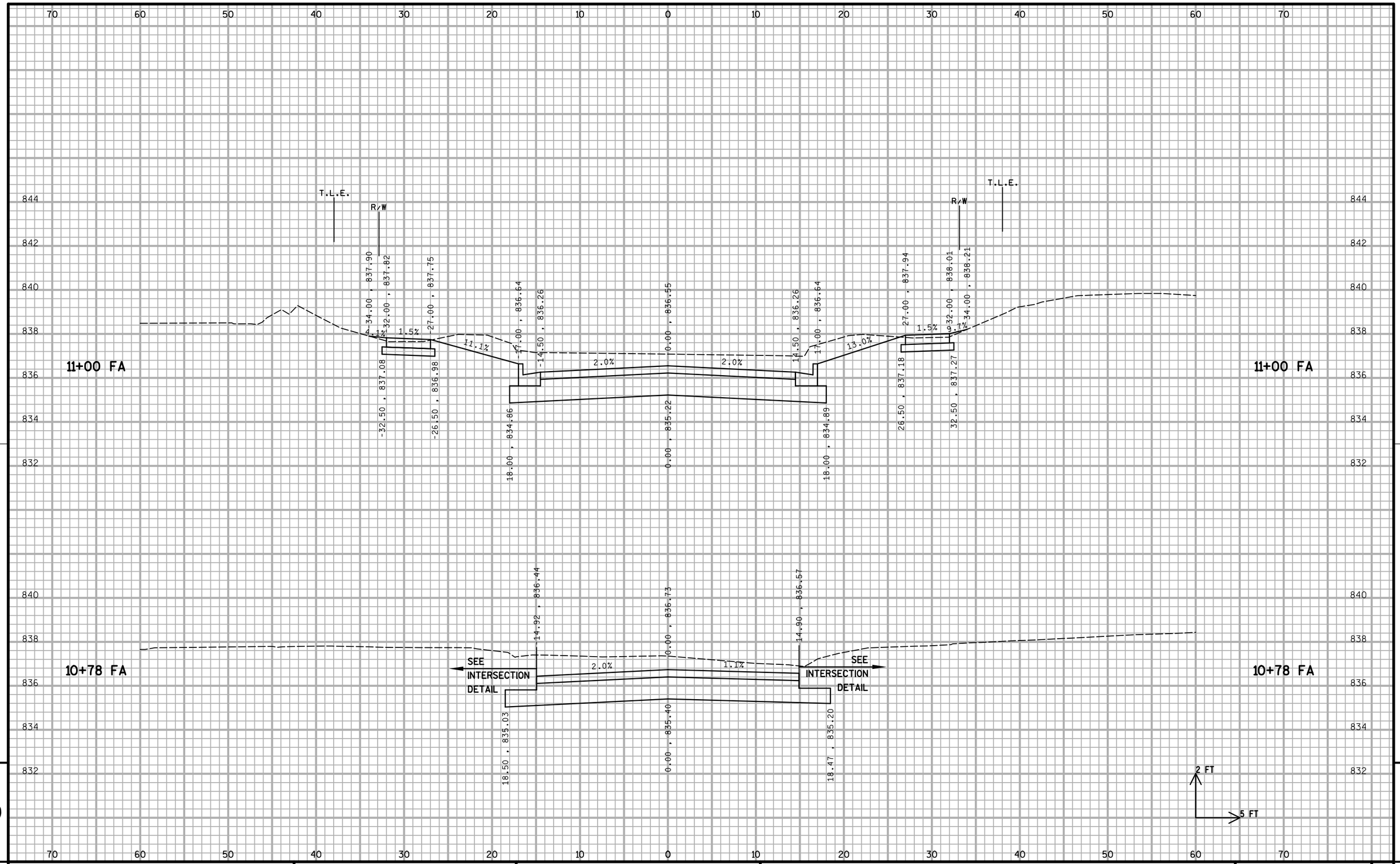
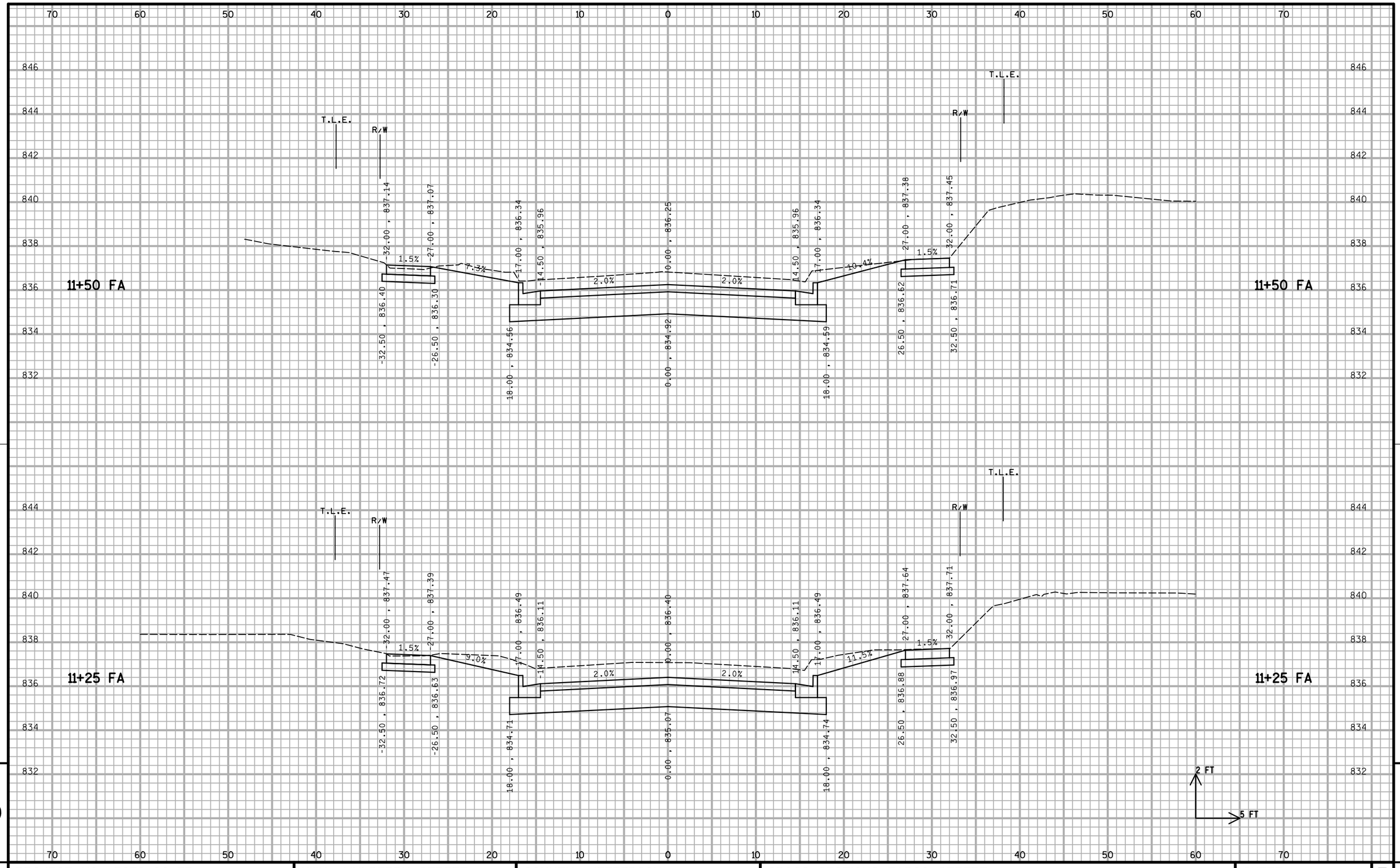
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: MULBERRY STREET	SHEET 224	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Mulberry.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



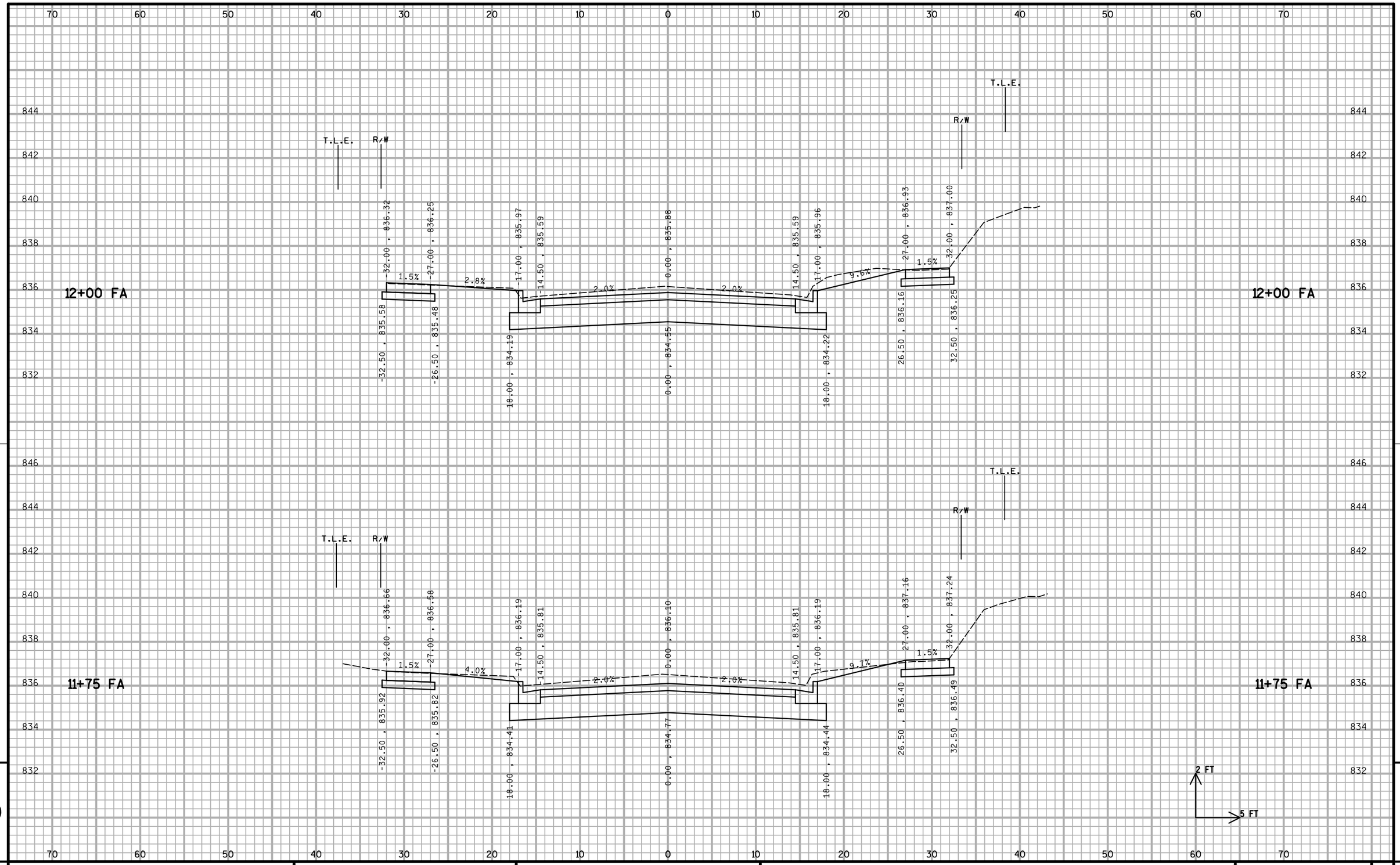
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: FARGO STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Fargo.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



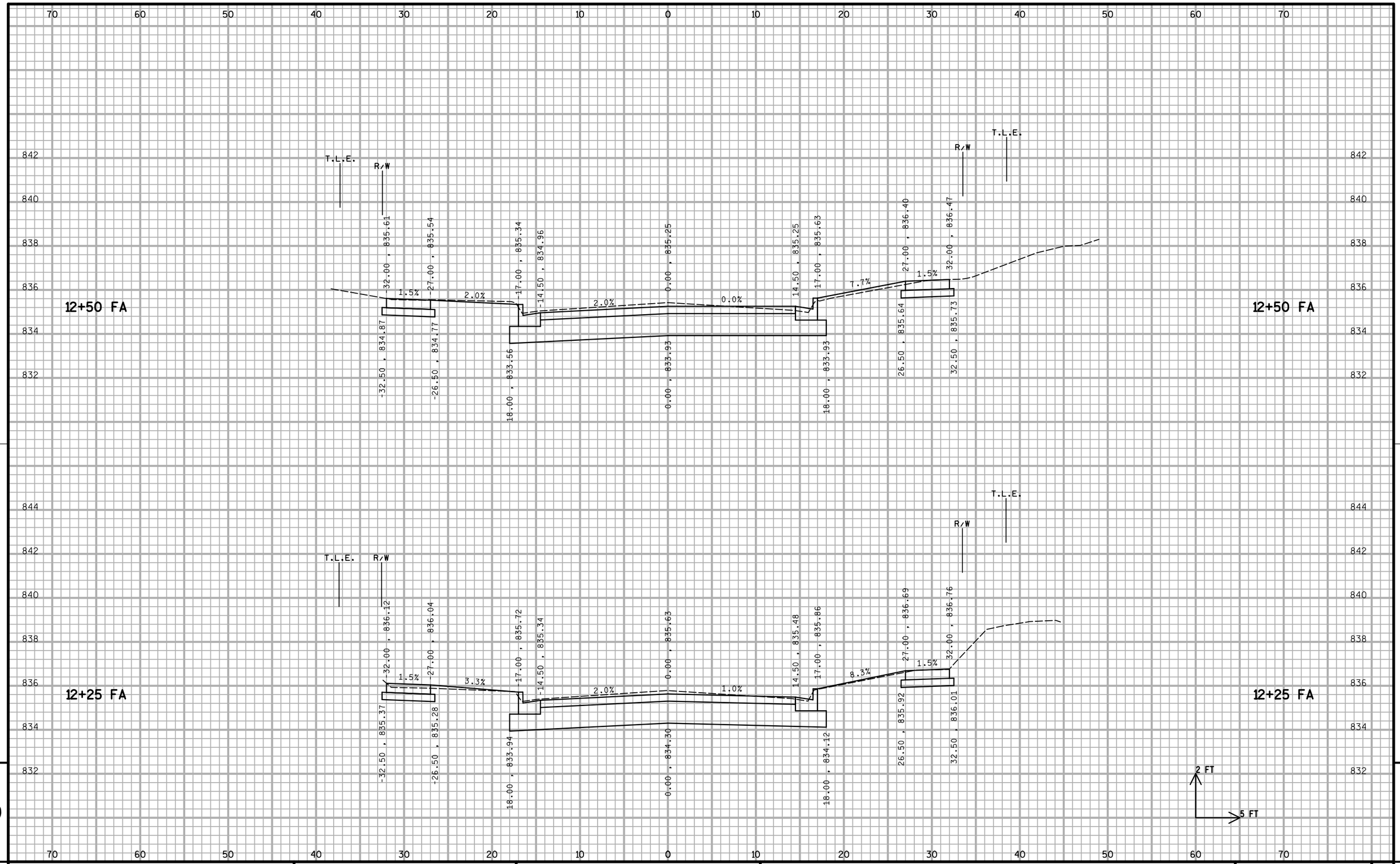
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: FARGO STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Fargo.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: FARGO STREET	SHEET 227	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Fargo.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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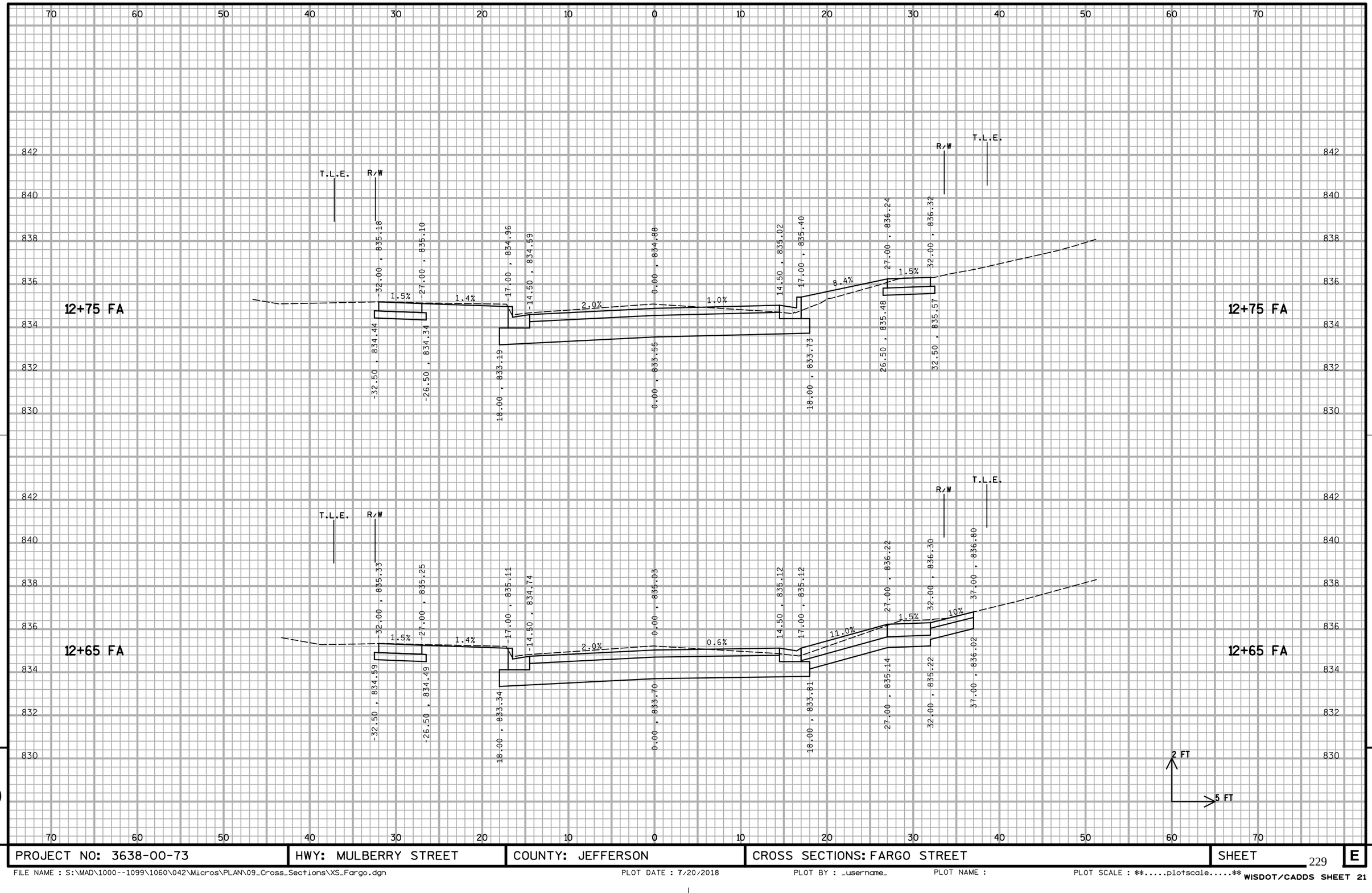
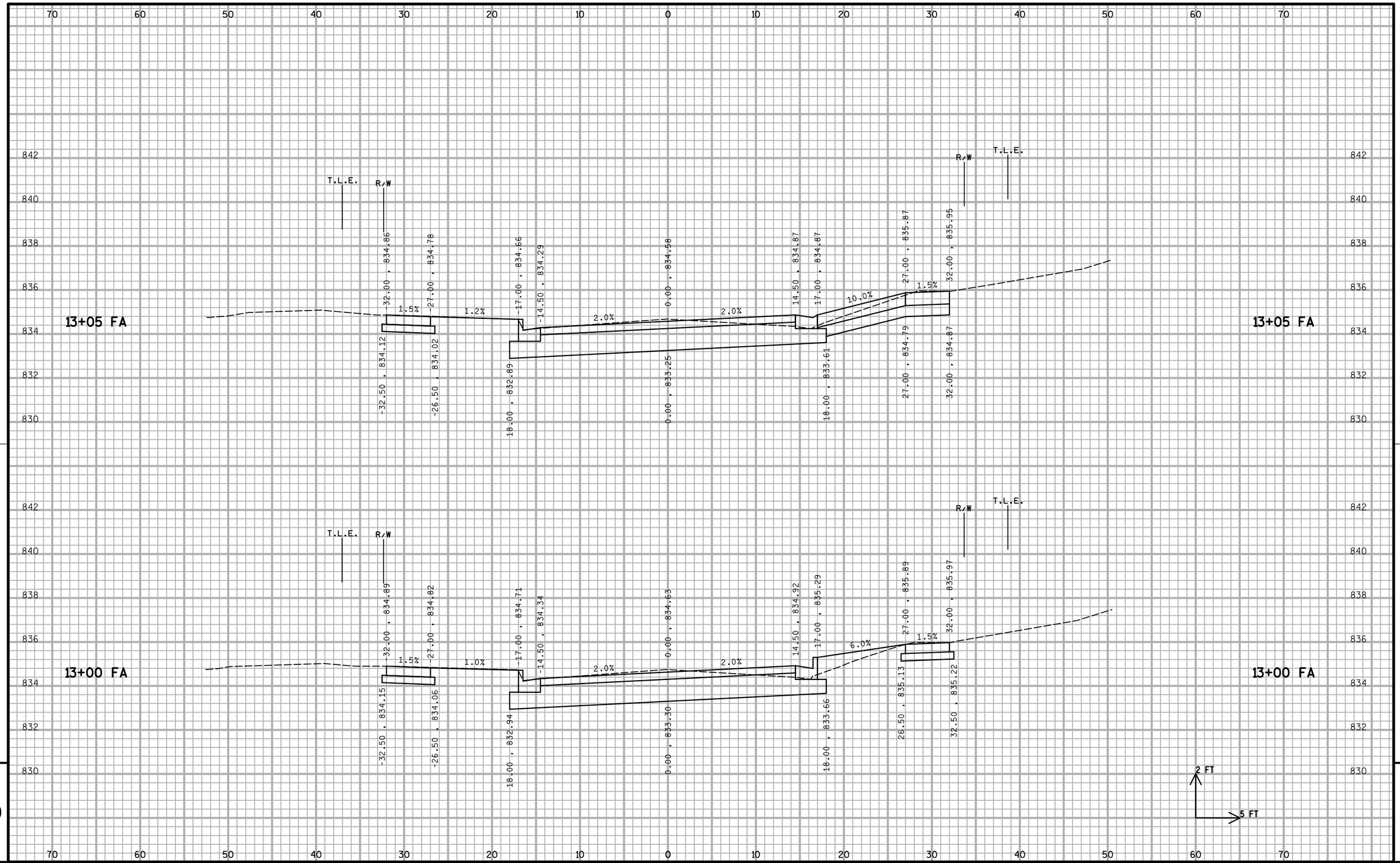
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: FARGO STREET	SHEET 228	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Fargo.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



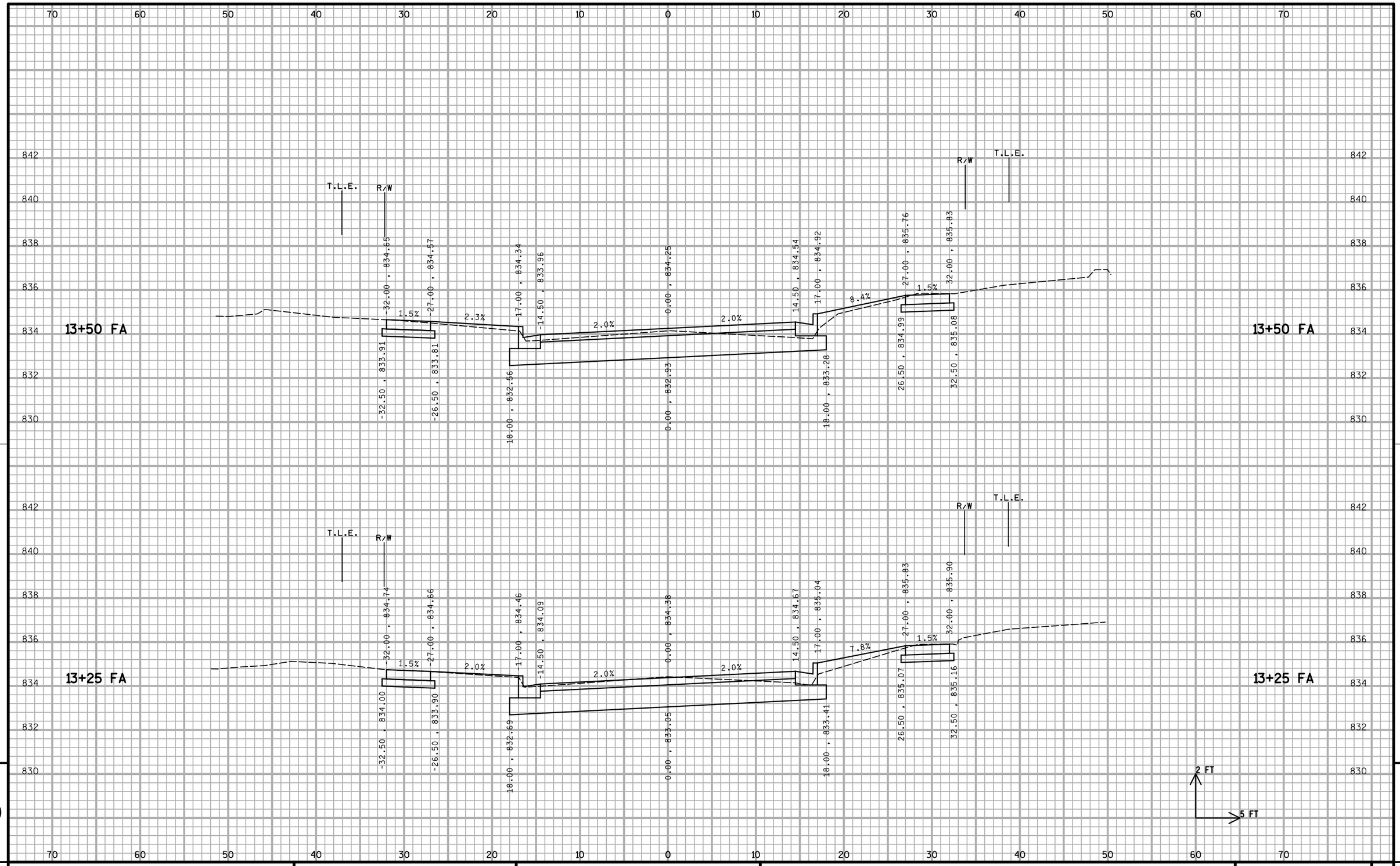
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: FARGO STREET	SHEET 229	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Fargo.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

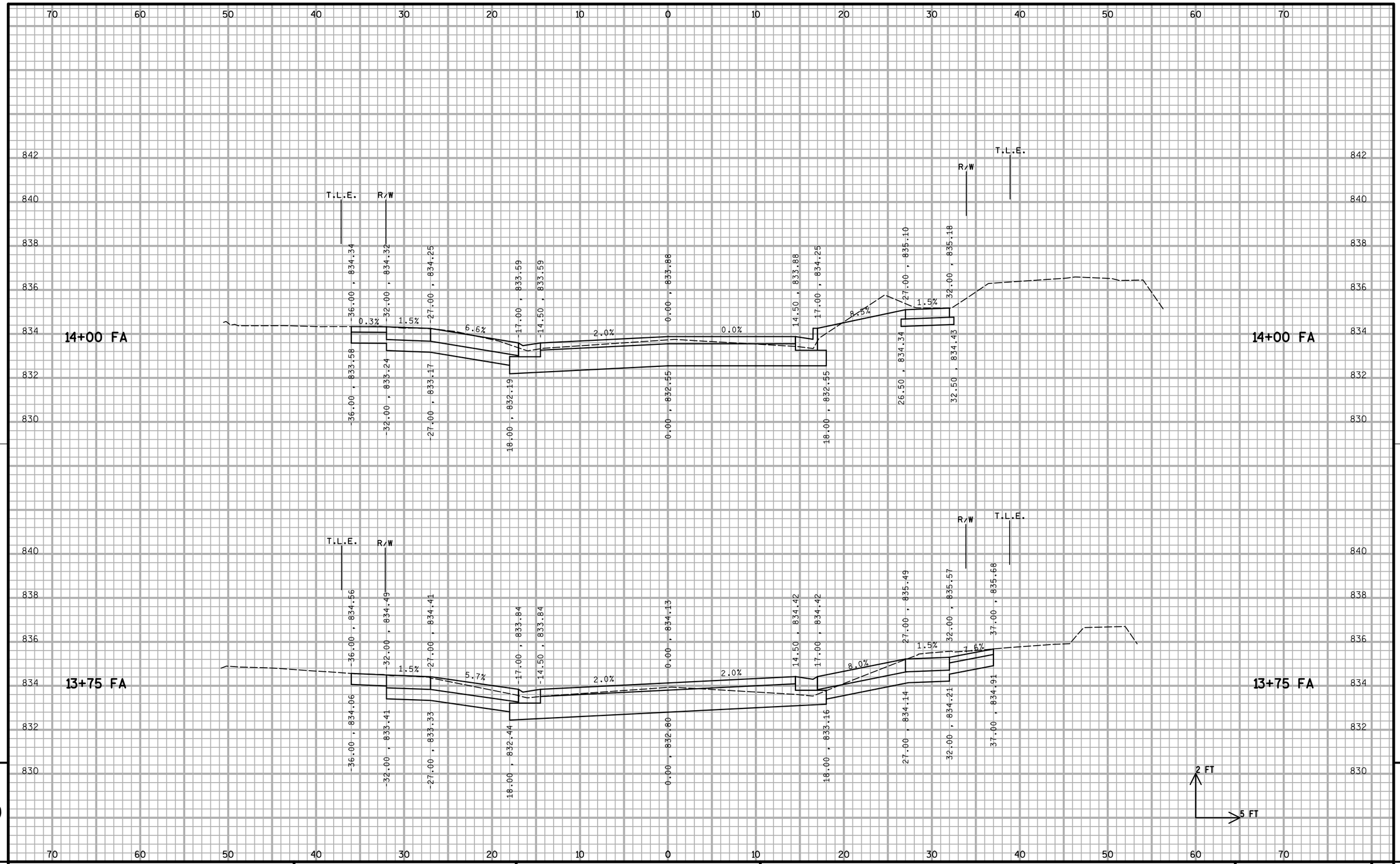


PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: FARGO STREET	SHEET 230	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Fargo.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

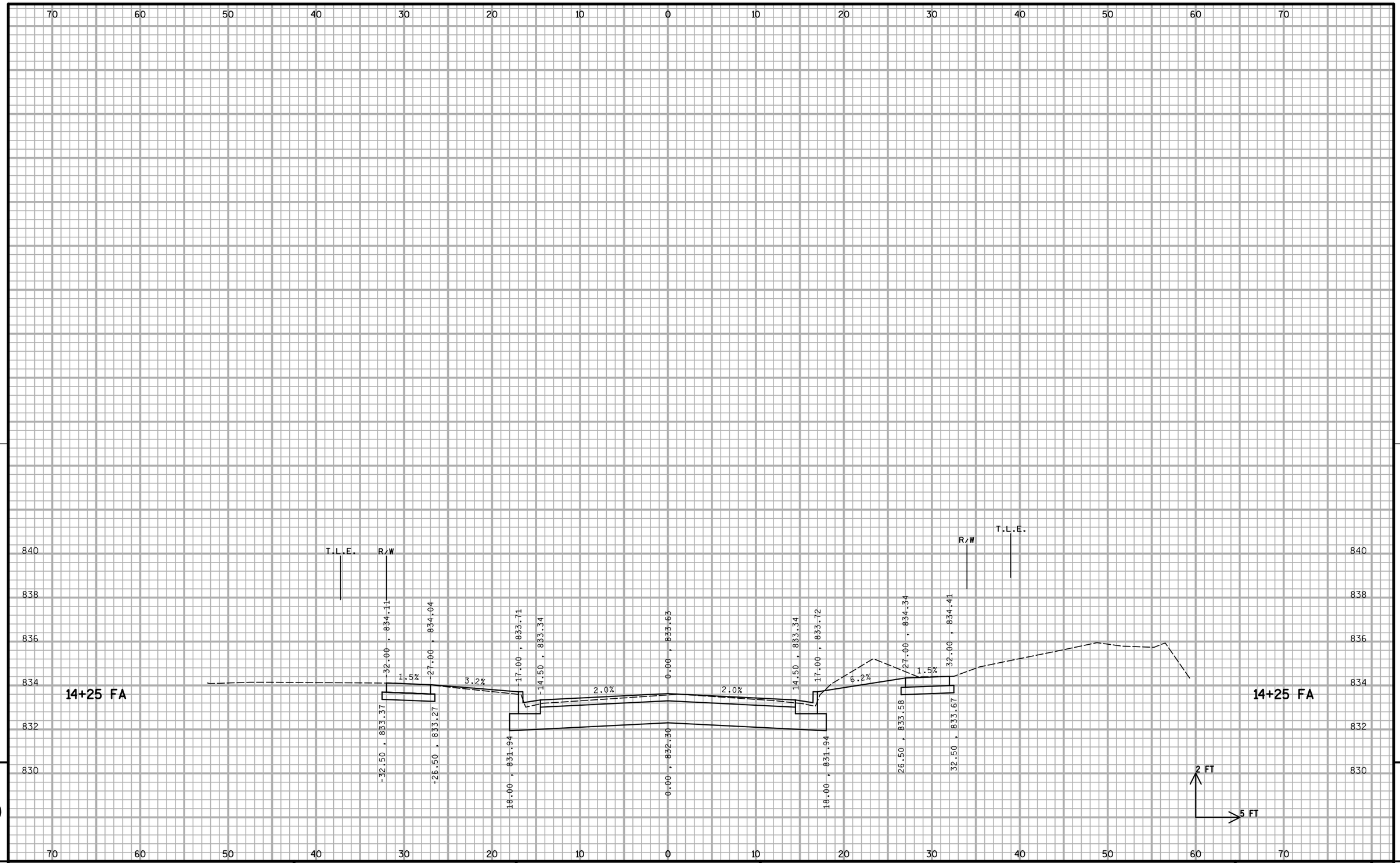


PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: FARGO STREET	SHEET 231 E



PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: FARGO STREET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Fargo.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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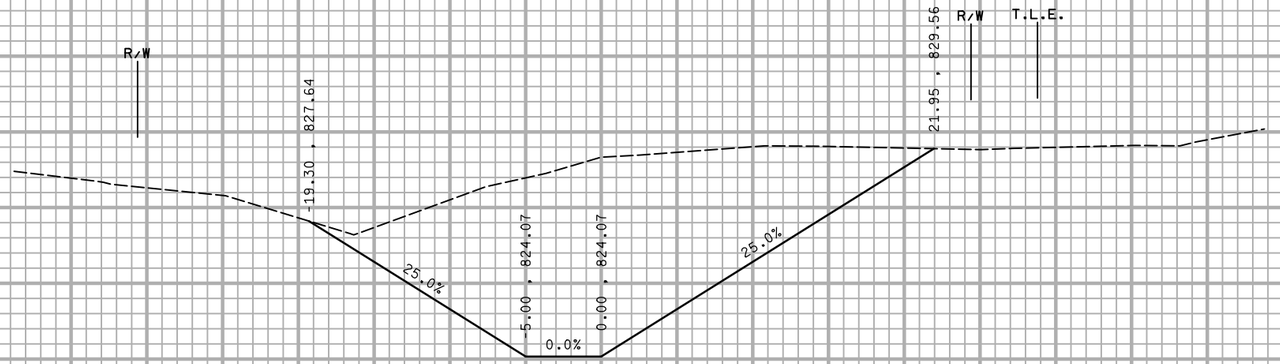
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: FARGO STREET	SHEET 233	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Fargo.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

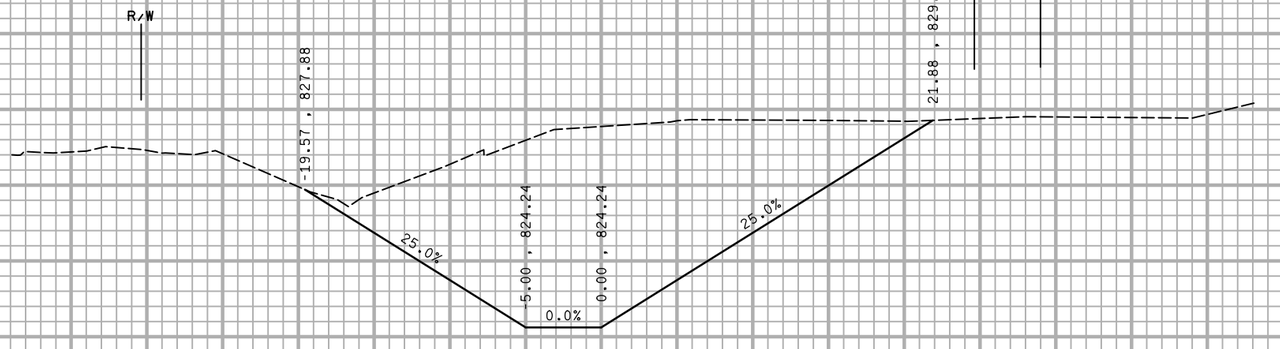
70 60 50 40 30 20 10 0 10 20 30 40 50 60 70

832
830
828
826

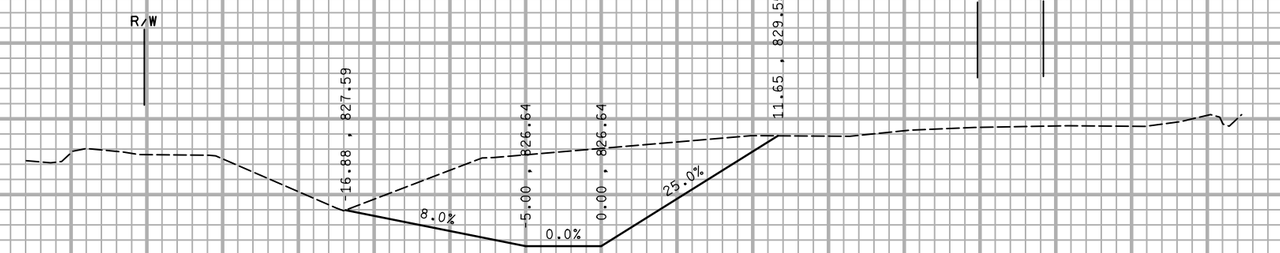
14+75 DRN

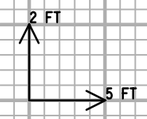


14+62 DRN



14+50 DRN





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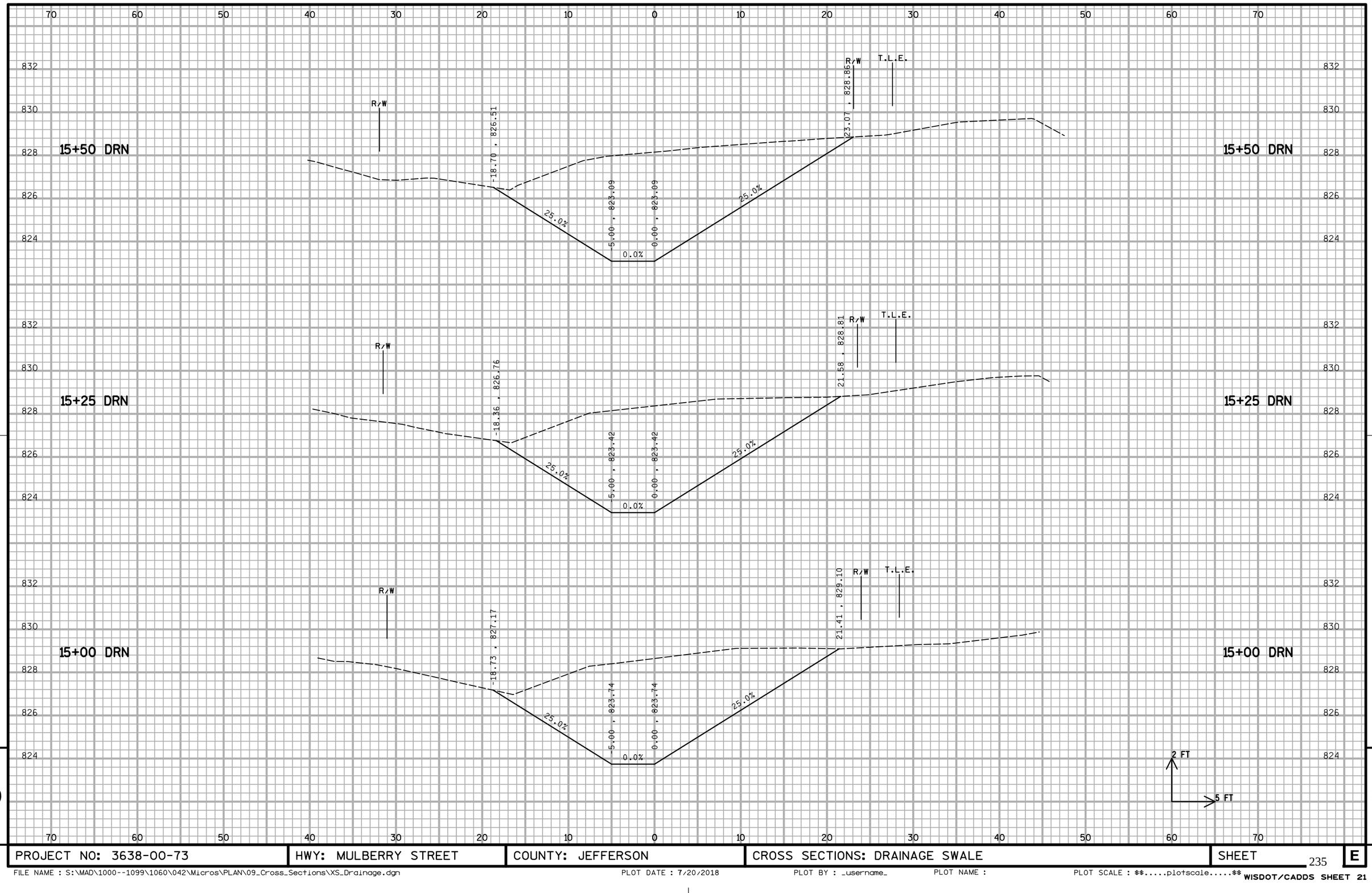
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: DRAINAGE SWALE	SHEET 234	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Drainage.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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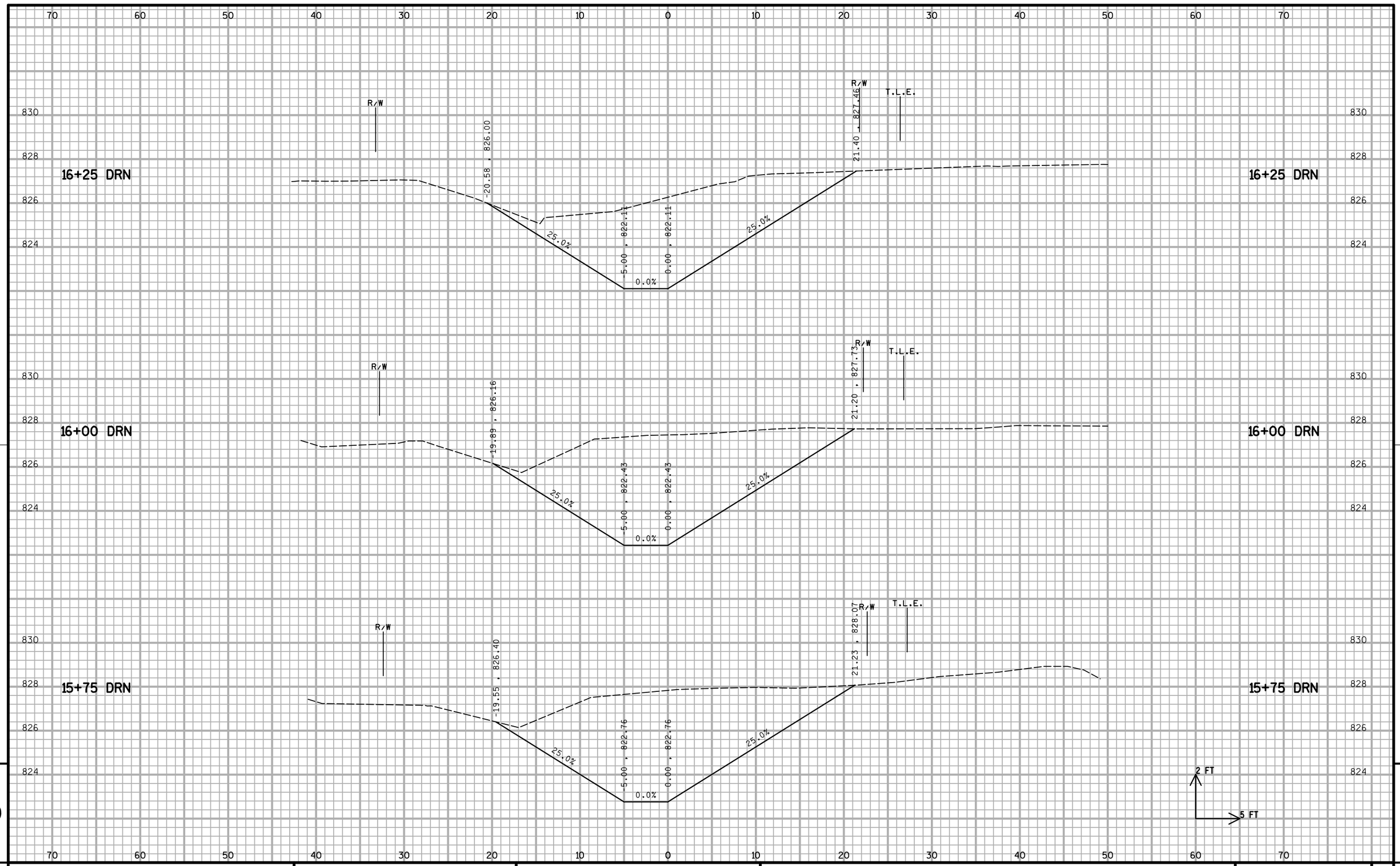
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: DRAINAGE SWALE	SHEET 235	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Drainage.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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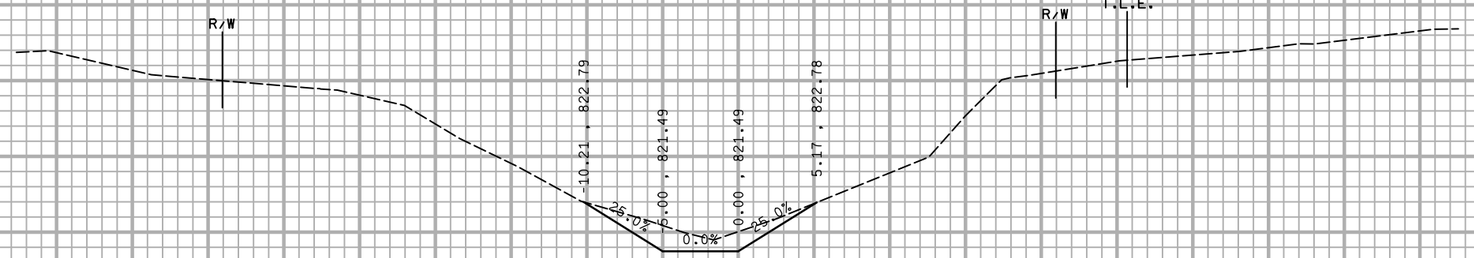
PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: DRAINAGE SWALE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Drainage.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

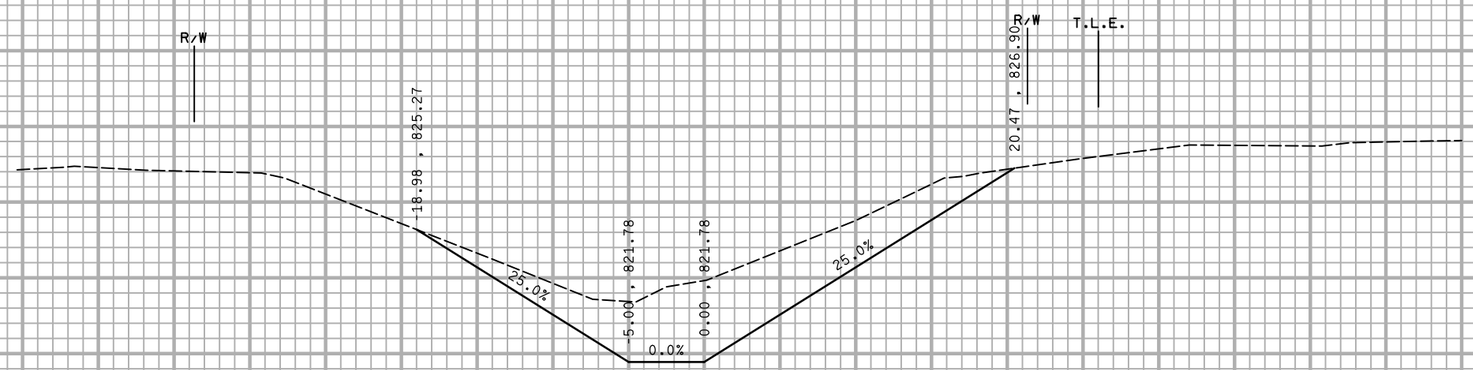
70 60 50 40 30 20 10 0 10 20 30 40 50 60 70

16+72 DRN

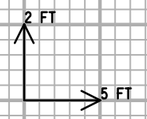


16+72 DRN

16+50 DRN



16+50 DRN



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PROJECT NO: 3638-00-73	HWY: MULBERRY STREET	COUNTY: JEFFERSON	CROSS SECTIONS: DRAINAGE SWALE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1060\042\Micros\PLAN\09_Cross_Sections\XS_Drainage.dgn PLOT DATE : 7/20/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

Wisconsin Department of Transportation

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